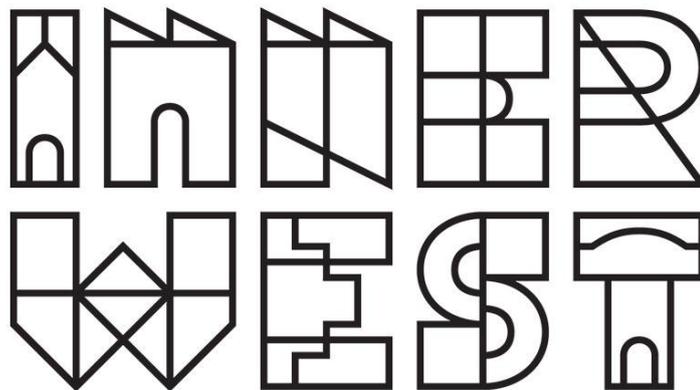


AGENDA



COUNCIL MEETING

TUESDAY 17 MARCH 2026

7:30 PM

Live Streaming of Council Meeting

In the spirit of open, accessible and transparent government, this meeting of the Inner West Council is being streamed live on Council's website. By speaking at a Public Forum, members of the public agree to being recorded and must ensure their speech to the Council is respectful and use appropriate language. A person who uses defamatory, discriminatory or offensive language may be exposed to liability for which Council takes no responsibility. Any part of this meeting that is held in closed session will not be recorded.

Council meetings are streamed live on [Council's website](#). This allows our community greater access to Council proceedings, decisions and debate.

Pre-Registration to Speak at Public Forum

Members of the public must register by 2pm of the day of the Meeting to speak at the Public Forum. If you wish to register to speak please fill in a [Register to Speak Form](#), available from the Inner West Council website, including:

- your name;
- contact details;
- item on the Agenda you wish to speak to; and
- whether you are for or against the recommendation in the agenda.
- whether you are speaking in person or online

Are there any rules for speaking at a Public Forum?

The following rules apply when addressing a Public Forum:

- keep your address to the point, the time allowed for each speaker is limited to three minutes. This time limit applies, no matter how many items are addressed by the speaker;
- when addressing the Meeting you must speak to the Chairperson;
- the Chairperson may curtail public participation where the information being presented is considered repetitive or irrelevant; and
- only 3 speakers for and against an Agenda Item are allowed.

What happens after I submit the form?

You will be contacted by Governance Staff to confirm your registration. If you indicated that you will speak online, you will be provided with a link to the online Public Forum. Your request will then be added to a list that is shown to the Chairperson on the night of the Public Forum.

Where Items are deferred, Council reserves the right to defer speakers until that Item is heard on the next occasion.

Accessibility

Inner West Council is committed to ensuring people with a disability have equal opportunity to take part in Council and Committee Meetings. At the Council Chambers at Ashfield, there is a hearing loop service available to assist persons with a hearing impairment. If you have any other access or disability related participation needs and wish to know more, call 9392 5536.

Persons in the public gallery are advised that under the Local Government Act 1993, a person may NOT record a Council meeting without the permission of Council.

Any persons found recording without authority will be expelled from the meeting.

"Record" includes the use of any form of audio, video and still camera equipment or mobile phone capable of recording speech.

An audio recording of this meeting will be taken for the purpose of verifying the accuracy of the minutes.

Statement of Ethical Obligations

The Mayor and Councillors are bound by the Oath/ Affirmation of Office made at the start of the Council term to undertake their civic duties in the best interests of the people of the Inner West Council and to faithfully and impartially carry out the functions, powers, authorities and discretions vested in them under the Local Government Act or any other Act, to the best of their skill and judgement.

It is also a requirement that the Mayor and Councillors disclose conflicts of interest in relation to items listed for consideration on the Agenda or which are considered at this meeting in accordance with Council's Code of Conduct and Code of Meeting Practice.

AGENDA

- 1 Acknowledgement of Country**
- 2 Apologies and Request for Remote Attendance**
- 3 Notice of Webcasting**
- 4 Statement of Ethical Obligations**
- 5 Disclosures of Interest (Part 4 (Pecuniary Interests) and Part 5 (non-pecuniary conflicts of interest) of Council’s Code of Conduct)**
- 6 Moment of Quiet Contemplation**

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8 Condolence Motions

Nil at the time of printing.

9 Mayoral Minutes

Nil at the time of printing.

10 Reports for Council Decision

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Minutes of Ordinary Council Meeting held on 17 February 2026 at Ashfield Service Centre

Meeting commenced at 7:35pm

Present:

Darcy Byrne	Mayor
Chloe Smith	Deputy Mayor
Izabella Antoniou	Councillor
Liz Atkins	Councillor
Olivia Barlow	Councillor
Andrew Blake	Councillor
Jo Carlisle	Councillor
Vicki Clay	Councillor
Jessica D'Arienzo	Councillor
Kerrie Fergusson	Councillor
Mat Howard	Councillor
Victor Macri	Councillor
Vittoria Raciti	Councillor
Philippa Scott	Councillor
Ismet Tastan	Councillor
Peter Gainsford	General Manager
Simone Plummer	Director Planning
Ruth Callaghan	Director Community
Sharon Bowman	Director Corporate
Peter Shields	Director Engineering
Ryann Midei	Director Property and Major Projects
Matthew Pearce	General Counsel
Megan Jenkins	Senior Lawyer
Manod Wickramasinghe	Traffic and Transport Planning Manager
Scott Mullen	Strategic Investments and Property Manager
George Georgakis	Administration Manager
Tia Camelin	Acting Business Paper Coordinator

APOLOGIES AND REQUEST FOR REMOTE PARTICIPATION:

Nil.

DISCLOSURES OF INTEREST:

Councillor Barlow declared a non-significant, non-pecuniary interest in Item 10 - *Local Transport Forum Terms of Reference and 2025 Authorisation and Delegation Instrument* as she works in the Office of Kobi Shetty MP, who in her capacity as the Member for Balmain, has a representative on the Transport Forum. She will remain in the meeting during discussion and voting on the matter as the vote is exercised through a representative.

Councillor Raciti declared a pecuniary interest on Item 16 – *67-75 Lords Road, Leichhardt – Dedication of Open Space – VPA* as her husband is the President of Leichhardt Apia Tigers and her son is on the Committee. She will leave the meeting during discussion and voting on the matter.

Councillor Howard declared a non-significant, non-pecuniary interest in Item 5 – Marrickville Parklands and Golf Course Upgrade as he is a social member of the Marrickville Golf Club. He will remain in the meeting during discussion and voting on the matter.

Councillor Antoniou declared a significant non-pecuniary interest in Item 12 – *Supporting Visual Artists and Writers to Find Affordable Spaces to Work in the Inner West* as the outgoing collective from Thirning Villa refugee arts project is an organisation that she has collaborated with over the years. In the last two years she has not partaken in compensated activity with them. She is still a supporter and out of an abundance of caution she will leave the meeting during discussion and voting on the matter.

Councillor Scott declared a pecuniary interest on Item 16 – *67-75 Lords Road, Leichhardt – Dedication of Open Space – VPA* as her principal place of residence is adjacent to the development site. She will leave the meeting during discussion and voting on the matter.

Motion: (Carlisle/D'Arienzo)

That Council note the disclosure of interest.

Motion Carried

For Motion: Crs Antoniou, Atkins, Barlow, Blake, Byrne, Carlisle, Clay, D'Arienzo, Fergusson, Howard, Macri, Raciti, Scott, Smith and Tastan

Against Motion: Nil

CONFIRMATION OF MINUTES

Motion: (Atkins/Scott)

That the Minutes of the Council held on Tuesday, 9 December 2025 be confirmed as a correct record.

Motion Carried

For Motion: Crs Antoniou, Atkins, Barlow, Blake, Byrne, Carlisle, Clay, D'Arienzo, Fergusson, Howard, Macri, Raciti, Scott, Smith and Tastan

Against Motion: Nil

C0226(2) Item 49 Mayoral Minute: Condolences from Inner West Council on the Bondi Massacre

Motion: (Byrne)

1. That Council condemns the devastating loss of life and horrific, senseless violence targeting the Jewish community on 14 December 2025, as they gathered to celebrate Chanukah on Bondi Beach.
2. That Council extends our deepest condolences to the families of the victims and all those affected by the Bondi Beach terrorist attack and wishes those injured in the attack a full and speedy recovery.
3. That Council commends and expresses gratitude for the extraordinary bravery of the police and emergency services personnel, Waverley Council staff, surf lifesavers, and community members who showed tremendous courage and acted quickly to bring people to safety.

4. That Council notes that Rotary has established the Unite for Bondi Appeal as the official fund for donations to help with the recovery of the victims and the community and that this fund has been authorised by the NSW Government.
5. In recognition of the enormous impact on Waverley Council including their staff and their community, that Council make a donation of \$20,000 to the Unite for Bondi Appeal for the purpose of supporting the Waverley community in their recovery. Funds for this are to be identified in the next quarterly budget review.

Motion Carried

For Motion: Crs Antoniou, Atkins, Barlow, Blake, Byrne, Carlisle, Clay, D'Arienzo, Fergusson, Howard, Macri, Raciti, Scott, Smith and Tastan

Against Motion: Nil

Procedural Motion (Howard/Atkins)

That Council Suspend Standing Orders to bring forward the following items to be dealt with at this time:

1. Item 1 Public Exhibition - Tempe Lands Masterplan
2. Item 4 Major Capital Projects Committee - Revised Terms of Reference
3. Item 6 Airspace land adjacent to St Peters Town Hall
4. Item 9 Review of Car Share Parking Fees and Charges
5. Item 11 Flood Management Advisory Committee Meeting – 26 November 2025
6. Item 17 Quarterly Strategic Investment Property Report
7. Item 18 Leichhardt Park Aquatic Centre Upgrade - Monthly Project Update
8. Item 19 Leichhardt Oval Refurbishment - Monthly Project Update
9. Item 23 Update - Crystal Street Petersham Roundtable
10. Item 25 Park Fire Risk Management
11. Item 26 Investment Report for the periods ending 30 November 2025 and 31 December 2025
12. Item 27 Quarter 2 Report on Operational Plan 2025/26 including Quarterly Budget Review Statement
13. Item 28 Updated Pecuniary Interest Returns
14. Item 30 Notice of Motion: Junior Parkrun
15. Item 32 Notice of Motion: Redundant Optus Cable
16. Item 33 Notice of Motion: Supporting Place-Based Youth Services
17. Item 36 Notice of Motion: Community Recycling Centres Review
18. Item 37 Notice of Motion: Pedestrian safety at Unwins Bridge Road and Hillcrest Street, Tempe
19. Item 38 Notice of Motion: Vegetation Management and Rehabilitation – Cooks River Foreshore, Thornley Street Marrickville
20. Item 39 Notice of Motion: Geo-blocking Ovals for Shared E-bikes
21. Item 40 Notice of Motion: Council Run Events on the GreenWay
22. Item 42 Notice of Motion: Cul de sac maintenance - Athol St, Leichhardt
23. Item 45 Notice of Motion: Seniors Morning Teas to Celebrate the

GreenWay

24. Item 46 **Notice of Motion: Maintaining integrity of annual grant program process**
25. Item 47 **Notice of Motion: 2026 National General Assembly Proposed Motion: The Treaty on the Prohibition of Nuclear Weapons**

Motion Carried

For Motion: Crs Antoniou, Atkins, Barlow, Blake, Byrne, Carlisle, Clay, D'Arienzo, Fergusson, Howard, Macri, Raciti, Scott, Smith and Tastan

Against Motion: Nil

Procedural Motion (Howard/Atkins)

That the following items be moved in globo and the recommendations contained within the reports be adopted:

1. Item 1 **Public Exhibition - Tempe Lands Masterplan**
2. Item 4 **Major Capital Projects Committee - Revised Terms of Reference**
3. Item 6 **Airspace land adjacent to St Peters Town Hall**
4. Item 9 **Review of Car Share Parking Fees and Charges**
5. Item 11 **Flood Management Advisory Committee Meeting – 26 November 2025**
6. Item 17 **Quarterly Strategic Investment Property Report**
7. Item 18 **Leichhardt Park Aquatic Centre Upgrade - Monthly Project Update**
8. Item 19 **Leichhardt Oval Refurbishment - Monthly Project Update**
9. Item 23 **Update - Crystal Street Petersham Roundtable**
10. Item 25 **Park Fire Risk Management**
11. Item 26 **Investment Report for the periods ending 30 November 2025 and 31 December 2025**
12. Item 27 **Quarter 2 Report on Operational Plan 2025/26 including Quarterly Budget Review Statement**
13. Item 28 **Updated Pecuniary Interest Returns**
14. Item 30 **Notice of Motion: Junior Parkrun**
15. Item 32 **Notice of Motion: Redundant Optus Cable**
16. Item 33 **Notice of Motion: Supporting Place-Based Youth Services**
17. Item 36 **Notice of Motion: Community Recycling Centres Review**
18. Item 37 **Notice of Motion: Pedestrian safety at Unwins Bridge Road and Hillcrest Street, Tempe**
19. Item 38 **Notice of Motion: Vegetation Management and Rehabilitation – Cooks River Foreshore, Thornley Street Marrickville**
20. Item 39 **Notice of Motion: Geo-blocking Ovals for Shared E-bikes**
21. Item 40 **Notice of Motion: Council Run Events on the GreenWay**
22. Item 42 **Notice of Motion: Cul de sac maintenance - Athol St, Leichhardt**
23. Item 45 **Notice of Motion: Seniors Morning Teas to Celebrate the GreenWay**
24. Item 46 **Notice of Motion: Maintaining integrity of annual grant program**

C0226(1) Item 9 Review of Car Share Parking Fees and Charges

Motion: (Howard/Atkins)

That Council endorse the public exhibition of the proposed Car Share parking fees as detailed in the report, and that they be exhibited within the 2026/27 Fees and Charges.

Motion Carried

For Motion: Crs Antoniou, Atkins, Barlow, Blake, Byrne, Carlisle, Clay, D'Arienzo, Fergusson, Howard, Macri, Raciti, Scott, Smith and Tastan

Against Motion: Nil

C0226(1) Item 11 Flood Management Advisory Committee Meeting - 26 November 2025

Motion: (Howard/Atkins)

That Council receive and adopt the recommendations of the Flood Management Advisory Committee meeting held on 26 November 2025.

Motion Carried

For Motion: Crs Antoniou, Atkins, Barlow, Blake, Byrne, Carlisle, Clay, D'Arienzo, Fergusson, Howard, Macri, Raciti, Scott, Smith and Tastan

Against Motion: Nil

C0226(1) Item 17 Quarterly Strategic Investment Property Report

Motion: (Howard/Atkins)

- 1. That Council receive and note the report.**
- 2. That Council consider the publication of the confidential report attached to this business paper on Council's website after twelve months, subject to consultation with affected parties.**

Motion Carried

For Motion: Crs Antoniou, Atkins, Barlow, Blake, Byrne, Carlisle, Clay, D'Arienzo, Fergusson, Howard, Macri, Raciti, Scott, Smith and Tastan

Against Motion: Nil

C0226(1) Item 18 Leichhardt Park Aquatic Centre Upgrade - Monthly Project Update

Motions: (Howard/Atkins)

That Council receive and note the report which details the following progress since the last report:

- 1. Stage 1 is scheduled for completion by mid-February 2026**
- 2. The continued progress of Stage 2, with the select tender process now closed and a separate confidential report to be tabled at the February 2026**

Council meeting.

3. **Feasibility reviews were undertaken to assess the viability of modifying the Stage 2 design to meet elite Water polo competition standards which concluded such modifications would present unacceptable financial, operational and scheduling risks for Council and an additional funding of at least \$8M for the elite water polo pool, which is not in Council's Long Term Financial Plan.**

Motion Carried

For Motion: Crs Antoniou, Atkins, Barlow, Blake, Byrne, Carlisle, Clay, D'Arienzo, Fergusson, Howard, Macri, Raciti, Scott, Smith and Tastan

Against Motion: Nil

C0226(1) Item 19 Leichhardt Oval Refurbishment - Monthly Project Update

Motion: (Howard/Atkins)

That Council receive and note the report which details the following progress since the last report:

1. **The State Significant Development Application was submitted to the NSW Department of Planning, Housing and Infrastructure in late December 2025 and was publicly exhibited from 16 January 2026 to 12 February 2026.**
2. **Schematic design has been completed, with the design now progressing into detailed development for the lower bowl seating, western grandstand, and northern grandstand, supported by specialised architectural, structural, services, and cost-planning consultants.**

Motion Carried

For Motion: Crs Antoniou, Atkins, Barlow, Blake, Byrne, Carlisle, Clay, D'Arienzo, Fergusson, Howard, Macri, Raciti, Scott, Smith and Tastan

Against Motion: Nil

C0226(1) Item 23 Update - Crystal Street Petersham Roundtable

Motion: (Howard/Atkins)

1. **That Council endorse the Crystal Street Roundtable Action Plan for delivery.**
2. **That Council provides a report to the June 2026 Council meeting on those actions that require a longer timeframe. This further report will include an update of those actions that have been completed.**

Motion Carried

For Motion: Crs Antoniou, Atkins, Barlow, Blake, Byrne, Carlisle, Clay, D'Arienzo, Fergusson, Howard, Macri, Raciti, Scott, Smith and Tastan

Against Motion: Nil

C0226(1) Item 25 Park Fire Risk Management

Motion: (Howard/Atkins)

That Council receive and note the report on Park Fire Risk Management, which considers existing arrangements and further measures introduced to enhance fire risk management including additional maintenance and monitoring practices.

Motion Carried

For Motion: Crs Antoniou, Atkins, Barlow, Blake, Byrne, Carlisle, Clay, D'Arienzo, Fergusson, Howard, Macri, Raciti, Scott, Smith and Tastan

Against Motion: Nil

C0226(1) Item 26 Investment Report for the periods ending 30 November 2025 and 31 December 2025

Motion: (Howard/Atkins)

That Council receive and note the investment report for the periods ending 30 November and 31 December 2025, demonstrating continued strong investment returns in a non-fossil fuel portfolio.

Motion Carried

For Motion: Crs Antoniou, Atkins, Barlow, Blake, Byrne, Carlisle, Clay, D'Arienzo, Fergusson, Howard, Macri, Raciti, Scott, Smith and Tastan

Against Motion: Nil

C0226(1) Item 27 Quarter 2 Report on Operational Plan 2025/26 including Quarterly Budget Review Statement

Motion: (Howard/Atkins)

1. That Council endorse the Quarterly Progress Report for Quarter 2 2025/26 on the Operational Plan 2025/26, noting that:
 - a) 93% of the actions were completed or on track, and 80% of measures were on target or within tolerance; and
 - b) Highlights for the quarter included the Greenway opening, 3 major street festivals, Ashfield Aquatic Centre 5th Birthday and the 2-year anniversary of FOGO.
2. That Council adopt the Quarterly Budget Review Statement including the recommended changes detailed therein for Quarter 2 2025/26, as follows:
 - a) Increasing Council's net operating position excluding capital grants from \$104,000 to \$160,000;
 - b) Decreasing the Capital Works Program from \$128.0 million to \$119.6 million primarily to realign budget to future years to meet expected completion dates; and
 - c) Increasing projected capital grants by \$3.8m.

Motion Carried

For Motion: Crs Antoniou, Atkins, Barlow, Blake, Byrne, Carlisle, Clay, D'Arienzo, Fergusson, Howard, Macri, Raciti, Scott, Smith and Tastan

Against Motion: Nil

C0226(1) Item 28 Updated Pecuniary Interest Returns

Motion: (Howard/Atkins)

That Council receive and note the updated Disclosure of Pecuniary Interest Returns lodged by the Mayor, Clr Darcy Byrne; Clr Mat Howard; Clr Philippa Scott; Clr Jo Carlisle; and Audit, Risk and Improvement Committee (ARIC) member Helen Hu.

Motion Carried

For Motion: Crs Antoniou, Atkins, Barlow, Blake, Byrne, Carlisle, Clay, D'Arienzo, Fergusson, Howard, Macri, Raciti, Scott, Smith and Tastan

Against Motion: Nil

C0226(1) Item 30 Notice of Motion: Junior Parkrun

Motion: (Howard/Atkins)

1. That Council notes the success of Parkrun as a free, volunteer-led initiative that promotes physical activity, social connection and inclusive use of public open space, including the ongoing success of the Bay Run Parkrun in Haberfield and other nearby Parkrun events.
2. That Council notes the establishment and growth of Junior Parkrun events in Australia and overseas, which provide free, weekly 2 kilometre events for children aged 4 to 14 years and their families, and the demonstrated physical, mental health and community benefits of these programs.
3. That Council requests staff to investigate the establishment of a Junior Parkrun in the Inner West, including consideration of locations such as Marrickville Oval, the GreenWay corridor, Pratten Park or another suitable site, and consultation with Parkrun Australia and relevant community stakeholders.
4. That Council requests that staff meet with Parkrun representatives and report back to Council within two months on the outcomes of this investigation, including feasibility, recommended locations, resourcing and cost implications, and alignment with Council strategies and priorities.

Motion Carried

For Motion: Crs Antoniou, Atkins, Barlow, Blake, Byrne, Carlisle, Clay, D'Arienzo, Fergusson, Howard, Macri, Raciti, Scott, Smith and Tastan

Against Motion: Nil

C0226(1) Item 32 Notice of Motion: Redundant Optus Cable

Motion: (Howard/Atkins)

That Council write to the responsible authorities to seek the removal of the redundant Optus cable network on telegraph poles. If no cooperation is given then write to the State Government asking them to introduce legislation requiring the removal of the

redundant cable.

Motion Carried

For Motion: Crs Antoniou, Atkins, Barlow, Blake, Byrne, Carlisle, Clay, D'Arienzo, Fergusson, Howard, Macri, Raciti, Scott, Smith and Tastan

Against Motion: Nil

C0226(1) Item 33 Notice of Motion: Supporting Place-Based Youth Services

Motion: (Howard/Atkins)

1. That Council, as part of the Child and Youth Strategy, included an exploration of place-based youth services and the potential models that council could support through partnerships and existing infrastructure.
2. That Council as part of the Child and Youth strategy develop a communications plan to improve knowledge of and highlight existing youth services in each ward. The strategy should highlight the age demographics being serviced by each program.

Motion Carried

For Motion: Crs Antoniou, Atkins, Barlow, Blake, Byrne, Carlisle, Clay, D'Arienzo, Fergusson, Howard, Macri, Raciti, Scott, Smith and Tastan

Against Motion: Nil

C0226(1) Item 36 Notice of Motion: Community Recycling Centres Review

Motion: (Howard/Atkins)

1. That Council acknowledges the vital role of Council's Community Recycling Centres (CRCs) at Leichhardt and St Peters in waste management, landfill diversion and supporting the circular economy in the Inner West.
2. That Council notes that funding for CRCs is derived from both the Domestic Waste Reserve and the NSW Government's Community Recycling Centre program, administered by the Environmental Protection Authority through the Environmental Trust, with the stated purpose of assisting residents to responsibly dispose of household "problem waste", including electronics, batteries and chemicals.
3. That Council thanks staff for their ongoing work in planning for and operating the CRCs in alignment with Council's objectives and principles.
4. That Council undertakes a review of Community Recycling Centres with a view to:
 - a) Ensuring the operation of Inner West Council CRCs reflects best practice, including but not limited to:
 - i. Undertaking a survey of residents who utilise existing CRC services;
 - ii. Investigating the operation of CRCs at other councils, with a view to identifying and incorporating innovative approaches; and
 - iii. Including CRCs as an agenda item at an upcoming Circular Economy Roundtable to seek feedback and ideas
 - b) Improving accessibility of CRCs for local residents, including but not limited to:

- i. Reviewing operating hours;
 - ii. Considering options to expand the types of waste accepted, including textiles and bulky items;
 - iii. Reviewing how CRCs interact with other Council waste services, including bulky waste collection and the Sustainability Hub; and
 - iv. Reviewing the promotion and communication of CRC services.
- c) Positioning CRCs at the forefront of the circular economy within the Inner West, including but not limited to:
- i. Developing stronger partnerships with local circular economy organisations to increase diversion outcomes;
 - ii. Providing additional training for CRC staff on circular economy principles and diversion pathways to better inform residents;
 - iii. Exploring the co-location of Waste Busters staff at CRCs on operational days;
 - iv. Improving signage and communications to enhance community understanding of circular economy opportunities; and
 - v. Investigating events such as reverse markets (“reverse shopping”) to facilitate reuse and donation of items to circular economy organisations.

5. That Council requests that a report be brought back to Council by August 2026, including data on existing CRC services, findings from the review, and recommendations for improvement.

Motion Carried

For Motion: Crs Antoniou, Atkins, Barlow, Blake, Byrne, Carlisle, Clay, D'Arienzo, Fergusson, Howard, Macri, Raciti, Scott, Smith and Tastan

Against Motion: Nil

C0226(1) Item 37 Notice of Motion: Pedestrian safety at Unwins Bridge Road and Hillcrest Street, Tempe

Motion: (Howard/Atkins)

1. That Council notes that residents report the pedestrian crossing at Unwins Bridge Road and Hillcrest Street, Tempe, is unsafe and that's there have been several near-misses at the location.
2. That Council undertakes a safety review of the intersection with a view to making improvements to make the intersection safer for pedestrians and cyclists, including but not limited to upgrading the crossing to a wombat crossing, renewing line marking, improving signage, advocating for a road crossing supervisor, or other traffic mitigation measures.
3. That Council report the findings of the review to the Local Traffic Forum within three months and in the meantime, undertake any urgent works to improve safety as a matter of priority.

Motion Carried

For Motion: Crs Antoniou, Atkins, Barlow, Blake, Byrne, Carlisle, Clay, D'Arienzo, Fergusson, Howard, Macri, Raciti, Scott, Smith and Tastan
Against Motion: Nil

C0226(1) Item 38 Notice of Motion: Vegetation Management and Rehabilitation – Cooks River Foreshore, Thornley Street Marrickville

Motion: (Howard/Atkins)

1. That Council requests Council staff investigate vegetation, weed infestation, and waste accumulation on Council-managed land adjoining the Cooks River foreshore at and behind 50–54 Thornley Street, Marrickville.
2. That Council requests Council staff liaise with affected residents, the Cooks River Alliance, Sydney Water or other agencies, and local bushcare groups to clarify land ownership, access, and appropriate management responsibilities.
3. That Council requests Council staff report back via briefing note on options to support rehabilitation works, including waste removal, provision of mulch and native plants (where eligible), and future maintenance arrangements consistent with Council’s environmental and safety obligations, within one month.

Motion Carried

For Motion: Crs Antoniou, Atkins, Barlow, Blake, Byrne, Carlisle, Clay, D'Arienzo, Fergusson, Howard, Macri, Raciti, Scott, Smith and Tastan
Against Motion: Nil

C0226(1) Item 39 Notice of Motion: Geo-blocking Ovals for Shared E-bikes

Motion: (Howard/Atkins)

1. That Council convene a meeting with shared e-bike providers operating within the Inner West Local Government Area to request that all shared e-bikes be geofenced to prevent access to the playing surfaces of ovals across the LGA; and
2. That Council receive a report at the April Council meeting outlining the outcomes of these discussions.

Motion Carried

For Motion: Crs Antoniou, Atkins, Barlow, Blake, Byrne, Carlisle, Clay, D'Arienzo, Fergusson, Howard, Macri, Raciti, Scott, Smith and Tastan
Against Motion: Nil

C0226(1) Item 40 Notice of Motion: Council Run Events on the GreenWay

Motion: (Howard/Atkins)

1. That Council congratulate Inner West Council on the successful opening of the GreenWay in December 2025, noting that usage tripled in the first two weeks

following its opening;

2. That Council prepare a report for the April Council meeting outlining potential Council run events that could be held along the GreenWay, including but not limited to:
 - a) A half marathon;
 - b) Kids Bike Buses, including school commutes and other cycling based events aimed at increasing riding confidence and skills, including bike tune-up activities; and
 - c) Partnering with local schools to deliver educational and practical bushcare programs
3. That Council create and execute a communication plan that demonstrates how the GreenWay is currently being used by Inner West residents.
4. That Council investigate the need for additional signage from Jack Shanahan Reserve to the Cooks River.
5. That Council ensure the report includes estimated costs, budget implications, and suggested timeframes for delivery.

Motion Carried

For Motion: Crs Antoniou, Atkins, Barlow, Blake, Byrne, Carlisle, Clay, D'Arienzo, Fergusson, Howard, Macri, Raciti, Scott, Smith and Tastan

Against Motion: Nil

C0226(1) Item 42 Notice of Motion: Cul de sac maintenance - Athol St, Leichhardt

Motion: (Howard/Atkins)

1. That Council refer to the Local Transport Forum to consider formalising on-street parking at the cul-de-sac end of Athol Street, Leichhardt with marked lines and installation of clear no-parking signage where parking would impede driveway access.
2. That Council conduct tree trimming on the trees in the Athol Street cul-de-sac.
3. That Council investigate footpath maintenance to address lifted pavers or cracks, and ensure the path through from Darley Road is safe for residents and commuters to and from Marion Light Rail station.

Motion Carried

For Motion: Crs Antoniou, Atkins, Barlow, Blake, Byrne, Carlisle, Clay, D'Arienzo, Fergusson, Howard, Macri, Raciti, Scott, Smith and Tastan

Against Motion: Nil

C0226(1) Item 45 Notice of Motion: Seniors Morning Teas to Celebrate the GreenWay

Motion: (Howard/Atkins)

1. That Council as an introduction to, and a celebration of the Greenway, expand the Seniors Morning Tea program, with ‘Morning Teas for Seniors’ events to take place at Johnson Park and Richard Murden Reserve to include guided tours of the Greenway, paced to suit all levels of mobility.
2. That Council schedule the Seniors Morning Teas at the Greenway to take place in the autumn and spring seasons of 2026.
3. That Council gauge transportation needs of attendees with mobility concerns to/from the events to determine whether the community bus would be required.
4. That Council provide public transport advice/guidance for ease of entry to the Greenway access points.
5. That Council communicate the events in the Inner West Council Newsletter, the Inner West Council website and social media pages, in multiple languages at libraries and community centres.
6. That Council prepare a report for the March 2026 Council meeting outlining the Seniors Morning Tea Program across the Inner West Council’s community centres, detailing the locations and dates schedule for 2026.

Motion Carried

For Motion: Crs Antoniou, Atkins, Barlow, Blake, Byrne, Carlisle, Clay, D'Arienzo, Fergusson, Howard, Macri, Raciti, Scott, Smith and Tastan

Against Motion: Nil

C0226(1) Item 46 Notice of Motion: Maintaining Integrity of Annual Grant Program Process

Motion: (Howard/Atkins)

1. That Council Affirms its commitment to the integrity and transparency of the Inner West Council Annual Grant Program as the primary mechanism for distributing community grants.
2. That Council resolves that all requests for grant funding to community organisations, groups, or individuals must be processed through the established Annual Grant Program, subject to the published eligibility criteria, assessment processes, and timeframes outlined in the Annual Grant Program Guidelines.
3. That Council resolves that Council will not consider motions from individual Councillors seeking one-off grants for specific organisations outside the Annual Grant Program process, except in the following circumstances:
 - a) Emergency situations requiring immediate Council response where there is insufficient time to wait for the next grant round and where the matter poses significant risk to community safety or wellbeing; or
 - b) Where Council has specifically resolved to establish a new grant stream or program with defined criteria and assessment processes.
4. That Council notes that Councillors who identify community organisations or projects that may benefit from Council grant funding should:
 - a) Direct those organisations to the appropriate grant stream within the Annual Grant Program;

- b) Encourage organisations to contact the relevant Council grant officers for application support as outlined in the Annual Grant Program Guidelines; and
 - c) If appropriate, advocate through proper processes for the creation of new grant streams to address identified community needs, with such new streams to include clear eligibility criteria and assessment processes.
5. That Council notes that this process is separate to Council event funding which may, from time to time, require one off funding commitments.
 6. That Council requests the General Manager to investigate options for increasing funding to the Annual Grant Program through as part of the 2026-2027 budget process.

Motion Carried

For Motion: Crs Antoniou, Atkins, Barlow, Blake, Byrne, Carlisle, Clay, D'Arienzo, Fergusson, Howard, Macri, Raciti, Scott, Smith and Tastan

Against Motion: Nil

C0226(1) Item 47 Notice of Motion:2026 National General Assembly Proposed Motion: The Treaty on the Prohibition of Nuclear Weapons

Motion: (Howard/Atkins)

That Council endorse the following motion to be submitted to the 2026 National General Assembly:

This National General Assembly calls on the Australian Government to sign the Treaty on the Prohibition of Nuclear Weapons in this term of government.

Motion Carried

For Motion: Crs Antoniou, Atkins, Barlow, Blake, Byrne, Carlisle, Clay, D'Arienzo, Fergusson, Howard, Macri, Raciti, Scott, Smith and Tastan

Against Motion: Nil

C0226(1) Item 2 Public Exhibition - Camperdown Park Draft Plan of Management

Motion: (Smith/Atkins)

1. That Council endorse the exhibition of the Draft Plan of Management and Masterplan for Camperdown Park for a period of 42 days and hold a customer service stall at Camperdown Park on a Saturday during the exhibition period.
2. That Council staff specifically engage with the Portuguese Ethnographic Museum regarding the exploration of the full renovation of the museum building as a community facility.
3. That Council receive a report on the outcomes of the community engagement by the June 2026 Council meeting.

Motion Carried

For Motion: Crs Antoniou, Atkins, Barlow, Blake, Byrne, Carlisle, Clay, D'Arienzo,

Against Motion: Fergusson, Howard, Macri, Raciti, Scott, Smith and Tastan
Nil

C0226(1) Item 3 Post Exhibition - Pocket and Neighbourhood Parks Plan of Management

Motion: (Smith/Clay)

That Council defers and receives a further report to the March Council Meeting which separates the Pocket Parks Plan of Management into a separate report for each of the five wards and includes:

- a) An estimated total expenditure per park and per ward;**
- b) A list of which parks per ward fall into each category of prioritisation;**
- c) Information as to how the recommendations and costings for each pocket park will be integrated into the capital works program.**

Motion Carried

For Motion: Crs Antoniou, Atkins, Barlow, Blake, Byrne, Carlisle, Clay, D'Arienzo, Fergusson, Howard, Macri, Raciti, Scott, Smith and Tastan

Against Motion: Nil

C0226(1) Item 5 Marrickville Parklands and Golf Course Upgrade

Motion: (Howard/Bryne)

- 1. That Council agree to act as Project Sponsor for the Marrickville Golf Club community infrastructure project for the purposes of the Australian Government's Major and Local Community Infrastructure Program (MLCIP).**
- 2. That Council authorise the General Manager (or delegate) to submit the MLCIP funding application, and, if successful, enter into a Funding Agreement with the Commonwealth and undertake all compliance, reporting, audit and milestone payment obligations.**
- 3. That Council support the establishment of a back-to-back agreement between Council and Marrickville Golf Club, to be finalised prior to execution of any Commonwealth funding agreement, setting out governance, project scope, program and milestones, budget and contingencies, procurement and probity, reporting, risk allocation, and insurance and indemnity arrangements.**
- 4. That Council note that the back-to-back agreement will provide for milestone payments to the Club only after milestones are achieved, evidence is provided, and corresponding Commonwealth payments are received by Council.**
- 5. That Council endorse the provision of in-kind Council officer support as necessary to facilitate the successful delivery of the project.**

Motion Carried

For Motion: Crs Antoniou, Atkins, Barlow, Blake, Byrne, Carlisle, Clay, D'Arienzo, Fergusson, Howard, Macri, Raciti, Scott, Smith and Tastan

Against Motion: Nil

C0226(1) Item 8 Post Exhibition - Sydenham Road Strategy

Motion: (Howard/Scott)

1. That Council approve the Sydenham Road Strategy Short Term Grant Funded Works plan and Short Term Council Funded Works plan, subject to the following:
 - a) The parking plan, to be submitted to TfNSW for approval, be amended so that:
 - i. two parking spaces along the frontage of 73 Sydenham Road (northern side of road) be retained as unrestricted parking
 - ii. three spaces along the frontage of 46-50 Sydenham Road (southern side of the road) be retained as unrestricted parking
 - b) Fairy lights are provisioned at select locations along the route and will remain operable until key elements of the Long Term Vision are complete.
 - c) A review of pedestrian and cyclist safety be provided to the Local Transport Forum 9 months after commissioning of the Sydenham Road shared path including consideration of whether a shared path is necessary on the southern footpath of Sydenham Road.
2. That the parking arrangements be reviewed 9 months after implementation.
3. That Council approve the Long Term Vision Plan as the basis for advocacy to TfNSW subject to the following amendments:
 - a) A separated cycleway is proposed for the entire length of the Sydenham Road Strategy
 - b) The provision of an active transport link through this same land which would connect Sydenham Road to Sydney Steel Road either via the Sydney Water aqueduct or Garden Street.
 - c) A new signalised intersection where Sydenham Road intersects with both Buckley Street and Fitzroy Street, incorporating pedestrian, cycling and vehicle safety improvements
 - d) Pedestrian, cycling and vehicle safe access improvements to the existing signalised intersection of Victoria and Sydenham Road.
4. That Council proceed with the process of planning for and designing a separated cycleway for the entire length of the Sydenham Road Strategy so as to be competitive for future grant and funding opportunities, and that the construction of a cycleway be subject to future community consultation.
5. That Council write to the Minister for Transport to seek the provision of an active transport link through the land alongside the station (Lot 1 DP 107211) bound by Garden Street, Sydenham Station and properties No.12-14 Garden Street and 19 Sydenham Road, which would connect Sydenham Road to Sydney Steel Road either via the Sydney Water aqueduct or Garden Street.
6. That Council to make a targeted approach to high-potential businesses in the study area to partner on the creation of parklets in their setbacks.

Motion Carried

For Motion: Crs Antoniou, Atkins, Barlow, Blake, Byrne, Carlisle, Clay, D'Arienzo, Fergusson, Howard, Raciti, Scott, Smith and Tastan

Against Motion: Cr Macri

Amendment: (Macri/Raciti)

1. All other parking spaces on the northern side of Sydenham Road be converted to 7-hour parking from 9am-5pm Monday to Friday and 2-hour parking from 5pm-10pm Monday to Friday and from 8am-10pm on Saturday and Sunday.
2. That, given the impacts of the Metro on increased demand for commuter parking, Council write to the Minister for Transport to seek the provision of a commuter parking station at Sydenham Station on the land alongside the station (Lot 1 DP 1072112) bound by Garden Street, Sydenham Road, Sydenham Station and properties No.12-14 Garden Street and 19 Sydenham Road.

Motion Lost

For Motion: Crs Macri and Raciti

Against Motion: Crs Antoniou, Atkins, Barlow, Blake, Byrne, Carlisle, Clay, D'Arienzo, Fergusson, Howard, Scott, Smith and Tastan

C0226(1) Item 10 Local Transport Forum Meeting - 8 December 2025

Motion: Scott/Macri

That Council receive and adopt the recommendations of the Local Transport Forum meeting held on 08 December 2025, subject to the following amendment:

Add as point oo. the following to the recommendations for Item 1: Annandale LATM Study Final Report:

oo. Install raised pedestrian crossing in Booth Street between Taylor Street and Wigram Road.

Motion Carried

For Motion: Crs Antoniou, Atkins, Barlow, Blake, Byrne, Carlisle, Clay, D'Arienzo, Fergusson, Howard, Macri, Raciti, Scott, Smith and Tastan

Against Motion: Nil

Councillor Antoniou left the meeting at 8.27pm as she had declared a significant non-pecuniary interest in Item 12 as the outgoing collective from Thirning Villa refugee arts project is an organisation that she has collaborated with over the years. In the last two years she has not partaken in compensated activity with them. She is still a supporter and out of an abundance of caution she left the meeting during discussion and voting on the matter.

C0226(1) Item 12 Supporting Visual Artists and Writers to Find Affordable Spaces to Work in the Inner West

Motion: (Smith/Blake)

1. Notes the importance of artists having access to affordable creative space, the high demand for affordable creative space in the inner city, and the Council's significant and ongoing efforts to support local creatives while also providing community benefit.
2. That Council receives a report to the March Council Meeting providing additional information on Council's investment in creative venues and opportunities to support creative arts in the Inner West, including:
 - a) The programs, residencies, and/or events currently utilising space at Thirning Villa, Whites Creek Cottage, and Stonevilla, their length of tenancy, and the costs to Council to support them;

- b) The program and cost of scheduled capital works and maintenance at each of the venues listed above;
- c) An update on the Marrickville Town Hall basement space; and
- d) An overview of any other subsidised venues available to support creative arts in the Inner West, including Garry Owen House.

Motion Carried

For Motion: Crs Atkins, Barlow, Blake, Byrne, Carlisle, Clay, D'Arienzo, Fergusson, Howard, Macri, Raciti, Scott, Smith and Tastan

Against Motion: Nil

Absent: Cr Antoniou

Councillor Antoniou returned to the meeting at 8.32pm.

C0226(1) Item 13 National General Assembly of Local Government 2026

Motion: (Scott/Byrne)

1. That Council determine the Councillors attending the National General Assembly of Local Government 2026: Cr Byrne, Cr Atkins, Cr Clay and Cr Tastan.
2. That Council determine the one (1) Councillor that will be the voting delegate: Cr Byrne.
3. That Council consider any proposed motions and endorse as appropriate to be submitted to the National General Assembly of Local Government 2026.

Motion Carried

For Motion: Crs Antoniou, Atkins, Barlow, Blake, Byrne, Carlisle, Clay, D'Arienzo, Fergusson, Howard, Macri, Raciti, Scott, Smith and Tastan

Against Motion: Nil

C0226(1) Item 14 Public Exhibition - Complaints Handling Policy Review

Motion: (Scott/Atkins)

1. That Council place the draft Complaints Handling Policy on public exhibition for a period of 28 days to seek community feedback on the proposed Policy.
2. That following the conclusion of the exhibition period, the draft Complaints Handling Policy be brought back to Council for consideration for adoption.

Motion Carried

For Motion: Crs Antoniou, Atkins, Barlow, Blake, Byrne, Carlisle, Clay, D'Arienzo, Fergusson, Howard, Macri, Raciti, Scott, Smith and Tastan

Against Motion: Nil

C0226(1) Item 15 Abolishing Subminimum Wages for People with Disability

Motion: (Atkins/Carlisle)

1. That Council notes the progress outlined in this report, and endorses the ongoing pursuit of fair wage principles across procurement, grants, and sponsorships.
2. That Council accepts the request from the Access LDG to amend the terms of their engagement to review and endorse staff amendments to policies, as opposed to reviewing each policy in detail.
3. That, in response to the resolution to review the Sponsorship Policy to ensure exclusion of sponsorship for any individual or organisation that fails to provide appropriate remuneration to people with disability, Council:
 - a) Place the attached draft Sponsorship Policy on public exhibition for a period of 28 days to seek community feedback, subject to the addition of the words “including those that pay a sub-minimum wage to such workers” at the end of paragraph 5(f) and at the end of the 5th dot point in the fourth paragraph of section 6.
 - b) That following the conclusion of the exhibition period, the draft Sponsorship Policy be brought back to Council for consideration for adoption.

Motion Carried

For Motion: Crs Antoniou, Atkins, Barlow, Blake, Byrne, Carlisle, Clay, D'Arenzo, Fergusson, Howard, Macri, Raciti, Scott, Smith and Tastan

Against Motion: Nil

Procedural Motion: (Carlisle/D'Arenzo)

That Council enter into Confidential session.

Motion Carried

For Motion: Crs Antoniou, Atkins, Barlow, Blake, Byrne, Carlisle, Clay, D'Arenzo, Fergusson, Howard, Macri, Raciti, Scott, Smith and Tastan

Against Motion: Nil

Council entered into Closed Session at 8.40pm.

Confidential Session

That in accordance with Section 10A(1) of the *Local Government Act* 1993, the following matters be considered in Closed Session of Council for the reasons provided:

C0226(1) Item 7 RFT 21-25 – Leichhardt Park Aquatic Centre Tender – Stage 2

The reason for dealing with the report confidentially is that it contains information (Section 10A(2)(c) of the *Local Government Act* 1993) that would, if disclosed, confer a commercial advantage on a person with whom the council is conducting (or proposes to conduct) business; AND commercial information of a confidential nature (Section 10A(2)(d)(i) of the *Local Government Act* 1993) that would, if disclosed prejudice the commercial position of the person who supplied it; AND commercial information of a confidential nature (Section 10A(2)(d)(ii) of the *Local Government Act* 1993) that would, if disclosed confer a commercial advantage on a competitor of the council.

C0226(1) Item 16 76-75 Lords Road, Leichhardt – Dedication of Open Space – VPA

The reason for dealing with the report confidentially is that it contains information (Section 10A(2)(c) of the *Local Government Act* 1993) that would, if disclosed, confer a commercial

advantage on a person with whom the council is conducting (or proposes to conduct) business.

Council moved back into Open Session at 9.36pm following the adoption of the procedural motion below:

Procedural Motion: (Howard/Clay)

That Council move back into the Open Session of the Council Meeting.

Motion Carried

For Motion: Crs Antoniou, Atkins, Barlow, Blake, Byrne, Carlisle, Clay, D'Arienzo, Fergusson, Howard, Macri, Raciti, Scott, Smith and Tastan

Against Motion: Nil

RESOLUTIONS PASSED DURING CLOSED SESSION

C0226(2) Item 7 RFT 21-25 – LEICHHARDT PARK AQUATIC CENTRE TENDER – STAGE 2

Motion: (Byrne/Scott)

1. That Council in accordance with Clause 178(1)(b) of the Local Government (General) Regulation 2021, decline to accept any of the tender submissions in relation to RFT 21-25 due to the risks outlined in this report.
2. That Council decline to invite fresh tender submissions or applications under Clause 178(3)(b)–(d) of the Local Government (General) Regulation 2021, for the following reasons:
 - a) The tender submissions received for RFT 21-25 present significant risks as outlined in the tender evaluation report and inviting fresh tenders would not reasonably mitigate or eliminate these risks, nor is it likely to produce a materially different outcome.
 - b) The tender evaluation process is complete, and key issues affecting the viability and suitability of the submissions have already been identified, such that calling fresh tenders would result in unnecessary delay to the delivery of the Leichhardt Park Aquatic Centre Stage 2 project.
 - c) Retendering would risk further prolonging the upgrade works to critical public aquatic infrastructure, noting that the existing pools have reached the end of their lifespan.
3. That Council determine to enter into negotiations with one or more of the tenderers, or any other relevant party, with a view to entering into a contract for the subject matter of the tender, in accordance with Clause 178(3)(e) of the Local Government (General) Regulation 2021, for the following reasons:
 - a) Negotiations will allow Council to address the risks identified in the current tender submissions through targeted refinement of scope, value, methodology, or risk allocation, which cannot be achieved through a

- competitive re-tender process alone.
- b) Entering negotiations provides the most expedient pathway to finalising a contract that ensures the successful and timely delivery of the Stage 2 works, including construction of the new 50m and 25m pools and associated infrastructure.
 - c) This approach maintains Council's ability to secure a compliant, value for money outcome while ensuring project continuity and minimising disruption to the community.
4. Delegate authority to the General Manager to negotiate and enter into and manage a contract for the Leichhardt Park Aquatic Centre – Stage 2 upgrade, as set out in this report.
 5. Receive updates on the negotiation process outlined in Resolution 3 through a Council report, with a report to be presented to Council upon the conclusion of negotiations detailing the final outcome.
 6. Consider the publication of this business paper on Council's website after the completion (end of defects liability period) of the Leichhardt Park Aquatic Centre Stage 2 Upgrade, subject to consultation with affected parties.

Motion Carried

For Motion: Crs Antoniou, Atkins, Barlow, Blake, Byrne, Carlisle, Clay, D'Arienzo, Fergusson, Howard, Macri, Raciti, Scott, Smith and Tastan

Against Motion: Nil

Councillor Raciti left the meeting as she had declared a pecuniary interest on Item 16 as her husband is the President of Leichhardt Apia Tigers and her son is on the Committee.

Councillor Scott left the meeting as she had declared a pecuniary interest on Item 16 as her principal place of residence is adjacent to the development site.

C0226(1) Item 16 67-75 Lords Road, Leichhardt - Dedication of Open Space - VPA

Motion: (Byrne/Blake)

1. That Council reject the Voluntary Planning Agreement (the VPA) in respect of the dedication of 75 Lords Road, Leichhardt as land zoned RE1 - public open space;
2. That Council write to the Department of Planning, Housing and Industry and the Sydney Eastern City Planning Panel advising that Council:
 - a) Rejects the VPA; and
 - b) Considers that the planning proposal fails to provide adequate public benefit to the community.
3. That Council resolves to publish this confidential business paper on Council's website after the determination of any development application submitted by the proponent in respect of 67-73 Lords Road and 75 Lords Road, subject to prior consultation with affected parties, including the proponent and the Department of Planning, Housing and Industry.

Motion Carried

For Motion: Crs Antoniou, Atkins, Barlow, Blake, Byrne, Carlisle, Clay, D'Arienzo, Fergusson, Howard, Macri, Smith and Tastan

Against Motion: Nil

Absent: Clrs Raciti and Scott

OPEN COUNCIL ITEMS

C0226(1) Item 20 Leichhardt Oval Live Music Update

Motion: (Scott/Byrne)

1. That Council receive and note the report on the Leichhardt Oval Live Music highlighting the strategy and timeline for live music and entertainment at the Oval.
2. That Council staff immediately commence discussions with local music promoters and the local music industry to hold a community live music event in September 2026 prior to the planned closure of Leichhardt Oval. This should include: Live Music Venues Alliance, the Office of the 24 Hour Economy Commissioner, Create NSW, Music and Booze Co, and others with experience hosting large scale live music events in the inner west.

Motion Carried

For Motion: Crs Antoniou, Atkins, Barlow, Blake, Byrne, Carlisle, Clay, D'Arienzo, Fergusson, Howard, Macri, Raciti, Scott, Smith and Tastan

Against Motion: Nil

C0226(1) Item 21 Building Our Community Update

Motion: (Scott/D'Arienzo)

1. That Council receive and note the report which provides a program for engagement and development of the Building Our Community Plan.
2. That the engagement outcomes report and draft Inner West Infrastructure Delivery Plan (IDP) be developed and shared with Council at the April 2026 meeting.
3. That Council staff include in the April report the entire program of engagement, and include continued doorknocking in phases two and three.

Motion Carried

For Motion: Crs Antoniou, Atkins, Barlow, Blake, Byrne, Carlisle, Clay, D'Arienzo, Fergusson, Howard, Macri, Raciti, Scott, Smith and Tastan

Against Motion: Nil

C0226(1) Item 22 Bi-Monthly Omnibus Planning Update

Motion: (D'Arienzo/Byrne)

1. That Council continue to advocate for a fast track assessment process from the Department of Planning Housing and Infrastructure to progress *Our Fairer Future Plan Phase 1*.

2. That Council prepares Stage 2 of Our Fairer Future to be limited to the following investigation areas:
 - a) Croydon/Iron Cove precinct
 - b) Site Specific Investigation Areas as outlined in Attachment 1 of the February 2026 report
 - c) Remaining areas identified through the low and mid-rise housing reforms as identified by Department of Planning (Annandale town centre (Booth Street), Lilyfield light rail station, Petersham station, St Peters station, Stanmore station)
 - d) Lewisham station
 - e) Any land owned by Homes NSW within the LGA for potential rezoning opportunities, with a focus on delivering increased social and affordable housing outcomes.
3. That the draft Stage 2 of Our Fairer Future be reported to the June 2026 Council meeting.
4. That the draft Affordable Housing Policy for community consultation be reported to the April 2026 council meeting.
5. That Council endorse the commencement of early online consultation for the *Parramatta Road Corridor State Led rezoning* in February 2026 for at least 28 days.
6. That the Inner West Development Control Plan be reported to the April 2026 council meeting.

Motion Carried

For Motion: Crs Byrne, Carlisle, Clay, D'Arienzo, Fergusson, Howard, Macri, Raciti, Scott and Smith

Against Motion: Crs Antoniou, Atkins, Barlow, Blake and Tastan

C0226(1) Item 24 Mandatory Reporting to Council of Reports Received from Fire & Rescue NSW for 7 Properties

Motion: (Howard/Atkins)

That Council receive and note the report.

Motion Carried

For Motion: Crs Antoniou, Atkins, Barlow, Blake, Byrne, Carlisle, Clay, D'Arienzo, Fergusson, Howard, Macri, Raciti, Scott, Smith and Tastan

Against Motion: Nil

C0226(1) Item 29 Financially Sustainable Service Delivery Program

Motion: (Scott/Byrne)

1. That Council receive the report and note that the program has successfully identified \$3.43m (1.1%) in operating budget savings for 2026/27 and \$4.74m (1.5%) for 2027/28 onwards, with additional opportunities still being explored, prior to the

budget being placed on exhibition in April.

2. That the Council executive report with the draft Budget at the April meeting further savings at least equivalent to an additional 0.5% of the budget.

Motion Carried

For Motion: Crs Antoniou, Atkins, Barlow, Blake, Byrne, Carlisle, Clay, D'Arienzo, Fergusson, Howard, Macri, Raciti, Scott, Smith and Tastan

Against Motion: Nil

C0226(1) Item 31 Notice of Motion: Whites Creek Valley Park Care and Maintenance

Motion: (Fergusson/Scott)

1. That Council acknowledge that, following a review of reports from the past 5–10 years which identified long-term deterioration, White's Creek Wetlands are now maintained by Council's Bush Regeneration Team, with more than 30 hours per week currently invested in rehabilitation works.
2. That Council recognise and thank the Bush Regeneration Team for their work, including sediment removal, pump replacement, dredging and ongoing maintenance, pesticide-free weed management, and regular fauna surveys.
3. That Council acknowledge recent observations confirming healthy populations of Eastern Snake-Necked Turtle, Murray River Turtle, Eastern Dwarf Tree Frog, Striped Marsh Frog, and Peron's Tree Frog.
4. That Council recognises that a recent unexpected drying event at the Wetlands caused by the unauthorised release of the pond pump valve has caused concern amongst regular users and volunteers of Whites Creek Valley Park.
5. That Council acknowledge and thank the Friends of White's Creek Valley Park for their ongoing support and work.
6. That Council establish the Wetlands, Food Forest, Community Garden, and adjacent native bushland as environmentally sensitive areas, and promote and enforce a ban on plastics in these areas, alongside a review of the current maintenance plan.
7. That Council investigate the feasibility of appointing a specialist both in bush care and in wetlands management for Whites Creek Valley Park.
8. That Council review and improve waste management across the park, including requiring cottage hirers to remove their own rubbish.
9. That Council appoint a Council officer as a dedicated Wetlands Coordinator responsible for ongoing communication with the Friends of White's Creek Valley Park.
10. That Council review permissions for Food Forest volunteers to prune and manage trees as required, in accordance with permaculture principles.

Motion Carried

For Motion: Crs Antoniou, Atkins, Barlow, Blake, Byrne, Carlisle, Clay, D'Arienzo,

Against Motion: Fergusson, Howard, Macri, Raciti, Scott, Smith and Tastan
Nil

C0226(1) Item 34 Notice of Motion: Robson Park Off Leash Dog Area Feasibility

Motion: (Blake/Barlow)

1. That Council notes:
 - a) That in September 2025, Council resolved to revert Blackmore Park, Leichhardt to a full time on leash area.
 - b) That in December 2024, Council resolved as part of the Biodiversity Strategy to investigate a trial rewilding of Robson Park, Haberfield.
 - c) That a Park Plan of Management for Robson Park is scheduled to be developed in 2028.
2. That Council resolve to bring forward the development of the Park Plan of Management to early 2026/27 and is to include:
 - a) The rewilding trial as previously adopted by Council; and
 - b) A feasibility study of establishing a limited time, limited-area off-leash zone in Robson Park.

Motion Lost

For Motion: Crs Antoniou, Atkins, Barlow, Blake and Tastan
Against Motion: Crs Byrne, Carlisle, Clay, D'Arienzo, Fergusson, Howard, Macri, Raciti, Scott and Smith

The following Motion was then moved:

Motion: Scott/Clay

1. That Council notes:
 - a) That in September 2025, Council resolved to revert Blackmore Park, Leichhardt to a full time on leash area.
 - b) That in December 2024, Council resolved as part of the Biodiversity Strategy to investigate a trial rewilding of Robson Park, Haberfield.
2. That a Park Plan of Management for Robson Park is scheduled to be developed in 2028 and is to include:
 - a) The rewilding trial as previously adopted by Council
 - b) A feasibility study of establishing a limited time, limited-area off-leash zone in Robson Park

Motion Carried

For Motion: Crs Antoniou, Atkins, Barlow, Blake, Byrne, Carlisle, Clay, D'Arienzo, Fergusson, Howard, Macri, Raciti, Scott, Smith and Tastan
Against Motion: Nil

C0226(1) Item 35 Notice of Motion: Funding & Improvements to Christmas Decorations Across the Inner West LGA for Christmas 2026 and

Beyond.

Clr Tastan withdrew the Notice of Motion and as such it was not considered at the meeting.

C0226(1) Item 41 Notice of Motion: Christmas in the Inner West

Motion: (Fergusson/Byrne)

1. That Council note that new Christmas decorations have been procured, with delivery expected early 2026, and commit to maximising their impact through complementary, low cost, community led initiatives.
2. That Council investigate ways to support Christmas festivity across the Inner West through a combination of localised and LGA wide initiatives that strengthen community connection and encourage residents to shop locally.
3. That Council prepare a report to the April Council meeting that includes the following;
 - a) Brief overview of how existing Christmas decorations will be deployed across the LGA in 2026
 - b) Opportunities to coordinate decorations with community events and local shopping precincts
 - c) Outline of the costs, feasibility and delivery approach for the following initiatives, and any additional initiatives identified by staff;
 - i. An Inner West “Light Up” Fest, including a best decorated house and street competition and an online map or webpage enabling residents to list participating homes and create a Christmas lights trail with a voting mechanism.
 - ii. Shopfront festive enhancements on Main Streets (e.g. bunting or tinsel) to increase street level activation and encourage local shopping.
 - iii. Working with community organisations to deliver a small-scale Christmas event in each ward, including community choirs and a Santa visit and ensure these events are well promoted in the lead up.
 - iv. Community Christmas Decoration workshops, i.e recycled Christmas wreath workshops at the Sustainability Hub and Council community centres.
 - d) Consult with the Inner West Council Small Business Local Democracy Group on proposed decoration locations for 2026 and opportunities to coordinate installations with local events.
4. That Council develop an online Inner West Christmas Portal, including:
 - a) An Inner West Christmas events calendar
 - b) A local shopping guide highlighting Inner West businesses
 - c) Content featuring local shop owners, artists and community organisations.
 - d) A dedicated webpage promoting the Inner West 'Light Up' Fest with voting mechanism, user upload gallery, prize information, terms and conditions and a map showing decorated houses across the Inner West.
5. That Council continue and expand promotion of the shopfront decoration competition, including encouraging participants to share entries through their own social media channels to amplify reach.

6. That Council create and execute a Christmas communication strategy to maximise community awareness and participation for competitions and events, and that the strategy includes a plan to incorporate acknowledgment of other major cultural and community celebrations into council communications.
7. That Council request that Council officers provide high-level observations (without detailed costings) on opportunities for future enhancement of Christmas decorations (including but not limited to the potential use of light projections on buildings and treescapes) and assets beyond 2026, to inform consideration in future budget processes.

Motion Carried

For Motion: Crs Antoniou, Atkins, Barlow, Blake, Byrne, Carlisle, Clay, D'Arienzo, Fergusson, Howard, Macri, Raciti, Scott, Smith and Tastan

Against Motion: Nil

C0226(1) Item 43 Notice of Motion: Public Tree Planting Awareness and Engagement Program

Motion: (Smith/Howard)

1. That Council notes the ongoing commitment to expand and protect the Inner West's urban tree canopy, including Council's target of planting 1,000 new public trees each year and replacement tree planting policy where a tree is removed.
2. That Council notes that community members care deeply about local trees and the benefits they provide and that Council's tree planting efforts are of significant community interest.
3. That Council develops an online tree planting tracker and map, allowing community members to stay updated on Council's public tree planting program across the LGA year to year, including locations, species, and timelines for planting.
4. That Council develops appropriate signage to be installed onsite with each new public tree planting to support community awareness and engagement with Council's planting program, including information on the Urban Forest Strategy and tree planting targets, the benefits of street trees, and how to contact Council for further information about street trees.
5. That Council as part of the existing Adopt-A-Spot and Living Streets Verge Garden program, allows residents to nominate locations for a public tree planting (e.g. verges, parks, curb extensions, traffic islands etc.) for Council investigation, advice, and support.
6. That Council receives a report back on progress of the above initiatives to the April Council Meeting.
7. That following the disappointing incident where a recently planted memorial tree was removed without informing the family:
 - a) Acknowledge the distress caused to the family.
 - b) Request that staff urgently review the Memorial Planting and Plaques in Parks and Open Spaces Policy, identifying the issues that arose in this case
 - c) In the April report, report findings and recommended improvements.

Motion Carried

For Motion: Crs Byrne, Carlisle, Clay, D'Arienzo, Fergusson, Howard, Macri, Raciti, Scott and Smith

Against Motion: Crs Antoniou, Atkins, Barlow, Blake and Tastan

C0226(1) Item 44 Notice of Motion: Dive-In Cinema

Motion: (Smith/Byrne)

1. That Council notes the popularity and importance of our local aquatic centres as low-cost venues for leisure, social events and community connection, and cooling centres during extreme heat, in a fun, family-friendly, and inclusive setting.
2. That Council notes Council's ongoing efforts to activate and diversify public infrastructure for community benefit, including the Creative Town Halls program, Inner West Film Festival, and investigations for live music events at Henson Park and Leichhardt Oval.
3. That Council investigates establishing a 'Dive-In Cinema' event program for family-friendly movie screenings held at Inner West aquatic centres in the evening during summer, with the intention to establish a trial event as part of the remaining 2026 swim season.
4. That Council investigates establishing a program of small-scale live music events at Inner West aquatic centres to showcase local artists during summer, in the style of 'Sunday sessions'.
5. That Council receives a report to the May Council Meeting on feasibility and cost of the above initiatives, including logistics considerations across all five aquatic centres, opportunities for local businesses to sponsor food and entertainment, consideration of similar events hosted by other councils, and a focus on family-friendly entertainment and accessibility.

Motion Carried

For Motion: Crs Antoniou, Atkins, Barlow, Blake, Byrne, Carlisle, Clay, D'Arienzo, Fergusson, Howard, Macri, Raciti, Scott, Smith and Tastan

Against Motion: Nil

Meeting closed at 10:31pm.

**Minutes of Extraordinary Council Meeting held on 17 February 2026 at
Ashfield Service Centre**

Meeting commenced at 5:39 pm

Present:

Darcy Byrne	Mayor
Chloe Smith	Deputy Mayor
Izabella Antoniou	Councillor
Liz Atkins	Councillor
Olivia Barlow	Councillor
Andrew Blake	Councillor
Jo Carlisle	Councillor
Vicki Clay	Councillor
Jessica D'Arienzo	Councillor
Kerrie Fergusson	Councillor
Mat Howard	Councillor
Victor Macri	Councillor
Vittoria Raciti	Councillor
Philippa Scott	Councillor
Ismet Tastan	Councillor
Peter Gainsford	General Manager
Sharon Bowman	Director Corporate
Joan Murphy	Senior Manager People and Culture
George Georgakis	Administration Manager
Tia Camelin	Acting Business Paper Coordinator

APOLOGIES AND REQUEST FOR REMOTE PARTICIPATION:

Nil.

DISCLOSURES OF INTEREST:

Nil.

C0226(1) Item 1 General Manager's Presentation

Procedural Motion: (Byrne/Scott)

That Council move into confidential session to deal with the General Manager's presentation, as the information is confidential under section 10A(2)(a) of the *Local Government Act 1993*, because it contains personnel matters concerning particular individuals (other than Councillors).

Motion Carried

For Motion: Crs Antoniou, Atkins, Blake, Byrne, Carlisle, Clay, D'Arienzo, Fergusson, Howard, Macri, Raciti, Scott, Smith and Tastan

Against Motion: Nil

Council entered into Confidential session at 5.40pm.

Council moved back into the Open Session of the Council meeting at 6.41pm.

RESOLUTION PASSED DURING CLOSED SESSION

No resolutions were passed during Closed Session.

Meeting closed at 6.41pm.

**Minutes of Extraordinary Council Meeting held on 24 February 2026 at
Ashfield Service Centre**

Meeting commenced at 5:30pm

Present:

Darcy Byrne	Mayor
Chloe Smith	Deputy Mayor
Izabella Antoniou	Councillor
Liz Atkins	Councillor
Andrew Blake	Councillor
Jo Carlisle	Councillor
Vicki Clay	Councillor
Jessica D'Arienzo	Councillor
Kerrie Fergusson	Councillor
Mat Howard	Councillor
Victor Macri	Councillor
Vittoria Raciti	Councillor
Philippa Scott	Councillor
Ismet Tastan	Councillor
Matthew Pearce	General Counsel
Joan Murphy	Senior Manager People and Culture
George Georgakis	Administration Manager
Tia Camelin	Acting Business Paper Coordinator

APOLOGIES AND REQUEST FOR REMOTE PARTICIPATION:

Motion: (D'Arienzo/Atkins)

That leave of absence for Councillor Barlow be granted.

Motion Carried

For Motion: Crs Antoniou, Atkins, Blake, Byrne, Carlisle, Clay, D'Arienzo, Fergusson, Howard, Macri, Raciti, Scott, Smith and Tastan

Against Motion: Nil

DISCLOSURES OF INTEREST:

Nil.

C0226(3) Item 1 Mayoral Minute: Personnel Matter Relating to the General Manager's Contract of Employment.

Procedural Motion: (Clay/Scott)

That Council move into confidential session to deal with the Mayoral Minute: Personnel Matter Relating to the General Manager's Contract of Employment, as the information is confidential under section 10A(2)(a) of the *Local Government Act 1993*, because it contains personnel matters concerning particular individuals (other than Councillors).

Motion Carried

For Motion: Crs Antoniou, Atkins, Blake, Byrne, Carlisle, Clay, D'Arienzo, Fergusson, Howard, Macri, Raciti, Scott, Smith and Tastan

Against Motion: Nil

Council entered into Closed Session at 5.44pm.

RESOLUTION PASSED DURING CLOSED SESSION

C0226(3) Item 2 Mayoral Minute: Personnel Matter Relating to the General Manager's Contract of Employment.

Motion: (Byrne/Clay)

- 1. That Council resolves to offer Mr Peter Gainsford a new contract of employment and salary package as General Manager of the Council on the terms set out as 1(a), (b), (c) and (d) of the Mayor's Recommendation included in the Mayoral Minute as Item 2 of the agenda for the Extraordinary Council Meeting on 24 February 2026.**

- 2. The Mayor be authorised to sign the new contract on behalf of the Council and take such other action as may be necessary to give effect to resolution 1 above.**

Motion Carried

For Motion: Crs Antoniou, Atkins, Blake, Byrne, Carlisle, Clay, D'Arienzo, Fergusson, Howard, Macri, Raciti, Scott, Smith and Tastan

Against Motion: Nil

Procedural Motion: (Clay/Scott)

That Council move back into the Open Session of the Council Meeting.

Motion Carried

For Motion: Crs Antoniou, Atkins, Blake, Byrne, Carlisle, Clay, D'Arienzo, Fergusson, Howard, Macri, Raciti, Scott, Smith and Tastan

Against Motion: Nil

Meeting closed at 6.51pm.

Item No: C0326(1) Item 1
Subject: PUBLIC EXHIBITION - DRAFT GREAT INNER WEST WALK STUDY
Prepared By: Peter Shields - Director Engineering

RECOMMENDATION

1. That Council publicly exhibit the draft *Great Inner West Walk Study (Attachment 1)* for a period of 28 days and seek community feedback on the proposed Study.
2. That following the conclusion of the exhibition period, the draft *Great Inner West Walk Study* be brought back to Council for consideration for adoption.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council’s Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

In April 2024, Council resolved to develop the *Great Inner West Walk Study*. Initial community engagement was undertaken in the preparation of the draft Study including a community survey and two rounds of engagement with selected Local Democracy Groups (LDGs). This consultation informed route selection for the Study.

- This report provides a summary of the study including:
- proposed routes for the *Great Inner West Walk*;
 - early engagement findings;
 - a proposed works that may enhance the walks; and
 - identification of potential funding opportunities.

The *Great Inner West Walk Study* proposes walking routes and a range of works that may be delivered along these walking routes including pedestrian facilities, signalised intersections, trees, greening, signage, seating, amenities, art, activations and bus stop upgrades. The infrastructure improvements identified in the Study, if done as a single project, have a very high cost. It is envisaged that the proposed works are delivered through two approaches. Firstly, short-term low-cost works required to establish all the walks. This would provide for wayfinding, signage and promotion for the walking routes. All remaining infrastructure would then be progressively delivered within existing programs to a coordinated standard. Grant funding and developer works would also provide opportunities to deliver the identified works.

It is recommended that Council exhibit the Study and seek community feedback, including five community sessions in conjunction with Council’s Mobile Customer Service Stalls. Following the community engagement, it is recommended that a final version of the Great inner West Walk is presented to Council for adoption and implementation with capital funding provisioned for the short-term works.

BACKGROUND

At the Council meeting held on 9 April 2024, Council resolved the following:

1. That Council endorse ‘A Great Inner West Walk’ in principle.
2. That Council convene a stakeholder meeting of external community active transport, pedestrian and environmental groups and Council’s Transport Advisory Committee, Arts and Culture Advisory Committee and Environment Advisory Committee for their input to ‘A Great Inner West Walk’
3. That Council convene an internal Project Control Group combining key staff from the traffic, transport, environment and communities directorates to manage the design and implementation of the walk.
4. That Council allocate the recommended funding in the 2024/25 budgeting planning process to studies and design work for the walk.

Council has already initiated a series of “walks” and “trails” at key locations in the LGA. Additionally, several other strategies/projects are currently underway which would contribute to the development of a *Great Inner West Walk*. These projects include the *Blue-Green Grid*, “Perfect Match” heritage walks, survivor memorials, indigenous wayfinding, public domain masterplans and state initiatives such as the *Parramatta to CBD Foreshore Walk* and *Parramatta Road Corridor Urban Transformation Strategy*.

These existing and current projects have been used to inform the *Great Inner West Walk Study*.

DISCUSSION

The draft *Great Inner West Walk Study* identified potential routes and gaps in the core pedestrian network of Inner West LGA (**Figure 1**). It documents a range of opportunities to improve infrastructure and encourage people to discover new experiences, enriching the vibrancy of local town centres and streets while contributing to the regional economy.

Rather than being a single *Great Inner West Walk*, around (or across) the LGA, the Study proposes a series thematic routes/links which are connected in a manner that creates a continuity of walking (and wheeling) for varying amounts of time/distance. This allows people to make informed choices to use the most appropriate links for their journey, based on their reason for walking and/or amount of time they wish to explore the Inner West.

Its design provides people with the opportunity to choose a combination links, to create their own customised “superwalks’ across or around the Inner West.

Methodology

A specialist team was established to assess and plan the Great Inner West Walk network. They used a series of approaches to identify planned walking routes. This included assessment of the existing pedestrian walking network, desire lines, route gaps, barriers and opportunities (including public transport links). A Multi-Criteria Assessment (MCA) was developed and used to refine options for routes in a series of workshops. The MCA included consideration of:

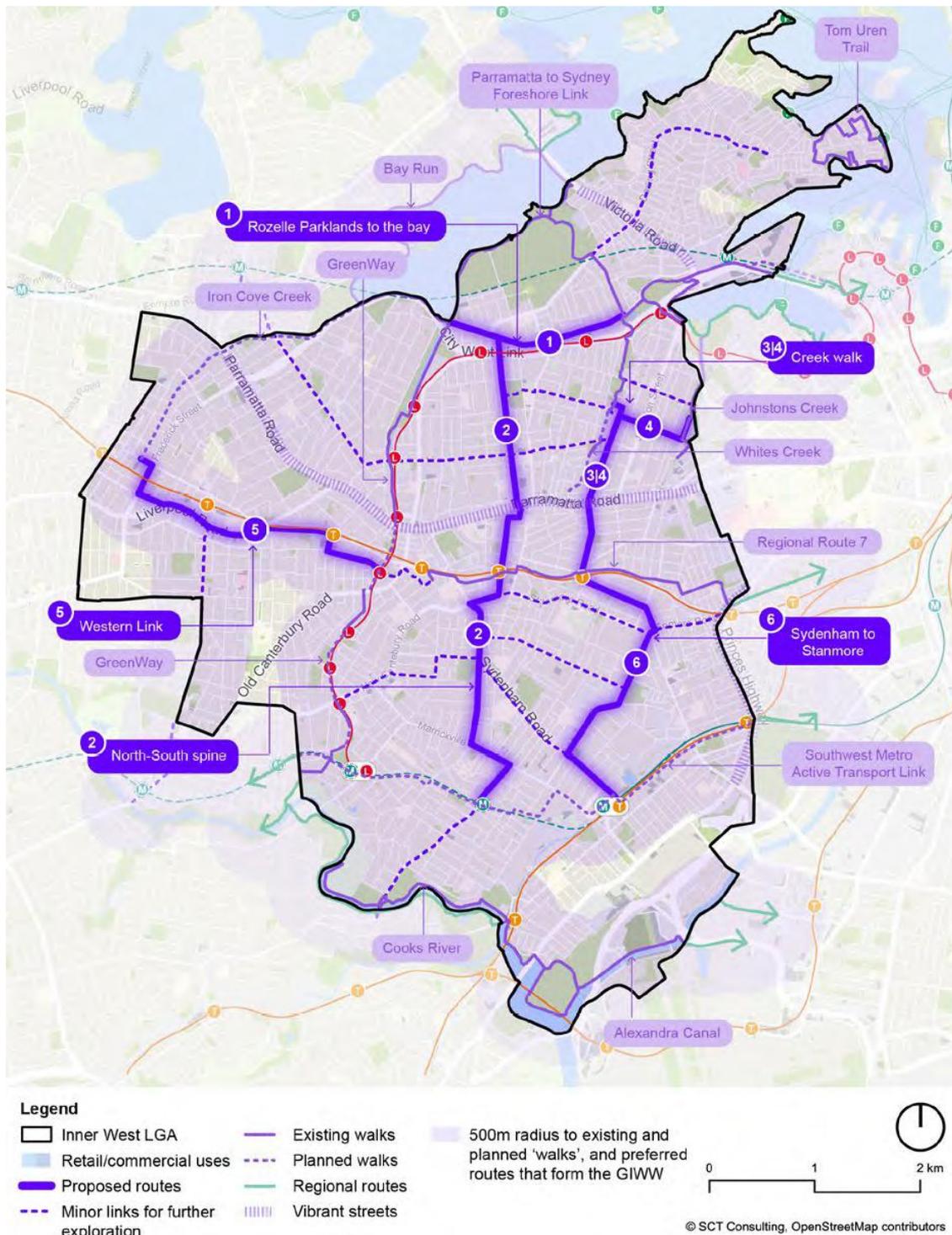
- *Connectivity* – links to other walks and other modes of transport including cycling routes and public transport stations/stops;
- *Place and activity* – areas of interest along the route including shops, parks, sporting facilities;
- *Strategic alignment* – alignment with other council strategies and policies including Blue-Green Grid Strategy and Pedestrian and Mobility Plan;

- *Merits* – population and schools served on each route as well as proximity to uplift areas from State Government’s Transit Oriented Program is also considered;
- *Safety* – number of pedestrian crashes, lack of safe crossing options and road type; and
- *Comfort* – steepness, length and turns required on each option.

Proposed Walking Routes

The MCA resulted in five routes, with two of these merging into one route (Route 3|4)A. Figure 1 shows the proposed routes in Great Inner West Walk.

Figure 1: Draft Great Inner West Walk



Route 1: The Bays Link – connects the Bay Run and Rozelle Parklands along Lilyfield Road. A consultant for Council is currently working on the design plans for a bidirectional cycle route and concept plans for Lilyfield Road Cycleway will be put on exhibition in the near future. The concept plan for Route 1 takes into account the draft Lilyfield Road Cycleway and then proposes additional improvements to pedestrian infrastructure and amenities along the route.

Route 2: Foods of the World - runs between Lilyfield Road to Marrickville Station along the centre of the Inner West area, connecting several activity centres including all *Little Precincts*. Norton Street, Leichhardt between Allen Street and Parramatta Road is currently being considered in another study (Leichhardt Place Plan) and has been exempted from this Study’s concept plans.

Route 3/4: Creeks Walk – connects two existing walks (Johnstons Creek Trail and Whites Creek Trail) and local centres to Stanmore Station. Due to the proximity of both walks, a single route has been proposed.

Route 5: City and Reprieve – connects GreenWay to Iron Cove Creek corridor through Ashfield Town Centre and Summer Hill Village. The aim of this route is to provide safe, convenient walking in an area identified for additional uplift under State Government’s TOD program.

Route 6: Brews and Bars – loosely follows the Inner West Ale Trail to provide enhanced pedestrian infrastructure between the breweries and Sydenham Station. Part of this route is in the Sydenham Road Strategy study area.

Concept Design Plans

Concept designs were guided by principles that were developed through early engagement with the Community and the Project Control Group. There are four key principles:

1. Safety

Prioritise pedestrian safety through people-centric design:

- Pedestrian facilities – includes footpath treatments and crossings, including temporary work, road closures, traffic management, etc. as required.
- Footpath Upgrades – primarily upgrading of footpaths in former slip lanes to increase pedestrian safety and comfort.
- Signalised intersections – includes re-programming of signal phasing and wayfinding on Regional and State Roads. This will require approval from Transport for NSW.
- Roundabouts – roundabouts are proposed alongside pedestrian facilities such as crossings and refuge islands.

2. Greening

Increase tree canopy for pedestrian comfort and to promote urban ecology:

- Trees – increased tree canopy for pedestrian comfort and view framing;
- Planters – provide greening in areas where trees are inappropriate.

3. Connected

Integrate art and culture into wayfinding and signage including wayfinding in key intersections to help the community rediscover Inner West.

4. Community

Create connections and spaces people want to spend time in:

- Artist Finders’ Fee – collaborate with local artists to incorporate art and culture onto the routes. Note that this cost only covers the finders’ fee since the scope of artworks have not been finalised at this stage;

- Activation – where possible, laneway and street closures are proposed for pedestrian activation;
- Seating and amenities – such as seats, bins, bike racks and water fountains to improve amenity and place quality; and
- Bus stop upgrades – includes providing seats and shelter at bus stops along proposed routes for comfort.

Concept plans are used to bridge existing and planned projects, with proposed pedestrian infrastructure, to create routes that embody the Study’s design principles. It will also assist in guiding budget allocation and/or applications for grant funding. However, detailed investigations and designs are still required prior to implementation, potentially resulting in changes to the concept plans.

CONSULTATION

Internal Stakeholders

Consultation with internal stakeholders included establishment of a Project Control Group with representation from:

- Parks and Public Domain Planning;
- Technical Services;
- Traffic Engineering;
- Strategic Planning;
- Creative Communities;
- Environment and Sustainability;
- Social and Cultural Planning; and
- Sports and Recreation.

Community Engagement Results

From April to August 2025, Council undertook initial community engagement activities that included:

- *Blank page engagement* – the Environment, Transport and Arts and Culture LDGs were engaged at the beginning of the project to help guide the Study.
- *Community survey* – on Council’s *Your Say Inner West* website received 128 responses. Key findings include community support for improved safety and comfort, increased physical access and signage, strong connections with nature, culture and Country, and links between activity centres such as cafes and restaurants.
- *Early engagement* – draft routes were tested on the LDGs, mentioned above, as well as Access and Aboriginal and Torres Strait Islander LDG. Feedback has been incorporated into the proposed routes.

A detailed report on engagement findings can be found in Appendix A of **Attachment 1**.

Additionally, active transport and environmental advocacy groups referred to in Council’s original resolution will be specifically invited to provide feedback on the draft Study.

Proposed Public Exhibition

It is proposed that the draft *Great Inner West Walk Study* be placed on public exhibition for a minimum of four weeks. This will include a *Your Say Inner West* webpage and five community pop-up sessions carried out by Reactivate Consulting. Following public exhibition, an Engagement Outcomes Report will be prepared and incorporated into the final *Great Inner West Walk Study* and a report will be put to Council for final endorsement.

PROJECT STAGING

The Great Inner West Walk study has proposed works that are proposed as short-term, medium-term and long-term actions.

It is envisaged that works identified through *The Great Inner West Walk* study would be delivered progressively under separate programs with initial works limited to the installation of wayfinding and signage on all proposed routes, as well as promoting the existing walking network through branding, marketing and a communications program.

The short term works are expected to be delivered by June 2027.

Medium and long term actions will be delivered through existing ongoing programs including the traffic facilities program, Pedestrian Access and Mobility (PAMP) program, tree planting program and footpath program.

It is recommended that, where possible, Council staff use this study as a starting point to apply for funding opportunities from State Government grants including Get Active NSW, Get Kids Active, NSW Active Transport Infrastructure, High Pedestrian Activity Area Sub Program, Metropolitan Greenspace Program and Active Transport Fund.

Other funding opportunities identified include funding programs from Multicultural NSW, Tourism NSW and Developer Contributions.

Short term

- Establishment of all routes.
- Promote the walking network through branding, marketing and communications program;
- Install wayfinding and signage at locations identified in the draft concept plans;

Medium term

- Continue working through council's footpath renewal program to ensure quality of footpaths are maintained;
- Investigate and implement street tree planting and street furniture on the routes
- Investigate identified lighting improvements and implement high-priority lighting improvement works with Ausgrid lighting;
- Investigate and implement relevant projects identified in the PAMP, InnerWest@40, LATM plans, and other strategies that complement the proposed *Great Inner West Walk*;
- Prioritise design, approvals and delivery for works associated with:
 - Route 1 – Bays Link; and
 - Route 2 – Foods of the World Walk; and
- Seek and apply for grant funding to create detailed designs and for implementation and construction.
- Investigate high-level concept design and preliminary cost estimation for the identified "minor links" identified in Figure 1.

Medium to Long term

- Prioritise design, approvals and delivery for works associated with:
 - Route 3|4 – Creeks Walk;
 - Route 5 – City and Reprieve; and
 - Route 6 – Brews and Bars; and
- Implement the remaining proposed routes;
- Implement lower-priority lighting improvement works; and
- Carry out detailed design of the investigated "minor links".

Long term

- Implement the investigated smaller links
- Continuously monitor emerging trends and needs of the community to ensure that the pedestrian network of the Inner West remain supportive of its wellbeing.

LEGAL AND RISK IMPLICATIONS

Comment By General Counsel:

There are no legal and risk implications associated with this report.

FINANCIAL IMPLICATIONS

As part of this study, high-level cost estimates have been provided to assist with prioritising the work.

It is proposed that a dedicated project be established and funded to complete the short-term works (signage, website, promotion). The value of these works is estimated to be \$200,000 and may be delivered by June 2027.

If the *Great Inner West Walk Study* was to be completed as a single project, the estimate within the study suggests the works would cost up to \$47 million. Many actions identified in the study fall within existing programs including the traffic facilities program, Pedestrian Access and Mobility (PAMP) program, tree planting program and footpath program. Grant funding opportunities and developer works would also provide opportunities to deliver the identified works over a period of time. There is no intention to commit dedicated funds for these works.

ATTACHMENTS

1. [Draft Great Inner West Walk Study](#)



INNER WEST

 **SCT**
Consulting
in partnership with

RE ACTIVATE place
design group.

The Great Inner West Walk

for Inner West Council

19 February 2026

Item 1

Attachment 1

Quality Assurance

Document Name: The Great Inner West Walk Study
Client: Inner West Council
Prepared by: SCT Consulting PTY. LTD
ABN: 53 612 624 058
Version: 3.0 Updated final report
Date: 19 February 2026
Author: Brooke Maitrawatthana | Consultant
Krista McMaster | Associate Director
Reviewer: Krista McMaster | Associate Director
Authoriser: Seamus Christley | Director

The Great Inner West Walk Study

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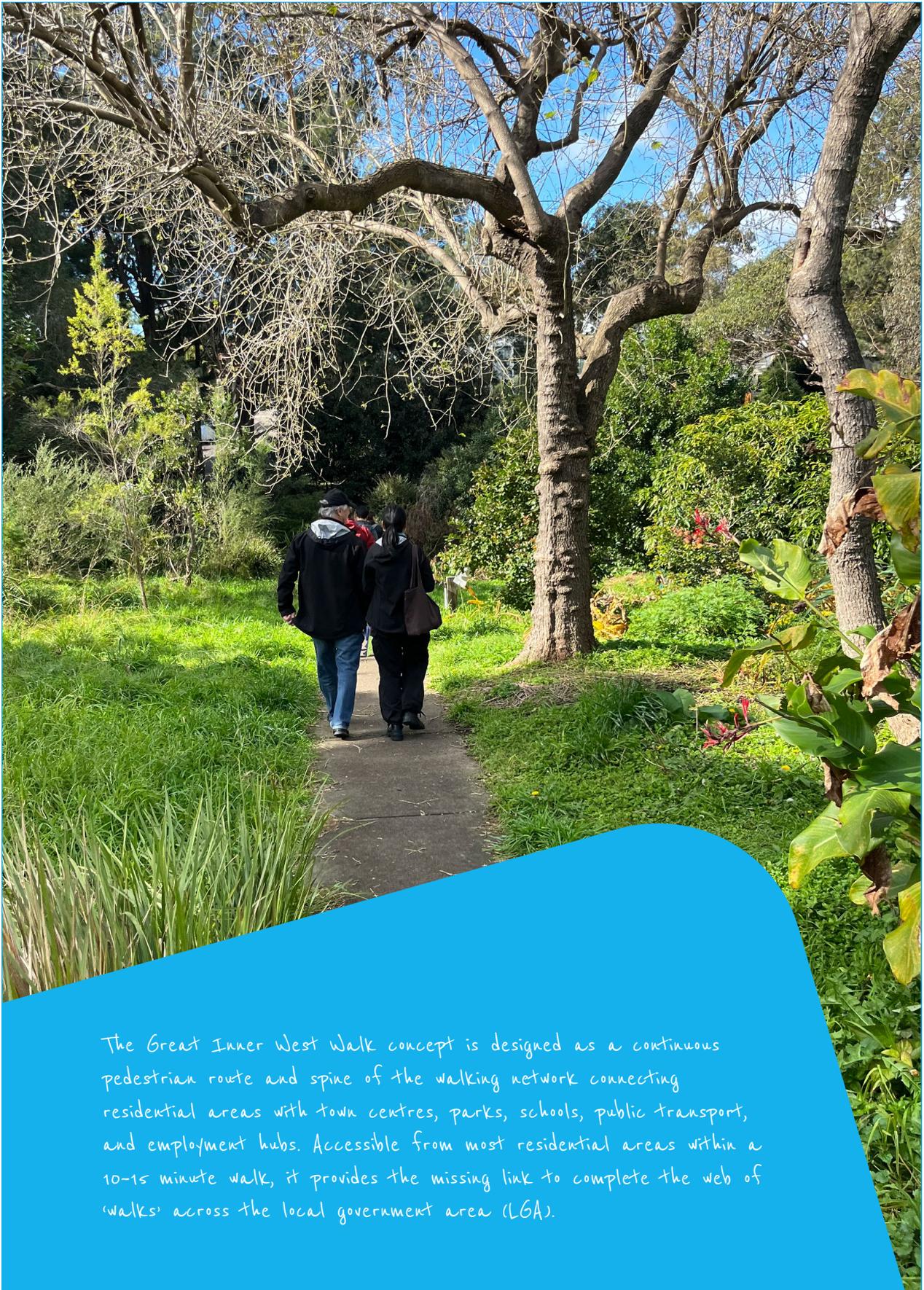
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APPENDIX A Stakeholder engagement outcomes report

APPENDIX B Detailed multi-criteria assessment outcomes

APPENDIX C Detailed preliminary cost estimate

The Great Inner West Walk Study



The Great Inner West Walk concept is designed as a continuous pedestrian route and spine of the walking network connecting residential areas with town centres, parks, schools, public transport, and employment hubs. Accessible from most residential areas within a 10-15 minute walk, it provides the missing link to complete the web of 'walks' across the local government area (LGA).



Executive summary

The Great Inner West Walk Study offers a framework for realising a bold vision for the pedestrian network within the Inner West. It documents a range of opportunities to improve infrastructure and encourage people to discover new experiences, enriching the vibrancy of local town centres and streets while contributing to the growth of the regional economy.

Developed in response to the area’s vibrant character, diverse communities, and growing demand for sustainable, healthy transport options, the Great Inner West Walk aims to create a connected, safe, and attractive pedestrian network that supports both everyday journeys and recreational exploration, enhancing public health, reducing emissions, and contributing to local economic vitality.

Strategic context and objectives

This development of route options and concept designs have been grounded in alignment with key local and state strategies, including the *Inner West Community Strategic Plan*, *Integrated Transport Strategy*, *Pedestrian Access and Mobility Plan*, and the *Blue-Green Grid Strategy*.

These frameworks collectively prioritise active transport, public health, inclusivity, and environmental sustainability and suggest a number of actions to improve the pedestrian network.

Existing network and gaps

The Inner West boasts an extensive network of popular recreational walks that connect pedestrians with nature, such as the Bay Run, the GreenWay, and Cooks River dispersed across the LGA.

Whilst many streets within the Inner West offer footpaths, pedestrian connections from key destinations such as town centres, public transport stops, schools and the like lack suitable infrastructure, public domain design and wayfinding signage to encourage people to move on foot between them.

This study identifies gaps in the pedestrian network and proposes targeted interventions to improve connectivity, safety and user experience with a view to encouraging people to walk more often, for recreation and commuter purposes.

Routes explored in this study seek to create a pedestrian network that is accessible to all residents and visitors of the Inner West.

Route development and assessment

A rigorous multi-criteria analysis (MCA) was undertaken to evaluate route options against themes of connectivity, place and activity, strategic alignment, merits, safety, and comfort. Preferred routes were selected to fill identified gaps, with each route designed to maximise access to key destinations, align with strategic plans, and improve pedestrian safety and comfort.

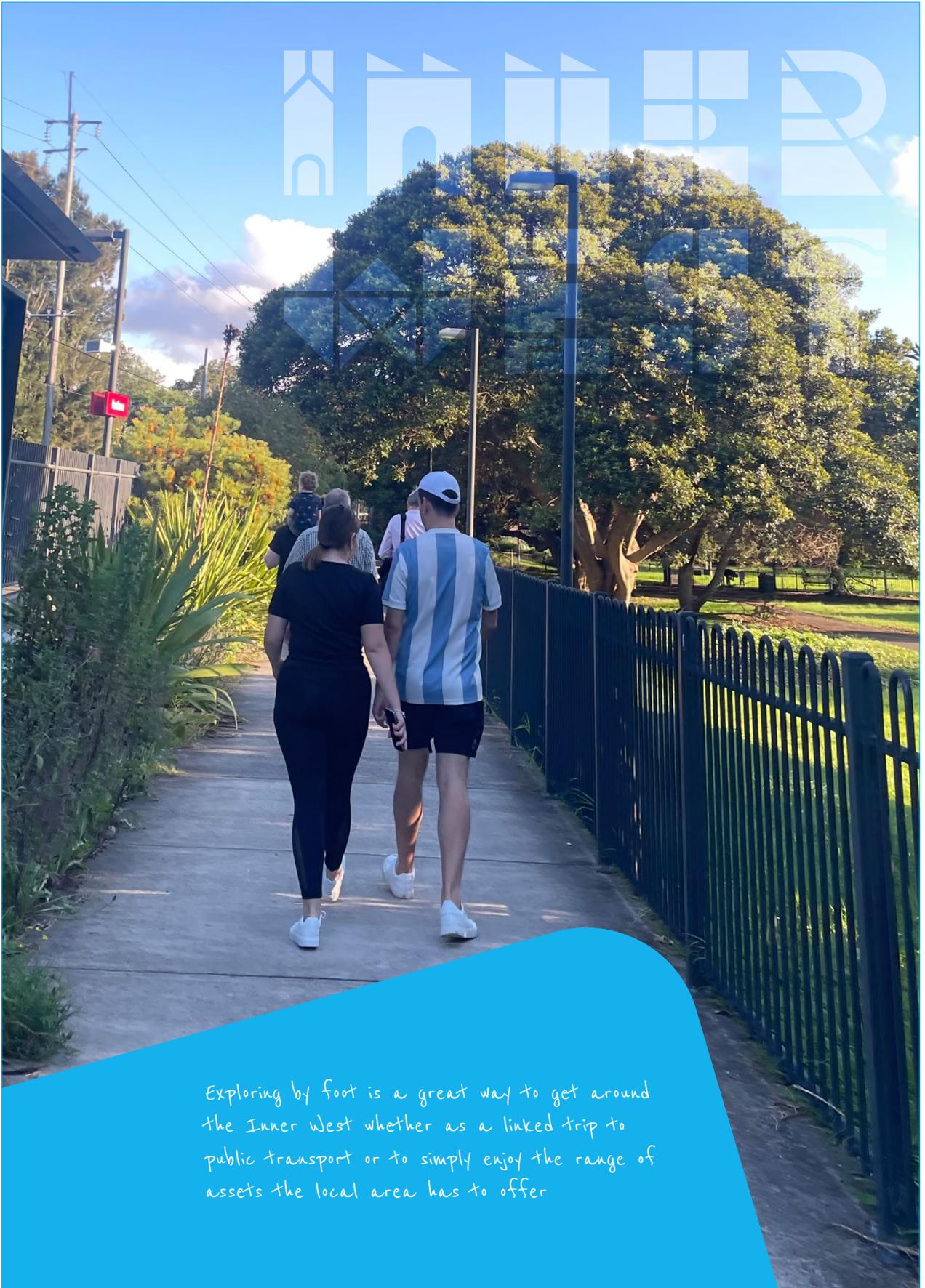
This study proposes six primary routes which form key links of the Great Inner West Walk, including Rozelle Parklands to the Bay Run, North-South Spine, Stanmore to Whites Creek and Johnstons Creek, Western Link, and Sydenham to Stanmore, each supported by high-level concept design plans and infrastructure upgrades.

Extensive engagement with the community and several Local Democracy Groups (LDGs) informed development of route alignment and concept design interventions. Feedback emphasised the need for safe, accessible, and comfortable routes, direct links to destinations, integration with nature, public art, and cultural experiences. Accessibility, safety upgrades, shade, and wayfinding were highlighted as priorities, alongside the desire for peaceful, inclusive pedestrian environments that support daily life and recreation.

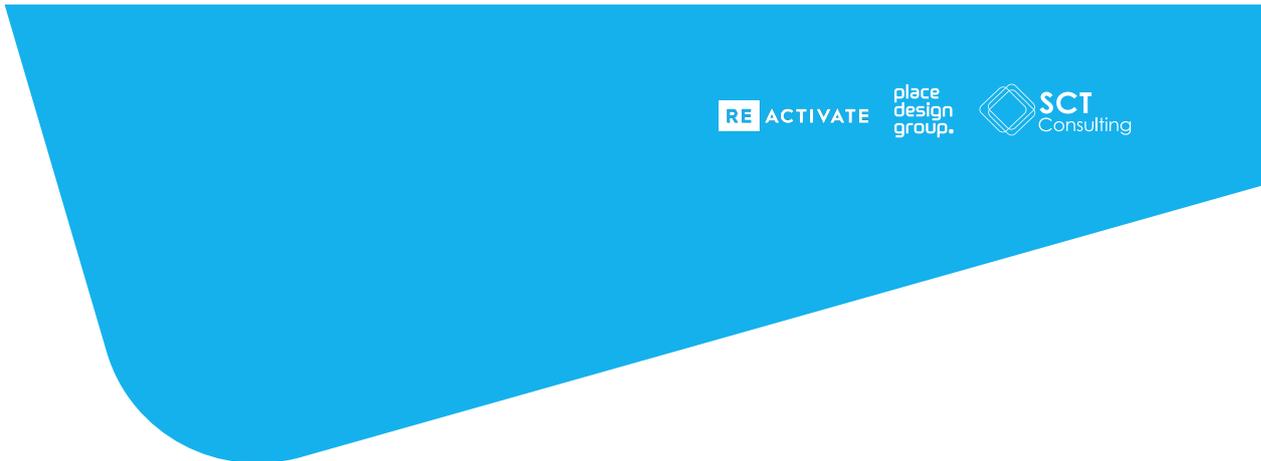
Implementation and funding

This study provides a long-term implementation strategy and recommends staged delivery of projects based on important improvements to connectivity, strategic alignment, community benefit, and cost.

Preliminary cost estimates for the six routes total approximately \$39 million (excluding GST), with funding opportunities identified through NSW Government grants and federal programs. This study advocates for adoption as a whole-of-Council strategy to guide future investment and prioritisation of pedestrian infrastructure upgrades.



Exploring by foot is a great way to get around the Inner West whether as a linked trip to public transport or to simply enjoy the range of assets the local area has to offer



1

Introduction

1.1 The Great Inner West Walk

The Inner West presents a mosaic of lively neighbourhoods that offer memorable experiences, where historic charm meets urban vitality. Quaint streets and town centres invite exploration, while tree-lined parks and waterfront promenades provide relaxed places to meet, exercise, play and unwind. The suburbs hum with activity around the clock—weekend markets, live music, community gatherings and a diverse, ever-changing food scene ensure there’s always something to do and see.

Active transport modes such as walking, wheeling, scooting, and cycling are a pleasant way to explore the streets and absorb the Inner West’s unique blend of culture, creativity and natural beauty.

The Inner West already offers an extensive network of footpaths across the Inner West Local Government Area (LGA), providing connection to and from residential areas and key destinations including town centres, public transport, local parks and schools.

There are also multiple ‘walks’ that are popular with locals and visitors alike, offering scenic journeys along the Parramatta River foreshore, green corridors and creek lines. These existing ‘walks’, however, are fragmented across the LGA and poorly connected by local pedestrian and cycling infrastructure. They also focus heavily on exploration of natural assets and walking for the purpose of recreation. They tend not to service the needs of day to day movement between residential areas, to schools, town centres, public transport and employment.

These gaps present ample opportunity to extend the types of ‘walks’ available, improving connectivity, safety, comfort, and attractiveness of walking as a preferred way to get around and a healthy way for people to (re)discover the Inner West.

1.1.1 What is a ‘walk’

A ‘walk’, for the purpose of this document, is defined as an intentional, continuous link for walking and wheeling, which is designed to provide a specific experience.

‘Walks’ form the backbone of a pedestrian network, with local links leading to it like ribs to a spine.

The Great Inner West Walk will promote walking and wheeling as an activity for everyone, by offering a safe, enjoyable and accessible network of high-quality paths that connect with most residential areas across the LGA within a 10-15 minute walk.

1.2 Vision and objectives

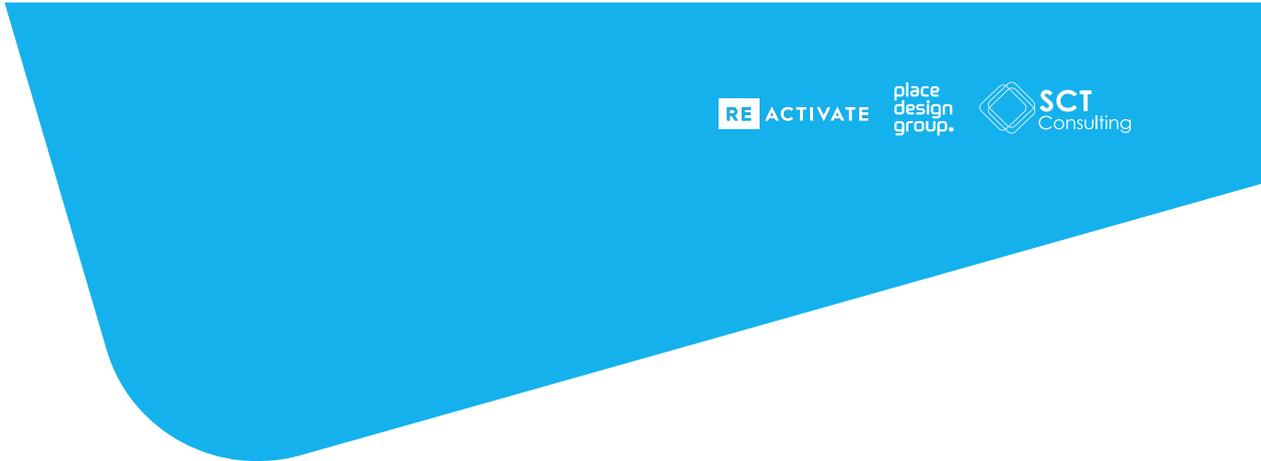
The vision of The Great Inner West Walk Study (‘the Study’) is to provide:

A pedestrian network that improves connectivity between existing walking routes and attractors, and enhances safety and comfort for people. It will promote walking and wheeling as an ideal mode for discovering the Inner West, building on the reputation of the LGA as a great place for people.

The development of the Great Inner West Walk will further improve public health outcomes, help the community reduce its greenhouse gas emissions, attract visitors and contribute to local businesses, and amplify the benefits of the current programs and works being carried out by Inner West Council (‘Council’).

Specific objectives of this Study are to:

- Identify and undertake analysis of opportunities and challenges of all potential pedestrian routes to determine a preferred walking network and connecting links, which provide a well-connected, high-quality pedestrian environment
- Identify opportunities for recreation and place making to enhance streetscapes, amenities, and a sense of place
- Recommend link typologies and action priorities
- Conduct feasibility assessment and constraints analysis.



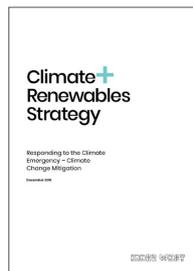
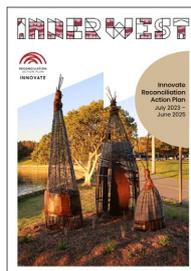
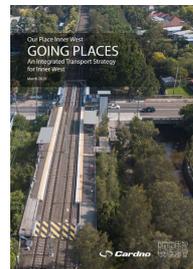
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Strategic context

2.1 Local strategies and plans

The development of the Great Inner West Walk Study has been undertaken with reference to several Council strategies and plans.

The key documents are summarised with their relevance to the Great Inner West Walk noted below.



2.1.1 Our Inner West 2041 – Inner West Community Strategic Plan

Our Inner West 2041 – Inner West Community Strategic Plan (CSP), updated in 2025, is a plan developed with and on behalf of the community. It sets out the community’s vision and aspirations for the next decade and guides all of Council’s work.

The CSP has five strategic directions, supported by 18 desired outcomes, with those relevant to the Study including:

- **Zero emissions** – reduce greenhouse gas emissions and build resilience to climate change
- **Integrated transport** – prioritise active transport and manage road network
- **Safe, clean, and accessible public places** – manage public spaces and community safety
- **A vibrant cultural and creative destination** – celebrate and promote innovation for creative industries
- **Welcoming, connected, and inclusive** – build inclusivity, resilience, and participation in community life
- **Healthy and active** – provide facilities for participation in active recreation and encourage active transport.

Key relevance to the project

As well as the desired outcomes listed above, the CSP includes the community vision for the Inner West to provide a collection of connected vibrant, sustainable, and creative neighbourhoods. The Great Inner West Walk seeks to achieve exactly this.

2.1.2 Our Place Inner West – Local Strategic Planning Statement

Our Place Inner West – Local Strategic Planning Statement (LSPS) sets out the vision and supportive actions for the Inner West. Based around six themes, the LSPS identifies the challenges and opportunities for the community, with a significant focus on sustainability and resilience.

Essentially, key planning priorities to the Study span reducing **greenhouse gas emissions**, providing for diverse functional, safe, and enjoyable **urban spaces**, providing improved and accessible sustainable **transport infrastructure**, and providing accessible facilities and spaces that support **active, healthy communities**.

Key relevance to the project

Encouraging residents and visitors to explore the Inner West on foot contributes to reducing greenhouse gas emissions, creating enjoyable public places, and improving public health outcomes.

2.1.3 Going Places – Integrated Transport Strategy

Going Places – Integrated Transport Strategy (ITS) aims to address the transport challenges of the Inner West. It provides strategies and actions that focus on active and sustainable transport modes and supportive land use planning approaches.

The ITS envisions that walking, cycling, and public transport become a preferable mode for people to get around the Inner West. A transport hierarchy has been developed to maximise benefits for pedestrians, cyclists, and people living with a disability.



Relevant principles outlined in the ITS include:

- **Improve safety and accessibility** – Inner West streets are safe for everyone and provide equitable access to economic, cultural, and social opportunities
- **People first** – pedestrians have priority in centres and main streets through better pedestrian facilities, increased road space allocation, and quality street amenities
- **Active transport** – active transport networks are safe, connected, accessible, and attractive.

Key relevance to the project

The ITS sets a framework of prioritising pedestrians, cyclists, and people living with a disability in the transport hierarchy. It means that future investments in supporting infrastructure need to make these modes, as well as public transport, more attractive, safe, and convenient.

2.1.4 Pedestrian Access and Mobility Plan

The *Inner West Pedestrian Access and Mobility Plan* (PAMP) was prepared in 2021. It provides a strategy to improve pedestrian safety and promote walking throughout the Inner West. It aims to enhance pedestrian access, reduce severance, resolve crash clusters, and ensure adequate facilities.

The most common themes raised during the stakeholder engagement process were related to safety concerns and accessibility concerns.

PAMP further identifies the hierarchy of pedestrian routes, to then define infrastructure upgrade or augment needed, and to prioritise the proposed new infrastructure. A higher order level is given to strategically important routes and routes that service multiple trip attractors and generators

Through comprehensive pedestrian route auditing, a recommended works program was developed, which takes into account the route hierarchy and categories of issues.

Key relevance to the project

The Study is planned in alignment with PAMP, with a strong focus on prioritising high-need routes, which also ensures that future investments deliver the greatest benefit to the community.

2.1.5 Inner West Blue-Green Grid Strategy

The development of the *Inner West Blue-Green Grid Strategy* is the first step towards creating a network of interconnected, multi-purpose links across the Inner West and adjacent council areas. The strategy provides an aspiration for creating a network of interconnected open spaces, aiming at expanding the tree canopy, protecting the environment, and promoting art and culture.

Community engagement was carried out to gather place-specific opportunities and a better understanding of local needs and priorities. Three most common themes captured across the engagement were safe pedestrian and cycling networks, better access to waterways, and rewilding open spaces.

The resulting Blue-Green Grid links are classified into five categories: Aboriginal and Torres Strait Islander and heritage, recreational, ecological, hydrological, and connected.

Key relevance to the project

The strategy offers guidance on walking route typologies and opportunities, providing a strong foundation for the concept design of the Study to better connect green spaces and enhance the pedestrian environment.

2.1.6 InnerWest@40

One of the recommendations proposed in the ITS is to investigate the feasibility of implementing a 40km/hr speed limit on local roads across the Inner West. In response, the *InnerWest@40 Strategy* was prepared to provide an evidence base that supports reduced speed limits within the Inner West.

Speed management is a core theme of the NSW Government’s Safe System approach and the Movement and Place framework. Lower speed reduces the number and severity of crashes, while also improving pedestrian experience and environmental outcomes.

- All local roads, which are managed and maintained by Council, are nominated to have a posted speed of 40km/hr.
- All regional roads, which are funded by Transport for NSW but managed and maintained by Council, are nominated to have a posted speed of 50km/hr, with further reduction to 40km/hr to be proposed in the long term.
- All state roads managed and maintained by Transport for NSW are to remain at their existing speed limits.
- School zones and the existing 40km/hr areas will retain their signage to maintain road user vigilance.

The Inner West area was then divided into distinct zones and prioritised for staged implementation. The key high priority areas identified were Enmore–Marrickville East, Marrickville–Tempe, and Ashfield–Summer Hill West, which were areas with the largest concentration of high priority roads

Key relevance to the project

Vehicle speed plays a key role in shaping the quality of the pedestrian environment. By aligning the Great Inner West Walk with high-priority routes identified in InnerWest@40, the project strategically leverages slower-speed roads to create safer, more comfortable, and enjoyable pedestrian experiences.

2.1.7 Climate + Renewables Strategy

The *Climate + Renewables Strategy* outlines the key areas of focus to mitigate against climate change in the Inner West, including both community and Council carbon emissions.

Key actions under the community carbon emissions focus area relevant to the project include implementing 30–40km/hr streets to deliver safe cycling and pedestrian networks; protect and incorporating urban trees and green infrastructure in the public and private domains; and prioritising people, especially those living with a disability and requiring specialist transport services, in the transport hierarchy to increase walking, cycling, and public transport use.

Key relevance to the project

Delivering the Great Inner West Walk directly supports the community carbon emissions focus area. The Study will promote walking through place making and street embellishment, as well as advocating for slower speed environments and urban greening.



2.1.8 Our Fairer Future Plan

In December 2023, the NSW Government announced two housing reforms to deliver new homes in well-located areas over the five years from 2024 to 2029:

- The **Transport Oriented Development (TOD) Program** applies to land within 400 metres of designated train and metro stations through State-level planning control amendments to allow apartment or shop top housing buildings up to six storeys. The designated stations in the Inner West are Marrickville, Dulwich Hill, Ashfield, and Croydon Stations.
- The **Low and Mid-Rise Housing (LMR) Policy** encourages the building of more low- and medium-rise housing, including terraces and apartment buildings of up to six storeys on land around nominated town centres and train stations. It does not include rezoning but allows greater permissions for low- and medium-rise housing. Many Inner West centres are nominated under the LMR Policy, including MarketPlace Leichhardt and Annandale Village.

Council has developed the *Our Fairer Future Plan* as an alternative to the NSW Government's reforms, particularly the TOD Program. It includes a review of residential planning controls to harmonise residential land use controls across the LGA and master planning of Housing Investigation Areas (HIAs) through a place-based urban design approach to support increased housing density in well-located, high-amenity areas.

The master planning for the HIAs was undertaken in two stages:

- **HIA Stage 1** included parts of Ashfield, Croydon, Dulwich Hill, and Marrickville Stations, and Dulwich Grove, Arlington, and Waratah Mills light rail stops.

- **HIA Stage 2** included train stations, light rail stops, and local centre catchments, including Lewisham, Petersham, Stanmore, Leichhardt, St Peters, Annandale, Sydenham, Tempe and parts of Parramatta Road.

The master plans aim to retain and manage the unique character of the Inner West through development controls which require new developments to positively respond to the local context through appropriate public domains, built forms, building height transitions, and heritage building preservation.

The Plan was adopted by Council in September 2025 and submitted to the Department of Planning, Housing and Infrastructure in November 2025 for review and approval.

Key relevance to the project

As the Inner West continues to grow, it is essential to plan a pedestrian network that supports everyday journeys and makes it easier and safer for people to walk to schools, shops, local services, and other key destinations.

2.1.9 How we move, why we move

The *How we move, why we move* study (Urbis, 2023) was carried out to provide a comprehensive analysis of how and why people move in and around the Inner West. The analysis intends to inform other Council strategies and policies and provide recommendations for improvements to how transport functions in the LGA.

The study utilises Human Movement Data, an analytical tool enabled by mobile phone data to provide insights into how and where people travel, including travel routes, the duration of visits to places, and the time-of-day people travel.

The study identifies Marrickville, Ashfield, Leichhardt, and Stanmore–Petersham as areas with the highest visitation across the Inner West. This includes visits for all purposes, including travelling to work, shopping, recreation, and personal services.

Inner West residents are found to take advantage of their proximity to parklands and waterways, with residents choosing Cooks River parkland as the most popular destination. It is followed by the GreenWay, Iron Cove Creek Parkland, and the Bay Run.

Figure 1 shows visitation across the Inner West area on a weekday in February 2022.

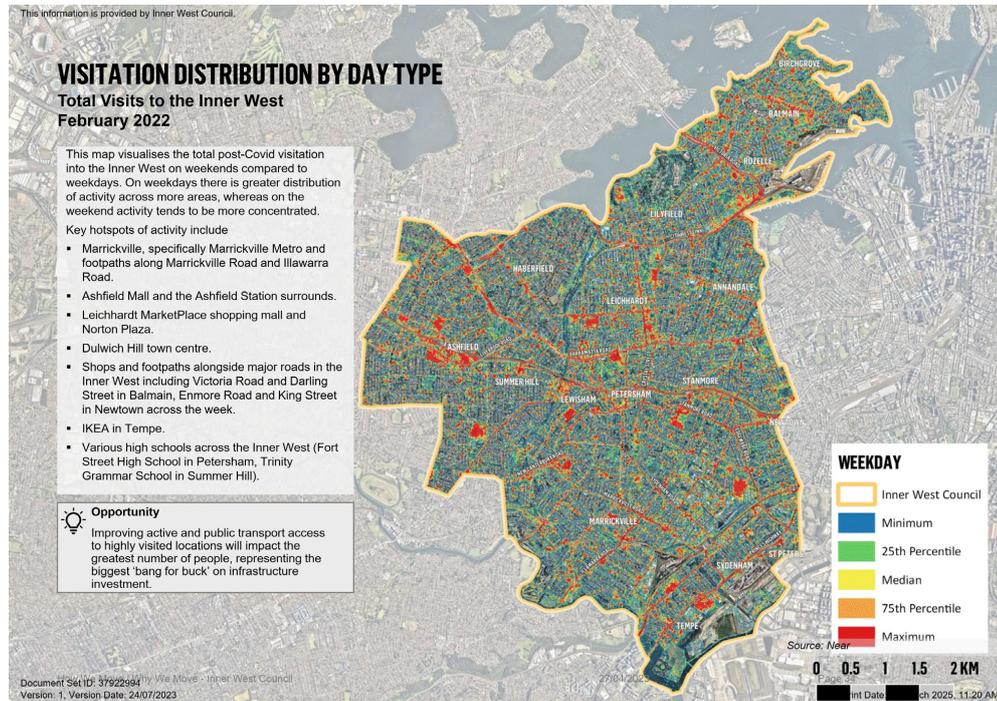
The areas shaded in red are those with the highest visitation compared to the whole LGA, which include Marrickville, Ashfield, Leichhardt, Stanmore–Lewisham, and Dulwich Hill.

Specific land uses that attract a lot of visitation also include large-campus schools and large-scale supermarkets.

Key relevance to the project

The Study provides a source of evidence to support development of The Great Inner West Walk that is based on 'real' movement patterns.

Figure 1 Visitation across the Inner West area on a weekday in February 2022



Source: Urbis, May 2023, *How we move / Why we move.*



2.1.10 Innovate Reconciliation Action Plan 2023–2025

This plan serves as a guiding policy for reconciliation, developed in consultation with Aboriginal and Torres Strait Islander peoples and the broader Inner West community. It aims to strengthen relationships, respect cultural heritage, and promote equality by building on previous reconciliation efforts.

Key commitments include recognising the Gadigal and Wangal peoples as Traditional Custodians, supporting cultural initiatives, and addressing disparities in health, wellbeing, and life opportunities. The plan also outlines actions for collaboration with local Aboriginal organisations, truth-telling, and fostering inclusive practices across Council operations.

Key relevance to the project

There are many opportunities to include public art, native tree planting and storytelling in the design of the pedestrian network for the Inner West.

2.2 State strategies and plans

2.2.1 Eastern City District Plan (Greater Sydney Commission, 2018)

The *Eastern City District Plan* sets out the priorities and actions for the Eastern City District, which encompasses local government areas between Strathfield in the west and Waverley in the east, with the Harbour CBD as its metropolitan centre.

The vision for the District is to create a vibrant, globally competitive, and sustainable urban area that enhances the quality of life for its residents while driving economic growth and innovation.

The Plan promotes a vision of a 30-minute city, where residents can access jobs, education, services, and recreation within a 30-minute walk, cycle, or public transport. Key planning priorities include improving local infrastructure, enhancing open space networks, and supporting active transport options.

Key relevance to the project

Aligning with the Plan ensures that pedestrian infrastructure contributes to broader regional goals like equitable access and reduced congestion, while also strengthening the case for investment in pedestrian-friendly streets and green corridors.

2.2.2 Connecting NSW Strategy
(Transport for NSW, 2025)

The *Connecting NSW Strategy* takes a back-to-basics approach in addressing the pressing transport challenges facing NSW. The Strategy sets out key priorities that will inform funding, transport planning, policy development, and reforms.

The Strategy aims to make travel across the state safe, easy, and accessible for everyone. It sets out six integrated priorities that guide how Transport for NSW allocates resources to deliver the greatest impact for passengers, customers, and communities. These priorities work together to enhance travel experience and improve community wellbeing:

- Towards zero trauma
- Restore reliability and build resilience
- Transition to net zero emissions
- Reduce transport disadvantage
- Reimagine road space to drive mode shift
- Enable whole-of-government outcomes

Key relevance to the project

Promoting walking as the main mode of travel for local journeys contributes to all priorities outlined in the Strategy. With more people walking and fewer people driving, the transport network is safer, environmentally friendlier, and more equitable.

2.2.3 Active Transport Strategy
(Transport for NSW, 2022)

The *Active Transport Strategy* builds on the *Future Transport Strategy*, outlining the State's commitment to delivering safe and connected walking and cycling outcomes.

The purpose of the Strategy is to double active transport trips in the next 20 years. It also provides longer term ambitions accompanied by five-year priority moves to guide planning, investment and priority actions for active transport across the state.

Key actions to connect communities and encourage more people to choose active transport include:

- Deliver infrastructure to support mode shift to walking and cycling
- Provide appropriate infrastructure and road speeds to improve the safety and comfort of people walking and cycling
- Improve safe pedestrian and cycling options for school travel to facilitate independent mobility children and young people
- Support multimodal journeys by integrating active and public transport
- Support emerging technologies, such as e-bikes and other micromobility devices.

To deliver the vision to double active transport trips in NSW in 20 years, the Strategy focuses on five areas:

- Enable 15-minute walkable and connected neighbourhoods
- Deliver connected and continuous cycling networks
- Provide safer and better precincts and main streets
- Promote walking and cycling and encourage behaviour change
- Support our partners and accelerate change.

Key relevance to the project

Key actions set out in the Strategy offer a framework that will guide the preparation of the Study, from choosing where pedestrian routes go to how they are designed to create safe, easy, and enjoyable ways for people to get around the Inner West.

2.2.4 Walking Space Guide (Transport for NSW, 2018)

The Walking Space Guide provides detailed guidance on designing pedestrian environments that are safe, comfortable, and accessible for all users. Its primary objective is to ensure that footpaths and public spaces support walking as a fundamental mode of transport, especially in high pedestrian activity areas like town centres, transport hubs, and school zones.

The Guide outlines minimum and desirable footpath widths based on pedestrian volume, land use context, and street function. It also addresses key design considerations, such as clear path zones, furniture placement, kerb ramps, and accessibility for people with accessibility needs.

Key relevance to the project

The concept design out of the Study will be guided by the principles outlined in the Guide, ensuring that pedestrian infrastructure in the Inner West meets high standards for safety, accessibility, and comfort.

2.3 Current and recent local walking projects

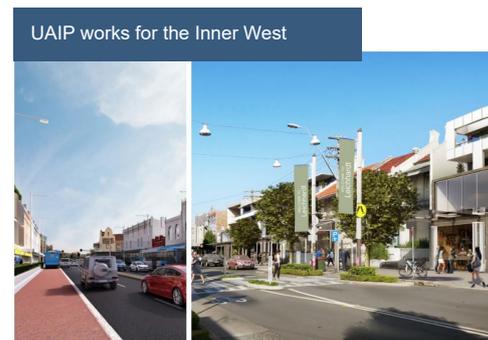
The Study has identified several current State-led and Council's projects that aim to improve safety and comfort for pedestrians whilst also enhancing the pedestrian experience across the Inner West.

The Great Inner West Walk has considered these projects in the analysis, route development and formation of concept designs to ensure a cohesive and productive approach for walking across in the Inner West is achieved.

The identified projects are illustrated in **Figure 3** (overleaf) and include the following:

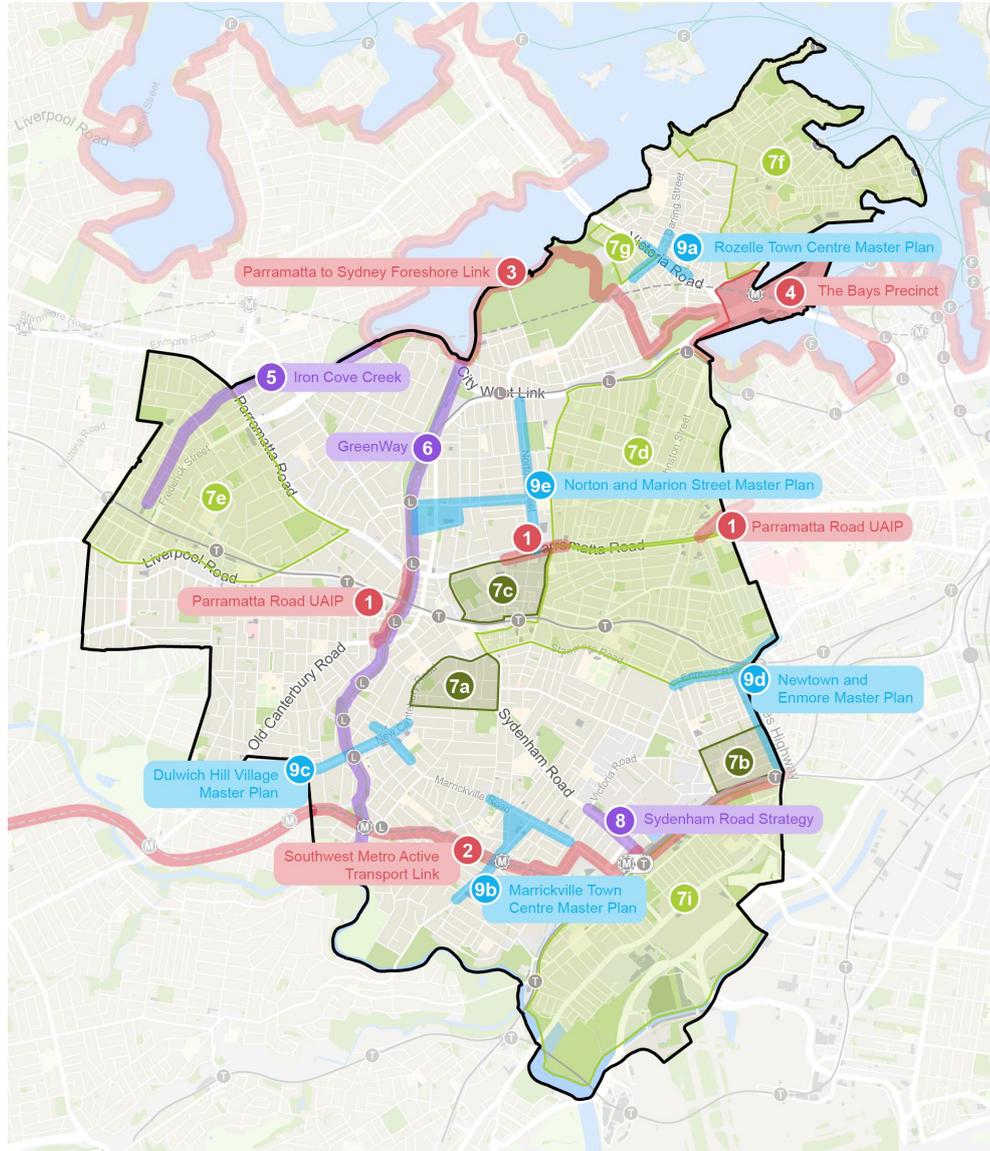
2.3.1 State-led major projects

- 1. Parramatta Road Urban Amenity Improvement Program (UAIP)** – an initiative by the NSW Government to improve open space and active transport links along the Parramatta Road corridor. Projects within the Inner West include the GreenWay connections under Parramatta Road and at Longport Street, public domain improvements across Parramatta Road in Leichhardt, and improvements to cycling connections to Pyrmont Bridge Road and Johnstons Creek Trail.



Source: UrbanGrowth NSW, 2016, *Parramatta Road Corridor Urban Amenity Improvement Plan*.

Figure 3 Current and recent local walking projects



Legend

- Inner West LGA
- State-led major projects
- Council projects
- Council 'Streets Alive - Master Plan' areas
- LATM adopted plans
- LATM in-planning



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Figure 4 The GreenWay, January 2026



6. **The GreenWay** – an environmental and active transport corridor linking Cooks River to Iron Cove, the GreenWay follows the L1 Dulwich Hill light rail line and Hawthorne Canal, featuring pedestrian and cycling paths, parks, artwork and playgrounds. The Inner West portion of the GreenWay was complete in 2025 (**Figure 4**) with the final link to the Cooks River to be completed in the near future.
7. **Local Area Traffic Management (LATM) plans** – with the aim of reducing traffic volumes and speeds on local roads, LATM plans also seek to improve liveability, safety, and access for pedestrians. In the past two years Council has adopted or are planning for LATM plans at the following locations:
 - a. Morton Park – Adopted
 - b. Newtown South – Adopted
 - c. Petersham North – Adopted
 - d. Annandale – Planning
 - e. Ashfield North and Croydon – Planning
 - f. Balmain East and Birchgrove – Planning
 - g. Iron Cove – Planning
 - h. Stanmore Ward – Planning
 - i. Tempe and Sydenham – Planning.

LATM projects have been included in the concept design for the Great Inner West Walk.

8. **Sydenham Road Strategy** – concept plans are being developed for streetscape improvements along Sydenham Road to create a more vibrant and accessible main street that better supports the local businesses, community and visitors.

This Study has taken into account improvements proposed as part of the Sydenham Road Strategy and identifies any additional opportunities as appropriate.

- Place Plans** for key town centres have been prepared at various stages to enhance the place quality of key centres in Rozelle, Dulwich Hill, Marrickville, Newtown–Enmore, Norton and Marion Streets, and Balmain. This follows completion of projects under the *Streets Alive – Main Streets program*.

Where a Place Plan overlaps with the Great Inner West Walk, this Study does not provide a concept design. It is assumed that the Place Plans will incorporate upgrades to pedestrian infrastructure.

- Priority A areas** under the *InnerWest@40 Strategy* were implemented in July 2025. Speed limits were permanently reduced to 40km/hr on local streets in Enmore, Tempe, Sydenham, Marrickville, and parts of St Peters and Petersham. Council is working with Transport for NSW to extend this concept across the LGA.

It is recommended that all streets along the Great Inner West Walk routes are included as part of the InnerWest@40.

- Perfect Match Street Art program** – a street artworks program bringing artists, residents, businesses, and the community together to collaboratively create new street artworks in public places, which also involves mentoring opportunities, fostering creative expression, and creating meaningful site-specific works in public spaces. A few examples are provided at **Figure 5**.

Figure 5 Examples of Perfect Match artworks



Stanmore in Bloom (2023) by Nico Nicoson, 83 Percival Road, Stanmore



Naughty Gong in Little Vietnam (2024) by Christina Huynh, Hello Auntie, 278 Illawarra, Marrickville



Tapestries of Time (2024) by Sophi Odling, 58-60 Crystal St, Petersham



'Approximately a third of all trips in the Inner West are undertaken by walking only and we have an opportunity to continue supporting and increase our active and sustainable transport' - Inner West Local Strategic Planning Statement

3

The pedestrian network

The pedestrian network across the Inner West is constantly evolving in line with demand for sustainable, healthy and enjoyable modes of travel. With limited space (and desire) for more vehicle infrastructure, the importance of mode shift to walking and wheeling cannot be underestimated.

This is recognised in the *Eastern City District Plan* which includes a direction for 'Developing a more accessible and walkable city'. This is supported by Council's *Our Place Inner West - Local Strategic Planning Statement* priority to 'Provide improved and accessible sustainable transport infrastructure'.

The current Inner West pedestrian network is comprised of an extensive web of footpaths and recreational pedestrian routes and associated supporting infrastructure such as seating, lighting, landscaping, shade and bubblers. There are also a number of planned pedestrian routes, which Council are working towards implementing.

In addition to this, there are three 'vibrant streets' identified by Council - Victoria Road, Parramatta Road, and Sydney Park Junction.

Existing and planned pedestrian and cycling links and vibrant streets are described below and their location shown in **Figure 6** (overleaf).

3.3.1 Existing links

The following pedestrian and cycling links have been identified by Council as important contributors to the pedestrian network of the Inner West.

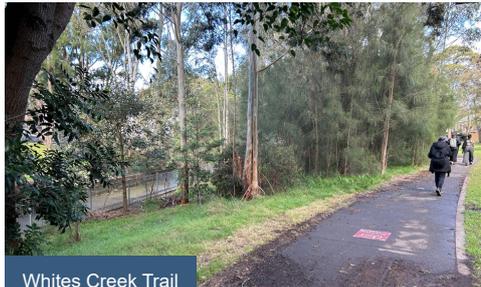
1. **The Bay Run** – a pedestrian and cycling trail loop around Iron Cove with separate facilities for pedestrians and cyclists, offering excellent views of Iron Cove and connection to waterways for its entire course as it constantly hugs the shoreline.
2. **Tom Uren Trail** – a circuit commencing at Thornton Park near Balmain East Ferry Wharf, honouring the life of Tom Uren, a man committed to working in the service of the human family and who firmly believed that access to Sydney Harbour and the foreshore was a fundamental public right.

- 3. **Johnstons Creek Trail** – running north-south along Johnstons Creek from Glebe foreshore in the City of Sydney to Douglas Grant Memorial Park in Annandale, providing connections to various parks, playgrounds, and local shops.



Johnstons Creek Trail

- 4. **Whites Creek Trail** – following Whites Creek from the bicycle bridge to Rozelle Parklands to Whites Creek Valley Park and extending along Whites Creek Lane to Parramatta Road.



Whites Creek Trail

- 5. **The GreenWay** – an environmental and active transport corridor linking Cooks River at Earlwood to Iron Cove.
- 6. **Regional Route 7** – a cycling route along the Main Suburban railway line (the 'T2 rail corridor') between Newtown and Lewisham Stations, comprising both separated cycle lanes and shared paths.

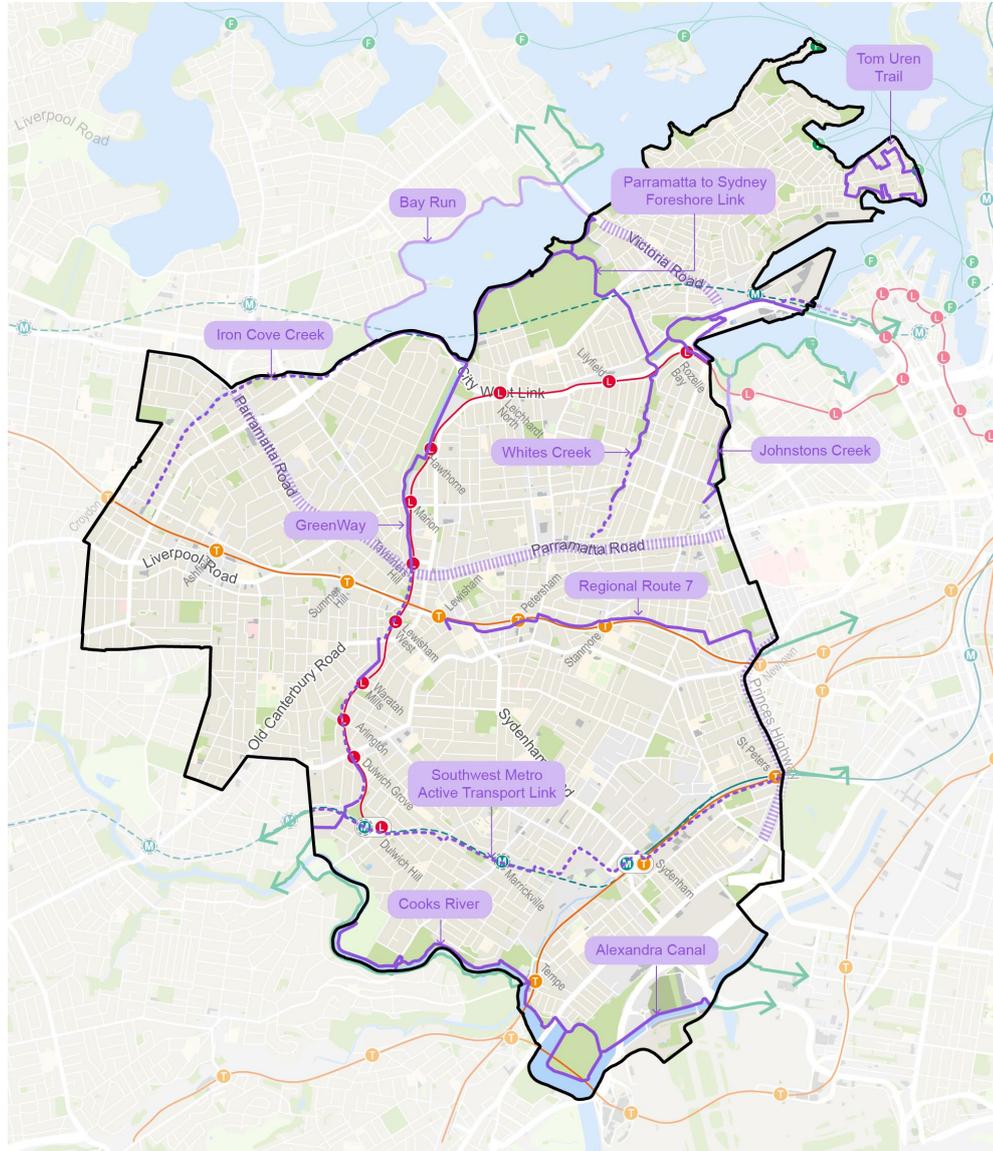
- 7. **Cooks River pedestrian and cycling paths** – a popular active transport link along the river in the south of the Inner West LGA. This route connects various parks and sporting facilities, including Tempe Reserve, Mackey Park, and Steel Park.

- 8. **Alexandra Canal pedestrian and cycling paths** – delivered as part of the Sydney Gateway project, providing a connection for pedestrians and cyclists along the canal between Cooks River and Tempe Reserve in the west and Mascot in the east.

3.3.2 Planned links

- 9. **Southwest Metro Active Transport Link** as part of the Sydney Metro Southwest (see **Section 2.3**)
- 10. **Parramatta to Sydney Foreshore Link** from Parramatta to the Opera House and the Royal Botanic Gardens (see **Section 2.3**)
- 11. **Iron Cove Creek corridor** between Iron Cove and Liverpool Road, Ashfield (see **Section 2.3**)
- 12. **The remaining sections of the GreenWay**
- 13. **Glebe Island Bridge**, which was closed in 1995, is currently under investigation by Transport for NSW and other stakeholders to identify options for long-term management of the bridge, including rehabilitation and repurposing as a pedestrian and cycling route.

Figure 6 The Inner West pedestrian network



- Legend**
- Inner West LGA
 - Railway + station
 - Light rail + station
 - Metro + station
 - Future metro + station
 - Ferry
 - Existing 'walks'
 - Planned 'walks'
 - Regional routes
 - Vibrant main streets

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3.3.3 Vibrant streets

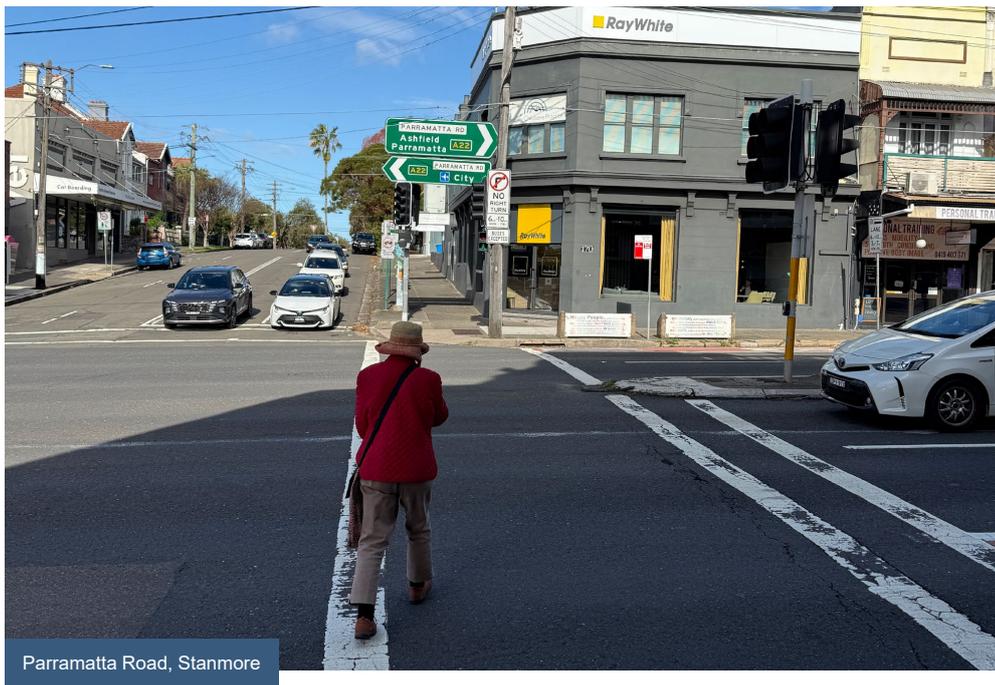
Vibrant streets are defined by the NSW Movement and Place Framework as some of the most vibrant places in cities and towns that have both significant movement functions and place qualities, making balancing the needs of these streets a common challenge. In the Inner West, they include:

- 14. Victoria Road
- 15. Parramatta Road
- 16. Sydney Park Junction

3.1 Links to the regional pedestrian network

The pedestrian network across the Inner West links to regional active transport networks connecting through the neighbouring LGAs, also shown in Figure 6.

The pedestrian and cycling paths along **Victoria Road** form an east-west regional route to neighbouring LGAs at both ends. They provide connections to **the Bay Run**—a circuit track around Iron Cove which extends to the City of Canada Bay on the Drummoyne peninsula—and the paths on Rozelle Parklands. The Victoria Road paths extend to the northwest across Iron Cove Bridge and Gladesville Bridge connecting with the wider network in the north, and to the east via a separate shared path along Anzac Bridge which extends through the Pyrmont peninsula to the Sydney CBD.



Parramatta Road, Stanmore



The **Rozelle Parklands paths** meet the Johnstons Creek Trail at Glebe Foreshore Parks in the City of Sydney. The Glebe Foreshore Walk is another popular foreshore pedestrian route that connects to the Rozelle Parklands paths at Glebe Foreshore Parks. The route hugs the shorelines of Rozelle Bay and Blackwattle Bay, extending to the Sydney CBD in the east.

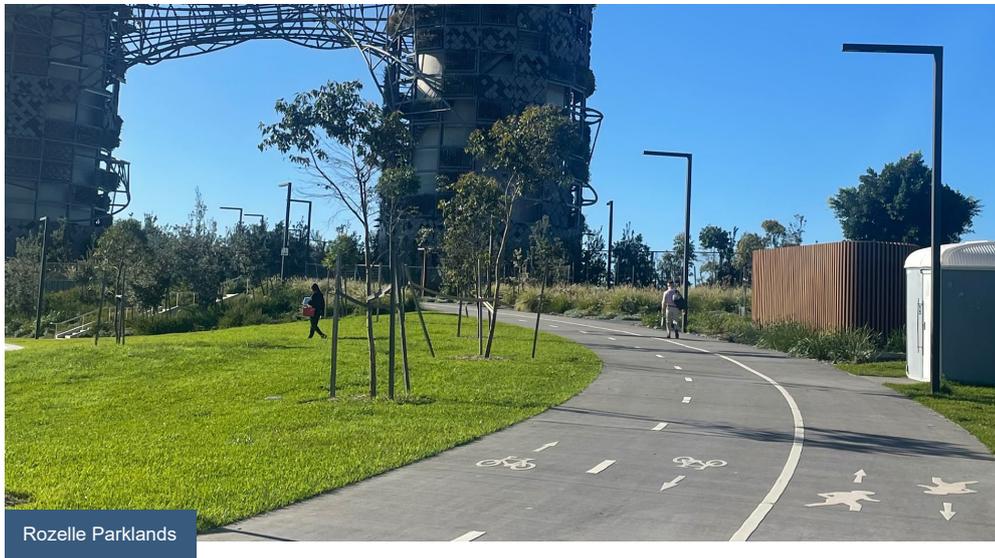
Cooks River, bordering the Inner West and Canterbury-Bankstown, provides active transport facilities on both sides of the river. Most of Cooks River paths lies within the Canterbury-Bankstown area, where pedestrian and cycling paths are provided throughout. Connections to the Canterbury-Bankstown's paths are available at Illawarra Road, Wardell Road, and Ness Avenue as part of the GreenWay.

The **GreenWay** lies in the north-south direction parallel to Hawthorne Canal and the L1 Dulwich Hill light rail corridor. It links to the networks of neighbouring LGAs in the north through the Bay Run and Victoria Road, and in the south through Ness Avenue at Cooks River.

The **Southwest Metro Active Transport Link**, to be delivered as part of the Sydney Metro Southwest, will run in the east-west direction along the Metro corridor. The link extends to other regional active transport networks in the City of Sydney through Campbell Street and St Peters and in the Canterbury-Bankstown at Dulwich Hill.

Regional Route 7 cycling route, which comprises separate shared paths and cycle lanes, links to the City of Sydney's Wilson Street cycleway, extending towards Redfern, Prince Alfred Park, and Central Station. Further south, the pedestrian and cycling paths on Campbell Street and Alexandra Canal provide connections to Mascot via the cycling facilities within the City of Sydney.

Connections with regional routes is an important consideration for the Great Inner West Walk and have informed the development of routes documented later in this Study.



Rozelle Parklands

3.2 Destinations and attractors

3.2.1 Public transport stops

Public transport services are well provided across the Inner West LGA. Sydney Trains and Sydney Metro Southwest services run east-west through the LGA. These key modes are complemented by the L1 Dulwich Hill light rail line, multiple bus routes, and Sydney Ferries services. The public transport network that services the Inner West is shown in **Figure 7**.

There are several train stations in the Inner West, served by the T2 Leppington & Inner West Line, the T3 Liverpool & Inner West Line, the T4 Eastern Suburbs & Illawarra Line, and the T8 Airport & South Line. Train frequencies are up to three to five minutes per train during weekday peak hours and weekend middays.

The Sydney Metro Southwest section between Sydenham and Bankstown Stations is currently under construction and scheduled to open in 2026, with stations in the Inner West including Sydenham, Marrickville, and Dulwich Hill Stations. The current frequencies of the operational section between Sydenham and Tallawong Stations are up to four minutes during weekday peak hours and ten minutes during weekday off-peak hours and weekends.

The L1 Dulwich Hill light rail line provides services to areas in the northern part of the Inner West, running from the Sydney CBD, Pyrmont, and Glebe in the east through Annandale, Lilyfield, Leichhardt, Haberfield, Lewisham, and Summer Hill, before ending at Dulwich Hill.

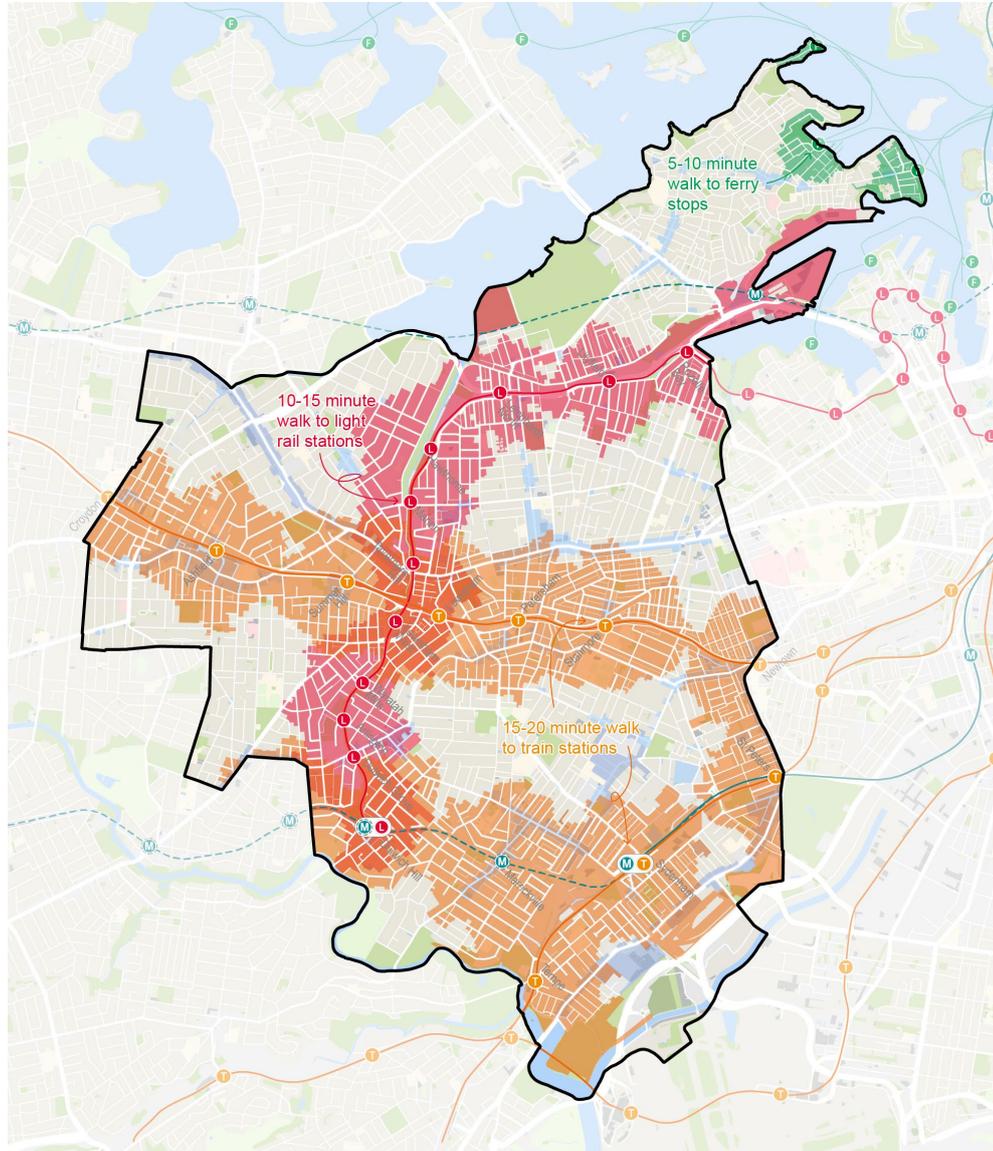
Bus services are abundant in the Inner West, with most of the LGA within a five-minute walk from a bus stop. Bus routes typically run east-west, connecting residential areas to the Sydney CBD. Some major roads are served by multiple bus routes, notably Parramatta Road, Victoria Road, Enmore Road, Liverpool Road (Ashfield), and Norton Street (Leichhardt).

There are four Sydney Ferries wharves in the Inner West, located in Birchgrove and Balmain. These wharves are stops along the F3 Parramatta River and F8 Cockatoo Island Lines, providing services from Circular Quay to Parramatta and Cockatoo Island, respectively.

While the train, metro, and light rail services provide connectivity between places within and external to the Inner West LGA, the rail corridors create barriers for local movement, especially for pedestrians and cyclists. Railway underpasses and overpasses, which allow pedestrians to cross at stations and stops, can be a few hundred metres apart. At some locations, railway crossings can be more than 600 metres (an 8-minute walk) away from each other.

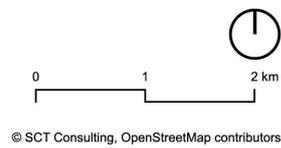
With such extensive coverage of the LGA by the public transport network, pedestrian infrastructure to and from stations and stops is an important consideration for encouraging its use. The Great Inner West Walk considers linked pedestrian trips with public transport as a key generator of pedestrian activity across the Inner West during the week.

Figure 7 Public transport and walking catchments to stations



Legend

- Inner West LGA
- M Future metro + station
- F Ferry
- T Railway + station
- L Light rail + station
- M Metro + station
- 1,200m walking catchment to train/metro stations
- 800m walking catchment to light rail station
- 600m walking catchment to ferry stop



3.2.2 Activity centres

The Inner West provides a collection of neighbourhoods that each feel like their own village, defined by character, creativity, and community spirit. Vibrant street artworks, bustling cafes and restaurants, as well as live music venues and valued heritage architecture, the area showcases a mix of culture and charm that attracts people from across Sydney. Major activity centres and walking catchments to/from them are shown in **Figure 8**, including:

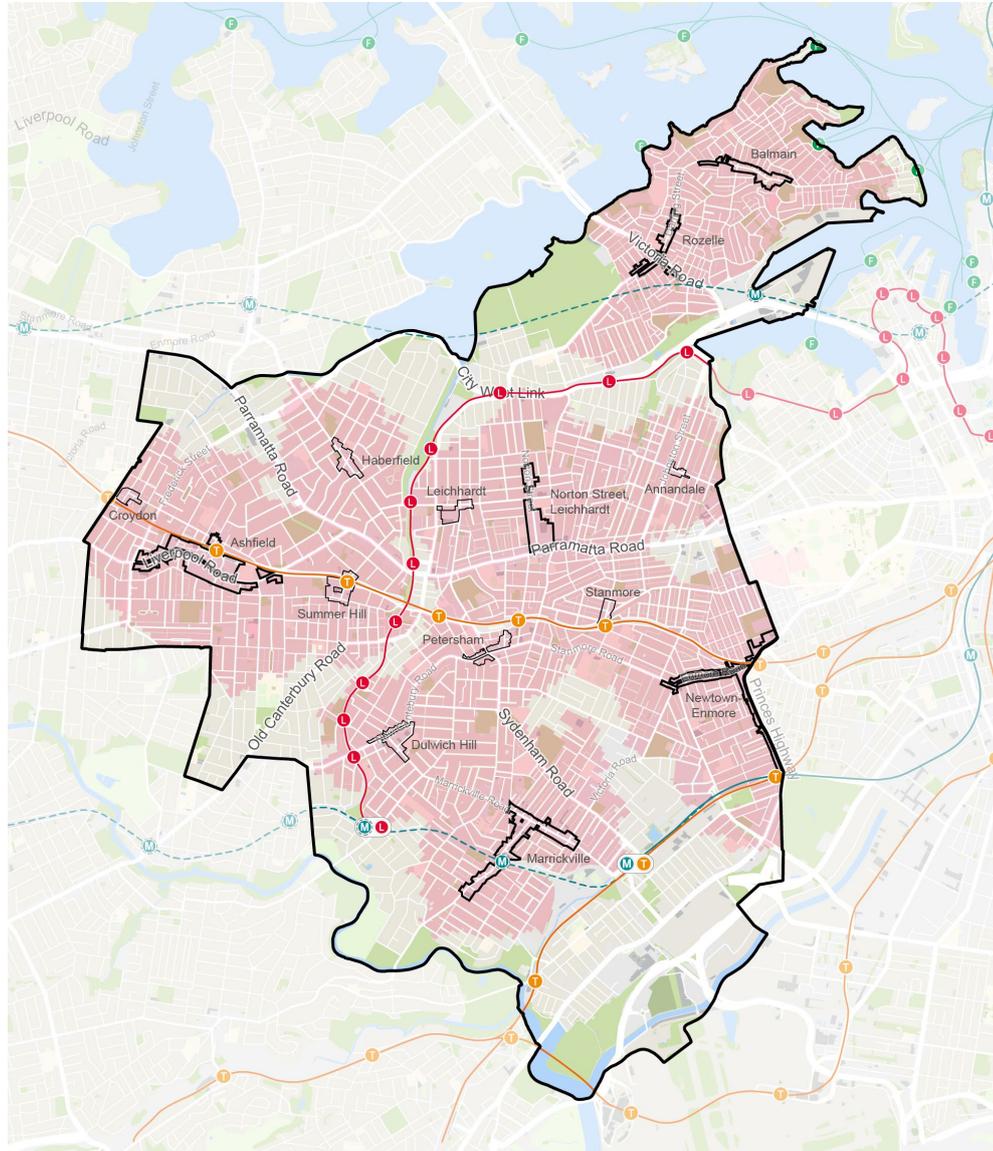
- **Ashfield** – known for its rich cultural mix and celebrated food scene. Along Liverpool Road, dumpling houses, noodle shops, and Asian grocers create a lively atmosphere. Heritage landmarks and the leafy expanse of Ashfield Park add history and greenery to its expansive urban setting.
- **Marrickville** – having a reputation as one of Sydney’s most creative and diverse suburbs. Industrial buildings have been reimaged as breweries, live music venues, and artist studios, contributing to a distinctive cultural edge. Markets, galleries, and community events bring people together, reinforcing Marrickville’s position as a hub of culture and creativity.
- **Newtown–Enmore** – the cultural heart of the Inner West. King Street and Enmore Road form a lively spine of activity, lined with eclectic shops, vintage stores, and restaurants serving cuisines from around the world. Street artworks and murals colour the neighbourhood, while theatres, comedy clubs, and music venues drive a thriving nightlife.
- **Leichhardt** – long regarded as Sydney’s ‘Little Italy’. It maintains strong links to its Italian heritage. Norton Street is filled with traditional trattorias, delis, and espresso bars that recall generations of family businesses. The area also hosts the Palace Cinema and cultural festivals that showcase its European roots.

- **Rozelle** – a blend of village atmosphere and creative spirit. Darling Street provides the main retail and commercial focus, home to antique stores, boutiques, and an array of local cafes. The weekend Rozelle Collectors Market adds a layer of discovery, while historic terrace houses and tree-lined streets further enhance its character.
- **Balmain** – a combination of historic charm and a harbourside setting. Darling Street is its bustling centre, filled with boutique shops, restaurants, and galleries. The suburb is also home to sandstone pubs with a strong local identity dating back more than a century. With heritage streetscapes and views across the Sydney Harbour, Balmain balances vibrancy with a distinctive sense of place.

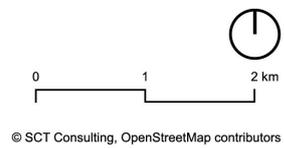
Major activity centres draw visitors from near and far, offering a diverse range of food and beverage options, entertainment and retail. These centres are typically co-located with access to public transport, making walking a viable option for local and linked trips.



Figure 8 Activity centres and walking catchments



- Legend**
- Inner West LGA
 - M Future metro + station
 - Minor activity centre + 800m walking catchment
 - T Railway + station
 - F Ferry
 - Major activity centre + 1,200m walking catchment
 - L Light rail + station
 - M Metro + station



3.2.3 Schools and education

There is a need to plan, design, and provide pedestrian facilities that are inclusive to people of all ages and mobility levels. As keepers of the future, it is important that we encourage children, in particular to recognise the benefits of active travel.

Children require enjoyable and predictable pedestrian environments that encourage them to choose walking over car travel, whilst also providing parents and guardians with reassurance that the link is designed to ensure a safe path of travel. This is particularly relevant for walking to and from school.

There are over 60 schools within the Inner West LGA as well as TAFE facilities, which generate thousands of trips predominantly during the week.

From a movement perspective, it is important to note that while government schools impose enrolment intake areas, which result in the majority of school students living within the school's intake area, independent schools typically do not. Students attending independent schools typically commute from areas much further abroad.

Pedestrian infrastructure improvements are more likely to support access for students who live locally, or for those choosing public transport and walking from the station/stop to school.

In addition to this, students of primary school age are typically less likely to walk to school (at least independently) than students of high school age, who typically have a better understanding of the road rules.

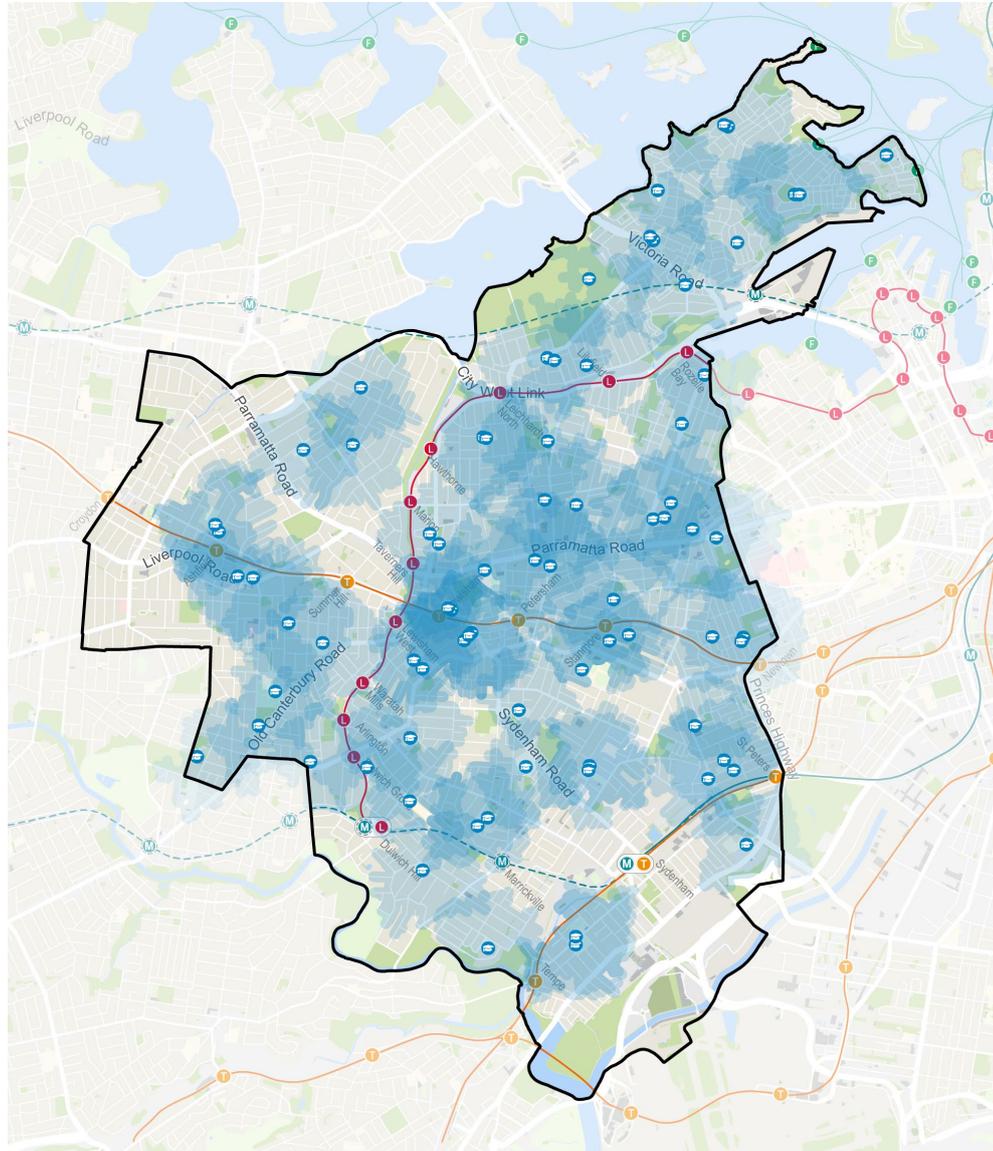
Providing safe crossing opportunities, wide footpaths (for walking in groups or pairs) and shade along streets surrounding schools are important for encouraging students to walk (or cycle). With the Study's goal to improve connectivity between existing pedestrian links and attractors, local schools are a key beneficiary where safe and well-designed walking routes will play an important role in promoting health, wellbeing, and independence among school students.

With so many schools across the LGA that generate a large number of trips, there is a significant opportunity to shift mode share from car travel by encouraging students (and staff) to walk to school.

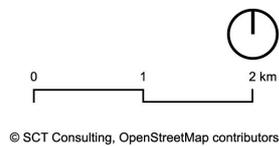
The locations of schools and other education facilities, including TAFE institutes, within the Inner West are mapped in **Figure 9**.



Figure 9 Education facilities and walking catchments



- Legend**
- Inner West LGA
 - Railway + station
 - Light rail + station
 - Metro + station
 - Future metro + station
 - Ferry
 - Schools/education facility
 - 800m walking school/education facility



Source: NSW Department of Customer Service - Spatial Services, 2025, NSW points of interest dataset.

3.2.4 Parks and recreational facilities

Local parklands provide important places for people to gather, exercise, relax and enjoy the outdoors. For those living in apartments with little-to-no private outdoor space, public open space is a crucial asset.

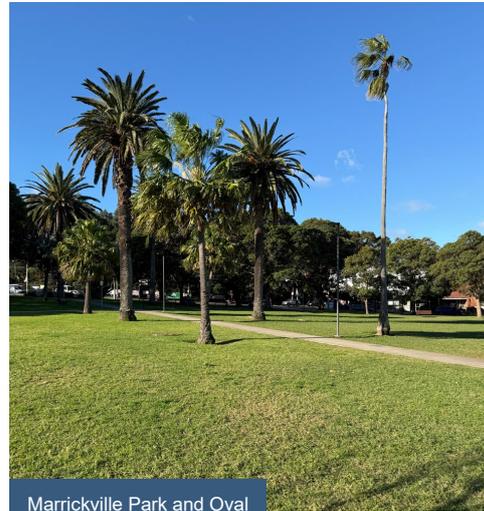
There are 283 parks and sporting facilities across the Inner West,¹ as shown in **Figure 10**. This includes regional parks larger than five hectares in size, playing fields, and local 'pocket' parks.

The majority of regional parks are located by waterways, providing opportunities for people to connect with both the greenery and water. They include Birchgrove Oval at Parramatta River, Callan Park at Iron Cove, and Steel Park at Cooks River.

Some sports grounds play host to professional sporting events, including Henson Park in Marrickville, which presents a storied rugby league history, and Leichhardt Oval, which is a landmark of a strong connection to Sydney's professional and grassroots football culture.

Connecting parks and sporting facilities via well-designed pedestrian infrastructure and green corridors is crucial in enhancing both accessibility and community life. High-quality pedestrian routes encourage people to travel to and from parks and recreational facilities without relying on cars.

The Study recognises parks and sporting facilities as essential social infrastructure that supports community wellbeing and encourages walking to these key destinations.



Marrickville Park and Oval



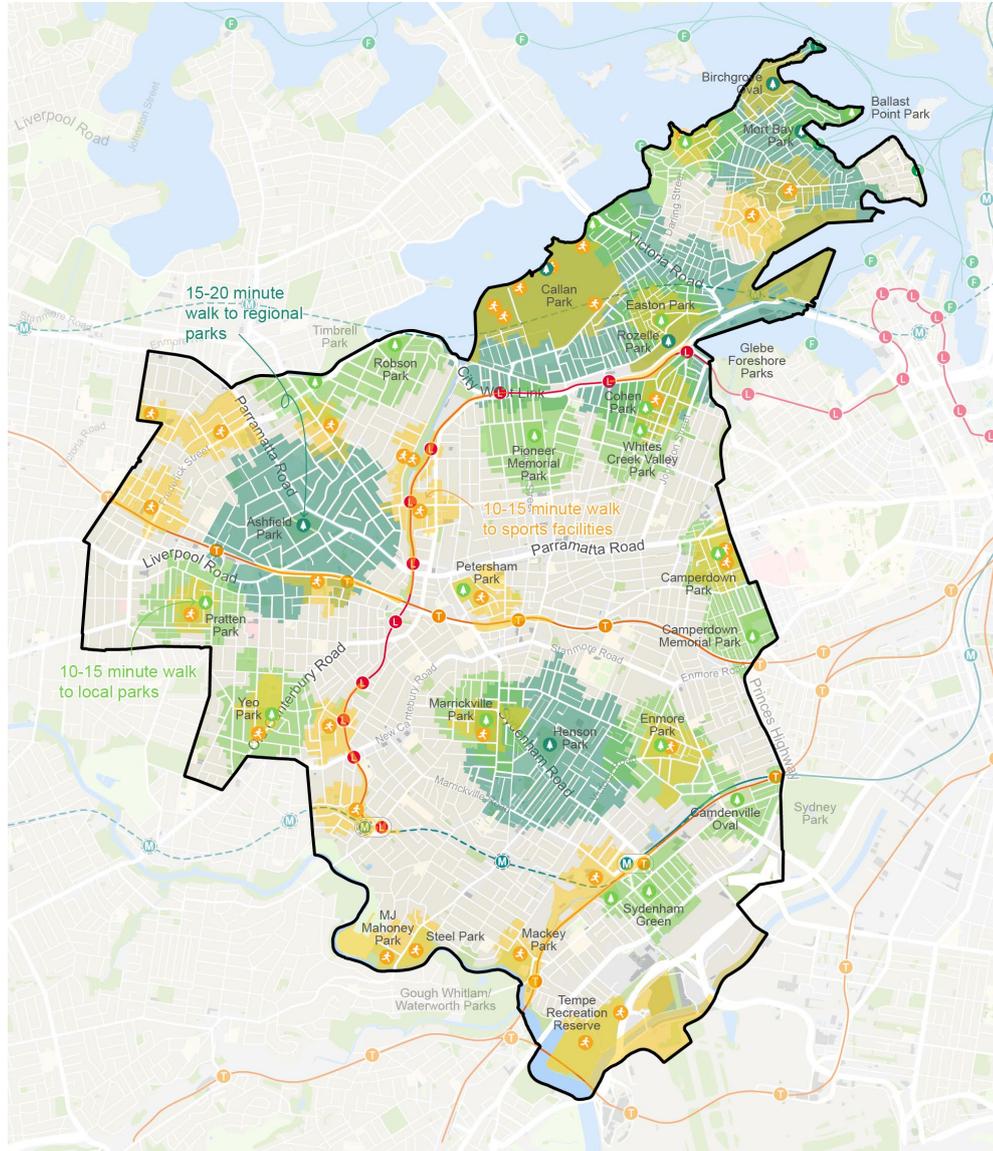
Whites Creek Valley Park



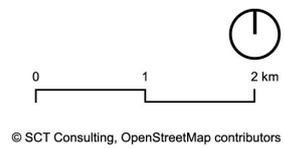
Rozelle Parklands

¹ Cred Consulting, October 2021, *Recreation Needs Study - A Healthier Inner West*.

Figure 10 Parks, and sporting facilities and walking catchments



- Legend**
- Inner West LGA
 - Railway + station
 - Light rail + station
 - Metro + station
 - Future metro + station
 - Ferry
 - Regional park
 - Local park
 - Sports facility
 - 1,200m walking catchment to regional park
 - 800m walking catchment to local park
 - 900m walking catchment to sports facility



3.2.5 Natural blue and green assets

The Inner West has abundant green spaces and waterways, giving the area a strong sense of place and character, as presented in **Figure 11**. From the foreshore of Iron Cove to the expansive greenery of many foreshore parks, the Inner West residents are provided with a range of opportunities to be among nature.

Waterways are a defining feature of the Inner West, shaping both its history and modern lifestyle. The Parramatta River and Iron Cove shorelines form scenic edges to the suburbs in the north, and Cooks River in the south, with foreshore parks, pedestrian and cycling paths, and picnic areas that make the water accessible to residents.

Smaller waterways such as Whites Creek, Johnstons Creek, Hawthorne Canal, and Iron Cove Creek run through several inner suburbs, with active transport paths and green corridors that connect streets to parks and open spaces. They offer opportunities for people to access blue and green spaces within walking distance.

The Inner West Blue-Green Grid Strategy forms a web of 85 links across the Inner West and neighbouring council areas. It addresses the aspirations, needs and priorities of the community and stakeholders while also seeking to implement state and local planning priorities related to the creation of a blue and green grid network.

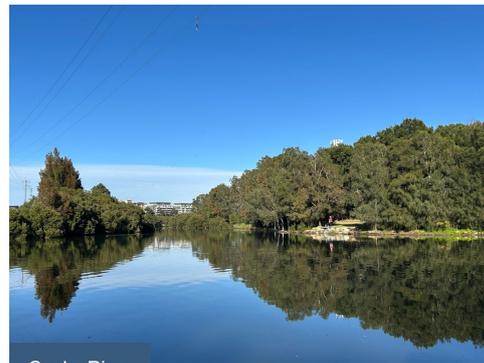
Source: McGregor Coxall, 2023, Inner West Blue-Green Grid Strategy.

Various existing pedestrian routes run along the Inner West waterways, including the Bay Run, the GreenWay, Cooks River paths, and the planned Iron Cove Creek corridor.

Parks are an important part of Inner West residents' livelihood, from expansive parklands like Ashfield Park and Cooks River parkland to intimate pocket parks scattered in residential areas across the LGA. With dense tree canopies, open lawns, and recreational spaces, parks are where social activities and interactions occur—people come to parks to play slow-paced sports, have picnics, and meet each other.

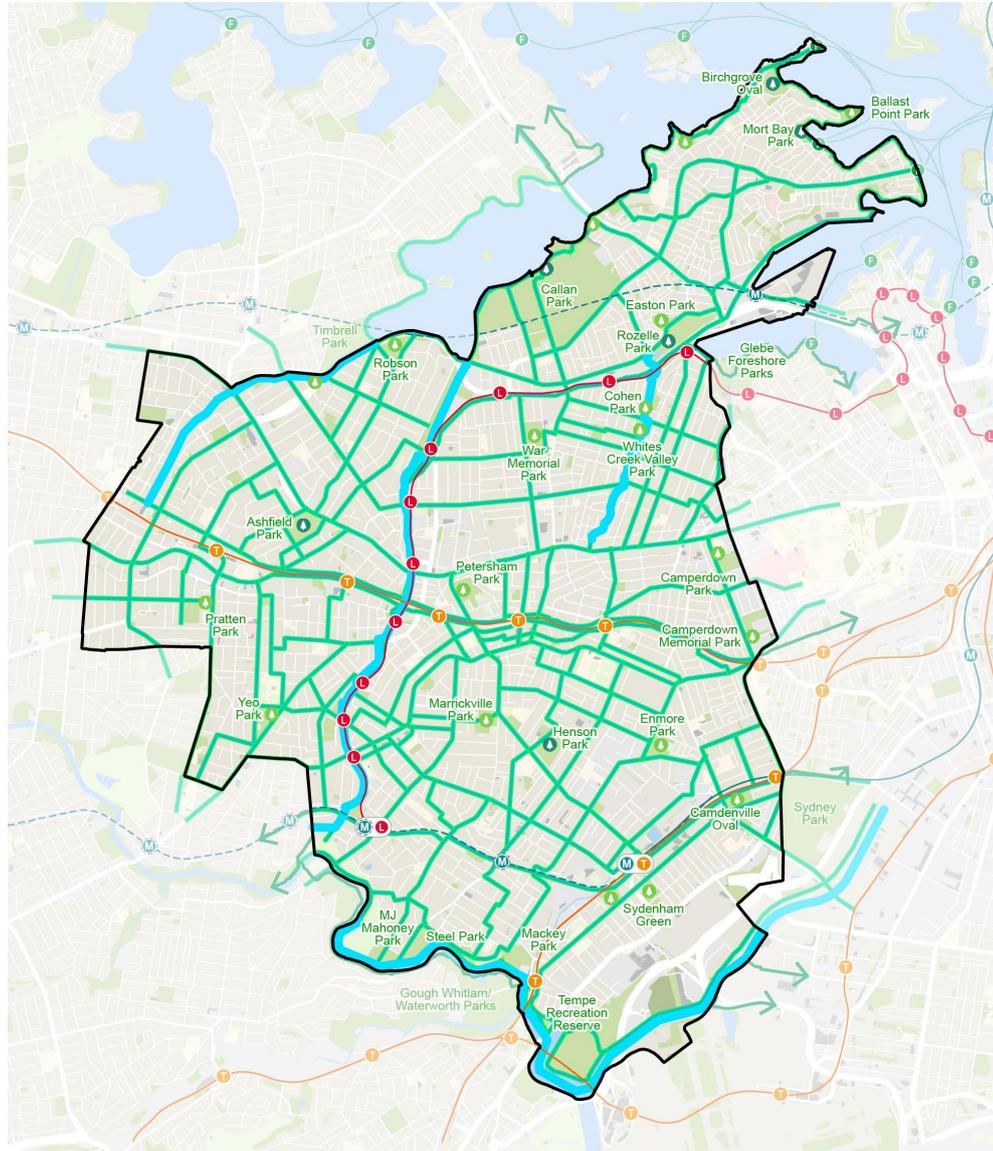


Johnstons Creek Trail

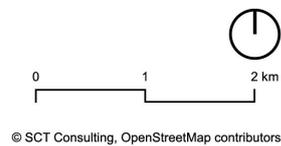


Cooks River

Figure 11 Blue-Green Grid of the Inner West



- Legend**
- Inner West LGA
 - Railway + station
 - Light rail + station
 - Metro + station
 - Future metro + station
 - Ferry
 - Regional park
 - Local park
 - Blue-green grid
 - Creeks



Source: McGregor Coxall, 2023, *Inner West Blue-Green Grid Strategy*

3.2.6 Art and culture

The Inner West is one of Sydney’s vibrant hubs for art and culture, where art galleries and studios thrive alongside performance spaces and creative workshops. Newtown–Enmore and Marrickville showcase a variety of street artworks, independent galleries, and live music venues. Workshops, pop-up exhibitions, and local events provide people with opportunities to explore and express creativity while meeting like-minded people.

The Inner West is renowned for its comprehensive street art approach, which reflects the community’s creative spirit and adds rich character to the urban landscape. This outdoor gallery not only beautifies laneways and buildings but also fosters a sense of identity and pride.

Public art serves as a storytelling tool, showcasing the diverse voices and talents of the Inner West community and encouraging exploration and discovery.

Council’s Perfect Match Street Art program unites artists, residents, businesses, and the community to collaboratively create meaningful site-specific works in public spaces. The program has delivered over 170 artworks across the Inner West, making blank walls and dead spaces a canvas for creative expression.

The GreenWay Public Art Program presents eight new, site-specific artworks, integrated throughout the corridor, these works enrich the experience of moving through the landscape and invite deeper connection to place—engaging with local stories, cultural heritage, diverse communities, and the surrounding ecosystems. The artists draw inspiration from the natural environment, rail history, and native flora and fauna.

Enmore Theatre is one of Sydney’s most iconic live music and performance venues and an anchor of Enmore Road. The theatre has been running since the 1900s, hosting a mix of international and local artists. Its intimate size allows for close-up performances, creating a unique and vibrant atmosphere that draws crowds from across the city. Not far away, the Factory Theatre combines contemporary performance with historic industrial charm. Originally a working factory, it now offers a versatile space for live music, performances, and events.

There are multiple Special Entertainment Precincts across the LGA. These are areas identified in the Inner West LEP 2022 that have specific controls for entertainment sound and later trading hours, supporting businesses to host live entertainment, open later and create diverse, vibrant centres for nightlife.

Further, the Inner West Creative Town Halls program provides free access to seven upgraded town halls for local artists, performers, and community groups to use as creative spaces. It is part of a broader strategy to position the Inner West as a leading hub for independent arts and culture.

Lastly, known as Australia’s craft beer capital, the Inner West boasts a collection of independent breweries spread throughout Marrickville, Enmore, and St Peters. Linking these businesses together is the Inner West Ale Trail—an emerging pedestrian link which follows largely Enmore Road, Victoria Road, and Unwins Bridge Road. The Inner West Ale Trail offers a unique experience to explore Sydney’s thriving craft beer culture while enjoying the different atmospheres of each venue.

The locations of art and culture establishments, including breweries that form part of the Inner West Ale Trail are shown in **Figure 12**.

Figure 12 Art and culture of the Inner West



Source: NSW Department of Customer Service - Spatial Services, 2025, NSW points of interest dataset.

3.2.7 Aboriginal and Torres Strait Islander heritage

Traditional residents of the LGA were the Gadigal and Wangal peoples, who once relied upon the land and water of the Inner West for sustenance and shelter.

There are several sites of Aboriginal significance in the Inner West, including two main points at Callan Point at Iron Cove and Kendrick Park at Cooks River. Shell middens and stone artefacts (axes) suggest these places were important gathering places, providing a significant source of food from the river.

Parramatta Road follows paths first worn into the landscape by Aboriginal people, evolving from a seasonal and ceremonial pedestrian link into the major thoroughfare we see today. These ancient tracks linked camps, food and water sources, and cultural sites, adapted over time following European settlement, widened and formalised, into the road that now connects inner Sydney to the west.

"... the way Sydney is laid out now, it's mirroring and in fact using the boundaries and connecting thoroughfares that Aboriginal people used as well.

We are living a very Aboriginal existence in Sydney by walking in the tracks of the people who were here ..."¹

¹ Source: Troy, J., 2018, 'Walking in their tracks': How Sydney's Aboriginal paths shaped the city, <<https://www.abc.net.au/news/2018-05-17/curious-sydney-aboriginal-pathways/9676076>>.

As shown in **Figure 13**, the Council ward areas are named with Aboriginal language words to reflect the flora and fauna of the local area that is significant for the Aboriginal and Torres Strait Islander people.

The Great Inner West Walk offers a powerful platform to tell the story of Aboriginal movement across Country—through interpretive signage, public art, wayfinding and Indigenous landscaping, we can map past routes onto the present, educate residents and visitors, and strengthen everyday connections to the cultural landscape.



Gadigal mural, The GreenWay



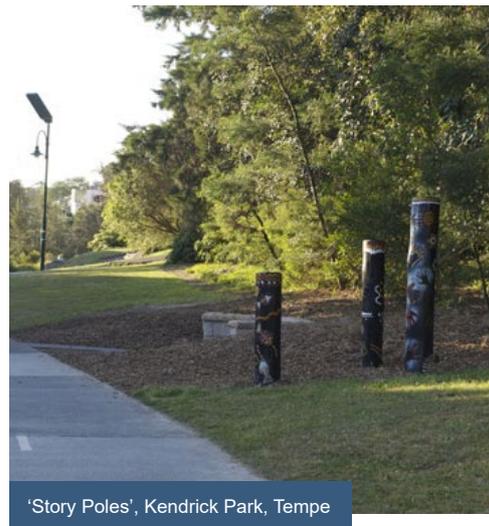
'Nawi', Steel Park, Marrickville



'Fish Traps', King George Park, Rozelle



'Cadi the Clansman', Hawthorne Reserve, Leichhardt



'Story Poles', Kendrick Park, Tempe

Source: Inner West Council, 2021, *Gadigal Wangal wayfinding project*, <<https://www.innerwest.nsw.gov.au/live/living-arts/public-art-projects/gadigal-wangal-landscape-eoi>>.

3.2.8 Non-Aboriginal heritage

The Inner West reveals its history and refinement through a diverse display of architectural styles and streetscapes.

Areas such as Balmain, Leichhardt, Rozelle, and Newtown grew around industry, shipping, and working-class communities, while others feature a more refined urban development, including Annandale and Haberfield.

In the late 18th century, the Inner West grew into a working-class community, particularly around Balmain and Rozelle, where shipbuilding, wharves, and factories developed rapidly. Suburbs such as Haberfield were later designed as planned garden suburbs, while Annandale, Stanmore, and Newtown evolved with residential terraces and civic buildings. The combination of industrial, residential, and commercial development over the centuries has left a rich architectural and historical legacy.

The Inner West features a diverse mix of architectural styles, reflecting its layered history. Victorian terraces and cottages dominate early working-class suburbs, while Federation-style detached houses are prominent in planned areas like Haberfield. Together, these buildings give each suburb a distinct character. Streets lined with terraces, heritage buildings, and period shops create engaging, visually attractive places that encourage people to spend time in.

Parks, historic buildings, religious institutions, and contemporary repurposed industrial buildings into modern uses further add to the livelihood and activity.

A series of self-guided walking tours are run by Council that highlight notable people, public buildings, and the area's social and political history, namely those in Balmain, Leichhardt, and Ashfield.

The combination of heritage architecture, cultural landmarks, and accessible public spaces makes the Inner West a place where walking is both enjoyable, interesting and culturally rewarding.

The current heritage and cultural assets, conservation areas, and self-guided walking tours across the LGA are shown in **Figure 13**.



Leichhardt Town Hall

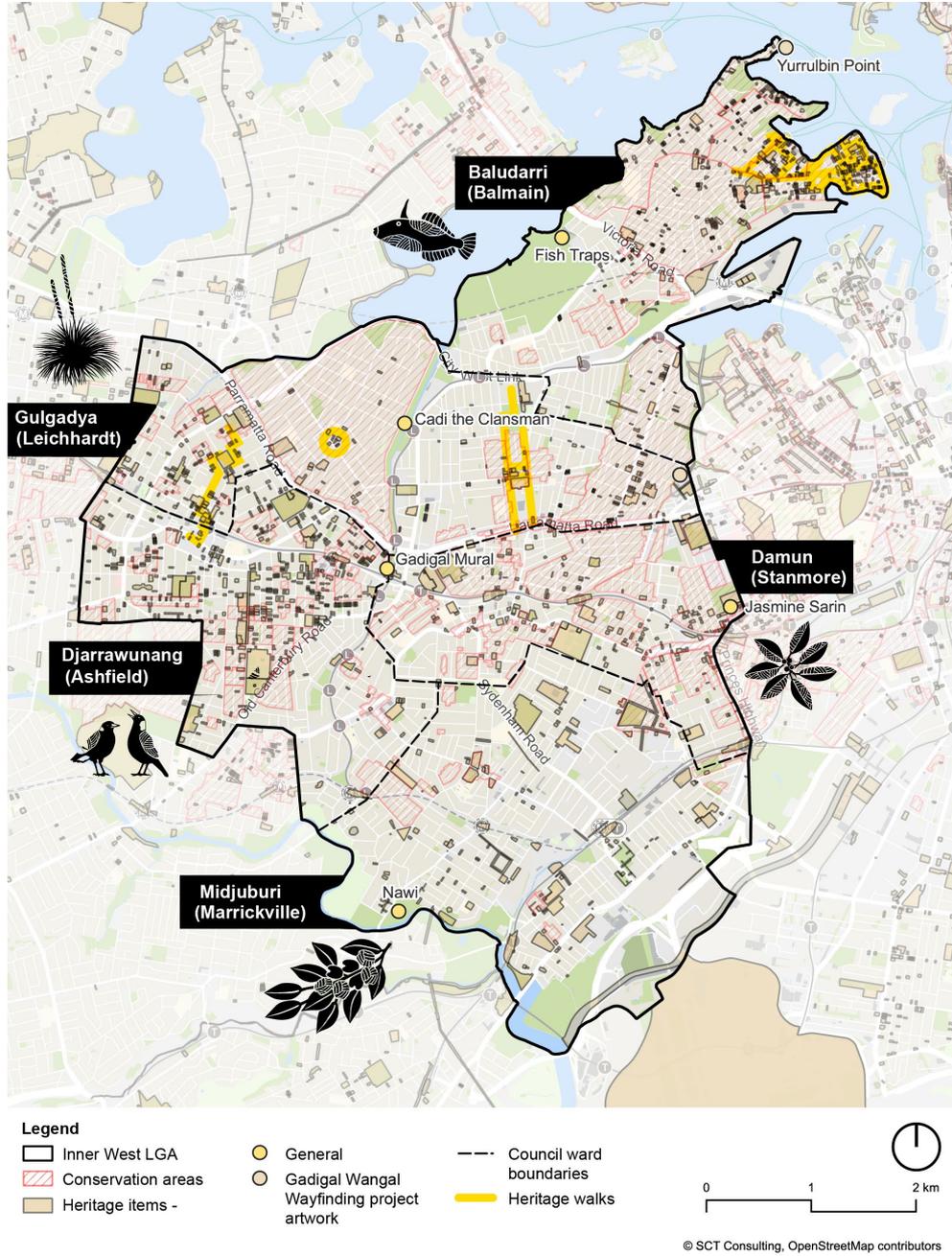
Source: Inner West Council



Former Working Men's Institute', Balmain

Source: Laing Simmons

Figure 13 Heritage and cultural assets, conservation areas and self-guided walking tours



Source: NSW Department of Planning, Housing and Infrastructure, 2025, Environmental planning instrument dataset.

3.3 Pedestrian infrastructure

The Inner West as a whole is a relatively walkable place, with its gentle topography, extensive footpaths, and network of local streets which provides high pedestrian permeability.

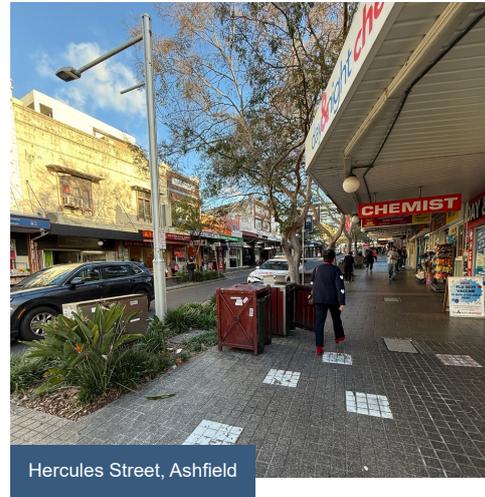
Most areas have mild slopes that make walking and wheeling comfortable, although some suburbs, such as Balmain, Rozelle, Lilyfield, and Annandale, feature steeper slopes due to their location on ridgelines and around shorelines. These inclines create scenic streetscapes with elevated views but can present accessibility challenges, especially for seniors, people with prams, and people with mobility challenges.

Residential streets typically balance multiple functions. On-street parking, footpaths, and street trees are commonplace on local streets, but they are often narrow, with one travel lane in each direction, or sometimes a yield street arrangement, where vehicles from opposing directions need to give way for another vehicle to pass.

Meanwhile, busy main streets and arterial roads like Parramatta Road and Victoria Road have wider road reserves as they focus primarily on moving high-volume traffic efficiently, including buses and freight vehicles, and sometimes cyclists. These roads are not inviting for pedestrian movement due to the high volume of traffic that generates noise, air pollution and the feeling of being unsafe.

Footpaths are provided along most roads and streets throughout the LGA. In residential areas, they are often shaded by mature street trees and separated from travel lanes by nature strips.

In busy centres like Ashfield, Marrickville, Newtown–Enmore, and Leichhardt, footpaths are wide and activated by shopfronts, while providing space for outdoor dining, benches, and street furniture.



Hercules Street, Ashfield

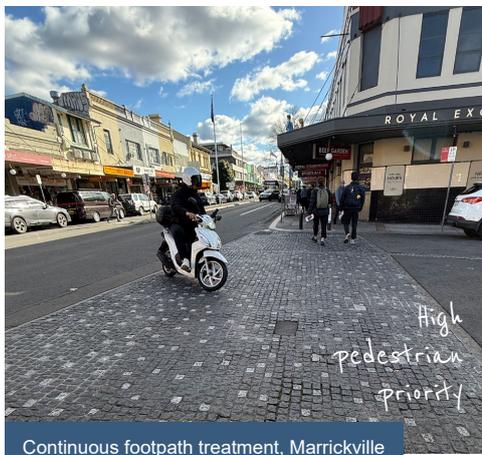
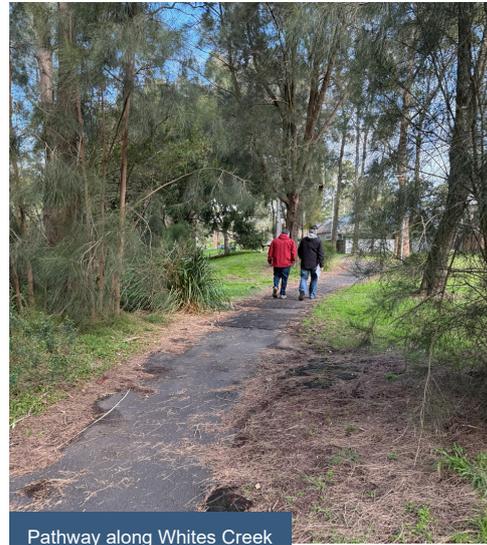
However, some older streets lack modern accessibility standards, including narrow footpaths, obstructions, and missing kerb ramps. These are targeted to be addressed in the PAMP study.

Pedestrian crossings are typically available in the form of zebra crossings, wombat crossings, and refuge islands, particularly around schools, main streets, and train stations.

Recent additions to pedestrian infrastructure, including raised threshold crossings and continuous footpaths, are increasingly being introduced in local streets to slow vehicles and give priority to pedestrians.

A key challenge of the Inner West is the allocation of road space in activity centres, where they are often required to accommodate efficient traffic flow, freight and space for people including wide footpaths, outdoor seating, planting etc.

Balancing these competing roles of movement and place is central to shaping streets that are both functional transport corridors and vibrant community destinations.



3.4 Safety and comfort

3.4.1 Pedestrian road crashes

Safety is a key factor to consider in the planning and design of the Great Inner West Walk. The Study analysed road crash data in the Inner West over five years between 2019 and 2023 to identify the locations of road crashes that involved pedestrians to inform the development of concept design initiatives.

The location of pedestrian road crash hotspots are depicted in **Figure 14**.

Major crash clusters are identified at Ashfield, Newtown–Enmore, Marrickville, Dulwich Hill, Parramatta Road at Stanmore–Petersham, and Rozelle Town Centres.

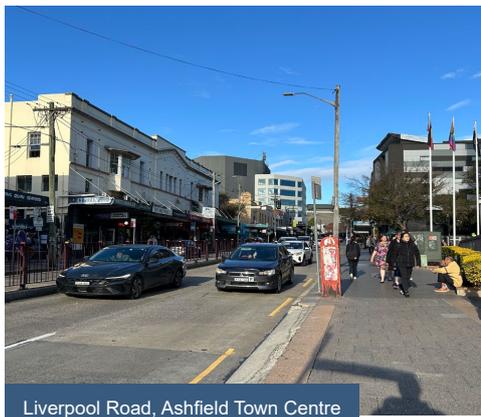
At individual roads, Parramatta Road recorded the highest pedestrian crashes, followed by New Canterbury Road, Norton Street (Leichhardt), King Street (Newtown), Enmore Road, Sydenham Road, and Illawarra Road.

The analysis reveals that more than half of the pedestrian crashes occurred on state and regional roads, which generally are roads and streets with high-speed, high-volume traffic but also with high place functions, including within town centres.

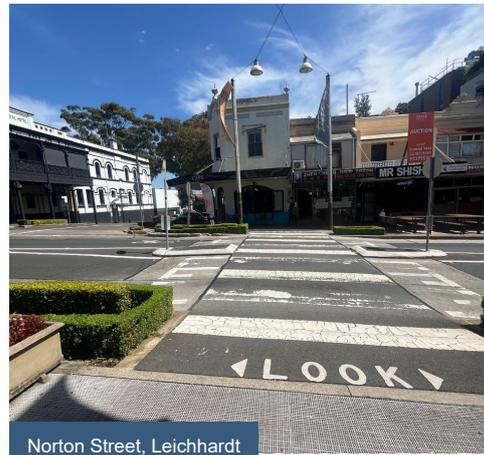
While the presence of pedestrian crashes is not a deciding factor for walking upgrades, this has been considered in the provision of new pedestrian priority interventions and crossing points with a view to improving safety throughout the Great Inner West Walk routes.



Marrickville Town Centre

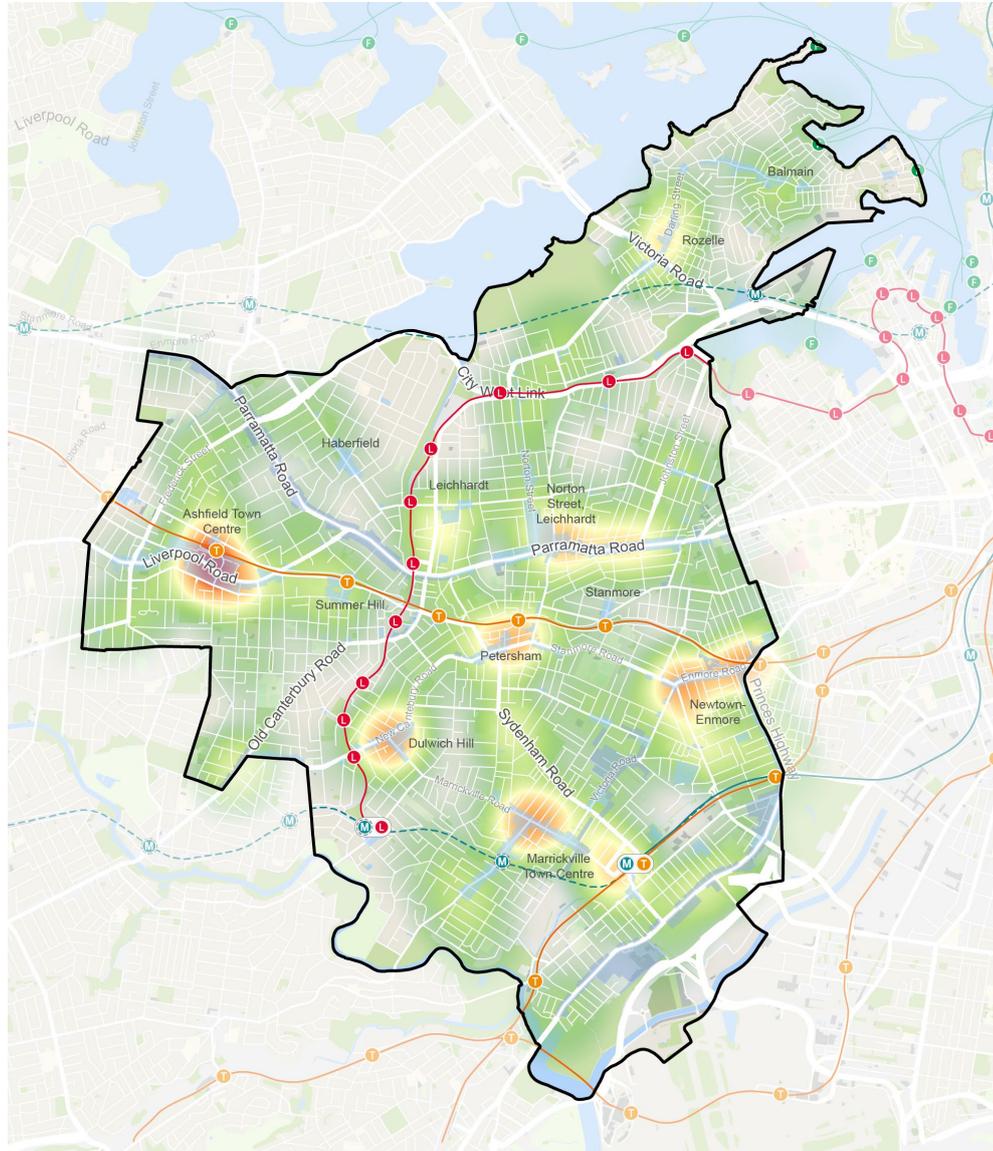


Liverpool Road, Ashfield Town Centre



Norton Street, Leichhardt

Figure 14 Pedestrian road crash hot spots



Legend

- Inner West LGA
- Future metro + station
- Railway + station
- Ferry
- Light rail + station
- Retail/commercial uses
- Metro + station

Pedestrian crashes (2019–2023)

Low High

0 1 2 km

© SCT Consulting, OpenStreetMap contributors

Source: Transport for NSW, 2025, NSW crash data 2019–2023 dataset.

3.4.2 Road classification and speed

3.4.2.1 Road classification

State and regional roads across the Inner West LGA are shown in **Figure 15**. The classification of roads is an important factor in determining appropriate routes for pedestrians. State and regional roads typically service high-speed, high-volume traffic, and favour efficient vehicle movement over the design for an environment that is pedestrian friendly.

State roads are managed by Transport for NSW, while regional roads fall under the responsibility of Inner West Council, with some funding support from the state. This makes it clear who is in charge of maintaining, upgrading, and planning each type of roads, and therefore which routes are likely to require approvals from others to make changes to the pedestrian infrastructure.

State and regional roads are also often the location of town centres and retail activity due to the historical development pattern of Sydney. For example, Parramatta Road is adorned by retail and employment on both sides along most of its length within the Inner West and Liverpool Road is the spine of the Ashfield Town Centre.

While Parramatta Road is unlikely to be transformed into a corridor that is suitable for walking without significant intervention, Liverpool Road through Ashfield Town Centre has the potential for improved pedestrian priority that focuses on connection with public transport and creation of a public domain that is people friendly.

The planning of the Great Inner West Walk carefully considers the functions and ownership of planning for state and regional roads to strike a balance between vehicle access with improvements that prioritise pedestrians, encourage walking, and activate street life.

3.4.2.2 Speed zones

Speed zones across the Inner West vary from 90km/hr in tunnels that run underground, including WestConnex, to 10km/hr shared zones. Lower speed zones of up to 40km/hr are typically implemented in established areas and High Pedestrian Activity Areas (HPAAs), including Balmain–Birchgrove, Newtown–Enmore, and Marrickville.

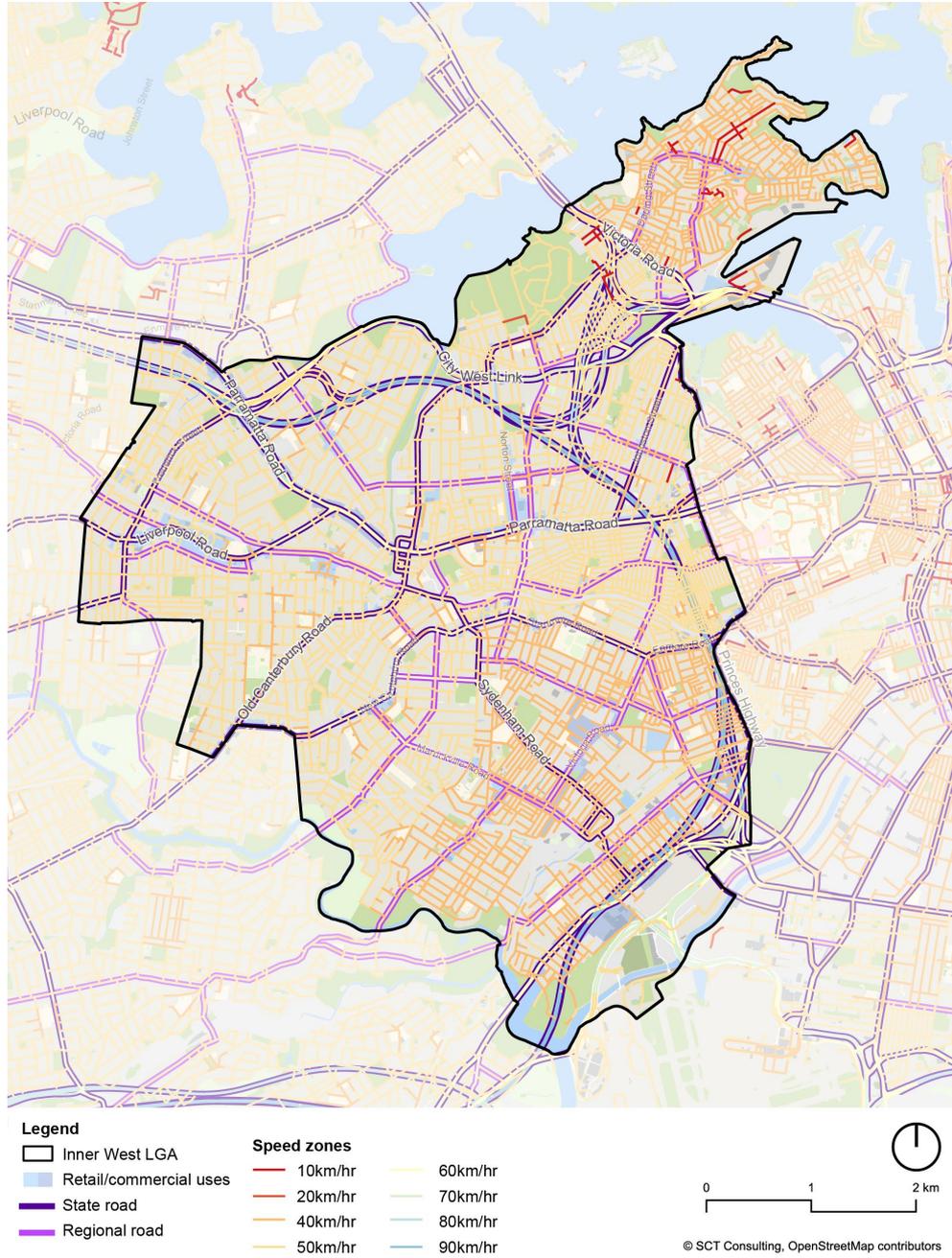
Most of the above ground state roads are zoned for 60km/hr speed, including Parramatta Road, Liverpool Road and Victoria Road, while the majority of local streets are zoned for 50km/hr.

The InnerWest@40 is a crucial Council's lever which aims to reduce speeds across the Inner West over time. Recently in July 2025, Priority A areas of the Strategy, which encompasses Enmore, Tempe, Sydenham, Marrickville, and parts of St Peters and Petersham, were implemented to reduce the speed limits on local streets to 40km/hr. Council is working with Transport for NSW to progressively roll out the strategy.

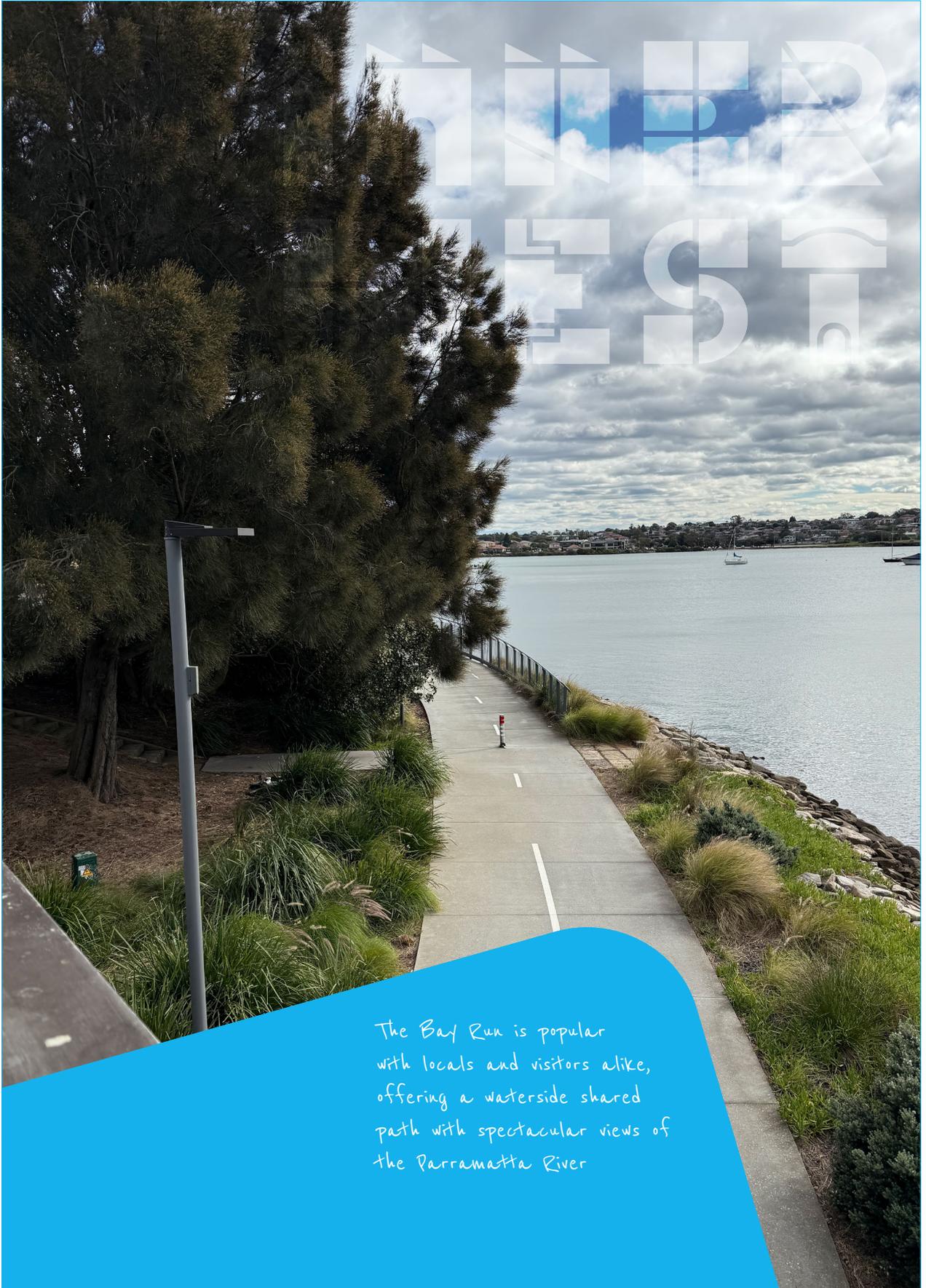
The Study notes that many schools within the LGA have their school gates on major arterial roads, which sometimes are zoned for a speed limit of up to 60km/hr. While school zones are typically implemented during the times students travelling to/from schools, these road arrangements can nevertheless create a hostile pedestrian environment, especially for younger-age students. It is hence another goal of the Study to integrate safety and comfort interventions into the concept design development.

Speed zones through town centres which run along major roads are typically high, and contribute to a sense of discomfort and safety concerns for pedestrians.

Figure 15 Road classification and speed zones



Source: Transport for NSW, 2025, Road network classification dataset; Transport for NSW, 2025, Speed zones



The Bay Run is popular with locals and visitors alike, offering a waterside shared path with spectacular views of the Parramatta River

Item 1

Attachment 1

4

Community engagement

Early engagement for the Great Inner West Walk was undertaken between April and November 2025, both online via an online community survey and in person with Local Democracy Groups (LDGs) across three focus areas.

During this stage, the community and LDGs were informed of the development of the Study. They also shared their perspective of the Inner West, how pedestrian routes are currently used, future aspirations for the experience of pedestrian routes and key considerations for place making, activation and public realm upgrades.

The following provides an overview of the key considerations for the Study, that were common to both community and LDG responses:

- Developing routes that are safe, comfortable and support persons with access needs. Factors to consider include pathway separation and width, safe crossings, clear wayfinding and shade.
- Providing direct links to key destinations and routes which link up existing points of interest like main streets, transport stops, cafes, and food trails.

- Embedding opportunities to connect with nature, with strong support for more native ecological trails that support biodiversity.
- Embedding attributes that Connect with Country, integrate public art, showcase local stories, culture and history – and offer a sense of discovery.
- Ensuring some routes are peaceful and favour quieter streets.

Feedback from engagement activities has been integrated into development of routes and concept designs, with detailed stakeholder engagement outcomes provided in **Appendix A**.

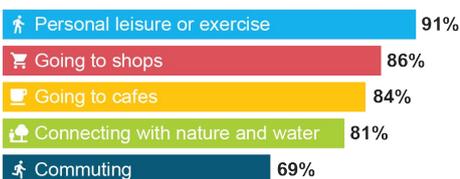
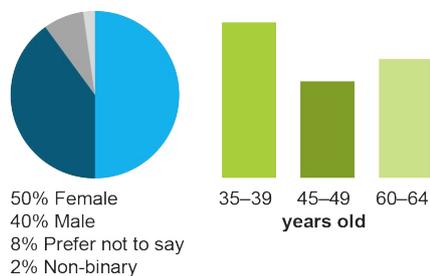
4.1 Online community survey

An online community survey was hosted on the Your Say Inner West project webpage in April 2025 and received 128 responses.

Figure 16 and the following presents a summary of the quantitative and qualitative survey findings most relevant to development of the Great Inner West Walk.

- Of all respondents, 50% were female, 40% male, and the remaining either prefer not to say or non-binary. Top respondent age groups were 35–39, 60–64, and 45–49 years old, respectively.
- Most of the respondents were **frequent walkers**, with over 81% walking daily and typically do so in the morning throughout the week during and weekend afternoons. Further, over 80% typically walk alone, and 40% with a group, which can also include a partner.
- Walking in the Inner West is **primarily leisure-based**, with 91% walking for personal leisure or exercise and over 80% for connecting with nature and water as well as going to cafes. Practical purposes also featured highly, with over 86% walking to shops and 69% as part of the commute to work.
- Over half of the respondents considered **practical and safety upgrades** to walking routes as the top factors to encourage them to walk more. This includes separated pathways (60%), wider footpaths (59%), shaded areas (52%), and better lighting and safety at night (49%). Additionally, safety was a significant theme, with 25 mentions of terms like 'safe', 'safer', 'safely', or 'safety'.
- **High value was also placed on connecting with nature and waterways.** Specifically, 80% of the respondents would like to experience ecological trails, considering these to currently be missing. Additionally, 'Native plants, animals, birds and insects' was the top response of what would make a great walk. Further, 53% would be encouraged to walk more if there were more connections to nature and Aboriginal storytelling and planting. Finally, there were 33 mentions of terms like 'trees', 'canopy', 'creek', 'parks', and 'harbour'.
- **Art, culture, history, and connecting with Country were also strong priorities** to be integrated into the future walks. Almost half (45%) would like to experience connecting with Country trails and historical trails. Additionally, 42% consider public art and cultural experiences as a top factor in making a great walk, followed by 32% feeling similar about Aboriginal stories and knowledge and local stories and history.
- **Connection to cafes and culinary experiences** were another dominant preference for future walks, with more than half would like to experience trail linking key food destinations, and about one-third considering cafes as a key element of a great walk.
- Experientially, over half of the respondents would like the pedestrian experience to be peaceful (63%), followed by 'like an escape' (48%) and wondrous (42%). This is supported by 32 mentions of terms like 'peaceful', 'calm', 'beautiful', and 'scenic'.
- **Accessibility** was a significant theme, expressed in terms of physical access (step-free paths and wheelchair and pram access), better signage, and stronger connections between neighbourhoods and transport hubs. This theme reflects a desire for walking routes that are inclusive for people of all mobility level and practical as part of daily life, not only for recreational purposes.

Figure 16 Key online community survey results



- Considerations for upgrades relevant to **safety** and **comfort**, like separated pathways, wider footpaths, shade, and lighting
- Strong **connections with nature**, highlighting preference for ecological trails with native plants and animals, as well as support for peaceful and calm experiences
- Priorities in **arts, culture, history, and connection with Country**, including public art and cultural experience and Aboriginal stories and knowledge
- Cafes and restaurants** are valued community assets, with suggestions for links between food destinations
- Significant mentioning of **accessibility** and inclusivity, expressed in terms of physical access and signage, among others

4.2 Local Democracy Groups

Engagement with LDGs was completed over two stages:

- Blank page engagement** to inform groups of the Study and receive initial suggestions to help guide the Study. This engagement was undertaken with Environment, Transport, and Arts and Culture LDGs.
- Early engagement** to present proposed routes, show the integration of prior feedback, and receive additional feedback to inform the development of the Study. This has been undertaken with the Environment, Transport, Arts and Culture, Access, and Aboriginal and Torres Strait Islander LDGs.

The following provides a summary of the engagement findings that have been integrated into the development of the routes, which are discussed further in **Section 5.0**:

- Consider direct routes to destinations
- Link points of interest, e.g. architectural, historical, arts, and cultural
- Enhance connections to Sydenham Station
- Consider lining routes on quieter streets
- Improve safety and comfort, including consideration of walking speed, conflicts, attractions, difficult crossings, etc.

The developed route options (as explained in details in **Section 5.0**) were tested with all five LDGs during the early engagement workshops, with key feedback summarised below:

General feedback

- Integrate amenities, such as seating, shade, and water bubblers
- Provide adequate and appropriate signage
- Provide connections to nature, native trees, native wildlife, and bird watching
- Consider sense of escape from urban noise and pollution
- Separate and signpost pedestrian and bicycle paths
- Integrate arts-based gentle experiences in quiet residential areas
- Integrate opportunities for activities in vibrant areas, such as live performance, outdoor chess, and ping-pong tables.

Gap 1 – Rozelle Parklands to the Bay Run

- Consider additional connections that link more points of interest
- Consider additional or alternative routes with a gentler slope
- Integrate signage noting the 'level of difficulty' of the route, given this gap is relatively steep
- Integrate Indigenous plant species which are local to the area
- Enhance shade and native flora and biodiversity (e.g. possums, birds, and mangroves at the Bay Run)
- Embed place stories
- Connect with local bush care initiatives.

Gap 2 – North-South Spine

- Overall high endorsement for this gap
- Consider extending to Balmain Road in the north, Cooks River in the south, and Audley Street at 'Little Portugal'
- Value the linking of food and 'Little' precincts, with some general questioning of the naming of 'Little Italy', and whether this is holding Norton Street Leichhardt back
- Expand the focus of the gap beyond food and create opportunities between the 'Little' precincts, e.g. workshops etc.
- Connect with Perfect Match Street Art program pop-ups, particularly around Petersham and Petersham Tunnel
- Integrate Indigenous plant species
- Integrate traffic calming measures for Livingstone Road
- Integrate connections to Country and Indigenous stories specific to key districts.

Gaps 3 and 4 – Stanmore to Whites Creek and Johnstons Creek

- Celebrate existing wildlife and nature through naming and interpretation panels, such as turtles
- Integrate connections to Country by referencing the stories of underground waterways
- Acknowledge heritage architecture on Johnstons Street as points of interest
- Consider extension to Rozelle Parklands and Callan Park to enhance recreational opportunities
- Consider extension to Styles Street, identified as a natural desire line
- Consider Catherine Street as an alternative or addition to the gap.

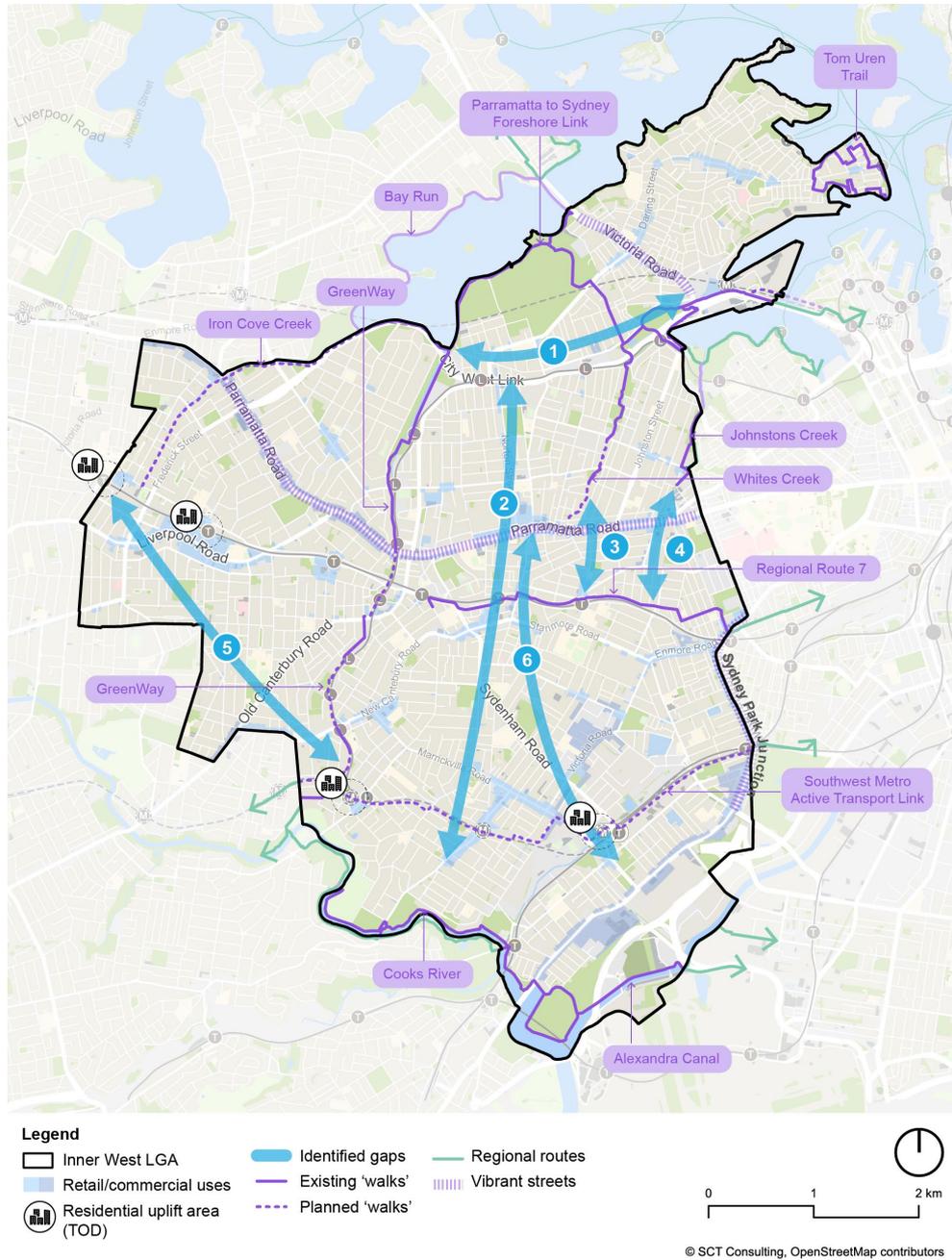
Gap 5 – Western Link

- Include signage to the Inner West Sustainability Hub as a point of interest
- Consider The Esplanade linking to Elizabeth Street via Cavill Avenue and Alt Street
- Integrate existing public art such as in Lewisham
- Integrate connections to Country by referencing the original ridgeline along Ashfield Road and the Bunya trees, and connecting to Yeo Park and the Aboriginal Survival Memorial
- Integrate Indigenous plant species.

Gap 6 – Sydenham to Stanmore

- Consider a music theme to this gap as a complement to the Inner West Ale Trail
- Consider connecting to other points of interest such as hospitality, arts and music venues
- Consider opportunities for an open studio trail
- Consider linking graffiti lanes around Sydenham Road and Sydney Steel Road
- Integrate historical stories, such as the protest history in Enmore Park
- Integrate traffic calming measures and additional crossings to enhance safety
- Consider connecting with new developments in the area, which could lead to funding opportunities
- Connect with Annette Kellerman Pool and Enmore Park as a place of interest.

Figure 17 Identified gaps in the Inner West pedestrian network



5

Route development

5.1 Gaps for exploration

Council provided a map that indicated existing and planned 'walks', as well as six noted gaps in the Inner West pedestrian network.

While infrastructure is provided to allow pedestrian movements along similar routes to those the gaps highlighted, there is little reason for people to desire to do so. That is, the infrastructure exists, however, a pleasant environment and reason for people to walk is lacking.

Figure 17 shows the existing and planned pedestrian and cycling routes identified by Council, which include:

- Tom Uren Trail
- Parramatta to Sydney Foreshore Link
- The Bay Run
- The GreenWay
- Iron Cove Creek corridor
- Johnstons Creek Trail
- Whites Creek Trail
- Regional Route 7 cycling route
- Southwest Metro Active Transport Link
- Cooks River pedestrian and cycling paths
- Alexandra Canal pedestrian and cycling paths.

The six gaps identified are also shown in **Figure 17**. They include:

1. **Rozelle Parklands to the Bay Run** provides an east-west connection from Rozelle Parklands and Glebe foreshore in the east to the Bay Run and Iron Cove Creek parkland in the west. The Study seeks to explore opportunities to improve connections between these significant natural assets and regional active transport routes.
2. **North-South Spine** aims to link some of the most prominent main streets in the Inner West, from Norton Street, Leichhardt, through Petersham to Marrickville. It will offer a wide range of shopping and dining experiences, showcasing the cultural and creative diversity of the Inner West.
3. **Stanmore to Whites Creek** extends from the Whites Creek Trail to Stanmore Station along the T2 rail corridor, creating a north-south pedestrian route that connects a recreational walk to a high-capacity public transport option.

4. **Stanmore to Johnstons Creek** spans Stanmore Station on the T2 rail corridor to Johnstons Creek Trail and beyond towards Glebe foreshore. Completing the gap would add another recreational walk to the Inner West, which also forms part of the wider regional active transport network.
5. **Western Link** has been identified by Council as a major missing link in the Inner West pedestrian network, particularly in the western part of the LGA, bounded by Parramatta Road in the north and the GreenWay in the east. The area comprises predominantly low to medium-density housing, but will be affected by two HIAs at Ashfield and Dulwich Hill. The missing link aims to deliver a comfortable pedestrian route, promote better public health outcomes, provide recreation opportunities, and reduce car dependency.
6. **Sydenham to Stanmore** is another major missing link, which lies north-south on the eastern side of the LGA. Council envisions a pedestrian route extending the Sydney Metro Southwest corridor in the south and Parramatta Road in the north, which is a continuation of Gaps 3 and 4 from Stanmore Station on the T2 rail corridor.

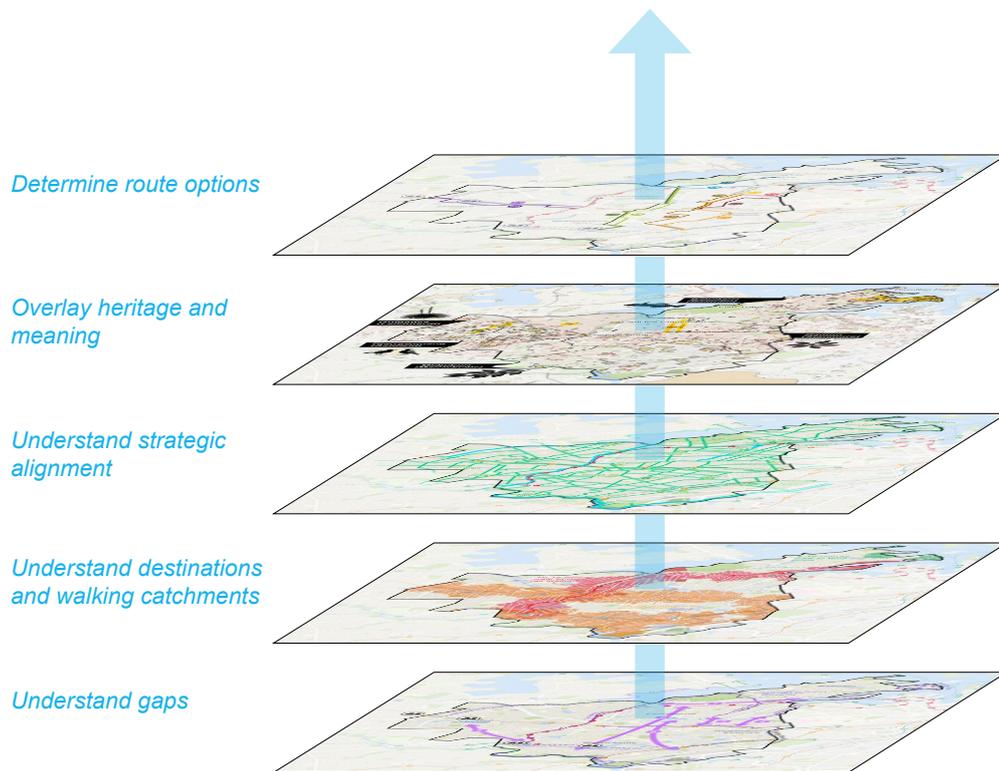
5.2 Route development

An intensive analysis of suitable routes to fill the gaps was undertaken by layering analysis presented in previous Sections of this Study, focused on key objectives of the Great Inner West Walk, including:

- Improving **connectivity** - Links to other pedestrian routes, regional networks, alignment with cycling routes and access to public transport stops
- Aligned with the location of key **places and activity generators** - Retail and commercial zones, parks, and sporting facilities
- Alignment with other **strategic plans** - PAMP, Strategic Pedestrian Network, Blue-Green Grid, LATM plans and InnerWest@40
- **Merit** of the route - Existing and future residential population and number of schools served
- Improvements to **safety** - Location of pedestrian crashes, number of unmarked road crossings, and road classification
- Pedestrian **comfort** - Legibility of the routes, vertical grade, and distance

A number of route options were presented to the Project Control Group for discussion and run through a multi-criteria analysis (MCA) to determine a preferred option. Options presented and analysed are shown in **Figure 18**.

The Great Inner West Walk



5.2.1 Multi-criteria analysis

Route options were assessed via an MCA process, which systematically evaluated the options against a predefined set of criteria while considering objectives of the project simultaneously.

The criteria developed for the assessment were based on the objectives of the Study and grouped into six themes: connectivity, place and activity, strategic alignment, merits, safety, and comfort.

Each of the themes was assigned a weight to reflect the level of significance in achieving the project vision. The criteria, themes, and weight are described in **Table 1**.

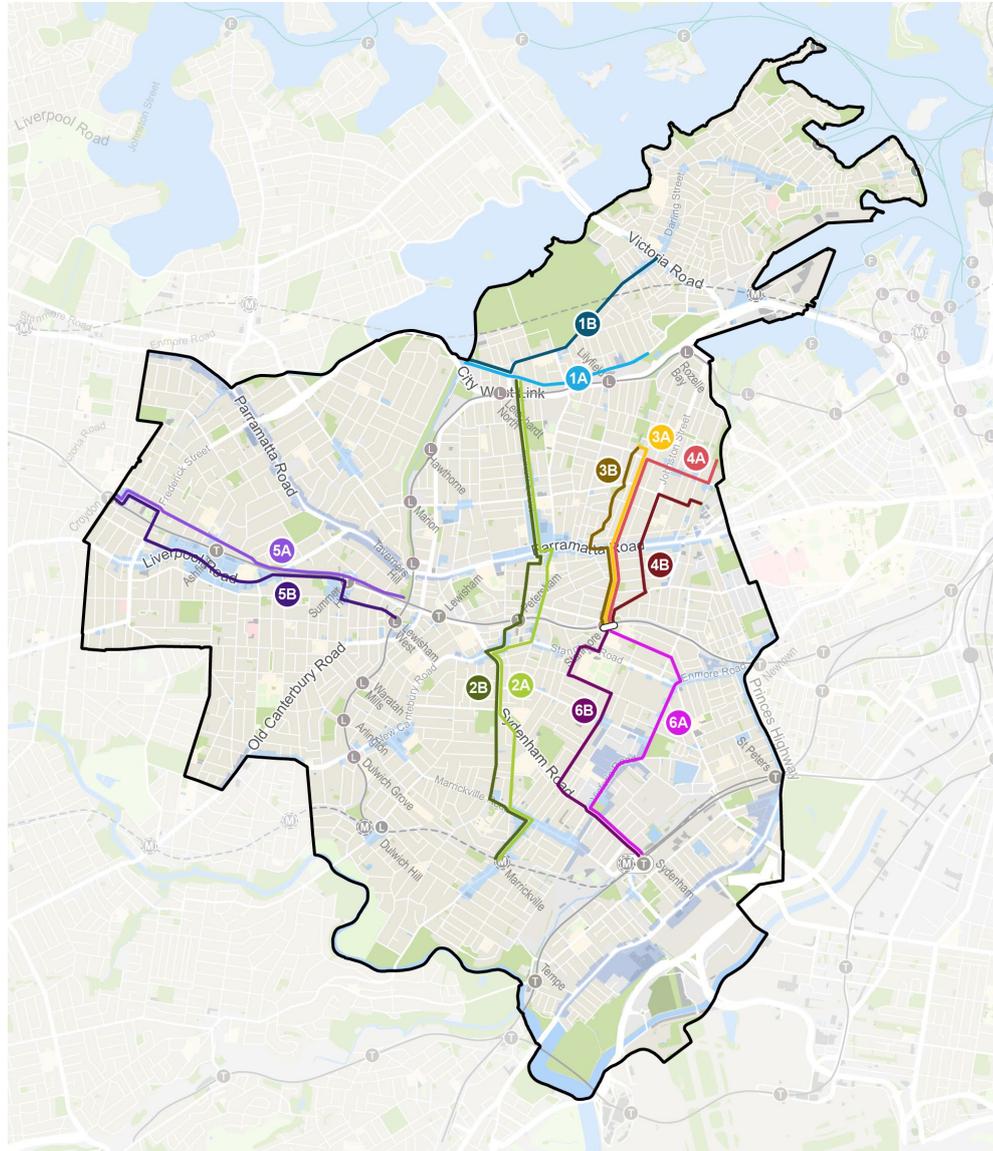
While the Study recognises the importance of safe pedestrian environments, this criteria was allocated a lower weighting due to safety being a key focus of the Pedestrian Mobility and Accessibility Plan.

The route options were assigned a score from 0 to 3 under each of the criteria, depending on how well they were seen to support the achievement of the vision for the Great Inner West Walk.

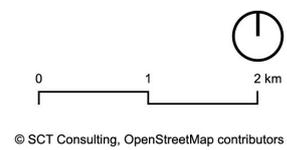
Table 1 MCA criteria

Theme	Weight	Criteria
Connectivity	22%	Link to other Inner West pedestrian routes
		Link to wider regional networks
		Alignment with Inner West cycling routes
		Access to train or metro stations or light rail stops
Place and activity	18%	Retail and commercial activities
		Access to parks
		Access to sporting facilities
		Walkability Index
Strategic alignment	18%	Alignment with PAMP
		Alignment with Strategic Pedestrian Network
		Alignment with Blue-Green Grid
		Alignment with LATM plans
		InnerWest@40
Merits	16%	Number of population served
		Number of schools served
		Benefits from the proposed uplifts of the HIAs
Safety	14%	Pedestrian crashes
		Unmarked road crossings
		Road type
Comfort	12%	Legibility
		Vertical grade
		Distance

Figure 18 Route options



- Legend**
- Inner West LGA
 - Route option 1A | 1B
 - Route option 2A | 2B
 - Route option 3A | 3B
 - Route option 4A | 4B
 - Route option 5A | 5B
 - Route option 6A | 6B



5.2.2 MCA outcomes

A summary of route options and MCA outcomes is outlined below and the detailed assessment outcomes provided in **Appendix B**.

5.2.2.1 Gap 1 - Rozelle Parklands to the Bay Run

Two route options were developed for Gap 1 – Rozelle Parklands to the Bay Run:

- **1A** | This option follows Lilyfield Road from the start of Rozelle Parklands shared paths at Lasharie Street to the Lilyfield Road footbridge. The route will create another link between some of the popular regional active transport routes in the area: the Glebe Foreshore Walk at Rozelle Bay, the GreenWay, and the Bay Run at Iron Cove.

Option 1A runs parallel to the existing Lilyfield Road cycleway, although it is noted that the cycleway comprises various infrastructure types, including on-road bicycle lanes and mixed-traffic cycling route markings. While this option provides a direct connection between Rozelle Parklands and the Bay Run, there is minimal activity along the route since land uses are predominantly residential.

- **1B** | Instead of connecting active transport routes, this option links Rozelle Town Centre to the GreenWay and the Bay Run via Darling Street – Balmain Road – Perry Street. It starts at Victoria Road and ends at the Lilyfield Road footbridge, running past Callan Park and Orange Grove Public School.

This option would connect more places and activities when compared to Option 1A, while also having access to multiple bus routes. However, the roads throughout the length of Option 1B are designated state roads, reflecting their importance in the regional road network and, potentially, high-volume, high-speed traffic.

A summary of the MCA outcomes for Gap 1 – Rozelle Parklands to the Bay Run is provided in **Table 2**. Option 1A comes out as the preferred route for the gap, mainly due to its higher scores in connectivity, safety, and comfort.

An overview of the existing infrastructure, strategic alignment, opportunities and constraints of the preferred route is provided in **Figure 19** (overleaf).

Table 2 MCA outcomes for Gap 1 – Lilyfield Road

Theme	Weight	Score (%)	
		1A	1B
Connectivity	22%	22.0	11.0
Place and activity	18%	6.0	9.0
Strategic alignment	18%	13.2	13.2
Merits	16%	5.3	3.6
Safety	14%	9.3	3.1
Comfort	12%	10.7	8.0
Total	100%	66.5	47.9

Figure 19 Preferred route for Gap 1 – Rozelle Parklands to the Bay Run



Overview of preferred Route 1 existing infrastructure

- Lilyfield Road is a cycle route with a mixture of separated cycle paths, stencilled on-road cycling and mixed traffic along its length.
- Footpaths are currently provided on both sides of the road, along most of the length of the road.
- Footpaths vary in quality and width, however are generally one metre wide and paved with concrete.

Strategic alignment

Going Places - Integrated Transport Strategy

This route is highlighted as a missing link in the strategic pedestrian network.

Inner West Blue-Green Grid Strategy

Relevant improvements and opportunities noted along this link include:

- Increasing areas of vegetation that could provide habitat for native flora and fauna within the private and public domain along the link.
- Providing safe and accessible footpaths and crossings along the entirety of the link.
- Integration of water sensitive urban design (WSUD) elements into existing open spaces and the streets.
- Protection of areas containing items and places of Aboriginal and Torres Strait Islander significance.

The route is not identified as a priority link under the Strategy (note that the Bay Run is a priority link).

Inner West PAMP route

This route is ranked as a secondary and tertiary priority link.

InnerWest@40

This route is within a priority C area under the InnerWest@40 Implementation Plan.

Local Area Traffic Management Plans

None applies to this route.

Challenges

- The eastern portion of Lilyfield Road is classified as a regional road.
- The intersection of Lilyfield Road and Mary Street will require consideration of the vehicle network due to the classification of Mary Street, Perry Road, and Balmain Road as a State road.
- Footpaths both sides are rather narrow at about 1m wide.
- The northern side of the road has many intersections, requiring pedestrians to cross the road many times.
- There is limited pedestrian priority across streets that intersect with Lilyfield Road.
- The western end of Lilyfield Road is quite steep with a slope up towards Lilyfield Road footbridge of up to 10%. This may be a challenge for some pedestrians (Australian Standards specify that accessible paths of travel should not exceed a gradient of about 7.1%).
- Parking is provided along both sides of the street which presents a car dominated environment and limits space available for new pedestrian infrastructure.

Opportunities

- Improved crossing amenity will improve safety and may encourage school children nearby to walk to school.
- Many bus stops along Lilyfield Road may benefit from upgrades.

- Create a pedestrian loop from Rozelle Parklands to the Lilyfield Road Bridge, around the foreshore Bay Run and along the Parramatta to Sydney Foreshore Link back to Rozelle Parklands.
- This route also extends a regional east-west walk that extends from Glebe through to Dobroyd Point.

5.2.2.2 Gap 2 - North-South Spine

Gap 2 is envisioned as a link between some of the most prominent activity centres in the Inner West—Norton Street (Leichhardt), Petersham Town Centre, and Marrickville Town Centre, as well as linking the ‘Little’ Precincts of the Inner West—Little Italy, Little Portugal, Little Vietnam and Little Greece.

Due to its length, the gap is divided into two parts: the northern portion between Lilyfield Road and Parramatta Road, and the southern portion extending to Marrickville Town Centre.

Norton Street presents the only option for the northern part since there is no other alternative as an attractive pedestrian route. For the southern part, two options are considered:

- **2A** | This option links Norton Street to Petersham via Crystal Street and Petersham to Marrickville via Livingstone Road – Petersham Road. The route passes some key places, including Wilkins Public School, Marrickville High School, and Marrickville Park.

Crystal Street is an arterial road and has been noted to accommodate high traffic volumes, especially during peak hours. However, it generally has a wide road reserve with some diverse uses. Land along Crystal Street has also been proposed for higher development density under the *Our Fairer Future Plan*, which increases the merits of a pedestrian route along the street.

- **2B** | Railway Street would link Norton Street to Petersham under this option. It then crosses the T2 rail corridor at Petersham Station and continues to Marrickville via Livingstone Road. This option runs parallel to the Livingstone Road cycleway and meets Marrickville Town Centre at its western end near Marrickville Library.

Between Parramatta Road and Petersham Station, Railway Street presents a quieter pedestrian environment than Crystal Street, while providing a direct route to cross the T2 rail corridor at Petersham Station. Livingstone Road is a multimodal distributor road that serves the needs of multiple road users, from pedestrians and cyclists to buses and cars.

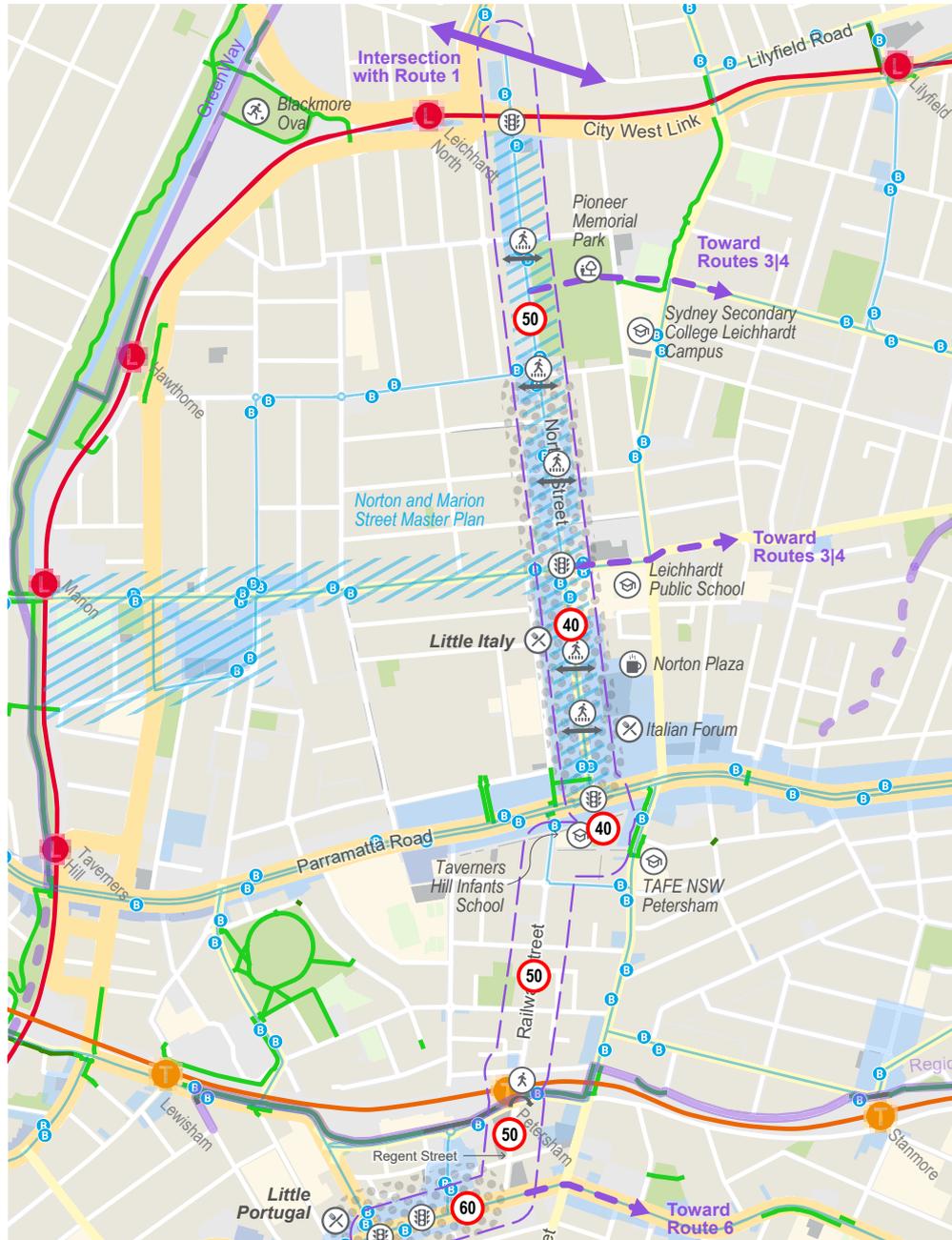
Table 3 summarises the MCA outcomes for Gap 2 – North-South Spine. Option 1B scores slightly higher than Option 1A and hence is the preferred route for the gap. Option 1B scores higher in connectivity, strategic alignment, safety, and comfort, while lower in place and activity and merits.

An overview of the existing infrastructure, strategic alignment, opportunities and constraints of the preferred route is provided in **Figure 20** and **Figure 21** (overleaf).

Table 3 MCA outcomes for Gap 2 – North-South Spine

Theme	Weight	Score (%)	
		2A	2B
Connectivity	22%	14.7	16.5
Place and activity	18%	12.0	10.5
Strategic alignment	18%	9.6	12.0
Merits	16%	14.2	10.7
Safety	14%	4.7	9.3
Comfort	12%	10.7	12.0
Total	100%	65.8	71.0

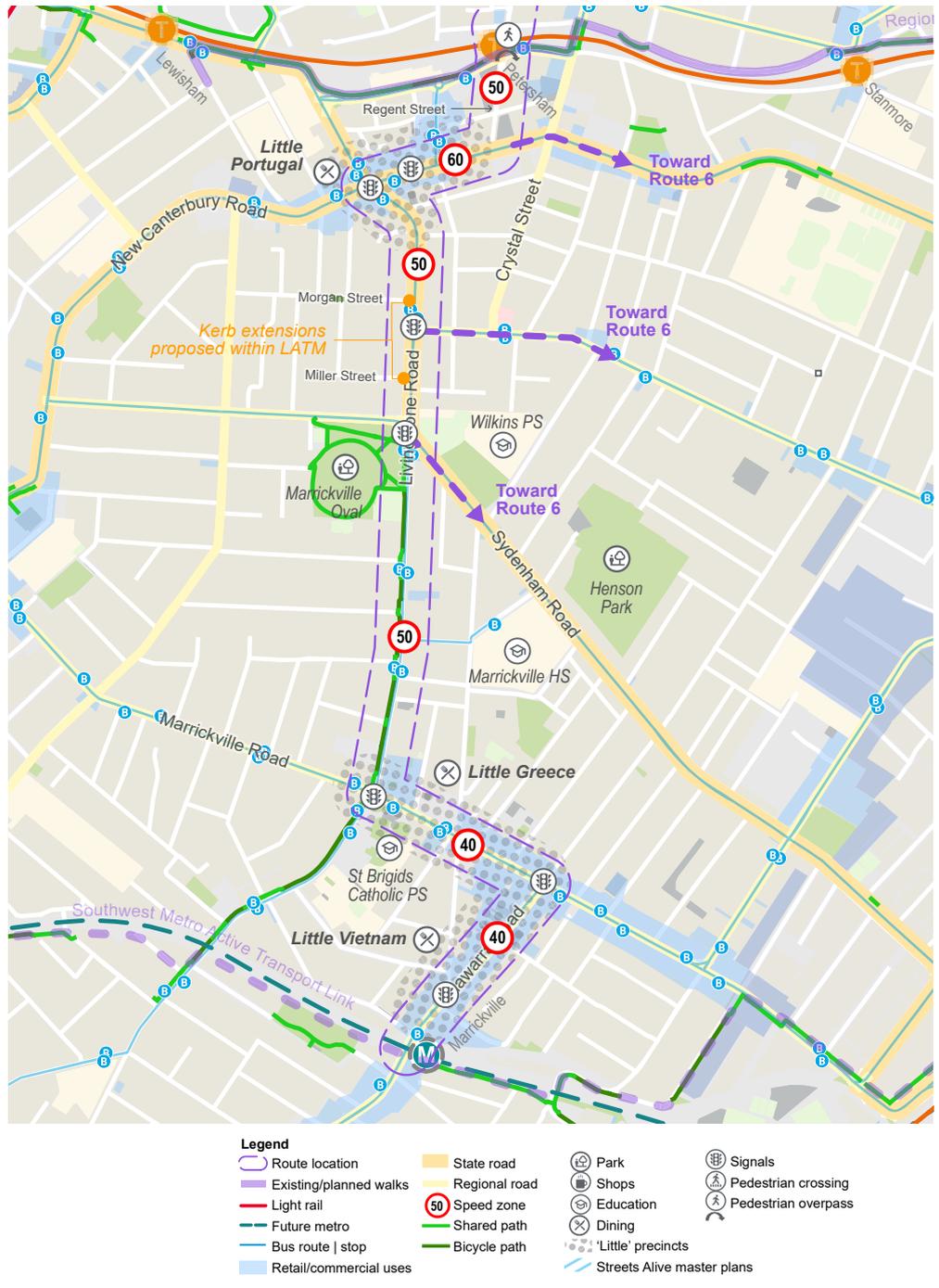
Figure 20 Preferred route for Gap 2 - North-South Spine (northern section)



- Legend**
- Route location
 - Existing/planned walks
 - Light rail
 - Future metro
 - Bus route | stop
 - Retail/commercial uses
 - State road
 - Regional road
 - Speed zone
 - Shared path
 - Bicycle path
 - Park
 - Shops
 - Education
 - Dining
 - 'Little' precincts
 - Streets Alive master plans
 - Signals
 - Pedestrian crossing
 - Pedestrian overpass

60 |
The Great Inner West Walk

Figure 21 Preferred route for Gap 2 - North-South Spine (southern section)



Item 1

Attachment 1

Overview of preferred Route 2 existing infrastructure

- Norton Street generally has one travel lane and one parking lane in each direction. Footpaths are wide, while street trees often planted on parking lanes, providing amenity and slowing vehicle speed.
- Norton Street crosses two major arterials with high-volume, high-speed traffic: City West Link in the north and Parramatta Road in the south.
- Railway Street is a residential street south of Parramatta Road. It too has one travel lane and one parking lane in each direction. Wide footpaths and street trees are provided on both sides. It intersects with some residential streets where pedestrian crossings are provided as refuge islands.
- The route briefly follows New Canterbury Road at Petersham Town Centre with a wider carriageway to accommodate high-volume vehicular traffic. However, footpaths are wide with some continuous footpath treatments. Shopfronts, awnings, and outdoor dining add to the place and amenity for pedestrians.
- Livingstone Road performs a higher movement function. Even with two travel lanes and two parking lanes, the carriageway is generally wider, leading to lower pedestrian environment quality. However, footpaths on both sides are separated from the carriageway by street trees and nature strips. Part of the road also features separated bicycle paths and shared paths for cyclists.
- Marrickville Road and Illawarra Road are the main streets of Marrickville, with narrower roads and more pedestrian amenities, such as street trees, awnings, benches, outdoor dining, landscaped median, and raised pedestrian crossings.

Strategic alignment

Going Places - Integrated Transport Strategy

The route is highlighted as a missing link in the strategic pedestrian network.

Inner West Blue-Green Grid Strategy

The route mostly aligns with the blue-green grid (with the exception of the route along Livingstone Road), although not identified as a priority link. Relevant improvements and opportunities noted along this link include:

- Norton Street
 - Increasing canopy cover where possible is significant to provide shade and amenity for the high volume of pedestrians around the town centre. Provision of accessible footpaths and crossings should be maintained for pedestrian safety.
 - Parramatta Road Corridor (Stage – 1 Implementation) offers opportunities to deliver additional recreation space and through site links that the Blue-Green Grid may be able to connect to in the future. Norton Street is recognised by many as being home to strong Italian culture, community and heritage. This link should look to contribute to the recognition of this area through provision of new public art, signage and areas for cultural events.
- Marrickville Road
 - The link would benefit from increased tree canopy and vegetation to assist with reducing the impacts of urban heat but also improving amenity along the link. Improvements to pedestrian and cycling infrastructure would make the north-south connection safer and offer better connections to major east-west cycling routes and the rail line.

Inner West PAMP route

The route is ranked as a primary and secondary priority links.

InnerWest@40

The route runs through Priority A, B and C areas under the InnerWest@40 Implementation Plan.

Morton Park LATM

The Morton Park LATM recommends installation of kerb extensions at Miller and Morgan Streets (at Livingstone Road) to reduce pedestrian exposure time to cross and reduce speed of vehicles.

Challenges

- To support walking, balancing the movement and place needs of high streets like Norton Street, New Canterbury Road, Marrickville Road, and Illawarra Road is vital.
- The route is the longest in the Great Inner West Walk, which means that it exposes to a wide range of street environments, including its crossing points at two major arterials, which may limit the ability for place marking and amenity improvements.

Opportunities

- The route will connect three activity centres of the Inner West: Norton Street (Leichhardt), Petersham Town Centre, and Marrickville Town Centre. It has a great opportunity to showcase the cultural diversity that defines the Inner West and offers a different experience of urban exploration.
- Due to its length and alignment, the route has a potential to become a spine of the Inner West pedestrian network, linking people to several other routes, especially those that provide more of recreational and ecological opportunities.



Norton Street, Leichhardt



Illawarra Road, Marrickville

5.2.2.3 Gap 3 - Stanmore to Whites Creek

Gap 3 spans Stanmore Station and Whites Creek Trail. The station is the nearest train station to Whites Creek Trail and, hence, was chosen as the starting point of a gap that connects high-capacity public transport to a recreational pedestrian route.

Between Stanmore Station and Parramatta Road, the Study finds that Percival Road is the most appropriate option since there are no other comparable alternatives. Following this, two options are developed for this gap, both of which cross Parramatta Road at its intersection with Percival Road and Young Street:

- **3A** | This option continues onto Young Street once crossed Parramatta Road. It is a direct route between Stanmore Station and Whites Creek Trail, connecting to the trail at Arguimbau Street near Annandale Village.

Both Percival Road and Young Street are characterised as residential streets with abundant on-street parking and dense tree canopy. The roads are also on-road cycling routes, however, without dedicated facilities. Percival Road around Stanmore Station is lined with shops, restaurants, cafes, and businesses, all of which add to its role as an activity centre of the area.

- **3B** | This option follows Parramatta Road for a short distance to the west and connects to Whites Creek Trail via Whites Creek Lane at the trail's southern end, capitalising on future mixed uses along Parramatta Road. Despite Whites Creek Lane's strategic alignment to various Council's strategies and plans, it currently provides rear access for many properties for most of its length, with limited capacity for pedestrian environment improvements.

The MCA outcomes presented in **Table 4** shows that Option 3B has a higher score than Option 3A. However, the Study and the Project Control Group note numerous constraints in the efficient use of this lane, including access issues with driveways, garages, Sydney Water assets, etc. As a result, it is proposed that Option 3A be the preferred option for Gap 3.

An overview of the existing infrastructure, strategic alignment, opportunities and constraints of the preferred route is provided in **Figure 22** (overleaf).

Table 4 MCA outcomes for Gap 3 – Stanmore to Whites Creek

Theme	Weight	Score (%)	
		3A	3B
Connectivity	22%	7.3	3.7
Place and activity	18%	6.0	7.5
Strategic alignment	18%	7.2	18.0
Merits	16%	5.3	5.3
Safety	14%	9.3	7.8
Comfort	12%	12.0	9.3
Total	100%	47.2	51.6



5.2.2.4 Gap 4 - Stanmore to Johnstons Creek

Similar to Gap 3, this gap connects high-capacity public transport at Stanmore Station to a recreational pedestrian route at Johnstons Creek Trail in the northeast. Two options are developed for the gap:

- **4A** | This option follows almost the full length of Option 3A, from Percival Road and Parramatta Road to Young Street. At Booth Street, it branches off to the east along through Annandale Village and reaches Johnstons Creek Trail at Spindlers Park Playground.

Apart from linking Johnstons Creek Trail to the train services, this option also provides diverse land uses at either end in Stanmore and Annandale. While Percival Road is a relatively busier road than Northumberland Avenue proposed for Option 4B for the section south of Parramatta Road, on the other side, Young Street is a quieter, more local road compared to Johnstons Street, which is also a state road through its length.

- **4B** | Option 4B goes in a different direction than Option 4A, following Salisbury Road – Northumberland Avenue – Johnstons Street and linking to Johnstons Creek Trail at Douglas Grant Memorial Park. It crosses Parramatta Road at its intersection with Northumberland Avenue and continues straight onto Johnstons Street.

This option is relatively shorter than Option 4A to join Johnstons Creek. It also provides direct access to three schools along the route, compared to one school for Option 4A, however, with a limited mix of uses along the way.

A summary of the MCA outcomes for Gap 4 – Stanmore to Johnstons Creek is provided in **Table 5**. The outcomes show that Option 4A achieves a noticeably higher score than

Option 4B, with the main differences being in connectivity and place and activity, particularly with its better access to shops and parks.

Additionally, the MCA assessment process sparked conversation that led to the PCG agreeing that **Gaps 3 and 4 merge into a single pedestrian route** along Percival Road and Young Street, before branching towards Whites Creek and Johnstons Creek Trails at Booth Street in Annandale.

An overview of the existing infrastructure, strategic alignment, opportunities and constraints of the preferred route is provided in **Figure 22** (overleaf).

Table 5 MCA outcomes for Gap 4 – Stanmore to Johnstons Creek

Theme	Weight	Score (%)	
		4A	4B
Connectivity	22%	14.7	11.0
Place and activity	18%	9.0	4.5
Strategic alignment	18%	14.4	13.2
Merits	16%	7.1	8.9
Safety	14%	9.3	6.2
Comfort	12%	8.0	8.0
Total	100%	62.5	51.8

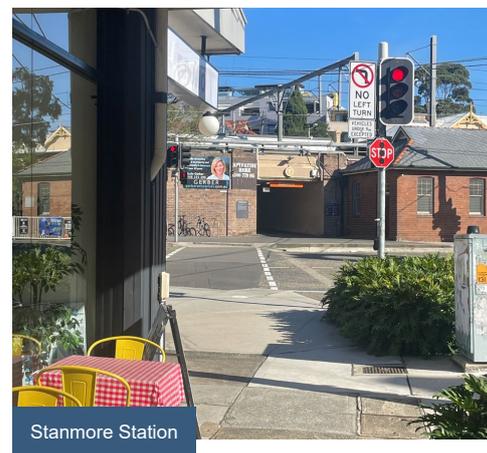
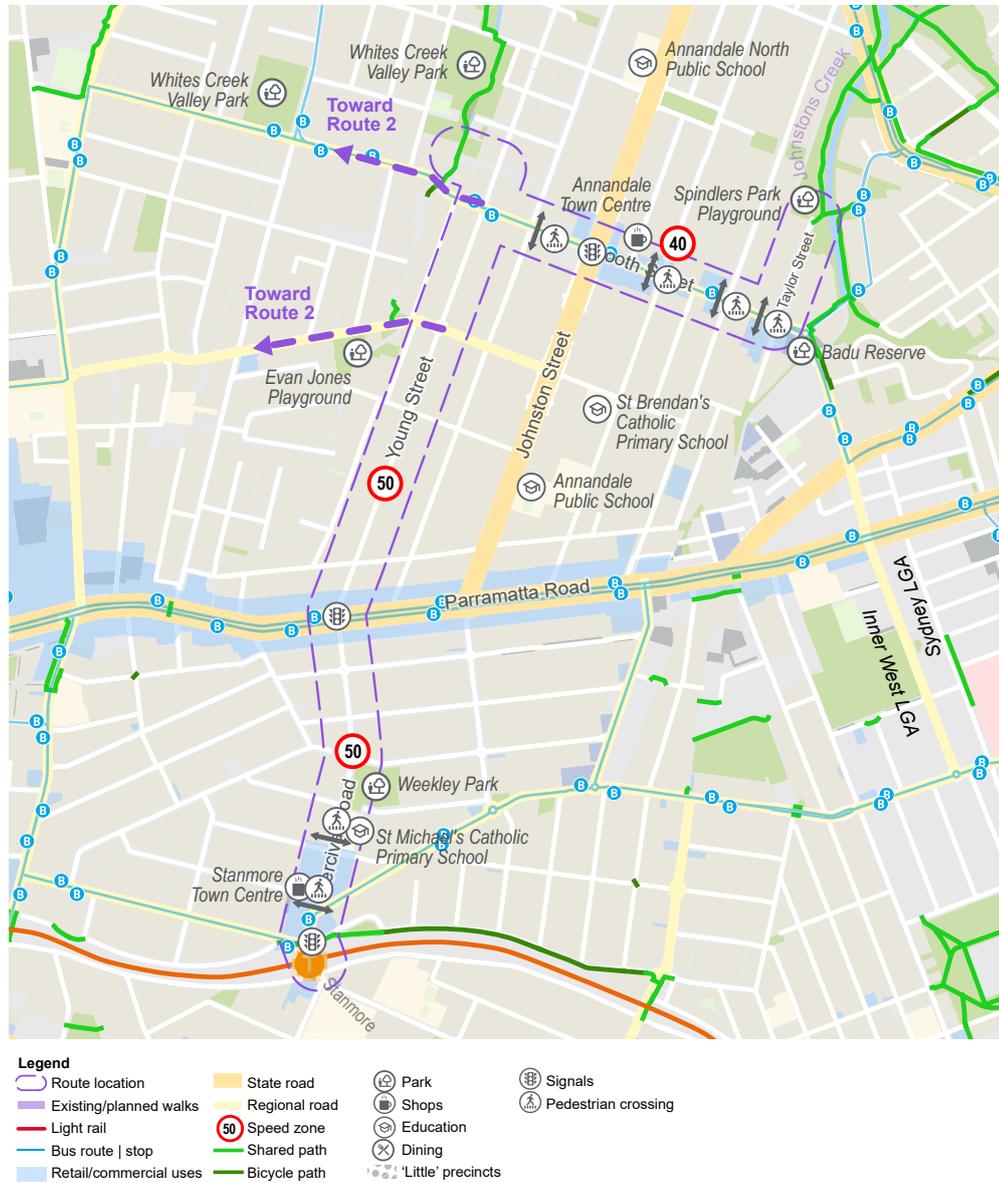


Figure 22 Preferred route for Gaps 3 and 4 - Stanmore to Whites Creek and Johnstons Creek





Overview of preferred Routes 3 and 4 existing infrastructure

- Percival Road is a mix of arterial high street and local street typologies. Around Stanmore Station, it has wide footpaths, shaded shop awnings and street trees planted in kerb build outs. Its crossings with smaller residential streets are often treated with entrance thresholds, roundabouts, and/or refuge islands.
- Young Street extends from Percival Road at the intersection with Parramatta Road. It is a residential street with one travel, one parking lane, street trees, and footpaths, which can be narrow at times, on both sides. The road is straight and long, which, while providing an uninterrupted pedestrian movement, also encourages high-speed driving.
- Booth Street is where Annandale Village is located. Footpaths are generally wide, while the carriageway is relatively narrow, with the presence of occasional kerb built outs to slow vehicle speed. Shopfronts, awnings, street trees, and small planting add to the place quality of the street.

Strategic alignment

Going Places - Integrated Transport Strategy

Percival Road and Booth Street are included in the strategic pedestrian network. Young Street is not shown in the strategic pedestrian network, however, as per the PAMP, Whites Creek Lane is highlighted as a missing link. **Due to the function of and limited space available to improve walking structures along this laneway, Young Street has been recommended as a more appropriate pedestrian link as part of the Great Inner West Walk.**

Inner West Blue-Green Grid Strategy

The route mostly aligns with the blue-green grid (with the exception of the route along Young Street) however is not a priority link. Relevant improvements and opportunities noted along this link include:

- Increasing areas of vegetation that could provide habitat for native flora and fauna along the link .
- Providing safe and accessible footpaths and crossings along the entirety of the link.
- Integration of WSUD elements into existing open spaces and the streets.
- Percival Road and Johnstons Creek Trail are identified as priority links.

Inner West PAMP route

Booth Street is ranked as a primary and secondary priority link and Percival Road a mixture of primary, secondary, and tertiary priorities. Young Street is not included as a PAMP route, with the alternate route along Whites Creek Lane included instead. **Due to the function of and limited space available to improve walking structures along this laneway, Young Street has been recommended as a more appropriate pedestrian link as part of the Great Inner West Walk.**

InnerWest@40

The route runs through Priority B and C areas under the InnerWest@40 Implementation Plan.

Annandale Precinct LATM

The Annandale Precinct LATM highlights Booth Street as a high pedestrian activity area. It also recommends installation of a roundabout at the Young Street | Reserve Street intersection and the Young Street | Albion Street intersection, as well as continuous footpaths over Albion Lane (on both sides of the road) at Young Street.

Challenges

- Percival Road crosses many smaller residential streets, which may led to perceived interrupted pedestrian movements and safety and comfort issues.
- Young Street has a section that is straight and very long, which induces high-speed driving, especially for a residential street. Interventions are required to manage vehicle speed and the expected higher pedestrian traffic.
- Part of the route passes an exclusively residential area with limited activity on the street, which creates a challenge in creating an engaging pedestrian environment while retaining the quaint, village charm of Annandale.

Opportunities

- Stanmore and Annandale Villages anchor either end of the route, providing an opportunity to link two of the most the character-filled places of the Inner West in a single journey.
- The route has the potential to complement and connect with existing active transport links by linking to other regional recreational routes at Rozelle Parklands and Glebe Foreshore Parks onto the City of Sydney and City of Canada Bay council areas.
- For long-distance walkers and runners, Stanmore and Annandale Villages can be a starting point or a rest stop, providing spaces for gathering and serving food and beverage offerings.

5.2.2.5 Gap 5 - Western Link

Gap 5 – Western Link covers the western part of the Inner West, bounded to the north by Parramatta Road and to the east by the GreenWay. The Study finds that an east-west pedestrian route between the GreenWay and the Iron Cove Creek corridor through Ashfield Town Centre would most appropriately support the community’s needs and the project’s vision.

Two options are developed, with both connecting the GreenWay at Lewisham West light rail stop and the planned Iron Cove Creek corridor at Etonville Parade:

- **5A** | The first option aligns parallel to the northern side of the T2 rail corridor along Grosvenor Crescent and Elizabeth Street.

Elizabeth Street, despite being a regional road, is a residential street with a narrow to medium-width road reserve, some on-street parking, and limited tree canopy. Parts of the street are also proposed for higher development density under the *Our Fairer Future Plan*.

- **5B** | This option runs along the southern side of the T2 rail corridor. It follows Smith Street, Lackey Street, Carlton Crescent, Liverpool Road, Ashfield, and crosses the railway to Etonville Parade.

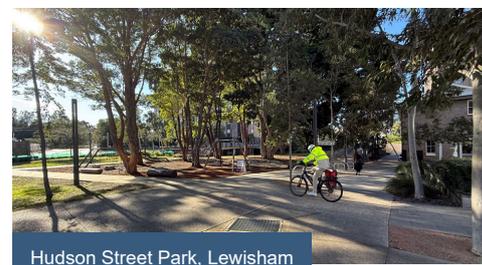
The route passes through shops and activities in Summer Hill Village and Ashfield Town Centre, providing a connection between recreational pedestrian routes and places of high activity. Liverpool Road is an important road for the community, performing high movement and place functions in a high-density area, which is proposed for further development uplifts under the *Our Fairer Future Plan*.

Table 6 summarises the MCA outcomes for Gap 5 – Western Link. Option 5B comes out as the preferred option, scoring higher in place and activity, strategic alignment, and merits. Particularly, it serves more activities, especially on Lackey Street and Liverpool Road, and a larger population, both present and in the future.

An overview of the existing infrastructure, strategic alignment, opportunities and constraints of the preferred route is provided in **Figure 23** (overleaf).

Table 6 MCA outcomes for Gap 5 – Western Link

Theme	Weight	Score	
		5A	5B
Connectivity	22%	14.7	12.8
Place and activity	18%	7.5	12.0
Strategic alignment	18%	12.0	14.4
Merits	16%	10.7	14.2
Safety	14%	6.2	4.7
Comfort	12%	9.3	8.0
Total	100%	60.4	66.1

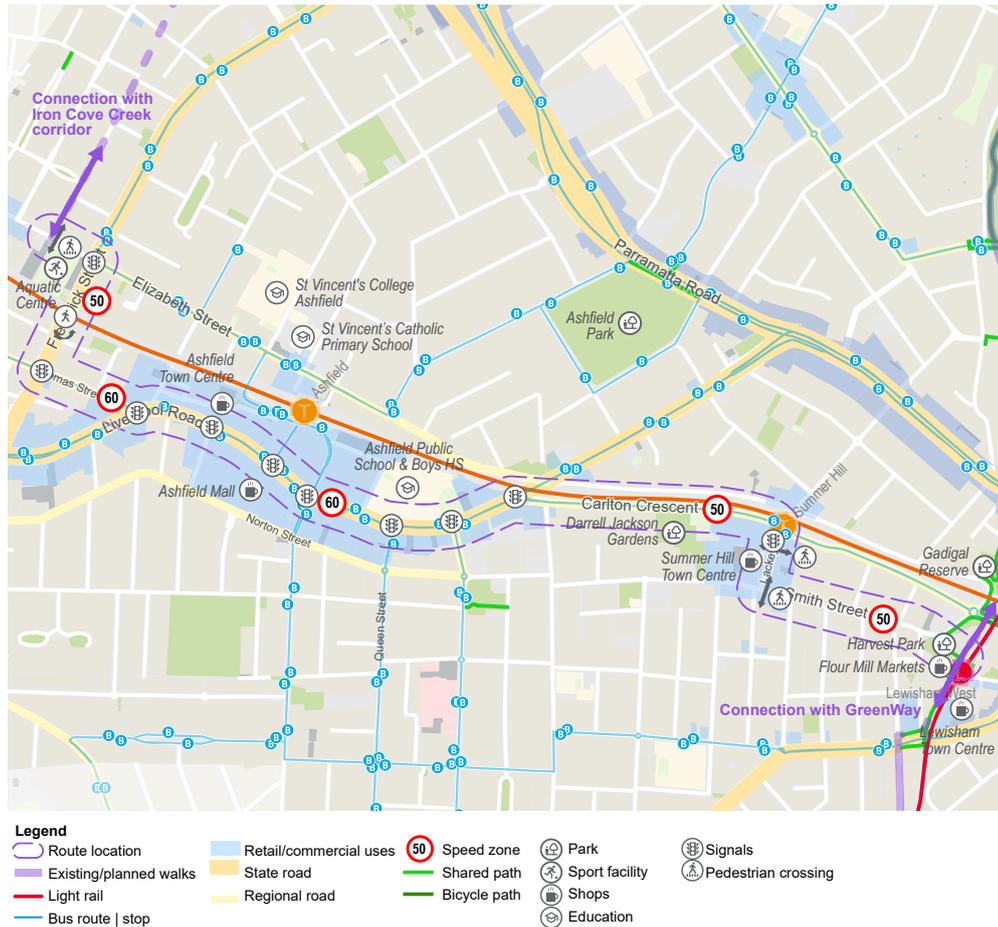


Hudson Street Park, Lewisham



Liverpool Road, Ashfield

Figure 23 Preferred route for Gap 5 - Western Link



Overview of preferred Route 5 existing infrastructure

- In Summer Hill Village, there are several facilities that support pedestrian movements while slowing vehicle speed, especially kerb build outs and raised pedestrian crossings. Entrance thresholds, parklets, outdoor dining, and street furniture on Lackey Street also add to the overall pedestrian environment.

- Between Summer Hill and Ashfield, the route follows some of the more car-centric roads like Carlton Crescent and Liverpool Road, where the carriageways are wide with limited street trees and activity.
- Liverpool Road in Ashfield is bustling, with pedestrians being supported by wide footpaths and shop awnings. However, since the road needs to move vehicles efficiently, pedestrian crossings are limited, while median rails further limit the amenity.



- Westwards from Ashfield Town Centre, the route follows largely residential streets with narrow carriageways and footpaths. Street trees are sparse, especially on Elizabeth Street.

Strategic alignment

Going Places - Integrated Transport Strategy

Liverpool Road, Frederick Street and Thomas Street are included in the strategic pedestrian network.

Inner West Blue-Green Grid Strategy

The route mostly aligns with the blue-green grid (along Liverpool Road and Frederick Street) and runs parallel to the priority link along the T2 rail corridor from Newtown to Croydon. It is not aligned with a priority route. Relevant improvements and opportunities noted along this route include:

- Liverpool Road
 - More street planting for shade, notably around the Frederick Street intersection.
 - Traffic calming measures for pedestrian safety.
 - Opportunities to recognise and celebrate Aboriginal and Torres Strait Islander culture and histories and protect items and places of high value.
- Frederick Street
 - Improvements to footpaths and crossings to ensure they provide safe and inclusive access to key destinations.
 - Additional wayfinding.

Inner West PAMP route

Liverpool Road is ranked as a primary priority link while Carlton Crescent, Thomas Street and Frederick Street are a mixture of primary and secondary priorities.

InnerWest@40

Most of the route runs through Priority A areas under the InnerWest@40 Implementation Plan.

Ashfield North and Croydon LATM

The Ashfield North and Croydon LATM is currently under development.

Challenges

- Several sections of the route are car-centric roads with wide carriageways, sparse shade, and limited pedestrian facilities.
- The route crosses under the T2 rail corridor overpass at Frederick Street, which has narrow footpaths and is dimly lit, resulting in the perceived lack of pedestrian safety.

Opportunities

- The route has an opportunity to create a pedestrian route that offers a mix of the bustle, urban vibe of Ashfield Town Centre and Summer Hill Village and the serenity and nature-focus of the GreenWay.
- New development in Ashfield enabled by the Our Fairer Future Plan mean that there will be more homes, businesses, residents, and workers. The delivery of this route would provide access to much needed open spaces for the community.
- The route connects several amenities and open spaces in and around Ashfield, which can promote walking as the preferred way for people to get around the area and access their daily needs.

5.2.2.6 Gap 6 - Sydenham to Stanmore

The missing link covers the eastern side of the Inner West, envisioned as a pedestrian route from the Sydney Metro Southwest corridor in the south at Sydenham Station to Parramatta Road in the north via the T2 rail corridor. To ensure most benefit for the community and an integrated pedestrian network, the gap is proposed to start at Stanmore Station as a continuation of Gaps 3 and 4. To connect these two ends, two options are developed:

- **6A** This option follows the activities along Victoria Road – Enmore Road – Cambridge Street. The route follows part of the Inner West Ale Trail, a pedestrian route linking a collection of independent breweries within a compact area around Marrickville, Enmore, and St Peters.

The route offers a mix of land uses and activities, including restaurants, pubs, and small workshops, and serves some key places, especially Marrickville Public School and Enmore Park. Nevertheless, Victoria Road and Enmore Road are four-lane state and regional roads, respectively, and are considerably busy with high-volume traffic.

- **6B** | This option provides an opposite environment to Option 6A. It follows quieter Illawarra Road – Newington Road. While being quieter, the route serves mostly residential land uses, with some local shops and schools along the way, including Newington College and Stanmore Public School. Compared to Option 6A, this route is safer with lower occurrences of pedestrian crashes, however, has less activity and requires more turns between its two ends.

The outcomes of the MCA provided in **Table 7** shows that Option 6A is the preferred option for the gap. It scores significantly higher in place and activity, but lower in safety. The latter will be addressed as part of this Study in the concept plan development.

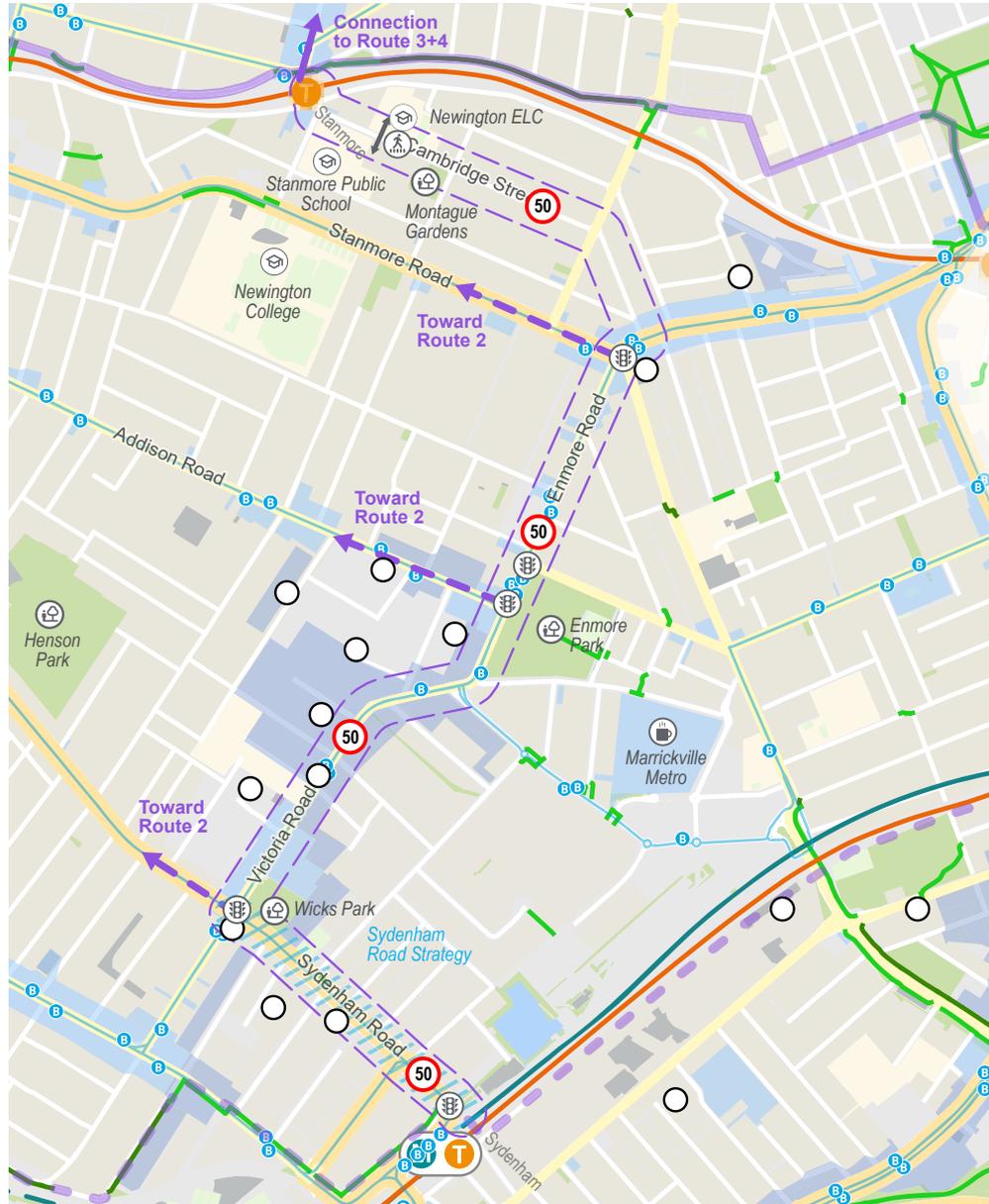
An overview of the existing infrastructure, strategic alignment, opportunities and constraints of the preferred route is provided in **Figure 24** (overleaf).

Table 7 MCA outcomes for Gap 6 – Sydenham to Stanmore

Theme	Weight	Score	
		6A	6B
Connectivity	22%	11.0	12.8
Place and activity	18%	10.5	4.5
Strategic alignment	18%	12.0	10.8
Merits	16%	5.3	7.1
Safety	14%	3.1	6.2
Comfort	12%	8.0	6.7
Total	100%	49.9	48.1



Figure 24 Preferred route for Gap 6 - Sydenham to Stanmore



- Legend**
- Route location
 - Existing/planned walks
 - Light rail
 - Future metro
 - Bus route | stop
 - Retail/commercial uses
 - State road
 - Regional road
 - 50 Speed zone
 - Shared path
 - Bicycle path
 - Park
 - Shops
 - Education
 - Ale trail brewery
 - Sydenham Road Strategy Area
 - Signals
 - Pedestrian crossing

Overview of preferred Route 6 existing infrastructure

- Route 6 is a mix of the quiet, residential street of Cambridge Street and the vibrancy and business of Enmore Road, Victoria Road, and Sydenham Road.
- Cambridge Street has narrow carriageway and verges that needs to accommodate several functions. On-street parking allowed on both sides, while street trees planted on the verges further reducing the width of footpaths at some locations to only slightly more than one metre.
- Enmore Road and Sydenham Road are state roads, while Victoria Road is a regional road. These roads have wide carriageways and two lanes in each direction. On-street parking is allowed at certain locations and times. Footpaths on both sides are wide, but frequently cross the driveways of some warehouses and light industrial land uses.

Strategic alignment

Going Places - Integrated Transport Strategy

Sydenham Road and Victoria Road are included in the strategic pedestrian network.

Inner West Blue-Green Grid Strategy

The route aligns with the blue-green grid along Sydenham, Victoria and Enmore Roads, with the latter two being identified as priority links. Relevant improvements and opportunities noted along this route include:

- Sydenham Road
 - Improve safety of north-south connections.
 - Increased tree planting to mitigate urban heat and support urban ecology along with WSUD.
- Victoria Road and Enmore Road
 - Additional canopy cover and street planting.

- Improved footpaths, crossings and measures to create a safer environment for active transport.
- Public space activation and cultural installations.

Inner West PAMP route

Sydenham Road, Victoria Road and Enmore Road are primary and secondary priority links in the PAMP.

InnerWest@40

The route runs through Priority A areas under the InnerWest@40 Implementation Plan. Part of Victoria Road and Enmore Road have recently has the speed lowered from 60km/hr to 50km/hr.

Challenges

- Some sections of Cambridge Street have limited footpath widths, which pose movement challenges for people with less mobility level and people with prams.
- Enmore Road, Victoria Road, and Sydenham Road are car-centric, with wide carriageways, sparse shade, and limited pedestrian crossings. The roads can be noisy and a hostile environment for pedestrians.
- Some intersections along the route are wide and pose safety issues for pedestrians, especially at night.

Opportunities

- There are diverse activities day and night throughout most of the route, from Enmore to Sydenham. The shops, restaurants, and activities along the route are already popular for both locals and visitors. Improving walkability on these roads and streets will greatly promote the Inner West and its vibrancy and energy.
- The Sydenham Road Strategy has been funded by Transport for NSW for short-term streetscape improvements through the reVITALise program.

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The Great Inner West Walk

6

The preferred routes complement and fill the gaps of existing and planned pedestrian links throughout the Inner West, connecting people to activities, nature, and recreational opportunities.

They also increase coverage of pedestrian infrastructure of the LGA, with most residential areas being within a 10-15 minute walk of the Great Inner West Walk as shown at **Figure 25** and **Figure 26** (overleaf).

Several minor links have also been identified for consideration for small upgrades or future development stages.

Attachment 1

Figure 25 Existing and planned walks (with 500m walking radius)

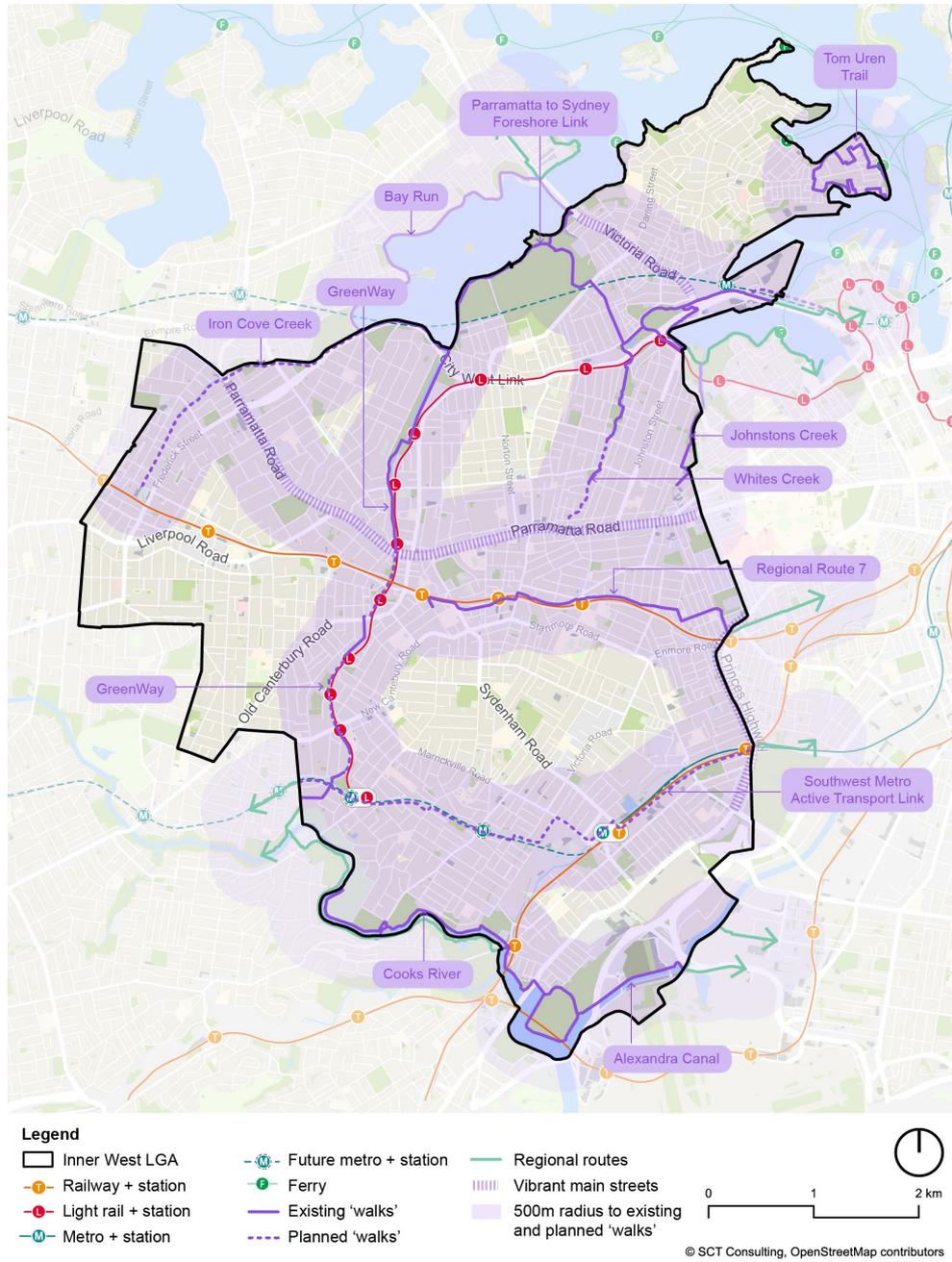
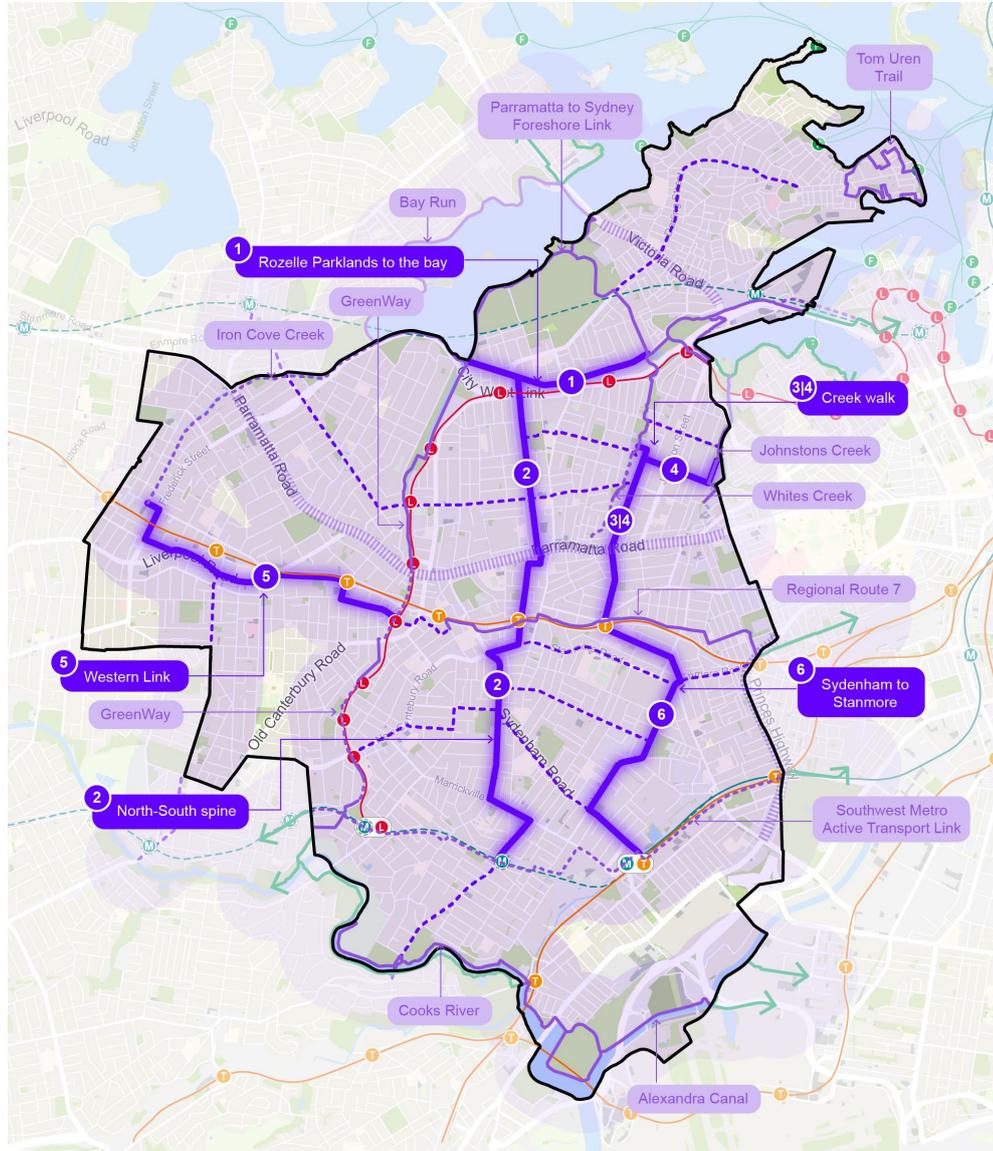


Figure 26 The Great Inner West Walk (with 500m walking radius)



Legend

- Inner West LGA
- Retail/commercial uses
- Proposed routes
- Minor links for further exploration
- Existing walks
- Planned walks
- Regional routes
- Vibrant streets
- 500m radius to existing and planned 'walks', and preferred routes that form the GIWW

0 1 2 km

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6.1 Theming the routes

The context analysis and the identification of opportunities and challenges culminate to the theming of each of the routes that make up the Great Inner West Walk.

Developing a theme for the walks sets a foundation for the concept design that can be built upon to make the most out of the unique character and opportunities of the routes and what they have to offer.

An overview of the route themes is provided at **Table 8** and presented graphically in **Figure 27 - Figure 31**.

Table 8 Overview of route themes

Route 1 - Rozelle Parklands to the bay



Theme Name: 'The Bays Link'

Links Rozelle Parklands and Rozelle Bay on one side to the Bay Run and Iron Cove Creek on the other. Through increased tree canopy and upgraded pedestrian facilities, the route will be a go-to choice for recreational walks and running that attract both locals and running enthusiasts.



Route 2 - North-South spine



Theme Name: 'Foods of the World Walk'

Potential to become the true spine of the Inner West pedestrian network. Linking three main activity streets and 'Little Precincts' known for their distinct cultural representation and cuisine—Norton Street (Leichhardt), Petersham Town Centre, and Marrickville Town Centre—this route will offer a sense of urban exploration where each place will give its own unique experience.



Routes 3 and 4 - Stanmore to Whites Creek and Stanmore to Johnstons Creek



Theme Name: 'Creeks Walk'

Together these links will offer a blend of a nature trail and an urban exploration. Connections to Whites Creek and Johnstons Creek Trails will provide opportunities for people to be closer to nature and appreciate more of their waterways. Stanmore and Annandale Villages are inviting and active gathering places that can be a starting and stop point for long-distance walks or runs.



Route 5 - Western Link



Theme Name: 'City and Reprive'

Linking Ashfield and Summer Hill to their nearest recreational pedestrian and cycling corridors at the GreenWay and the planned Iron Cove Creek corridor. Following the route will offer a mix of city vibrancy and nature reprieve and allow people to have easier access to green spaces.



Route 6 - Sydenham to Stanmore



Theme Name: 'Brews and bars'

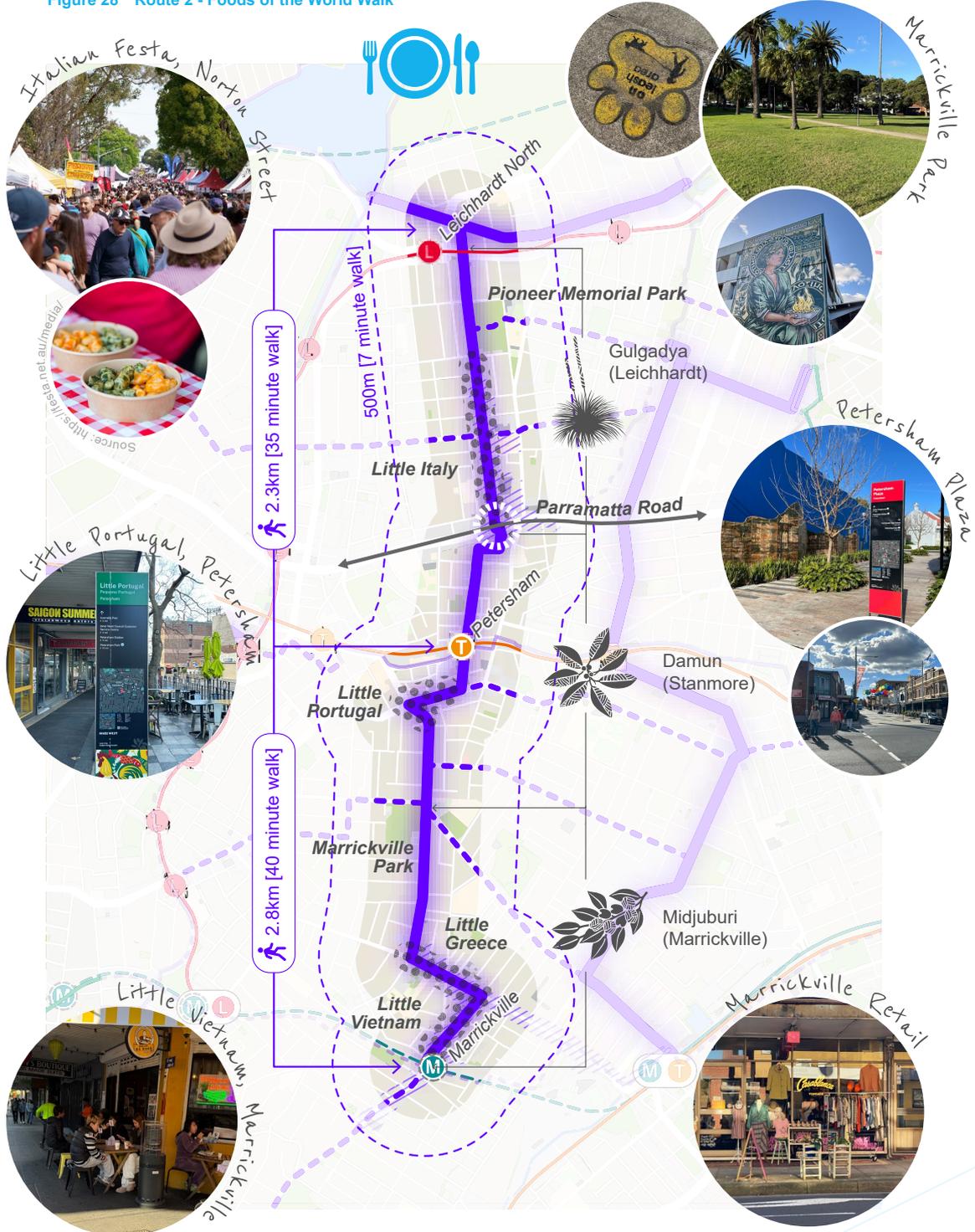
Connects some of the most creative places in the Inner West from Enmore through Marrickville to Sydenham. There are countless art, cultural, and creative spaces along the route, which in themselves are already well-known. While having a reputation for night time activity, the growing numbers of creative spaces like workshops and warehouse-turn-cafes in the area mean that there will be more activity day and night that caters to everyone.



Figure 27 Route 1 - Bays Link



Figure 28 Route 2 - Foods of the World Walk



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Figure 29 Routes 3 and 4 - Creeks Walk

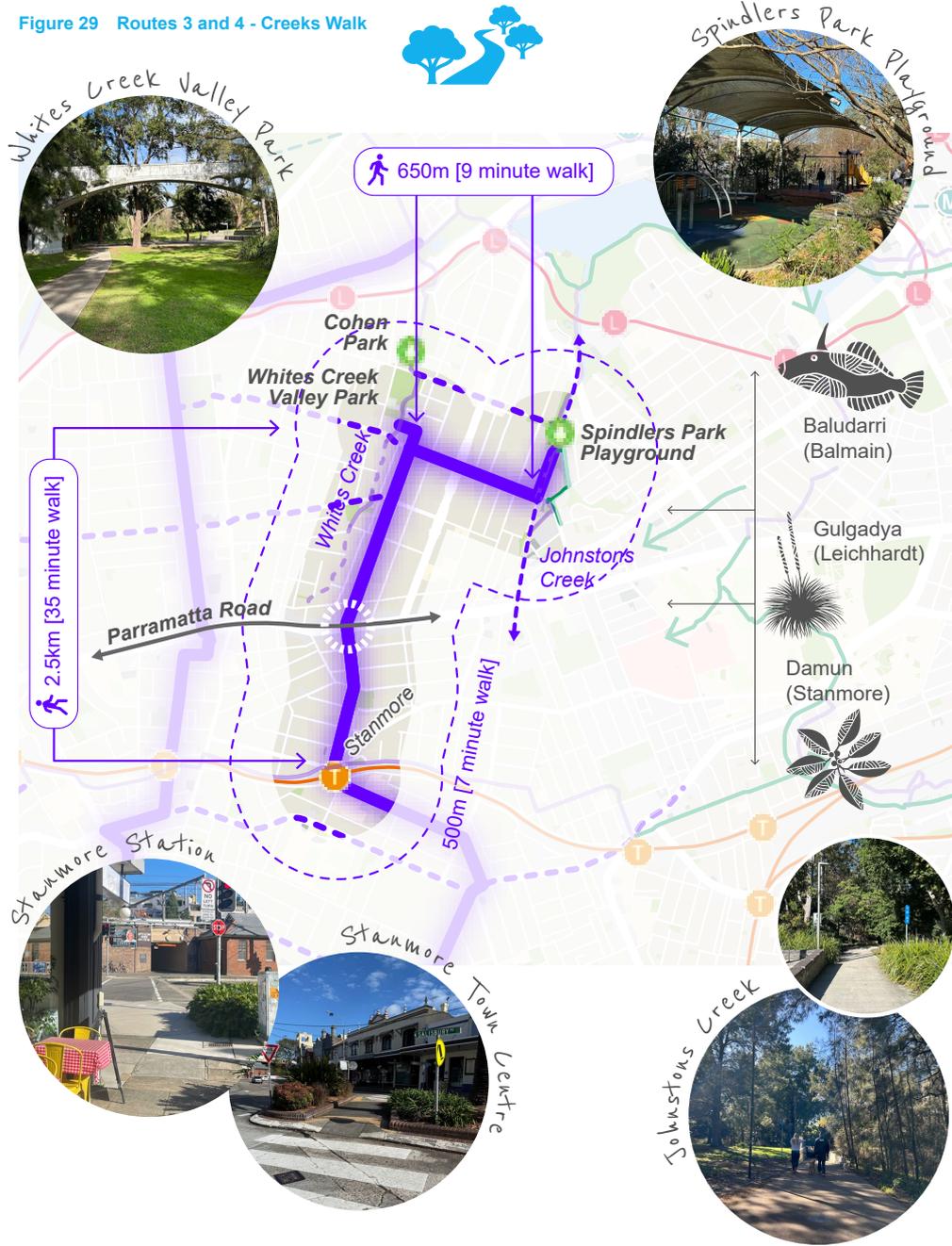


Figure 30 Route 5 - City and Reprive



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Figure 31 Route 6 - Brews and Bars



6.2 Concept design

6.2.1 Principles

Concept design principles have been developed to guide the design of the preferred pedestrian routes, as well as the opportunities to improve connections across the T2 rail corridor.

The overarching aim of the design is to identify opportunities for recreation and place making to enhance streetscapes, amenities, and a sense of place along the routes.

The concept design principles for the Great Inner West Walk are described in **Figure 32** (overleaf).

Figure 32 Concept design principles and key moves





6.2.2 Route plans

Concept design plans have been developed to provide a high-level framework for potential new and upgraded pedestrian infrastructure. The concept designs consider committed and planned projects across the LGA and should be viewed as complimentary to these in the development of the Great Inner West Walk.

It should be noted that the concept designs provided are indicative only for the purpose of forming a list of potential projects that Council may choose to seek grant funding to implement and progress internally.

Concept design plans for the identified routes are provided with accompanying section plans at key locations in the following section.

For the purpose of the Study, concept-level design will be able demonstrate what can be achieved for each of the routes. Detailed design is out the scope of this Study.

6.2.3 Proposed interventions to improve the pedestrian environment

A summary of the key interventions proposed across each route is provided below:

Route 1 - Bays Link

- **Footpath treatments** - New and upgraded concrete footpaths, kerb widening, and continuous treatments at intersections
- **Pedestrian crossings** - Raised crossings and traffic calming measures at key streets, including major intersection
- **Tree and planting** - Planting of native trees, both within grass verges and with tree pits
- **Seating and amenities** - Bike racks, bench seating, waste bins, and garden beds
- **Signage** - Wayfinding to the Bay Run, the GreenWay, and Lilyfield light rail stop
- **Artwork** - Provide community-driven public art integration along fence lines and at connection points
- **Bus stop upgrades** - Improvements to existing amenities

Route 2 - Foods of the World Walk

- **Footpath treatments** - Kerb extensions, new and widened footpaths, and continuous treatments at intersection
- **Pedestrian crossings** - Raised crossings and refuge islands at major roads and intersections, including at traffic signal intersections
- **Tree and planting** - Native trees in grass verges and tree pits along the route
- **Seating and amenities** - Bike racks, bench seating, waste bins, and planters
- **Signage** - Wayfinding improvements at key intersections and connections to other routes
- **Artwork** - Public art at underpasses and intersections
- **Laneway activation** - Allowances for works to enable future activation of laneways



Routes 3 and 4 - Creeks Walk

- **Footpath treatments** - Continuous concrete footpaths at intersections
- **Pedestrian crossings** - Raised crossings and refuge islands at multiple locations
- **Trees and planting** - Native trees and planting along streets and at roundabouts
- **Signage** - Upgrades to existing signage and new wayfinding to parks, town centres, community facilities, and other routes
- **Artwork** - Public art at intersections and underpasses



Route 5 - City and Reprive

- **Footpath treatments** - Kerb widening and continuous footpath upgrades
- **Pedestrian crossings** - Raised pedestrian crossings at key roads and intersections, and new crossings at major traffic signal intersections
- **Trees and planting** - Native trees in grass verges and tree pits, raised planters at station entries
- **Seating and amenities** - Bike racks, bench seating, waste bins
- **Signage** - Upgrades to existing signage and new wayfinding to public transport stops, community facilities, and town centres
- **Artwork** - Artist integration in laneways, underpasses, and along brick walls



Route 6 - Brews and Bars

- **Footpath treatments** - Kerb widening, new and upgraded footpaths, continuous treatments at intersections
- **Pedestrian crossings** - Raised crossings and new crossings at major traffic signal intersections
- **Trees and planting** - Tree planting and planters at crossings and station entrances
- **Seating and amenities** - Bike racks, custom seating, waste bins
- **Signage** - Wayfinding to community facilities, art and cultural venues, parks, and other routes
- **Artwork** - Public art integration at stations and intersections
- **Bus stop upgrades:** Allowance for upgrading existing amenities





1

Route 1 | Bays Link Rozelle Parklands to the Bay Run



Figure 33 Route 1 | Bays Link

LEGEND

- Site Extent
- Bus Stop
- Light Rail Stop
- Existing Tree Canopy (Large)
- Existing Tree Canopy (Small)
- Proposed Tree (Vegetation)
- Proposed Tree (Tree Pit)
- Existing Raised Pedestrian Crossing
- Proposed Raised Pedestrian Crossing
- Proposed Continuous Footpath Treatment (CFT)
- Proposed New Footpath
- Proposed Kerb Widening And Path Upgrade
- Proposed Pedestrian Island Crossing
- Existing Signalised Intersection
- Proposed Signalised Crossing Point
- Rozelle Parklands Shared Path
- Existing Cycle Network (Shared Pathway)
- Existing Cycle Network (Painted-On Road)
- Vehicle Parking
- Proposed Artwork
- Parklands
- Bus Routes
- Works as Part of Separate Development
- Directional Signage
- Alternate Route



Figure 34 Section A-A: Route 1 | Lilyfield Road looking east

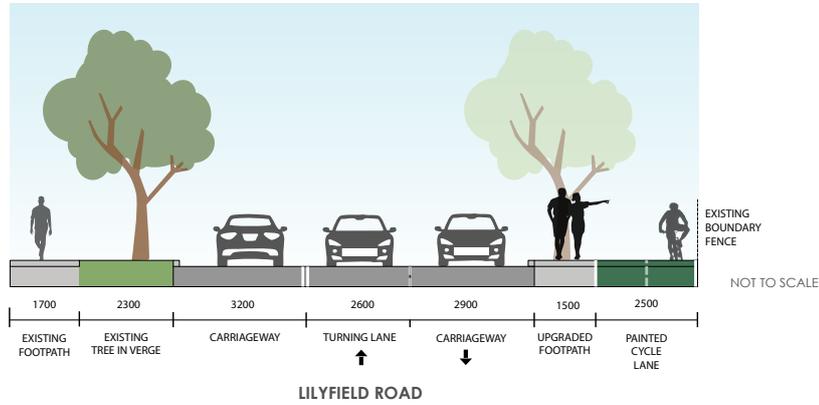
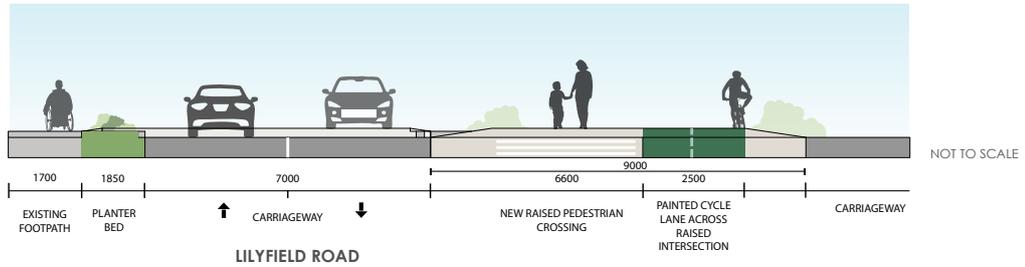


Figure 35 Section B-B: Route 1 | Lilyfield Road at Catherine Street, looking east



Example of a continuous footpath treatment in Marrickville



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Updated Pecuniary Interest Return	Bowman, Sharon	General Manager		27
Investment Report at 31 January 2026	Bowman, Sharon	General Manager		25

Figure 40 Section C-C: Route 2 | Norton Street at William Street, looking north

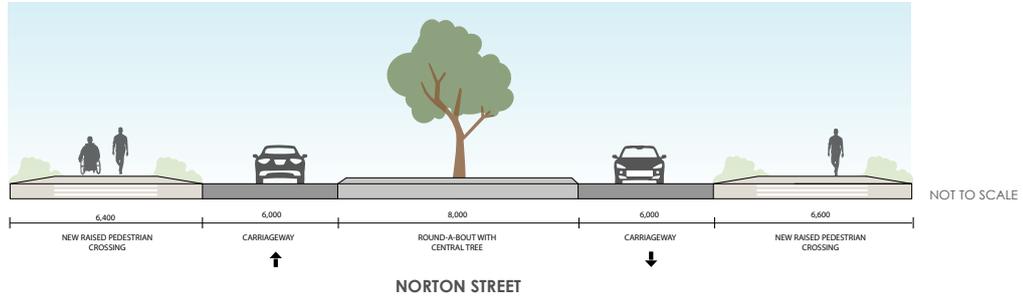


Figure 41 Section D-D: Route 2 | Livingstone Road at Miller Street, looking north

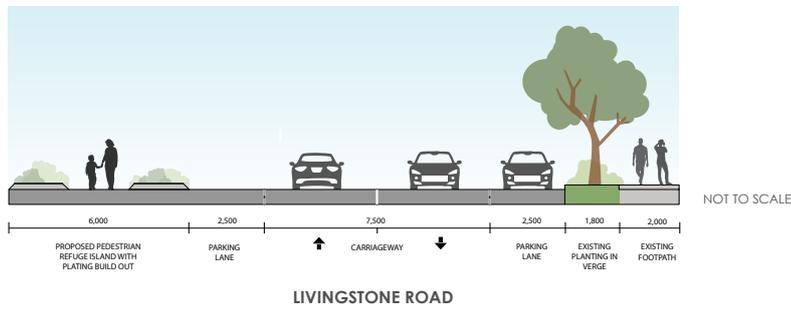
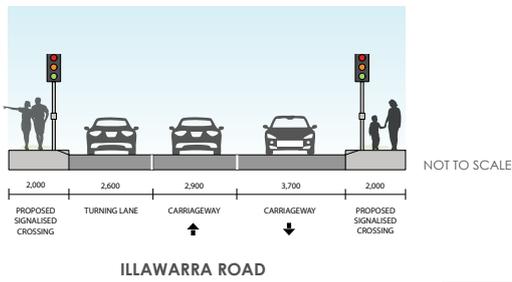


Figure 42 Section E-E: Route 2 | Illawarra Road at Petersham Road, looking north-east



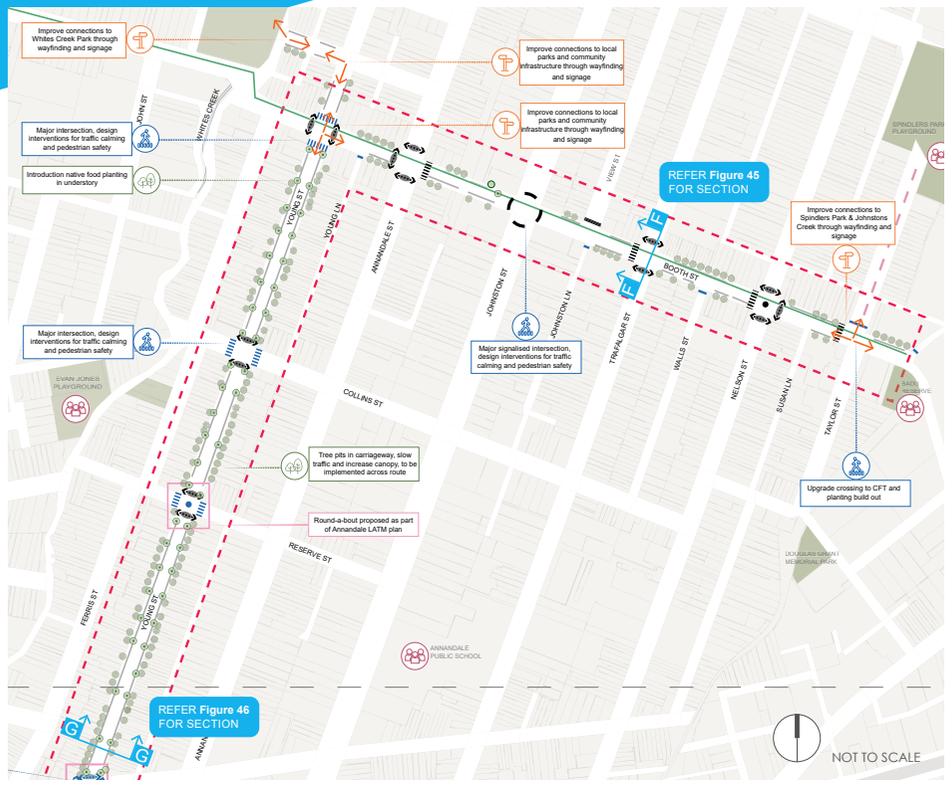
Example of a pedestrian refuge island at a pedestrian crossing

3/4

Routes 3 and 4 | Creeks Walk Stanmore to White Creek and Johnstons Creek



Figure 44 Routes 3 and 4 | Creeks Walk - Section A



- LEGEND**
- Site Extent
 - Train Station
 - Existing Tree Canopy (Large)
 - Existing Tree Canopy (Small)
 - Proposed Tree (Verge)
 - Proposed Tree (Tree Pit)
 - Existing Raised Pedestrian Crossing
 - Proposed Raised Pedestrian Crossing
 - Existing Continuous Footpath Treatment (CFT)
 - Proposed Continuous Footpath Treatment (CFT)
 - Proposed Kerb Widening And Path Upgrade
 - Existing Round-A-Bout
 - Proposed Round-A-Bout
 - Existing Pedestrian Island Crossing
 - Proposed Pedestrian Island Crossing
 - Existing Signalled Intersection
 - Existing Cycle Network
 - Vehicle Parking
 - Proposed Artwork
 - Parklands
 - Bus Routes
 - Directional Signage
 - Alternate Route
 - LATM Intervention

Figure 43 Routes 3 and 4 | Creeks Walk - Section B

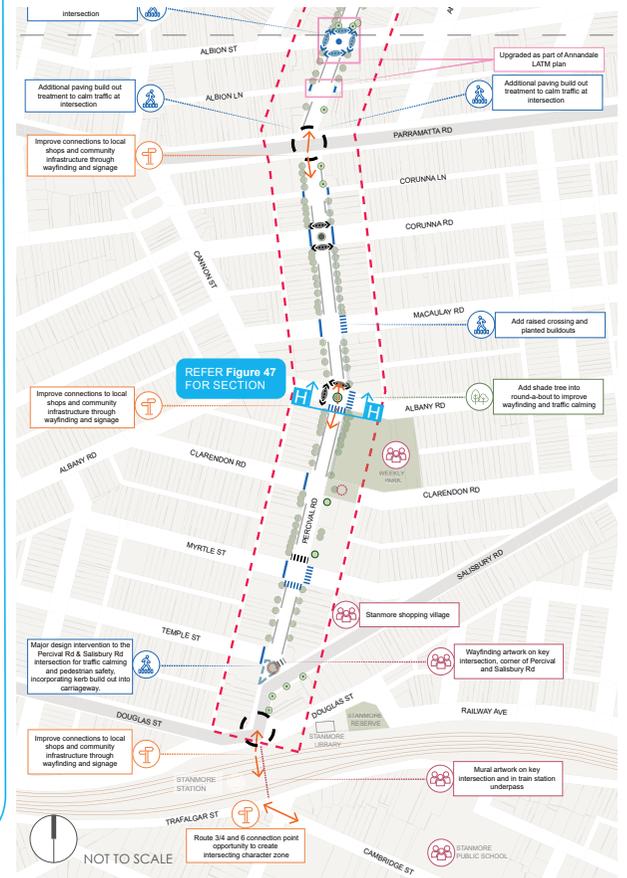


Figure 45 Section F-F: Routes 3 and 4 | Booth Street at Trafalgar Street, looking west

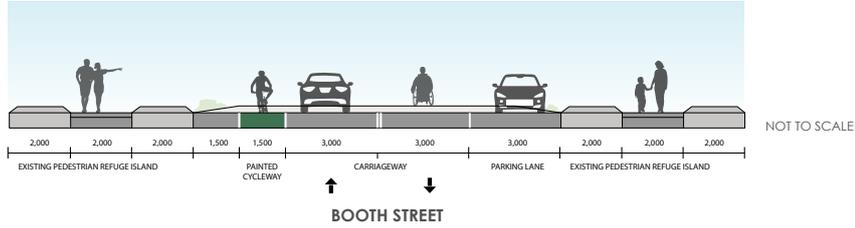


Figure 46 Section G-G: Routes 3 and 4 | Percival Road at Albion Lane, looking north

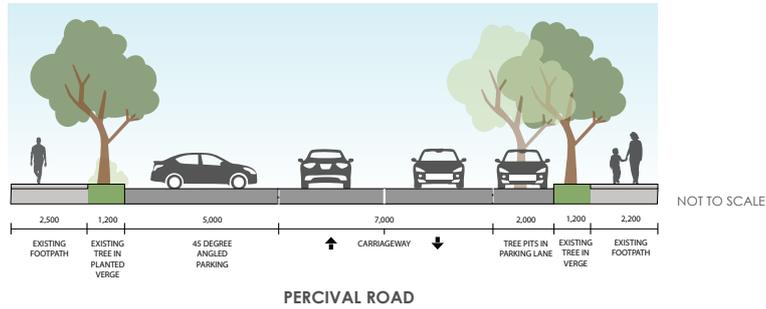
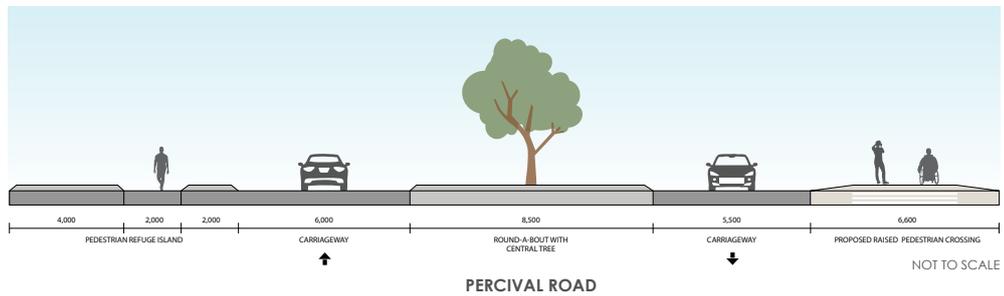


Figure 47 Section H-H: Routes 3 and 4 | Percival Road at Albany Road, looking north



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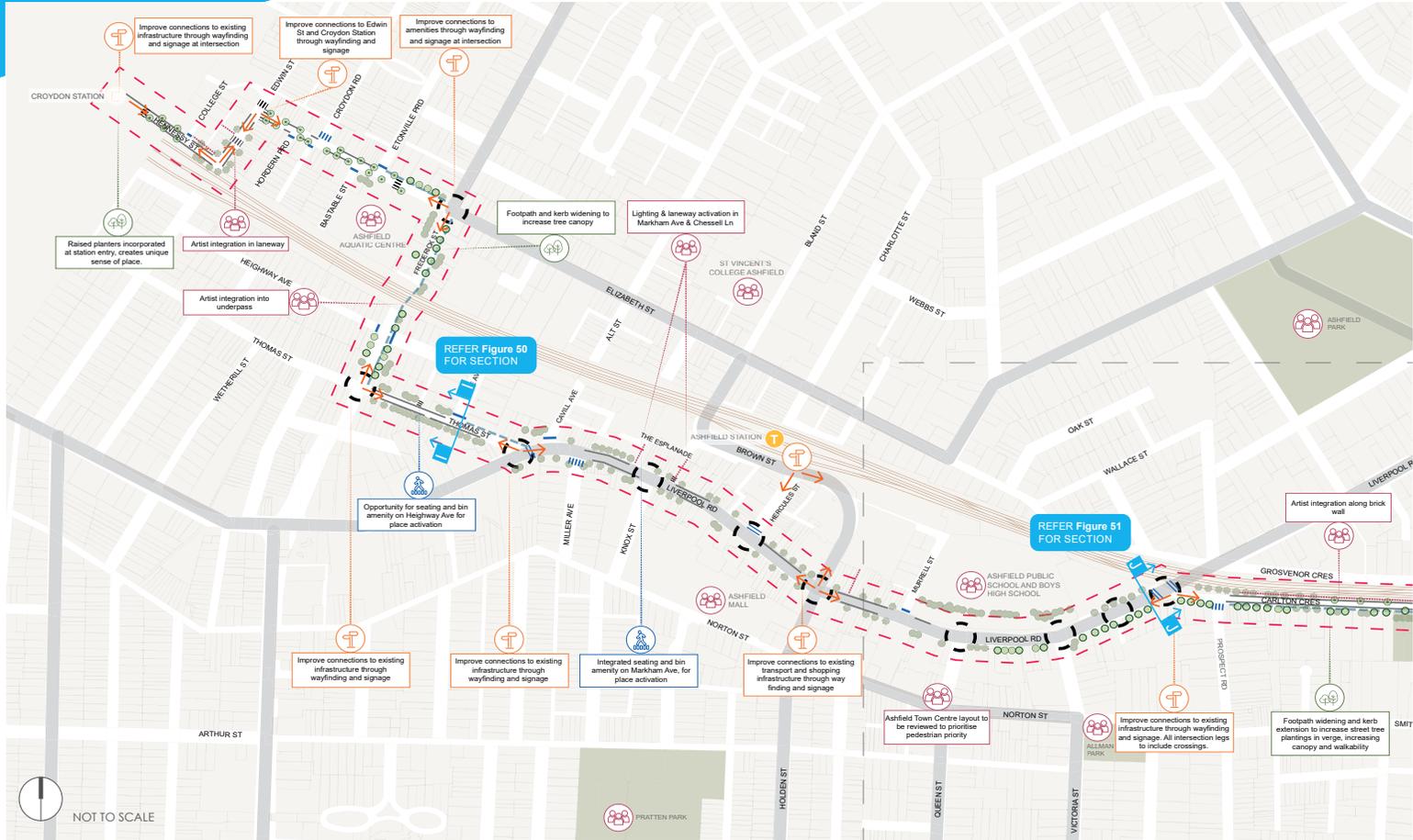
Route 5 | City and Reprise Western Link



Figure 48 Route 5 | City and Reprise - Section A

LEGEND

- Site Extent
- Light Rail Stop
- Train Station
- Existing Tree Canopy (Large)
- Existing Tree Canopy (Small)
- Proposed Tree (Verge)
- Proposed Tree (Tree Pit)
- Existing Raised Pedestrian Crossing
- Existing Painted Pedestrian Crossing
- Proposed Raised Pedestrian Crossing
- Existing Continuous Footpath Treatment (CFT)
- Proposed Continuous Footpath Treatment (CFT)
- Proposed Kerb Widening and Path Upgrade
- Existing Round-A-Bout
- Existing Pedestrian Island Crossing
- Proposed Pedestrian Island Crossing
- Existing Signalled Intersection
- Proposed Signalled Crossing Point
- Existing Cycle Network
- Vehicle Parking
- Proposed Artwork
- Parklands
- Bus Routes
- Directional Signage
- Alternate Route



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Route 5 | City and Reprive Western Link

Key Plan

Figure 49 Route 5 | City and Reprive - Section B

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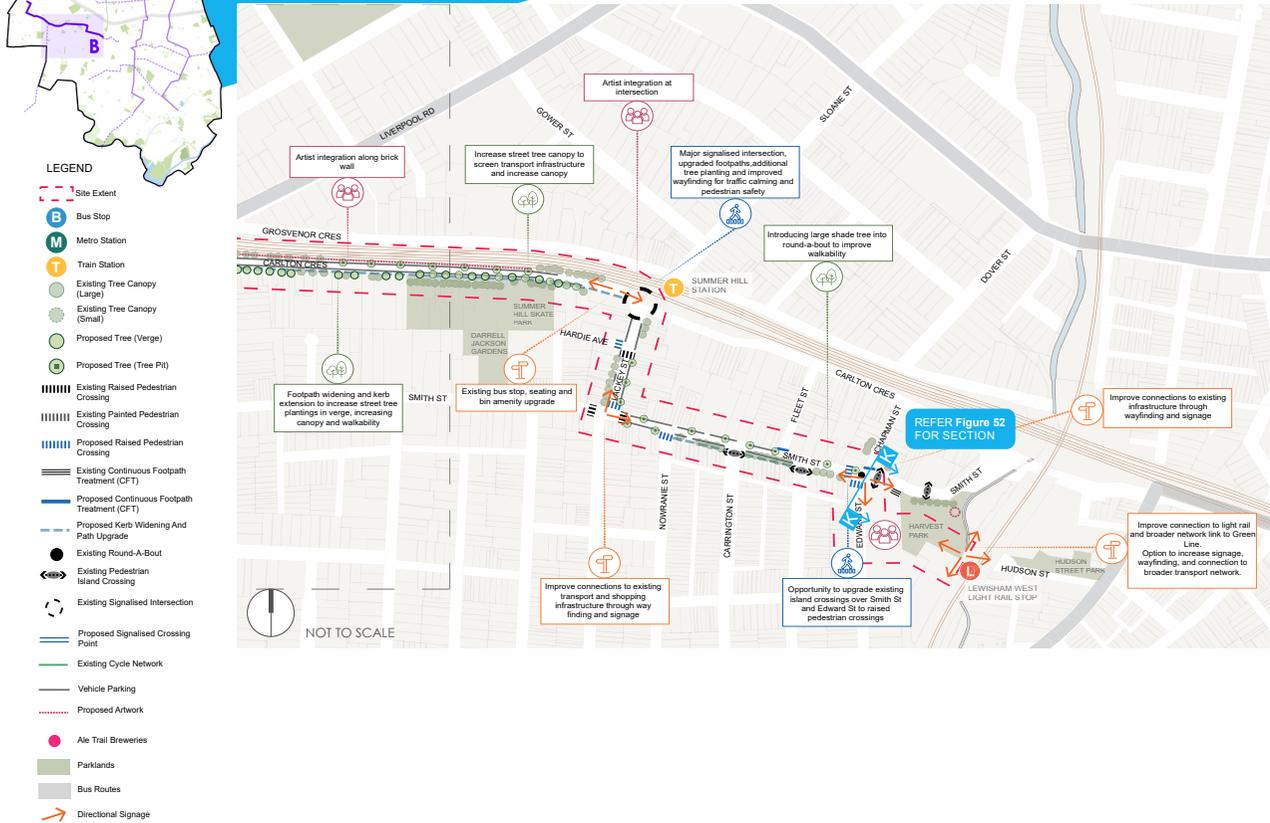


Figure 50 Section I-I: Route 5 | Thomas Street at The Avenue, looking west

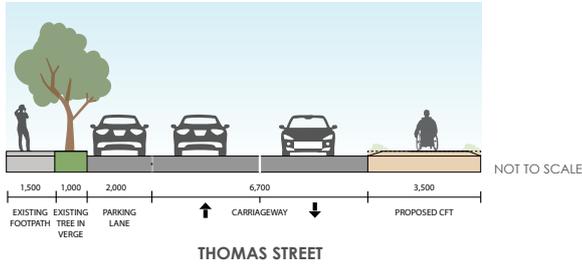


Figure 51 Section J-J: Route 5 | Liverpool Road at the railway crossing, looking north

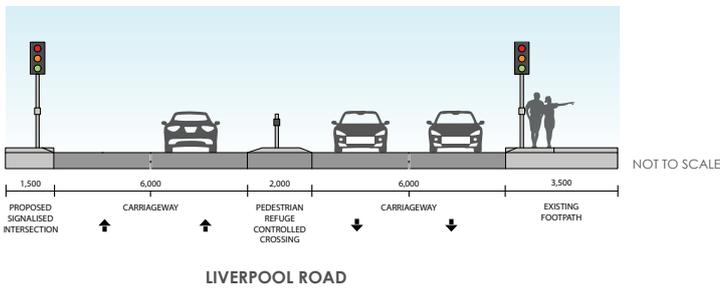
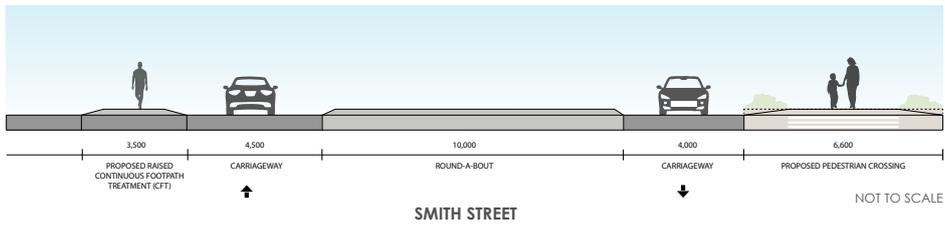


Figure 52 Section K-K: Route 5 | Smith Street at Edward Street, looking west

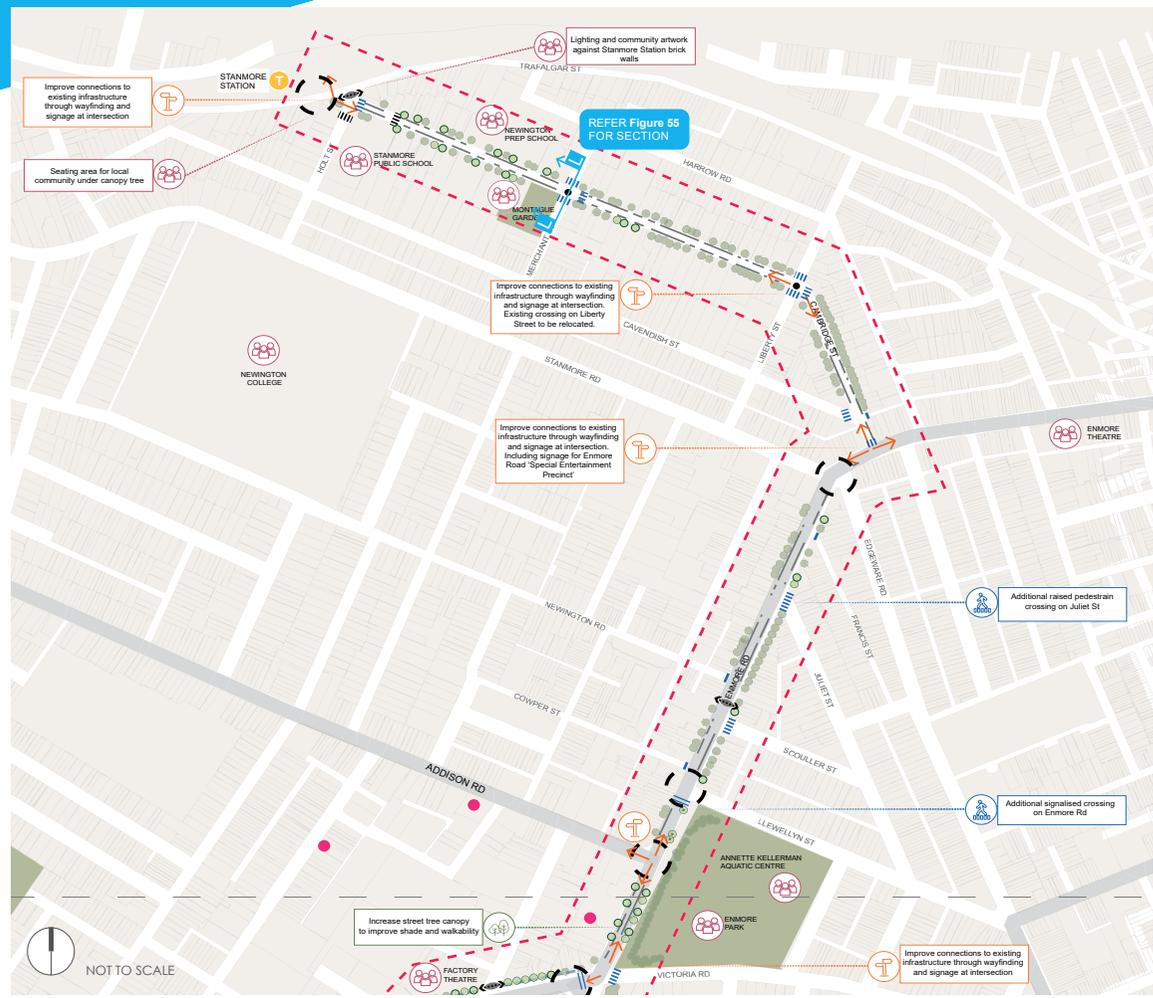


Route 6 | Brews and bars Sydenham to Stanmore



Figure 53 Route 6 | Brews and Bars - Section A

- LEGEND**
- Site Extent
 - B Bus Stop
 - M Metro Station
 - T Train Station
 - Existing Tree Canopy (Large)
 - Existing Tree Canopy (Small)
 - Proposed Tree (Verge)
 - Proposed Tree (Tree Pit)
 - Existing Raised Pedestrian Crossing
 - Existing Painted Pedestrian Crossing
 - Proposed Raised Pedestrian Crossing
 - Existing Continuous Footpath Treatment (CFT)
 - Proposed Continuous Footpath Treatment (CFT)
 - Proposed Kerb Widening And Path Upgrade
 - Existing Round-A-Bout
 - Existing Pedestrian Island Crossing
 - Proposed Pedestrian Island Crossing
 - Existing Signalised Intersection
 - Proposed Signalised Crossing Point
 - Existing Cycle Network
 - Vehicle Parking
 - Proposed Artwork
 - Ale Trail Breweries
 - Parklands
 - Bus Routes
 - ➔ Directional Signage



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Route 6 | Brews and Bars Sydenham to Stanmore

Key Plan

Figure 54 Route 6 | Brews and Bars - Section B



Figure 55 Section L-L: Route 6 | Cambridge Street at Merchant Street, looking west

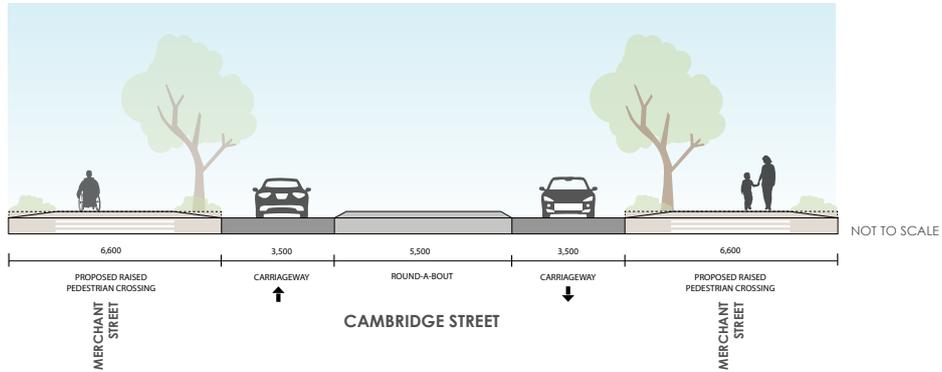
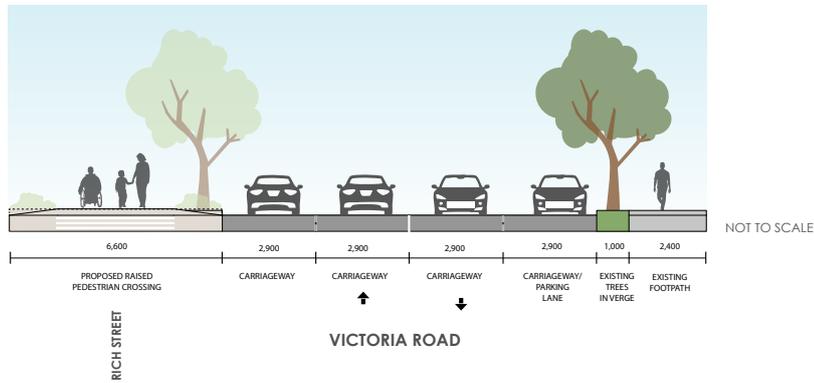
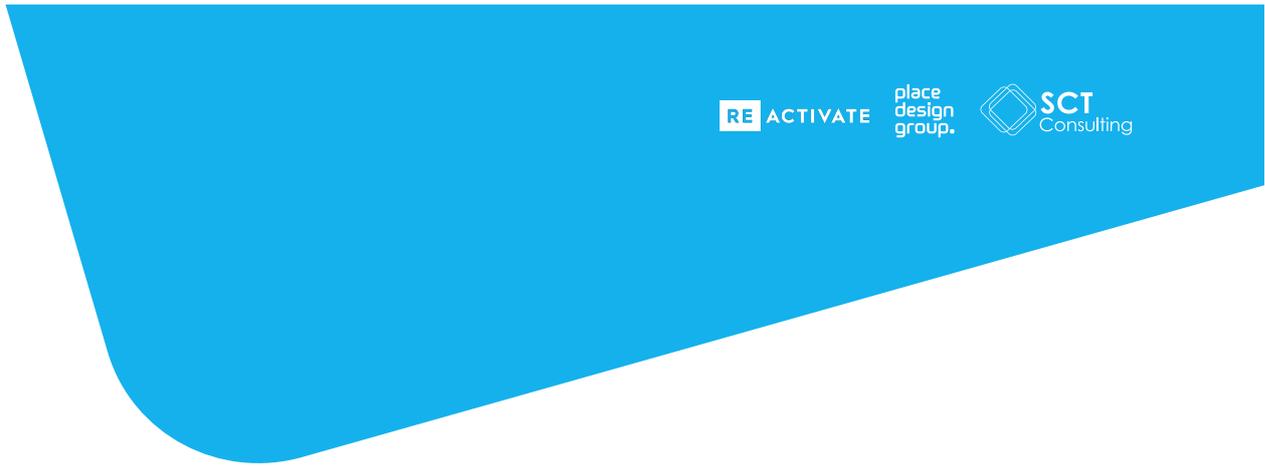


Figure 56 Section M-M: Route 6 | Victoria Road at Rich Street, looking north



Example of a raised pedestrian crossing on Norton Street, Leichhardt





7

Implementation

The Great Inner West Walk Study provides a framework for delivery of a strategic pedestrian network and is envisaged as a long-term strategy.

Given the overarching goals of the Study to improve pedestrian connectivity and safety, promote walking for local and recreational trips, and add to the liveability of the Inner West, it is recommended that the Study be adopted as a whole-of-Council strategy. It will guide future investment in pedestrian infrastructure upgrades and provision, particularly the delivery of the Inner West Pedestrian Access and Mobility Plan (PAMP), InnerWest@40, and the Local Area Traffic Management (LATM) plans.

7.1 Potential funding sources

The design opportunities proposed in this Study have not yet received funding for implementation and are likely to require grant funding in order for concept detailed design and implementation to proceed.

The outcomes of this Study are intended to be utilised and progressed in detail to seek external funding sources and develop a prioritised list of projects for Council to action.

A number of NSW Government grants which may be appropriate to explore include:

- **Get NSW Active** – supporting local councils to deliver pedestrian and cycling infrastructure and improvements, such as continuous and connected paths and quality places, that encourage walking and cycling and contribute to vibrant, liveable neighbourhoods.
- **Get Kids Active** – a sub-program under Get NSW Active, specifically targeting making it safer, easier, and more fun for children to walk and cycle to/from school.

- **NSW Active Transport Infrastructure** – supporting planning, design, and construction of footpaths, shared paths, and cycleways, particularly priority projects that are likely to be large-scale, strategic connections.
- **High Pedestrian Activity Area Sub Program** – under the broader Towards Zero Safer Roads program, focusing on delivering infrastructure and reduced speed zones in urban areas with high pedestrian activity to reduce fatalities and serious injuries.
- **Metropolitan Greenspace Program** – helping local councils create vibrant neighbourhoods and sustainable communities and providing funding for projects that create high-quality green spaces that connect town centres, transport hubs, and homes.
- **Active Transport Fund (Australian Government)** – encouraging walking and cycling across Australia by upgrading and constructing new pedestrian and bicycle paths, reducing transport emissions, and supporting active and liveable communities.
- Other grant opportunities, including Multicultural NSW, Tourism NSW, and other non-transport grants.

7.2 Preliminary cost estimate

A preliminary (high-level) cost estimate has been undertaken for the purpose of understanding the likely quantum of funds required to implemented individual projects, sections of routes and complete routes.

A summary of the cost to deliver all projects along each route is provided in **Table 9**. It is recognised however, that it is unlikely that a route would be delivered in its entirety as a single project, but rather as a collection of smaller projects under various funding sources.

A detailed breakdown of cost estimates by section of Route and individual project has been provided at **Appendix C**.

Table 9 Summary of cost estimates by route

Route	Cost summary exc GST (+/- 20% as noted below)
Route 1	\$5,678,000
Route 2	\$6,762,000
Routes 3 and 4	\$7,841,000
Route 5	\$10,251,000
Route 6	\$8,742,000

7.2.1 Assumptions and exclusions

Notes, assumptions and qualifications to be read in conjunction with the cost estimate include:

- GST is excluded.
- Rates and prices are current as at October 2025 with no allowance for future escalation. The current forecast escalation allowances as per the published AIQS building cost index (BCI) are as follows:
 - a. October 2025 – October 2026 - 4.5%
 - a. October 2026 – October 2027 - 4.5%



- Rates and prices reflect that some works may be required to be undertaken at night or outside normal working hours.
- Cost plans are based on the concept design plans provided at **Section 6.2**.
- Allowances only have been included for laneway activation works, as the actual scope and extent of works has not yet been determined.
- Artwork allowances are for commissioning of an artist, as the extent and scope of artworks is currently unknown.
- No allowance has been included for removal of contamination (asbestos and the like) that may be encountered during the works.
- No allowance has been included for diversion or relocation of underground or above ground services that may be encountered during the works.
- No allowance has been included for upgrade or enhancement to existing civil, stormwater, and services infrastructure that may be required as part of the works.
- Fees related to road closures and the like are excluded.
- The works are assumed to be competitively tendered to a select list of suitably qualified contractors.
- The works are assumed to be awarded to be completed in a single stage (per route) and no allowance has been included for staging or for individual pieces of work to be completed separately which may require additional set up costs, supervision, management, etc.
- Contingency has been included at 30% as per Infrastructure NSW benchmark to cover unforeseen works, risks and design development comprising:
 - a. Planning Contingency at 5%
 - b. Design Contingency at 5%
 - c. Construction Contingency at 10%
 - d. Client Contingency at 10%
- Given the preliminary nature of the design and scope of works, the estimate recommends that a price range of +/- 20% be considered as reasonable when establishing budgets.
- Preliminaries are included to cover the non-trade components of the works, which include but not limited to head contractors supervision and management, project insurances, temporary site accommodation, materials handling and access (lifting, cramage, scaffold, etc.), OHS, WHS, Site Safety, First Aid and the like.

7.3 Staging

The Study recognises that the Inner West is already a walkable place, with its gentle topography, abundant footpaths, and permeable local street network. Infrastructure on all of the proposed routes already exists, with some routes in fact already busy and active with pedestrian traffic. Minor improvements and small-scale works can be implemented quickly and immediately create positive outcomes.

With this, implementation staging has been developed at high level to inform future planning and delivery of the Great Inner West Walk, taking into account quick wins and the MCA outcomes discussed in **Section 5.2.2** and **Appendix B**.

Additionally, note that the proposed staging is not static. Some other projects may be carried out when opportunities arise, particularly those identified in the PAMP, InnerWest@40, and LATM plans.

7.3.1 Short term

- Establish all proposed routes
- Promote the pedestrian network through branding, marketing, and communications program
- Install wayfinding and signage as identified in the draft concept plans.

7.3.2 Medium term

- Continue working through Council's footpath renewal program to ensure that the quality of footpaths is maintained
- Investigate and implement street tree planting and street furniture on the proposed routes
- Investigate identified lighting improvements and implement high-priority lighting improvement works with Ausgrid lighting

- Investigate and implement relevant projects identified in the PAMP, InnerWest@40, LATM plans, and other strategies that complement the proposed Great Inner West Walk
- Carry out detailed design and cost estimation for high-impact, high-score routes, as informed by the MCA that Council will need to deliver for:
 - Route 1 – Bays Link
 - Route 2 – Foods of the World Walk.
- Seek and apply for grant funding for detailed design, implementation, and construction.
- Investigate high-level concept design and preliminary cost estimation for the identified 'minor links identified' in **Figure 26**.

7.3.3 Medium to long term

- Carry out detailed design and cost estimation for the remaining proposed routes:
 - Route 3 & 4 – Creeks Walk
 - Route 5 – City and Reprieve
 - Route 6 – Brews and Bars.
- Implement the remaining proposed routes;
- Implement lower-priority lighting improvement works
- Carry out detailed design of the investigated 'minor links'.

7.3.4 Long term

- Implement the investigated 'minor links'
- Continuously monitor emerging trends and needs of the community to ensure that the pedestrian network of the Inner West remain supportive of its wellbeing.



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Appendix | Stakeholder engagement outcomes report

Item 1

Attachment 1



**INNER WEST COUNCIL
GREAT INNER WEST WALK**

EARLY ENGAGEMENT SUMMARY

12 December 2025

Introduction and Overview

The following presents the key findings from the Early Engagement stage for the Great Inner West Walk Study (the Study). This occurred between April and November 2025. The second stage of engagement is the Public Exhibition, scheduled for early 2026.

Early Engagement was conducted both online and in person, utilising various activities outlined below with the following levels of participation:

- 128 community members completed an online 'Place Drivers Survey' via the Your Say Inner West project webpage
- 5 Local Democracy Groups (LDGs) engaged through presentations and facilitated discussions during their quarterly meetings. LDGs included: Arts and Culture LDG, Transport LDG, Environment LDG, Access LDG and Aboriginal and Torres Strait Islander LDG.

During this stage, the community and LDGs were informed of the development of the Study. They also shared their perspective of the Inner West, how walking routes are currently used, future aspirations for the experience of walking routes and key considerations for placemaking, activation and public realm upgrades.

The following presents the key considerations for the Study, that were common to both community and LDG responses:

- Developing routes that are safe, comfortable and support persons with access needs. Factors to consider include pathway separation and width, safe crossings, clear wayfinding and shade.
- Providing direct links to key destinations and routes which link up existing points of interest (e.g., highstreets, transport, cafes/food trail).
- Embedding opportunities to connect with nature, with strong support for more native ecological trails that support biodiversity.



- Embedding attributes that Connect with Country, integrate public art, showcase local stories, culture and history – and offer a sense of discovery.
- Ensuring some routes are peaceful and favour quieter streets.

Online Community Survey Summary

The following presents a summary of the quantitative and qualitative survey findings most relevant to developing the Study. Note, caution should be taken in interpreting the results given the small sample size of 128 responses.

- Walking in the Inner West is primarily a leisure-based pursuit, with **91%** walking for 'personal leisure or exercise'. Similarly, over **80%** cited 'connecting with nature and water' and going to 'cafes' as their purpose for walking. Functional-based pursuits also featured highly, with over **86%** walking to the shops and **68%** commuting.
- Respondents are frequent walkers with over **80%** walking daily and typically do so on mornings (weekend and weekday), and weekend afternoons. This correlates to the leisure-based and commuting purposes. Further, over **80%** walk alone, and **40%** 'with a group' – which could include a partner.
- **Over half** of respondents consider practical and safety upgrades to walking routes as the top factors to encourage them to walk more. This includes 'separated pathways for safety' (**60%**), 'wider footpaths' (**59%**), 'shaded areas' (**52%**), 'better lighting and safety at night' (**49%**). Additionally, safety was a significant theme regarding the future experience of walking – and therefore core expectation, with **25 mentions** of terms like "safe," "safer," "safely," or "safety."
- A strong value is placed on connecting with nature through walking – and manifests in a variety of ways. Specifically, **80%** would like to experience 'Ecological trails (e.g. highlighting native plants and animals, birds insects)' considering these to currently be missing. Additionally, 'Native plants, animals, birds and insects' – was the top response of what would make a 'Great Walk', with **53%** saying so. Similarly, **53%** would be encouraged to walk more locally if there were 'Connections to plants, animals, birds and insects' and First Nations storytelling and planting (**38%**). Finally, access to nature was the top response for what the future of walking in the Inner West should be with **33 mentions** of terms like "trees," "canopy," "creek," "parks," and "harbour".



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- Art, culture, history, and connecting with Country were also strong priorities to be integrated into the future walks. Specifically, **45%** would like to experience 'Connecting with Country trails' and 'Historical trails' – considering these currently missing. Additionally, **42%** consider 'Public art and cultural experiences' as a top factor in making a 'Great Walk', followed by **32%** feeling similar about 'First Nations stories and knowledge' and 'Local stories and history'.
- Connections to cafes and culinary experiences were another dominant preference for future walks. Over **50%** would like to experience a 'Foodie trail (linking up key food destinations, cafes, precincts)' and **around one-third (32%)** consider 'Cafes' as a key element of a 'Great Walk'.
- Experientially, **over half** of respondents would like the walk to feel 'Peaceful' (**63%**) supported by **42%** wanting it to feel 'like an escape (sanctuary)'. This is supported by **32 mentions** of terms like "peaceful," "calm," "beautiful," and "scenic" regarding what the future of walking in the Inner West should feel like. Notably, **42%** want it to feel 'Wonderous, with a sense of discovery' – another top response.
- Accessibility was a significant theme, expressed in terms of physical access (step-free paths, wheelchair and pram access), better signage and wayfinding, and stronger connections between neighbourhoods and transport hubs. This theme reflects a desire for walking routes that are inclusive for all people and practical as part of daily life, not only recreational.



Local Democracy Group Engagement Summary

Engagement with LDGs has been done in two stages:

- Blank page Engagement: to inform groups of the Study and receive initial considerations.
- Early Engagement: to present proposed routes, show the integration of prior feedback, and receive additional feedback to inform the development of the Study. This has been undertaken with Environment LDG, Transport LDGs, Arts and Culture LDG, Access LDG, and Aboriginal and Torres Strait Islander LDG.

The following is a summary of the Blank page engagement findings that have been integrated into the development of the routes – as well as items that are being considered for concept design.

Feedback actioned and integrated into route development

- Direct routes to destinations
- Linking up of points of interest, e.g. architectural, historical, arts and cultural
- Connections to Sydenham Station
- Routes on quieter streets
- Increased safety and comfort: consideration of walking speed - conflicts, attractions; consideration of difficult crossings

Feedback considered in concept design

- Amenities: seating, shade, drinking stations
- Better signage
- Connection to nature: native trees attracting native wildlife, bird watching
- Sense of escape from urban noise and pollution
- Separating and signposting cycle and pedestrian paths

Other elements noted for consideration in future design stages include:

- Integrating arts-based 'gentle experiences' in quiet residential areas, such as murals, plaques, plinths, audio stories, 'scavenger hunt' trails, celebration of local heroes.
- Integrating opportunities for interactive moments in vibrant areas, such as nooks/stages for performance; outdoor chess; ping-pong tables.



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The developed routes were tested with all five LDGs, with their key suggestions as follows:

Route 1 – Lilyfield Road Cycleway

- Consider additional connections that link more points of interest (i.e., Balmain Road, Cafes, 20th century architecture, Callan Park, Writing NSW and Leichhardt Park Aquatic Centre)
- Consider additional or alternative routes, such as opposite Orange Grove Markets which is a gentler walk
- Integrate signage noting the 'level of difficulty' of the route, particularly given Route 1 is steep
- Integrate Indigenous plant species which are local to the area
- Enhancement of shade, native flora and biodiversity (e.g., possums, birds, mangroves at the Bay Run)
- Integrate drinking stations for people and animals
- Embed place stories that reference geological features (e.g., ancient shorelines along rail line)
- Connect with local bush care initiatives

Route 2 – North-South Spine

- Overall high endorsement for this route
- Consider linking to Balmain Road and relevant restaurants/cafes, and extend South to the Cooks River; and to Audley Street at 'Little Portugal'
- Value the linking of food districts and 'Little Precincts', with some general questioning of the naming of 'Little Italy', and whether this is holding Norton Street back
- Expand the focus of this route beyond food and create opportunities between the 'Little Precincts', e.g. workshops etc.
- Connect with Perfect Match pop-ups, particularly around Petersham Station and Petersham Tunnel
- Integrate Indigenous planting of local tree and grass species
- Integrate seating, shade, drinking stations
- Integrate traffic calming measures for Livingstone Road
- Integrate connections to Country and Indigenous stories specific to key districts e.g., swamp history in the Addison Road area, and connect with the Addison Road Community Organisation

Route 3 and 4 – Stanmore to Creeks

- Celebrate existing wildlife and nature through naming and interpretation panels e.g., turtles



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- Integrate connections to Country by referencing the stories of underground waterways
- Acknowledge heritage architecture on Johnston Street as points of interest
- Consider extension to Rozelle Parklands and Callan Park to enhance the route's 'recreation' theme
- Consider extension to Styles Street, identified as a natural desire line
- Consider Catherine Street as an alternative or addition to the route

Route 5 – Western Link

- Include signage to Inner West Sustainability Hub as a point of interest
- Consider alternative routes, such as The Esplanade, with links to Cavill Avenue, Alt Street and to Elizabeth Street
- Opportunity to link with existing public art and murals (e.g., in Lewisham)
- Integrate connections to Country by referencing the original ridge line along Ashfield Road and the Bunya trees; as well as connecting to Yeo Park and the Aboriginal Survival Memorial
- Integrate Indigenous planting of local tree and grass species
- Integrate seating, shade, drinking stations

Route 6 – Sydenham to Stanmore

- Consider a 'music' theme to this route as a complement to the Ale Trail
- Consider connecting to other points of interest such as hospitality, arts and music venues (e.g., Camelot Lounge, Red Rattler, Gasoline Pony, Marrickville Bowling Club)
- Opportunity for an open studio trail
- Consider linking the 'graffiti lane' – i.e., a shared path and cycleway, north of the stormwater basin and Steel Road
- Integrate historical stories, such as the protest history in Enmore Park
- Integrate traffic calming measures and additional crossings to enhance safety
- Connecting with new developments in the area could lead to funding opportunities
- Connect with Annette Kellerman Pool and Park as a place of interest



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Specific suggestions regarding access are as follows:

General route considerations

- E-mobility (including shared e-bikes) are an issue for pedestrians with impairments, particularly when left on curbside, or approaching from behind
- Route upgrades should support both visual and mobility impairment needs
- Quality of the footpaths is important, ensuring smooth surfacing
- Placing footpaths in relevant, well-used locations
- Ensuring comparable amenities are present on DDA (Disability Discrimination Act 1992) and non-DDA streets
- Data on types of crashes near nursing homes could be insightful in figuring out what issues pedestrians are encountering

Wayfinding considerations

- Implementing Apps
- Integration of braille

Barriers to using routes

- Lack of amenities such as toilets and lighting
- Lack of continuous footpaths or safe crossings
- Sun and heat can create discomfort – routes require respite such as shade, seats and water fountains to mitigate this

Other general suggestions:

- Delivery of an interactive map showcasing points of interest with a 'choose your own adventure' feature for music and arts venues, public art, Indigenous and historical sites, dining, bars, nature etc.
- Ability for the community to contribute to the interactive map/app sharing anecdotes and recommendations
- 'Walk-wide' promotion and activation opportunities to support local businesses, such as, brochure/booklet, discounts and loyalty benefits etc.
- Connecting with Creative Communities program

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Appendix | Detailed multi-criteria assessment outcomes

Item 1

Attachment 1

Great Inner West Walk Masterplan
Multi criteria assessment (MCA) criteria
v4.0 | 21 November 2025 - Final

Route name	
Options	

Themes and weight		Movement and Place Built Environment Indicators themes
Theme	Weight	
Connectivity	22%	Access and connection
Place and activities	18%	Amenity and use, Green and blue, Character and form
Strategic alignment	18%	
Merits	16%	
Safety	14%	Comfort and safety
Comfort	12%	Comfort and safety

Scoring system	
Score	Description
0	No evidence
1	Some evidence that supports the criteria
2	Good evidence that supports the criteria
3	Strong evidence that supports the criteria

Theme	Criteria	Description	Score (0-3)		Notes
			A	B	
Connectivity	Link to other Council's walking routes	Whether there are direct links between the route and other Council's existing and planned walking routes, eg, The Bay Run and Cooks River walking routes			
Connectivity	Link to wider regional networks	The route's position within the wider regional active transport networks, considering connections to other neighbouring LGAs, eg, City of Sydney and Canterbury-Bankstown			
Connectivity	Alignment with Council's cycleways	Whether the route aligns with Council's cycleways. We appreciate that cycleways would bring more people activities along the route and make walking a better experience			
Connectivity	Access to train or metro stations or light rail stops	Whether the route provides direct access to train or metro stations or light rail stops			
Connectivity	Total		#DIV/0!	#DIV/0!	
Place and activities	Retail and commercial activities	The presence of retail, commercial, and business land uses along the route			
Place and activities	Access to parks	Whether the route provides direct access to regional or district parks			
Place and activities	Access to sporting facilities	Whether the route provides direct access to sporting facilities, eg, aquatic centres, fields, ovals, etc			
Place and activities	Walkability Index	The overall Walkability Index of the route, which takes into account employment, education, shopping, errands, and recreation			
Place and activities	Total		#DIV/0!	#DIV/0!	
Strategic alignment	Alignment with PAMP	The level of alignment of the route with the PAMP routes			
Strategic alignment	Alignment with Strategic Pedestrian Network	The level of alignment of the route with the Strategic Pedestrian Network			
Strategic alignment	Alignment with Blue-Green Grid	The level of alignment of the route with the Blue-Green Grid			
Strategic alignment	Inner West@40	The proposed speed limit under the Inner West@40 Strategy. This also reflects pedestrian comfort			
Strategic alignment	Alignment with Local Area Traffic Management plans	The level of alignment of the route with the Local Area Traffic Management plans			
Strategic alignment	Total		#DIV/0!	#DIV/0!	
Merits	Population served	The amount of population according to the 2021 Census adjacent to the route			
Merits	Schools served	The number of schools that the route provides direct access to			
Merits	Benefits from proposed uplifts under the Our Fairer Future Plan	The overall presence of proposed FSR of 2:1 and above under the Our Fairer Future Plan along the route			
Merits	Total		#DIV/0!	#DIV/0!	
Safety	Pedestrian crashes	The presence of crashes along the route that involved pedestrians			
Safety	Unmarked road crossings	The presence of unmarked road crossings along the route. Road crossings in this regard refer to when the footpaths along the route cross side streets, which influence the safety of pedestrians, objectively and psychologically			
Safety	Road type	Whether the route follows State roads, regional roads, or local roads. This also reflects pedestrian comfort			
Safety	Total		#DIV/0!	#DIV/0!	
Comfort	Legibility	The frequency of turns required from one end of the route to the other end of the route			
Comfort	Vertical grade	The presence of vertical grades of 7% or above			
Comfort	Distance	The distance of the route compared to the distance of other options			
Comfort	Total		#DIV/0!	#DIV/0!	

Great Inner West Walk Masterplan
Multi criteria assessment (MCA) criteria
v4.0 | 21 November 2025 - Final

Route name	Gap 1: Lilyfield Road
Options	1A: Lilyfield Road 1B: Balmain Road

Criteria Theme	Criteria	Description	Score (0-3)		Notes
			1A	1B	
Connectivity	Link to other Council's walking routes	Whether there are direct links between the route and other Council's existing and planned walking routes, eg, The Bay Run and Cooks River walking routes	3	2	Both link to the Bay Run in the west. 1A also links to Whites Creek Trail.
Connectivity	Link to wider regional networks	The route's position within the wider regional active transport networks, considering connections to other neighbouring LGAs, eg, City of Sydney and Canterbury-Bankstown	3	1	Both link to the Bay Run. 1A also links to Rozelle Parklands, Glebe foreshore, and potentially Glebe Island Bridge
Connectivity	Alignment with Council's cycleways	Whether the route aligns with Council's cycleways. We appreciate that cycleways would bring more people activities along the route and make walking a better experience	3	1	1A run parallel to Lilyfield Road cycleway
Connectivity	Access to train or metro stations or light rail stops	Whether the route provides direct access to train or metro stations or light rail stops	3	2	1A is more accessible from light rail stops.
Connectivity	Total		22.0%	11.0%	
Place and activities	Retail and commercial activities	The presence of retail, commercial, and business land uses along the route	0	2	No activities on 1A. Some activities on 1B, especially Rozelle shops
Place and activities	Access to parks	Whether the route provides direct access to regional or district parks	2	1	1A has better access to parks, inc Rozelle parklands and Easton Park
Place and activities	Access to sporting facilities	Whether the route provides direct access to sporting facilities, eg, aquatic centres, fields, ovals, etc	1	1	Both have access to one sporting facility
Place and activities	Walkability Index	The overall Walkability Index of the route, which takes into account employment, education, shopping, errands, and recreation	1	2	1B has slightly higher Walkability Index
Place and activities	Total		6.0%	9.0%	
Strategic alignment	Alignment with PAMP	The level of alignment of the route with the PAMP routes	3	3	Similar alignment
Strategic alignment	Alignment with Strategic Pedestrian Network	The level of alignment of the route with the Strategic Pedestrian Network	3	3	Similar alignment
Strategic alignment	Alignment with Blue-Green Grid	The level of alignment of the route with the Blue-Green Grid	3	3	Similar alignment
Strategic alignment	Inner West@40	The proposed speed limit under the Inner West@40 Strategy. This also reflects pedestrian comfort	2	1	1A is partially regional road at 50km/h. 1B is fully State road with no change to speed limit
Strategic alignment	Alignment with Local Area Traffic Management plans	The level of alignment of the route with the Local Area Traffic Management plans	0	1	1B is within Iron Cove Creek LATM area
Strategic alignment	Total		13.2%	13.2%	
Merits	Population served	The amount of population according to the 2021 Census adjacent to the route	3	1	1A serves more population, part of 1B runs parallel to Calian Park
Merits	Schools served	The number of schools that the route provides direct access to	0	1	1B passes one school
Merits	Benefits from proposed uplifts under the Our Fairer Future Plan	The overall presence of proposed FSR of 2:1 and above under the Our Fairer Future Plan along the route	0	0	No uplifts on either option
Merits	Total		5.3%	3.6%	
Safety	Pedestrian crashes	The presence of crashes along the route that involved pedestrians	3	1	Fewer pedestrian crashes on 1A route
Safety	Unmarked road crossings	The presence of unmarked road crossings along the route. Road crossings in this regard refer to when the footpaths along the route cross side streets, which influence the safety of pedestrians, objectively and psychologically	1	1	Similar presence of unmarked road crossings
Safety	Road type	Whether the route follows State roads, regional roads, or local roads. This also reflects pedestrian comfort	2	0	1A is partially local road, partially regional road. 1B is fully State road
Safety	Total		9.3%	3.1%	
Comfort	Legibility	The frequency of turns required from one end of the route to the other end of the route	2	1	1B requires more turns
Comfort	Vertical grade	The presence of vertical grades of 7% or above	3	3	Both are flat
Comfort	Distance	The distance of the route compared to the distance of other options	3	2	1A is slightly shorter
Comfort	Total		10.7%	8.0%	

Summary Theme	1A	1B
Connectivity (22%)	22.0%	11.0%
Place and activities (18%)	6.0%	9.0%
Strategic alignment (18%)	13.2%	13.2%
Merits (16%)	5.3%	3.6%
Safety (14%)	9.3%	3.1%
Comfort (12%)	10.7%	8.0%
Total	66.5%	47.9%

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Route name	Gap 2: North - South Spine
Options	2A: Crystal Street and Petersham Road 2B: Railway Street and Livingstone Road

Criteria Theme	Criteria	Description	Score (0-3)		Notes
			2A	2B	
Connectivity	Link to other Council's walking routes	Whether there are direct links between the route and other Council's existing and planned walking routes, eg, The Bay Run and Cooks River walking routes	3	3	Lilyfield Road and Southwest Metro Active Transport Link
Connectivity	Link to wider regional networks	The route's position within the wider regional active transport networks, considering connections to other neighbouring LGAs, eg, City of Sydney and Canterbury-Bankstown	1	1	Southwest Metro Active Transport Link
Connectivity	Alignment with Council's cycleways	Whether the route aligns with Council's cycleways. We appreciate that cycleways would bring more people activities along the route and make walking a better experience	1	2	There are cycleways along the T2 rail corridor around Petersham Station and Livingstone Rd
Connectivity	Access to train or metro stations or light rail stops	Whether the route provides direct access to train or metro stations or light rail stops	3	3	Petersham and Marrickville Stations
Connectivity	Total		14.7%	16.5%	
Place and activities	Retail and commercial activities	The presence of retail, commercial, and business land uses along the route	3	2	2A has more retail and business land zoning along the route. Both are within walking distance of nearby retail and commercial centres
Place and activities	Access to parks	Whether the route provides direct access to regional or district parks	3	2	2A has access to more parks, ie, Marrickville Park and Henson Park
Place and activities	Access to sporting facilities	Whether the route provides direct access to sporting facilities, eg, aquatic centres, fields, ovals, etc	0	1	2B has direct access to Marrickville Park sporting facilities
Place and activities	Walkability Index	The overall Walkability Index of the route, which takes into account employment, education, shopping, errands, and recreation	2	2	Similar Walkability Index
Place and activities	Total		12.0%	10.5%	
Strategic alignment	Alignment with PAMP	The level of alignment of the route with the PAMP routes	2	2	Similar alignment with PAMP
Strategic alignment	Alignment with Strategic Pedestrian Network	The level of alignment of the route with the Strategic Pedestrian Network	1	2	2A better aligns with the SPN
Strategic alignment	Alignment with Blue-Green Grid	The level of alignment of the route with the Blue-Green Grid	2	2	Similar alignment with BGG
Strategic alignment	Inner West@40	The proposed speed limit under the Inner West@40 Strategy. This also reflects pedestrian comfort	1	2	Part of Livingstone Rd is a State road. Crystal St is a regional road being proposed for a 50km/h speed limit
Strategic alignment	Alignment with Local Area Traffic Management plans	The level of alignment of the route with the Local Area Traffic Management plans	2	2	Similar alignment with the LATM plans
Strategic alignment	Total		9.6%	12.0%	
Merits	Population served	The amount of population according to the 2021 Census adjacent to the route	3	3	Similar amount of population served
Merits	Schools served	The number of schools that the route provides direct access to	3	2	2A would serve one more school
Merits	Benefits from proposed uplifts under the Our Fairer Future Plan	The overall presence of proposed FSR of 2:1 and above under the Our Fairer Future Plan along the route	2	1	2A would benefit more from uplifts proposed in the Our Fairer Future Plan
Merits	Total		14.2%	10.7%	
Safety	Pedestrian crashes	The presence of crashes along the route that involved pedestrians	0	1	More pedestrian crashes on 2A
Safety	Unmarked road crossings	The presence of unmarked road crossings along the route. Road crossings in this regard refer to when the footpaths along the route cross side streets, which influence the safety of pedestrians, objectively and psychologically	1	2	Railway St and Crystal St are similar in terms of side street intersection treatments. Intersection treatments are better on Livingstone Rd than on Petersham Rd, as well as there are fewer intersections on Livingstone Rd
Safety	Road type	Whether the route follows State roads, regional roads, or local roads. This also reflects pedestrian comfort	2	3	Crystal St is a regional road
Safety	Total		4.7%	9.3%	
Comfort	Legibility	The frequency of turns required from one end of the route to the other end of the route	2	3	2A requires more turns
Comfort	Vertical grade	The presence of vertical grades of 7% or above	3	3	Similar vertical grade
Comfort	Distance	The distance of the route compared to the distance of other options	3	3	Similar distance
Comfort	Total		10.7%	12.0%	

Summary		
Theme	2A	2B
Connectivity (22%)	14.7%	16.5%
Place and activities (18%)	12.0%	10.5%
Strategic alignment (18%)	9.6%	12.0%
Merits (16%)	14.2%	10.7%
Safety (14%)	4.7%	9.3%
Comfort (12%)	10.7%	12.0%
Total	65.8%	71.0%

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Route name	Gap 3: Stanmore - Whites Creek Trail
Options	3A: Percival Road and Young Street 3B: Percival Road and Whites Creek Lane

Criteria	Theme	Criteria	Description	3A	3B	Notes
Connectivity	Connectivity	Link to other Council's walking routes	Whether there are direct links between the route and other Council's existing and planned walking routes, eg, The Bay Run and Cooks River walking routes	2	1	Whites Creek Lane (which forms part of the Whites Creek Trail) is currently a laneway with no appeal for recreational walking
		Link to wider regional networks	The route's position within the wider regional active transport networks, considering connections to other neighbouring LGAs, eg, City of Sydney and Canterbury-Bankstown	0	0	No connections to the wider regional networks
		Alignment with Council's cycleways	Whether the route aligns with Council's cycleways. We appreciate that cycleways would bring more people activities along the route and make walking a better experience	1	0	Young Street is designated a cycle route
		Access to train or metro stations or light rail stops	Whether the route provides direct access to train or metro stations or light rail stops	1	1	Stanmore Station
		Connectivity Total			7.3%	3.7%
Place and activities	Place and activities	Retail and commercial activities	The presence of retail, commercial, and business land uses along the route	1	2	Both has very limited retail and business land zoning along the route. But 3B is closer to Norton Street, while 3A is closer to a smaller Booth Street shops
		Access to parks	Whether the route provides direct access to regional or district parks	1	1	Similar access to Whites Creek Valley Park at the northern end
		Access to sporting facilities	Whether the route provides direct access to sporting facilities, eg, aquatic centres, fields, ovals, etc	0	0	
		Walkability Index	The overall Walkability Index of the route, which takes into account employment, education, shopping, errands, and recreation	2	2	Similar Walkability Index
		Place and activities Total			6.0%	7.5%
Strategic alignment	Strategic alignment	Alignment with PAMP	The level of alignment of the route with the PAMP routes	0	3	No alignment on 3A. Full alignment on 3B
		Alignment with Strategic Pedestrian Network	The level of alignment of the route with the Strategic Pedestrian Network	0	3	No alignment on 3A. Full alignment on 3B
		Alignment with Blue-Green Grid	The level of alignment of the route with the Blue-Green Grid	0	3	No alignment on 3A. Full alignment on 3B
		Inner West@40	The proposed speed limit under the Inner West@40 Strategy. This also reflects pedestrian comfort	3	3	Both are local roads
		Alignment with Local Area Traffic Management plans	The level of alignment of the route with the Local Area Traffic Management plans	3	3	Similar alignment with the LATM plans
Strategic alignment Total			7.2%	18.0%		
Merits	Merits	Population served	The amount of population according to the 2021 Census adjacent to the route	3	2	2A serves somewhat higher population
		Schools served	The number of schools that the route provides direct access to	0	0	No schools served
		Benefits from proposed uplifts under the Our Fairer Future Plan	The overall presence of proposed FSR of 2:1 and above under the Our Fairer Future Plan along the route	0	1	2B would benefit more from uplifts on Parramatta Road
Merits Total			5.3%	5.3%		
Safety	Safety	Pedestrian crashes	The presence of crashes along the route that involved pedestrians	1	1	Similar number of pedestrian crashes
		Unmarked road crossings	The presence of unmarked road crossings along the route. Road crossings in this regard refer to when the footpaths along the route cross side streets, which influence the safety of pedestrians, objectively and psychologically	2	2	Similar presence of side street road crossings
		Road type	Whether the route follows State roads, regional roads, or local roads. This also reflects pedestrian comfort	3	2	Both are local roads; however, 2B likely presents more safety concerns due to its typology as a laneway
Safety Total			9.3%	7.8%		
Comfort	Comfort	Legibility	The frequency of turns required from one end of the route to the other end of the route	3	1	2B is less legible due to its typology as a laneway and inconsistency of its form. It also crosses more main roads
		Vertical grade	The presence of vertical grades of 7% or above	3	3	Similar vertical grade
		Distance	The distance of the route compared to the distance of other options	3	3	Similar distance to reach Whites Creek Valley Park
Comfort Total			12.0%	9.3%		

Summary	3A	3B
Theme		
Connectivity (22%)	7.3%	3.7%
Place and activities (18%)	6.0%	7.5%
Strategic alignment (18%)	7.2%	18.0%
Merits (16%)	5.3%	5.3%
Safety (14%)	9.3%	7.8%
Comfort (12%)	12.0%	9.3%
Total	47.2%	51.6%

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Route name	Gap 4: Stanmore - Johnstons Creek Trail
Options	4A: Percival Road - Young Street - Booth Street
	4B: Salisbury Road - Johnstons Street - Collins Street

Criteria					
Theme	Criteria	Description	4A	4B	Notes
Connectivity	Link to other Council's walking routes	Whether there are direct links between the route and other Council's existing and planned walking routes, eg, The Bay Run and Cooks River walking routes	3	2	4A is closer to Whites Creek Trail
Connectivity	Link to wider regional networks	The route's position within the wider regional active transport networks, considering connections to other neighbouring LGAs, eg, City of Sydney and Canterbury-Bankstown	1	1	
Connectivity	Alignment with Council's cycleways	Whether the route aligns with Council's cycleways. We appreciate that cycleways would bring more people activities along the route and make walking a better experience	3	2	4A better aligns with cycling routes
Connectivity	Access to train or metro stations or light rail stops	Whether the route provides direct access to train or metro stations or light rail stops	1	1	Stanmore Station
Connectivity	Total		14.7%	11.0%	
Place and activities	Retail and commercial activities	The presence of retail, commercial, and business land uses along the route	3	1	Booth Street for 4A
Place and activities	Access to parks	Whether the route provides direct access to regional or district parks	1	0	Weekley Park
Place and activities	Access to sporting facilities	Whether the route provides direct access to sporting facilities, eg, aquatic centres, fields, ovals, etc	0	0	
Place and activities	Walkability Index	The overall Walkability Index of the route, which takes into account employment, education, shopping, errands, and recreation	2	2	Similar Walkability Index
Place and activities	Total		9.0%	4.5%	
Strategic alignment	Alignment with PAMP	The level of alignment of the route with the PAMP routes	2	3	4B better aligns with PAMP
Strategic alignment	Alignment with Strategic Pedestrian Network	The level of alignment of the route with the Strategic Pedestrian Network	2	2	Similar alignment
Strategic alignment	Alignment with Blue-Green Grid	The level of alignment of the route with the Blue-Green Grid	2	2	Similar alignment
Strategic alignment	Inner West@40	The proposed speed limit under the Inner West@40 Strategy. This also reflects pedestrian comfort	3	1	Johnstons St a State road and Salisbury Rd a regional road
Strategic alignment	Alignment with Local Area Traffic Management plans	The level of alignment of the route with the Local Area Traffic Management plans	3	3	Both are within Stanmore Ward LATM area
Strategic alignment	Total		14.4%	13.2%	
Merits	Population served	The amount of population according to the 2021 Census adjacent to the route	2	2	Similar number of population served
Merits	Schools served	The number of schools that the route provides direct access to	1	2	Annandale PS on route 4B
Merits	Benefits from proposed uplifts under the Our Fairer Future Plan	The overall presence of proposed FSR of 2:1 and above under the Our Fairer Future Plan along the route	1	1	Both benefit little from the plan
Merits	Total		7.1%	8.9%	
Safety	Pedestrian crashes	The presence of crashes along the route that involved pedestrians	2	2	Similar number of pedestrian crashes
Safety	Unmarked road crossings	The presence of unmarked road crossings along the route. Road crossings in this regard refer to when the footpaths along the route cross side streets, which influence the safety of pedestrians, objectively and psychologically	1	1	Similar presence of unmarked road crossings
Safety	Road type	Whether the route follows State roads, regional roads, or local roads. This also reflects pedestrian comfort	3	1	4A runs mostly on local road. 4B runs mostly on either State or regional road
Safety	Total		9.3%	6.2%	
Comfort	Legibility	The frequency of turns required from one end of the route to the other end of the route	1	1	Similar
Comfort	Vertical grade	The presence of vertical grades of 7% or above	3	2	4B is slightly steeper, esp at Chester St
Comfort	Distance	The distance of the route compared to the distance of other options	2	3	4A is slightly longer to access Johnstons Creek
Comfort	Total		8.0%	8.0%	

Summary	4A	4B
Theme		
Connectivity (22%)	14.7%	11.0%
Place and activities (18%)	9.0%	4.5%
Strategic alignment (18%)	14.4%	13.2%
Merits (16%)	7.1%	8.9%
Safety (14%)	9.3%	6.2%
Comfort (12%)	8.0%	8.0%
Total	62.5%	51.8%

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Route name	Gap 5: Western Link
Options	5A: Elizabeth Street and Grosvenor Crescent 5B: Liverpool Road and Carlton Crescent

Criteria					
Theme	Criteria	Description	5A	5B	Notes
Connectivity	Link to other Council's walking routes	Whether there are direct links between the route and other Council's existing and planned walking routes, eg, The Bay Run and Cooks River walking routes	2	2	Both link to the GreenWay in the east and Iron Cove Creek corridor in the west
Connectivity	Link to wider regional networks	The route's position within the wider regional active transport networks, considering connections to other neighbouring LGAs, eg, City of Sydney and Canterbury-Bankstown	0	0	No connections
Connectivity	Alignment with Council's cycleways	Whether the route aligns with Council's cycleways. We appreciate that cycleways would bring more people activities along the route and make walking a better experience	3	2	5A runs parallel to a cycling route. 5B merges with a cycling route at some sections
Connectivity	Access to train or metro stations or light rail stops	Whether the route provides direct access to train or metro stations or light rail stops	3	3	Both have access to Ashfield and Summer Hill Stations
Connectivity	Total		14.7%	12.8%	
Place and activities	Retail and commercial activities	The presence of retail, commercial, and business land uses along the route	1	3	Much more activities on 5B, esp Liverpool Rd
Place and activities	Access to parks	Whether the route provides direct access to regional or district parks	1	1	Both are within walking distance of a park
Place and activities	Access to sporting facilities	Whether the route provides direct access to sporting facilities, eg, aquatic centres, fields, ovals, etc	1	1	Both have access to one sporting facility
Place and activities	Walkability Index	The overall Walkability Index of the route, which takes into account employment, education, shopping, errands, and recreation	2	3	5B has higher Walkability Index
Place and activities	Total		7.5%	12.0%	
Strategic alignment	Alignment with PAMP	The level of alignment of the route with the PAMP routes	3	3	Similar alignment
Strategic alignment	Alignment with Strategic Pedestrian Network	The level of alignment of the route with the Strategic Pedestrian Network	0	3	5B is on the SPN, 5A is not
Strategic alignment	Alignment with Blue-Green Grid	The level of alignment of the route with the Blue-Green Grid	3	3	Similar alignment
Strategic alignment	Inner West@40	The proposed speed limit under the Inner West@40 Strategy. This also reflects pedestrian comfort	1	0	5B is mostly either State or regional road. 5A has a short section of local road
Strategic alignment	Alignment with Local Area Traffic Management plans	The level of alignment of the route with the Local Area Traffic Management plans	3	3	Both are partially within Ashfield North and Croydon LATM area
Strategic alignment	Total		12.0%	14.4%	
Merits	Population served	The amount of population according to the 2021 Census adjacent to the route	2	3	5B serves more population
Merits	Schools served	The number of schools that the route provides direct access to	2	2	Both provide access to two schools
Merits	Benefits from proposed uplifts under the Our Fairer Future Plan	The overall presence of proposed FSR of 2:1 and above under the Our Fairer Future Plan along the route	2	3	5B would benefit more from the uplifts
Merits	Total		10.7%	14.2%	
Safety	Pedestrian crashes	The presence of crashes along the route that involved pedestrians	2	1	There were more pedestrian crashes on 5B
Safety	Unmarked road crossings	The presence of unmarked road crossings along the route. Road crossings in this regard refer to when the footpaths along the route cross side streets, which influence the safety of pedestrians, objectively and psychologically	1	2	There are more unmarked road crossings on 5A
Safety	Road type	Whether the route follows State roads, regional roads, or local roads. This also reflects pedestrian comfort	1	0	5B is entirely either State or regional road. 5A is partially local road
Safety	Total		6.2%	4.7%	
Comfort	Legibility	The frequency of turns required from one end of the route to the other end of the route	1	1	Similar legibility
Comfort	Vertical grade	The presence of vertical grades of 7% or above	3	3	Both are flat
Comfort	Distance	The distance of the route compared to the distance of other options	3	2	5A is the shorter one
Comfort	Total		9.3%	8.0%	

Summary		
Theme	5A	5B
Connectivity (22%)	14.7%	12.8%
Place and activities (18%)	7.5%	12.0%
Strategic alignment (18%)	12.0%	14.4%
Merits (16%)	10.7%	14.2%
Safety (14%)	6.2%	4.7%
Comfort (12%)	9.3%	8.0%
Total	60.4%	66.1%

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Route name	Gap 6: Sydenham - Stanmore
Options	6A: Victoria Road - Enmore Road - Cambridge Street 6B: Sydenham Road - Illawarra Road - Newington Road

Criteria						
Theme	Criteria	Description	6A	6B	Notes	
Connectivity	Link to other Council's walking routes	Whether there are direct links between the route and other Council's existing and planned walking routes, eg, The Bay Run and Cooks River walking routes	1	1	Both link to Regional Route 7 in the north and the SWATL in the south	
Connectivity	Link to wider regional networks	The route's position within the wider regional active transport networks, considering connections to other neighbouring LGAs, eg, City of Sydney and Canterbury-Bankstown	1	1	Both link to Regional Route 7 in the north and the SWATL in the south	
Connectivity	Alignment with Council's cycleways	Whether the route aligns with Council's cycleways. We appreciate that cycleways would bring more people activities along the route and make walking a better experience	1	2	6B aligns more with Council's cycling network	
Connectivity	Access to train or metro stations or light rail stops	Whether the route provides direct access to train or metro stations or light rail stops	3	3	Stanmore and Sydenham Stations	
Connectivity	Total		11.0%	12.8%		
Place and activities	Retail and commercial activities	The presence of retail, commercial, and business land uses along the route	3	1	Higher retail and commercial activities on 6A, esp on Enmore and Victoria Rd]	
Place and activities	Access to parks	Whether the route provides direct access to regional or district parks	2	1	6A has better access to a park	
Place and activities	Access to sporting facilities	Whether the route provides direct access to sporting facilities, eg, aquatic centres, fields, ovals, etc	1	0	There's one sporting facility on 6A	
Place and activities	Walkability Index	The overall Walkability Index of the route, which takes into account employment, education, shopping, errands, and recreation	1	1	Similar Walkability Index	
Place and activities	Total		10.5%	4.5%		
Strategic alignment	Alignment with PAMP	The level of alignment of the route with the PAMP routes	3	2	6A fully aligns with PAMP routes	
Strategic alignment	Alignment with Strategic Pedestrian Network	The level of alignment of the route with the Strategic Pedestrian Network	2	1	6A aligns more with the SPM	
Strategic alignment	Alignment with Blue-Green Grid	The level of alignment of the route with the Blue-Green Grid	3	3	Similar alignment	
Strategic alignment	Inner West@40	The proposed speed limit under the Inner West@40 Strategy. This also reflects pedestrian comfort	1	2	5A is mostly State or regional road. 5B is mostly local road	
Strategic alignment	Alignment with Local Area Traffic Management plans	The level of alignment of the route with the Local Area Traffic Management plans	1	1	Both are within Improving Sydenham Road study area	
Strategic alignment	Total		12.0%	10.8%		
Merits	Population served	The amount of population according to the 2021 Census adjacent to the route	1	2	6B serves higher population since a large part of 6A is zoned for industrial land	
Merits	Schools served	The number of schools that the route provides direct access to	1	2	6B passes through more schools	
Merits	Benefits from proposed uplifts under the Our Fairer Future Plan	The overall presence of proposed FSR of 2:1 and above under the Our Fairer Future Plan along the route	1	0	6A would benefit more from the plan	
Merits	Total		5.3%	7.1%		
Safety	Pedestrian crashes	The presence of crashes along the route that involved pedestrians	0	1	Multiple pedestrian crashes on 6A. Some pedestrian crashes on 6B	
Safety	Unmarked road crossings	The presence of unmarked road crossings along the route. Road crossings in this regard refer to when the footpaths along the route cross side streets, which influence the safety of pedestrians, objectively and psychologically	1	1	Similar presence of unmarked road crossings	
Safety	Road type	Whether the route follows State roads, regional roads, or local roads. This also reflects pedestrian comfort	1	2	6A is either State or regional road. 6B passes through some local roads	
Safety	Total		3.1%	6.2%		
Comfort	Legibility	The frequency of turns required from one end of the route to the other end of the route	2	1	6A is more straightforward, 6B requires more turns	
Comfort	Vertical grade	The presence of vertical grades of 7% or above	3	3	Both are flat	
Comfort	Distance	The distance of the route compared to the distance of other options	1	1	Similar distance	
Comfort	Total		8.0%	6.7%		

Summary		
Theme	6A	6B
Connectivity (22%)	11.0%	12.8%
Place and activities (18%)	10.5%	4.5%
Strategic alignment (18%)	12.0%	10.8%
Merits (16%)	5.3%	7.1%
Safety (14%)	3.1%	6.2%
Comfort (12%)	8.0%	6.7%
Total	49.9%	48.1%

Item No: C0326(1) Item 2
Subject: INNER WEST PICKLEBALL COURTS
Prepared By: Peter Shields - Director Engineering

RECOMMENDATION

- 1. That Council endorse the proposal to convert the Punch Park sport courts to become multi-purpose courts that have an appointed tennis operator for limited hours each week. These courts will have line-markings added for four non-bookable Pickleball courts. Council will engage with the nearby community about the forthcoming changes and take feedback into consideration when the works proceed in mid-2026.**
 - 2. That Council endorse the proposal for 24 additional pickleball courts to be delivered by June 2027 across the local government area, subject to project planning, funding and any required consultation.**
 - 3. That the forthcoming review of the Inner West Recreation Strategy consider additional Pickleball facility works, prioritised with consideration of all other sport capital upgrade works.**
-

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

- 2: Liveable, connected neighbourhoods and transport
- 4: Healthy, resilient and caring communities

EXECUTIVE SUMMARY

On 9 December 2025, Council resolved to consider a future report on provision of additional pickleball facilities in the Balmain Ward.

Community interest in Pickleball has noticeably increased in recent years. A review of existing pickleball facilities in the local government area has revealed there are 18 courts presently operating.

Further analysis also shows that Council could equitably distribute an additional 24 Pickleball courts across the Inner West by utilising existing hard court facilities for a relatively low cost and with minimal impact on residents. Additionally, the next revision of the Inner West Recreation Strategy is ideal timing to consider priorities for further courts to be added over the next ten years.

This report recommends that 4 new non-bookable pickleball courts be provided within the existing Punch Park sport courts by June 2026, and that a new license be arranged for a tennis operator to have use of the sport courts for limited hours each week. The report also recommends that a total of 24 additional pickleball courts are delivered across the local government area by June 2027.

BACKGROUND

At the Council meeting held on 9 December 2025, Council resolved the following:

1. That Council notes the inclusion of pickleball line markings as part of the recent Mort Bay Multi-Court upgrade.
2. That Council provide a report to the February 2026 Council meeting outlining:
 - a) A list of existing Council owned pickleball facilities within the Balmain Ward;
 - b) Potential Council courts within the Balmain Ward that could accommodate additional line markings to facilitate pickleball use; and
 - c) Potential locations where constructing a dedicated pickleball court may be possible.
3. That Council investigate and include in the report the feasibility and estimated costs of adding pickleball line markings to the Punch Park Tennis Court and Birrung Park.

Whilst the above resolution was specifically related to the Balmain Ward, this report has considered the provision of Pickleball facilities across the entire local government area.

DISCUSSION

Pickleball is a small-court racquet sport which was first played in the 1960’s. It is currently one of fastest growing sports globally and in Australia. The success of the sport relates to many factors including:

- Inclusivity – It is a hard-court sport which is accessible to a diverse range of abilities age demographics.
- Infrastructure – Courts can be established by adapting hard court playing surfaces.
- Equipment - The nets, racquets and balls are relatively low cost, easy to obtain and share.
- Wellbeing – The sport promotes positive community connections and a healthy lifestyle.

There are now over 24,000 members of Pickleball Australia 2026, and there are rapidly expanding competition pathways. In January 2026 NSW had over 9,000 registered members of Pickle Australia. The growth in the sport is generating pressure to expand the number of available facilities where it may be played.

Pickleball courts are being provided by both private organisations and within local government facilities. Where the sport is played on indoor courts, playing conditions are better controlled and the courts are booked. Where pickleball is played in outdoor conditions, it is often played on existing hard court playing surfaces. Pickleball players usually are required to pay for court usage. There are numerous examples where pickleball is played for free on a non-bookable outdoor multi-purpose court where the player provides all necessary equipment.

Table 1 – Current Pickleball Courts in the Inner West

Location	Pickleball Courts	Bookable	Availability
Gladstone Park, Balmain	2 Outdoor	Non-Bookable	- Before 10am & after 4pm school days - All Park hours on non-school days
Mort Bay Park, Birchgrove	1 Outdoor	Non-Bookable	- All Park hours
Rozelle Parklands, Rozelle	2 Outdoor	Non-Bookable	- All Park hours
Sydney Secondary College, Balmain	4 Outdoor	Bookable	Privately operated
Robyn Webster Sports Centre, Tempe	6 Indoor	Bookable	Council operated

Location	Pickleball Courts	Bookable	Availability
Debbie & Abbey Borgia Community Recreation Centre, Marrickville	4 Indoor	Bookable	Privately operated
Haberfield Tennis Courts (The Ark), Haberfield	4 Outdoor	Bookable	Privately operated

Pickleball Court Considerations

When Pickleball is played near homes, the residents of these homes often express concern over the noise generated from the sport. Given this, consideration of future Pickleball courts locations has prioritised options such as indoor sport courts, existing multi-purpose courts or locations positioned some distance from existing homes.

Indoor and outdoor sport courts serving other sports can be easily adapted to suit pickleball as the pickleball court is typically smaller than other types of hard surface sport courts. These locations already generate noise associated with other court sports played at the facility.

Many hard-court sports already compete for use of the same space. Tennis courts have traditionally only been suited exclusively for that sport. The rise in demand for pickleball courts presents a new opportunity for tennis court spaces to have higher levels of utilisation.

Shared use of these spaces requires stakeholder engagement to manage programming, acoustics and club impacts.

FUTURE PICKLEBALL INFRASTRUCTURE

Pickleball Service Provision

Inner West Council does not currently have a service level set for the provision of pickleball facilities. As this is a growth sport that can utilise existing infrastructure for a low cost, it would be reasonable that a basic and equitable provision of pickleball courts is provided across the local government area.

Given that the sport does not generate large numbers of vehicle traffic, and there are a small number of courts presently available, it is proposed that Council plan to provide at least 2 pickleball courts within a ten minute drive of most homes in the Inner West. To achieve this goal, Council will need to prioritise works equitably and leverage existing multi-sport courts where possible.

Short Term Proposed Works

Noting the above service level, the following pickleball facilities are proposed to be prioritised and delivered by June 2027:

- 4 Outdoor Pickleball Courts at Punch Park, Balmain (by June 2026)
- 4 Outdoor Pickleball Courts at Marrickville Park, Marrickville
- 6 Outdoor Pickleball Courts at Robyn Webster Sports Centre, Tempe
- 4 Outdoor Pickleball Courts at Sydenham Basketball Court, Sydenham
- 2 Outdoor Pickleball Courts at Jack Shanahan Reserve, Dulwich Hill
- 4 Outdoor Pickleball Courts at Camperdown Basketball Courts

This initiative would more than double existing pickleball courts in the Inner West and provide ample capacity to meet current community demand for Pickleball facilities.

Medium Term Planning

The forthcoming review of the Inner West Recreation Strategy will be the ideal opportunity to consider the strategic prioritisation of further Pickleball infrastructure, alongside the many other sports also competing for infrastructure improvements.

Whilst further facilities would be confirmed subject to consideration of competing sport capital works priorities, it is reasonable to expect that Council will explore numerous other possible locations including:

- Wicks Park multi-purpose courts, Marrickville
- Debbie and Abbey Borgia Indoor Recreation Centre, Marrickville
- Birrung Park, Balmain.

The Recreation Strategy review will also need to consider key pickleball hubs in the local government area to support coaching, tournaments and social play. Further consideration of indoor court capacity will also need to be considered via partnerships and venue upgrades to ensure all-weather access.

Punch Park Courts

There are two tennis courts in Punch Park, Balmain. These Tennis Courts have been operated under a license agreement for many years. The license agreement for the tennis operator has expired. This represents an opportunity to consider the utilisation and the competing demands for hard court sports in this area.

Based on current usage patterns it is viable for Council to adjust the terms of the future license agreement for a tennis operator for this facility and provide more non-bookable time for the Courts to be used by the community for any form of court sport. It is proposed that the future license agreement offer exclusive use by the operator for both courts from 3.30pm to 8.30pm weekdays, and 8:30am to 12:30pm Saturdays (excluding public holidays). This agreement will make provision for the courts to be utilised outside of booked hours as non-bookable multi-purpose sport courts.

To enable pickleball to be played at this location, Council will need to arrange for additional line marking works for four pickleball courts by June 2026.

Birrung Park Pickleball Feasibility

Council officers have reviewed the feasibility of pickleball courts being located in Birrung Park where the basketball facility is located. It is a fitting location for pickleball as other hard court ball sports are already played at this park. To provide a compliant and accessible 2 court pickleball facility at Birrung Park would require:

- Additional hard surface court area
- An Accessible pathway from Donnelly Street

Whilst these works are feasible, there is already a generous provision of pickleball courts near Balmain, and it is recommended that the planned short-term works proceed as a first priority. The works required to provide these courts are substantive, and they will be considered alongside other competing capital works demands when the Inner West Recreation Strategy is next reviewed.

COMMUNITY ENGAGEMENT

Council has not conducted specific engagement for Pickleball with all members of the community. The next review of the Recreation Strategy will provide an opportunity to engage with the community on future expectations and priorities for Pickleball over the next 10 years.

Project specific consultation will be arranged relating to the Punch Park facility to consider the proposed change in tennis licensing arrangements, and the shared use of the facility for other hard court sports.

LEGAL AND RISK IMPLICATIONS

Comment By General Counsel:

There are no legal and risk implications associated with this report.

FINANCIAL IMPLICATIONS

It is recommended that \$100,000 is provisioned in the 2026/27 capital works program to complete the delivery of 18 courts proposed in the short-term works (excludes Robyn Webster which is being separately funded).

Whilst not recommended in the short term, it is estimated that a compliant 2-court pickleball facility at Birrung Park would cost at least \$100,000, given it will require design, planning approval, consultation, court construction and new accessible pathways.

ATTACHMENTS

Nil.

Item No: C0326(1) Item 3
Subject: BALMAIN ROAD AND CALLAN PARK CYCLEWAY
Prepared By: Peter Shields - Director Engineering

RECOMMENDATION

That the priority of the Balmain Road and Callan Park Cycleway is reconsidered as part of the forthcoming review of the Inner West Cycling Strategy and Action Plan, including route options and recent consultation with key stakeholders.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council’s Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

The Balmain Road cycling route is included in Council’s existing Cycling Strategy, as a ‘Place-based access’ route with cyclist riding in a mixed traffic environment. In November 2025 Council resolved to receive a report by March 2026 providing an update on consultation with key stakeholders relating to a future upgrade to the cycleway.

Meetings relating to the cycle route have been held with Greater Sydney Parklands, Bike Leichhardt, Leichhardt Saints. Key takeaways from these meetings are:

- Consultation was recently held on the Callan Park Plan of Management and associated Access, Movement and Parking Strategy. Submissions received are being considered.
- Concerns remain for cycleway options that may impact heritage items of Callan Park.
- GSP are willing to collaborate on route options for a path running parallel to Balmain Road.
- Bike Leichhardt supports a separated route running parallel to Balmain Road.
- While Leichhardt Saints support active transport improvements, they express concern about the route within Callan park due to conflicts with other park users.

The cycleway route is presently a lower priority than many other planned works identified in the Inner West Cycling Strategy and Action Plan. Work to review this strategy is proceeding this year and this presents an opportunity to review the priority of this project.

This report recommends that Council note the recent stakeholder discussions and support a review of cycleway priorities when the Cycleway Strategy and Action Plan is reviewed this year.

BACKGROUND

At the Council meeting held on 18 November 2025, Council resolved the following, in part:

2. *That Council convene a meeting with Greater Sydney Parklands (GSP), Bike Leichhardt, and the Leichhardt Saints Football Club to discuss the inclusion of the Balmain Road Cycleway in the GSP Draft Access, Movement and Parking Strategy, or for consideration in future Active Transport links within Callan Park*

3. *That Council provide a report back to Council at the March 2026 meeting.*

This report provides a progress update on actions associated with this resolution.

DISCUSSION

The Balmain Road cycling route offers a direct link between Leichhardt, Lilyfield and Rozelle as well as access to Callan Park, Orange Grove Public School and Markets. It also provides indirect links to Leichhardt Park Aquatic Centre, Leichhardt Park and Leichhardt North Light Rail stop. The route also has potential to connect to the Lilyfield Road cycleway, which is currently undergoing a detailed concept design for community consultation.

The road is under the care and control of Transport for NSW and provides a link from Lilyfield to Rozelle. Currently cyclists must ride in a mixed traffic environment.

Strategic Context

Balmain Road, between Orange Grove and Rozelle is identified in Council's existing Cycling Strategy as a 'Place-based Cycling Access' route. 'Place-based' routes are generally on main streets, and integrate cycling with frontage activity such as shopping, dining and strolling. The preference for 'Place-based' routes is to have cyclists in a controlled, minimum conflict environment, whereas 'prioritised cycling access' routes are more likely to include routes in a shared environment.

Figure 1 shows the local context of the proposed on-site cycle route, including Callan Park and the former NSW Ambulance Site. Figure 2 shows the type of existing cycling route environments near Callan Park.

The Balmain Road/Callan Park cycleway is not a priority action item identified on Council's current Cycleway Action Plan. A full update of both the existing cycling strategy and action plan is currently programmed as part of the future strategic transport review, due to commence late in 2026. Consequently, the opportunity exists for detailed consideration of the Balmain Road cycling route to be included in this future update.



Figure 1 – Local context of the proposed on-site cycling route



Figure 2 – Existing cycling route types

Cycle Route Options

Council has examined opportunities to use the Balmain Road frontage of Callan Park on several occasions over the past decade. The community’s desire to retain on-street parking along the Callan Park side of Balmain Road, as well as the presence of established street trees and heritage wall, limit active transport route choices within this section. These examinations have included discussions with key stakeholders, and identification of key constraints.

The table below describes the route options. Route locations are also shown in Figure 3, with Options 1,2 and 3 indicated as the ‘Direct Route’ and Option 4 as the ‘Mixed traffic route through Callan Park’.

Route Option		Comments	Approx Cost *	Funding Contributors
1	Separated cycleway in existing carriageway on Balmain Road	<ul style="list-style-type: none"> Separation achieved via median islands Cyclists remain on road level Cyclists separated from vehicle traffic Narrow footpath retained All parking removed from the northern side of Balmain Road TfNSW approvals required 	\$1.2M	TfNSW, Council, Grants
2	Widened footpath for separated cycleway or shared path on Balmain Road	<ul style="list-style-type: none"> Cyclists separated from vehicle traffic Narrow footpath widened to improve pedestrian conditions All parking removed from the northern side of Balmain Road Possible conflict with pedestrians, particularly on weekends when sporting events and Orange Grove Markets are operating TfNSW approvals required 	\$2M to \$2.5M	TfNSW, Council, Grants
3	Shared path and/or separated cycleway within Callan Park alongside Balmain Road	<ul style="list-style-type: none"> Boardwalk required to elevate path over tree roots within Callan Park Cyclists separated from vehicle traffic Opportunity to remove pedestrians from narrow footpath on Balmain Road All parking retained GSP approvals required 	\$3M to \$4M	GSP, Council, Grants
4	Existing internal paths with mixed traffic within Callan Park	<ul style="list-style-type: none"> Cyclists remain mixed with traffic but at lower volumes Some traffic calming required Route is indirect No pedestrian benefits All parking retained GSP approvals required 	\$200k	GSP, Council, Grants

*costings are approximate and subject to detailed design



Figure 3 – Route options

Key constraints/challenges

The key constraints identified to date have included:

- Potential loss of parking on Balmain Road, should a separated cycleway be introduced.
- Conflict with significant pedestrian numbers, should a shared user path be created.
- Impact on Callan Park’s historic brick fence, if gateways were required.
- Impact on the roots of significant historic trees, should the cycleway be provided inside Callan Park.
- Impacts on the playing fields, including, conflict with spectators, should the cycleway be provided within Callan Park.
- The circuitous nature and undesirable gradients if the cycleway used existing roads in Callan Park.

Callan Park Plan of Management and draft Access, Movement and Parking Strategy

Council’s submission on the Callan Park Plan of Management and the associated draft Access, Movement and Parking Strategy included a request to:

Examine the opportunity for a separated cycleway running parallel to Darling Street, between the existing heritage stone fence and the line of trees. The path may need to be elevated at some locations (or for its full length) to avoid damaging tree roots. This cycleway would fill in a critical gap in the network without jeopardising kerbside parking, which has been a key consideration along Darling Street.

Additionally, the future redevelopment of the former ambulance headquarters site (immediately to the South-West of Callan Park) could also provide an opportunity for an off-road link to continue as far as Wharf Road, providing connectivity to the Perry Street and Balmain Road (south) cycle routes.

CONSULTATION

Following is a summary of meeting discussions held with each of the key stakeholders, as referred to in the Council's resolution.

Greater Sydney Parklands

Discussions with the GSP indicate that:

- the Callan Park Plan of Management and its associated draft Access, Movement and Parking Strategy are currently being refined, based on submissions received.
- the GSP is willing to collaborate with Council on examining future designs for a possible path along its Balmain Road frontage but that such designs must recognise the significance of both the brick wall and the adjacent lines of trees.
- development of a path design should include consideration of the overall movement network needs, for the larger Precinct (including Leichhardt Park, Leichhardt Park Aquatic Centre and The Bay Run) as well as considering options on Balmain Road.
- the GSP would welcome involvement in council's planned strategic transport review.

Bike Leichhardt

Discussions with Bike Leichhardt indicated their strong support for a cycle route within or parallel to Balmain Road. For the past 10 years, Bike Leichhardt have advocated for a cycle link from Perry Street to Manning Street, either through Callan Park or along Balmain Road, as part of an overall link between Leichhardt and Rozelle.

While they have proposed options that include removal of parking to create a separated cycleway, or a widened footpath to provide a shared path have been considered as possible options, they recognise the constraints that may limit the viability of these options. Consequently, Bike Leichhardt's preference is for a cycleway, or cycling and walking 'boulevard', running parallel to Balmain Road within Callan Park.

Bike Leichhardt and Council representatives have ongoing meetings planned to continue to engage on the various route options.

Leichhardt Saints

While Leichhardt Saints support active transport improvements, concern is expressed relating to Route 4 which utilises existing paths within Callan Park. These concerns relate to increased conflict on the path between path users, spectators and soccer balls that have left the field of play. In considering this conflict it is important to note that many spectators currently sit under the adjacent trees during matches.

This preliminary discussion was based on high level information, and the project has not been considered by the Club's committee. The Club would be prepared to discuss the matter further, when more detail is available.

It is also considered essential that any new path does not impact the proposed all-weather playing field.

Further consultation

Should the project proceed, consultation would be required with additional stakeholders including local residents, users of Callan Park, GSP and Transport for NSW.

PROGRESSING THE CYCLE ROUTE UPGRADE

Cycleway Prioritisation

There are many cycleways planned and prioritised based on strategic need and viability. As this section of cycleway is prioritised behind many other cycleway projects, it presently is not progressed beyond network planning discussions.

As the Cycle Strategy is presently under review, this does represent an ideal opportunity to consider its priority, alongside all other cycleway projects across the local government area. If this review does elevate the priority of this cycleway section, then this would warrant more detailed discussions with GSP and Transport for NSW, particularly in relation to finalising the committed route option and securing funds.

Cycleway Delivery

Following the determination of a route option, approval of the cycleway would be dependent on Greater Sydney Parklands (GSP) who manage Callan Park, or Transport for NSW who manage Balmain Road, being a State Road.

Subject to the route being identified as a priority and Approval in Principle obtained, this section of the cycleway would take typically 3 years to complete, comprising of:

- Year 1 – Concept design and engagement
- Year 2 – Funding applications and detailed design
- Year 3 – Delivery

CONCLUSION

In response to discussions held and Council’s on-going desire to encourage increased active transport use, it is proposed that Council staff include consideration of various typologies for the Balmain Road cycling route in their future update of the cycling strategy and action plan, as part of the overall strategic transport review.

This consideration should include opportunities to work with Greater Sydney Parklands, and other stakeholders, with a view to determining the practicality of developing a cycle route, running parallel to Balmain Road, and within Callan Park.

LEGAL AND RISK IMPLICATIONS

Comment By General Counsel:

The proposed cycleway will involve a consideration by the Greater Sydney Parklands Trust in accordance with provisions of the Greater Sydney Parklands Trust Act 2022 and the Callan Park (Special Provisions) Act 2002 (and subject to any adopted amendments proposed in the Greater Sydney Parklands Trust Amendment Review Bill).

FINANCIAL IMPLICATIONS

There are no funding implications resulting from the recommendations in this report.

Should the priority of this section of cycleway be elevated in the forthcoming review of the Cycle Strategy, this will require further consideration of all funding for all cycleway routes. The various options for this section of cycleway have significantly different capital costs, and this will need to be carefully considered as part of further deliberations relating to the preferred route option.

ATTACHMENTS

Nil.

Item No: C0326(1) Item 4
Subject: HALLOWEEN ACTIVITY COORDINATION
Prepared By: Peter Shields - Director Engineering

RECOMMENDATION

That Council endorse the proposed enhancements planned to promote community Halloween activities, to increase road safety messaging and clarify arrangements for street party road closures.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council’s Community Strategic Plan:

- 2: Liveable, connected neighbourhoods and transport
- 3: Creative communities and a strong economy

EXECUTIVE SUMMARY

Halloween activities occur across the Inner West each year, with people taking part in trick or treating and informal neighbourhood gatherings. These activities are entirely community driven and take place at hundreds of locations, evolving each year. There are no formal Council run events associated with Halloween.

In November 2025 Council resolved to receive a report on possible approaches to enhance the promotion of community Halloween activities, increase road safety messaging and support street party road closures.

For Halloween 2026 Council will introduce a new Halloween website landing page which will provide information and links to community activities, road safety messaging, street party application arrangements and sustainability approaches the community may consider. Council’s What’s On page will compliment the Halloween landing page and provide an easy reference for the community who nominate Halloween activities. Council will also promote Halloween 2026 through its various media channels and variable message signage. Promotion messaging will encourage members of the community to drive safely and to find further information at our website landing page and What’s On site.

This report recommends that Council receive and note the proposed series of enhancements for the promotion and associated messaging for Halloween 2026.

BACKGROUND

At the Council meeting held on 18 November 2025, Council resolved the following:

1. *That Council provides a report from the Director of Engineering to the March 2026 meeting on ways Council can support Halloween celebrations across the Inner West in 2026, including:*
 - a) *Keeping local streets safe by providing electronic speed signs across the LGA displaying the message “Slow down – it’s Trick or Treat!”;*
 - b) *Creating an online “Inner West Halloween Guide” featuring Trick or Treat maps and community event listings and including access information for routes, event venues, and where otherwise appropriate; and*

- c) *Assisting community led street parties by providing advice on street closures, barrier collection, public liability insurance, best practices for accessibility and inclusivity, and waste management.*
2. *That Council continue to promote a sustainable and environment friendly approach to Halloween including:*
- a) *Continue to educate the Inner West community not to use synthetic spiderwebs and other Halloween decorations, which can potentially endanger wildlife;*
 - b) *Continue to promote environmentally friendly, sustainable alternative decorations and ideas on their website, socials and in the community; and*
 - c) *Explore options to partner with local organisations like Reverse Garbage and the Sustainability Hub to expand the availability of environmentally friendly and sustainable Halloween workshops and events across each Council ward.*

The report provides further information on arrangements planned for Halloween 2026 and responds to the above resolution.

DISCUSSION

Halloween Guide and Promotion

Local Halloween activities occur at many locations across the local government area each year. These activities are arranged by members of the community. These activities are not consistent from one year to the next.

There are multiple online guides that promote community Halloween activities. These guides are also managed by members of the community. For Council to commence with providing guidance information on community Halloween activities, the following issues must be considered:

- The community may perceive that Council is formally endorsing or managing these locations.
- Endorsement of a community arrangement event may intensify activity in certain streets, leading to additional congestion, noise and safety issues.
- Repeating challenges that other Councils have experienced when promoting popular community displays (e.g. Christmas lights).
- Naming some locations may unintentionally miss others.

Council does operate a What's On page which provides the ability for community members to self-nominate their forthcoming community activity. The What's On page is a consistent reference for the community for all community run activities across the year. It is therefore ideally suited for listing any Halloween activities. The Halloween related activities occurring on October 31 can be clustered together to allow the community to view what activities are arranged.

In 2026 Council plans to provide a Halloween website landing page. This page is an easy to reference portal to find out more information generally associated with Halloween. It will include information about safety, sustainability and community arranged activities (linked to the What's On page).

Council will promote Halloween through its media channels to provide a means for the community to reach the Halloween landing page, to find further information, self-nominate Halloween activities and to view the What's On guide.

This approach elevates Councils coordination and promotion of community Halloween activities, it avoids specific activity endorsement or intensification of certain activities and it provides a means to disperse interest across the local government area.

Driver Awareness Messaging

Trick or treating and other community-arranged Halloween activities occur on many streets in the Inner West without predictable patterns. Council will use variable message signs at key locations to remind motorists about road safety and community event information.

Council can reach substantial audiences through its existing media channels. In 2026 Council will introduce promotion of driver safety awareness for Halloween on social media and at Councils Halloween website landing page. We will also work with Councils Road Safety Officer on any complimentary promotion we can include within other road safety initiatives leading up to Halloween.

The contract for out of home media advertising in bus shelters is ending in 2028. This portfolio of outdoor displays is an ideal means for community related messaging to be promoted with minimal cost to the community. Many other Councils have capitalised on the introduction of digital displays for out of home media advertising, and it is common for local government to promote important messaging through these displays. It is proposed that community messaging for driver safety during Halloween and at other times of the year could be featured on these displays in the future.

Street Party Road Closures

Council already has an established process for community Street Party Road Closures at any time of the year. These closures are typically sought leading up to Christmas. Council has not received a formal application for a Street Party Road Closure for Halloween.

Where a Street Party Road Closures is arranged, Council cover the cost of insurance for the activity on the basis that:

- The activity is a gathering of up to 100 people.
- There are no commercial food sales.
- No large structures or infrastructure placed on the road.

If the planned activity is likely to exceed to limits of a Street Party Road Closure, then Council has in place the formal community event application process.

in 2026 Council will place information and links to the Street Party Road Closure application on the Halloween landing page. The promotion of Halloween through Council Media channels will reference our Street Party Road Closure process and connect the community with guidance information on how to apply for a closure.

Sustainability

With the establishment of the Halloween landing page and further promotion planned for 2026 Halloween, this will provide further opportunity to promote Councils messaging relating to sustainable Halloween arrangements.

The landing page will connect the community with guidance on:

- Re-use of costumes, networks for borrowing and swapping costumes and decorations, relevant community groups and the Green Living Centre.
- Links to op shops for affordable second-hand options via the Reuse and Repair Map.
- Information on decorations that can be harm wildlife, and alternatives that may be reused and durable.
- Disposal options for decorations and costumes.

- Information about treats that reduce packaging and associated disposal options.
- Re-usable trick-or-treat bags or containers.

Implementation and Review

The recommended changes for Halloween 2026 leverage existing Council processes and communication channels. Council will continue to monitor the approach through community feedback, staff observations and post event reviews, adjusting where needed.

LEGAL AND RISK IMPLICATIONS

Comment By General Counsel:

There are no legal and risk implications associated with this report.

FINANCIAL IMPLICATIONS

There are no financial implications associated with the implementation of the proposed recommendations outlined in the report.

The recommended approach results in low to moderate costs and uses existing systems and resources, with costs expected to be minimal and absorbed through existing budgets.

ATTACHMENTS

Nil.

Item No: C0326(1) Item 5
Subject: ADVANCING DISABILITY ACCESS IMPROVEMENTS IN COUNCIL STREET INFRASTRUCTURE
Prepared By: Peter Shields - Director Engineering

RECOMMENDATION

That funding is provisioned on an ongoing basis in the Long-Term Financial Plan for prioritised capital upgrade works to improve public infrastructure accessibility.

STRATEGIC OBJECTIVE

This report supports the following strategic direction contained within Council’s Community Strategic Plan:

- 5: Progressive, responsive and effective civic leadership
- 2: Liveable, connected neighbourhoods and transport
- 4: Healthy, resilient and caring communities

EXECUTIVE SUMMARY

In August 2025 Council resolved to receive a report within six months which provides a progress update on accessibility improvements in street infrastructure, including completion timelines for priority works.

The Inner West Disability Improvement Action Plan (DIAP) provides direction on the prioritisation and delivery of public infrastructure access improvements. Inner West Council improves accessibility infrastructure through a number of programs, including the annual footpath renewal and upgrade programs, Local Area Traffic Management Plans, and the Pedestrian Access Mobility Plan (PAMP) programs. Council also ensures that developers and other agencies improve accessibility where applicable.

High priority works have progressively been delivered the DIAP was introduced, however there is much more that can be done to provide the Inner West community with a highly inclusive public domain.

It is recommended that Council support an ongoing provision of funding in the Long-Term Financial Plan for the provision of priority intervention accessibility works.

BACKGROUND

At the Council meeting held on 19 August 2025, Council resolved the following in part:

- 3. *That Council resolves to:*
 - a) *Reaffirm its commitment to accessibility throughout our communities, including Council venues, streetscapes, and open spaces, as articulated in the DIAP;*
 - b) *Prioritise the implementation of DIAP Action 4.5 regarding investment in annual footpath renewal and Pedestrian Access and Mobility Plan priorities;*
 - c) *Ensure the priority works program for accessibility improvements is completed by the end of the 2025/26 financial year, including:*

- i. Ongoing footpath and pedestrian crossing maintenance to accessibility standards;
 - ii. Installation of new raised pedestrian crossings where feasible;
 - iii. New and upgraded kerb ramps as standalone projects; and
 - iv. Integration of kerb ramp improvements with scheduled footpath renewal works;
- d) Maintain accessibility as a key consideration in all infrastructure planning, budgeting, and implementation decisions; and
 - e) Provide a report back to Council within six months on the progress of accessibility improvements in street infrastructure, including completion timelines for priority works.

In keeping with the above resolution, this report has been prepared to provide Council with an update of accessibility improvements.

Disability Inclusion Action Plan 2023-26

In October 2023 Council adopted the Disability Inclusion Action Plan (DIAP) 2023-26.

Action 4.5 of the DIAP states that Council will invest in annual footpath renewal and Pedestrian Access and Mobility Plan priorities to improve accessibility of pedestrian pathway networks considering:

- Program of priority works to the end of 2025/26;
- Footpath and pedestrian crossing maintenance;
- New raised pedestrian crossings;
- New and upgraded pram ramps;
- Kerb ramp improvements as part of nearby footpath works.

Due to the age of the Inner West public infrastructure and the evolving standards that have occurred since it was built, many parts of the local government area have poor or limited accessibility. It is not feasible or viable to reach high levels of compliance with modern standards in a short period of time.

Council is progressively lifting accessibility compliance by focusing on high risk and priority works coupled with ongoing improvements made through capital maintenance, renewal and upgrade. Council also ensures that developers and other agencies improve accessibility where applicable.

Council receives requests from the community on a regular basis for further upgrades to the footpath network, including requests for pedestrian ramps and crossings. These are assessed by staff and accommodated where feasible within available programs.

DISCUSSION

Council has been implementing the 2023-26 DIAP. A number of actions within the DIAP relate to accessibility improvements to street infrastructure. Routine works, such as footpath renewal, consider accessibility improvements as part of day-to-day routine activities.

There has been an extensive number of improvement works undertaken since the DIAP commenced. Council applies modern standards of access when renewal and upgrade works occur and is not maintaining a specific record of every access improvement completed since the DIAP was approved.

A summary of some specific work and projects recently completed and currently underway to improve accessibility in the public domain is included below.

Greenway Project

The Greenway was completed and opened in December 2025. Action 4.7 of the DIAP – The Greenway delivers leading practice accessibility.

As part of its 6km length, the Greenway provides 4.2km of new pedestrian and cycling facilities separated from vehicle traffic along the Sydney Light Rail corridor and Hawthorne Canal. The project included new tunnels at Constitution Road, Davis Street and Longport Street, with underpasses at New Canterbury Road and Parramatta Road to ensure a smooth and steady grade path of travel for the length of the route.

In addition to these, the project included a high volume of associated streetscape improvements to facilitate access along the length of the Greenway and improve street crossings. These included:

- 800m of footpath replacement in Constitution Road, Weston Street, Edward Street and Smith Street
- Pedestrian crossing improvements and bus stop upgrades on Old Canterbury Road at Edward Street
- Improved crossing facilities and pedestrian refuge at the Smith Street / Carlton Crescent / Grosvenor Crescent roundabout

Raised Pedestrian Crossing Improvements (Traffic Facilities & PAMP)

Since the start of this financial year (July 2025) Council has built 9 raised pedestrian crossings at the following locations.

- Junction Road, Summer Hill (at Moonbie Street) – Complete January 2026
- Henson Street, Summer Hill (at Herbert Street)– Complete January 2026
- Beattie Street, Balmain (at Mullens Street) – Complete September 2025
- Mary Street, Lilyfield (at Perry Street) – Complete December 2025
- Clissold Street, Ashfield (at Holden Street) – Complete December 2025
- Robert Street, Ashfield (at Holden Street) - Complete December 2025
- Shepherd Street , Marrickville (at Chapel Street) – Complete January 2026
- Lilyfield Road, Lilyfield (at the eastern and western entries to Rozelle Parklands) – Complete July 2025
- Elswick Street North, Leichhardt (at William Street) – complete January 2026

These raised pedestrian crossings support disability inclusion, by providing a consistent level path for pedestrians, reducing transitions between footpath level and road level, and provide greater visibility between drivers and pedestrians.

A further 12 raised pedestrian crossings are scheduled to be delivered by the end of June 2026, including:

- Elswick Street, Leichhardt
- Wellington Street, Rozelle (at Terry Street)
- Terry Street, Rozelle (at Wellington Street)
- Evans Street, Rozelle (near Napoleon St)
- Queen Street, Ashfield (at Clissold Street)
- Queen Street, Ashfield (at Seaview Street)
- Clissold Street, Ashfield (east and west of Victoria Street)
- Curtis Road, Balmain (near Darling Street)
- Darling Street, Balmain (at Curtis Road)
- Hardie Avenue, Summer Hill (at Smith Street)
- Holden Street, Ashfield (at Palace Street)
- Prospect Road, Summer Hill (at Norton Street)

Kerb Extensions & Pedestrian Refuges (PAMP program)

The following works have been completed in the current financial year:

- Sloane Street, Summer Hill - kerb extensions – Complete February 2026
- Perry Street, Lilyfield - kerb extensions – Complete December 2025
- Cobar Street, Dulwich Hill – pedestrian refuge – Complete September 2025

The following projects are scheduled to be delivered by the end of June 2026:

- Darling Street, Balmain - kerb extensions – estimated March 2026 construction
- Holbrook Street, Croydon - kerb extensions – estimated March 2026 construction

These works improve pedestrian safety and accessibility by increasing visibility and reducing travel distance across the shared roadway.

Cycleway projects (implemented)

Council completed the Mary Street to Sydenham Station cycleway in October 2025 including upgraded footpaths in Burrows Avenue, Sydenham, a new raised pedestrian crossing to Sydenham Station and updated traffic signals at George Street

New and renewed footpaths

A total of 3.1km (6,000sqm) of footpaths have been renewed to date in 2025/26. Footpath renewals have occurred in the following streets:

- Birraga Road
- Eric Street
- Old Canterbury Road
- Perry Street
- Rayner Street
- Silver Street, Marrickville
- Stafford Street
- Wemyss Street
- Weston Street
- Yule Street

A new footpath has been constructed on Arthur Street at Illawarra Road, Marrickville.

Further footpath renewals are scheduled for Elizabeth Street, Ashfield (recently commenced) and Smith Street, Marrickville during 2025/26.

Additionally, Council has spent approximately \$1 million addressing isolated hazards and local maintenance which enhance access compliance across the local government area.

LEGAL AND RISK IMPLICATIONS

Comment By General Counsel:

There are no legal and risk implications associated with this report.

FINANCIAL IMPLICATIONS

Council's Operating budget for 2025/26 includes \$2 million capital expenditure for footpath renewal, \$4.1 million for traffic calming and pedestrian facilities, and \$1.5 million for the ongoing rollout of the PAMP program.

The 2023-26 DIAP made provision for an initial \$8 million funding for priority works which was to continue until the end of the 2027/28 financial year. Whilst this work has been greatly appreciated by the community, it can only improve a limited number of locations.

It is proposed that this program is extended indefinitely from 2028/29 with an ongoing annual allocation of \$1.5 million for PAMP related works to continue to address high priority needs and gaps in accessibility across the local government area.

ATTACHMENTS

Nil.

Item No: C0326(1) Item 6
Subject: LOCAL TRANSPORT FORUM MEETING - 16 FEBRUARY 2026
Prepared By: Peter Shields - Director Engineering

RECOMMENDATION

That Council receive and adopt the recommendations of the Local Transport Forum meeting held on 16 February 2026.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council’s Community Strategic Plan:

- 2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

The Local Transport Forum meeting was held at the Ashfield Service Centre and has made recommendations for Council’s consideration and adoption.

DISCUSSION

The February 2026 meeting of the Local Transport Forum was held at the Ashfield Service Centre. The minutes of the meeting are shown in Attachment 1.

LEGAL AND RISK IMPLICATIONS

Comment By General Counsel:

There are no legal and risk implications associated with this report.

FINANCIAL IMPLICATIONS

There are no financial implications associated with the implementation of the proposed recommendations outlined in the report. Projects proposed for implementation are funded within existing budget allocations.

ITEMS BY WARD – FEBRUARY 2026

Ward	Item
Baludarri (Balmain)	InnerWest@40 - Area 4 Leichhardt and Annandale; Area 9 Dulwich Hill North and Lewisham; Area 10 South Ashfield and Summer Hill West - Proposed speed limit reduction from 50km/h to 40km/h
	College Street, Balmain - Proposed Bicycles Excepted Signage
Gulgadya (Leichhardt)	InnerWest@40 - Area 4 Leichhardt and Annandale; Area 9 Dulwich Hill North and Lewisham; Area 10 South Ashfield and Summer Hill West - Proposed speed limit reduction from 50km/h to 40km/h
	Thornley Street, Leichhardt - Proposed Kerb Extension
	Kingston Street, Haberfield - Proposed Traffic Calming Works

Ward	Item
Midjuburi (Marrickville)	Arthur Street, Marrickville - Proposed Raised Continuous Footpath Treatment - Design Plan No.10361
	Bunnings Tempe Local Area Traffic Management - Design Plan No. HD202
	Wardell Road, Marrickville - Proposed Raised Pedestrian Crossing
	Tempe Station Parking Study
	Mackey Park Resident Parking Scheme
	Unnamed Laneway, Marrickville rear of Church Street and Warren Road - Adjustment to No Parking Restriction
Djarrawunang (Ashfield)	InnerWest@40 - Area 4 Leichhardt and Annandale; Area 9 Dulwich Hill North and Lewisham; Area 10 South Ashfield and Summer Hill West - Proposed speed limit reduction from 50km/h to 40km/h
	Hardie Avenue (at Smith Street), Summer Hill-Proposed upgrade of an existing at level road crossing to a new raised pedestrian crossing.
	Robert Street at Queen Street, Ashfield- Proposed short-term road safety improvements
	Wardell Road, Marrickville - Proposed Raised Pedestrian Crossing
Damun (Stanmore)	InnerWest@40 - Area 4 Leichhardt and Annandale; Area 9 Dulwich Hill North and Lewisham; Area 10 South Ashfield and Summer Hill West - Proposed speed limit reduction from 50km/h to 40km/h
	Wells Street, Newtown - Proposed Raised Continuous Footpath Treatment
	Terminus Street, Petersham - Proposed Raised Pedestrian Crossing - Design Plan No.10368
	Dickson Street at King Street, Newtown – Redesign of existing refuge island - Design Plan 10365
	Fishers Reserve, Petersham - Proposed Raised Continuous Footpath Treatment
All Wards	Inner West LGA - Proposal for GoGet car share parking spaces

ATTACHMENTS

1. [Local Transport Forum minutes- 16 February 2026](#)

Minutes of Meeting held on 16 February 2026

Meeting commenced at 11:01 AM

ACKNOWLEDGEMENT OF COUNTRY BY CHAIRPERSON

I acknowledge the Gadigal and Wangal people of the Eora nation on whose country we are meeting today, and their elders past and present.

FORUM MEMBERS PRESENT

Clr Victor Macri	Councillor –Midjuburi - Marrickville Ward (Chair)
Clr Liz Atkins	Councillor – Damun - Stanmore Ward
Rebecca Fernandez	Representative for Kobi Shetty MP, Member for Balmain
Graeme McKay	Representative for Jo Haylen MP, Member for Summer Hill
Colin Jones	Representative for Inner West Bicycle Coalition (IWBC)
Vinoth Srinivasan	Transport for NSW (TfNSW)
Manod Wickramasinghe	IWC’s Traffic and Transport Planning Manager
Sunny Jo	IWC’s Coordinator Traffic Engineering Services (North)
George Tsaprounis	IWC’s Coordinator Traffic Engineering Services (South)
Jason Scoufis	IWC’s Coordinator Traffic Investigations & Road Safety
Christy Li	IWC’s Business Administration Officer

VISITORS

Kim Shi	Public Speaker – Item 2
Gino Odelli	Public Speaker – Item 17
Stephen Odelli	Public Speaker – Item 17

APOLOGIES:

Miriama Tamata	Representative for Jenny Leong MP, Member for Newtown
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DISCLOSURES OF INTERESTS:

Nil.

CONFIRMATION OF MINUTES

That the Minutes of the Local Transport Forum held on Monday, 8 December 2025 be confirmed.

MATTERS ARISING FROM COUNCIL’S RESOLUTION OF MINUTES

The Minutes of the Local Transport Forum held on 17 November 2025 were adopted at Council’s meeting held on 09 December 2026 with the following amendments:

- a) An additional point 4 be added to the recommendations for Item 3: St Peters Triangle-Proposed reversal of traffic flows at Applebee Street and Lackey Street, St Peters that reads, “The General Manager seek an urgent meeting with the NSW Secretary for Transport expressing significant concern at the removal of the right hand turn from Princes Highway to

May Street, outlining the adverse impacts for residents in St Peters, and demanding an urgent review that balances road safety improvements with resident access to their neighbourhood."

b) An additional point 5 be added to the recommendations for Item 4: Schwebel Street - Proposed one-way eastbound treatment at Schwebel Street between Station Street/Leofrene Avenue and Junction Road, that reads, "That Council investigate and consult with residents and businesses about installing angle parking on the north side of Schwebel Street between Station Street and Leofrene Avenue and report back to a future Local Transport Forum."

LTF0226(1) Item 1 Inner West LGA - Proposal for GoGet car share parking spaces (All wards, all electorates, all PACs)

SUMMARY

A request has been received from a GoGet Car Share representative for the installation of Fifteen (15) on-street dedicated 'Car Share' parking spaces for existing floating car share vehicles around the Inner West. Due to community feedback and opposition to two locations only thirteen of the fifteen nominated car share spaces are recommended for installation.

Officers Recommendation:

That the following 'No Parking Authorised Car Share Vehicle Expected, Area GOGET' restrictions be approved:

1. A 5.5m restriction in the first parking space after statutory 10m 'No Stopping' restriction distance on the eastern side of Young Street north of Reserve Street, Annandale;
2. A 5.5m restriction in the first parking space after the statutory 10m 'No Stopping' restriction sign on the western side of Trafalgar Street south of Booth Street, Annandale;
3. A 5.5m restriction in the last parking space before the statutory 10m 'No Stopping' restriction sign on the eastern side of Lapish Avenue (southbound one-way) north of Norton Street, Ashfield;
4. A 5.5m restriction in the first legal parking space after the statutory 10m 'No Stopping' distance on northern side of Palace Street east of Shepherd Lane, Ashfield;
5. A 5.5m restriction in the first parking space after the statutory 10m 'No Stopping' restriction sign on the northern side of Hercules Street east of Beach Road, adjacent to side boundary of No.7 Beach Road, Dulwich Hill;
6. A 5.5m restriction in the first parking space adjacent to Salvation Army's driveway on the southern side of Lewisham Street east of The Boulevarde, Dulwich Hill;
7. A 5.5m restriction in the first parking space just north of the 'Bus Zone' on the western side of Myra Road north of Myra Lane, outside 36-40 Myra Road, Dulwich Hill;
8. A 5.5m restriction in the first parking space after the statutory 10m 'No Stopping' sign on the northern side of Charles Street west of Phillip Street, outside 36-38 Phillip Street, Enmore;
9. A 5.5m restriction in the first space adjacent to the eastern end of Louisa Lawson Reserve (westward from the power pole) on the northern side of Harnett Avenue, Marrickville;
10. A 5.5m restriction in the first legal parking space after the statutory 10m 'No Stopping'

distance on the eastern side of John Street north of Lord Street, Newtown;

11. A 5.5m restriction in the first parking space after the statutory 10m 'No Stopping' sign on the northern side of Trade Street west of St Marys Street, Newtown;

12. A 5.5m restriction in the first parking space just east of the speed hump on the northern side of Chester Street adjacent to mid-point of Petersham Reservoir west of Shaw Street, Petersham; and

13. A 5.5m restriction in the first parking space on the southern side of Clarendon Road west of Northumberland Avenue, Stanmore (measured back from the power pole to the awning of the adjacent commercial premises). The statutory 10m 'No Stopping' sign will also be included 10m from the intersection of Clarendon Road and Northumberland Avenue.

LTF Advice:

The Representative for the Member of Summer Hill noted that currently Council is not charging Carshare operators a commercial rate for the spots and noted that Council should establish a rate for the carshare spots. The Chairperson advised that a report on car share charging fees will be going to the next Council meeting for consideration.

The Representative for the Member of Summer Hill questioned whether placing the Car Share into restricted time parking areas instead of untimed spaces would alleviate the impacts of parking in the area. Council Officers advised that placing them into the unrestricted parking zones has lesser impact to residents as this provides more opportunities for residents in the restricted zones where fewer long stays occur by visitors and others.

Council Officers also advised that they undertake a preliminary assessment on the proposed locations and that they do provide the Car Share operators with comments on whether they believe the proposed space would be suitable in terms of its possible impact to the surrounding area

The Representative for the Member of Summer Hill questioned if Council should have a limit on how many Carshare spaces are allowed in the LGA. Council Officers noted that carshare models have a natural limitator as carshare companies only provide spaces where there is resident demand, as they need usage to offset the cost to maintain their fleet in the area, so they would not usually apply for more spots than they need due to the associated costs.

No further advice provided by LTF members.

RECOMMENDATION:

That the following 'No Parking Authorised Car Share Vehicle Expected, Area GOGET' restrictions be approved:

1. A 5.5m restriction in the first parking space after statutory 10m 'No Stopping' restriction distance on the eastern side of Young Street north of Reserve Street, Annandale;
2. A 5.5m restriction in the first parking space after the statutory 10m 'No Stopping' restriction sign on the western side of Trafalgar Street south of Booth Street, Annandale;
3. A 5.5m restriction in the last parking space before the statutory 10m 'No Stopping' restriction sign on the eastern side of Lapish Avenue (southbound one-way) north of Norton Street, Ashfield;
4. A 5.5m restriction in the first legal parking space after the statutory 10m 'No

- Stopping' distance on northern side of Palace Street east of Shepherd Lane, Ashfield;
5. A 5.5m restriction in the first parking space after the statutory 10m 'No Stopping' restriction sign on the northern side of Hercules Street east of Beach Road, adjacent to side boundary of No.7 Beach Road, Dulwich Hill;
 6. A 5.5m restriction in the first parking space adjacent to Salvation Army's driveway on the southern side of Lewisham Street east of The Boulevarde, Dulwich Hill;
 7. A 5.5m restriction in the first parking space just north of the 'Bus Zone' on the western side of Myra Road north of Myra Lane, outside 36-40 Myra Road, Dulwich Hill;
 8. A 5.5m restriction in the first parking space after the statutory 10m 'No Stopping' sign on the northern side of Charles Street west of Phillip Street, outside 36-38 Phillip Street, Enmore;
 9. A 5.5m restriction in the first space adjacent to the eastern end of Louisa Lawson Reserve (westward from the power pole) on the northern side of Harnett Avenue, Marrickville;
 10. A 5.5m restriction in the first legal parking space after the statutory 10m 'No Stopping' distance on the eastern side of John Street north of Lord Street, Newtown;
 11. A 5.5m restriction in the first parking space after the statutory 10m 'No Stopping' sign on the northern side of Trade Street west of St Marys Street, Newtown;
 12. A 5.5m restriction in the first parking space just east of the speed hump on the northern side of Chester Street adjacent to mid-point of Petersham Reservoir west of Shaw Street, Petersham; and
 13. A 5.5m restriction in the first parking space on the southern side of Clarendon Road west of Northumberland Avenue, Stanmore (measured back from the power pole to the awning of the adjacent commercial premises). The statutory 10m 'No Stopping' sign will also be included 10m from the intersection of Clarendon Road and Northumberland Avenue.

LTF0226(1) Item 2 InnerWest@40 - Area 4 Leichhardt and Annandale; Area 9 Dulwich Hill North and Lewisham; Area 10 South Ashfield and Summer Hill West - Proposed speed limit reduction from 50km/h to 40km/h (Damun - Stanmore, Djarrawunang - Ashfield, Baludarri - Balmain and Gulgadya - Leichhardt Wards / Balmain, Summer Hill, Newtown and Strathfield Electorates / Burwood, Leichhardt and Inner West PAC)

SUMMARY

At Council's meeting on Tuesday 5 March 2024, Council adopted the InnerWest@40 "Investigation in Potential Local Road Speed Limit Reductions" Study and requested that Council officers seek approval and funding from Transport for NSW to expedite the

implementation of 40km/h speed limits on local streets within the Local Government Area (LGA).

As part of the Australian Government Blackspot Program (AGBS), Council received funding to implement the reduced speed limits in Area 6 (Enmore & Marrickville East) and Area 7 (Marrickville & Tempe). Both areas were completed in mid-2025 with the subsequent Area 5 (Stanmore & Petersham) and Area 8 (Dulwich Hill South and Marrickville West) being scheduled for implementation in early 2026.

Funding has been approved to continue the implementation of reduced speed limits in 2025/26 with Area 4 (Leichhardt & Annandale), Area 9 (Dulwich Hill North and Lewisham) and Area 10 (South Ashfield and Summer Hill West) currently proposed for a speed limit reduction. The remaining areas of the Inner West including Area 1 (Haberfield), Area 2 (Rozelle and Lilyfield) and Area 11 (Ashfield North) is also scheduled to be reviewed this financial year.

Officers Recommendation:

That the proposed signage and line marking plans to support the reduction in posted speed limit from 50km/h to 40km/h in local roads in Areas 4, 9 and 10 of the Innerwest@40 study including areas of Leichhardt, Annandale, Dulwich Hill, Lewisham, Ashfield and Summer Hill, be approved.

LTF Advice:

Mr Kim Shi entered the meeting at 11.11am.

Mr Shi raised concerns that the proposed signage and line marking plans to reduce the speed limit from 50km/h to 40km/h in the South Ashfield and Summer Hill west precincts will cause greater confusion for motorists and will not reduce rat running in the area. Mr Shi noted that the South Ashfield precinct does not have state or regional roads between the North and South of the precinct. Mr Shi believes that the North-South routes in the within the South Ashfield precinct are not self-enforcing and the proposed speed reduction treatments are not sufficient to make them self-enforcing. It was noted that Holden, Armstrong, Queen and Griffith Streets were popular routes for residents in neighbouring areas to get to Ashfield and suggested that Council investigate keeping a designated North-South route in the South Ashfield precinct at 50km/h to establish a primary movement corridor through the precinct.

Mr Kim Shi left the meeting at 11.14am.

Council Officers noted that Council does not consider a 50km/h North-South route to be necessary at this current time. It was noted that Council are also working with Transport for NSW in reviewing whether some regional and state roads within the LGA can have their speeds reduced. Council Officers noted Council will be reviewing the streets after implementation through the usual LATM process to assess whether additional traffic calming measures need to be investigated.

The Chairperson queried how long it usually takes for the old signage to be updated to reflect the new restrictions. Council Officers advised that existing speed control signs in the area will be removed and replaced at the time of the speed limit reduction. Council Officers noted that incorrect signage can be reported to Council, and the relevant team will rectify.

The Representative for the Inner West Bicycle Coalition questioned whether it was more effective to notify motorists of speed limit changes via road markings or signage. Council Officers advised that the combination of using both road marking and signage was the most effective way, but it would depend on the circumstances.

The Representative for Transport for NSW advised that where you enter a speed zone change, there will often be both road marking and signage to notify motorists of the changes, but after that, signage is usually used to remind motorists of the speed limit.

The Representative for the Member of Summer Hill questioned if there would be various speed limits along a street (i.e. a part of Wardell Road is classified as a regional road, and a part is classified as a local road). The Representative for Transport for NSW noted that they are looking to have consistent speed limits along the road where possible to prevent confusion for motorists.

No further advice provided by LTF members.

RECOMMENDATION:

That the proposed signage and line marking plans to support the reduction in posted speed limit from 50km/h to 40km/h in local roads in Areas 4, 9 and 10 of the Innerwest@40 study including areas of Leichhardt, Annandale, Dulwich Hill, Lewisham, Ashfield and Summer Hill, be approved.

LTF0226(1) Item 3 College Street, Balmain - Proposed Bicycles Excepted Signage (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)

SUMMARY

Council has received requests from several residents in College Street, Balmain for a 'bicycle excepted' signage for the recently implemented one-way westbound restriction within College Street between Cameron and Curtis Road, Balmain. Under the NSW Road Rules, it is illegal for cyclists to travel against the one-way restriction.

Due to the low traffic volume and speeds within College Street, it is proposed that 'bicycles excepted' signage to supplement the existing one-way restriction be supported.

Officers Recommendation:

That 'bicycles excepted' signage be installed under the existing one-way westbound signs at College Street between Cameron Street and Curtis Road, Balmain as shown in the attached plan.

LTF Advice:

The Representative for the Inner West Bicycle Coalition noted that the cyclists are supportive of the recommendation.

No further advice provided by LTF members.

RECOMMENDATION:

That 'bicycles excepted' signage be installed under the existing one-way westbound signs at College Street between Cameron Street and Curtis Road, Balmain as shown in the attached plan.

LTF0226(1) Item 4 Thornley Street, Leichhardt - Proposed Kerb Extension

(Leichhardt-Gulgadya Ward / Balmain Electorate / Leichhardt PAC)

SUMMARY

Council is planning to improve the intersection of Thornley Street at Cary Street, Leichhardt by constructing a kerb extension.

The proposal will improve pedestrian safety by reducing the pedestrian crossing distance and will also provide sufficient space for replacement tree planting at the location.

Officers Recommendation:

That the design plan for the kerb extension on Thornley Street at Cary Street, Leichhardt (Attachment 1) be APPROVED.

LTF Advice:

The Representative for the Member of Balmain expressed disappointment in Council for cutting down the tree prior to building the kerb extension and urged Council to consider alternative solutions in future plans so that existing trees and vegetation can be retained.

Council Officers noted that the tree was removed to address access issues and that the construction of this kerb extension was not possible whilst the previous mature tree was in place. The kerb extension will be constructed prior to the replacement tree planting to allow for the tree to be planted in the appropriate location, to allow sufficient space for the tree to establish without impacting the footpath in future.

No further advice provided by LTF members.

RECOMMENDATION:

That the design plan for the kerb extension on Thornley Street at Cary Street, Leichhardt (Attachment 1) be APPROVED.

LTF0226(1) Item 5 Kingston Street, Haberfield - Proposed Traffic Calming Works (Gulgadya-Leichhardt Ward/Summer Hill Electorate/Burwood PAC)

SUMMARY

Council is planning to improve safety for all road users on Kingston Street, Haberfield, at Deakin Avenue by constructing kerb blister islands and pedestrian refuge islands. The proposal aims to enhance safety by better defining pedestrian crossing points, reducing conflicts between vehicles and pedestrians, and encourages a low-speed environment. These measures will help address concerns regarding pedestrian and motorist behaviour in the area, particularly during busy periods.

Officers Recommendation:

That the proposed two (2) pedestrian refuge islands on Kingston Street at Deakin Avenue, including four (4) kerb blister islands, kerb ramps, and signage as shown in the attached design plan No.10382.

LTF Advice:

No advice provided by LTF members.

RECOMMENDATION:

That the proposed two (2) pedestrian refuge islands on Kingston Street at Deakin Avenue, including four (4) kerb blister islands, kerb ramps, and signage as shown in the attached design plan No.10382.

LTF0226(1) Item 6 Wells Street, Newtown - Proposed Raised Continuous Footpath Treatment (Damun - Stanmore Ward / Newtown Electorate / Inner West PAC)

SUMMARY

Council has prepared a design plan to provide a continuous footpath for the intersection of Wells Street and King Street, Newtown. The intention of the proposal is to improve safety for pedestrians and motorists by better defining and prioritising movements across Wells Street whilst also reducing traffic speeds. The proposal will also address concerns regarding pedestrian and driver behaviour at this location.

Officers Recommendation:

That the detailed design plan (10366) for a proposed continuous footpath treatment on Wells Street intersecting with King Street, Newtown be approved.

LTF Advice:

The Representative for Transport for NSW noted that Council may want to consider removing the first parking spot on Wells Street at the corner of King Street to provide more room for vehicles to turn into the street.

Council Officers advised that they are comfortable retaining the parking spot as the truck movement was clear of the space and that this design does not affect the existing kerb alignment and turning movement of vehicles.

No further advice provided by LTF members.

RECOMMENDATION:

That the detailed design plan (10366) for a proposed continuous footpath treatment on Wells Street intersecting with King Street, Newtown be approved.

LTF0226(1) Item 7 Terminus Street, Petersham - Proposed Raised Pedestrian Crossing - Design Plan No.10368 - (Danum-Stanmore Ward / Newtown Electorate / Inner West PAC)

SUMMARY

This report details the design plan (No. 10368) for the construction of a raised pedestrian crossing and result of community consultation at the intersection of Terminus Street and Palace Street, Petersham. The Local Area Traffic Management (LATM) study in 2023 for the Petersham North Precinct indicated through collected data that a significant pedestrian

desire line exists at this location. The study recommended that a raised pedestrian crossing be installed on Terminus Street to improve pedestrian connectivity to local businesses, Fort Street High School and Petersham Station. The design and construction of the proposed raised pedestrian crossing has received fifty percent contribution from the Federal Government Active Transport Fund and is included in Council's Traffic Facilities Capital Works Program for the 2025/2026 financial year.

Officers Recommendation:

That the detailed design plan (No. 10368) for the construction of a raised pedestrian crossing at the intersection of Terminus Street and Palace Street, Petersham be approved in order to improve pedestrian safety at this location.

LTF Advice:

No advice provided by LTF members.

RECOMMENDATION:

That the detailed design plan (No. 10368) for the construction of a raised pedestrian crossing at the intersection of Terminus Street and Palace Street, Petersham be approved in order to improve pedestrian safety at this location.

LTF0226(1) Item 8 Dickson Street at King Street, Newtown – Redesign of existing refuge island - Design Plan 10365 (Damun-Stanmore Ward / Newtown Electorate / Inner West PAC)

SUMMARY

Council is planning to improve safety of pedestrians and motorists in Dickson Street (at King Street), Newtown by re-constructing the existing pedestrian refuge island to meet current standards. The proposal aims to improve pedestrian safety by providing a more effective and compliant pedestrian refuge island to ensure pedestrian movements across Dickson Street are made safer whilst also reducing traffic speeds. The proposal will address concerns regarding pedestrian and driver behaviour at this location.

Officers Recommendation:

That the detailed design plan for the proposed redesign of the existing refuge island in Dickson Street at King Street, Newtown and associated signs and line markings (as per Design Plan No.10365) be APPROVED.

LTF Advice:

No advice provided by LTF members.

RECOMMENDATION:

That the detailed design plan for the proposed redesign of the existing refuge island in Dickson Street at King Street, Newtown and associated signs and line markings (as per Design Plan No.10365) be APPROVED.

LTF0226(1) Item 9 Hardie Avenue (at Smith Street), Summer Hill-Proposed upgrade of an existing at level road crossing to a new raised pedestrian crossing. (Djarrawunang-Ashfield Ward/Summer Hill Electorate/Burwood PAC).

SUMMARY

Council is planning to improve safety in Hardie Avenue, Summer Hill by constructing a new Raised Pedestrian Crossing near Smith Street to replace the existing 'at-grade' flat pedestrian crossing. The proposal aims to improve pedestrian and motorist safety by better defining safe pedestrian crossing points and addresses pedestrian safety and driver behaviour at this location.

Officers Recommendation:

That the detailed design plan (10335) to up-grade an existing road level crossing to a proposed new raised crossing, with associated signs and line marking in Hardie Avenue at Smith Street, Summer Hill be approved.

LTF Advice:

No advice provided by LTF members.

RECOMMENDATION:

That the detailed design plan (10335) to up-grade an existing road level crossing to a proposed new raised crossing, with associated signs and line marking in Hardie Avenue at Smith Street, Summer Hill be approved.

LTF0226(1) Item 10 Robert Street at Queen Street, Ashfield- Proposed short-term road safety improvements. (Djarrawunang-Ashfield Ward/Summer Hill Electorate/Burwood PAC).

SUMMARY

Council has received varying concerns from residents regarding road safety around the Queen Street Early Learning Child-Care Centre in Robert Street at Queen Street. These concerns/requests range from changed traffic conditions (e.g. one-way), traffic conflict/sight view from the intersection, child/pedestrian safety to that of parking in the area.

The extent of these concerns and requests for improvements for road safety can have a broader wide impact upon the community and would normally be addressed under a Local Area Traffic Management (LATM) scheme. It is proposed in the short term that the following safety improvements be implemented in Robert Street as per the recommendation and shown in figure 1.

Officers Recommendation:

1. That the existing 'No Stopping' on the northern side of Robert Street, east of Queen Street, be extended 6 metres in length to an approximate distance of 19.0 metres east of Queen Street,
2. That 'No Parking' be sign posted across the dual driveway of 44 Queen Street and 21 Robert Street,

3. That the existing 'GIVE WAY' line marking at the Robert Street (east)/Queen Street intersection be removed and a new 'STOP' line be marked out and bought forward from the intersection.
4. That a painted island be marked out on the northern side of the Robert Street (east)/Queen Street intersection to align with the new 'STOP' line (item2), and
5. That additional 'children' warning signs be provided in Queen Street on the approaches to the intersection of Queen Street and Robert Street (east).

LTF Advice:

The Representative for the Member of Summer Hill questioned why the proposed road safety improvements were short-term.

Council Officers advised that they will also be investigating the potential for a 'One Way' restriction in the proposed treatment area.

No further advice provided by LTF members.

RECOMMENDATION:

1. That the existing 'No Stopping' on the northern side of Robert Street, east of Queen Street, be extended 6 metres in length to an approximate distance of 19.0 metres east of Queen Street,
2. That 'No Parking' be sign posted across the dual driveway of 44 Queen Street and 21 Robert Street,
3. That the existing 'GIVE WAY' line marking at the Robert Street (east)/Queen Street intersection be removed and a new 'STOP' line be marked out and bought forward from the intersection.
4. That a painted island be marked out on the northern side of the Robert Street (east)/Queen Street intersection to align with the new 'STOP' line (item2), and
5. That additional 'children' warning signs be provided in Queen Street on the approaches to the intersection of Queen Street and Robert Street (east).

LTF0226(1) Item 11 Arthur Street, Marrickville - Proposed Raised Continuous Footpath Treatment - Design Plan No.10361 (Midjuburi-Marrickville Ward / Summer Hill Electorate / Inner West PAC)

SUMMARY

This report details the design plan (No. 10361) for the construction of a raised continuous footpath treatment, redesign of garden beds, adjustment to existing parking arrangements and result of community consultation at the intersection of Arthur Street and Illawarra Road, Marrickville. Council's Pedestrian Access and Mobility Plan (PAMP) identified a 'high' priority opportunity to install a raised continuous footpath treatment across Arthur Street, Marrickville. The intersection is located along a key pedestrian link connecting pedestrians to the Marrickville Train Station and Marrickville Town Centre. Council has subsequently completed detail design and community consultation for the proposal.

Officers Recommendation:

That the detailed design plan (No. 10361) for the construction of a raised continuous footpath treatment, redesign of garden beds, and adjustment to existing parking arrangements at the intersection of Arthur Street and Illawarra Road, Marrickville be approved in order to improve pedestrian safety at this location.

LTF Advice:

No advice provided by LTF members.

RECOMMENDATION:

That the detailed design plan (No. 10361) for the construction of a raised continuous footpath treatment, redesign of garden beds, and adjustment to existing parking arrangements at the intersection of Arthur Street and Illawarra Road, Marrickville be approved in order to improve pedestrian safety at this location.

LTF0226(1) Item 12 Fishers Reserve, Petersham - Proposed Raised Continuous Footpath Treatment (Damun - Stanmore Ward / Newtown Electorate / Inner West PAC)

SUMMARY

Council has prepared a design plan to provide a continuous footpath for the intersection of Fishers Reserve and Palace Street, Petersham. The intention of the proposal is to improve safety for pedestrians and motorists by better defining and prioritising movements across Fishers Reserve whilst also reducing traffic speeds. The proposal will also address concerns regarding pedestrian and driver behaviour at this location.

The design and construction of the proposed continuous footpath treatment has received fifty percent contribution from the Federal Government Active Transport Fund and is included in Council's Traffic Facilities Capital Works Program for the 2025/2026 financial year.

Officers Recommendation:

That the detailed design plan (10367) for a proposed continuous footpath treatment in Fishers Reserve at its intersection with Palace Street, Petersham be approved.

LTF Advice:

No advice provided by LTF members.

RECOMMENDATION:

That the detailed design plan (10367) for a proposed continuous footpath treatment in Fishers Reserve at its intersection with Palace Street, Petersham be approved.

LTF0226(1) Item 13 Bunnings Tempe Local Area Traffic Management - Design Plan No. HD202 (Midjuburi-Marrickville Ward / Heffron Electorate / Inner

West PAC)

SUMMARY

The 2021 Tempe South Local Area Traffic Management (LATM) study was re-exhibited in 2022 due to safety and amenity concerns raised by the community regarding the study and the Bunnings Tempe development. Further examination on alternate access arrangements from the Bunnings Tempe development have been conducted and in September 2022, Council approved the Local Area Traffic Management study. Subsequently, design plans were finalised with consideration of community feedback.

This report details the design plans for traffic treatments in the Tempe South Precinct and recommends approval with changes due to the results of community consultation.

Officers Recommendation:

1. That the detailed design plans (No. HD202, revision 4) be approved for the:
 - a) Construction of landscaped kerb blisters and speed cushions on Holbeach Avenue, Tempe (Drawing No. LATM4).
 - b) Construction of a raised concrete threshold with the inclusion of bollards and chains (on footpath) near South Street on Wentworth Street, Tempe (Drawing No. LATM5).
 - c) Construction of a raised concrete threshold with the exclusion of bollards and chains (on footpath) near Princes Highway on Wentworth Street, Tempe (Drawing No. LATM6).
 - d) Construction of a raised concrete threshold and renewal of linemarking with the exclusion of rumble bars on Edwin Street, Tempe (Drawing No. LATM9 and LATM11).
 - e) Construction of a raised concrete threshold, installation of an at-grade contrasting pavement treatment, and renewal of linemarking with the exclusion of rumble bars on Tramway Street, Tempe (Drawing No. LATM10 and LATM11).
 - f) Installation of an at-grade contrasting pavement treatment on Barden Street, Tempe (Drawing No. LATM12).
 - g) Installation of an at-grade contrasting pavement treatment on Fanning Street, Tempe (Drawing No. LATM13).
 - h) Installation of an at-grade contrasting pavement treatment on Hart Street, Tempe (Drawing No. LATM14).
 - i) Installation of an at-grade contrasting pavement treatment on Station Street, Tempe (Drawing No. LATM15).

2. That Council in principle support a 10km/h shared zone on Union Street, Tempe between Princes Highway and School Lane (Drawing No. LATM7 and LATM8) subject to approval from TfNSW.

LTF Advice:

The Chairperson raised concerns from residents regarding Brooklyn Street and Brooklyn Lane becoming a rat run due to the inability to enter Union Street from Smith Street and requested that Council signpost Brooklyn Lane as 'Local Traffic Only'. Council Officers noted that a 40km/hr sign will be implemented on Brooklyn Street and Lane and that a review on the Tempe South LATM scheme will be undertaken 6 months after the opening of the Tempe Bunnings development to determine if any additional changes are required. It should be noted that likely "rat runners" are more likely to use Brooklyn Street to School Lane and then the remaining section of Union Street as Brooklyn Street is a much wider street.

The Chairperson also requested that the 'Left and Right Only to Princes Highway' sign at the intersection of Princes Highway and Union Street be made larger, and that a green left and

right arrows at the existing traffic signals. Council Officers advised that there are two signs advising left and right movements only from Smith Street onto the Princes Highway. The first is at the signals and there is a second on Smith Street some 10m from the traffic signals. In order to further reinforce the left and right only movements Council Officers will be adding signage further south on Smith Street to advise they cannot enter Union Street from Smith Street. Council Officers advised that in relation to the traffic signal lanterns, they have forwarded the suggestion to Transport for NSW for consideration, as they have jurisdiction over the traffic signals.

The Chairperson noted that, should the '10km/h Shared Zone' be approved in Union Street, it will then go into the existing '40km/h School Zone' near School Lane and questioned if it would be possible to make the whole section a '10km/h Shared Zone' instead of having cars driving at 10km/h then 40km/h. Council Officers noted that converting the whole section into a '10km/h Shared Zone', would likely require the removal of the existing pedestrian crossing as well as potential complications associated with cars parking near the school gate blocking access as well as having young students walking between parked vehicles within the shared zone. Council officers will discuss this proposal further with TfNSW to develop a suitable treatment for Union Street.

The Chairperson noted that there were no proposed traffic calming treatments for Stanley Street, Tempe and noted that this may turn the street into a rat run. Council Officers advised that there was low community support, as well as low speed and traffic volumes, which is why traffic calming treatments are no longer proposed. It was also noted that Stanley Street was recently signposted as a 40km/h zone.

No further advice provided by LTF members.

RECOMMENDATION:

1. That the detailed design plans (No. HD202, revision 4) be approved for the:
 - a) Construction of landscaped kerb blisters and speed cushions on Holbeach Avenue, Tempe (Drawing No. LATM4).
 - b) Construction of a raised concrete threshold with the inclusion of bollards and chains (on footpath) near South Street on Wentworth Street, Tempe (Drawing No. LATM5).
 - c) Construction of a raised concrete threshold with the exclusion of bollards and chains (on footpath) near Princes Highway on Wentworth Street, Tempe (Drawing No. LATM6).
 - d) Construction of a raised concrete threshold and renewal of linemarking with the exclusion of rumble bars on Edwin Street, Tempe (Drawing No. LATM9 and LATM11).
 - e) Construction of a raised concrete threshold, installation of an at-grade contrasting pavement treatment, and renewal of linemarking with the exclusion of rumble bars on Tramway Street, Tempe (Drawing No. LATM10 and LATM11).
 - f) Installation of an at-grade contrasting pavement treatment on Barden Street, Tempe (Drawing No. LATM12).
 - g) Installation of an at-grade contrasting pavement treatment on Fanning Street, Tempe (Drawing No. LATM13).
 - h) Installation of an at-grade contrasting pavement treatment on Hart Street, Tempe (Drawing No. LATM14).
 - i) Installation of an at-grade contrasting pavement treatment on Station Street, Tempe (Drawing No. LATM15).
2. That Council in principle support a 10km/h shared zone on Union Street, Tempe between Princes Highway and School Lane (Drawing No. LATM7 and LATM8) subject to approval from TfNSW.

LTF0226(1) Item 14 Wardell Road, Marrickville - Proposed Raised Pedestrian Crossing (Midjuburi-Marrickville Ward and Djarrawunang-Ashfield Ward / Summer Hill Electorate / Inner West PAC)

SUMMARY

At the Council Meeting held on 18 November 2025, a Notice of Motion (NoM) for "Wombat Crossing or Other Pedestrian Improvements for Wardell Road" (C1025(1) Item 31) was considered. The subsequent resolution stated that Council review pedestrian and cyclist safety at the crossing point on Wardell Road, just north of the Cooks River Bridge, and to assess the feasibility of installing a wombat crossing or other appropriate pedestrian safety measures.

Council has collected traffic, and pedestrian counts at the location, and the results reveal that a pedestrian crossing facility at this location would comply with Council's Pedestrian Crossing Warrant Policy. The location of the proposal is located along a straight stretch of Wardell Road and there are no geometric concerns with the location. Therefore, it is recommended that a raised pedestrian crossing be approve in principle on Wardell Road, Marrickville just north of the Cooks River Bridge and that a detailed design be undertaken and brought back to the Local Transport Forum for consideration.

Officers Recommendation:

1. That a raised pedestrian crossing be approved in principle on Wardell Road to replace the existing pedestrian refuge island on Wardell Road near Riverside Crescent, Marrickville.
2. That the proposed raised pedestrian crossing on Wardell Road be included for consideration in Council's Traffic Facilities Capital Works Program for funding in 2026/2027 financial year.
3. That a detailed design for the proposed pedestrian crossing be brought back to the Local Transport Forum for consideration, including the results of community engagement.

LTF Advice:

No advice provided by LTF members.

RECOMMENDATION:

1. That a raised pedestrian crossing be approved in principle on Wardell Road to replace the existing pedestrian refuge island on Wardell Road near Riverside Crescent, Marrickville.
2. That the proposed raised pedestrian crossing on Wardell Road be included for consideration in Council's Traffic Facilities Capital Works Program for funding in 2026/2027 financial year.
3. That a detailed design for the proposed pedestrian crossing be brought back to the Local Transport Forum for consideration, including the results of community engagement.

LTF0226(1) Item 15 Tempe Station Parking Study (Midjuburi-Marrickville Ward /

Heffron Electorate / Inner West PAC)

SUMMARY

This report outlines the investigation completed in the residential streets surrounding Tempe Station to assess parking impacts due to the opening of the Metro at Sydenham Station and closure of the T3 Bankstown Line. It provides an assessment of parking occupancy rates on a typical weekday and weekend, and if the results warrant any further parking restrictions in the area.

Officers Recommendation:

That the Local Transport Forum Committee receive and note the report.

LTF Advice:

The Representative for the Inner West Bicycle Coalition questioned why the Concordia Club car park in Tempe was not included in the Tempe Station Parking Study.

Council Officers advised that this particular study focused on parking in residential streets and whether additional residential parking restrictions needed to be provided. It was also noted that there are existing restrictions within the Concordia Club car park.

No further advice provided by LTF members.

RECOMMENDATION:

That the Local Transport Forum Committee receive and note the report.

LTF0226(1) Item 16 Mackey Park Resident Parking Scheme (Midjuburi - Marrickville Ward / Summer Hill Electorate / Inner West PAC)

SUMMARY

Council resolved to undertake community consultation to extend the Resident Parking Scheme Area M2 to the industrial precinct around Carrington Road, Cary Street and Renwick Street. This report presents the results of the first phase of consultation completed in the following streets:

- Thornley Street, south of Premier Street;
- Richardson Crescent, east of Carrington Road;
- Carrington Road between Premier Street and Richardson Crescent; and
- Cary Street between Carrington Road and Johnston Lane

The results from the community consultation between July and August 2024 indicated a low response rate from the area of consultation with a high support rate for resident parking schemes within the area. Due to the low response rate, the proposed parking restrictions were not recommended for installation. To address concerns regarding the low response rate but high support rate received from the respondents, Council officers have followed up with a separate community consultation that focuses on the streets that provided a high support rate for a resident parking scheme and to ensure that the response rate was not affected by neighbouring streets.

Based on the breakdown of support rate, it is recommended that parking restrictions with

angled parking be approved in Cary Street and that no parking restrictions be installed in Thornley Street, Richardson's Crescent and Carrington Road at this time.

Officers Recommendation:

1. That the proposed '2P 8am-6pm Monday-Friday, Permit Holders Excepted Area M2' restrictions on Thornley Street not be supported.
2. That the proposed 90-degree angled parking between no. 89 and no.103a Cary Street with Resident Parking Scheme restrictions stating '2P 8am-6pm Mon-Fri, Permit Holders Excepted Area M2' on the northern side of Cary Street (between Carrington Road and Johnston Lane) be approved.
3. That the community engagement results for the proposed '2P 3pm-9pm Monday-Friday; 6P 8am-6pm Saturday-Sunday' restrictions on the southern side of Carrington Road be noted and that these results be combined with further community engagement to be undertaken with residents north of Cary Street.
4. That the community engagement results for the proposed '2P 3pm-9pm Monday-Friday; 6P 8am-6pm Saturday-Sunday' restrictions on the western side of Richardson's Crescent be noted and that these results be combined with further community engagement to be undertaken with residents north of Cary Street.

LTF Advice:

The Chairperson noted a resident's concerns regarding difficulty in finding parking near to drop her children off at the Child Care on Premier Street. Council Officers advised that they could investigate potential short-term parking restrictions specific to the Child Care's needs.

No further advice provided by LTF members.

RECOMMENDATION:

1. That the proposed '2P 8am-6pm Monday-Friday, Permit Holders Excepted Area M2' restrictions on Thornley Street not be supported.
2. That the proposed 90-degree angled parking between no. 89 and no.103a Cary Street with Resident Parking Scheme restrictions stating '2P 8am-6pm Mon-Fri, Permit Holders Excepted Area M2' on the northern side of Cary Street (between Carrington Road and Johnston Lane) be approved.
3. That the community engagement results for the proposed '2P 3pm-9pm Monday-Friday; 6P 8am-6pm Saturday-Sunday' restrictions on the southern side of Carrington Road be noted and that these results be combined with further community engagement to be undertaken with residents north of Cary Street.
4. That the community engagement results for the proposed '2P 3pm-9pm Monday-Friday; 6P 8am-6pm Saturday-Sunday' restrictions on the western side of Richardson's Crescent be noted and that these results be combined with further community engagement to be undertaken with residents north of Cary Street.

LTF0226(1) Item 17 Unnamed Laneway, Marrickville rear of Church Street and Warren Road - Adjustment to No Parking Restriction (Midjuburi-

Marrickville Ward / Summer Hill Electorate / Inner West PAC)

SUMMARY

This report outlines the existing parking challenges within an unnamed laneway at the rear of Church Street and Warren Road, Marrickville. Concerns have been raised regarding access to the rear garage of No.12 Church Street in the northbound direction when cars are parked partially across the driveway No.43 Warren Road. Vehicles parked in this arrangement block access to the rear garage of No.12 Church Street due to insufficient road width to accommodate the turning circle of a car. Two options have been proposed to alleviate the access issue at the location with a preference for Option 1, and further consideration be given to Option 2 should access issues continue. Option 1 proposes extending the existing 'No Parking' restriction on the southern side of the unnamed laneway by a further 2m to the rear gate of No.43 Warren Road. Option 2 proposes extending the 'No Parking' restriction a further 9m to the power pole at the rear of No.43 Warren Road.

Officers Recommendation:

1. That the existing 'No Parking' restriction on the southern side of the laneway (at the rear of Church Street and Warren Road, Marrickville) be extended west by 2m, up to the gate of No.43 Warren Road (Option 1).
2. That if access issues continue, further consideration be given to extending the 'No Parking' restriction on the southern side of the laneway by a further 9m (Option 2).

LTF Advice:

Mr Gino Odelli and Mr Stephen Odelli entered the meeting at 11.03am.

Mr G Odelli and Mr S Odelli opposed the recommendation, noting that this will compromise their ability to park in the laneway and preferred that no changes be made to the current parking arrangements in the laneway. Mr S Odelli noted that it is difficult to park on Warren Road due to the road being relatively narrow, and oftentimes parking on Warren Road has led to damage to his vehicle. Mr S Odelli noted that the current parking arrangements allow him to securely park his work vehicle, which contains his expensive work tools as well as allows his car insurance premium to remain affordable. Mr S Odelli noted the laneway is tight and narrow, and that all the driveways and garages on this lane have to manoeuvre carefully to access their homes due to the limited space in the area. Mr S Odelli noted that neighbouring properties are still able to access their properties from one direction.

Mr Gino Odelli and Mr Stephen Odelli left the meeting at 11.10am.

Council Officers tabled comments from a resident opposing the recommendation noting that Option 1 will not provide full access to their property, given the activity and parking in the laneway and noted that they would like full access to fulfil their carer role for their parents. It was also queried why the residents of 43 Warren Road are given 2 additional on-street parking spaces when they have off-street parking.

Council Officers also advised that there was an error in the background section of the report, noting that No.19 Church Street, Marrickville should read as No.12 Church Street, Marrickville.

Council Officers noted that there have been reports of residents having difficulty accessing the laneway due to cars being parked illegally right on the corner of the streets as well as cars being parked close to the bend of the laneway, making it difficult to access the lane.

The Chairperson suggested that no changes be made to the existing 'No Parking' in the

laneway at the rear of Church Street and Warren Road, Marrickville, noting that either party would not be satisfied with the proposed option. The Chairperson also suggested that Council Officers review potential 'No Parking' restrictions at the bend in the laneway as well as the intersection of Church Street and the Unnamed Lane, to see if that would alleviate the issue without having to remove parking.

No further advice provided by LTF members.

RECOMMENDATION:

1. That no changes be made to the existing 'No Parking' at the rear of No.43 Warren Road, Marrickville,
2. Council Officers investigate upgrading parking restrictions at bend in the laneway as well as the intersection of Church Street and the Unnamed Lane.

General Business

Item 18: Rat Running on Illawarra Road (northern part), Marrickville

The Chairperson noted that many residents have raised concerns regarding rat running and safety issues on Illawarra Road (northern section), noting that cars often get swiped due to the narrowness of the road. It was noted that the resident would like Council to consider putting in parklets on the northern part of Illawarra Road to reduce traffic volumes and alleviate the current issues. Council Officers advised that they would investigate the matter noting that a supporting traffic study would be required to consider the impacts of such a proposal.

Item 19: Investigate the potential for a footpath on South Street, Tempe

The Chairperson noted that there is currently no footpath on South Street that leads to the Tempe Recreation Reserve. It was noted that South Street is quite a narrow street, and that with the upcoming opening of the Bunnings Tempe store, traffic in the area is likely to increase which may create a safety risk for pedestrians in the area. It was also noted that there are some large trees that impede the access of people wanting to walk on the grass verge. Council Officers advised that they would investigate the matter.

Item 20: Electricity pillar on Union Street, Tempe impeding footpath access

The Chairperson advised that an electrical pillar has recently been installed on Union Street, Tempe, blocking access for pedestrians to walk past on the footpath safely. Council Officers advised that they have written to the relevant stakeholder. It was noted that once the area gets redeveloped, Council will write to the developer to seek to get some land dedicated back to Council so that the footpath can be widened.

Item 21: Request for Red Light Camera on Princes Highway, Tempe

The Representative for the Member of Balmain queried if a 'Red light camera' could be installed on Princes Highway, Tempe as there was a recent fatality in the area. The Representative for Transport for NSW advised that community members can make a

submission to the Centre of Road Safety for review and consideration.

Item 22: Investigate the potential for a pedestrian crossing on Anthony Street at Edwin Street, Croydon

The Representative for the Inner West Bicycle Coalition requested that Council investigate the potential of a pedestrian crossing on Anthony Street at the intersection of Edwin Street, Croydon, in light of the recently adopted 'Pedestrian Crossing Warrant Policy.' The Member for the Inner West Bicycle Coalition noted that motorists often use Anthony Street as a rat run. Council Officers advised that they would investigate the matter.

Item 23: Review of 'One Way Bicycles Excepted' signage on John Street, Colgate Street and Little Darling Street, Balmain

The Representative for the Inner West Bicycle Coalition requested the Council review the suitability of implementing 'One Way Bicycles Excepted' restrictions on John Street, Colgate Street and Little Darling Street, Balmain. Council Officers advised they would investigate this matter.

Item 24: Review of the footpath on Victoria Road, between Quirk Street and Robert Street, Rozelle

The Representative for the Member of Balmain raised concerns from a resident regarding the safety of the footpath on Victoria Road, between Quirk Street and Robert Street, Rozelle and questioned if anything can be done to improve the safety of the area such as trimming vegetation. The Representative for Transport for NSW advised the Representative for the Member of Balmain to forward the details to him so he can pass on the information to the relevant team to review.

Item 25: Advertisement flag blocking pedestrian sightlines in Ramsay Street, Haberfield

The Representative for the Member of Summer Hill noted that at the intersection of Ramsay Street and Kingston Street, Haberfield, a business has put up an advertisement feather flag in one of the planter boxes on the road and that it is impeding pedestrian sightlines. The Representative for the Member of Summer Hill requested that Council review the signage and request that it be removed. Council Officers advised that they would pass on the information to the relevant team to review.

Meeting closed at 12.41pm.

CHAIRPERSON

Clr Victor Macri

Item No: C0326(1) Item 7
Subject: ILLAWARRA ROAD BUSINESS ROUNDTABLE
Prepared By: Simone Plummer - Director Planning

Item 7

RECOMMENDATION

1. That Council endorse the Illawarra Road Roundtable Action Plan for delivery.
2. That Council receive a report in June 2026 that provides an update on medium- and long-term actions from all business roundtable action plans, being Haberfield, Crystal street and Illawarra Rd. This report will also include an update of those actions that have been completed.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

- 3: Creative communities and a strong economy

EXECUTIVE SUMMARY

A Business Roundtable was held on 1 December 2025 to identify strategies to better support local businesses on Illawarra Road, Marrickville. The Roundtable was attended by local business owners, representatives from the Chamber of Commerce, the NSW Member for Summer Hill, Inner West Councillors, representatives from State Government agencies including Sydney Metro, Service NSW and Transport for NSW, as well as Council staff.

The Roundtable provided an opportunity for local businesses to share their ideas for improving the precinct. Feedback from the session identified six key priorities: beautification, festivals and events, lighting, cleanliness and maintenance, traffic calming, and parking. An Illawarra Road Action Plan has been prepared, outlining proposed responses to identified issues, the responsible Council teams, and indicative timeframes for delivery.

BACKGROUND

At the Council meeting held on 19 August 2025, Council resolved the following:

1. *That Council host a roundtable of businesses located on Illawarra Road, Marrickville, to determine ways Inner West Council can support them and promote local businesses in Marrickville, and that the Member for Summer Hill and three Marrickville-Midjumburi Ward councillors be invited to participate.*
2. *That Council investigate opportunities to upgrade footpaths, lighting, street furniture and other public amenities as part of the Public Domain Strategy and seek grant funding to progress this work as a matter of priority.*
3. *That Council commit to hosting a festival and events to celebrate the opening of the Metro in Illawarra Road, Marrickville, and around Dulwich Hill station, funded through the quarterly budget review process.*
4. *That Council investigate including Illawarra Road in the Marrickville Music Festival from 2026.*

5. *That Council consider ways to work with Illawarra Road businesses directly to activate the Calvert Street carpark for events as part of the Plug and Play program.*
6. *That Council report back to Council on the outcome of the Roundtable and other initiatives on or before November 2026.*

This report addresses the components of the resolution that relate to the roundtable.

DISCUSSION

The Illawarra Road Roundtable was held on 1 December 2025 at Marrickville Pavilion. Sixteen local businesses attended, representing a range of sectors including cafés and restaurants, small bars, retail, food, construction, and health services. The NSW Member for Summer Hill, attended along with Councillors and the Deputy Mayor. Representatives from Service NSW, Sydney Metro, and Transport for NSW also attended and presented at the event.

The Roundtable was focused on how the State Government and Council can better support businesses in the precinct.

Sydney Metro advised that the opening date for the Metro has not been finalised, as comprehensive testing of all systems is still underway. Sydney Metro also advised that they do not expect that the unions will delay opening as most issues have been resolved and mitigations are in place.

Transport for NSW acknowledged the disruptions caused by Metro construction and advised that the temporary fare-free pink bus services have had their frequency increased, and additional regular bus services have also been introduced. TfNSW confirmed their commitment to continuing to gather feedback and adjust services as required.

Service NSW provided an overview of their Business Concierge Service, which supports businesses affected by disruption with their continuity planning, regulatory support, and health and safety coaching. This service is available to Illawarra Road businesses in response to disruption associated with the Metro project.

Attendees were invited to provide feedback in response to the following question:

How can Council improve the Illawarra Road precinct and better support local businesses?

The feedback from businesses has been categorised into six key themes and issues outlined below.

1. **Beautification:** Calls for footpath and public domain improvements, including public art, enhanced lighting, additional planting, street furniture, and removal or aesthetic treatment of the brick wall on the bridge near Marrickville Train Station and 359 Illawarra Road, along with the installation of Chinese-style lanterns and improved cleanliness to create a more welcoming precinct.
2. **Events and Festivals:** Requests for Council to fund and deliver more events and festivals, including in Calvert Street carpark. Businesses expressed interest in a Vietnamese festival, noting that they lack the time and resources to organise events themselves. There was also a request to include Illawarra Road in the annual Marrickville Music Festival.
3. **Lighting:** Address lighting along Illawarra Road using a range of options, including fairy lights, globe lighting and Chinese lanterns, to make the area more welcoming, vibrant and safe at night and support the nighttime economy.

4. **Cleanliness and Maintenance:** Requests for more frequent footpath cleaning and street sweeping, implementation of anti-dumping initiatives, including in laneways, and weeding and trimming of street trees on Illawarra Road to address its untidy appearance.
5. **Traffic Calming:** Request for Illawarra Road to become one-way and for traffic calming initiatives to be implemented to reduce speeding.
6. **Parking:** Concerns were raised about parking, with requests for Council to increase parking supply through options such as acquiring additional land, requiring new private developments to provide public parking, introducing angled parking on Schwebel Street, and installing a Kiss and Ride zone.

Businesses also requested that the NSW Government provide clearer communication on the timing of the Metro opening and engage with local businesses on opportunities to promote the precinct in connection with the opening. In addition, businesses sought support in arranging a meeting with the Federal Member to discuss the relative costs of operating a small business compared with larger businesses, including those with gambling-related revenue. These matters have been referred to the NSW Government through the meeting notes.

The Illawarra Road Action Plan below outlines current and planned Council actions to address the issues raised.

Illawarra Road Roundtable Action Plan

Theme / Issue	Summary of Feedback	Suggested Actions	Lead	Timeframe
Beautification	Upgrade footpaths, enhance lighting, install public art, increase greening, provide additional street furniture, and deliver general public domain improvements	a. Investigate opportunities to widen footpaths as part of a substantial street upgrade, including assessing the feasibility of introducing a shared zone or converting Illawarra Road to one-way between Petersham Road and Marrickville Road. The investigation will consider traffic impacts, pavement renewal or expansion, street furniture, tree planting and lighting options.	Public Domain Planning; Traffic and Transport; and Infrastructure Planning	Long term
		b. Improve the visual presentation of the brick wall adjacent to Marrickville Station.	Capital Works (Main Streets revitalisation program)	Short term
		c. Investigate installation of a parklet to enhance public amenity.	Capital Works (Main Streets revitalisation program)	Short term
Events and festivals	Council to deliver additional events and festivals, including utilising Calvert Street carpark, responding to	a. Opportunities for activations and events to be explored.	Events	Medium Term
		b. Host an information session on how the	Public Domain	Short term

	business interest in a Vietnamese festival, and incorporating Illawarra Road into the annual Marrickville Music Festival.	community and businesses can utilise the <i>Plug and Play</i> initiative, including at the Calvert Street carpark.		
Lighting	Address lighting issues through a range of options, including fairy lights, globe lighting and Chinese lanterns, to improve safety at night to support the night-time economy.	<p>a. Determine if feasible to install fairy lights on the three trees near 359 Illawarra Road</p> <p>b. In support of the main street beautification investigation, undertake a lighting audit to assess and determine lighting options to enhance amenity and public safety on Illawarra Road.</p>	<p>Capital Works (Main Streets revitalisation program)</p> <p>Public Domain Planning; and Infrastructure Planning</p>	<p>Medium term</p> <p>Medium term</p>
Cleanliness and Maintenance	Increase footpath cleaning, street sweeping, removal of dump rubbish, including in laneways, and weeding and trimming of trees.	<p>In late 2025, a maintenance blitz was completed on Illawarra Road which addressed these issues. Minor asphalt patching, pavement sealing, weeding and tree trimming works were also carried out.</p> <p>Quarterly audits are undertaken to address ongoing maintenance.</p>	<p>Civic Works</p> <p>Parks and Streetscapes Operations</p>	<p>Ongoing</p> <p>Ongoing</p>
Traffic Calming	Review the current traffic calming initiatives to reduce the impact of speeding and examine if Illawarra Road can become one-way.	Consider options to introduce a one-way traffic arrangement in response to a series of Council resolutions seeking improvements to Illawarra Road.	Traffic and Transport; Public Domain Planning; and Infrastructure Planning	Long term
Parking	Consider options to increase parking through acquisition of land, requiring private developments to include public parking, introducing angled parking on Schwebel Street, and installing a Kiss and Ride zone.	<p>Council's transport strategies focus on managing parking demand and encouraging a mode-shift from private vehicles to active and public transport, rather than increasing parking supply.</p> <p>An angle parking investigation in Schwebel Street is currently in progress.</p> <p>Drop-off and pick-up</p>	<p>Traffic & Transport</p> <p>Traffic & Transport</p>	<p>Long term</p> <p>Short term</p>

		<p>areas are provided on Station Street and Illawarra Road through a combination of No Parking zones and locations with both No Parking and Kiss and Ride signage.</p> <p>Investigate opportunities to increase parking availability in the area by expanding angle parking and introducing additional time-limited on-street parking.</p>	Traffic & Transport	Medium term
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*Short Term – for delivery by mid-year – June 2026

*Medium and Long Term – timeframe for delivery will be specified on a project basis in the June update report.

Conclusion

Overall, businesses welcomed the opportunity to meet with Council to discuss the precinct. Council officers will prioritise short-term actions to enhance public amenity, including planning for the installation of fairy lights, and additional planting, which could be funded through the Main Streets Revitalisation Program. Medium- and long-term actions will be reported to Council in June 2026 to allow time to determine resourcing requirements and implementation timelines.

LEGAL AND RISK IMPLICATIONS

Comment By General Counsel:

There are no legal and risk implications associated with this report.

FINANCIAL IMPLICATIONS

All short term actions are accommodated within current operational budgets. While medium and long term actions require specific investigation / project planning it is anticipated that they can be delivered within the financial year budget allocation for 2026/27.

ATTACHMENTS

Nil.

Item No: C0326(1) Item 8
Subject: GOOD NEIGHBOUR POLICY
Prepared By: Simone Plummer - Director Planning

RECOMMENDATION

1. That Council endorse for public exhibition the revised draft Good Neighbour Policy as attached for a period of 28 days and seek community feedback.
2. That following the conclusion of the exhibition period the revised draft Good Neighbour Policy be brought back to Council for consideration and adoption.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council’s Community Strategic Plan:

- 2: Liveable, connected neighbourhoods and transport
- 3: Creative communities and a strong economy
- 4: Healthy, resilient and caring communities

EXECUTIVE SUMMARY

Following the introduction of the Vibrancy Reforms, Council is no longer the regulator for noise and amenity complaints arising from licensed premises – this is now the responsibility of Liquor and Gaming NSW. The Vibrancy Reforms are modelled on the Special Entertainment Precinct model which was first developed and implemented in the Inner West. Following these changes the Good Neighbour Policy requires revisions to reflect these changed responsibilities. The revised draft Policy has been amended to distinguish between licensed and non-licensed premises, clarify complaint handling processes and define the respective roles of Liquor and Gaming NSW and Council.

BACKGROUND

At the Council meeting held on 12 September 2023, Council resolved the following:

That Council consider expanding the ‘Good Neighbour Policy’ beyond live music venues and licensed premises to include artistic, creative and sporting clubs and activities, and commercial and retail businesses, excluding construction businesses and the Development Assessment process.

At the meeting in April 2024, Council adopted the revised Good Neighbour Policy subject to the following amendments;

1. Purpose

The purpose of this policy is to support the community’s live music venues, licensed premises, creative spaces, sporting clubs and commercial businesses by providing them with assurance that the Council takes a balanced approach to the coexistence of residents and businesses and will seek to keep premises operating wherever possible.

The policy specifically excludes construction businesses and the Development Assessment process as these have their own legal mechanisms and requirements that sit outside this policy.

The policy identifies the role of all stakeholders, such as residents, businesses, Council, and the Police in managing sound and activity in an urban environment as well as outline Council’s approach to amicably resolving these matters prior to taking any formal regulatory action.

b) 5. Objectives

Objective 3 – Compliance

Implement a consistent and adaptable regulatory response to complaints to manage amenity expectations

c) 6.1 Steps to take before lodging a formal complaint

2. Resolutions may involve minor changes to the premises operation such as closing certain windows and doors, lowering volume or advising a resident of when the entertainment is due to cease.

d) 6.2, as paragraph 3 add

If in the course of resolving a sound and activity management matter, Council officers become aware of other compliance issues the premises should be supported to keep operating as normal with a view to a coordinated approach in resolving all matters.

e) Replace all references to “noise disturbance”, “complaints” and “complaint handling” with language that references “sound and activity management” and note that the Director, Planning has delegated authority under clause 8 to make administrative changes to the policy that would make this language grammatically consistent and readable.

In between Council consulting the community and adopting the revised policy the NSW Parliament passed the 24-Hour Economy Legislation Amendment (Vibrancy Reforms) Act 2023 (the Vibrancy Reforms) to boost NSW’s night-time economy, cultural sector and live music scene by reducing red tape, streamlining liquor licensing and increasing trading flexibility.

The Vibrancy Reforms designate Liquor and Gaming NSW as the lead regulator and identified them as best positioned to investigate and respond to noise and disturbance complaints from licensed premises. This shift introduced a streamlined approach to sound management by a single regulator creating less red tape for the night-time economy.

The Vibrancy Reforms also strengthen Liquor and Gaming NSW disturbance complaint frameworks and thresholds to ensure that all disturbance complaints are valid and reasonable and venues had certainty. The reforms provided uniformity across NSW.

DISCUSSION

Noting that Council is no longer the regulator of noise from licensed premises, the Policy requires updating to reflect this change and to be consistent with the NSW reforms.

There has been a dramatic reduction in complaints reported to Council in relation to licensed premises. This is likely to be due to a greater awareness in the community as there has been significant media attention around the Vibrancy Reforms and Special Entertainment Precincts. Further the [NSW Government's website](#) clearly sets out the process for making a complaint about a licensed premises.

Accordingly the following revisions have been made to the Good Neighbour Policy:

- The types of premises now fall within 2 categories: licensed or non-licensed premises. Definitions of each have been provided in the Policy.
- Inclusion of separate complaints handling procedures depending on whether the disturbance relates to a licensed or non-licensed premises.
- The roles and responsibilities of Liquor and Gaming NSW and Council in complaints management.

Council's investigation and mediation role in relation to non-licensed premises remains unchanged.

LEGAL AND RISK IMPLICATIONS

Comment By General Counsel:

There are no legal and risk implications associated with this report.

FINANCIAL IMPLICATIONS

There are no financial implications associated with the implementation of the proposed recommendations outlined in the report.

ATTACHMENTS

1. [↓](#) Draft Good Neighbour Policy

INNER WEST

Good Neighbour Policy

Draft

v2_V3

W/2024/022

Item 8

Attachment 1

INNER WEST

Title	Good Neighbour Policy
Summary	Council has implemented a Good Neighbour policy to to <u>provide guidance in the management of noise and disturbance complaints for licensed and unlicensed premises, enable Council to work with live music venues, licensed premises, creative spaces, sporting clubs, commercial businesses, and residents to manage sound and activity prior to taking formal regulatory action.</u>
Document Type	Policy
Relevant Strategic Plan Objective	<ul style="list-style-type: none"> • Strategic Direction 2: Liveable, connected neighbourhoods and transport. • Strategic Direction 3: Creative communities and a strong economy • Strategic Direction 4: Healthy, resilient, and caring communities
Legislative Reference	<ul style="list-style-type: none"> • <i>Local Government Act 1993</i> • <i>Protection of the Environment Operations Act 1997</i> • <i>Environmental Planning and Assessment Act 1979</i> • <i>Companion Animals Act 1998</i> • <i>Food Act 2003</i> • <i>Public Health Act 2010</i> • <i>Liquor Act 2007</i>
Related Council Documents	<ul style="list-style-type: none"> • Code of Conduct • Compliance and Enforcement Policy • Service Charter
Version Control	See last page



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Good Neighbour Policy

3



1 Purpose

The purpose of this policy is to support the community’s live music venues, licensed premises, creative spaces, sporting clubs and commercial businesses by providing them with assurance that the Council takes a balanced approach to the coexistence of residents ~~and businesses, and businesses and will seek to keep premises operating wherever possible.~~

The policy specifically excludes construction businesses and the Development Assessment process as these have their own legal mechanisms and requirements that sit outside this policy.

The policy identifies the role of all stakeholders, such as residents, businesses, Council, ~~and the~~ Police and Liquor and Gaming NSW in managing ~~noise disturbances, sound and activity~~ in an urban environment as well as outline Council’s approach to amicably resolving these matters prior to taking any formal regulatory action.

2 Scope

~~This policy applies to all Councillors, Council Officers and contractors working for Council regardless of whether they are permanent, temporary, full-time, part-time or casual. For the purposes of this policy, the term contractor includes on-hired temporary labour services (agency staff) and sub-contractors.~~

~~This policy applies to all Councillors, Council Officers and contractors working for Inner West Council regardless of whether they are permanent, temporary, full-time, part-time or casual. For the purposes of this policy, the term contractor includes on-hired temporary labour services (agency staff) and sub-contractors.~~

3 Definitions

In the Good Neighbour Policy, the following terms have the following meanings:

Councillor	Inner West Council elected representative
Council Officer	Inner West Council members of staff (including full-time, part-time, casual and contracted staff)
Government Agencies	Include Environmental Protection Agency , Liquor & Gaming NSW and NSW Police
Licensed Premises	<u>Premises which hold a liquor licence under the Liquor Act e.g. live music venue, pub, club, food premises etc.</u>



Non-licensed premises	Any other premises which do not sell or supply liquor e.g. residence, creative and community spaces, commercial premises etc.
Policy	Refers to the Good Neighbour Policy
Premises	Includes live music venues, licensed premises, creative spaces, sporting clubs and commercial businesses
Stakeholders	Include licensees, businesses, residents, <u>tenants</u> , industry, community groups and Council

4 Statement

This Policy recognises Council’s commitment in ensuring that good neighbourhood amenity is maintained for residents by applying a consistent regulatory response to managing sound and activity.

Council commits to liaise with other government agencies and stakeholders to seek their assistance in decision-making, mediation, and resolutions.

5 Objectives

Objective 1 – Neighbourhood Amenity

The neighbourhoods surrounding licensed and non-licensed premises ~~live music venues, licensed premises, creative spaces, sporting clubs and commercial businesses~~ is/are afforded ~~with~~ reasonable amenity.

Objective 2 – Roles of Stakeholders

The roles of stakeholders ~~including, businesses, residents, industry, Council, Police and Liquor & Gaming~~ are clear and committed to managing amenity expectations.

Objective 3 – Compliance

Implement a consistent and adaptable regulatory response in collaboration with the Government agencies to manage amenity expectations associated with licensed and non-licensed premises.

INNER WEST

6 Handling of Complaints from Licensed Premises

Licensees have certain obligations to ensure any negative impacts on residents are minimised. It is reasonable to expect some level of noise from activities associated with licensed venues due to people arriving, leaving or general operation.

Note: Complaints that relate to plant and equipment servicing a licensed premises are investigated by Council as per Section 7.

The NSW Government has introduced Vibrancy Reforms, legislative and policy changes which aim to improve the night-time economy. These reforms make Liquor and Gaming NSW the lead regulator, investigating and responding to noise and disturbance complaints from licensed premises, including those located in Special Entertainment Precincts.

If you are concerned about the level of noise coming from a licensed venue, please visit Liquor and Gaming NSW and follow their prescribed criteria for making a noise complaint.

INNER WEST

6 — Compliance Procedures

6.1 — Steps to take before lodging a formal customer request

~~Residents are encouraged to take the following steps prior to lodging a formal sound and activity request with Council.~~

~~Removal of the following table: this procedure is explained in section 7~~

1. Identify the location and source

In urban environments it can be difficult to determine the location and source of sound and activity. Accurately identifying the location and source of the activity will assist when approaching the premises to discuss how to alleviate the impacts



2. Approach the premises

Council's experience shows that when neighbours approach one another with reasonable grievances, they tend to be resolved quickly.

In the first instance, Council encourages you to contact the premises by phone, email, or by approaching them in person.

If a premises is an ongoing problem, requesting the number of a key representative will enable you to contact them directly to assist with sound and activity management.

This is particularly helpful with afterhours concerns so matters can be addressed as they are occurring.

Resolutions may involve minor changes to the premises operation such as closing certain windows and doors, lowering volume or advising a resident of when the entertainment is due to cease.

It's also expected in these discussions that certain concessions may need to be made by residents, including closing their windows or doors, and accepting occasional higher noise levels.



3. Re-evaluate sound and activity management

If you are dissatisfied with the response from the premises, or if the sound and/or activity remains at an unreasonable level, feedback or a request should be lodged with Council and/or the Police.

INNER WEST

7 Handling of Complaints from Non-licensed Premises

7.1 Managing noise through mediation

Noise and activity concerns reported to Council are expected to be resolved once Council has received a response from the premises for the customer. Responses should include a commitment to lessening any future noise impacts on the neighbourhood.

Should noise and activity management be an ongoing issue that has been unable to be resolved through previous attempts, Council may facilitate a mediation session, voluntarily bringing together the customer and representatives from the premises to discuss, understand and resolve the issues.

Mediation will ideally be held face to face on neutral ground. There may be circumstances with scheduling conflicts or public health concerns where an online meeting is preferred.

7.2 Steps to take before lodging a formal customer request

Residents are encouraged to take the following steps prior to lodging a formal noise complaint with Council.

Identify the location and the source

In urban environments, it can be difficult to determine the location and source of noise and activity. Accurately identifying the location and source of the noise will assist the Council Officer when approaching the premises to investigate the impacts.

Approach the premises

Council's experience shows that when neighbours approach one another with reasonable grievances, they tend to be resolved quickly. This is particularly helpful with afterhours concerns so matters can be addressed as they occur. Resolutions may involve minor negotiations associated with times of use of noisy plant and equipment, closing certain windows or doors, routine maintenance or servicing and lowering the volume.

Evaluate the response of the premises

If you are dissatisfied with the response or action taken by the premises or if you feel that the noise remains at an unreasonable level, a request should be lodged with Council.

INNER WEST

~~6.2~~ 7.3 Council customer request handling procedure

Any customer requests associated with noise from a non-licensed premises, including those also located in a Special Entertainment Precinct, with live music venues, licensed premises, creative spaces, sporting clubs and commercial businesses, should first be made to Inner West Council via the online portal.

Regardless of when it is made, customer requests will be handled by Council in accordance with this Policy. Serious breaches that require immediate attention may be expedited or require involvement from multiple stakeholders.

Note: Section 7.5 where immediate attention is required outside of normal business hours, the Police are the appropriate point of contact.

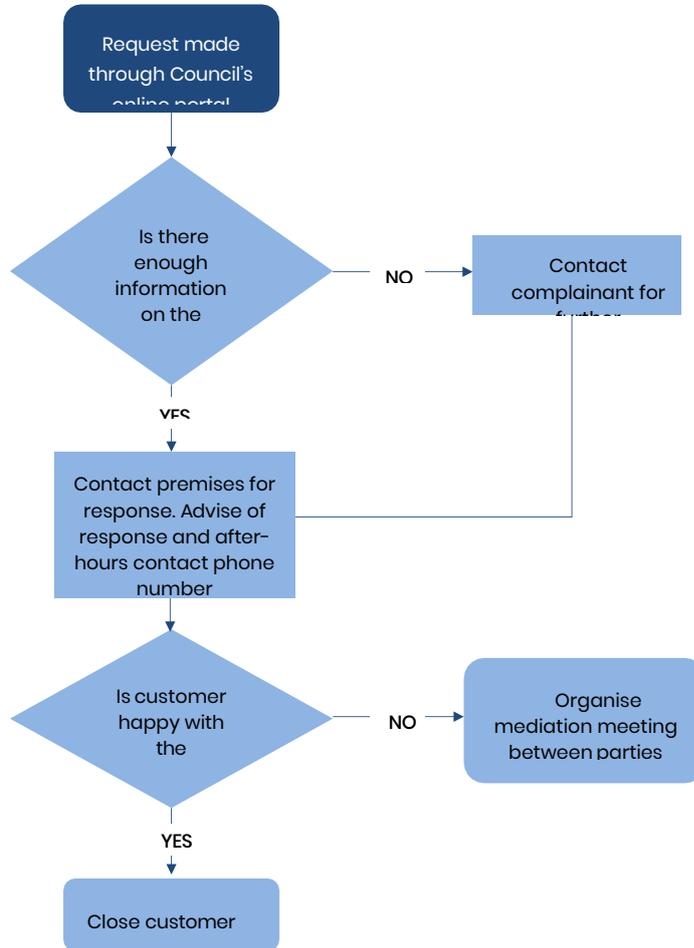
If while in the course of resolving a noise sound and activity management matter, Council officers become aware of other compliance issues the premises should be supported to keep operating as normal with a view to a coordinated approach in resolving all matters.

Note: See 6.5 where immediate attention is required outside normal working hours, the police are the appropriate contact point.

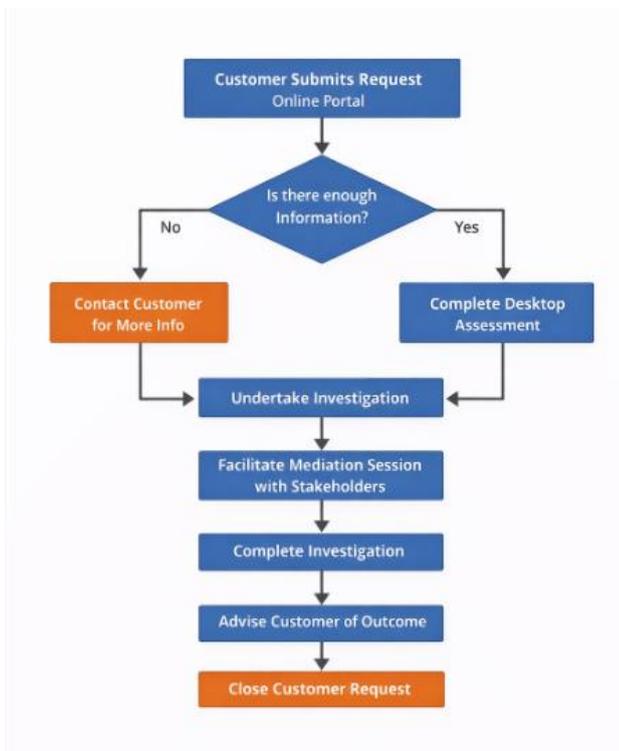
This flowchart illustrates the typical customer request handling process.

INNER WEST

This flow chart has been replace with the one below



This flowchart illustrates the typical customer request handling process for non-licensed premises.



7.4 Managing noise through Council Investigations

Ongoing noise and activity management that cannot be resolved through the processes outlined in Section 7.1 above will need to be assessed against the Protection of the Environment Operations Act 1997, Environmental Planning and Assessment Act 1979 or any other relevant legislation. This may involve the customer completing a noise diary or the deployment of Council staff or a consultant to conduct noise monitoring at the premises at an undisclosed time and date. Any enforcement action will be considered in line with Council’s Compliance and Enforcement Policy.

6.3 — Managing sound and activity through mediation

Sound and activity concerns reported to Council are expected to be resolved once Council has feedback from the premises for the customer. Responses from premises should include a commitment to lessening any future sound and activity impacts on the neighbourhood.

INNER WEST

~~Should sound and activity management be an ongoing issue that has been unable to be resolved through previous attempts, a meeting will be facilitated by Council, bringing together the customer/s and key representatives of the premises to discuss, understand and resolve the issues.~~

~~These meetings will be attended by Council staff from the relevant departments, such as Environmental Health, Development Compliance, Economic Development and/or Planning.~~

~~An agenda will be prepared by Council with minutes of action items recorded and provided to all attendees in a timely manner.~~

~~Such meetings will ideally be held face-to-face on-site, either in the premises or on the street outside the premises. There may be circumstances with scheduling conflicts or public health concerns where an online meeting or neutral ground is preferred.~~

~~6.4 — Substantiating Council customer requests~~

~~Ongoing sound and activity management that cannot be resolved through the processes outlined above will need to be assessed against the *Protection of the Environment Operations Act 1997*, *Environmental Planning and Assessment Act 1979* or any other relevant legislation. This may involve the customer completing a noise diary or the deployment of Council staff or a consultant to conduct noise monitoring at the premises at an undisclosed time and date.~~

~~Should a breach be identified, a formal notice may be given to the premises to take specific action to comply with the relevant legislation.~~

7.5 Police handling of reports

~~6.5 — Police handling of reports~~

INNER WEST

Police play a crucial role in compliance as they are a 24/7 operation and are granted powers under the *Protection of the Environment Operations Act 1997* to conduct offensive noise assessments. This is particularly important ~~At times~~ when Council is unavailable and immediate attention is required due to the significance of the concerns. ~~when Council is unavailable and immediate attention is required due to a sound and activity concerns, reports will need to be made directly to the local Police Station. When making a report to Police, it is requested that a customer request is similarly lodged through Council's online portal. This will assist Council in understanding the location of nature of sound and/or activity being undertaken.~~

~~6.6 — Liquor & Gaming handling of complaints~~

~~Licensees of licensed premises i.e., pubs and clubs have certain obligations to ensure any negative impacts on residents is minimised. It is reasonable to expect some level of sound from activities associated with licensed venues due to people arriving, leaving or general operation.~~

~~Liquor and Gaming can provide assistance in limited circumstances, however, fundamentally support and replicate the compliance procedures detailed above in their own investigations.~~

78 Breaches of this policy

Breaches of this policy may result in an investigation of the alleged breach in line with relevant Council policies including the Model Code of Conduct.

Any alleged criminal offence or allegation of corrupt conduct will be referred to the relevant external agency.

89 Administrative Changes

From time-to-time circumstances may change leading to the need for minor administrative changes to this document. Where an update does not materially alter this document, such a change may be made including branding, Council Officer titles or department changes and legislative name or title changes which are considered minor in nature and not required to be formally endorsed.



910 Version Control – Policy History

This policy will be formally reviewed every three years from the date of adoption or as required.

Governance use only:

Document	Good Neighbour Policy	Uncontrolled Copy When Printed	
Custodian	Director Planning	Version #	Version 2 Version 3
Approved By	Council	ECM Document	39136028
Next Review Date	April 2027 March 2029		

Amended by	Changes made	Date
Planning	New Policy	28 May 2019
Planning	Policy Review	9 April 2024
Planning	Updated to incorporate changes arising from amendments to the <i>Liquor Act 2007</i>	17 March 2026

Item No: C0326(1) Item 9
Subject: PARKLETS AND ON ROAD DINING
Prepared By: Simone Plummer - Director Planning

RECOMMENDATION

1. That Council officers partner with students from the University of NSW School of Built Environment, Faculty of Art, Design and Architecture on design options for future parklets.
2. That design options for parklets are incorporated into Council’s Draft Public Domain Guidelines for future Council consideration.
3. That as part of its Public Domain Master Plans, Council include design considerations for transforming successful parklet areas into permanent extended outdoor dining spaces, through dedicated master planning design works.
4. That Council continue to assess and determine applications for on-road dining – and the Schedule of Fees and Charges be amended so that where a business applies for on-road dining, all installation costs are borne by the business.
5. That Council, upon finalisation of the parklet design options, will form a condition of approval for on-road dining applications.
6. That the Interim Outdoor Dining Guidelines be reviewed, updated and communicated to local business.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council’s Community Strategic Plan:

- 2: Liveable, connected neighbourhoods and transport
- 3: Creative communities and a strong economy

EXECUTIVE SUMMARY

This report provides Council with an update on the provision and distribution of on road dining approvals across the Inner West LGA. Often referred to as parklets, they are a public domain intervention that have successfully supported the economic vitality of hospitality businesses as well as providing community benefits through enhanced public domain experiences.

Detailed public domain master planning and the development of technical public domain guidelines can support an improved outcome for both business and the community. The Mainstreet Renewal Program can also include opportunities for kerb extensions to support the permanency of parklet areas.

To support future parklet design opportunities and street life activation Council officers have approached the NSW School of Built Environment, Faculty of Art, Design and Architecture to partner with their students on future design options for parklets. In the meantime a revised application process and amendment to the Schedule of Fees and Charges is proposed to facilitate those businesses that initiate a request for on- road dining in those locations where it

can be accommodated. Currently on-road dining is supported from a small budget allocation and this is a restriction on the numbers approved annually. It is also recommended that the Interim Outdoor Dining Guidelines originally developed as an economic development response to Covid be reviewed and updated.

BACKGROUND

At the Council meeting held on 18 November 2025, the following was resolved:

1. *That Council notes that parklets improve streetscape amenity, community safety, and are a cost-effective method of providing more public space in dense urban environments.*
2. *That Council notes positive feedback from businesses and residents on Australia Street, Newtown towards the parklet installed outside Tokyo Lamington, and preliminary interest in establishing more parklets in the southern precinct of the street.*
3. *That Council investigates opportunities for a trial installation of additional parklets on the southern end of Australia Street and engages with businesses and residents on timing and locations, including through door knocking and letterboxing.*
4. *That Council receives a report to the February 2026 Meeting on opportunities to expand the installation of parklets across the LGA, including:*
 - a) *Cost of installation and maintenance;*
 - b) *Proposals to work with businesses to expedite installation; and*
 - c) *a public competition for design of parklets.*

DISCUSSION

In the Inner West parklets repurpose parking spaces into vibrant on-road dining areas that extend out-door dining opportunities for adjacent businesses through an approval under the Local Government Act.

Currently there are two forms of outdoor dining available through Inner West Council – one type installed by Council for broad community use, either as a trial on the road or permanently through a kerb extension, the other is by application from a business to Council for the sole use of the business.



Above shows a permanent kerb extension installed by Council on Marrickville Road for use by the general community.



Photos above of on road dining parklet at Tokyo Lamington – Australia St Newtown 2042 for the sole use of the business.

Parklets installed by Council

Throughout 2023 Councils Public Domain Team have installed a number of both permanent and temporary trial parklets. Some have been via kerb extensions, such as the photo above on Marrickville Road. Others are a trial such as the partial closure of Simmons Street in Newtown. Where a trial is concluded a decision is made to make the parklet permanent the cost to Council of installation is in the realm of \$200,000 dependent on the extent of works.

On-Road Dining Parklets – Application made by a business

Interim Outdoor Dining Guidelines were initially developed to support hospitality businesses during the Covid 19 pandemic. Where an application could be supported Jersey-kerb barriers were installed by Council from a small operational budget. This small budget enabled the installation of around 8 to 10 on-road dining parklets annually, as it costs around \$10,00-\$15,000 for installation dependent on shape and length of each parklet. This budget restricts the number of parklets installed annually as the demand for parklets exceeds Council’s capability to provide them.

The below table highlights the installation costs associated with on-road dining provision.

Estimation of a costs for a common parklet installation

Description	Costs
Purchase of Barriers and Installation (2 x 6m barriers & 2 x 2m barriers)	\$9,000
Traffic Management for installation and placement and decorative wrapping	\$1,500
Decorative Wraps installed (using existing artwork designs)	\$3,500
Total	\$14,000

Costing the installation of the parklet back to the business making the application is one way of facilitating on-road dining and removing a critical bottle neck in the determination of on-road dining applications. Further, as approval is location dependant, not all applications can be approved. The most significant matters for assessment include

- Road width
- Distance to nearest intersection
- Speed of travel of vehicles
- Slope and drainage
- General availability of parking
- Location and width of the business frontage making the request
- Impact on nearby residents
- The amount of existing courtyard or indoor space already available to the business

There are currently 21 on-road dining parklets located across the Inner West Local Government Area. Table 1.0 below provides an overview of the parklets that have been installed to date.

Table 1.0 Operational Parklets within the Inner West Local Government Area

Location	Suburb	Business Name
453 Darling Street	Balmain	Cat and Fiddle Hotel
632 Darling Street	Balmain	Corner bar
234 Darling Street	Balmain	The London Hotel
342 Darling Street	Balmain	The Cottage Balmain

411 Darling Street	Balmain	Hungry Bull
413 Darling Street	Balmain	Tipo
148 Enmore Road	Enmore	The Duke Hotel
53-55 Waratah Street	Haberfield	Little West
156 Norton Street	Leichhardt	The Royal Hotel
311 Balmain Road	Lilyfield	Orange Grove Hotel
Shop/550 Marrickville Road	Marrickville	The Stable
6-12 Sydney Street	Marrickville	Bob Hawke Beer and Leisure Centre
38 Victoria Road	Rozelle	The Merton Hotel
296 Marrickville Road	Marrickville	The Marrickville Taven
92 Sydenham Road	Marrickville	Philter
277 Australia Street	Newtown	Tokyo Lamington
108 Audley Street	Petersham	Noi Restaurant
778 Darling Street	Rozelle	The Garry Owen
15 Mansfield Street	Rozelle	The Bald Rock Hotel
586 Darling Street	Rozelle	Zeus
29 Lackey Street	Summer Hill	Andiamo Trattoria

Currently businesses interested in applying for on-road dining are required to submit a temporary road closure application. Relevant Council departments review the application, and it is subsequently presented to the Council's Local Transport Forum for further consideration.

Development of Parklet Design Criteria

Council officers have approached the University of NSW School of Built Environment, Faculty of Art, Design and Architecture on student interest in designing future options for parklets, taking into account sustainable environmental design principles, street appeal, accessibility and functionality needs. The University of NSW has positively responded to this approach and indicated interest in undertaking a design study.

By working with architect and design students at UNSW Council proposes to develop criteria for both council and business installed parklets.

Parklet with approximate decking and design costs

Description	Costs
Timber Decking Note: extends over 2 parking spaces	\$10,000
Planter Boxes and Planting/ System/ Plant establishment (Local Traffic Roads)	\$12,000 (Planters) + \$1,500 (Plants) + \$1,000 (Watering System)
Total	\$28,500

Many businesses have enhanced their parklets without the aid of design criteria and some have spent far in excess of this amount.



Example of a basic parklet with concrete Jersey-kerb barriers prior to any embellishment

Parklets-Evolving Temporary Spaces to Permanent

Parklets by their design are temporary solutions which support the adaptive reuse of car parking areas for community use and importantly support local business by providing additional spaces for outdoor dining. It is recommended that where parklets have proved to be successful, that such spaces are investigated for permanent conversion into extended outdoor dining spaces. Permanency can be achieved through future kerb extensions which are considered through the public domain and main street renewal program and form part of the annual budget planning process.

Australia Street Parklet Investigation

Council officers have commenced tailored engagement with each of the business owners in the southern portion of Australia Street on the possible installation of new parklets to support outdoor dining. The below illustration shows the current investigation area for the proposed parklet areas.



In this regard, door-to-door engagement has yielded positive results so far, with businesses located at 241–247 Australia Street and 239–243 Australia Street expressing strong support for the introduction of parklets.

The proposed area for new parklets in Australia Street would result in the net loss of 4 car parking spaces. Local residents, Fire and Rescue NSW and the NSW Police are currently

engaged with Council on the proposals. Once engagement is completed Councillors will be updated with a briefing note on the next steps.

LEGAL AND RISK IMPLICATIONS

Comment By General Counsel:

Council currently enters into an agreement with the business operator for the use of the dining parklets. This will be reviewed in the event that Council endorses a change in the on-road dining process including changes to installation costs and decorative design requirements. The changed agreement will have specific regard to terms dealing with matters of liability, indemnity and prospects of business insolvency that adequately protect Council from potential risks.

FINANCIAL IMPLICATIONS

Council has an annual budget of \$50,000 for Parklets which limits approval to no more than five new sites per year. An amendment to the Schedule of Fees and Charges is recommended to enable the costs associated with parklet installation when requested by a business to be paid for by the business.

ATTACHMENTS

Nil.

Item No: C0326(1) Item 10
Subject: I HAVE A DREAM MURAL NEWTOWN - STATE HERITAGE LISTING
Prepared By: Ruth Callaghan - Director Community

RECOMMENDATION

That Council engage a heritage consultant to assess the I Have a Dream Mural for a State Heritage listing.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council’s Community Strategic Plan:

3: Creative communities and a strong economy

EXECUTIVE SUMMARY

This report outlines the process for applying for State Heritage listing for the mural, *I Have a Dream*, reflecting Environment and Heritage NSW procedures. The mural is by Juilee Pryor & Andrew Aitkin and is located at 305 King Street Newtown. Council would need to first consult with the artist(s) and property owner (and any other identified stakeholders) and commission a new heritage assessment of the artwork to support an application for listing on the State Heritage Register. This would cost in the order of \$5,000 and would enable Council to make an application.

BACKGROUND

At the Council meeting held on 23 September 2025, Council resolved the following:

1. *That Council note ongoing work by Inner West Council to ensure the protection of the ‘I Have a Dream’ Mural, including the application of an anti-graffiti coating and ongoing monitoring of the mural.*
2. *That Council acknowledge the ‘I Have a Dream’ Mural was heritage listed by the (then) Marrickville Council in 2014.*
3. *That to provide for further protections of the ‘I Have a Dream Mural,’ Council seeks advice on the application process for State Heritage listing with the NSW Government, to be reported back to Council*

The *I Have a Dream* mural was painted by artists Juilee Pryor and Andrew Aitken in 1991, on the eastern side of 305 King Street Newtown. The mural was created “guerilla-style” but soon became a valued local landmark and site of political debate, with the local community actively defending and informally maintaining it over time. The building at 305 King Street is privately owned, and Telstra owns the small plaza which faces it (referred to as “Telstra Plaza”).

DISCUSSION

I Have a Dream was formally listed as a local heritage item in 2014 by Marrickville Council and is currently identified in Schedule 5 of the Inner West Local Environmental Plan 2022 (Item

I1322). The 2014 heritage consultant assessment determined the item to be of local (not State) significance.

Environment and Heritage NSW manage nominations for the State Heritage Register. They provide the following guidelines for the nomination process:

The State Heritage Register lists items that are significant for New South Wales and protected under the Heritage Act 1977. An item may be a place, building, work, relic, moveable object or precinct.

The Heritage Council of NSW has developed criteria to help establish if something is of State significance. To be considered for listing, the item must meet at least 2 of the 7 criteria:

1. *an item is important in the course, or pattern, of NSW's cultural or natural history*
2. *an item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history*
3. *an item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW*
4. *an item has strong or special association with a particular community or cultural group in NSW for social, cultural or spiritual reasons*
5. *an item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history*
6. *an item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history*
7. *an item is important in demonstrating the principal characteristics of a class of NSW's cultural or natural places, or cultural or natural environments.*

If the item only meets one criterion, the Heritage Council of NSW must consider it to be of such particular significance that it should be listed.

To determine if the I Have a Dream Mural meets the criteria, Council would engage a heritage specialist to conduct a heritage assessment. Should it meet the requisite criteria, the heritage consultant would then prepare a nomination on Council's behalf using the State Heritage Nomination Form. Council would consult with community stakeholders, including the artist and property owner, at the outset of this process.

Estimated cost for a heritage consultant to conduct the assessment and prepare a nomination is approximately \$5,000.

Once an application is made, the Heritage Council of NSW then evaluates nominations as follows:

1. **Eligibility check and preliminary assessment:** New nominations are considered each month for progression to a full assessment. Considerations include alignment with Heritage Council priorities, risks/threats to the item, and whether nomination is supported by the property owner.
2. **Full assessment:** Involves consultation with owners and key stakeholders, historical research, site visits, and a public exhibition period.
3. **Recommendation to the Minister:** At the completion of the assessment, the Heritage Council may recommend the item to the Minister for Environment and Heritage for listing on the State Heritage Register.

LEGAL AND RISK IMPLICATIONS

Comment by General Counsel:

The heritage listing of the mural as a Local Item will involve amending the Inner West Local Environmental Plan 2022 to include a reference to the mural (supported by a statement of

significance) in Schedule 5 to the LEP through the Environmental Planning and Assessment Act 1979.

FINANCIAL IMPLICATIONS

Funding for the heritage consultant can be allocated from existing funds available in the 2025/26 budget.

ATTACHMENTS

Nil.

Item No: C0326(1) Item 11
Subject: SENIORS MORNING TEAS TO CELEBRATE THE GREENWAY
Prepared By: Ruth Callaghan - Director Community

RECOMMENDATION

That Council endorse the expansion of the Seniors Morning Tea program to include Greenway activities.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council’s Community Strategic Plan:

4: Healthy, resilient and caring communities

EXECUTIVE SUMMARY

This report outlines the Seniors Morning Tea Program for 2026, as required by Council’s resolution of 17 February 2026, including the program schedule across community centres and the Greenway. The program continues Council’s successful 2025 model by pairing morning teas with structured, meaningful content to strengthen social connection and support healthy ageing. In total during 2026 there will be 25 Seniors Morning teas including 3 on the Greenway.

Promotion will occur through Council communication channels, multilingual materials, and established seniors networks. Feedback from sessions will support ongoing program refinement and evaluation.

BACKGROUND

At the Council meeting held on 17 February 2026, Council resolved the following:

1. *That Council as an introduction to, and a celebration of the Greenway, expand the Seniors Morning Tea program, with ‘Morning Teas for Seniors’ events to take place at Johnson Park and Richard Murden Reserve to include guided tours of the Greenway, paced to suit all levels of mobility.*
2. *That Council schedule the Seniors Morning Teas at the Greenway to take place in the autumn and spring seasons of 2026.*
3. *That Council gauge transportation needs of attendees with mobility concerns to/from the events to determine whether the community bus would be required.*
4. *That Council provide public transport advice/guidance for ease of entry to the Greenway access points.*
5. *That Council communicate the events in the Inner West Council Newsletter, the Inner West Council website and social media pages, in multiple languages at libraries and community centres.*

6. *That Council prepare a report for the March 2026 Council meeting outlining the Seniors Morning Tea Program across the Inner West Council’s community centres, detailing the locations and dates schedule for 2026.*

DISCUSSION

In 2026, Council will expand the Seniors Morning Tea Program to include events at Johnson Park and Richard Murden Reserve, as directed by Council on 17 February 2026. These events will feature accessible, mobility-paced guided tours and clear public transport and entry-point information to support participation. An Autumn morning tea will align with Australian Heart Week (4–10 May 2026). An intergenerational morning tea will be delivered on the Greenway in October, for Spring 2026 with Children’s Services and the Magic Yellow Bus mobile playgroup.

The program continues Council’s successful approach of pairing morning teas with meaningful, educational content delivered in partnership with the Newtown and Ashfield Healthy Ageing Hubs. Morning teas will rotate across community venues to ensure equitable access for older residents, with events funded within existing operational budgets.

Transport needs will be identified at registration, with community bus transport provided where required. Promotion will occur through Council channels, multilingual materials in libraries and community centres, and established seniors networks. Participant feedback will be collected after each session to support program evaluation.

To fulfil Resolution Point 6, the attached Seniors Morning Tea Program document outlines the full schedule of locations and dates from 2024 through to 2026, including GreenWay events and all community-centre morning teas.

LEGAL AND RISK IMPLICATIONS

Comment By General Counsel:

There are no legal and risk implications associated with this report.

FINANCIAL IMPLICATIONS

There are no financial implications associated with the implementation of the proposed recommendations outlined in the report.

ATTACHMENTS

1. [Seniors Morning Tea Community Programs 24/25/26](#)

Seniors Morning Tea Community Programs 24/25/26

Following Council's October 2024 resolution, a coordinated Seniors Morning Tea Program was developed from October 2025, with 2026 events scheduled across community centres and aligned to health and community initiatives. This approach provides clear purpose, improves social connection, and supports Council's goals to reduce loneliness. It is also consistent with Council of The Ageing (COTA) NSW's Voices of Solitude report, which shows older adults engage more when activities include meaningful, well-facilitated content rather than general drop-ins.

Date	Event	Where	Community partner
29 Nov 2024	Balance is Key – Falls Prevention	Ashfield	Healthy Ageing Hubs NNC & Ashfield
25 Mar 2025	Planning Ahead – Financial and Legal planning in aged care	Newtown	Jennifer Langton – Aged Care Steps; Roger Harkin – Owen Hodge Lawyers
10 Apr 2025	April Falls Month – Falls and Parkinsons	Summer Hill	USYD, Healthy Ageing Hubs NNC & Ashfield
27 Jun 2025	Sleep and Ageing	Newtown	Anastasia Surev – Brain and Mind Centre
June 2025	Wednesday Morning Teas	Rozelle	Hannaford Centre Frequency: 20x Wednesdays
26 Aug 2025	Community Conversations in Palliative Care	Newtown	Palliative Care Aust, Healthy Ageing Hub NNC

16 Sep 2025	Dementia Action Week – Reduce Dementia Onset	Newtown	Anastasia Surev – Brain and Mind Centre; Helen Hislop – SLHD
14 Oct 2025	Dying Well Series – Session 1	Newtown	Melissa Halliday – End of Life Doula, Funeral Director
28 Oct 2025	Social BBQ for Older Men’s Mental Health	Newtown	Flourish Australia; SLHD; IWC; Are You OK?
12 Nov 2025	Aged Care Explained	Leichhardt	Jennifer Langton – Aged Care Steps, Healthy Ageing Hub NNC
24 Feb 2026	Healthy Vision as We Age	Balmain	Vision Australia
March 2026	The Social Side of Dementia	Tbc	Healthy Ageing Hub NNC
March 2026	Scrabble and morning tea	Rozelle	Hannaford
May 2026	Australian Heart Week	The Greenway	Hannaford Centre
June 2026	Men’s Health	Tbc	Healthy Ageing Hubs, SLHD
July 2026	Diabetes Management	Tbc	Healthy Ageing Hub Ashfield
Tbc	TBC	The Greenway	Urban Ecology
August 2026	Stroke Safe	Haberfield	Healthy Ageing Hub Ashfield

August 2026	Healthy Vision and Hearing	Tbc	Healthy Ageing Hub NNC
September 2026	Dementia Action Week	TBC	Healthy Ageing Hub Ashfield
October 2026	Financial Literacy	tbc	Healthy Ageing Hub NNC
October 2026	Grandparents Day intergenerational morning tea	The Greenway	Magic Yellow Bus
October	Mental Health	Tbc	Healthy Ageing Hub Ashfield
November 2026	Ageing Well into retirement	TBC	Services Aust, Healthy Ageing Hub Ashfield
December 2026	Dying Well	TBC	Healthy Ageing Hub NNC

Item No: C0326(1) Item 12
Subject: ABORIGINAL AND TORRES STRAIT ISLANDER COMMUNITY HUB - PROJECT UPDATE
Prepared By: Ryann Midei - Director Property and Major Projects

RECOMMENDATION

1. That Council adopt the conceptual designs in *Attachment 1*.
2. That Council endorse proceeding with detailed design development, planning approval and delivery stages.
3. That Council note that the required funding detailed in the funding implications of this report is included in the 2026/27 budget planning process.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council’s Community Strategic Plan:

- 4: Healthy, resilient and caring communities

EXECUTIVE SUMMARY

This report provides an update on the development of the Aboriginal and Torres Strait Islander Community Hub project at Camperdown Park.

Following Council’s September 2025 resolution confirming Camperdown Park as the endorsed location, architects and landscape specialists prepared concept designs that incorporate stakeholder feedback and maintain continuity with earlier work undertaken at Tempe Reserve. Community engagement has been comprehensive, with a range of consultation activities including on-site gatherings, Local Democracy Group meetings, and a walk on Country at Berry Island— informing a design grounded in Aboriginal knowledge, values, and priorities.

The concept design repurposes the existing building, retaining key architectural features while delivering flexible spaces for cultural learning, creative programs, community services, events, and outdoor gathering. The landscape design incorporates culturally significant planting, interpretive elements, and opportunities for Aboriginal-led social enterprise participation.

The Local Democracy Group unanimously endorsed the draft concept design at its 10 February 2026 meeting.

To complement this work, the building is being upgraded to improve accessibility, functionality, and aesthetics, including upgrades to the hall, kitchenette, storage, amenities, and internal circulation. Modern enhancements such as new electrical systems, NBN connectivity, and refreshed interiors and exteriors will ensure the facility meets the evolving needs of the community.

The project continues to progress toward key milestones, with construction targeted for completion by mid-2027. The total estimated project cost is \$1.93 million, compared with an available budget of \$1.87 million, resulting in a funding shortfall of approximately \$60,000. These additional funds will form part of the 2026/27 budget planning process to match the estimated total cost.

BACKGROUND

Inner West Council acknowledges its responsibilities and role in working with Aboriginal and Torres Strait Islander peoples to promote cultural heritage and history, build cultural appreciation, and protect and preserve the environment and sites of significance to Aboriginal and Torres Strait Islander peoples.

Council's commitment to the Aboriginal and Torres Strait Islander Community Hub is outlined in the Innovate Reconciliation Action Plan (RAP) July 2023 – June 2025. The RAP notes that the Inner West Aboriginal and Torres Strait Islander Advisory Committee “would love to see Council assist reconciliation by “the establishment of a Community Hub, a permanent cultural safe space for gathering of Aboriginal and Torres Strait Islander peoples. There is a need for this space to have access to technology and internet and to explore opportunities for the recognition and commemoration of Aboriginal and Torres Strait Islander culture and heritage”.

At the Council meeting held on 23 September 2025, Council resolved in part:

1. *That Council notes the Aboriginal and Torres Strait Islander Democracy Group's endorsement at its meeting on 15 July 2025 of the building located adjacent to 24A Australia Street in Camperdown Park, as the preferred site for the proposed Aboriginal and Torres Strait Islander Community Hub.*
2. *That Council endorse the building located adjacent to 24A Australia Street in Camperdown Park, as the site for the proposed Aboriginal and Torres Strait Islander Community Hub.*
3. *That Council endorse proceeding with the commencement of concept designs and cost estimates for the Aboriginal and Torres Strait Islander Community Hub at Camperdown Park and ensure the inclusions in the initial concept design and site plan provided to Council at the December 2024 meeting are captured in these plans.*
4. *That Council endorse proceeding with concept designs and cost estimates for the Aboriginal and Torres Strait Islander Community Hub at Camperdown Park.*
5. *That Council calls for construction to be completed by mid-2027.*
6. *That Council preferences contracting Aboriginal and Torres Strait Islander-run businesses, suppliers and products in the delivery of the hub.*
9. *That Council notes the significant work done to date by the Aboriginal and Torres Strait Islander Democracy Group, community members and experts to develop a vision for an Aboriginal and Torres Strait Islander Community Hub in the Inner West, thanks them for their work, and commits to their ongoing inclusion in these construction efforts.*
10. *That Council officers report back to the October 2025 Council meeting on potential funding sources and procurement strategies for an Aboriginal and Torres Strait Islander Community Hub.*

At the October 2025 Council meeting, a report was tabled in response to Item 10, outlining potential funding sources and procurement strategies for the Aboriginal and Torres Strait Islander Community Hub at Camperdown Park. In this regard, procurement will be guided by a strategic, values-driven approach that places a strong emphasis on

engaging Indigenous owned and operated businesses in alignment with Council's Aboriginal and Torres Strait Islander Procurement Strategy.

DISCUSSION

The Aboriginal and Torres Strait Islander Community Hub project has progressed through the concept design and cost estimation phase. This included appointment of the design team, concept plan development, stakeholder engagement and confirmation of the planning pathway.

Design Team Appointment

Kaunitz Yeung Architecture, who developed the functional brief for the Tempe Reserve concept, have been appointed to lead the concept design for the Camperdown Park site. Their work ensures the design aligns with the previous vision endorsed by the Aboriginal and Torres Strait Islander Democracy Group, and upholds the community-led design principles and cultural knowledge established through earlier engagement processes.

Bushy Landscapes, in collaboration with the Indigenous owned social enterprise Wildflower and arborist Tree Survey, have been commissioned to undertake the landscape design.

Concept Design Development

The concept design provided in Attachment 1 responds to the vision for the Aboriginal and Torres Strait Islander Community Hub to be a culturally safe, flexible and functional space and formed based upon the stakeholder engagement. The concept focuses on repurposing and upgrading the existing structure while retaining key architectural features such as the exposed timber truss ceiling and original timber floors.

The design delivers a practical and flexible layout that supports a range of cultural, community, social, educational and creative activities and incorporates both indoor and outdoor programmable areas. Key spaces include:

- Entry foyer
- Office/computer room
- Creative multipurpose room
- Event hall
- Education room supporting programs such as nutrition and home cooking
- Community service spaces for health and legal support
- Accessible amenities
- Generous outdoor gathering and garden areas.

The design maximises indoor–outdoor flow, enabling workshops, smoking ceremonies, yarning circles and community events to extend into landscaped areas planted with edible and culturally significant species.

The inclusion of interpretive artistic panels and First Nations led landscape and materials selection ensure the site reflects local cultural identity, incorporating natural materials such as hardwood timber, sandstone and earthy tones throughout.

The building works include significant upgrades that will enhance the building's accessibility, functionality, and overall presentation. Works include refurbishing internal areas to improve circulation between the hall and kitchenette, along with a full upgrade of the hall's kitchenette featuring new benchtops and joinery. Additional storage is being created within the multipurpose hall, and a new fully accessible toilet will improve amenities for all users. New partition walls will form dedicated spaces for Education and Community Service rooms, while minor roof repairs, brickwork remediation, and repainting will refresh the building's condition. The rear weatherboard cladding will be replaced, mechanical subfloor ventilation installed, and

internal walls repainted to revitalise the interior. Externally, existing doors will be replaced and complemented with new perforated metal screens, and floor surfaces will be upgraded, preserving existing timber where possible.

The project also includes important service enhancements, such as new electrical reticulation for power and lighting and provisions for an NBN connection, ensuring the facility is modern, functional, and ready to meet community needs.

Stakeholder Engagement

Stakeholder engagement has continued throughout the concept design phase for the Aboriginal and Torres Strait Islander Community Hub at Camperdown Park. Engagement activities have included an on-site community BBQ on 22 November 2025, Local Democracy Group (LDG) meetings on 25 November 2025, and a walk on Country at Berry Island on 29 January 2026. These sessions provided culturally grounded insights that directly shaped both the building layout and the landscape strategy.

The LDG formally reviewed and unanimously endorsed the draft concept design at its meeting on 10 February 2026 (as detailed in the attached meeting minutes), giving clear support to the direction of the project.

Draft Camperdown Park Plan of Management and Masterplan and Planning Pathway

Council is the appointed Crown land manager of Camperdown Park and is required to manage Camperdown Park in accordance with the legislation and conditions imposed by the Minister administering the Crown Lands Management Act.

The proposed Plan of Management (PoM) for Camperdown Park was approved by the Crown for Community exhibition on 4 December 2025 with Council endorsing exhibition at its February 2026 Council meeting. By June 2026, the draft Plan of Management will be presented back to Council for consideration for adoption. This timeline can be undertaken currently to the below program.

The PoM includes upgrades to the existing buildings identified for the Aboriginal and Torres Strait Islander Community Hub, while the Masterplan includes an objective to provide a cultural hub for Aboriginal and Torres Strait Islander communities and to revitalise and restore community facility buildings and forecourt.

Council intends to deliver the works associated with the Aboriginal and Torres Strait Islander Community Hub under Part 5 of the Environmental Planning and Assessment Act 1979, supported by a Heritage Exemption Certificate (HEC) and Review of Environmental Factors (REF).

Program

The below is the proposed project timeline:

Task	Estimated Completion Date
Report concept and cost estimate to March Council Meeting	17 March 2026
Prepare 50% detailed design package	End June 2026
Planning Applications and Approvals	August 2026
Prepare 95% detailed design	September 2026
Prepare construction tender documentation	October 2026
Tender for construction	December 2026
Construction	Completed by mid-2027

LEGAL AND RISK IMPLICATIONS

Comment By General Counsel:

There are no legal and risk implications associated with this report.

FINANCIAL IMPLICATIONS

An external Quantity Surveyor has prepared a comprehensive project cost estimate based on the concept design. The estimated total cost to plan, design, and deliver the project is \$1,927,260.

The project currently has a total budget allocation of \$1,867,000, with \$150,000 designated for FY25/26 and \$1,717,000 allocated for FY26/27.

As such, there is approximately a \$60,260 shortfall in funding. These additional funds will form part of the 2026/27 budget planning process to match the estimated total cost.

ATTACHMENTS

- 1. [↓](#) Concept Design - Aboriginal & Torres Strait Islander Community Hub
- 2. [↓](#) LDG Meeting Minutes 10 Feb 2026 Item 2



CONCEPT DESIGN REPORT

ABORIGINAL & TORRES STRAIT ISLANDER
COMMUNITY HUB, CAMPERDOWN

17th February 2026

WILDFLOWER  INNER WEST
BUSHY KAUNITZ YEUNG
ARCHITECTURE



ACKNOWLEDGING GADIGAL AND WANGAL COUNTRY

Kaunitz Young Architecture have had the privilege of working on Indigenous Countries across the nation, designing with communities to support their continual custodianship.

Recognising the Gadigal and Wangal people's ongoing connection to the land, sky, seas, cultures and communities. Honouring their Elders, and intergenerational leadership.

The architecture we design occupies Country and becomes apart of it. We feel the weight of this responsibility and are committed to a culturally competent process and outcome that aims to heal Country and support community's protocols and practices.

KAUNITZ YEUNG ARCHITECTURE

IWC ABORIGINAL & TORRES STRAIT ISLANDER COMMUNITY HUB,
CAMPERDOWN NSW

DESIGN PRINCIPLES

FUNCTIONALITY FIRST (NATIONS)

Aesthetic Follows



DWELLING WITH COUNTRY

Culturally enriched gathering spaces

HONOUR THE DAMUN (ROOTS)

Opportunity for design, not just a
restriction



LEGEND

- COMMS
- ELEC
- STORMWATER
- WATER
- GAS
- UNKOWN
- SEWER
- TELSTRA

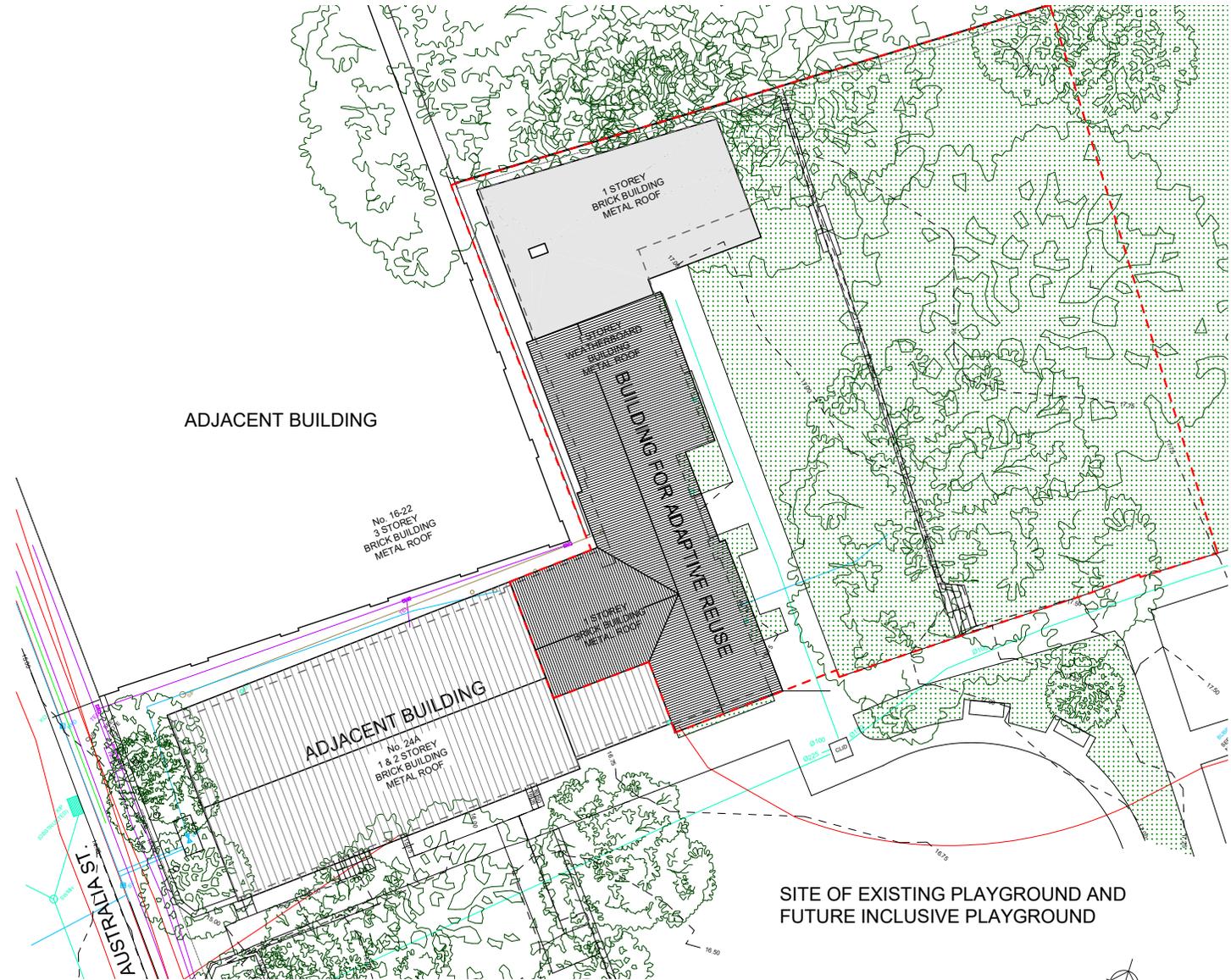
SITE AREA

EST. 965.7m²

EXISTING SITE

IMPORTANT NOTES

- Protected trees on site
- 750mm fall from North of site - cause of prev. water damage to building
- On street parking (Australia St.)
- Central cultural node for wider precinct (art walls, playground, sporting amenities, playgrounds)
- Existing sandstone retaining wall poses risk and is being damaged by roots of significant fig trees



SITE OF EXISTING PLAYGROUND AND FUTURE INCLUSIVE PLAYGROUND

1:200 @ A3
N

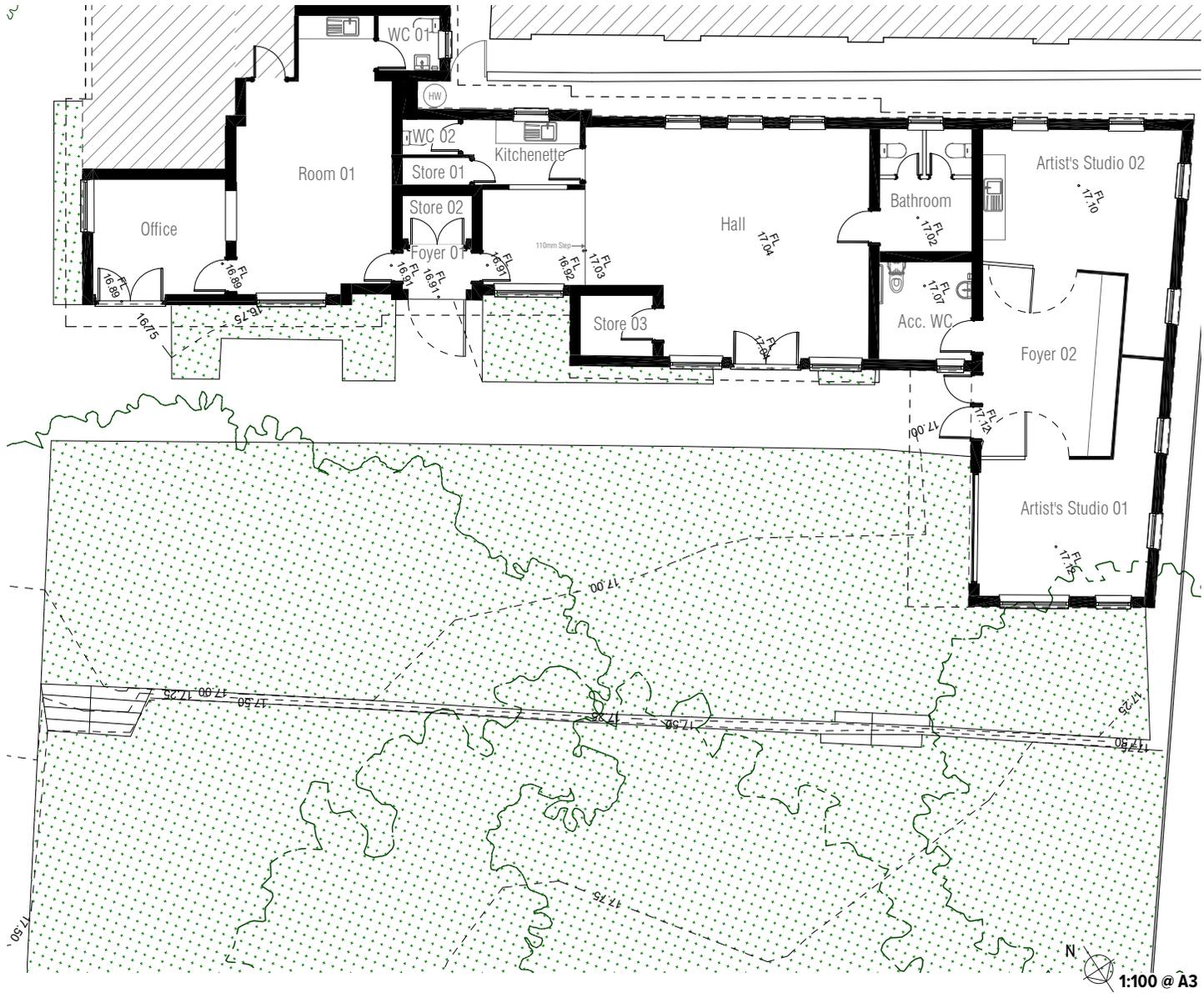


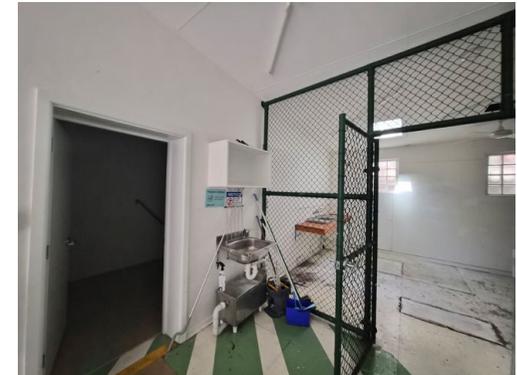
LEGEND

- EXISTING TO BE RETAINED
- PROPOSED NEW WORKS

AREAS (INTERNAL)

OFFICE	9m ²
ROOM 1	31m ²
WC01	2m ²
WC02	1m ²
STORE 01	1m ²
STORE 02	1.5m ²
FOYER 01	2m ²
KITCHENETTE	5m ²
HALL	49m ²
BATHROOM	7m ²
ACC. WC	7m ²
FOYER 02	17m ²
ARTIST'S STUDIO 01	19.5m ²
ARTIST'S STUDIO 02	21m ²
GRAND TOTAL	173m²





DESIGN BRIEF

LOCATION	ROOM	AREA (m ²)
BUILDING	FOYER 01	7.2m ²
	OFFICE	9m ²
	STORE 01	2m ²
	MULTIPURPOSE ROOM	38m ²
	WC 01	1.2m ²
	STORE 02	1.3m ²
	CLEANER'S STORE	1m ²
	MULTIPURPOSE HALL	5.1m ²
	HALL	61m ²
	STORE 03	2.85m ²
	ACCESS. WC	6.6m ²
	ACCESS. WC	6.4m ²
	FOYER 02	16m ²
	COMMUNITY SERVICES	16.2m ²
EDUCATION SPACE	20.5m ²	
EX. BUILDING	TOTAL	194.35m²
LANDSCAPE	GARDEN	600m ²
	GENDERED GATHERING SPACES	50m ²
	FLEXIBLE OUTDOOR SPACE	20m ²
	LARGE COMMUNAL GATHERING SPACE	80m ²
	PATHWAYS	50m ²
	TOTAL	FORECOURT
	EXPANDED LANDSCAPE	550m ²
LANDSCAPE	GRAND TOTAL	800m²



FLOOR PLAN

LEGEND

- EXISTING TO BE RETAINED
- PROPOSED NEW WORKS

INTERNAL FLOORS

- FL-A COMMERCIAL VINYL (GENERAL) 42m²
- FL-B FLOOR TILES (COMMERCIAL) 9m²
- FL-C EXISTING TIMBER (RESTORED) 54m²
- FL-D COMMERCIAL VINYL (WET AREAS) 57m²
- FL-X EXISTING FLOOR TO BE RETAINED AS-IS

EXTERNAL WALL CLADDINGS

- CL-1 PERFORATED METAL SHEETS OVER EXISTING GLAZING
- CL-2 CUSTOM LASERCUT 2mm STEEL SHEET ART SCREENS POWDERCOATED EXACT COLOUR TBC

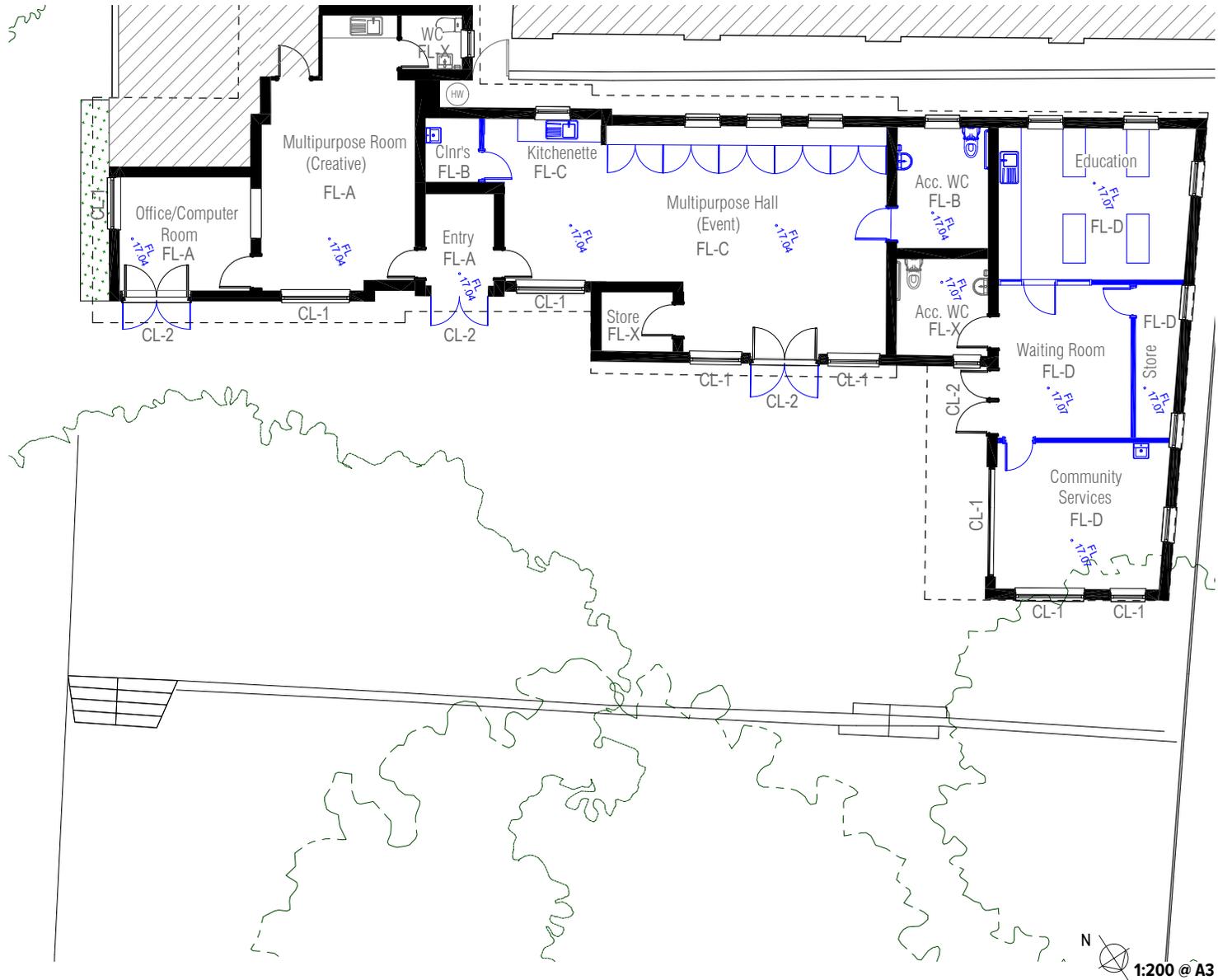
NOTES

Restore the existing timber flooring by inspecting the condition of the boards and subfloor, repairing or replacing damaged areas, and sanding the floor to a smooth, level surface. Finish with a suitable coating system (e.g., polyurethane, hardwax oil, or penetrating sealer) applied in multiple coats, ensuring an even, durable finish. Skirtings and edges to be reinstated where necessary, and the floor is to be thoroughly cleaned prior to handover. To comply with NCC 2022, AS1684, AS/NZ 4786 Timber Flooring to be completed by experienced professionals, with warranties for workmanship and finishes provided.

Existing external walls to be painted with a breathable mineral based paint. Colour to match existing roof.

Allow for the inspection of existing internal walls, make good if necessary, finish with paint.

See Landscape Architect's package for landscape design and details

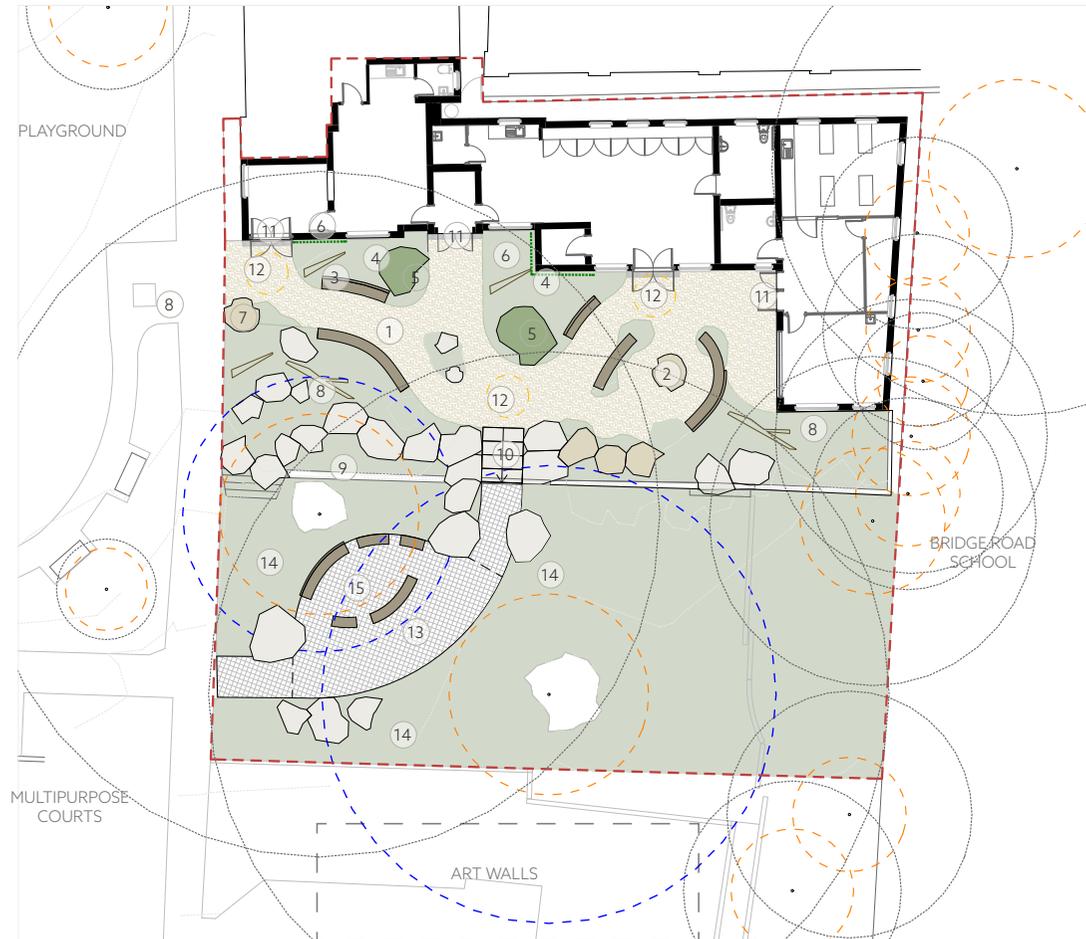


CONCEPT DESIGN

OVERALL LANDSCAPE PLAN

- ① Path - deco granite gravel
 - ② Gathering space - deco granite gravel with carved sandstone central water feature/ smoking pit
 - ③ Formalised hardwood timber seating with selective backrest
 - ④ Cultural planting to the facade
 - ⑤ Custom boulder planter for edible plants
 - ⑥ Trellis to existing building wall with climbers
 - ⑦ Feature boulder at entry - art opportunity
 - ⑧ Planting with mix of reclaimed sandstone from wall and boulders and recycled wood logs - informal seating
 - ⑨ Deconstructed boulder wall with terraced planting in front of existing sandstone wall
 - ⑩ New centralised steps - sandstone
 - ⑪ New perforated screens at existing entries
 - ⑫ Opportunity for art inlay
 - ⑬ Raised FRP structure and gathering space. Timber hardwood seating
 - ⑭ Lawn removed - integrated boulder and new understorey planting
- Root buttress zone
 - SRZ
 - TPZ

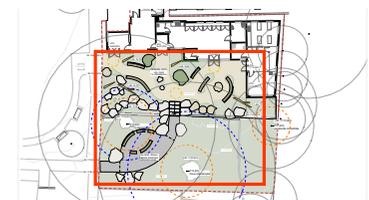
- Design and documentation developed and supplied by Bushy Landscapes in collaboration with Wildflower Gardens for Good. Endorsed and developed with IWC LDG



Scale: 1:200 at A3

0 2 4 8m

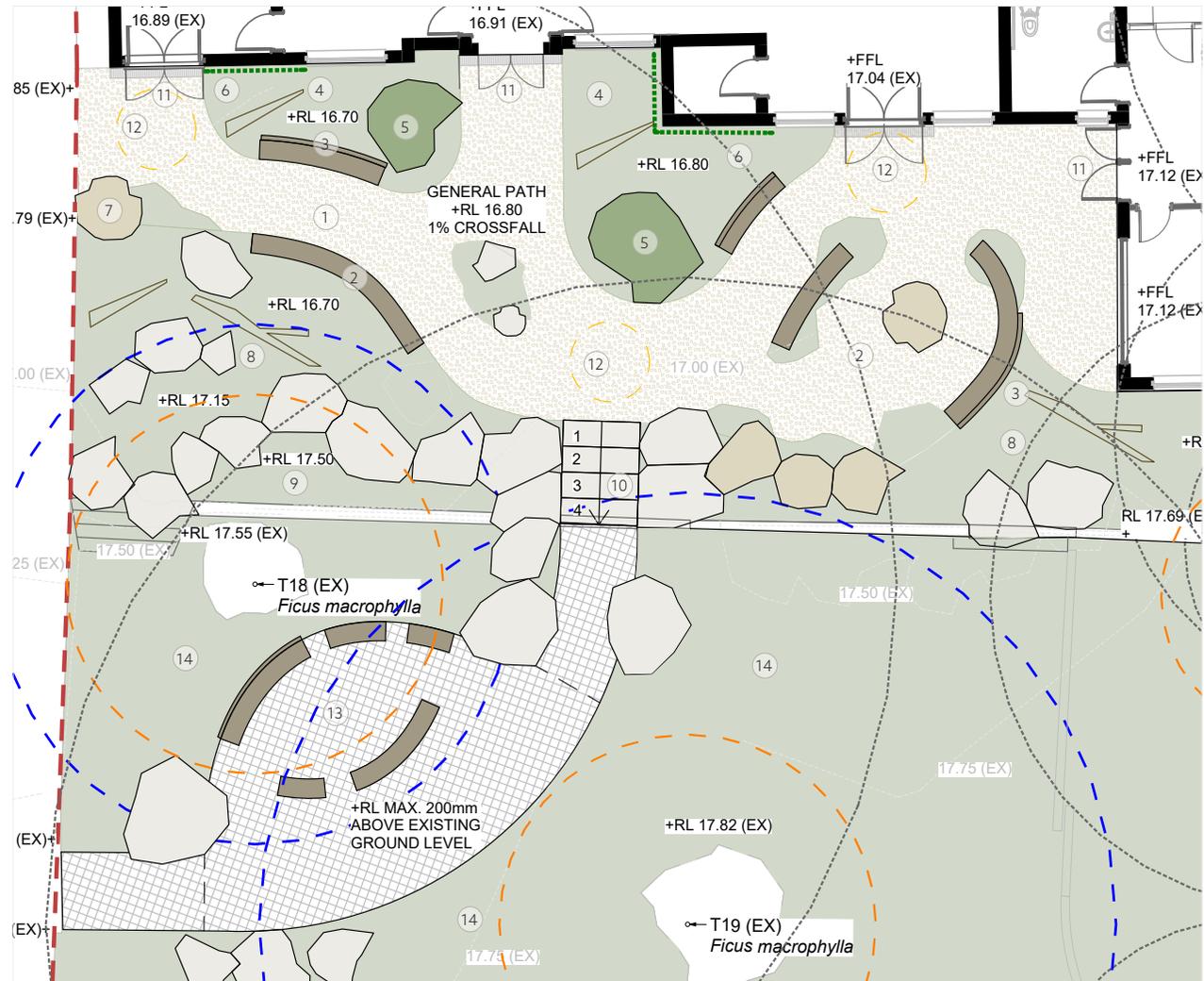
CONCEPT DESIGN DETAIL LANDSCAPE PLAN



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 - ⑩ New centralised steps - sandstone
 - ⑪ New perforated screens at existing entries
 - ⑫ Opportunity for art inlay
 - ⑬ Raised FRP structure and gathering space. Timber hardwood seating
 - ⑭ Lawn removed - integrated boulder and new understorey planting
- Root buttress zone
 - SRZ
 - TPZ

- Design and documentation developed and supplied by Bushy Landscapes in collaboration with Wildflower Gardens for Good. Endorsed and developed with IWC LDG

Scale: 1:100 at A3
0 1 2 4m





• Visualisations developed and supplied by Bushy Landscapes in collaboration KYA

Inner West Council
Aboriginal & Torres Strait Islander Local Democracy Group

Meeting minutes

Tuesday 10 February 2026

Ashfield Service Centre, Level 5, Meeting Room 1, 260 Liverpool Road Ashfield

and via teams: Meeting ID: 450 756 085 860 8 Passcode: G4ah7LU6

Meeting commenced at 6:00pm and concluded at 8:00pm

Attendees

Community members	Council officers	Councillors	Presenters
Wade Smith (Chairperson)	Deborah Lennis	Councillor Jo Carlisle (item 1 and 2)	Mami Reti Kauntz Yeung Architects (online, item 2 only)
Uncle Allan Barnes	Samantha Snedden		Liz and Erryn Bushy Landscape Architects (in person, item 2 only)
Uncle Derek Wilson	Simon Watts		
Dr Tarunna Sebastian			
Bernadette Hardy (online)			

Welcome to Country – Aunty Deborah Lennis

Apologies – NIL

Disclosures of conflicts of interest – NIL and new form completed

Endorse previous meeting minutes – Yes

<p>2. Aboriginal and Torres Strait Islander Community Hub</p>	<p>Marni Reti, the hub architect, presented Kaunitz Yeung Architects design for the Aboriginal Community Hub and Liz and Erryn, Bushy Landscape Architects, presented their design for the landscape treatments.</p> <p>Committee members provided the following feedback:</p> <ul style="list-style-type: none"> • The architectural design was positively received, members liked the use of as much space within the building as possible, and are keen to see as much natural light as possible within the building • The landscape design was positively received, members were very keen on the use of sandstone and would like to see as 	<p>Resolution question: Are the designs as presented by Marni Reti (architect) and Bushy Landscape Architects endorsed for proposing to Council at the March meeting?</p> <p>Vote: The Committee vote was a unanimous yes</p>
	<p>much reuse as possible of Council's stock of sandstone, as material from Country needs to go back to Country</p> <ul style="list-style-type: none"> • Maybe less of the bracken in the landscape design. <p>The Committee wants the building to be completed as soon as possible to start using it for education, support and connectedness.</p>	

Item No: C0326(1) Item 13
Subject: LEWISHAM PLACEMAKING IMPROVEMENTS PROJECT
Prepared By: Ryann Midei - Director Property and Major Projects

RECOMMENDATION

1. That Council proceed with the development of a draft placemaking plan for the Lewisham Town Centre.
2. That Council write to the Minister of Transport to inform them of the outcomes of the community engagement and call for a partnership to deliver works to improve Lewisham which complements Transport for NSW’s station upgrade works.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council’s Community Strategic Plan:

- 2: Liveable, connected neighbourhoods and transport
- 4: Healthy, resilient and caring communities
- 5: Progressive, responsive and effective civic leadership

EXECUTIVE SUMMARY

The purpose of this report is to provide an update on Lewisham placemaking improvements following community engagement. For the purpose of this planning, the area is generally bounded by Lewisham Station/Railway Terrace, Victoria Street, Henry Street and Old Canterbury Road.

Transport for NSW is advancing the detailed planning and design for Lewisham Station upgrades, including accessible lifts, improved drainage, public toilets, placemaking enhancements, and expanded CCTV coverage. Construction is scheduled to start in June 2026 with completion expected by late 2027.

Council undertook community engagement on how to improve the streets of Lewisham in November and December 2025. Key themes emerged regarding traffic calming and parking management, increased greening and amenity, enhanced cycling and pedestrian connections, station improvements, public art, economic vibrancy, and maintenance.

Next steps include further traffic and site investigations, developing a high-level conceptual plan with costings, and advocating to TfNSW for improvements on state roads.

A draft Placemaking concept plan will be reported to Council for community exhibition, targeted for September 2026.

Comprehensive cost estimates will be developed during the upcoming phase of planning and reported to Council. At this stage, it is anticipated that Council's financial contribution to the project may be approximately \$530,000. This will be considered as a part of the 2026/27 budget planning process.

BACKGROUND

There are two relevant Council resolutions pertaining to this report.

At the Council meeting held on 3 September 2024, Council resolved the following:

1. *That Council note the long-awaited commitment by the NSW Government and Transport Minister Jo Haylen to upgrade Lewisham Station to improve accessibility, safety, and prevent flooding in the underpass, and that this commitment is fully budgeted for delivery in this term of government.*
2. *That Council note that, as part of the planned upgrade, Transport for NSW is undertaking community engagement on design and placemaking enhancements for surrounding streets.*
3. *That Council investigate opportunities with Transport for NSW to align or coordinate these works with Council works to upgrade Lewisham Town Centre (on Victoria Street and Railway Terrace) as part of Council's Main Streets Revitalisation Project, including but not limited to:*
 - a) *footpath upgrades, traffic calming measures, and opportunities for increased pedestrianisation of the station precinct;*
 - b) *installation of planter boxes and kerbside gardens;*
 - c) *a public art program including engagement with local artists on placemaking and a mural for the station wall along Railway Terrace;*
 - d) *street furniture;*
 - e) *active transport upgrades to regional route 7 in Lewisham to enhance safety and encourage cycling,*
 - f) *other beautification, public amenity, and placemaking works.*
4. *That Council develop a master plan to achieve a coordinated approach to improving community amenity and economic development for Lewisham Town Centre, and in line with Council's Community Engagement Strategy.*
5. *That Council receive a report on the opportunity to undertake these upgrades in coordination with those planned by Transport for NSW as part of the station upgrade, the timeline for this, and associated costs.*

At the Council meeting held on 12 November 2024, Council resolved the following:

That Council endorse preparation of a masterplan that outlines streetscape improvement works, traffic calming measures, and active transport upgrades, and prioritises those works that complement the Transport for NSW Lewisham Station Upgrade project, including undertaking community engagement, with a public meeting to form part of this.

DISCUSSION

Over the past decade, Lewisham has undergone considerable transformation, driven by the introduction of the Dulwich Hill Light Rail service in 2014 and major residential developments. These changes have contributed to substantial population growth, particularly in the area west of Canterbury Road.

Long-term population projections suggest that Lewisham will see an additional 380 new dwellings constructed by 2041. To accommodate this growth and evolving community needs, ongoing placemaking and infrastructure enhancements are essential to ensure the area continues to thrive within the Inner West. Partnerships and collaboration with the NSW Government is needed to ensure that strategic planning outcomes are reflective of

demonstrated community needs and that the delivery of public domain improvements are coordinated and support improved connectivity and enhanced public safety.

For the purpose of this planning, the area is generally bounded by Lewisham Station/Railway Terrace, Victoria Street, Henry Street and Old Canterbury Road.

Transport for NSW Works

Transport for NSW (TfNSW) is currently progressing with detailed planning and design for a range of upgrades at Lewisham Station. These works will include the installation of new accessible lift facilities, enhancing access to train platforms, as well as underpass drainage improvements, the provision of public toilets, and various design and placemaking enhancements. Safety upgrades, including improvements to CCTV coverage, are also planned. TfNSW has advised that tenders for the Lewisham Station upgrade will be issued in the near future, after which final design work will be completed. Construction is expected to begin in June 2026, with the full suite of works scheduled for completion by late 2027.

Community Engagement - Placemaking Improvements

Between 20 November and 18 December 2025, residents were invited to share their thoughts on ways to improve local streets within Lewisham. The outcomes from this initial engagement are detailed in the Community Engagement Report (Attachment 1).

During the engagement period 1,613 people visited the Your Say project page. A total of 131 participants contributed 308 comments on a digital map, 17 email submissions were received and 30 people attended an in-person public meeting which was held on 4th December 2025 in the Yanada Room in Lewisham. In addition, 35 people shared feedback at their property through tailored door knocking of the area.

The principal themes and outcomes from Council's initial engagement activities are outlined in the table below. These themes encapsulate the range of concerns and topics brought forward by the community, providing a clear reflection of local priorities and perspectives.

Table 1.0 Key Themes Lewisham Town Centre Public Domain Improvements

Priority	Key Theme	Council Officer Summary
1	Traffic calming and Parking Management	<p>Support for Council to investigate a one-way/shared zone on Railway Terrace.</p> <p>High demand for signalised traffic lights on Old Canterbury Road at Hudson / Henry intersection to address safety issues and connect the two sides of Lewisham.</p> <p>Review parking arrangements to respond to population changes, including a focus on increased parking restrictions to ensure turnaround of parking and tighter parking controls on Jubilee. Lower speed to 40 km/h, fix merge points and congestion. Concerns over turn restrictions pushing traffic into local streets.</p>
2	Greening & amenity	<p>High demand for master planning to include tree planting works, verge gardens, planter boxes and green walls on fences and station retaining walls.</p> <p>Requests for renewal of Jubilee Park.</p> <p>Requests to regenerate planting along the station</p>

		<p>corridor and cover fencing/walls. Greening linked to village character and alfresco spaces.</p> <p>Provision of an additional book library in the Lewisham West area.</p>
3	Cycling connections (east-west)	<p>Concerns with the missing cycle connection at Railway Terrace between Longport Street and Hunter St.</p> <p>Submissions highlighting that the east bound uphill section of Railway Terrace and the intersection at Hunter Street are both considered unsafe.</p> <p>Current cycle diversion through back streets of Lewisham is seen as complex.</p> <p>Proposals for Victoria St shared zone.</p> <p>Requests for additional bike parking particularly at the station in Victoria Street.</p>
4	Pedestrian safety/Footpath/accessibility and lighting Improvements	<p>Submissions that footpath widening is needed on Railway Terrace.</p> <p>High demand for signalised traffic lights on Old Canterbury Road at Hudson / Henry intersection to address safety issues and connect the two sides of Lewisham</p> <p>Improved lighting at night along key pedestrian routes.</p>
5	Lewisham Station Improvements	<p>Requests for expanded pedestrian areas in Victoria St, particularly around the station and existing cafes.</p> <p>Narrow/uneven paths, poor station entry visibility, need for continuous footpaths.</p> <p>Bicycle Parking was also advocated and better management of E Bike Parking.</p> <p>The provision of equal access facilities including a lift facility was advocated.</p> <p>Lighting upgrades requested on Jubilee and high-use routes.</p>
6	Public art & graffiti	<p>Mixed community views but a key need was highlighted to address tagging through public art or greening intervention.</p> <p>Requests for a mural on the railway wall facing Railway Terrace</p>
7	Economic Development	<p>Opportunities for increasing vibrancy is needed along Victoria Street.</p> <p>Improvements in public domain initiatives may assist in creating greater investment in shopping opportunities.</p>
8	Maintenance	<p>Improved Ausgrid pruning of trees.</p> <p>Submissions flagged a need to prioritise management</p>

		<p>of stormwater along the bike lane to reduce flooding impacts.</p> <p>Dumped rubbish management is seen as an issue.</p> <p>Additional street cleaning and maintenance of verges is also required.</p>
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As highlighted, several key themes have emerged from the community during the initial engagement process. This feedback will guide Council in developing a draft Placemaking Plan to address both challenges and opportunities within the area. Future public domain improvements will be designed to complement the Transport for NSW works around Lewisham Station, ensuring a cohesive approach to enhancing the area. It has also become apparent that several items are situated along state roads which fall under the jurisdiction of Transport for NSW. These items require advocacy to Transport for NSW as well as long-term funding and delivery support from them,

The following figure illustrates the proposed actions to be explored with the draft placemaking plan.



LEGEND	
Following actions to be explored in consultation with TfNSW :	
	A new signalised crossing across Old Canterbury Rd at Hudson St
	Old Canterbury Rd improvements, including measures to slow vehicle movement, more greenery and

	improved cycle links
	Railway Tce Improvements between Old Canterbury Rd and Hunter St, including: widening the footpath, calming and slowing vehicular movement and improving pedestrian safety. More greenery. Better cycle connectivity. Public art or greenery on the Station wall
	Improve Railway Terrace and Hunter St intersection by introducing a raised crossing of Railway Terrace and narrowing the vehicle space at the Hunter Street crossing
<i>Following actions to be explored by Council:</i>	
	Improve pedestrian and cyclist safety, connections, and pedestrian amenity in the local streets between Light Rail Station and the Train Station. Review parking management.
	Upgrade existing park at the end of Jubilee St with new landscaping, furnishings and possibly introducing art works
	Upgrades to existing Victoria St village centre by providing better landscaping, furniture and lighting supporting outdoor dining, and consider creating a town plaza at the end of Victoria St

Council officers met with representatives from Transport for NSW (TfNSW) in February 2026 to present the outcomes of the community engagement process undertaken so far and to initiate a preliminary discussion regarding the forthcoming steps.

It is recommended that Council formally write to the Minister for Transport to inform TfNSW of Council’s ongoing placemaking initiatives and seek support.

Next steps

It is proposed to move forward with master planning of the Lewisham area with the following actions:

- Further traffic and site investigations
- Development of a high-level conceptual plan that identifies and costs potential works to be undertaken by TfNSW and Council
- Advocate and consult with TfNSW for safety and public domain improvements to State Roads to improve local amenity and connections across Old Canterbury Road and Railway Terrace.

Following these actions, it is proposed to report back to Council with a draft Placemaking concept plan for future community engagement and exhibition. It is envisaged that this will be presented to the September 2026 Council meeting.

It is anticipated that the project will be progress to detailed design following the completion of the conceptual planning phase and community consultation, with construction scheduled in 2027/2028.

LEGAL AND RISK IMPLICATIONS

Comment By General Counsel:

There are no legal and risk implications associated with this report.

FINANCIAL IMPLICATIONS

Comprehensive cost estimates will be developed during the upcoming phase of planning and reported to Council. At this stage, it is anticipated that Council's financial contribution to the project may be approximately \$530,000. This will be considered as a part of the 2026/27 budget planning process.

ATTACHMENTS

1. [Lewisham Placemaking Engagement Outcomes Report](#)

INNER WEST

Improving Local Streets in Lewisham

Engagement Outcomes Report

20 November to 18 December 2025



INNER WEST

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INNER WEST

Summary

From 20 November to 18 December 2025, the community was invited to provide feedback on improving local streets in Lewisham.

During the engagement period 1,613 people visited the Your Say project page.

A total of 131 participants contributed 308 comments on a digital map, 7 email submissions were received, 30 people attended an in-person meeting, and 35 people shared feedback at their property through door knocking.

Participants liked the greenery, closeness to public transport and sense of community. Suggestions included improvements to pedestrian safety and traffic calming measures particularly on Railway Terrace and Old Canterbury Road.

Project background

Changes in population demographics and recent increases in housing density were identified as key reasons to review public spaces and movement plans to support new population needs.

In September 2024, Council resolved to consult the community on proposed improvements to the streets surrounding Lewisham Train Station, following the NSW Government’s commitment to upgrade the station.

The feedback received during the consultation will help inform the Lewisham Town Centre Master Plan which will address challenges and opportunities in the Victoria Street and Railway Terrace precinct.

INNER WEST

Promotion and engagement methods

Promotion method	Stakeholders engaged
Project page on Your Say Inner West	1,613 people viewed the project page 2,254 times
Emails to key stakeholders	2,862 registered members on the Your Say Inner West platform
Council's social media	26,080 people reached on Facebook and Instagram
Posters	4 posters surrounding Lewisham Train Station
Letter	3,833 properties in Lewisham
Flyer left at properties	139 properties through door knocking

Engagement method	Stakeholders engaged
Online digital map	308 comments by 131 participants
Emails	17 emails received
In-person meeting	30 people attended
In-person surveys	35 surveys completed through door knocking

INNER WEST

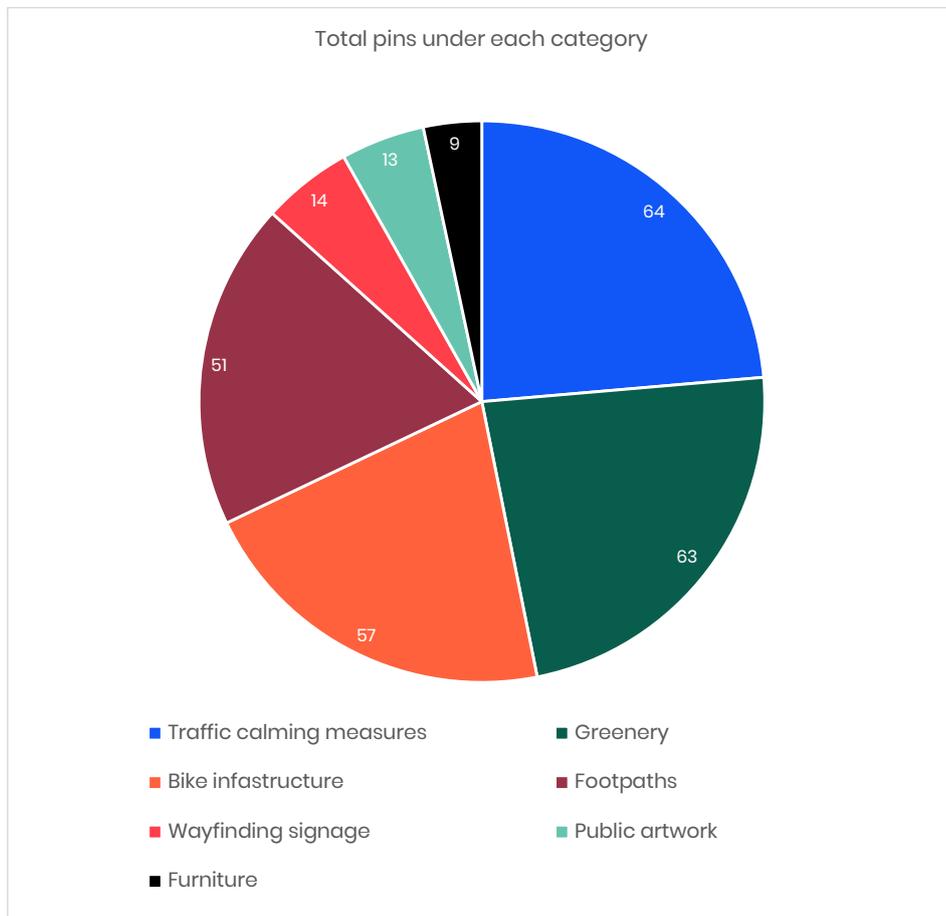
Summary of feedback

Online map

Participants were asked to place a pin on a map of the project area and leave comments about what was missing or needed improving across seven different infrastructure categories.

Council staff have reviewed all 308 comments and themes mentioned more than twice are listed below.

All comments can be viewed on the map on the [Your Say Inner West project page](#).



INNER WEST

Traffic calming measures – total 64 comments

What is missing	Total mentions
Pedestrian crossing at Old Canterbury Road to support connection to the Light Rail	12
Pedestrian crossing at Hunter Street	3
What needs improving	Total mentions
Reducing vehicle access on Victoria Street near the station by creating a pedestrian-only zone or converting it to one-way	9
The existing traffic calming measures on Railway Terrace. Suggestions include adding pedestrian crossings and reducing the speed limit	8
Recently installed barrier on Old Canterbury Road is causing issues for access into McGill Street	7
Speed limit on Old Canterbury Road needs reducing	4

Greenery - total 63 comments

What is missing	Total mentions
Greenery along Railway Terrace including trees and plants	24
Greenery on Victoria Street around the cafes and station	20
Greenery on Old Canterbury Road	7
What needs improving	Total mentions
Further trees, landscaping and planting at Jubilee Park	4

Bike infrastructure - total 57 comments

What is missing	Total mentions
A safe cycle route/path on Railway Terrace	23
Raised pedestrian and bike crossing to connect the shared path at the east end of Railway Terrace.	7
Separated bike path on Old Canterbury Road	4
A bike path on Victoria Street, Lewisham	3
Safe crossing on Old Canterbury Road to support connection to the Light Rail	3
What needs improving	Total mentions
Safer access to the Longport Street Cycle path	5

INNER WEST

Footpaths - total 51 comments

What is missing	Total mentions
Pedestrian crossing at Old Canterbury Road to support connection to the Light Rail	7
Safe and clear connection between Lewisham Train Station and Lewisham Light Rail	5
What needs improving	Total mentions
Footpath along Railway Terrace is too narrow, dangerous and requires an overall review and upgrade	15

Wayfinding signage - total 14 comments

What is missing	Total mentions
Clear signage between Lewisham Train Station and Lewisham Light Rail	3

Public artwork - total 13 comments

What is missing	Total mentions
Artwork at locations across Lewisham including near the station, the wall on Railway Terrace, Jubilee Street Park and side streets	5
What needs improving	Total mentions
Buildings should include artwork on their walls by using Council's Perfect Match program	3

Furniture - total 9 comments

What is missing	Total mentions
Furniture and amenities such as seating, landscaping, planting and lighting near the station	5

Public meeting

On 4 December 2025, Council held a public meeting at the Yanada Room in Lewisham. A total 30 community members attended. Participants were split into four tables and asked to brainstorm what was working well, what could be improved and what they thought should be the top priorities for the area.

INNER WEST

Participants liked the new cafes, the GreenWay and greenery. Suggestions for improvements included safer connections and more space for pedestrians and prevention of graffiti/vandalism.

The top priority for each table is listed below.

Table	Top priority
1	Incorporate Lewisham West precinct into this project
2	One way street at top of Victoria Street to create a social hub and support small business
3	Cycling infrastructure including fixing existing marking and signage
4	Pedestrian Safety

Emails

A total of 17 emails were received. Council staff have reviewed all responses and themes mentioned more than twice are listed below.

Themes raised	Total mentions
Adding more greenery, trees and parks	7
Improve pedestrian safety and crossings	6
Improve wayfinding and connections	5
Reduce traffic through traffic calming measures	3

In-person surveys through door knocking

A total of 139 properties within the project area were door knocked across three different dates and times:

- Wednesday 27 November 3-7pm
- Friday 28 November 10am-2pm
- Saturday 29 November 10am-2pm.

Of the 139, 35 answered the door and agreed to take part in an in-person survey. The survey asked what residents liked about the area and what they think needs improving.

Council staff have reviewed all responses and themes mentioned more than twice are listed below.

What residents liked	Total mentions
Access to public transport	17

INNER WEST

Greenery	8
Sense of community	7
Quietness	7
Location	6
Convenience	5
Nearby facilities such as parks and playgrounds	4
Walkable	3

What residents think needs improving	Total mentions
Not enough parking or restricted parking	9
Congestion and traffic issues	6
Lewisham Train Station needs upgrading including a lift	6
Footpaths including widening and improving accessibility	6
Too many vacant lots – need more businesses in the centre	5
Maintenance of verges and street sweeping is not frequent enough	4
Drainage issues on Victoria Street	3

Next steps

A report with recommendations based on the outcomes of the community engagement to date will be presented to the March 2026 Ordinary Council for a decision to be made.

Everyone who provided feedback will be kept up to date with the project.

Item No: C0326(1) Item 14
Subject: MARRICKVILLE MOSAICS REPAIR
Prepared By: Ryann Midei - Director Property and Major Projects

RECOMMENDATION

That Council endorse the new strategy and timeline detailed in this report to restore the Marrickville Mosaics.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council’s Community Strategic Plan:

- 2: Liveable, connected neighbourhoods and transport
- 3: Creative communities and a strong economy
- 5: Progressive, responsive and effective civic leadership

EXECUTIVE SUMMARY

The purpose of this report is to introduce a renewed strategy for restoring the Marrickville Mosaics, a series of artistic installations embedded along the Marrickville Road footpath from Petersham Road to Victoria Road.

Following an audit conducted by Council’s streetscape team in May 2023, 74 mosaic artworks were assessed, with 19 found in good condition, 49 identified as damaged with missing tiles, and 6 showing minor damage. The primary causes of deterioration include tile detachment, cracking of the underlying slab, weather exposure, pedestrian traffic, and utility service works.

A comprehensive condition assessment is scheduled for March 2026 to determine and prioritise restoration requirements for both the mosaics and the surrounding footpaths. Restoration work will be undertaken by a professional tile artist, who will reference archived photographs of the original artworks and, where feasible, collaborate with the original artists.

An initial restoration phase, focusing on ten mosaics, is scheduled for completion by September 2026, with the remaining repairs to be completed by June 2027.

The approach has been developed in consultation with the Marrickville Heritage Society, which supports the project and will assist in prioritising restoration efforts.

An estimated \$380,000 will be needed to restore the 54 mosaics that have been identified as damaged. This allocation will form part of the 2026/27 budget planning process. Any related footpath repairs will be funded through the annual capital footpath renewal program.

BACKGROUND

Commissioned in 1993, the Marrickville Mosaics project was a community based public artwork initiative involving local schools and residents contributing towards their design and installation. The project was officially opened in September 1994 and runs the length of the footpaths of Marrickville Road between Petersham Road and Victoria Road.

There are a number of relevant Council resolutions in relation to their restoration and future preservation. These include:

At the Council meeting held on 11 April 2023, Council resolved the following:

That Council prepare a report on the cost of restoring and repairing all of the footpath mosaic artworks in Marrickville to allow for funding to be allocated to the works when the Budget is adopted in June.

At the Council meeting held on 20 June 2023, Council resolved the following:

- 1. That the review and replacement of the Marrickville footpath mosaics be considered as part of the Marrickville Town Centre master plan.*
- 2. That Council work closely with the Marrickville Heritage Society through the Marrickville Town Centre Masterplan process to prepare for the preservation of the mosaics.*
- 3. That Council consult and where possible, prioritise working with the original artists of the mosaics as part of any future restoration process.*
- 4. That Council work to minimise the cost of restoring mosaics, including by sourcing retail tiles.*
- 5. That any applicant for a DA on a property adjacent to a mosaic be informed of their social and historical value and actions be put in place to protect the mosaics in the event of footpath works prior to any substantive works being undertaken as part of the Marrickville Town Centre Masterplan process.*

The resolution recommends that mosaic restorations be incorporated into the Marrickville Town Centre Masterplan. Due to the need for a comprehensive strategic review of the Fairer Future Plans—which will shape the area’s long-term development—the masterplan has been delayed. As a result, a refreshed approach to restoring the Marrickville Mosaics is now being proposed.

DISCUSSION

The mosaics were audited by Council’s streetscape team in May 2023 and a total of 74 mosaic artworks were identified with the following condition noted:

- 19 identified as good condition with no defects
- 49 identified as damaged with missing tiles
- 6 identified with minor damage

Damage identified, and previously reported to Council, is predominantly in the form of missing tiles due to loss of adherence to the concrete slab as well as damage due cracking of the underlying slab, examples of this damage is illustrated in in Figure 1 and 2. It was also noted that previous damage has included natural causes such as weather and general pedestrian traffic, as well as utility service work such as trenching which has required partial removal of the slab and the overlaid mosaic.



Figure 1 - Examples of damaged mosaics due to the underlying slab cracking



Figure 2 - Examples of damaged mosaics due to the lack of adherence of mosaic tiles

Restoration Approach

Given the time since the original conditions assessment, a new condition assessment will be undertaken in March 2026, with a ranking and profiling to establish the highest priority works. This will also consider the condition of the adjacent footpath.

The restoration of the mosaics will require the expertise of a specialist tile artist, who will use new mosaic tiles to carry out the repairs. Photographs of the completed original pieces will be used to guide the restoration process and ensure that the repairs faithfully reflect the original designs.

As part of this project, the involvement of the original artists—where available—will be encouraged to support the restoration process.

It is important to highlight that the party responsible for carrying out these works will be operating in a public setting. Therefore, they must possess all necessary company credentials, including appropriate insurance coverage, to perform the restoration safely and in compliance with regulatory requirements.

It is proposed to prioritise 10 mosaic pieces in an initial phase of restoration, to be completed by September 2026. This approach will provide valuable insights into the repair process, allowing lessons learned to inform the repair of the remaining pieces. The proposed timeline aims to complete repairs on all mosaic pieces by June 2027.

Council officers have consulted with the Marrickville Heritage Society regarding this approach. The Society is supportive of the project and has agreed to assist with the process, including helping to prioritise the restoration works.

LEGAL AND RISK IMPLICATIONS

Comment By General Counsel:

There are no legal and risk implications associated with this report.

FINANCIAL IMPLICATIONS

An estimated total budget of \$380,000 is needed to repair the 55 mosaics identified as damaged with missing tiles. This allocation will form part of the 2026/27 budget planning process.

Any footpath repair required in conjunction with the mosaics restoration will be funded from the annual capital footpath renewal program.

ATTACHMENTS

Nil.

Item No: C0326(1) Item 15
Subject: PRECINCT 75, ST PETERS -
VARIATION TO THE VOLUNTARY PLANNING AGREEMENT
Prepared By: Ryann Midei - Director Property and Major Projects

RECOMMENDATION

That Council adopt the recommendations contained in Confidential Attachment 1.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council’s Community Strategic Plan:

- 2: Liveable, connected neighbourhoods and transport
- 5: Progressive, responsive and effective civic leadership

DISCUSSION

Council will move into a closed session to deal with Precinct 75, St Peters Variation to the Voluntary Planning Agreement, as the information is classified as confidential under section 10A(2)(c) of the Local Government Act 1993. The matter is deemed confidential, as the matter is commercial information of a confidential nature, that would if disclosed, confer a commercial advantage on a person with whom the council is conducting (or proposes to conduct) business and if disclosed confer a commercial advantage on a competitor of the council.

Pursuant to section 10A(2), 10(2) and 10A(3) of the Local Government Act 1993, the media and public will be excluded from the meeting on the basis the business to be considered is classified as confidential under section 10A(2)(c) of the Local Government Act 1993.

PUBLICATION OF CONFIDENTIAL BUSINESS PAPER

The Model Code of Meeting Practice prescribed by the Office of Local Government, and Council’s Code of Meeting Practice, requires confidential business papers to be published on Council’s website as soon as practicable after the information in the business papers ceases to be confidential. Council’s General Manager must consult with affected parties before publishing the information, and provide reasons for why the information has ceased to be confidential.

Accordingly, the report recommends that the confidential report be made publicly available all final Occupation Certificates are granted for the development at Precinct 75, subject to prior consultation with affected parties.

ATTACHMENTS

1. Confidential Report - Precinct 75, St Peters - Variation to VPA - *Confidential*
This attachment is confidential in accordance to information (Section 10A(2)(c) of the Local Government Act 1993) that would, if disclosed, confer a commercial advantage on a person with whom the council is conducting (or proposes to conduct) business.
2. Revised Letter of Offer (26 November 2025) - *Confidential*
This attachment is confidential in accordance to information (Section 10A(2)(c) of the Local Government Act 1993) that would, if disclosed, confer a commercial

advantage on a person with whom the council is conducting (or proposes to conduct) business.

Item No: C0326(1) Item 16
Subject: LEICHHARDT PARK AQUATIC CENTRE UPGRADE - MONTHLY PROJECT UPDATE
Prepared By: Ryann Midei - Director Property and Major Projects

RECOMMENDATION

1. That Council receive and note the report which details the following progress since the last report:
 - a) Stage 1 was completed and officially opened on 15 February 2026.
 - b) The continued progress of Stage 2, with Council having resolved at its February 2026 meeting to decline all tenders and enter into negotiations with one or more of the tenderers, or any other relevant party, with a view to entering into a contract for the subject matter of the tender. These negotiations are currently underway and are subject to commercial in confidence requirements, with an update provided in Confidential Attachment 1.
2. That Council receive and note the commercial in confidence negotiation update provided in Confidential Attachment 1.
3. That Council consider the publication of this business paper, and Confidential Attachment 1, on Council’s website after the completion (end of defects liability period) of the Leichhardt Park Aquatic Centre Stage 2 Upgrade, subject to consultation with affected parties.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council’s Community Strategic Plan:

- 1: An ecologically sustainable Inner West
- 2: Liveable, connected neighbourhoods and transport
- 4: Healthy, resilient and caring communities

EXECUTIVE SUMMARY

This report provides a monthly update on the Leichhardt Park Aquatic Centre (LPAC) Upgrade.

Stage 1 works, including the refurbishment of the Mushroom Pool, a new splash play area, and mechanical and HVAC upgrades commenced in April 2025 and are now complete. An official opening was held on 15 February 2026.

Stage 2, which will deliver a new heated 50-metre pool, a heated 25-metre pool with movable floor, spectator seating, accessibility improvements, landscaping, shade structures and a new playground, remains in the design and procurement phase.

The select tender process concluded in November 2025, with evaluations conducted throughout December 2025 and January 2026. A confidential tender recommendation was subsequently presented at the February 2026 Council meeting. In this regard, Council resolved to decline all tenders and enter into negotiations with one or more of the tenderers, or any other relevant party, with a view to entering into a contract for the subject matter of the

tender. Negotiations have since commenced and are subject to commercial confidentiality. Progress updates will continue to be provided through the monthly reporting cycle to Council, with a final report to be presented to Council upon completion of negotiations.

BACKGROUND

With the existing 50m and dive pools reaching the end of their lifespan having been constructed in the early 1960s, Council is undertaking a comprehensive upgrade to revitalise the facility. This transformation will ensure the Aquatic Centre remains a vibrant and sustainable hub for the community for the next 50 years.

Council has appointed external consultants to provide Architectural design, Project Management and Project Assurance services with demonstratable experience and capability to successfully deliver the project.

In this regard, CO.OP Studios were appointed as the lead design consultant in mid-2023 to provide all architectural and engineering design services. CO.OP and their sub-consultant team have extensive experience around Australia though their network of state offices designing elite level sporting and aquatic centre projects.

Altus Group were appointed in late 2024 as the Project Managers and bring with them a wealth of experience in delivering aquatic centre projects.

There is a comprehensive project assurance and governance framework being applied to the project. In this regard, Council appointed Turner and Townsend (T&T) as the Project Assurance Consultant in late 2023 to have oversight of Stages 1 and 2 to ensure the highest standards of project integrity and risk management.

T&T have had an ongoing involvement through the development of the designs, project risk management, cost estimates and business case documents. This involvement will continue through to project completion and include monthly reporting to the Major Capital Projects Committee on the progress of the project.

Wilde & Woolard has been appointed as the projects Quantity Surveyor (QS) to prepare cost estimates. The QS will also have an on-going role through the construction stages in assessing progress claims and variation costs, and monitoring cash flows.

The project continues to be monitored in accordance with the Risk Management Plan and is reported to Governance forums including:

- Project Control Group – Monthly
- Major Capital Projects Committee – Monthly
- Audit Risk and Improvement Committee – Quarterly
- Inner West Council meetings – Monthly

DISCUSSION

The LPAC Upgrade will be delivered in two stages due to construction practicalities and ensuring as many facilities at LPAC are open as possible during construction. It is also proposed to commence construction works during the winter months to minimise impacts on community pool users, sport groups, swim learners and LPAC operations.

Stage 1

Stage 1 works, including the refurbishment of the Mushroom Pool, a new splash play area, and mechanical and HVAC upgrades commenced in April 2025 and are now complete. An official opening was held on 15 February 2026.

Stage 1 construction costs are generally in line with the allocated construction budget, including contingency allowances.

As Stage 1 is now finished, it will be omitted from future monthly updates.

Stage 2

This includes the construction of new heated 8-lane 50m pool (1.1 to 1.8m deep) and a heated 25m pool (from zero to 2.1m depth with movable floor and accessible device), spectator seating and shade structures around the 25m and 50m pools, new first aid, lifeguard, and storage rooms, new fully electrified pool heating system and filtration plants for 50m and 25m pools, accessibility lift and upgraded stairs to access the rear turfed area along with re-turfing, accessible pathway link and new picnic shelter, and a playground in the grassed area between the pools and the Bay Run.

Stage 2 of the project remains in the detailed design and contractor engagement phase. Following the closure of the selective tender process in early November 2025, tenders were assessed through December 2025 and January 2026. At the February 2026 Council meeting, Council resolved to decline all tenders and enter into negotiations with one or more of the tenderers, or any other relevant party, with a view to entering into a contract for the subject matter of the tender.

Following this resolution, Council has initiated negotiations with the tenderers. These negotiations are subject to strict confidentiality due to their commercial sensitivity. Regular updates will be provided through the monthly Council report (as contained in the attached confidential report), with a report to be presented to Council upon the conclusion of negotiations detailing the outcome and updated program information.

A comprehensive project governance framework is in place, overseen by highly experienced external project managers, project assurance specialists and quantity surveyors with expertise in pool construction. This governance structure will be carried forward into the negotiation phase, ensuring that the right subject matter experts continue to work collaboratively to achieve optimal outcomes, oversighted by Council’s Director Property and Major Projects, Manager Major Projects and Council’s Senior Lawyer, with point of escalation and final sign off by the General Manager.

LEGAL AND RISK IMPLICATIONS

Comment By General Counsel:

There are no legal and risk implications associated with this report.

FINANCIAL IMPLICATIONS

An extensive value engineering and cost saving exercise has been undertaken to the project with oversight by the external Project Assurance Consultant and Quantity Surveyor.

The Chief Financial Officer (CFO) has confirmed that funding to cover the estimated project cost is accounted for in the draft Long Term Financial Plan for the 2025/2026 financial year. In this regard, a total project budget of \$55.934 million is allocated for both stage 1 and stage 2 of this project.

PUBLICATION OF CONFIDENTIAL BUSINESS PAPER

The Model Code of Meeting Practice prescribed by the Office of Local Government, and Council’s Code of Meeting Practice, requires confidential business papers to be published on Council’s website as soon as practicable after the information in the business papers ceases to be confidential. Council’s General Manager must consult with affected parties

before publishing the information, and provide reasons for why the information has ceased to be confidential.

Accordingly, this report recommends that Council consider the publication of this business paper, and Confidential Attachment 1, following the completion of the LPAC Stage 2 Upgrade (end of defects liability period), subject to consultation with affected parties.

ATTACHMENTS

1. LEICHHARDT PARK AQUATIC CENTRE UPGRADE – STAGE 2 NEGOTIATION PROCESS UPDATE - *Confidential*

This attachment is confidential in accordance to information (Section 10A(2)(c) of the Local Government Act 1993) that would, if disclosed, confer a commercial advantage on a person with whom the council is conducting (or proposes to conduct) business; AND commercial information of a confidential nature (Section 10A(2)(d)(i) of the Local Government Act 1993) that would, if disclosed prejudice the commercial position of the person who supplied it; AND commercial information of a confidential nature (Section 10A(2)(d)(ii) of the Local Government Act 1993) that would, if disclosed confer a commercial advantage on a competitor of the council.

Item No: C0326(1) Item 17
Subject: LEICHHARDT OVAL REFURBISHMENT - MONTHLY PROJECT UPDATE
Prepared By: Ryann Midei - Director Property and Major Projects

RECOMMENDATION

That Council receive and note the report which details the following progress since the last report:

1. The State Significant Development Application public exhibited has now closed, with submissions being compiled by DPHI.
2. The project team has advanced the western grandstand, northern grandstand and lower bowl seating from schematic design into detailed design, supported by specialist architectural, engineering and cost-planning consultants.
3. The procurement process to appoint a suitably qualified and experienced contractor to finalise the design and undertake the works has commenced.
4. An updated cost plan is being prepared and will be incorporated into the 2026/27 budget planning process.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council’s Community Strategic Plan:

- 2: Liveable, connected neighbourhoods and transport
- 4: Healthy, resilient and caring communities

EXECUTIVE SUMMARY

The purpose of this report is to provide a monthly update on the Leichhardt Oval Refurbishment project. The project continues to progress well through both design development and the State Significant Development planning process.

Over the past month, the design team has advanced the project from completed schematic design into detailed development for the western grandstand, northern grandstand and lower bowl seating, supported by specialist architectural, engineering and cost-planning inputs.

The State Significant Development Application, lodged in December 2025, was publicly exhibited by the NSW Department of Planning, Housing and Infrastructure from 16 January to 12 February 2026, with community and agency submissions now being compiled by the Department for review.

An Expression of Interest has also been released to the market to begin the procurement phase and shortlist suitably qualified contractors for the upcoming select tender.

Initial cost estimates for the Western Grandstand, lower seating bowl, and Northern Grandstand were set at approximately \$50 million and a detailed quantity surveyor report is being finalised and will be incorporated into the 2026/27 budget planning process.

Council has allocated \$40 million for the project in the 2025/2026 Long Term Financial Plan and will continue to seek grant funding/ has been seeking grant funding. The additional funding is likely to be spent in the 27/28 financial year and Council's Chief Financial Officer has confirmed that \$10 million of developer contributions will be available for use with any remaining funding to be sourced from the depreciation reserve as a significant portion of the work involves the replacement of an aging asset.

The project continues to operate under a strong governance and assurance framework. The program remains on track, with planning approval targeted for August 2026, construction scheduled to commence in October 2026, and completion anticipated in early 2028.

BACKGROUND

In October 2023 Inner West Council adopted the Leichhardt Oval Masterplan following extensive public engagement.

In June 2024, the Commonwealth, State and Local Governments formed a funding partnership to secure the future of Leichhardt Oval. The Commonwealth committing \$20 million to the project, with the NSW Government and the Inner West Council investing \$10 million each towards the upgrade.

At the Council meeting held on 29 April 2025, Council resolved the following:

That Council endorse the Leichhardt Oval renovation final design concepts April 2025 (Attachment 1 of the Council report) and proceed with preparing detailed plans in order to seek planning approval.

This resulted in a project scope to the:

- Western Grandstand Player Amenities
- Western Grandstand – modern facilities for spectators, sponsors and media
- Lower Seating Bowl – All new 'stadium type' seating to ensure safety and compliance
- New Northern Grandstand

Council has engaged external consultants with demonstrated expertise in delivering complex infrastructure projects to support the Leichhardt Oval Refurbishment.

In this regard, Ernst & Young (EY) has been appointed to provide project management services. EY's Sydney-based division has a strong track record in delivering major sports and recreational infrastructure across NSW, including Allianz Stadium, CommBank Stadium, and the new Penrith Stadium.

Cox Architecture has been appointed as Principal Design Consultant, leading a multidisciplinary team covering structural, electrical, mechanical, hydraulic, planning, heritage, accessibility, and Building Code of Australia compliance. With over 60 years of experience, Cox Architecture brings deep expertise in stadia and elite sports facility design, with a strong focus on venue functionality, digital integration, and spectator experience.

A robust governance framework is in place, including a Project Control Group chaired by the General Manager as Project Sponsor.

Rider Levitt Bucknall (RLB) has been appointed as the projects Quantity Surveyor (QS) to prepare cost estimates. The QS will also have an on-going role through the construction stages in assessing progress claims and variation costs, and monitoring cash flows.

NSW Public Works Advisory has been appointed as the independent project assurance consultant, responsible for monthly reporting and oversight of performance, cost, and

schedule. Reports are tabled at key governance forums to support transparency and informed decision-making.

The project continues to be monitored in accordance with the Risk Management Plan and is reported to Governance forums including:

- Project Control Group – Monthly and chaired by the General Manager
- Major Capital Projects Committee – Monthly
- Audit Risk and Improvement Committee – Quarterly
- Inner West Council meetings – Monthly

DISCUSSION

The Leichhardt Oval Refurbishment project remains in the design phase, with its high-level scope confirmed at the April 2025 Council meeting through endorsement of the final design concepts.

Throughout February 2026, the project team continued refining the design toward finalising a preliminary detailed design package, which will be issued to the independent quantity surveyor for cost planning.

The project is continuing through the State Significant Development process, with the NSW Department of Planning, Housing and Infrastructure (DPHI) as the approval authority.

The State Significant Development Application was formally lodged in late December 2025, and DPHI placed the application on public exhibition from 16 January to 12 February 2026.

During this period, the community and other government agencies provided feedback on the proposed design through the DPHI website which will make up part of the assessment process.

The procurement process to appoint a suitably qualified and experienced contractor to finalise the design and undertake the works has commenced. In this regard, an expression of interest has been released to the market, with the intention of shortlisting suitably qualified contractors to participate in a select tender process and appoint a contractor.

The overall program remains unchanged, with planning approval targeted for August 2026. This will enable procurement and contractor mobilisation ahead of construction commencement in October 2026, with completion anticipated in early 2028.

The high-level project program is presented below:

Activity	Target Completion	Status
Project Planning Scope Confirmation	May 2025	Completed
Consultant Engagements	August 2025	Completed
Lodgement of SSD Application	December 2025	Completed
Complete 80% design for tender	April 2026	In progress
Planning Approval	August 2026	In progress
Procurement	August 2026	In progress
Contract award and execution	September 2026	Future
Construction commences on-site	October 2026	Future
Construction complete	Early 2028	Future

LEGAL AND RISK IMPLICATIONS

Comment By General Counsel:

There are appropriate risk management measures in place for this project with independent project assurance, an external project management and the quantity surveyor involved in each stage of the project. Council’s contract lawyer will be involved in the preparation of the tender documentation and the construction contract once a tender is awarded.

FINANCIAL IMPLICATIONS

Council officers, together with EY, Cox Architecture and key technical consultants including RLB, have undertaken a comprehensive cost-assurance exercise for the project. Through ongoing value-engineering activities, the team has continued to refine the project’s design, scope and cost profile, ensuring that financial parameters accurately reflect detailed technical requirements.

Value-engineering and scope-refinement efforts have focused on minimising future capital and operational costs while maintaining functional performance. This has included assessing structural efficiencies, optimising building services, refining operational layouts, evaluating alternative systems and materials, and identifying potential staging opportunities. Collectively, these measures support prudent financial management by pursuing cost efficiencies without compromising asset quality or longevity.

As the project advanced into detailed design, clearer definition of structural, services, accessibility and operational requirements strengthened the accuracy of the cost plan, providing a firmer basis for financial forecasting and improved identification of cost risks.

Initial cost estimates for the Western Grandstand, lower seating bowl, and Northern Grandstand were set at approximately \$50 million and a detailed quantity surveyor report is being finalised and will be incorporated into the 2026/27 budget planning process.

Council has allocated \$40 million for the project in the 2025/2026 Long Term Financial Plan and will continue to seek grant funding. The additional funding is likely to be spent in the 27/28 financial year and Council’s Chief Financial Officer has confirmed that \$10 million of Developer Contributions funding will be available for use with any remaining funding to be sourced from the depreciation reserve as a significant portion of the work involves the replacement of an aging asset.

ATTACHMENTS

Nil.

Item No: C0326(1) Item 18
Subject: PROJECT UPDATE: ENMORE WALK OF FAME
Prepared By: Ryann Midei - Director Property and Major Projects

RECOMMENDATION

That Council receive and note the report outlining the scheduled delivery program for the Enmore Walk of Fame, with completion targeted by 30 June 2026.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council’s Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

The purpose of this report is to outline the progress of the Enmore Walk of Fame, a project within Council’s Main Streets Revitalisation Program aimed at boosting vibrancy and cultural identity across the Inner West.

Delivered in partnership with Enmore Theatre (Century Venues), the initiative commemorates the theatre’s 116-year legacy and celebrates iconic artists and performances, with 45 plaques planned along Enmore Road—40 recognising individual performers and 5 marking historical milestones.

Community engagement has been pivotal, with public nominations and voting determining artist selection, conducted in two phases covering recent and past decades.

Prototype plaques are being produced to ensure safety and durability, and Council is assessing footpath conditions to support installation readiness. Fabrication of all plaques is expected to take six to eight weeks, followed by installation, with project completion targeted for June 2026.

The project is supported by a dedicated budget of \$150,000 as part of the wider \$7.5 million revitalisation initiative.

BACKGROUND

The Enmore Walk of Fame is a key initiative within Council’s \$7.5 million Main Streets Revitalisation Program, designed to strengthen the vibrancy, activation and cultural heritage of main streets across the Inner West. This project, which reinforces the theatre’s role as a significant cultural landmark, is a collaborative initiative between Inner West Council and Century Venues.

The Enmore Walk of Fame was launched in August 2024 with the unveiling of the inaugural brass plaque dedicated to Bangarra Dance Theatre. Bangarra was selected for its long and impactful association with the venue, including its debut at the Enmore Theatre in 1994 and the launch of its national tour of Mathinna in 2008.

The initiative aims to honour the theatre’s legacy and iconic artists and performances that have defined the Enmore Theatre throughout its 116-year history, while drawing new visitors

to the precinct, with Century Venues Executive Director Greg Khoury noting that “theatres are catalysts for urban renewal”.

DISCUSSION

The project involves installing 45 plaques along Enmore Road to commemorate the history of the Enmore Theatre and performers from each year. This includes 40 ground plaques celebrating individual annual performances and 5 plaques recognising key historical milestones in the Theatre’s history. An additional building-mounted plaque is also under consideration to support digital engagement and wider promotion of the project.

Community Engagement

A community engagement campaign was launched by the Enmore Theatre inviting nominations for artists to be commemorated in the Enmore Walk of Fame. The campaign adopts a community-led nomination and voting process, giving the public a direct voice in determining which artists are recognised. Engagement is hosted through the Enmore Theatres website, where community members can nominate artists and participate in a staged voting process. Council supported the engagement process and promoted public voting through its social media channels.

The engagement is delivered in two distinct phases:

Phase 1:

Focused on artists who performed in 2025, asking the community to vote for their favourite artist of that year.

Phase 2:

Expanded into a decade-by-decade voting structure, inviting the community to select their favourite artists from the 2020s, 2010s, 2000s and 1990s. Voting was released in staged intervals to support clear communication and maintain strong community engagement.

The nomination campaign opened on 23 December 2025 and closed on 16 February 2026. Century Venues is currently assessing the nominations received.

Implementation Plan

The proposed arrangement and orientation of plaques to be installed along the Enmore Road footpath will incorporate strategic spacing to allow for the installation of additional plaques in the future.

Once artists are confirmed, the artwork and graphics will be finalised to commence fabrication.

To ensure safety and quality, several prototype plaques will be produced to test their suitability for ground installation, with a particular focus on slip resistance. This prototype stage will enable any required refinements to artwork or detailing before the full production run begins. In parallel, Council will inspect the Enmore Road footpaths to assess pavement condition and installation readiness. It is anticipated that the prototype and testing phase of the project will be completed by late March.

Following the successful completion of the prototype phase, the project will progress to the full-scale production of plaques. Fabrication of all 45 plaques is expected to take around six to eight weeks, with completion anticipated by late May.

Council will work closely with the Enmore Theatre to align installation activities with their operational schedule and minimise disruption. Installation is anticipated to take approximately two weeks, with completion estimated for late June 2026.

LEGAL AND RISK IMPLICATIONS**Comment By General Counsel:**

There are no legal and risk implications associated with this report.

FINANCIAL IMPLICATIONS

The project is funded through Council's \$7.5 million Main Street Revitalisation Program, with a total budget of \$150,000 allocated for this project.

ATTACHMENTS

Nil.

Item No: C0326(1) Item 19
Subject: MANDATORY REPORTING TO COUNCIL OF REPORTS RECEIVED FROM FIRE & RESCUE NSW FOR 3 PROPERTIES
Prepared By: Simone Plummer - Director Planning

Item 19

RECOMMENDATION

That Council receive and note the report.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council’s Community Strategic Plan:

4: Healthy, resilient and caring communities

EXECUTIVE SUMMARY

Under the Environmental Planning and Assessment Act 1979, when an inspection report is received by Council from Fire and Rescue New South Wales (FRNSW), Council must table this report and recommendations at the next meeting of the Council.

Council received the following reports from FRNSW:

- **10 Edward Street Lilyfield** – Received 28 January 2026 (*Attachment 1*)
- **67 Alt Street Ashfield** – Received 29 January 2026 (*Attachment 2*)
- **44 Princes Highway St Peters** – Received 9 February 2026 (*Attachment 3*)

The appropriate follow up action has been taken in each instance as outlined in this report.

DISCUSSION

10 Edward Street Lilyfield – also known as 271 Balmain Road Lilyfield

This property is owned by Homes NSW (formerly the Land and Housing Corporation). Homes NSW is the NSW Government agency responsible for owning and managing public and community housing across the state, including regulatory responsibility for fire safety of their own properties. It provides housing for people in need and holds regulatory responsibility for fire safety compliance across the properties it owns. The premises is a Class 2 residential building comprising of multiple three-storey buildings. The premises is not listed on Council’s Fire Safety Register.

The FRNSW report received by Council identified the following fire safety issues:

- Egress
- Services and Equipment
- The current Annual Fire Safety Statement not displayed.

Council contacted Homes NSW and provided them with a copy of the FRNSW inspection report. FRNSW has been advised to report fire-related issues in buildings owned by Homes NSW directly to Homes NSW.

67 Alt Street Ashfield

The property is a two-storey boarding house providing 24 rooms of affordable housing. The premises is currently registered on Council's Annual Fire Safety Statement (AFSS) register (AFS/2271).

The FRNSW report received by Council identified the following fire safety issues:

- The electrical switchboard located within the path of travel to the Alt Street exit requires rectification to ensure it is non-combustible construction nor adequately sealed against smoke spread.
- The external stairway serving as a required exit is not provided with adequate emergency or artificial lighting.
- The barrier to Level 1 adjacent to the internal stairway is less than 1 metre in height.
- The Fire Safety Schedule is inconsistent with the system currently installed.
- The windows protected by the wall wetting sprinklers are not permanently fixed closed or automatic closing.
- Wall wetting sprinkler identification and block plan signage is not provided.

On 4 February 2026 Council's Senior Fire Safety Officer conducted an inspection where it was determined that the circumstances warranted the issue of a Notice of Intention to serve a Development Control Order - Ref. no.: EPA/2026/0011.

Written representations were received during the 14-day notification period, resulting in a reinspection undertaken by Council's Senior Fire Safety Officer on 27 February 2026. The reinspection revealed that the owner had actively rectified the majority of issues initially raised by FRNSW. As a result, a Development Control Order has been issued, only requiring works to the electrical switchboard and level 1 barrier within a 90-day timeframe.

It is anticipated that the rectification works identified by FRNSW are achievable through the timeframes imposed in Council's enforcement process.

44 Princes Highway St Peters

The property is a 6-storey mixed use building fronting Princes Highway and a 5-storey mixed use building fronting Barwon Park Road, containing basement level car park, commercial premises on the ground floor and 4 and 5 storeys of self-occupancy units. The premises is registered on Council's Annual Fire Safety Statement (AFSS) register (AFS/04295).

The FRNSW report received by Council identified the following fire safety issues:

- Artificial lighting within the fire-isolated stairs on levels 2-5 of the tower fronting Princes Highway requires repair or replacement
- A sprinkler system has not been provided however, at the time of construction, a sprinkler system was not a requirement under the National Construction Code (NCC). Accordingly, the absence of a sprinkler system does not constitute a non-compliance in this instance.
- On-return valve at the fire hydrant booster requires replacement to ensure it closes by gravity under no-flow conditions, correcting the upside-down installation.
- The ladder in the fire-isolated stair on level 5 needs to be removed or repositioned to ensure it does not block access to the fire hydrant.
- The current Annual Fire Safety Statement was not displayed in a prominent location within the building.

On 10 February 2026 Council's Senior Fire Safety Officer conducted an inspection where it was determined that the circumstances warranted the issue of a Notice of Intention to serve a Development Control Order - Ref. no. EPA/2026/0012. The notification period (14 days) has since expired, and a Development Control Order issued which requires the rectification of all matters raised within the FRNSW report within a 90-day timeframe.

Although FRNSW has identified various concerns, it is anticipated that the rectification works are achievable through the timeframes imposed in Council's enforcement process.

LEGAL AND RISK IMPLICATIONS

Comment By General Counsel:

There are no legal and risk implications associated with this report.

FINANCIAL IMPLICATIONS

There are no financial implications associated with the implementation of the proposed recommendations outlined in the report.

ATTACHMENTS

- 1. [↓](#) FRNSW Inspection Report - 10 Edward Street Lilyfield
- 2. [↓](#) FRNSW Inspection Report - 67 Alt Street Ashfield
- 3. [↓](#) FRNSW Inspection Report - 44 Princes Hwy St Peters

OFFICIAL



File Ref. No: FRN25/1612 – BFS25/3430 - 8000042812
TRIM Ref. No: D26/8884
Contact: Ryan Maestri

28 January 2026

General Manager
Inner West Council
PO Box 14
PETERSHAM NSW 2049

Email: council@innerwest.nsw.gov.au

Attention: Manager Compliance/Fire Safety

Dear Sir / Madam

**Re: INSPECTION REPORT
RESIDENTIAL FLAT BUILDING
10 EDWARD STREET, LILYFIELD (“the premises”)**

Fire and Rescue NSW (FRNSW) received correspondence concerning the adequacy of the provision for fire safety in connection with ‘the premises’.

The correspondence stated:

- *Occupant of Unit 3, on 1st floor is storing items within the central communal stairwell.*

Pursuant to Section 9.32(1) of the *Environmental Planning and Assessment Act 1979* (EP&A Act), Authorised Fire Officers from the Fire Safety Compliance Unit of FRNSW inspected ‘the premises’ on 23 July 2025.

On behalf of the Commissioner of FRNSW, the comments in this report are provided under Section 9.32(4) and Schedule 5, Part 8, Section 17(1) of the EP&A Act.

The items listed in the comments of this report are based on the following limitations:

- A general overview of the building was obtained without using the development consent conditions or approved floor plans as a reference.

Fire and Rescue NSW	ABN 12 593 473 110	www.fire.nsw.gov.au
Community Safety Directorate	1 Amarina Ave	T (02) 9742 7434
Fire Safety Compliance Unit	Greenacre NSW 2190	F (02) 9742 7483
www.fire.nsw.gov.au		Page 1 of 3

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- Details of the Provisions for Fire Safety and Fire Fighting Equipment are limited to a visual inspection of the parts in the building accessed and the fire safety measures observed at the time.

COMMENTS

The following items were identified during the inspection:

1. Egress
 - 1A. A number of bicycles and other objects were stored on the stair landing outside unit 4, restricting egress from units 3 and 4 and reducing the effective egress width of the stairway, being an offence under Section 109 of the Environmental Planning and Assessment (Development Certification and Fire Safety) Regulation 2021.
2. Services and Equipment
 - 2A. Portable Fire Extinguishers
 - A. The portable fire extinguisher located on the ground floor was not provided with a key to unlock the cabinet, contrary to the requirements of Clause 3.6 of AS 2444-2001.
3. General
 - 3A. A number of Sole-Occupancy Unit (SOU) entry doorways were fitted with security doors in front of the fire-rated doorsets. FRNSW recommends against the fitting of security or screen doors to SOUs due to the increased likelihood of the main fire door being propped open (e.g. for ventilation airflow), and the fire rating of the door frame being compromised from any modification when fitting any additional door.

For additional information, please see FRNSW's position statement [here](#).
 - 3B. A current Annual Fire Safety Statement was not displayed in a prominent location within the building or provided to FRNSW contrary to the requirements of Section 89 of the Environmental Planning and Assessment (Development Certification and Fire Safety) Regulation 2021.

FRNSW believes that there are inadequate provisions for fire safety within the building.

WORKS UNDERTAKEN

In consultation with Homes NSW, works were undertaken in relation to item 1A above. FRNSW officers conducted a reinspection of the premises on 26 November 2025 and determined that most of the objects had been removed and that egress was not significantly obstructed.

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RECOMMENDATIONS

FRNSW recommends that Council:

- a. Review items 2 and 3 of this report and conduct an inspection.
- b. Ensure the fire safety measures serving the premises are being regularly maintained and that an Annual Fire Safety Statement is being provided to both the Council and FRNSW.
- c. Address any other deficiencies identified on “the premises”.

Please be advised that Schedule 5, Part 8, Section 17(2) requires any report or recommendation from the Commissioner of FRNSW to be tabled at a Council meeting. This matter is referred to Council as the appropriate regulatory authority. FRNSW awaits the Council’s advice regarding its determination under Schedule 5, Part 8, Section 17 (4) of the EP&A Act.

Please do not hesitate to contact Ryan Maestri of FRNSW’s Fire Safety Compliance Unit at FireSafety@fire.nsw.gov.au or call (02) 9742 7434 if there are any questions or concerns about the above matters. Please refer to file reference FRN25/1612 – BFS25/3430 - 8000042812 regarding any correspondence concerning this matter.

Yours faithfully



Ryan Maestri
Senior Building Surveyor
Fire Safety Compliance Unit

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File Ref. No: FRN25/3826 – BFS25/8984 - 8000047264
 TRIM Ref. No: D2026/009059
 Contact: Matthew Warbrick

29 January 2026

General Manager
 Inner West Council
 PO Box 14
 PETERSHAM NSW 2049

Email: council@innerwest.nsw.gov.au

Attention: Manager Compliance/Fire Safety

Dear Sir / Madam

**Re: INSPECTION REPORT
 BOARDING HOUSE
 67 ALT STREET ASHFIELD (“the premises”)**

Fire and Rescue NSW (FRNSW) received correspondence on concerning the adequacy of the provision for fire safety in connection with ‘the premises’.

Pursuant to Section 9.32(1) of the *Environmental Planning and Assessment Act 1979* (EP&A Act), Authorised Fire Officers from the Fire Safety Compliance Unit of FRNSW inspected ‘the premises’ on 14 January 2026.

LIMITATIONS

The items listed in the comments of this report are based on the following limitations:

- FRNSW’s inspection of the premises may have been conducted without having the development consent and / or approved plans as a reference.
- FRNSW’s inspection of the premises was a non-invasive visual inspection.
- FRNSW authorised fire officers may not have been able to access all areas of the premises at the time of inspection.

Fire and Rescue NSW	ABN 12 593 473 110	www.fire.nsw.gov.au
Community Safety Directorate	1 Amarina Ave	T (02) 9742 7434
Fire Safety Compliance Unit	Greenacre NSW 2190	F (02) 9742 7483
www.fire.nsw.gov.au		Page 1 of 3

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Item 19

Attachment 2

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COMMENTS

The following items were identified in relation to the provisions for fire safety:

Egress

1. The electrical switchboard located in the path of travel to the exit discharge towards Alt Street was not enclosed in non-combustible construction and was not adequately sealed against the passage of smoke, contrary to the requirements of Clause D3D8 of the NCC.
2. The external stairway serving as a required exit is not provided with emergency lighting or artificial lighting, contrary to the requirements of Clauses E4D2 and F6D5 of the NCC.
3. The internal public corridor does not appear to be provided with sufficient emergency lighting or artificial lighting, contrary to the requirements of Clause E4D2 and F6D5 of the NCC.
4. The barrier on level 1 adjacent to the internal stairway is less than 1m in height, contrary to the requirements of Clause D3D18 of the NCC.

Fire Services and Equipment

Smoke Detection and Alarm System (SDAS)

5. The SDAS installed in building appears to consist of AS3786 smoke alarms connected to a central Residential Fire Panel (RFP) (manufacturer - BROOKS Australia Pty Ltd).

At the time of the inspection, Authorised Officers of FRNSW observed that power to the RFP had been switched off and several smoke alarms were not operating when tested.

FRNSW contacted the fire service contractor and building manager and requested power to the SDAS be restored. FRNSW received confirmation and evidence on 15 January 2026 detailing power to the SDAS being reinstated.

During the course of the inspection, FRNSW were informed by the fire service contractor and building manager that an unknown resident at the premises appears to have obtained a 003 key and is gaining access to the RFP and turning the power off.

Further to the forementioned, the following items were also noted:

- 5A. The SDAS appears to be configured to provide a common building occupant warning system to sound throughout all Sole-Occupancy Units (SOU) and public corridors.
- 5B. The Fire Safety Schedule observed at the building-states that the SDAS is to meet the standard of performance of NCC Clause E2.2a and AS1670.1-2004.

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FRNSW are concerned that the current configuration of the SDAS is leading to nuisance alarms, resulting in the system frequently being disabled.

Automatic Fire Suppression System – Wall wetting sprinkler system

6. The windows protected by wall wetting sprinklers are not configured to be permanently closed or automatic closing contrary to the requirements of Clause C4D5 of the NCC.
7. Wall wetting sprinkler signage has not been provided, contrary to the requirements of Clauses 4.2.1.1(e) and 4.2.3 of AS 2118.2 – 2021.
8. A block plan has not been provided, contrary to the requirements of Clause 4.2.4 of AS 2118.2-2021.
9. FRNSW could not locate service logbooks at the premises for servicing of the wall wetting sprinklers.
10. The fire safety schedule displayed in the building details the standard of performance of the wall wetting sprinkler system to AS 2118.1 – 1999 in lieu of AS 2118.2

FRNSW believes that there are inadequate provisions for fire safety within the building.

RECOMMENDATIONS

FRNSW recommends that Council:

- a. Review items 1 to 10 of this report and conduct an inspection.
- b. Address any other deficiencies identified on the premises.

Please be advised that Schedule 5, Part 8, Section 17(2) requires any report or recommendation from the Commissioner of FRNSW to be tabled at a Council meeting. FRNSW refers this matter to the Council as the appropriate regulatory authority and awaits the Council's advice regarding its determination under Schedule 5, Part 8, Section 17 (4) of the EP&A Act.

Please do not hesitate to contact Matthew Warbrick of FRNSW's Fire Safety Compliance Unit at FireSafety@fire.nsw.gov.au or call (02) 9742 7434. If you have any questions or concerns regarding the above matters. Please ensure that you refer to file reference FRN25/3826 – BFS25/8984 - 8000047264 for any future correspondence concerning this matter.

Yours faithfully



Matthew Warbrick
Acting Senior Building Surveyor
Fire Safety Compliance Unit

OFFICIAL



2File Ref. No: FRN24/3584 – BFS24/8120 - 8000039792
TRIM Ref. No: D26/14782
Contact: Ryan Maestri

9 February 2026

General Manager
Inner West Council
PO Box 14
PETERSHAM NSW 2049

Email: council@innerwest.nsw.gov.au

Attention: Manager Compliance/Fire Safety

Dear Sir / Madam

**Re: INSPECTION REPORT
MIXED USE BUILDING
3 BARWON PARK ROAD, ST PETERS (“the premises”)**

Fire and Rescue NSW (FRNSW) received correspondence on 5 December 2024 concerning the adequacy of the provision for fire safety in connection with ‘the premises’.

The correspondence stated that:

- *Fire doors on the ground floor are constantly blocked and or held open. Rubbish (bags and boxes) are often piled in doorway/ fire exits.*

Pursuant to Section 9.32(1) of the *Environmental Planning and Assessment Act 1979* (EP&A Act), Authorised Fire Officers from the Fire Safety Compliance Unit of FRNSW inspected ‘the premises’ on 31 July 2025.

On behalf of the Commissioner of FRNSW, the comments in this report are provided under Section 9.32(4) and Schedule 5, Part 8, Section 17(1) of the EP&A Act.

The items listed in the comments of this report are based on the following limitations:

- A general overview of the building was obtained without using the development consent conditions or approved floor plans as a reference.

Fire and Rescue NSW

ABN 12 593 473 110

www.fire.nsw.gov.au

Community Safety Directorate
Fire Safety Compliance Unit

1 Amarina Ave
Greenacre NSW 2190

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Version: 1, Version Date: 09/02/2026

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OFFICIAL

- Details of the Provisions for Fire Safety and Fire Fighting Equipment are limited to a visual inspection of the parts in the building accessed and the fire safety measures observed at the time.

COMMENTS

The following items were identified during the inspection:

1. Egress
 - 1A. Artificial lighting within the fire-isolated stairs on levels 2-5 of the tower fronting the Princes Highway was not operational, contrary to the requirements of Clause F6D5 of the National Construction Code Volume 1 2022 (NCC).
2. Services and Equipment
 - 2A. Automatic Fire Suppression System (Sprinklers)
 - A. The building constitutes a mostly Class 2 building with a rise in storeys of greater than four (4). In this regard, the building has not been provided with a sprinkler system throughout, contrary to the requirements of Clause E1D6 of the NCC.
 - 2B. Fire Hydrant System
 - A. The non-return valve located at the fire hydrant booster is of a type that will not close by gravity under no flow conditions as installed, contrary to the requirements of Clause 3.3.6 of AS 4794 – 2001. In this regard, the non-return valve located in the pipework between the feed hydrants and boost inlets has been installed upside down.
 - B. The ladder in the fire-isolated stair providing access to the roof of the tower fronting the Princes Highway was blocking access to the fire hydrant within the stair on level 5, contrary to the requirements of Clause 3.5.1 of AS 2419.1-2005.
3. General
 - 3A. A current Annual Fire Safety Statement was not displayed in a prominent location within the building or provided to FRNSW contrary to the requirements of Section 89 of the Environmental Planning and Assessment (Development Certification and Fire Safety) Regulation 2021.

FRNSW believes that there are inadequate provisions for fire safety within the building.

RECOMMENDATIONS

FRNSW recommends that Council:

OFFICIAL

- a. Review items 1 to 3 of this report and conduct an inspection.
- b. Ensure the fire safety measures serving the premises are being regularly maintained and that an Annual Fire Safety Statement is being provided to both the Council and FRNSW.
- c. Address any other deficiencies identified on “the premises”.

Please be advised that Schedule 5, Part 8, Section 17(2) requires any report or recommendation from the Commissioner of FRNSW to be tabled at a Council meeting. This matter is referred to Council as the appropriate regulatory authority. FRNSW awaits the Council's advice regarding its determination under Schedule 5, Part 8, Section 17 (4) of the EP&A Act.

Please do not hesitate to contact Ryan Maestri of FRNSW's Fire Safety Compliance Unit at FireSafety@fire.nsw.gov.au or call (02) 9742 7434 if there are any questions or concerns about the above matters. Please refer to file reference FRN24/3584 – BFS24/8120 - 8000039792 regarding any correspondence concerning this matter.

Yours faithfully



Ryan Maestri
Senior Building Surveyor
Fire Safety Compliance Unit

Item No: C0326(1) Item 20
Subject: UPDATE ON CREATIVE TOWN HALL PROGRAM
Prepared By: Ruth Callaghan - Director Community

RECOMMENDATION

That Council receive and note the ongoing success of the Creative Town Hall program.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council’s Community Strategic Plan:

3: Creative communities and a strong economy

EXECUTIVE SUMMARY

This report details the outcomes of the Creative Town Hall program for Council over 2025, along with the success of the associated Concierge Service in supporting Inner West creatives. The report details that in 2025, 523 enquiries were received by creatives to use Council’s venues and over 3,000 individual bookings were made. Theatre (34%), Music (28%), Film (12%) and Dance (11%) were the most represented creative genres at 85% of all bookings. This is consistent with Town Halls providing larger venues and set-up for these artforms.

BACKGROUND

At the Council meeting held on 23 September 2025, Council resolved the following:

1. *That Council receive and note the report.*
2. *That future iterations of the report be renamed ‘Update on Creative Town Halls Program’ and focus on the metrics of the Creative Town Halls program, to be authored by the Director Community.*
3. *That Council commence ongoing promotion and advertising of the creative town halls program.*

DISCUSSION

Creative Town Halls Concierge Service

Running throughout 2025, the Creative Town Hall Concierge Service continues to be a success and provides significant support to Inner West creatives seeking spaces in Council’s Town Halls and other subsidised venues. The Concierge Service provides a customer service to match creatives with a suitable space. The service puts Council in direct communication with engaged creatives and is growing Council’s networks with local creatives.

Enquiries through the Concierge Service in 2025 included:

- Received 523 enquiries overall
- February and March had the most enquiries (58 per month)
- Average enquiries per month is 43

Table 1 below shows the range of genres represented through enquiries.

Creative	Percentage for 2025 calendar year
Theatre	34%
Music	28%
Film	12%
Dance	11%
Art	6%
Comedy	2%
Multi-arts	1%
Writer	1%
Cabaret	1%
Photography	1%
Circus/Clown	1%
Drag	1%
Puppetry	1%

Creative Town Halls Usage Update for 2025

3,055 creative bookings were made in 2025 across all Council properties. Of these, town hall bookings numbered 2,074. Where a creative applicant is not able to book into a town hall venue (as listed below) due to date clashes with existing bookings or suitability, then the Creative Concierge assists them to identify another Council owned subsidised venue.

Table 2 below shows the Creative bookings in Town Halls

Venue	Percentage of all bookings (n=2074)	Creative genre booked
Balmain Town Hall	22%	Music - 33% Theatre - 26%
Annandale Upstairs Hall	15%	Theatre - 35% Dance - 24%
Leichhardt Town Hall	14%	Film - 41% Theatre - 30%
St Peters Town Hall	13%	Theatre - 24% Music - 20%
Marrickville Town Hall Meeting Rooms	9%	Theatre - 65% Music - 12%
Ashfield Town Hall	7%	Music - 39%
Petersham Town Hall	5%	Dance - 30% Film - 30%
Annandale Back Hall	4%	Theatre - 100%
Marrickville Town Hall	4%	Music - 43%
St Peters Town Hall Meeting Rooms	3%	Puppetry - 100%
Petersham Town Hall Meeting Room	2%	Music - 50%
Annandale Meeting Room	1%	Theatre - 50% Music - 50%
Ashfield Town Hall Meeting Room	1%	Film - 100%

Town Hall Festivals

Council will present a program of Town Hall Festivals over 2026 and 2027, celebrating the Creative Town Hall program. In May 2026, St Peters Town Hall, Leichhardt Town Hall and Balmain Town Hall will be showcased. All other town halls will be highlighted in 2027. Creative users of the town halls will be included in the programming for all these events, and the community will have an opportunity to look inside the venues and understand how creatives are making the most of these spaces.

LEGAL AND RISK IMPLICATIONS

Comment By General Counsel:

There are no legal and risk implications associated with this report.

FINANCIAL IMPLICATIONS

There are no financial implications associated with the implementation of the proposed recommendations outlined in the report.

ATTACHMENTS

Nil.

Item No: C0326(1) Item 21

Subject: SUPPORTING VISUAL ARTISTS AND WRITERS TO FIND AFFORDABLE SPACES TO WORK IN THE INNER WEST

Prepared By: Ruth Callaghan - Director Community

RECOMMENDATION

That Council receive and note the report.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

3: Creative communities and a strong economy

EXECUTIVE SUMMARY

In response to Council's resolution at its February meeting this report provides additional information on free and subsidised venues available for creative use including Thirning Villa, Whites Creek Cottage and 19 Railway Rd (Stonevilla). An overview of planned capital works is provided. In addition to these venues, the report provides detail on nine subsidised Council venues being used by Creatives such as Herb Greedy Hall in Marrickville and Jimmy Little Community Centre in Rozelle.

Council also requested information on Garry Owen house, which is a State Government owned property in Callan Park currently the headquarters for Writers NSW.

The report also includes an update on progress for the Marrickville Town Hall basement and associated venue management.

BACKGROUND

At the Council meeting held on 17 February 2026, Council resolved the following:

1. *Notes the importance of artists having access to affordable creative space, the high demand for affordable creative space in the inner city, and the Council's significant and ongoing efforts to support local creatives while also providing community benefit.*
2. *That Council receives a report to the March Council Meeting providing additional information on Council's investment in creative venues and opportunities to support creative arts in the Inner West, including:*
 - a) *The programs, residencies, and/or events currently utilising space at Thirning Villa, Whites Creek Cottage, and Stonevilla, their length of tenancy, and the costs to Council to support them;*
 - b) *The program and cost of scheduled capital works and maintenance at each of the venues listed above;*
 - c) *An update on the Marrickville Town Hall basement space; and*
 - d) *An overview of any other subsidised venues available to support creative arts in the Inner West, including Garry Owen House.*

DISCUSSION

New Expression of Interest opportunities are currently being prepared for the two properties addressed in the February report, Thirning Villa and Whites Creek Cottage. These EOI programs will focus on providing access to these properties for writers and visual artists and will commence in 2026.

Background on the three identified properties is outlined below:

Property	Current Tenant Status	Current Status and use	Arrangement	Cost to Council
Thirning Villa	<p>Refugee Art Project (RAP) 2018-March 2026. (cap works scheduled 2026)</p> <p>RAP is a small arts organization, working with refugees in detention and in community settings. RAP engage in projects with major organizations (Biennale, AGNSW, etc) using site as their headquarters, exhibition, workshop and community gathering space.</p> <p>Ashfield Historical Society occupy one further room on the ground floor.</p>	<p>3 x studios each 20.25msq Gallery/workshop space 34.2msq + shared facilities: bathroom, kitchen, courtyard w kitchenette, outdoor wet room/laundry.</p>	<p>RAP had rolling 6-month leases until capital works in 2026, paying peppercorn rent and utilities.</p> <p>A new EOI presents opportunities for a more active use of the various spaces in the Villa, enhancing collaborative practice and community engagement.</p>	<p>Utilities covered by Council.</p> <p>Planned capital works in mid-2026 will improve facilities and access and costs are 2025/2026 - \$402,000 and 2026/2027 - \$150,000.</p>
Whites Creek Cottage	<p>Currently vacant Last use for artists 2023-2024 - Two 12-month solo artist residencies per year (no artform specified). Free to use, but no stipend provided by Council. For development of creative practice, with ecological themes. Outcomes linked to Footprints Festival and other eco initiatives in White's Creek Valley Green Park.</p>	<p>2 x 13m² rooms with access to shared toilets and kitchen.</p> <p>Currently other spaces within the cottage for general hire.</p>	<p>Under Plan of Management for Whites Creek Park</p>	<p>Utilities covered by Council. No capital works are currently planned for this site.</p>

19 Railway Road, Sydenham	Artist collective "Stone Villa Studios Inc." have occupied this property since 2005.	2005 – ongoing, 7 studio spaces + shared facilities including gallery and outdoor areas for pottery/construction/making	Single organization/artist collective, managing rotating residencies. Utilities are managed and paid for by tenants.	Peppercorn rent is charged (\$1).
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Thirning Villa Capital Works

Capital works are expected to commence by May 2026 and be completed within three months. The capital works budget for the financial year 2025/2026 is \$402,000 and \$150,000 is planned for 2026/2027.

The scope of works is to improve functionality as studio spaces. Remedial building works will be undertaken on the internal and external elements of the building and the preparation of a concept lighting design to service the gallery space. There will be repairs to ceiling and timber floors, minor roof repairs, refurbishment of the studio/laundry and accessibility improvements to the external courtyard.

19 Railway Road (Stone Villa) Capital Works

The estimated cost to refurbish 19 Railway Road (Stonevilla) is in the order of \$1.2 million, with \$560,000 budgeted for 2027/2028.

Stone Villa is a local heritage item under the Inner West LEP 2022, meaning that any work must respect its heritage character and follow technical advice. Council has engaged ACOR Engineers to undertake a structural report on the property, before making decisions on the building's future use.

The engineer's report identified areas that need closer investigation, including the roof hold-down fixings, loose render, internal timber stairs and brickwork ties.

Whites Creek Cottage Capital Works

There is currently no project or budget assigned in the capital works program for this property.

Marrickville Town Hall Basement Capital Works

The capital budget allocated in the financial year 2025/2026 for all works for Marrickville Town Hall is \$2,970,000 and includes \$654,000 for the basement.

Since the last report on the Marrickville Town Hall in August 2025, the strip-out works to the basement have been completed, and Council staff are meeting weekly with Brand X to negotiate the lease, and accompanying service level agreement that will outline both parties' obligations, responsibilities and deliverables.

Brand X has provided a preferred layout and Council will ensure that the design responds to this proposal.

The scope involves minor internal works, which are expected to be deliverable under a Heritage Exemption Certificate. Council previously engaged an Acoustic Consultant to design options for soundproofing to reduce noise between the basement and the main hall above. New flooring is also being installed and the air conditioning replaced at the site.

An RFQ seeking Architectural Services will be prepared for an upgrade to the toilets to cater for 150 people, as well as new electrical and lighting upgrades for stage lighting and audio-visuals to improve performance capability, as well as fast internet through the NBN.

Other Subsidised Venues

Venue	Update
Petersham Town Hall art organisation office spaces	Currently houses a number of arts organisation offices such as Queer Screen, Future Proof and Boxes of Birds, which was the result of a previous EOI process
Garry Owen House	Is a NSW Government property within Callan Park, which currently houses the Writers NSW organisation.
Chrissie Cotter Gallery	Exhibition space for emerging/mid-career artists and collectives, allocated short exhibition periods via annual EOI. The 2026 program includes 15 exhibitions involving 78 individual artists across solo and group shows.
Mervyn Fletcher Hall	Currently represents 10% of all creative bookings in 2025 at Council properties. Highest bookings are Theatre - 44% Dance - 20%.
Yanada Room Lewisham	Currently represents 9% of all creative bookings in 2025 at Council properties. Highest bookings are Theatre - 55% Art - 9%.
Herb Greedy Hall, Marrickville	Currently represents 6% of all creative bookings in 2025 at Council properties. Highest bookings are Theatre - 36% Music 36%.
Jimmy Little Community Centre, Rozelle	Currently represents 3% of all creative bookings in 2025 at Council properties. Highest bookings are Theatre - 38%
Haberfield Centre - Graham Yarroll Room	Currently represents 2% of all creative bookings in 2025 at Council properties. Highest bookings are Theatre - 100%
Seaview Street Hall, Dulwich Hill	Currently represents 2% of all creative bookings in 2025 at Council properties. Highest bookings are Theatre - 50%
Clontarf Cottage	Currently represents 1% of all creative bookings in 2025 at Council properties. Highest bookings are Film - 100%

LEGAL AND RISK IMPLICATIONS

Comment By General Counsel:

There are no legal and risk implications associated with this report.

FINANCIAL IMPLICATIONS

The capital works detailed in this report have been included in the 2025/2026 financial year or planned for 2026/2027 except Stonevilla.

The estimated cost to refurbish 19 Railway Road (Stonevilla) is in the order of \$1.2 million, of which \$560,000 is budgeted for 2027/2028.

ATTACHMENTS

Nil.

Item No: C0326(1) Item 22
Subject: MAJOR RESIDENTIAL DEVELOPMENT PANEL AND HOUSING DELIVERY - QUARTERLY UPDATE
Prepared By: Peter Gainsford - General Manager

Item 22

RECOMMENDATION

That Council receive and note the report.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

5: Progressive, responsive and effective civic leadership

EXECUTIVE SUMMARY

Since the commencement of the Major Residential Development Panel in July 2025 a total of 32 applications have been considered. Of these 14 applications have been determined with an average determination time of 145 days.

There are 2325 new dwellings proposed in the Inner West as part of the current State Significant Development Applications and of these 1171 are affordable or key worker housing. The Housing Delivery Authority have a number of applications under consideration that propose to deliver 1742 dwellings should they progress successfully through the HDA process.

There have been a further 77 post development applications survey since December which indicates similar survey results from the last report and highlights the need to improve Plain-English communication, consistency in requests for further information, better transition between officers and transparency about progress and delays.

Council's overall Development Assessment times are averaging at 92 days year to date which is less than the Minister expectations of 97 days.

BACKGROUND

At the Council meeting held on 20 May 2025, Council resolved the following:

1. *That Council endorse the criteria describing significant residential development for items to be considered by the new Inner West Residential Panel as development applications or modifications that have:*
 - a) *5 or more residential dwellings;*
 - b) *boarding houses;*
 - c) *co living; or*
 - d) *subdivision for residential development that would result in new housing*
2. *That the new Panel report to Council on the outcomes of panel reviews and progress of housing delivery on a quarterly basis.*
3. *That Council creates a dashboard reporting tool to track new housing supply in the Inner West and progress against our housing targets. That data is collected*

from the commencement of the new 'Fairer Future in the Inner West' plan and progress is reported in the quarterly reports to Council.

4. *That Council undertake a review of the Terms of Reference in 12 months' time to evaluate its effectiveness, with a report back to Council.*

At the Council meeting held on 23 September 2025, Council resolved the following:

1. *That Council receive and note the report.*
2. *That future reports to Council on the Major Residential Development Panel to:*
 - a) *be authored by the General Manager;*
 - b) *address identified bottlenecks to improve process efficiency; and*
 - c) *include post-DA survey results.*

DISCUSSION

Major Residential Development Panel

Since the commencement of the panel in July There have been between 8 and 16 applications on each agenda. In total 32 applications have been considered and 14 applications have been determined with an average determination time of 145 days.

Number applications considered	32
Applications determined	14
Average Determination	145 days
Average Outstanding days (undetermined matters)	141 days

A number of changes to the development assessment process have been implemented since early December 2025. These changes have arisen from issues raised by the Major Residential Development Panel and include:

- An increase number of Design Review Panel meetings to remove previous delays as a result panel members availability;
- Early identification of hurdles or gaps in relevant information when referrals are made to internal specialists in order to avoid delays.
- Greater emphasis on ensuring the Request for Information letter (if applicable) is sent with minimal delays.

Following the commencement of the City Architect position he has taken responsibility for the Design Review Panel and as a member Major Residential Development Panel he is able to see first-hand the importance of regular Design review Panel Meetings in ensuring the timely managing of Development Applications. Since the end of 2025 there have been three meetings and consideration of 11 matters.

Council has a service standard of an 80% response rate for internal referrals and from 1 July 2025 to 30 December there were 2549 competed referrals across all applications with an average time taken of 21 days and approximately 50% of these were completed in 14 days. As stated in the previous report customer service workshops being carried out throughout 2026 with each referral team and will include all officers.

These workshops are focusing on customer experience, providing informative advice in plain English, understanding who the key stakeholders are, collaborating on solutions as well as conditions. The outcome will be delivering housing without delays and planning for these workshops has commenced with input from both the Development Assessment Senior Manager and the Manger of Service Transformation working together as a customer service piece. The workshop is being delivered in May for reporting to the next quarterly report.

In addition to this the Panel has requested that the responsible Senior Managers for each referral prioritises the referrals that are part of any application that is reported to the Major Residential Development Panel.

Requests for further Information remain a focus for the Panel as they are critical to the timely assessment and also a source of frustration for applicants given the technical nature of some responses. This is a key priority and a plain - English review of this template is underway and Council's new Development Control Plan will assist in this regard.

Post Development Application Survey Results

Council received 77 survey responses between 1 August 2025 and 4 February 2026, a 19% increase since December. This continues to provide a clear picture of how applicants experience communication, engagement, lodgement, and timeframes throughout the Development Assessment process.

This report offers a brief summary of the key changes and their implications for the service.

Survey findings - Communication and engagement

Feedback on communication remains mixed but is improving. Applicants consistently valued:

- Clear, polite communication.
- Staff helpfulness and responsiveness.
- Being able to speak with their assessing planner.

However, recurring issues include:

- Slow or inconsistent responses.
- Difficulty understanding technical language.
- Occasional lack of transparency during neighbour notification.
- Frustration when RFI wording feels unclear or overly formal.

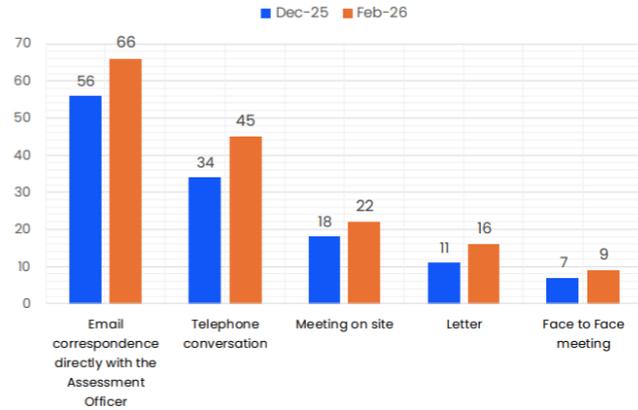
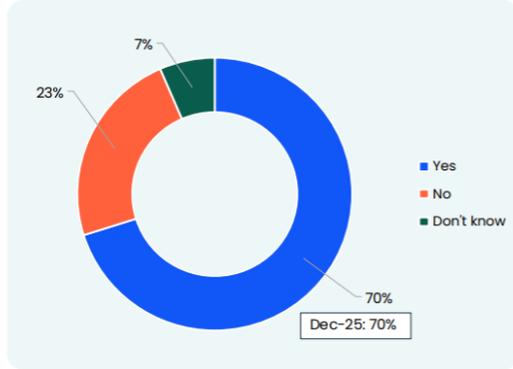
These themes align with previous findings and highlight the continued importance of clear, plain-English communication and more proactive updates.

Communication & Engagement

Personalised initial contact matters

Once the application was lodged, did the assessment officer call/arrange a meeting to introduce themselves?

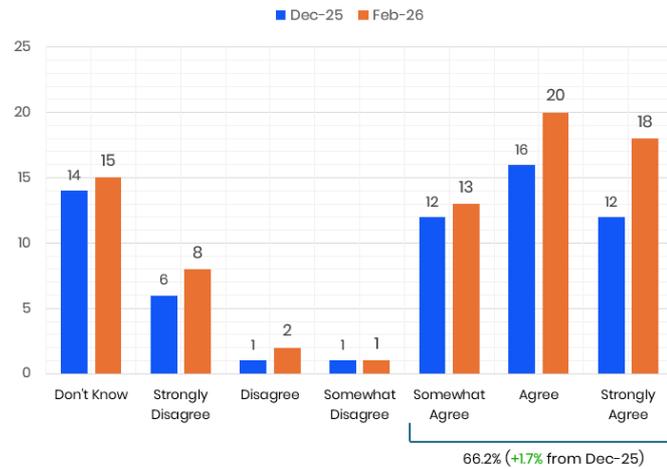
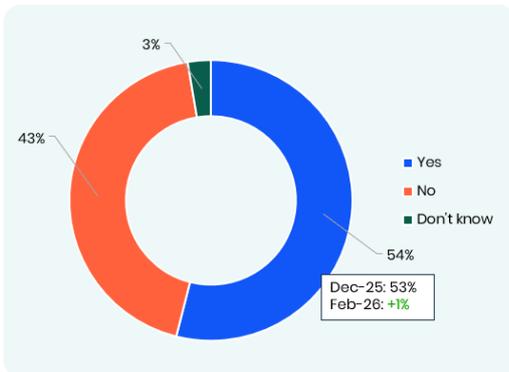
Which communication methods did you experience during the application?



Communication & Engagement

Were you asked for additional information before your application was accepted for lodgement?

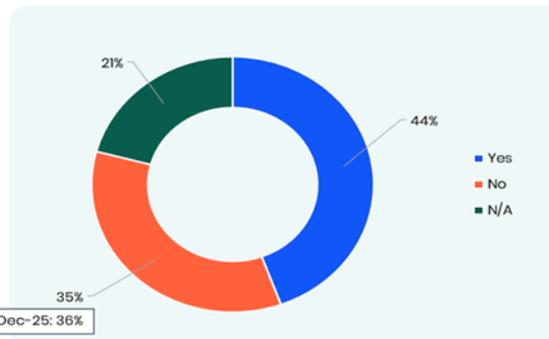
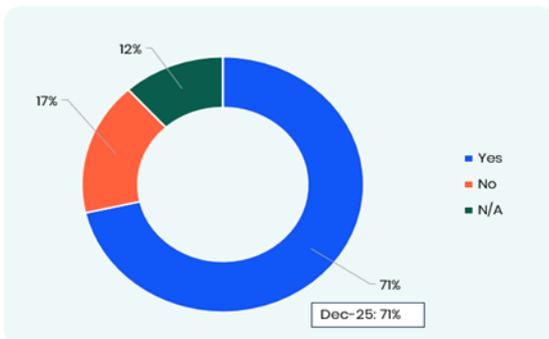
If additional information was requested after your application was lodged, the reasons for the information or amended plans was clearly communicated to me in the way that I understood.



Communication & Engagement

Throughout the assessment, was the Council officer available to meet or discuss your application with you?

Once the neighbour notification was complete, were you advised how many submissions were received?



The lodgement experience continues to receive a mix of both positive and negative feedback, mainly influenced by the NSW Planning Portal.

Positive comments frequently mentioned:

- Faster turnaround compared with previous years.
- Helpful staff guidance, especially for first-time applicants.

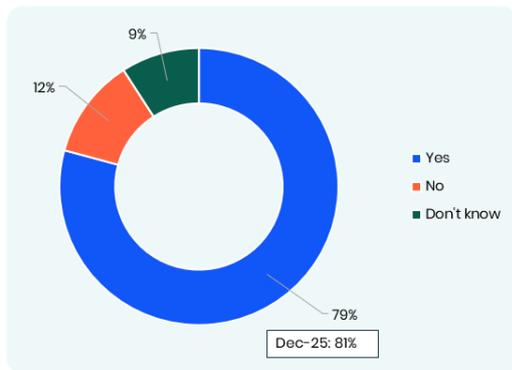
Neutral and negative comments focused on:

- Portal complexity.
- Difficulty understanding required documents and fees.
- Extra steps for simple applications (particularly tree matters).

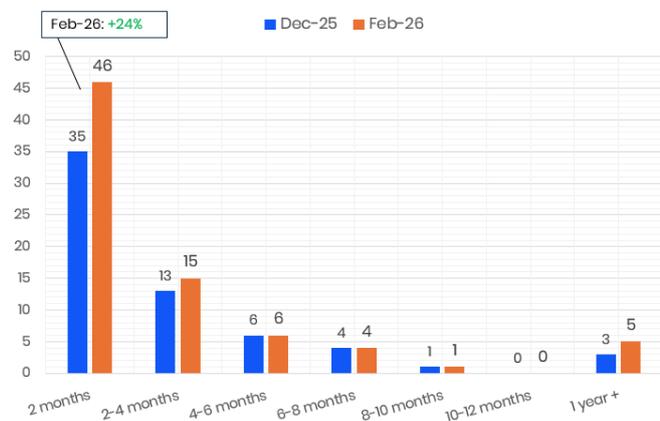
While many applicants appreciate improvements, lodgement remains one of the more challenging parts of the journey for infrequent or non-industry users.

Timeframe

Once the application was determined, was the Notice of Determination issued within 14 days?



How long did the application take from lodgement to determination?



Timeframes remain an area where applicants report generally positive experiences, with many noting faster approvals than in previous years. However, slightly more negative feedback indicates the impact of:

- Delays caused by internal handovers.
- Waiting for RFIs.
- Specialist referrals.
- Portal issues that applicants believe could be resolved more quickly.

Applicants appreciate timely decisions but would like clearer explanations when delays occur.

Survey findings – Sentiment trends

Across all open-text questions, sentiment shows a familiar distribution:

- Strong positive feedback about individual staff.
- Neutral or mixed feedback about systems and processes.
- Negative feedback is mainly tied to time delays, unclear communication, and portal complexity.

These patterns reinforce the need to continue shifting effort toward:

- Plain-English communication.
- Consistency in RFIs.
- Better transition between officers.
- Transparency about progress and delays.

Progress on Housing Delivery

The following matters are reported to the Major Residential Development Panel on a monthly basis and have been adapted for reporting to Council.

State Significant Developments Applications (SSDA)

These are the current and determined State Significant Development Applications (SSDAs), within Inner West Council LGA since May 2025. All applications can be found on the Department’s Major Project Website - [Major Projects search | Planning Portal - Department of Planning and Environment](#).

Updates to the below applications are highlighted in blue in the below table:

Address & Link to project page	Summary of Proposal	Number of Dwellings (inc)	Housing SEPP Bonus / Years for Affordable Housing	Number of Affordable Housing / Key worker	Status	HD A
Rozelle Village	Mixed use development with affordable housing	227	15	59	Approved (14/5/2025)	
194-Wardell Road and 46 Pine Street, Marrickville Maronite Sisters	Demolish and redevelop Village 1 to provide a four-storey, 99-bedroom facility with basement car parking (currently 54 beds)	N/A	N/A	N/A	Submission made in response to amended documentation . Application under assessment	
Lots bound by Victoria Road, Sydenham Road, Farr Street and Mitchell Street, Marrickville The Timberyards by RTL Co	Redevelopment of the site for a rental housing precinct	1181	25	590	Reported to Independent Planning Commission Public Meeting held on 8 December – Application approved	
Newington College	Redevelopment of Newington college	N/A	N/A	N/A	Prepare EIS	

200 Stanmore Road, Stanmore Newington College						
Leichhardt Oval (IWC Application) Leichhardt Oval	Refurbishment and upgrade works	N/A	N/A	N/A	SSDA Lodged and on exhibition from 12 Jan to 12 Feb 2026	
Parramatta Road, Pyrmont Bridge Road, Camperdown Westconnex-Dive-Site	WestConnex Dive Site Build-to-Rent Subdivision, construction of mixed build to rent. Stage 1A (Stage 1B – Build to Sell, Stage 02 – Build to Sell) SSDA & Concurrent re-zoning	220	15	220 dedicated for key worker	Application approved 23 Dec 2025	√
67,73-83 Mary Street, 50-52 Edith Street & 43 Robert Street, St Peters Precinct 75	Amending DA to DA/2021/0800 increasing the floor area by 4842m2 & additional 265 dwellings (16 affordable)	265	15	Nil additional affordable housing 16 units included in existing approval	Additional information provided by applicant. Further submission from Council made in response. Application under assessment	√
Rozelle Village	Modification 1 S4.55 (1A) Modification for Condition Amendments relating to site contamination and hours of construction				Submission made. Approved	
Mixed-use development, 307-315 Parramatta Road	16 storey mixed used with 154 dwellings, retail, basement &	154	15	21	On exhibition from 3 Dec to 20 Jan 2026. Submission made by Council	√

	public domain works.				officers	
122-128, 130 Pyrmont Bridge Road & 206 Parramatta Rd, Annandale	22-storey mixed-use and concurrent rezoning for 281 build-to-rent units, 15% affordable housing, ground floor retail	281	15 (10)	281 (252 dedicated for key worker and 29 for general affordable)	On exhibition 22 Jan to 18 Feb 2026	✓
Rozelle Village	Rozelle Village Mod 2 - Layout and wind mitigation measures + additional parking & reduction of apartments	-3			Submission made by Council officers	
Total	-	2325		1171		

*SSDA = State Significant Development Application
SARP = State Assessed Rezoning Proposal

Housing Delivery Authority (HDA)

The HDA was a State Government announcement in 2025, to boost housing supply and improve affordability in order to address the housing crisis and meeting Housing Accord targets. The State of NSW has an ambitious target to deliver 377,000 new homes over five years by July 2029 under the National Housing Accord.

To accelerate the delivery of housing the HDA leads a streamlined State Significant Development Application (SSDA) pathway and SSDA with a concurrent rezoning process.

The HDA commenced meeting in February 2025 and generally meets every fortnight to considers Expressions of Interests for proposals. The outcome of the HDA meetings is published to determine the pathway of the proposal. All information on the HDA is contained on their website - [Housing Delivery Authority | Planning](#)

The table below provides the declared proposals and their status:

Date	Address	Suburb	Summary of Proposal	Concurrent rezoning	Number of Dwellings -indicative	Status
19-Feb-25	40-76 William Street	Leichhardt	The adaptive reuse to residential of the existing industrial warehouses	Not mentioned	200	Prepare EIS
7-Mar-25	67 Mary Street (Precinct 75)	St Peters	Shop top housing of 200 dwellings	Yes	-	SSDA & SARP lodged (see above table)
24-Mar-25	307-315 Parramatta Road	Leichhardt	Shop top housing	Yes	154	Response submissions to

24-Mar-25	245 Marion Street	Leichhardt	Shop top housing	Yes	125	SEARS issued 17/11/2025 Prepare EIS
4-Apr-25	122-130 Pymont Bridge Road, 206 Parramatta Road	Annandale	Shop top housing	Yes	162	On exhibition
2-May-25	99-101 Pymont Bridge Road, 190-196 Parramatta	Annandale	Shop top housing	Yes	191	Not yet requested SEARs
16-May-25	63-77 Pymont Bridge Road	Annandale	Shop top housing	Yes	180	Not yet requested SEARs
15-July-25	104 – 108 Victoria Road	Rozelle	Shop top housing	Yes	130	SEARS Requested
29 Aug 25	52-54 Pymont Bridge Road	Annandale	Mixed use with health services, retail, commercial & RFB	Yes	600	Not yet requested SEARS
TOTAL					1742	

Source: Housing Delivery Authority <https://www.planning.nsw.gov.au/policy-and-legislation/housing/housing-delivery-authority>

Regional Planning Panel Applications

As part of the Planning Reforms announced in late 2025, the Regional Planning Panels will have their responsibilities assumed by Council and the Local Planning Panels. As such, matters will no longer be referred to the Regional Planning Panel.

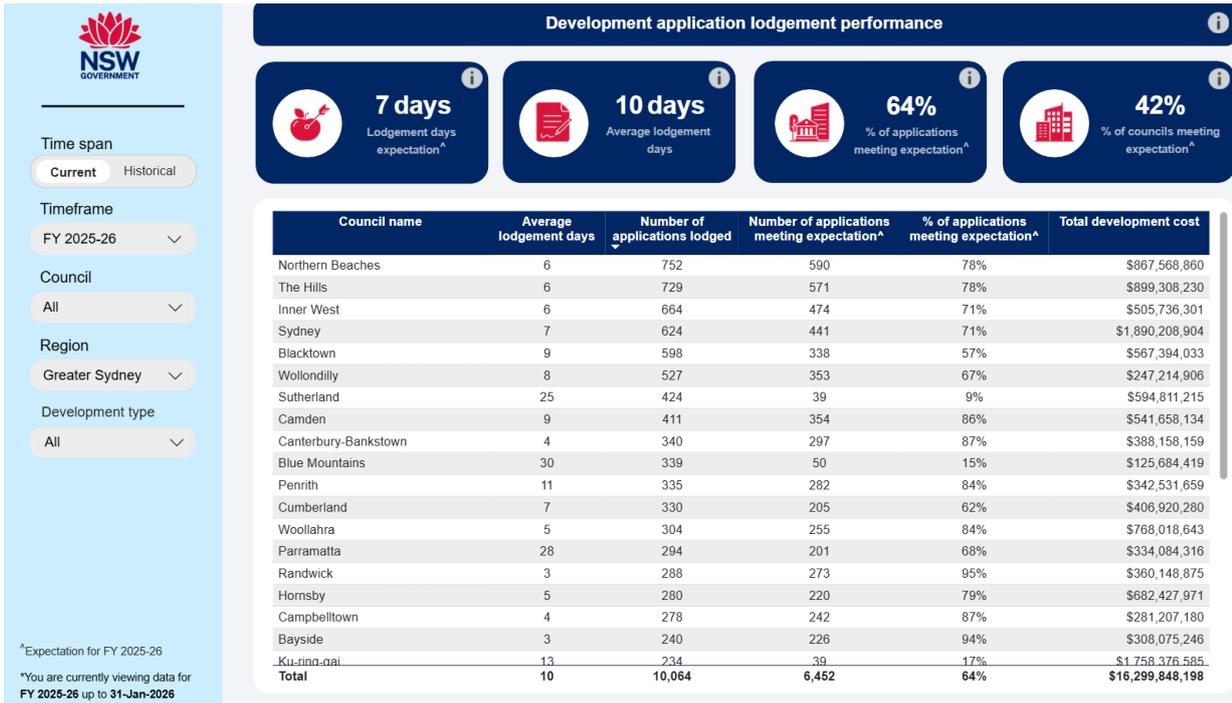
Development Assessment Performance against Ministers Expectations

The Environmental Planning & Assessment (Statement of Expectations) Order 2024 set the expectations for Council's for both lodgement and assessment timeframes for development applications.

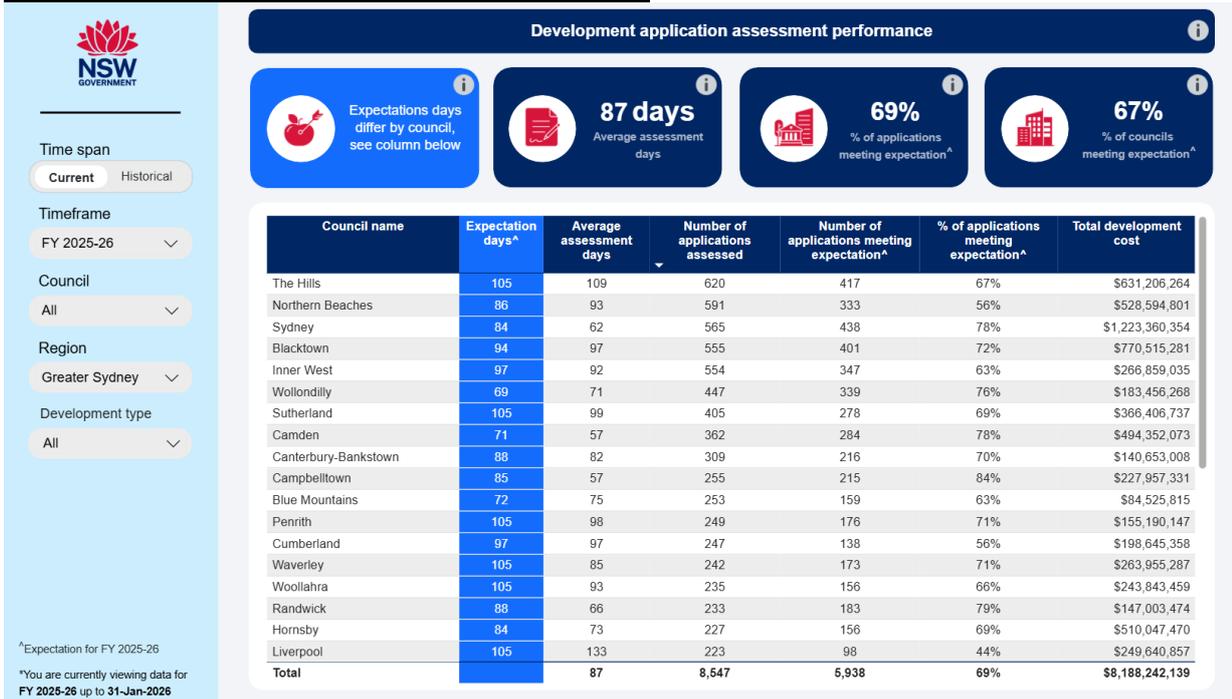
The league tables can be viewed online via the following link [Council League Tables](#)

Lodgement Performance for FY 25/26 - January

For the months of July to the end of January the lodgement of applications took on average 6 days which meets the new expectation for 2025 to 2026 of 7 days.



Assessment Performance for FY 25/26 – January



Timeframes for assessments from 1 July to 31 January took an average of 92 days which meets the Minister’s expectations of 97 days.

Development Assessment performance against KPI’s

The table below provides an update on the performance of key process steps, that were previously reported to Council via a Bi-Monthly report and now reported on a quarterly basis. Some of these are also now reported via the DPOP.

Council officers continue to work on the *Development Assessment Customer Service Action Plan* which sets out the progress on the initiatives identified through Industry Professional workshops, external review prepared by Centium and various Council resolutions relating to customer service as well as recommendations from the outcomes of the DA survey.

Key Process Steps	Customer Experience KPI	FY 23/24	FY 24/25	Q1	Q2
Pre DA Minutes	Letter sent in 10 days of meeting - Median	Data not available	10	12	7
Submit DA on Planning Portal to Lodgement in T1	100% in 10 days (Maintain current average of 7.5 calendar days)	76% in 10 days Average 7 days	58%	68%	98%
Call Applicant and/or Property Owner to advise responsible officer for the DA	100% in 10 days of allocation. Introduction, explain process, answer questions and case manage the process	Data not available	46%	85.9%	98%
Neighbour Notification posted	100% in 7 days following payment of all fees	30% in 7 days 77% in 14 days	74%	86%	52% in 7 days 91% in 14 days*
Internal referrals obtained	80% response in 14 days	51%	46%	52%	49%
Site inspection	100% inspections are recorded on the council record.	84%	66%	93%	98%
Acknowledgment of receipt of submissions	100% of submissions received are acknowledged in writing	100%	100%	100%	100%
Automation of progress update of significant milestones	Change in assessment officer (within 5 days)	Data not available		Tech solution being deployed	Tech solution deployed no current data
Determination	Median within 85 days	81.5 days	69 days	56 days	68 days

*Notification delays due to downtime of mapping system

Faster Assessments Incentives Program

In September 2025 the Faster Assessment Incentive Program was announced by the Minister for Planning and Public Spaces. The program's purpose is to fund local infrastructure for those councils expected to deliver a higher proportion of housing under the five year housing targets and who are also reducing their development assessment timeframes or keeping their assessment timeframes down.

Only top performing councils have received funding as per the program guidelines. Council has recently received written acknowledgement from the Department of Planning Housing and Infrastructure noting 'Council's strong performance in delivering low development assessment time frames' and inviting Council to nominate an infrastructure project for the grant up to \$2,000,000.

LEGAL AND RISK IMPLICATIONS

Comment By General Counsel:

The General Counsel is a member of the Panel. Legal advice is provided to the Panel to ensure that when developments are discussed any such considerations are lawful and within power.

FINANCIAL IMPLICATIONS

There are no financial implications associated with the implementation of the proposed recommendations outlined in the report.

ATTACHMENTS

Nil.

Item No: C0326(1) Item 23
Subject: TOURISM ACTION PLAN BI-MONTHLY UPDATE
Prepared By: Peter Gainsford - General Manager

RECOMMENDATION

That Council receive and note the report.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council’s Community Strategic Plan:

3: Creative communities and a strong economy

EXECUTIVE SUMMARY

This report provides an update on the implementation of the advertising strategy which is the last remaining significant action from the Tourism Action Plan.

The focus of the advertising strategy is to build awareness of the Inner West LGA as a visitor destination.

The advertising strategy focuses on social and digital media, particularly centred on influencer collaborations, with some high impact, low-cost print and traditional media to support it.

The strategy launched over summer with coverage of the GreenWay and content promoting spending time in suburbs across the Inner West.

The first three influencer collaborations will launch in March.

BACKGROUND

At the Council meeting held on 28 October 2025, Council resolved the following:

1. *That Council receive and note the report.*
2. *That further development, implementation and management of the Tourism Action Plan be delegated to the Senior Manager Communications and Engagement.*

At the Council meeting on 9 December 2025, Council approved an updated budget breakdown and noted an updated strategy to launch over summer with influencer collaborations as well as both paid and organic social media and new media coverage of the GreenWay opening.

The approved budget is as follows:

Category	Budget	Comment
Media and print (billboard, print, radio, online outlets)	\$15,000	Reduced and focused on high visibility print like posters and bus stops.
Digital Influencers	\$35,000	Increased to reflect influencer interest and rates. Work with influencers on general inner west content and some tied to specific events.
Paid Social Media + Boosted Posts	\$25,000	Ads and original content on platforms including Meta, YouTube, TikTok, Google.
Discretionary	\$10,000	Held to be directed towards high performing content as needed.
Total	\$85,000	

DISCUSSION

The Tourism Advertising strategy launched in December, focusing on the opening of the GreenWay as well as content encouraging people to visit local businesses and spaces in suburbs across the LGA.

The opening of the GreenWay garnered significant media coverage, including in online and new media outlets such as TimeOut, Broadsheet, Inner West Mums and Sydney travel guides. This resulted in a high volume of user-generated content on platforms like Instagram and TikTok. As this was all unpaid coverage, no budget drawdown was required for this promotion.

The organic coverage of the GreenWay was incredibly successful and demonstrates how unpaid user-generated content can be highly influential. An influencer collaboration that was scheduled to launch immediately following the GreenWay opening event was therefore postponed to amplify this corridor and surrounding businesses to visitors outside a time which was highly saturated. This influencer collaboration is now due to launch in late April, to encourage visitors during the school holidays.

Two other influencer collaborations have been secured, with more in discussion. These include promotion of local playgrounds, food and culture. Each collaboration will encourage tourists to visit local businesses around the area. More collaborations will be rolled out following an analysis of the success of these.

Over the summer, videos featuring specific suburbs were created and shared on Council channels. The suburbs and sites included: Stanmore, Balmain, Dulwich Hill, Enmore, Callan Park, Ashfield Aquatic Centre, Mort Bay Park and Dawn Fraser Baths. Some of this content was also centred around Council-run events, such as the Festival of Balmain and Stanmore Music Festival in order to generate more attendance at these.

The total organic reach of these videos was over 100k and continues to rise. Some of the content budget will be used to boost these videos, and other similar ones featuring other suburbs, later in the year once their organic reach expires.

Council officers have also met with Inner West Ale Trail to discuss working with micro influencers or local content creators to generate content advertising the trail. A similar discussion is being set up with the Inner West Distillery Trail.

Next steps in the strategy include securing additional influencer collaborations to promote spending a day in the Inner West, working with micro influencers and developing a supporting outdoor advertising campaign.

LEGAL AND RISK IMPLICATIONS

Comment By General Counsel:

There are no legal and risk implications associated with this report.

FINANCIAL IMPLICATIONS

There are no financial implications associated with the implementation of the proposed recommendations outlined in the report.

A budget of \$85,000 has been approved for this project. So far none of the budget has been spent as it has focused on securing unpaid partnerships and coverage. Upcoming influencer content, paid collaborations and an outdoor advertising campaign will be covered by the approved budget.

ATTACHMENTS

Nil.

Item No: C0326(1) Item 24
Subject: UPDATE REPORT FOR INNER WEST TECH STARTUP
Prepared By: Sharon Bowman - Director Corporate

RECOMMENDATION

1. That Council receive and note the report outlining the timeframes for delivery of the endorsed initiatives.
2. That ongoing updates on the progress of delivering the initiatives be provided via Briefing Note.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council’s Community Strategic Plan:

3: Creative communities and a strong economy

EXECUTIVE SUMMARY

In December 2025, Council resolved to endorse a range of initiatives in support of Inner West Tech + Startup Group (IWTS), and to receive a report back to this meeting with a timeline for delivery of the initiatives.

This report outlines a proposed timetable for delivery of the endorsed initiatives which has resulted from liaison between Council officers and IWTS representatives.

BACKGROUND

The Inner West Tech + Start Up (IWTS) is a volunteer-led peer support network comprising over 200 participants and led by a committee of established Inner West business leaders. The group provides a local platform for collaboration between founders, technologists, and community-focused organisations, with an emphasis on innovation that delivers public value.

In September 2025, Council resolved to explore opportunities to collaborate with IWTS to support local innovation and entrepreneurship, with a focus on connecting local talent to real municipal challenges and improving participation by women, girls and non-binary people in the technology and start-up sector.

Following this resolution, Council officers engaged with IWTS to scope practical initiatives aligned with Council’s strategic objectives. This work informed a subsequent report to Council in December 2025.

At the Council meeting held on 9 December 2025, Council resolved the following in part:

1. That Council endorse the initiatives proposed to support IWTS:
 - a) A hackathon-style technology challenge offering a \$15,000 prize and a bonus \$5,000 prize for the best solution from a woman or non-binary person;
 - b) Linking local talent with community organisations for impactful projects;
 - c) Support for a pop-up tech hub via free access to Clontarf Cottage;
 - d) Visible support for women and non-binary individuals in STEM via the creation of an emerging technology cadetship for women and non-binary individuals;

- e) *Creation of a tech advisory panel with Council ICT representatives to provide advice and guidance to startups; and*
 - f) *Pursuing open data principles to promote innovation.*
2. *That Council report back to March 2026 Council meeting with a timeline for delivery for above initiatives.*

DISCUSSION

Council’s ICT team met with IWTS representatives to tour the recently renovated Clontarf House and discuss the timetable for approved initiatives. The IWTS were impressed with the venue and keen to promote Clontarf House as a pop-up area for their members. Air conditioning, improved lighting and additional power outlets are being organised to make Clontarf House a more suitable venue.

Regular communication will occur between Council’s ICT team and IWTS to deliver the endorsed initiatives, in line with the timeline set out in the table below:

Ref	Initiative	Scheduling
a	Hackathon event	October 2026
b	Local talent linking	Ongoing as opportunities arise
c	Pop-Up tech Hub	Open March 2026
d	STEM cadetship (women & non-binary)	Recruit in October 2026
e	Tech Advisory Council	June 2026 (Bi-annual)
f	Open Data Portal	August 2026

LEGAL AND RISK IMPLICATIONS

Comment By General Counsel:

There are no legal and risk implications associated with this report.

FINANCIAL IMPLICATIONS

Budget has previously been allocated for the hackathon prize money. There are no additional financial implications associated with the implementation of the recommendations outlined in this report.

ATTACHMENTS

Nil.

Item No: C0326(1) Item 25
Subject: INVESTMENT REPORT AT 31 JANUARY 2026
Prepared By: Sharon Bowman - Director Corporate

RECOMMENDATION

That Council receive and note the investment report for the period ending 31 January 2026, with an annualised return of 4.52% pa on a marked-to-market basis (against the ‘AusBond Bank Bill Index’ Benchmark of 3.64% pa).

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council’s Community Strategic Plan:

5: Progressive, responsive and effective civic leadership

EXECUTIVE SUMMARY

A monthly investment report is provided to Council detailing the investment portfolio in terms of performance, percentage exposure of the total portfolio, maturity date and changes in market value.

During the month of January 2026:

- Council made \$14.5m of new investments
- Council sold one \$2.5m investment
- Two investments totalling \$12m matured
- Council’s market value investment portfolio size is \$185.6m (\$0.1m lower than last month)
- Council’s portfolio had an annualised return of 4.52% pa on a marked-to-market basis, performing well against the ‘AusBond Bank Bill Index’ Benchmark of 3.64% pa.
- For the past 12 months, the portfolio has returned 4.52% pa on a marked-to-market basis (outperforming the benchmark by 0.63%)
- Council’s entire investment portfolio remains invested in a non-fossil fuel portfolio, with 55% of the portfolio in Non-Fossil Fuel Lending authorised deposit-taking institutions (ADIs), 11% in Socially Responsible Investments, and 34% in Green investments
- Council is preparing for the maturity of further investments in March 2026
- The RBA increased the cash rate on 3 February, and the market is anticipating a possible further interest rate increase during 2026.

BACKGROUND

Council’s investments are reported monthly to Council in accordance with the *Local Government Act 1993*, the *Local Government (General) Regulation 2021* and Council’s Investment Policy. This report details the investment portfolio in terms of performance, percentage exposure of total portfolio, maturity date and changes in market value.

The objective of investing Council’s funds is to seek the most favourable return available, whilst:

- Investing in a non-fossil fuel investment portfolio, as resolved by Council
- Having due consideration of risk and security for that investment type
- Ensuring that its liquidity requirements are being maintained

- Considering the preservation of capital – investments are placed in a manner that seeks to ensure security and safeguard the investment portfolio
- Managing credit and interest rate risk within identified thresholds and parameters.

Council's Socially Responsible Investments consist of Green Term Deposits/Floating Rate Notes from otherwise fossil fuel lending banks, such as CBA and Westpac, and also long dated bond issues from a range of institutions and government agencies. These investments provide targeted funding to a wide range of green and socially responsible projects and initiatives. Council also utilises these investments to remain within the credit rating policy guidelines imposed by the NSW TCorp loan covenant requirements.

Legislative Requirements

All investments are to comply with the following:

- *Local Government Act 1993*
- *Local Government (General) Regulation 2021*
- *Ministerial Investment Order dated 17 February 2011*
- *Local Government Code of Accounting Practice and Financial Reporting*
- *Australian Accounting Standards*
- *Division of Local Government Investment Policy Guidelines May 2010.*

Certification

The Chief Financial Officer, Chris Sleiman, as the Responsible Accounting Officer has certified that the investments listed in the attached report have been made in accordance with Section 625 of the Local Government Act 1993, Section 212 of the Local Government General Regulation 2021, and Council's Investment Policy.

DISCUSSION

Changes in our portfolio

New investments of \$14.5m comprising:

- \$1.1m 6-month Term Deposit with Bank of Us at a fixed rate of 4.47%pa
- \$4m 6-month Green Term Deposit with Westpac at a fixed rate of 4.47%pa
- \$4m 6-month Socially Responsible Term Deposit with Westpac at a fixed rate of 4.47%pa
- \$4m 6-month Term Deposit with Bank of Queensland at a fixed rate of 4.51%pa
- \$1.4m 5yr Floating Rate Note with Newcastle Greater Mutual at a floating rate of 4.94%pa.

Sold investment of \$2.5m comprising:

- \$2.5m 5yr Floating Rate Note with Bendigo Bank at a floating rate of 4.49%pa.

Matured investments of \$12m comprising:

- \$7m 9-month Term Deposit with Bendigo Bank at a fixed rate of 4.19%pa
- \$5m 9-month Term Deposit with Bank of Queensland at a fixed rate of 4.19%pa.

Investment advice provided to Council suggested that staggering a mix of fixed deposits between 12 months to 3 years remains an optimal strategy for the 'core' assets to maximise returns over a longer-term cycle, which can be supplemented by investing a smaller proportion in newly issued FRNs.

Despite the possibility of a few rate increases in 2026, locking in rates above 4.75-5.00% p.a. across 1-3 year tenors (for a small proportion of surplus funds) should still outperform benchmark in the long run, on the assumption that the RBA can contain inflation within their 2-3% target band.

The value of our Portfolio

The attachments to this report detail all investments held by Council and interest returns for the period ending 31 January 2026.

Council's market value investment portfolio size is \$185.6m (as set out in the table below), \$0.1m lower compared with the prior month market value of \$185.7m.

Compliant	Issuer	Rating	Invested (\$) ^	Invested (%)	Max Limit (%)	Available (\$)
✓	Commonwealth Govt	AAA	\$2,428,993	1.31%	50%	\$90,393,274
✓	National Housing FIC	AAA	\$3,865,014	2.08%	50%	\$88,957,253
✓	NSW TCorp	AA+	\$4,816,400	2.59%	50%	\$88,005,867
✓	South Australian Govt	AA+	\$8,475,169	4.57%	50%	\$84,347,098
✓	Westpac	AA-	\$64,000,000	34.47%	50%	\$28,822,267
✓	Bendigo and Adelaide	A-	\$6,311,999	3.40%	35%	\$58,663,588
✓	BOQ	A-	\$54,021,329	29.10%	35%	\$10,954,258
✓	Bank Australia	BBB+	\$8,561,349	4.61%	20%	\$28,567,558
✓	Beyond Bank	BBB+	\$1,205,710	0.65%	20%	\$35,923,197
✓	Bank of Us	BBB+	\$1,100,000	0.59%	20%	\$36,028,907
✓	BankVic	BBB+	\$3,000,000	1.62%	20%	\$34,128,907
✓	Great South. Bank	BBB+	\$3,456,733	1.86%	20%	\$33,672,174
✓	Heritage Bank	BBB+	\$1,001,638	0.54%	20%	\$36,127,269
✓	Newcastle Permanent	BBB+	\$17,082,319	9.20%	20%	\$20,046,588
✓	Teachers Mutual Bank	BBB+	\$3,002,928	1.62%	20%	\$34,125,979
✓	RACQ Bank	BBB+	\$2,215,796	1.19%	20%	\$34,913,111
X	EmeraldMBS2006-1A	Unrated	\$285,640	0.15%	0%	-\$285,640
X	EmeraldMBS2006-1B	Unrated	\$813,518	0.44%	0%	-\$813,518
			\$185,644,533	100.00%		

^Note valuations of Council's securities on the Imperium Markets platform are marked-to-market and priced on a daily basis from an independent third party provider.

Council has two non-compliant (unrated) investments that were purchased in July 2006 with maturity dates of August 2051 and August 2056, representing a market value \$1.1m, less than 1% of Council's invested funds.

Council's entire investment portfolio remains invested in Green, Socially Responsible or Non-Fossil Fuel lending, as set out in the table below. All Socially Responsible Investments (SRI's) comply with the Non-Fossil Fuel standards.

Category	Invested (\$)	Invested (%)
Green	\$64,000,000	34.47%
Socially Responsible Investment	\$19,585,576	10.55%
Non-Fossil Fuel Lending	\$102,058,958	54.98%
Fossil Fuel Lending	\$0	0.00%
Total	\$185,644,533	100.00%

Investment Returns

Council’s portfolio during the month had an annualised return of 4.52% pa on a marked-to-market basis, performing well against the ‘AusBond Bank Bill Index’ Benchmark of 3.64% pa. For the past 12 months, the portfolio has returned 4.52% pa on a marked-to-market basis.

The marked-to-market or current market value, which Council is required to account for, represents the price at which the asset could be sold in the current market. This would be the outcome if Council were to sell the investment now (i.e. prior to its due date).

As interest rates rise and fall, the dollar valuations of existing bonds fall and rise in the market. While the market value of a Fixed Rate Bond (or Floating Rates Note) may drop below the face value (or par value) during the life of a security, provided Council does not sell the security and the issuer is sound (which all of Council’s holdings are) then the bond’s market value will return to its face value at maturity.

External / Internal Restrictions & Working Funds

Council’s External Restriction reserves are funds that are restricted for use for specific purposes according to agreements with external parties. Examples of such reserves include:

- Developer Contributions
- Grants
- Domestic Waste Reserve
- Stormwater Levy

Internal Restriction reserves are reserves created internally by Council to set aside funds for a specific purpose. Examples include:

- Employment Leave Entitlements
- Investment Property Reserve
- Infrastructure Renewal Reserve
- Depreciation Contra Reserve

External / Internal Restrictions & Working Funds

Reserves	Jan-26
External Restrictions	99,314,321
Internal restrictions	135,849,601
Working Funds	4,647,967
	239,811,889

Reconciliation	Jan-26
Bank & Cash	54,167,356
Investments	185,644,533
TOTAL	239,811,889

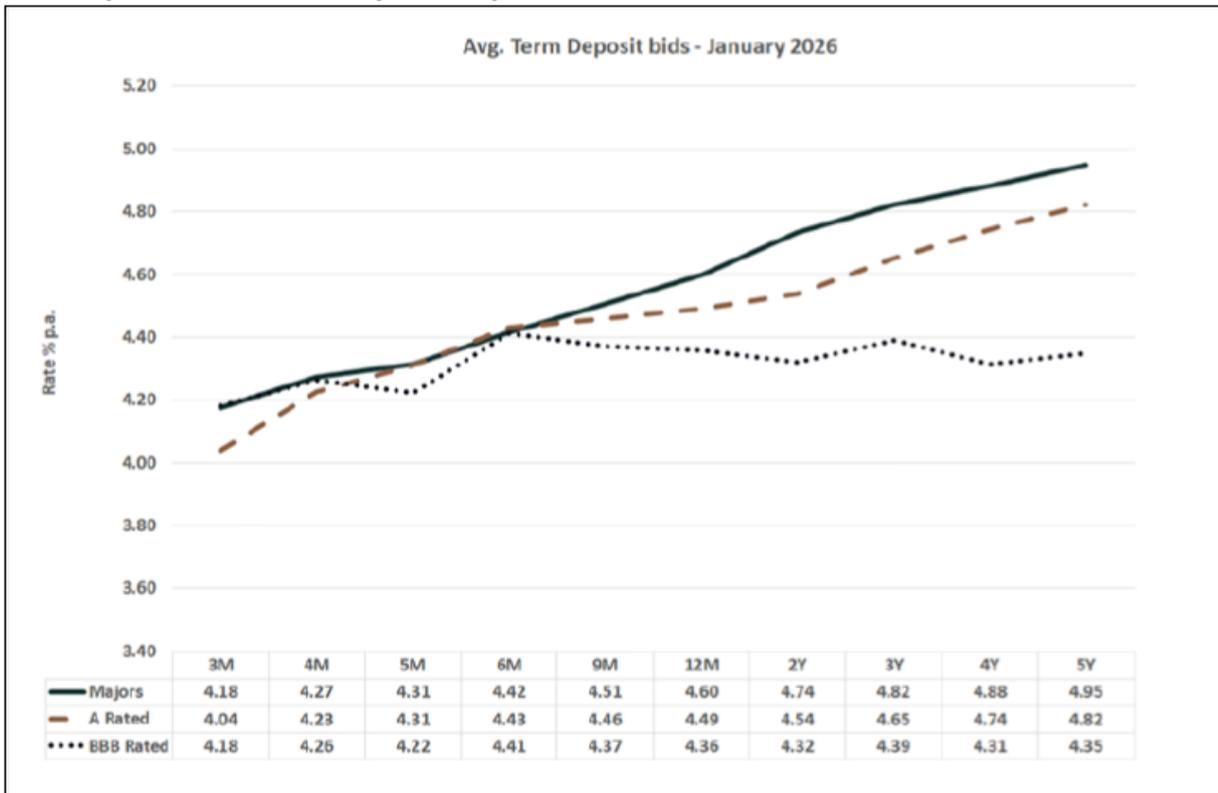
Other Investment Information

Financial markets were positive in January on the back of strong corporate earnings, ongoing investment and demand in the AI sector, as well as market optimism on expectation that the US Federal Reserve will continue cutting official interest rates later this year.

In the deposit market, over January, the average deposit rates offered by the domestic major banks was up to ~15bp higher compared to where they were in December. The market is now factoring up to two rate hikes in 2026 after recent signs on inflation spiking and the labour market remaining tight. At the longer end of the curve (1-5 years), the average rates were ~10bp higher compared to where they were the previous month, with the market expecting official rates to be slightly higher in coming years.

The chart below shows the average Term Deposit rates available for Council over various terms across banks from different credit ratings.

Term Deposit Rates – Currently (January 2026)



Source: Imperium Markets

Domestic issues

The following issues are being considered in Council’s investment strategy:

- Reserve Bank Deputy Governor Hauser revealed the Bank’s assessment had not changed since the December meeting. He reiterated that for now, the primary measure of underlying inflation will remain the quarterly trimmed mean, which came in slightly higher than expected.
- The RBA's preferred measure of annual inflation (trimmed mean) came in at +3.3% y/y in December, up from +3.2% y/y in November. Headline annual inflation was +3.8% y/y in December, up from +3.4% y/y in November.
- At the RBA Board Meeting on 3 February 2026, the Cash Rate increased by 25 basis points from 3.60% to 3.85%.
- The market is factoring one further hike in 2026.

LEGAL AND RISK IMPLICATIONS

Comment By General Counsel:

There are no legal and risk implications associated with this report.

FINANCIAL IMPLICATIONS

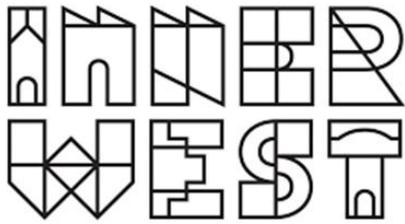
There are no financial implications associated with the implementation of the proposed recommendations outlined in the report.

ATTACHMENTS

1. [↓](#) Inner West Council Economic and Investment Portfolio Commentary - January 2026
2. [↓](#) Inner West Council Investment Report - January 2026



Monthly Investment Review



January 2026

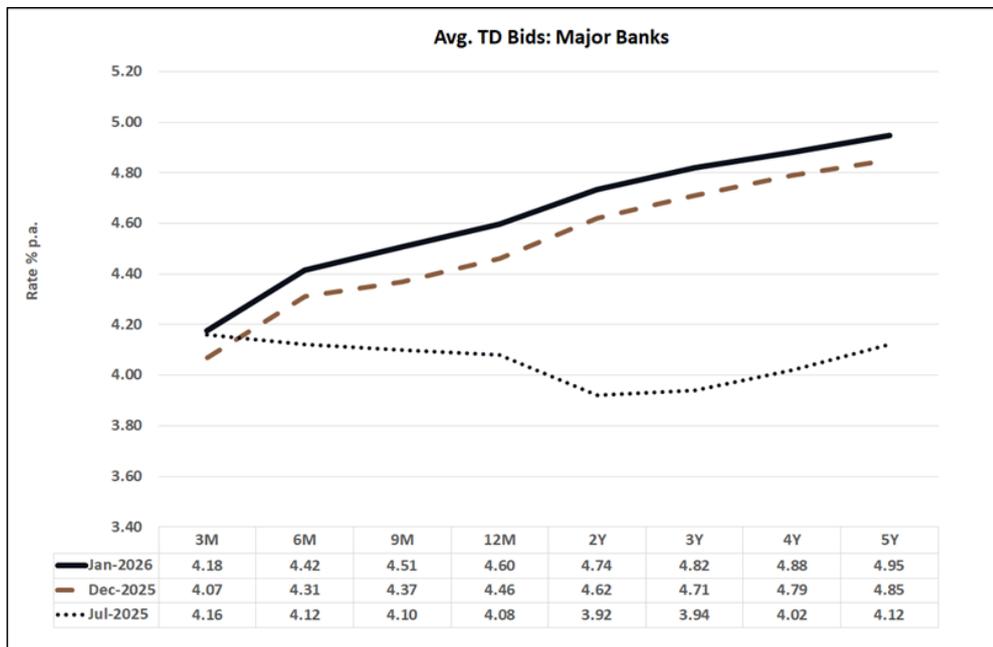
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Market Update Summary

Financial markets were positive in January on the back of strong corporate earnings, ongoing investment and demand in the AI sector, as well as market optimism on expectation that the US Fed will continue cutting official interest rates later this year.

In the deposit market, over January, the average deposit rates offered by the domestic major banks was up to ~15bp higher compared to where they were the previous month (December). The market is now factoring up to two rate hikes in 2026 after recent signs on inflation spiking and the labour market remaining tight. At the longer-end of the curve (1-5 years), the average rates were ~10bp compared to where they were the previous month, with the market expecting official rates to be slightly higher in coming years.



Source: Imperium Markets



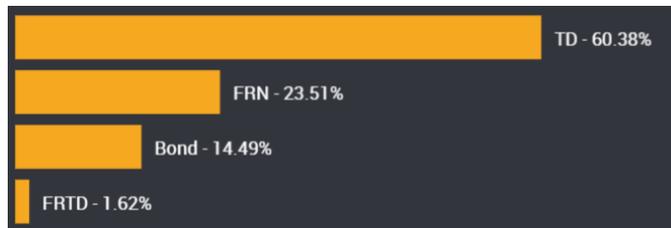
Inner West Council’s Portfolio & Compliance

Asset Allocation

A large proportion of the portfolio is directed to fixed and floating rate term deposits (~62%). The remainder of the portfolio is held in FRNs (~24%), which includes a residual exposure to the grandfathered mortgage backed securities, and fixed bonds (~14%).

Senior FRNs are currently considered ‘expensive’ on a historical basis but new issuances should continue to be considered on a case by case scenario for diversification purposes (duration and asset type). In the interim, staggering a mix of fixed deposits between 12 months to 3 years remains a more optimal strategy for the ‘core’ assets to maximise returns over a longer-term cycle, which can be supplemented by investing a small proportion of surplus funds in senior FRNs.

Should inflation be within the RBA’s target band of 2–3% over the longer-term, fixed assets yielding above 4½% p.a. for 1–3 years or higher should outperform benchmark and remains acceptable.





Term to Maturity

The portfolio remains highly liquid with around 31% of assets maturing within 12 months.

There is significant capacity to invest in short-medium (1-3 years), which is where we see the current value to optimise returns in the longer-run once the immediate capital projects are delivered. Where there is (counterparty) capacity to invest in attractive medium-longer term investments, we recommend this be allocated to medium-term fixed assets or newly issued FRNs (refer to respective sections below).

The non-compliance in the +10 year category reflects the grandfathered Mortgage Backed Securities which have a final maturity date of +2050.

Compliant	Horizon	Invested (\$)	Invested (%)	Min Limit (%)	Max Limit (%)	Available (\$)
✓	0 - 12 months	\$57,756,416	31.11%	30%	100%	\$127,888,118
✓	1 - 3 years	\$73,683,315	39.69%	0%	60%	\$37,703,405
✓	3 - 5 years	\$39,648,790	21.36%	0%	40%	\$34,609,024
✓	5 - 10 years	\$13,456,856	7.25%	0%	20%	\$23,672,051
X	+10 years	\$1,099,158	0.59%	0%	0%	-\$1,099,158
		\$185,644,533	100.00%			



Counterparty

Capacity limits are often dependent on the overall movement in the portfolio's balances (inflows or capital expenditures). With the adoption of the new policy, there is now higher capacity to invest with the BBB rated entities.

Overall, the portfolio is lightly diversified across the investment grade spectrum, with no exposure to unrated ADIs. The exposure to "Unrated" assets reflects the grandfathered Mortgage Backed Securities.

Compliant	Issuer	Rating	Invested (\$) ^	Invested (%)	Max Limit (%)	Available (\$)
✓	Commonwealth Govt	AAA	\$2,428,993	1.31%	50%	\$90,393,274
✓	National Housing FIC	AAA	\$3,865,014	2.08%	50%	\$88,957,253
✓	NSW TCorp	AA+	\$4,816,400	2.59%	50%	\$88,005,867
✓	South Australian Govt	AA+	\$8,475,169	4.57%	50%	\$84,347,098
✓	Westpac	AA-	\$64,000,000	34.47%	50%	\$28,822,267
✓	Bendigo and Adelaide	A-	\$6,311,999	3.40%	35%	\$58,663,588
✓	BOQ	A-	\$54,021,329	29.10%	35%	\$10,954,258
✓	Bank Australia	BBB+	\$8,561,349	4.61%	20%	\$28,567,558
✓	Beyond Bank	BBB+	\$1,205,710	0.65%	20%	\$35,923,197
✓	Bank of Us	BBB+	\$1,100,000	0.59%	20%	\$36,028,907
✓	BankVic	BBB+	\$3,000,000	1.62%	20%	\$34,128,907
✓	Great South. Bank	BBB+	\$3,456,733	1.86%	20%	\$33,672,174
✓	Heritage Bank	BBB+	\$1,001,638	0.54%	20%	\$36,127,269
✓	Newcastle Permanent	BBB+	\$17,082,319	9.20%	20%	\$20,046,588
✓	Teachers Mutual Bank	BBB+	\$3,002,928	1.62%	20%	\$34,125,979
✓	RACQ Bank	BBB+	\$2,215,796	1.19%	20%	\$34,913,111
X	EmeraldMBS2006-1A	Unrated	\$285,640	0.15%	0%	-\$285,640
X	EmeraldMBS2006-1B	Unrated	\$813,518	0.44%	0%	-\$813,518
			\$185,644,533	100.00%		

^Note valuations of Council's securities on the Imperium Markets platform are marked-to-market and priced on a daily basis from an independent third party provider.



Ethical (Environmentally, Socially Responsible or Fossil Fuel Free) Investments

Council has made the active decision to divest any investment which has an exposure to fossil fuels. Council will continue to favour newly issued fossil fuel-free investment products and/or ethical investments, providing it does not significantly compromise the risk and return profile of the overall investment portfolio.

The overall summary of Council’s investments can be categorised as follows:

Category	Invested (\$)	Invested (%)
Green	\$64,000,000	34.47%
Socially Responsible Investment	\$19,585,576	10.55%
Non-Fossil Fuel Lending	\$102,058,958	54.98%
Fossil Fuel Lending	\$0	0.00%
Total	\$185,644,533	100.00%

Credit Quality

The portfolio remains diversified from a credit ratings perspective. The portfolio is mainly directed amongst the investment grade spectrum. All aggregate ratings categories are within the adopted Policy limits. The exposures to “Unrated” investments comprise of the grandfathered MBS investments.

Compliant	Credit Rating	Invested (\$)	Invested (%)	Max Limit (%)	Available (\$)
✓	AAA Category	\$6,294,007	3.39%	100%	\$179,350,527
✓	AA Category	\$77,291,569	41.63%	100%	\$108,352,964
✓	A Category	\$60,333,328	32.50%	70%	\$69,617,846
✓	BBB Category	\$40,626,472	21.88%	30%	\$15,066,888
✓	Unrated Category	\$1,099,158	0.59%	10%	\$17,465,296
		\$185,644,533	100.00%		

^Note valuations of Council’s securities on the Imperium Markets platform are marked-to-market and priced on a daily basis from an independent third party provider.



Performance

Council's performance (excluding cash holdings) for the month ending January 2026 is summarised as follows:

Performance (Actual)	1 month	3 months	6 months	FYTD	1 year
Official Cash Rate	0.30%	0.90%	1.80%	2.13%	3.78%
AusBond Bank Bill Index	0.30%	0.91%	1.83%	2.14%	3.89%
Council's T/D Portfolio	0.37%	1.07%	2.17%	2.56%	4.52%
Council's FRT/D Portfolio	0.36%	1.04%	2.07%	2.43%	4.13%
Council's FRN Portfolio	0.43%	1.27%	2.67%	3.05%	4.89%
Council's Bond Portfolio	0.33%	0.96%	1.91%	2.23%	3.80%
Council's Total Portfolio[^]	0.38%	1.11%	2.27%	2.64%	4.52%
Outperformance	0.07%	0.19%	0.44%	0.51%	0.63%

[^]Total portfolio performance excludes Council's cash account holdings.

Performance (Annualised)	1 month	3 months	6 months	FYTD	1 year
Official Cash Rate	3.60%	3.60%	3.60%	3.64%	3.78%
AusBond Bank Bill Index	3.64%	3.67%	3.67%	3.66%	3.89%
Council TDs	4.42%	4.32%	4.36%	4.38%	4.52%
Council's FRT/D Portfolio	4.27%	4.18%	4.16%	4.15%	4.13%
Council FRNs	5.16%	5.14%	5.36%	5.23%	4.89%
Council's Bond Portfolio	3.93%	3.84%	3.82%	3.82%	3.80%
Council's Portfolio[^]	4.52%	4.46%	4.56%	4.53%	4.52%
Outperformance	0.89%	0.80%	0.89%	0.87%	0.63%

[^]Total portfolio performance excludes Council's cash account holdings.

For the month of January, the portfolio (excluding cash) provided a solid return of +0.38% (actual) or +4.52% p.a. (annualised), outperforming the benchmark AusBond Bank Bill Index return of +0.30% (actual) or +3.64% p.a. (annualised).



Recommendations for Council

Term Deposits

Going forward, over the long-run, Council’s interest income can be increased by undertaking a slightly longer duration position (spread across 1-3 years), with rates on offer along this part of the curve likely to be offered up to ¼-½% p.a. higher compared to shorter tenors in a normal market environment. Despite the possibility of a few rate hikes in 2026, locking in rates above 4¼-5% p.a. across 1-3 year tenors (small proportion of surplus funds) should still outperform benchmark in the long-run, on assumption that the RBA can contain inflation within their 2-3% target band.

As at the end of January, Council’s **deposit** portfolio was yielding 4.30% p.a. (up 3bp from the previous month) with a weighted average duration of around 649 days (~1.8 years). **We recommend Council maintains this average duration in the long-run to optimise returns.**

Please refer to the section below for further details on the Term Deposit market.

Securities

Primary (new) **FRNs** (with maturities between 3-5 years) are expensive on a historical basis but remains an option (particularly for those investors with portfolios skewed towards fixed assets) and should be considered on a case by case scenario. **Fixed Bonds** may also provide some attractive opportunities from new (primary) issuances and potentially secondary market offers (or ‘tap’).

Please refer to the sections below for further details on each market.

Council FRNs – Recommendations for Sale/Switches

We now recommend Council sells/switches out of the following FRN(s):

Issuer	Rating	Maturity Date	Trade Reference	ISIN	Face Value	Trading Margin	Capital Price (\$)	Unrealised Gain (\$)
Bend. Adel	A-	14/05/2027	176855902	AU3FN0087797	\$2,000,000	+51.6bp	\$100.560	\$11,194
Bank Aust	BBB+	30/10/2026	544590	AU3FN0082509	\$1,650,000	+65.4bp	\$100.566	\$9,336
Newcastle	BBB+	10/02/2027	542315	AU3FN0066221	\$4,750,000	+65.9bp	\$100.298	\$14,150
BoQ	A-	20/11/2028	240626061	AU3FN0104725	\$4,000,000	+70.0bp	\$100.141	\$5,624

The above sale would result in a capital gain of ~\$40k and could easily be switched into higher yielding complying assets. We will inform Council when the opportunity arises.

During the month, Council sold its \$2.5m parcel in the Bendigo Adelaide FRN maturing 28/11/2029, realising capital gains of \$12k. This boosted overall returns of the investment portfolio this month.



Council’s Fixed Bonds

A handful of Councils’ fixed bonds are now at a discount to par given the rise in bond yields over the past few years. Unless there is an emergency to access funds at short notice, Council is likely to hold these assets to maturity and will receive its original face value back. If there is an opportunity to sell prior to maturity (if official rates fall to an attractive level), we will inform Council accordingly.

Grandfathered Investments

Council holds the following ‘grandfathered’ Mortgage Backed Securities (MBS). The valuation as at the end of January 2026 is shown as follows:

Asset	Maturity Date	ISIN	Capital Value	Current Value	Coupon Margin	~Current Trading Margin	Monthly Actual Return (%)
2006-1A*	21/08/2051	AU300EMER013	\$285,640	\$93.603	+45bp	+145bp	+0.08%
2006-1B	21/08/2056	AU300EMER021	\$813,518	\$81.352	+75bp	+305bp	+0.20%

* Emerald MBS 2006-1A paid out a distribution of \$9,115.47 in Nov 2025 which resulted in the decline in the face value to \$305,159.35

The MBS2006-1A security should pay its capital well before the final maturity date.

We note the liquidity of assets such as the above in the secondary market is considered very poor with large bid-ask spreads (we would indicatively suggest a bid-ask spread of around \$5-\$10 either side of the current ‘fair’ value). In most circumstances, bids are well below the indicated “mid” or “fair” values. As such, Council is expected to hold this asset for the long-term, potentially until it makes its final payment.

Third Party Valuer (“Arms-Length”)

Imperium Markets uses an external third party provider (IBS Capital¹) who has started valuing (effective 31st March 2022) Council’s holding of this asset on a daily basis (end-of-business day valuations).

IBS Capital prices all investor’s securities (FRNs, bonds, mortgage backed securities) on a daily basis. We believe this is important for auditing purposes, especially when investors reevaluate their assets at the end of every financial year. The revaluations of all securities on the Imperium Markets platform is NOT biased i.e. they are not provided by the bank or financial intermediary that sold the security to the client.

IBS Capital’s methodology is based on extensive experience in financial markets, and it has been developed by an AFMA accredited principal. In designing the valuation methodology the following AASB directives were used - market approach valuation technique as per paragraphs 61-66 of the AASB13 Standard as well as Appendix B, Application guidance, Valuation techniques paragraph of the same document.

Where applicable, end-of-day closing prices (trading margins and yields) are crossed checked and compared with other external data providers including YieldBroker, Refinitiv and/or Bloomberg’s. To make sure that adverse liquidity conditions do not influence closing prices, changes to each day’s closing prices

¹ <http://ibscapital.com.au/>



from the previous trading date are analysed. If the changes are considerably different to changes in benchmark rates, the use of interpolation, based on securities with similar characteristics such as credit rating, maturity and capital structure (level of seniority), are applied.



Term Deposit Market Review

Current Term Deposits Rates

As at the end of January, we see value in the following:

ADI	LT Credit Rating	Term	Rate % p.a.
ING	A	5 years	5.14%
Westpac	AA-	5 years	5.01%
NAB	AA-	5 years	5.00%
ICBC Sydney	A	5 years	4.80%
ING	A	4 years	5.05%
NAB	AA-	4 years	4.95%
Westpac	AA-	4 years	4.94%
ING	A	3 years	4.98%
NAB	AA-	3 years	4.90%
Westpac	AA-	3 years	4.80%
BankVic	BBB+	3 years	4.80%
ING	A	2 years	4.92%
NAB	AA-	2 years	4.91%
Westpac	AA-	2 years	4.82%
BankVic	BBB+	2 years	4.80%

The above deposits are suitable for investors looking to maintain diversification and lock-in a slight premium compared to purely investing short-term.

For terms under 12 months, we believe the strongest value is currently being offered by the following ADIs (we stress that rates are indicative, dependent on daily funding requirements and different for industry segments):



ADI	LT Credit Rating	Term	Rate % p.a.
ING	A	12 months	4.78%
Westpac	AA-	12 months	4.76%
ICBC Sydney	A	12 months	4.75%
CBA	AA-	12 months	4.72%
NAB	AA-	12 months	4.70%
Westpac	AA-	9 months	4.70%
CBA	AA-	9 months	4.63%
ING	A	9 months	4.61%
MyState Bank	BBB	9 months	4.60%
NAB	AA-	9 months	4.58%
MyState Bank	BBB	6 months	4.60%
Westpac	AA-	6 months	4.59%
ANZ	AA-	6 months	4.57%
CBA	AA-	6 months	4.51%
Suncorp	AA-	6 months	4.50%
Heritage Bank	BBB+	3 months	4.40%
CBA	AA-	3 months	4.32%
Westpac	AA-	3 months	4.31%
MyState Bank	BBB	3 months	4.30%
ANZ	AA-	3 months	4.29%

For those investors that do not require high levels of liquidity and can stagger their investments longer term, they will be rewarded over a longer-term cycle if they roll for an average min. term of 12 months, with a spread of investments out to 5 years (this is where we see current value). In a normal market environment (upward sloping yield curve), investors could earn over a cycle, on average, up to ¼-½% p.a. higher compared to those investors that entirely invest in short-dated deposits.

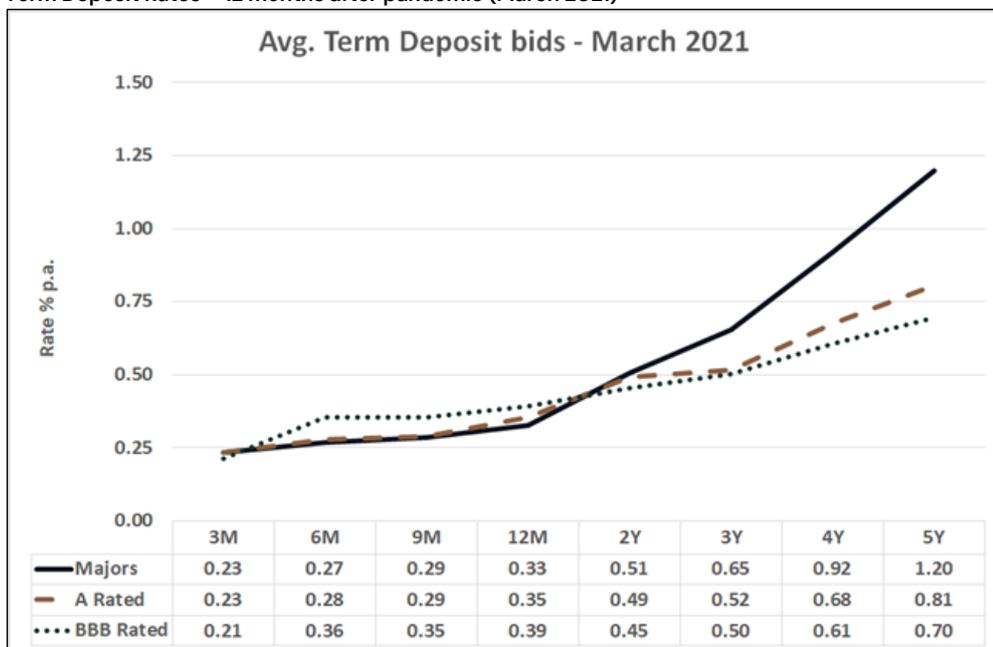
Despite the potential for a few rate hikes to get inflation under control, investors should consider allocating some longer-term surplus funds and undertake an insurance policy by investing across 1-5 year fixed deposits and locking in rates above 4½% p.a. This will provide some income protection if official rates remain steady over a cycle.



Term Deposits Analysis

Pre-pandemic (March 2020), a 'normal' marketplace meant the lower rated ADIs (i.e. BBB category) were offering higher rates on term deposits compared to the higher rated ADIs (i.e. A or AA rated). But due to the cheap funding available provided by the RBA via their Term Funding Facility (TFF) during mid-2020, allowing the ADIs to borrow as low as 0.10% p.a. fixed for 3 years, those lower rated ADIs (BBB rated) did not require deposit funding from the wholesale deposit. Given the higher rated banks had more capacity to lend (as they have a greater pool of mortgage borrowers), they subsequently were offering higher deposit rates. In fact, some of the lower rated banks were not even offering deposit rates at all. As a result, most investors placed a higher proportion of their deposit investments with the higher rated (A or AA) ADIs over the past three years.

Term Deposit Rates – 12 months after pandemic (March 2021)



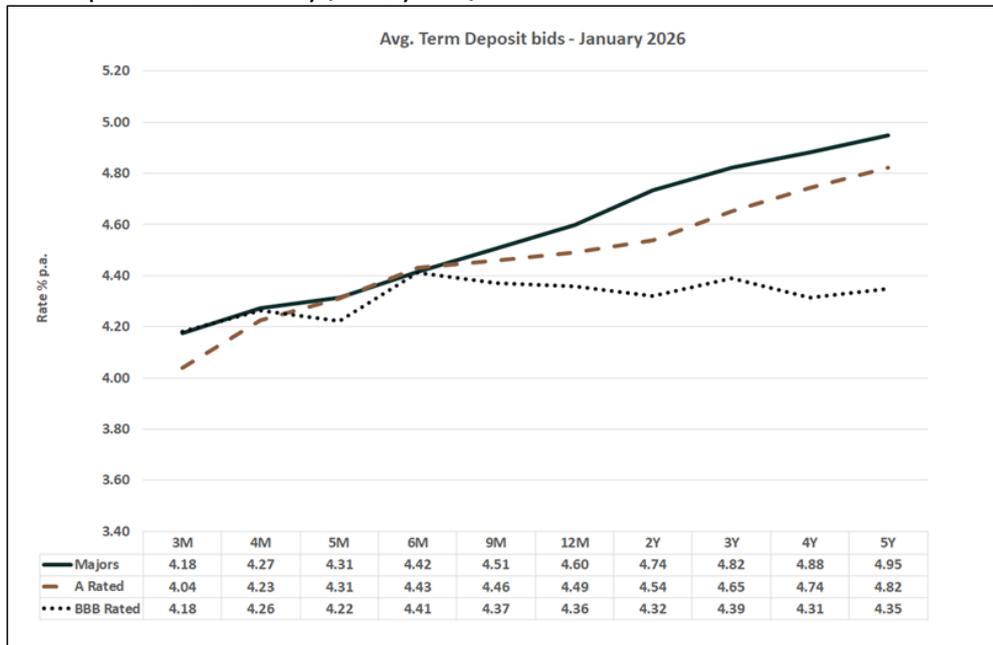
Source: Imperium Markets

The abnormal marketplace experienced during the pandemic is starting to reverse as the competition for deposits slowly increases, partially driven by the RBA's term funding facility coming to an end. In recent months, we have started to periodically see some of the lower rated ADIs ("A" and "BBB" rated) offering slightly higher rates compared to the domestic major banks ("AA" rated) on different parts of the curve (i.e. pre-pandemic environment). Some of this has been attributed to lags in adjusting their deposit rates as some banks (mainly the lower rated ADIs) simply set their rates for the week.



Going forward, investors should have a larger opportunity to invest a higher proportion of its funds with the lower rated institutions (up to Policy limits), from which the majority are not lending to the Fossil Fuel industry or considered 'ethical'. We are slowly seeing this trend emerge, although the major banks always seem to react more quickly than the rest of the market during periods of volatility:

Term Deposit Rates – Currently (January 2026)



Source: Imperium Markets

Financial Stability of the Banking (ADI) Sector

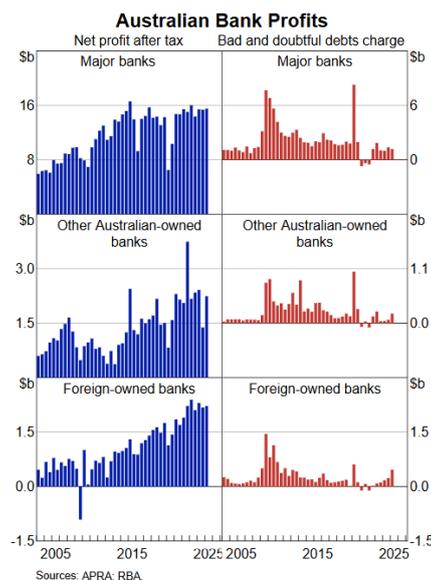
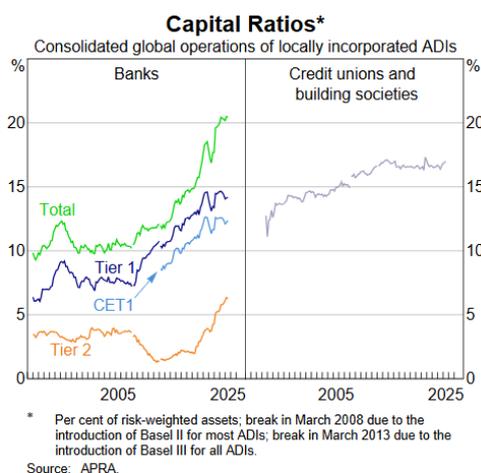
The RBA's Financial Stability reaffirms the strong balance sheet across the ADI sector. They noted that the risk of widespread financial stress remains limited due to the generally strong financial positions of most (individual) borrowers. Very few mortgage borrowers are in negative equity, limiting the impact on lenders (ADIs) in the event of default and supporting their ability to continue providing credit to the economy. Most businesses that have entered insolvency are small and have little debt, limiting the broader impact on the labour market and thus household incomes, and on the capital position of lenders (ADIs).

Australian banks (collectively the APRA regulated ADIs) have maintained prudent lending standards and are well positioned to continue supplying credit to the economy. A deterioration in economic conditions or temporary disruption to funding markets is unlikely to halt lending activity. Banks have anticipated an



increase in loan arrears and have capital and liquidity buffers well above regulatory requirements (see *Capita Ratios chart below*). APRA’s mandate is to “protect depositors” and provide “financial stability”.

Over the past two decades, both domestic and international banks continue to operate and demonstrate high levels of profitability (see *Australian Bank Profits chart below*), which also covers two stress-test environments being the GFC (September 2008) and the COVID pandemic period (March 2020):



The Council of Financial Regulators (CFR) – being the Australian Prudential Regulation Authority (APRA), the Australian Securities and Investments Commission (ASIC), the Australian Treasury and the Reserve Bank of Australia (RBA), have the ultimate aim of promoting the stability of the financial system, whilst supporting effective and efficient regulation. In their latest quarterly review, the CFR agreed on the following priorities heading into 2026:

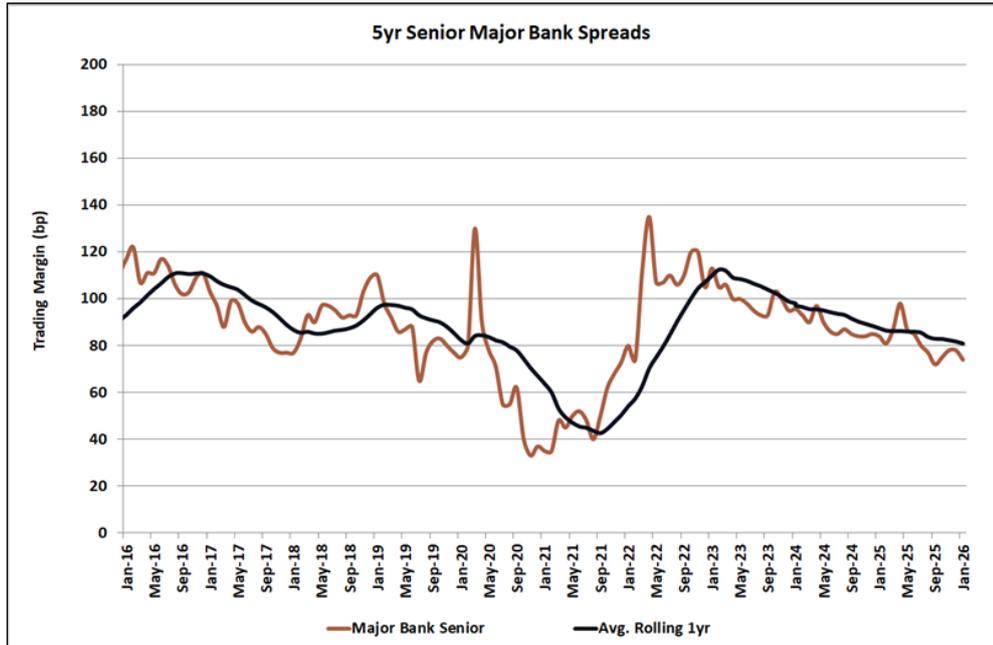
- Improving preparedness for geopolitical risks;
- Operational vulnerabilities, including cyber, third parties and AI;
- Amplification of systemic liquidity risk: further strengthening CFR and industry readiness to respond to systemic liquidity stress events; and
- High household leverage: continuing to closely monitor household leverage and bank lending standards.

The Council noted that in each of these priority areas, CFR agencies are taking forward a number of initiatives to strengthen the resilience of the financial system.



Senior FRNs Market Review

Over January, amongst the senior major bank FRNs, physical credit securities tightened up to 4bp at the long-end of the curve. During the month, CBA (AA-) issued a new 5 year senior security at +74bp. Long-term major bank senior securities are looking 'expensive' on a historical basis, noting the 5yr margin has averaged around the +92bp level over a cycle (currently around +74bp).



Source: IBS Capital

During the month, there were a few issuances to start off the calendar year:

- OCBC, Sydney Branch (AA-) 3 year senior FRN at +60bp
- Newcastle Greater Mutual (BBB+) 5 year senior FRN at +113bp
- Rabobank Australia (A+) 5 year senior security at +75bp
- Mizuho, Sydney Branch (A) 3 year senior FRN at +58bp
- UOB, Sydney Branch (AA-) 5 year senior security at +72bp

Amongst the "A" and "BBB" rated sector, the securities tightened up to at the 3-5 year part of the curve.



Overall, credit securities are slightly expensive on a historical basis but remain a good option for diversification purposes. FRNs will continue to play a role in investors' portfolios mainly based on their liquidity and the ability to roll down the curve and gross up returns over ensuing years (in a relatively stable credit environment), whilst also providing some diversification to those investors skewed towards fixed assets (and especially if the RBA's easing cycle is over).

Senior FRNs (ADIs)	31/01/2026	31/12/2025
"AA" rated – 5yrs	+74bp	+78bp
"AA" rated – 3yrs	+59bp	+61bp
"A" rated – 5yrs	+80bp	+85bp
"A" rated – 3yrs	+65bp	+70bp
"BBB" rated – 3yrs	+95bp	+100bp

Source: IBS Capital

We now generally recommend switches ('benchmark' issues only) into new primary issues, out of the following senior FRNs that are maturing:

- On or before early-2029 for the "AA" rated ADIs (domestic major banks);
- On or before early 2027 for the "A" rated ADIs; and
- Within 6-9 months for the "BBB" rated ADIs (consider case by case).

Investors holding onto the above senior FRNs ('benchmark' issues only) in their last few years are now generally holding sub optimal investments and are not maximising returns by foregoing realised capital gains. In the current challenging economic environment, any boost in overall returns should be locked in when it is advantageous to do so, particularly as switch opportunities become available.



Senior Fixed Bonds – ADIs (Secondary Market)

Investors may look at some opportunities in the secondary market. We currently see value in the following fixed bond lines (please note supply in the secondary market may be limited on any day):

ISIN	Issuer	Rating	Capital Structure	Maturity Date	~Remain. Term (yrs)	Fixed Coupon	Indicative Yield
AU3CB0314763	Bendigo	A-	Senior	24/10/2028	2.73	4.79%	4.97%
AU3CB0308955	BoQ	A-	Senior	30/04/2029	3.24	5.30%	5.11%
AU3CB0319879	Nova Sco.	A-	Senior	21/03/2030	4.14	5.23%	5.41%



Economic Commentary

International Market

Financial markets were positive in January on the back of strong corporate earnings, ongoing investment and demand in the AI sector, as well as market optimism on expectation that the US Fed will continue cutting official interest rates later this year.

Across equity markets, the US S&P 500 Index gained +1.37%, whilst the NASDAQ added +0.95%. The UK's FTSE index climbed above 10,000 points for the first time, passing a significant stock market milestone, on the first trading day of the calendar year. Europe's main indices were mixed, with gains in UK's FTSE (+2.80%) and Germany's DAX (0.28%), whilst France's CAC (-0.15%) marginally fell.

The US FOMC kept rates unchanged at 3.50%-3.75% as expected, although the decision was not unanimous, with two members opting for a 25bp cut.

US headline CPI for December rose +0.3% m/m and +2.7% y/y as expected, but core came in at +0.24% m/m and +2.6% y/y, which was lower than expectations. Overall payrolls in the US showed a gain of +50k in December, with +76k of downward revision for the prior two months. The unemployment rate for December was revised down to 4.4% from 4.5% (November was also revised down from 4.6% to 4.5%).

The Bank of Canada (BoC) left their policy rate on hold at 2.25% as widely expected. Canada's unemployment rate jumped to 6.8% from 6.5%, so reversing half of the October-November fall from 7.1%. Headline CPI for December came in at +2.4% y/y, up from +2.2% y/y in November. The average of the two core measures fell to +2.7% y/y and +2.8% y/y respectively.

In the UK, November monthly GDP surprised to the upside with a +0.3% m/m rise against a +0.1% consensus and after a -0.1% contraction in October.

New Zealand's Q4 CPI climbed +3.1% y/y, accelerating from +3.0% y/y in the third quarter, raising chances of official rates moving higher in 2026.

Yields on 40-year Japanese bonds surged above 4.2% during the month, crossing above 4% for the first time since their introduction in 2007, pushing up borrowing costs and bond yields around the world.

The MSCI World ex-Aus Index rose +2.19% for the month of January:

Index	1m	3m	1yr	3yr	5yr	10yr
S&P 500 Index	+1.37%	+1.44%	+14.87%	+19.40%	+13.31%	+13.59%
MSCI World ex-AUS	+2.19%	+3.39%	+20.15%	+20.09%	+13.49%	+13.77%
S&P ASX 200 Accum. Index	+1.78%	+0.36%	+7.37%	+9.81%	+10.21%	+10.12%

Source: S&P, MSCI



Domestic Market

RBA Deputy Governor Hauser revealed the Bank’s assessment had not changed since the December meeting. He reiterated that for now, the primary measure of underlying inflation will remain the quarterly trimmed mean, which came in slightly higher than expected.

The unemployment rate fell 0.2% to 4.1% in December, its lowest level in 6 months, beating expectations for no change. Employment rebounded, up +65k in December with the participation rate also climbing 0.1% to 66.7%.

The RBA’s preferred measure of annual inflation (trimmed mean) came in at +3.3% y/y in December, up from +3.2% y/y in November. Headline annual inflation rose was +3.8% y/y in December, up from +3.4% y/y in November. This increases the chance the RBA may move on lifting official interest rates earlier than previously anticipated.

Household spending continued to rise strongly in November, increasing by +1.0% m/m (+6.3% y/y), following an upwardly revised October gain of +1.4% m/m.

Dwelling prices across the combined capitals rose +8.2% over 2025. In December, prices rose +0.5% m/m, even as Sydney and Melbourne slowed.

The Australian dollar surged around +4.65%, finishing the month at US70.04 cents (from US66.93 cents the previous month).

Credit Market

The global credit indices marginally tightened during the month. They are back near the levels observed in July 2025. The stability indicates a period of relative calm in credit markets, with spreads maintaining levels below historical averages.

Index	January 2026	December 2025
CDX North American 5yr CDS	49bp	56bp
iTraxx Europe 5yr CDS	52bp	51bp
iTraxx Australia 5yr CDS	65bp	63bp

Source: Markit



Fixed Interest Review

Benchmark Index Returns

Index	January 2026	December 2025
Bloomberg AusBond Bank Bill Index (0+YR)	+0.30%	+0.31%
Bloomberg AusBond Composite Bond Index (0+YR)	+0.21%	-0.63%
Bloomberg AusBond Credit FRN Index (0+YR)	+0.46%	+0.37%
Bloomberg AusBond Credit Index (0+YR)	+0.32%	-0.25%
Bloomberg AusBond Treasury Index (0+YR)	+0.04%	-0.76%
Bloomberg AusBond Inflation Gov't Index (0+YR)	+0.32%	-1.38%

Source: Bloomberg

Other Key Rates

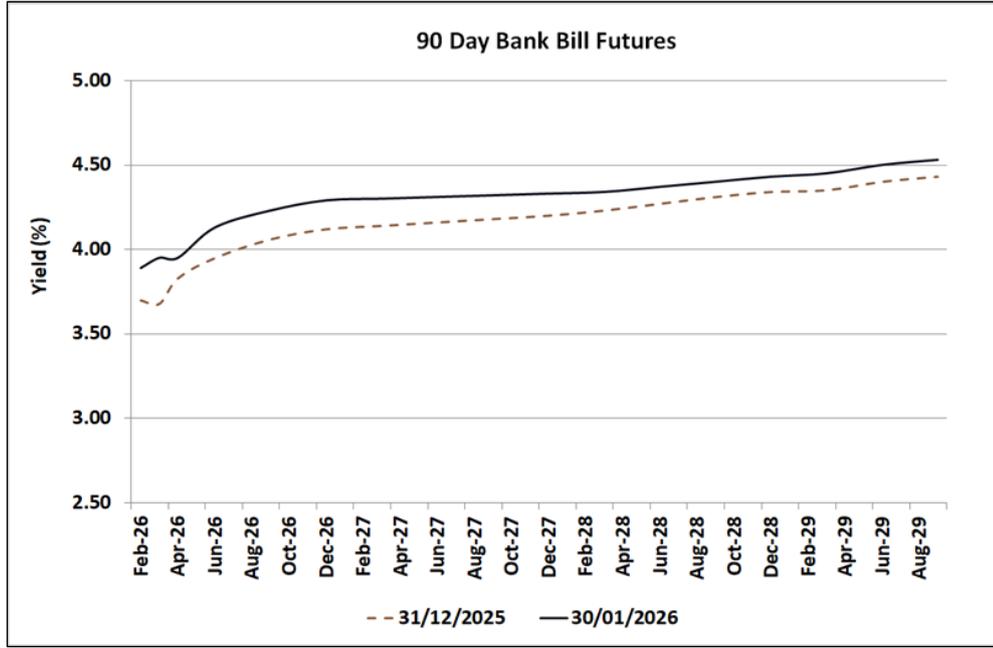
Index	January 2026	December 2025
RBA Official Cash Rate	3.60%	3.60%
90 Day (3 month) BBSW Rate	3.84%	3.74%
3yr Australian Government Bonds	4.25%	4.15%
10yr Australian Government Bonds	4.78%	4.74%
US Fed Funds Rate	3.50%-3.75%	3.50%-3.75%
2yr US Treasury Bonds	3.52%	3.47%
10yr US Treasury Bonds	4.26%	4.18%

Source: RBA, ASX, US Department of Treasury



90 Day Bill Futures

Bill futures rose across the board this month on expectation that the RBA will have to lift rates earlier than previously anticipated, potentially as early as 3rd February:



Source: ASX

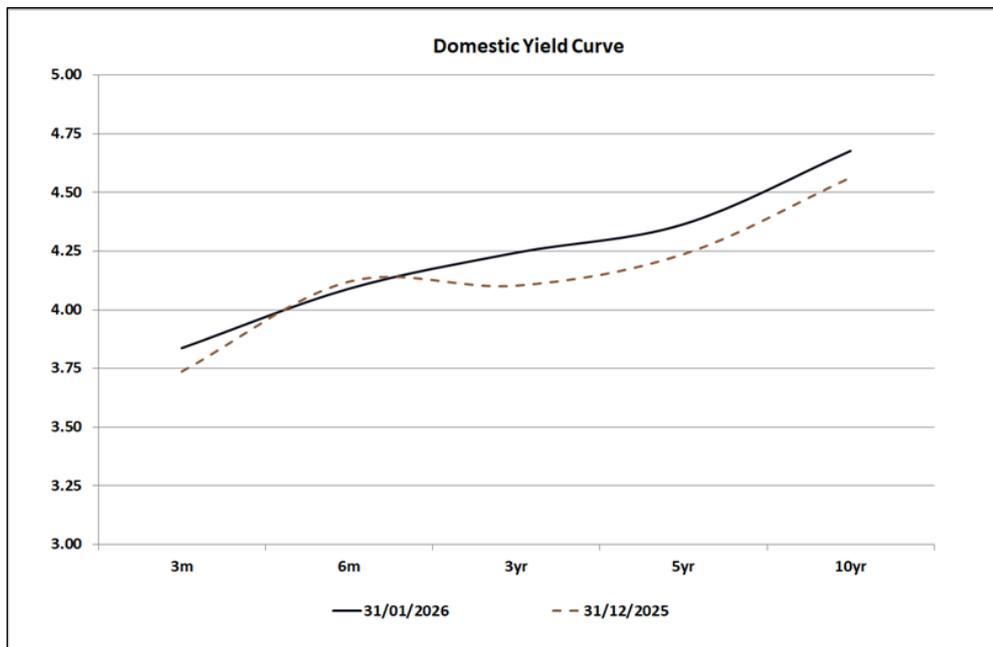


Fixed Interest Outlook

After keeping rates unchanged in January, the US FOMC statement noted the economy was expanding at a *“solid pace”*, the unemployment rate had shown *“some signs of stabilising”* but inflation remained *“somewhat elevated”*. Overall, their forward guidance was unchanged from which they retain an easing bias (up to three rate cuts in 2026).

Domestically, the RBA has indicated they are on a tightening bias due to persistently high inflation prints, particularly in housing and services, coupled with a tight labour market. The latest employment figures as well as the spike in inflation adds pressure on the RBA to potentially move quicker than previously anticipated.

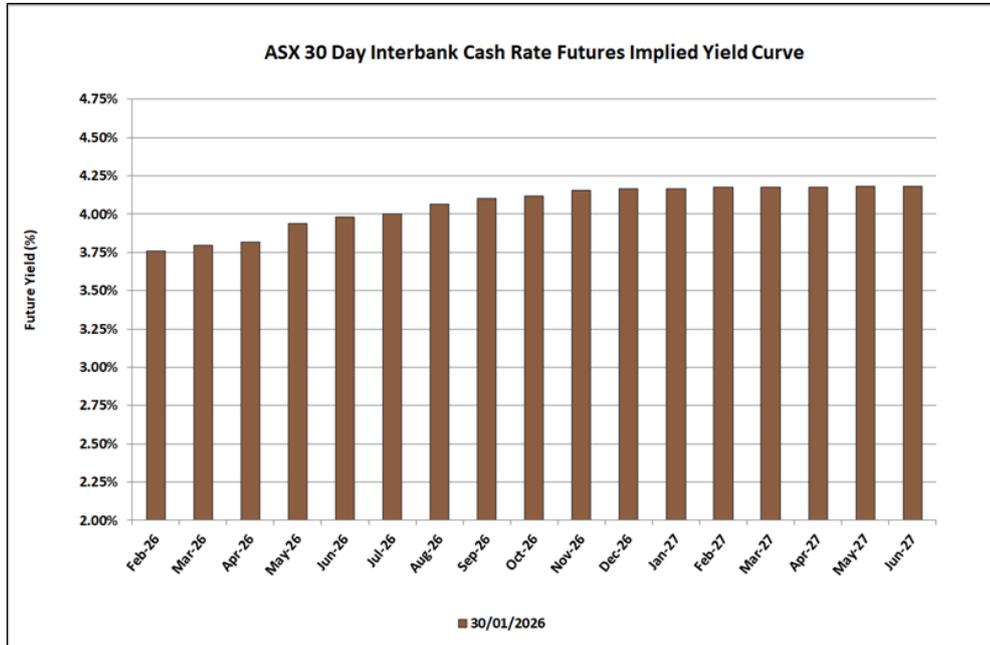
Yields rose up to 25bp at the longer-end of the curve this month:



Source: ASX, RBA



Financial markets are now fully pricing in two rate hikes by Q3 2026, with the first move potentially as early as 3rd February:



Source: ASX

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Investment Report

01/01/2026 to 31/01/2026

Financial Report

Portfolio Valuation as at 31/01/2026

Issuer	Rating	Type	Allocation	Interest Paid	Purchase Date	Maturity Date	Rate (%)	Capital Value (\$)	Face Value (\$)	Accrued (\$)	Accrued MTD (\$)
Newcastle Greater Mutual Group Ltd	BBB+	FRN	NON-FOSSIL FUEL LENDING	Quarterly	04/03/2021	04/03/2026	4.3058	9,997,080.00	10,000,000.00	69,600.60	36,569.81
Westpac	AA-	TD	GREEN	At Maturity	17/03/2025	17/03/2026	4.5200	4,000,000.00	4,000,000.00	159,004.93	15,355.62
BOQ	A-	TD	NON-FOSSIL FUEL LENDING	At Maturity	26/09/2025	26/03/2026	4.2400	5,000,000.00	5,000,000.00	74,345.21	18,005.48
BOQ	A-	TD	NON-FOSSIL FUEL LENDING	At Maturity	03/12/2025	03/06/2026	4.3900	2,000,000.00	2,000,000.00	14,432.88	7,456.99
Westpac	AA-	FRTD	GREEN	Quarterly	30/06/2021	30/06/2026	4.1349	3,000,000.00	3,000,000.00	11,215.21	10,535.50
Bank of Us	BBB+	TD	NON-FOSSIL FUEL LENDING	At Maturity	22/01/2026	22/07/2026	4.4700	1,100,000.00	1,100,000.00	1,347.12	1,347.12
Westpac	AA-	TD	GREEN	At Maturity	22/01/2026	22/07/2026	4.4700	4,000,000.00	4,000,000.00	4,898.63	4,898.63
Westpac	AA-	TD	SOCIALLY RESPONSIBLE INVESTMENT	At Maturity	22/01/2026	22/07/2026	4.4700	4,000,000.00	4,000,000.00	4,898.63	4,898.63
BOQ	A-	TD	NON-FOSSIL FUEL LENDING	At Maturity	22/01/2026	22/07/2026	4.5100	4,000,000.00	4,000,000.00	4,942.47	4,942.47
Westpac	AA-	TD	GREEN	At Maturity	17/09/2025	17/09/2026	4.1100	3,500,000.00	3,500,000.00	53,993.01	12,217.40
Westpac	AA-	TD	GREEN	At Maturity	18/09/2025	18/09/2026	4.0900	6,500,000.00	6,500,000.00	99,056.44	22,579.04
Westpac	AA-	TD	GREEN	At Maturity	26/09/2025	28/09/2026	4.2100	3,000,000.00	3,000,000.00	44,291.51	10,726.85
Westpac	AA-	TD	GREEN	At Maturity	30/10/2025	30/10/2026	4.3400	6,000,000.00	6,000,000.00	67,061.92	22,116.16
Bank Australia	BBB+	FRN	NON-FOSSIL FUEL LENDING	Quarterly	30/10/2023	30/10/2026	5.3362	1,659,335.70	1,650,000.00	482.45	482.45
Newcastle Greater Mutual Group Ltd	BBB+	FRN	NON-FOSSIL FUEL LENDING	Quarterly	10/02/2022	10/02/2027	4.6448	4,764,150.25	4,750,000.00	50,170.20	18,738.27

INNER WEST

Issuer	Rating	Type	Allocation	Interest Paid	Purchase Date	Maturity Date	Rate (%)	Capital Value (\$)	Face Value (\$)	Accrued (\$)	Accrued MTD (\$)
RACQ Bank	BBB+	FRN	NON-FOSSIL FUEL LENDING	Quarterly	05/03/2024	05/03/2027	5.2847	2,215,796.00	2,200,000.00	18,474.73	9,874.43
Westpac	AA-	TD	GREEN	Annual	17/03/2025	17/03/2027	4.3800	2,000,000.00	2,000,000.00	77,040.00	7,440.00
Westpac	AA-	TD	GREEN	Quarterly	21/03/2024	22/03/2027	4.7000	18,000,000.00	18,000,000.00	95,030.14	71,852.05
BOQ	A-	TD	NON-FOSSIL FUEL LENDING	Annual	30/04/2025	30/04/2027	3.9900	5,000,000.00	5,000,000.00	151,401.37	16,943.84
Bendigo and Adelaide	A-	BOND	NON-FOSSIL FUEL LENDING	Semi-Annual	14/05/2024	14/05/2027	5.1000	1,606,179.20	1,600,000.00	17,661.37	6,930.41
Bendigo and Adelaide	A-	FRN	NON-FOSSIL FUEL LENDING	Quarterly	14/05/2024	14/05/2027	4.6549	2,011,194.00	2,000,000.00	20,149.98	7,906.95
BOQ	A-	TD	NON-FOSSIL FUEL LENDING	Quarterly	26/09/2025	27/09/2027	4.0900	2,000,000.00	2,000,000.00	7,619.73	6,947.40
Great Southern Bank	BBB+	FRN	NON-FOSSIL FUEL LENDING	Quarterly	01/11/2024	01/11/2027	4.6650	1,456,045.05	1,450,000.00	16,678.97	5,744.98
Bank Australia	BBB+	FRN	NON-FOSSIL FUEL LENDING	Quarterly	27/09/2024	21/02/2028	5.3535	1,523,331.00	1,500,000.00	15,840.49	6,820.21
Bank Australia	BBB+	FRN	NON-FOSSIL FUEL LENDING	Quarterly	21/02/2024	21/02/2028	5.3535	1,370,997.90	1,350,000.00	14,256.44	6,138.19
Beyond Bank	BBB+	FRN	NON-FOSSIL FUEL LENDING	Quarterly	21/03/2025	21/03/2028	4.8775	1,205,709.60	1,200,000.00	6,574.60	4,971.04
BOQ	A-	TD	NON-FOSSIL FUEL LENDING	Annual	30/04/2025	28/04/2028	4.0400	5,000,000.00	5,000,000.00	153,298.63	17,156.16
Westpac	AA-	TD	GREEN	Annual	30/04/2025	28/04/2028	3.9600	2,000,000.00	2,000,000.00	60,105.21	6,726.58
BankVic	BBB+	TD	NON-FOSSIL FUEL LENDING	Annual	18/09/2025	18/09/2028	4.0800	3,000,000.00	3,000,000.00	45,606.58	10,395.62
BOQ	A-	TD	NON-FOSSIL FUEL LENDING	Quarterly	26/09/2025	26/09/2028	4.1100	2,000,000.00	2,000,000.00	7,656.99	6,981.37

Financial Statement

Issuer	Rating	Type	Allocation	Interest Paid	Purchase Date	Maturity Date	Rate (%)	Capital Value (\$)	Face Value (\$)	Accrued (\$)	Accrued MTD (\$)
Teachers Mutual Bank	BBB+	FRN	NON-FOSSIL FUEL LENDING	Quarterly	03/10/2025	03/10/2028	4.6907	3,002,928.00	3,000,000.00	10,409.50	10,409.50
Bendigo and Adelaide	A-	BOND	NON-FOSSIL FUEL LENDING	Semi-Annual	24/10/2024	24/10/2028	4.7900	696,587.50	700,000.00	9,186.30	2,847.75
Great Southern Bank	BBB+	FRN	NON-FOSSIL FUEL LENDING	Quarterly	03/11/2025	03/11/2028	4.5650	2,000,688.00	2,000,000.00	22,512.33	7,754.25
NSW Treasury Corp	AA+	BOND	SOCIALLY RESPONSIBLE INVESTMENT	Semi-Annual	15/11/2018	15/11/2028	3.0000	4,816,400.00	5,000,000.00	31,232.88	12,739.73
BOQ	A-	FRN	NON-FOSSIL FUEL LENDING	Quarterly	20/11/2025	20/11/2028	4.4112	4,005,624.00	4,000,000.00	35,289.60	14,985.99
Bank Australia	BBB+	FRN	NON-FOSSIL FUEL LENDING	Quarterly	27/11/2025	27/11/2028	4.6978	4,007,684.00	4,000,000.00	33,978.61	15,959.65
Newcastle Greater Mutual Group Ltd	BBB+	FRN	NON-FOSSIL FUEL LENDING	Quarterly	14/02/2024	14/02/2029	5.5049	922,941.00	900,000.00	10,723.24	4,207.86
BOQ	A-	TD	NON-FOSSIL FUEL LENDING	Annual	26/03/2024	26/03/2029	4.9900	2,000,000.00	2,000,000.00	85,308.49	8,476.16
BOQ	A-	TD	NON-FOSSIL FUEL LENDING	Annual	30/04/2025	30/04/2029	4.1400	5,000,000.00	5,000,000.00	157,093.15	17,580.82
Westpac	AA-	TD	GREEN	Annual	30/04/2025	30/04/2029	4.0400	3,000,000.00	3,000,000.00	91,979.18	10,293.70
BOQ	A-	BOND	NON-FOSSIL FUEL LENDING	Semi-Annual	30/04/2024	30/04/2029	5.3000	3,015,705.00	3,000,000.00	40,947.95	13,504.11
Heritage and Peoples Choice Limited	BBB+	FRN	NON-FOSSIL FUEL LENDING	Quarterly	05/11/2025	05/11/2029	4.6949	1,001,638.00	1,000,000.00	11,319.21	3,987.45
Bendigo and Adelaide	AAA	BOND	NON-FOSSIL FUEL LENDING	Semi-Annual	28/11/2024	28/11/2029	4.9580	1,998,038.00	2,000,000.00	17,658.63	8,421.81
BOQ	A-	TD	NON-FOSSIL FUEL LENDING	Annual	30/04/2025	30/04/2030	4.2900	5,000,000.00	5,000,000.00	162,784.93	18,217.81
NHFIC	AAA	BOND	SOCIALLY RESPONSIBLE	Semi-	10/02/2021	27/05/2030	1.5200	1,312,320.00	1,500,000.00	4,122.74	1,936.44

Financial Statement

Issuer	Rating	Type	Allocation	Interest Paid	Purchase Date	Maturity Date	Rate (%)	Capital Value (\$)	Face Value (\$)	Accrued (\$)	Accrued MTD (\$)
			INVESTMENT	Annual							
BOQ	A-	TD	NON-FOSSIL FUEL LENDING	Annual	05/08/2025	06/08/2030	4.1500	5,000,000.00	5,000,000.00	102,328.77	17,623.29
Westpac	AA-	TD	GREEN	Annual	13/08/2025	13/08/2030	4.1400	5,000,000.00	5,000,000.00	97,545.21	17,580.82
BOQ	A-	TD	NON-FOSSIL FUEL LENDING	Annual	13/08/2025	13/08/2030	4.1400	5,000,000.00	5,000,000.00	97,545.21	17,580.82
Newcastle Greater Mutual Group Ltd	BBB+	FRN	NON-FOSSIL FUEL LENDING	Quarterly	23/01/2026	23/01/2031	4.9385	1,398,147.80	1,400,000.00	1,704.80	1,704.80
South Australian Government	AA+	BOND	SOCIALLY RESPONSIBLE INVESTMENT	Semi-Annual	24/01/2025	23/05/2031	4.5000	1,977,734.00	2,000,000.00	17,013.70	7,643.84
South Australian Government	AA+	BOND	SOCIALLY RESPONSIBLE INVESTMENT	Semi-Annual	27/06/2024	23/05/2031	4.5000	4,944,335.00	5,000,000.00	42,534.25	19,109.59
NHFIC	AAA	BOND	SOCIALLY RESPONSIBLE INVESTMENT	Semi-Annual	01/07/2021	01/07/2031	1.7400	2,552,694.00	3,000,000.00	4,290.41	4,290.41
South Australian Government	AA+	BOND	SOCIALLY RESPONSIBLE INVESTMENT	Semi-Annual	11/10/2024	24/05/2034	1.7500	1,553,100.00	2,000,000.00	6,616.44	2,972.60
Commonwealth Government	AAA	BOND	SOCIALLY RESPONSIBLE INVESTMENT	Semi-Annual	14/06/2024	21/06/2034	4.2500	2,428,992.50	2,500,000.00	11,934.93	9,023.97
EmeraldMBS2006-1A	Unrated	FRN	MBS	Quarterly	17/07/2006	21/08/2051	4.1035	285,639.83	305,159.35	2,470.14	1,063.53
EmeraldMBS2006-1B	Unrated	FRN	MBS	Quarterly	17/07/2006	21/08/2056	4.4035	813,518.00	1,000,000.00	8,686.36	3,739.96
TOTALS								185,644,533.33	187,105,159.35	2,484,353.36	637,356.29

Financial Report

Portfolio by Asset as at 31/01/2026

Asset Type: TD

Issuer	Rating	Type	Allocation	Interest Paid	Purchase Date	Maturity Date	Rate (%)	Capital Value (\$)	Face Value (\$)	Accrued (\$)	Accrued MTD (\$)
Westpac	AA-	TD	GREEN	At Maturity	17/03/2025	17/03/2026	4.5200	4,000,000.00	4,000,000.00	159,004.93	15,355.62
BOQ	A-	TD	NON-FOSSIL FUEL LENDING	At Maturity	26/09/2025	26/03/2026	4.2400	5,000,000.00	5,000,000.00	74,345.21	18,005.48
BOQ	A-	TD	NON-FOSSIL FUEL LENDING	At Maturity	03/12/2025	03/06/2026	4.3900	2,000,000.00	2,000,000.00	14,432.88	7,456.99
Bank of Us	BBB+	TD	NON-FOSSIL FUEL LENDING	At Maturity	22/01/2026	22/07/2026	4.4700	1,100,000.00	1,100,000.00	1,347.12	1,347.12
Westpac	AA-	TD	GREEN	At Maturity	22/01/2026	22/07/2026	4.4700	4,000,000.00	4,000,000.00	4,898.63	4,898.63
Westpac	AA-	TD	SOCIALLY RESPONSIBLE INVESTMENT	At Maturity	22/01/2026	22/07/2026	4.4700	4,000,000.00	4,000,000.00	4,898.63	4,898.63
BOQ	A-	TD	NON-FOSSIL FUEL LENDING	At Maturity	22/01/2026	22/07/2026	4.5100	4,000,000.00	4,000,000.00	4,942.47	4,942.47
Westpac	AA-	TD	GREEN	At Maturity	17/09/2025	17/09/2026	4.1100	3,500,000.00	3,500,000.00	53,993.01	12,217.40
Westpac	AA-	TD	GREEN	At Maturity	18/09/2025	18/09/2026	4.0900	6,500,000.00	6,500,000.00	99,056.44	22,579.04
Westpac	AA-	TD	GREEN	At Maturity	26/09/2025	28/09/2026	4.2100	3,000,000.00	3,000,000.00	44,291.51	10,726.85
Westpac	AA-	TD	GREEN	At Maturity	30/10/2025	30/10/2026	4.3400	6,000,000.00	6,000,000.00	67,061.92	22,116.16
Westpac	AA-	TD	GREEN	Annual	17/03/2025	17/03/2027	4.3800	2,000,000.00	2,000,000.00	77,040.00	7,440.00
Westpac	AA-	TD	GREEN	Quarterly	21/03/2024	22/03/2027	4.7000	18,000,000.00	18,000,000.00	95,030.14	71,852.05
BOQ	A-	TD	NON-FOSSIL FUEL LENDING	Annual	30/04/2025	30/04/2027	3.9900	5,000,000.00	5,000,000.00	151,401.37	16,943.84
BOQ	A-	TD	NON-FOSSIL FUEL LENDING	Quarterly	26/09/2025	27/09/2027	4.0900	2,000,000.00	2,000,000.00	7,619.73	6,947.40
BOQ	A-	TD	NON-FOSSIL FUEL LENDING	Annual	30/04/2025	28/04/2028	4.0400	5,000,000.00	5,000,000.00	153,298.63	17,156.16

Inner West Council

Issuer	Rating	Type	Allocation	Interest Paid	Purchase Date	Maturity Date	Rate (%)	Capital Value (\$)	Face Value (\$)	Accrued (\$)	Accrued MTD (\$)
Westpac	AA-	TD	GREEN	Annual	30/04/2025	28/04/2028	3.9600	2,000,000.00	2,000,000.00	60,105.21	6,726.58
BankVic	BBB+	TD	NON-FOSSIL FUEL LENDING	Annual	18/09/2025	18/09/2028	4.0800	3,000,000.00	3,000,000.00	45,606.58	10,395.62
BOQ	A-	TD	NON-FOSSIL FUEL LENDING	Quarterly	26/09/2025	26/09/2028	4.1100	2,000,000.00	2,000,000.00	7,656.99	6,981.37
BOQ	A-	TD	NON-FOSSIL FUEL LENDING	Annual	26/03/2024	26/03/2029	4.9900	2,000,000.00	2,000,000.00	85,308.49	8,476.16
BOQ	A-	TD	NON-FOSSIL FUEL LENDING	Annual	30/04/2025	30/04/2029	4.1400	5,000,000.00	5,000,000.00	157,093.15	17,580.82
Westpac	AA-	TD	GREEN	Annual	30/04/2025	30/04/2029	4.0400	3,000,000.00	3,000,000.00	91,979.18	10,293.70
BOQ	A-	TD	NON-FOSSIL FUEL LENDING	Annual	30/04/2025	30/04/2030	4.2900	5,000,000.00	5,000,000.00	162,784.93	18,217.81
BOQ	A-	TD	NON-FOSSIL FUEL LENDING	Annual	05/08/2025	06/08/2030	4.1500	5,000,000.00	5,000,000.00	102,328.77	17,623.29
Westpac	AA-	TD	GREEN	Annual	13/08/2025	13/08/2030	4.1400	5,000,000.00	5,000,000.00	97,545.21	17,580.82
BOQ	A-	TD	NON-FOSSIL FUEL LENDING	Annual	13/08/2025	13/08/2030	4.1400	5,000,000.00	5,000,000.00	97,545.21	17,580.82
TD SUBTOTALS								112,100,000.00	112,100,000.00	1,920,616.30	376,340.82

Asset Type: FRTD

Issuer	Rating	Type	Allocation	Interest Paid	Purchase Date	Maturity Date	Rate (%)	Capital Value (\$)	Face Value (\$)	Accrued (\$)	Accrued MTD (\$)
Westpac	AA-	FRTD	GREEN	Quarterly	30/06/2021	30/06/2026	4.1349	3,000,000.00	3,000,000.00	11,215.21	10,535.50
FRTD SUBTOTALS								3,000,000.00	3,000,000.00	11,215.21	10,535.50

Asset Type: FRN

Financial Statement

Issuer	Rating	Type	Allocation	Interest Paid	Purchase Date	Maturity Date	Rate (%)	Capital Value (\$)	Face Value (\$)	Accrued (\$)	Accrued MTD (\$)
Newcastle Greater Mutual Group Ltd	BBB+	FRN	NON-FOSSIL FUEL LENDING	Quarterly	04/03/2021	04/03/2026	4.3058	9,997,080.00	10,000,000.00	69,600.60	36,569.81
Bank Australia	BBB+	FRN	NON-FOSSIL FUEL LENDING	Quarterly	30/10/2023	30/10/2026	5.3362	1,659,335.70	1,650,000.00	482.45	482.45
Newcastle Greater Mutual Group Ltd	BBB+	FRN	NON-FOSSIL FUEL LENDING	Quarterly	10/02/2022	10/02/2027	4.6448	4,764,150.25	4,750,000.00	50,170.20	18,738.27
RACQ Bank	BBB+	FRN	NON-FOSSIL FUEL LENDING	Quarterly	05/03/2024	05/03/2027	5.2847	2,215,796.00	2,200,000.00	18,474.73	9,874.43
Bendigo and Adelaide	A-	FRN	NON-FOSSIL FUEL LENDING	Quarterly	14/05/2024	14/05/2027	4.6549	2,011,194.00	2,000,000.00	20,149.98	7,906.95
Great Southern Bank	BBB+	FRN	NON-FOSSIL FUEL LENDING	Quarterly	01/11/2024	01/11/2027	4.6650	1,456,045.05	1,450,000.00	16,678.97	5,744.98
Bank Australia	BBB+	FRN	NON-FOSSIL FUEL LENDING	Quarterly	27/09/2024	21/02/2028	5.3535	1,523,331.00	1,500,000.00	15,840.49	6,820.21
Bank Australia	BBB+	FRN	NON-FOSSIL FUEL LENDING	Quarterly	21/02/2024	21/02/2028	5.3535	1,370,997.90	1,350,000.00	14,256.44	6,138.19
Beyond Bank	BBB+	FRN	NON-FOSSIL FUEL LENDING	Quarterly	21/03/2025	21/03/2028	4.8775	1,205,709.60	1,200,000.00	6,574.60	4,971.04
Teachers Mutual Bank	BBB+	FRN	NON-FOSSIL FUEL LENDING	Quarterly	03/10/2025	03/10/2028	4.6907	3,002,928.00	3,000,000.00	10,409.50	10,409.50
Great Southern Bank	BBB+	FRN	NON-FOSSIL FUEL LENDING	Quarterly	03/11/2025	03/11/2028	4.5650	2,000,688.00	2,000,000.00	22,512.33	7,754.25
BOQ	A-	FRN	NON-FOSSIL FUEL LENDING	Quarterly	20/11/2025	20/11/2028	4.4112	4,005,624.00	4,000,000.00	35,289.60	14,985.99
Bank Australia	BBB+	FRN	NON-FOSSIL FUEL LENDING	Quarterly	27/11/2025	27/11/2028	4.6978	4,007,684.00	4,000,000.00	33,978.61	15,959.65
Newcastle Greater Mutual Group Ltd	BBB+	FRN	NON-FOSSIL FUEL LENDING	Quarterly	14/02/2024	14/02/2029	5.5049	922,941.00	900,000.00	10,723.24	4,207.86
Heritage and Peoples Choice	BBB+	FRN	NON-FOSSIL FUEL LENDING	Quarterly	05/11/2025	05/11/2029	4.6949	1,001,638.00	1,000,000.00	11,319.21	3,987.45

INNER WEST

Limited Issuer	Rating	Type	Allocation	Interest Paid	Purchase Date	Maturity Date	Rate (%)	Capital Value (\$)	Face Value (\$)	Accrued (\$)	Accrued MTD (\$)
Newcastle Greater Mutual Group Ltd	BBB+	FRN	NON-FOSSIL FUEL LENDING	Quarterly	23/01/2026	23/01/2031	4.9385	1,398,147.80	1,400,000.00	1,704.80	1,704.80
EmeraldMBS2006-1A	Unrated	FRN	MBS	Quarterly	17/07/2006	21/08/2051	4.1035	285,639.83	305,159.35	2,470.14	1,063.53
EmeraldMBS2006-1B	Unrated	FRN	MBS	Quarterly	17/07/2006	21/08/2056	4.4035	813,518.00	1,000,000.00	8,686.36	3,739.96
FRN SUBTOTALS								43,642,448.13	43,705,159.35	349,322.26	161,059.31

Asset Type: BOND

Issuer	Rating	Type	Allocation	Interest Paid	Purchase Date	Maturity Date	Rate (%)	Capital Value (\$)	Face Value (\$)	Accrued (\$)	Accrued MTD (\$)
Bendigo and Adelaide	A-	BOND	NON-FOSSIL FUEL LENDING	Semi-Annual	14/05/2024	14/05/2027	5.1000	1,606,179.20	1,600,000.00	17,661.37	6,930.41
Bendigo and Adelaide	A-	BOND	NON-FOSSIL FUEL LENDING	Semi-Annual	24/10/2024	24/10/2028	4.7900	696,587.50	700,000.00	9,186.30	2,847.75
NSW Treasury Corp	AA+	BOND	SOCIALLY RESPONSIBLE INVESTMENT	Semi-Annual	15/11/2018	15/11/2028	3.0000	4,816,400.00	5,000,000.00	31,232.88	12,739.73
BOQ	A-	BOND	NON-FOSSIL FUEL LENDING	Semi-Annual	30/04/2024	30/04/2029	5.3000	3,015,705.00	3,000,000.00	40,947.95	13,504.11
Bendigo and Adelaide	AAA	BOND	NON-FOSSIL FUEL LENDING	Semi-Annual	28/11/2024	28/11/2029	4.9580	1,998,038.00	2,000,000.00	17,658.63	8,421.81
NHFC	AAA	BOND	SOCIALLY RESPONSIBLE INVESTMENT	Semi-Annual	10/02/2021	27/05/2030	1.5200	1,312,320.00	1,500,000.00	4,122.74	1,936.44
South Australian Government	AA+	BOND	SOCIALLY RESPONSIBLE INVESTMENT	Semi-Annual	24/01/2025	23/05/2031	4.5000	1,977,734.00	2,000,000.00	17,013.70	7,643.84
South Australian Government	AA+	BOND	SOCIALLY RESPONSIBLE INVESTMENT	Semi-Annual	27/06/2024	23/05/2031	4.5000	4,944,335.00	5,000,000.00	42,534.25	19,109.59

INNER WEST

Issuer	Rating	Type	Allocation	Interest Paid	Purchase Date	Maturity Date	Rate (%)	Capital Value (\$)	Face Value (\$)	Accrued (\$)	Accrued MTD (\$)
NHFIC	AAA	BOND	SOCIALLY RESPONSIBLE INVESTMENT	Semi-Annual	01/07/2021	01/07/2031	1.7400	2,552,694.00	3,000,000.00	4,290.41	4,290.41
South Australian Government	AA+	BOND	SOCIALLY RESPONSIBLE INVESTMENT	Semi-Annual	11/10/2024	24/05/2034	1.7500	1,553,100.00	2,000,000.00	6,616.44	2,972.60
Commonwealth Government	AAA	BOND	SOCIALLY RESPONSIBLE INVESTMENT	Semi-Annual	14/06/2024	21/06/2034	4.2500	2,428,992.50	2,500,000.00	11,934.93	9,023.97
BOND SUBTOTALS								26,902,085.20	28,300,000.00	203,199.59	89,420.66

INNER WEST

Portfolio by Asset Totals as at 31/01/2026

Type	Capital Value (\$)	Face Value (\$)	Accrued (\$)	Accrued MTD (\$)
TD	112,100,000.00	112,100,000.00	1,920,616.30	376,340.82
FRTD	3,000,000.00	3,000,000.00	11,215.21	10,535.50
FRN	43,642,448.13	43,705,159.35	349,322.26	161,059.31
BOND	26,902,085.20	28,300,000.00	203,199.59	89,420.66
TOTALS	185,644,533.33	187,105,159.35	2,484,353.36	637,356.29

Financial Report

Counterparty Compliance as at 31/01/2026

Long Term Investments

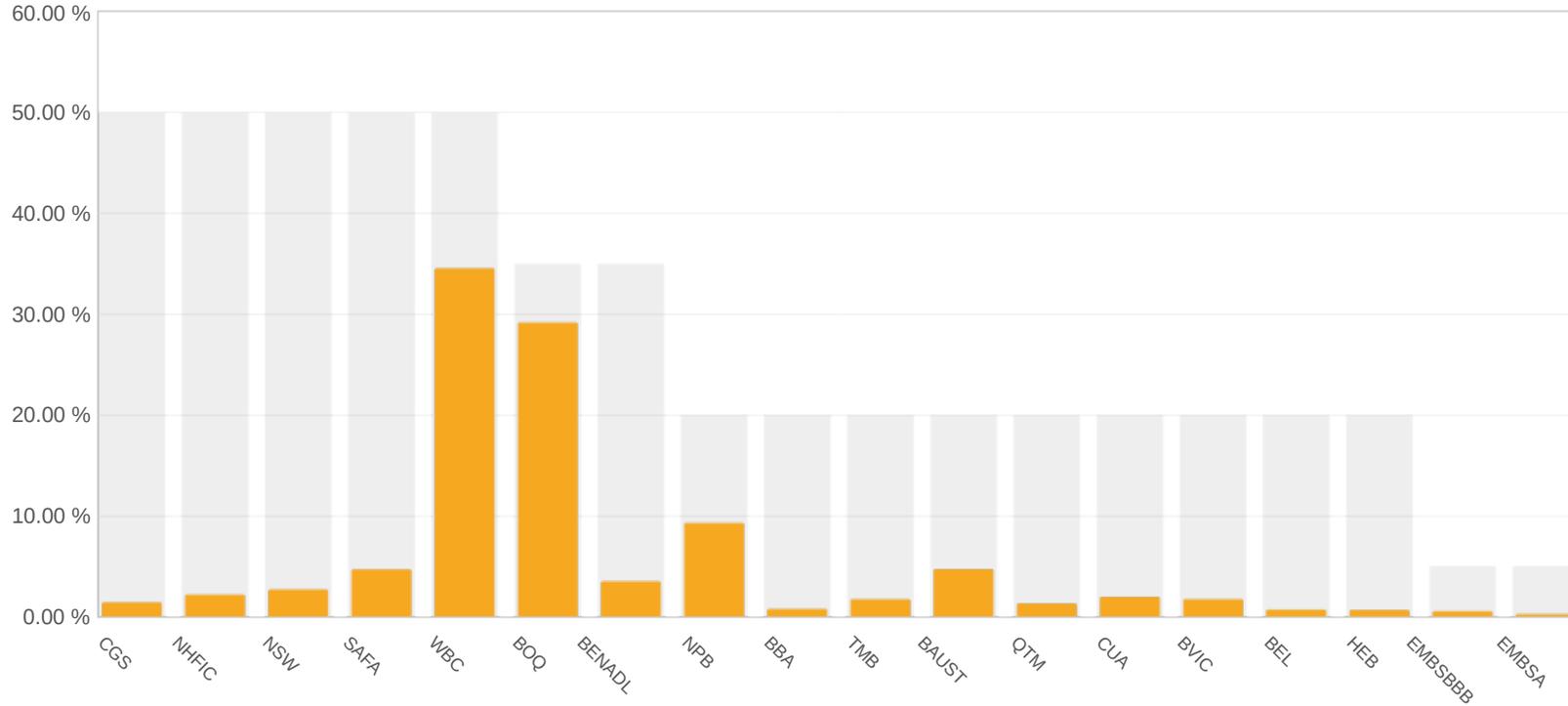
Compliant	Bank Group	Term	Rating	Invested (\$)	Invested (%)	Limit (%)	Limit (\$)	Available (\$)
✓	Commonwealth Government	Long	AAA	2,428,992.50	1.31	50.00	-	90,393,274.17
✓	NHFIC	Long	AAA	3,865,014.00	2.08	50.00	-	88,957,252.67
✓	NSW Treasury Corp	Long	AA+	4,816,400.00	2.59	50.00	-	88,005,866.67
✓	South Australian Government	Long	AA+	8,475,169.00	4.57	50.00	-	84,347,097.67
✓	Westpac	Long	AA-	64,000,000.00	34.47	50.00	-	28,822,266.67
✓	BOQ	Long	A-	54,021,329.00	29.10	35.00	-	10,954,257.67
✓	Bendigo and Adelaide	Long	A-	6,311,998.70	3.40	35.00	-	58,663,587.97
✓	Newcastle Permanent	Long	BBB+	17,082,319.05	9.20	20.00	-	20,046,587.62
✓	Beyond Bank	Long	BBB+	1,205,709.60	0.65	20.00	-	35,923,197.07
✓	Teachers Mutual Bank	Long	BBB+	3,002,928.00	1.62	20.00	-	34,125,978.67
✓	Bank Australia	Long	BBB+	8,561,348.60	4.61	20.00	-	28,567,558.07
✓	RACQ Bank	Long	BBB+	2,215,796.00	1.19	20.00	-	34,913,110.67
✓	Great Southern Bank	Long	BBB+	3,456,733.05	1.86	20.00	-	33,672,173.62
✓	BankVic	Long	BBB+	3,000,000.00	1.62	20.00	-	34,128,906.67

INNER WEST

Compliant	Bank Group	Term	Rating	Invested (\$)	Invested (%)	Limit (%)	Limit (\$)	Available (\$)
✓	Bank of Us	Long	BBB+	1,100,000.00	0.59	20.00	-	36,028,906.67
✓	Heritage Bank	Long	BBB+	1,001,638.00	0.54	20.00	-	36,127,268.67
✓	EmeraldMBS2006-1B	Long	Unrated	813,518.00	0.44	5.00	-	8,468,708.67
✓	EmeraldMBS2006-1A	Long	Unrated	285,639.83	0.15	5.00	-	8,996,586.83
TOTALS				185,644,533.33	100.00			

INNER WEST

Counterparty Compliance - Long Term Investments



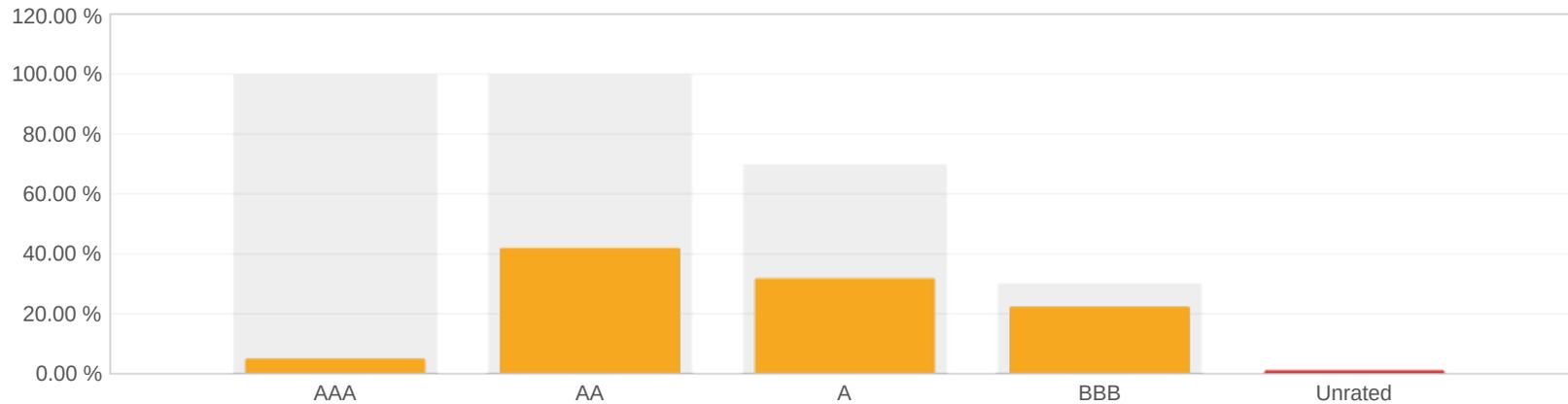
INNER WEST

Credit Quality Compliance as at 31/01/2026

Long Term Investments

Compliant	Rating	Invested (\$)	Invested (%)	Limit (%)	Available (\$)
✓	AAA	8,292,044.50	4.47	100.00	177,352,488.83
✓	AA	77,291,569.00	41.63	100.00	108,352,964.33
✓	A	58,335,289.70	31.42	70.00	71,615,883.63
✓	BBB	40,626,472.30	21.88	30.00	15,066,887.70
✗	Unrated	1,099,157.83	0.59	0.00	-1,099,157.83
TOTALS		185,644,533.33	100.00		

Credit Quality Compliance - Long Term Investments

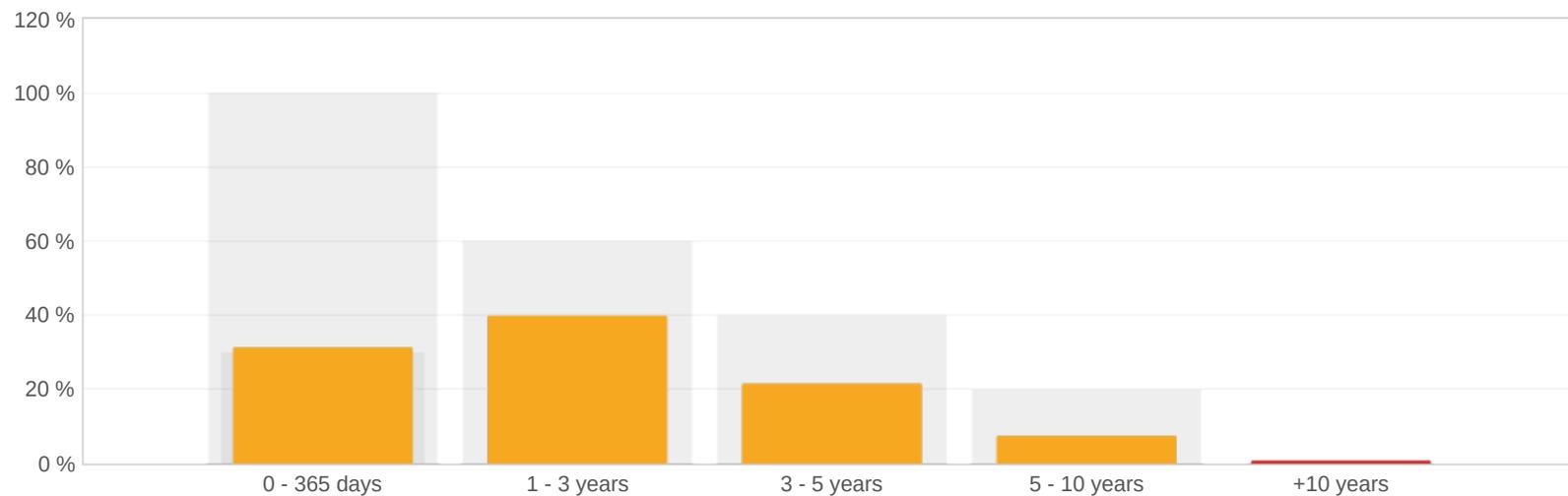


INNER WEST

Maturity Compliance as at 31/01/2026

Compliant	Term	Invested (\$)	Invested (%)	Min Limit (%)	Max Limit (%)	Available (\$)
✓	0 - 365 days	57,756,415.70	31.11	30.00	100.00	127,888,117.63
✓	1 - 3 years	73,683,314.50	39.69	0.00	60.00	37,703,405.50
✓	3 - 5 years	39,648,789.80	21.36	0.00	40.00	34,609,023.53
✓	5 - 10 years	13,456,855.50	7.25	0.00	20.00	23,672,051.17
✗	+10 years	1,099,157.83	0.59	0.00	0.00	-1,099,157.83
TOTALS		185,644,533.33	100.00			

Maturity Compliance



INNER WEST

Trades in Period

From: 01/01/2026 To: 31/01/2026

New Trades - From: 01/01/2026 To: 31/01/2026

Issuer	Rating	Type	Allocation	Interest Paid	Purchase Date	Maturity Date	Rate (%)	Value (\$)	Reference
Bank of Us	BBB+	TD	NON-FOSSIL FUEL LENDING	At Maturity	22/01/2026	22/07/2026	4.4700	1,100,000.00	5593
Westpac	AA-	TD	GREEN	At Maturity	22/01/2026	22/07/2026	4.4700	4,000,000.00	13072842
Westpac	AA-	TD	SOCIALLY RESPONSIBLE INVESTMENT	At Maturity	22/01/2026	22/07/2026	4.4700	4,000,000.00	13072852
BOQ	A-	TD	NON-FOSSIL FUEL LENDING	At Maturity	22/01/2026	22/07/2026	4.5100	4,000,000.00	1267931
Newcastle Greater Mutual Group Ltd	BBB+	FRN	NON-FOSSIL FUEL LENDING	Quarterly	23/01/2026	23/01/2031	4.9385	1,400,000.00	34297690
TOTALS								14,500,000.00	

INNER WEST

Sell Trades - From: 01/01/2026 To: 31/01/2026

Issuer	Rating	Type	Allocation	Interest Paid	Purchase Date	Maturity Date	Selling Date	Yield/Margin (%)	Face Value (\$)	Gross Value (\$)	Capital Value (\$)	Reference
Bendigo and Adelaide	A-	FRN	NON-FOSSIL FUEL LENDING	Quarterly	28/11/2024	28/11/2029	16/01/2026	4.4925 bp	2,500,000.00	2,527,075.00	2,512,000.00	196166511
TOTALS									2,500,000.00			

INNER WEST

Matured Trades - From: 01/01/2026 To: 31/01/2026

Issuer	Rating	Type	Allocation	Interest Paid	Purchase Date	Maturity Date	Rate (%)	Value (\$)	Reference
Bendigo and Adelaide	A-	TD	NON-FOSSIL FUEL LENDING	At Maturity	30/04/2025	30/01/2026	4.1900	7,000,000.00	5121152
BOQ	A-	TD	NON-FOSSIL FUEL LENDING	At Maturity	30/04/2025	30/01/2026	4.1900	5,000,000.00	1144031
TOTALS								12,000,000.00	

UNRECORDED

Unrealised Gains / Losses as at 31/01/2026

Issuer	Rating	Type	Purchase Date	Maturity Date	Allocation	Cost (\$)	Value (\$)	Purchase Price	Current Price	Gain/Loss (\$)
Newcastle Greater Mutual Group Ltd	BBB+	FRN	04/03/2021	04/03/2026	NON-FOSSIL FUEL LENDING	10,000,000.00	9,997,080.00	100.0000	99.9708	-2,920.00
Bank Australia	BBB+	FRN	30/10/2023	30/10/2026	NON-FOSSIL FUEL LENDING	1,650,000.00	1,659,335.70	100.0000	100.5658	9,335.70
Newcastle Greater Mutual Group Ltd	BBB+	FRN	10/02/2022	10/02/2027	NON-FOSSIL FUEL LENDING	4,750,000.00	4,764,150.25	100.0000	100.2979	14,150.25
RACQ Bank	BBB+	FRN	05/03/2024	05/03/2027	NON-FOSSIL FUEL LENDING	2,200,000.00	2,215,796.00	100.0000	100.7180	15,796.00
Bendigo and Adelaide	A-	BOND	14/05/2024	14/05/2027	NON-FOSSIL FUEL LENDING	1,597,888.00	1,606,179.20	99.8680	100.3862	8,291.20
Bendigo and Adelaide	A-	FRN	14/05/2024	14/05/2027	NON-FOSSIL FUEL LENDING	2,000,000.00	2,011,194.00	100.0000	100.5597	11,194.00
Great Southern Bank	BBB+	FRN	01/11/2024	01/11/2027	NON-FOSSIL FUEL LENDING	1,450,000.00	1,456,045.05	100.0000	100.4169	6,045.05
Bank Australia	BBB+	FRN	27/09/2024	21/02/2028	NON-FOSSIL FUEL LENDING	1,521,030.00	1,523,331.00	101.4020	101.5554	2,301.00
Bank Australia	BBB+	FRN	21/02/2024	21/02/2028	NON-FOSSIL FUEL LENDING	1,350,000.00	1,370,997.90	100.0000	101.5554	20,997.90
Beyond Bank	BBB+	FRN	21/03/2025	21/03/2028	NON-FOSSIL FUEL LENDING	1,200,000.00	1,205,709.60	100.0000	100.4758	5,709.60
Teachers Mutual Bank	BBB+	FRN	03/10/2025	03/10/2028	NON-FOSSIL FUEL LENDING	3,000,000.00	3,002,928.00	100.0000	100.0976	2,928.00
Bendigo and Adelaide	A-	BOND	24/10/2024	24/10/2028	NON-FOSSIL FUEL LENDING	700,000.00	696,587.50	100.0000	99.5125	-3,412.50
Great Southern Bank	BBB+	FRN	03/11/2025	03/11/2028	NON-FOSSIL FUEL LENDING	2,000,000.00	2,000,688.00	100.0000	100.0344	688.00
NSW Treasury Corp	AA+	BOND	15/11/2018	15/11/2028	SOCIALLY RESPONSIBLE INVESTMENT	5,000,000.00	4,816,400.00	100.0000	96.3280	-183,600.00
BOQ	A-	FRN	20/11/2025	20/11/2028	NON-FOSSIL FUEL LENDING	4,000,000.00	4,005,624.00	100.0000	100.1406	5,624.00
Bank Australia	BBB+	FRN	27/11/2025	27/11/2028	NON-FOSSIL FUEL LENDING	4,000,000.00	4,007,684.00	100.0000	100.1921	7,684.00

INNER WEST

Issuer	Rating	Type	Purchase Date	Maturity Date	Allocation	Cost (\$)	Value (\$)	Purchase Price	Current Price	Gain/Loss (\$)
Newcastle Greater Mutual Group Ltd	BBB+	FRN	14/02/2024	14/02/2029	NON-FOSSIL FUEL LENDING	900,000.00	922,941.00	100.0000	102.5490	22,941.00
BOQ	A-	BOND	30/04/2024	30/04/2029	NON-FOSSIL FUEL LENDING	2,992,470.00	3,015,705.00	99.7490	100.5235	23,235.00
Heritage and Peoples Choice Limited	BBB+	FRN	05/11/2025	05/11/2029	NON-FOSSIL FUEL LENDING	1,000,000.00	1,001,638.00	100.0000	100.1638	1,638.00
Bendigo and Adelaide	A-	BOND	28/11/2024	28/11/2029	NON-FOSSIL FUEL LENDING	2,000,000.00	1,998,038.00	100.0000	99.9019	-1,962.00
NHFIC	AAA	BOND	10/02/2021	27/05/2030	SOCIALLY RESPONSIBLE INVESTMENT	1,535,415.00	1,312,320.00	102.3610	87.4880	-223,095.00
Newcastle Greater Mutual Group Ltd	BBB+	FRN	23/01/2026	23/01/2031	NON-FOSSIL FUEL LENDING	1,400,000.00	1,398,147.80	100.0000	99.8677	-1,852.20
South Australian Government	AA+	BOND	24/01/2025	23/05/2031	SOCIALLY RESPONSIBLE INVESTMENT	1,983,600.00	1,977,734.00	99.1800	98.8867	-5,866.00
South Australian Government	AA+	BOND	27/06/2024	23/05/2031	SOCIALLY RESPONSIBLE INVESTMENT	5,000,000.00	4,944,335.00	100.0000	98.8867	-55,665.00
NHFIC	AAA	BOND	01/07/2021	01/07/2031	SOCIALLY RESPONSIBLE INVESTMENT	3,000,000.00	2,552,694.00	100.0000	85.0898	-447,306.00
South Australian Government	AA+	BOND	11/10/2024	24/05/2034	SOCIALLY RESPONSIBLE INVESTMENT	1,536,340.00	1,553,100.00	76.8170	77.6550	16,760.00
Commonwealth Government	AAA	BOND	14/06/2024	21/06/2034	SOCIALLY RESPONSIBLE INVESTMENT	2,492,450.00	2,428,992.50	99.6980	97.1597	-63,457.50
EmeraldMBS2006-1A	Z	FRN	17/07/2006	21/08/2051	MBS	305,159.35	285,639.83	100.0000	93.6035	-19,519.52
EmeraldMBS2006-1B	Z	FRN	17/07/2006	21/08/2056	MBS	1,000,000.00	813,518.00	100.0000	81.3518	-186,482.00
TOTALS						71,564,352.35	70,544,533.33			-1,019,819.02

INNER WEST

Realised Gains / Losses

From: 01/01/2026 To: 31/01/2026

Issuer	Rating	Type	Purchase Date	Maturity Date	Selling Date	Cost Price	Current Price	Purchase Price	Selling Price	Realised	Type
Bendigo and Adelaide	A-	FRN	28/11/2024	28/11/2029	16/01/2026	2,500,000.00	2,512,000.00		100.4800	12,000.00	Sale
TOTALS						2,500,000.00	2,512,000.00			12,000.00	

INNER WEST

Interest Received in Period

From: 01/01/2026 To: 31/01/2026

Periodic Interest

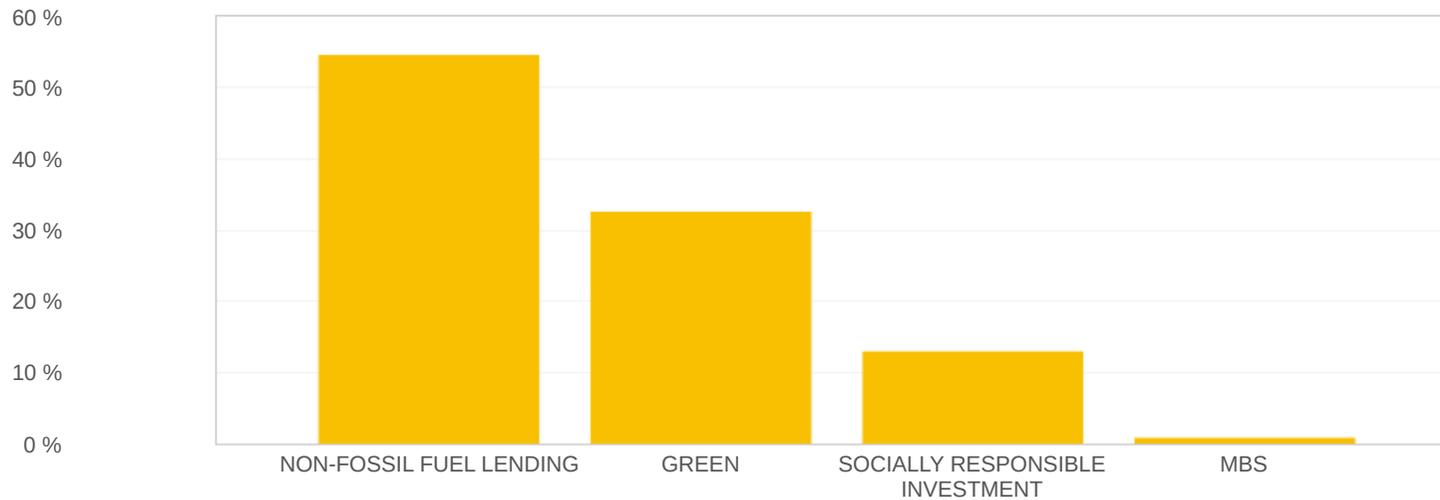
Issuer	Rating	Type	Allocation	Frequency	Value (\$)	Purchase Date	Maturity Date	Coupon Date	Type	Rate (%)	Received (\$)
BOQ	A-	TD	NON-FOSSIL FUEL LENDING	At Maturity	5,000,000.00	30/04/2025	30/01/2026	30/01/2026	Maturity	4.1900	157,842.47
Bendigo and Adelaide	A-	TD	NON-FOSSIL FUEL LENDING	At Maturity	7,000,000.00	30/04/2025	30/01/2026	30/01/2026	Maturity	4.1900	220,979.45
Bank Australia	BBB+	FRN	NON-FOSSIL FUEL LENDING	Quarterly	1,650,000.00	30/10/2023	30/10/2026	30/01/2026	Periodic	5.1491	21,414.61
Teachers Mutual Bank	BBB+	FRN	NON-FOSSIL FUEL LENDING	Quarterly	3,000,000.00	03/10/2025	03/10/2028	05/01/2026	Periodic	4.5350	35,037.53
NHFIC	AAA	BOND	SOCIALLY RESPONSIBLE INVESTMENT	Semi-Annual	3,000,000.00	01/07/2021	01/07/2031	02/01/2026	Periodic	1.7400	26,100.00
TOTALS					19,650,000.00						461,374.07

Allocation as at 31/01/2026

Allocation as at 31/01/2026

Code	Number of trades	Invested (\$)	Invested (%)
NON-FOSSIL FUEL LENDING	34	100,959,800.00	54.38
GREEN	12	60,000,000.00	32.32
SOCIALLY RESPONSIBLE INVESTMENT	8	23,585,575.50	12.70
MBS	2	1,099,157.83	0.59
TOTALS	56	185,644,533.33	100.0

Allocation Distribution as at 31/01/2026

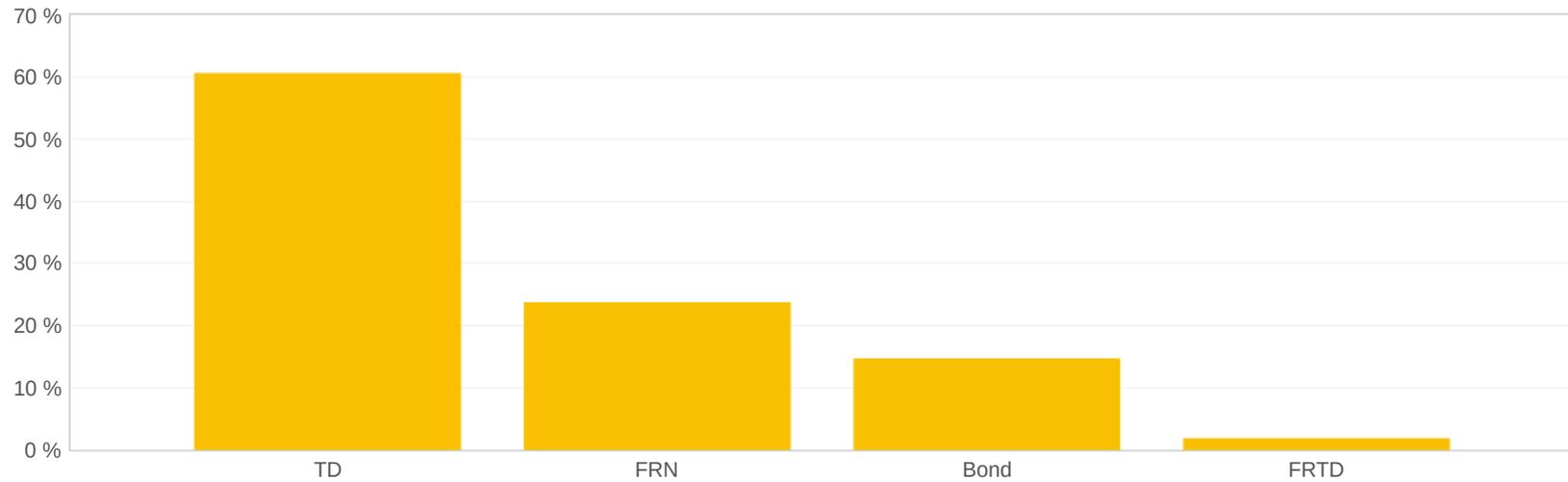


INNER WEST

Asset Class as at 31/01/2026

Code	Number of Trades	Invested (\$)	Invested (%)
TD	26	112,100,000.00	60.38
FRN	18	43,642,448.13	23.51
Bond	11	26,902,085.20	14.49
FRTD	1	3,000,000.00	1.62
TOTALS	56	185,644,533.33	100.0

Asset Class Distribution





DISCLAIMER

Accuracy & Reliability of Information

Although every effort has been made to verify the accuracy of the information contained in this document, Imperium Markets, its officers, employees and agents disclaim all liability (except for any liability which by law cannot be excluded), for any error, inaccuracy in, or omission from the information contained in this document or any loss or damage suffered by any person directly or indirectly through relying on this information.

“Accrued Interest” is the the accrued amount calculated since either from the purchase date or the last payment date. The quoted figure is not the accrued interest for the financial year to date (FYTD).

Item No: C0326(1) Item 26
Subject: COUNCILLOR EXPENSES FOR 1 JULY 2025 - 31 DECEMBER 2025
Prepared By: Sharon Bowman - Director Corporate

Item 26

RECOMMENDATION

That Council receive and note the public reporting of Councillor expenses for the period from 1 July 2025 to 31 December 2025, as required by the Councillor Expenses and Facilities Policy.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council’s Community Strategic Plan:

5: Progressive, responsive and effective civic leadership

EXECUTIVE SUMMARY

The purpose of this report is to publicly table the provision of expenses and facilities to Councillors for the 1 July 2025 to 31 December 2025 period, in accordance with the Councillor Expenses and Facilities Policy (the Policy).

There has been no expenditure within the reporting period that has exceeded the expense and facility limits detailed in the Policy.

BACKGROUND

The Policy requires that Council report publicly on the provision of expenses and facilities to Councillors. These reports must include individual Councillor expenditure, as well as total Councillor expenditure.

DISCUSSION

The expenses for the period are outlined in the table below, set out in the following categories from the Policy:

- Professional development including conferences and seminars
- Interstate / intrastate travel expenses
- Carer expenses
- Greeting cards
- ICT Expenses
- Home office expenses
- General Travel Expenses

The table below also includes the expense and facility limits detailed in the Policy. There has been no expenditure within the reporting period that has exceeded these limits.

Councillor	Professional development, conferences & seminars	Interstate/ intrastate travel	Carer expenses	Greeting cards	ICT expenses	Home office expenses	General travel
Mayor Byrne	\$5,053.97	\$219.07	–	–	\$1,782.42	–	\$661.82
Clr Antoniou	\$1,446.82	–	–	60	\$109.06	–	–
Clr Atkins	\$5,655.55	\$76.82	–	–	\$78.47	–	–
Clr Barlow	\$1,923.18	–	–	–	\$102.05	–	–
Clr Blake	\$1,534.09	–	–	–	\$109.07	–	–
Clr Carlisle	\$1,835.44	–	–	50	\$125.42	–	\$52.12
Clr Clay	\$3,415.44	–	–	–	\$109.44	–	–
Clr D'Arienzo	\$1,499.53	–	–	–	\$99.98	–	\$397.51
Clr Fergusson	\$1,534.09	–	–	–	\$72.71	–	–
Clr Howard	\$115.09	\$419.53	–	–	\$136.31	–	–
Clr Macri	\$301.35	–	–	–	\$54.53	–	–
Clr Raciti	\$826.35	–	–	100	\$109.06	–	–
Clr Scott	\$1,835.44	–	–	100	\$114.16	–	\$321.54
Deputy Mayor Smith	–	–	–	–	\$81.80	–	–
Clr Tastan	\$1,563.62	–	–	75	\$109.08	–	–
Total combined Clr actual expenses	\$28,539.96	\$715.42	Nil	385 cards	\$3,293.56	Nil	\$1,432.99
Adopted budget per year	\$6,765 per Councillor	\$15,375 Total for all Clrs	\$9,000 per Councillor	100 (Clrs) 500 (Mayor)	\$3,690 per Councillor \$6,150 (Mayor)	\$615 per Councillor	\$3,383 per Councillor

LEGAL AND RISK IMPLICATIONS

Comment By General Counsel:

There are no legal and risk implications associated with this report.

FINANCIAL IMPLICATIONS

There are no financial implications associated with the public reporting of Councillor expenses and facilities for the 1 July 2025 to 31 December 2025 period.

ATTACHMENTS

Nil.

Item No: C0326(1) Item 27
Subject: UPDATED PECUNIARY INTEREST RETURN
Prepared By: Sharon Bowman - Director Corporate

RECOMMENDATION

That Council receive and note the updated Disclosure of Pecuniary Interest Return lodged by Cllr Olivia Barlow.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council’s Community Strategic Plan:

5: Progressive, responsive and effective civic leadership

EXECUTIVE SUMMARY

The purpose of this report is to table the updated Disclosure of Pecuniary Interest Return lodged by Councillor Olivia Barlow.

BACKGROUND

The *Local Government Act 1993* requires Council’s Code of Conduct to include provisions for disclosures of pecuniary interests by Councillors and Designated Persons.

Councillors are required under clause 4.21 of the Code of Conduct to complete a Disclosure of Pecuniary Interest Return (Return) within 3 months of:

- Becoming a Councillor or Designated Person, and
- 30 June each year, and
- Becoming aware, any time during their tenure, of any changes that may affect their previously submitted Returns.

In respect of updated Returns lodged by Councillors, the General Manager is required under clause 4.26 of the Code to table Returns at the first meeting of the Council after these are lodged.

DISCUSSION

Cllr Olivia Barlow has submitted an updated Return since their last Return was lodged. The updated Return is attached. The disclosures in Returns operate as a key transparency mechanism for promoting community confidence in Council decision making. The information contained in the Returns is made publicly available in accordance with the *Government Information (Public Access) Act 2009*, the *Government Information (Public Access) Regulation 2018* and guidelines issued by the Information Commissioner. Certain personal information has been redacted in the attached Returns in accordance with relevant legislation and guidelines.

The attached redacted Return will be made available on Council’s website following this meeting.

LEGAL AND RISK IMPLICATIONS

Comment By General Counsel:

There are no legal and risk implications associated with this report.

FINANCIAL IMPLICATIONS

There are no financial implications associated with the implementation of the proposed recommendations outlined in the report.

ATTACHMENTS

1. [↓](#) Disclosure of Pecuniary Interests - Clr Olivia Barlow_redacted



DISCLOSURE OF PECUNIARY INTERESTS AND OTHER MATTERS RETURN

OFFICE USE ONLY:

Date received:
Checked by:
Date returned incomplete:
Date received:
Checked by:
Redacted by:

Disclosure of pecuniary interests and other matters by

Olivia Barlow as at 04/03/2026

Name Date

In respect of the period from 1st July 2025 to 30 June 2026.

A. Real Property		
<p>In the case of interests in real property, you must disclose all interests in real property you hold in Australia.</p> <p>You must disclose the:</p> <ul style="list-style-type: none"> street address of each parcel of real property you had an interest in: on the return date, and since 30 June of the previous financial year, and nature of the interest (e.g., freehold, lease (renting), option to purchase etc). 		
Residence	Lease Lease	
<p>Redacted in accordance with the Government Information (Public Access) Act 2009, Table to s. 14 (3) (a) reveal an individual's personal information.</p>		
B. Sources of income		
<p>You must disclose each source of income you:</p> <ul style="list-style-type: none"> reasonably expect to receive from the first day after the return date to 30 June, and received in the period since 30 June of the previous financial year. <p>In disclosing sources of income from your occupation, you must disclose:</p> <ul style="list-style-type: none"> a description of your occupation, and if you are employed or the holder of an office, the name and address of your employer, or a description of the office, and if you have entered into a partnership with other persons, the name (if any) of the partnership. <p>You do not need to disclose a source of income if:</p> <ul style="list-style-type: none"> it did not exceed, or you do not reasonably expect it to exceed, \$500 you ceased to receive income from that source prior to becoming a councillor or designated person, or it is your fee as a councillor. 		
Description of occupation	Name and address of employer or description of office held (if applicable)	Name under which partnership conducted (if applicable)

***NOTE**
Highlighted yellow sections throughout this form provide information to assist Councillors and Designated Officers preparing their disclosures, this section will be removed when forms are returned and redacted by the Governance team. Information provided is sourced from the Office of Local Government (OLG) Guide to completing returns of interest, and/or advice provided directly from the OLG.

Community Organiser	Office of Kobi Shetty MP	N/A
---------------------	--------------------------	-----

2 Sources of income I reasonably expect to receive from a trust in the period commencing on the first day after the return date and ending on the following 30 June.

Sources of income I received from a trust since 30 June

In disclosing sources of income from a trust, you must disclose the name and address of the settlor and trustee.

Name and address of settlor	Name and address of trustee
N/A	N/A

3 Sources of other income I reasonably expect to receive in the period commencing on the first day after the return date and ending on the following 30 June

Sources of other income I received at any time since 30 June

In disclosing the sources of any other income, you must provide a description that identifies the person you received or reasonably expect to receive the income from, or the circumstances in which you received or reasonably expect to receive the income.

N/A	N/A
-----	-----

C. Gifts

Gifts include any item, property, or money you have been given without consideration or with inadequate consideration, unless it was received under a will.

You do not need to disclose gifts if:

***NOTE**

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<ul style="list-style-type: none"> • they did not exceed \$500 in value, unless it was among gifts totalling more than \$500 from the same person/organisation within the last 12 months • it was given to you by a relative (see provided OLG Guideline for definition of "relative") • it was a political donation that has been disclosed or is required to be disclosed under the Electoral Funding Act 2018, or • it was received prior to you becoming a councillor or designated person (unless you have received a subsequent gift from the same person/organisation since becoming a councillor/designated person and within a 12-month period and the gifts total more than \$500). 		
Description of each gift I received at any time since 30 June of the previous year		Name and address of donor
N/A		N/A
D. Contributions to travel		
<p>You must disclose the:</p> <ul style="list-style-type: none"> • name and address of any person who has made a financial or other contribution to the expenses of any travel you have undertaken since 30 June of the previous financial year • dates on which you undertook the travel, and • names of the states and territories and of the overseas countries where the travel was undertaken. <p>You do not need to disclose a contribution to travel if:</p> <ul style="list-style-type: none"> • it was made from public funds • it was made by a relative (see provided OLG Guideline for definition of "relative") • it was made in the ordinary course of your occupation that was not related to your functions as a councillor or designated person • it was under \$250, unless it was among gifts totalling more than \$250 from the same person/organisation within the last 12 months • it was a political donation that has been disclosed or is required to be disclosed under the Electoral Funding Act 2018 • it was made by a political party you are a member of and you undertook the travel for the purpose of political activity of the party in NSW, or to represent the party within Australia, or • you received the contribution prior to becoming a councillor or designated person (unless you have received a subsequent gift or contribution from the same person/organisation since becoming a councillor/designated person and within a 12 month period and the gifts/contributions total more than \$250). 		
Name and address of each person who made any financial or other contribution to any travel undertaken by me at any time since 30 June	Dates on which travel was undertaken	Name of States, Territories of the Commonwealth and overseas countries in which travel was undertaken
N/A	N/A	N/A

***NOTE**

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E. Interests and positions in corporations

You must disclose the:

- the name and address of each corporation in which you held an interest or position (whether remunerated or not) on the return date and since 30 June of the previous financial year
- the nature of the interests or positions held in each corporation, and
- a description of the principal objects (if any) of each corporation, except if it is a listed company.

You do not need to disclose an interest or position in a corporation if the corporation:

- is formed for the purpose of providing recreation or amusement, or for promoting commerce, industry, art, science, religion or charity, or for any other community purpose, **and**
- it is required to apply its profits or other income for the purpose of promoting its objects, **and**

You also do not need to disclose an interest in a corporation if it is a beneficial interest in shares in the corporation that does not exceed 10 per cent of the voting rights in the corporation or if you ceased to hold the interest or position prior to becoming a councillor or designated person.

Name and address of each corporation in which I had an interest or held a position at the return date/at any time since 30 June	Nature of interest (if any)	Description of position (if any)	Description of principal objects (if any) of corporation (except in case of listed company)
N/A	N/A	N/A	N/A

F. Were you a property developer or a close associate of a property developer on the return date? (Yes or No)

A person or a corporation is a 'property developer' if they carry out a business mainly concerned with the residential or commercial development of land, with the ultimate purpose of the sale or lease of the land for profit.

*You must disclose if you are a 'property developer' or a close associate of an individual (see **attached OLG Guideline** for definition of "close associate") or corporation that is a 'property developer' for the purposes of the Electoral Funding Act 2018.*

N/A

G. Positions in trade unions and professional or business associations

You must disclose:

- the name of each trade union and of each professional or business association in which you held any position (whether remunerated or not) on the return date and since 30 June of the previous financial year, and
- a description of the position.

You do not need to disclose a position in a trade union or a professional or business association if you ceased to hold that position prior to becoming a councillor or designated person.

Name of each trade union and each professional or business association in which I held any position (whether remunerated or not) at the return date/at any time since 30 June	Description of position

***NOTE**
Highlighted yellow sections throughout this form provide information to assist Councillors and Designated Officers preparing their disclosures, this section will be removed when forms are returned and redacted by the Governance team. Information provided is sourced from the Office of Local Government (OLG) Guide to completing returns of interest, and/or advice provided directly from the OLG.

CPSU PSA	Ordinary Member Ordinary Member
-------------	------------------------------------

H. Debts

You must disclose the name and address of each person you are/were liable to pay a debt to on the return date, and at any time since 30 June of the previous financial year (this includes Study Loans).

You must disclose a liability to pay a debt whether or not the amount, or any part of the amount, to be paid was due and payable on the return date or at any time in the period since 30 June of the previous financial year.

You do not need to disclose a liability to pay a debt if:

- the debt arose from a loan you have with a deposit taking institution (eg a bank) or other authorised deposit taking institution which lends money, and the loan was part of the institution's ordinary course of business
- the amount to be paid did not exceed \$500, unless the debt was one of two or more debts owed to the same person, and the combined value of the debts exceed \$500.
- the debt was owed to a relative (see provided **OLG Guideline** for definition of "relative")
- in the case of a debt for the supply of goods or services:
 - the goods or services were supplied to you within the 12 months before the return date, or at any time since 30 June of the previous financial year, or
 - the goods or services were supplied to you in the ordinary course your occupation that is not related to your duties as a councillor or designated person, or
- the debt was discharged prior to you becoming a councillor or designated person, unless the debt was one of two or more debts you owe to the same person, and the value of the combine debts exceeds \$500.

Name and address of each person to whom I was liable to pay any debt at the return date/at any time since 30 June

HELP Loan - Australian Government

I. Dispositions of property

You must disclose details of each disposition of real property by you (including the street address of the property) since 30 June of the previous financial year if you wholly or partly retained the use and benefit of the property, or the right to re-acquire it.

You must also disclose details of each disposition of real property to another person under an arrangement with you (including the street address of the property), since 30 June of the previous financial year under which you obtained wholly or partly the use of the property.

***NOTE**

Highlighted yellow sections throughout this form provide information to assist Councillors and Designated Officers preparing their disclosures, this section will be removed when forms are returned and redacted by the Governance team. Information provided is sourced from the Office of Local Government (OLG) Guide to completing returns of interest, and/or advice provided directly from the OLG.

You do not need to disclose a disposition of real property if it was made prior to you becoming a councillor or designated person.

1. Particulars of each disposition of real property by me (including the street address of the affected property) at any time since 30 June of the previous financial year, as a result of which I retained, either wholly or in part, the use and benefit of the property or the right to re-acquire the property at a later time

N/A

2. Particulars of each disposition of property to a person by any other person under arrangements made by me (including the street address of the affected property), being dispositions made at any time since 30 June of the previous financial year, as a result of which I obtained, either wholly or in part, the use and benefit of the property

You must also disclose details of each disposition of real property to another person under an arrangement with you (including the street address of the property), since 30 June of the previous financial year under which you obtained wholly or partly the use of the property.

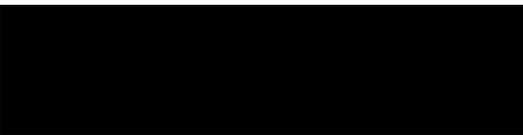
N/A

J. Discretionary disclosures

You may voluntarily disclose any other interests, benefits, advantages or liabilities you may have, whether or not they are pecuniary, which you have not been required to disclose elsewhere in the return.

Sydney Gay and Lesbian Mardi Gras, Member

Redacted in accordance with the Government Information (Public Access) Act 2009, Table to s. 14 (3) (a) reveal an individual's personal information.



04/03/2026

[Councillor's or Designated Person's signature] ^(OBI) Date

***NOTE**

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Redaction Explanatory Guide

Council’s Governance and Risk team will review each Return in conjunction with the Government Information (Public Access) Act 2009 (the “GIPA Act”), with reference to the “Public interest considerations against disclosure” which are listed in the Table to section 14.

For example, Council officers will redact signature and current principal place of residence in accordance with Part 3 (a) of the table as this is considered personal information and consequently “There is a public interest consideration against disclosure of information if disclosure of the information could reasonably be expected to ... reveal an individual’s personal information”.

If a property listed on a Return, e.g. an investment property, is not the current principal place of residence of a Councillor or a Designated Person, Council officers will review the information in accordance with Part 3 (a) of the table if the property is the principal place of residence or business of an immediate family member, and will conduct a Public interest test in accordance with section 13 of the GIPA Act.

Council officers when conducting a Public interest test must also consider other public interest considerations against disclosure in the GIPA Act, such as:

Part 3 (e) “There is a public interest consideration against disclosure of information if disclosure of the information could reasonably be expected to ... expose a person to a risk of harm or of serious harassment or serious intimidation”;

Part 4 (d) “There is a public interest consideration against disclosure of information if disclosure of the information could reasonably be expected to ... prejudice any person’s legitimate business, commercial, professional or financial interests”.

Additionally, the amount of any income, shareholding or debt disclosed will be redacted in accordance with Part 4 (d) and the names of a spouse/partner if that information is provided throughout the return will be redacted in accordance with Part 3 (a) of the table to section 14 of the GIPA Act, as above.

This list is not exhaustive: Council officers will review every Return on its merits in conjunction with the complete list of public interest considerations against disclosure in the GIPA Act;

Item No: C0326(1) Item 28
Subject: NOTICE OF MOTION: ILLAWARRA ROAD TRAFFIC AND SAFETY CONCERNS
From: Councillors Councillor Mat Howard and Councillor Victor Macri

Item 28

MOTION

1. That Council acknowledges the longstanding concerns raised by residents regarding through-traffic (“rat running”) on Illawarra Road, particularly north of Marrickville Road, and the associated impacts on local safety, amenity, and access for families, school children and pedestrians.
2. That Council thanks local residents, businesses and community members for continuing to bring these matters to Council’s attention and for their advocacy in seeking practical, place-based improvements.
3. That Council refers the matter to the Local Transport Forum for formal consideration and requests that Council officers investigate and report back on potential traffic-calming and place-making measures, including but not limited to:
 - a) A timed trial of parklets or similar kerbside treatments in key locations, potentially adjacent to Miss Sina or The Henson Pub;
 - b) Temporary or permanent traffic-calming devices (e.g. raised thresholds, chicanes, or narrowing treatments);
 - c) Changes to parking configuration to reduce speeding and discourage through-traffic;
 - d) Improved pedestrian safety measures, crossings and sight-line improvements near schools and activity areas;
 - e) Traffic data collection and modelling to assess vehicle volumes, speeds and diversion to appropriate arterial roads; and
 - f) Consultation with affected residents and businesses alongside the development of any trial
4. That Council undertake a review of the Local Area Traffic Management plans (LATM), particularly for the streets surrounding Illawarra Road between Sydenham and Addison roads whilst also progressing the proposals above.

Background

Illawarra Road functions as an important local high street, yet residents have consistently reported that sections of the corridor are being used as a through-route by drivers seeking to bypass surrounding arterial roads. This behaviour has contributed to increased traffic volumes, unsafe driving movements and conflicts with parked vehicles, pedestrians and families accessing nearby schools, shops and community facilities.

Community feedback highlights concern about vehicle speeds, side-swiping incidents and the broader erosion of the street’s role as a local destination rather than a traffic shortcut. Residents have expressed a strong desire for practical interventions that calm traffic while supporting neighbourhood activity and local businesses.

The matter was raised for informal discussion at the most recent Local Transport Forum. A considered response through the Local Transport Forum will allow Council to review evidence, explore trial treatments and identify solutions that balance movement with safety and place

outcomes. Investigating temporary measures first can provide real-world data to inform any longer-term changes.

Director Lead:

Peter Shields, Director Engineering

Officer's Comments:

No further comments were required for this Notice of Motion.

ATTACHMENTS

Nil.

Item No: C0326(1) Item 29
Subject: NOTICE OF MOTION: TRAFFIC CALMING - WESTON STREET, DULWICH HILL
From: Councillors Councillor Jessica D'Arienzo and Councillor Jo Carlisle

Item 29

MOTION

1. That Council notes the success and popularity of the GreenWay.
2. That Council notes that residents of Weston Street, Dulwich Hill, while loving the GreenWay, have reported that they are experiencing impacts from its popularity including pedestrian and cyclist safety, and damage to private property including cars and gardens.
3. That Council writes to all Weston Street residents to acknowledge their concerns and invite them to meet with Council officers.
4. That Council urgently investigates and implements practical measures to improve safety and amenity.

Background

At the Local Matters Forum held on Monday 24 February 2026 in Ashfield, a number of Weston Street residents raised concerns about the on-road section of the GreenWay that runs through their street.

These residents are supportive of the GreenWay and value its role in connecting communities across the Inner West. Their concerns relate to the mix of pedestrians, cyclists, and local traffic on this section of the route, which has at times created safety issues and some damage to vehicles and gardens.

Council is encouraged to explore practical measures to improve safety and amenity on Weston Street, including traffic calming measures, education campaigns, and signage, in consultation with residents and in a timely manner.

Director Lead:

Peter Shields, Director Engineering

Officer's Comments:

Council is committed to ensuring the GreenWay provides a safe experience. Council staff are collating all issues raised since the opening of the Greenway to help guide discussions with residents, and will actively engage with Weston Street residents to better understand their concerns and discuss solutions, which may include such traffic calming measures.

ATTACHMENTS

Nil.

Item No: C0326(1) Item 30
Subject: NOTICE OF MOTION: SUPPORTING A VIBRANT NIGHT-TIME ECONOMY IN THE INNER WEST
From: Deputy Mayor, Councillor Chloe Smith

MOTION

1. That Council notes and supports the NSW Government’s “Vibrancy Reforms”, legislative changes to support the resurgence of Sydney’s night-time economy by simplifying regulation including liquor licensing, incentivising live music and events, and increasing operating and trading flexibility, to the benefit of both operators and patrons.
2. That Council notes that these reforms have supported and enabled Council’s local efforts to revive live music, night-time entertainment, and vibrancy in the Inner West, benefiting the local economy and helping to establish the Inner West as a premier live music and night-time entertainment destination through the establishment of Special Entertainment Precincts, including on King St, Enmore.
3. That Council notes recent media reports that NSW Police are advocating for additional conditions to be imposed on the liquor license of The Marlborough Hotel on King St, Newtown, one of the largest and latest-trading venues in the inner city, in response to a purported increase in police-reported incidents, including facial recognition cameras, alcohol restrictions after midnight, and restricting capacity on the venue’s dance floors to one person per square metre.
4. That Council notes that overly restrictive policing of hospitality and entertainment venues, including alcohol service limits and onerous security requirements, has been shown to have a devastating impact on inner city venues, with over half of Sydney’s music venues shuttered in the decade since the introduction of the lockout laws.
5. That Council resolves that the additional conditions proposed by NSW Police:
 - a) Undermine both the “Vibrancy Reforms” and the Inner West Council’s Special Entertainment Precincts, both of which represent efforts to support the local night-time economy,
 - b) Represent a disproportionate, onerous, and overly-invasive approach which could reduce patronage and impact the venue’s viability as a late-night venue, and
 - c) If replicated at other venues in the area, would have a significant and negative impact on local businesses, visitation, and vibrancy in the Inner West and inner city.
6. That Council affirms that community safety does not have to come at the expense of vibrancy or venue viability, and that police and Liquor and Gaming must work in cooperation with venues to balance safety, vibrancy, and viability.
7. That Council resolves that the Mayor write to the Minister for the Night-time Economy, the Minister for Gaming and Racing, and the Minister for Police to express opposition to the proposed conditions and request that they enact policy changes to ensure that any conditions recommended to be imposed on venues by NSW Police and Liquor and Gaming seek to support the intent and implementation of the NSW Government’s “Vibrancy Reforms” and the Special Entertainment Precincts.

8. That Council resolves that the General Manager write to the NSW Police Commissioner, the Inner West Police Area Command, and the 24 Hour Economy Commissioner expressing opposition to the proposed conditions and requesting that they work with the operator of the Marlborough Hotel and other venues in the Inner West to ensure any conditions recommended to be imposed on venues by NSW Police seek to support the intent and implementation of the NSW Government's "Vibrancy Reforms" and the Special Entertainment Precincts.
-

Director Lead:

Simone Plummer, Director Planning

Officer's Comments:

No further comments were required for this Notice of Motion.

ATTACHMENTS

Nil.

Item No: C0326(1) Item 31
Subject: NOTICE OF MOTION: DEFENCE OF DEMOCRATIC RIGHTS
From: Councillor Liz Atkins

MOTION

1. That Council notes with serious concern reports and video evidence arising from protests in Sydney on Monday 9 February 2026 at Town Hall.
 2. That Council affirms that the rights to peaceful protest, freedom of assembly, freedom of belief, and religious observance are fundamental democratic freedoms and essential pillars of social cohesion in a multicultural society. It is important that people within the Inner West community can assemble and peacefully protest, without fear of violence, intimidation or discrimination by state authorities.
 3. That Council acknowledges the distress, fear and trauma experienced by community members as a result of the policing of protests in Sydney, including the experiences of Inner West residents who
 - a) directly experienced police violence,
 - b) directly witnessed others subjected to police violence,
 - c) witnessed this indirectly through media
 - d) and recognises the damaging impact this has had on community trust and social cohesion.
 4. That Council recognises the emotional, cultural and intergenerational impacts of heavy-handed policing on communities that already experience a disproportionate burden of state violence and surveillance, including First Nations peoples and Muslim communities, and acknowledges that these impacts extend beyond individual incidents to affect families, cultural safety and long-term community wellbeing.
 5. That Council recognises that the targeting or mistreatment of faith-based gatherings regardless of belief poses a serious threat to community harmony, mutual respect, and public confidence in the impartial application of the law.
 6. That Council condemns the use of excessive force, intimidation, kettling, and collective punishment tactics by police against protesters, faith groups, observers, and bystanders, noting that such practices escalate tensions and actively undermine social cohesion.
 7. That Council expresses grave concern that the policing tactics witnessed resemble authoritarian crowd-control practices rather than the proportionate, rights-respecting policing expected in a democratic society.
 8. That Council requests that the Mayor write to the Premier conveying Council's concerns and resolution and requests that a copy of this resolution be forwarded to the NSW Police Commissioner, the Minister for Police, and local Members of Parliament.
-

Background

On Monday 9 February 2026 a lawful and peaceful protest against the presence of the Israeli President in Sydney took place at Town Hall Square in the Sydney CBD. It was attended by people of all backgrounds and ages.

Policing of the protest has been widely documented as involving heavy-handed tactics, including the use of force (pepper spray, dragging, kettling, physical assaults, collective punishment and more) against peaceful demonstrators, people engaged in prayer, frail people and children.

Many Inner West residents attended the protest and report distress and decreased trust in state authorities. Many others in our community have been traumatised seeing photographs and videos of violence enacted upon protesters in mainstream media and on social media.

Council's Community Strategic Plan *Our Inner West 2041* commits us to a *healthy, respectful and caring community* on Gadigal Country, which is *welcoming, connected and inclusive*. We also committed in that plan to *progressive, responsive & effective civic leadership*. Council has an important leadership role in affirming democratic participation and acknowledging community harm, even though policing sits outside Council's direct control.

Director Lead:

Peter Gainsford, General Manager

Officer's Comments:

No further comments were required for this Notice of Motion.

ATTACHMENTS

Nil.

Item No: C0326(1) Item 32
Subject: NOTICE OF MOTION: ESTABLISHMENT OF A GIDGET HOUSE IN THE INNER WEST.
From: Councillors Councillor Ismet Tastan and Councillor Liz Atkins

MOTION

1. That Council acknowledge the importance of supporting expectant and new parents across the Inner West at a time when they are most vulnerable.
2. That Council note Council officers have had initial discussions with Gidget Foundation Australia in August 2025 at which time they were connected to a local tenancy, however, this was a more of a pop-up arrangement and did not meet their longer term service needs.
3. That Council partner with the team at Gidget Foundation Australia to assist with finding a suitable location to establish a Gidget House in the Inner West.
4. That Council report back to the May Council meeting with a proposed plan for approval that identifies:
 - a) suitable location/s;
 - b) timing;
 - c) establishment costs (if applicable);
 - d) ongoing annual cost – including any in-kind services associated with this location (if required);
 - e) associated cost of marketing efforts to raise awareness across the community and co-ordinate a launch event;
 - f) in partnership with Gidget Foundation Australia identify potential funding sources including existing budgets, alternative funding sources or State and Federal grants if applicable.

Background

The team at the Gidget Foundation Australia (GFA) have identified the Inner West as a priority area to establish a Gidget House. This is a tremendous opportunity to support expectant and new parents across the Inner West and provide a life changing service to the community.

The Inner West has emerged as a key area of need. There is currently high demand from families in the area - recent data analysis found that 359 of their 3,177 active clients are located within a 10km radius of Newtown – representing 11% of their client base. Currently these families are travelling to existing locations in North Sydney (on average a 5-week waitlist) and Randwick (with a 12-week waitlist).

Establishing a site in the Inner West would significantly improve accessibility for Inner West expectant and new parents and ease this burden and improve access to timely, specialist support.

The Prime Minister and the federal government have recognised the importance of this service nationwide with 16.7M in funding for previously identified locations.

Currently, GFA operates 32 Gidget House locations across Australia, co-located within shopping centres, hospitals, child and family health centres, and other community services

and would appreciate any help identifying a suitable location or partner for an Inner West Gidget House.

As a not-for-profit, GFA aim to partner with community or government organisations / businesses on a medium/long term basis that can provide support either through a peppercorn or reduced rent arrangement or where possible fully subsidised to reduce costs.

Council officers have had initial discussions with Gidget Foundation Australia in August 2025 at which time they were connected to a local tenancy that rents out rooms for health aligned community organisations at peppercorn rent. This related to a short term pop up arrangement, and while this was appreciated, it did not meet the longer term service needs of GFA.

Gidget Foundation Australia.

Gidget Foundation Australia (GFA) is Australia’s leading perinatal mental health organisation, that exists to support the emotional wellbeing of expectant, new, and potential parents to ensure they receive timely, appropriate, and specialist care.

GFA’s specialist, evidenced based, early intervention model of clinical perinatal mental health care is proven and effective. GFA’s scalable programs significantly reduce the severity, duration, and resultant impairment arising from perinatal depression, and anxiety (PNDA).

Perinatal depression and anxiety (PNDA) affects one in five new mothers, and one in ten new fathers, and maternal suicide is tragically one of the leading causes of death of expectant and new mothers in Australia.

The purpose-designed Gidget House clinical model of care offers up to 10 bulk billed appointments within a calendar year so clients can access a GFA specialist perinatal mental health clinician with out-of-pocket expenses. To date, over 10,000 families have accessed over 90,000 specialist appointments nationwide.

Support is also provided to those people and their partners, who have experienced birth trauma, pregnancy related loss or who are going through assisted reproduction. Gidget Houses are physical locations where families can access support face to face with a clinician, however the model of care is flexible and lends itself to a blended mode of appointment delivery via Telehealth or in person. The Gidget House service model is accessible, and GFA’s perinatal mental health specialist clinicians provide warm, compassionate holistic care to ensure clients feel respected, and the needs of each unique family are met. GFA’s clinicians provide a wide range of individual and parent-infant therapies for expectant and new parents as well as partners.

* No out of pocket expenses under the Medicare Better Access Initiative.

Change within a Generation

Untreated PNDA results in a \$7.3Bn lifetime cost to society, almost 90% of which (\$6.4Bn) occurs in the years after the perinatal period, due to the intergenerational impact on the child of a parent with PNDA2.

Early intervention through clinically effective, and specialist treatment is critical, and can minimise the impact of PNDA on the parent, and infant. A lack of treatment, or ineffective treatment during the perinatal period, perpetuates negative mental health outcomes, intergenerational disadvantage, ultimately, ensuing significant costs to society. This in turn ensures the enduring impact into the broader healthcare system.

With increased investment into the treatment of PNDA when it first happens, the mental health trajectory of Australian parents, and their children can transform within a generation.

How does Gidget Foundation Australia (GFA) Support the Gidget House Service Delivery Model?

- GFA provides full administrative support (from the head office in Sydney) and covers all ancillary costs associated with delivering the service.
- GFA manage the recruitment, onboarding, and ongoing professional development of clinicians.
- GFA manage all referrals and intake into the service and support clinicians with transitioning clients out of the service when appropriate.
- GFA philanthropically fund appointments for clients who are not eligible for Medicare or require more appointments with their clinician than the Medicare Better Access Initiative permits (currently 10 appointments per calendar year).
- GFA arrange Gidget House location signage, fit out, furnishings, and décor.
- GFA manage service awareness initiatives, marketing and communications and coordinate an onsite launch event in partnership with the location partner.

What are the Physical Requirements of a Gidget House?

- Preference of a minimum 3m x 4m size room/s with a window.
- Fit out requirements (namely painting), waiting area/room for clients with chair/s, ideally reception area, Soundproof space, access to bathroom and kitchen facilities and NBN/WIFI within space ideal.
- If in a hospital setting ideally not on the maternity ward.
- Accessible space for families to park and have ease of access for a pram and parking for clinician/s if possible.

What Support would be required from Inner West Council?

- Source and provide for the Gidget House physical space (room/s) and provide indicative timing on availability. As a not-for-profit, GFA aim to partner with community or government organisations / businesses that can provide support either through a peppercorn or reduced rent arrangement or where possible fully subsidised to reduce costs.
- Provide the clinical team from Gidget Foundation exclusive access to Gidget House room Monday – Friday.
- Grant access to GFA to fit-out, furnish, decorate, and install signage.
- Provide GFA with any credentialing or other requirements of GFA clinicians (i.e. if in a hospital setting).
- Support GFA in marketing efforts to raise awareness about the service across the community (i.e. website, social media, and newsletter) and coordinate onsite launch event (i.e. provide location partner guest list, light refreshments etc).

Director Lead:

Ryann Midei, Director Property and Major Projects

Officer’s Comments:

Gidget Foundation Australia previously approached Council officers in August 2025 regarding the availability of consulting rooms for a long-term exclusive occupancy. Council officers explained that consulting rooms were not available at that time and noted that any long-term tenancy would require being successful through an open expression of interest process.

ATTACHMENTS

Nil.

Item No: C0326(1) Item 33
Subject: NOTICE OF MOTION: GRAFFITI MANAGEMENT
From: Councillors Councillor Mat Howard and Councillor Vicki Clay

Item 33

MOTION

1. That Council acknowledges community reports that there has been an apparent increase in graffiti across the Inner West, particularly tagging.
2. That Council notes that graffiti can have a range of adverse impacts, including reduced visual amenity, damage to public and private assets, additional maintenance costs, and negative perceptions of local environments, especially main streets.
3. That Council recognises the ongoing work of council staff, NSW police and Inner West residents to reduce instances of problem graffiti.
4. That Council reaffirms the Inner West Council’s ongoing commitment to supporting and promoting public art, including through the Perfect Match Program, Newtown Art Seat, and legal graffiti walls.
5. That Council requests that Council officers, no later than June 2026, prepare and report back a harmonised Graffiti Management Policy for public exhibition, providing a consistent framework for prevention, reporting, removal, and coordination of graffiti responses across the Local Government Area.

Background

The Inner West Council continues to adhere to differing graffiti management practices from the former Marrickville, Ashfield and Leichhardt councils.

While a draft harmonised policy was publicly exhibited in 2019, it was not progressed to Council for adoption, resulting in the continuation of administrative practices rather than a formally endorsed policy framework.

Council’s current operational approach is as follows:

- Removal of graffiti from Council-owned assets.
- Removal of offensive graffiti (racist, defamatory, indecent, or culturally offensive) from private and commercial property where visible from public land.
- Responsibility for removing non-offensive graffiti on private property rests with the property owner.
- Council does not remove graffiti from state government or utility assets (such as rail corridors and associated infrastructure), which must be reported directly to the relevant agency.
- Graffiti can also be reported via the Service NSW Graffiti Hotline.

The absence of a single adopted policy has led to confusion in the community regarding responsibilities, service levels, and reporting pathways.

A harmonised policy would provide clarity, consistency of service delivery, and an opportunity to incorporate contemporary best practice in prevention, rapid removal, partnerships with state agencies, and community education.

Director Lead:

Peter Shields, Director Engineering

Officer's Comments:

No further comments were required for this Notice of Motion.

ATTACHMENTS

Nil.

Item No: C0326(1) Item 34
Subject: NOTICE OF MOTION: RECOGNITION OF SISTER ALISON BUSH
From: Councillor Mat Howard

Item 34

MOTION

1. That Council acknowledges the significant contribution of Sister Alison Bush to nursing, midwifery, and the health and wellbeing of First Nations women and families.
2. That Council thanks the Postgraduate Committee of Marrickville District Hospital Graduates for bringing forward this matter and for their ongoing work in preserving the history and legacy of the former hospital and its staff.
3. That Council requests that Council officers investigate options for a formal recognition of Sister Alison Bush at Marrickville Library and Pavilion, including the installation of a plaque, following consultation with the Aboriginal and Torres Strait Islander Advisory Committee, Post Graduate Committee of Marrickville District Hospital and other stakeholders as appropriate.
4. That Council requests staff report back to Council no later than August 2026.

Background

Sister Alison Bush commenced her nursing career at Marrickville District Hospital in the early 1960s. She and her twin sister were children of parents affected by the Stolen Generations, an experience that informed her lifelong commitment to dignity, respect and equity in healthcare for Aboriginal and Torres Strait Islander peoples.

After undertaking further training in midwifery and infant welfare, she became one of the first Aboriginal midwives to work within a major metropolitan maternity hospital in New South Wales. She played an important role in advocating for culturally safe maternity services, supporting First Nations mothers and families navigating hospital systems, and contributing to the development of training and education programs for Aboriginal health workers.

Throughout her career she provided leadership in building understanding between healthcare providers and Aboriginal communities, helping to embed culturally appropriate practices within mainstream services. Her professional service was recognised through numerous honours and awards, reflecting her enduring influence on nursing, midwifery and community health outcomes.

Director Lead:

Ruth Callaghan, Director Community

Officer's Comments:

No further comments were required for this Notice of Motion.

ATTACHMENTS

Nil.

Item No: C0326(1) Item 35
Subject: NOTICE OF MOTION: NATIVE PLANTINGS FOR THORNLEY STREET
RETAINED CUTTING, MARRICKVILLE
From: Councillor Mat Howard

MOTION

1. That Council notes the current condition of the garden within the retained cutting, which is overgrown with weeds and unmaintained, contributing to the spread of invasive species into neighbouring private gardens and towards the Cooks River corridor.
 2. That Council as soon as is practicable, clear the garden bed and replant it with appropriate native, drought-resistant species, with works to be undertaken within the scope of the existing roads or parks maintenance budget
-

Background

Local residents have raised concerns that the retained cutting garden has become heavily weed-infested and is no longer being actively managed.

The current state makes it difficult for neighbours to control weed spread and detracts from the environmental quality of the surrounding area.

Residents have requested that the space be rehabilitated with low-maintenance native plantings that are more suitable to the site and consistent with Council's sustainability approach.



Director Lead:

Peter Shields, Director Engineering

Officer's Comments:

No further comments were required for this Notice of Motion.

ATTACHMENTS

Nil.

Item No: C0326(1) Item 36
Subject: NOTICE OF MOTION: PARKING ON DOBROYD PARADE, COVE STREET AND WOLSELEY STREET, HABBERFIELD
From: Councillor Philippa Scott

MOTION

1. That Council acknowledges the concerns raised by Dobroyd Parade, Cove Street and Wolseley Street, Haberfield regarding parking by local businesses in residential areas.
2. That Council notes the concerns of residents regarding the proposed EV kerbside charging locations on Dobroyd Parade, Cove Street and Wolseley Street, including the potential loss of existing open parking - a matter compounded by business parking.
3. That Council directs officers to undertake targeted ranger enforcement of any parking violations associated with the nearby automotive business, particularly where vehicles are being parked on residential streets as overflow for commercial operations.
4. That Council writes to the relevant NSW Government Ministers seeking additional enforcement tools where business parking practices relate to Development Consent breaches, including stronger compliance pathways for Council.
5. That Council commits to raising these issues formally with the Member for Summer Hill, Jo Haylen MP, to coordinate State and Local Government advocacy, and outlining the actions Council has taken.
6. That Council requests Council officers prepare information for the residents of this street that includes:
 - a) The outcome of community feedback on the Dobroyd Parade EV charging proposal;
 - b) Information about how business parking will be addressed and violations enforced,
 - c) Advise as to how the residents may request the introduction of a Resident Parking Scheme for Cove Street, Wolseley Street and adjacent streets should displacement from business activity or EV parking changes continue.

Background

Residents of Cove Street and Wolseley Street have raised ongoing concerns with Council over a sustained shortage of available on-street parking in Dobroyd Parade and surrounding streets. This shortage is not a new issue and is primarily driven by commercial vehicle parking associated with a nearby mechanic business, which regularly utilises Dobroyd Parade, Cove Street, and Wolseley Street for vehicle storage and operational overflow. This has resulted in existing residential parking spaces being fully utilised on a daily basis, significantly limiting parking availability for local residents.

Evidence provided by residents demonstrates this. When the mechanic was closed over the Christmas period parking availability improved markedly, confirming that business-related vehicle storage is a key driver of parking demand in the area. When the business resumed

normal operations, parking pressure returned immediately, with streets once again fully occupied.

Council has also proposed the installation of EV charging parking spaces on Dobroyd Parade. While residents recognise the broader importance of EV infrastructure, this may inadvertently compound the current problem.

The central concern raised by residents is therefore not the introduction of EV charging infrastructure itself, but the potential cumulative impact of removing existing parking spaces. Residents are seeking assurance that Council will properly address the commercial utilisation of residential streets, and that any changes will not worsen the parking situation.

Residents are requesting clear and comprehensive advice about the longstanding business-related parking impacts in the area and their options.

Director Lead:

Peter Shields, Director Engineering

Officer's Comments:

No further comments were required for this Notice of Motion.

ATTACHMENTS

Nil.

Item No: C0326(1) Item 37
Subject: NOTICE OF MOTION: LEICHHARDT PARK AQUATIC CENTRE (LPAC) CHILDREN’S POOL STAFFING
From: Councillors Councillor Philippa Scott and The Mayor, Councillor Darcy Byrne

MOTION

1. That Council notes the successful opening of the newly upgraded facilities at the Leichhardt Park Aquatic Centre (LPAC) following the completion of Stage 1 works, which deliver significant improvements for families and children, including:
 - a) A new children’s splash and play area;
 - b) Refurbishment of the children’s play pool;
 - c) A new BBQ area, seating, and shade structures;
 - d) New and advanced heating and cooling systems for the indoor program pool, the surrounding indoor pool area, and the children’s pool;
 - e) Inner West Council’s successful securing of \$1 million in federal funding from the Department of Infrastructure, Transport, Regional Development, Communications and the Arts to support Stage 1 upgrades.
2. That Council acknowledges the concerns raised by local families about occasional closure of the children’s pool due to insufficient lifeguard staffing.
3. That Council requests a review of LPAC’s staffing levels, with a focus on ensuring adequate lifeguard coverage for all children’s aquatic facilities, especially during high-demand periods.
4. That Council commits to ensuring that the children’s pool is reliably open every weekend during the summer season, from October to April.
5. That Council requests that the General Manager report back to the Mayor on:
 - a) Findings from the staffing review;
 - b) Operational measures to prevent avoidable closures of children’s facilities;
 - c) A plan to ensure clear communication to patrons regarding any unexpected facility closures.

Background

Stage 1 of the Leichhardt Park Aquatic Centre upgrade has now been completed and officially opened, with a wonderful celebration event attended by the community and the Hon Tanya Plibersek MP, Member for Sydney, the Mayor, Councillors and staff.

While these improvements have been warmly welcomed, some families have raised concerns about occasional closures of the children’s pool due to limited lifeguard availability. With summer being the busiest period for children’s water play, ensuring reliable weekend access is essential. Given the importance of reliable access to children’s aquatic facilities, both for community wellbeing and for building water safety skills, it is essential that LPAC has appropriate staffing levels to ensure consistent operations during periods of high demand.

This motion seeks a review of staffing levels to prevent avoidable closures, commits to keeping the children’s pool open every summer weekend from October to April, and requests a report to the Mayor outlining actions to strengthen operations and communication.

Director Lead:

Ruth Callaghan, Director Engineering

Officer's Comments:

Since 22nd February Council staff have reviewed the operational requirements at LPAC to ensure that there is complete operational coverage. Cover was temporarily disrupted between 17 February and 22 February due to unexpected lifeguard staff illness and an injury, as well as shortage of casual staff.

These issues have been rectified by:

- Review of the permanent and casual staff roster at LPAC and for the children's pool specifically
- Additional rostering during peak periods to ensure that all regular opening hours are covered (weekdays 10am to 6pm and weekends 9am to 5pm).
- Backup roster is in place to ensure any unexpected staffing disruptions do not impact operations
- Actions are also underway to increase recruitment of casual and permanent staff as part of ongoing service delivery and additional cover in the event of unforeseeable events.

A report will be provided to the Mayor in the week following the March Council Meeting.

ATTACHMENTS

Nil.

Item No: C0326(1) Item 38
Subject: NOTICE OF MOTION: PRIORITISATION OF WORKS TO ALBERT PARADE RESERVE, ASHFIELD
From: Councillor Philippa Scott

MOTION

1. That Council note that the deferral of the Pocket Parks Plan of Management may have inadvertently signalled an intent to defer pocket parks that are of urgent concern and interest to residents.
2. That Council note that Albert Parade Reserve in Ashfield is listed as Priority 1 in the Pocket Parks Plan of Management and community consultation was undertaken and finalised June 2023, with design work also well progressed.
3. That Council reaffirm the intent of the motion adopted in November 2024 to progress improvements to Albert Parade Reserve in parallel with the finalisation of the Pocket Parks Plan of Management, and not to defer this park, given there has already been significant community effort invested in the consultation process.
4. That Council confirm that Albert Parade Reserve be prioritised for delivery and that staff prepare to commence works this financial year, or as soon as possible, given the significant time residents have already waited since consultation began in 2023.
5. That Council ensure that the 2023 community feedback and completed design work for Albert Parade Reserve are retained and used to guide the project’s next steps without further delay.

Background

The recent deferral of the Pocket Parks Plan of Management may have inadvertently signalled an intention to pause, or delay works on pocket parks that are of urgent concern to local residents. One such park is Albert Parade Reserve in Ashfield, which was identified as a Priority 1 site during the Pocket Parks Plan of Management community consultation, finalised in June 2023. This consultation generated substantial engagement and demonstrated strong community support for timely improvements to the Reserve.

In November 2024, Council resolved to progress improvements to Albert Parade Reserve in parallel with the finalisation of the Pocket Parks Plan of Management, recognising the significant work already completed and the need to avoid further delay. The decision also acknowledged the unique importance of this park to the surrounding high-density community, which has been waiting since 2023 for implementation of improvements.

Given the substantial community effort contributed, the completion of design work, and the ongoing need for equitable access to quality open space, it is appropriate that Albert Parade Reserve be prioritised for delivery. Commencing works this financial year, or as soon as possible, will ensure that the community’s investment in the process is respected and that the benefits of the planned upgrades are not deferred unnecessarily.

All community feedback from 2023, along with completed design materials, should continue to guide the next steps for Albert Parade Reserve so that progress can be made without further disruption or duplication of work.

Director Lead:

Ryann Midei, Director Planning and Major Projects

Officer's Comments:

The Albert Parade Reserve Playground is being upgraded as a part of the 2025/26 capital works program, with a funding allocation of \$180,000. Works are expected to commence in April 2026 and be completed by June 2026.

ATTACHMENTS

Nil.

Item No: C0326(1) Item 39
Subject: NOTICE OF MOTION: LEICHHARDT WOMEN'S COMMUNITY HEALTH CENTRE RENOVATION SUPPORT
From: Councillor Philippa Scott

MOTION

1. That Council note the \$2.07 million investment in the Leichhardt Women's Community Health Centre (LWCHC) to redesign and upgrade its facilities, including the provision of more counselling rooms, provided by the re-elected Albanese Labor Government.
2. That Council note the ongoing support provided by Inner West Council in partnering to facilitate the grant funds being provided to LWCHC.
3. That Council note that the design work is currently being progressed with FJC Studios as architects.
4. That Council commit to working to facilitate any necessary planning approval to enable works to be completed as expeditiously as possible, noting a planned timeline of commencement of works in September 2026 and completion in early 2027.
5. That Council note that the Leichhardt Women's Community Health Centre will be required to vacate their premises to enable the works to take place, and commit to work proactively and with immediate commencement, to assist them to locate alternative temporary premises during the renovation, seeking rent-free Council premises as a first option.

Background

The Leichhardt Women's Community Health Centre has been supporting the Inner West community for more than 50 years.

It provides health services, support and education to marginalised and financially disadvantaged women, including those experiencing domestic violence.

This additional federal government funding will enable them to expand their clinical, counselling, and allied services, creating a more welcoming and supportive space for the women they serve.

LWCHC is required to partner with a local council in order to receive and facilitate the grant funding, and staff have been working to ensure this takes place. However, the Centre will need to relocate during the renovation, and to demonstrate the Council's commitment to this wonderful organisation, staff are asked to begin work immediately to assist them to find alternative temporary premises. Council staff should look to offer a rent-free Council owned local space as a first choice to support this vital service.

Director Lead:

Ruth Callaghan, Director Community

Officer's Comments:

Director Community is working with the CEO of LWCHC to ensure the grant facilitation will be delivered. Further discussions will be required to understand operational requirements and whether Council is able to provide a suitable temporary premises.

ATTACHMENTS

Nil.

Item No: C0326(1) Item 40
Subject: NOTICE OF MOTION: HAMMOND PARK UPGRADE COMMUNITY CELEBRATION
From: Councillor Philippa Scott

MOTION

1. That Council note that Inner West Council and the Federal Labor Government are jointly progressing an upgrade to Hammond Park, Ashfield that includes improved field surface and installation of new turf; upgraded irrigation and drainage; upgraded floodlighting and new cricket wicket.
2. That Council note that construction is now gathering momentum and is expected to be completed in March 2026 (weather permitting).
3. That Council commits to holding a community celebration with Ashfield Pirates FC, Ashfield Cricket Club, Football Canterbury and other user groups, and local residents, to coincide with the start of the football season in March 2026.

Background

Hammond Park, Ashfield, is a well-used local sporting facility and home to Ashfield Pirates FC, Ashfield Cricket Club and a range of community users. Inner West Council and the Federal Government are jointly delivering upgrades to the park to improve the quality, accessibility and usability of the grounds for current and future participants.

The works include improvements to the playing surface and new turf, upgraded irrigation and drainage, enhanced floodlighting and a new cricket wicket. These upgrades respond to growing participation in local sport, particularly among women and girls, and longstanding advocacy from local clubs for improved facilities.

Construction is now progressing and is expected to be completed in March 2026, weather permitting, aligning with the start of the football season. The completion of these works provides an opportunity for Council, local sporting organisations and residents to come together to celebrate the upgraded facility, recognise the partnership that delivered the project, and mark the beginning of a new sporting season at Hammond Park.

Director Lead:

Ryann Midei, Director Property and Major Projects

Officer's Comments:

No further comments were required for this Notice of Motion.

ATTACHMENTS

Nil.

Item No: C0326(1) Item 41
Subject: NOTICE OF MOTION: REQUEST TO EXPAND NATIONAL ACTIVE TRANSPORT FUND
From: Councillor Kerrie Fergusson

Item 41

MOTION

1. That Council acknowledges and congratulates the Australian Federal Government on establishing the \$100 million National Active Transport Fund as part of the 2024–25 Federal Budget.
2. Notes that the Fund covers the period from 2024–25 through to 2028–29, and that as of early 2026, the initial \$100 million has been fully utilised on approved projects.
3. Writes to the Prime Minister, Hon Anthony Albanese, Treasurer Hon Dr Jim Chalmers, and Minister for Infrastructure, Transport Regional Development and Local Government, Hon Catherine King, requesting consideration in the forthcoming May Federal Budget of additional funding to expand the National Active Transport Fund, with specific provision for Local Government projects.

Background

The Australian Government established the \$100 million National Active Transport Fund in the 2024–25 Federal Budget to support projects that improve walking and cycling infrastructure across Australia. The Fund operates over five financial years (2024–25 to 2028–29). The fund was described as ‘over-subscribed’ and as of early 2026 all of the funding had been allocated to approved projects across states and territories, reflecting strong demand for investment in active transport infrastructure.

Local governments play a central role in delivering walking and cycling networks within communities. Given the level of uptake and demonstrated demand, further federal investment would assist councils in progressing additional projects that improve safety, connectivity, health outcomes and emissions reduction.

Director Lead:

Peter Shields, Director Engineering

Officer’s Comments:

No further comments were required for this Notice of Motion.

ATTACHMENTS

Nil.

Item No: C0326(1) Item 42
Subject: NOTICE OF MOTION: ABORIGINAL STUDENT PROGRAM INDIGENOUS GARDEN, WHITE CREEK VALLEY PARK
From: Councillors Councillor Kerrie Fergusson and Councillor Jo Carlisle

MOTION

1. That Council meet with Sydney Secondary College, Leichhardt (SSCL) Social Worker, Eloise Griffith and SSCL Aboriginal Education Officer to discuss the opportunity to establish a weekly program for Aboriginal students to work in the Indigenous Garden (Bush Tucker Garden) at Whites Creek Valley Park.
2. That Council include the Inner West Aboriginal Cultural Advisor to advise Council on the cultural aspects of the project.
3. That Council provide a briefing note by the end of April, outlining the project’s feasibility, proposed timing, and detailed scope, including the materials, resources, and in-kind support Council can supply, and:
 - a) Any supervision, risk management, and insurance considerations;
 - b) Ongoing maintenance responsibilities; and whether the project qualifies under Council’s “Adopt-a-Spot” program or a similar community partnership initiative.

Background

Whites Creek Valley Park is home to an established Indigenous Garden (Bush Tucker Garden) that provides an opportunity to showcase native plant species traditionally used by Aboriginal communities for food, medicine, and cultural practices.

The garden presents a valuable educational and cultural resource within the local area, yet there is significant potential to strengthen its use as a living learning space for young Aboriginal people.

Sydney Secondary College, Leichhardt supports Aboriginal students through dedicated wellbeing and cultural programs, including guidance from its Social Worker and Aboriginal Education Officer. They are seeking a structured, outdoor, weekly program in partnership with Council, for two hours on a Thursday morning for approx 10 students per session.

Council would provide Aboriginal students with the opportunity to connect with culture, Country, and community in a meaningful and hands-on way.

The inclusion of the Inner West Aboriginal Cultural Advisor would ensure that the program is culturally appropriate, respectful, and guided by local knowledge. Cultural oversight is essential in projects involving Indigenous plantings and educational engagement with Aboriginal students.

This proposal aligns with Council’s broader objectives of reconciliation, community partnerships, environmental sustainability, and youth engagement. It may also complement existing initiatives such as Council’s Adopt-a-Spot or similar community stewardship programs, providing a structured framework for responsibilities, maintenance, and risk management.

Director Lead:

Simone Plummer, Director Planning

Officer's Comments:

No further comments were required for this Notice of Motion.

ATTACHMENTS

Nil.