

Local Matters Forum – Leichhardt/Gulgadya 11 October 2022

On Tuesday 11 October, 47 Gulgadya ward residents gathered at Leichhardt Town Hall to discuss local matters that were of key importance to them. The agenda for the group discussion was driven by residents.

Below is a summary of the discussion:

Subject/issue	Discussion and response from Council	Further action if required
Community events		
Street Fair in Croydon Shopping Precinct	<ul style="list-style-type: none"> • Resident request for a Street Fair for the Strand in Croydon Shopping Precinct. • Probably not possible as Croydon is split between Inner West and Burwood local government areas. Council is looking to expand Inner West fairs in main street areas including with CultureX in Ashfield. • Ideas are always welcome about perfect match, creative spaces and arts and culture 	
De-amalgamation		
Update on de-amalgamation.	<ul style="list-style-type: none"> • Resident request for update on de-amalgamation - when will it happen? How? Will the original borders be reinstated? Will original wards be reinstated? Reinstatement of original rates? • Council resolved on 13 September the following that: <ol style="list-style-type: none"> 1. The Business Case for Inner West De-Amalgamation be tabled for consideration by Council; 2. The Business Case be considered in a workshop for Councillors before the October meeting of Council; 3. The Mayor write to the Minister for Local Government reiterating the concerns around costs and administration and seeking her specific commitment to paying the full cost should the Minister seek to demerge the Council and commit to not sacking the Council and installing an administrator; and 4. The Business Case return to Council for further discussion once a response from the Minister has been received. • A Councillor briefing on the business case is being held on 18 October 2022 and the Mayor has written to the Minister and Council is awaiting a response. 	

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	<ul style="list-style-type: none"> • If Council determines to submit the de-amalgamation business case the Minister has 28 days to send it to the Boundaries Commission. There are no timeframes on how long the Boundaries Commission may take with the business case. Once the Boundaries Commission finalises their review and reports back to the Minister the Minister has a further 28 Days to publish the determination. • A de-amalgamation would restore the former Councils to their original Local Government Areas (Borders/Wards). • The impact on rates is unknown as it would be based on the decisions of the Minister, including the amount given to Councils to de-amalgamate. It would also depend on the service levels determined to be upheld by the former Councils. • There is a dedicated page on the Inner West Council website that provides a full chronology of the business case to date. 	
Development and planning		
Elizabeth Street brothel	<ul style="list-style-type: none"> • Resident asked whether the Elizabeth Street brothel could be relocated. • The Brothel was approved in the Land and Environment Court in 1998. Given this land use approval, Council doesn't have any authority to request/require/order it to move. • Today there is a more sensitive appreciation to the location of brothels including proximity to schools and childcare centres but this was not part of the regime in 1998. 	
Delays in assessment of Development Applications and reporting	<ul style="list-style-type: none"> • Resident raised concern about reporting on Development Applications, specifically access to regular key performance indicators. • In September 2022, • 113 DAs were lodged, 87 DAs were determined and 421 DAs under assessment, 13 Heritage exemption certificates were issued. Determined Applications for DA/Tree/Reviews and Mods for FY21/22 is 1437. • The median for all of these applications FY21/22 is 94. • Resident follow up question – why aren't these statistics generally available all the time? • This will be considered. 	
Italian Forum	<ul style="list-style-type: none"> • Resident raised concern about the fact that the Italian Forum has fallen to disrepair. 	

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	<ul style="list-style-type: none"> This is a matter for the commercial strata to reach agreement and promote the venue which is difficult as most venues have one owner of all commercial properties not individuals property owners which is the case at the Italian Forum 	
Permanent outdoor dining	<ul style="list-style-type: none"> Resident questioned why more permanent beautification measures are not being explored to improve on-street dining, as the concrete bunker approach is clearly successful. The concrete barriers were rolled out as an interim and fast solution to promote outdoor dining under some specific Covid Recovery Regulatory opportunities made available by the State Government. These were decorated as best we could at the time, however there is a plan for improvement. Council's Main Streets program is a street beautification program that is considering a more strategic approach. Resident raised concern about bus fumes and the general amenity of these outdoor dining areas. The selection of these outdoor dining areas have been generated by local businesses and will be evaluated going forward as to their success. There is a report going to Council in October with further details for mainstreets. 	
Local Environmental Plan		
What is meant by "pause"	<ul style="list-style-type: none"> Resident asked for a clarification on the meaning of a "pause" for the LEP. The LEP pause arose from a unanimous Council resolution and awaits engagement with Department of Planning around housing targets. 	
Reasons for halting the LEP process	<ul style="list-style-type: none"> Resident asked for clarification about why the LEP process was halted – was it about legal advice surrounding conflicts of interest or investigating the housing strategy? Both are true. Managing potential for conflicts of interest arose on the night of the Council meeting. When LEP maps were made available through record keeping and Disclosures required of all Councillors regarding their property ownership Council staff were able to locate properties of Councillors. However a number of significant conflicts of interest arose regarding property ownership of family members per the Local Government Act. This created concern for whether a quorum could be maintained. 	

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	<ul style="list-style-type: none"> This conflict of interest issue is due to the directed approach (focusing on three specific areas) that Council was instructed to follow through the Department of Planning, as opposed to an LGA-wide approach. 	
Investigation of North vs South Ashfield	<ul style="list-style-type: none"> Resident queried why North Ashfield was identified for investigation when the housing strategy only refers to South Ashfield. The DPE direction was not specific to the three localities but more a general requirement on where the studies should focus. These technical studies developed by consultants were not directives for Council but rather tools for engagement to demonstrate what reviews had taken place to date. Further to this, p142-144 of the Local Housing Strategy canvasses both North and South Ashfield 	
Conservation areas	<ul style="list-style-type: none"> Resident question how two properties could be taken out of a conservation area. Taken on notice, with an offer for a more informed discussion about the specific properties of interest. 	
Norton Street revitalisation		
Empty shopfronts	<ul style="list-style-type: none"> Resident questioned what Council is doing to curb the vast amount of empty shopfronts on Norton St. Council has been working with key stakeholders such as the Leichhardt Annandale Business Chamber to generate footfall, marketing and communications campaigns for the area. This is especially important in the post lockdown period. Council has supported a growth in footpath and roadway dining experiences and supported street activations for Norton Street. Council is supportive of and works with the Chamber to help support the precinct and to further engage with the broader community to promote Norton Street. Council will continue to promote the precinct to attract visitors and increase awareness which could lead to new businesses opening up. In addition, a number of empty shopfronts are not being rented due to development applications for change of use. In addition, we have undertaken a number of cosmetic changes such as street banners on poles, art and lighting installations. At a strategic planning level, Council is actively implementing the NSW Government endorsed Parramatta Road Corridor Urban Transformation Strategy. This includes the preparation of a draft Planning Proposal for areas 	

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	<p>within the Leichhardt and Taverners Hill Precincts. Council is awaiting Gateway determination from the Department of Planning and Environment and aims to begin public consultation in the first quarter of 2023.</p> <ul style="list-style-type: none"> • Council has also implemented a number of urban improvement projects in Renwick, Norton and Petersham Streets such as the new park/plaza. Collectively, these various actions are intended to contribute to the revitalisation of the Norton Street and Parramatta Road area. 	
Collaboration with local artists	<ul style="list-style-type: none"> • Resident questioned whether Council has tried engaging with local artists and owners to come up with innovative spaces. • This is not a current approach but not off the table. • Council undertook artist activation in this area around 10 years ago. • The Leichhardt Business Chamber has added decals to uplift facades. • Council has also increased funding for Perfect Match by 20% this financial year. • Council is working with creatives as much as possible. 	
Untenanted properties, raising rates and rents	<ul style="list-style-type: none"> • Resident questioned what Council can do to increase rates for landlords while properties are untenanted. • Council does not have the legislative ability to enforce financial penalties on landlords – this is the purview of the State Government. • Empty shopfronts are an issue across Greater Sydney not just on Norton Street. • Council is working with Business Chamber representatives and will be holding an economic summit to talk about what we can do. • Resident raised concern that the landlords raising rents is the cause of worsening services. • Council acknowledges that it is a difficult problem. • Looking to create incentives for businesses and property owners to regenerate activity. • Encourage residents to look out for the economic summit, economic development strategy, and to join the business chamber. • In the past IWC petitioned the State Government to offer discounts to shops that keep properties tenanted. The Government did not take this up. IWC can petition again. 	

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Quick wins to beautify Norton Street	<ul style="list-style-type: none"> Resident commented that Council should be more proactive in beautifying Norton Street to inspire businesses to keep shops open, namely through cobblestone streets, planter boxes and lighting. Short-term improvements to main streets like the ones suggested are being investigated. Master planning for Norton Street is definitely due for an update. The Norton Street Public Domain Master Plan is a priority. The Strategy will come in two parts including quick wins and long-term planning. There is \$1mil in the budget for 'quick win' main street upgrades. Need to investigate what vision we want for our main streets. 	
Bin collection	<ul style="list-style-type: none"> Resident raised issue concerning shop owners leaving rubbish bins out in the afternoon or night before collection day. Taken on notice and out waste inspectors will inspect and speak to businesses. 	
Planning for North Ashfield		
Pedestrian and cyclist safety	<ul style="list-style-type: none"> Suggestion to implement 40km/h zones in North Ashfield. Council is waiting on State Government approval and funding for this. 	
LEP planning proposals	<ul style="list-style-type: none"> Resident questioned whether Council is intending to support the development of 8 and 10 storey towers in North Ashfield. The Department of Planning and Environment (DPE) has set housing targets for IWC (and all LGAs in NSW). DPE has also directed IWC to focus initial investigations on North Ashfield, Marrickville and Dulwich Hill. The LEP is on pause while Council discusses additional development options across the LGA with the DPE. Council is currently waiting on direction from DPE to review the approach they initially directed Council to take. Policy preparation for this location is in its early stages and outcomes of draft urban design study community consultation will assist Council to form its policy position. 	
Impact of flooding on current and future developments	<ul style="list-style-type: none"> Resident raised concerns about the impact of the LEP proposals on current planning proposals, namely the suggestion to add an 8-storey development on a site that they are currently struggling to develop due to flooding impacts. Flooding impacts are contextual and are assessed on a site-by-site basis. Impacts can be addressed through the creation of development controls and sensitive design of building envelopes to minimise any potential risk to the wider community. Through careful assessment of building envelopes, site 	

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	<p>planning and setbacks, site consolidation and larger-scale development can often result in better outcomes by providing opportunities for improving and better managing the overland flow path.</p> <ul style="list-style-type: none"> Any new development is required to address its impacts on the overland flow/flooding and demonstrate that a positive outcome to the wider community is achieved. This approach is consistent with the primary objectives of the NSW Flood Prone Land Policy which is to not sterilise flood prone land by unnecessarily precluding its development and to reduce the impact of flooding on individual owners and occupiers. 	
Roads and footpaths		
Safety at Darley Road and surrounding streets	<ul style="list-style-type: none"> Resident raised concern regarding safety at Darley Road and surrounding streets. What pressure is being applied to State Government to improve safety? Resident commented that someone will die trying to cross Darley Road. Council recently investigated traffic conditions in Darley Road, Elswick Street North, William Street, and Charles Street, including a number of rear laneways. A proposal to establish angle parking in Elswick Street North, and kerb extensions in William Street east of Elswick Street was supported by the Local Traffic Committee on 20 June 2022. Darley Road is a state road under the care and control of Transport for NSW and Council has previously raised the issue of rat running and queuing during the peak hours. Council will continue to advocate for improvements to Darley Road and the community can also provide comments via https://roads-waterways.transport.nsw.gov.au/projects/haberfield-ashfield-leichhardt-improvements/index.html IWC has petitioned to lower speed limit to 50km/h. Also petitioned for traffic lights. State government has turned down both of these options. Council can only advocate and add traffic calming measures in surrounding streets. 	
Walking and cycling safety in the Inner West	<ul style="list-style-type: none"> Resident concern regarding making walking and cycling safer and easier across the Inner West. Safety for pedestrians and cyclists is key to planning. Council considers the installation of pedestrian crossings during Local Area Traffic management Investigations. To install a pedestrian crossing, a number 	

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	<p>of warrant requirements set by TfNSW are needed to be met and not every intersection may be suitable. Warrants include traffic and pedestrian counts and site constraints.</p> <ul style="list-style-type: none"> • Council investigates making walking and cycling safer through a number of proactive plans and through ad-hoc investigations. This includes Local Area traffic Management Studies (LATM), The Pedestrian Access and Mobility Plan (which identified \$8m of high priority works and is budgeted for over 4 years) and the Cycling Strategy. • Council also has a community strategic plan with objectives concerning walking and cycling. • We have added refuges all along Croydon Road. Pedestrian crossings do not guarantee pedestrian safety. Community needs to advocate for pedestrian crossings with refuges. • Cycling strategy is also coming to Council. There is a commitment and money behind it. People need to keep asking for it. This will then be published for public consultation. Council is determined to improve cycling safety. 	
Croydon Road pedestrian safety	<ul style="list-style-type: none"> • Resident raised concern about ongoing safety issues for pedestrians at Croydon Road. • This will be investigated and resident advised. 	
Norton Street pedestrian safety	<ul style="list-style-type: none"> • Resident suggested addition of traffic lights at Norton Street opposite the Norton Plaza to improve pedestrian safety. • Council investigated addition of traffic lights in this location years ago. • Traffic lights are the responsibility of the State Government. State Government was worried that traffic lights at this spot would encourage people to speed to make the green light at Parramatta Road. • Council has added a 40km/h zone along Norton Street. 	
Parking availability in Leichhardt	<ul style="list-style-type: none"> • Resident raised concern about parking availability around Leichhardt. Specific concern about allowing outdoor drinking at the Royal Hotel which takes up needed parking spots. • This is about a balance of uses. We are trying to activate main streets and incentivise businesses post-covid. • Outdoor dining is a trial but if it goes well it will remain. • There will always be a philosophical challenge between parking, pedestrians and cyclists. 	

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Managing flow-on effects of West Connex	<ul style="list-style-type: none"> • Resident concern about management of flow-on parking and traffic effects of West Connex. • The City West Link defined the character of Norton Street when it was developed in the 1990s. • Council is advocating for better traffic management around West Connex. • Will not be a solution for everything but we will do our best to improve traffic calming. • The next stage of West Connex will take cars off the City West Link. • A longer-term transport solution is required to get people out of cars. 	
Process for implementing new traffic calming measures	<ul style="list-style-type: none"> • Resident queried what types of crossings Council can install without State Government approval. • Traffic islands need to go to the traffic committee – the traffic committee includes a State Government representative. • Decisions on proposals depends on the road – regional roads require TfNSW support, smaller roads do not. All proposals need to go to the committee. • Specific areas are investigated in traffic management plans. Particular local area issues can be followed up. 	
Ramsay Street pedestrian safety	<ul style="list-style-type: none"> • Resident raised concern about pedestrian safety on Ramsay Street near the shopping centre • TfNSW said they would introduce traffic calming in this area in 2019 but has not followed through. Council will follow up this matter 	
Waratah Street pedestrian safety	<ul style="list-style-type: none"> • Resident raised concern about pedestrian safety on Waratah Street near the school • The reason for traffic here is because of West Connex traffic changes. • Council is advocating for improved pedestrian safety in this area. Council acknowledges its obligation to ensure safety of pedestrians. 	
Dalhousie Street plans	<ul style="list-style-type: none"> • Resident asked for update on the TfNSW plans at Dalhousie Street across the City West Link. • Council strongly opposed those adjustments. • TfNSW says this project is on hold. 	
Voting for local business		
Local businesses voting in local elections	<ul style="list-style-type: none"> • Resident questioned whether IWC is contemplating allowing local businesses to vote in local elections, as they do in the City of Sydney. 	

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	<ul style="list-style-type: none"><li data-bbox="629 240 1503 363">• If you own a property or are leasing a property in the City of Sydney local government electorate during an election, you are entitled up to two votes (owner/s) despite you not living in that electorate (NSW Electoral Commission).<li data-bbox="629 371 1503 464">• This is a legislative ability for the City of Sydney because they are governed under a different act to other Councils being City of Sydney Act 2015 section 15.<li data-bbox="629 472 1312 496">• This ability does not apply to any other Local Government.	

Not all people who submitted questions were present on the night. Responses to questions that were submitted but not discussed during the Forum are listed in the table below.

Subject	Response from Council
General	
How much and what % of capital expenditure has been spent in Annandale since amalgamation?	<ul style="list-style-type: none"> From FY 17/18 – 21/22 Council has spent about \$275m on Capital works across the LGA – of that, the spend in Annandale is \$6.7m which is just over 2.4%. All our assets across the LGA are maintained and updated in accordance with asset management plans irrespective of location.
How does the council prepared to deal with NIMBY syndrome?	<ul style="list-style-type: none"> The Environmental Planning and Assessment Act recognises that the community has genuine information, understanding and opinions when it comes to both site specific development applications and more strategic requirements around land use planning. Special interest groups also have a role to play in advocating a certain position. Both the Act and Ministerial directions set out a range of checks and balances that provide transparency in assessment. These include community consultation when a matter is under assessment (whether it's a DA or a planning proposal) and a public hearing when a matter has a significant amount of community interest. Planning Panels are another tool which are recognised under the Act to provide an arms' length, disinterested, expert review of an issue to ensure the outcome is sensitive to the needs of the community and also takes into account the request made by the applicant or proponent. In addition to seeking varying community views, the Act requires planning policy to be based on a multi-faceted evidence that tests scenarios, impacts and ability to achieve intended outcomes.
Community events	
Why are funds of the Zentangle Classes at Annandale Neighbourhood centre being ceased at the end of this year when funding of fully-able-bodied sports ovals, parks, doggy bin bags, playground equipment rebuilt and various other community activities continue to be funded?	<ul style="list-style-type: none"> The current funding arrangement has been extended until June 2023. Council staff will consult with participants during this period.
Can we hire a venue in disused but available buildings at Callan {ark at the moment?	<ul style="list-style-type: none"> Callan Park is not a Council owned or managed parkland. Callan Park is managed by the Greater Sydney Parklands (GSP) which is part of NSW Planning division of the NSW Government.

Subject	Response from Council
	<ul style="list-style-type: none"> • Council understands that the NSW Government will shortly be preparing a Plan of Management for Callan Park. A Plan of Management for Callan Park is a ten-year plan which will govern the future use, development and management of the parklands. The plan of management and the community engagement process which the GSP will manage and run is the best vehicle for the community to have their say in relation to the future use of the park, including the hire and/or adaptive reuse of any disused buildings within the parklands.
Development and planning	
<p>Regarding the future plans surround renovation of the Parramatta Rd Corridor Urban Design Renewal, in particular developments in and surrounding Norton St:</p> <p>I am concerned that the higher density housing in addition to less lane space along Paramatta Rd will simply lead to traffic diversion throughout the more suburban streets of Leichhardt.</p> <p>Are there any parallel considerations on the implications of the traffic overflow into the already busy the Marion / Leichhardt / Styles Street artery road?</p> <p>How do we protect the suburban streets from becoming 'shortcut' roads that run parallel to Paramatta Rd?</p>	<ul style="list-style-type: none"> • Planning proposals and development applications require the submission of detailed Traffic Impact Assessments (TIAs), these outline the impacts of the traffic generation from developments in order to determine if they are acceptable. • Council also continues to advocate for high quality public transport on Parramatta Road to provide a modal shift that would reduce dependence on private vehicle travel.
<p>Do Council staff have planning meetings with the NSW DPIE? If so, how often? How long? Which section of Council goes? is there</p>	<ul style="list-style-type: none"> • Council's Strategic Planning Team meet with DPE on a regular basis to discuss major projects such as Planning Proposals. These are scheduled each month. In addition to these project meetings, Council proactively responds to legislative or policy consultation released by DPE.

Subject	Response from Council
<p>opportunity to feed back local concerns about issues like CDCS (or other planning-system concerns) at such meetings if they exist or is that something that is done through the political process more i.e., with elected officials making such representations? or both?</p>	<ul style="list-style-type: none"> • In relation to local community or planning system concerns the Inner West uses a range of forums to discuss and advocate for change. These include our involvement in Southern Sydney Regional Organisation of Councils that includes another 10 local authorities. • The NSW Government Office of Local Government and the NSW Local Government Organisation who present a consolidated voice for all NSW Councils.
<p>What is the council doing about the state of buildings and businesses along Norton Street and Parramatta road - there are too many vacant and run down lots with no tenants and iconic long term local businesses having to close their doors. Local amenities are being lost.</p>	<ul style="list-style-type: none"> • Council has been working with key stakeholders such as the Leichhardt Annandale Business Chamber to generate footfall, marketing and communications campaigns for the area. This is especially important in the post lockdown period. We have supported a growth in footpath and roadway dining experiences and supporting street activations for Norton Street. We are supportive of and work with the Chamber to help support the precinct and to further engage with the broader community to promote Norton Street. Council will continue to promote the precinct to attract visitors and increase awareness which could lead to new businesses opening up. In addition, a number of empty shopfronts are not being rented due to development applications for change of use. • In addition, we have undertaken a number of cosmetic changes such as street banners on poles, art and lighting installations. At a strategic planning level, Council is actively implementing the NSW Government endorsed Parramatta Road Corridor Urban Transformation Strategy. This includes the preparation of a draft Planning Proposal for areas within the Leichhardt and Taverners Hill Precincts. We are awaiting Gateway determination from the Department of Planning and Environment and aim to begin public consultation in the first quarter of 2023. Council has also implemented a number of urban improvement projects in Renwick, Norton and Petersham Streets such as the new park/plaza. Collectively, these various actions are intended to contribute to the revitalisation of the Norton Street and Parramatta Road area.
<p>What is the plan for revitalising Norton St and Parramatta Rd - so many empty shops and failing businesses? And what about the giant waste of space that is the Forum ...</p> <p>Isn't it possible to use empty spaces for short term homeless accommodation and/or creative/start up spaces?</p>	<ul style="list-style-type: none"> • See above responses In addition, a pop-up trail in conjunction with Renew Australia was trialled several years ago. The program was reasonably successful. However, unfortunately some of the business owners did not see sufficient economic returns to incentivise this and are not amenable to further similar programs.

Subject	Response from Council
Italian forum	
Given Council's ongoing involvement with the Library at the Forum, how can we organise a joint-marketing committee with Council to coordinate, organise and promote events jointly at the Forum?	<ul style="list-style-type: none"> • The Library hosts programs and exhibitions that relate specifically to literature, adult learning, children's story time and technology. These programs bring a consistent number of people to the Forum on a weekly basis. The majority of these programs are delivered within the current library structure and existing budget. • Council's Economic Development Team has reached out to tenants in the past to encourage them to coordinate events with multiple partners. There is scope to consider events and activations with Council should this be feasible with the various stakeholders in the Forum including some music performances via the Pop-Up Music Marathon.
How can we ensure Council makes good on previous promises for the Italian Forum Cultural Centre to be available for the community, particularly in view of the current lack of venue crisis in the Inner West?	<ul style="list-style-type: none"> • Council has no authority over the Italian Forum Cultural Centre. It is currently tenanted by The Actors Centre. • Council has a range of venues available to the public including the Leichhardt Town Hall.
How can we improve communication channels between Council and lot owners at the Italian Forum?	<ul style="list-style-type: none"> • Lot owners include residents and commercial owners. Communications can be directed via normal channels to Council and Council representatives. • Council is keen to engage with stakeholders and representative committees from the Forum.
What can we do to ensure that the Leichhardt Festa comes to the Italian Forum in 2023?	<ul style="list-style-type: none"> • The Festa Committee is looking at ways to grow the footprint of the event. The Festa Committee is independent of Council, though they have spoken with representatives of the Forum and Council about possible future opportunities. • Further discussions between the Festa organisers, Council and the Forum will be held in 2023 to follow up on possible opportunities.
Management of off-leash dog areas	
Everywhere I go I see people letting their dogs off leash in clear violation of the Companion Animals Act 1998 and the Companion Animals Regulation 2018. Our parks and footpaths are no longer safe for young children.	<ul style="list-style-type: none"> • The Plan of Management for Ashfield Park was widely consulted in relation to a proposed off leash area in Ashfield Park. • Council held additional community engagement in July of this year on management proposals for the park including the proposed off leash area. A drop-in engagement session was also held at the park. The community was widely engaged and the majority of respondents supported a future off leash area being provided in the park. The section of the park which has set aside for a future off leash area represents a land area of approximately 10% of the park. This area will be a shared zone for community use including off leash exercise. Legally dog owners must keep their pets when off leash under effective control at all times. The determination by Council recognises that Ashfield Park is a shared community space which needs to meet a wide range of community recreation needs.

Subject	Response from Council
<p>The Inner West Council's website sets out the penalties for common offences (e.g., Dog not on lead Minimum penalty: \$330 - \$1,760, Maximum penalty: \$1,100 - \$11,000) but these do not appear to be enforced. Consequently, the Inner West Council area has a rate of dog attack (attacks per dog) that is more than double the rate of dog attack in neighboring LGAs Burwood and Canada Bay.</p> <p>The Inner West Council recently approved an unfenced off-leash dog area in Ashfield Park. The safety concerns that were expressed during the consultation and at the Council meeting appear to have been completely ignored. The Council is clearly putting the interests of a group of dog owners that want off-leash areas ahead of the broader community that want safe public spaces for their families.</p>	<ul style="list-style-type: none"> • Council's Companion Animals team is committed to both community and dog safety and are responsive to requests or complaints regarding breaches of the Act.
<p>I request data on the number of penalties that have been issued by the Inner West Council for offences under the Companion Animals Act 1998 and the Companion Animals Regulation 2018. I would like annual data, broken down by offence category going back as far as possible (at</p>	<ul style="list-style-type: none"> • At the September Council meeting the Council unanimously resolved to implement a range of new measures and enhance existing strategies recognising the rise of dog ownership within the LGA, and the risk posed by untrained or poorly socialised dogs. • Strategies include a trial of free puppy classes, investigation of the feasibility of partnerships with other registered dog training providers, auditing signage, and agile patrolling of problem parks.

Subject	Response from Council
<p>least 5 years). I plan to use this data to demonstrate that the Inner West Councils lax approach to enforcement of dog laws has led to the very high rate of dog attacks in the Inner West.</p>	
<p>Parking and traffic</p>	
<p>Can something be done about the blackspot, traffic problem intersection of Elizabeth St and Frederick St. Accidents have happened and delays are persistently regular. Vehicles from the Swimming Centre also frequently turn right from the Eastern Carpark into Elizabeth St, causing interference with flow in both directions. Bus turning from Elizabeth into Frederick requires full road occupation and stops ongoing traffic flow. Right turning from both directions is risky and ad hoc. with minimal opportunity to release all of the vehicles waiting to do the manoeuvre.</p>	<ul style="list-style-type: none"> • This signalised intersection is under the jurisdiction of TfNSW and Council has previously advocated for improvements to this intersection and roadway. Significant road widening would be required to permit bus turning movements to occur without impacting the through-movement and this would require acquisition of adjacent properties and possibly Council's car park. Council will continue to advocate for improvements and the community can also provide comments via: https://roads-waterways.transport.nsw.gov.au/projects/haberfield-ashfield-leichhardt-improvements/index.html • With regards to movements out of the AAC car park, Council has implemented 'Left Only' out of the eastern AAC carpark and this will be reinforced with a 'No Right Turn' sign. • Council has also installed a raised pedestrian crossing to improve pedestrian safety in the vicinity of the AAC.
<p>What will be the impact to the increased traffic to Elizabeth St.? , a link road that is heavily used for school transit</p>	<ul style="list-style-type: none"> • More information from the resident is required to address this. It is unclear whether anything is changing in the street. Traffic generally increases overtime but there are no known significant upcoming changes to Elizabeth Street. • Elizabeth Street east of Frederick Street is a regional road and is expected to carry a significant volume of traffic between the state roads of Frederick Street and Liverpool Road. The section of Elizabeth Street west of Frederick Street is a local collector road and serves an important link between Burwood and Ashfield. Council has installed pedestrian crossings and traffic calming in the local road section and adjacent intersections.
<p>Could you please readdress the lack of parking opportunities for residents living in Croydon Rd</p>	<ul style="list-style-type: none"> • Previous investigations (~2020) into Resident Parking Schemes have indicated a low support from the community for any changes to the existing unrestricted parking in the area.

Subject	Response from Council
<p>between Anthony and Elizabeth Sts with a view to actually doing something helpful for those without off-street parking, in particular, those located on the Eastern side of that section of road. The evidence for instigating preferentially residential only parking is absolutely clear. If yet another survey is to be instigated, it should be now, not next year, and the terms of reference should be without clearly weighted parameters in favour of "do nothing, too hard" manifest from input by those well outside the critically effected block, and who are not impacted by cluttered parking on this section of road. It is clearly a heavily used road and parking opportunities should be a priority, especially when Swimming Centre overflow, and those wanting to stay longer than the restricted parking imposed in the Centre's carpark, impact directly on available parking opportunities for local residents.</p>	<ul style="list-style-type: none"> • However, as part of Council's ongoing review, Council has undertaken parking occupancy surveys of the area and this is currently in assessment to determine the next steps forward. • Note that Council must consider parking changes by area to prevent excessive knock-on of long-stay parking. • Also note that Council has introduced some 4P parking into the Ashfield Aquatic Centre to assist those patrons who would like to stay longer at the centre.
<p>What is council doing to address extra traffic influx due to proposed traffic changes at the junction of Timbrell Drive and Dobroyd Parade? Please see attached</p>	<ul style="list-style-type: none"> • Inner West Council has strongly opposed WestConnex for many reasons, one being impact of increased traffic. • In the period since WestConnex M4 East opened in 2019, Transport for NSW (TfNSW) has been working on the M4 East Haberfield Ashfield Leichhardt (HAL) road network review plan. TfNSW has discussed the plan with Council from time-to-time and publicly exhibited a draft of the plan in 2020. Council made a submission on the 2020 draft HAL plan, available Council's website. In the submission, Council made the points below in relation to the Timbrell Drive / Dobroyd Parade intersection and adjacent roadways, noting that several points refer to locations within the Canada Bay Council area.

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	<ul style="list-style-type: none"> • Council understand that this project is on hold and TfNSW has not consulted Council on proposed HAL plan works in this location since. Notwithstanding, Council will advocate to TfNSW that these points be considered and where possible implemented. • Council's points relate to: <ul style="list-style-type: none"> ○ Creation of a fourth pedestrian crossing leg at this intersection for pedestrians and cyclists wanting to access the Bay Run from the Robson Park side of Haberfield ○ Widening all footpaths / waiting areas at this intersection ○ Support for the TfNSW proposal to upgrade the walk/cycle path next to the widened section of Timbrell Drive ○ Ensuring the future walk/cycle path in Timbrell Park between extends to Henley Marine Drive ○ Creating a safe bicycle commuter route from Heath and Arthur Streets in Five Dock to the Bay Run ○ Improving the existing walk/cycle refuge crossing near the intersection of Timbrell and Henley Marine Drives ○ Improving walk/cycle connections on both sides of Dobroyd Parade between Timbrell Drive and Waratah Street ○ Minimising the impact of tree removal in Timbrell Park ○ TfNSW working closely with both councils on these issues <p data-bbox="680 794 1912 823">https://roads-waterways.transport.nsw.gov.au/projects/haberfield-ashfield-leichhardt-improvements/index.html</p>
<p data-bbox="203 831 584 1375">James St has huge parking issues for residents. It's the only street within quite a large radius with all day free parking resulting in residents not being able to park near their homes or in the street. A survey to extend parking restrictions to all day with a 2 hr parking limit was conducted during covid so results weren't completely accurate. The parking situation is getting increasingly worse. We have current & impending construction sites on both Allen and William Sts with tradies parking vehicles on our street. Combine this with city</p>	<ul style="list-style-type: none"> • In June 2021 Council consulted residents of James Street, Leichhardt on options to help manage the existing parking currently signposted '2P 6pm-10pm Permit Holders Excepted Area L1' between Williams Street and Allen Street. Two options were presented to residents, with the following results: <ul style="list-style-type: none"> ○ Option 1: '2P 8am-10pm Mon-Fri, 6pm-10pm Sat-Sun, Permit Holders Excepted Area L1' - 12 responses ○ Option 2: '2P 8am-10pm Permit Holders Excepted Area L1' -6 responses. • This reflected a response rate of 31% of all properties (19 of 59), which does not meet the Council's policy for resident parking scheme. Accordingly further changes were not supported by Council. • Council is happy to reconsider the restrictions in the future should residents still hold concerns. Please note that Council typically does not reconsult on the same matter for 12-24 months as a shorter period often results in lower response rates.

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<p>commuters catching the light rail & Norton St buses & leaving their cars in James St & inner west workers parking in the street all day, it's getting out of hand. Whilst we understand the need for parking for all; we feel as rate payers we should be able to park in the street we live in. Our older residents are especially affected, some advising they are too scared to move their cars during the day in fear of not being to park in the street.</p>	
<p>Planning for North Ashfield</p>	
<p>Why did the council halt the rezoning of North Ashfield? Why doesn't the council give an opportunity for residents who support the rezoning a platform/conference/meeting to provide further suggestions? Our voices are equally important relative to those that oppose the rezoning.</p>	<ul style="list-style-type: none"> • The community consultation for the LEP has been paused to enable discussion with the Department of Planning about the approach to focus on three specific villages rather than a whole of LGA approach.
<p>What can residents do if we support the rezoning proposal and want this to go ahead?</p>	<ul style="list-style-type: none"> • Upon the launch of a new community consultation framework there will be opportunity for residents to clearly express their views regarding a range of potential strategies and controls.
<p>Why was the North Ashfield Urban Design Study not subjected to Council assessment before it was put on public exhibition? Why was that task left to the Community to do?</p>	<ul style="list-style-type: none"> • The draft North Ashfield urban design study is the first step in the process of preparing detailed planning policy for the location. The study outlines a range of scenarios, tests these and presents options. The urban design study followed preparation, consultation and adoption of the Inner West Local Strategic Planning Statement and Local Housing Strategy. • The draft urban design study was intended to seek initial community input ahead of next phase of policy development and subsequent consultation. Collectively, this will inform amendment to the Inner West Local Environmental Plan which guides land use planning outcomes and development assessment processes.

Subject	Response from Council
<p>Is an environment impact study a requirement for the Ashfield development- how will this be undertaken and whom will conduct it?</p>	<ul style="list-style-type: none"> • In the land use planning framework an Environmental Impact Statement is a specified requirement for State Significant Infrastructure proposals and must be prepared in accordance with Planning Secretary's environmental assessment requirements (SEARs). In the instance of an amendment to a local planning instrument such as the Inner West Local Environmental Plan (LEP) a Planning Proposal is required. This is a formal process and full details of the process and requirements can be found on the Department of Planning and Environment website under Making and Amending LEPs. • Planning proposals must include an evidence base, including technical or design studies and outcomes of early community engagement in order to justify the proposal. The majority of evidence base studies are commissioned by Council under a competitive procurement process with specific specialist consultancies targeted dependent on the study requirements. For example, engineering, urban design, heritage or the like. • In some circumstances, existing evidence can support a Planning Proposal. This may include evidence prepared to inform the adopted key strategies that aim to inform detailed planning policy, such as the Inner West Local Strategic Planning Statement, Local Housing Strategy, Employment and Retail Strategy or Integrated Transport Study.
<p>I want to know if the North Ashfield tower unit block proposal has been abolished and why most residents in the area were not told of these plans. I also want to know why council planners disregarded their own flood plans in preparing the proposal.</p>	<ul style="list-style-type: none"> • Policy preparation for changes to North Ashfield are in an early stage and outcomes of the draft urban design study community consultation will assist Council to form its policy position. At this time, the consultation has been paused. • Flooding impacts are contextual and are assessed on a site-by-site basis. Any new development would need to address its impacts on overland flow/flooding as well as demonstrate that a positive contribution to the wider community would be achieved. Compliance with council's flooding policy can be achieved through the development controls and the careful design and assessment of building envelopes. site planning and setback.
<p>Why has the council halt the rezoning of north Ashfield? All area close to Train Stations in inner west suburbs have all allowed for high density development and buildings go as high as 20+ Storeys. Why can't Ashfield doing the same? Ashfield has been lagging behind other transport hubs and remained stagnant and dull for years compared to other vibrant inner</p>	<ul style="list-style-type: none"> • The community consultation for North Ashfield has been paused to facilitate a further discussion with DPE regarding both housing targets and whether an approach relying on three localities over a number stages is better approach or whether an LGA wide LEP should be considered. • In addition, Council's adopted Local Strategic Planning Statement acknowledges the importance of Ashfield as the primary town centre of the local government area that is well supported by public transport.

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<p>west suburbs along the train line. NIMBY syndrome are always going to be there, but this is not a reason to stop the rezoning because rezoning land close to amenities is for the greater good of all Ashfield residents.</p>	
<p>When did Council staff (especially, those responsible for approving DAs) first become aware of the rezoning study? Since then, how many home-improvement projects have been approved in respect of properties that were directly 'in the cross-hairs'? Of those impacted projects, roughly how many now have sunk costs in excess of \$100k each? (Bear in mind that from a developer's point of view, the new work just adds to the cost of demolition. Nothing more.) To start with here are two such cases in our immediate neighbourhood: CCP/2022/0247 for a new first floor at 12 Alt Street (approved as recently as May 2022!) 011.2018.00000107.001 for a new dwelling at 13 Alt St (approved Oct 2019)</p>	<ul style="list-style-type: none"> • Strategic Planning who are responsible for planning policy preparation work proactively across council throughout the plan making process. The Planning Proposal process takes time from project inception to formal plan making, sometimes up to 5 years before any form of legal rezoning may be in place. • In addition, the planning period for intended outcomes may extend a further 5-10 years. • The draft North Ashfield Urban Design Study is a very early element of the plan making process and aims to identify housing potential for the medium term. This early phase of consultation will inform the next phase of policy preparation that may differ from the exhibited drafts. • In addition, housing needs were identified in the Inner West Local Strategic Planning Statement that was consulted in 2019 and adopted by Council in 2020. This strategy identifies the importance of North Ashfield as a location to meet housing needs. • Given the timeframes involved in plan making, potential change and in consideration of market drivers that may not see outcomes materialise for an extended period, there is no formal impediment to landowners choosing to enhance their property.
Trees	
<p>There is a large tree, located in the rear of 211 Elizabeth St, in close proximity and overshadowing</p>	<ul style="list-style-type: none"> • As a property owner: check Councils website for criteria and decide on appropriate application type for lodgement to Council for assessment.

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<p>several residences, which needs to be removed. It is interfering with the adjoining properties' gutters, yards and house foundations. It is a Gleditsia triacanthos L. or honey locust. It is a noxious weed, It really needs to be removed.</p>	<ul style="list-style-type: none"> As a neighbour: discuss with tree owner about lodging an application to Council. If tree owner does not wish to apply to Council, neighbour may lodge an application to the Land and Environment Court for a proceeding, judgement and court order.
<p>News a tree outside my house</p>	<ul style="list-style-type: none"> More information from the resident is required.
<p>What if any is councils biodiversity policy in regard to plantings in reserves, parklands and street scapes. How would it fit in with climate change policy?</p>	<ul style="list-style-type: none"> Council uses local native species in its reserves and managed natural areas including new areas like the Greenway and existing areas such as the Cooks and Parramatta River foreshore. As often as possible, these plants are sourced from Council's native plant nurseries which have a license to collect seed and propagate local provenance native plants. We have undertaken aerial flyover tree canopy mapping and urban heat island incidence mapping which helps inform where new planting should be located. Enhancing the urban tree canopy is part of Council's adopted Climate and Renewables Strategy.
Waste and recycling	
<p>Rubbish and Recycling are one of the activities that directly impact residents, yet there is no category for this in the Local Matters forum?? In the Annandale area there are a multitude of broken, garbage bins with broken sides, wheels missing, lids not colour matched to collection. It is unclear who is responsible for repair of bins. This should be publicised. Recycling: In Tokyo, Japan they have extensive recycling where various products, eg plastics, chemicals, drugs and batteries are listed,</p>	<ul style="list-style-type: none"> In regards to broken bins, Council will repair or replace damaged bins free of charge. In this regard, call Customer Service on 9392 5000 or fill out the online form in the Waste and Recycling section of Council's website. Council has a great website which provides details regarding the recycling or disposal of many items. Council recently adopted a Zero Waste Strategy which includes ambitious targets for reducing our waste to landfill, and increasing recycling, reuse and avoidance of the waste problem. Information regarding waste can be found within the zero waste section of our website or by contacting our resource recovery policy team. Information includes the recent introduction of food organics recycling to apartment buildings, partnering with ReycleSmart to give our residents better access to recycling services and removing problem waste and also the establishment of the Summer Hill Recycling Hub which will launch in early 2023.

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<p>collected and reported to the community. Why cannot Inner West Council do the same?</p>	
<p>Will the council step in and require strata managers to provide a food waste service for apartments and townhouses that don't yet have access to the service? Ours have persistently dragged their feet and not bothered to even entertain the idea of adding this essential service to our building.</p>	<ul style="list-style-type: none"> • Council has recently introduced a food organics recycling service to apartments. However, other "multi-unit dwellings" such as townhouses and shop top housing will be part of the next phase of Council's planned rollout of its zero waste strategy. This is a high priority service for Council and addressing the difficulties inherent in managing strata bins and multiple stakeholders is a key policy challenge which Council staff are currently working on.
<p>When will there be a well-planned and comprehensive overhaul of recycling services offered by Council to make it easier and more effective to reduce landfill?</p>	<ul style="list-style-type: none"> • Council adopted a new Zero Waste Strategy in 2021 which includes analysis of where savings and diversions are needed to reduce the amount of Inner West waste going to landfill. For example, in the strategy, Council has identified that only 20.5% of the average red-lidded bin is actually "garbage", and the rest could be recovered and recycled in some way. Our waste audit indicates that the rest of the red lid bin includes around 37% food organics, which can be recycled, around 27% other organics like clothing and textiles, and about 10% material which should be put in the yellow recycling bins - about 75% of the bin which shouldn't be there. We are working on the planning stages of a range of programs right now to reduce this problem.

No specific issues were lodged with Customer Service staff on the night for follow up.