


# Our Inner West Housing Strategy

Prepared for Inner West Council
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# Glossary

The following terms and definitions apply throughout this document:

| Term | Definition |
|---|---|
| Act | Refers to the *Environmental Planning and Assessment Act 1979*. Where other statutes are referenced in this document, they are spelled out in full |
| ABS Census Data | Refers to Australian Bureau of Statistics, 2016 (Inner West Community Profile sourced from Profile.id) unless stated otherwise. The data in this document is sourced primarily from ABS Census Data. Where other data sources have been used, they are referenced accordingly |
| Affordable housing | Refers to housing that meets the needs of very low to moderate income households and priced so that these households are also able to meet other basic living costs, such as food, clothing, transport, medical care and education[1] |
| ANEF | Australian Noise Exposure Forecast |
| ARHSEPP | State Environmental Planning Policy (Affordable Rental Housing) 2009 |
| Council | Refers to Inner West Council |
| Density (for the purposes of statistical analysis) | For the purposes of statistical analysis, this Strategy identifies:<br>» higher density housing as flats, units and apartments<br>» medium density housing as semi-detached dwellings, row or terraces houses<br>» detached dwellings |
| DCP | Refers to Inner West Development Control Plan |
| DPE<br>DPIE | NSW Department of Planning and Environment<br>NSW Department of Planning, Industry and Environment (note that the former DPE was restructured into the DPIE in July 2019. References to the current or previously labelled State Government body depends on the information provided (for example, statistics from 2016 were sourced from 'DPE'). |
| ERP | Estimated Resident Population |
| GSC | Greater Sydney Commission |
| HCA | Heritage Conservation Area |
| Housing affordability | Refers to the relationship between expenditure on housing (prices, mortgage payments or rents) and household incomes and is different to that of 'affordable housing'[2] |
| Housing stress | Refers to when lower income households pay more than 30% of their gross income on housing costs |
| LEP | Local Environmental Plan |
| LGA | Refers to the Inner West local government area |
| Low rise medium density | As defined in the *Low Rise Medium Density Design Guide for Development Applications*, low rise medium density housing includes dual occupancies, manor houses and 'one above the other' dual occupancies – buildings of between 2-4 dwellings, multi dwelling housing (terraces) and multi dwelling housing (town houses |

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

| Term | Definition |
|---|---|
| | and villas). It is development that contains two or more dwellings and is no more than two storeys in height. |
| LSPS | Local Strategic Planning Statement |
| PRCUTS | Parramatta Road Corridor Urban Transformation Strategy |
| Social housing | Refers to housing for households who have been assessed as eligible for social housing |
| Strategy | Refers to Our Place Inner West Local Housing Strategy (this document) |
| STRA | Short term rental accommodation |
| Study | Refers to Our Place Inner West Local Housing Study |
| URP | Usual Resident Population |
| VPA | Voluntary Planning Agreement |

# Structure of this document

This document is structured in two parts.

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

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

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

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

# Part A

## SECTION 1: Introduction and Context

# 1 Introduction and Context

## 1.1 Planning and policy context

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

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

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

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

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

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

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

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

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

» identifies the unique housing needs of Inner West's current and future residents

» develops an approach to boost housing supply, diversity and affordability responding to local needs while enhancing the character of local neighbourhoods

» provides for population and housing growth

» aligns growth with infrastructure

» supports the role of centres and informs Affordable Rental Housing mechanisms and strategies to increase affordable housing supply in the Inner West.

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

### 1.1.1 Global and national context

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

Table 1 Global/national development megatrends

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

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

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

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

## Draft Sydney Airport Master Plan 2039

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

» no change to the existing curfew arrangement

» no change to the aircraft movement cap

» no change to regional airline access arrangements

» no new flight paths or runways.

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

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

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

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

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

» Support for the Preliminary Draft Master Plan's objectives relating to safety, security, environmental protection and enhanced sustainability;

» Requests that the existing curfew and caps continued to be maintained and that any future pressure to modify these should result in such flights being accommodated at Western Sydney Airport;

» That as well as no change to the curfew and the caps there must be no increase in total number of flights; and

» Proposes increased emphasis on sustainable transport.

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

### 1.1.2 State context

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

Table 2 State-wide context and implications

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

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

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

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

| State planning and policy context | | Implications for consideration in this Strategy |
|---|---|---|
| Local Character and Place Package including Draft Local Character and Place Guideline, Discussion Paper Local Character Overlay, Local Character and place collection, Local character planning circular | The Draft Local Character and Place Guideline and the Discussion Paper Local Character Overlay were released in February 2019. A Local Character Statement is an optional, standalone document that a council can produce comprising a description of an area's existing character and detailing its desired future either to change, enhance or maintain.<br>DPIE recommends that SEPPs, LEPs and DCPs will generally not be the best place to include a local character statement, as they are technical in nature and focus on delivery. Instead, a Local Character Statement would input into the review of the LEP.<br>DPIE is considering an optional local character overlay which would introduce a map layer into an LEP and an associated clause introducing character assessment requirements for development applications, exclude certain land from certain complying development or provide alternative arrangements. | Council to develop a policy position on local character overlays during the preparation of the LEP.<br>If Council elects to prepare a local character statement, it will be important to consider how this interacts with the review of HCAs. |

### 1.1.3 Regional context

This section provides an overview of relevant regional planning instruments and documents.

Table 3 Regional context and implications

| Regional context | | Implications for consideration in this Strategy |
|---|---|---|
| Greater Sydney Region Plan | Sets a 40-year vision (to 2056) and establishes a 20-year plan to manage growth and change in Greater Sydney in the context of social, economic and environmental matters.<br>Greater Sydney Region Plan vision is for three cities where most residents live within 30 minutes of their jobs, education and health facilities, services and great places.<br>The relevant planning authority must give effect to the Regional Plan. Preparing a Local Housing Strategy is required under Objective 10 of the Greater Sydney Region Plan. | Residents live within 30 minutes of their jobs, education and health facilities, services and great places.<br>Transport accessibility is incorporated into constraints and opportunities mapping.<br>This Strategy notes a shortage of urban services land so a sufficient supply of industrial and urban services land is needed and identified in other strategies/LEP.<br>Industrial land next to train stations is highly valuable but generally not suitable for conversion to residential. Small industrial land areas are important to retain as they provide urban services, employment opportunities and creative industries.<br>Industrial land has been eliminated as an opportunity in this Strategy.<br>The Greater Sydney Region Plan nominates an affordable rental housing target of 5 to 10% of new residential floor space in urban renewal and land release areas prior to rezoning, subject to viability. The target is currently a recommendation, not NSW Government policy. Viability testing assumptions and parameters are being developed by the Department of Planning and Environment.<br>This Strategy identifies actions and mechanisms to deliver affordable housing. Council will review |

| Regional context | | Implications for consideration in this Strategy |
|---|---|---|
| | | its Affordable Housing policy in light of this Housing Strategy. |
| Eastern City District Plan | Numerous planning priorities and actions in the Eastern City District Plan relate to, and have implications for, the Inner West Study and Strategy.<br>This includes planning for a city supported by infrastructure and growing investment, business opportunities and jobs in strategic centres. | Identify housing opportunities close to existing train stations, light rail stations and bus stops.<br>The Plan has been a key consideration in the opportunities and constraints mapping section of this Strategy.<br>Identify potential housing opportunities in the Bays Precinct, noting this will be subject to infrastructure commitments and NSW Government direction on planning. |
| | Working through collaboration. | Council has three areas requiring collaborative processes, and have been considered in this Strategy.<br>The Camperdown-Ultimo Health and Education Precinct, as identified in the Eastern City District Plan, is subject to a master planning process being led by the GSC. The Place Strategy (released October 2018), is based on three nodes, with the Camperdown node being most relevant to the Inner West local government area.<br>Identify opportunities for uplift and compact housing close to Camperdown node, to feed into the Inner West Council master plan for the detailed investigation of the node.<br>Identify medium density opportunities close to Camperdown node, whilst protecting heritage and local character.<br>Other projects in the District which involve collaborative processes between agencies are the Sydenham to Bankstown Urban Renewal Area and Parramatta Road Corridor Urban Transformation Strategy (initially developed by UrbanGrowth NSW and will involve collaboration between councils, state government agencies and educational institutions to implement the Strategy). |
| | Providing services and social infrastructure to meet people's changing needs and fostering healthy, creative, culturally rich and socially connected communities. | Consider housing opportunities for growth in walking distance of centres and existing facilities.<br>Consider how and where to encourage diverse housing types and medium density housing.<br>Identify medium density opportunities across the Inner West local government area.<br>Council will need to update its Contributions Plan. |
| | Providing housing supply, choice and affordability with access to jobs, services and public transport and | Consider yield potential in urban renewal around transport infrastructure investment.<br>Consider yield scenarios for Bays Precinct, both with and without Metro.<br>Identify lower density, older housing stock for growth potential.<br>Identify social housing sites for potential renewal. |

| Regional context | Implications for consideration in this Strategy |
| --- | --- |
| Growing and investing in health and education precincts and the Innovation Corridor. | Maintain Camperdown-Ultimo Precinct for employment uses. |
| Creating and renewing great places and local centres, respecting the area's heritage, and growing a stronger and more competitive Harbour CBD | Place based studies team to refine and test scenarios of this Strategy.<br>Review residential permissibility in B-zones.<br>Land use capacity to exclude heritage items.<br>Map additional heritage items and areas identified in Sydenham to Bankstown heritage review.<br>Council to undertake further heritage studies to identify areas and/or sites to be protected. |
| Delivering integrated land use and transport planning for a 30-minute city.<br>More people close to transport.<br>Better and faster transport. | Note that plans for the proposed light rail and Metro to Bays Precinct are still under investigation.<br>The Strategy should also acknowledge that the Inner West light rail route is at capacity at peak times. Any increases in development along the route should be linked to any increases in capacity. |
| Growing international trade gateways. | Apply buffer area as constraint to protect freight and logistics operations from residential development around Glebe Island and White Bay.<br>Council is required to consider the noise implications of the freight line duplication between Port Botany and Mascot, as this is likely to increase the frequency of the freight line. |
| Retaining and managing industrial and urban services land and supporting growth of targeted industry sectors. | Industrial and urban services land is planned, retained and managed.<br>Areas such as Marrickville and surrounding neighbourhoods already includes a range of urban services and industrial uses and are emerging as a focal point for boutique breweries, coffee roasters and other artisans.<br>There is a breadth of unique, small-scale cultural and arts experiences across the District. These assets have the potential to add a new and unique face to the tourist economy.<br>This Strategy has not included industrial lands as an opportunity. |
| Protecting and improving the health and enjoyment of Sydney Harbour and the District's waterways, Protecting and enhancing bushland and biodiversity, protecting and enhancing scenic and cultural landscapes. | Note the constraints of the Hawthorn and Dobroyd Canals, areas of growing potential scenic value, and bushland and biodiversity assets.<br>Noted the increased opportunity of The Greenway in the Inner West, a project that has received funding. |
| Increasing urban tree canopy cover and delivering Green Grid connections and delivering high quality open space. | Suburbs such as Marrickville and Ashfield have low tree canopy cover, although Marrickville Road has an important boulevard of trees.<br>Note that the Cooks River to Iron Cove Greenway, Hawthorn Canal and Cooks River as areas to be carefully managed. |

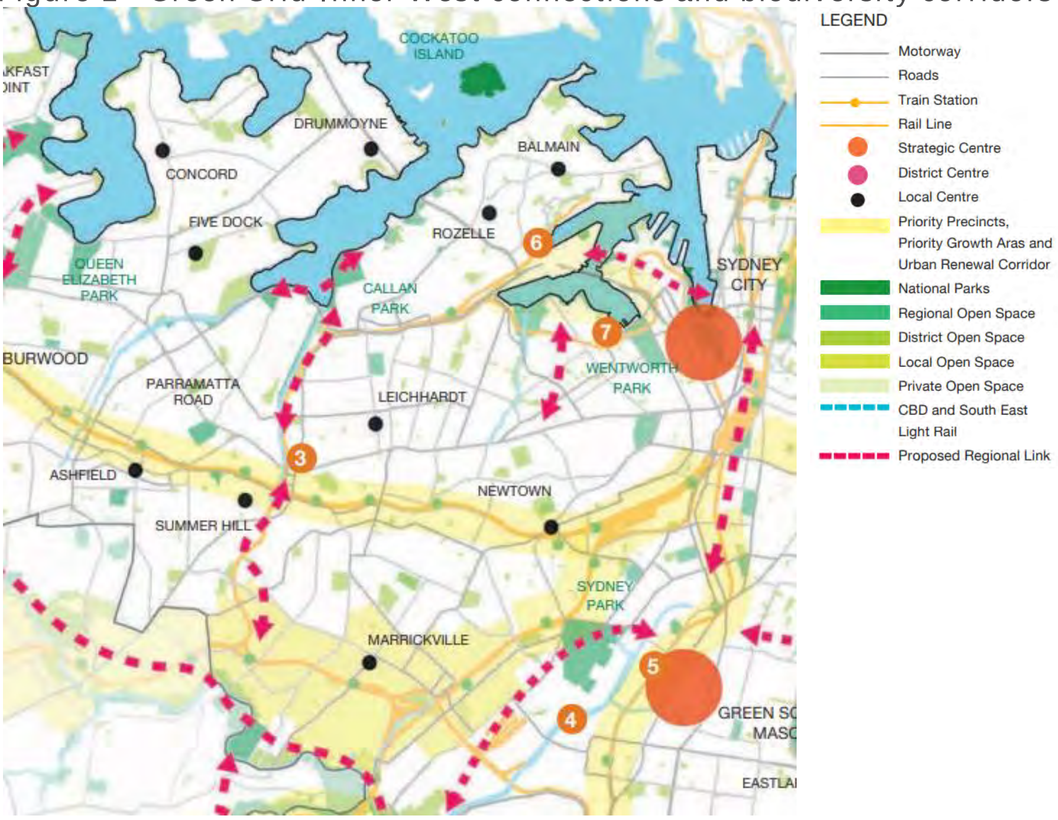
| Regional context | | Implications for consideration in this Strategy |
|---|---|---|
| | | Council supported the GreenWay South West cycleway along the rail between Sydenham and Bankstown, but the State Government removed it from the latest plans for the Metro.<br>The District Plan states that high density development (over 60 dwellings per hectare) should be located within 200 metres of open space and all dwellings should be within 400 metres of open space. While the 200m is noted, a 300m from an open space has been applied for this Strategy as additional open space resources may need to be provided in some locations e.g. pocket parks, linear parks to link to major open space resources<br>*Recreation Needs Study - A Healthier Inner West* was endorsed by Council in October 2018 (discussed further below) and provides benchmark access to open space. |
| | Reducing carbon emissions and managing energy, water and waste efficiently.<br>Adapting to the impacts of urban and natural hazards and climate change. | Support initiatives that contribute to the aspirational objective of achieving net-zero emissions by 2050.<br>Support precinct-based initiatives to increase renewable energy generation.<br>Protect existing, and identify new, locations for waste recycling and management.<br>Avoid locating new urban development in areas exposed to natural and urban hazards and consider options to limit the intensification of development in existing urban areas most exposed to hazards. The key constraint from a hazards perspective for the Inner West is flooding, which has been added to the constraints analysis part of this Strategy. |
| Future Transport Strategy 2056 | The *Future Transport Strategy 2056* is an update of the *2012 Long Term Transport Master Plan for NSW.* It sets the 40-year vision, directions and outcomes framework for customer mobility in NSW and will guide transport investment over the longer term.<br>The Future Transport Strategy will be delivered through a series of supporting plans:<br>» The Services and Infrastructure Plans set the customer outcomes for Greater Sydney and regional NSW for the movement of people and freight to meet customer needs and deliver responsive, innovative services.<br>» The Supporting Plans are more detailed issues-based or place-based planning documents that help to implement the Future Transport Strategy across NSW.<br>The Future Transport Strategy focuses on a hierarchy of city-shaping corridors, city-serving corridors and centre-serving corridors.<br>It also establishes a Movement and Place Framework that aims to allocate road space in a way that improves the liveability of places; identifying street environments as places for people, | Implications of committed and investigation initiatives that affect the Inner West LGA, are addressed below. |

| Regional context | | Implications for consideration in this Strategy |
|---|---|---|
| | local streets, vibrant streets and movement corridors and motorways. | |
| | WestConnex (0-10 committed) and Western Harbour Tunnel and Beaches Link (0-10 year committed funding)<br>The key areas expected to be influenced by WestConnex in terms of transport impacts are Lilyfield, Haberfield and St Peters, associated with the Wattle Street, Rozelle and St Peters interchanges (WestConnex Local Area Improvement Strategy, April 2018, Beca). | This Strategy considered impacts along the length of this key transport corridor. Together with other constraints, for example HCAs, the corridor has informed but not resulted in any significant renewal opportunity areas. |
| | Parramatta Road upgrades (0-10 committed)<br>The NSW Government is funding streetscape upgrades in and around Parramatta Road to improve open spaces, urban plazas and walking and cycling links. Development in the Parramatta Road corridor needs to align with upgrades. | Mass transport along Parramatta Road remains a consideration for Transport for NSW.<br>Increased housing along these corridors should not occur prior to commitment of upgrades of mass public transport along Parramatta Road, including significant streetscape improvements and active transport links. |
| | Sydney Metro Southwest (0-10 committed)<br>This major transport project will upgrade 11 stations between Sydenham and Bankstown to metro. The NSW Government approved the Sydney Metro Southwest project in December 2018. | Increased housing along these corridors should not occur prior to commitment of upgrades of mass public transport along the Sydenham to Bankstown Urban Renewal Area as identified in the Eastern City District Plan, including significant streetscape improvements and active transport links. |
| | Metro West (0-10 year committed initiative, subject to business case and funding)<br>Five key precincts have been confirmed as locations for stations: Sydney CBD, Bays Precinct, Sydney Olympic Park, Parramatta, Westmead. The Metro service is anticipated to start operating in the late 2020s.[6] | This Strategy identifies scenarios for the Bays Precinct, with and without Metro, utilising development rates at similarly serviced locations.<br>Delivery of Sydney Metro West may also significantly increase the capacity of the Sydney CBD to Parramatta heavy rail line, which is currently at capacity. It may also reduce the number of express only heavy rail services offering greater frequency of services to some stations in the Inner West LGA. |
| | Light Rail to Bays Precinct (10-20 years investigation)<br>Connecting the existing line at North Leichhardt and at Pyrmont via the Bays Precinct and Old Glebe Island Bridge | Limited information on potential future routes does not allow this to be incorporated in opportunities analysis at this stage. |
| | Eastern Suburbs to Inner West Rapid Bus Links<br>(0-10 investigation) | Limited information on potential future routes does not allow this to be incorporated in opportunities analysis at this stage. |
| The Green Grid | The Green Grid initiative is a Government Architect NSW-led program to increase open space, biodiversity and connectivity corridors and connect town centres, public transport hubs and major residential areas across Greater Sydney.<br>The Green Grid improvements will benefit Summer Hill, Marrickville and Leichhardt by linking these places to Sydney Harbour Parramatta River, Cooks River and other open space corridors. The key | The key connections are Cooks River to Iron Cove GreenWay, Cooks River Corridor, and City West Active Travel Link – Rozelle Goods Yard to Iron Cove (Bays Precinct). |

[6] Sydney Metro, April 2018, https://www.sydneymetro.info/sites/default/files/document-library/Sydney_Metro_Industry_Briefing_Presentation_April_2018.pdf

| Regional context | | Implications for consideration in this Strategy |
|---|---|---|
| | connections for the Green Grid that apply to the Inner West are illustrated in Figure 1 below. | |
| Inner Sydney Regional Bicycle Network | The City of Sydney, in co-operation with fourteen inner Sydney councils, prepared an Inner Sydney Regional Bike Plan that identified enhancements that would provide high quality radial and cross regional cycling links within the inner parts of Sydney.<br>After the preparation of the Inner Sydney Regional Bike Plan, further work was undertaken by the City of Sydney to refine the network. The resulting bicycle network is designed to provide greater connectivity and segregation for cyclists between key destinations and along key arterial routes within inner Sydney, including the Inner West.<br>In 2009, The City of Sydney commissioned AECOM to prepare the Inner Sydney Regional Bicycle Network Implementation Strategy which identified an additional 54 kilometres of cycleways or 284 kilometres of cycleways in total. Regional cycling routes have been taken into consideration in the Inner Sydney Regional Bike Plan. | Consideration of these routes is incorporated in this Strategy, particularly where an active transport corridor can interact with public transit investments. |

Figure 1 Green Grid Inner West connections and biodiversity corridors to be improved




Source: Sydney Green Grid Spatial Framework and Project Opportunities, Central District, Tyrrell Studio for the Office of the Government Architect (2017)

## 1.1.4 Local context

This section provides an overview of the local planning context, with particular reference to issues that relate to housing supply and delivery.

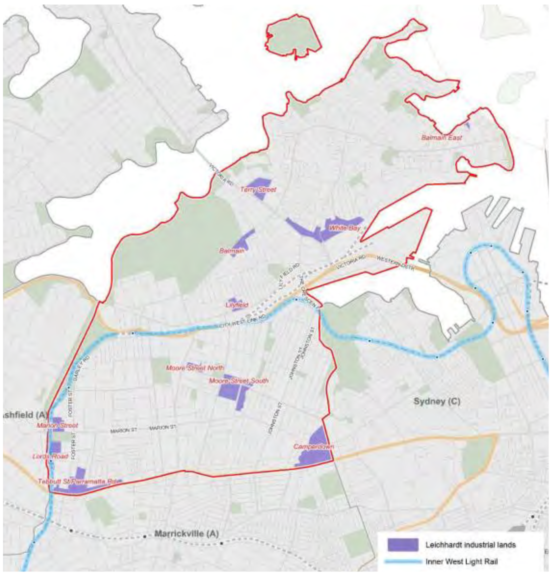
## Table 4 Local context and implications

| Local context | | Implications for consideration |
|---|---|---|
| Our Inner West 2036 | The Inner West Community Strategic Plan (CSP), *Our Inner West 2036*, identifies the community's 10-year vision for the future, long-term goals, strategies to get there and how to measure progress towards that vision.<br>The following elements of the CSP vision are relevant to the Strategy:<br>» most services and needs can be accessed within 15 minutes<br>» the area's heritage and culture (old and new) is visible and valued<br>» Inner West is affordable for all | The implications of the strategies identified in the CSP for this Strategy are:<br>» make the most of existing community assets<br>» respect heritage and character of urban villages<br>» protect existing public and open spaces<br>» expand social, community and affordable housing<br>» encourage diversity of housing<br>» ensure homes are close to transport<br>» protect industrial and employment lands<br>» bushland, green spaces and threatened species must be protected. |
| Inner West Affordable Housing Policy<br>Supported by Affordable Housing Background Paper (2017) and the Position Paper: Best Practice in Value Capture (2017) | The Inner West Affordable Housing Policy provides targets for affordable housing contributions in new release areas and urban renewal precincts, and when land is rezoned.<br>One of the major barriers identified was limitations to councils' powers under the Act to levy affordable housing contributions. This barrier has since been addressed by Inner West Council's inclusion in SEPP 70.<br>In addition to land value capture, the Policy indicates Council's support for development of affordable housing through:<br>» market delivery with Council requiring 5% of apartments to be studios with total strata area (including parking) less than 36m$^2$; 5% of apartments to be one bedroom with total strata area (including parking) less than 51m$^2$; and 5% of apartments to be two bedroom apartments with total strata area (including parking) less than 71m$^2$<br>» partnerships with community housing providers/private sector for development and management of affordable housing<br>» ARHSEPP Council will support appropriate applications for infill affordable housing, secondary dwellings and boarding houses under the SEPP Affordable Rental Housing.<br>Council's *Affordable Housing Policy Background Paper* identifies areas with the greatest potential for market delivery of affordable housing (small dwellings in Tempe) and the most favourable opportunities for land value capture.<br>VPAs may still be useful as a mechanism where a development does not fall with an 'Affordable Housing Target Scheme' as required by SEPP 70. | This Strategy comments on opportunity areas identified in Council's *Affordable Housing Policy Background Paper*.<br>It is also noted that lower-scale development may make affordable housing less viable.<br>This Strategy is important for diversity of housing and guides the following outcomes to be included into an updated Inner West Affordable Housing Policy:<br>» 15% affordable housing contribution within new release areas, brownfield and infill sites and major private and public redevelopments<br>» applies to land that is subject to rezoning or up-zoning for increased density, including precincts such as the Parramatta Road Urban Transformation Strategy that sit within the Inner West local government area<br>» 30% affordable housing contribution for The Bays urban renewal precinct, subject to further feasibility analysis |

| Local context | | Implications for consideration |
|---|---|---|
| Leichhardt LEP 2013<br>Ashfield LEP 2013<br>Marrickville LEP 2011 | Leichhardt LEP<br>Includes two residential zones:<br>» R1 General Residential which permits attached dwellings, boarding houses, dwelling houses, group homes, multi dwelling housing, Residential Flat Buildings, semi-detached dwellings, seniors housing, and shop top housing<br>» R3 Medium Density residential which permits attached dwellings, boarding houses, group homes, multi-dwelling housing, Residential Flat Buildings, and seniors housing.<br>Many residential types are also permitted with consent in the B1 Neighbourhood centre, B2 Local Centre and to a lesser degree the B4 Mixed use zone.<br>Ashfield LEP<br>Includes two residential zones:<br>» R2 Low Density Residential which permits, with consent, attached dual occupancies, dwelling houses, group homes, semi-detached dwellings, seniors housing and shop top housing<br>» R3 Medium Density Residential with permitted uses including attached dwellings, boarding houses, group homes, multi-dwelling housing and seniors housing.<br>Dwelling houses, boarding houses, seniors housing and shop top housing are permitted with consent in the B1 Neighbourhood centre zone.<br>The B2 Local centre zone permits boarding houses, hostels, seniors living and shop top housing, similar to B4 which allows hotels or motels rather than hostels.<br>Marrickville LEP<br>Includes four residential zones:<br>» R1 General Residential which permits attached dwellings, boarding houses, dwelling houses, group homes, multi dwelling housing, hostels, Residential Flat Buildings, semi-detached dwellings, and seniors housing<br>» R2 Low Density Residential which permits attached dwellings, boarding houses, semi-detached dwellings and seniors housing<br>» R3 Medium Density Residential which permits attached dwellings, boarding houses, group homes, multi dwelling housing, and seniors housing<br>» R4 High Density Residential which permits, with consent, boarding houses, dwelling houses, group homes, hostels, Residential | In the LEP Review process, aligning the three composite LEPs will be critical to a cohesive approach across the LGA.<br>New planning controls will need to consider this process of harmonising the three LEPs.<br>A detailed outline of how the specific LEP controls for each former Council area for the housing capacity analysis for the three former LGA areas has been provided in Appendix A. |

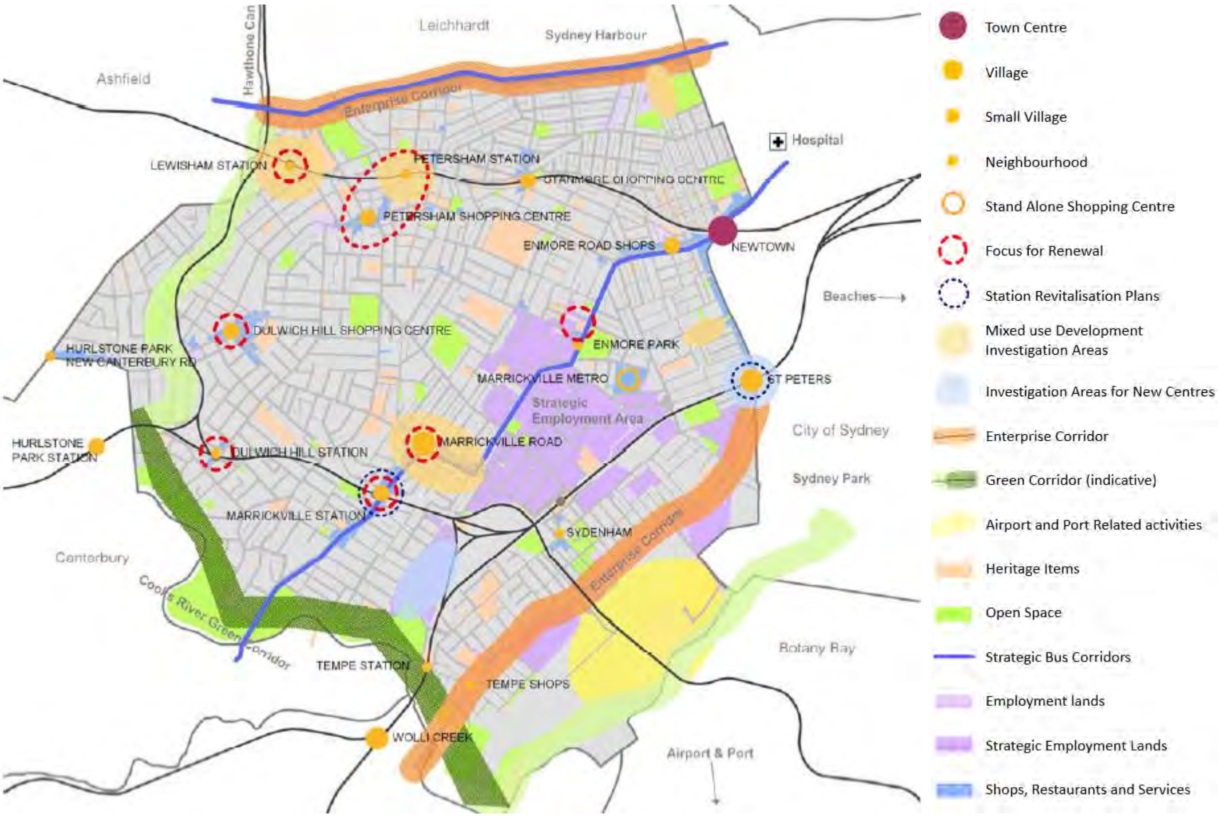
| Local context | | Implications for consideration |
|---|---|---|
| | » Flat Buildings, secondary dwellings, seniors housing and shop top housing<br>The B1 Neighbourhood Centre permits boarding houses, dwelling houses, and shop top housing, B2 Local Centre permits boarding houses, hostels, and shop top housing, and B4 mixed use permits boarding houses, seniors housing and shop top housing. Residential uses in the B1 B2 and B4 zones are only allowed when they are attached to permissible non-residential uses. In these zones, the non-residential uses need to be configured to activate street fronts while any residential uses are located elsewhere on the site. Technically, B4 B5 B6 B7 IN1 and IN2 zones permit dwelling houses although this only applies to existing purpose built dwelling houses. Despite this some sites in this zone are listed as schedule 1 sites in the LEP that allow additional residential uses.<br>Clause 6.9 permits multi dwelling housing, office premises and residential flat buildings in residential zones where they are part of an adaptive reuse of existing industrial buildings or warehouse buildings in the R1, R2, R3 and R4 zones.<br>Clause 6.11 relates to use of a dwelling house in business and industrial zones, and 6.13 provides for limited residential development in association with non-residential uses permitted in Zone B7 Business Park, including small scale live-work enterprises, to assist in the revitalisation of employment areas and to provide a transition between adjoining land use zones. | |
| Marrickville Urban Strategy (2007)<br>Ashfield Urban Planning Strategy (2010)<br>Leichhardt Residential Development Strategy (2010) | The Eastern District Plan refers to these two strategies, and in particular the opportunities they present to increase housing capacity.<br>Marrickville Urban Strategy renewal approach:<br>» focus on residential density in and around centres (e.g. Dulwich Hill Station, Dulwich Hill, Petersham (shops and station), Lewisham, Marrickville Road, near Enmore Park, Marrickville Station and St Peters)<br>» focus on Commercial Zoned Land in Centres<br>» develop New Centres (e.g. St Peters)<br>» rezone select special uses sites (e.g. Civic centre redevelopment at old Marrickville Hospital site and redevelop Council offices at Petersham)<br>» increase density in infill areas (see Figure 3 map)<br>Ashfield Urban Planning Strategy key directions and actions:<br>» promote urban renewal in and around Ashfield town centre | This Strategy recognises that the heritage, conservation and character areas for potential nuanced and sensitive infill opportunities in the Inner West using a strong place-based approach will need to be examined.<br>Opportunity areas for nuanced infill areas will be refined and tested through Council's place-based studies and will be subject to further heritage studies undertaken by Council.<br>Marrickville<br>Assess the areas identified in the Marrickville Urban Strategy and analyse any future dwelling capacity that could be achieved.<br>Ashfield<br>Examine the remaining capacity of the Ashfield Town Centre.<br>Leichhardt<br>Assess the level of opportunities that remain and examine future opportunities (the capacity analysis). |

| Local context | | Implications for consideration |
|---|---|---|
| | » implement proposed heritage listings and conservation areas<br>» ensure new housing meets the needs of the local community<br>» improve residential amenity and urban design of new housing<br>» improve quality, quantity and accessibility of open space.<br>Leichhardt Residential Strategy<br>The Inner West Subregional Strategy (2008) established a dwelling target for Leichhardt of 2,000 new dwellings by 2031.<br>Leichhardt Council assessed dwelling capacity and confirmed that under existing planning controls Council could meet the NSW Government's housing target without upzoning.<br>Leichhardt has experienced a period of sustained development growth since 2010.<br>Many of the sites subject to fewer constraints, and therefore more attractive to developers, have been developed during that timeframe.<br>A significant number of the larger, industrial zoned sites have also been re-developed or converted to residential use during this period. | |
| Leichhardt Industrial Lands Study (2014)<br>Leichhardt Industrial Precinct Report (2016)<br>Leichhardt Employment and Economic Development Plan (2013) | A series of industrial and economic reports were undertaken for the former Leichhardt Council. These reports highlighted the decline of traditional industry in Leichhardt as a result of competing industrial locations in Sydney's west, as well as the growth of knowledge based sectors influencing the nature and location of employment lands. Another factor driving these reports was the growing creative industries sector and the desire to provide services and facilities to this sector to help attract and maintain creative industries.<br>The 2014 Leichardt Industrial Lands Study recommended that all of Leichhardt's industrial lands are retained and protected from re-zoning, that additional industrial floorspace is provided and that former Leichhardt Council's planning controls are revised to facilitate the protection and growth of industrial precincts. The 2016 Industrial Precinct Report identified through feasibility testing that mixing commercial and/or residential uses in industrial areas was the most efficient for returning a feasible result. However, if residential is included it noted the risk of land use conflict, fragmenting industrial precincts and increasing land values that forces out other users.<br>Subsequently, as noted above, the Eastern City District Plan identified a critical undersupply of urban services land and directed that all industrial and urban services | Industrial zoned land is identified in this Strategy as a constraint for housing, recognising its importance to the LGA and Greater Sydney.<br>The Leichardt Industrial Lands Study and Precinct Report were referenced for this Strategy to understand the importance of industrial land in the former Leichhardt LGA. This was in order to consider potential housing opportunity of the neighbouring land, particularly along Marion Street and Lords Road. |

| Local context | | Implications for consideration |
|---|---|---|
| | land in the Eastern City District be planned, retained and managed. | **Figure 2 Leichhardt Industrial Lands Study map**<br><br><br>Source: Leichhardt Industrial Lands Study |
| Recreation Needs Study—A Healthier Inner West and The Bays Precinct Recreational Study | The *Recreation Needs Study—A Healthier Inner West* is a research project into recreation needs, facilities, and services in the Inner West. The study was adopted in late 2018 and provides Council with an evidence-base and strategic framework for effective recreation, open space, infrastructure, and financial planning for the next 10 years.<br>It identified that the Inner West currently has 13.3m2 of Council-owned open space per person. However, if no new open space is provided, this will decline to 11.3m2 per person in 2026, and 10.6m2 per person in 2036. Currently, some suburbs have far below this amount of open space per person; for example, Enmore only has 1.2m2 of Council owned open space per person, Stanmore has 2.0m2 and Lewisham has 3.8m2.<br>Based on industry benchmarks from Parks and Leisure Australia, and on the current provision of recreation facilities per person in the Inner West LGA, there is a gap in the LGA of five indoor (multipurpose) courts and 0.6 indoor leisure centres (dry).<br>By 2026 there will be a gap of:<br>» eight summer sporting fields<br>» eight winter sporting fields<br>» six indoor (multipurpose) courts<br>» 14 outdoor (multipurpose) courts<br>» one indoor leisure centre (dry)<br>» one indoor leisure centre (aquatic), and<br>» one skate park/facility. | Access to existing open space resources is included in opportunities and constraints analysis for the Strategy.<br>Council will seek opportunities to augment open space and recreational resources through its place-based studies. |

## Figure 3 Marrickville Urban Strategy map

Source: Marrickville Urban Strategy (2007)




## Figure 4 Ashfield Urban Planning Strategy, Ashfield Town Centre map


Source: Ashfield Urban Planning Strategy (2010)

# 1.2 Local Government Area Snapshot

## 1.2.1 Overview

The Inner West local government area spans a little over 3,500 hectares and is located in inner Sydney on the western edge of the Sydney CBD. It is framed by the Parramatta and Cooks Rivers and Sydney Harbour and its original inhabitants are the Gadigal and Wangal people.

The Inner West Council Estimated Resident Population for 2016 was 191,194 (Profile ID).

The most accurate count of the total population is Estimated Resident Population, which factors in an estimate of those missed in the Census and those who were overseas on Census night. It is updated annually after the Census, providing preliminary estimates for up to five years.

The Inner West local government area falls within the Greater Sydney Commission's Eastern City District. Under the Eastern City District Plan, the following are nominated as local centres in the Inner West:

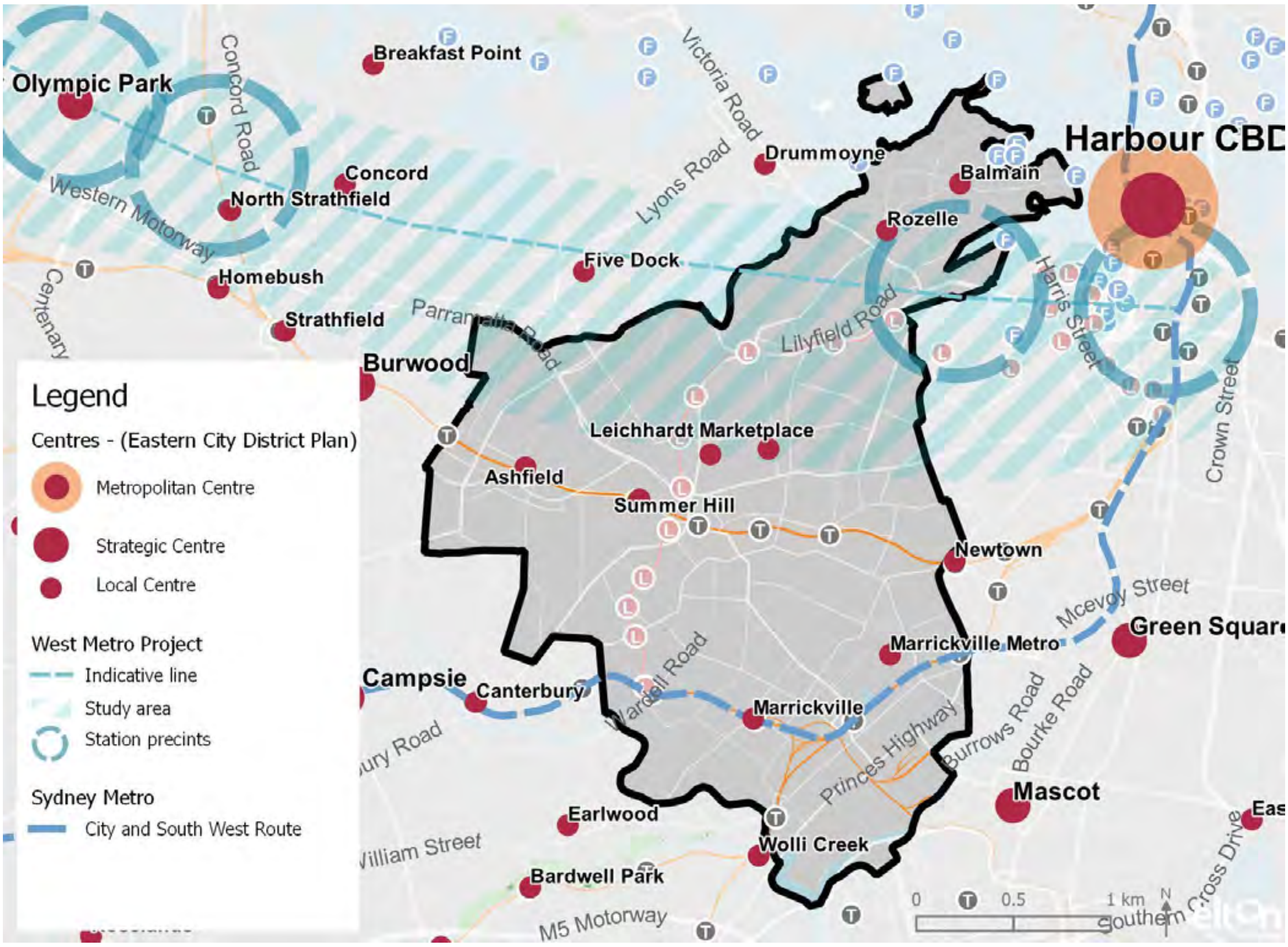
- Balmain
- Rozelle
- Ashfield
- Summer Hill
- Leichhardt Marketplace
- Leichhardt
- Marrickville
- Marrickville Metro
- Newtown.

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

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

The role played by the Inner West area in supporting creative and cultural expression, creative industries and innovation is specifically referenced in the Eastern City District Plan, as is the importance of Marrickville in supporting emerging artisan food businesses and small-scale cultural and arts experiences.

Figure 5 Inner West context map




## 1.2.2 Housing snapshot

There were 74,288 dwellings in the Inner West LGA in 2016 (ABS Census, 2016 Time Series Profile). The density and types of housing vary across the LGA:

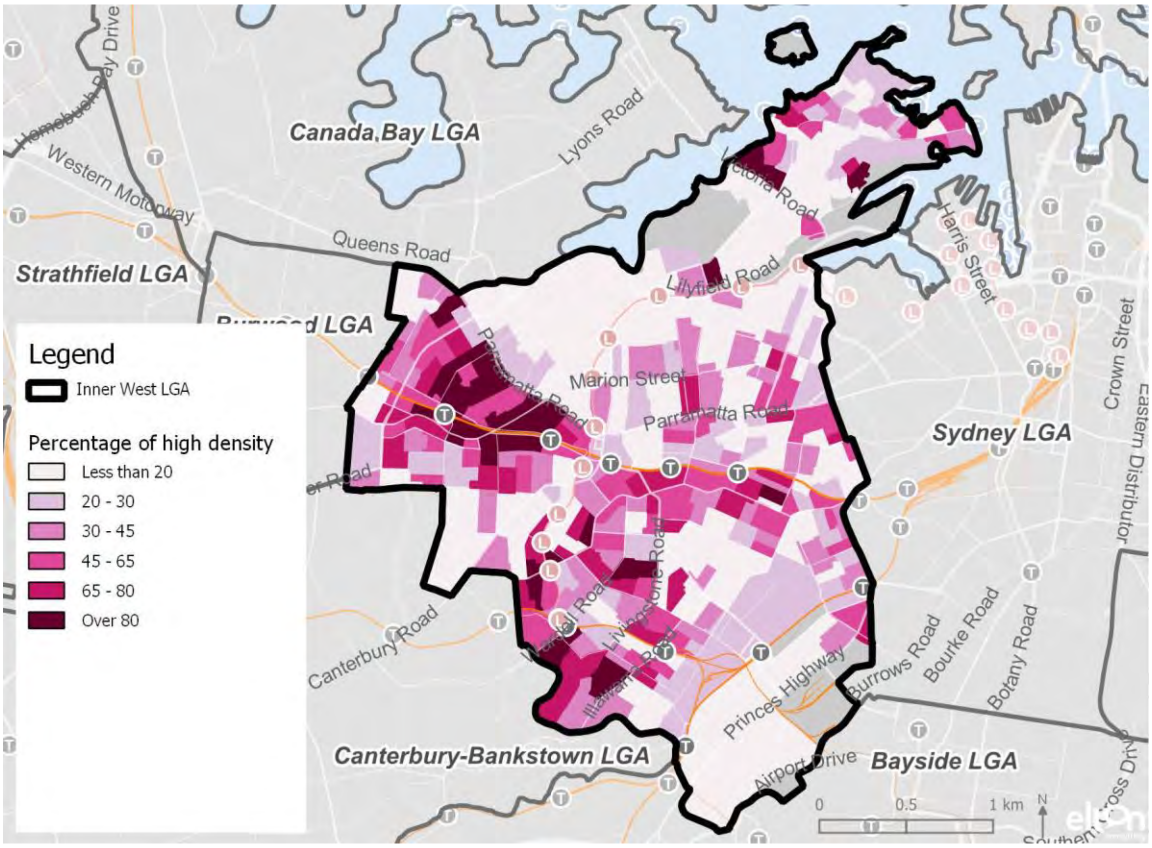
» Higher density housing, comprising flats, units and apartments, tend to be concentrated along the train line and along key corridors such as Parramatta Road, Victoria Road (Balmain) and New Canterbury Road as well as along Sydney Harbour. See Figure 6 for a map of higher density housing.

» Medium density housing, comprising semi-detached dwellings, row or terraces houses are predominant in Balmain, Lilyfield, Annandale, Camperdown, Newtown, Summer Hill and Enmore. See Figure 7 for a map of medium density housing.

» Low Density Housing, comprising of detached dwellings and representing over 65% of housing stock in much of Haberfield, Ashfield South, parts of Marrickville and Tempe. See Figure 8 for a map of detached dwellings.

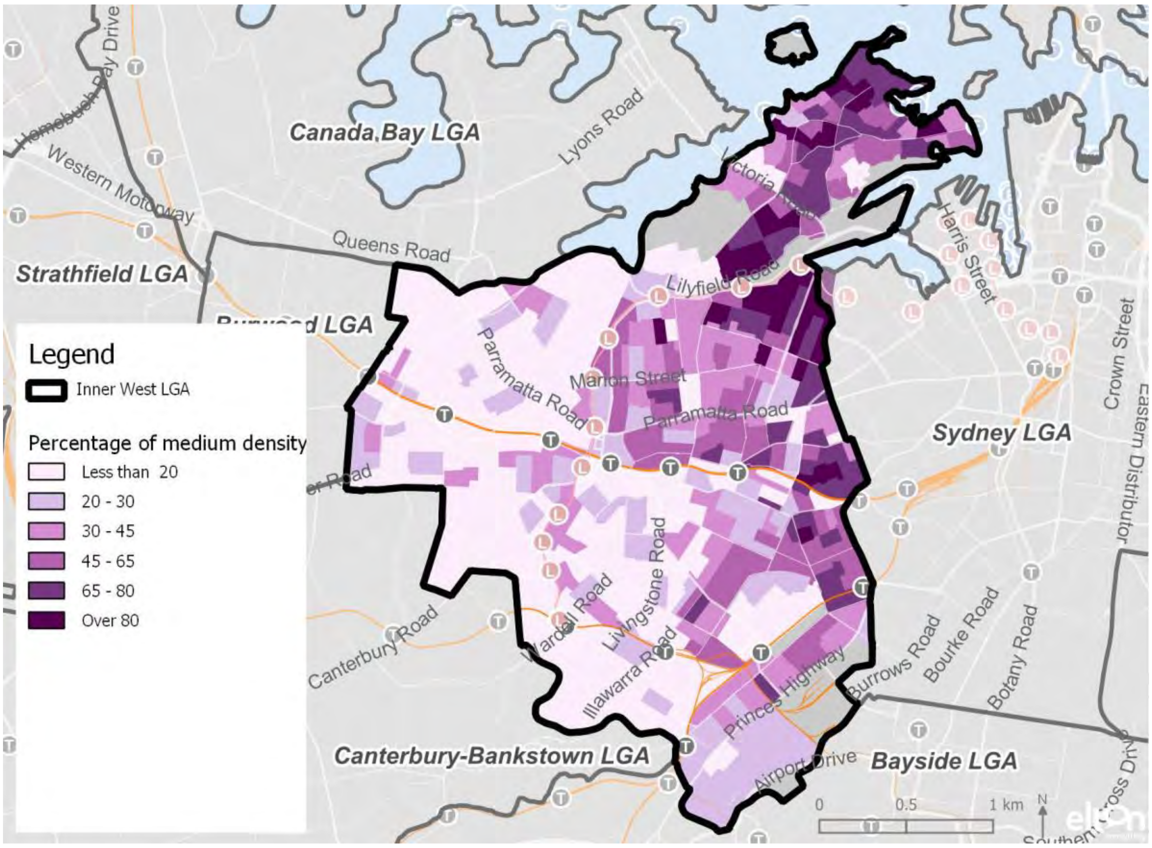
Figure 6 to 8 illustrate the proportion of high, medium and detached dwellings based on SA1 boundaries in the LGA. These maps are intended to highlight where there are concentrations of these housing types. The lightest shade indicates that there is less than 20% of a particular housing type (not that the housing type is not present). These maps are prepared based on SA1 boundaries and not on individual lots, which has resulted in some errors in the mapping. However, it provides a generally helpful indication of the spread of housing types.

Figure 6 Proportion of housing that is apartments, flats or units, 2016



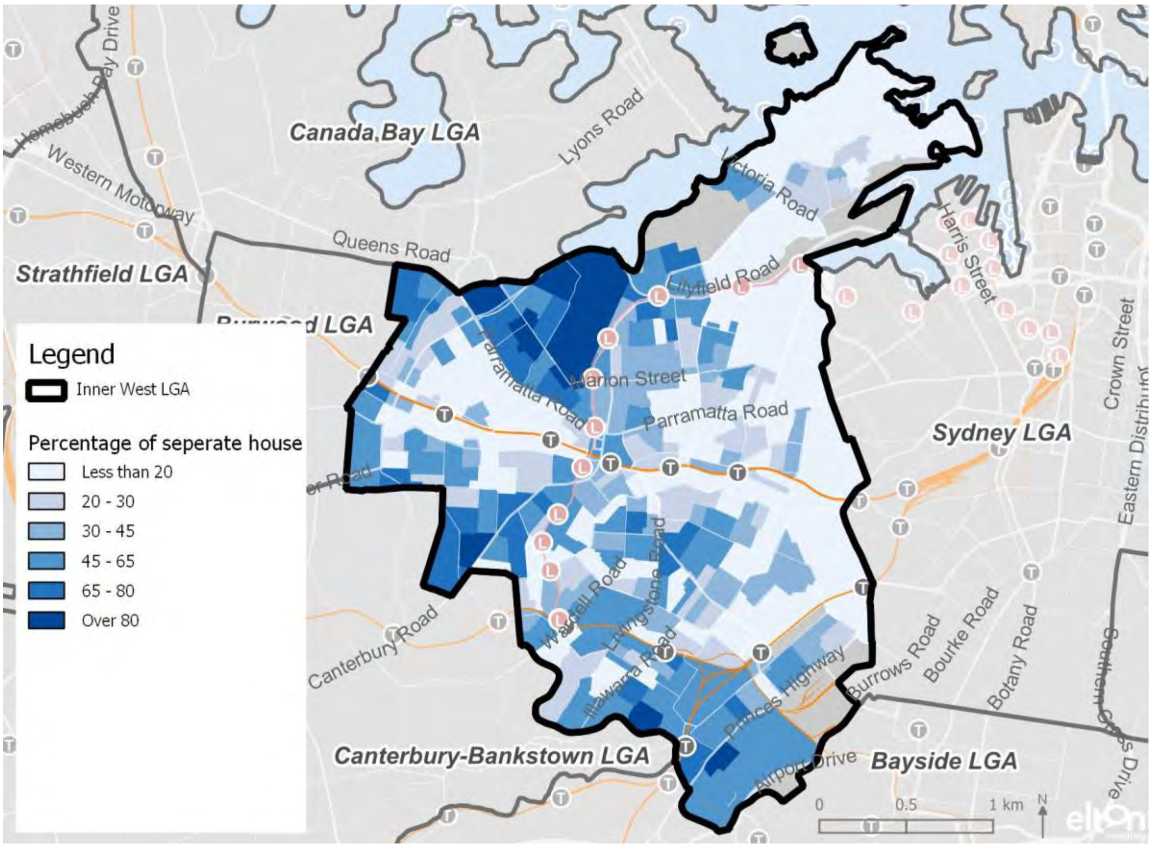

Source: ABS Census, 2016 Community Series Profile, SA1 areas. Note: high density includes all apartments, flats and units

Figure 7 Proportion of housing that is medium density, 2016




Source: ABS Census, 2016 Community Series Profile, SA1 areas. Note: medium density includes semi-detached, row and terraces

Figure 8 Proportion of housing that is detached dwellings, 2016




Source: ABS Census, 2016 Community Series Profile, SA1 areas.

The current dwelling stock in the LGA is predominantly units (41%), semi-detached dwellings (32%), and separate houses (24%). Most dwellings are two or three bedrooms with a small proportion of one bedroom dwellings. The dwelling stock has changed, with detached dwelling numbers declining; semi-detached, row or terrace houses growing quickly (33% over 10 years); and flats, units or apartments more slowly (23% over 10 years). The last 5 years have seen the most rapid change. Almost 4% of the Inner West population live in non-private dwellings, reflecting the proximity of universities, TAFE and hospitals.

Council works hard to ensure amenity, accessibility and affordability of housing in the LGA. Work has been undertaken to encourage housing the following ways:

- Boosting planning controls where uplift is supported by strategic planning work undertaken by each of the former councils
- Through substantial research and advocacy in relation to affordable housing
- Undertaking recreation and open space studies to ensure amenity for existing and future housing
- Approving and assisting housing development within the LGA
- Working with State government to support urban renewal areas within the Inner West LGA.
  - The Bays Precinct
  - Sydenham to Bankstown Urban Renewal Area, as identified in the Eastern City District Plan (Dulwich Hill, Marrickville, Sydenham)
  - Parramatta Rd Corridor Urban Transformation Strategy (Taverners Hill, Leichhardt, Camperdown)

### 1.2.3 Movement and transport snapshot

The Inner West LGA is well serviced by public transport, with four rail lines (T3 Bankstown Line, T4 Eastern Suburbs and Illawarra Line, T2 Inner West & Leppington Line and T8 Airport & South Line), the light rail (L1 Dulwich Hill Line), ferry services and a number of major bus routes.

The proportion of residents using public transport is higher than for Greater Sydney and the proportion of drivers is lower.

According to ABS Census Data, around 38% of Inner West residents travel to work using public transport, compared with 23% for Greater Sydney. The proportion of Inner West residents using public transport to commute to work is similar to the proportion of drivers, around 50%. A further 5.2% of residents walk to work and 2.6% ride to work.

Transport capacity is an issue, both in terms of the roads and public transport. People who live and work adjacent to larger feeder roads and main roads (e.g. Liverpool Road, Parramatta Road, Victoria Road, Princes Highway) regularly experience traffic congestion. Leichhardt's Integrated Transport Strategy identified capacity as an issue, with public transport often being full by the time it reaches Leichhardt.

The proportion of residents using public transport to access their workplaces is increasing. Since 2006, train commuters have grown by 63% and light rail and ferry commuters has grown by 120% (ABS 2016 Journey to Work data, as identified in the draft Integrated Transport Strategy).

An increase in patronage on the light rail (from 3.9 million trips in 2013/14 to 9.4 million in 2016/17) means that the existing fleet is unlikely to meet patronage growth forecasts over the next two years. While additional trams could ease capacity issues, an upgrade of the line will be needed to increase the frequency of the line to meet longer-term demand and to support any planned growth around the stations[7].

Some bus services are at capacity in the peak AM period on Parramatta Road and Victoria Road (Opal data 2018, as identified in the draft Integrated Transport Strategy).

Major transport investments affecting the Inner West include WestConnex, Metro South West and Metro West, Western Harbour Tunnel, Sydney Gateway and King Street Gateway projects. A key factor in this Strategy to determine priority locations for housing, is to gain a better quantification of the increase in capacity that will be generated by transport infrastructure investments.

Other initiatives on the horizon for the Inner West include upgrades to Parramatta Road for public transport. These are investigations into a rapid bus link from the Inner West to the Eastern Suburbs and duplication of the Port Botany freight line between Port Botany and Cooks River.

Longer-term investigations include Light Rail to the Bays Precinct and improved road connectivity between WestConnex and Port Botany.

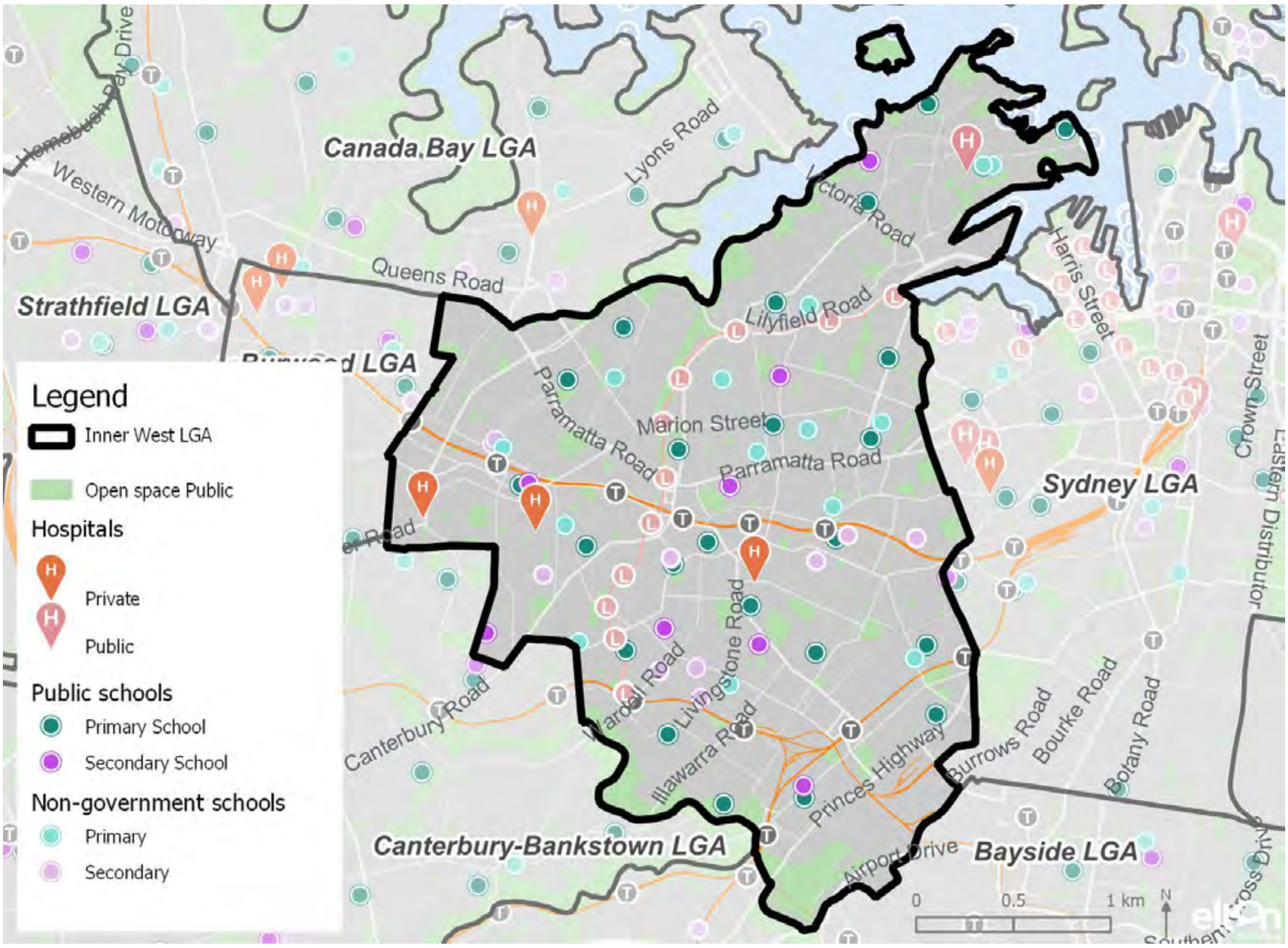
### 1.2.4 Social infrastructure

The Inner West community is well-serviced by accessible social infrastructure and it is a key component of the liveability of the area. In agency workshops, feedback was received indicating that some key services are near or are at capacity.

Key elements of social infrastructure that have implications for housing delivery are shown in Figure 9, namely schools, hospitals and open space in the Inner West. The map does not include community/neighbourhood centres or libraries, however it is recognised that these facilities provide important opportunities for people to participate in local social activities.

[7] https://www.smh.com.au/national/nsw/crush-capacity-the-worst-time-to-get-on-sydney-s-light-rail-20180823-p4zz8q.html

Figure 9 Map of hospitals, schools and open space




Source: Department of Education, Australian Institute of Health and Welfare

## Education

Education institutions and facilities, ranging from child care to university, form an important part of the Inner West community and contribute to its liveability and appeal.

There are 36 public schools (24 primary, eight secondary, three infants and one specific needs school) and 27 non-government schools (14 primary, five secondary, six combined and two specific needs schools). Additionally, Council provides or supports 645 childcare places and 760 out of school hours care places.

Public school enrolments increased markedly between 2013 and 2017 for the former LGAs (+16.5% in Marrickville, 14.7% in Leichhardt and 10.3% in Ashfield).[8] Schools Infrastructure NSW has undertaken a small number of improvement projects in the LGA, including an upgrade of Ashfield Boys High School and the relocation of NSW School of Languages.

Schools Infrastructure NSW does not publicly release information regarding school capacity. Feedback in consultation suggests that school capacity is a major issue in the Inner West local government area. Council has been briefed that there are plans to expand schools to cater for students.

When viewed alongside the anticipated housing growth and growth trends in children aged 5-9 in the Inner West, it is likely that pressure on schools will increase.

[8] Sydney Morning Herald, *Some of Sydney's most overcrowded schools have grown by 40 per cent: new data* https://www.smh.com.au/education/some-of-sydneys-most-overcrowded-schools-have-grown-by-40-per-cent-new-data-20170413-gvk49n.html

## Health

Inner West is part of the Sydney Local Health District (SLHD). There is one public and three private hospitals in the area, listed below. The Inner West is also well serviced by the Royal Prince Alfred Hospital in the neighbouring City of Sydney LGA.

» Balmain Public Hospital: a sub-acute aged care and rehabilitation hospital with a General Practice casualty

» Sydney Private Hospital: provides rehabilitation, surgery and eye care (includes the NSW Eye Centre and The Sydney Institute of Obesity Surgery)

» Wesley Hospital Ashfield: 38-bed hospital for both inpatient and day patient mental health care programs

» MetroRehab Hospital: 37-bed hospital for private rehabilitation

There is significant health infrastructure in neighbouring local government areas. The SLHD incorporates the following healthcare services:

» Care in the Community services: located at over 25 sites across the district

» Royal Prince Alfred Hospital: a principal referral hospital providing tertiary and quaternary services

» Professor Marie Bashir Centre for Mental Health: a tertiary mental health facility at Royal Prince Alfred Hospital

» Concord Repatriation General Hospital: a principal referral hospital providing tertiary and quaternary services

» Concord Centre for Mental Health: a tertiary mental health facility adjacent to the Concord Repatriation General Hospital

» Sydney Dental Hospital: primary, secondary and tertiary dental care

» Canterbury Hospital: a major metropolitan hospital

» Tresillian Family Care Centre: a Schedule Three family care hospital.

With population projections, SLHD anticipates a number of upgrades are required for the district, identified through the *SLHD Strategic Plan 2013-2018*. To address the significant population growth, increasing demand and ageing infrastructure, the following new and upgraded facilities will be developed:

» Redevelopment of RPA

» Redevelopment of Concord Hospital

» Redevelopment of Canterbury Hospital

» Upgrading of Sydney Dental Hospital

## Community facilities

There are over 300 community facilities in the Inner West LGA, comprising libraries, arts and culture spaces, Council customer service centres, community environment spaces, local libraries, venues for hire and childcare centres.

Community and neighbourhood centres provide welcoming and inclusive spaces to Inner West residents and visitors. These local spaces strengthen community links, provide opportunities for creative activities, promote social cohesion and improve community wellbeing.

To support this, Council:

» offers 31 rooms for hire

» works with partners to support community wellbeing by implementing programs and services

» provides a network of eight libraries across the Inner West

» plans to upgrade Haberfield Library

» is upgrading Marrickville Library and community spaces, as part of the redevelopment of the former Marrickville Hospital site

Provision and enhancement of these local spaces will need to match the projected population in the Inner West.

### 1.2.5 The economy

Inner West Council's estimated gross regional product is $10.35 billion, representing just under 2% of the state's gross state product. Inner West has 117,737 employed residents (Economy ID 2018), and a job: worker ratio of 0.64, indicating there are fewer jobs than resident workers.

A lower proportion of local workers earn a high income (i.e. more than $1,750 a week) compared to NSW (17.7% versus 20.5%). A higher proportion of local workers earn a low income (i.e. less than $500 a week) compared with NSW overall.

Figure 10 Employment location


Figure 11 Top 5 industries


Source: Our Inner West 2036

#### Key employment locations

The Inner West LGA's industry sectors contribute significantly to the NSW economy. The area contributes $10,353 million or 1.85% to the gross regional product of NSW (Economy ID, 2018). In terms of value-add by industry, the three largest industries for the Inner West Council area in 2017-18 were:

» Professional, Scientific and Technical Services ($771 million or 10.2%)

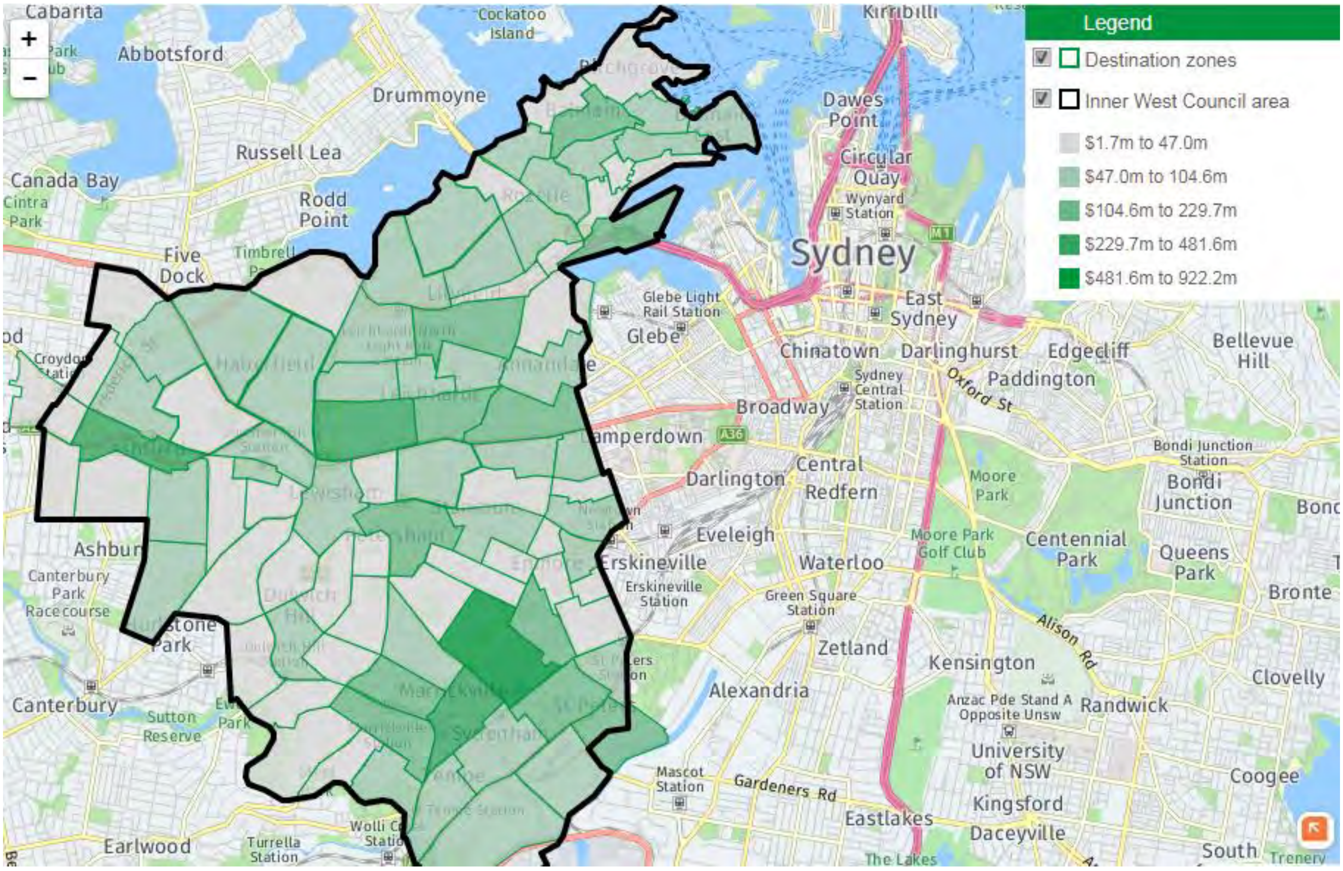
» Health Care and Social Assistance ($749 million or 9.9%)

» Manufacturing ($652 million or 8.6%)

The Inner West is seeking to grow its reputation as a leading creative and cultural hub, encourage establishment of new creative industries enterprises in the area and support local job creation by protecting industrial and employment lands. Creative and performing arts makes up 8.8% of the Inner West's workforce compared with 6% in Greater Sydney (*Our Inner West 2036*).

The high value-add of the manufacturing industry underlines the importance of Inner West's industrial lands to the NSW economy, however, some parts of Victoria Road in Marrickville, an important industrial hub, have been rezoned to accommodate residential development. Figure 12 illustrates that economic activity clusters in certain locations in the Inner West, particularly in Marrickville and Sydenham close to Sydenham station, in Leichhardt along Parramatta Road, and around the Ashfield Town Centre.

Figure 12 Economic activity

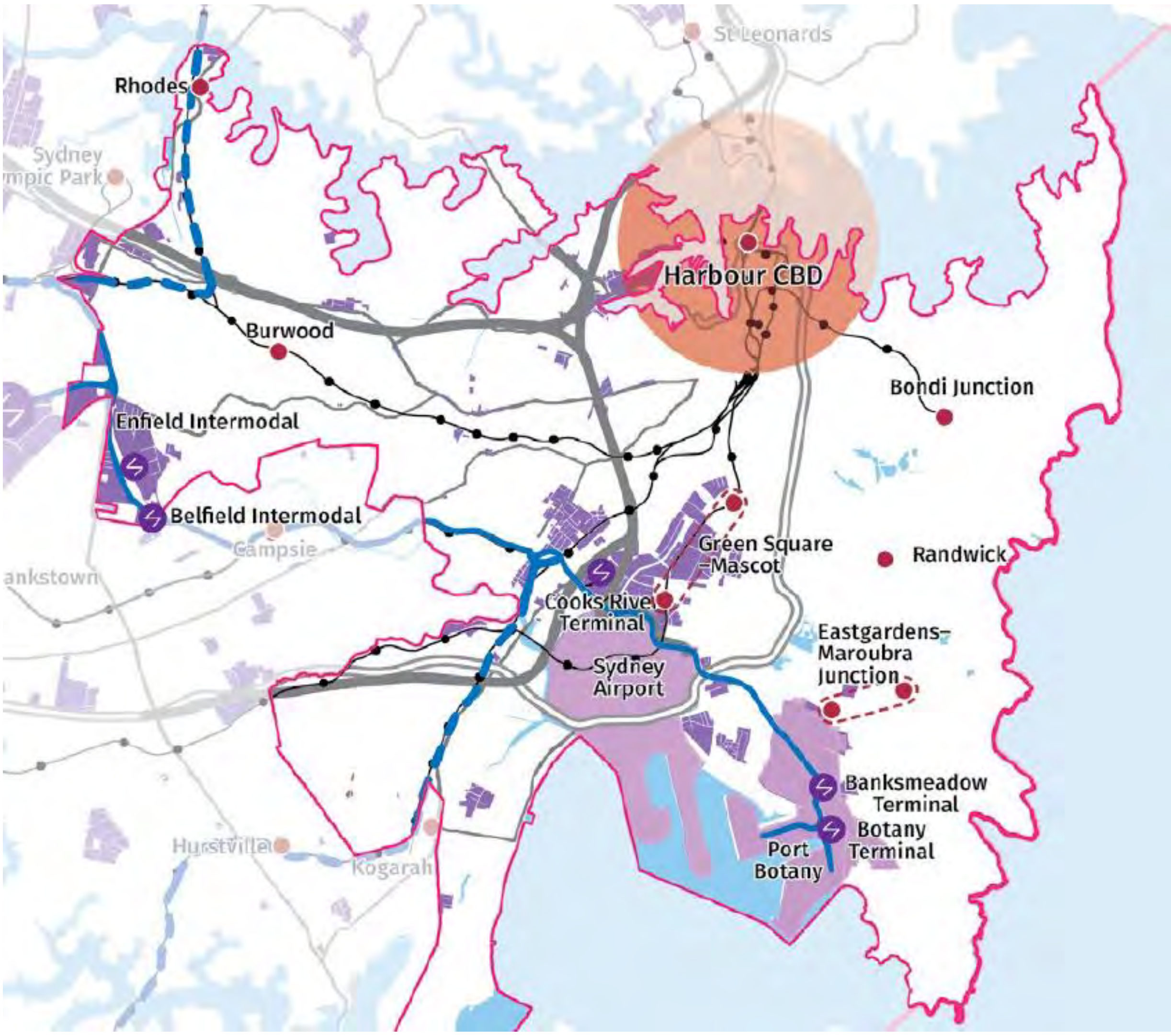



Source: Economy ID, 2018

The importance of the industrial lands is also highlighted in the Eastern City District Plan, which maps the industrial and urban services land, see Figure 13.

Eastern City District Plan states that all existing industrial and urban services lands should be safeguarded from competing pressures, especially residential and mixed-use zones, as these lands are required for economic and employment purposes.

Figure 13 Eastern City District industrial and urban services land




Source: Eastern City District Plan, 2017

## Creative and Cultural infrastructure

Cultural and Creative infrastructure are key priorities for the Inner West community, reflected in strategic direction 3 of *Our Inner West 2036*. The area has the highest concentration of people working in the creative and cultural industries in NSW (9.4%, ABS Census, 2011), with particular specialisations in the visual arts and music. The cultural sector (including a large proportion of private and NGO cultural practitioners) provide a range of engagement, employment and public activation opportunities in the area. It primarily utilises affordable rental spaces to carry out their activities, largely in industrial areas.

Research funded by the Australian Research Council in 2017 found that the Carrington Road precinct alone contains 223 businesses, employs over 1,800 people and can be discerned as 15 functional clusters.[9]

[9] Gibson, C, Grodach, C, Lyons, C, Crosby, A and Brennan-Horley, C, 2017, 'Made in Marrickville: Enterprise and cluster dynamics at the creative industries-manufacturing interface, Carrington Road precinct', http://www.urbanculturalpolicy.com/wp-content/uploads/2017/08/Made_in_Marrickville_DP170104255-201702.pdf

These industries contribute not only to the Inner West, but to Sydney's status as a global city. The Carrington Road precinct supports cultural icons including Sydney Opera House, Sydney Theatre Company, Sydney Gay and Lesbian Mardi Gras, Chinese New Year and Vivid Festival by providing supplier and support relationships, such as fashion and costume production.

Industrial lands are recognised as valuable to the economy, and to creative and cultural industries in particular, and are eliminated as an opportunity in this Strategy.

### 1.2.6 Environment

The Inner West has a number of environmental assets and a community with a strong passion for environmental and ecological matters.

Three endangered or threatened species are found within the LGA: long-nosed Bandicoots (*Perameles nasuta*), Grey-headed Flying Fox (*Pteropus poliocephalus*) and the remnant Sydney Turpentine-Ironbark Forest vegetation (Inner West Council and Land Information Services, 2018).

The Greenway and banks of the Cooks River provide welcome refuge for these species. A Bandicoot Protection Area has been mapped in former Marrickville Council's DCP. Remnant vegetation exists in pockets along the Cooks River as well as Camperdown Memorial Rest Park, Callan Park and King George Park. 20% of the LGA is covered by tree canopy.

A number of opportunities within the Inner West have been identified as part of Greater Sydney's Green Grid. A priority project for the Eastern City District is the Greenway and Hawthorne Canal. Other opportunities focus on the Cooks River, urban greening projects along transport corridors, naturalisation of waterways and new open space and foreshore access at the Bays Precinct.

The LGA is spread over the Cooks River and Lower Parramatta River water catchments. Given the impacts of being in a highly urbanised area, water quality in the two river systems is highly variable (particularly poor after rainfall). Council is part of the Parramatta River Catchment Group which seeks to improve water quality and introduce swimming sites along the Parramatta River, with one site planned for the Inner West local government area.

None of the Inner West LGA is identified as bushfire prone land.

Parts of the LGA are flood-prone. Flood mapping is available for the LGA and additionally a flood study in 2013 A flood study in 2013 relating to the Hawthorne Canal, identifies a number of areas of flood-affected land in Haberfield, Lewisham, Ashfield, Dulwich Hill and Summer Hill.

Council is targeting a reduction in residential resource use. The following data provided in *Our Inner West 2036*, to be used as baseline, is from 2017:

» Water consumption: Houses 169 kL/yr; residential flat buildings 146 kL/yr (Sydney Water)

» Waste production: Residential waste to landfill per resident 199kg

» Residential energy consumption: 1.89MWh per capita.

### 1.2.7 Neighbourhoods and heritage

Inner West's neighbourhoods have unique character that is highly valued in the local community. Character in the Inner West encompasses street life, cultural diversity and tolerance, cultural enlivenment through live performances and artistic production, places for social interaction and busy hubs that support a mix of activities through a diverse mix of land uses.

Physical attributes of the LGA such as its well-utilised open spaces and its heritage conservation areas and items also contribute to the character. More than 30% of the LGA is identified as a heritage conservation area and there are close to 2,000 local heritage items.

Sense of community, identity and history were consistent themes raised during consultation conducted to support preparation of this Strategy.

Identifying and understanding local character is a critical step in the design process to achieving a 'better fit'; one of seven objectives in the Government Architect NSW's *Better Placed*[10] guide:

> *"Good design in the built environment is informed by and derived from its location, context and social setting. It is place-based and relevant to and resonant with local character, heritage and communal aspirations. It also contributes to evolving and future character and setting."*

This section of the Strategy provides brief character descriptions for the Inner West suburbs. These high-level character descriptions provide preliminary guidance that inform constraints and identification of opportunities for housing growth as part of the Strategy.

The character summaries draw from:

» community and stakeholder consultation undertaken during the development of the Study

» the character study prepared by the Save Marrickville Resident Group (provided following a consultation activity with the group)

» Ashfield, Leichhardt and Marrickville DCPs

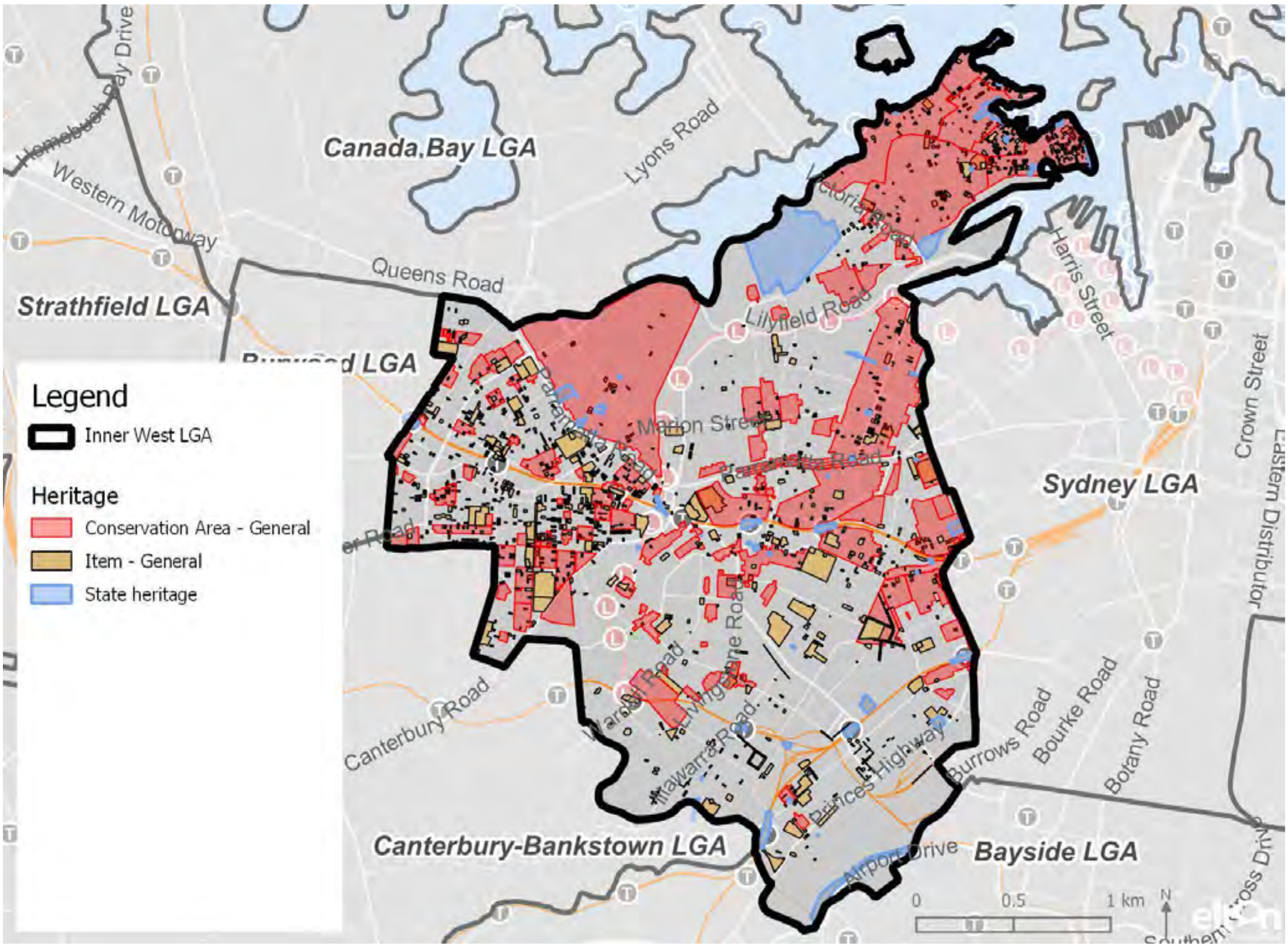
» urban planning strategies for Ashfield (2010) and Marrickville (2007).

This Strategy acknowledges that heritage conservation areas limit the capacity for substantial change to an area and its built form. These areas will nonetheless gradually change over time. There are heritage incentive clauses to encourage adaptive reuse and maintenance in the LEP.

Figure 14 shows the suburbs of the Inner West, and the current heritage conservation areas and heritage-listed sites.

[10] *Better Placed: An integrated design policy for the built environment of New South Wales*; Government Architect NSW

Figure 14 Inner West state heritage, local heritage conservation areas and local heritage items




Source: Data provided by Council

The character of the areas within the LGA as well as the heritage aspects are described below.

## Balmain, Balmain East and Birchgrove

This area of the Inner West has a distinctive geography owing to its location on the peninsula, with views over the harbour and White Bay Power Station.

The area's industrial and labour history has shaped its residential character, with many small colonial cottages and narrow foreshore terraces that housed workers. The suburbs also have heritage homes, Victorian and Edwardian houses and older, low-scale residential flat buildings.

Most of this area is within a heritage conservation area. The traditionally working-class area is home to many historic pubs. Darling Street is a Victorian-style high street providing the civic and social point for the area, with restaurants, cafes, shops and night life.

The area is characterised by short blocks and narrow streets, with a varying lot size pattern. It is highly walkable. Residents value living in 'a village right on the edge of the city' and the creative, progressive and cultural character of the neighbourhood.

## Rozelle and Lilyfield

These suburbs are located on the peninsula between Iron Cove and White Bay.

Public transport accessibility is currently by bus only, but could improve with the delivery of Sydney Metro West if supporting bus services are also provided.

Sydney College of the Arts and Callan Park Hospital are located within this area. There are pockets of industrial lands on Balmain and Victoria Road. The residential character of Lilyfield is mostly low-scale, including terrace houses, wide streets lined with worker's cottages, Victorian homes and some Federation style houses.

Dwelling typologies are more varied in Rozelle, with a range of low and medium density housing and converted industrial buildings.

The topography of the area is distinctive, with distant city vistas from certain points. Residents value the quiet, community-centred nature of the area and opportunities for community gathering such as the Orange Grove Farmers' Market and Rozelle Market and the creative arts culture and restaurant and bar scene in Rozelle.

## Haberfield

Haberfield is a small village neighbourhood that offers a range of retail services, cafes and restaurants, many of which have a strong Italian influence. There are fine examples of federation houses with decorative elements along tree-lined streets. There are no rear laneways and no strata development, as a result of the garden suburb philosophy and resulting subdivision pattern.

The suburb of Haberfield is a heritage conservation area, owing to its significant role as the first model of a garden suburb in Australia. The suburb has a distinctive subdivision layout, with detached houses on individual lots typically exceeding 600sqm with gardens.

## Ashfield and Croydon

These areas contain a wide variety of residential densities and housing types. Ashfield and Croydon Park are diverse, multicultural communities, with a variety of household types that suit different families. Ashfield's town centre, the 'Chinatown of the Inner West', provides a vibrant main street with a wide selection of places to eat.

Residents value the mix of housing types and the distinctly residential character of the precinct. Housing types include Californian bungalows, workers' cottages, federation homes, terraces, art deco apartments, medium and high-rise residential flat buildings.

These suburbs are well served in terms of open space with a range of parks and access to the Cooks River cycleway in Ashfield and Croydon. Haberfield sits south of Iron Cove, with the foreshore providing important recreation space and access to The Bay Run.

## Summer Hill

In Summer Hill, a thriving village life offers restaurants, gift shops, supermarket, fruit shops and a pub. Summer Hill federation-era houses and workers' cottages and terraces intermingle with 3-4 storey walk up style apartments. There are many heritage listed properties in the suburb which also offers a range of places of worship.

Summer Hill sits between Parramatta and Old Canterbury Roads, around the Summer Hill train station. Commercial activity is focused around the train station. Recent redevelopment has occurred along the train and light rail lines, including the Mungo Scott Flour Mill development on the border of Summer Hill and Lewisham. South of the train station, Summer Hill has a relatively consistent street pattern. Streets are wide and there are some concentrations of larger lots.

Residents value walkability and accessibility offered by public transport. They like the family-friendly nature and village feel of the area. Summer Hill is also bordered by the Hawthorne Canal which provides Greenway links north and south.

## Lewisham and Petersham

Lewisham and Petersham are located south of Parramatta Road and are bisected by the main suburban rail line. Petersham's commercial strip along New Canterbury Road offers a range of services and retail. Residents in this precinct particularly value the cultural diversity, family life, walkability and public transport access of this area—with access to both light rail and train.

Petersham is mostly low-scale residential comprising both freestanding dwellings and single-storey terraces, with some two, three and four storey residential flat buildings particularly around Livingstone Road and shop top housing along New Canterbury Road. The former hospital site on the corner of Coronation Avenue and Addison Road offers an example of infill development. Street widths vary from narrow to wide and lot sizes vary in width, depth, area and shape.

Lewisham has a similar residential character to Petersham, with an area of recent development in Lewisham West. Part of the proposed GreenWay traverses Lewisham, offering the prospect of enhanced recreational and active travel connections in the future. The GreenWay follows the disused Rozelle freight corridor which has been converted to light rail, also incorporating the Hawthorne Canal.

## Leichhardt

Norton Street's 'Little Italy' provides a range of cafes, restaurants, family-run small businesses and the Italian Forum. Leichhardt's sloping topography provides vistas over Haberfield and the Iron Cove, with grander houses towards the upper slopes. The Hawthorn Canal defines the western boundary of the suburb.

Contemporary development, such as between George Street and Upward Street, offer examples of infill development within an area that is otherwise predominantly low scale residential. Different building periods are represented in Leichhardt, with a mix of semi-detached dwellings, terraces, freestanding dwellings and some three storey walk-up flats. Lot sizes vary but in general are large in Leichhardt compared with other parts of the local government area, and there is a strong laneway typology close to Parramatta Road and to the Leichhardt North light rail stop.

There are also small pockets of industrial land in Leichhardt, including some light industrial uses along Parramatta Road.

## Annandale and Camperdown

Local character differs across these suburbs, which contain diverse residential development, pockets of industrial lands, Parramatta Road, parks and the canal.

The area borders the Royal Prince Alfred Hospital and the University of Sydney and is on the edge of the Camperdown-Ultimo Health and Education Precinct. Residents value the village-like atmosphere, recreational spaces along the canal, access to schools and parks and a growing café, restaurant and bar scene.

Character varies significantly across the suburbs. Most of Stanmore and Annandale is within a heritage conservation area. Annandale's street and subdivision pattern are consistent and its topography is distinctive, offering views of the bay and the city.

Camperdown contains a mix of medium and high-density apartments north of Parramatta Road—some of these being adaptive reuse of former warehouses. South of Parramatta Road there are warehouses converted into apartments.

## Newtown, Enmore and Stanmore

Newtown and Enmore are well-known for their diversity, vibrant street and night-life, being lesbian, gay, bisexual, transgender, intersex and queer (LGBTIQ) friendly and for cultivating artistic and creative activities.

The suburbs have highly-utilised open spaces, like Camperdown Memorial Rest Park, and fine-grain housing typologies supporting walkable places and public transport.

King Street and Enmore Road provide the street and nightlife hubs of the area, offering restaurants, eateries, shops and entertainment. The vitality of these hubs is supported by a street block pattern as well as stretches of shop-top housing. A mix of busy and quiet streets contain a rich mixture of period and typology.

There are high quality examples of terrace housing and alterations and additions to early buildings that maintain a unique small-scaled Victorian streetscape character. There are a number of older industrial buildings and examples of adaptive re-use.

The street pattern is relatively uniform and the subdivision pattern, especially closer to the station, is characterised by densely packed allotments. The majority of lots are under 400sqm and much of the area is within a heritage conservation area.

Stanmore has a predominantly low-scale residential character with high quality examples of Victorian and Federation period housing, terraces, cottages. Stanmore also contains art deco style residential flat buildings and multi-dwelling development. Stanmore is highly constrained by aircraft noise.

## Dulwich Hill

Dulwich Hill is predominantly residential in nature with good public transport connections—both to light rail and train—and a local centre.

A mix of Victorian and Federation homes, including good quality examples and small groups of Federation bungalows in the heritage conservation area, are intermingled with walk-up apartments and medium density residential flat buildings mostly located near the train station and along New Canterbury Road.

Residents value the village atmosphere, open and green spaces, the independent supermarket and range of restaurants, cafes and pizza bars. There is a desire to revitalise the neighbourhood shops within the Dulwich Hill neighbourhood centre so they provide a range of useful services and create a more defined precinct.

The Greenway Corridor contributes to the recreational open space and active transport network and along the light rail corridor. Further development should protect and enhance the mixed density residential character, significant historic buildings and streetscapes and reinforce permeability of the Greenway Corridor.

## Marrickville

Marrickville's town centre provides a hub for street life and community, with a distinctly multicultural character.

Residents value the diversity of the area and the sense of neighbourhood created by people who have lived in the area for many years—and for some people, their whole lives.

Marrickville has a distinct industrial heritage character, including the Sydney Steel and Carrington Road precincts. Industrial lands contain a mix of industrial uses. They increasingly support small-scale cultural, arts, making and live music experiences as well as a growing brewery, artisan food and bar culture.

These industrial and employment activities are highly valued by the community and future development should preserve the existing industrial and employment lands. The topography of the precinct slopes towards Cooks River, which offers a green buffer. The land rises to Dulwich Hill, Petersham, Enmore and Newtown.

The area has a distinctive historic low-scale residential character of mostly Federation and Inter-war periods. The suburb has seen recent development around Marrickville Station, the town centre and at a lower scale around Livingstone, Addison and Illawarra Road.

## St Peters, Sydenham and Tempe

This area has a distinctly industrial character that is highly valued for its access to the airport, freight rail lines, Princes Highway and the M5 motorway.

There is traditional industrial and warehousing along with a growth of creative businesses and breweries, reflecting the transitioning local employment base.

Employment-generating land uses are to be retained into the future. The suburbs' residential character is typically low-density with a mixture of housing stock. It also features parks and open space, schools and local shops, cafes and restaurants.

Residents value the strong community feel, tree-lined streets, proximity to amenities and services, and having access to good public transport. Parts of this area are highly impacted by aircraft noise, road noise from the Princes Highway and rail noise.

# SECTION 2:
# Housing vision and priorities

# 2 Housing Vision and Principles

The Inner West's housing vision, identified below, highlights the community's aspirations for housing in the LGA over the next 20 years. It was developed through consultation undertaken for this Strategy and draws on the community vision in the *Our Inner West 2036 Community Strategic Plan.*

### Our Inner West Housing Vision

- We respect and value the character and heritage of our communities.
- We are a network of diverse communities sharing values of inclusiveness, acceptance and fairness.
- As neighbourhoods grow and change, people remain easily and freely connected with one another, and have good access to their activities.
- 'Our Place Inner West' includes quality housing that contributes positively to residents' quality of life and surrounding public spaces.
- We support a community that minimises its carbon footprint and protects and supports natural ecosystems.

For a summary of consultation outcomes, refer to Appendix B.

Each statement in Council's housing vision is developed into a housing priority and long term principles for *Our Inner West Housing Strategy*, identified in the following table. The priorities and principles support delivery of the vision, underpin the *Our Place Inner West Housing Strategy* and inform the housing actions outlined in Section 5.

| Vision | Priorities and Principles |
|---|---|
| We respect and value the culture, history, and character of our communities. | RESPECTING OUR HISTORY, CULTURE AND CHARACTER<br><br>Principle 1: Ensure the cultural, historical and spiritual significance of landscapes, sites, waterways, customs and traditions that Aboriginal communities wish to conserve are protected and maintained when planning for housing development.<br><br>Principle 2: Accommodate housing growth through a range of sensitive infill compatible with heritage values and local character – enabling areas to evolve with respect over time. |
| We are a network of diverse communities sharing values of inclusiveness, acceptance and fairness. | RETAINING INCLUSIVE COMMUNITIES AND FAIR ACCESS TO HOUSING<br><br>Principle 3: Provide for a diverse mix of housing typologies, sizes and tenures that cater to the needs of people at all stages of their lives.<br><br>Principle 4: Start to close the affordability gap between housing need and provision for very low, low and moderate income households. |

| | |
|---|---|
| As neighbourhoods grow and change, people remain easily and freely connected with one another, and have universal access to their activities. | PROVIDING CONNECTED NEIGHBOURHOODS<br>Principle 5: Locate the majority of new housing opportunities in areas that are within a 10-minute walk of centres, transport and services, supporting their vibrancy and aligning with infrastructure provision and growth. |
| 'Our Place Inner West' includes quality housing that contributes positively to residents' quality of life and surrounding public spaces. | ENSURING HIGH QUALITY HOUSING DESIGN<br>Principle 6: Design quality housing and surrounding public spaces to maximise amenity, safety and security for residents and provide a positive contribution to its neighbourhood. |
| We support a community that reduces its carbon footprint and protects and supports natural ecosystems. | HOUSING IS DESIGNED FOR ECOLOGICAL SUSTAINABILITY<br>Principle 7: Homes are designed to be ecologically sustainable, supporting Council's aim of zero net carbon emissions by 2050, water sensitivity, increasing biodiversity and zero waste. |

# SECTION 3:
# Informing the Housing Strategy - Investigation areas, building typologies and projections

# 3 Investigation areas, building typologies and projections

This section identifies the locations where Council will undertake place-based studies to facilitate housing growth, the types of housing that are likely to be delivered in the areas under new planning controls and the dwelling projections in the 0-5, 6-10 and 20 year timeframe, as required by the Eastern City District Plan.

Prior to outlining the directions for the housing Strategy, a brief overview of the methodology used to develop the strategy is outlined in Section 3.1.

## 3.1 Summary methodology

Substantial analysis underpins the investigation areas. In summary, this Strategy took as its starting point the implications arising from the strategic policy context, demographic and housing trends, barriers to delivery of housing, feedback from the community and the housing vision identified in Section 2. A capacity analysis of housing potential under the current land use controls was undertaken to provide a baseline, detailed in Section 6.1.

Having identified that the current land use controls are unlikely to support medium and long term growth anticipated to 2036, the Strategy then conducted a detailed investigation of locations for potential growth. These locations were selected by:

» firstly, excluding areas that are not suitable for housing, for example areas without easy access to public transport, containing heritage items or at risk of flooding (see Section 6.2), and

» secondly, confirming opportunities in precincts identified by the NSW Government, areas associated with forthcoming or potential infrastructure upgrades, areas identified by the community and key stakeholders in workshops, focus groups and interviews and opportunities identified in previous Council-led land use strategies.

This section sets out the results of this investigation, grouped in terms of priority. Detailed analysis of these locations that considers local character, opportunities and constraints within the investigation area and potential uplift scenarios is set out in Section 6.3. The medium and high growth scenarios were undertaken by staff from Inner West Council.

## 3.2 Identified investigation areas

The Housing Strategy identifies a diversity of housing to cater for the community needs, through investigation opportunity areas, from 2019 and from 2026.

The investigation areas resulted from the outcome of the analysis which is summarised below in two maps (see Figure 15 and Figure 16) which identify the investigation areas from 2019 and from 2026. The maps identify the key housing typologies that would likely be the dominant applicable new built form typology in each identified locality, illustrated in Section 3.2.4. In some cases, such as Ashfield and Lilyfield, different built form typologies are recommended for different parts of the investigation area.

As the short term target is likely to be met through existing planning controls, this Strategy only identifies medium and longer term investigation areas. These areas will be subject to more detailed investigation through place-based studies examining impacts on local character, any required technical investigations, and further evaluation of heritage.

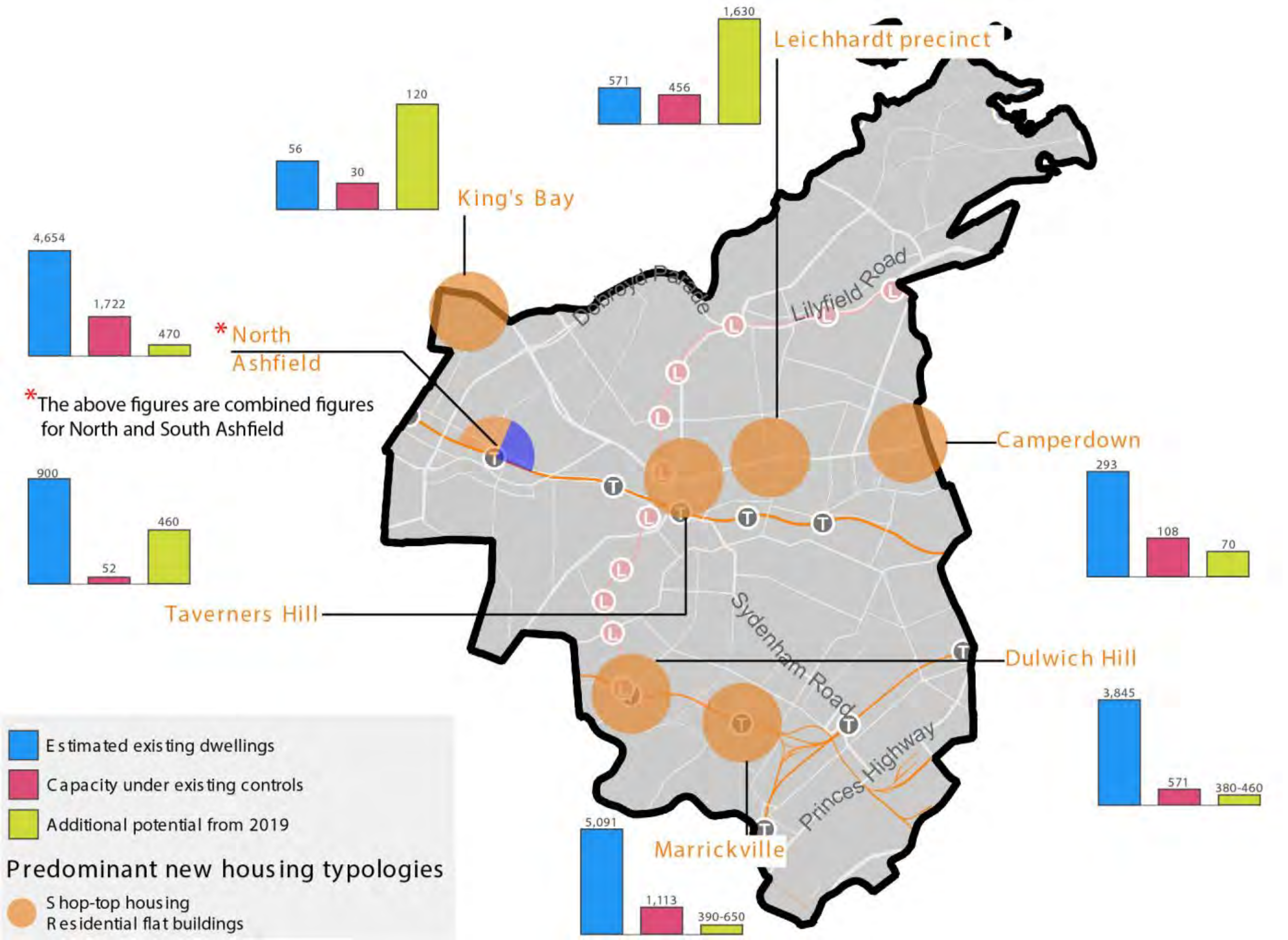
### 3.2.1 Investigation areas from 2019

The investigation areas for anticipated delivery from 2019 (likely to result in housing in 2021-2026) are detailed in Figure 15. The rationale for these being medium-term investigation areas is that they are:

» Precincts that have been identified by the State, with a legislative requirement to deliver the localities (Parramatta Rd corridor). However, the uplift identified in this Strategy will still be dependent on rapid mass transit on Parramatta Rd, within the existing road configuration.

» Precincts that are associated with committed and progressing major transport infrastructure project, and active transport infrastructure improvements to be considered (Metro South West).

Figure 15 Investigation Areas from 2019




*See detailed opportunity analysis section of the Strategy for further details. In addition, approximately 700 dwellings in other forms of residential accommodation are also projected to be delivered across the LGA (e.g. student accommodation, boarding rooms, etc) from 2019 to 2036.

### 3.2.2 Longer Term Investigation Areas from 2026

Figure 16 provides locations to be investigated in the longer term (for anticipated delivery in 2026-2036). There are a variety reasons for these being in the longer term timeframe including:

» Dependency on the commitment to the Metro West future transport upgrade (The Bays Precinct, Lilyfield East and to a certain extent Lilyfield West);

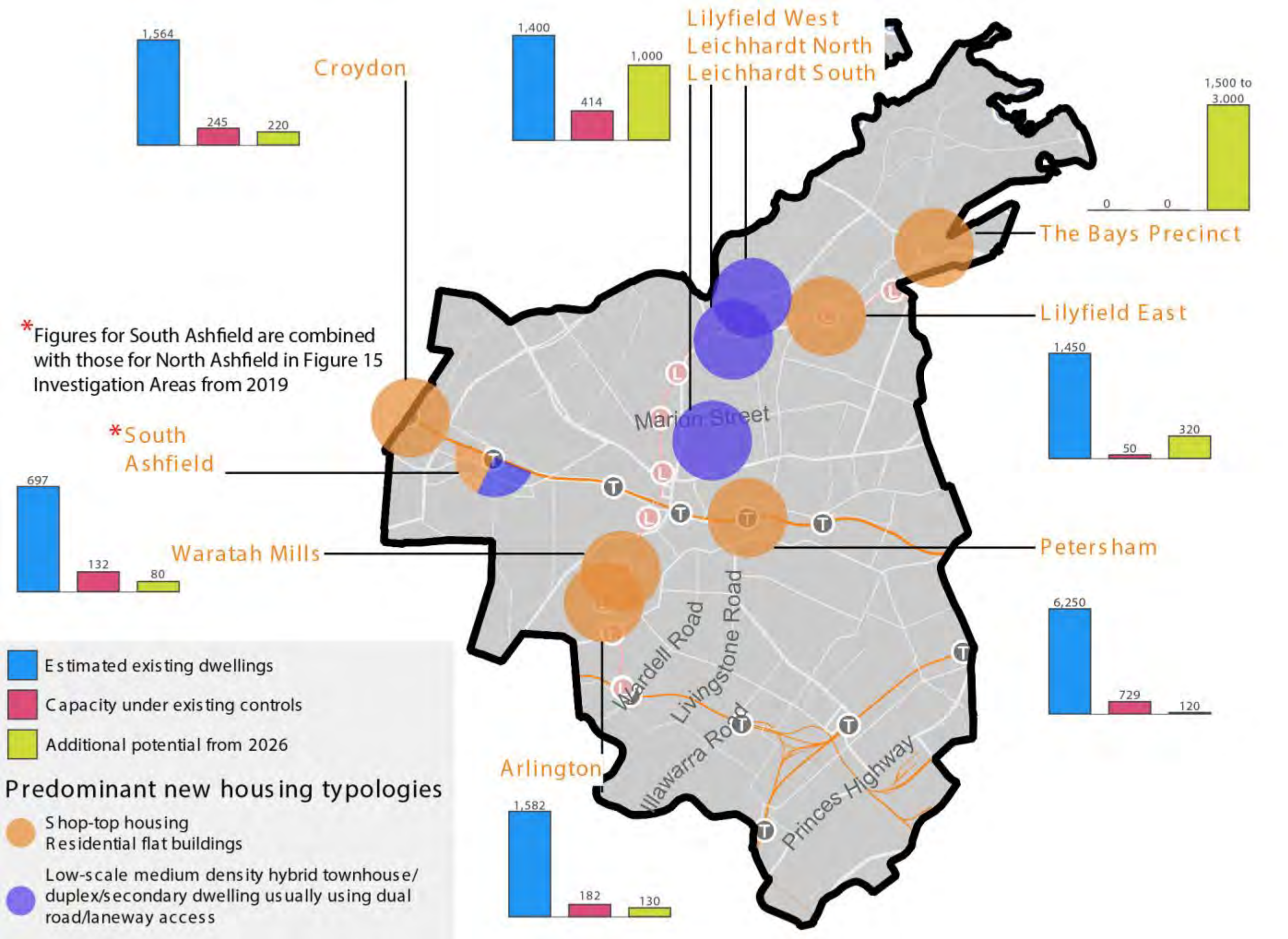
» Confirmation that Metro West will free up capacity on the existing Sydney CBD to Parramatta heavy rail line or the frequency of service is improved (Petersham, Summer Hill, Ashfield and Ashfield South, Croydon and Summer Hill);

» Upgrades to the above stations to make them accessible to people with a disability;

» The combination of the above transport improvements will impact the efficiency of the Inner West Light Rail or that capacity improvements can be made;

» Confirmation that schools and open space can be provided to meet the needs of the new residents.

Figure 16 Longer Term Investigation Areas from 2026




*See detailed opportunity analysis section of the Strategy for further details. In addition, approximately 700 dwellings in other types of residential accommodation are also projected to be delivered across the LGA (e.g. student accommodation, boarding rooms, etc) from 2019 to 2036.

## 3.2.3 Areas with potential development capacity

Table 5 identifies the estimated potential additional dwelling capacity of the investigation areas identified and analysed in Sections 6.5 and 6.6.

In summary the potential has been derived from:-

» Potential dwelling capacity is based on modelling of an upper and lower FSR scenario.

» It should be noted 5% of the likely dwelling capacity (once the conversion rate is applied of 70%) is allocated to other forms of residential accommodation such as boarding houses and student accommodation.

» This is a bulk figure calculated for relevant precincts but aggregated as a sum total.

### Table 5 Investigation areas and summary of potential additional dwelling capacity

| Investigation Area | Estimated existing dwelling numbers[1] | Projected additional capacity under existing controls[2] | Likely additional capacity[3] | Likely total housing capacity of areas |
|---|---|---|---|---|
| Arlington[4] | 1,582 | 182 | 130 | 1,894 |
| Ashfield[4] | 4,654 | 1,722 | 470 | 6,756 |
| Croydon[4] | 1,564 | 245 | 220 | 2,029 |
| Dulwich Hill[4] | 3,845 | 571 | 380-460 | 4,796 – 4,876 |
| Lilyfield East[4] | 1,450 | 50 | 320 | 1,820 |
| Marrickville[4] | 5,091 | 1,113 | 390-650 | 6,594 – 6,854 |
| Petersham[4] | 6,250 | 729 | 120 | 7,099 |
| Waratah Mills[4] | 697 | 132 | 80 | 909 |
| Camperdown[4] | 293 | 108 | 70 | 303 |
| Leichhardt[4] | 571 | 456 | 1,630 | 2,201 |
| Taverner's Hill[4] | 900 | 52 | 460 | 1,360 |
| Kings Bay[4] | 56 | 30 | 120 | 176 |
| Marrickville Metro | 0 | 0 | 350-740 | 350-740 |
| Bays Precinct | 0 | 0 | 1500-3000 | |
| Site specific investigations | | | | |
| Leichhardt Market Place | 40 | 0 | 260 – 630 | 300 - 670 |
| Balmain Site | 0 | 0 | 140 | 140 |
| Summer Hill | 4,772 | 531 | 25 | 5,328 |
| General | | | | |
| Lilyfield West, Leichhardt North, Leichhardt South | 414[5] | N/A | 1,000 | 1,414 |
| Remaining Inner West Council Area[2] | 42,109 | 3,057 | | |
| Other forms of residential accommodation | | | 696 | |
| Total | 74,288 | 8,979 | 8,435 | |

1. ABS number of dwellings 2016 estimate only as best fitted to the precinct or PRCUTS estimates.
2. Existing capacity for remaining Inner West LGA 2021-2036 assumes a 70% conversion rate 5% of land is allocated to non-standard market dwellings such as boarding houses and student accommodation where footnote 4 is indicated. The amount of residential accommodation produced by this allocation is outlined as a separate line item in the table.
3. The number of dwellings that would be the minimum projected in each area to achieve 15,000 dwellings over the 2021-36 period.
4. Precincts where other forms of residential accommodation have been allowed for, equating to 5% of development capacity.
5. Only lots projected to be converted (30%).
6. Of the likely additional capacity of 8,435 dwellings, Council has calculated that under its current *Affordable Housing Policy* target of 15%, approximately 1,000 dwellings could be delivered as affordable housing.

### 3.2.4 Building typologies and diversity for this Strategy

Housing in the Inner West is diverse, from single detached dwellings on larger lots, to studio apartments, terraces and boarding rooms, and a full range in between.

Neighbourhoods with a range of housing types and sizes help ensure people can more readily meet their housing needs throughout their lifecycle, remaining in the area where they have existing networks. This mix contributes to the social vibrancy and character the Inner West is known for.

Over the last 20 years a broad shift from a predominantly single detached dwelling and terrace base to other house forms has occurred. To continue to meet the needs of the existing and future community, Inner West Council will continue to support a broad range of housing types in different built forms to be retained and developed. It's the housing diversity that would be included as part of this Strategy.

Through the constraints and opportunities analysis, including environmental constraints such as flooding, and aircraft noise, and proximity to services, transport and activities, as well as taking into account heritage areas and neighbourhood character, certain areas are considered to be more suitable for different types of housing than others.

For example,

» Within identified and future heritage conservation areas, the likely increase in residential options will predominantly come from sensitive alterations and additions; secondary dwellings; and potentially dual occupancies.

» In and around centres and transport nodes, higher density development is considered more suitable in the form of residential flat buildings, shop top housing and mixed use developments, tapering down to low rise flats, manor houses, villas and townhouses and single dwellings.

» The number of laneways in Leichhardt present an opportunity to support dwellings with access at the front and rear of these lots.

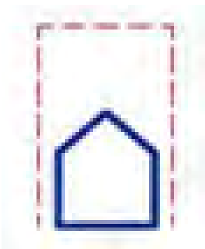
» With increasing transport options and open space connections at Dulwich Hill, there is potential for some growth and different building types.

» Other opportunities are noted through the identification of specific sites, and areas identified as priorities by the State Government – to be examined by local analysis and further place making investigation.

Providing more housing in the Inner West will be achieved through delivering a range of housing types in a variety of ways – underpinned by the overall vision for housing in the LGA and its supporting key objectives.

Table 6 details the low, medium and high density building options for the Strategy.

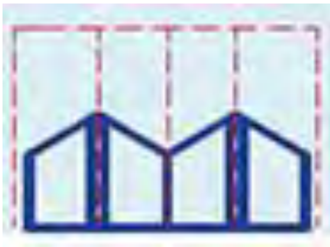
Table 6 Dwelling typologies

| Single dwellings | | |
|---|---|---|
| A detached building containing only one dwelling |  |  |
| **Two attached dwellings** | | |

One building with two attached dwellings

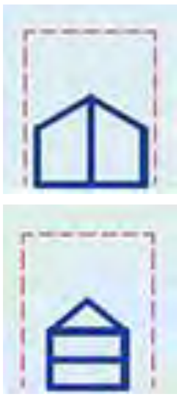
## Terraces

Three or more attached dwellings which have a frontage to the street



## Dual occupancy

Two dwellings on one lot of land that are either attached to each other or detached, but does not include a secondary dwelling



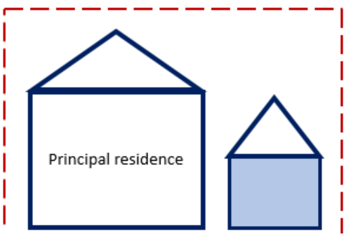
## Secondary dwellings

A self-contained dwelling that:

(a) is established in conjunction with another dwelling (the principal dwelling), and

(b) is on the same lot of land as the principal dwelling, and

(c) is located within, or is attached to, or is separate from, the principal dwelling.




## Multi-dwelling houses (terraces or townhouses and villas)

Three or more dwellings on one lot of land where:

» each dwelling as access at ground level

» no part of a dwelling is above any part of any other dwelling, and,

» dwellings face and generally follow the alignment of one or more public roads.

## Manor houses

A building containing 3 or 4 dwellings, where:

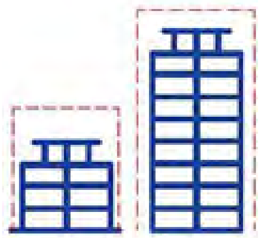
» Each dwelling is attached to another dwelling by a common wall or floor, and

» At least 1 dwelling is partially or wholly located above another dwelling, and

» The building contains no more than 2 storeys (excluding any basement).

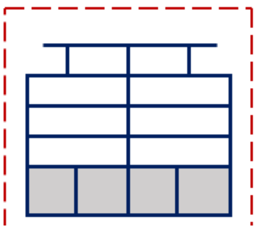
## Residential flat buildings

A building containing 3 or more dwellings, but does not include an attached dwelling or multi dwelling housing



## Shop top housing

One or more dwellings located above ground floor retail premises or business premises



Source: Department of Planning and Environment, 2017 'The Low Rise Medium Density Design Guide'

Other important types of residential accommodation include:

### Boarding houses

A building that:

(a) is wholly or partly let in lodgings, and

(b) provides lodgers with a principal place of residence for 3 months or more, and

(c) may have shared facilities, such as a communal living room, bathroom, kitchen or laundry, and

(d) has rooms, some or all of which may have private kitchen and bathroom facilities, that accommodate one or more lodgers, but does not include backpackers' accommodation, a group home, hotel or motel accommodation, seniors housing or a serviced apartment.

### Group home

Means a dwelling:

(a) that is occupied by persons as a single household with or without paid supervision or care and whether or not those persons are related or payment for board and lodging is required, and

(b) that is used to provide permanent household accommodation for people with a disability or people who are socially disadvantaged, but does not include development to which State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 applies.

### Seniors housing

A building or place that is:

(a) a residential care facility, or

(b) a hostel within the meaning of clause 12 of State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004, or

(c) a group of self-contained dwellings, or

(d) a combination of any of the buildings or places referred to in paragraphs (a)–(c),

and that is, or is intended to be, used permanently for:

(e) seniors or people who have a disability, or

(f) people who live in the same household with seniors or people who have a disability, or

(g) staff employed to assist in the administration of the building or place or in the provision of services to persons living in the building or place, but does not include a hospital.

Source: *Standard Instrument LEP* 2018 (NSW)

### 3.2.5 Preliminary Dwelling projections

The table below provides a summary of the 0-5, 6 – 10 and 10-20 year expected dwelling delivery projections under the Eastern City District Plan.

Council considers that the breadth of investigation areas above will allow the achievement of the Department of Planning and Environment implied dwelling needs, extrapolated from the population projections of 995 dwellings per year. The demand projections are based on a dwelling production rate of 1,000 dwellings per year, which is generally consistent with Inner West Council's longer term past growth rate and DPIE's population growth and dwelling need projections over the next 20 years and accounts for the fact that the past few years have been peak market conditions, and may not be sustained in the long term. Forecast.ID, who prepare population projections for councils on the basis of ABS data, project at least the same level of population growth.

Table 7 Summary of Preliminary Dwelling projections

| 0 – 5 years | 6 – 10 years | 10 – 20 years |
|---|---|---|
| (2016-2021) | (2021-2026) | (2026-2036) |
| 5,900<br>Eastern City District Target expected to be met | 5,000<br>Meeting DPIE Implied Dwelling Production | 10,000<br>Meeting DPIE Implied Dwelling Production |

## 0-5 year dwelling delivery

The Eastern City District Plan specifies a target of an additional 5,900 dwellings for the Inner West local government area in the first five years in which the Plan operates, that is, from July 2016 to June 2021. The latest datasets are not currently available to Council, however, a letter from the Greater Sydney Commission to Council states:

> "*The DPE's housing supply forecast confirms that Inner West Council's housing supply is on track to deliver 5,790 new dwellings between 2016/17 to 2020/21 which is close to the minimum 0-5 year target of 5,900. This has been established by adding completions from July 2016 - September 2018 and a pro-rata of DPE's housing supply forecast from 2017/18 - 2021/22 (5,400 dwellings).*"

This section assesses the likely achievement of the target to 2021. It is intended to provide:

» supplementary evidence to bolster DPE's dwelling approvals data, particularly where that data has not been made available to Council

» an understanding of the trends in non-standard market delivery in the LGA

» an assessment of dwellings in the pipeline.

### Methodology

To assess the dwelling delivery to ensure that Inner West Council is on track to meet the 5-year dwelling target the following was undertaken:

» All Development Applications and Complying Development Certificates (2015/16[11], 2016/17, 2017/18) data has been collated. Any Construction Certificates issued for dwellings that were approved through DAs or CDCs prior to July 2015 were added. The 2015-2016 data was not included in 0-5 year period, however, it is likely that many of the approvals during that time were actually completed in the relevant period.

» An assessment was undertaken of the Planning Proposals recently gazetted that are likely to deliver more dwellings in the short-term (minus any DA's within land subject to the Planning Proposal to ensure dwellings are not counted twice).

[11] 2015/2016 data was excluded from the 0-5 year target to comply with DPIE methodology. However, this data was used to understand development trends.

» Consideration of background growth continuation until 2021, estimated to be 2,047 dwellings or other forms of residential accommodation.

### Dwellings already approved or constructed (2015-2018) – Council Data

Table 37 shows data that has been compiled from the various former Council records and categorised by market dwellings and categories of dwellings designed and approved for specific social needs (referred to as other residential accommodation).

The dwellings that were approved either by Development Application or Complying Development Certificate in the 2015-2016 year have been included in the table to better understand the shorter-term trends. It is also likely that many of the dwellings approved in this period were delivered in the post July 2016 period, however, they have not been included in the formal count for the 0-5 year dwelling delivery assessment.

Construction Certificates that were not acted upon before the July 2016 period have also been assessed to inform the 0-5-year time frame. However, these have been calculated separately to get a better indication of the 2015-2018 trends.

Table 8 Council dwelling approvals data, 2015-2018

| | FY2015/2016 | FY2016/2017 | FY2017/2018 | *Yearly average 2015-18* | Total (2015-2018) |
|---|---|---|---|---|---|
| **Development Approvals and Complying Development** | | | | | |
| Standard Market dwellings | 986 (72.71%) | 1154 (82.96%) | 879 (68.03%) | *1006 (75%)* | 3019 |
| Secondary dwellings | 26 (1.92%) | 29 (2.08%) | 28 (2.17%) | *28 (2.06%)* | 83 |
| Boarding Rooms | 221 (16.30%) | 204 (14.67%) | 268 (20.74%) | *231 (17.24%)* | 693 |
| Infill Affordable Dwellings | 7 (0.52%) | 0 (0%) | 117 (9.06%) | *41 (3.19%)* | 124 |
| Residential care bed facilities | 106 (7.82%) | 0 (0%) | 0 (0%) | *35 (2.61%)* | 106 |
| Student accommodation | 10 (0.74%) | 0 (0%) | 0 (0%) | *3 (0.25%)* | 10 |
| Independent Seniors Living | 0 (0%) | 4 (0.29%) | 0 (0%) | *1 (0.10%)* | 4 |
| **Construction Certificates[12]** *Note:* not counted in the above, but contributing to dwellings in the 0-5 year dwelling count | | | | | |
| Standard market dwellings | 594 | 785 | 112 | | |
| Boarding Rooms | 24 | 0 | 34 | | |
| Secondary Dwellings | 1 | 3 | 3 | | |
| Total Dwelling or other residential accommodation delivery | 1974 | 2179 | 1441 | | 5594 |

Based on the above data, the following conclusions can be made:

» The LGA is already expecting to deliver 3,620 dwellings or other residential accommodation during the 2016-2018 time period under DAs and CCs. .

» On average, 1,006 standard market dwellings were approved annually over the 2015/16-2017/18 period. This does not include other forms of residential accommodation. To inform likely future delivery, for the 2015-2018 years, the following applies in terms of non-standard dwelling trends:

» An average of 231 boarding house rooms per year have been approved[13]

» An average of 28 secondary dwellings per year have been approved

» An average of 41 infill affordable dwellings have been approved

» An average of 35 residential care beds were approved

» Only an average of 3 student accommodation places were approved each year

» Only minimal numbers of independent seniors living were approved resulting in only one unit per year

[12] Construction Certificate data is related to completions that are attached to DAs that were approved prior to July 2015 and therefore, not double-counting approvals data.
[13] Note that approved can mean either by Complying Development Certificate or by Development Application.

Noting the 'peak' for standard housing, it is still clear the five year housing target will be met. The key issues to consider are the corresponding infrastructure notably open space, better transport connections, education and health.

### Dwellings expected to be delivered under Planning Proposals

The following provides an overview of the development expected as a result of Planning Proposals recently gazetted or progressing, and will likely produce dwellings in the 2016-2021 time period.

Table 9 Planning proposals likely to be delivered in the timeframe to 2021

| Locality | | Expected dwelling yield* | Status of planning proposal |
|---|---|---|---|
| 36 Lonsdale Street, 69-70 Brennan Street | Lilyfield | 54 | Pre-Gateway |
| Victoria Road Precinct | Marrickville | 500* (total yield to be 1,100 but 600 delivered post 0-5 year) | Gazetted |
| 287-309 Trafalgar St | Petersham (RSL) | 357 | Gazetted |
| 2-6 Cavill Ave | Ashfield | 285 | Post Gateway. Gazettal immanent. |
| 120C Old Canterbury Rd | Summer Hill | 40 | Post Gateway. Post exhibition |
| 58-76 Stanmore Rd | Stanmore (Cyprus Club) | 155 | Awaiting Gateway |
| 67, 73 - 83 Mary St | St Peters | 180 | Post Gateway |
| 469-483 Balmain Rd | Rozelle | 142 | Gateway received. A lot of difficult conditions attached as it relates to allowing residential on existing industrial. |
| 183 & 203 New Canterbury Rd | Lewisham | 6 live work units<br>8 apartments | Post Gateway |
| 466-488 New Canterbury Rd | Dulwich Hill | 156 | Post Gateway. A lot of conditions attached as it relates to allowing residential on existing industrial. |
| Total standard dwellings expected to 2021 | | 1,883 | |

*Note: Subject to merit testing under the planning proposal process

### Meeting the 0-5-year housing target

The Department of Planning and Environment has confirmed that the Inner West is expected to deliver or be close to the 5,900 dwelling target, which is expressed as a minimum target in the Eastern City District Plan.

When data is analysed from three year period 2016-2018 (noting dwellings approved in years prior to this would still likely be delivered in this timeframe), Inner West LGA will nearly meet the 5,900 of its 0-5 year dwelling target in the Eastern City District Plan when only standard market dwellings are considered. When all typologies of residential accommodation are counted, it will exceed the target.

Inner West Council is on track to meet the five-year housing target identified in the Eastern City District Plan of 5,900 dwellings.

The summary of completed and proposed development is in Table 10. To get an accurate picture of future housing capacity after the timeframe to 2021, development identified in this section was removed from the future capacity assessment.

Table 10 Development (completed and forecast) in the 0-5 year timeframe (2016-2021)

| Development Category | Dwellings to be potentially delivered | Source |
|---|---|---|
| Dwellings already approved or constructed (market dwellings) and other residential accommodation (based strictly on the 2016-17 & 17 & 18 financial years)<br>Other residential accommodation typologies already approved or constructed (other residential accommodation)[14] | 3,620 | Council data cross referenced in GIS |
| Dwellings to be delivered under planning proposals* | 1,883<br>(500 Victoria Road only) | DPE dwelling forecasts cross-referenced with Council DA data |
| Total | 5,503 | |
| Other potential background development based on the capacity analysis | 2,047 | Capacity Analysis Section 2.4 2019 – 21 expected production rate |
| Likely numbers of dwellings or other forms of residential accommodation to be delivered (2016 – 2021) | 7,550 | |
| Inner West 0-5 year Dwelling Target in the Eastern City District Plan | 5,900 | |

Source: Council Development Application and Complying Development data and Construction Certificate (July 2016 to June 2018) and Planning Proposal data from Inner West Council

## Preliminary 6-10 and 10-20 year dwelling targets

Subject to undertaking place-based study and heritage assessments of each of the investigation areas, Table 11 provides a preliminary 6-20 year housing potential.

The approach for the Medium and High Growth Scenarios has been taken to ensure that as place-based, heritage and technical investigations progress, some locations will deliver the higher scenarios, while others will deliver less.

The analysis and assumptions that underpin the investigation areas are detailed in Sections 6.3 to 6.6.

Sourced from Council data (DAs, CDC and CC data). This includes secondary dwellings, boarding rooms, infill affordable dwellings, residential care bed facilities, student accommodation and independent senior's living.

Table 11 Indicative potential additional dwellings considering existing capacity, PRCUTS, investigation areas and The Bays Precinct, 2021-2036

| Scenario | Dwellings |
|---|---|
| **Low Growth Scenario (existing planning controls)** | |
| Projected dwelling capacity considering likely conversion under existing planning controls - includes 600 dwellings at Victoria Road). Assumes that 2 years of existing capacity under current planning controls is used in the 2019 - 2021 period (0-5 year target) | 9,579 dwellings |
| **Medium Growth Scenario (modest growth at investigation areas)** | |
| Projected dwelling capacity under existing controls (as per above) + investigation areas with modest growth + total additional capacity proposed under Parramatta Road Corridor Urban Transformation Strategy+ low case of The Bays Precinct + low case scenarios at site-specific locations | 17,368 dwellings |
| **High Growth Scenario (higher level of growth)** | |
| Projected dwelling capacity considering likely conversion dwelling capacity under existing planning controls + investigation areas more growth the than the medium case + total additional capacity proposed under Parramatta Road Corridor Urban Transformation Strategy + high case for The Bays Precinct + high case scenarios at site-specific locations | 20,039 dwellings |

This Strategy therefore demonstrates that with the medium and high growth scenarios the targets can be achieved, even whilst considering the future local character and enabling opportunities for sensitive and nuanced housing growth, as described below.

### 3.2.6 Areas to be conserved and establishing future local character

Retaining and enhancing the local character of Inner West's distinct neighbourhoods is an important consideration for housing growth. A number of opportunities exist to establish and enhance future local character whilst increasing housing supply.

Retaining and enhancing local character through the planning system can be achieved through changes to Council's LEP, DCP and strategic planning. Planning controls and working in partnership will enable Council to guide, conserve and enhance the valued physical, social and cultural attributes of the LGA such as its well-utilised open spaces, cultural places and heritage conservation areas.

Consideration of existing character informed the opportunities analysis for this Strategy. In addition, Council is preparing place-based studies that will develop a fine-grain response to the local character. Council will also undertake a heritage review to identify areas and or sites that warrant heritage protection.

Table 12 identifies principles for different areas in the Inner West to guide the approach to local character, whilst enabling opportunities for sensitive and nuanced housing growth.

Table 12 Areas to be conserved and establishing future local character

| Character principle | Approach |
|---|---|
| Single Dwelling Areas | Sensitive alterations, secondary dwellings, dual occupancies and subdivision compatible with the existing character of the area |
| Low density heritage conservation areas | Sensitive alterations and additions; secondary dwellings; and potentially dual occupancies (in line with design and heritage controls and heritage significance) |

| Character principle | Approach |
|---|---|
| B-zone heritage conservation areas | Retention of heritage items and contributory buildings and set backs of potential upper levels in line with design and heritage controls and heritage significance<br>New development is responsive to the current fine grain nature of the centre |
| Areas adjacent to heritage conservation areas | Transition with suitable scale and design to heritage and existing character<br>For example, the number of laneways in Leichhardt presents an opportunity to support dwellings with access at the front and rear of these lots |
| Transport nodes and mixed use centres | Higher density development is considered more suitable in the form of residential flat buildings, shop top housing and mixed use developments.<br>Retain and maintain diverse activity and a variety of uses for local residents and visitors (events and markets, cultural centres, commercial and employment areas etc.)<br>Provide housing close to centres for employment, services and recreation. For example, with increasing transport options and open space connections at Dulwich Hill, there is potential for greater density and different building types<br>Include controls to promote community gardens, and rooftop gardens for higher density development<br>Update and incorporate Character Statements for certain areas across the LGA based on place-based study outcomes and community feedback |
| Other residential areas | Consider appropriate transitioning from transport nodes and mixed use centres, tapering down to low rise flats, manor houses, villas and townhouses and single dwellings.<br>Planning controls to encourage and guide well located and developed housing that adds to the character of an area.<br>An area should provide housing for people at all stages of their lifecycle – affordable and suitable options are necessary to maintain networks, including universal design. |

# SECTION 4:
# Housing affordability

# 4 Housing affordability

## 4.1 Introduction

Housing affordability is affected by a number of factors that interact with each other, in ways that are not always well understood. These factors include federal and state policies (including tax and stamp duty policies), the level of direct provision of social and affordable housing and/or funding by government at all levels, and changes in the housing market especially relative to changes in household income.

Inner city areas, like the Inner West, have been the most adversely affected by the process of gentrification losing a disproportionate share of low cost rental and first home buyer options. A shortage of low cost housing affects lower income and vulnerable households the most, leading not only to housing stress for those residents of the municipality now, but the risk of further displacement of current residents as they age or their income circumstances deteriorate (through illness, disability or underemployment). Older renters nearing retirement are particularly at risk of future housing stress, at least partly because of the contraction of the social housing system.

Local Government on its own, cannot 'solve' the affordable housing issues that affect its LGA. Public policy and funding decisions at both state and local level will arguably continue to play a larger role – either in the continuation or exacerbation of the problem, or in starting to improve affordability for very low, low and moderate income households.

However Inner West Council can assist to meet the housing needs of all of the community by exploring all opportunities available to help provide a range of housing types to meet community needs. This is particularly important to help maintain and support the diverse community character of the Inner West. This concern led to Council establishing its own Affordable Housing Policy in 2017 which seeks to take active steps through the application of planning measures to secure affordable housing in association with new development proposals. It is intended to review this policy as part of the development of the new Inner West Local Environmental Plan and in doing so introduce updated planning provisions that continue to pursue the aim of achieving more affordable housing across the Inner West.

The section summarises actions that Council proposes to take to help increase the provision of affordable housing in its area. It also set out information on local housing costs, local levels of housing stress, existing local social and affordable housing stock, the affordable housing supply gap, barriers to providing more affordable housing, and the planning and non-planning mechanisms the Council will utilise to help increase local affordable housing supply.

## 4.2 Key Council Actions

Council will develop the following actions for inclusion in an updated Affordable Housing Policy and implementation under the new Inner West Local Environmental Plan. This presents a holistic policy approach to drive an increase in the delivery of affordable housing in the LGA to help close the existing supply gap and meet locally identified needs. The listed planning and non-planning based actions present a layered approach that maximises opportunities for the delivery of affordable housing:

### 4.2.1 Planning Mechanisms

» Establish an affordable housing contributions scheme to apply to areas with sufficient uplift (such as Leichhardt, Taverners Hill, Marrickville and Ashfield) with an inclusionary zoning under SEPP 70. The target will be a minimum of 15% of new housing as affordable housing. The minimum affordable housing target on State owned land should be 30%. Council will also seek to apply this target for Planning Proposals under a Voluntary Planning Agreement in areas where a rezoning occurs outside of SEPP 70 nominated areas to allow/support development, and will also explore opportunities for a more tailored target based on further feasibility modelling where residential/mixed use development occurs without the need for rezoning;

- =
- Advocate for the NSW Government to amend the SEPP (Affordable Rental Housing) 2009 (ARHSEPP) to require boarding housing dwellings are let at affordable rents;
- Advocate to State Government to amend the ARHSEPP to ensure that Infill Affordable Housing is managed by Community Housing Providers in perpetuity to secure long term affordable housing;
- Adopt reduced car parking provision rates and other development standard variations to incentivise the delivery of affordable housing;
- Develop density bonuses for the provision of affordable housing on employment or industrial land, but only where the employment function of the land is not diminished;
- Identify opportunities where affordable housing can be included as part of any redevelopment of major sites.

### 4.2.2 Non-Planning Mechanisms

- Establish affordable housing delivery targets and monitor performance against these to evaluate and update action;
- Seek to quantify the affordable housing gap in real terms
- Evaluate the opportunity for an affordable housing rates levy under the Local Government Act;
- Maintain and build partnerships with CHPs to investigate opportunities for joint ventures or opportunities on low-cost sites for affordable housing or other opportunity sites, including Council car parks such as Hay Street and Chester Street and State government owned land such as the Bays Precinct and Balmain Key Site.
- Promote partnerships between CHPs and private landholders to establish housing co-operatives with an affordable housing component;
- Promote partnerships between industry, CHPs and private landlords to increase affordable rental stock in the Inner West given there is already a high proportion of rental dwelling stock;
- Identify opportunities on Council and State owned sites that may be available for disposal in the future, to accommodate higher rates of affordable housing;
- Work with CHPs (through the NDIS program) to increase the provision and support of SDAs;
- Increase social and affordable housing on existing social housing sites in partnership with LAHC, e.g. the Lilyfield priority area;
- Finalise the review of the Affordable Housing Policy to help support future advocacy and responses to changes in State and Federal Government policy changes.

## 4.3 What is the Difference Between 'Housing Affordability', 'Affordable Housing' and 'Social Housing'?

**'Housing Affordability'** refers to the relationship between expenditure on housing (prices, mortgage payments or rents) and household incomes. Housing is generally considered to be 'affordable' when households that are renting or purchasing are able to meet their housing costs and still have sufficient income to pay for other basic needs such as food, clothing, transport, medical care and education. As a commonly used rule of thumb, housing is considered to be affordable where households pay no more than 30% of their gross household income on their rent or mortgage payments.

The concept of housing affordability is different to the concept of 'affordable housing', which has a statutory definition under the *NSW Environmental Planning and Assessment Act 1979 (NSW)*. It refers to housing that is affordable for very low, low or moderate incomes (see the next section for an expanded definition).

For the purposes of the State Environmental Planning Policy (Affordable Rental Housing) 2009 affordable housing is defined as being for very low, low or moderate income households, where a household is taken to have:

a. a gross income that is less than 120 per cent of the median household income for the time being for the Greater Sydney (Greater Capital City Statistical Area) (according to the Australian Bureau of Statistics) and pays no more than 30 per cent of that gross income in rent, or

b. is eligible to occupy rental accommodation under the National Rental Affordability Scheme (NRAS) and pays no more rent than that which would be charged if the household were to occupy rental accommodation under that scheme.

Under the NRAS scheme, rents charged must be at least 20 per cent below the market value rent.

'Social Housing' is secure and affordable rental housing for people on low incomes who have problems finding affordable housing in the private rental market and meet certain eligibility criteria. It includes public, community and Aboriginal housing. Public Housing is managed by the Department of Family and Community Services (FACS) while Community Housing and Aboriginal Housing is managed by FACS or community housing providers.

## 4.4 Housing Stress

**What is housing stress?**
As a rule of thumb, when households with the lowest 40% of incomes pay more than 30 per cent of their gross income on housing costs they are considered to be in housing stress. This is because these households will not have enough money to cover other necessities, such as food and healthcare.

Reference: AHURI, Understanding the 30:40 indicator of housing affordability stress

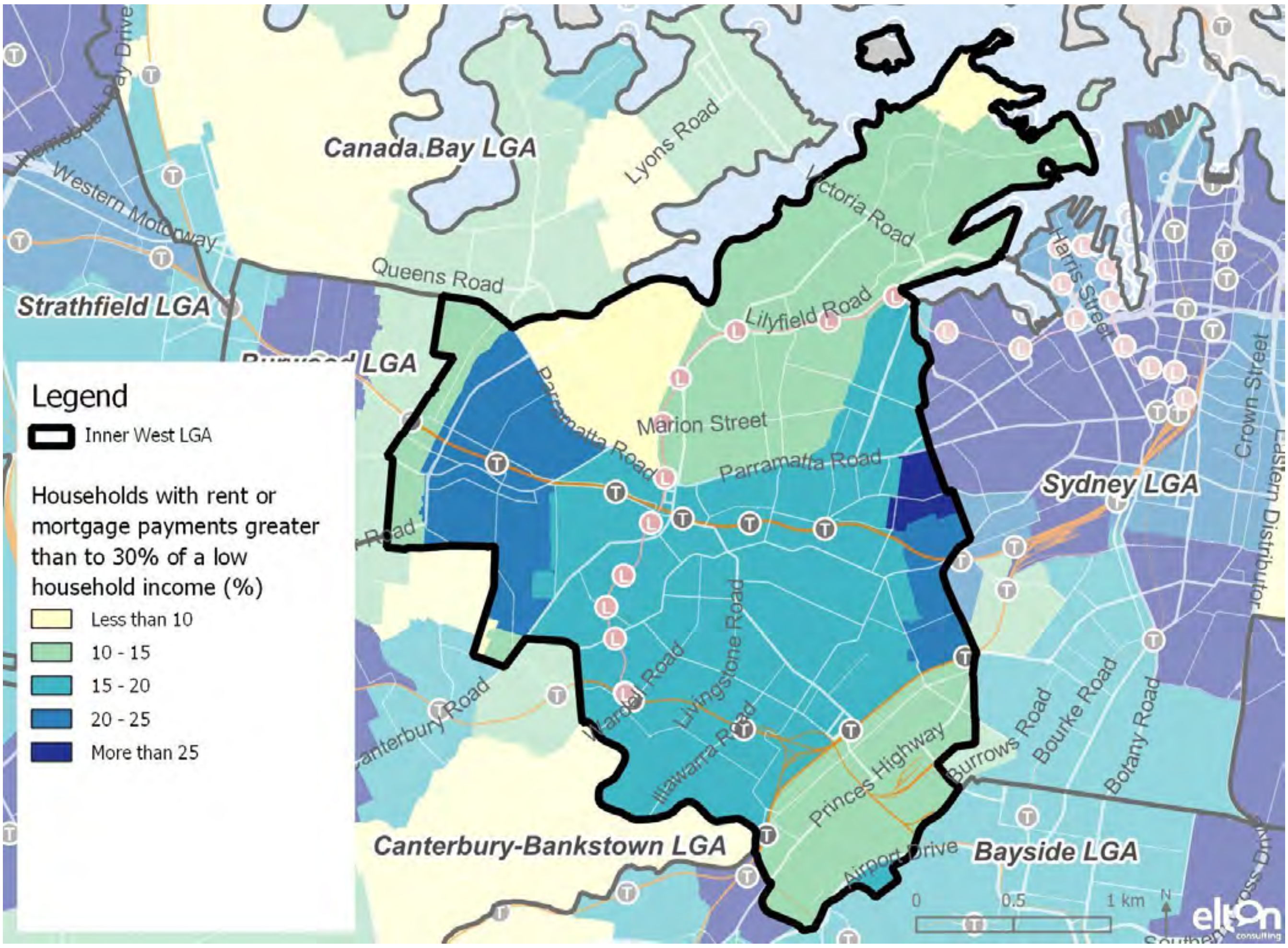
Approximately 6,436 households in the Inner West were identified in the 2016 Census as experiencing housing stress (both rental and mortgage stress). This means that almost 17,000 local people, or 9.3% of the population, are spending more than 30% of a low income on housing. These figures are likely to be an understatement as households (and their residents) which have not responded to certain questions on Census have been excluded from this group due to insufficient information being available to classify them.

Separated into rental and mortgage stress, 6.5% of Inner West households or 7% of the population are in rental stress. This is lower than the Greater Sydney figure of 10.1% of the population, however it is still significant, particularly among younger households. A further 1.5% of households are in mortgage stress.

Couple families with children contain the largest number of people in housing stress in the LGA. At 2016, 6,111 people were within this category, of which 64% were in rental stress. Other family households types also had high numbers (e.g. one parent families), indicating a need for affordable housing to suit families, not just small dwelling types.

Figure 1 shows distribution of housing stress across the LGA. Portions of Camperdown, Newtown and Ashfield and Summer Hill are particularly marked, with more than 20% of households in stress per area. This could indicate that families are overstretching to meet mortgage or rental repayments.

Figure 17 Distribution of housing stress among lower income households in the Inner West LGA




## Implications

There is significant demand from households who may be eligible for social or affordable housing across a range of housing types and sizes.

Whilst this data indicates a snapshot of the housing stress being experienced by Inner West residents at the time of the 2016 Census, there was a recent acknowledgement by the State Government of the acute need for affordable housing in the Inner West LGA when the Inner West was made one of five Councils included in the provisions of State Environmental Planning Policy No.70 Affordable Housing (Revised Schemes) (SEPP 70) were applied in April 2018. In order to be included in the SEPP 70, Council submitted research underpinning its Affordable Housing Policy that demonstrated a substantial need for affordable housing in the Inner West[15]. The continuing gentrification of parts of the Inner West, coupled by its generally desirable location close to the City, are expected to continue to put a strain on the ability of the area to meet housing needs for all of the local community.

[15] Inner West Council, *Affordable Housing Policy* and *Background Report*, March 2017, https://www.innerwest.nsw.gov.au/live/community-well-being/affordable-housing

## Loss of low income households

It should be noted that the Inner West has been losing very low and low income households as a result of increasing levels of housing stress. For example, the loss of very low income households in the Inner West LGA was four times greater than that for Greater Sydney from 2001 to 2011 with the former Leichhardt LGA experiencing the greatest proportional loss of lower income households.[16] Ironically the severity of housing stress in the local government area will be mitigated as a consequence. Only data showing longer term trends can reveal the real impacts of housing stress, including the degree of displacement of very low, low and even moderate income households.

## Decline in social diversity

One of the key values identified in the Community Strategic Plan is social diversity. The displacement of very low and low income households, including of key workers, is reducing social diversity in the Inner West. Unless effective measures are put in place to increase the supply of affordable housing, social diversity within the Inner West LGA will continue to deteriorate.

## Housing stress among key needs groups

Housing stress is an indicator of demand for affordable housing. It tends to be more prevalent among low income needs groups such as key workers, students and Indigenous households. It is also important to note that renters tend to be in more housing stress than people who have mortgages[17]. On average, private renters spent 20% of their gross household income on housing costs, compared with 16% for those with a mortgage (ABS, 2013-2014). ABS further highlights that for households on low incomes, housing costs presented 34% of their gross weekly income on rent, compared to 27% of gross weekly income for those with mortgages[18]. This appears to be especially relevant to the Inner West where renters appear to be particularly high in affordable housing needs with 80% of Inner West households in affordability stress living in rental housing.

## Key Workers

In the Inner West more than one quarter of the households in housing stress include key workers (some 3,571 people). Almost 84% of these are in renter households. Key workers include people employed in essential and emergency industries such as teachers, nurses, child carers, police and emergency workers. It may also include workers in important local low paid industries who provide support for our diverse local economy that helps define the Inner West as is noted in the Community Strategic Plan.

It is also worth noting that an additional 4,000 households or 10,000 local people earning moderate incomes are also paying more than 30% of their income in housing costs. The majority are renting and, while they technically are not in housing stress, they are living in housing that is not affordable.

Unaffordable housing is creating a growing spatial mismatch between where key workers live and work. While key worker jobs are located throughout the metropolitan region, research shows that a majority of Sydney's 156,000 teachers, nurses, police, firefighters, ambulance and emergency workers now live in outer ring areas.[19] It is important to accommodate key workers within our LGA otherwise, from an economic standpoint, healthy

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[16] Inner West Council, *Affordable Housing Policy*, March 2017, p. 7, https://www.innerwest.nsw.gov.au/live/community-well-being/affordable-housing

[17] - Parliament of Australia, accessed 3 May 2019, https://www.aph.gov.au/About_Parliament/Parliamentary_Departments/Parliamentary_Library/pubs/BriefingBook45p/HousingAffordability

[18] ABS (2014), accessed 7 May 2019, < http://www.abs.gov.au/ausstats/abs@.nsf/Lookup/by%20Subject/4130.0~2013-14~Main%20Features~Housing%20Costs%20and%20Affordability~5>

[19] Nicole Gurran et al, 'Key workers like nurses and teachers are being squeezed out of Sydney. This is what we can do about it', *The Conversation*, 13 February 2018, https://theconversation.com/key-workers-like-nurses-and-teachers-are-being-squeezed-out-of-sydney-this-is-what-we-can-do-about-it-91476

competition for key worker jobs may reduce. Unaffordability also detrimentally impacts the quality of life for key workers who have to commute longer distances to access jobs.

Council's Affordable Rental Housing Program (AHRP) is a key worker program. It is primarily designed to help key workers continue living and working in the Inner West rather than seeing them lost to the community due to unaffordable rents. The ARHP offers local key workers rents that are discounted by 25% below the market value rent. Preference is given to workers who are permanently employed in a range of industry sectors in the Inner West including health services, childcare, schools, retail, manufacturing hospitality and emergency services.

### Students

Given its proximity to universities, TAFE colleges and other tertiary institutions there is a high proportion of students living in the Inner West LGA. In 2016, there were 32,864 students living in the Inner West. More than 18% of the Inner West population attends adult education and many of these are over 25 years of age. Over 21% of these students are in housing stress, with full-time students most affected.

### Culturally and linguistically diverse people (CALD)

New arrivals to Australia are more likely to be in housing stress than long term residents, particularly where finding employment is difficult. This can be especially the case for people from non-English speaking countries.

A large component (24%) of the Inner West population were born overseas in non-English-speaking countries. However, this is smaller than Greater Sydney (29%). 16% of CALD people in the LGA are in housing stress, with people who have arrived in Australia in the last 11 years the most affected.

### People with disability

Inner West LGA has a slightly smaller proportion of residents with disability than Greater Sydney (4.5% compared with 4.9%). It is worth noting that the quality of comprehensive disability statistics is poor, with the Census relying on self-identification, rather than any objective measure of disability. As such, this number likely underrepresents the number of people with disability. Of the Inner West population who identify as having a disability, 640 people (around 8%) are in housing stress.

### Indigenous people

Inner West LGA has a smaller proportion of Indigenous people than Greater Sydney (1.1% compared with 1.5%). Of this population, 21% are in housing stress. Concentrations of Indigenous people in housing stress are apparent in Marrickville, Leichhardt and Ashfield.[20]

## 4.5 Homelessness

### People experiencing homelessness

The ABS statistical definition states that when a person does not have suitable accommodation alternatives, they are considered homeless if their current living arrangement:

- Is in a dwelling that is inadequate; or
- Has no tenure, or if their initial tenure is short and not extendable; or
- Does not allow them to have control of, and access to space for social relations.

Mackenzie and Chamberlain's (1992) definition includes three categories in recognition of the diversity of homelessness:

20 Please note that not all these people may be Indigenous, but they are living in a household which includes one or more Indigenous people and that household is in housing stress.

» Primary homelessness is experienced by people without conventional accommodation (e.g. sleeping rough or in improvised dwellings);

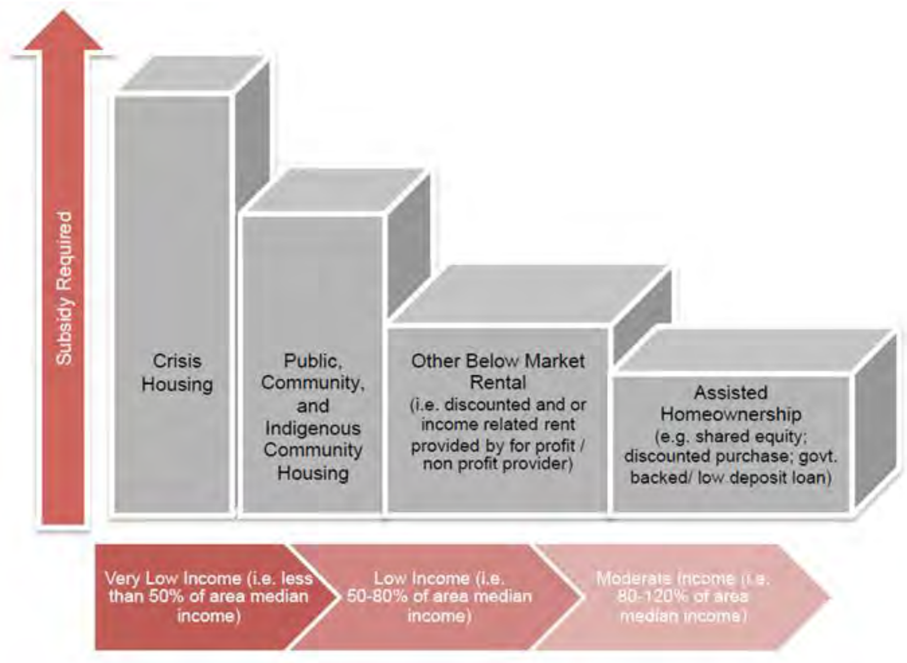
» Secondary homelessness is experienced by people who frequently move from one temporary shelter to another (e.g. emergency accommodation, youth refuges, "couch surfing");

» Tertiary homelessness is experienced by people staying in accommodation that falls below minimum community standards

While quantifying homelessness rates is difficult, ABS Census Data suggests that almost 1,800 people in the Inner West were homeless on Census night. This is similar in number but higher in proportion to the City of Canterbury-Bankstown (1,448) but well below the City of Sydney (4,436).

Overall it is acknowledged that there is a range of different households in the Inner West experiencing a variety of degrees of housing stress and it is Council's aim to respond to this by encouraging the delivery of a wide range of new affordable housing to help address this need. The range of need is often described as being in a broad continuum from the homeless through to those who are struggling to enter the private home ownership market. This range is illustrated in the diagram below.

## Continuum of Housing Needs and Options




Source: Gurran, N., Rowley, S., Milligan, V., Randolph, B., Phibbs, P., Gilbert, C., James, A., Troy, L. and van den Nouwelant, R. (2018) Inquiry into increasing affordable housing supply: Evidence-based principles and strategies for Australian Policy and Practice, AHURI Final Report 300, Australian Housing and Urban Research Institute, Melbourne.

### Implications

New housing supply will have to address the demand for more affordable rental housing in the Inner West LGA, with many needs groups experiencing high rates of housing stress including indicators that some key worker groups cannot afford to live in the LGA.

## 4.6 Local Housing Affordability and Available Stock

Rental and purchase housing costs provide insight into the scale of housing demand in the area. They also indicate the relative affordability of the housing market. The high costs in the Inner West, particularly for home purchase, reflect high housing demand in the LGA.

### 4.6.1 Rental costs

Overall, the local rental market is very complex, with many different dwelling types providing an enormous range of dwelling sizes and qualities for a substantial range of rents, with each of the 15 postcodes characterised by unique dwelling compositions and pricing. For example, Dulwich Hill contains many mid-size cheaper rental dwellings, Balmain contains more expensive rental dwellings, and Haberfield contains very few rental dwellings.

The median weekly rent across the LGA ranges from $350 for a studio to $1,100 for four or more bedrooms.

Inner West LGA is an important market for affordable rental dwellings, containing a third of the affordable rental dwellings in the City and Harbour side Housing Market Demand Area (HMDA), which represents the inner city harbourside area as defined in UNSW City Futures Research Centre's Technical Report '*Implementing metropolitan planning strategies: taking into account local housing demand'* (2013).The figures are shown below.

Table 13 Dwellings at Affordable Rents

| Dwelling Structure | Inner West | Canterbury Bankstown | Canada Bay | Burwood | Sydney |
|---|---|---|---|---|---|
| Separate house | 818 | 8,268 | 403 | 281 | 127 |
| Semi-detached, row or terrace house | 1,468 | 4,243 | 332 | 269 | 2,409 |
| Apartment in a 1-2 storey block | 4,486 | 7,905 | 940 | 431 | 945 |
| Apartment in a 3 storey block | 4,451 | 5,292 | 644 | 771 | 2,951 |
| Apartment in a 4+ storey block | 1,772 | 2,169 | 889 | 543 | 10,833 |
| Apartment attached to a house | 180 | 61 | 6 | 13 | 13 |
| House or flat attached to a shop, etc. | 403 | 295 | 118 | 30 | 136 |
| Not stated | 153 | 144 | 43 | 28 | 121 |
| Total | 13,734 | 28,387 | 3,366 | 2,365 | 17,531 |

Source: ABS Census, 2016 Table Builder, based on variable HIED, RNTRD, RNTD and STRD
Note: 1. Dwellings being rented at 30% of income or less for households receiving the median income or less.

However, most of this rental housing is affordable to moderate, not low or very low, income households, as is shown in Table 14.

Table 14 Distribution of Affordability by Renter Income Group

| Affordability (Sept 2017) | % of Rental Stock | | | | |
|---|---|---|---|---|---|
| | Inner West | Canterbury-Bankstown | Canada Bay | Burwood | Sydney |
| Affordable for Very Low Income Households | 4.92 | 4.65 | 1.43 | 3.81 | 2.11 |
| Affordable for Low Income Households | 18.69 | 32.70 | 7.47 | 13.71 | 18.11 |

| | | | | | |
|---|---|---|---|---|---|
| Affordable for Moderate Income Households | 59.81 | 85.33 | 50.40 | 67.51 | 55.76 |

Source: Rental Bonds data, NSW Fair Trading, Sept 2017.

### 4.6.2 Sales costs

In the March 2018 quarter, the median strata titled dwelling sales in the LGA was $770,000; for Torrens titled dwellings the median sales price was $1.22 million, as shown in Table 15.

Table 15 Dwelling Prices according to Property Title

| All Dwellings | Sales Price ($000) | | No. of Sales |
|---|---|---|---|
| | Median | 1st Quartile | |
| Non Strata | 1,560 | 1,325 | 265 |
| Strata | 770 | 650 | 236 |
| Total | 1,215 | 785 | 501 |

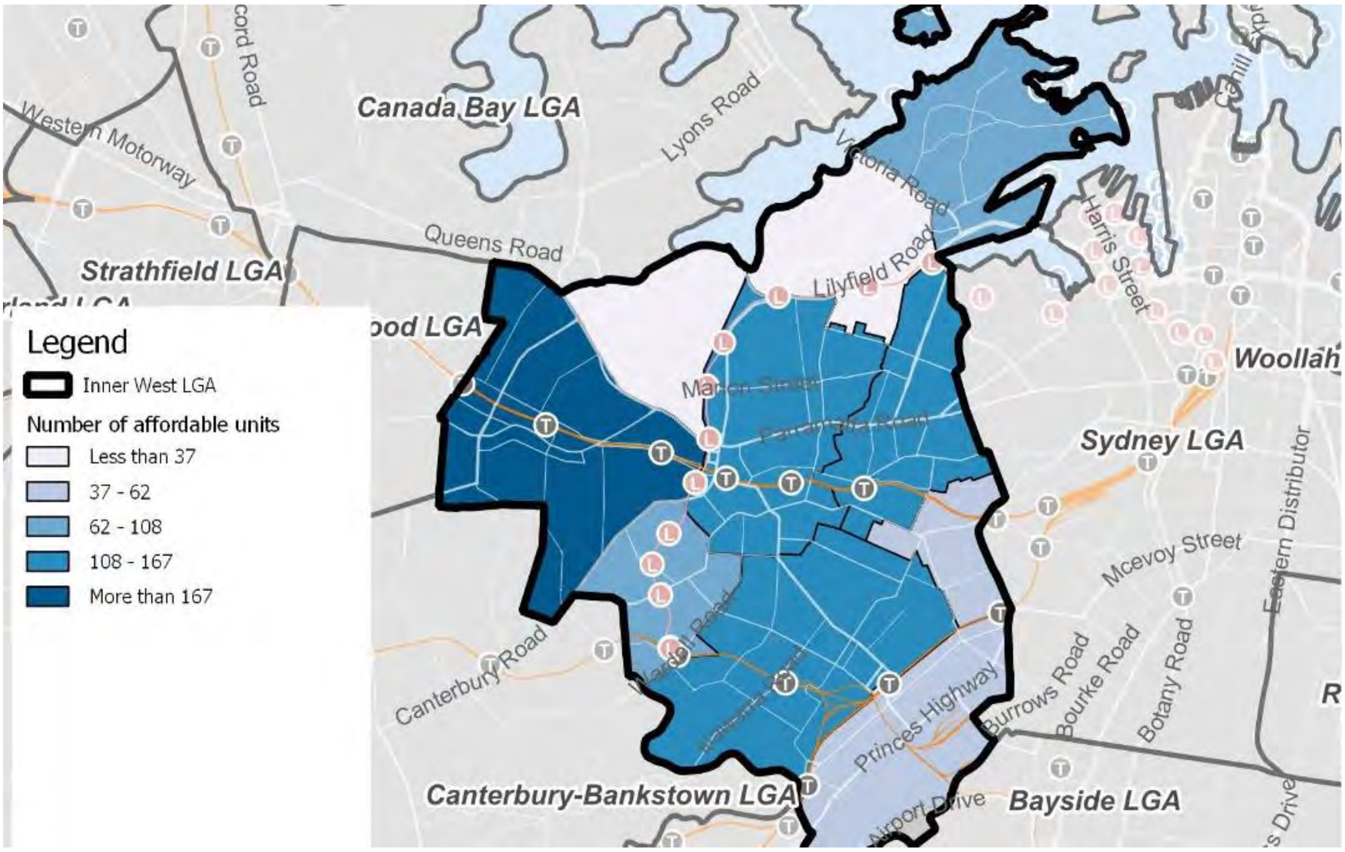
Source: Rent and Sales Report, September 2018, Price of dwellings sold in the March quarter 2018

Of the dwellings purchased in the five years to 2016, only 3% were considered affordable according to the definition, considering household income data in the LGA.[21] This supply of housing at an affordable purchase price was more or less evenly distributed across the 10 LGA precincts, with the highest concentration in western most portions of the LGA (Ashfield and surrounds).

There are very few dwellings purchased in this area which meet the 'affordable' criterion, despite very low housing loan interest rates throughout the period. Negligible housing is affordable for purchase by very low income households and very little for low income households.

[21] 'Affordable dwellings' for purchase have a similar conceptual basis as affordable dwellings for rent, reflecting dwellings which require 30% or less of household income. Of the 34,275 dwellings that were purchased locally by occupiers in the five years ended 2016, just 1,088 (3%) were affordable.

Figure 18 Inner West Affordability map




> **Implications**
> Given the supply gap and demand for affordable housing it is important to retain housing available at a range of price points for purchase and rental, particularly across areas of the LGA where there are fewer affordable housing options and areas where there is a high concentration of housing stress.

## 4.6.3 Local Social and Affordable Housing Stock

### Social housing

There is considerable demand in the Inner West for more social housing stock for very low and low income households, as demonstrated by wait times of over 10 years for studios and one bedroom, and three or more bedroom dwellings across a representative sample of suburbs (Ashfield, Marrickville, Dulwich Hill, Leichhardt and Balmain).

Demand is lower (5 to 10 year wait times) for two bedroom dwellings in Marrickville, Dulwich Hill, Leichhardt and Balmain. However, clearly these wait times are not acceptable considering the need and vulnerability of the people social housing is designed to serve.

In NSW there was a dip in social housing numbers from 2007 to 2010, with numbers now back around 2007 levels, albeit with a greater proportion of dwellings managed by community housing providers, rather than the state government.

With approximately 3.7% of households in the LGA living in social housing, compared to 5% in greater NSW, it is clear that meeting the demand for social housing will require a greater funding commitment from State and Federal Governments.

**Implications**

There is significant demand in the Inner West for more social housing for very low and low income households.

## Affordable housing

As of March 2017, there were 1,435 properties in the Inner West Council under community housing provider management. This figure includes:

» Affordable housing, which uses a portion (usually 80%) of market rent to set the rent.

» General housing which is long term housing where rent is set at a proportion of income (like public housing)

» Transitional housing which is like general housing but the term is shorter (usually 3 to 18 months) and the tenants may or may not have come from the public housing waiting list (may have been homeless or in a refuge etc).

**Implications**

There is very little affordable housing available in the Council area to meet local need. In order to plan to meet the current and future housing needs of the local community Council needs to utilise all tools at its disposal to increase local supply.

### 4.6.4 The Local Affordable Housing Gap

Preliminary analysis (see Table 16 below) has been undertaken to estimate the amount of affordable residential accommodation required to address local housing need. Further investigation will need to be undertaken to quantify the affordable housing gap in more detail and this will be carried out under the review of Council's current Affordable Housing Policy. The analysis assumes:

» Households in housing stress would benefit from more affordable housing options

» The estimate of homelessness is added into the housing need

» The current rate of affordable housing is taken from recently approved/completed affordable residential accommodation

» The rate of households is indexed by 1% pa in line with the rate of household growth expected by DPIE, which is lower than the expected average across Greater Sydney

» The affordable housing supply gap is simply the extrapolated need to 2036 minus current levels (at 2019) divided by 17 years to get a figure of the number required to meet all likely housing need by 2036 (i.e. 2019-2036).

Without intervention and encouragement of diverse affordable housing supply, the estimated theoretical supply gap would grow from 8,198 to 9,715.

An estimated 571 social/affordable dwellings, or other affordable rental accommodation such as boarding rooms available at an affordable rental rate, would need to be delivered per year to meet all housing need (estimated homelessness, households in housing stress) by 2036. This means that around 57% of all dwellings approved annually must be affordable/social housing to meet the estimated demand for social/affordable housing.

Table 16 Estimate of affordable/social housing gap to 2036 (Do nothing approach)

| Estimate of affordable residential accommodation to address housing need | 2016 | 2019 | 2021 | 2026 | 2031 | 2036 |
|---|---|---|---|---|---|---|
| Total households in housing stress | 6436 | | | | | |
| Estimated homeless people in the LGA | 1762 | | | | | |
| Total Households with unmet need for affordable housing[1] | 8198 | 8444 | 8485 | 8895 | 9305 | 9715 |
| Additional affordable housing[2] | 0 | 124 | 0 | 0 | 0 | 0 |
| Estimated Supply Gap | 8198 | 8321 | 8485 | 8895 | 9305 | 9715 |
| Annual affordable housing supply gap from 2019 | | 571 | | | | |

1. Growth of households in need of affordable housing is assumed at a rate of 1% per annum, in line with projected population growth of Inner West Council to 2036

2. Additional affordable housing is calculated based on the average infill affordable housing approvals (as defined under the Affordable Rental Housing SEPP) from 2015/16 to 2017/18 (41 per year or 123 in total)

The identification of this supply gap provides the context for planning for future local housing supply and highlights the need for a large amount of that housing to be available at affordable prices in order to help meet current and future community needs.

As a result it is essential that locations of suitable development uplift, to support the feasibility of affordable housing delivery to achieve an Affordable Housing Target Scheme as defined under SEPP 70, are identified. This is consistent with the approach taken in Council's adopted Affordable Housing Policy.

Council will advocate to the state government to mandate affordable rents for boarding house developments under the SEPP (Affordable Rental Housing)

Clearly the market has not been delivering sufficient affordable housing to meet the needs of the Inner West community and is unlikely to do so unless actions are taken by Council to help increase supply, noting that these actions will need to be supported by State and Federal Government policy initiatives to trigger a step change in the supply of local affordable housing.

Whilst there are a number of planning barriers to delivering affordable housing in the Inner West, a range of actions are in Section 5 of this report that Council will explore in parallel with its review of its adopted Affordable Housing Policy.

## 4.7 Affordable Housing Supply Barriers

The following act as inhibitors to delivering affordable housing through planning mechanisms targeted at influencing the delivery of private market housing in the Inner West:

» Affordable Housing Contribution Schemes are predicated on market delivery of housing through redevelopment. Development therefore needs to be feasible for a private developer to deliver affordable housing through this Scheme.

» economic modelling undertaken for Council's Affordable Housing Policy for current land uses that could support affordable housing from a feasibility perspective identifies the potential for the conversion of industrial land. This is inconsistent with the District Plan. Large-scale development was also identified in Tempe as offering the strongest feasibility modelling; however, the scale of the potential development outlined would not be possible considering Sydney Airport flight path requirements and noise impacts.

» the community strongly desires lower-scale apartment development in certain parts of the LGA. This may limit larger-scale developments, thereby potentially limiting sufficient uplift to encourage developers to deliver affordable housing.

» the prevalence of small lots throughout much of the LGA makes amalgamation difficult and increases the cost burden on development, which again impacts feasibility.

» the most appropriate locations for delivering affordable housing are in places that enable access to jobs and public transport for the residents. In the Inner West, there is already a significant amount of low-scale Strata development close to public transport. This type of development offers relatively affordable market housing in the LGA, which would be lost if it were to be redeveloped. Low-scale strata developments should be protected from redevelopment to ensure that this affordable housing stock is not lost. The market still generally finds it difficult to redevelop small-scale Strata buildings. This is despite new provisions in Strata law relaxing the percentage of owners consenting to disband a Strata title scheme.

» the nature of development in the Inner West is lower scale and requires sensitive transitions between heritage and character areas and uplift zones. This could again could potentially reduce the opportunities that would contribute affordable housing due to lack of critical mass.

» ARHSEPP does not require boarding houses to be let at an affordable rent. Further, it is important to recognise that boarding houses can be contentious within the community as there can be a negative perception about boarding house residents.

» there is evidence that boarding houses are not delivering rental affordable housing in the LGA and are delivering housing that does not conform with the Apartment Design Guide.

Given the above, Council will pursue actions as outlined in Section 4.2. to deliver more affordable housing.

## 4.8 Planning Mechanisms to Support Affordable Housing Delivery

In order to achieve the additional housing identified for the LGA in the 6-10 year timeframe and beyond, a range of measures need to be implemented through the LEP & DCP review process. These are highlighted in the Implementation and Delivery Plan. Please note that this section only relates to the delivery of affordable housing. For mechanisms relating to delivery of all other types of housing refer to Section 4.

This section outlines the planning mechanisms Council will to deliver and retain affordable housing supply, and highlights actions based on an evaluation against the Strategy's objectives and stakeholder consultation.

### 4.8.1 Inclusionary zoning and direct action

Inclusionary zoning, also known as land value capture, is the practice of levying a proportion of the increase in land value that results from upzoning to pay for affordable rental housing. The Greater Sydney Commission's draft affordable housing target is 5-10% of new residential floor space to be applied in defined precincts prior to rezoning.

Council's adopted Affordable Housing Policy requires the provision of 15% affordable housing for new development proposals involving rezoning of private land and 30% for Government owned land.

There are likely to be some significant opportunities for value capture in the Inner West LGA, particularly in the major urban redevelopment sites including The Bays Precinct, precincts within the Parramatta Road Urban Transformation Area and the former Sydenham to Bankstown Urban Renewal Area that are within the Inner West LGA.

However, while it is clear that there is likely to be some substantial uplift in these localities, in many cases there is a need for a nuanced approach to housing delivery that does not necessarily deliver high levels of uplift across the board because of such These factors include as:

» Land costs, particularly for small lots, where amalgamation is required

» Areas that interface with significant heritage areas and sites

» Aims to increase density but at a scale and grain that respects the unique character of local neighbourhoods: responds to the heritage significance of the area and its character.

» Infrastructure requirements including Special Infrastructure Contributions (SIC) where applicable.

### 4.8.2 Planning-based mechanisms to build or fund affordable housing

SEPP 70 is a planning mechanism that allows councils to prepare an affordable housing contribution scheme for certain precincts. Council is currently developing its contribution scheme for approval by the Planning Minister to incorporate into its LEP. The scheme will require contributions to be made in the form of apartments or a cash contribution or a combination of both. Contribution amounts should be scaled based on the size of the development. Council's Affordable Housing Policy provides for a 15% affordable housing contribution for developments as mandatory contributions for upzonings and this can now be sought by Council in areas identified through measures that can be adopted under SEPP 70. The policy mandates that 15% of GFA of the development for developments with a GFA of 1,700m2 or greater, or where a development is capable of resulting in 20 or more dwellings, be dedicated to affordable housing (by either proving affordable units directly or an equivalent in cash contribution) and for 30% of GFA for development on Government land.

This contribution requirement is greater than that currently being sought in other comparable LGAs. Examples include:

» City of Sydney - Ultimo-Pyrmont requires 6-7% of stock;

» City of Sydney – Green Square currently requires 3% of total floor area ~~in DA~~ that is intended to be used for residential purposes;

» Northern Beaches – 10% of urban and greenfield development;

» Willoughby – 4% of the accountable total floor space;

» Randwick – 1% of dwelling yield but under review.

Initial analysis by Inner West Council indicates that applying a contributions scheme to large sites identified for upzoning in this Strategy may deliver around 1,000 affordable dwellings during the period to 2036.

A key limitation in the use of SEPP 70 to date is that it has not been applied in a wholesale way to all development uplift across an LGA, but rather to sites of significant uplift. Therefore, as this Strategy is geared towards lower scale development that better responds to current context there may only be limited locations where development meets the threshold of the requirement of the DPIE Affordable Housing Target Guideline in terms of impacts on feasibility in the locality, unless a wider form of its application is supported by the Minister. Council will pursue this approach as part of the review of its current Policy. Initial analysis is that if this approach is applied to large developments not requiring rezoning at least 200 more affordable dwellings could be delivered during the plan period.

### 4.8.3 Density bonuses

This means offering developers additional development capacity in exchange for an affordable housing contribution. This mechanism is currently included under SEPP (Affordable Rental Housing). While floorspace bonuses are available under ARHSEPP, these are not generally available under Affordable Housing Target Schemes associated with SEPP 70. Consideration of bonus provisions, offsetting affordable housing may be appropriate at some scales of development in the Inner West under an Affordable Housing Target Scheme. Council could permit affordable housing on top of the base FSR in certain employment lands, where it would not compromise the future of the employment industries in the particular precinct. Specific areas in Camperdown could be investigated for this measure, so long as the employment function of the land is not diminished in any way. A density bonus scheme under the current Ashfield Local Environmental Plan has been successful in delivering affordable housing in Ashfield town centre.

### 4.8.4 Voluntary Planning Agreements (VPAs)

Are another mechanism Council can use to capture a proportion of value uplift. This offers a mechanism to attract affordable housing contributions in the LGA outside some key precincts where a SEPP 70 scheme does not apply. The application of VPAs requires Council to develop a policy with a calculation methodology and Council draws on its adopted Affordable Housing Policy in this process. VPAs can include land dedication, monetary contribution or other public benefits under s93F of the Act.

Council is developing a holistic Voluntary Planning Agreement Policy to assist further in this process which will identify the areas to which VPAs may be applied and, with associated changes that can be introduced in the new local environmental plan, the variations to planning controls that will be considered and the method for calculating the contribution. Council will ensure that the aims of this policy are consistent with its review of the adopted Council Affordable Housing Policy.

### 4.8.5 Reductions in minimum development standards

Examples could include reduced parking requirements in exchange for an affordable housing contribution. There is a lack of evidence that such incentives would be sufficiently attractive to encourage inclusion of affordable housing in a private development. However, as part of a package of measures to facilitate affordable rental developments by Community Housing Providers, they may help leverage the outcomes of development. Reducing car parking requirements improves affordability generally.

### 4.8.6 State Environmental Planning Policy (Affordable Rental Housing) 2009

This Policy offers incentives for developments of dual occupancies, multi-dwelling housing and residential flat buildings that contain a minimum amount of affordable housing, primarily in the form of a density bonus. The incentive only applies when the development is located in an "accessible area" where these uses are already permitted. The bonus is up to 0.5:1 (or 20%, whichever is greater) on top of the maximum FSR allowed by the existing local planning controls. The SEPP requires that the dwellings be used for affordable rental housing for 10 years and managed by a Community Housing Provider.

In locations where the existing maximum FSR is 2.5:1 or less developers must offer a minimum of 20% of the gross floor area of the total development as affordable housing before they qualify for a bonus, with the bonus increasing as the proportion of affordable housing increases. The largest bonus under this method is 0.5:1 in addition to the existing maximum floor space ratio. Where the existing maximum FSR is greater than 2.5:1 the bonus is based on a sliding percentage scale. The percentage increase in FSR allowed is determined by a formula, up to a maximum bonus FSR of 20%.

The SEPP also provides incentives to construct secondary dwellings (granny flats) and boarding houses. Secondary dwellings and boarding houses play a role in offering diversity and flexibility. While providing an incentive for such developments it is important to stress that the ARHSEPP does not require such accommodation to be affordable.

While traditional boarding houses have played an important role in the Inner West in meeting the needs of lower income earners, this is not the case for new-generation boarding houses. New generation boarding house rooms are being marketed at a different demographic, and Council observations note that a number of rooms are being rented at the same weekly rent as studio or one-bedroom apartments. They do not meet affordability criteria, nor the Apartment Design Guidelines~~,~~ despite the floor space incentives provided through the ARHSEPP. Council is yet to research the extent of private new age boarding rooms being rented at affordable rents for very low to moderate income earners, as extensive data on this matter is still yet to be compiled.

However, they could play a contributory role in the provision of affordable housing in the LGA if the ARHSEPP was amended to require that they be managed by community housing providers at an affordable rental. Council will continue to work with other councils to lobby the state government for this change.

The SEPP also provides incentives to construct in-fill affordable Housing. Under the SEPP, dwellings must be managed by a registered community housing provider and leased to be affordable for very low, low or moderate income households for a minimum of 10 years. However, after 10 years, dwellings may be sold back to the private market and potentially be let at higher rents. In order to secure affordable housing in the long term, Council should work with State Governemnt to ensure that in-fill affordable housing be managed by Community Housing Providers in perpetuity, rather than just a minimum of 10 years.

### 4.8.7 Section 7.11 reductions as an incentive

Section 7.11 (formerly Section 94/94A) contributions are not required for affordable housing undertaken by a social housing provider as defined by the SEPP (Affordable Rental Housing).

The Inner West Council's Marrickville Section 94/94A Contributions Plan 2014 (prepared by the former Marrickville Council) not only exempts affordable housing from the payment of development contributions, it also supports Council to exempt social housing.

The Plan states, "Council may at its discretion reduce or forego the requirement to pay section 94 contributions or section 94A levies for particular developments considered to provide a planning, community or social benefit. The type of developments where this may be appropriate are affordable housing and other housing provided by a public housing provider."

If strictly implemented these should reflect reduced demand on local infrastructure from affordable housing occupants, otherwise local ratepayers would in effect have to make up the shortfall in infrastructure funds.

### 4.8.8 Contributions for the loss of affordable housing

Part 3 of the SEPP (Affordable Rental Housing) outlines provisions for retaining existing stock and the mitigation options where redevelopments occur. Under the SEPP, where a boarding house or a building containing one or more low rental residential dwellings is to be redeveloped, a contribution may be levied to help offset the loss. The SEPP includes the formula for calculating the contribution amount.

### 4.8.9 Housing supply

Housing supply plays a role in the price of housing overall and therefore in minimising increases in housing prices. Therefore, a reasonable increase in supply is part of the broader approach proposed in this Strategy. However, there is an absence of evidence to demonstrate that increased supply alone can meet the housing needs of very low and low income households. A recent Australia-wide study by LF Economics noted that the areas where new housing supply was outstripping population growth were also the areas that were experiencing the strongest growth in sales prices.[22]

[22] LF Economics Analysis, April 2017. "Housing affordability crisis is about house prices. Not rents."

### 4.8.10 Priority planning mechanisms for affordable housing delivery

The analysis carried out to develop this Strategy indicates that the planning mechanisms that will most effectively deliver affordable housing in the Inner West are the preparation of a contributions scheme for large scale urban renewal sites under SEPP 70 (and potentially for smaller sites if this is supported by Government) and the use of voluntary planning agreements for smaller scale development. These actions are further detailed in the implementation plan in Section 6. Making the most of the funds, by directing contributions to lower cost land may help optimise outcomes. These actions would be generally consistent with Council's current Affordable Housing Policy and further actions arising from the review of that Policy can also be introduced during the development of the new Inner West Local Environmental Plan.

## 4.9 Other Mechanisms to Support Affordable Housing Delivery

A range of non-planning mechanisms could also be considered for inclusion as part of the review of Council's Affordable Housing Policy to assist in increasing the affordable housing provision in the LGA. These include:

» Setting affordable housing targets

» Design and construction innovation

» Delivery model innovation

» Minimising land costs for affordable housing

» Public housing redevelopment opportunities

» Special rate levies for affordable housing

» Responding to Government policy changes

Other non-planning mechanisms for other forms of housing development are identified in the Implementation Plan in Section 5 of this Strategy.

### 4.9.1 Setting affordable housing targets

This policy has identified the gap between the need for and supply of affordable housing in the Inner West during the period to 2036. Whilst the Strategy recognises that Council is unlikely to be able to close that gap through its actions alone it will give detailed consideration to the development of a series of targets for the provision of affordable housing during this period. Council can then regularly review and adjust its actions to respond to the outcomes being generated.

### 4.9.2 Design and construction innovation

Adjustments and innovations in the design and/or construction of housing can reduce its cost to some degree. The costs of land, basic construction and fixed overheads are such that, in the Sydney market, innovative design and construction alone will not produce a product that is affordable to very low and low income target groups. However, in combination with other options, a significant contribution may be possible.

In addition, innovation in design can have significant impacts not only in increasing the diversity of the housing stock but also in pioneering new products through demonstration projects. Examples of designing for affordability include:

Small units with shared communal facilities: This approach is already in use, for instance New Generation Boarding Houses and Common Ground projects. New Generation Boarding Houses developments are facilitated by the SEPP (Affordable Rental Housing) 2009 and have primarily taken the form of student housing, while the

Common Ground model is targeted to single people. Common Ground Sydney, for example, offers 104 affordable rental units integrating previously homeless people along with others on low incomes and is managed by Mission Australia, a community housing provider.

The Nightingale model: The Nightingale model brings together a range of features to promote affordability and sustainability. It is an alternative to the developer-led approach which is dominant in Australian medium to high density housing. Instead, intending owners and investors collaborate with architects to plan and design the apartments. The model eliminates costs associated with marketing, caps margins on the development to well below the 20% minimum profit usually sought by developers, and introduces a range of cost saving design and construction measures, including elements that reduce cost in use. The first Nightingale project in Melbourne attracted 800 applicants for 44 apartments, and several other projects are at various stages of planning.

**Co-operative housing model:** Housing cooperatives provide a diversity of housing forms to a variety of household types across the income spectrum, typically serving low- and moderate-income households. Housing cooperatives are legally incorporated entities. Many housing cooperatives hold title to housing that they make available to their members; in such instances, some cooperatives own the housing while others lease it from another entity, usually the government. As members of the cooperative, residents own a share in the cooperative giving the member the right to live in one of the cooperative's homes. Other housing cooperatives do not hold title but still undertake activities such as tenancy management and selection.

### 4.9.3 Delivery model innovation

Other innovative delivery models to be considered to ensure affordable housing includes the following:

Partnerships with private developers and not-for-profit housing providers

Community housing providers and private sector developers can play significant roles in affordable housing development. Opportunities for Council could include, facilitating or engaging directly in encouraging developers to participate in:

Joint ventures or partnerships between developers and CHPs: Such partnerships can be mutually beneficial, allowing both parties to ensure they get the product they require cost-effectively, and introducing scope to leverage additional affordable housing using funds to which the CHP has access. In particular, CHPs may partner with developers to bid for government-owned sites, such as public housing sites being sold under the Communities Plus program.

Leasing dwellings to community housing providers for affordable rental housing: Some Community Housing Providers are seeking to increase affordable rental dwellings with landlords who have single or a portfolio of properties, particularly in inner city areas. This would secure their expertise in affordable rental housing property and tenancy management, including eligibility assessment and waiting list management. There is opportunity in the Inner West to increase affordable housing stock through the private rental market, as approximately 40% of dwelling stock in the Inner West LGA is rental stock. Council has a role in promoting and working with CHPs to increase affordable rental through this process.

Selling dwellings to community housing providers for affordable housing: The community housing sector is growing and providers are seeking opportunities to purchase property that is well located and sold at a competitive price point.

Direct development by community housing providers: CHPs have access to tax advantages and can also save on costs associated with marketing, which include not only the costs associated with selling but also the fittings and features that private developers include to promote marketing. Many large CHPs have good development expertise and some have access to their own funds as well as borrowed money. Access to low cost sites such as Council or State Government owned land, deferred payment arrangements or provisions for long term leasing of sites would facilitate affordable housing development in the area. Council should investigate sites such as car parks to partner with CHPs to develop affordable housing.

Build to Rent

The housing industry has been exploring potential opportunities to deliver large amounts of housing through a 'build to rent' model. Whilst it appears that the main industry focus has been on a market priced model there may be scope for the consideration of innovative new versions of this model that deliver an affordable product, particularly if aligned with delivery by CHPs and potentially encouraged by supportive planning measures that Council could consider, as highlighted in the previous section.

#### Partnerships with National Disability Insurance Scheme for Specialist Disability Housing

The National Disability Insurance Scheme (NDIS) provides people with permanent and significant disability with annual funding to pay for the cost of living in Specialist Disability Accommodation (SDA). An SDA refers to accommodation for people who require specialist housing solutions, including to assist with the delivery of supports that cater for their extreme functional impairment or very high support needs. The SDA payment is calculated based on the dwelling's location, size and level of accessibility.

SDAs must be registered with the NDIS to enable people who wish to live in such accommodation access to financial assistance for housing. Funding is only provided to a small proportion of NDIS participants with extreme functional impairment or very high support needs who meet specific eligibility criteria and is contributed toward people. It is administered by the National Disability Insurance Agency under Commonwealth legislation, the *National Disability Indurance Scheme Act 2013.*

CHPs are one of the key providers of SDAs and enables people with disabilities to have access to affordable housing through the NDIS program. There is opportunity for Council to explore working with CHPs to identify sites that can accommodate SDAs or a mix of SDAs and other affordable housing, reducing the overall cost of providing the housing.

### 4.9.4 Minimising land costs for affordable housing

Minimising the cost of land to maximise the value of contributions can help to achieve better affordable housing outcomes with less contribution (this may be more to draw contributions from lower scale development in the LGA).

Land resources that may be suitable for this include:

» Directing affordable housing contributions secured by Council to CHP and Land and Housing Corporation proposals

» Assessing if any Council-owned assets may be a donor site in partnership with CHPs

» Consultation with not-for-profit organisations such as The Salvation Army and St Vincent de Paul (the latter is believed to have significant land resources in the LGA and their associated housing delivery arms).

### 4.9.5 Public housing redevelopment opportunities

A key social housing supply strategy of the NSW Land and Housing Corporation (LAHC) is through the redevelopment of public housing sites. The NSW Government has established Communities Plus as an ongoing program to redevelop LAHC sites to deliver integrated social, affordable and private market housing.

For Inner West, the small scale redevelopments may have the most potential for increasing the supply of public housing in the area in locations such as Lilyfield.

### 4.9.6 Special rate levies for affordable housing

Section 495 of the Local Government Act 1993 allows Councils to levy a special rate towards meeting the cost of any works, services, facilities or activities provided by the council. In order to impose such a levy, Council must demonstrate the rationale for any rate levy variations in accordance with the assessment criteria prescribed by the Independent Pricing and Regulatory Tribunal (IPART).

There are opportunities for Council to utilise rate levies for the development of affordable housing in partnership with CHPs. Council's Delivery Program and Long Term Financial Plan would need to clearly set out the extent of the general fund rate rise under the special variation and demonstrate that the impact on ratepayers is reasonable. The levy would be unlikely to be sufficient for property purchase, but could assist with any of the above measures.

### 4.9.7 Responding to Government policy changes

By developing an new affordable housing policy and forming partnerships with community housing partners, Inner West Council can position itself to draw on opportunities that may arise from future State or Federal Government affordable housing policy changes.

# SECTION 5:
# Implementation and delivery plan

# 5 Implementation and delivery plan

## 5.1 Land Use Planning Approach

This Strategy adopts an approach to land use planning (below) that is designed to support the delivery of a diverse range of housing in the right locations and to enhance people's ability to access jobs and services, compatible with key identified values that contribute to the character of an area.

Our Inner West Housing Strategy demonstrates that it is likely that the Inner West can achieve the housing targets set out in the Eastern City District Plan, with the following key actions (summarised) to be part of the implementation of this Plan.

Figure 19 Land use planning approach

**Finalise and endorse Our Inner West Housing Strategy**

Detailed constraints and opportunities analysis (Section 3 of this Strategy)
Analysis of the policy context including planning priorities identified in the Eastern City District Plan (Section 1.1.3 of this Strategy)
An understanding of demographic trends and housing gaps has informed the draft Local Housing Strategy (Section 2 of this Strategy)
Utilise the opportunity areas in Section 3.3 of this Strategy as the basis for Council's place-based planning studies.

**Undertake place-based studies**

Place-based analysis of the opportunity sites to ensure that urban renewal delivers great places and to outline a nuanced approach to any planning control amendments

**Detailed review of planning controls**

Analysis of planning controls outside of opportunities areas to support local infill.

**Affordable Housing Policy and SEPP 70**

Analysis of locations where affordable housing can be delivered to inform the preparation of an Affordable Housing Contribution Scheme.

**Local Strategic Planning Statement**

Overview of land use, direction and character of the LGA to inform LEP and DCP amendments, give weight to the District Plan and Council's community strategic plan.

**LEP and DCP amendments**

LEP areas identified for potential amendments, informed by place based studies, include:
- Harmonise controls to form a consolidated LEP for the Inner West including overall aims of the LEP and zone objectives
- Review residential and non-residential controls in certain B zones and conversion of warehouse clauses; controls to activate appropriate housing fronting laneways; encourage shop top housing in in certain centres , review heritage items and areas; review FSR controls to match statement of significance of conservation areas and items of environmental heritage when required, include as much as possible in the acquisitions section and map; modernise landscaping and green infrastructure provision
- DCP – the DCP provides further guidance for development, and of particular inclusion are character statements; landscaping and design guidance updates, as well as potentially information around short term/holiday letting; dwelling mix (room breakdown); and revised car parking standards

**Section 7.11 Contributions review**

Based on projected dwellings and population to ensure local infrastructure can occur as and when needed.

**Ongoing monitoring**

## 5.2 Implementation and delivery plan

The purpose of this section of the Strategy, namely the implementation and delivery plan, is to clearly identify when and how housing will be delivered over the next ten years, and the potential contribution Inner West Council may be able to make to the District Plan's 20 year housing target – dependent on infrastructure provision.

It provides an overarching summary of what type of housing is anticipated to be delivered, in what key locations, timeframes and by what stakeholders, as well as the mechanisms for its delivery, including Planning Proposals required.

Key benefits, risks and monitoring measures are also provided where relevant linked to clear actions integrated with Council's Community Strategic Plan 'Our Inner West 2036' and key planning priorities and directions outlined in the Eastern City District Plan.

It is noted that the harmonisation of planning controls within the three existing LEPs covering the LGA to form a comprehensive and cohesive consolidated Inner West LEP is a key priority, to be undertaken as far as possible within the LEP review accelerated timeframes.

RESPECTING OUR HISTORY, CULTURE AND CHARACTER

Principle 1: Ensure the cultural significance of landscapes, sites, waterways, customs and traditions that Aboriginal communities wish to conserve are protected and maintained in housing development

| # | Action | Implementation | Timing | Responsibility |
|---|---|---|---|---|
| | Continue to identify, protect and conserve places of Aboriginal heritage and significance | Identify this action in the Local Strategic Planning Statement<br>Undertake a heritage review across the LGA in conjunction with place-based studies<br>Consult with the community and other key stakeholders<br>Amend LEP Schedule 5 and LEP heritage maps as needed | 2019- 2022<br>Ongoing | Aboriginal Land Council<br>Council<br>Community<br>DPIE |
| | The risk of harming Aboriginal objects, places or sites should be minimised wherever and whenever possible. Any proposed invasive work should be considered on a case by case basis. | Identify this action in the Local Strategic Planning Statement<br>Consult with the community and other key stakeholders<br>DCP review process and conditions of development consent | 2019 -2022 ongoing | Aboriginal Land Council<br>Council<br>Local<br>Community<br>DPIE |
| | Housing design and actions ensure continuity of cultural practices should be encouraged, such as replanting bush foods, retaining vegetation of high cultural value and integrating cultural and natural heritage in planning | Identify this action in the Local Strategic Planning Statement<br>Undertake a heritage review across the LGA in conjunction with place-based studies<br>Amend LEP Schedule 5 and LEP heritage maps as needed<br>DCP Review Process (Landscaping Chapter in DCP) | 2019 -2022 ongoing | Council<br>Community |

This principle aligns with Planning Priority E4 in the Eastern City District Plan: Fostering healthy, creative, culturally rich and socially connected communities and Planning Priority E6 in the Eastern City District Plan: Creating and renewing great places and local centres, and respecting the District's heritage.

It also relates to outcome 2.2 of *Our Inner West 2036*: The unique character and heritage of neighbourhoods is retained and enhanced - manage change with respect for place, community history and heritage and Outcome 4.2 of *Our Inner West 2036*: The Aboriginal community is flourishing, and its culture and heritage continues to strengthen and enrich Inner West.

Monitoring options:

M1 Record places of Aboriginal heritage significance

Principle 2: Accommodate housing growth through a range of sensitive infill compatible with heritage values and local character – enabling areas to evolve with respect over time.

RESPECTING OUR HISTORY, CULTURE AND CHARACTER

| # | Action | Implementation | Timing | Responsibility |
|---|---|---|---|---|
| 1A | Prepare detailed place-based design controls for the areas identified as *'from 2019'* and *'from 2026'* (refer to maps and capacity table in section 3.2) | Place-based studies (define character and key attributes)<br>DCP review process (amend character statements and include design expectations) | 2019-2021 | Council |
| 1B | Continue to identify and conserve items of environmental heritage, and heritage conservation areas | Identify this action in the Local Strategic Planning Statement<br>Undertake a heritage review across the LGA in conjunction with place-based studies<br>Consult with the community and other key stakeholders<br>Amend LEP Schedule 5 and LEP heritage maps as needed | 2019- 2022<br>Ongoing | Council<br>Community<br>DPIE |
| 1C | Consider the Department of Planning and Environment's approach outlined in *Discussion Paper – Local Character Overlay* (Feb 2019) for an optional map layer and associated clause | Respond to the Discussion Paper<br>If an amendment is made to the Standard Instrument introducing a local provision, consider the benefits or otherwise of utilising the layer in different localities in relation to achieving housing supply levels required to meet current and future needs | Consider and respond to the Discussion paper | Council<br>DPIE |
| 1D | Review and amend current LEP and DCP controls to ensure appropriately scaled and designed infill dwellings and appropriate adaptive reuse can occur in heritage conservation areas | Outline this intention in the Local Strategic Planning Statement<br>LEP review process<br>DCP review process | 2019-2020 | Council |
| 1E | (Moved) | | | |
| 1F | Consider built form in areas neighbouring heritage conservation areas – delivering a cohesive streetscape on Crystal Street, and enabling fin-grained but sense form to | Local Strategic Planning Statement<br>LEP review process<br>DCP review process | 2019-2020 | Council |

| # | Action | Implementation | Timing | Responsibility |
|---|---|---|---|---|
| | be achieved in other locations considering existing and proposed lot sizes. | | | |
| 1G | Ensure a heritage officer attends pre-DA meetings where items of environmental heritage and conservation areas are involved | Ensure heritage is adequately resourced and heritage officers provide necessary advice to applicants and support planners in decision making | Ongoing | Council |
| 1H | Ensure heritage information on Council's website is kept up-to-date (particularly in relation to highlighting the adaptive reuse provisions) and consider expanding the 'Marrickville Medal for Conservation' awards | Through regular review of heritage content, and Council grant funding | 2019-2020 | Council |

This principle aligns with Planning Priority E6 in the Eastern City District Plan: Creating and renewing great places and local centres, and respecting the District's heritage.

It also relates to outcome 2.2 of *Our Inner West 2036*: The unique character and heritage of neighbourhoods is retained and enhanced - manage change with respect for place, community history and heritage.

It is noted that there are risks and benefits to the above approaches that need to be carefully considered, but particularly the view that there will be very minimal change in heritage conservation areas. While less change is anticipated than in other locations, these areas still need to evolve over time in a sensitive way, to meet current and future needs. Council also needs to be mindful that a character layer would introduce additional character assessment requirements for development applications and/or exclude certain land from particular complying development or provide alternative requirements.

Monitoring options:

M2 Record and analyse trends in application types (especially secondary dwellings) in heritage conservation areas

M3 Review community perception of the quality of different forms of developments in heritage conservation areas post construction (survey of residents in the street/neighbourhood)

RETAINING INCLUSIVE COMMUNITIES AND FAIR ACCESS TO HOUSING

Principle 3: Provide for a diverse mix of housing typologies, sizes and tenures that cater to the needs of people at all stages of their lives.

| # | Action | Implementation | Timing | Responsibility |
|---|---|---|---|---|
| 2A | Incorporate the principles of universal design in a proportion of new housing | Outline this intention in the Local Strategic Planning Statement<br>Explore planning mechanisms that require all new apartment/shop top development/boarding houses, secondary dwellings and other types of development to achieve universal design under the Liveable Housing Design Guidelines (LHDG). | 2019-2021 | Council<br>Developers<br>Architects |
| 2B | Specify preferred mix of dwelling types, sizes and bedrooms to meet community needs | Include the need for a mix of dwelling types and sizes in LEP zone objectives<br>Through the DCP, consider specifying proportion of studios, 1 bedroom, 2 bedrooms, and 3+ bedrooms in certain sized developments | 2019-2021 | Council<br>DPIE |
| 2C | Advocate for the state government to commit to upgrading stations within the LGA that are not currently accessible, and where increased residential densities are proposed | Outline this intention in the Local Strategic Planning Statement<br>Consider clause in LEP that links density to the provision of key infrastructure<br>Formal liaison with TfNSW about upgrades required and timing | Now and ongoing | Council<br>DPIE<br>TfNSW |
| 2D | All urban renewal to have access to good public transport within walking distance | Outline this intention in the Local Strategic Planning Statement<br>LEP review process<br>DCP review process<br>S.7-11 contribution plan | Now and ongoing | Council<br>DPIE<br>TfNSW |
| 2E | Amend controls that currently restrict innovative compatible development fronting laneways (eg. pedestrian access, parking controls, additional dwellings so one fronts the local road and the other the laneway, | This review can occur either as part of the placed based planning process, earlier, or in tandem, and would require amendments to planning controls in the LEP and design guidance in the DCP | 2019-2021 | Council<br>DPIE<br>Community<br>Developers |

| # | Action | Implementation | Timing | Responsibility |
|---|---|---|---|---|
| | secondary dwellings in the form of 'fonzie flats' above the rear garage) | | | |
| 2F | Consider whether or not to apply contributions to development types Council want to facilitate – such as secondary dwellings and affordable housing | Contributions plan | 2019-2021 | Council<br>DPIE<br>Community and Developers |
| 2G | Investigate boosting some planning controls in the Ashfield Town Centre and extend to the west along Liverpool Road and Norton Street. Consider a bonus approach for commercial floorspace to maintain the commercial function of the centre. | Outline this intention in the Local Strategic Planning Statement<br>LEP review process<br>DCP review process | 2020-2021 | Council |
| 2H | Investigate boosting planning controls in the North Ashfield investigation area earlier, ie within the "from 2019" timeframe, subject to open space access/provision. | | | |
| 2I | Investigate working with Special Disability Accomodation (SDA) providers (established as part of the National Disability Insurance Agency) to increase accessible housing that meets demand in key accessible areas (within close proximity to public transport and services). | Meeting with SDA providers<br>LEP review process | Ongoing | Council<br>Community housing providers |

Principle 2 aligns with Eastern District Plan Planning Priorities: E5 Provide housing supply, choice and affordability, with access to jobs, services a public transport; E4 Fostering healthy, creative, culturally rich and socially connected communities.

It also addressed the following in *Our Inner West 2036*: 2.4 Everyone has a roof over their head and a suitable place to call home; 2.4.2 Encourage diversity of housing type, tenure and price in new developments.

Key risks and benefits of the actions outlined here relate to ensuring the provision of supporting social infrastructure and design quality of new development types.

Monitoring options

M4 Record the number of applications and approvals for development fronting laneways, 'fonzie flats' and other innovative smaller housing types before and after LEP amendments are made

M5 Track dwelling mix, size and number of bedrooms of all approvals and completions quarterly

M6 Track percentage of dwelling stock by location and type that incorporate universal design standards

RETAINING INCLUSIVE COMMUNITIES AND FAIR ACCESS TO HOUSING

Principle 4: Start to close the gap between housing need and provision for very low, low and moderate income households

| # | Action | Implementation | Timing | Responsibility |
|---|---|---|---|---|
| 3A | Finalise the review of the Affordable Housing Policy, which has a current target of 15% of new housing as Affordable Housing. | Undertake review<br>Council resolution adopting new Affordable Housing Policy | 2019 | Council |
| 3B | Establish an affordable housing contributions scheme to apply to sites with significant uplift to align with Council's affordable housing policy. | Outline this intention in the Local Strategic Planning Statement<br>Include a clause providing inclusionary zoning for these significant urban renewal areas in the LEP | Now and ongoing | DPIE<br>Community Housing Providers<br>UrbanGrowth NSW<br>GSC |
| 3C | Enter into Voluntary Planning Agreements where a rezoning occurs outside of SEPP 70 nominated areas. | Through Planning Proposals | Ongoing | Council |
| 3D | Advocate for the NSW Government to amend the SEPP (Affordable Rental Housing) to require boarding housing dwellings to be let at affordable rents (including management by Community Housing Providers) and to require Infill Affordable Dwellings to be affordable in perpetuity. | Council resolution forwarded to the NSW Government requesting and justifying amendments to the SEPP with associated monitoring | 2019-2020 | DPIE<br>Community Housing Providers<br>Student Housing Providers |
| 3E | Investigate reduced car parking provision rates and other development standard variations to incentivise the delivery of affordable housing. | Undertake car parking study<br>LEP review process<br>DCP review process | 2019-2020 | Council |
| 3F | Investigate opportunities for affordable, seniors and student housing as part of the Marrickville Metro redevelopment or any other major sites. | Through Planning Proposal, Public Private Partnership arrangements, DA and VPA process | 2020 | Council<br>Private landowners and developers |
| 3G | Investigate opportunities for the greater delivery of social and affordable housing in on existing social housing sites in partnership with LAHC, e.g. the Lilyfield priority area. | Identify areas of existing social housing that could be modernised and increased through the Place based planning process | 2019-2020 | Council<br>Land and Housing Corporation (LAHC) |

| # | Action | Implementation | Timing | Responsibility |
|---|---|---|---|---|
| | | Meet with LAHC to discuss opportunities and mechanisms | | |
| 3H | Investigate and evaluate the opportunity for an affordable housing rates levy under the Local Government Act | Undertake investigation into levy | 2020 | Council<br>IPART |
| 3I | Maintain and build partnerships with CHPs to investigate opportunities for joint ventures or opportunities on low-cost sites for affordable housing or other opportunity sites, including Council car parks such as Hay Street and Chester Street and the Balmain key site which is state government-owned land. | Regular liaison with CHPs | now-2026 | Council<br>Community Housing Providers (CHPs)<br>Private sector developers |
| 3J | Consider opportunities to promote partnerships between industry, CHPs and private landlords to increase affordable rental stock in the Inner West | Meet with key CHPs<br>Platform to promote partnerships | 2019-2022 | Council<br>CHPs<br>Private landlords |
| 3K | Investigate Council and State owned sites that may be available for disposal in the future, to accommodate higher rates of affordable housing | Review asset management strategy<br>Meet with Property NSW to discuss land ownership and opportunities | now-2026 | Council<br>CHPs<br>Property NSW |
| 3L | Investigate working with CHPs (through the NDIS program) to increase the provision and support of Specialist Disability Accommodation | Meet with NDIS<br>Workshop with key CHPs | 2019-2022 | Council<br>CHPs |
| 3M | Investigate planning mechanisms that prioritise community and social housing providers to purchase and develop rezoned land for social and affordable housing. | Meet with CHPS<br>LEP | 2019-2022 | Council<br>CHPS<br>State Government |

This principle aligns with the Eastern City District Plan Direction: Giving people housing choices; and Priority E5: Provide housing supply, choice and affordability, with access to jobs, services a public transport (Objective 11 Housing is more diverse and affordable).

It also relates to the following outcome of *Our Inner West 2036*: Outcome 2.4 Everyone has a roof over their head and a suitable place to call home -particularly: 1. Ensure the expansion of social, community and affordable housing, distributed across Inner West, facilitated through proactive policies; and 2. Encourage diversity of housing type, tenure and price in new developments.

The need for affordable housing emerged as an issue in all stakeholder consultation workshops – further community education could encourage support for boarding houses and higher density developments which make affordable housing feasible. Several of the actions identified are dependent on appetite to amend NSW legislation, and trials are dependent on the willingness of landowners and developers and the feasibility of schemes.

Monitoring options

M7 Resolution of Council

M8 Monitor the supply of affordable housing in the LGA through DA approvals and by assessing housing market data (volume and price of available housing for rent and purchase) against local demographics and other demand indicators (incomes and housing stress thresholds for lower income groups) to identify gaps and trends

M9 Monitor the supply of affordable housing in the LGA through VPA processes/DA approvals, and data supplied by community housing providers/LAHC

M10 Monitor the propotion of residents in the LGA that are in housing stress

M11 Monitor the number of dwellings in the LGA that are affordable for very low, low and moderate income households.

M12 Monitor the supply of affordable dwellings in Council's affordable housing portfolio

M13 Households in the lowest 40% of income distribution in housing stress as a proportion of all households in the lowest 40% of income distribution

M14 Median house rental price

M15 Median apartment rental price

M16 Median house purchase price

M17 Median apartment purchase price

M18 Retention of affordable housing stock through implementation of SEPP(ARH) and Social Impact Assessment Policy

M19 Increase in the number of people living in boarding houses in the Inner West Council area

M20 Monitoring of the outcomes of the statutory review of the NSW Residential Tenancies Act 2010

M21 Boarding house residents have the same tenure and rights as tenants have under the NSW Residential Tenancies Act 2010

M22 Boarding house tenants have adequate standard of accommodation and support

M23 Decrease in the number of households experiencing homelessness.

PROVIDING CONNECTED NEIGHBOURHOODS

Principle 5: Locate the majority of new housing opportunities in areas that are within a 10-minute walk of centres, transport and services, supporting their vibrancy and aligning with infrastructure provision and growth.

| # | Action | Implementation | Timing | Responsibility |
|---|---|---|---|---|
| 4A | Locate increased housing opportunities predominantly within a ten-minute walk of centres, urban hubs, good public and active transport networks, and open space | Outline this intention in the Local Strategic Planning Statement<br>Place based studies<br>LEP review process | Ongoing<br>2019-2036 | Council<br>Community<br>DPIE |
| 4B | Refine potential dwelling yields for Dulwich Hill and Marrickville in line with this Strategy | Outline this intention in the Local Strategic Planning Statement<br>Place based studies<br>LEP review process<br>DCP review process | Yield work 2019<br>Development anticipated 2021-2026 | Council<br>Community<br>TfNSW<br>DPIE |
| 4C | Refine potential dwelling yields for the Parramatta Rd corridor, based on 2 scenarios:<br>» with dedicated mass transit, active transport provision and tree planting along a revitalised Parramatta Rd<br>» without the above | Outline this intention in the Local Strategic Planning Statement<br>Place based studies<br>LEP review process<br>DCP review process | Yield work 2019<br>Development anticipated 2021-2026 | Council<br>TfNSW and RMS<br>GSC<br>DPIE<br>Other corridor councils |
| 4D | Refine potential dwelling yields between Petersham station and Parramatta Rd, based on 2 scenarios:<br>» with improved train capacity, frequency of stops and accessibility upgrade at Petersham and<br>» without the above | Outline this intention in the Local Strategic Planning Statement<br>Place based studies<br>LEP review process<br>DCP review process | Yield work 2019<br>Development anticipated 2021-2026 | Council<br>TfNSW<br>Community<br>DPIE |
| 4E | Work with Urban Growth and TfNSW to understand the opportunities and constraints, potential access, heritage, transitions, mix and extent of uses and future character for the Bays precinct | Outline this intention in the Local Strategic Planning Statement<br>Masterplan<br>Inner West LEP (Rather than existing SEPP)<br>DCP review process | 2019-2020<br>Development anticipated 2026+ | Council<br>Urban Growth<br>DPIE<br>Community<br>City of Sydney |

| # | Action | Implementation | Timing | Responsibility |
|---|---|---|---|---|
| 4F | Consider amendments to the Height of Buildings and FSR in certain B zones to reinvigorate smaller centres by enabling more shop top housing | Outline this intention in the Local Strategic Planning Statement<br>Place based studies<br>LEP review process<br>DCP review process | 2019-2020 | Council<br>DPIE<br>Community<br>Developers |
| 4G | Review the overall aims of the LEP and include housing directions in the zone objectives for residential and business zones. Also review industrial zones objectives to highlight their protection – jobs and urban services close to homes | Outline this intention in the Local Strategic Planning Statement<br>Place based studies<br>LEP review process<br>DCP review process | 2019-2020 | Council<br>DPIE<br>Community |
| 4H | Review the ratio (% total gross floor area of a building used for non-residential purposes) local clauses in certain B zones and clauses around the conversion of industrial or warehouse buildings in residential zones to determine whether the outcomes align with the need to provide workable and feasible mixed use that do not disadvantage business and industrial uses operating and expanding | Outline this intention in the Local Strategic Planning Statement<br>Place based studies<br>LEP review process<br>DCP review process | 2019-2020 | Council<br>DPIE<br>Community |
| 4I | Consider including provisions that tie dwelling numbers to the provision of certain identified infrastructure for larger development areas | Outline this intention in the Local Strategic Planning Statement<br>Place based studies<br>LEP review process<br>DCP review process | 2019-2020 | Council<br>DPIE<br>Community<br>TfNSW |
| 4J | Review current contribution requirements particularly relating to social infrastructure needs based on projected housing growth | Section 7.11 Contributions Plans | 2019- 2020 | Council<br>DPIE<br>Developers |
| 4K | Review car parking standards to promote increased use of public transport | Consider including maximum and reduced requirements in certain locations through the DCP review process | 2020-2021 | Council<br>Community<br>Developers |

| # | Action | Implementation | Timing | Responsibility |
|---|---|---|---|---|
| 4L | Ensure renewal areas enhance green grid linkages and implement the GreenWay masterplan | Local Strategic Planning Statement<br>LEP review process<br>DCP review process<br>S7-11 contribution plan | Now and ongoing | Council<br>GSC<br>Office of Open Space<br>Developers<br>Community groups<br>Canterbury-Bankstown Council |

Principle 4 aligns with Eastern District Plan Planning Priorities: E1 Planning for a city supported by infrastructure; E2 Working through collaboration; E4 Fostering health, creative, culturally rich and socially connected communities; E5 Providing housing supply, choice and affordability with access to jobs, services and public transport; E6 Creating and renewing great places and local centres, and respecting the District's heritage; and E10 Delivering integrated land use and transport planning and a 30-minute city.

It also relates to the following outcomes of *Our Inner West 2036*: 2.4 - Everyone has a roof over their head and a suitable place to call home; 2.5 Public transport is reliable, accessible, connected and enjoyable; 2.6 People are walking, cycling and moving around Inner West with ease; 3.5 Urban hubs and main streets are distinct and enjoyable places to shop, eat, socialise and be entertained; and 4.4 People have access to the services and facilities they need at all stages of life.

In terms of risks and benefits of the above actions, some rely on collaboration with Transport for NSW and DPIE, and understanding the implications and delivery of Metro, mass transit commitment for Parramatta Road and light rail capacity. To provide the higher range dwelling numbers in particular, city shaping transport projects need to be in place, and a full suite of facilities and services maintained and enhanced. Mixed use development also need to be legitimate mixes that are viable, rather than tokenistic.  There also needs to be careful consideration about how to capture the value uplift from any change in planning controls to leverage a community benefit.

### Monitoring options

M24 Map new housing development in relation to centres and good transport access

M25 Identify trends in walking and cycling – e.g. walk to work data, household travel surveys

M26 Track applications, construction certificates and planning proposals for additional housing each year

ENSURING HIGH QUALITY HOUSING DESIGN

Principle 6: Design quality housing to maximise amenity, safety and security for residents and provide a positive contribution to its neighbourhood.

| # | Action | Implementation | Timing | Responsibility |
|---|---|---|---|---|
| 5A | Advocate for a state policy guidance and more statutory force relating to the public domain (e.g. extend Apartment Design Guideline to encourage space between buildings to be designed as public open space) | Council resolution with supporting information detailing need<br>A new or amended SEPP | Now and ongoing | Council<br>DPIE |
| 5B | Avoid locating new urban development in areas exposed to natural and urban hazards and consider options to limit the intensification of development in existing urban areas most exposed to hazards | Outline this intention in the Local Strategic Planning Statement<br>LEP review process | Now and ongoing 2019-2036 | Council<br>DPIE<br>GSC |
| 5C | Include design excellence objectives and a local clause in the LEP and design code in the DCP to ensure good and sustainable built form outcomes based on nuanced locality based approaches | Outline this intention in the Local Strategic Planning Statement<br>Place based studies<br>LEP review process<br>DCP review process | 2020 | Council<br>Community<br>Developers<br>DPIE |
| 5D | Expand LGA wide design competition and utilise finalists as examples. Provide information about the cost-benefits of well-designed developments (retain value) | Formal annual LGA wide design competition for different built form types | 2020 ongoing | Council |
| 5E | Landscaping requirements to be amended, particularly relating to the deep soil zone and tree planting in front and rear setbacks in certain locations | Outline this intention in the Local Strategic Planning Statement<br>LEP review process<br>DCP review process | 2019-2020 | Council |
| 5F | Advocate for a full review and update of the CPTED Guidelines | Council resolution with supporting information detailing need for the Guidelines to be updated | 2020 | Council<br>DPIE |

Principle 5 aligns with Eastern District Plan Planning Priorities: E4 Fostering health, creative and culturally rich and socially connected communities; and E6 Creating and renewing great places and local centres, and respecting the District's heritage. The Plan also states that the vision will be achieved in part by 'nurturing quality lifestyles through well-designed housing in neighbourhoods close to transport and other infrastructure'.

It also addressed the following in *Our Inner West 2036*: Outcomes 2.1 Development is designed for sustainability and makes life better; and 2.3 Public spaces are high-quality, welcoming and enjoyable places, seamlessly connected with their surroundings.

Added attention to design could add some time to the front end of PPs and DAs, however, with detailed guidance potentially from a panel, from the DCP and officers including examples, this should be minimised.

Monitoring options

M7 Resolution of Council

M27 Track whether car ownership declines over time if parking rates are reduced

Principle 7: Homes are designed to be environmentally sustainable, supporting Council's aim of zero net carbon emissions by 2050, water sensitivity, increasing biodiversity and zero waste

HOUSING IS DESIGNED FOR ENVIRONMENTAL SUSTAINABILITY

| # | Action | Implementation | Timing | Responsibility |
|---|---|---|---|---|
| 6A | Advocate for action from the State Government to upgrade the requirements of BASIX | Formally advocate for changes to BASIX to enable higher sustainability standards to be met on a wider range of development types | Now - 2021 | Council<br>NSW Councils<br>DPIE |
| 6B | Increase canopy trees and greenery | Review engineering guidelines and DCP controls to enable more green infrastructure approaches<br>Include controls in the LEP and DCP to promote community gardens, and rooftop gardens for higher density development<br>Consider resident tree give-aways and awards for green architecture | 2019-2020 | Council<br>Developers<br>Landowners<br>Tenants |
| 6C | Review setback and design requirements to ensure there is space and easy access for recycling bins, encourage composting, edible landscaping and communal gardens | Outline this intention in the Local Strategic Planning Statement<br>Place based studies<br>LEP review process<br>DCP review process | 2020-2021 | Council<br>Community<br>Developers |
| 6D | Develop planning controls that protect and support a sustainable environment and contribute to a zero emissions and zero waste community | Outline this intention in the Local Strategic Planning Statement<br>Place based studies<br>LEP review process<br>DCP review process | 2019-2021 | Council |

Principle 6 aligns with Eastern District Plan Planning Priorities: Planning Priority E19 Reducing carbon emissions and managing energy, water and waste efficiently; and Planning Priority E17 Increasing urban tree canopy cover and delivering Green Grid connections

It also addressed the following in *Our Inner West 2036*: Strategic direction 1: An ecologically sustainable Inner West; Outcome 2.1 Development is designed for sustainability and makes life better; 2.1.4 Develop planning controls that protect and support a sustainable environment and contribute to a zero emissions and zero waste community.

Additional up-front costs of more sustainable design are outweighed by long term savings and a better environment for all, and this needs to be articulated with examples provided so all stakeholders can understand why new controls have been introduced, and developers can get behind the initiative.

Monitoring options

M6 Resolution of Council to advocate for SEPP amendments

M28 Increased recycling and composting rates

M29 Increased tree canopy cover, overall numbers of trees and communal gardens in the LGA

# Part B

# SECTION 6: Analysis: Constraints and opportunities for housing

# 6 Analysis: Constraints and opportunities for housing

Part A of this document has outlined the *Our Inner West Housing Strategy*, principles and action to implement the strategy. Part B provides the analysis of the information, opportunities and constraints, that informed the Strategy.

This section 6 outlines constraints and opportunities to ensure an adequate supply of housing that capitalises on the advantages of the Inner West Local Government Area. It also details the analysis of the investigation areas and identifies key recommendations for those areas.

## 6.1 Capacity analysis under current land use controls

This section provides detailed analysis of the capacity of housing under the current planning controls in the LGA to inform the background growth rates, which is outlined in Section 6.1. The capacity analysis accounts for:

» land that is likely to be too constrained or recently redeveloped

» development data and known Planning Proposals

» major development locations

Therefore, the land capacity analysis essentially assists to understand dwelling capacity under existing controls post the 5-year timeframe (i.e. 2021 – 2036).

### 6.1.1 Methodology – Overall theoretical capacity under existing planning controls

Overall theoretical capacity

Overall theoretical capacity is the number of dwellings that could potentially be produced within planning controls. However, due to a variety of factors such as unknown constraints, feasibility of redevelopment and landowner preferences, not all uplift opportunities will be taken up. Considering this, a 70% take-up rate is generally assumed for the purposes of gaining a more accurate understanding of actual housing capacity for larger-scale development.

For lower scale development, such as dual occupancy or smaller-scale development, a lower take-up rate is assumed as it is highly dependent on the actions of individual landowners rather than larger scale developers.

To assess the overall theoretical capacity of land in the Inner West Council LGA, the following methodology has been used (with further details regarding specific LEP clauses provided in Appendix B – Current LEP Review):

» Exclude all existing strata titled properties (due to the difficulties of conversion to denser forms of development) to provide a conservative estimate of applicable landholdings. However, it should be noted as pressure on land supply increases to 2036, in combination with strata law changes relaxing the percentage of owners that need to give consent to disband a strata scheme, increased rates of conversion of lower grade stock particularly in high value locations is likely to occur.

» Include only land where residential development is permitted as it has been assessed that all other types of landholdings (e.g. industrial) are to be preserved for those uses.

» Exclude all land parcels that have been identified as contributing to the 0-5 year dwelling target (these dwelling numbers are included in a separate analysis regarding that target). The Victoria Road Precinct is partly counted in the 0-5-year timeframe and partly the 6-10-year timeframe and while it appears on the capacity map, has been added separately to the data analysis.

» Determine a formula to apply to certain areas based on the relevant clauses of the three Local Environment Plans - Ashfield LEP 2013, Leichhardt LEP 2013 and Marrickville LEP 2011 – that apply to the Inner West. Details of the specific applications to each clause are provided in Appendix B. In general, the yield calculations that have been applied include:

> For R2 Low Density Residential, the total number of landholdings that could be converted to be either dual occupancy, accommodate a secondary dwelling or subdivision with an additional dwelling was assessed. Specific types of dwelling typologies are provided in Section 3.3.4. A minimum lot size for either of the previous options was assumed to be 450sqm. R2 Low Density land in Heritage Conservation Areas above 450sqm can accommodate a secondary dwelling under current controls. For each applicable landholding, an additional dwelling was assumed in the theoretical capacity.

> R3 Medium Density zoned land was identified as the potential to deliver 1 dwelling per 200sqm.

> Generally, for locations where Residential Flat Buildings are permissible, a minimum land size of 400sqm was specified. Theoretically there is much more land with the potential to be converted, but from a market perspective it is less likely that lots under 400sqm would be converted. Hence, a conservative approach was adopted. This constraint was removed from land in B-zones where conversion has historically occurred in the LGA.

> For apartment development in relevant residential or mixed use zones, the following formula was applied – Floorspace ratio x land area x 70% built form efficiency[23] divided by an average apartment size of 70 sqm (based on an analysis of efficiency rates being achieved in three major developments in the LGA and the Apartment Design Guide of 70sqm for a 2-bedroom apartment with only one bathroom).

> B1 Neighbourhood Centre land with a height limit above 8.5m was identified as having potential. The standard formula above was applied but 0.5:1 FSR was deducted to account for ground floor commercial uses with the same formula applied.

> B2 Local Centre - Eliminate any B2 areas with a height limit below 9.5m. Eliminate any in a HCA unless they have height limits of 9.5m or more. For the remainder, 0.5:1 was deducted from FSR for to account for ground floor uses. The formula for calculating dwelling capacity was then applied to the remaining floorspace.

> B4 Mixed Use zones – As per above but with 0.3 FSR deducted for commercial uses as residential flat buildings are permitted in this zone and therefore, may produce less commercial floorspace.

> Heritage Conservation Area land in B1 Neighbourhood Centres and B2 Local Centre zones was generally eliminated unless FSR is more than 1.5:1 and height is more than 9.5m. This is to prevent unrealistic capacity being included due to the extra complexities of redevelopment in Heritage Conservation Areas.

> Other Business zones with specific formulas, key sites and identified areas with specific formulas as identified in the LEP Literature Review and implications for capacity analysis document provided in Appendix B.

» Where recent Planning Proposals applied to the sites, this was accounted for in the Planning Proposal analysis in the 0-5 year capacity, not in existing capacity. For Victoria Road, 500 dwellings has been manually added to the 0-5 year dwelling target and 600 dwellings to the 6-10-year target, in line with the approved planning proposal.

» Development data was cross-referenced against the DA information provided by Council to avoid any duplication.

The results are provided in Table 17 and Table 18.

[23] Efficiency within built form refers to the floorspace that is allocated to circulation and other part of the building that cannot be included in a net dwelling floorspace.

### 6.1.2 Methodology – Assumptions to calculate a projected conversion rate of existing capacity and projected timeframes for use of capacity take-up

To assess the likely conversion of capacity, often known as a take up rate, the following methodology was applied:

» An overall assumed conversion rate of 70% was applied of the overall theoretical capacity, with the exception of R2 Low Density Residential. A conversion rate of 35% of the theoretical capacity was utilised in line with the production of dual occupancies, secondary dwellings or subdivision that occurred in the R2 Low Density Residential land in the 2015 – 2018 period. Further information about production rates is provided in the next section. The conversion rate accounts for land owner preference not to take-up dwelling opportunity they may have on their land. Additionally, for some landholdings the yield would not be sufficient to entice conversion, or has unknown constraints.

» Deducted from this was an additional 5% of capacity to account for other forms of residential accommodation such as boarding houses, student accommodation and so forth. For each standard market dwelling deducted from the capacity, this was multiplied by three to assess the level of projected capacity of other types of residential accommodation as these generally occupy approximately one third of the floorspace of a standard market dwelling.

The results are provided in Table 17 and Table 18.

Table 17 Theoretical and projected capacity of existing land use controls in the Inner West LGA

| Zone | Overall theoretical capacity | Projected capacity *Assumed dwelling conversion 70% of total theoretical capacity except R2 Low Density where 35 % assumed. 5% of capacity allocated to non-market dwellings* |
|---|---|---|
| R1 General Residential zone including R1 "Area F" in Marrickville additional capacity | 2,078 | 1,382 |
| R2 Low Density Residential + Area 1 | 5,882 | 2,059 |
| R3 | 161 | 107 |
| R4[24] | 443 | 295 |
| B1 + Area 1 | 817 | 543 |
| B2 | 2,320 | 1,543 |
| B3 | 0 | 0 |
| B4 + Area 1 | 4,400 | 2,926 |
| B5 | 0 | 0 |
| B6 | 0 | 0 |
| B7 | 158 | 111 |
| Other non-market forms of residential accommodation (for each market dwelling deducted, three boarding rooms or the like are assumed) | | 1,416 |
| Total residential accommodation to be delivered under existing controls | | 10,380 |

[24] It should be noted that Petersham RSL and capacity at Victoria Road is deducted from this. This is accounted for either in the 0 – 5 year dwelling target assessment (Petersham RSL & 500 dwellings at Victoria Road) and the 6-10 year dwelling target assessment (a further 600 dwellings at Victoria Road).

### 6.1.3 Methodology - Production rate assumptions to assess types of zoning with an undersupply or oversupply of capacity

A yearly average of dwelling production in each zone was calculated from Council's Development Application and Complying Development Certificate data for the July 2015-June 2018 period (excluding Construction Certificates) for each of the zones. This was divided by three to get a yearly expected yearly production rate.

It has been assumed that the average production rate during the July 2015-June 2018 time period has been higher than normal compared with long term trends (as illustrated in Figure 64) showing the longer-term dwelling trends in the Greater Sydney Market). It was discussed and agreed with Council to reduce the production rate to two-thirds of the 2015-2018 production rate to account for this peak in the market.

Table 18 provides a summary of the projected dwelling capacity under current land use controls by zone (noting that there are slight differences in the zones across the former LGA LEPs). The capacity column identifies theoretical capacity, while the projected dwelling conversion column outlines the expected capacity to be converted. The average yearly production rate for each zone is then provided in the next column.

This is then extrapolated across the relevant timeframes to indicate the supply or insufficient supply over the relevant timeframes outlines in the Eastern City District Plan.

Green indicates where capacity can theoretically meet the projected production rates provided in the Dwelling Production rate. Orange indicates where it cannot. Only the dwellings that can be delivered in each timeframe per zone are listed to provide an understanding of what is assumed to be delivered in each zone in each timeframe identified in the Central City District plan (2019-21 part of the 0-5 year timeframe, 2021 – 2026 (6-10 year) and 2026 – 2036 (10 year plus). For the 2019 – 2021 period, only two years of production rate is allocated. This is to account for dwellings being approved but not likely delivered in the last year of that period.

This provides an analysis of the types of land zonings that are undersupplied in the LGA to inform this Strategy.

Table 18 Theoretical dwelling capacity, projected conversion rate, dwelling production and undersupply or oversupply analysis to 2036 per zone (with the exception of Victoria Road Precinct and Petersham RSL accounted for in Planning Proposals)

| Capacity under current planning controls | | | Dwelling production rate | Projected use of capacity in timeframes identified in the Eastern City District Plan | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Zone | Overall theoretical capacity | Projected dwelling conversion *70% of total capacity except R2 Low Density where 35 % assumed. 5% of capacity allocated to non-market dwellings* | Average yearly production based on dwelling approvals 2015 - 2018 *66% of rate* (as agreed with Council) | Expected dwelling production rate 2019 -2021 *2 years of production rate assumed* | Remaining capacity post 2021 (or insufficient) | Expected dwelling production rate 2021-2026 | Remaining capacity post 2026 (or insufficient) | Expected dwelling production (if sufficient supply 2026 - 2036) | Remaining capacity post 2036 (or insufficient) |
| R1 | 2,078 | 1,382 | 115 | 230 | 1152 | 574 | 578 | 578 | 0 |
| R2 | 5,882 | 2,059 | 110 | 220 | 1839 | 550 | 1289 | 1100 | 189 |
| R3 | 161 | 107 | 54 | 107 | 0 | 0 | 0 | 0 | 0 |
| R4 | 443 | 295 | 157 | 295 | 0 | | 0 | 0 | 0 |
| B1 + Area 1 | 817 | 543 | 34 | 67 | 476 | 168 | 308 | 308 | 0 |
| B2 | 2,320 | 1,543 | 212 | 423 | 1120 | 1058 | 61 | 61 | 0 |
| B3 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| B4 + Area 1 | 4,400 | 2,926 | 115 | 231 | 2695 | 576 | 2119 | 1153 | 966 |
| B5 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| B6 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| B7 | 158 | 111 | 10 | 21 | 90 | 52 | 38 | 38 | 0 |
| Other non-market forms of accommodation | | 1,416 | 227 | 453 | 962 | 962 | 0 | 0 | 0 |
| Total projected residential capacity | | 10,380 | 1033 | 2047 | | | | | |

### Market housing

The theoretical supply of housing in the Inner West is over 16,260 dwellings (2018-2036) under current planning controls.

If 70% of the 16,260 eventuate (applying the conversion rate), the maximum potential dwellings would be approximately 10,380 forms of residential accommodation in total, of which 1,416 would be non-standard market offerings (e.g. boarding rooms).

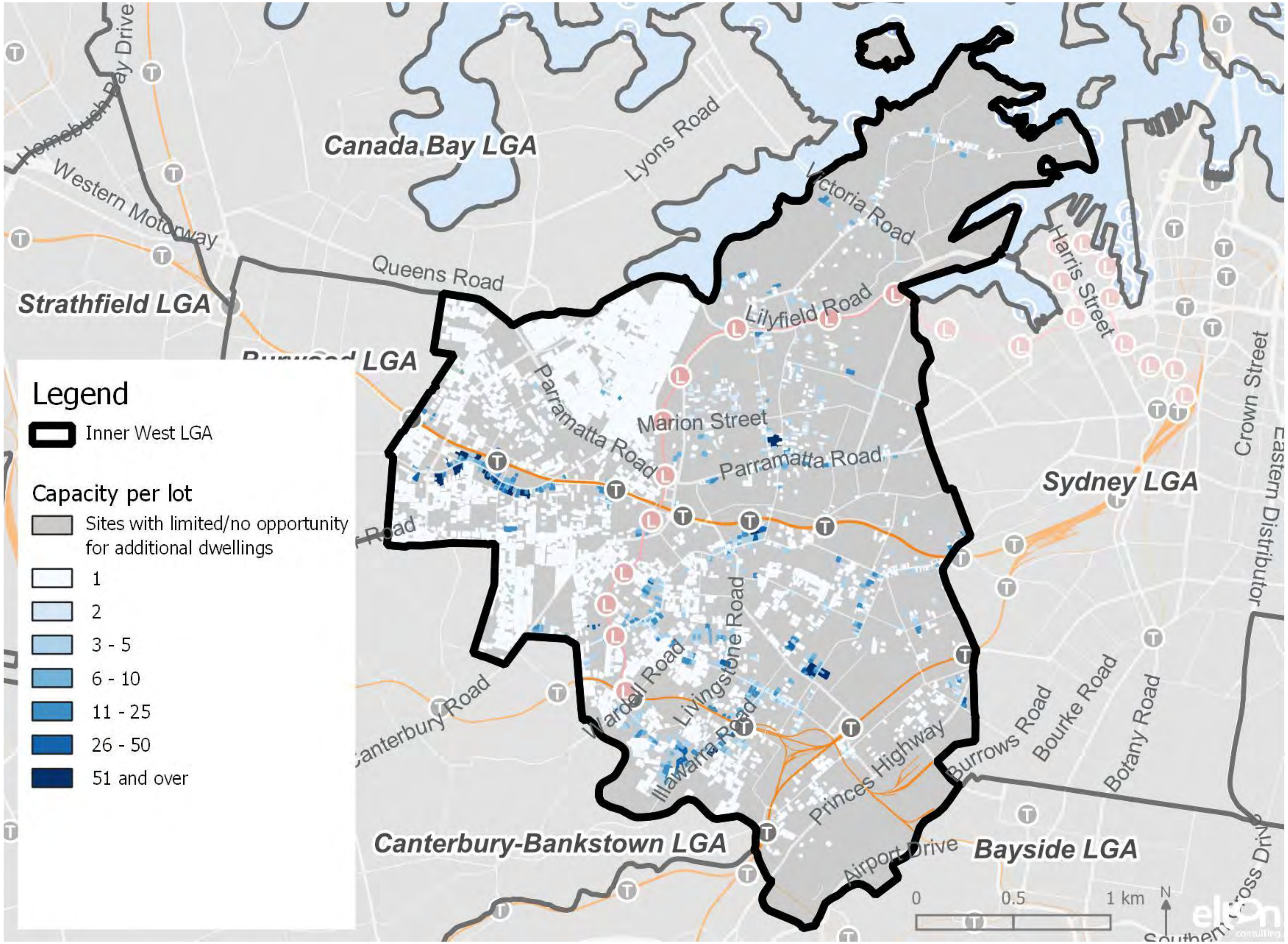
Figure 20 below provides a visual representation of the findings of the capacity analysis.

### Non-market residential accommodation

Based on previous production of non-market types of residential accommodation (see Table 8 above, 5% of land capacity has also been attributed to this type of growth). For example, boarding houses represented 17% of the types of residential accommodation in the LGA in the 2015-2018 financial year. However, there has been an assumption that each loss of market dwelling would roughly equate to three non-market forms of residential accommodation such as a boarding room or residential care facility room (also considering that bonus floorspace may under SEPP(ARH) may also apply to this type of residential accommodation).

If the figure of 5% of the theoretical land supply is used, 1,416 other forms of "room-based" residential accommodation may be expected. At current capacity, based on current production rates of 231 per year based on Council data, 7-8 years of capacity might be expected for this type of accommodation.

Figure 20 Overview of theoretical dwelling capacity identified under current land use controls




Source: Elton Consulting, GIS analysis

Implications

- Existing capacity under current controls applying a 70% conversion rate and assuming 5% of capacity can accommodate approximately 10,380 additional dwellings inclusive of approximately 1,400 other forms of residential accommodation such as boarding rooms
- The theoretical supply of R1 General Residential land dwelling opportunities could potentially be sustained until approximately 2030.
- R3 Medium Density Residential land is nearly at capacity at present. This significantly limits production of some lower cost housing opportunities for households with children, particularly as children reach the primary school age.
- R4 High Density Residential only has capacity until approximately 2021. The Victoria Road Precinct delivering 1,100 dwellings are accounted for separately under recent planning proposals that are delivering more dwelling capacity.
- Under the theoretical potential of B1 Neighbourhood Centre and B2 Local Centre land under existing planning controls, there is sufficient capacity to sustain production until 2026. A fine grain analysis is required to understand whether the easier to develop sites have already been developed.
- B4 Mixed Use zoning has the theoretical potential of approximately 3,000 dwelling with sufficient capacity to sustain production to 2036. However, some of this zone is likely to feature small lots that are more difficult to deliver.
- The small amount of B7 zoned land where residential and a high level of commercial development are required is nearly exhausted.
- The opportunities for dwelling capacity supply in R3 medium density zones are likely to reduce in the Inner West after 2021 under current LEP controls if dwelling approvals continue based on development trends over the last 3 years and there are no amendments to the LEP to increase R3 dwelling capacity in the LGA.
- If dwelling approvals and individual preferences continue based on development trends over the last 3 years, R2 zones are likely to deliver approximately 110 dwellings per year in the form of secondary dwellings, dual occupancies or lot subdivision with an additional dwelling.
- Council to investigate areas for affordable housing under SEPP 70 where it can be feasible for developers to deliver such housing, noting that lack of critical mass is a challenge. Considering the levels of affordable housing need and the displacement of households form the LGA due to unaffordability, current planning controls do not effectively provide mechanisms to feasibly deliver housing to meet that need.

## 6.2 Constraints mapping and analysis

This section of the Strategy provides an overview of the outcome of the constraints analysis, when all constraints are analysed together.

### 6.2.1 Methodology

A four-pronged approach has been utilised to assess the residential land use opportunities and constraints for the Strategy:

1. Investigate the opportunities and constraints of precincts identified by the NSW Government and/or NSW Government agencies
2. Investigate opportunities arising from forthcoming or potential infrastructure upgrades

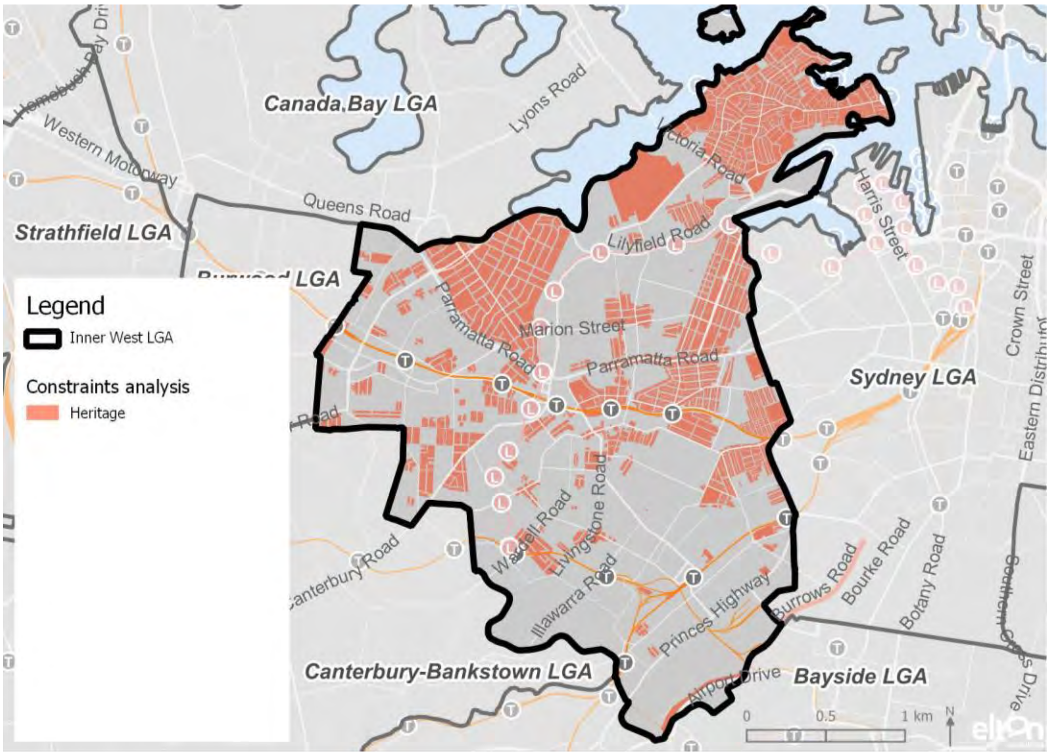
3. Constraints analysis that might inhibit development from a policy, planning or feasibility perspective. In the mapping in Figure 21 to 23, the darker the orange to red shading, the more constraints apply to the land. The Strategy accounted for the following constraints:
   > Zoning considered to be unsuitable for residential development, namely industrial, recreation and special purpose land
   > Locations within and above ANEF 25 contours - While Ministerial Direction 3.5 has been amended recently to allow residential development within the ANEF contour, it should be a key consideration for any significant housing uplift
   > Lack of easy access to public transport, i.e. more than 800m from heavy rail stop or 400m to a Metrobus stop (i.e. M lines), ferry wharf or light rail station. For the purposes of constraints analysis, this was based on distance as the crow flies. For in depth analysis of opportunities, walking distance by road network was used.
   > Lack of easy access to open space, i.e. more than 300m from open space (it should be noted that in larger scale development, open space resources can be incorporated to augment existing open space). While there is a preference for open space to be in much closer proximity, for larger-scale developments there may be opportunities to provide open space within developments. With place-based planning, streetscaping can create linear open spaces connected with larger open space resources
   > Heritage items eliminated where identified as a limiting factor for larger scale development
   > Lands within the biodiversity corridor in Marrickville LEP 2011 and the Greenway
   > Flooding risk (although this factor can often be built out, major flood locations are generally avoided). While flooding risk does not necessarily sterilise all development opportunity in many locations, it does need built form to take into account flooding levels. In higher density contexts, this can result in less than optimum streetscapes and, in some instances, creates risks associated with moving a large number of people out of an area is an extreme flood event. The main area that the above applies to is the Cooks River flood alignment which impacts the south of Dulwich Hill, Marrickville and Sydenham.

     In addition to the flooding constraints, the extreme south of these localities is impacted by a 120m buffer zone for a fuel line (see Figure 28). This is not mapped in the opportunities and constraints analysis as it is within the flooding map extents.
   > To gain a conservative estimate on lots that potentially would have an issue from a feasibility perspective, the following is identified in grey in the mapping:
     — Lots that are less than 400sqm in residential zones (not applied to residential development in B zones);
     — Strata titled lots were identified. While redevelopment of these may occur in the future, generally a critical mass of less constrained land in the area is required with later conversion.
4. Explore opportunities with key stakeholders and community in workshops, focus groups and interviews
5. Examine all previous strategies for urban development to explore future opportunities.

## 6.2.2 Constraints mapping

The key outcomes of constraints analysis are shown through a series of figures following. Each figure illustrates and provides the rationale for including the constraints in the Strategy.

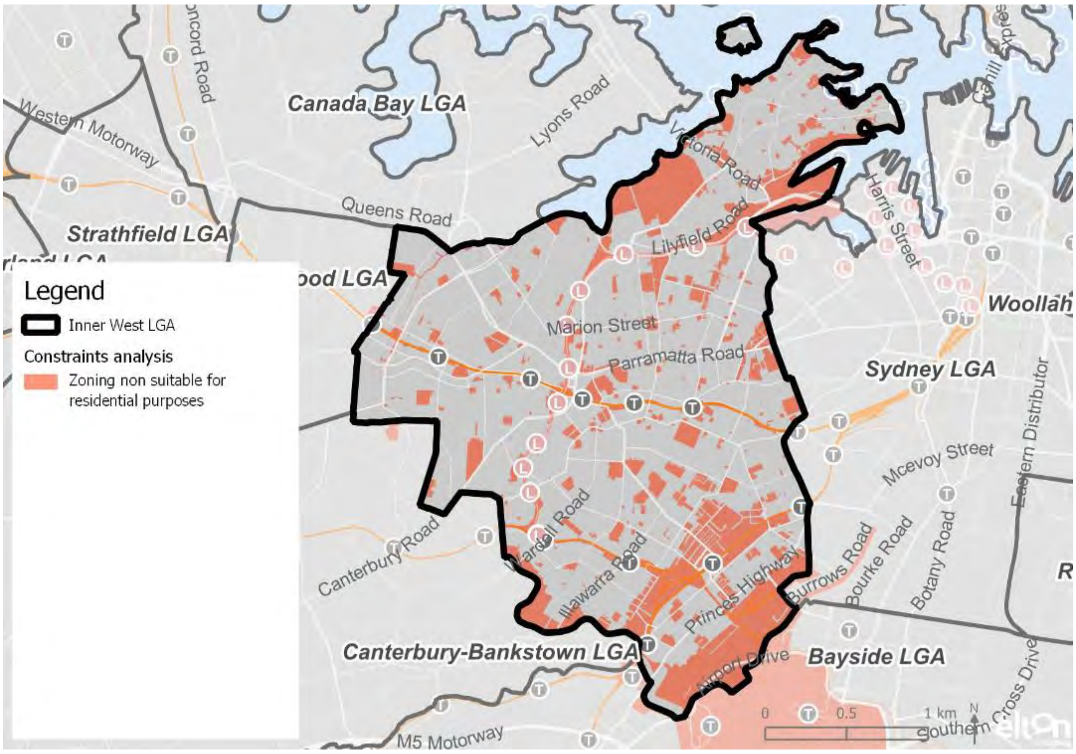
Figure 21 Heritage Conservation Areas constraints mapping




Source: Heritage data provided by Council

The Heritage Conservation Areas were mapped as a constraint to substantial uplift but can produce dwellings in the form of secondary dwellings in some low-density residential areas (depending on site constraints, heritage significance and individual preferences) and in the form of residential apartments in shoptop buildings in B zones as identified in the capacity analysis of this draft Local Housing Strategy.

Figure 22 Zoning not suitable for residential purposes (unless scheduled for residential purposes)



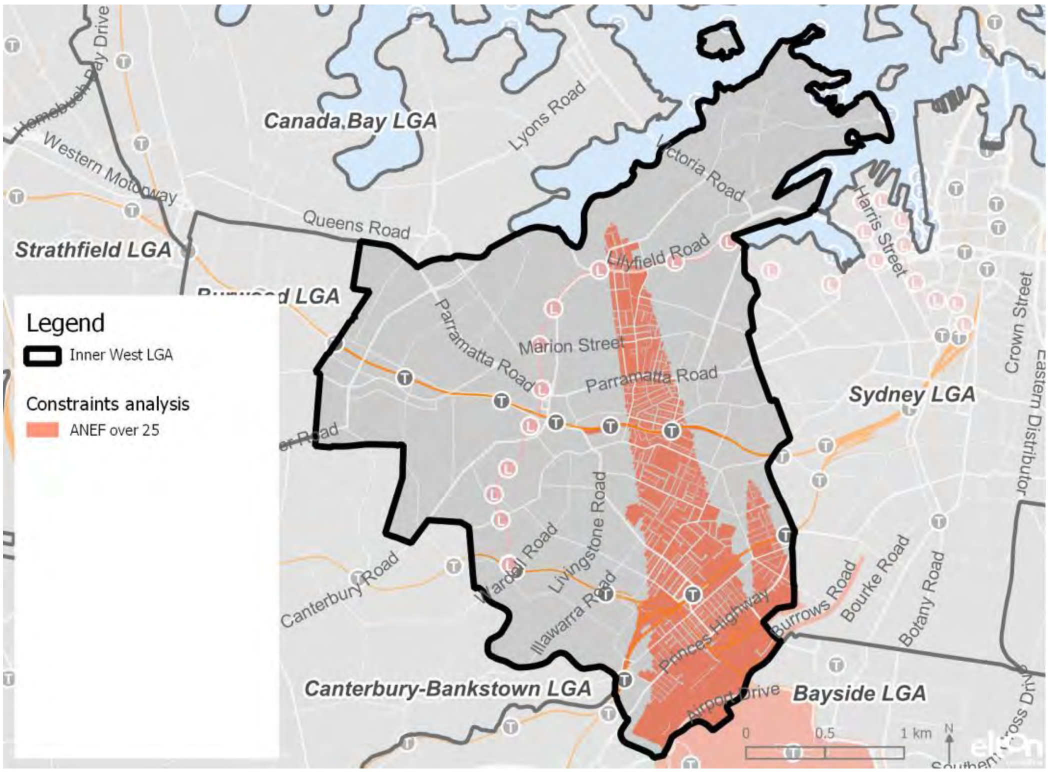

Source: Land use zone data provided by Council

The non-residential zonings that have been identified as being unsuitable include industrial, recreation, special purpose land in the main. Industrial land has been identified in the Eastern City District Plan as undersupplied and therefore, should not be converted to residential use.

In addition, the larger agglomerations of industrial land (Tempe and Sydenham) are within noise exposure area from Kingsford Smith Airport and are therefore, unsuitable for substantial uplift according to guidelines related to the Australian Noise Exposure Forecast (ANEF) system.

This is shown in Figure 23 and is based on the updated ANEF contour produced by in the Sydney Airport Masterplan 2039.

### Figure 23 ANEF 25 profile limiting development




Source: ANEF data provided by Council

The following Table 19 from the Sydney Airport Masterplan 2039, provides a guide to development with regards to Australian Noise Exposure Forecast (ANEF) contours. This constraint impacts centres such as Sydenham, Stanmore, parts of St Peters, Leichhardt and North/Lilyfield. A recent modification to Ministerial Direction 3.5 now allows residential development within the ANEF 25 contour. However, it should still be considered when planning locations for increased housing delivery.

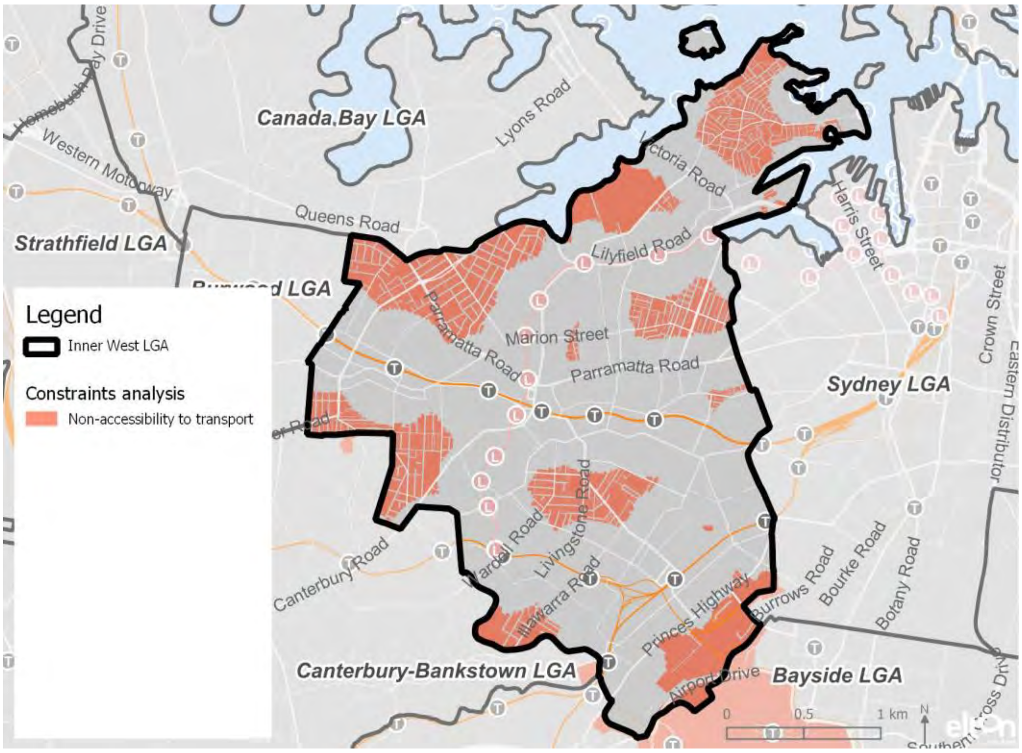
### Table 19 Building site acceptability based on ANEF contours

| Building type | ANEF Contour Site | | |
|---|---|---|---|
| | Acceptable | Conditional | Unacceptable[1] |
| House, home unit, flat, caravan park | Less than 20 ANEF | 20-25 ANEF | Greater than 25 ANEF |
| Hotel, motel, hostel | Less than 25 ANEF | 25-30 ANEF | Greater than 30 ANEF |
| Hostel, school, university | Less than 20 ANEF | 20-25 ANEF | Greater than 25 ANEF |
| Hospital, nursing home | Less than 20 ANEF | 20-25 ANEF | Greater than 25 ANEF |
| Public building | Less than 20 ANEF | 20-30 ANEF | Greater than 30 ANEF |

| Building type | ANEF Contour Site | | |
|---|---|---|---|
| | Acceptable | Conditional | Unacceptable[1] |
| Commercial building | Less than 25 AENF | 25-35 ANEF | Greater than 35 ANEF |
| Light industrial | Less than 30 ANEF | 30-40 ANEF | Greater than 40 ANEF |
| Other Industrial | Acceptable in all ANEF zones | | |

Source: Sydney Airport Masterplan 2039. Note 1: Can be addressed through appropriate design mechanisms.

Figure 24 Transport accessibility

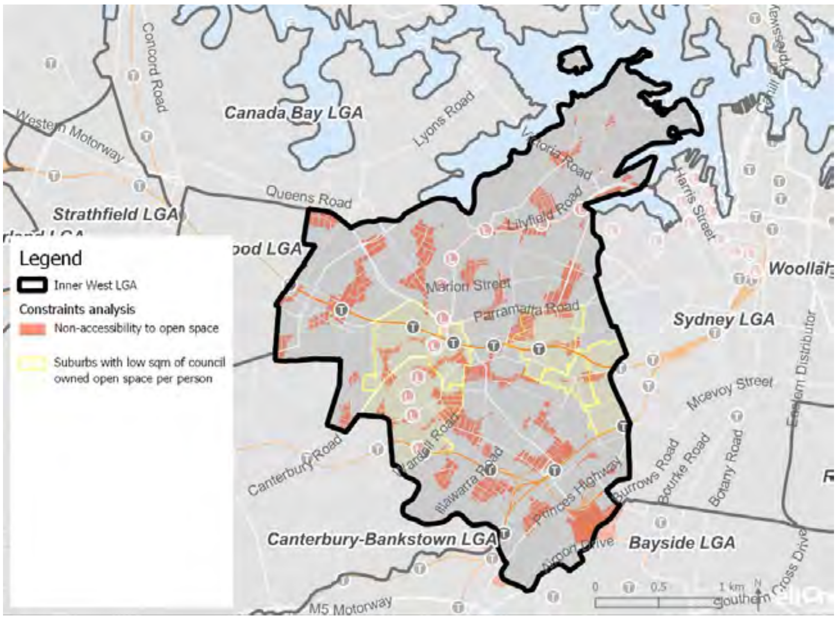



Source: Transport for NSW, analysis by Elton Consulting

The Inner West has two highly significant transport infrastructure projects: Metro West and Metro Southwest. It also has the transport benefits of the Inner West Light Rail, Metro bus systems and ferries.

Any localities not within 800m of heavy rail, 400m of a light rail stop or Metro bus route (not normal bus services) and 400m of ferry wharves. The location of the Metro West is yet to be determined, but this will primarily serve The Bays Precinct which has been identified by State agencies for significant housing uplift.

Figure 25 Open space accessibility

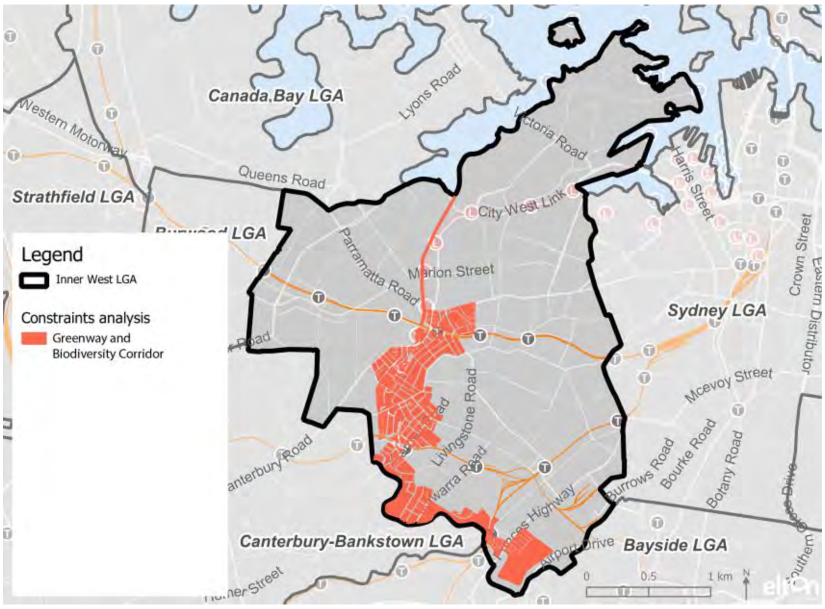



Source: Office of Government Architect, analysis by Elton Consulting

While open space resources can be incorporated in new development where there is critical mass, this may not always be the case in Inner West due to the nature of landholdings. Therefore, those without accessibility to existing open space within 300m have been considered constrained.

Council's Recreational Needs Study identified that there is a very low level of Council owned open space per capita in the suburbs of Enmore, Stanmore, Lewisham, Summer Hill; Dulwich Hill and Newtown (less than 6.0m$^2$ per person). It should be noted that some of the land around the light rail route is mapped as constrained. However, the Greenway project augmenting the open space around the light rail route is in the design phase. While the land associated with this is still generally zoned for Special Purposes, opportunities in this corridor have been explored in this Strategy to provide housing adjacent to the light rail and Greenway corridors.

Figure 26 Greenway and Biodiversity Corridor

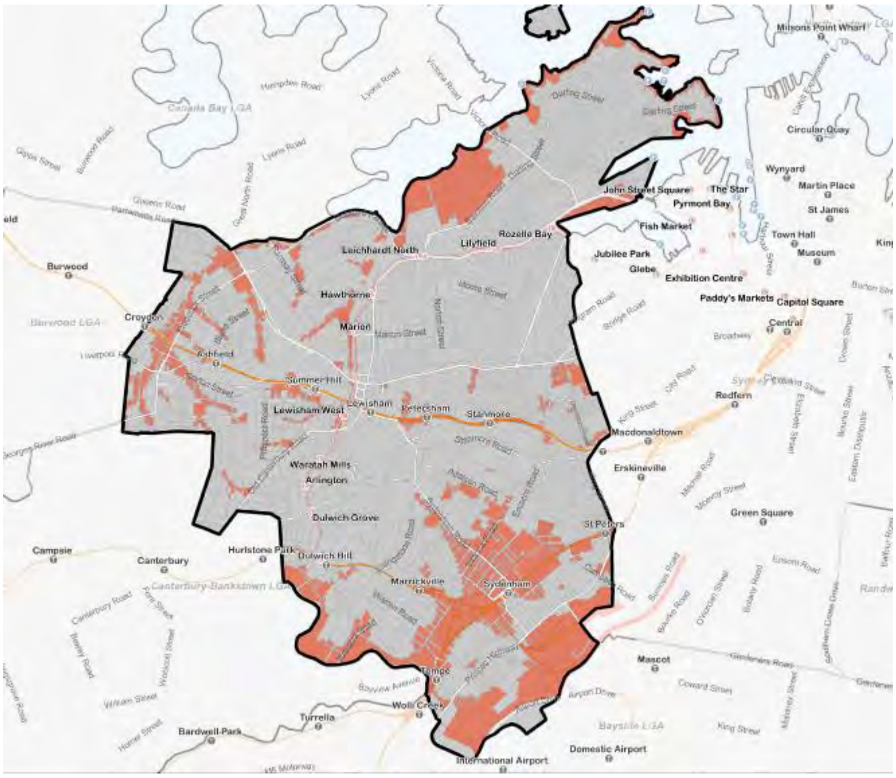



Source: Marrickville Local Environmental Plan 2011

Land adjoining the Cooks River, the biodiversity corridor along the Greenway and the bandicoot corridor are formally recognised as having biodiversity value in Marrickville LEP 2011, There are both open space/recreation lands and a large number of residential sites within this area, particularly within the bandicoot protection corridor.

However, these constraints do not prohibit development, rather they need to be taken into account in the location and design of development.

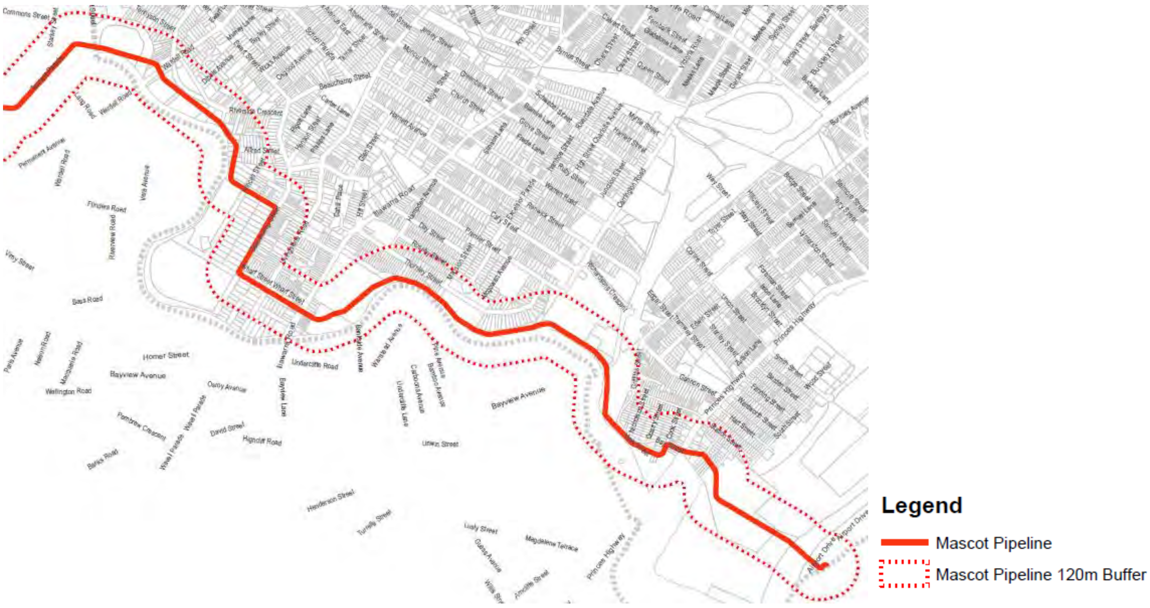
Figure 27 Flood impacted land in the Inner West




Source: Flooding data provided by Council

Flooding was also considered a constraint. Figure 27 below illustrates the locations that are subject to flooding. While this does not prohibit development in many cases, areas that are subject to flooding may not be suitable for substantial uplift as a result of evacuation requirements. Similarly, flood impacts may require built form modifications to address the risk, which may not optimise urban design outcomes.

Figure 28 Fuel line alignment and 120m buffer zone




Source: Viva Energy Australia

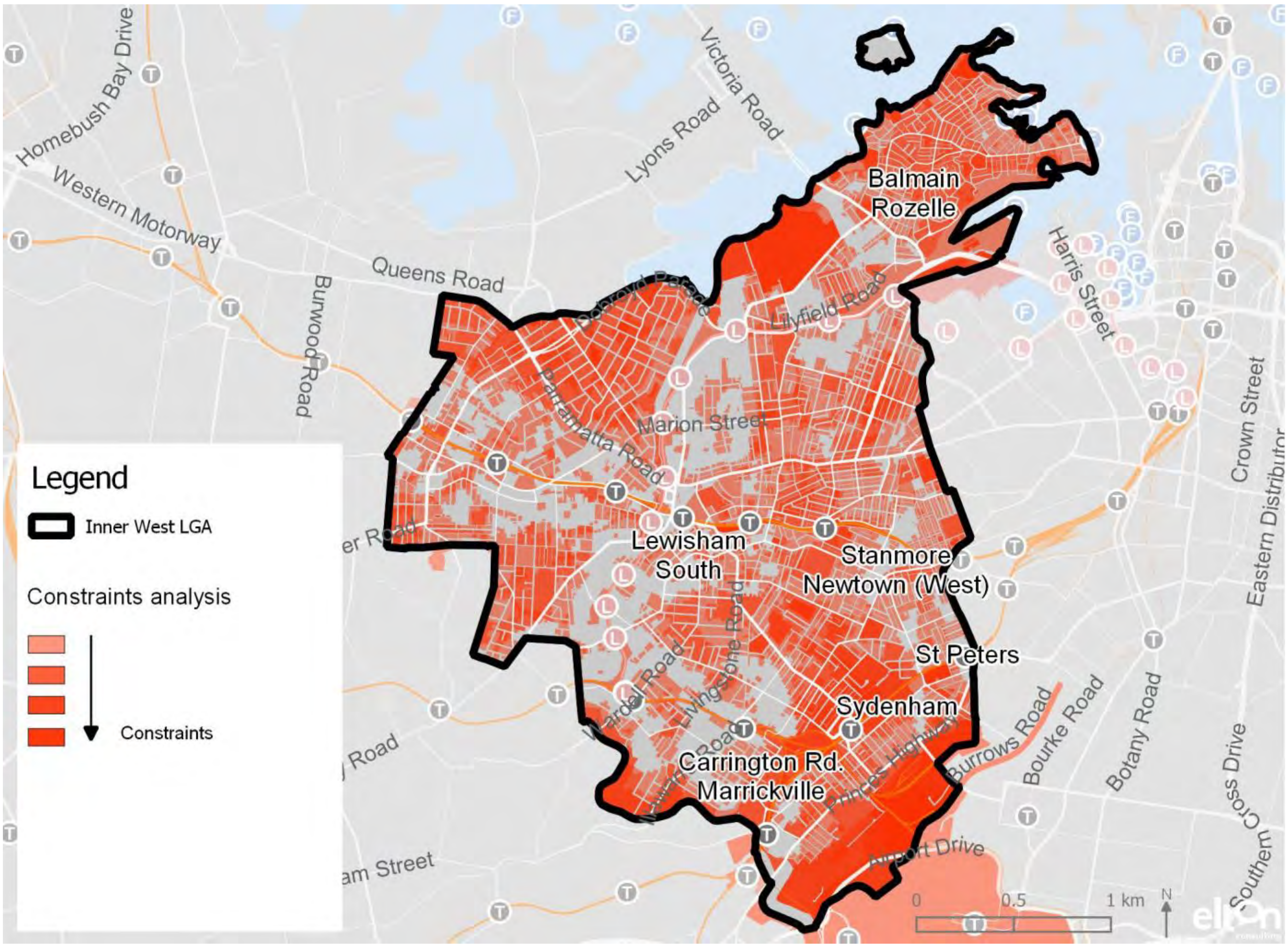
The fuel line is managed by Viva Energy and delivers fuel to Sydney Airport. A 120m buffer zone from the pipeline applies to all new development.

## 6.2.3 Constraints analysis

While there are multiple areas that are constrained, several areas are noteworthy for discussion, particularly where they are located in close proximity to existing heavy rail infrastructure and in some cases, will undergo an upgrade of transport infrastructure.

These areas are identified on the combined constraints map in Figure 29 and discussed further below.

Figure 29 Notable constrained areas




## Sydenham

While Sydenham is on an existing heavy rail route, which is planned to be upgraded to Metro, this analysis has shown that this locality has the highest convergence of environmental constraints in the Inner West Local Government Area. It also has an important economic function. The following summarises these constraints:

» The land is primarily zoned industrial, and there has been a clear directive from the Eastern City District Plan that urban services land is a critically low supply in the District and further undermining these resources should not be considered.

» There is growing evidence that creative industries are utilising industrial areas in the LGA (as detailed in Council's submission regarding the Sydenham to Bankstown Urban Renewal Area, 2017).

» The land is substantially impacted by aircraft noise, being within the ANEF 25 contour.

- The land is significantly impacted by flooding.
- A major interchange for West Connex will be located east of the site between Port Botany and Sydenham that may further increase the importance of the logistics function in Sydenham.
- In the economy section of this report, it shows that the Sydenham area provides significant add value to the economy of the LGA and provides a diversity of employment.
- As a result of all these factors, Sydenham should not be considered for further residential growth.

## Carrington Road, Marrickville

Carrington Road in Marrickville is another industrial area with a multitude of environmental constraints, as well as being an important source of industrial land with a growing creative industries agglomeration.

The following factors apply to the industrial areas of Inner West Council:

- It provides an important source of industrial land, of which the Eastern City District Plan identifies as being in critically short supply.
- Research, including 'Made in Marrickville Employment Lands Study' (2017) into the locality has identified the importance of this precinct in terms of providing regionally significant cultural infrastructure that supports Sydney's creative and cultural output.
- There are important heritage buildings in the locality that are highly representative on the industrial heritage of the locality.
- The locality is significantly flood impacted.
- While the locality is not in the ANEF 25 contour, where residential development is not acceptable, it is still within an area significantly impacted by aircraft noise (ANEF 20).

As such, Carrington Road is identified as significantly constrained and should not be considered for residential purposes.

## Stanmore/Newtown (West)

Stanmore and Newtown are on the Sydney CBD to Parramatta heavy rail line. The following environmental constraints apply to the land:

- The areas are within the ANEF 25 contour.
- A high convergence of heritage items and Heritage Conservation Areas north of the train line and south-east
- The limited open space per person in the area.
- The train line is currently over capacity. While other locations on the train line have been identified as opportunities in this Strategy, these are dependent on confirmation that Metro West will alleviate the capacity issues.

As a result of the above factors, and the fact that Stanmore has low frequency train services, this Strategy recommends that Stanmore should not be considered an opportunity for significant uplift.

Although Newtown currently enjoys a considerably greater level of service on the heavy rail line, the locality is significantly constrained by heritage considerations with a prevalence of very small lot sizes and strata title.

While minor infill will continue to occur in this locality, it is unlikely to be viable as a major source of further dwelling supply.

## St Peters

St Peters has been eliminated as an opportunity as a result of:

- The area is within flood-affected land

- Considerable uncertainty about the expected level of service at the train station, considering that Metro Southwest will bypass St Peters. State agency consultation has not been able to resolve this question
- Much of St Peters is impacted by the ANEF 25 profile where uplift of residential development is less desirable
- The locality has a high predominance of small lot sizes or strata-titling making conversion to denser forms of residential development likely unfeasible, particularly with the uncertainty regarding future mass transit arrangements
- Any areas that do exhibit more feasible areas of land are generally impacted by heritage constraints.

Therefore, it is a recommendation of this Strategy that St Peters is not a focus for further investigation at this stage.

### Balmain/Rozelle

With the exception of some periphery areas and some key opportunities, which are currently appropriately zoned or have recently been subject to Planning Proposals, the Balmain/Rozelle area is highly constrained by lot sizes.

In the case of Balmain, this is further significantly constrained by heritage considerations. However, some key opportunity sites have been identified.

Furthermore, this most eastern portion of the LGA will be subject to significant growth with the state-driven Bays Precinct planning progressing.

### Lewisham South and Station Surrounds

Despite uplift in planning controls around Lewisham station and south (height limits of 17-20m and FSRs of 1.1:1-2.2:1) little renewal has occurred in the locality aside from the Lewisham West Precinct. The precinct abuts a Heritage Conservation Area and has small lot sizes, which is likely to be limiting redevelopment feasibility. There is also a low open space provision per person in the area. It is illustrative of the need to permit more substantial change in some locations, despite neighbouring Heritage Conservation Areas. At this stage, Lewisham will be preserved for future opportunity consideration.

## 6.3 Additional challenges to providing housing in the Inner West

In addition to the environmental constraints mapped and discussed above, the following factors have been identified as challenges to providing housing in the Inner West.

### Prevalence of small lots and small apartment block strata

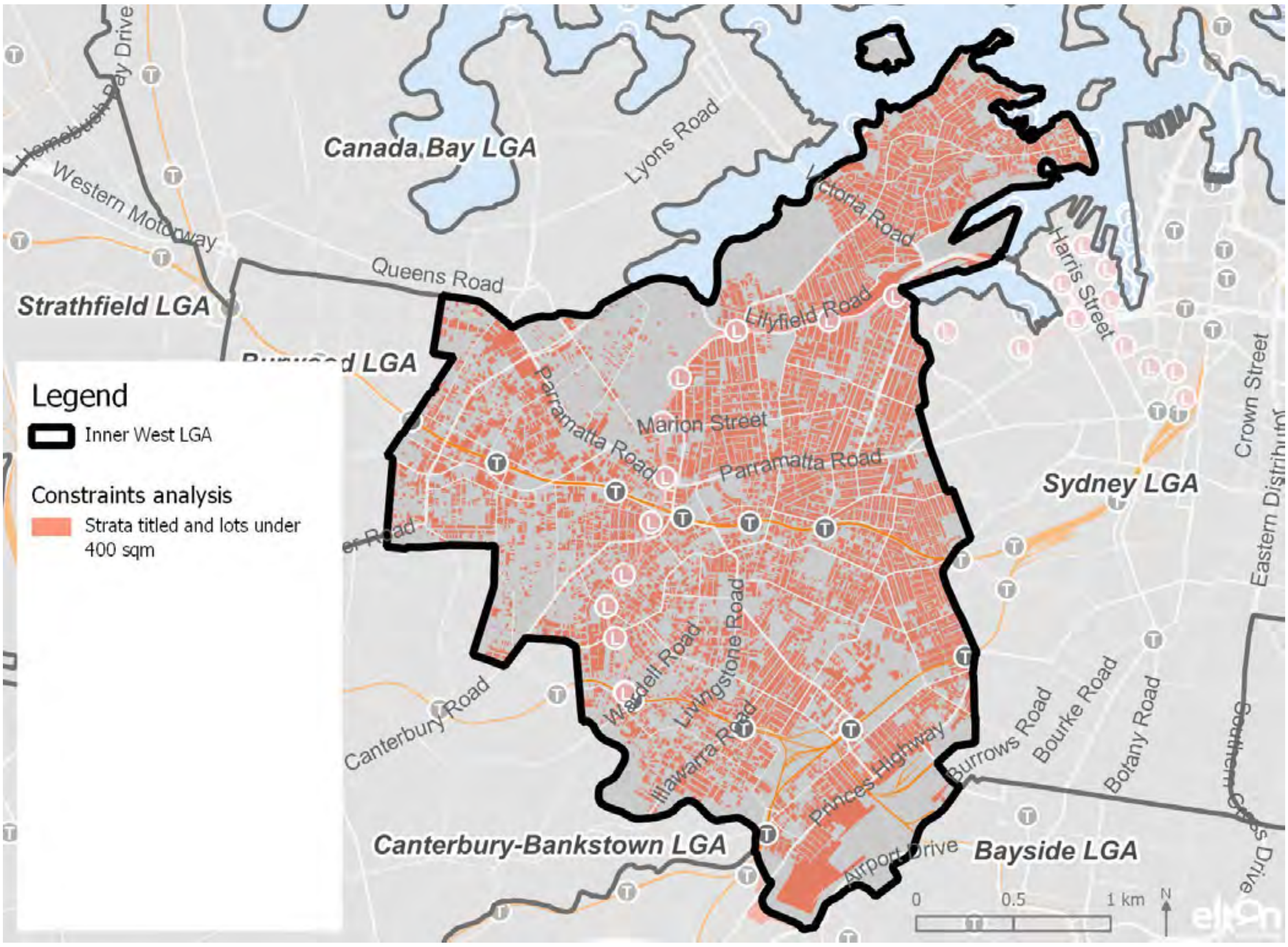
Small lot housing (180–400sqm lots), is one of the most predominant subdivision patterns in the Inner West LGA. Further, most multi-unit dwellings in the LGA are already strata titled.

Together with high land prices, these two factors significantly reduce the ability (due to feasibility) to convert land to higher-density residential forms. A map illustrating the presence of this form is provided in Figure 30.

Analysis of these factors was used to:

- understand the future capacity of current planning controls in the LGA
- inform the identification of opportunity sites, as it is highly improbable that areas affected by these factors will offer catalytic growth opportunities.

Figure 30 Map of strata titled and lots under 400 sqm in the Inner West LGA




Source: Elton Consulting analysis of Council cadastre data

## Built-form regulations

Consultation feedback indicated a lower-rise nature of built form (1-5-storeys) is preferred in the Inner West. Additionally, there are numerous heritage conservation areas in the LGA. Mid-rise blocks and shop top housing provide opportunities to transition between higher density and heritage areas, or increase density in heritage centres.

The feasibility of mid-sized residential flat buildings needs to be reviewed given recent changes introduced into the National Construction Code. Class 2 (apartment) and 3 buildings (hotel dormitory style accommodation) now require certain fire sprinkler specification for built form four storeys and under 25m in effective height.

This, combined with Apartment Design Guide requirements for a lift at four storeys, increases the cost burdens of delivery in the mid-rise block range. This is a key consideration when examining uplift potential.

## Planning controls

A high-level analysis of planning controls suggests that there may be a mismatch in FSR and height controls in some B zones that is inhibiting renewal. The 'Business zones' are where community and stakeholders particularly support growth and 'legitimate' mixed use developments and regard density as having the potential to enhance the vitality of these centres. They also tend to be well-serviced in terms of public transport and amenity. The challenges to renewal for in B zones will be included as part of a Centres review.

The former Leichhardt LGA recently amended its FSR controls to provide FSR depending on site area. This amendment sought to address the situation where FSRs exceeded existing built form, meaning that residents needed to seek a clause 4.6 variation in order to undertake any alterations and additions. Council should monitor the efficacy of this amendment and consider the best approach to FSR for the consolidated LEP.

Implications

- Consideration should be given to the extent of existing B and R4 zones.
- Undertake a housing feasibility analysis of all B1 and B2 zones.
- Examine R1 zone planning controls to determine where planning controls may be inhibiting growth, and consider options in the place-based strategy to manage character and built form.

## 6.4 Opportunities mapping and analysis

### 6.4.1 Methodology

Identification of housing opportunities for this Strategy took as a starting point the areas that were least constrained based on the constraints analysis. This analysis was supplemented by:

- precincts identified by the NSW Government and/or NSW Government agencies
- opportunities arising from forthcoming or potential infrastructure upgrades
- opportunities identified by the community and key stakeholders in workshops, focus groups and interviews
- opportunities identified in previous Council-led land use strategies

### 6.4.2 Opportunities mapping

Figure 31 shows both the constraints and opportunities analysis. The darker the orange, the more constraints apply to the land. Localities that are grey have no other constraint than having existing small lots in fragmented ownership and/or strata titled. These sites may be subject to conversion, however, the presence of the blue coloured sites present the highest chance of conversion.

Highlighted in blue are lots that are not subject to strata titling (all zones where dwellings of various typologies are permitted) and are over 400sqm (in residential zones), in other words, lots identified as having potential for opportunities.

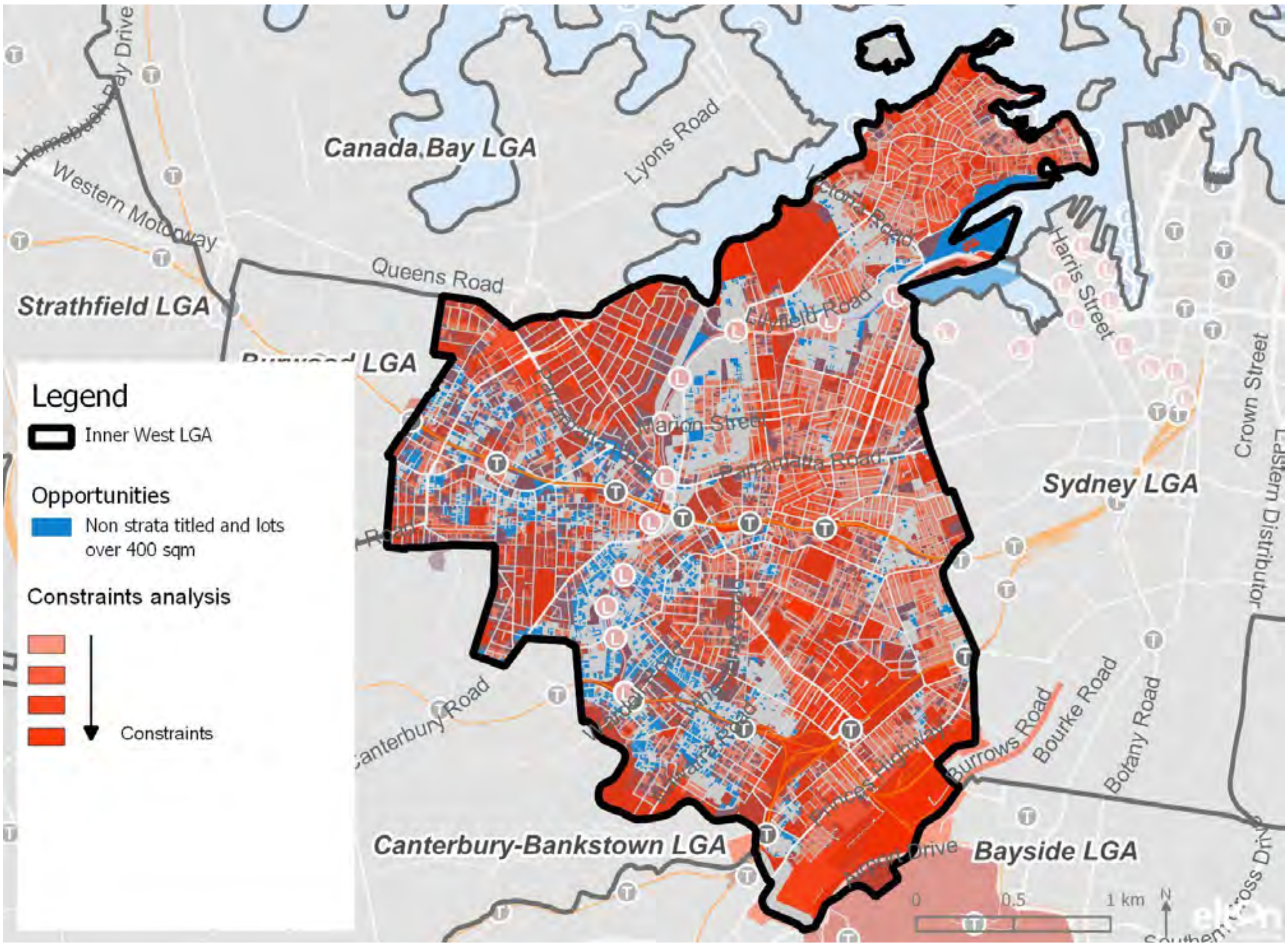
The areas identified as having most potential to accommodate growth:

- Taverners Hill (as part of the Parramatta Road Urban Transformation Strategy (where there is a legislative driver) with a potential extension around Marion Street incorporating some key opportunity sites
- Leichhardt as part of the Parramatta Road Urban Transformation Strategy and Leichhardt Marketplace
- Dulwich Hill with access to light rail and the future Metro South West and increased recreational opportunity offered by The Greenway but tempered by the low level of open space
- Marrickville, in and around the town centre
- Arlington, Waratah Mills and Lilyfield on the light rail line within 400m walking distance of the light rail stations
- Croydon, within 800m walking distance of the train station
- Ashfield, within 800m walking distance of the train station
- Petersham south-west of the station
- An opportunity noted as part of the consultation process was Petersham Crystal Street alignment (noting Heritage Conservation Areas adjacent both east and west)

» The Bays Precinct. While it is currently zoned for industrial purposes, it is included as it is a renewal precinct accommodating residential uses.

Detailed analysis for each opportunity area follows in Section 6.4.

Figure 31 Overview of constraints and opportunities analysis




Source: Elton Consulting

## 6.5 Analysis of investigation areas

This section provides a detailed analysis for each opportunity area (with the exception of the Parramatta Road Corridor). The analysis informs the identification of these areas as investigation areas in Section 3 of the Strategy as well as the categorisation of each area as a medium or long-term priority.

For each investigation area, the following was examined:

» existing local character, significant streetscapes and areas of environmental heritage

» opportunities and constraints in an 800m walking boundary, usually from a train station site, or 400 m from a light rail station

» recommendations and prioritisation as medium or longer term priority

» potential uplift scenarios based on a proposed upper and lower dwelling yield

» resulting estimate of potential dwelling yield, utilising the capacity analysis methodology in Section 2.4

» A different assumption was applied to Leichhardt South, Leichhardt North and Lilyfield West. It is assumed that additional housing can be provided in these areas as secondary dwellings fronting the rear laneways or attached dwellings if increases to FSRs were adopted. It was assumed of all the lots examined in these areas, 30% are likely to be redeveloped in this scenario.

The planning controls that inform the medium and high growth scenarios were provided by staff from Inner West Council.

## 6.6 Investigation areas from 2019

The investigation areas are:

» Parramatta Road Corridor precincts: Camperdown, Leichhardt and Taverners Hill, part of King's Bay

» Sydenham to Bankstown: Marrickville and Dulwich Hill station neighbourhoods.

## Parramatta Road Corridor precincts

The Parramatta Road Corridor stretches from Granville to Camperdown. The Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) divides the corridor into West and East, with part of the east portion falling within Inner West LGA.

There are eight precincts along the corridor, three of which are within Inner West LGA:

» Taverners Hill (near Lewisham)

» Leichhardt

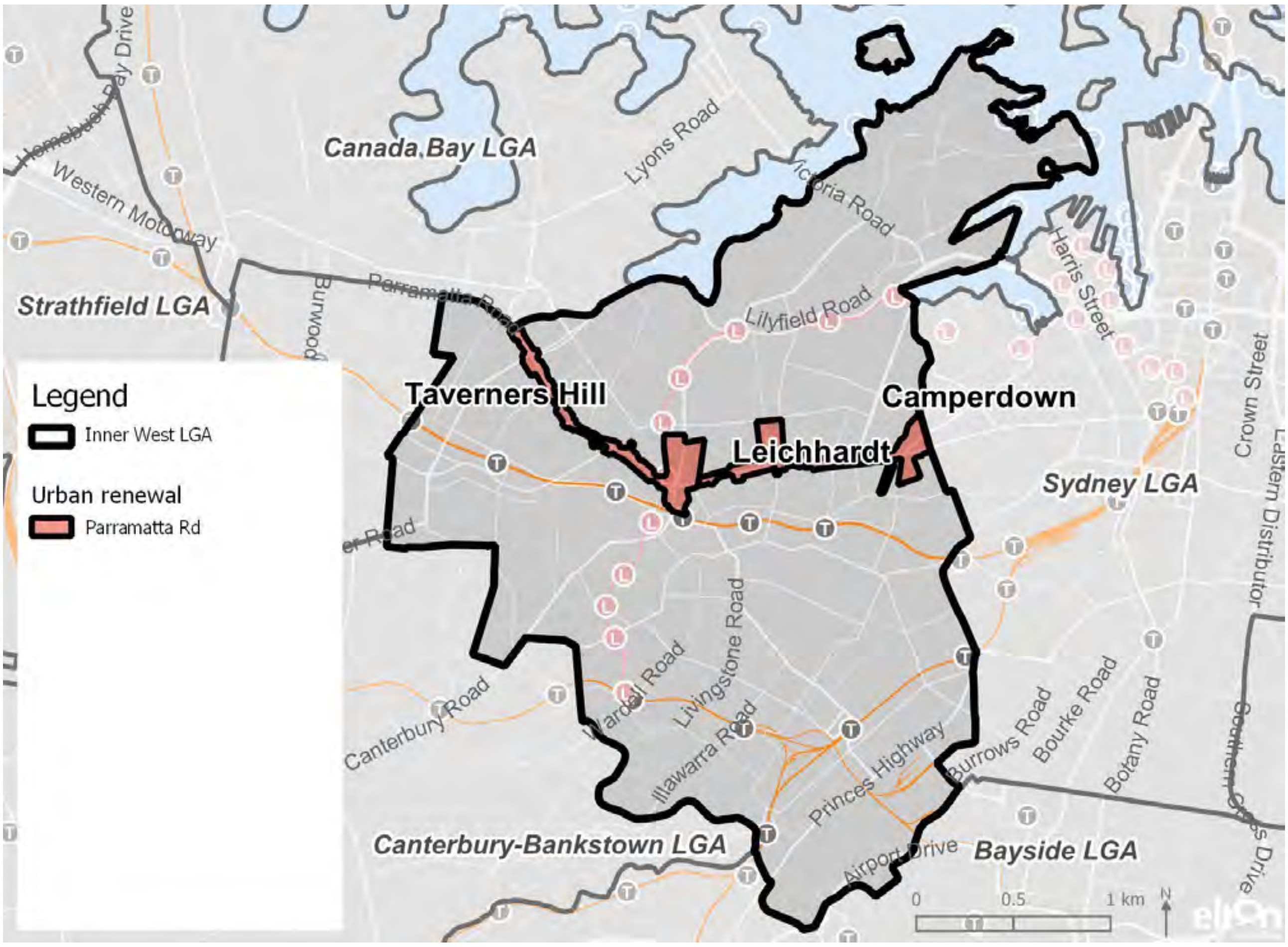
» Camperdown

» Part of Kings Bay.

The PRCUTS Implementation Plan nominates which parts of each precinct are to be delivered by 2023, while others are scheduled for delivery later. A public transport solution is required along this corridor to support development.

Given the 0-10-year commitment to deliver improved transport access along Parramatta Road—and the legislative requirement for delivery—investigation of suitable increases is a priority for Council. This Strategy undertakes investigations to assess the expected yields outlined by UrbanGrowth in the Parramatta Road Urban Transformation Implementation Plan 2016 – 2023 and assesses the key changes that should be made to the Strategy considering more recent developments.

Figure 32 Parramatta Road corridor




Source: Department of Planning

The Planning and Design Guidelines for the Parramatta Road Precincts (2016) identify residential and commercial GFA expected to be delivered in each of the precincts and recommended planning controls to achieve this GFA. However, interrogations into these controls revealed inconsistencies relating to gross residential floor space projections, dwelling sizes and apartment sizes. Therefore, an analysis has been undertaken of dwelling yield for this Strategy.

## Methodology

To calculate the dwelling potential for each precinct, the methodology used was:

» Map the proposed FSRs in the Planning and Design Guidelines for the Parramatta Road Precincts

» Multiply FSR by land area per lot to deliver a gross floorspace

» Deduct likely commercial floorspace to deliver a residential floorspace

» Exclude all existing industrial zoned land from the PRCUTS residential calculations. PRCUTS identified industrial land to be redeveloped for housing. However, while the Eastern City District Plan accepts the loss of industrial land in parts of the Parramatta Road corridor, it nevertheless seeks to retain all industrial land in the inner city as a key principle. It is considered that the industrial land could be retained while providing the additional housing in alternative locations, including the Leichhardt Marketplace block.

» Apply an efficiency rate of 70% to deliver an estimate of net dwelling floorspace

» Divide by 70sqm as the average dwelling size.

Analysis also considered latest available dwelling data. For example, 410 dwellings have been developed and occupied in the Taverners Hill precinct and this will need to be accounted for in future dwelling capacity.

Assumptions underpinning the methodology need to be resolved to inform other studies, and consequently infrastructure, that will need to be delivered to support growth.

Of the capacity identified over all the precinct opportunities, 5% of the potential dwelling capacity identified has been allocated to other forms of residential accommodation such as boarding houses, student housing etc. This is provided as a combined aggregate number across all opportunity precincts.

The results are discussed under each precinct.

### 6.6.1 Camperdown precinct

The Camperdown precinct has been identified as a Collaboration Area in the Eastern City District Plan and a Place Strategy has been prepared for the precinct. It is one of the largest and most comprehensive health and education precincts in Greater Sydney. The area includes the Royal Prince Alfred Hospital, TAFE NSW, University of Notre Dame, University of Sydney and University of Technology Sydney, and medical and research institutions. A unique range of specialisations in the area presents great potential for the area's continuing maturity as an innovation district. The key priority of this Collaboration Area is to support the area's vitality and economic growth.

The vision for the Camperdown-Ultimo Collaboration Area is:

> "*In 2036, Camperdown-Ultimo Collaboration Area is Australia's innovation and technology capital. Industry, business, health, education and skills institutions work together, and talent, creativity, research and partnerships thrive. Low carbon living, green spaces, places for people and easy connections support resilience, amenity, vitality and growth*." (Camperdown-Ultimo Collaboration Area Place Strategy)

Since the release of PRCUTS, Council's understanding is that land to the north of the precinct is likely to accommodate biotech and similar industries that can achieve collaboration and economic agglomeration by locating in that area.

From a housing perspective, there is also an imperative to deliver key worker housing and special needs housing, considering the special functions of the precinct, such as accommodation for people that need the services of the hospital.

Figure 33 shows the various relevant maps from the Camperdown Precinct from the PRCUTS. Table 20 examines the potential dwelling yields based on these assumptions.

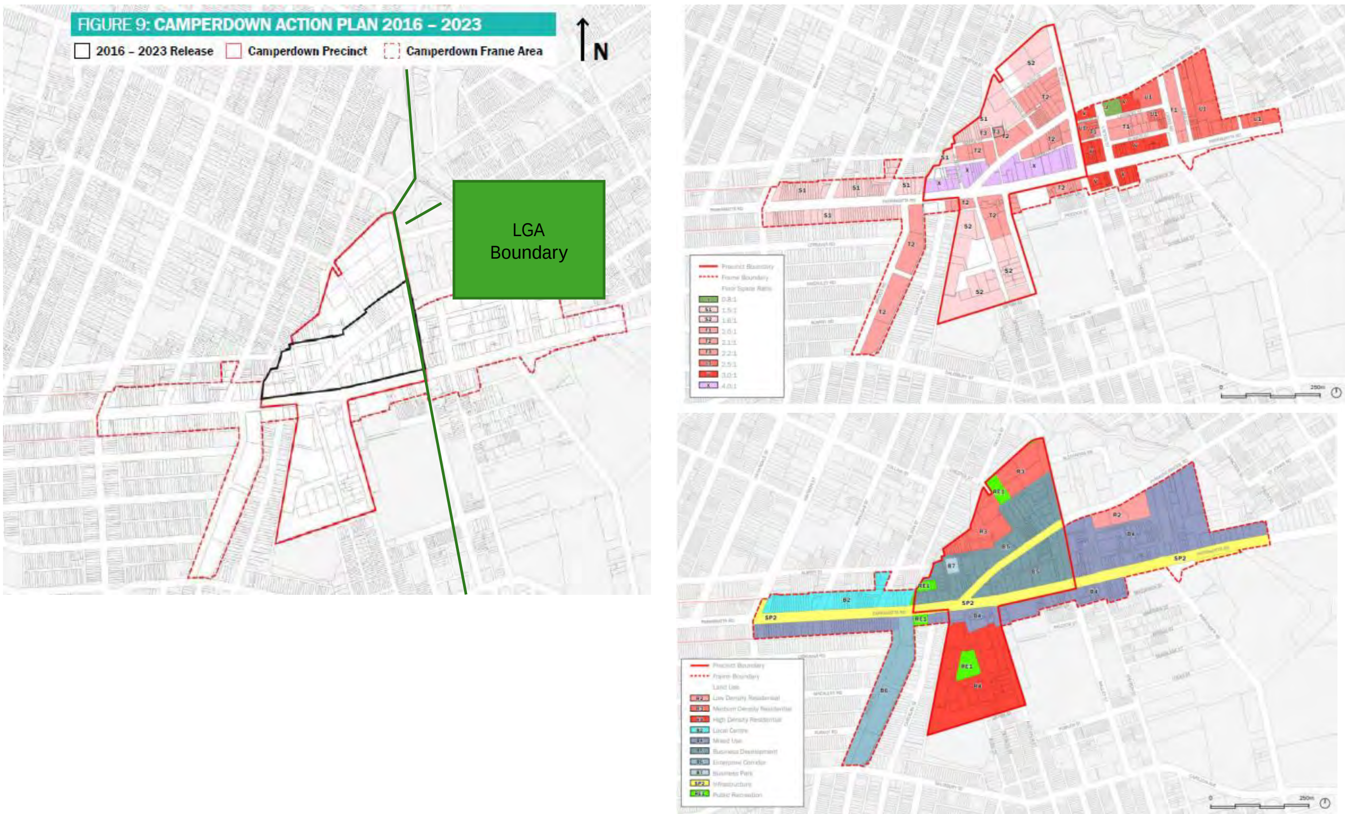
Some land identified for residential development in PRCUTS is likely to be to be retained for commercial and industrial purposes. To offset these losses, Council will need to consider other options for residential development, for example:

» There is a substantial parcel of State-owned land to the north-east of the site believed to be social housing on Minogue Crescent. While this not in the Inner West LGA boundary, there is potential for this parcel to supplement the land available for housing around the economic agglomeration and support key worker housing (8,737m$^2$).

» Another social housing parcel is also present north of the precinct within the LGA at the corner of Wigram Road and Booth Street. The lot is 5,344sqm and is currently developed with low density townhouses. An estimate of potential dwelling yield, with 30% for social and affordable housing, is provided below assuming a 3 or 4:1 FSR.

A key action of this Strategy will be to examine these opportunities in detail to offset losses within the precinct boundary. Liaison with Land and Housing Corporation about the future potential and suitable controls is key. Any monetary contribution towards affordable housing in the precinct may be able to be directed towards affordable housing dwelling provision at the site in the LGA and potentially in a cross-border arrangement.

Figure 33 Camperdown precinct staging and proposed planning controls




Source: PRCUTS Implementation Plan and Planning and Design Guidelines (2016)

Table 20 Camperdown precinct anticipated additional dwelling potential

| | |
|---|---|
| Estimated number of existing dwellings | 571 |
| Anticipated additional dwelling potential (70% of assessed dwelling potential minus 5% allocated to other forms of non-standard market dwellings) | Approximately 67 plus out-of-precinct opportunities that may be provide more housing (particularly affordable) |
| Additional potential for Wigram Street social housing site | 160 - 220 dwellings – 30% social and affordable would equate to 48 – 60 dwellings. Please note that the number of existing dwellings is unknown at this stage |
| Anticipated typologies (Refer to Section 3.3.4 for an explanation of typologies) | Targeting predominately non-market residential development for key workers in various forms |

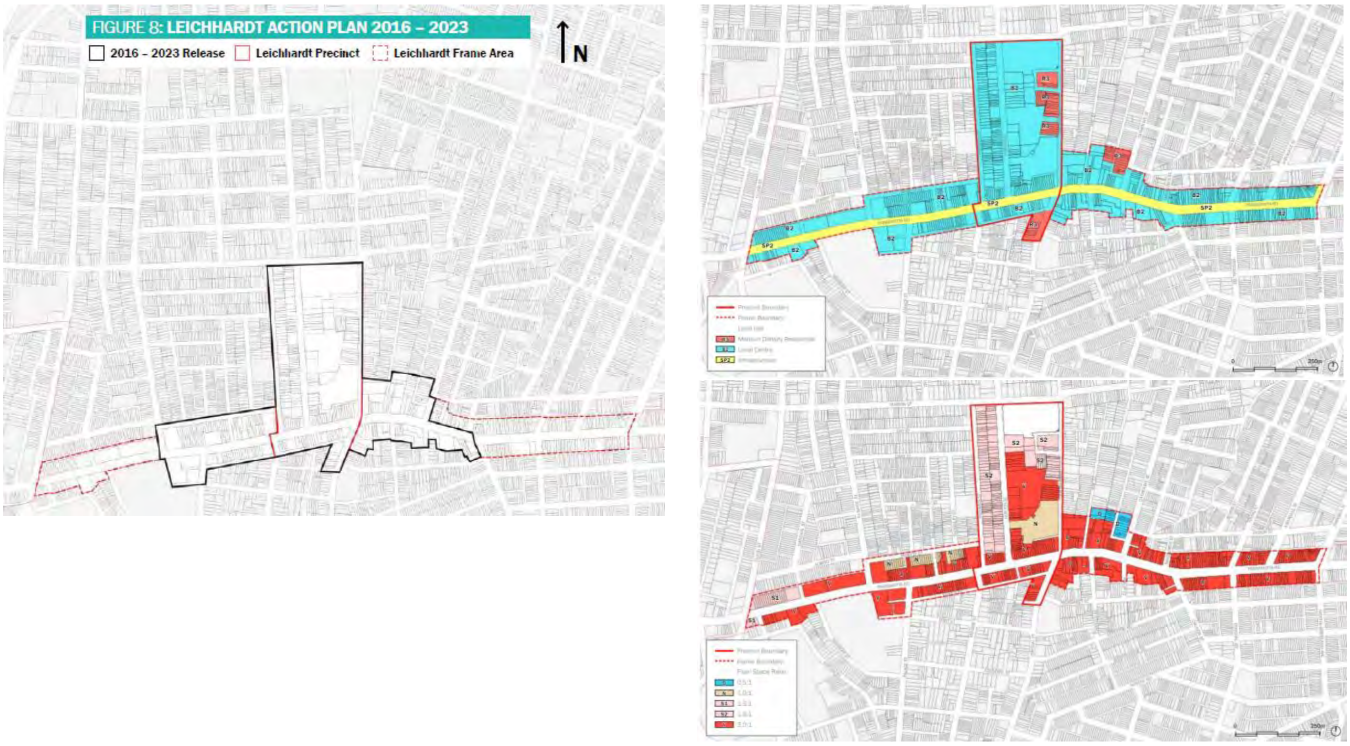
Key actions

- » Continue to liaise with relevant stakeholders for the Camperdown Precinct and rezone accordingly to protect commercial functions and economic agglomeration opportunities
- » Liaise with City of Sydney, Land and Housing Corporation and Community Housing Providers regarding the potential redevelopment of social housing resources north and north-west of the site for social, key worker and market housing. Potentially incorporate affordable housing contributions in a cross LGA-border approach.
- » Include the key dependency of improved mass transit on Parramatta Road (committed under Future Transport 2056 in the 0-10 year timeframe)
- » Include in the implementation plan to prepare a place-based investigation to optimise the outcomes for the Camperdown Precinct
- » Using the Eastern City District Plan Collaboration Plan framework, prepare supplementary studies including traffic and transport and a social infrastructure assessment
- » Develop a local contributions framework.

## 6.6.2 Leichhardt precinct

An examination of the potential additional dwelling yield in the identified PRCUTS Leichhardt Precinct has been undertaken by Inner West Council. This calculation has found a significantly larger increase in dwelling potential in the precinct, than identified in the PRCUTS, using the same FSRs due to discrepancies in calculations in the Parramatta Road Strategy, for example, overestimations of average unit sizes.

Figure 34 Leichhardt precinct staging and proposed planning controls




Source: PRCUTS Implementation Plan and Planning and Design Guidelines (2016)

Table 21 Leichhardt precinct anticipated additional dwelling potential

| | |
|---|---|
| Estimated number of existing dwellings | 571 |
| Anticipated additional dwelling potential (70 % of assessed dwelling potential minus 5 % allocated to other forms of non-standard market dwellings) | Approximately 1,629 dwellings |
| Anticipated typologies (Refer to Section 3.3.4 for an explanation of typologies) | Shop-top housing<br>Residential flat buildings |

Key actions

- » Prepare a place-based study to test and confirm potential additional yield analysis
- » Continue to prepare the relevant studies to support a Planning Proposal for the locality including traffic and transport modelling and a social infrastructure assessment
- » Include the key dependency of improved mass transit on Parramatta Road (committed under Future Transport 2056 in the 0-10 year timeframe)
- » Develop a local contributions and incorporate the precinct in an Affordable Housing Target Scheme as required by SEPP 70)
- » Assess any Council-owned land that may be affordable housing donor locations to potentially increase the contribution versus dwelling yield outcome in the Affordable Housing Target Scheme
- » Assess areas or sites that require heritage protection whilst allowing growth to occur
- » Assess the impact of noise attenuation requirements in ANEF 20 to 25 affected land in relation to internal amenity, environmental performance of buildings and architectural outcome to determine whether residential intensification in this location is acceptable

### 6.6.3 Taverners Hill precinct

Two major development sites totalling 410 dwellings on the George and Upward Street block have already been developed—these have been subtracted from the additional dwellings expected. Council has assessed the dwelling potential for this location using the standard capacity assessment methodology used throughout this report. As discussed in the methodology above, it is proposed that the industrial land be retained in the precinct, with the remaining dwelling numbers anticipated in the Parramatta Road strategy to be provided adjacent to the Taverners Hill Precinct.

Figure 35 Taverners Hill precinct staging and proposed planning controls

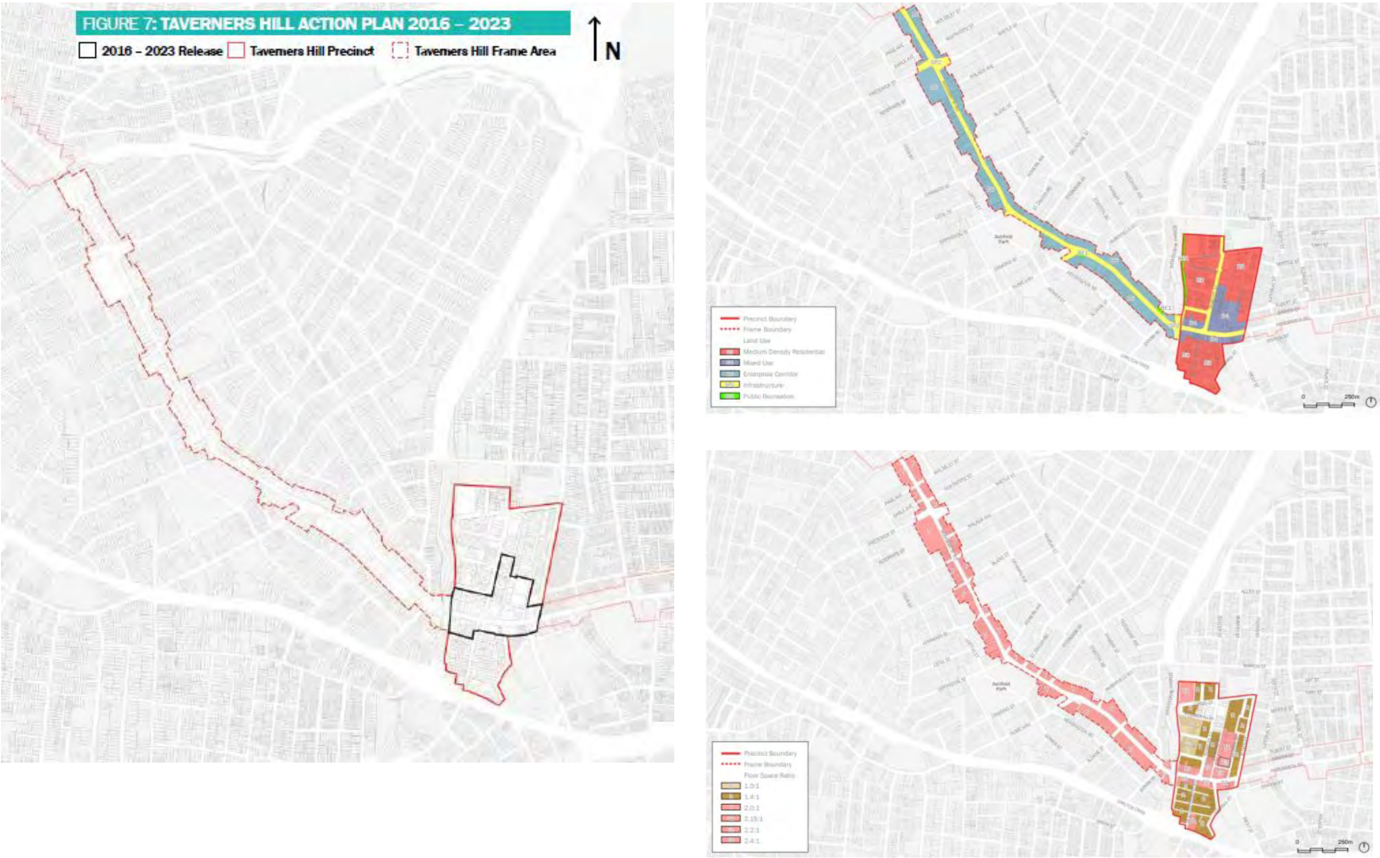



Table 22 Taverners Hill precinct anticipated dwelling potential

| | |
|---|---|
| Estimated number of existing dwellings | 900 |
| Anticipated <u>additional</u> dwelling potential (70% of assessed dwelling potential minus 5% allocated to other forms of non-standard market dwellings) | Approximately 456 dwellings |
| Anticipated typologies (Refer to Section 3.3.4 for an explanation of typologies) | Medium-rise shop-top housing<br>Residential flat buildings |

### Key actions

- Prepare a place-based study to test and confirm yield data and confirm industrial land to be retained
- Continue to prepare the relevant studies to support a Planning Proposal for the locality including traffic and transport modelling and a social infrastructure assessment
- Include the key dependency of improved mass transit on Parramatta Road (committed under Future Transport 2056 in the 0-10 year timeframe)
- Develop a local contributions and incorporate the precinct in an Affordable Housing Target Scheme as required by SEPP 70
- Assess areas or sites that require heritage protection, whilst allowing growth to occur.

## 6.6.4 Kings Bay precinct

The Kings Bay area falls on the border of the Inner West and Burwood Council areas. Five of the blocks where residential development is proposed fall within the Inner West boundary. These blocks lots are proposed to be zoned R3 Medium Density Residential with a floorspace ratio of 1.4:1. Residential flat buildings would be permitted in the zone according to the planning controls of former Ashfield LEP area. This conversion of R2 Low Density Residential land has the potential to produce approximately 119 additional dwellings. There are some indications that a station on the Metro West line will be located near Kings Bay, but this is not confirmed and Metro West is subject to a business case at this stage.

Table 23 Kings Bay part precinct anticipated dwelling potential

| | |
|---|---|
| Number of existing dwellings | 56 |
| Anticipated additional dwelling (70% of assessed dwelling potential minus 5% allocated to other forms of non-standard market dwellings) | Approximately 119 dwellings |
| Anticipated typologies (Refer to Section 3.3.4 for an explanation of typologies) | Medium-rise rise residential flat buildings |

Figure 36 Kings Bay proposed zoning

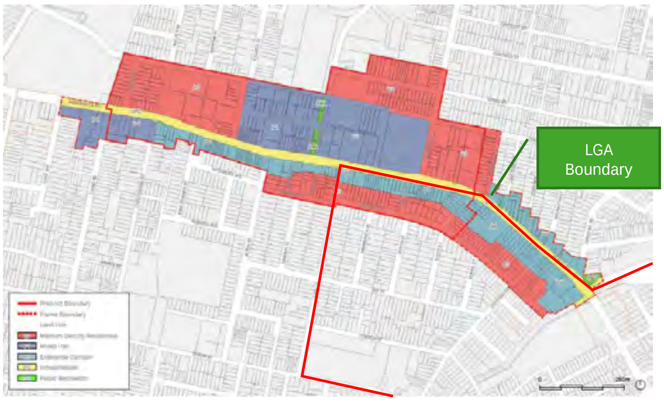



Figure 37 Kings Bay proposed FSR

### Key actions

- » Prepare a place-based study to test and confirm yield data
- » Work with Burwood Council to prepare the relevant studies to support a Planning Proposal for the locality including traffic and transport modelling and a social infrastructure assessment
- » Include the key dependency of improved mass transit on Parramatta Road (committed under *Future Transport 2056* in the 0-10 year timeframe)

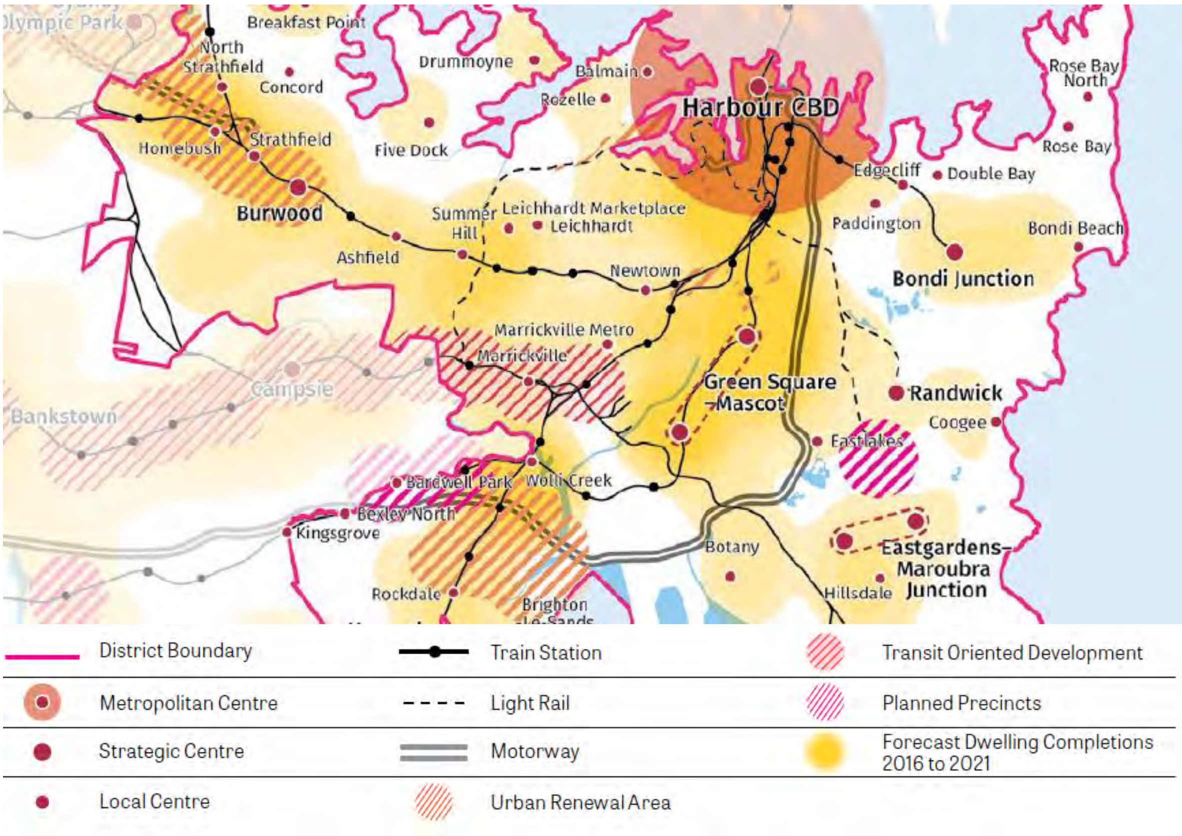
# Sydenham to Bankstown Urban Renewal Area

The Department of Planning and Environment developed a draft corridor strategy for Sydenham to Bankstown. However, in July 2018, the DPIE no longer proceeded with the strategy and mandated the responsibility of planning for the corridor back to Council through its LEP process.

The Sydenham to Bankstown Urban Renewal Area is identified in the Eastern City District Plan for 'transit oriented development', see Figure 38.

Constraints and opportunities mapping confirmed that the Marrickville and Dulwich Hill station neighbourhoods are some of the least constrained land in the LGA, as outlined below. These two localities will benefit from increased rail capacities. Sydenham station neighbourhood is highly constrained as outlined in the constraints analysis section and therefore has not been included as an investigation area.

Figure 38 Sydenham to Bankstown Urban Renewal Area




Source: Greater Sydney Commission, *Eastern City District Plan*, March 2018

### 6.6.5 Marrickville station neighbourhood

The following analysis has been undertaken to inform the potential uplift in the Marrickville neighbourhood.

Figure 39 Existing planning controls – Marrickville investigation area

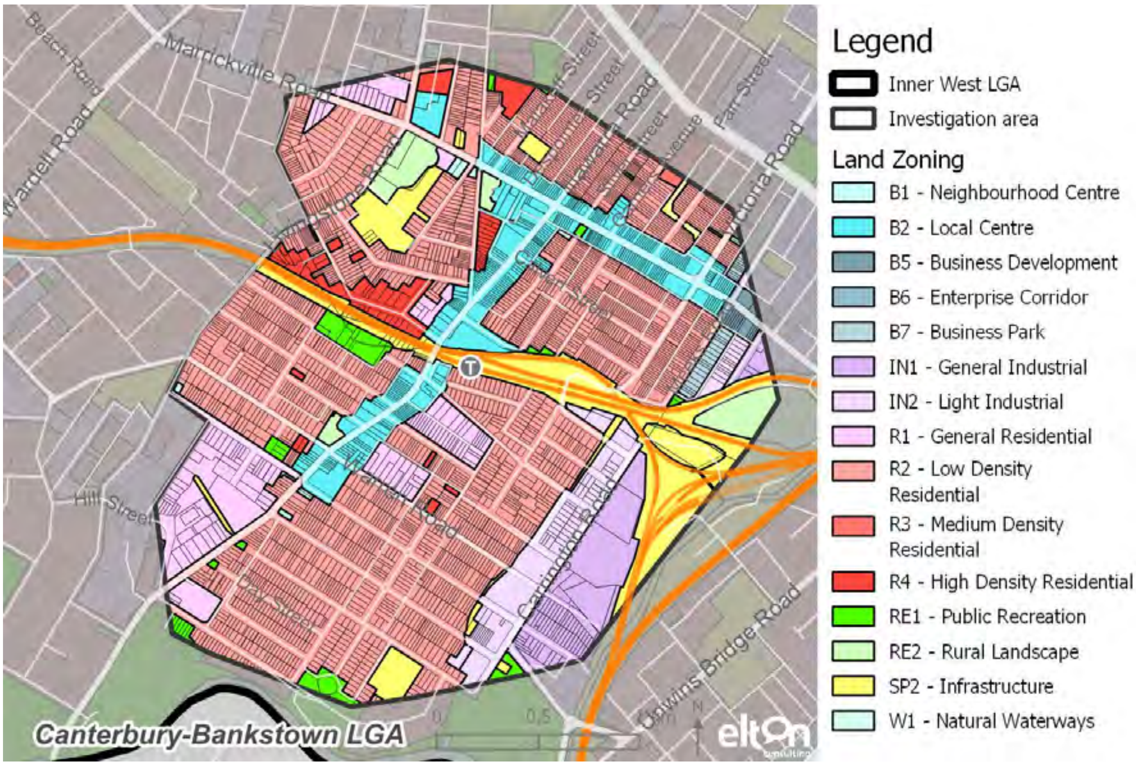



Table 24 Marrickville station opportunities analysis

| | |
|---|---|
| Estimated existing dwelling numbers (ABS data) | 5,091 |
| Anticipated additional capacity under existing planning controls | 1,113 |
| Anticipated additional dwelling potential to 2036 (70% of assessed dwelling potential minus 5% allocated to other forms of non-standard market dwellings) | 390 – 650 dwellings |
| Anticipated typologies (Refer to Section 3.3.4 for an explanation of typologies) | Low to medium-rise residential flat buildings<br>Medium-rise shop-top housing |
| Summary of existing controls | Marrickville features a strong traditional linear strip commercial (B2 Local Centre) that stretches along Illawarra Road, from Renwick Street in the south, over the rail line and up to Marrickville Road to the north. The B2 zone then extends East and West along Marrickville Road.<br>This B2 zone generally has a height limit of 20m, except for selected large sites that have a 26m height limit, with FSRs that could facilitate 5+ storeys.<br>An R4 zone extends along the north of the rail line. |

| | |
|---|---|
| | Surrounding this is substantial R2 Low Density residential, with a fine-grained small lot character of down to around 180sqm. R2 zones with a greater lot size generally occur south of the rail line.<br><br>Carrington Road features a relatively large industrial land agglomeration that has some important character buildings.<br><br>There are also some R1 General Residential zones with height limits of 14 to 17m. |
| Current character description and consultation outcomes | Marrickville's Town Centre and the shops along Illawarra Road provide a hub for street life and community, with a distinctly multicultural character. Residents value the diversity of the area and the sense of neighbourhood.<br><br>Marrickville has a strong industrial heritage character, including the Sydney Steel precinct and Carrington Road precinct of approximately 9ha. Industrial lands increasingly support small-scale cultural, arts and live music experiences as well as a growing brewery, artisan food and bar culture. These activities are highly valued by the community and future development should preserve the existing industrial and employment lands. This is aligned with a key directive in the Eastern City District Plan where urban services land where analysis has shown that urban services land is in critically low supply.<br><br>The topography of the precinct slopes towards Cooks River, which offers a green buffer. There are distinctive and heritage-protected residential areas with Federation-period detached houses and important inter-war period houses.<br><br>The area has seen recent redevelopment around Marrickville station, the town centre and at a lower scale (up to 6 storeys) in around Livingstone, Addison and Illawarra Road. |
| Key opportunities | Public transit<br><br>The train station at Marrickville will be upgraded to Metro. There are opportunities for improved bus connections to complement the Metro service.<br><br>Active transport and open space<br><br>There are open spaces south of the rail line with a park between the freight line and rail line south east of the station. Transport for NSW is investigating the provision of an active transport link adjacent to the railway.<br><br>The southern portion of Marrickville has access to the largest open space resources along the Cooks River corridor.<br><br>Carrington Road provides the most sensible opportunity to provide a regional cycling route linking Marrickville Station and the Cooks River corridor.<br><br>Land use, lot size and ownership patterns<br><br>Surrounding this core area is a substantial amount of R2 Low Density residential, with a fine-grained small lot character of down to around 180sqm.<br><br>Typically, lots in the residential parts of the north side of Marrickville are around 175sqm where it would be very difficult to achieve uplift. |
| Key constraints | Lot sizes in residential zones are small and even with some amalgamation (which is historically difficult) there is a low likelihood of conversion.<br><br>The areas close to the Marrickville Station are subject to flooding as noted in the *Marrickville Valley Flood Study* and LEP mapping for the |

| | |
|---|---|
| | area. This needs to be managed from a built form perspective, depending on the flood levels for each area. Flooding also occurs at the very southern extents of the suburb. While this does not preclude residential development, significant development should not occur in these areas. The southern extent of the site is also impacted by a buffer zone to the Mascot fuel line.<br>Road capacity is potentially a constraint to increased residential growth and will require road capacity studies (as noted in stakeholder consultation for the Integrated Transport Strategy).<br>Providing adequate public open space for an increasing population<br>Marrickville has low percentage of tree coverage and is affected by the heat island effect and aircraft noise. |

### Key actions

» Prepare a place-based study for the Marrickville Precinct north and south of the station including assessing some locations for heritage value

» Investigate planning controls to strengthen the local centre

» Prepare the relevant studies to support a Planning Proposal for the locality including traffic and transport modelling and a social infrastructure assessment

» Include the key dependency of improved mass transit capacity on rail line in the implementation plan

» Develop a local contributions framework and incorporate the precinct in an Affordable Housing Target Scheme as required by SEPP 70.

### 6.6.6 Dulwich Hill station neighbourhood

The following analysis has been undertaken to inform the Dulwich Hill investigation area.

Figure 40 Existing planning controls – Dulwich Hill investigation area

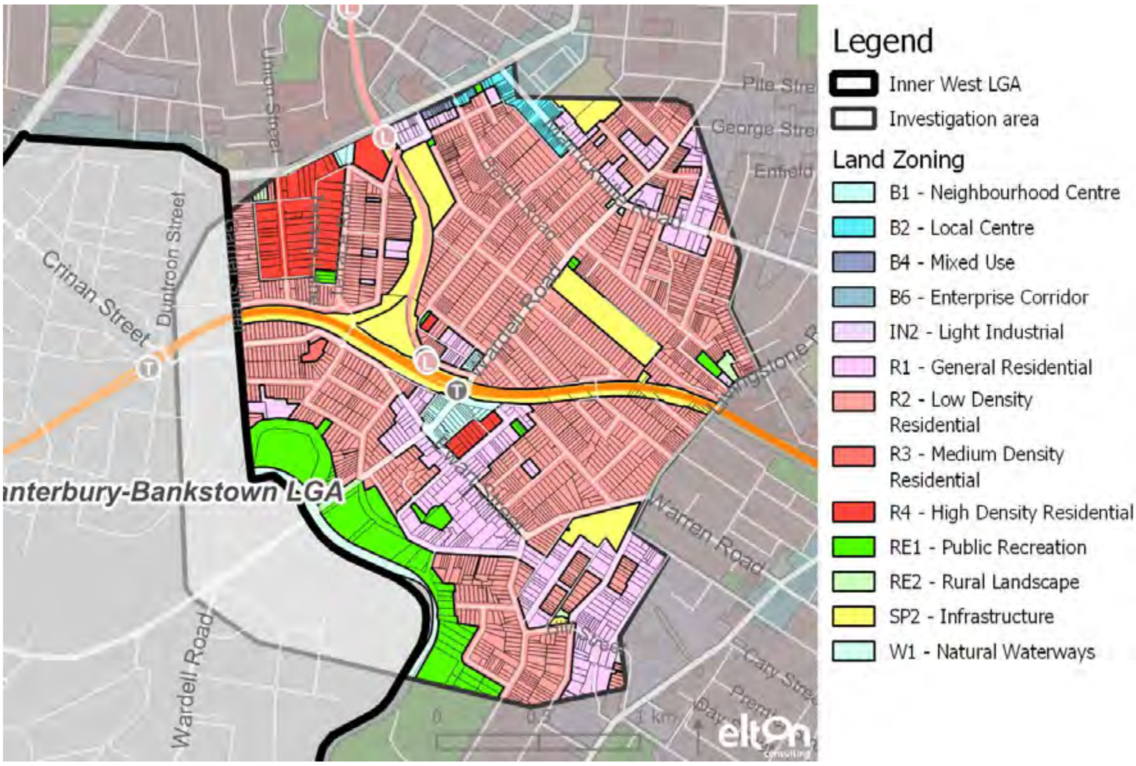



Table 25 Dulwich Hill opportunities analysis

| | |
|---|---|
| Estimated existing dwelling numbers (ABS, 2016) | 3,845 |
| Anticipated additional capacity under existing planning controls | 571 |
| Anticipated additional dwelling potential to 2036 (70% of assessed dwelling potential minus 5% allocated to other forms of non-standard market dwellings) | 380 – 460 dwellings |
| Anticipated typologies (Refer to Section 3.3.4 for an explanation of typologies) | Low to medium-rise residential flat buildings |
| Summary of existing controls | Generally, R2 Low Density residential north of the rail line on both sides of the light rail with pockets of R1 General Residential, R4 High Density and B1 Neighbourhood Centre.<br>South of the rail line there is a mix of R2 Low Density Residential, R1 General Residential, B1 Neighbourhood Centre and small pocket of R4 General Residential. |

| | |
|---|---|
| | Height of buildings is currently predominantly 9.5m with FSRs of 0.6:1 for the R2 land and up to 17m with FSR up to 1.1:1 for other zones. |
| Current character description and consultation outcomes | Dulwich Hill is predominantly residential with good public transport connections—both to light rail and train—and a local centre.<br><br>There is a mix of Victorian and Federation homes, including good quality examples and small groups of Federation bungalows in the heritage conservation area, intermingled with walk-up apartments and medium density residential flat buildings.<br><br>Residents value the village atmosphere adjacent to New Canterbury Road, open and green spaces, the independent supermarket and restaurants, cafes and pizza bars. There is a desire to revitalise the neighbourhood shops within the Dulwich Hill neighbourhood centre. Many residents identified the redevelopment of the site on Lewisham Street and New Canterbury Road as a good example of higher density development that respects local character.<br><br>Dudley Street is undergoing transformation to create a new high-amenity mixed-use streetscape. The proposed GreenWay Corridor will contribute to the recreational and open space offer and provide an opportunity for redevelopment along the light rail corridor.<br><br>Future development should protect and enhance the mixed density residential character and reinforce permeability of the GreenWay Corridor. |
| Key opportunities | Public transit<br><br>Upgrade of Dulwich Hill Station to Metro standard. There are opportunities for improved bus connections to complement the Metro service.<br><br>Junction of the future Dulwich Hill light rail station and the future upgraded Metro station committed.<br><br>Investigation of rail potential to connect with Metro West (committed subject to the business case) at The Bays to further increase CBD and Parramatta CBD access.<br><br>Active transport and open space<br><br>Active transport upgrades with the GreenWay between Dulwich Hill Station and Parramatta Road.<br><br>Close to the Cooks River open space corridor.<br><br>Land use, lot size and ownership patterns<br><br>Generally larger lot sizes for the Inner West but in many cases particularly long and narrow. |
| Key constraints | Private ownership and form of subdivision will be challenging for development.<br><br>Council has previously experienced difficulties in encouraging amalgamation. Consideration of urban forms that can deliver density considering subdivision patterns will be critical.<br><br>Constraints in the southern part of Dulwich Hill which include the Mascot fuel line buffer zone.<br><br>South Dulwich heritage conservation area to the north and south-east of the Dulwich Hill station.<br><br>Biodiversity corridor in Marrickville LEP 2011<br><br>Road capacity potentially a constraint to increased residential growth and will require road capacity studies (as noted in stakeholder consultation for the Integrated Transport Strategy). |

### Key actions for the Local Housing Strategy to be Implemented

- Undertake a place-based analysis of the Dulwich Hill Station Precinct and avoid intensifying development in flood and fuel line buffer zones at the southern extent of the locality
- Investigate planning controls to strengthen the local centre at Dulwich Hill train station
- Consideration of built form that can deliver dwellings in a way that integrates with the neighbouring heritage conservation area and significant streetscapes, provides a frame for open space resources, and enables a fine-grained but dense form able to be achieved considering the privately-owned nature of lots delivering a combination of denser development in some locations and innovative lower-scale typologies
- Consideration of zero lot line development in certain locations that offer a dense but low-scale form

- Undertake heritage investigations on some key locations as part of the place-based study
- Prepare a social infrastructure strategy, including the need for a strong centre around the Metro station
- Monitor the outcomes of road capacity study
- Prepare the relevant studies to support a Planning Proposal for the locality including traffic and transport modelling and a social infrastructure assessment
- Include the key dependency of improved mass transit capacity on rail line in the implementation plan
- Develop a local contributions framework and incorporate the precinct in an Affordable Housing Target Scheme as required by SEPP 70.

## 6.6.7 Leichhardt North, Leichhardt South and Lilyfield West – opportunities for small lot conversion

The Leichhardt General Residential zoning covers most of the former Leichhardt LGA area. There is no building height applied, with the majority of the zone having an FSR of 0.5:1 to 1:1. This latter FSR is usually applied to account for existing development above the 0.5:1 or major corridors. While residential flat buildings and multi-dwelling housing are permissible in the zone, there is little scope for redevelopment due to the FSR restrictions.

With the commitment of improved transit along Parramatta Road and other planning context changes, there should be a thorough review of the appropriateness of these controls and a more nuanced approach developed in the comprehensive LEP Review. In particular, there are a number of locations with dual street frontage that could be taken advantage of to deliver housing in the form of homes that offer courtyard spaces offering greater affordability for households with children. Small-scale lot amalgamation can enable a denser form while maintaining the general character of the locality, as has been done in the Albion Street example shown in Figure 41.

Figure 41 Albion Street example of dual street frontage development

A key risk in leaving the planning controls as they are in the medium to longer terms are that with the gentrification process of the Local Government Area, these areas are likely to experience renovation and upgrade by residents and well-located land could increasingly be sterilised for conversion.

Moderate increases in FSR in these locations are proposed for the purposes of an indicative dwelling yield, but a detailed assessment would need to be undertaken for the various localities in the place-based study. In addition, minimum lot width to enable vehicular access and quality built form outcomes would need to be considered However, only a very low conversion rate of 30% of a selected area has been assumed.

Key place-based investigation areas are identified in Figures on page 134. Key advantages of these North Leichhardt and Lilyfield localities are:

» Access to the Leichhardt North Light Rail Station

» Access to The Greenway recreation corridor and harbourside recreational resources

» Upgrade of recreational resources such as the Rozelle Rail Yards.

For the Leichhardt locality between Albion / Leichhardt / Ferris / Redmond Streets, this will benefit from:

» Access to the new mass transit corridor on Parramatta Road

» Access to the vibrancy and social opportunity of the Norton Street corridor.

Potential dwelling yield if planning controls are amended was calculated on the basis that every non-strata lot could potentially accommodate an additional 2.5 dwellings. This generally assumes that the front and rear of the lot is developed as attached dwellings at the front and rear; or attached dwellings at the front with rear secondary dwellings above garages. Only 30% of lots are assumed to be converted.

Table 26 Potential additional dwellings in medium density development in Leichhardt South, Leichhardt North and Lilyfield West

| Small lot conversions | Number of lots (non-strata title) | Conversion Rate (30% over 15 years) to 2036 | Assumed number of additional dwellings Average of 2.5 per lot |
|---|---|---|---|
| Leichhardt South | 584 | 175 | 438 |
| Leichhardt North | 470 | 141 | 353 |
| Lilyfield West | 326 | 97 | 245 |
| Total | | | 1035 |
| Anticipated typologies | Hybrid townhouse style/residential flat buildings/secondary dwellings above garages adjoining rear lanes with zero lot line side boundary configurations | | |

Figure 42 Leichhardt South: Albion / Leichhardt / Perris / Redmond Streets, excluding HCA


Figure 43 Leichhardt North: William Street to Inner West light rail


Figure 44 Lilyfield West: Charles Street / James Street / Penny Lane / Dobroyd Parade

### Key actions for the Local Housing Strategy to be Implemented

- Undertake a detailed place-based analysis of each of the identified areas
- Consideration of built form that can deliver dwellings in a way that integrates with the neighbouring heritage conservation area and significant streetscapes, provides a frame for open space resources, and enables a fine-grained but dense form to be achieved. Consider minimum lot widths that could achieve built form outcomes with side zero lot line form
- Prepare the relevant studies to support a Planning Proposal for the locality including traffic and transport modelling and a social infrastructure assessment
- Include the key dependency of improved mass transit capacity on rail line in the implementation plan
- Consider the form of a local contributions framework for this form of development

### B1 Neighbourhood Centres and B2 Local Centres Review

Capacity analysis has revealed that certain B1 Neighbourhood Centres are not experiencing significant renewal under current planning controls (34 dwellings per year). One of the key themes emerging from the consultation process was to locate more housing in centres, while respecting the heritage features and character of neighbourhood centres. Accordingly, a review height and FSR controls of B1 and B2 zones should be undertaken to facilitate housing in places where the community supports growth, relative to their context. Planning controls need to be able to accommodate retention of traditional façades in some centres.

A key initial step, before further housing is considered in these localities, is to evaluate the economic function and future requirements in a centres strategy.

## 6.7 Longer term investigation areas from 2026

The longer term investigation areas are:

- The Bays Precinct
- CBD to Parramatta rail line: Petersham Station/Crystal Street, Croydon Station, Ashfield Station, Summer Hill Station
- Integrated light rail / Metro West: Lilyfield, Arlington/Waratah Mills

### 6.7.1 The Bays Precinct Metro West

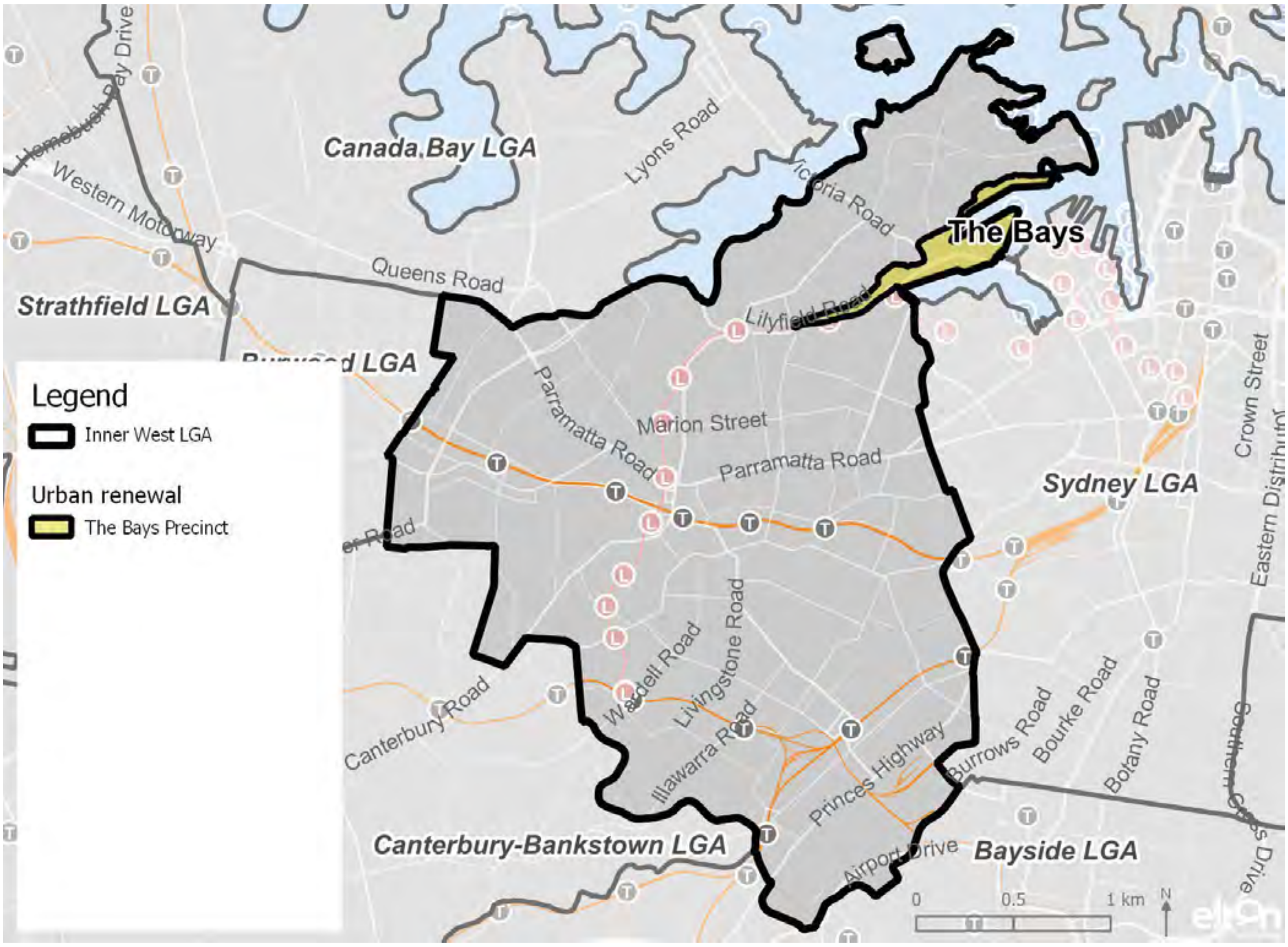
The Bays Precinct, comprising 94 hectares is scheduled for renewal, Figure 45.

The Metro West project—with a station indicated for White Bay—is a committed project in the *Future Transport Strategy 2056,* subject to the outcomes of a business case being developed for the project.

The site area nominated for residential within the Inner West is the eastern portion of the Bays Precinct. There are significant constraints to residential development on the site given the existing cruise terminal and land contamination.

Diverse proposals outlining a range of land uses for The Bays Precinct has meant that it is difficult to assess the level of residential development that will occur in the locality. As such, an assumption has been made for this Strategy that approximately 10% of the 94 hectares will be available for residential development. 20% of this land area is assumed to be utilised for roads and similar infrastructure. This assumption is based on the vision of the Bays Precinct Strategy undertaken by Urban Growth, to be established predominantly as an employment area.

Figure 45 The Bays Precinct




Source: Department of Planning

Benchmarking at similar sites has been undertaken to understand the likely yield of these locations, post a site visit. Pyrmont, serviced by light rail, offers walkability to the Sydney CBD and delivers approximately 100 dwellings per hectare in the redeveloped area. Other locations such as St Leonards that offer significant employment as well as residential development, commensurate with the presence of a train station, delivers approximately 200 dwellings per hectare. Some other locations such as Lachlan's Line in Macquarie Park, has been developed to 300 dwellings per hectare.[25]

An analysis of the lower and upper dwelling deliver that may be delivered at The Bays Precinct considering the assumptions above, is provided following.

Table 27 Potential additional dwellings in The Bays Precinct

| Estimate of current dwellings | Site Area* | Low case floorspace *2:1 residential FSR @ 70% efficiency* | Dwelling yield low case | High case floorspace *4:1 residential FSR @ 70% efficiency* | Dwelling yield high case | Yield per ha (Gross) *2:1* | Yield per ha (Gross) *4:1* |
|---|---|---|---|---|---|---|---|
| 0 | 75200 | 105280 | 1504 | 210560 | 3008 | 160 | 320 |

[25] Source of figures is calculations based on data from Social Atlas.

**Key actions for the Local Housing Strategy to be Implemented**

- » Further liaise with State agencies on the planning for The Bays Precinct
- » Include the key dependency of commitment and delivery of mass transit (Sydney Metro) in the Implementation Plan

# Main Suburban Rail Line (T1/T2)

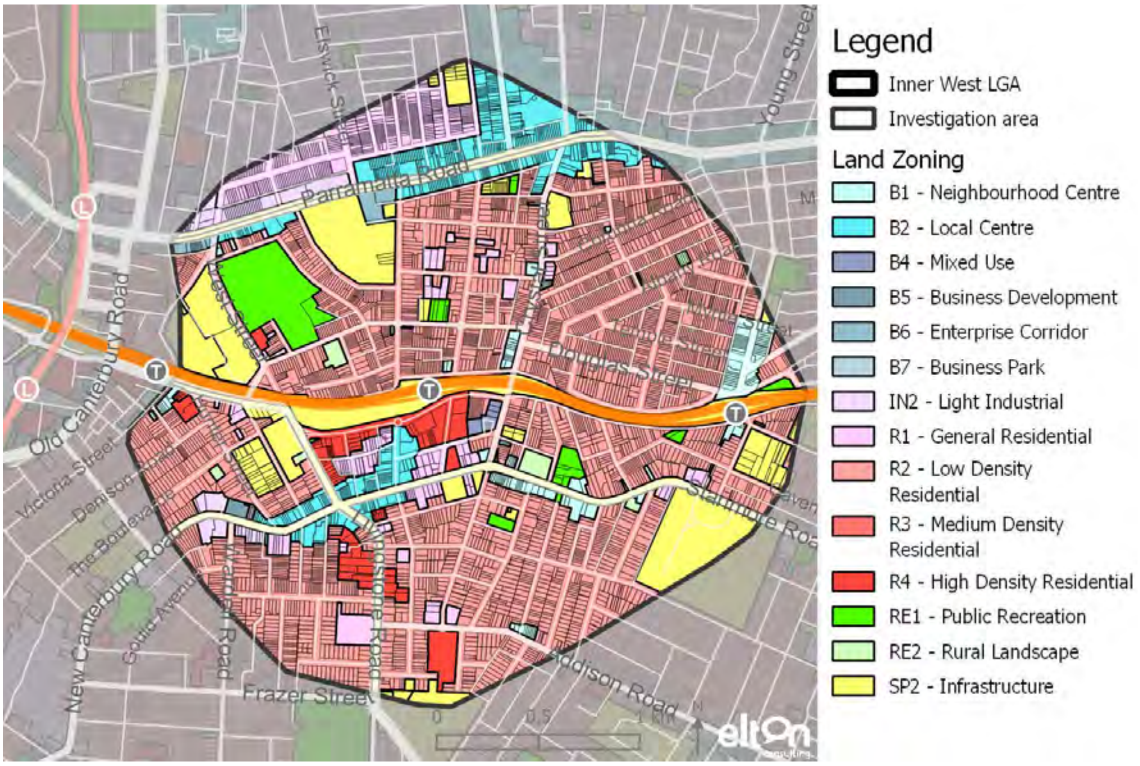
Transport accessibility is identified in the Eastern City District Plan as a major driver in the delivery of housing. Constraints and opportunities mapping and stakeholder input during the consultation process for this Study identified some key stations along the heavy rail line for investigation.

As noted in the LGA Snapshot (section 1.2), the rail line is currently approaching capacity. It is expected that further detail regarding the impact of Metro West on the T1 line will be available once the Metro West Business Case is released.[26] Improved frequency on the main suburban line would support growth in the LGA.

## 6.7.2 Petersham Station/Crystal Street

Petersham was identified in the Marrickville Urban Land Strategy 2007 as having potential for renewal. Stakeholder consultation also identified that Crystal Street was generally poorly formed and could benefit from a renewal process. Crystal Street also has the potential to benefit from the committed public-transit infrastructure for the Parramatta Road Corridor (0-10 year commitment) as well as access to the existing heavy rail line.

Figure 46 Existing planning controls – Petersham Station/Crystal Street investigation area




[26] https://www.sydneymetro.info/west/project-overview

Table 28 Petersham Station/Crystal Street opportunities analysis

| | |
|---|---|
| Estimated existing dwelling numbers (ABS, 2016) | 6,250 |
| Anticipated additional capacity under existing planning controls | 729 |
| Anticipated additional dwelling potential to 2036 (70% of assessed dwelling potential minus 5% allocated to other forms of non-standard market dwellings) | 110 – 130 dwellings |
| Typologies | Residential flat buildings (zero side setbacks in some localities)<br>Shop-top housing |
| Summary of existing controls | Crystal Street that runs north from the station is broadly R2 Low Density Residential, with some mix of uses (9.5m and 0.6:1 FSR).<br>Land parcels south of Petersham Station have been rezoned to offer increased development potential including the former Marrickville Council site and neighbouring car park on Fisher Street. Development controls range from 17 – 29m in building height and FSRs from 0.6:1 to 3:1 |
| Current character description and consultation outcomes | Crystal Street has a wide variety of built form and does not generally provide a cohesive streetscape, although there are a number of traditional houses terraces and dwelling houses.<br>The form and character of the B1 Neighbourhood Centre on Crystal Street could be considerably strengthened with renewal. Some parcels have already been rezoned in the south of the Station to promote renewal to deliver a more cohesive urban environment. Some additional sites could be added to provide increased dwelling potential.<br>North of the railway line, west of Crystal Street, is predominantly a Heritage Conservation Area, containing mostly single and two storey detached and semi-detached Victorian-era terraces and villas. |
| Key opportunities | Public transit<br>Petersham Station is to the south of the Crystal Street spine. Augmented public-transit on Parramatta Road to the north has been committed to in the 0-10-year timeframe in *Future Transport 2056*. Metro West may affect the operation of the heavy rail line.<br>Active transport and open space<br>Petersham Park to the west provides a significant open space resource, with another public reserve on Brighton Street also west of Crystal Street<br>The active transport network north and south on Crystal Street would benefit from significant upgrade, better connecting the spine to Parramatta Road (and further north to Norton Street as a major cultural hub) and to Petersham Station.<br>Land use, lot size and ownership patterns<br>Lot sizes vary significantly on Crystal Street. Land south of the station has planning controls that provide opportunities for uplift. |
| Key constraints | Private ownership and form of subdivision (smaller lots and/or long narrow lot configurations) will be challenging for development. |

| | |
|---|---|
| | Existing capacity of the heavy rail line at Petersham Station.<br>Interface with the adjoining Heritage Conservation Area.<br>The locality is with the ANEF Contour 25+ category for aircraft noise which formerly prohibited residential development. A recent Ministerial Direction has reversed this, but it is still a consideration when planning significant increases in development.<br>Traffic and parking issues – particularly large volume of through traffic on Crystal Street. A Traffic Study will need to be undertaken before any upzoning is considered. |

Key actions for the Local Housing Strategy to be Implemented

» Undertake a place-based analysis of the Petersham Station Precinct/Crystal Street Precinct.

» Consideration of built form that can deliver dwellings but in a form that integrates with the neighbouring heritage conservation area and delivers a cohesive streetscape on Crystal Street.

» Include the key dependency of improved capacity on heavy rail, which may result from Sydney Metro

» Assess the impact of noise attenuation requirements on land affected by ANEF 20 - 25+ and in relation to internal amenity, environmental performance of buildings and architectural outcome to determine whether residential intensification in this location is acceptable.

### 6.7.3 Croydon Station

Opportunities and constraints analysis shows that Croydon Station holds significant opportunity north of Croydon Station and south-east of the Station. Croydon has significant access to a number of schools, and should be considered a prime location to deliver housing suitable for families.

Figure 47 Existing planning controls – Croydon station investigation area

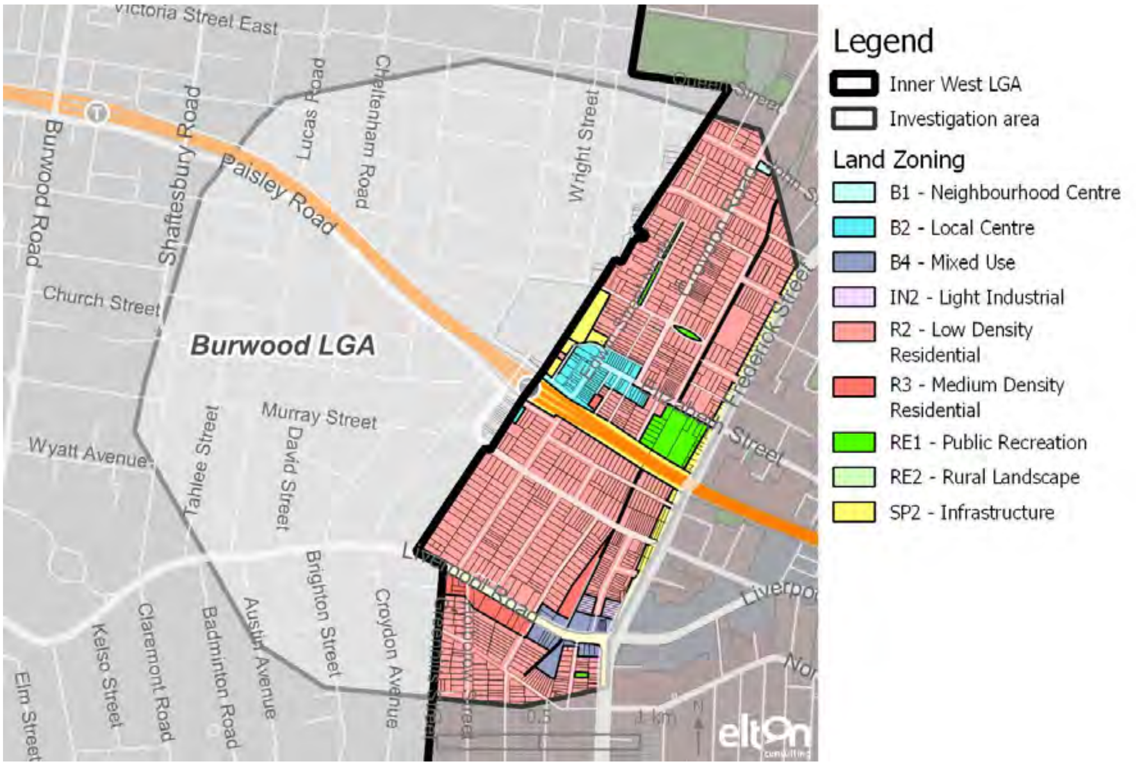



Table 29 Croydon Station precinct opportunities analysis

| | |
|---|---|
| Estimated existing dwelling numbers (ABS, 2016) | 1,564 |
| Anticipated additional capacity under existing planning controls | 245 |
| Anticipated additional dwelling potential to 2036 (70% of assessed dwelling potential minus 5% allocated to other forms of non-standard market dwellings) | 220 – 230 dwellings |
| Anticipated typologies (Refer to Section 3.3.4 for an explanation of typologies) | Shop-top housing<br>Residential flat buildings (with zero lot line configuration being potential suitable in some locations) |
| Summary of existing controls | Croydon (within the Inner West LGA boundary) is dominated by R2 Low Density Residential zoning (with 8.5m height and 0.7:1 FSR), with a B2 Town Centre north-east of the train station and a B1 Neighbourhood Centre south-west of the train station (generally a 10m height limit and 1:1 FSR). |
| Current character description and consultation outcomes | Residents value the mix of housing types and the distinctly residential character of the precinct and the walkability and accessibility offered by public transport.<br>Croydon is largely low density residential development. Housing types include Californian bungalows, workers' cottages, Federation homes, terraces, art deco apartments, and medium- and high-rise residential flat buildings. Parts of the precinct are within heritage conservation areas. |

| | |
|---|---|
| | South of the station is a heritage conservation area dominated by Federation dwellings. However, east of the heritage conservation area there are many bigger lots without the same level of character or cohesiveness.<br>The neighbourhood centre south of the station is a highly intact and cohesive two storey built form main street.<br>North of the train line features specific heritage items (e.g. Presbyterian Ladies College) and some heritage conservation zones further from the station.<br>Residential development north of the train line features a mix of residential flat buildings, classic bungalows and workers' terraces.<br>The B2 Town Centre has some significant heritage features, but infill preserving those features could be achieved sensitively.<br>Part of the area have distinctive garden city-style street reservations. |
| Key opportunities | Public transit<br>Croydon has a train station on the heavy rail line. The station is not an express service stop and, therefore, services are less regular than other larger centres. Metro West may affect the operation of the heavy rail line in freeing up some capacity.<br>Active transport and open space<br>Particularly on the northern side of the train line, access to schools and the Ashfield Aquatic Centre are major attractors.<br>Land use, lot size and ownership patterns<br>Generally, lots are of a size that could feasibly be redeveloped. There are some significant lots that should be investigated as catalytic to redevelopment (e.g. Etonville Parade). |
| Key constraints | Some of the locality is subject to flooding from the canal system, which may limit redevelopment.<br>Private ownership and form of subdivision will be challenging for development.<br>As noted above, existing capacity of heavy rail line at Croydon Station is a constraint.<br>Existing road capacity is also an issue that would need investigation with a particular focus on Croydon Road, Elizabeth Street and Paisley Road.<br>Capacity of the retail strip would require collaboration with Burwood Council to avoid permitting ground floor residential where there may be a need to expand the retail if the rail capacity/frequency improves. |

### Key actions for the Local Housing Strategy to be Implemented

» Undertake a place-based analysis of the Croydon Station Precinct.

» Investigate built form that can deliver dwellings but in a form that integrates with the neighbouring heritage conservation area and enables a fine-grained but dense form able to be achieved considering the privately-owned standard lots.

» Include the key dependency of improved capacity on heavy rail, which may result from Sydney Metro

### 6.7.4 Ashfield Station

Opportunities and constraints analysis shows that Ashfield has potential south of the town centre and north-east of the heavy rail line. Ashfield Town Centre has planning controls that facilitate significant redevelopment with FSR of up to 3:1 and heights of 23m. There is some evidence of conversion as a result of these planning controls. There may be an opportunity to boost these controls to deliver more conversion and to consider review of planning controls north of the line. However, a significant need was also identified for housing stock that suits families wanting intermediary typologies of housing. A quality network of streets and laneways south of the B4 Mixed Use zone could potentially boost this supply.

Figure 48 Existing planning controls – Ashfield investigation area

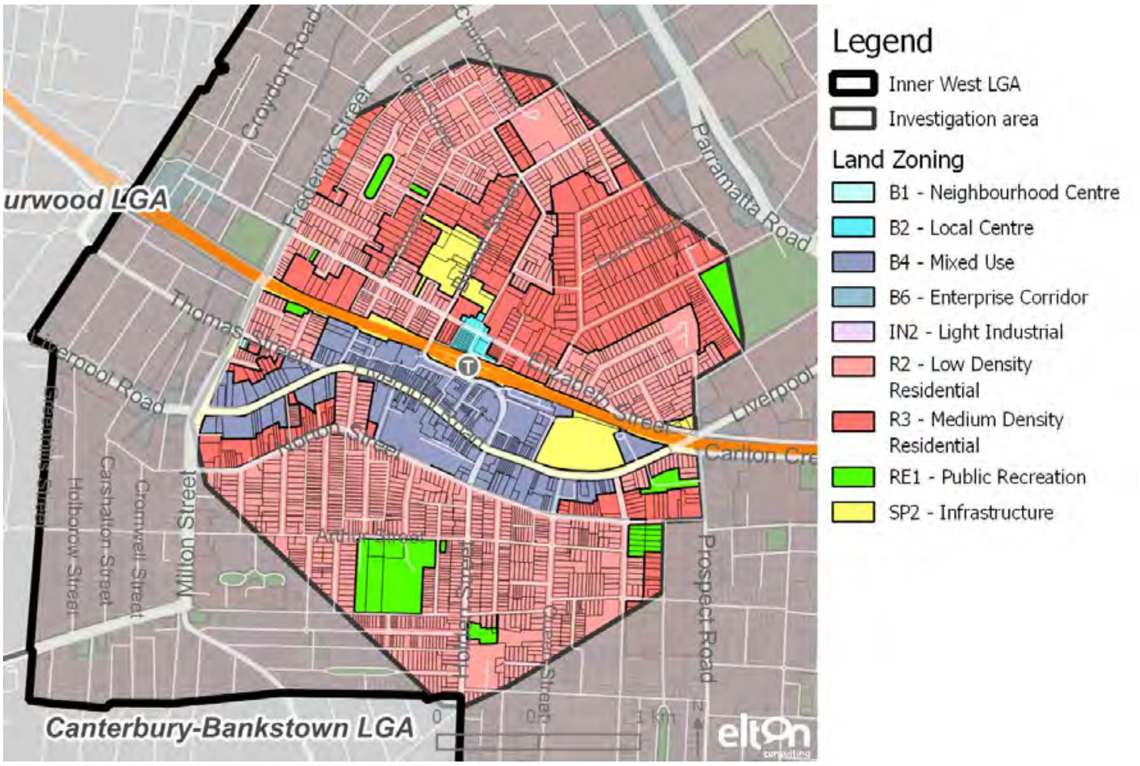



Table 30 Ashfield opportunities analysis

| | |
|---|---|
| Estimated existing dwelling numbers (ABS, 2016) | 4,654 |
| Anticipated additional capacity under existing planning controls | 1,722 |
| Anticipated additional dwelling potential to 2036 (70% of assessed dwelling potential minus 5% allocated to other forms of non-standard market dwellings) | 480 – 720 dwellings |
| Anticipated typologies (Refer to Section 3.3.4 for an explanation of typologies) | Residential flat buildings<br>Mixed use buildings<br>Hybrid townhouse style/residential flat buildings/secondary dwellings above garages adjoining rear lanes with zero lot line side boundary configurations |

| | |
|---|---|
| Summary of existing controls | R2 Low Density Residential (FSR 0.5:1 to 0.7:1and HOB 8.5m) and B4 Mixed Use zoning (generally 23m with FSRs of 2:1 and 3:1). At some edges of the B4 zoning, R3 Medium Density generally provides for 12.5m HOB and 0.7:1 FSR |
| Current character description and consultation outcomes | South of Norton Street, the southern border of the Ashfield Town Centre features a series of streets and laneways running north south.<br>Most lots are dual-facing laneways and wide streets running toward the Ashfield Town Centre.<br>North of the railway line is an area with a high concentration of residential flat buildings that are mostly older style walk ups and apartment complexes. There are many heritage listed items in this area. Nevertheless, parts of this area, especially within the town centre, have older structures with good potential for redevelopment.<br>The built form is of highly mixed quality with some heritage items and a heritage conservation area. However, the area could support sensitive rear-of-block and/or terrace-style infill.<br>The B4 Mixed Use zoning in the town centre offers some significant development opportunity building on the strong lineal character of the centre. |
| Key opportunities | Public transit<br>Ashfield has a train station on the heavy rail line that experiences greater frequency of stops and faster travel times than other Inner West stations. Metro West may affect the operation of the heavy rail line. Ashfield is also well-serviced by frequent bus services.<br>Active transport and open space<br>South of the town centre (near the parts of South Ashfield that offer some alternative typologies of development) is Pratten Park. The Ashfield town centre, however, does not feature any significant open space arrangements.<br>Improving the active transport network to Ashfield Station would be required.<br>Land use, lot size and ownership patterns<br>Private ownership lots range from approximately 400-800sqm.<br>A quality network of streets and laneways could facilitate development opportunities in South Ashfield. |
| Key constraints/challenges | Private land ownership patterns.<br>Maintaining and enhancing the level of commercial uses in the Ashfield town centre could be challenging with some recent losses of commercial activity. |

### Key actions for the Local Housing Strategy to be Implemented

- » Undertake a place-based analysis of the South and North Ashfield area with likely a multi-dwelling outcome.
- » Investigate boosting some planning controls in the Ashfield Town Centre and extend to the west along Liverpool Road and Norton Street. Consider a bonus approach for commercial floorspace to maintain the commercial function of the centre.
- » Investigate boosting planning controls in the North Ashfield investigation area earlier, ie within the "from 2019" timeframe, subject to open space access/provision.
- » Consider offering incentive floor space for commercial in the Ashfield Town Centre.

## Integrated Light Rail / Metro West / Metro South West

There are capacity issues on the Inner West light rail line. There may be better opportunities to integrate Metro South-west and Metro West with light rail to increase capacity or other solutions. This should be explored in an integrated transport assessment. The following growth opportunities provided below are dependent on increased capacity.

### 6.7.5 Lilyfield East

Lilyfield will form a transition area from The Bays Precinct, which is expected to deliver considerable housing. As such, there is an opportunity to deliver increased housing and a transition from this focus of development. An outline of the opportunities and constraints is provided below.

Figure 49 Existing Planning Controls – Lilyfield investigation area

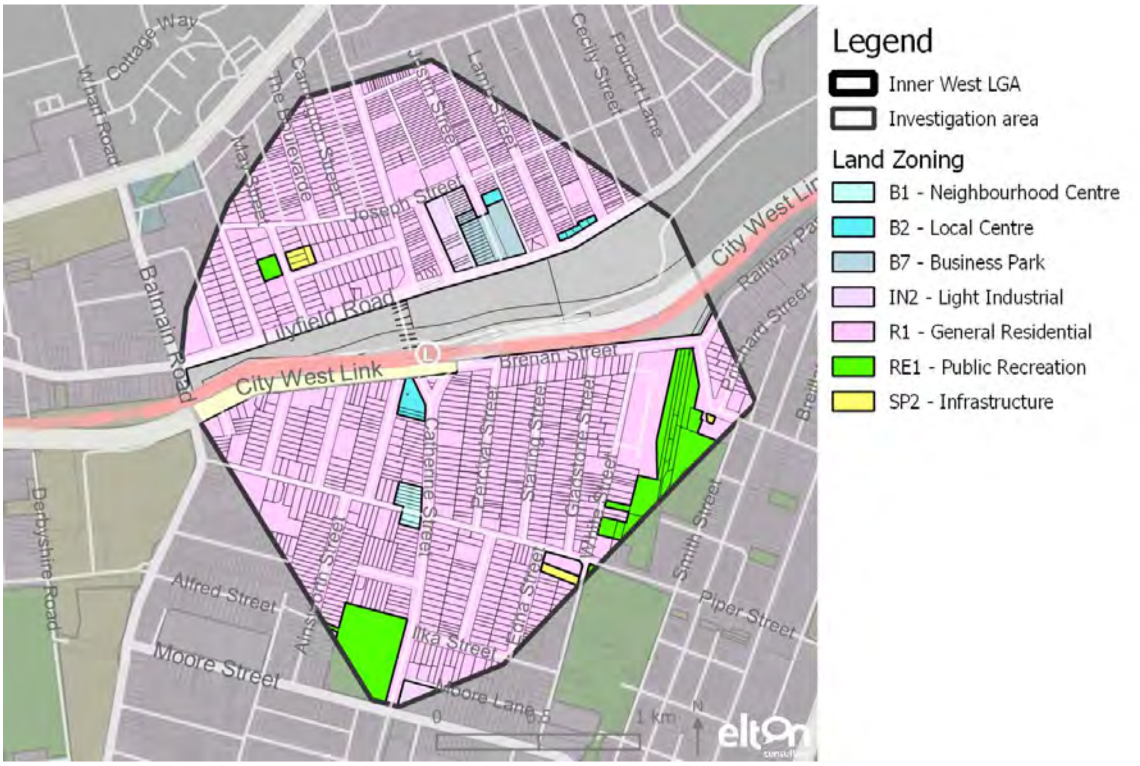



Table 31 Lilyfield East opportunities analysis

| | |
|---|---|
| Estimated existing dwelling numbers (ABS, 2016) | 1,450 |
| Anticipated additional capacity under existing planning controls | 50 |
| Anticipated additional dwelling potential to 2036 (70% of assessed dwelling potential minus 5% allocated to other forms of non-standard market dwellings) | 310 – 330 dwellings |
| Anticipated typologies (Refer to Section 3.3.4 for an explanation of typologies) | Low to medium-rise residential flat buildings and hybrid townhouse dwellings |
| Summary of existing controls | Predominantly R1 General Residential with a 0.5:1 FSR |
| Current character description and consultation outcomes | North of the light rail line at Lilyfield there is a mix of what appears to be social housing sites and a mixture of lower grade housing stock that transitions into the Brenan Estate Heritage Conservation Area.<br>In future this will become a transitional area to The Bays Precinct, serviced by both the light rail and an active transport corridor to Metro West (subject to the business case). |

| | |
|---|---|
| Key opportunities | Public transit<br>This area is currently serviced by light rail (Lilyfield station).<br>There is a 0-10-year commitment for a station at The Bays Precinct. While not directly in the 800m catchment of this (approximately 1000m if the Metro is located at White Bay), there is a strong opportunity for The Bays Precinct to deliver a high-quality active transport network.<br>Active transport and open space<br>The Bays Precinct redevelopment offers the opportunity to deliver an excellent active transport network to Metro West, as well as significant recreation resources along the waterfront.<br>Land use, lot size and ownership patterns<br>Key catalytic sites could include lots supporting social housing on the block of Helena Street and Edward Street (north-west of the light rail station), Lilyfield Road and Trevor Street.<br>Surrounding lots vary significantly from around 300-650 sqm.<br>Potential key sites to deliver a strong mix of social, affordable and private housing. |
| Key constraints | Current capacity on light rail and confirmation of achieving effectively public transit considering Metro West. |

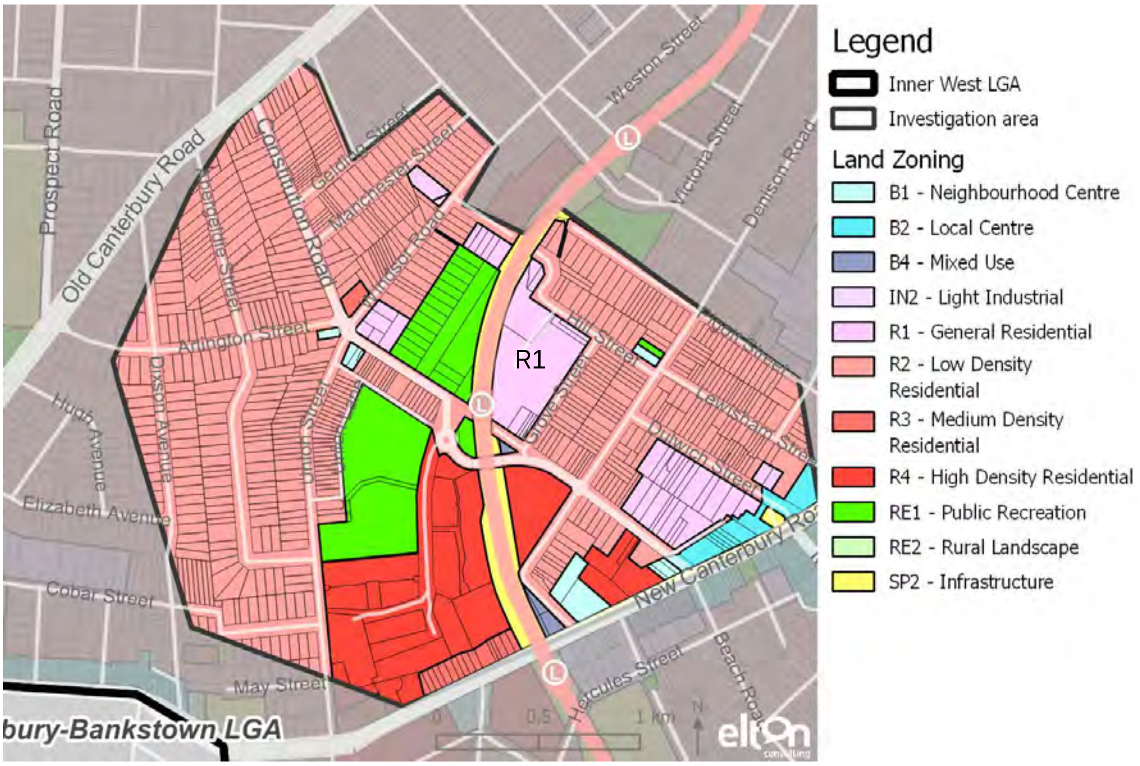
Key actions for the Local Housing Strategy to be Implemented

- Undertake a place-based planning study for Lilyfield.
- Consider the opportunities to delivery a mix of social and affordable housing.
- Include as a key dependency an upgrade to the light rail and/or commitment and delivery of Metro West

### 6.7.6 Arlington

Constraints and opportunities mapping has identified that Arlington on the light rail line offers some of the least constrained land in the Inner West LGA. As outlined earlier, harnessing this development capacity would depend on unlocking increased capacity on the light rail line.

## Figure 50 Existing planning controls – Arlington investigation area (400m catchment)*




* The above map provides an indication of the 400 m walking catchment to light rail stations. The investigation areas are not indicative of all the areas that will be investigated, only key locations within it. The boundary of the walking catchment has been modified in some instances so as not to overlap with neighbouring catchments.

## Table 32 Arlington opportunities analysis

| | |
|---|---|
| Estimated existing dwelling numbers (ABS, 2016) | 1,582 dwellings |
| Anticipated additional capacity under existing planning controls | 182 dwellings |
| Anticipated additional dwelling potential to 2036 (70% of assessed dwelling potential minus 5% allocated to other forms of non-standard market dwellings) | 130 dwellings |
| Summary of existing controls | Predominately R2 Low Density Residential with a 9.5m height limit and 0.6:1 FSR with pockets of R1 General Residential and R4 High Density. |
| Current character description and consultation outcomes | Arlington features a light rail stop with the GreenWay planned along the alignment that will service both localities.<br>Generally, the locality features older style homes generally not of cohesive character. There are a number of dual-access lots.<br>There is an opportunity to deliver a transition around more significant development and to frame the recreation spaces to denser multi-dwelling development on the periphery. |
| Key opportunities | Public transit |

| | |
|---|---|
| | Arlington is serviced by light rail. It is acknowledged that the light rail is at capacity at peak times. However, the Metro at Dulwich Hill could distribute use in both directions on the light rail to free up capacity and future opportunities to upgrade the line.<br>Active transport and open space<br>There will be excellent access to the GreenWay along the light rail line and there are already major parks in the area<br>Land use, lot size and ownership patterns<br>Lots are generally in the 400-500 sqm range. |
| Key constraints | Private ownership and form of subdivision will be challenging for development.<br><br>Inner West Greenway<br><br>Biodiversity corridor under Marrickville Local Environmental Plan 2011 |

Key actions for the Local Housing Strategy to be Implemented

» Undertake a place-based analysis of the Arlington. Concentrate investigations for place-based studies along: Grove Street, Denison Rd between Constitution Rd and Hill St, and Constitution Rd between Grove Street and New Canterbury Road.

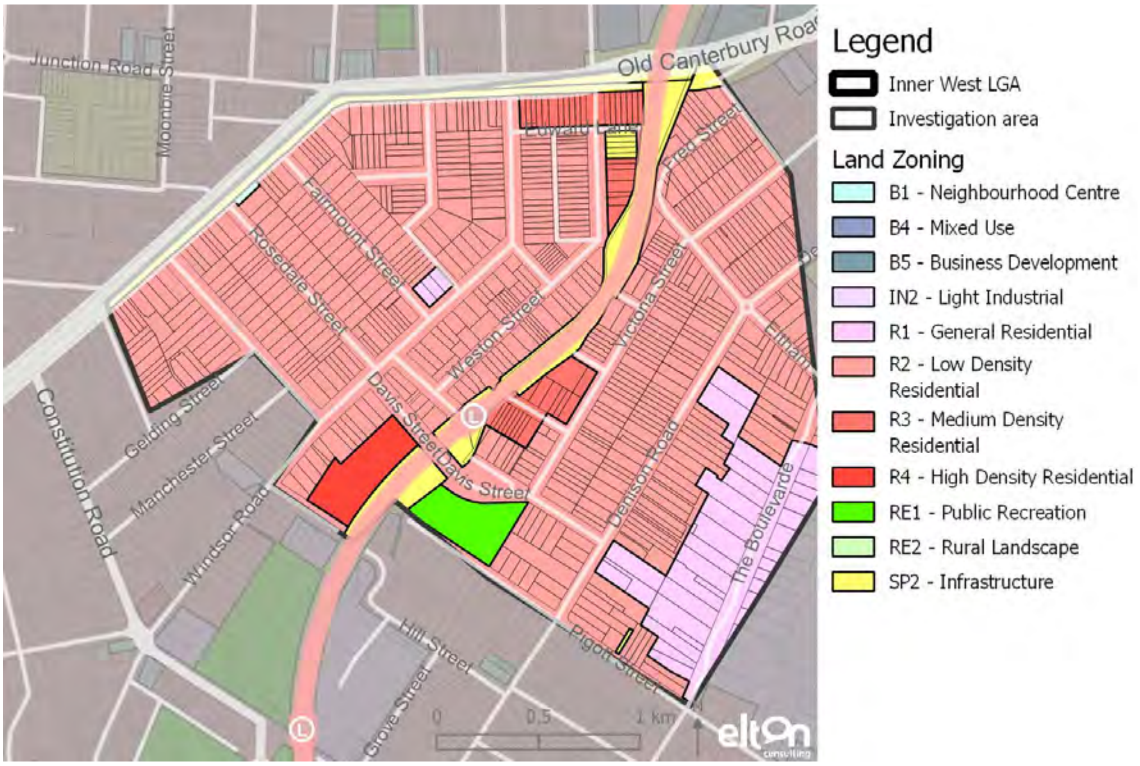
» Undertake heritage investigations to protect significant historic buildings and streetscapes.

» Include as a key dependency capacity of light rail with the Metro station at Dulwich Hill or upgrade of frequency of light rail.

### 6.7.7 Waratah Mills

Constraints and opportunities mapping has identified that Waratah Mills on the light rail line offers some of the least constrained land in the Inner West LGA. As outlined earlier, harnessing this development capacity would depend on unlocking increased capacity on the light rail line.

Figure 51 Existing planning controls – Waratah Mills investigation area (400m catchment)*




* The above map provides an indication of the 400 m walking catchment to light rail stations. The investigation areas are not indicative of all the areas that will be investigated, only key locations within it. The boundary of the walking catchment has been modified in some instances so as not to overlap with neighbouring catchments.

Table 33 Waratah Mills opportunities analysis

| | |
|---|---|
| Estimated existing dwelling numbers (ABS, 2016) | 697 dwellings |
| Anticipated additional capacity under existing planning controls | 132 dwellings |
| Anticipated additional dwelling potential to 2036 (70% of assessed dwelling potential minus 5% allocated to other forms of non-standard market dwellings) | 80 dwellings |
| Summary of existing controls | Predominately R2 Low Density Residential with a 9.5m height limit and 0.6:1 FSR with pockets of R1 General Residential, R4 High Density and R3 Medium Density. |

| | |
|---|---|
| Current character description and consultation outcomes | Waratah Mills features a light rail stop with the GreenWay planned along the alignment that will service both localities.<br>The key housing opportunity is between the light rail line and Old Canterbury Road. The area has undergone significant transition with some redevelopment near the line.<br>Generally, the locality features older style homes generally not of cohesive character. There are a number of dual-access lots.<br>There is an opportunity to deliver a transition around more significant development and to frame the recreation spaces to denser multi-dwelling development on the periphery. |
| Key opportunities | Public transit<br>Waratah Mills is serviced by light rail. It is acknowledged that the light rail is at capacity at peak times. However, the Metro at Dulwich Hill could distribute use in both directions on the light rail to free up capacity and future opportunities to upgrade the line.<br>Active transport and open space<br>There will be excellent access to the GreenWay along the light rail line and there are already major parks in the area<br>Land use, lot size and ownership patterns<br>Lots are generally in the 400-500 sqm range. |
| Key constraints | Private ownership and form of subdivision will be challenging for development.<br>Inner West Greenway<br>Biodiversity corridor under Marrickville Local Environmental Plan 2011 |

Key actions for the Local Housing Strategy to be Implemented

- Undertake a place-based analysis of the Waratah Mills.
- Undertake heritage investigations to protect significant historic buildings and streetscapes.
- Include as a key dependency capacity of light rail with the Metro station at Dulwich Hill or upgrade of frequency of light rail.

# Site-specific investigations

## 6.7.8 Leichhardt Marketplace/Marion Street Precinct

Leichhardt Marketplace is a shopping centre north of the Taverners Hill Precinct on a large site of 1.76 ha with a small site attached to make a total of 1.81 ha. The address of the shopping centres to the street is poor and the access to goods and services could be significantly improved. The block is also lined with houses with a poor outlook to the box-style shopping centre. In total, the block is 3.38 ha.

The site represents a significant renewal opportunity, particularly given Taverners Hill and Leichhardt Precinct are part of PRCUTS and, therefore, more pressure will be placed on the centre. This site could provide additional residential accommodation that is not provided in the industrial land as identified in PRCUTS. A holistic place-based study will need to be undertaken of the Marion Street Precinct to complement the Taverners Hill Precinct.

Figure 52 Leichhardt Marketplace / Marion Street investigation area

Table 34 Leichhardt Marketplace / Marion Street Precinct opportunities analysis

| | |
|---|---|
| Estimated number of existing dwellings | 41 dwellings |
| Estimate of potential dwelling yield | 300 to 700 dwellings (noting the key determining site will be what occurs at Leichhardt Marketplace) |
| Summary of existing controls | B2 Local Centre, R1 General Residential |
| Current character description and consultation outcomes | This locality features the Marion Street light rail stop.<br>Lords Road and Marion Street both feature industrial land very close to the light rail stop.<br>The Leichhardt Industrial Land Supply Study undertaken in 2014, indicated that the land provides valuable local urban services. A 2016 report contemplated feasibility of redeveloping land in Leichhardt's industrial precincts as industrial or industrial/commercial or industrial/commercial/residential, however the Eastern City District Plan seeks as a general principle to safeguard industrial land from competing pressures. |

| | |
|---|---|
| | Leichhardt Marketplace to the east is zoned B2 Local Centre (1.76ha) with the whole block being approximately 3.38 ha.<br>The built form does not provide quality street address and there is a significant opportunity to deliver better quality services to the community with a much improved street address. |
| Key opportunities | Public transit<br>It is acknowledged that the light rail is at capacity at peak times. A key focus of the Integrated Transport Strategy should be to advocate for increased capacity on this line.<br>Active transport and open space<br>Lambert Park provides a quality open space resource. Planning continues for the GreenWay along the light rail lines to deliver excellent linear space opportunity and connection to significant harbour front recreation resources.<br>Land use, lot size and ownership patterns<br>Lots are generally in the 400-500 sqm range. |
| Key constraints | Light rail capacity and other access issues may be significant for this locality. Current transport options provide slow travel options to the CBD. Preserving remnant industrial land for urban services would be a key consideration.<br>Finding locations for additional open space for an increasing population |

Key actions

- Prepare a place-based study for the Marion Street Precinct
- Prepare the relevant studies to support a Planning Proposal for the locality including traffic and transport modelling and a social infrastructure assessment
- Include the key dependency of improved mass transit capacity on the light rail line
- Develop a local contributions framework and incorporate the precinct in an Affordable Housing Target Scheme as required by SEPP 70.

### 6.7.9 Marrickville Metro

There has been a Part 3A approval to expand the centre to 13-55 Edinburgh Road and currently there is a Planning Proposal to increase commercial functions and services. In addition, growth to the north in the Victoria Road Precinct (anticipated 1,100 dwellings) will exacerbate any capacity issues at Marrickville Metro, though this may be in part, offset by the land newly zoned B4 Mixed Use area.

Figure 53 Marrickville Metro investigation site


Table 35 Marrickville Metro and surrounds opportunities analysis

| | |
|---|---|
| Estimate of potential dwelling yield (Metro site only) | 340 – 740 dwellings |
| Summary of existing controls | Marrickville Metro is currently zoned B2 Local Centre. |
| Current character description | Marrickville Metro is an older style of shopping centre with poor street address. It is understood that capacity of the shopping centre is limited and pressure for expansion is significant. Demand will only increase with the development planned at Victoria Road. |
| Key opportunities | Public transit<br>The nearest rail stations, St Peters and Sydenham, are approximately 800m away. The public transport landscape for this locality is uncertain with the Metro South West. This requires further investigation with Transport for NSW.<br>Active transport and open space<br>There are significant open space resources, including the Annette Kellerman Aquatic Centre, at Enmore Park nearby.<br>Land use, lot size and ownership patterns<br>Significant land sizes with an opportunity to maintain an urban services core function but delivering some housing. |
| Key constraints | The level of service for St Peters Station is unclear as St Peters is not included in the planned Sydney South West Metro.<br>Local parking and traffic constraints. A traffic study is required before any upzoning for residential uses is accepted. |

**Key actions for the Local Housing Strategy to be Implemented**

- Undertake a place-based analysis of the Marrickville Metro and surrounds to encourage a mix of urban services in the industrial land adjoining Marrickville Metro, upgrade to the shopping centre and connection to the Victoria Road Precinct.
- Undertake further consultation with Transport for NSW regarding St Peters Station.
- Investigate opportunities for affordable, seniors and student housing as part of Marrickville Metro. At a residential floorspace ratio of 2:1 (in addition to commercial floorspace), the site could potentially produce 750 dwellings.

## 6.7.10 Balmain opportunity site

As part of the consultation process for the Housing Study, it was identified that a waterfront site in Balmain zoned for special purposes could be an opportunity.

Figure 54 Balmain opportunity site

Table 36 Balmain opportunity site and surrounds opportunities analysis

| | |
|---|---|
| Estimate of potential additional dwelling yield | Up to 140 dwellings |
| Summary of existing controls | Special Purpose zone |
| Current character description | Highly desirable location for Water Police services. This site has good access to a ferry stop (around 10 minutes walk) and a bus service (around 5 minutes walk). With the redevelopment of The Bays Precinct there could be more logical locations in the precinct with better Metro West access. |
| Key opportunities | Active transport and open space<br>Opportunity to further open up waterfront access as part of the redevelopment. |
| Key constraints | Current State Government use |

**Key actions for the Local Housing Strategy to be Implemented**

- Discussions with State owners of the land regarding other logical relocations of the Marine Area Command, potentially within the Bays Precinct
- Work with State agencies to prepare a Planning Proposal if a substitute site can be found.

### 6.7.11 Summer Hill Site

While generally highly constrained by heritage considerations, there is significant opportunity for development immediately adjoining the Summer Hill Station to the south, fronting Carlton Crescent, east of Darrell Jackson Gardens. Such development could offer residential opportunity sensitive to surrounding heritage items and conservation areas. The map below provides an indication of the key sites to be investigated.

Figure 55 Existing planning controls – Summer Hill investigation area


Table 37 Summer Hill Station opportunities analysis

| | |
|---|---|
| Estimate of potential additional dwelling yield | Approximately 25 - 40 dwellings |
| Summary of existing controls | B2 Town Centre with the Summer Hill Central Heritage Conservation Area with a 10m building height allowed with a 1.5:1 FSR. |
| Current character description and consultation outcomes | The Smith Street and Lackey Street retail centre through Summer Hill is a well-preserved traditional high street and there are significant heritage items. The adjacent shopping centre is dominated by significant at grade car parking. |
| Key opportunities | Public Transit<br>Adjacent to Summer Hill Station. Currently the T1 line is at capacity. Metro West may affect the operation of the T1 line.<br>Active Transport and Open Space<br>Significant open space adjoins the site, Darrell Jackson Gardens, featuring tennis courts and a skate park.<br>Land use, lot size and ownership patterns<br>Several large lots adjacent to one another of approximately 3,000 sqm each with a total masterplan area of 2.4ha (includes heritage items on the block). |
| Key constraints | Specific heritage item lots are located in the area. A master planning process to deliver a successful built-form transition is required. |

### Key actions for the Local Housing Strategy to be Implemented

- Undertake a place-making and masterplanning exercise for the group of sites.
- Consideration of built form that can deliver dwellings but in a form that integrates with the significant heritage items and delivers a cohesive streetscape.
- Include the key dependency of improved capacity on heavy rail, which may result from Sydney Metro.

# SECTION 7:
# Demographics and current demand, supply and capacity for housing

# 7 Demographics and current demand, supply and capacity for housing

This section highlights the key demographic and housing trends in the Inner West and their implications for future housing needs. It comprises high-level analysis of data on population, housing, and infrastructure that is required to inform the type of housing that is needed in the area. Detailed analysis is provided in Appendix C.

This demographics and housing analysis underpins the Strategy. It has provided the basis for analysis of investigation areas for growth in Section 6.

**Data sources**

The data referred to in this section is sourced primarily from ABS Census Data.
Where other data sources have been used, they are referenced in full.

## 7.1 Demographic indicators

### 7.1.1 Population projections and household growth

The Inner West Council Estimated Resident Population for 2016 was 191,194 (Profile ID). This increased to 194,564 in 2017 with a population density of 55.29 people per hectare (Profile ID).

The most accurate count of the total population is Estimated Resident Population, which factors in an estimate of those missed in the Census and those who were overseas on Census night.

According to DPIE figures, which differ slightly to those of the ABS Census Data, the area's population has grown by around 14% over the past 10 years to 2016 and is projected to grow by a further 22% in the next 20 years to 2036. Figure 56 shows two sources of population projections predicting growth for Inner West to 2036.

Projections for Inner West anticipate continuing population growth, at a slightly faster rate than experienced in recent years but below that of the surrounding areas. While the Inner West's growth rate is less than surrounding areas, it is considerably higher than the growth rate in other areas of Greater Sydney. Growth of almost 42,000 people is expected in Inner West over the 20 years 2016-2036, covered by the following projections (see Table 39).

Figure 56 Inner West population projections, DPE 2016 and Forecast id. 2017

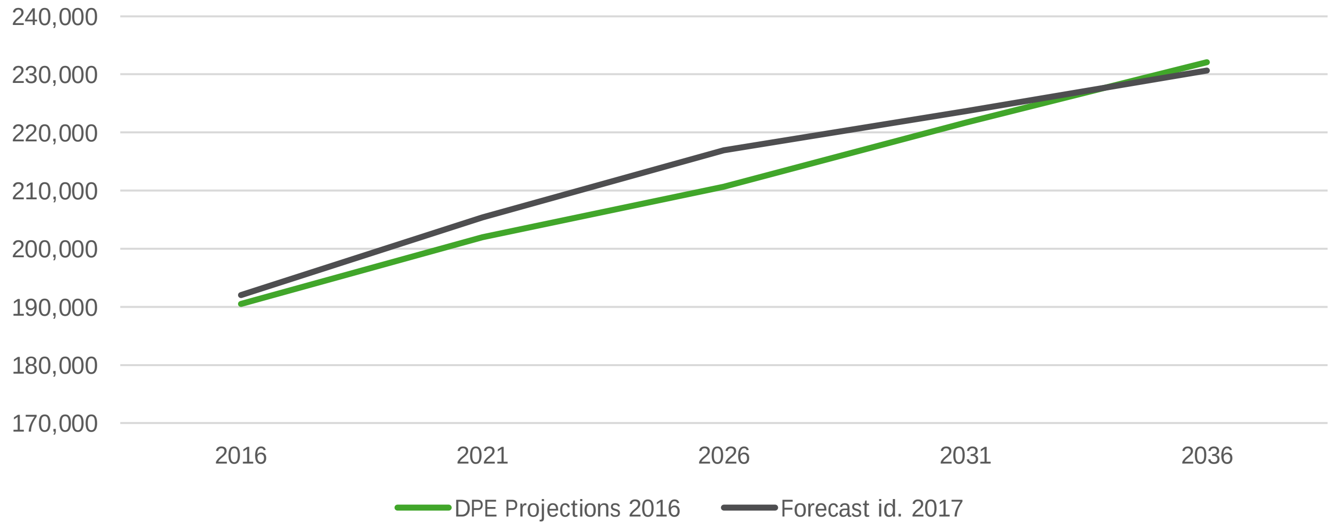



Table 38 DPE Population projections for Inner West and nearby LGAs

| LGAs | Inner West | City of Sydney | City of Canada Bay | City of Canterbury Bankstown | Eastern City District |
|---|---|---|---|---|---|
| 2016 | 190,500 | 212,550 | 90,850 | 360,350 | 1,013,200 |
| 2021 | 201,950 | 245,000 | 95,200 | 391,350 | 1,105,900 |
| 2026 | 210,700 | 267,500 | 103,900 | 426,900 | 1,176,500 |
| 2031 | 221,700 | 292,350 | 113,600 | 464,950 | 1,259,550 |
| 2036 | 232,100 | 315,200 | 122,900 | 502,850 | 1,338,050 |
| Total Change | 41,600 | 102,650 | 32,050 | 142,500 | 415,150 |
| Total % Change | 21.8% | 48.3% | 35.3% | 39.5% | 31.0% |
| Annual % Change | 1.1% | 2.4% | 1.8% | 2.0% | 1.6% |

Source: Department of Planning and Environment (DPIE), *NSW Population Projections High and Low 2016*, Main Series.

Implications

Steady population and household growth will continue to drive demand for new housing in the Inner West, although this is likely to be at a slower rate than in surrounding LGAs.

## 7.1.2 Age structure

Figure 57 illustrates population age distribution trends over 10 years from 2006 to 2016.

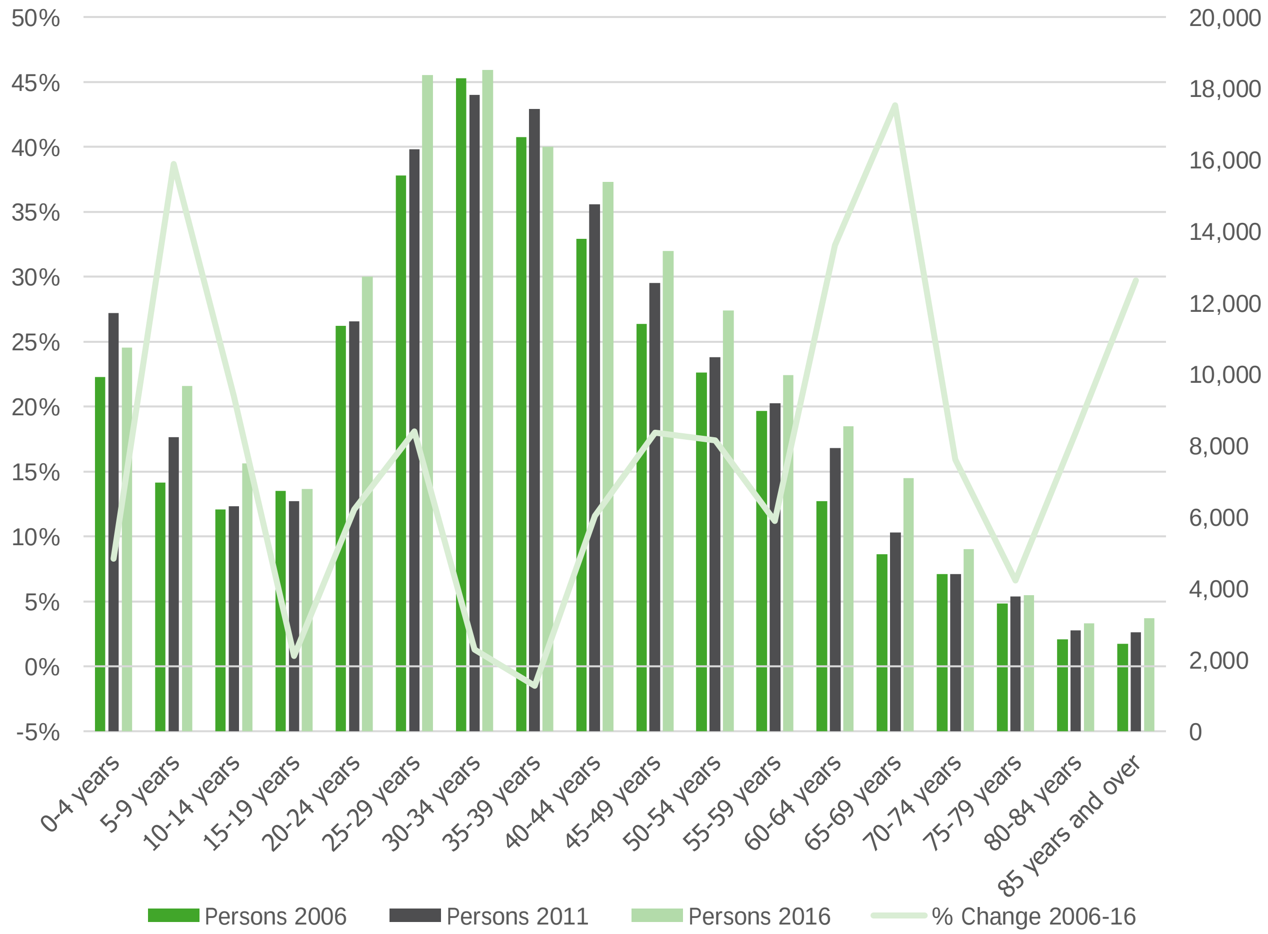
While the Inner West population as a whole is growing, the number of people aged 25-29 years has been growing rapidly (approximately 18% over 10 years), along with 45-49 years (also 18% over 10 years) and 50-54 year olds (17%).

However, it is 60-64 and 65-69-year-olds where growth in numbers is significant. This is likely due to this cohort remaining in the area longer than previously, rather than increasing numbers of this age group moving into the area.

Also noteworthy is the substantial number of younger children (0-4 years and an increase of almost 40% in 5-9 years) being born in the area or moving in, in conjunction with an influx of 24-39 year olds creating a significant service group of young families.

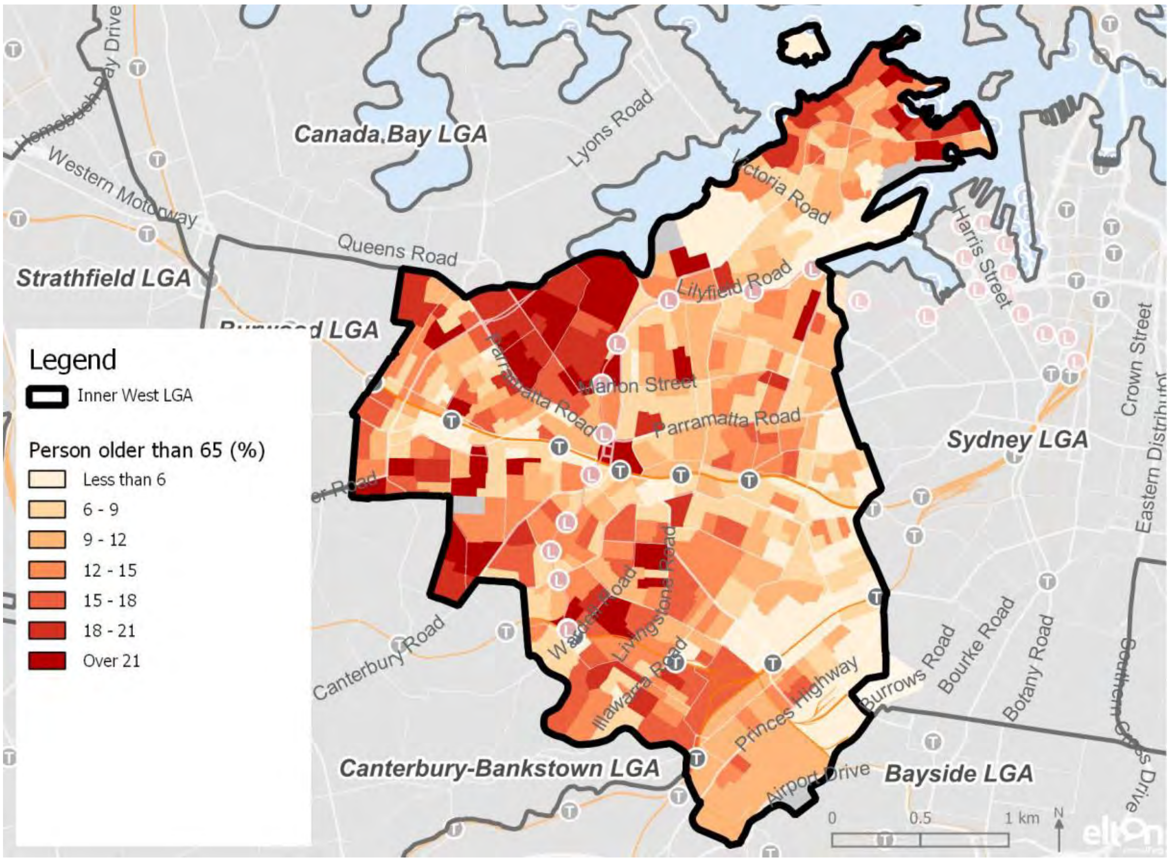
There appears to be a decrease in children in the primary to secondary age bracket. This could be an indication that young families move out of the area once children reach that age, either by not being able to find suitable dwellings and/or affordability concerns.

Figure 57 Inner West population change, 2006-2016



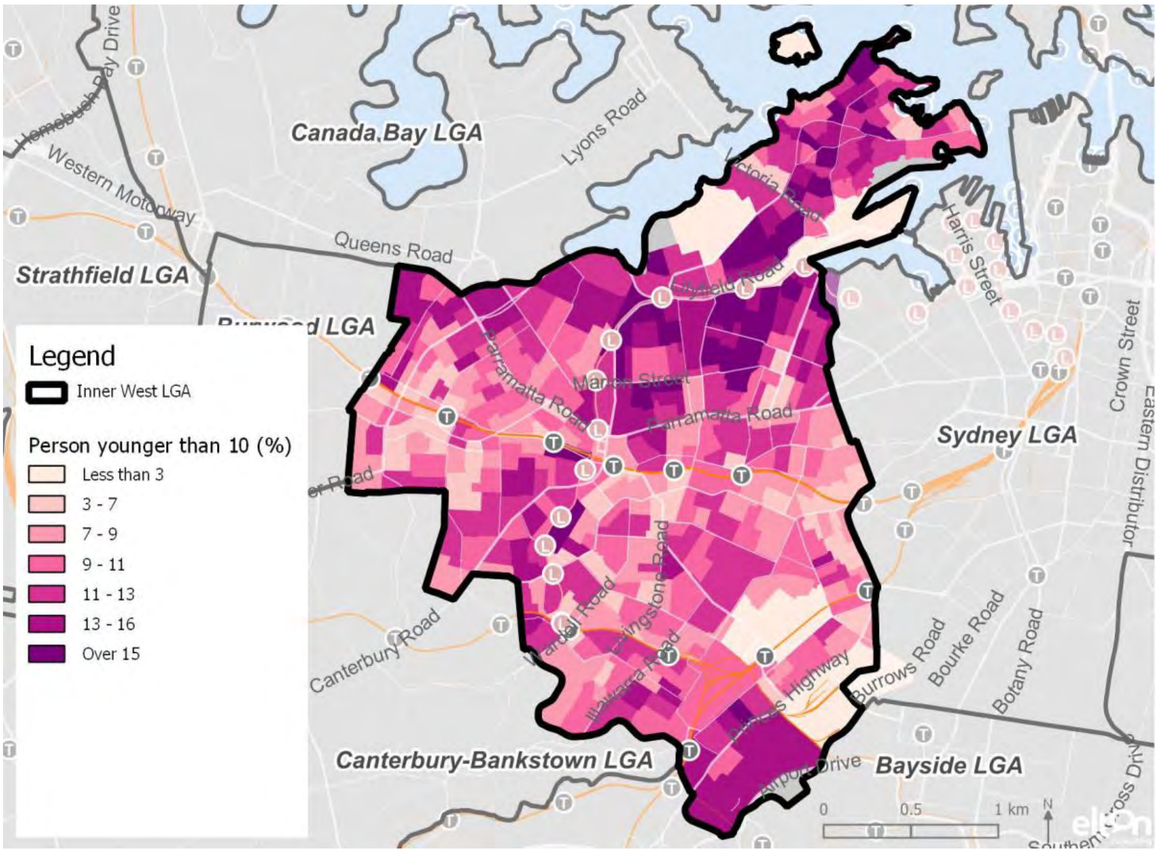

Source: ABS Census, 2016 Time Series Profile

Figure 58 Distribution of households with persons older than 65, 2016



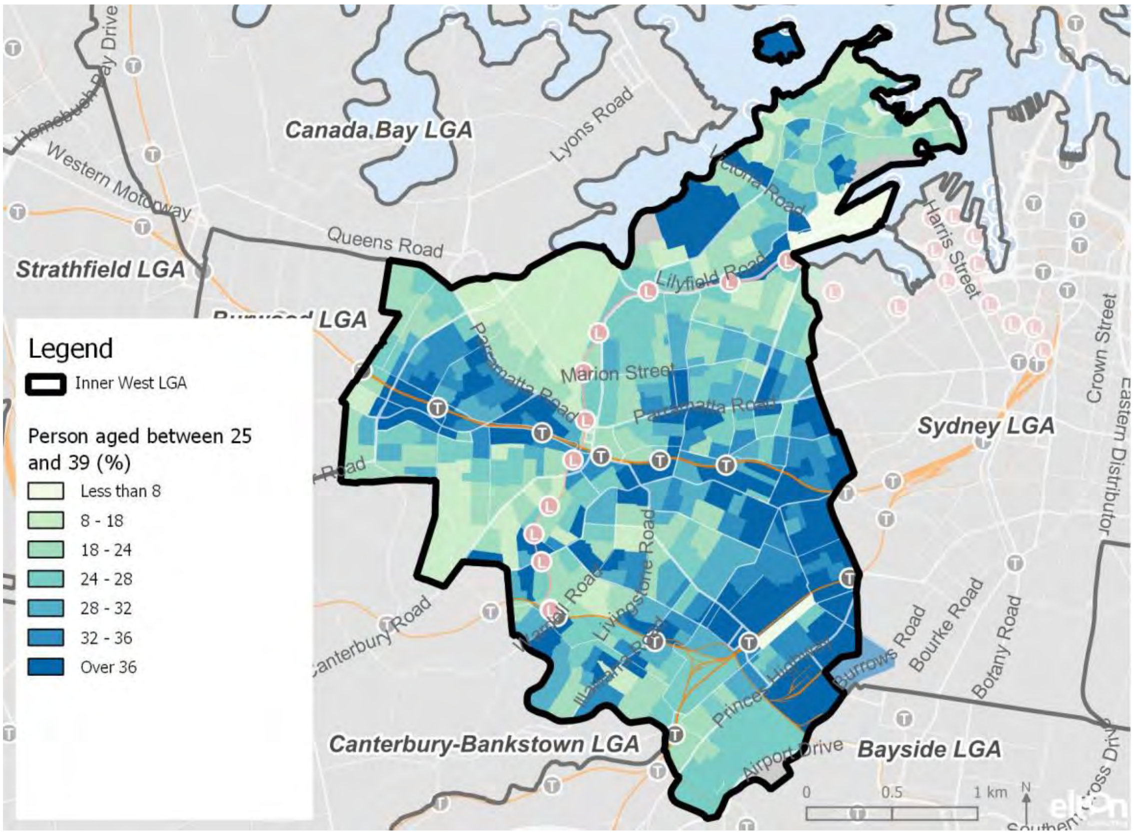

Source: ABS Census 2016

Figure 59 Distribution of households with persons aged under 10, 2016




Source: ABS Census 2016

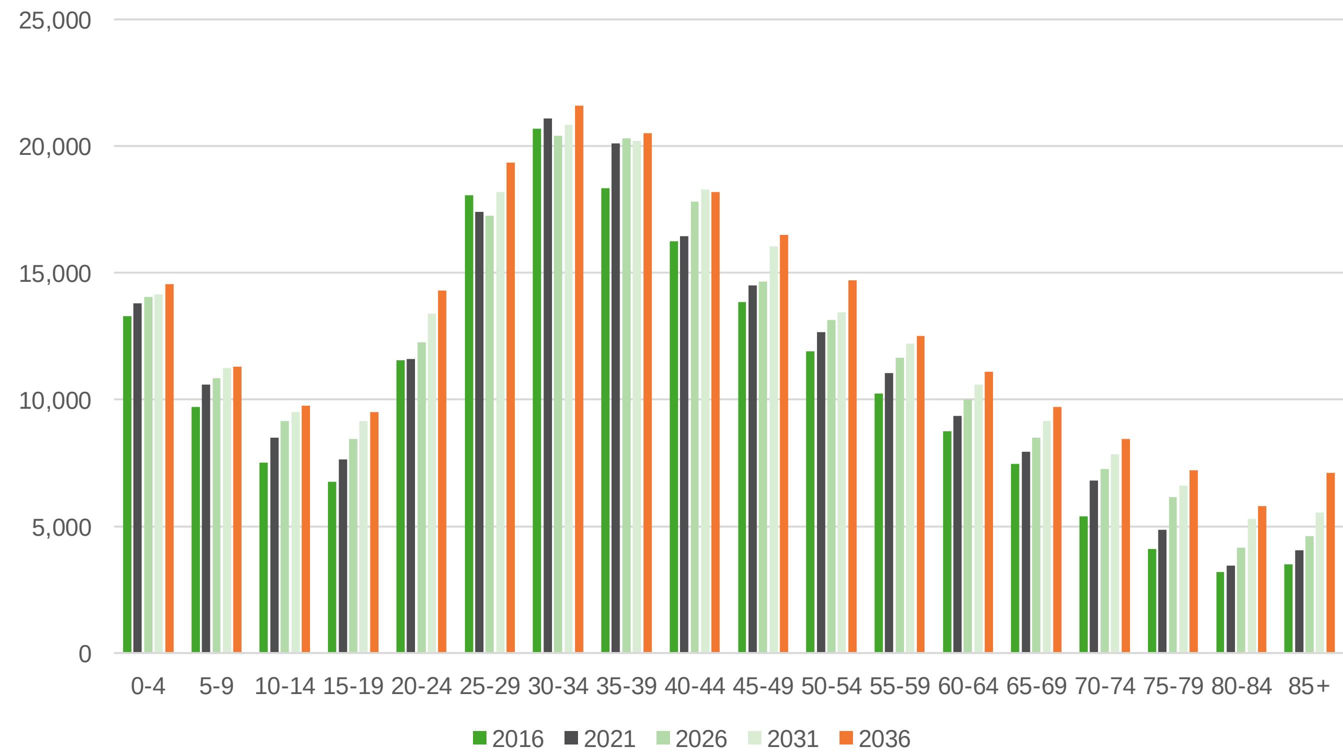
Figure 60 Distribution of households with persons aged 25-39, 2016




Source: ABS Census 2016

Forecast changes in age structure are shown in Figure 61. These forecasts indicate that the 15-24, 45-54 and 70+-year-old cohorts will grow the most.

Figure 61 Forecast age structure changes, 2016-2036




Source: 2016 New South Wales State and Local Government Area Population and Household Projections, and Implied Dwelling Requirements

Implications

As people in the Inner West age, demand for in-home aged care services is likely to substantially increase. It is also likely that as the population ages without attractive alternative and accessible housing to downsize into, the number of households with two or more spare bedrooms will grow.

Evidence from 2006-2016 suggests that families with older children (aged 10-19) are moving out of the area. A more diverse supply of housing (such as three-bedroom apartments or townhouses) and more affordable housing is needed to provide housing options for these families to remain in the Inner West.

### 7.1.3 Household composition

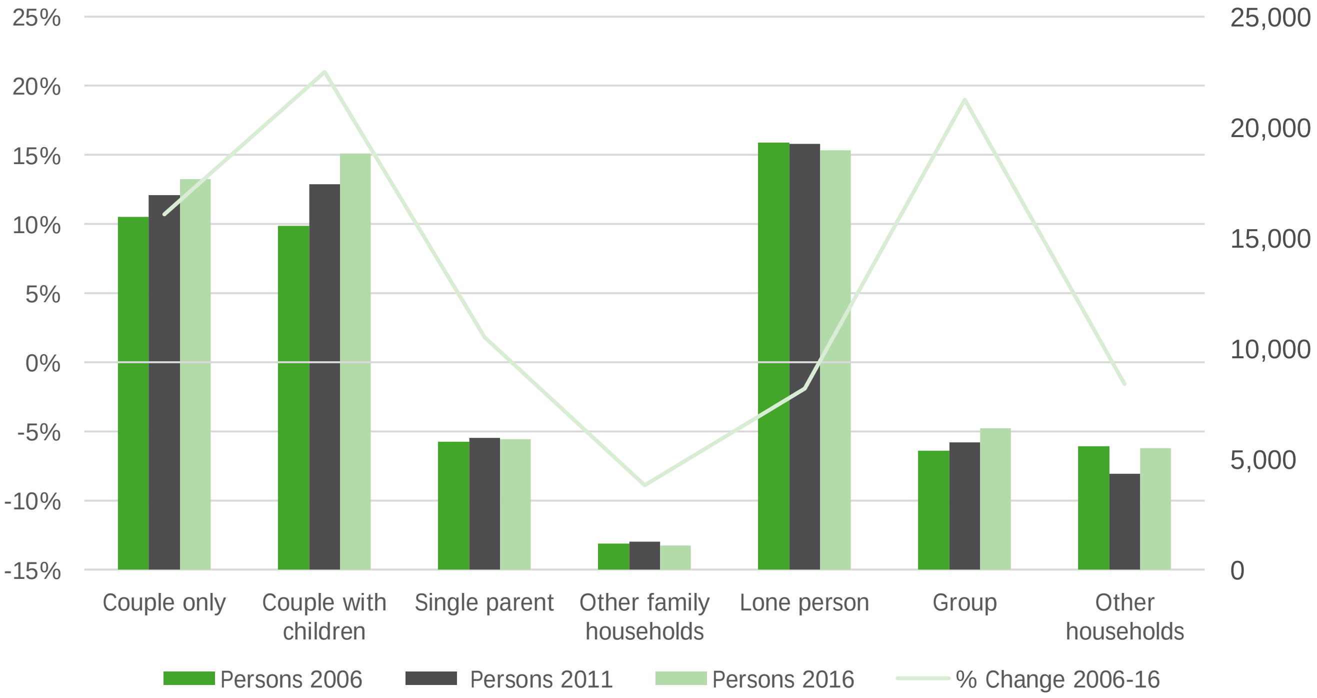
Lone persons, couples with children, and couple-only groups are the largest household groups in the Inner West LGA, comprising over 75% of all households (Figure 62) when combined.

Couples with children and group households are the fastest growing segments over the past 10 years. As a result, average household sizes have increased slightly from 2.3 to 2.4 since 2006.

Family households as a whole have grown 13% over the period. Amongst these, families with children have grown by 21%, and from a substantial base. Non-family households have grown far more slowly at 1.9% over 10 years, but amongst these group households have grown by 19%, albeit from a small base.

Figure 62 excludes non-private dwellings (which are not self-contained and include boarding houses, student accommodation with shared facilities and similar).

Figure 62 Inner West household change, 2006-2016




Source: ABS Census, 2016 Time Series Profile. Note: 'Other family households' includes multi-family households.

### 7.1.4 Household size

Department of Planning and Environment projections (Table 39) suggest that the average household size in the Inner West will decrease by 2036, consistent with trends across Greater Sydney.

Table 39 DPE population projections and implied dwelling requirement, 2016-2036

| TOTALS: | 2016 | 2021 | 2026 | 2031 | 2036 |
|---|---|---|---|---|---|
| Total Population | 190,500 | 201,950 | 210,700 | 221,700 | 232,100 |
| Total Households | 80,250 | 85,000 | 88,950 | 93,850 | 98,750 |
| Average Household Size | 2.31 | 2.31 | 2.30 | 2.29 | 2.27 |
| Implied Dwellings | 86,450 | 91,550 | 95,800 | 101,100 | 106,350 |

Source: 2016 New South Wales State and Local Government Area Population and Household Projections, and Implied Dwelling Requirements

However, according to ABS Census Data, average household sizes in the Inner West have been steadily increasing over the past 10 years (Table 40), from an average household size of 2.3 per occupied private dwelling in 2006 to 2.4 in 2016. This is unusual in the Greater Sydney context, particularly in long-established areas. Factors are likely to include young families being formed in the area and potentially the rise in group households responding to affordability issues, while lone person households have plateaued (see Appendix-C-3).

Table 40 Inner West average household size, 2006-2016

| Year | Average household size[1] | Average no. of persons per bedroom |
|---|---|---|
| 2006 | 2.3 | 0.9 |
| 2011 | 2.3 | 1 |
| 2016 | 2.4 | 1 |

Source: ABS Census, 2016 Time Series Profile. Note: 1. Average persons per occupied private dwelling.

These assumptions are critical in shaping housing projections.

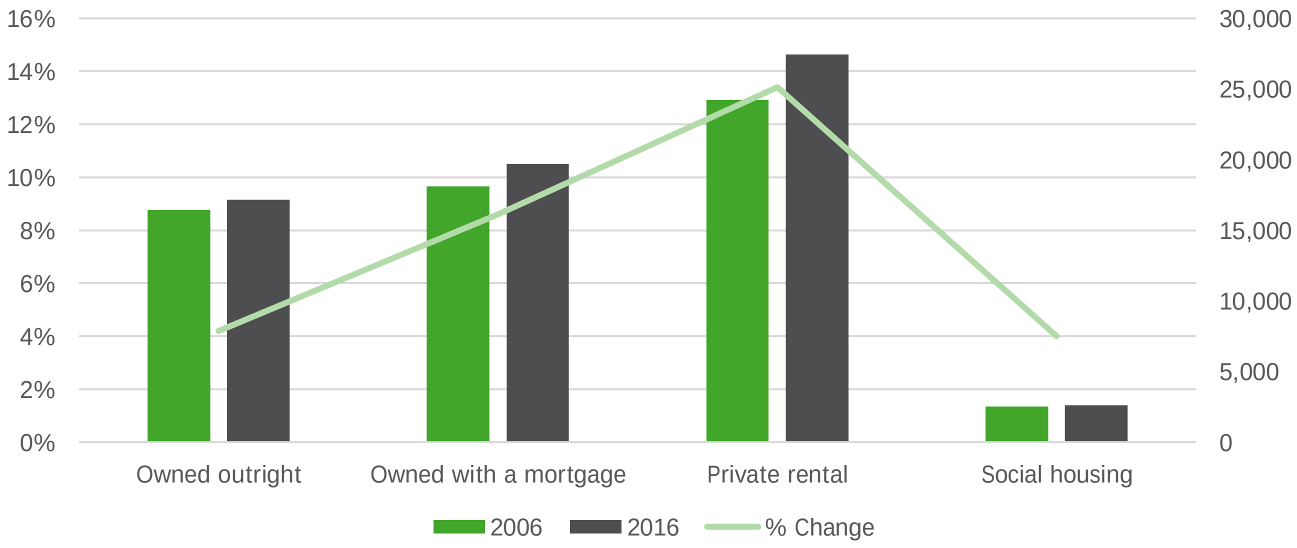
Family households (including multi-family households) are large and are increasing in size over time (2.8 people per dwelling). This is counterbalancing growth in lone person households as existing residents age in their long-occupied dwelling; 'ageing in place'.

### 7.1.5 Tenure type

A relatively high proportion of the Inner West population rent privately (39%) compared to Greater Sydney (29%). The proportion of people who own (25%), are buying (28%), or who rent from a social housing landlord (3.7%) is relatively low compare to NSW (5%) (see Appendix C-5-1).

Figure 63 illustrates how tenure type has changed in 2006. While all tenure types have grown between 2006-2016, the number of private rental dwellings has grown at the fastest rate, and higher than the overall number of dwellings since 2006.

Figure 63 Inner West tenure type change, 2006-2016




Note: Rented - landlord type not stated; Other tenure type; Tenure type not stated, have been excluded.

**Implications**

The proportion of private rental dwellings is likely to continue to grow.

## 7.1.6 Household income

Household incomes in the Inner West are relatively high, with median household income at $2,042 a week in 2016 compared to $1,746 a week in Greater Sydney.

Table 41 Median household income, 2006-2016

| Median household income ($/week) | 2006 | 2011 | 2016 |
|---|---|---|---|
| Inner West | $1,265 | $1,648 | $2,042 |
| Canada Bay | $1,453 | $1,753 | $2,058 |
| Canterbury-Bankstown | $884 | $1,062 | $1,296 |
| Greater Sydney | $1,173 | $1,444 | $1,746 |

Source: ABS Census, 2016 Time Series Profile for each LGA.

According to ABS Census Data, income growth in the Inner West has also been rapid, growing by 61% in the past 10 years compared with 49% across Greater Sydney. Between 2011 and 2016, households in the medium highest and highest income quartiles grew significantly in the Inner West. This is a strong indication of the gentrification process highlighted by participants in the stakeholder consultation process that was conducted as part of this Strategy.

Despite this, in 2016 there were still over 23,000 households in the LGA (over one third of all households) with incomes below the median. This group grew more slowly (1.4%) than those in the upper income quartiles (4%).

Implications

Significant growth in household incomes in the Inner West indicates the pressure and potential for displacement of lower income households, which may be confirmed by the influx of higher income 24-39-year-olds into the area.

The substantial number of households with incomes below the median suggests significant demand for affordable housing in the Inner West and the need for a diverse range of housing stock.

### 7.1.7 Employment

ABS Census Data indicates the employment outlook in the Inner West is strong, with a relatively low local unemployment rate of 4.8% compared with 6.0% in Greater Sydney. Employment participation rates are relatively high at 70.4% for men and 65.6% for women, compared with 66.9% and 56.7% respectively in Greater Sydney.

There are variations within the population, however, in that the unemployment rate for 15-19-year-olds is almost 18% and for 20-24 year olds is 8.7%. The demand within these groups is mostly for part-time work, so is likely to reflect a desire for paid employment as well as study.

Key industries in the area are:

» Professional, Scientific and Technical Services (14.1%), reflecting the many small professional consulting offices and similar across the area

» Health Care and Social Assistance industries (11.1%), associated with or servicing the Royal Prince Alfred hospital (just outside the LGA boundary), plus many local medical and paramedical services

» Education and Training (10.5%), including the TAFE NSW Design Centre, the Sydney Community College and other public and private education facilities

» Retail Trade (7.3%) and Accommodation and Food Services (6.9%) are also significant local employers. They include a variety of medium sized (e.g. Leichhardt Marketplace) and small retail centres across the LGA and registered clubs, hotels and pubs.

Travelling to work for people living in the Inner West generally takes 30 minutes or less for around 50% of the workforce.

Implications

The attractiveness of housing in the area is boosted by the fact there are substantial employment opportunities within the LGA and its proximity to employment opportunities in other areas, such as the Sydney CBD, Port Botany and Sydney Airport.

## 7.2 Housing demand

This section provides a summary of key indicators of demand for housing in the Inner West LGA and implications for future housing supply.

Demand is measured by housing stress among particular needs groups, housing market demand trends, 20-year dwelling projections, the cost of housing (rental and purchase), the availability of social and affordable housing and overcrowding and under-occupancy rates in the LGA.

Further detail on housing demand can be found in Appendix C (Demographic Overview) and Appendix D (Housing Demand).

### 7.2.1 Demand from local workers

Key workers are considered to be those in low income and moderate income occupations who provide key services to the community, such as in the areas of health, community and personal work, education, construction and trades, transport, hospitality and childcare.

The 2016 Census found that in most key worker categories a similar number of workers live and work in the Inner West LGA, indicating that most key workers can afford to live there.

However, for child carer workers, personal carers and automobile, bus and train drivers, far more people work than live in the area, suggesting the Inner West LGA may not be affordable to them.

### 7.2.2 Housing market demand trends

The Inner West LGA forms part of the City and Harbour side Housing Market Demand Area (HMDA) identified in UNSW City Futures Research Centre's Technical Report *Implementing metropolitan planning strategies: taking into account local housing demand* (2013).[27] The report finds that the City and Harbour side HMDA profile is mainly mixed density higher cost locations.

Looking at changes in dwellings by family type, the report finds that smaller households (such as lone persons and couples without children) are moving into apartments as opposed to stand alone dwellings.

Looking at urban mobility, the report finds that more households are moving around within the market area than are moving into the area.

**Implications**

There is demand for smaller housing types among smaller households such as lone persons and couples without children. Diverse housing types are required to allow households to access housing suitable for them in the LGA.

### 7.2.3 Dwelling projections

According to implied dwelling projections by the Department of Planning and Environment there will be 106,350 dwellings in the Inner West LGA by 2036 (see above Table 39). This assumes a household size of 2.27 and a vacancy rate of 7%. However, these assumptions are not supported by evidence which indicates that household sizes increased from 2.3 to 2.4 persons between 2006 and 2016 and current vacancy rates of 1.6% to 3.3%.

The projection of 106,350 dwellings by 2036 represents an increase in dwellings of about 1,000 per year over 20 years, a relatively slow rate of growth compared with nearby LGAs the City of Sydney (3,000 per year) and the City of Canterbury Bankstown (2,700 per year).

This section considers DPE's projections in terms of market delivery, which is a strong indicator of dwelling demand. Examining dwelling approval trends, in the 2015-2018 period, that 1,006 standard market dwellings were approved by Development Application or Complying Development Certificates each year. When other forms

[27] The City and Harbourside Housing Market Demand Area includes the LGAs of Inner West, Sydney, Burwood, Strathfield, Canada Bay and Woollahra.

of residential accommodation are added (boarding rooms, affordable housing, residential care beds etc), this jumps to 1,256 residential accommodation units per year.

By combining the above with ABS data that shows that 1,095 dwelling were added per year between the 2011-2016 Census (ABS Intercensal change in dwelling numbers by suburb in the Inner West) as per Appendix E-7, the following can be calculated:

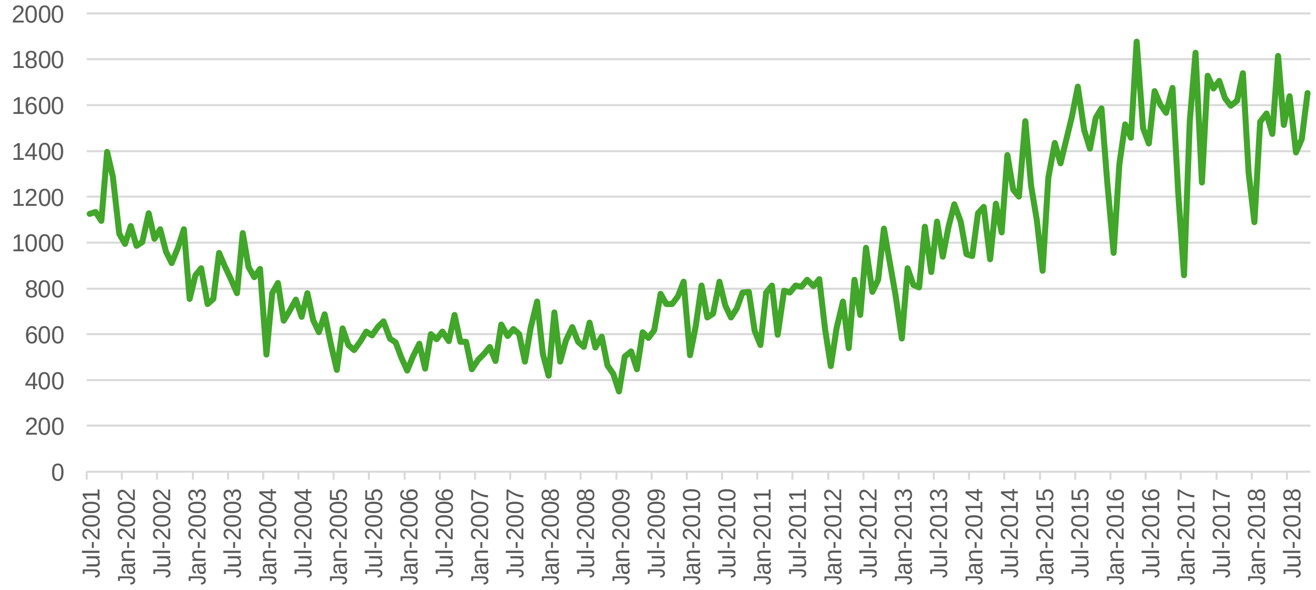
» 7,988 dwellings or other forms of residential accommodation were added in the 2011- 2018 period

» the average over the seven years is 1,141 dwellings or other forms of residential accommodation produced per year.

It should be noted, as outlined in Figure 64, that the last seven years represents a peak in terms of housing delivery across Greater Sydney.

This would suggest that the forecast dwelling projections outlined by DPE, which are based on assumptions that take into account trends for births, deaths and migration, are reasonable.

Figure 64 Greater Sydney long term dwelling approval trends, July 2001-July 2018




Source: ABS

### Implications

New supply in the Inner West LGA will be relatively low in proportion to the existing supply. It will therefore be important to ensure the dwellings built over the next 20 years address any identified gaps in the market (such as affordable and smaller dwellings).

Based on the analysis, the long-term trend of delivering 995 dwellings annually as per the Department of Planning and Environment Forecast is a reasonable assumption for private dwelling demand.

### 7.2.4 Price and type of dwellings for sale

Property sales average 2,000 a year in the Inner West. Sales are evenly spread across the LGA with around 160-240 sales per suburb per year. Close to 53% of sales involve Torrens title; typically detached dwellings or town houses (including terrace and row houses).

The balance are Strata title and usually apartments (including flats), although this split varies considerably between individual suburbs.

In the March 2018 quarter, the median Strata titled dwelling sale was $770,000 and for Torrens titled dwellings the median sales price was $1.56 million.

**Implications**

Sales demand is relatively evenly shared across denser and attached dwelling typologies, suggesting that in future the area will have a need for a range of dwelling types.

### 7.2.5 Occupancy

Overcrowding is an issue in the Inner West LGA, with 10,900 (13.5%) dwellings housing more residents than they have bedrooms, allowing for two people in the master bedroom (refer Appendix D). Applying the more stringent ABS definition of overcrowding, 6.2% of households in the Inner West experience overcrowding. This is comparable with 6.6% for Greater Sydney.

Under-occupancy is more prevalent in the LGA when applying the ABS definition, with 53% of households under-occupied. While this is lower than the Greater Sydney level of 63%, it is still significant. Housing suitability across the Inner West is detailed in Table 42.

Table 42 Inner West housing suitability

| Housing Suitability | No. Dwellings |
|---|---|
| Four or more extra bedrooms needed | 56 |
| Three extra bedrooms needed | 105 |
| Two extra bedrooms needed | 543 |
| One extra bedroom needed | 3,550 |
| Total (needed) | 4,254 |
| No bedrooms needed or spare | 23,851 |
| One bedroom spare | 24,190 |
| Two bedrooms spare | 9,729 |
| Three bedrooms spare | 1,955 |
| Four or more bedrooms spare | 387 |
| Unable to determine | 2,673 |
| Not stated | 1,761 |
| Total (spare) | 64,546 |

Source: ABS Census, 2016 Table Builder; variable HOSD.

Implications

With high rates of under-occupancy, there may be some unexpressed demand for smaller housing types in the area.

# 7.3 Housing supply

## 7.3.1 Current housing stock

There were 74,288 dwellings in the Inner West LGA in 2016 (ABS Census). This figure, based on ABS Census data in 2016, is considerably lower than DPE's projection of implied dwelling need of 86,450 for 2016 for the Inner West LGA. Implied Dwelling Requirements are based on the standard calculations of housing need rather than what is actually on the ground. The density and type of housing vary across the Inner West LGA. Higher density housing—comprising flats, units and apartments—is more concentrated along train lines and key corridors such as Parramatta Road, and New Canterbury Road.

Dwelling supply across the Inner West LGA has grown by a little under 1% per year over the past 10 years (2006 to 2016), although most of the growth has occurred over the last five. In contrast, across Greater Sydney growth has been over 1.3% per year.

The local government area has a mix of dwelling types, shown in Figure 65 which illustrates trends in dwelling typologies over the 2006-2016 period. As at 2016, 24% of housing was separate houses, 32% was semi-detached, row or terrace houses and approximately 41% was flats, units or apartments.

It is important to note that the definition of 'separate house' changed between 2011 and 2016 to require a half metre gap between dwellings in order to be considered a separate house. The substantial decrease in separate houses is partly a result of this change.

Figure 65 Dwelling structure, 2006-2016


Source: ABS Census, 2016 Time Series Profile. Notes: the definition of 'separate house' changed between 2011 and 2016 to require a half metre gap between dwellings in order to be considered a separate house. The substantial decrease in separate houses is partly a result of this change. The category of 'dwelling structure not stated' has been excluded. 'Other dwellings' overwhelmingly refer to shop top housing.

Key points from analysis of 'dwelling structure' and 'number of bedroom' trends are:

» apartments in 4 or more storey buildings have grown dramatically by 64% over the 10 years, but from a very low base (reaching 7,565 in 2016)

» apartments in smaller buildings—although displaying much lower growth rates—have made a contribution (2,495) to dwelling stock numbers over the 10 years to 2016

» in 2006-2010, studio typologies rose by 31% (47 dwellings) and there was a 58% increase in one-bedroom stock (1,200 dwellings), albeit from very low base

» two- and three-bedroom stock increased by 6.6% and 5.6% respectively (approximately 1,000 dwellings each)

» there was a significant rise in the number of 4 or more bedroom dwellings (34%) in this period, equating to 2,167 dwellings however, this may be likely due to alteration of two and three bedroom stock (another potential indicator of gentrification)

» flats and apartments are usually two bedrooms (66%), but one-bedroom flats and apartments displayed the highest growth rate (83%).

Growth in studio and one-bedroom typologies indicates that the market is starting to respond to demographic changes and affordability concerns.[28]

Council Development Planners confirm that in the 2015-2016 financial period, there was a further escalation of delivering smaller typologies. Growth in 4+ bedroom stock is likely as a result of renovation or additions to existing housing stock.

[28] Echoed in consultation interviews with developers and community housing providers

### Implications

While there is some market response to affordability through smaller dwelling typologies, in general greater numbers of two and three bedroom typologies are being produced than studio and one-bedroom typologies. The significant escalation of 4+ bedroom dwellings is likely an indicator of gentrification, most likely through renovation due to the general unavailability of land.

Suitable housing for families is also needed in the LGA, noting that as children get older, families are moving out of the area. Investigate opportunities for 3+ bedroom dwellings.

## Residential accommodation for needs groups

### Boarding house rooms

In 2016, Inner West has approximately 1,460 people in boarding house rooms, 1,715 people in nursing homes and 642 people living in private hotels (ABS Census, 2016 Table Builder). Council data from 2018 estimates that there are approximately 329 boarding houses in the Inner West LGA. In terms of registered boarding houses in Greater Sydney, the former Marrickville LGA had the second highest concentration, Ashfield had the fourth highest and Leichhardt the seventh highest, indicating how important the Inner West area is for this important accommodation resource.

A breakdown of approvals and constructions for residential accommodation for needs groups compared with private market dwellings in 2015-2018 financial year is provided in the Table 8.

On average, around 20-25% of residential accommodation approved in 2015-2018 was for residential accommodation (not necessarily a dwelling) for specific needs groups. Over the three years to 2018, 693 new generation boarding rooms were approved or constructed, representing approximately 17% of residential accommodation.

It should be noted that this may be an anomaly as no longer term data is available on the production of boarding rooms, but one would expect that a certain level of development of this residential accommodation type will continue as it appears to be attractive to investment under the current policy framework pertaining to boarding houses.

Despite the approvals for boarding houses, a key issue is that boarding houses do not necessarily deliver affordability, particularly newer boarding houses. As noted in Section 1, a shortcoming of the Affordable Rental Housing SEPP (ARHSEPP) is that there is no mechanism requiring boarding rooms to be let at an affordable rent or that affordable dwellings are generally let out at 75% of market rate by Community Housing Providers. However, there are Ministerial Guidelines and incentives (such as GST-free status) for Community Housing Providers to rent out Affordable Housing at below 75% of market rate. Also, dwellings delivered under ARHSEPP for affordable housing are only required to be 'affordable housing' for a period of 10 years. That is, housing built under the ARHSEPP can become standard market dwellings after ten years of use as affordable housing. Council seeks to advocate for changes to the ARH SEPP to require boarding houses to be managed by community housing provides to ensure they are affordable for very low, low and moderate income earners.

## 7.3.2 Planned housing stock

Planned housing stock includes new housing from submitted development applications and commenced, but not yet completed, developments. It also includes planning proposals recently gazetted that are likely to deliver more dwellings. Refer to Section 4 of this Strategy for identification and analysis of planned housing stock.

This Strategy anticipates that dwelling delivery in the significant renewal precincts of the Inner West is likely to occur in the 6-10-year and 10+ year timeframes.

### 7.3.3 Rental vacancies and vacancy rate

Vacancy rates across the Inner West LGA are low, ranging from 1.6% (2042; Enmore) to 3.3% (2044; St Peters). A common view is that a 3% vacancy rate reflects a reasonable balance between rental dwelling supply and demand. Rental vacancies are particularly low in Enmore, Marrickville and Haberfield.

#### Short term rental accommodation

Research suggests that short-term letting is affecting the availability of rental properties, particularly in inner-city areas with significant tourism appeal.[29] Around 30% of Airbnb activity in Sydney is 'commercial' short term lets, defined as properties offered for more than 90 days per year or where the host has multiple listings.[30] In the Inner West, the number of dwellings frequently available on Airbnb represents 69% and 44% of the vacant rental stock available in the former Leichhardt and Marrickville local government areas respectively.[31]

Private renting is the predominant tenure type in the Inner West, with around 37% of dwellings in the Inner West rented in the private market. There is some evidence across Greater Sydney that the most economically dynamic parts of the city with greatest access to jobs are also the areas where renting is the most common tenure type.[32]

Rental stock in well-located areas such as the Inner West is likely attracting wealthier professionals who are seeking good access to jobs, transport and services and for whom renting (not necessarily ownership) is attractive.

Ensuring a supply of private rental dwellings is important to ensure that renters across the spectrum (including students), and not only wealthier renters, are accommodated. The financial incentives to rent via a short-term rental platform are evident through this example in the Inner West:

» the median rental price for a one bedroom flat or apartment in the Inner West is $460 per week, or $23,920 per year (Appendix D-1).

» a one bedroom home rented on Airbnb could earn $141 per night (taking a sampling of one bedroom offerings where the guest would have use of the entire home), or $25,380 for the maximum 180 days the property could be rented.

Whilst acknowledging that fees to Airbnb would be deducted and that the property would not necessarily be rented continuously, it is financially attractive to undertake short term rental, particularly where the owner is not locked into a lease and has free use of the property for half the year.

The Government's policy to allow a period of 180 days per year therefore risks eroding the availability and affordability of rental properties. This could have the impact of:

» Removing properties from the long-term rental market,

» Incentivising short term (six month) leases, with property owners utilising short term letting arrangements during the remainder of the year,

» Further decreasing rental vacancy rates, which are below 3% in every suburb of the Inner West except for St Peters (Appendix E-5),

» Creating further instability for renters, in a context where over 12,000 people or around 7% of the Inner West population is already in rental stress, and

» Increasing rental prices through lack of supply.

[29] AHURI, 2018, 'The potential of new technologies to disrupt housing policy', https://www.ahuri.edu.au/__data/assets/pdf_file/0022/28615/AHURI-Final-Report-305-Technological-disruption-in-private-housing-the-case-of-airbnb.pdf

[30] Ibid.

[31] Nicole Gurran & Peter Phibbs (2017) When Tourists Move In: How Should Urban Planners Respond to Airbnb?, Journal of the American Planning Association, 83:1, 80-92,

[32] Committee for Sydney, 2019, 'Seeing the City – Towards a data-driven Sydney', https://www.sydney.org.au/wp-content/uploads/2019/01/CfS_Seeing-the-City_2018.pdf

In November 2018, Council endorsed a submission to DPIE which raised concerns that changes to the planning system that permit short term rental accommodation for up to 180 days per year with the host not present have the potential to detrimentally impact on the supply of dwellings available for long term rental.

The change could result in removing dwellings from the long-term rental market, driving up residential rents and impacting on housing affordability, particularly in areas where there is a need for affordable housing and the demand for short-term rental accommodation is high. The Inner West LGA is one of those areas.

In the submission, Council strongly recommended further consideration of the number of days short term rental accommodation can take place, especially in areas where the Government's own policies identify that there is a need for affordable housing in that local government area.

Implications

High demand for rentals is likely to continue in the Inner West, given the low vacancy rate and dramatic growth in private renters.
When the short term rental accommodation policy comes into effect, it will be important for Council to monitor the impact of the policy on the local government area.
Monitoring bond lodgement rates and levels of property vacancy will help to understand what impact the short-term rental market is having on the long-term rental market.

## 7.4 Analysis of evidence base

The key themes identified through the review of population and housing data are:

» New housing is required to meet growth: The population and number of households in the Inner West are growing steadily. This increases demand and supports housing growth over the 20 year period of this Strategy. Existing capacity under current controls, applying a 70% conversion rate (35% for R2 Low Density for dual occupancy, secondary dwellings, etc) can accommodate approximately 10,980 dwellings of additional housing stock or other types of residential accommodation.

» Changing population: The population is ageing overall with significant growth in the number of people aged 60+. The number of children and the working age population, particularly the young workforce, parents and older workers are also anticipated to increase. At the household level, the fastest growing cohort are couples with children and group households. Lone person households will also experience growth.

» Current housing has not kept pace with demographic change: The dominant housing types are units, semi-detached dwellings and separate houses. Most dwellings are two or three bedroom and nearly a third of all dwellings are under-occupied. New housing supply is responding to demographic changes with growth in one-bedroom and 4+-bedroom dwellings, but from a low base. The supply of smaller dwelling types, such as boarding houses, is also growing, however this does not necessarily deliver affordable rental housing.

» Private rental is the dominant tenure: The share of private rental in the Inner West is growing. Rental housing is available at a wide range of price points, but vacancy rates are tight.

» There is large demand for affordable housing. Almost 10% of the population (predominantly renters) experience housing stress. Many of these people are aged 20-39 and are one- and two-parent families with children. Key workers in some industries and students are particularly affected. There is evidence that members of these groups are leaving the LGA due to affordability pressures. Lone person and group households are also highly represented in rental stress data.

» Very low income households are in particular need: Social housing waiting times are 10+ years for most bedroom categories and nearly 1,750 people experience homelessness in the area.

## 7.5 Housing supply gaps

Based on the above analysis of demographics and housing demand and supply, this Strategy identifies the following supply gaps:

### Dwelling supply gap

As shown in the capacity analysis, considering the rates of production in each zone, it is expected that supply under most zones will be exhausted or near exhausted in the post-2026 period, with the exception of R2 and B4 zones that could sustain capacity until post-2036. The current planning controls in the LGA (principal development standards) are likely to be able to sustain the long-term trend of delivering 995 dwellings annually for the next 7 years (2021-2027 period).

### Smaller dwelling typologies

Demographics analysis reveals that there are twice the number of lone households in the LGA as there are single and studio dwelling typologies and significant under occupancy in the Inner West. While this is likely due to a range of factors (preference, barriers such as stamp duty costs in new dwelling purchase), ensuring a stock highly suited to household size is available in each area is critical. There is also an escalation of group households which could indicate people need to share due to the inability to find suitable or suitably affordable housing.

While there has been an increase in the delivery of smaller typologies in the LGA, there are still greater numbers of two and three bedroom typologies being delivered (according to ABS data to 2016). Council assessment officers have noticed a significant rise in the number of smaller typologies being produced in more recent years, but this should be further encouraged. Council should continue to monitor the take up of smaller typologies and investigate further the trends in lone households.

### Housing for growing families

Families (couples with children) are the fastest growing household type in the LGA. Demographics indicate that as families reach the stage of where children reach primary school age, families appear to be moving out of the area. Finding accommodation that is suitable and affordable for this household type is likely to be one of the underlying causes. A more diverse supply of housing (spanning townhouses, three-bedroom apartments and three+ bedroom houses) and more affordable housing is needed to provide housing options for these families to remain in the Inner West.

It is noted in the capacity analysis, that R3 Medium Density is nearly exhausted in the LGA. Intermediary typologies suitable for families, need to be sought, with a reasonable level of density to support affordability. For example, lots with double frontage can be converted to denser arrangements but with open space.

### Accessible housing (and neighbourhoods)

Older people are generally staying in the LGA as they age. Similarly, 4.5% of the population has a disability. There is a need to ensure that delivered housing can assist catering to these needs groups. Consideration of boosting controls to deliver a level of Silver Rated dwellings under the Liveable Housing Design Guidelines.[33] should be considered in the Strategy.

It should also be noted that some areas do not have accessible train stations, one of the key infrastructure requirements for people living with a disability. However, often these locations offer some of the most affordable housing required by people living with a disability.

It was noted in consultation that many stations in the LGA are not accessible and advocacy for urgent upgrade is required.

[33] https://portal.livablehousingaustralia.org.au/Content/Livable_Housing_Design_Guidelines_web.pdf

# Appendices

# A Current LEP review

Tables 43-45 below identify the assumptions in the land capacity analysis resulting from individual clauses in the Ashfield, Marrickville and Leichhardt LEPs.

Table 43 Ashfield LEP

| Clause | Permissible residential land uses | Implications for housing capacity assessment |
|---|---|---|
| Residential land use zones<br>R2 Low Density Residential | Home occupations, Boarding houses, Dual occupancies (attached), Dwelling houses, Group homes, Semi-detached dwellings, Seniors housing, Shop top housing | With the exception of Area 1: Assessment of number of lots over 450sqm in R2 zone. Total capacity is the number of lots that qualify i.e. assumes a dual occupancy (not subdivided) or secondary dwelling so one additional dwelling each lot. |
| Residential land use zones<br>R3 Medium Density Residential | Home occupations, Attached dwellings, Boarding houses, Group homes, Multi dwelling housing, Seniors housing, any other residential accommodation that is not prohibited i.e. Dual occupancies (attached), Dwelling houses, Hostels, Residential Flat Buildings, Secondary dwellings, Semi-detached dwellings, Shop top housing | Assessment of all R3 land not strata-titled. Assess number of lots that could be subdivided to deliver minimum of 200sqm lots. |
| Residential land use zones<br>B1 Neighbourhood Centre | Home occupations, Boarding houses, Dwelling houses, Hostels, Seniors housing, Shop top housing | Eliminate strata titled land. Investigate if there are any B1 zoned land with height limit above 9.5m and eliminate if not. If generally small lot sizes (less than 400sqm), eliminate from future capacity.<br>If not above, remove ground floor for shop top housing in B1 zone (assume 0.5:1). Therefore, the formula would be (FSR-0.5:1) x lot area x 70% efficiency divided by 70sqm average dwelling size. |
| Residential land use zones<br>B2 Local Centre | Home occupations, Boarding houses, Hostels, Seniors housing, Shop top housing | Remove any strata-titled land. Eliminate any with a height limit less than 9.5m. Utilise FSR but reduce FSR by 0.5:1 for ground floor commercial uses. Therefore, the formula is (FSR – 0.5:1) x land area x 70% efficiency divided by 70sqm average dwelling size. |
| Residential land use zones<br>B4 Mixed Use | Home occupations, Boarding houses, Seniors housing, Shop top housing, any other residential accommodation that is not prohibited i.e. Attached dwellings, Dual occupancies, Dwelling houses, Group homes, Hostels, Multi dwelling housing, Residential flat buildings, Rural workers' dwellings, Secondary dwellings, Semi-detached dwellings | Remove any strata-titled land. Eliminate any heritage items. Remove 0.3:1 FSR from FSR calculation. Therefore, the formula is (FSR – 0.3:1) x land area x 70% efficiency divided by 75sqm per dwelling. |

| Clause | Permissible residential land uses | Implications for housing capacity assessment |
|---|---|---|
| Additional permitted residential uses<br>Schedule 1 | Shop top housing permitted in B6 zone near Canterbury Road, Hurlstone Park (Schedule 1, clause 7)<br>Residential Flat Buildings permitted at:<br>75 Milton Street, Ashfield, being Lot 31, DP 707858.<br>69 Milton Street, Croydon, being Lot 11, DP 73087. | Developed and therefore not applicable.<br>0.7 x 920 x 70%/70<br>Not applicable |
| Exceptions to MLS for certain residential development<br>Clause 4.1A | (2) Despite clause 4.1 (3), development consent may be granted to the subdivision of land identified as **"Area 1"** on the Lot Size Map that is not within a heritage conservation area if:<br>(a) each lot resulting from the subdivision will be at least 200 square metres, and<br>(b) a semi-detached dwelling is or will be located on each lot, and<br>(c) each lot will have a minimum street frontage of 7 metres.<br>(3) Despite clause 4.1 (3), development consent may be granted to the subdivision of land identified as **"Area 2"** on the Lot Size Map if:<br>(a) each lot resulting from the subdivision will be used for the purpose of a dwelling house, and<br>(b) each lot resulting from the subdivision will be at least 174 square metres, but will not exceed 450 square metres, and<br>(c) the total number of lots on that land will not exceed 11. | Area 1: Minus all B zoned land. Minus all lots in a heritage conservation area. Eliminate all strata-titled lots. Identify the number of lots over 400sqm in Area 1. Each lot represents the opportunity for a further subdivided dwelling.<br>Area 2: Eliminate all strata-titled lots. Identify the number of lots over 348sqm. Each lot represents the opportunity for a further subdivided dwelling. |
| Height of buildings<br>Clause 4.3 | (2A) If a building is located on land in Zone B4 Mixed Use, any part of the building that is within 3 metres of the height limit set by subclause (2) must not include any area that forms part of the gross floor area of the building and must not be reasonably capable of modification to include such an area. | No longer applicable |

| Clause | Permissible residential land uses | Implications for housing capacity assessment |
|---|---|---|
| Affordable rental housing bonus<br>Clause 4.3A | For land in Area 1 on HOB map, where development is for:<br>» Residential Flat Building; or<br>» shop top housing<br>that forms part of a mixed-use development, development may exceed the maximum height by no more than 7 metres if:<br>(a) the development will contain at least 1 dwelling used for the purpose of affordable rental housing, and<br>(b) at least 25% of the additional floor space area resulting from the part of the building that exceeds the maximum height will be used for the purpose of affordable rental housing. | In area 1, Calculate all B-zoned add 1:1 to Area 1 FSR |
| Ashfield town centre—maximum height for street frontages on certain land<br>Clause 4.3B | In Area 1 on the HOB map, the maximum HOB for the primary street frontage to Liverpool Road, Norton or Hercules Streets or Markham Place is 12m for a distance of 12m from the primary street frontage away from the road (instead of 32m) | Not applicable – utilising FSR for capacity |
| Converting serviced apartments to residential flat buildings<br>Clause 6.4 | Development consent must not be granted for the subdivision, under a strata scheme, of a building or a part of a building that is being, or has been, used for serviced apartments into a residential flat building unless certain design quality principles are satisfied. | Minimal impact on capacity analysis. |
| Development on land in Haberfield Heritage Conservation Area<br>Clause 6.5 | Development consent must not be granted for the purpose of dwelling house unless the GFA above the existing ground floor level does not exceed the GFA of the existing roof space, basements/excavation are limited and at least 50% of the site is landscaped. | Exclude C42 on Heritage Map from R2 calculations. |

Table 44 Leichhardt LEP 2013

| Clause | Permissible residential land uses | Implications for housing capacity assessment |
|---|---|---|
| Residential land use zones<br>R1 General Residential | Home occupations, attached dwellings, boarding houses, dwelling houses, group homes, multi-dwelling housing, residential flat buildings, semi-detached dwellings, seniors housing, shop top housing, any other residential accommodation that is not prohibited i.e. dual occupancies, hostels, secondary dwellings. | Eliminate any strata-titled land. Evaluate if any land within a HCA area. Assumes commercial development is very limited. |

| Clause | Permissible residential land uses | Implications for housing capacity assessment |
|---|---|---|
| Residential land use zones<br>R3 Medium Density Residential | Home occupations, attached dwellings, boarding houses, group homes, multi-dwelling housing, residential flat buildings, seniors housing. | Assumes shop top housing is limited. Eliminate areas in HCA. Assumed to be redeveloped for Residential Flat Buildings. Minus already strata titled. Remainder, FSR x aggregated lot area x 70% divided by 70sqm. |
| Residential land use zones<br>B1 Neighbourhood Centre | Home occupations, attached dwellings, boarding houses, dual occupancies, dwelling houses, multi-dwelling housing, residential flat buildings, rural works' dwellings, semi-detached dwellings, shop top housing, any other residential accommodation that is not prohibited i.e. seniors housing. | Eliminate any B1s that do not have a height limit above 8.5m. Eliminate already strata-titled. Eliminate any that have very small lot sizes e.g. less than 400sqm. Any remainder, (FSR – 0.5) x land area x 70% divided by 75sqm. |
| Residential land use zones<br>B2 Local Centre | Home occupations, attached dwellings, boarding houses, dual occupancies, dwelling houses, multi-dwelling housing, residential flat buildings, rural workers' dwellings, semi-detached dwellings, shop top housing, any other residential accommodation that is not prohibited i.e. group homes, hostels, secondary dwellings, seniors housing. | Eliminate any B2s that do not have a height limit above 8.5m. Eliminate already strata-titled. Eliminate any that have very small lot sizes e.g. less than 400sqm. Eliminate HCA B2s unless the FSR is more than 1.5:1 and height is more than 9.5m. Any remainder, (FSR – 0.5) x land area x 70% divided by 70sqm |
| Residential land use zones<br>B4 Mixed Use | Home occupations, boarding houses, residential flat buildings, seniors housing, shop top housing. | Eliminate any already strata-titled. The remainder apply formula (FSR – 0.3) x 70% efficiency divided by 75sqm. |
| Residential land use zones<br>B7 Business Park | Home occupations, dwelling houses | Already developed – no implications. |
| Deferred Matters<br>Clause 1.3 | Number of sites on Victoria Road are under the 2000 LEP. Need to check controls for these if not capture on GIS. | Council expected yield included in capacity analysis and/or future preliminary housing targets. |
| Landscaped areas for residential accommodation in Zone R1<br>Clause 4.3A | (3) Development consent must not be granted to development to which this clause applies unless:<br>(a) the development includes landscaped area that comprises at least:<br>(i) where the lot size is equal to or less than 235 square metres—15% of the site area, or<br>(ii) where the lot size is greater than 235 square metres—20% of the site area, and<br>(b) the site coverage does not exceed 60% of the site area.<br>Note: areas with a length or width under 1m or >500mm above ground not to be included AND deck / balcony more than 2.4m above ground level or <500m above ground level not to be included in calculating site coverage. | Adjust site coverage assumption for sites in R1 if necessary. |

| Clause | Permissible residential land uses | Implications for housing capacity assessment |
|---|---|---|
| Adjustments to FSR<br>Clause 4.4 | Specific FSR controls identified for Area 1 (blue), Area 2 (black), Area 6 (pink), Area 3 (red), Area 4 (green), Area 5 (brown), Area 7 (yellow) on FSR Map. | Not likely to impact yield. |
| Floor space bonuses<br>Clause 4.4A<br>Site specific, clauses 6.18 and 6.20 | Area 1 (blue) on FSR Map: Allows 1.5:1 provided the building has active street frontage and comprises mixed use development.<br>» Enables seniors housing up to 5 storeys at 168 Norton Street Leichhardt, requires 15% to be set aside as affordable places under Seniors SEPP<br>» Enables seniors housing up to RL 57.50 at 17 Marion Street Leichhardt, where consent authority is satisfied that consent could be granted to the development without bonus floor space. Requires 15% to be set aside as affordable places under Seniors SEPP. | Area 1: (FSR-0.5:1 x land area x 70% / 70sqm)<br>168 Norton Street – 50% site coverage x (214+616+ 574 site area) x 4 floors x 70% site efficiency divided by 70sqm |
| Residential accommodation in B1 and B2<br>Clause 6.11A | (3) Development consent must not be granted to development for the purpose of residential accommodation on land to which this clause applies unless the consent authority is satisfied that:<br>(a) the building comprises mixed use development, including residential accommodation, and<br>(b) the building will have an active street frontage, and<br>(c) the building is compatible with the desired future character of the area in relation to its bulk, form, uses and scale. | Nil. |
| Residential accommodation in B7<br>Clause 6.12 | (1) The objective of this clause is to provide for ancillary residential accommodation for small-scale live-work enterprises, to assist in the revitalisation of employment areas and to provide a transition between adjoining land use zones.<br>(3) Development consent must not be granted to development for the purpose of a dwelling on land to which this clause applies unless the consent authority is satisfied that:<br>(a) the dwelling is part of a mixed use development that includes office premises or light industries on the ground floor, and<br>(b) the dwelling and ground floor premises will be occupied by the same person or persons. | As above, unlikely to impact yield so doesn't need to be accounted for. |

| Clause | Permissible residential land uses | Implications for housing capacity assessment |
|---|---|---|
| Diverse housing<br>Clause 6.13 | (2) This clause applies to development for the purpose of a residential flat building or a mixed use development that includes shop top housing but only if the development includes at least 4 dwellings.<br>(3) Development consent must not be granted to development to which this clause applies unless:<br>(a) at least 25% of the total number of dwellings (to the nearest whole number of dwellings) forming part of the development will include self-contained studio dwellings or one-bedroom dwellings, or both, and<br>(b) no more than 30% of the total number of dwellings (to the nearest whole number of dwellings) forming part of the development will include dwellings with at least 3 bedrooms. | Minimal impact on yield. |
| DCPs for certain development<br>Clause 6.14 | Site-specific DCP is required in order to develop sites that are 3ha or more or with water frontage of 20m. Needs to consider a variety of matters including suitability, existing and proposed mix of uses, appearance and public domain, desired future character, heights, scale, streetscape constraints, transport hierarchy. | Nil |
| Schedule 1 Additional permitted uses | Allows 237 Marion Street Leichhardt and certain land Smith Street Rozelle (indicated as D and I on additional permitted uses map) to be used for seniors housing and some other types of housing. | Minimal impact on yield |

Table 45 Marrickville LEP 2011

| Clause | Permissible residential land uses | Implications for housing capacity assessment |
|---|---|---|
| Residential land use zones<br>R1 General Residential | Home occupations, attached dwellings, boarding houses, dwelling houses, group homes, hostels, multi-dwelling housing, residential flat buildings, semi-detached dwellings, seniors housing, shop top housing, any other residential accommodation that is not prohibited i.e. secondary dwellings. | Eliminate any lots already strata-titled/recently developed. Eliminate any heritage listings including those potential identified heritage items in Council's Sydenham to Bankstown Corridor Strategy response. Eliminate lots lower than 400 sqm. Remainder FSR x land area x 70% efficiency divided by 70sqm.<br>See also clause 4.4 below, which applies throughout most of the R1 area. |
| Residential land use zones | Home occupations, attached dwellings, boarding houses, dwelling houses, group homes, semi-detached dwellings, seniors housing, any other residential accommodation | Eliminate any lots already strata-titled. Eliminate heritage items. Eliminate any land under 400sqm (market driver). |

| Clause | Permissible residential land uses | Implications for housing capacity assessment |
|---|---|---|
| R2 Low Density Residential | that is not prohibited i.e. hostels, multi-dwelling housing, residential flat building, secondary dwellings<br>*Residential flat buildings in the R2 zone are in the process of an LEP amendment to prohibit them. Gateway determination for this has been achieved by Council.* | Assume any potential secondary dwelling delivered on each site meeting criteria. |
| Residential land use zones<br>R3 Medium Density Residential | Home occupations, attached dwellings, boarding houses, group homes, multi dwelling housing, seniors housing, any other residential accommodation that is not prohibited i.e. dwelling houses, hostels, residential flat buildings, secondary dwellings, semi-detached dwellings.<br>*Residential flat buildings in the R3 zone are in the process of an LEP amendment to prohibit them. Gateway determination for this has been achieved by Council.* | Eliminate any lots already strata-titled. Eliminate any HCAs or heritage items as above. Eliminate lots under 400sqm (market driver). Land areas divided by 200 sqm. |
| Residential land use zones<br>R4 High Density Residential | Home occupations, boarding houses, dwelling houses, group homes, hostels, residential flat buildings, secondary dwellings, seniors housing, shop top housing | Eliminate any lots already strata-titled. Eliminate heritage items. Eliminate any lots under 400 sqm (market driver). Remainder FSR x land area x 70% efficiency divided by 70sqm. |
| Residential land use zones<br>B1 Neighbourhood Centre | Home occupations, boarding houses, dwelling houses, hostels, shop top housing. | Eliminate any B1s that do not have a height limit above 9.5Remainder: Minus 0.5:1 from FSR for ground floor uses. Therefore, the formula is (FSR – 0.5) x land area x 70% efficiency divided by 70sqm. |
| Residential land use zones<br>B2 Local Centre | Home occupations, boarding houses, hostels, shop top housing, | Eliminate any B2s that do not have a height limit above 9.5m. Eliminate any in a HCA unless they have height limits of 9.5m or more. Remainder: Minus 0.5:1 from FSR for ground floor uses. Therefore, the formula is (FSR – 0.5) x land area x 70% efficiency divided by 70sqm |
| Residential land use zones<br>B4 Mixed Use | Home occupations, boarding houses, dwelling houses, group homes, hostels, seniors housing, shop top housing | Minus 0.3:1 from FSR for ground floor uses. Therefore, the formula is (FSR – 0.3) x land area x 70% efficiency divided by 70sqm |
| Residential land use zones<br>B5 Business Development | Home occupations, dwelling houses | Nil |
| Residential land use zones<br>B6 Enterprise Corridor | Home occupations, dwelling houses | Nil |

| Clause | Permissible residential land uses | Implications for housing capacity assessment |
|---|---|---|
| Residential land use zones<br>B7 Business Park | Home occupations, dwelling houses, residential flat buildings | See below |
| Residential land use zones<br>IN1 General Industrial | Home occupations, dwelling houses | |
| Residential land use zones<br>IN2 Light Industrial | Home occupations, dwelling houses | |
| Additional permitted uses<br>Clause 2.5 and Sch 1 | Residential Flat Building permitted at 141–161 New Canterbury Road, Lewisham, no more than 55% of total GFA can be used for dwellings and no dwellings on the ground floor.<br>Land marked A and B on Key Sites Map as well as land at 32–72 Alice Street, Newtown can be used for residential accommodation as part of a mixed use development.<br>Residential Flat Buildings permitted at 313–319 Marrickville Road and 182–186 Livingstone Road, Marrickville provided that it is part of a mixed use development that contains a non-residential use permitted in the zone and heritage buildings are retained.<br>Residential Flat Building permitted at 2–14 Fisher Street and 126 Crystal Street, Petersham<br>Residential Flat Buildings and shop top housing permitted at 6 Livingstone Road, Petersham | Unlikely<br>Developed<br>Under development. Not applicable.<br>3.3 x 1626 x 70%/70sqm<br>2.4 x 1537 x 70%/70sqm |
| FSR bonus for certain types of residential development<br>Clause 4.4 | Development for the purposes of attached dwellings, bed and breakfast accommodation, dwelling houses and semi-detached dwellings on land labelled “F” on the FSR Map is not to exceed:<br>» Site area / Maximum floor space ratio<br>> ≤ 150 square metres / 1.1:1<br>> > 150 ≤ 200 square metres / 1:1<br>> > 200 ≤ 250 square metres / 0.9:1<br>> > 250 ≤ 300 square metres / 0.8:1<br>> > 300 ≤ 350 square metres / 0.7:1<br>> > 350 ≤ 400 square metres / 0.6:1<br>> > 400 square metres / 0.5:1 | Any very small lot sizes have been eliminated as unlikely to be feasible.<br>Area F: FSR bonus of 0.25:1 for Residential Flat Buildings, which is applicable to most sites in the R1 zones. |

| Clause | Permissible residential land uses | Implications for housing capacity assessment |
|---|---|---|
| | » Development for Residential Flat Buildings on land identified with a thick red line and labelled 'F' may exceed the maximum FSR by no more than 0.25:1 | |
| Development near zone boundaries<br>Clause 5.3 | Allows a use that is allowed on the other side of a zone boundary would enable a more logical and appropriate development of the site and be compatible with the planning objectives and land uses for the adjoining zone, within 25m. | Unlikely to have a significant impact – only applies to use not controls that will impact yield. |
| Converting industrial or warehouse buildings to Residential Flat Buildings<br>Clause 6.9 | (1) The objective of this clause is to permit multi dwelling housing, office premises and residential flat buildings in residential zones where they are part of an adaptive reuse of existing industrial buildings or warehouse buildings.<br>(2) This clause applies to land in the following zones:<br>(a) Zone R1 General Residential,<br>(b) Zone R2 Low Density Residential,<br>(c) Zone R3 Medium Density Residential,<br>(d) Zone R4 High Density Residential.<br>Development consent must not be granted on R2 or R3 unless the building that was designed and constructed for an industrial or warehouse purpose, and was erected before the commencement of this Plan:<br>(a) if the building is on land in Zone R2 Low Density Residential—multi dwelling housing,<br>(b) if the building is on land in Zone R2 Low Density Residential or Zone R3 Medium Density Residential—a residential flat building.<br>(4) Despite clause 4.3 (2) or 4.4, development carried out under this clause is not subject to any height or floor space ratio limits shown for the land on the Height of Buildings Map or the Floor Space Ratio Map. | Not applicable. Exclude any within the ANEF 25 or greater profile. |
| Dwellings and residential flat buildings in Zone B7 Business Park<br>Clause 6.13 | Permits Residential Flat Buildings in B7 where it is part of a mixed use development that includes a non-residential use. No part of the ground floor that fronts a street will be used for residential purposes. Not less than 60% of the total GFA will be used for non-residential purposes. | Minus any strata titled lots (any existing CCs/Das will eliminated). Land area x FSR x 60% x 70% divided 70sqm. |
| Residential accommodation as part of | Residential development the land identified as E, F, G, H on Key Sites Map and at 76 Wilford St in Newtown must be part of a mixed use | 659-661 King Street - Land area (408+401) x FSR x 80% x 70% efficiency divided by 70sqm |

| Clause | Permissible residential land uses | Implications for housing capacity assessment |
|---|---|---|
| mixed use development in certain business zones<br>Clause 6.16 | development and the percentage of the total gross floor area of the building that will be used for non-residential purposes is not less than the following:<br>(i) 20% on land identified as "E" on the Key Sites Map,<br>(ii) 40% on land identified as "F" or "G" on the Key Sites Map,<br>(iii) 70% on land identified as "H" on the Key Sites Map,<br>(iv) 30% on land at 76 Wilford Street, Newtown, being Lot 1, DP 617685. | 9- 51 May Street = 20-44 May Street – land area x FSR x 30% x 70% divided by 70sqm<br>58-82 May Street – land area x 80% x 70% divided by 70sqm |

Table 46 Major residential developments in the 0-5 year pipeline

| Street address | Suburb | Anticipated dwellings | Year | Zone | Source |
|---|---|---|---|---|---|
| 313-319 Marrickville Rd (Hosp site) | Marrickville | 212 | 2019-20 | B2 | DPE Dwelling forecasts |
| 23 Addison Rd | Marrickville | 60 | 2017-18 | B5 | DPE Dwelling forecasts |
| 10 Arthur St | Marrickville | 57 | 2019-20 | R4 | DPE Dwelling forecasts |
| 2 Grove St | Dulwich Hill | 246 | 2017-18 | R1 | DPE Dwelling forecasts |
| 429 New Canterbury Rd | Dulwich Hill | 71 | 2018-19 | B2 | DPE Dwelling forecasts |
| 1A Hill St | Dulwich Hill | 71 | 2021-22 | R1 | DPE Dwelling forecasts |
| 801 New Canterbury Rd | Dulwich Hill | 67 | 2017-18 | B2 | DPE Dwelling forecasts |
| 22 George St | Leichhardt | 287 | 2018-19 | B4 | DPE Dwelling forecasts |
| 141-159 Allen St | Leichhardt | 140 | 2021-22 | R1 | DPE Dwelling forecasts |
| 30-40 George Street | Leichhardt | 123 | 2018-19 | R3 | DPE Dwelling forecasts |
| 447-451 Parramatta Rd | Leichhardt | 43 | 2019-20 | B2 | DPE Dwelling forecasts |
| 2-32 Smith St (Stage 4) | Lewisham | 98 | 2019-20 | IN2 | DPE Dwelling forecasts |
| 4-12 McGill St | Lewisham | 80 | 2019-20 | R4 | DPE Dwelling forecasts |
| 14-18 McGill St | Lewisham | 65 | 2017-18 | R4 | DPE Dwelling forecasts |
| 1-3 McGill St | Lewisham | 55 | 2017-18 | B4 | DPE Dwelling forecasts |
| 141-161 New Canterbury Rd | Lewisham | 46 | 2019-20 | B5 | DPE Dwelling forecasts |
| 7 McGill St | Lewisham | 42 | 2017-18 | R4 | DPE Dwelling forecasts |
| 1 West St | Petersham | 40 | 2017-18 | R4 | DPE Dwelling forecasts |
| 137 Victoria St | Ashfield | 106 | 2018-19 | R2 | DPE Dwelling forecasts |
| 260 Liverpool Rd (Ashfield Mall) | Ashfield | 101 | 2020-21 | B4 | DPE Dwelling forecasts |

| Street address | Suburb | Anticipated dwellings | Year | Zone | Source |
|---|---|---|---|---|---|
| 5 Markham Ave | Ashfield | 93 | 2018-19 | B4 | DPE Dwelling forecasts |
| 168 Liverpool Rd | Ashfield | 79 | 2017-18 | B4 | DPE Dwelling forecasts |
| 445-447 Liverpool Rd | Ashfield | 47 | 2018-19 | B4 | DPE Dwelling forecasts |
| 380 Liverpool Rd | Ashfield | 45 | 2019-20 | B4 | DPE Dwelling forecasts |
| 8-12 Murrell St | Ashfield | 44 | 2018-19 | B4 | DPE Dwelling forecasts |
| 425 Liverpool Rd | Ashfield | 43 | 2017-18 | B4 | DPE Dwelling forecasts |
| 2 Thomas St | Ashfield | 42 | 2019-20 | B4 | DPE Dwelling forecasts |
| 2-32 Smith St | Summer Hill | 135 | 2018-19 | IN2 | DPE Dwelling forecasts |
| 2 Smith St (Stage 2) | Summer Hill | 83 | 2017-18 | IN2 | DPE Dwelling forecasts |
| 100 Elliott St | Balmain | 102 | 2017-18 | B7 | DPE Dwelling forecasts |
| Total dwellings in the current pipeline | | 1837 | | | |

Source: DPE Dwelling Forecasts confirmed by analysis on One Map

# B Consultation outcomes

This section provides a high level summary of the outcomes of engagement with stakeholders and the community about the drafting of the Our Place Inner West Housing Strategy. It draws on outcomes captured in the Engagement Outcomes Report, which provides comprehensive analysis of the consultation program to support the development of the Study and Strategy.

Engagement with community, Council staff and other stakeholders focused on:

» what people value about the area, what is special to them and how to deliver the best housing outcomes in the next 10 to 20 years

» identifying people's housing 'hopes and fears' and a housing vision specific to the Inner West

» obtaining local level perspectives on housing barriers and opportunities

» identifying the types of housing and the housing environment that people would like to see in the Inner West.

Feedback was received through five stakeholder workshops, three community focus groups and 10 phone interviews with local planning, housing and development professionals.

Although consultation participants represented diverse interests, people raised comments across the following consistent themes when discussing what they felt was important for the future of housing in the Inner West:

» accessibility and affordability

» liveability, amenity and infrastructure

» industrial and commercial activity

» good quality built structure and design

» social and affordable housing

» sense of community

» diversity, character and heritage

» sustainability and environment.

It was recognised that these components exist side-by-side to form the distinctive character of the Inner West and its distinct neighbourhoods.

## B-1 "Why I love where I live"

Community, diversity, character and convenience were terms used consistently and with emphasis throughout all consultation activities.

People seem to value the 'goldilocks' attributes of the area—it is neither too close to the Sydney CBD, nor too far away; it provides just a good balance of industrial and commercial with residential; there is a healthy diversity in the area with people of all ages, socio-economic backgrounds, cultures and lifestyles; there are quiet, cosy neighbourhoods, but also a lively night-life, café and restaurant scene, and 'buzzing' atmosphere.

Table 47 summarises what people said they value about the area.

Table 47 What people value about where they live

| Theme | What people value | **In their own words...** |
|---|---|---|
| Liveability, amenity and infrastructure | » Walking distance to transport, shops, services | » "I like that I'm not too close or too far away from a train station" Croydon Park |

| Theme | What people value | In their own words... |
|---|---|---|
| | » Convenient location, easy to get around<br>» Lots of different things to do/see—cafes, restaurants and bars; interesting shops; plenty of nightlife<br>» Open space and parks | » "King Street has a 'little Melbourne' character; it's got unique shops and no chain stores" Newtown<br>» "Everything I need is easy to get to!" Petersham<br>» "The nightlife has really taken a turn in the past few years in Leichhardt and I'd like to see it revitalised and I'd like to see more food there" Leichhardt<br>» "My favourite place has got to be The Bay Run. It's my happy place, my angry place, my everything place!" Leichhardt<br>» "I love the fact I'm in walking distance to everything I need—food, pubs, cafes. I have a car but I prefer to walk" Petersham |
| Industrial and commercial activity | » Employment and industrial lands provide local opportunities for residents, enables a diversity of uses and supports cultural and creative enterprises<br>» Small businesses and industrial zoning are important to retain | » "To maintain diversity we need a diversity of industries like unskilled manufacturing (breweries and cheese manufacturing) and so we have a range of employment opportunities" Marrickville<br>» "I like the Dulwich Hill main street because it has lots of shops and services" Dulwich Hill<br>» I love having lots of choices of places to eat in Ashfield" Ashfield |
| Sense of community | » Knowing your neighbours, taking part in local activities<br>» Having suitable public spaces to gather are key parts of the community in the Inner West | » "My street has a community feel and everyone knows each other" Stanmore<br>» "I was born and bred here. Our neighbours help each other out and it doesn't feel as though you live in a city" Tempe<br>» "Everything is in walking distance and I don't need a car. It's a 'big village'... I've had the same neighbours for 40 plus years. There's a real sense of community" Marrickville<br>» "There's a real scope in Ashfield to create a town square or market place" Ashfield |
| Diversity, character and heritage | » Character of the people, culture, ages, businesses, socio-economic groups, households, scale, street and street patterns, centres and housing is part of the Inner West's identity<br>» Heritage building stock provides character crucial to this identity | » "I love the historical character of my area with well preserved old properties. It's a place that has longevity" Balmain<br>» "To my mind the Inner West is very much characterised by its multiculturalism. The Chinese and Eastern Europeans are very important to Ashfield. You see old people spending their whole day in food courts or dancing at night at Ashfield Town Hall. They bring a real vibrancy to the area and there needs to be a mix and pattern of design that reflects and retains this history" Ashfield |

## B-1-1 Housing hopes and fears

Discussions around hopes and fears tended to mirror what people said they valued most about the area.

For example, there was concern that the diversity of (in all its forms) and character of the Inner West would be lost and a hope that infrastructure provision would match housing and population growth.

Some of the hopes and fears expressed most frequently and consistently by consultation participants are summarised in the Table 48 following:

Table 48 Housing hopes and fears

| Housing hopes | Housing fears |
|---|---|
| Strong sense of community is retained through smart planning and development | Overcrowding and densification lead to social isolation and loss of sense of community |
| Social justice principles remain important and people who need help with housing are aided and supported | Residents with needs 'fall through the cracks' and become homeless or are forced to leave the area |
| There is sufficient social and affordable housing so people on low to moderate incomes can remain in the area as valued members of the community | Increased gentrification and reduced housing affordability will see people priced out of the area, resulting in loss of community identity and diversity |
| Neighbourhood commercial centres, services and transport remain within walking distance of people's homes | Sprawling housing reduces walkability, resulting in more cars, less place activation and loss of community and amenity |
| Diversity of community is retained and people of all backgrounds are welcomed | Loss of diversity (cultural, social, housing, age and life cycle) and identity |
| Maximise housing diversity (i.e. price, type, size and accessibility) and types (e.g. community and shared housing, tiny houses, secondary dwellings) to suit a range of lifestyles, ages, needs and finances | Lack of appropriate housing stock and options result in people being forced to leave the area or being unable to downsize |
| Housing is carefully and sensitively planned with regard to existing housing and neighbourhood character | Inconsistent planning decisions result in a loss of community character and neighbourhoods' 'village vibe' |
| Industrial and urban services land is protected and retained, ensuring the area retains local employment opportunities and character enterprises | Industrial or commercial land is rezoned to residential and/or not respected, resulting in people having to travel further for services and retail |
| Shop top housing continues as a housing choice but is well designed and carefully located where commercial premises can flourish | Shop top housing is located in areas with no existing social and economic activity, resulting in empty shops, bland shopfronts and unloved buildings |
| Well designed and located low rise medium density continues to provide more affordable housing options and choices | Low rise medium density is placed away from transport, shops and services and not sensitive to surrounding neighbourhoods |
| Area's unique heritage and character is retained, including by sensitive adaptive reuse | Heritage buildings are lost or adapted for reuse in ways that do not suit them |
| Population growth (accepted and welcomed by most) is supported by sufficient infrastructure and services | Transport and roads, schools, health services etc. are unable to meet increasing demand |
| Local housing targets and priorities are clearly articulated and associated processes and approvals are clear and transparent | There is confusion about local housing targets and priorities and planning approvals processes are unclear and inconsistent |
| Precinct and neighbourhoods continue to be activated with people using a variety of independently-owned businesses (e.g. cafes, restaurants, bars, venues) and services in their daily lives | Precincts and neighbourhoods are bland and lifeless with only chain store businesses and little night life |
| Development is sustainable and innovative and uses resources wisely (e.g. community solar, recycled water schemes, green canopies) | Development does not address long-term sustainability issues or opportunities |

## B-1-2 Housing constraints and opportunities

The following housing constraints and opportunities were identified by consultation participants, particularly those attending the stakeholder workshops:

Table 49 Housing constraints identified during consultation

| Theme | Constraint |
|---|---|
| Accessibility and affordability | » Lack of affordable property/land available for development of social and affordable housing<br>» Number and breadth of people requiring affordable housing continues to grow |
| Liveability, amenity and infrastructure | » Inner West health and transport infrastructure require the necessary capacity to support growth, RPA Hospital and CBD to Parramatta City lines are already over capacity<br>» Access to, useability of and provision for open space is a challenge<br>» Challenge of increasing freight movement and transport infrastructure required to service a growing population<br>» Access to opportunities to participate in and attend live performances, and cultural and artistic production<br>» On and off ramps for WestConnex |
| Diversity, character and heritage | » Heritage is a constraint to housing growth in the area. There is an opportunity for development in some heritage conservation areas, such as Marrickville (e.g. retail, secondary dwellings)<br>» Planning controls should be flexible and facilitate new approaches to housing and model appropriate housing (e.g. Nightingale model) |
| Sustainability and environment | » Soil contamination may be a barrier to housing growth |
| Planning processes and instruments | » Expediting planning and delivery of new housing stock can be constrained by lengthy Council approval timeframes<br>» Lack of clearly-defined policy and strategy at national, state and local government level<br>» Perception that Inner West is a 'difficult' council |

Table 50 Housing opportunities identified during consultation

| Theme | Opportunity |
|---|---|
| Accessibility and affordability | » Opportunity for Council to establish an affordable housing fund, collect funds through an inclusionary mechanism and provide as grants to CHPs (e.g. similar to City of Sydney program)<br>» Opportunity for Council to provide incentives for delivering affordable housing, e.g. waiving S94 contributions for social and affordable housing stock<br>» Opportunity for Council to investigate ways of fast-tracking approvals for social and affordable housing |
| Liveability, amenity and infrastructure | » Potential for improved/upgraded transport options (e.g. Sydney Metro) |

| Theme | Opportunity |
|---|---|
| Social and affordable housing | » Broad community support for additional social and affordable housing stock |
| Diversity, character and heritage | » Increasing acceptance of medium and high density housing provided it is close to existing shops, transport, services and entertainment<br>» Increasing acceptance of diverse housing types (e.g. secondary dwellings, small-scale build to rent) |
| Planning processes and instruments | » SEPP 70 change is a positive move and opens up greater opportunities for affordable housing<br>» Potential to rezone land along transport corridors<br>» Potential redevelopment of older strata three-storey dwellings if planning controls change |
| Locations identified for housing growth | » The Bays Precinct<br>» Marrickville Metro Shopping Centre environs<br>» Parramatta Road and Sydney Metro corridors<br>» St Peters/Tempe<br>» Over station development<br>» Council-owned properties (e.g. car parks) may present opportunities for development |

### B-1-3 Key themes

The key themes identified through meetings, workshops, focus groups, and interviews with stakeholders are:

» The need for affordable housing is growing. The area is gentrifying and there is a risk of losing its diversity. It is also important the needs of people who are experiencing homelessness and people eligible for social housing aren't forgotten.

» New housing needs to cater for emerging needs. Older people need support to age in place and options for co-housing or residential care; middle aged people need options to downsize; and millennials need smaller, more affordable housing types and first home buyer opportunities.

» The Inner West is a challenging area for development. The difficulty of securing land that is amalgamated, uncertainty about infrastructure delivery, the length of time and unpredictability of approvals processes all make development very complex and costly.

» Targets are needed. There is a lack of coordinated strategy for affordable housing. Council needs to adopt targets to support delivery of concrete housing and affordability outcomes.

» While there were pockets of strong support for strengthening and preserving local heritage and conservation, particularly among local interest groups, this was not necessarily reflected among broader consultation participants, particularly focus group participants. A noteworthy cohort of focus group participants explicitly placed more importance on increasing housing supply and improving affordability and accessibility.

## B-2 Elements of a housing vision

The housing vision for the Inner West will form an important component of the final Strategy. It will describe the community's priorities and aspirations for housing in the LGA for the next 20 years and recognise the Inner West 'story', as told by residents during the consultation period.

The housing vision must be consistent with the community's broader community vision, adopted in the *Our Inner West 2036 Community Strategic Plan*:

> We are Inner West, land of the Gadigal and Wangal peoples, whose rich cultures, heritage and history we acknowledge and respect. We are defined by our diversity of people, places and ideas. We are an inclusive, vibrant, caring and progressive community where everyone is welcome, people and nature live in harmony, and creativity is a way of life.

While the housing vision will be crafted and included in the Strategy, this chapter identifies the important elements identified by the community as being crucial for the housing vision.

Table 51 Elements for the Inner West housing vision

| Theme | Elements for the Inner West Housing vision |
|---|---|
| Accessibility and affordability | » People should be able to afford housing that is suitable to them<br>» Housing should be accessible and adaptable. Universal design is important for people at all stages of their lives, including for people with disability<br>» Adaptable housing makes suitable housing affordable and helps people to age in place<br>» Affordable housing and diversity must suit the diverse community (e.g. tiny homes, smaller apartments to allow ageing in place and housing for families)<br>» There is a need for more social and affordable housing in the Inner West<br>» Social and affordable housing must be available to those who need it<br>» Social and affordable housing should be closely located to support centres<br>» Social justice values and principles are strongly and proudly championed by the community |
| Employment and commercial activity | » Employment and industrial land should be protected and enhanced |
| Liveability, amenity and infrastructure | » Good quality state and local infrastructure and services are required to support good quality of life for residents<br>» Maintain and enhance walkability, especially with 'green' open space and streets<br>» Conveniently located housing to enable residents to access local shops, good public transport (800m to heavy rail; 400m to light rail/bus), eateries and open space<br>» Open space and active transport corridors<br>» Access to services<br>» Infrastructure capable of supporting the community and anticipated population growth |
| Good quality and design | » Housing should be well designed. It should consider scale, provide appropriate dwelling sizes, be suitably located, well-built and comfortable<br>» Housing should be built innovatively and support healthy living<br>» Encourage sensitive and well-planned increased density near transport nodes<br>» Good air quality and solar access are necessary<br>» Eco-friendly green building design is important<br>» Noise attenuation needs to be suitable for the area – air traffic, road traffic and entertainment venues<br>» Impacts and risk from transport corridors should be considered |
| Social and affordable housing | » There is a need for more social and affordable housing in the Inner West<br>» Social and affordable housing must be available to those who need it<br>» Social and affordable housing should be closely located to support centres |

| Theme | Elements for the Inner West Housing vision |
|---|---|
| | » Social justice values and principles are strongly and proudly championed by the community |
| Sense of community | » The Inner West is an inclusive and welcoming place<br>» Maintaining and creating community connectivity is important for housing growth<br>» Public domain should be welcoming and walkable<br>» Residents and visitors should feel safe |
| Diversity, character and heritage | » Diversity should be maintained and encouraged<br>» There should be a mix of uses which facilitates and acknowledges the Inner West's diversity<br>» Inner West should offer a diversity of housing types and price points as well as a sense of place<br>» Protect heritage and balance it with new good quality development<br>» With demographic changes, there are changing housing needs (e.g. more demand for one and two bedroom apartments with a smaller footprint) |
| Sustainability and environment | » Achieve higher targets for sustainability in new developments<br>» Housing should include sustainability features; low carbon and waste, appropriate BASIX targets, recycled water and WSUD technologies<br>» Green infrastructure and urban ecology should be incorporated into new developments and retained on streets<br>» Public and active transport opportunities should be provided and encouraged<br>» Housing should address the urban heat island effect<br>» Housing should be adaptable and resilient to the impacts of climate events (heat waves, flooding) and supported by emergency planning |

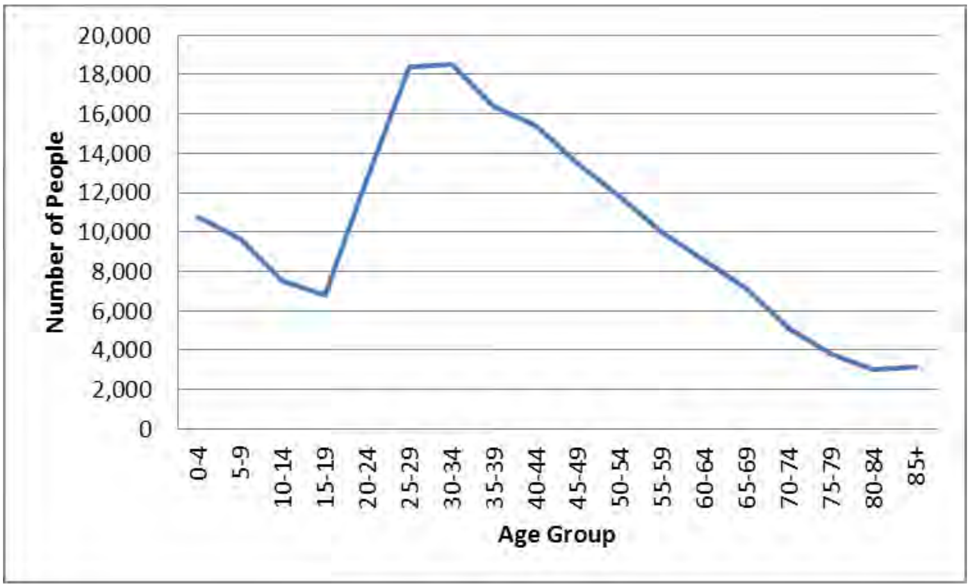
# C Demographic overview

The following data has been compiled to form the evidence base for the Strategy which informs the key findings outlined in Section 2 of this document.

## C-1 Population age structure

The population age distribution reflects a high proportion of 25-34 year olds. In contrast, children, teenagers and those over 65 years of age are in disproportionately small numbers, little more than one third of the largest cohorts.

Figure 66 2016 Population Age Distribution




Source: ABS Census 2016, Time Series Profile.

While the Inner West population as a whole is growing by almost 14% over 10 years (about 1.3% p.a.), numbers of people of 25-29 years are growing rapidly (18% over 10 years), along with 45-49 years (also 18% over 10 years) and 50-54 year olds (17%) as shown by Table 52 below.

However, it is 60-64 and 65-69-year-olds where growth in numbers is significant (32% and 43% respectively). Also noteworthy is 5-9 year olds growing by 39% and 10-14 year olds by 20%. Absolute numbers of infants (0-4) are just rising from 2006 to 2016 (8%), while 15-19 year olds are almost static (1% growth).

Across Greater Sydney growth is substantially faster at 17% over the 10 years, but again some of the fastest growth rates are occurring amongst those 65 and over. Growth amongst children and young people is less than 15% over the period.

Figure 58 in Section 2 shows the concentration of people 65 and over and some are marked; Precinct 7 (Haberfield), Precinct 10 (Balmain East portion), Precinct 8 (Ashfield and surrounds).

## C-2 Population change

Population dynamics are more complex than the changes observed above suggest.

Table 52 also shows that in 2006 infants (0-4) moved out as they aged; this cohort numbered 9,900 in 2006, 8,200 in 2011 and then 7,500 in 2016, a 24% contraction.

In contrast the 5-9 cohort in 2006 changed little over these same 10 years, comprising almost 7,000 people in 2006 and 6,800 in 2016.

Table 52 Population change 2006-16

| 5 year age cohort | Persons | | | % Change 2006-16 |
|---|---|---|---|---|
| | 2006 | 2011 | 2016 | |
| 0-4 years | 9,922 | 11,702 | 10,743 | 8.3% |
| 5-9 years | 6,969 | 8,231 | 9,667 | 38.7% |
| 10-14 years | 6,212 | 6,301 | 7,501 | 20.8% |
| 15-19 years | 6,732 | 6,438 | 6,783 | 0.8% |
| 20-24 years | 11,360 | 11,482 | 12,739 | 12.1% |
| 25-29 years | 15,555 | 16,299 | 18,375 | 18.1% |
| 30-34 years | 18,280 | 17,825 | 18,523 | 1.3% |
| 35-39 years | 16,628 | 17,419 | 16,376 | -1.5% |
| 40-44 years | 13,786 | 14,747 | 15,380 | 11.6% |
| 45-49 years | 11,399 | 12,556 | 13,449 | 18.0% |
| 50-54 years | 10,042 | 10,472 | 11,786 | 17.4% |
| 55-59 years | 8,978 | 9,187 | 9,980 | 11.2% |
| 60-64 years | 6,449 | 7,936 | 8,537 | 32.4% |
| 65-69 years | 4,954 | 5,562 | 7,092 | 43.2% |
| 70-74 years | 4,399 | 4,400 | 5,097 | 15.9% |
| 75-79 years | 3,575 | 3,767 | 3,811 | 6.6% |
| 80-84 years | 2,566 | 2,826 | 3,027 | 18.0% |
| 85 years and over | 2,445 | 2,764 | 3,170 | 29.7% |
| Total | 160,262 | 169,917 | 182,043 | 13.6% |

Source: ABS Census, 2016 Time Series Profile.

However, a 15-19-year-old cohort of 6,700 in 2006 became 18,400 people 10 years later, reflecting the influx of 25-29 year olds noted above. Similar movement is apparent in both the 10-14 and 20-24 cohorts of 2006, although less marked.

The 25-29 cohort in 2006 remained almost static and all the remaining cohorts (i.e. 30-34 to 80-84) display some contraction, despite the dramatic growth observed above.

Hence it is likely that the 60-69-year-olds noted in section A.1.1 as experiencing rapid growth are just remaining in the area longer than in the past, rather than actually moving into it.

NSW Government projections over the next 20 years for Inner West and three nearby LGAs[34] are provided in Table 53.

[34] Comparison is being made with nearby LGAs of similar size; Burwood and Strathfield are far smaller.

Table 53 Population Projections, Inner West and nearby LGAs

| Sydney LGAs | Inner West | City of Sydney | City of Canada Bay | City of Canterbury-Bankstown |
|---|---|---|---|---|
| 2016 | 190,500 | 212,550 | 90,850 | 360,350 |
| 2021 | 201,950 | 245,000 | 95,200 | 391,350 |
| 2026 | 210,700 | 267,500 | 103,900 | 426,900 |
| 2031 | 221,700 | 292,350 | 113,600 | 464,950 |
| 2036 | 232,100 | 315,200 | 122,900 | 502,850 |
| Total Change | 41,600 | 102,650 | 32,050 | 142,500 |
| Total % Change | 17.9% | 32.6% | 26.1% | 28.3% |
| Annual % Change | 0.9% | 1.6% | 1.3% | 1.4% |

Source: Department of Planning and Environment (DPIE), *NSW Population Projections High and Low 2016*, Main Series.

Projections for Inner West anticipate continuing population growth, albeit at a slightly faster rate than experienced in recent years, but one which is well below the surrounding areas, since all are expecting growth rates of 1.6% p.a. or more.

Nevertheless, growth of almost 52,000 people is expected in Inner West over the 20 years covered by the projections.

# C-3 Households and families

Most local families (43%) comprise a couple with children, usually children of less than 15 years of age.

Couple families with no children are present in very similar numbers (18,322, or 41% of households).

One-parent families comprise 14% of all families in the area and 'other families' just over 2%.

Table 54 Inner West LGA family composition 2016

| Family Composition | Families | Persons |
|---|---|---|
| Couple family with no children | 18,322 | 36,244 |
| Couple family with: | | |
| children < 15 only | 12,347 | 45,368 |
| children < 15 and dependent students | 1,313 | 5,845 |
| children > 15, dependent students and non-dependent children | 107 | 578 |
| children >15 with non-dependent children | 206 | 878 |
| dependent students and non-dependent children | 685 | 2,817 |
| dependent students | 1,536 | 5,175 |
| non-dependent children | 2,759 | 8,762 |
| Total | 18,951 | 69,422 |
| One parent family with: | | |

| Family Composition | Families | Persons |
|---|---|---|
| children < 15 only | 2,034 | 4,882 |
| children < 15 and dependent students | 289 | 948 |
| children > 15, dependent students and non-dependent children | 30 | 124 |
| children >15 with non-dependent children | 113 | 370 |
| dependent students and non-dependent children | 241 | 772 |
| dependent students | 850 | 1,862 |
| non-dependent children | 2,554 | 5,514 |
| Total | 6,109 | 14,469 |
| Other family | 1,077 | 2,273 |
| Total | 44,456 | 122,410 |

Source: ABS Census, 2016 General Community Profile.

Considering the number of people in these same families, also set out in Table 54, it is apparent that almost 33% of the local government area population (59,633 of 182,043) do not live in family households, but rather in non-family households, non-private dwellings and similar.

Table 55 provides more detail on change over the last 10 years. Family households as a whole have grown 13% over the period, but amongst these, families with children have grown by 21%, and from a substantial base. Non-family households have grown far more slowly at 1.9% over 10 years, but amongst these group households have grown by 19%, albeit from a small base.

Note the table excludes non-private dwellings, which are not self-contained and include boarding houses[35], student accommodation with shared facilities and similar.

Almost 4% of the Inner West population live in non-private dwellings, reflecting the proximity of universities, TAFE and hospitals; these residents are discussed later.

### Table 55 Inner West LGA households and similar

| HOUSEHOLD TYPE: | 2006 | 2011 | 2016 | Change 2006-16 |
|---|---|---|---|---|
| Couple only | 15,958 | 16,921 | 17,670 | 10.7% |
| Couple with children | 15,546 | 17,436 | 18,807 | 21.0% |
| Single parent | 5,788 | 5,967 | 5,895 | 1.8% |
| Other family households[1] | 1,180 | 1,265 | 1,075 | -8.9% |
| Total family households | 38,465 | 41,598 | 43,456 | 13.0% |
| Lone person | 19,319 | 19,242 | 18,946 | -1.9% |
| Group | 5,377 | 5,745 | 6,401 | 19.0% |
| Other households | 5,577 | 4,335 | 5,489 | -1.6% |
| Total non-family households | 30,273 | 29,322 | 30,836 | 1.9% |
| Total | 68,741 | 70,917 | 74,288 | 8.1% |

[35] This report uses the term to cover both accommodation which includes full board and that which does not.

Source: ABS Census, 2016 Time Series Profile. Note 1. Includes multi-family households.

Average household size in the Inner West has been slowly increasing over the last 10 years (Table 56), which is unusual in the Sydney context, particularly in long established areas[36].

It seems that local family households (which includes multi-family households) have a large and increasing size over time (2.8 people per dwelling), counterbalancing growth in lone person households as existing residents age in their long-occupied dwelling; or 'ageing in place'.

### Table 56 Average household size

| Year | Average household size[1] | Av. no. of persons per bedroom |
|---|---|---|
| 2006 | 2.3 | 0.9 |
| 2011 | 2.3 | 1 |
| 2016 | 2.4 | 1 |

Source: ABS Census, 2016 Time Series Profile. Note 1: Average persons per occupied private dwelling.

These household structure and size trends have substantial implications for future household numbers and the size of the dwelling they are likely to occupy.

Department of Planning and Environment household type projections are provided in Table 57, while the resultant household and dwelling projections are provided in Table 58.

### Table 57 Inner West household type projections

| Household Type: | 2016 | 2021 | 2026 | 2031 | 2036 |
|---|---|---|---|---|---|
| Couple only | 17,900 | 18,650 | 19,350 | 20,450 | 21,550 |
| Couple with children | 19,800 | 21,050 | 21,700 | 22,400 | 23,050 |
| Single parent | 7,100 | 7,750 | 8,250 | 8,800 | 9,350 |
| Other family households | 1,200 | 1,200 | 1,250 | 1,300 | 1,350 |
| Multiple-family households | 1,900 | 2,000 | 2,050 | 2,150 | 2,250 |
| Total family households | 47,900 | 50,650 | 52,600 | 55,100 | 57,500 |
| Lone person | 25,400 | 27,300 | 29,050 | 31,200 | 33,250 |
| Group | 6,950 | 7,050 | 7,250 | 7,550 | 7,950 |
| *Total non-family households* | *32,350* | *34,350* | *36,350* | *38,750* | 41,250 |
| Total | 80,250 | 85,000 | 88,950 | 93,850 | 98,750 |

Source: DPE, *NSW Population Projections Sydney Metro LGA data 2016*.

DPIE expects household size to decline in Inner West—as it is in all four of the nearby LGAs considered in Table 56, despite there being little local evidence of such decline during the last 10 years. As indicated above in Table 55, recent trends indicate that average household size slightly increased between 2011 and 2016. This could be explained by a number of factors including: the increase in the number of young children, the levelling out of the number of lone person households and the rise in group households. The latter two factors may be as a result of affordability concerns (i.e. less lone persons can afford to live in the LGA or more group households form to counteract escalating housing cost).

[36] Most LGAs display some decline, although Greater Sydney as a whole is also displaying a small rise over the last 10 years.

Table 58 Household projections

| LGA | Parameter | 2016 | 2021 | 2026 | 2031 | 2036 |
|---|---|---|---|---|---|---|
| Inner West | Household Projection | 80,250 | 85,000 | 88,950 | 93,850 | 98,750 |
| | Household Size | 2.31 | 2.31 | 2.30 | 2.29 | 2.27 |
| Sydney | Household Projection | 108,100 | 125,000 | 137,100 | 150,350 | 162,250 |
| | Household Size | 1.88 | 1.88 | 1.87 | 1.86 | 1.86 |
| Canada Bay | Household Projection | 35,500 | 37,250 | 40,850 | 44,900 | 48,900 |
| | Household Size | 2.53 | 2.53 | 2.52 | 2.50 | 2.48 |
| Canterbury-Bankstown | Household Projection | 124,150 | 135,300 | 148,200 | 162,150 | 176,600 |
| | Household Size | 2.87 | 2.86 | 2.85 | 2.83 | 2.81 |

Source: DPE, *2016 New South Wales State and Local Government Area Household Projections and Implied Dwelling Requirements*.

This population growth in Inner West reflects a growth rate of some 1.1% p.a., well below Canada Bay (1.7% p.a.), Canterbury-Bankstown (1.7%p.a.) and Sydney (2.3%p.a.) over the same 20-year period.

# C-4 Household income

Local incomes are generally higher than those prevailing across Greater Sydney as a whole, apparent from Table 58 (median income) and Table 59 (income quartiles).

Table 60 divides Greater Sydney household incomes into four equal groups (quartiles) and shows that the top 25% of household incomes are being received by some 7.2% more Inner West households (37.8%) than Greater Sydney ones (30.6%).

Correspondingly, 2.4% fewer Inner West households are in the bottom 25% of incomes group (17.6% cf. 21.0%).

Table 59 Medium household income, Inner West LGA, Greater Sydney and nearby

| Median household income ($/week) | 2006 | 2011 | 2016 |
|---|---|---|---|
| Inner West | $1,265 | $1,648 | $2,042 |
| Greater Sydney | $1,173 | $1,444 | $1,746 |
| Canada Bay | $1,453 | $1,753 | $2,058 |
| Canterbury-Bankstown | $884 | $1,062 | $1,296 |

Source: ABS Census, 2016 Time Series Profile for each LGA.
Note: Based on place of enumeration

Table 60 Percentage of Inner West households in each Greater Sydney income quartile

| Inner West Council area - Households (Enumerated) | 2016 | | | 2011 | | | Change |
|---|---|---|---|---|---|---|---|
| Quartile group | Number | % | Greater Sydney % | Number | % | Greater Sydney % | 2011 to 2016 |
| Lowest group | 11,094 | 17.6 | 21.0 | 10,981 | 18.0 | 21.0 | +113 |
| Medium lowest | 12,062 | 19.1 | 22.3 | 11,863 | 19.4 | 22.5 | +199 |
| Medium highest | 16,077 | 25.5 | 26.1 | 15,289 | 25.1 | 25.8 | +788 |
| Highest group | 23,827 | 37.8 | 30.6 | 22,866 | 37.5 | 30.6 | +961 |
| Total Households | 63,062 | 100.0 | 100.0 | 61,001 | 100.0 | 100.0 | +2,061 |

Source: ABS, Census of Population and Housing 2011 and 2016, compiled by profile.id

Table 61 Range of incomes in each Greater Sydney income quartile

| Household income ranges | 2016 | 2011 | 2006 | 2001 | 1996 | 1991 |
|---|---|---|---|---|---|---|
| Lowest group | $0 to $750 | $0 to $614 | $0 to $530 | $0 to $418 | $0 to $337 | $0 to $302 |
| Medium lowest | $751 to $1,481 | $615 to $1,233 | $531 to $1,034 | $419 to $828 | $338 to $652 | $303 to $582 |
| Medium highest | $1,482 to $2,554 | $1,234 to $2,272 | $1,035 to $1,788 | $829 to $1,462 | $653 to $1,146 | $583 to $975 |
| Highest group | $2,555 and over | $2,273 and over | $1,789 and over | $1,463 and over | $1,147 and over | $976 and over |

Source: Australian Bureau of Statistics, Census of Population and Housing, 2016 (Enumerated data), compiled by profile.id

Despite local household incomes being a little higher than Greater Sydney as a whole, almost 23,200 Inner West households are on very low to moderate incomes and the number has grown 1.4% over the inter-census period.

The number of households on upper quartile incomes has grown by more than 4%, but this will be increased somewhat by the increase in household size and household complement. However, the growth in the number of households in the middle and higher income ranges could also be an indicator of the gentrification process reported by Council staff in consultation to inform this Strategy.

# C-5 Housing stress

## C-5-1 Tenure Type

Inner West dwelling tenures display far more private renters than Greater Sydney (39% c.f. 29%), but nearby councils are marked by considerable variation from one to the other (Sydney 53%, Canada Bay 34% and Canterbury-Bankstown 27%) as shown in Table 62.

Almost 25% of Inner West dwellings are owned outright, 28% are being purchased and 39% are rented in the private market.

Public and community housing have a small presence in the area, but these are often difficult to separate, so all have been classified as social housing with some 3.7% of households.

Table 62 Tenure type, Inner West and surrounding LGAs (2016)

| Tenure | Inner West | Percentage | Greater Sydney | Canada Bay | Sydney | Canterbury-Bankstown |
|---|---|---|---|---|---|---|
| Owned outright | 16,990 | 24.7% | 472,635 | 9,882 | 11,964 | 32,497 |
| Owned with a mortgage | 19,565 | 28.4% | 539,917 | 9,428 | 16,964 | 31,896 |
| | | | | | | |
| Private rental | 27,119 | 39.4% | 468,112 | 10,878 | 45,015 | 29,438 |
| Social housing | 2,573 | 3.7% | 78,120 | 903 | 7,656 | 9,162 |
| Landlord type not stated | 314 | 0.5% | 7,020 | 141 | 457 | 596 |
| | | | | | | |
| Other tenure type | 319 | 0.5% | 14,183 | 159 | 559 | 724 |
| Tenure type not stated | 1,919 | 2.8% | 43,899 | 710 | 2,816 | 3,454 |
| | | | | | | |
| Total | 68,796 | 100% | 1,623,872 | 32,102 | 85,423 | 107,772 |

Source: ABS Census, 2016 General Community Profiles for each area.

Over the last 10 years the number of dwellings owned with a mortgage (i.e. being purchased) in Inner West has grown at about the same rate as local dwelling numbers (8.6%) and far more slowly than across Greater Sydney as a whole (14.7%).

Correspondingly, private rental dwellings have grown rapidly in numbers (13.4%), although at about half the rate of growth in this sector across Greater Sydney. Public housing, community housing and that provided by church and similar groups has grown very slowly.

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Correspondingly, private rental dwellings have grown rapidly in numbers (13.4%), although at about half the rate of growth in this sector across Greater Sydney.

Public housing, community housing and that provided by church and similar groups has grown very slowly.

Table 63 Tenure Type Change 2006 to 2016

| Tenure Type | Inner West | | | Greater Sydney | | |
|---|---|---|---|---|---|---|
| | 2006 | 2016 | % Change | 2006 | 2016 | % Change |
| Owned outright | 16,450 | 17,140 | 4.2% | 457,500 | 475,996 | 4.0% |
| Owned with a mortgage | 18,116 | 19,681 | 8.6% | 472,798 | 542,273 | 14.7% |
| | | | | | | |
| Rented: | | | | | | |
| Private rental | 24,207 | 27,446 | 13.4% | 365,782 | 474,093 | 29.6% |
| Social housing | 2,500 | 2,600 | 4.0% | 76,870 | 78,746 | 2.4% |
| Landlord type not stated | 434 | 330 | -24.0% | 9,751 | 7,235 | -25.8% |
| Total | 27,144 | 30,363 | 11.9% | 452,397 | 560,063 | 23.8% |
| | | | | | | |
| Other tenure type | 337 | 344 | 2.1% | 10,759 | 14,560 | 35.3% |
| Tenure type not stated | 6,701 | 6,763 | 0.9% | 128,010 | 126,775 | -1.0% |
| | | | | | | |
| Total | 68,741 | 74,288 | 8.1% | 1,521,462 | 1,719,678 | 13.0% |

Source: ABS Census, 2016 Time Series Profiles for each area.

## C-5-2 Rental Stress

This is a well-established indicator of people having difficulty affording their housing. It focuses on households on the lowest 40% of income, adjusting that income to reflect the number of people depending upon it. Of these households, any that pay more than 30% of their income on rent are considered to be in rental stress.

Please note however that Table 64 and the two that follow on housing stress have to be based on where people were counted on Census night (August 9, 2016) rather than their place of usual residence.

Using this criterion, some 5,211 of Inner West's low income households are in rental stress or 6.5% of all LGA households. Table 64 shows the age distribution of people in the households which are experiencing rental stress, with young families being particularly affected.

Table 64 Inner West, Persons in Rental Stress

| Age Group | Male | Female | Persons |
|---|---|---|---|
| 0-9 years | 798 | 732 | 1,530 |
| 10-19 years | 737 | 661 | 1,398 |
| 20-29 years | 1,819 | 2,036 | 3,855 |
| 30-39 years | 1,075 | 1,196 | 2,271 |
| 40-49 years | 693 | 846 | 1,539 |
| 50-59 years | 538 | 557 | 1,095 |
| 60-69 years | 394 | 374 | 768 |

| Age Group | Male | Female | Persons |
|---|---|---|---|
| 70-79 years | 196 | 158 | 354 |
| 80-89 years | 52 | 58 | 110 |
| 90-99 years | 1 | 9 | 10 |
| 100+ years | 0 | 0 | 0 |
| Total | 6,293 | 6,636 | 12,929 |

Source: ABS Census, 2016 Table Builder, variables RDTD, HIED, AGE10P.

Just over 7% of the Inner West population is in rental stress whereas across Greater Sydney, more than 10.1% of the total population are in rental stress, some 488,600 people.

### Mortgage Stress

Mortgage stress is calculated in a similar fashion to rental stress. Using this criterion, some 1,225 households are in mortgage stress and this represents 66% of households on the lowest 40% of incomes, but just 1.5% of all households in the LGA. The number of people by age in households experiencing mortgage stress is shown in Table 65. Again, the number of children and young people is substantial, but there is also some concentration amongst 40-59 year olds.

### Table 65 Inner West, Persons in Mortgage Stress

| Age Group | Male | Female | Persons |
|---|---|---|---|
| 0-9 years | 306 | 337 | 643 |
| 10-19 years | 370 | 367 | 736 |
| 20-29 years | 220 | 233 | 448 |
| 30-39 years | 189 | 284 | 474 |
| 40-49 years | 297 | 399 | 692 |
| 50-59 years | 290 | 274 | 566 |
| 60-69 years | 143 | 155 | 285 |
| 70-79 years | 45 | 67 | 109 |
| 80-89 years | 26 | 27 | 48 |
| 90-99 years | 0 | 6 | 5 |
| 100+ years | 0 | 0 | 0 |
| Total | 1,886 | 2,149 | 4,006 |

Source: ABS Census, 2016 Table Builder, variables MRERD, HIED, AGE10P.

Table 66 brings this information into a single table of households in housing stress according to household composition.

People in couple families with children are the largest group (6,111 persons households), but to this must be added people in households comprising 2 couple families with children (409). Indeed, there are a very small number of households comprising 3 couple families with children, a likely source of the overcrowding noted above.

One-parent families are the next largest group of people in households in housing stress and some of these households include 2 or 3 one parent families. Couple families (no children) also comprise a large group of people in households in housing stress.

Table 66 People experiencing housing stress according to family type

| Household Type | Mortgage Stress | Rental Stress | Total Stress |
|---|---|---|---|
| Couple family with children | 2,196 | 3,915 | 6,111 |
| Couple family with no children | 267 | 2,113 | 2,380 |
| One parent family | 764 | 2,212 | 2,976 |
| Other family | 53 | 317 | 370 |
| 2 Couple families with no children | 15 | 73 | 88 |
| 2 Couple families with children | 219 | 190 | 409 |
| 2 One parent families | 53 | 94 | 147 |
| Other 2 family household | 7 | 18 | 25 |
| 3 or more family household | 18 | 79 | 97 |
| Lone person household | 266 | 1,764 | 2,030 |
| Group household | 164 | 2,136 | 2,300 |
| Visitors only household | n.a. | n.a. | n.a. |
| Total | 4,024 | 12,923 | 16,947 |

Source: ABS Census, 2016 Table Builder, based on variables HIED, MRERD, MRED, HCFMD, RNTRD, RNTD.

People in group households, such as those comprising students, rank next (2,300 persons), but the number is small compared with the number of students living in the Inner West (Table 67). Substantial numbers of lone person households also experience housing stress, but this only represents a small proportion of lone person households in the LGA.

Surprisingly, visitor-only households, such as those comprising tourists in serviced apartments are affected by housing stress in minimal numbers. They have not been separately shown in the table as ABS withholds all small cell counts.

Overall, well over 16,935 people in 6,436 households in Inner West LGA are in housing stress. These figures are likely to be an understatement as households (and their residents) that did not respond to the Census age, household complement, household income, rent or mortgage questions have been excluded from this group due to insufficient information being available to classify them.

At 9.3% of the Inner West population, this is considerably fewer than the 11.8% of the Greater Sydney population (567,700 people) similarly affected by housing stress.

# C-6 Needs Groups

## C-6-1 Key Workers

Table 67 shows the number of people who live in Inner West LGA compared with those who work there, albeit for key worker occupations only. The purpose of the comparison in this table is to better understand whether the key workers required in the LGA can afford to live there, rather than any implication that they should live and work in the same area.

Table 67 Key workers who live Inner West LGA compared with those who work there

| Occupation[1] | Work in Area[2] | | | Live in Area[3] | | |
|---|---|---|---|---|---|---|
| | Males | Females | Persons | Males | Females | Persons |
| Professionals | | | | | | |
| School Teachers | 742 | 1,792 | 2,531 | 918 | 2,263 | 3,186 |
| Nurses & Midwives | 118 | 662 | 774 | 351 | 1,561 | 1,912 |
| Technicians & Trades Workers | | | | | | |
| Construction Trades Workers | 14 | 0 | 14 | 3 | 0 | 3 |
| Bricklayers, Carpenters & Joiners | 739 | 3 | 738 | 676 | 17 | 692 |
| Floor Finishers & Painters | 232 | 10 | 242 | 232 | 10 | 245 |
| Glaziers, Plasterers & Tilers | 250 | 5 | 258 | 219 | 5 | 219 |
| Plumbers | 312 | 3 | 316 | 283 | 0 | 286 |
| Electricians | 474 | 7 | 481 | 478 | 5 | 485 |
| Food Trades Workers | 1,267 | 492 | 1,762 | 1,291 | 412 | 1,705 |
| Community & Personal Service Workers | | | | | | |
| Health and Welfare Support Workers | 304 | 537 | 848 | 257 | 604 | 857 |
| Child Carers | 91 | 1,313 | 1,411 | 84 | 896 | 981 |
| Carers and | 6 | 5 | 16 | 10 | 15 | 18 |
| Education Aides | 42 | 245 | 282 | 61 | 195 | 257 |
| Personal Carers | 286 | 1,138 | 1,424 | 325 | 865 | 1,185 |
| Hospitality Workers | 776 | 1,082 | 1,858 | 1,320 | 1,551 | 2,870 |
| Defence, Fire & Police | 359 | 110 | 470 | 255 | 106 | 361 |
| Prison and Security | 153 | 20 | 168 | 214 | 58 | 275 |
| Sales Workers | | | | | | |
| Checkout operators | 169 | 393 | 566 | 142 | 350 | 490 |
| Sales Assistants and Salespersons | 1,657 | 2,049 | 3,707 | 1,803 | 2,409 | 4,210 |
| Machinery Operators and Drivers | | | | | | |
| Road and Rail Drivers | 63 | 4 | 70 | 70 | 5 | 76 |
| Automobile, Bus and Rail Drivers | 999 | 32 | 1,033 | 548 | 35 | 578 |
| Delivery Drivers | 401 | 8 | 412 | 288 | 16 | 301 |

| | | | | | | |
|---|---|---|---|---|---|---|
| Truck Drivers | 471 | 8 | 480 | 273 | 9 | 284 |
| Labourers | | | | | | |
| Cleaners and Laundry Workers | 613 | 488 | 1,101 | 777 | 757 | 1,539 |
| Construction and Mining Labourers | 644 | 12 | 651 | 615 | 11 | 624 |
| Food Preparation Assistants | 482 | 385 | 864 | 524 | 335 | 866 |

Note: 1. Not all occupations under each heading are included; only key workers.
2. Place of Work Census database.
3. Place of Usual Residence Census database.
Source: ABS Census, 2016 Table Builder, based on variable OCCP (3-digit occupation code).

The occupations included in key workers are essentially teachers, nurses, child carers, building tradespeople, emergency service workers, sales people, truck and delivery drivers and labourers.

In most cases similar numbers of people from each key worker occupation category live in the area compared with work there. However, 'child carers', 'personal carers' and 'drivers', particularly "Automobile, Bus and Rail Drivers" are categories where far more people work in the area than live there, suggesting Inner West may not be affordable for them. Indeed, more than one quarter of the households in housing stress include key workers in them (some 3,571 people[37]) and almost 84% of these are in tenant households.

## C-6-2 Students

Inner West Local Government Area also includes many students given its proximity to the University of Sydney, University of Technology Sydney, Sydney TAFE and various private institutions such as the University of Notre Dame. Indeed, more than 18% of the Inner West population are attending adult education (i.e. for those aged 15 years and over) and many of these people are 25 or more years of age (Table 68). Unfortunately, the educational institution being attended is not available from the Census for almost 42% of students.

Table 68 Students 15 years and over Resident in Inner West LGA

| Institution | Males | Females | Persons |
|---|---|---|---|
| Technical or Further Educational | | | |
| Full time student aged 15-24 years | 247 | 252 | 498 |
| Full time student aged 25 years and over | 320 | 432 | 754 |
| Part-time student aged 15-24 years | 301 | 173 | 478 |
| Part-time student aged 25 years and over | 616 | 829 | 1,443 |
| Full/Part-time status not stated | 13 | 15 | 30 |
| Total | 1,494 | 1,704 | 3,204 |
| University or other Tertiary | | | |
| Full time student aged 15-24 years | 2,703 | 3,058 | 5,755 |
| Full time student aged 25 years and over | 1,484 | 1,828 | 3,313 |
| Part-time student aged 15-24 years | 343 | 458 | 799 |
| Part-time student aged 25 years and over | 1,558 | 2,409 | 3,966 |

[37] ABS Census, 2016 Table Builder, based on variables HIED, MRERD, MRED, HCFMD, RNTRD, RNTD, OCCP.

| Institution | Males | Females | Persons |
|---|---|---|---|
| Full/Part-time status not stated | 23 | 24 | 43 |
| Total | 6,105 | 7,775 | 13,879 |
| Other type of Educational Institution | | | |
| Full-time student | 349 | 397 | 751 |
| Part-time student | 481 | 739 | 1,220 |
| Full/Part-time status not stated | 7 | 10 | 19 |
| Total | 837 | 1,149 | 1,985 |
| Type of Educational Institution not stated | 6,975 | 6,823 | 13,796 |
| Total | 15,411 | 17,451 | 32,864 |

Source: ABS Census, 2016 General Community Profile.

Almost 21% of these students are in housing stress (Table 69), overwhelmingly rental stress. Full-time students are most affected by far, with 51.3% of all FT students in housing stress compared with 13.5% of PT students.

### Table 69 Students 15 years and over in Housing Stress

| Student | Mortgage Stress | Rental Stress | Housing Stress |
|---|---|---|---|
| Full-time student | 1,340 | 4,339 | 5,679 |
| Part-time student | 199 | 872 | 1,071 |
| Full-time/part-time not stated | 25 | 97 | 122 |
| Total | 1,564 | 5,308 | 6,872 |

Source: ABS Census, 2016 Table Builder, based on variables STUP, HIED, RNTD, MRED.

## C-6-3 Culturally and Linguistically Diverse People

Focussing on people who were born overseas in non-English speaking countries as the core of the 'culturally and linguistically diverse' population (CALD), it is clear that they are large component (24%) of the Inner West LGA population, but smaller than for Greater Sydney as a whole (29%). Further, almost 37% of this group has arrived within the last 11 years (Table 70).

### Table 70 People of CALD Background

| Year of Arrival | CALD |
|---|---|
| 1900 - 1985 | 14,627 |
| 1986 - 1995 | 6,520 |
| 1996 - 2005 | 6,085 |
| 2006 - 2016 | 15,796 |
| Total | 43,028 |

Source: ABS Census, 2016 Table Builder, based on variables BLP, YARRP.

Similar numbers of CALD people are in housing stress as students - shown by Table 71 - so incidence is not as high at 16% of the total CALD population. It is noticeable that the vast majority of CALD people in housing stress have arrived in Australia during the last 11 years.

Table 71 People of CALD Background in Housing Stress

| Year of Arrival | Mortgage Stress | Rental Stress | Housing Stress |
|---|---|---|---|
| 1900 - 1985 | 273 | 565 | 838 |
| 1986 - 1995 | 342 | 582 | 924 |
| 1996 - 2005 | 331 | 822 | 1,153 |
| 2006 - 2016 | 493 | 3,684 | 4,177 |
| Total | 1,439 | 5,653 | 7,092 |

Source: ABS Census, 2016 Table Builder, based on variables BLP, YARRP, HIED, RNTD, MRED

## C-6-4 People with Disability

The quality of comprehensive disability statistics is poor, with the Census relying on self-identification, rather than any objective measure of disability. More detailed information is available from sample surveys, but these do not yield significant information at the LGA level; even an LGA as large as Inner West.

Overall, Inner West LGA has proportionately fewer people with a core activity need for assistance than Greater Sydney (4.5% c.f. 4.9%). Furthermore, there are no marked differences in the incidence of "disability" between the two areas, irrespective of age (Table 72).

Table 72 **People with a Core Activity Need for Assistance ("Disability")**

| Age Group | Inner West | | Greater Sydney | |
|---|---|---|---|---|
| | No. | % | No. | % |
| 0-4 years | 71 | 0.0% | 3,374 | 0.1% |
| 5-14 years | 323 | 0.2% | 16,185 | 0.3% |
| 15-19 years | 132 | 0.1% | 6,389 | 0.1% |
| 20-24 years | 129 | 0.1% | 5,012 | 0.1% |
| 25-34 years | 282 | 0.2% | 9,239 | 0.2% |
| 35-44 years | 393 | 0.2% | 12,474 | 0.3% |
| 45-54 years | 659 | 0.4% | 20,360 | 0.4% |
| 55-64 years | 871 | 0.5% | 30,098 | 0.6% |
| 65-74 years | 1,274 | 0.7% | 36,775 | 0.8% |
| 75-84 years | 2,139 | 1.2% | 47,838 | 1.0% |
| 85 years and over | 1,895 | 1.0% | 48,383 | 1.0% |
| Total Population with disability | 8,168 | 4.5% | 236,139 | 4.9% |
| Total Population | 182,043 | 100.0% | 4,823,991 | 100.0% |

Source: ABS Census, 2016, General Community Profile of each area.

Notes: Based on place of usual residence.

Almost 640 people with "disability" in Inner West can be identified as coming from households in housing stress (Table 73). Predominantly these people are aged 50 or more years, although there are substantial numbers in the youngest age groups too.

Table 73 **People with "Disability" in Housing Stress**

| Inner West (A) | Rent Stress | Mort Stress | Housing Stress |
|---|---|---|---|
| 0-9 years | 30 | 12 | 42 |
| 10-19 years | 35 | 17 | 52 |
| 20-29 years | 41 | 7 | 48 |
| 30-39 years | 29 | 15 | 44 |
| 40-49 years | 60 | 23 | 83 |
| 50-59 years | 84 | 16 | 100 |
| 60-69 years | 56 | 23 | 79 |
| 70-79 years | 57 | 33 | 90 |
| 80+ years | 63 | 35 | 98 |
| Total | 454 | 184 | 638 |

Source: ABS Census, 2016 Table Builder, based on variables Age10P, ASSNP, HIED, RNTD, MRED.

Notes: Based on place of enumeration.

## C-6-5 Indigenous people

The number of indigenous people in Inner West LGA is small. At 1.1% of the LGA population compared with 1.5% of Greater Sydney, they only represent 73% of the expected proportion (Table 74).

Table 74 Indigenous Population in Inner West LGA and Greater Sydney

| Indigenous People | Inner West | | Greater Sydney | |
|---|---|---|---|---|
| | No. | % | No. | % |
| Aboriginal | 1,910 | 1.0% | 66,978 | 1.4% |
| Torres Strait Islander | 63 | 0.0% | 1,928 | 0.0% |
| Both Aboriginal & Torres Strait Islander | 60 | 0.0% | 1,221 | 0.0% |
| *Total Indigenous People* | *2,034* | 1.1% | *70,135* | 1.5% |
| Total Persons | 182,043 | 100.0% | 4,823,991 | 100.0% |

Source: ABS Census, 2016, General Community Profile of each area.

Notes: Based on place of usual residence.

Table 74 provides some explanation of why numbers of indigenous people in Inner West LGA are small, with some 436 indigenous people - 21% of the entire local population – in housing stress.

While some care is required in interpreting this table, as it includes all people who were counted in indigenous households on Census night, in a practical sense the implication is clear: affordability for this population sub-group is difficult, particularly affecting children and young parents.

At the same time, Redfern is nearby and the centre of the local Aboriginal community; it may attract Aboriginal people from Inner West.

Table 75 Indigenous Population in Housing Stress

| Age Group | Rental Stress | Mort Stress | Housing Stress |
|---|---|---|---|
| 0-9 years | 74 | 5 | 79 |
| 10-19 years | 74 | 3 | 77 |
| 20-29 years | 88 | 0 | 88 |
| 30-39 years | 59 | 3 | 62 |
| 40-49 years | 44 | 4 | 48 |
| 50-59 years | 32 | 0 | 32 |
| 60-69 years | 20 | 3 | 23 |
| 70-79 years | 5 | 0 | 5 |
| 80+ years | 0 | 0 | 0 |
| Total | 405 | 31 | 436 |

Source: ABS Census, 2016 Table Builder, based on variables Age10P, INGDWTD, HIED, RNTD, MRED.

Notes: Based on place of enumeration.

## C-6-6 People experiencing homelessness

The ABS uses a definition of homelessness which has six components:

1. People in improvised dwellings, tents or 'sleeping rough'
2. People in supported accommodation for those experiencing homelessness
3. People staying temporarily with other households
4. People staying in boarding houses and private hotels
5. People staying in other temporary accommodation
6. People in severely crowded dwellings.

Unfortunately, persons staying temporarily with other households are unavailable below State level, while persons in other temporary lodging are a very small component of the total, so are greatly affected by randomisation. Both have been omitted from the approximation of the ABS method used here. The approximation comprises:

» Persons who are in improvised dwellings, tents or sleeping out, but restricted to those on the bottom 40% of the household income distribution

» Persons in hostels for people experiencing homelessness and hostels for people with disability

» Persons staying in boarding houses and private hotels

» Persons living in severely crowded dwellings (4 or more extra bedrooms needed) on the bottom 40% of the household income distribution.

Care should be taken in using this approximation as – like the ABS estimate - it is intended to meet the needs of service providers and similar who seek a broad view of numbers of people who are very poorly and insecurely housed.

Table 76 suggests that almost 1,800 people in Inner West LGA were experiencing homelessness on Census night, a roughly similar number to Canterbury-Bankstown (1,448), but well below Sydney LGA (4,436) and far above Canada Bay (106).

Table 76 Estimated Homeless Population

| Age Group | Inner West | Sydney | Canada Bay | Canterbury-Bankstown |
|---|---|---|---|---|
| 0-9 years | 19 | 22 | 4 | 213 |
| 10-19 years | 72 | 467 | 3 | 238 |
| 20-29 years | 390 | 2,078 | 32 | 285 |
| 30-39 years | 252 | 660 | 8 | 234 |
| 40-49 years | 288 | 426 | 18 | 182 |
| 50-59 years | 369 | 400 | 19 | 153 |
| 60-69 years | 247 | 261 | 11 | 102 |
| 70-79 years | 105 | 98 | 11 | 28 |
| 80+ years | 20 | 21 | 0 | 8 |
| Total | 1,762 | 4,436 | 106 | 1,448 |

Source: ABS Census, 2016 Table Builder, based on variables Age10P, STRD, NPDD, HOSD, HIED.

Notes: Based on place of enumeration.

# C-7 Employment

Professionals are strongly represented amongst local occupations (37.6% of the work force), far above their relative percentage across Greater Sydney (26.3%). Managers and similar are also a higher proportion of the workforce (16.4% c.f. 13.7%), but by a much smaller margin.

Other occupations are at or below their prevalence in the Greater Sydney workforce (Table 77).

Table 77 Occupation of the Work Force, Inner West and Greater Sydney

| Occupation | Inner West | | Greater Sydney | |
|---|---|---|---|---|
| | No. | % | No. | % |
| Professionals | 37,401 | 37.6% | 597,798 | 26.3% |
| Managers | 16,318 | 16.4% | 311,762 | 13.7% |
| Clerical & administrative workers | 12,773 | 12.8% | 331,135 | 14.6% |
| Technicians and trades workers | 8,446 | 8.5% | 265,056 | 11.7% |
| Community & personal service workers | 8,446 | 8.5% | 218,206 | 9.6% |
| Sales workers | 7,250 | 7.3% | 205,051 | 9.0% |

| | | | | |
|---|---|---|---|---|
| Labourers | 4,862 | 4.9% | 171,450 | 7.5% |
| Machinery operators & drivers | 2,467 | 2.5% | 128,020 | 5.6% |
| Inadequately described/Not stated | 1,608 | 1.6% | 44,228 | 1.9% |
| Total | 99,575 | 100.0% | 2,272,718 | 100.0% |

Source: ABS 2016 Census, General Community Profile, Table 57 for each area.

This concentration of occupations arises from workforce industry of employment. The largest 12 employers are listed below (Table 78) in rank order for Inner West. *Professional, Scientific & Technical Service* industries are a substantially more important employer compared with Greater Sydney, as are *Education and Training* and *Financial and Insurance Services*.

Table 78 Predominant Industries of Employment, for Inner West and Greater Sydney

| Industry of Employment | Inner West | | Greater Sydney | |
|---|---|---|---|---|
| | No. | % | No. | % |
| Professional, Scientific & Technical Services | 14,042 | 14.1% | 223,708 | 9.8% |
| Health Care and Social Assistance | 11,019 | 11.1% | 263,351 | 11.6% |
| Education and Training | 10,459 | 10.5% | 182,770 | 8.0% |
| Financial and Insurance Services | 7,358 | 7.4% | 144,806 | 6.4% |
| Retail Trade | 7,289 | 7.3% | 211,890 | 9.3% |
| Accommodation and Food Services | 6,882 | 6.9% | 151,831 | 6.7% |
| Public Administration and Safety | 6,323 | 6.3% | 124,432 | 5.5% |
| Information Media & Telecommunications | 5,373 | 5.4% | 63,423 | 2.8% |
| Construction | 5,073 | 5.1% | 186,332 | 8.2% |
| Administrative and Support Services | 3,577 | 3.6% | 81,401 | 3.6% |
| Manufacturing | 3,543 | 3.6% | 130,833 | 5.8% |
| Transport, Postal and Warehousing | 3,303 | 3.3% | 114,594 | 5.0% |
| Other industry | 15,334 | 15.4% | 393,347 | 17.3% |
| Total | 99,575 | 100.0% | 2,272,718 | 100.0% |

Source: ABS 2016 Census, General Community Profile, Table 51 for each area. Presentation from id.

## C-7-1 Employment in the Area

Considering numbers of people employed, major employers in Inner West LGA are shown in Table 79. These include *Health Care and Social Assistance* industries associated with or servicing the Royal Prince Alfred hospital (just outside the LGA boundary), plus many local medical and paramedical services.

*Retail trade* is also an important employer in the various medium sized (e.g. Leichhardt Marketplace) and small retail centres across the LGA.

*Education and Training* and *Accommodation and Food Services* are large employers locally, each with almost 5,500 staff. These include many registered clubs, hotels and pubs.

The TAFE NSW Design Centre and Sydney Community College are just a few of many public and private education facilities in the area.

Substantial (5,189) *Professional, Scientific & Technical Services* employment reflects the many small professional consulting offices and similar across the area.

Local people also have excellent access to the many work opportunities in Sydney LGA. These are also shown in Table 79.

Table 79 Inner West LGA Industries – Local Employment

| Industry of Employment | Inner West | | Sydney LGA | |
|---|---|---|---|---|
| | No. | % | No. | % |
| Health Care and Social Assistance | 8,210 | 13.2% | 27,091 | 5.4% |
| Retail Trade | 7,084 | 11.4% | 27,696 | 5.6% |
| Education and Training | 5,456 | 8.7% | 29,416 | 5.9% |
| Accommodation and Food Services | 5,371 | 8.6% | 35,511 | 7.1% |
| Professional, Scientific & Technical Services | 5,189 | 8.3% | 96,940 | 19.4% |
| Construction | 4,784 | 7.7% | 17,406 | 3.5% |
| Public Administration and Safety | 4,347 | 7.0% | 36,927 | 7.4% |
| Manufacturing | 4,132 | 6.6% | 7,469 | 1.5% |
| Transport, Postal and Warehousing | 2,257 | 3.6% | 12,918 | 2.6% |
| Wholesale Trade | 2,046 | 3.3% | 8,789 | 1.8% |
| Administrative and Support Services | 1,834 | 2.9% | 21,109 | 4.2% |
| Information Media and Telecommunications | 1,315 | 2.1% | 27,755 | 5.6% |
| Other Industries | 8,763 | 14.0% | 149,398 | 30.0% |
| Total | 62,403 | 100.0% | 498,425 | 100.0% |

Source: ABS 2016 Census, Working Population Profile, Table 11 for each local government area.

## C-7-2 Unemployment

The Inner West unemployment rate is 4.8% compared with 6.0% for Greater Sydney, but substantial variations exist by age and whether full-time (FT) or part-time (PT) work is being sought, as Table 80 shows.

Although the unemployment rate for 15-19 year olds is high at almost 18%, this is overwhelmingly for PT work, so is likely to reflect a desire for paid employment as well as study. Similar circumstances of study and work are likely to apply for many 20-24 year olds where the rate is also high (8.7%), however, FT work is sought far more often by this latter group.

Amongst 25 to 54 year olds the rate of unemployment is low, ranging from 3.2-4.5% but rises to 5.4% for older workers (55-64 years). An unmet desire for PT work amongst people of 55-64 years and older is also apparent.

Table 80 Labour Force Status of the Inner West Labour Force

| Age Group | Employed[1] | | Unemployed, looking for: | | Unemployment rate | Total labour force |
|---|---|---|---|---|---|---|
| | Full-time | Part-time | Full-time work | Part-time work | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| 15-19 years | 304 | 1,721 | 63 | 402 | 17.7% | 2,645 |
| 20-24 years | 3,937 | 4,318 | 309 | 508 | 8.7% | 9,460 |
| 25-34 years | 21,601 | 6,351 | 755 | 454 | 4.0% | 30,568 |
| 35-44 years | 18,501 | 5,752 | 549 | 304 | 3.2% | 26,286 |
| 45-54 years | 14,439 | 4,393 | 612 | 296 | 4.5% | 20,350 |
| 55-64 years | 7,625 | 3,322 | 372 | 270 | 5.4% | 12,055 |
| 65-74 years | 1,307 | 1,372 | 38 | 64 | 3.4% | 2,929 |
| 75+ years | 99 | 162 | 7 | 15 | 6.0% | 318 |
| Total | 67,813 | 27,388 | 2,702 | 2,317 | 4.8% | 104,599 |

Source: ABS, Census 2016 General Community Profile.

Note: 1. Employed, but not stated FT or PT included in total labour force

However, some important differences between the labour force in Inner West LGA and that of Greater Sydney are apparent in Table 81. The most striking is the very different female participation rate in the labour force itself; Inner West is far higher at 65.5% of the over-15 population, compared with 56.7%.

Local unemployment rates are lower in all cases, probably reflecting the advanced qualifications present there.

### Table 81 Labour Force Details Compared with Greater Sydney

| Labour Force Details | Inner West | | | | Greater Sydney | | | |
|---|---|---|---|---|---|---|---|---|
| | Males | | Females | | Males | | Females | |
| | No. | % | No. | % | No. | % | No. | % |
| Unemployed, looking for: | | | | | | | | |
| Full-time work | 1,591 | 2.1% | 1,113 | 1.4% | 46,846 | 2.4% | 30,297 | 1.5% |
| Part-time work | 1,015 | 1.4% | 1,304 | 1.6% | 28,691 | 1.5% | 40,352 | 2.0% |
| *Total unemployed* | *2,605* | 3.5% | *2,420* | 3.0% | *75,539* | 3.9% | *70,645* | 3.5% |
| | | | | | | | | |
| *Total labour force* | *52,415* | 70.4% | *52,177* | 65.5% | *1,280,466* | 66.9% | *1,138,432* | 56.7% |
| | | | | | | | | |
| Not in the labour force | 16,054 | 21.6% | 21,703 | 27.2% | 515,700 | 26.9% | 751,080 | 37.4% |

Source: ABS Census 2016, General Community Profile, for each area.

As with Greater Sydney, female unemployment rates in Inner West are considerably lower than those of males and the work sought is most often part-time work, although the difference between females and males in this regard is less marked than Greater Sydney. Hence there seems to be substantial competition for part time work in the LGA, from students, women and over 65’s.

## C-7-3 Journey to Work

Median commuting distance to work for usual residents of Inner West LGA is 6.81km[38]. Assuming a travel speed of 14km per hour – reflecting a bus journey – means that 50% of the workforce has a travel time to work of 29 minutes or less.

For all modes of travel to work except cycling and driving a truck, the median distance[39] travelled was 5-10 km, consistent with a travel time of 40-60 minutes. Cyclists travelled much less, a median distance of 1-2.5 km[40] and truck drivers 10-15 km.

[38] ABS, *Commuting Distance for Usual Residents* 2016, 2071.0.55.001.
[39] This analysis is based on grouped travel distances.
[40] ABS Census, 2016 Table Builder table based on variables MTW15P, DTWP.

# D Housing demand

## D-1 Indicators of demand

Inner West LGA forms one part of the *City and Harbour-side* housing market demand area (HMDA) identified by Tice et al[41]

Sydney LGA (immediately east) and Burwood (immediately west) also lie within that area, while Canterbury-Bankstown, adjoining to the south, is in another (Central Sydney). The other LGAs in the *City and Harbour Side* HMDA are Strathfield, Canada Bay and Woollahra.

Tice et al[42] suggest that:

> In the City and Harbour Side HMDA the influence of higher density properties dominates net outcomes overall. Here many of the outcomes appear to be driven by smaller households (couple families without children and lone persons) moving into smaller, higher density, flats, units or apartments. There is evidence of intergenerational trading occurring in the detached housing sector.

Further, they believe that less than one third of housing demand in Greater Sydney involved household movements between different HMDAs[43]. Therefore, more households are moving within this 6 LGA market than are moving into *City and Harbour-side.* This includes Inner West. Indeed, based on later work, the authors believe that the HMDA which includes Inner West may be perhaps half the size of even these 6 LGAs.

Housing costs – dwelling prices and rents – provide insight into the scale of housing demand in the area and are detailed below.

### D-1-1 Rents

Across the LGA as a whole, median rents range from $350 per week for a studio apartment to $1,100 for four or more bedrooms.

At the lower end of the market (1st quartile), the range is from $300 to $950 per week (Table 82). Hence amongst smaller dwellings the range in rent is considerable, but tends to reduce for the quite limited number of larger dwellings (i.e. 4+ bedrooms).

Table 82 Current Dwelling Rents according to Number of Bedrooms

| All Dwellings | New Bonds | |
|---|---|---|
| | Median | 1st Quartile |
| Total | 580 | 464 |
| Studio | 350 | 300 |
| 1 Bedroom | 458 | 390 |
| Not Specified | 545 | 400 |
| 2 Bedrooms | 600 | 500 |
| 3 Bedrooms | 870 | 750 |
| 4 or more Bedrooms | 1,100 | 950 |

[41] Tice, A. Pinnegar, S. Legacy, C. Randolph, W. (2013); *Implementing metropolitan planning strategies; taking into account local housing demand*, City Futures Research Centre; UNSW Australia.
[42] Ibid, p.48.
[43] Ibid, p.52.

Source: Rent and Sales Report, September 2018, Rents for newly rented dwellings

Dwellings with the lowest rent are not flats and apartments (Table 83), or terraces and townhouses (Table 84), but rather what the ABS describe as 'other dwellings', that are difficult to classify dwellings of some age.

These are not boarding and lodging houses however, but exclusively self-contained dwellings.

### Table 83 Flat and Apartment Rents according to Number of Bedrooms

| Flats/Apartments | New Bonds | |
|---|---|---|
| | Median | 1st Quartile |
| Total | 520 | 435 |
| Studio | 360 | 320 |
| 1 Bedroom | 460 | 395 |
| Not Specified | 400 | 330 |
| 2 Bedrooms | 550 | 495 |
| 3 Bedrooms | 780 | 663 |
| 4 or more Bedrooms | - | - |

Source: Rent and Sales Report, September 2018, Rents for newly rented dwellings

### Table 84 Current Townhouse / Terrace Rents according to Number of Bedrooms

| Townhouses | New Bonds | |
|---|---|---|
| | Median | 1st Quartile |
| Total | 750 | 650 |
| Studio | - | - |
| 1 Bedroom | 435 | 375 |
| Not Specified | - | - |
| 2 Bedrooms | 680 | 600 |
| 3 Bedrooms | 880 | 775 |
| 4 or more Bedrooms | 1,110 | 963 |

Source: Rent and Sales Report, September 2018, Rents for newly rented dwellings

It is apparent that the rental markets for most of these postcodes are unique, comprising different price segments and different dwelling compositions.

For example, Dulwich Hill (2203) contains many of the mid-size (2 & 3 bedroom), but cheaper dwellings (<$800 p.w.), while Balmain and East Balmain (2041) include a very wide range of rental dwelling sizes and are more expensive. Haberfield (2045) in contrast, contains very few rental dwellings.

Overall, the local rental market is very complex, with many different dwelling types providing an enormous range of dwelling sizes and qualities for a substantial range of rents.

## D-1-2 Affordable Rental Dwellings

'Affordable dwellings' are those which require a maximum of 30% of household income for households in the bottom half of the income distribution.

Table 85 demonstrates just how important a source of affordable dwellings Inner West LGA is in inner Sydney; It provides more than one third of affordable dwellings in the *City and Harbour-side* housing market demand area (HDMA). Canterbury-Bankstown to the immediate south is another key source of affordable dwellings, but is located in another HMDA.

### Table 85 Dwellings at Affordable Rents[1]

| Dwelling Structure | Inner West | Canterbury-Bankstown | Canada Bay | Burwood | Sydney |
|---|---|---|---|---|---|
| Separate house | 818 | 8,268 | 403 | 281 | 127 |
| Semi-detached, row or terrace house | 1,468 | 4,243 | 332 | 269 | 2,409 |
| Apartment in a 1-2 storey block | 4,486 | 7,905 | 940 | 431 | 945 |
| Apartment in a 3 storey block | 4,451 | 5,292 | 644 | 771 | 2,951 |
| Apartment in a 4+ storey block | 1,772 | 2,169 | 889 | 543 | 10,833 |
| Apartment attached to a house | 180 | 61 | 6 | 13 | 13 |
| House or flat attached to a shop, etc. | 403 | 295 | 118 | 30 | 136 |
| Not stated | 153 | 144 | 43 | 28 | 121 |
| Total | 13,734 | 28,387 | 3,366 | 2,365 | 17,531 |

Source: ABS Census, 2016 Table Builder, based on variable HIED, RNTRD, RNTD and STRD.
Note: 1. Dwellings being rented at 30% of income or less for households receiving the median income or less.

Nevertheless, examining the affordability information in Table 86 more carefully shows that much of this rental housing is only 'affordable' for households on moderate incomes; very little is affordable to those on low or very low incomes, as it is in most of the surrounding areas.

It is only in Canterbury-Bankstown amongst these five areas where affordability is substantially higher and even there the housing is only affordable for those on low incomes, not very low incomes (Table 86).

### Table 86 Distribution of Affordability by Renter Income Group

| Affordability (Sept 2017) | % of Rental Stock | | | | |
|---|---|---|---|---|---|
| | Inner West | Canterbury-Bankstown | Canada Bay | Burwood | Sydney |
| Affordable for Very Low Incomes | 4.92 | 4.65 | 1.43 | 3.81 | 2.11 |
| Affordable for Low Incomes | 18.69 | 32.70 | 7.47 | 13.71 | 18.11 |
| Affordable for Moderate Incomes | 59.81 | 85.33 | 50.40 | 67.51 | 55.76 |

Source: Rental Bonds data, NSW Fair Trading, Sept 2017.

## D-1-3 Dwelling Prices

Unfortunately, recent dwelling sales prices are not available in the same level of detail as are dwelling rents, with information being restricted to title arrangement (Strata or not Strata) and turnover in the quarter.

Some 501 dwellings sold in the March Quarter for a median price of $1,215,000 ($1.22m). Those Torrens titled dwellings sold had a median price of $1.56m and the Strata titles ones much lower at $0.77m. The split between Torrens and Strata titled dwellings sold was very similar at 265 dwellings compared with 236 respectively.

### Table 87 Dwelling Prices according to Property Title

| All Dwellings | Sales Price ($000) | | No. of Sales |
|---|---|---|---|
| | Median | 1st Quartile | |
| Total | 1,215 | 785 | 501 |
| Non Strata | 1,560 | 1,325 | 265 |
| Strata | 770 | 650 | 236 |

Source: Rent and Sales Report, September 2018, Price of dwellings sold in the March quarter 2018

### Table 88 Current Dwelling Prices in Postcode 2041 (Balmain, Balmain East and Birchgrove)

| All Dwellings | Sales Price ($000) | | No. of Sales |
|---|---|---|---|
| | Median | 1st Quartile | |
| Total | 1,805 | 1,413 | 57 |
| Non Strata | 1,998 | 1,814 | 34 |
| Strata | 1,300 | 1,010 | s |

Source: Rent and Sales Report, September 2018, Price of dwellings sold in the March quarter 2018

Balmain and environs (Table 88) displays high Torrens titled dwelling prices with a median of almost $2.0m.

Strata titled dwellings - probably in newer buildings - are considerably less expensive at $1.30m, but still well above the median dwelling price for the entire LGA ($1.22m). First quartile dwelling prices are remarkably similar to the medians, particularly for Torrens (and other non-Strata) titled dwellings, so there seems to be a marked 'floor' to prices in this market.

### Table 89 Current Dwelling Prices in Postcode 2203 (Dulwich Hill)

| All Dwellings | Sales Price ($000) | | No. of Sales |
|---|---|---|---|
| | Median | 1st Quartile | |
| Total | 843 | 709 | 52 |
| Non Strata | 1,475 | 1,316 | s |
| Strata | 751 | 648 | 34 |

Source: Rent and Sales Report, September 2018, Price of dwellings sold in the March quarter 2018

Dulwich Hill (Table 89), lacking inner city densities, historic terraces and possible Harbour views, but with a similar travel time by public transport to the City, displays comparable turnover, but a far more active Strata market in the quarter.

Torrens titled dwellings again display similar median and first quartile prices, but the number of sales is fewer than 10, so turnover is unavailable and only limited reliance should be placed on the price measures shown.

Haberfield (postcode 2045) might be expected to make an interesting comparison, but there appear to have been no sales recorded in the March quarter of 2018, and few occurred in Summer Hill (2130).

Finally, Ashfield (Table 90) displays some of the lowest Strata unit costs in the LGA, with a median of $0.7m ($700,000).

Sales of Torrens titled dwellings have been suppressed due to very small numbers, but they do not appear to be greatly affecting the local dwelling median which is just $715,000 compared with $700,000 for Strata properties there.

Table 90 Current Dwellings in Postcode 2131 (Ashfield)

| All Dwellings | Sales Price ($000) | | No. of Sales |
|---|---|---|---|
| | Median | 1st Quartile | |
| Total | 715 | 660 | 49 |
| Non Strata | - | - | - |
| Strata | 700 | 650 | 39 |

Source: Rent and Sales Report, September 2018, Price of dwellings sold in the March quarter 2018

## D-1-4 Affordable dwellings for purchase

'Affordable dwellings' for purchase have a similar conceptual basis as affordable dwellings for rent, reflecting dwellings which require 30% or less of household income.

Nevertheless, this time the measure must be seen as a rough approximation, since mortgage payments may reflect a dwelling price when purchased made many years before. Accordingly, the focus has been placed on households who moved into their current dwelling over the last five years and are purchasing it.

Of the 34,275 dwellings that were purchased locally by occupiers in the five years ended 2016, just 1,088 (3%) were affordable against the definition set out above. Table 91 demonstrates that there are very few dwellings purchased in this area which meet the 'affordable' criterion, despite very low housing loan interest rates throughout the period.

Table 91 Dwellings being purchased for affordable repayments[1]

| LGA | Inner West | Canterbury-Bankstown | Canada Bay | Burwood | Sydney |
|---|---|---|---|---|---|
| Separate house | 206 | 1,371 | 173 | 67 | 25 |
| Semi-detached, row or terrace house | 299 | 957 | 73 | 42 | 149 |
| Apartment in a 1-2 storey block | 135 | 360 | 67 | 19 | 32 |
| Apartment in a 3 storey block | 239 | 529 | 81 | 51 | 140 |
| Flat or apartment in a 4+ storey block | 196 | 487 | 534 | 115 | 1,286 |
| Flat or apartment attached to a house | 4 | 0 | 0 | 0 | 0 |
| House or flat attached to a shop, etc. | 3 | 16 | 6 | 0 | 0 |
| Not stated | 0 | 23 | 0 | 0 | 8 |

| LGA | Inner West | Canterbury-Bankstown | Canada Bay | Burwood | Sydney |
|---|---|---|---|---|---|
| Total | 1,088 | 3,749 | 950 | 294 | 1,632 |

Source: ABS Census, 2016 Table Builder, based on variables HIED, MRED, MRERD, MV5D and STRD.
Note: 1. Dwellings being purchased for 30% of income or less for households receiving the median income or less.

Again, looking in more detail at affordability information demonstrates very constrained supply; negligible housing is affordable for purchase by very low income households and very little for low income households (Table 92).

Table 92 Distribution of affordability by purchaser income group

| Affordability | % of Purchase Stock | | | | |
|---|---|---|---|---|---|
| | Inner West | Canterbury-Bankstown | Canada Bay | Burwood | Sydney |
| Affordable for Very Low Incomes | 0.59 | 1.17 | 0.78 | 0.69 | 1.53 |
| Affordable for Low Incomes | 2.11 | 2.11 | 1.04 | 1.39 | 3.31 |
| Affordable for Moderate Incomes | 6.34 | 18.42 | 1.82 | 6.94 | 8.39 |

Source: Property NSW sales data, Sept 2017.

Nevertheless, the affordable housing present is widely distributed across the Inner West. The largest concentration is Precinct 8, but Precincts 2, 5 and 6 virtually all include more than 62 affordable dwellings per area.

## D-1-5 Social housing

Consistent with high housing demand in the rental, purchase and affordable sectors, expected waiting times for social housing are typically over 10 years.

The Table 93 below provides waiting times in years for five suburbs, which are substantially representative of the 10 Inner West precincts.

Table 93 Expected waiting times for social housing

| Dwelling Size | No. of Years Waiting Time | | | | |
|---|---|---|---|---|---|
| | Ashfield | Marrickville | Dulwich Hill | Leichhardt | Balmain |
| Studio/1 Bedroom | >10 | >10 | >10 | >10 | >10 |
| 2 Bedroom | >10 | 5-10 | 5-10 | 5-10 | 5-10 |
| 3 Bedroom | >10 | >10 | >10 | >10 | >10 |
| 4 Bedroom | >10 | >10 | >10 | >10 | >10 |

Source: https://www.facs.nsw.gov.au/housing/help/applying-assistance/expected-waiting-times, 21/11/18.

## D-1-6 Occupancy Levels

Overcrowding is not common in Inner West LGA, with just 10,900 (13.5%) dwellings housing more residents than they have bedrooms (Table 94). Applying the more stringent ABS definition of overcrowding - which is based on the Canadian national standard – just 6.2% of households need one or more extra bedrooms to meet the ABS definition (Table 94) compared with 6.6% for Greater Sydney. Where the number of residents exceed the number of bedrooms (allowing for two people in the master bedroom), a dwelling is considered to be over-crowded and is shaded orange. Under-occupancy refers to where there are fewer residents than bedrooms.

Table 94 Number of Residents Compared with Number of Bedrooms 2016

| Number of Bedrooms in Private Dwelling | Number of Persons Usually Resident | | | | | | |
|---|---|---|---|---|---|---|---|
| | One person | Two persons | Three persons | Four persons | Five persons | Six persons | Seven+ persons |
| Studio[1] | 888 | 174 | 27 | 7 | 3 | 3 | 4 |
| One bedroom | 5,783 | 3,015 | 259 | 68 | 14 | 6 | 0 |
| Two bedrooms | 7,762 | 11,807 | 4,663 | 2,296 | 390 | 67 | 15 |
| Three bedrooms | 2,925 | 6,289 | 5,263 | 4,624 | 1,094 | 243 | 77 |
| Four bedrooms | 513 | 1,483 | 1,433 | 2,454 | 1,079 | 276 | 120 |
| Five bedrooms | 84 | 198 | 186 | 388 | 337 | 147 | 81 |
| Six+ bedrooms | 68 | 60 | 40 | 63 | 72 | 71 | 91 |

Source: ABS Census, 2016 Community Profile. Note 1: 'Bedsitter'.

Under-occupancy is far more prevalent and is often likely to reflect the long term consequences of ageing in place, an important policy aim of the Commonwealth Government, which in theory involves providing sufficient resources for older people to stay in their own homes as long as possible. Some 31% of dwellings (21,564 of 68,800) are under-occupied, based on the definition of fewer people usually resident in the dwelling than there are bedrooms available there, less one (for couples).

However, using the more technical ABS definition, 53% of households are under-occupied (Table 95), but still well below Greater Sydney's level of almost 63%.

Table 95 Inner West Housing Suitability

| Housing Suitability | No. Dwellings | |
|---|---|---|
| | Inner West | Greater Sydney |
| Four or more extra bedrooms needed | 56 | 1,896 |
| Three extra bedrooms needed | 105 | 4,306 |
| Two extra bedrooms needed | 543 | 17,721 |
| One extra bedroom needed | 3,550 | 82,826 |
| No bedrooms needed or spare | 23,851 | 400,303 |
| One bedroom spare | 24,190 | 511,055 |
| Two bedrooms spare | 9,729 | 355,734 |
| Three bedrooms spare | 1,955 | 124,267 |
| Four or more bedrooms spare | 387 | 24,478 |
| Unable to determine | 2,673 | 62,714 |
| Not stated | 1,761 | 38,572 |

| | | |
|---|---|---|
| Total | 68,800 | 1,623,872 |

Source: ABS Census, 2016 Table Builder; variable HOSD.

## D-2 Underlying Demand

Based on likely household size and living arrangements, the NSW Department of Planning and Environment has projected dwelling demand for the next 17 years (Table 96).

For the Inner West, dwelling projections assume a continuing vacancy rate of approximately 7% of all dwellings.

### Table 96 Dwelling Demand Projections

| LGA | Parameter | 2016 | 2021 | 2026 | 2031 | 2036 |
|---|---|---|---|---|---|---|
| Inner West | Dwelling Projection | 86,450 | 91,550 | 95,800 | 101,100 | 106,350 |
| | Household Size | 2.31 | 2.31 | 2.30 | 2.29 | 2.27 |
| | Vacancy Rate | 7.2% | 7.2% | 7.2% | 7.2% | 7.1% |
| Sydney | Dwelling Projection | 119,750 | 138,450 | 151,850 | 166,600 | 179,750 |
| | Household Size | 1.88 | 1.88 | 1.87 | 1.86 | 1.86 |
| | Vacancy Rate | 9.7% | 9.7% | 9.7% | 9.8% | 9.7% |
| Canada Bay | Dwelling Projection | 38,350 | 40,200 | 44,100 | 48,450 | 52,800 |
| | Household Size | 2.53 | 2.53 | 2.52 | 2.5 | 2.48 |
| | Vacancy Rate | 7.4% | 7.3% | 7.4% | 7.3% | 7.4% |
| Canterbury-Bankstown | Dwelling Projection | 130,750 | 142,500 | 156,050 | 170,800 | 186,000 |
| | Household Size | 2.87 | 2.86 | 2.85 | 2.83 | 2.81 |
| | Vacancy Rate | 5.0% | 5.1% | 5.0% | 5.1% | 5.1% |

Source: DPIE, *2016 New South Wales State and Local Government Area Household Projections and Implied Dwelling Requirements*.

# E Housing supply

## E-1 Dwelling type

Dwelling supply across the Inner West LGA has grown by a little under 1% each year over the last 10 years, although most of the growth has occurred over the last five (Table 97). In contrast, across Greater Sydney growth has been over 1.3% p.a.

It is important to note that the definition of 'separate house' changed between 2011 and 2016 to require a half metre gap between dwellings in order to be considered a separate house. The substantial decrease in separate houses is partly a result of this change.

Apartments in 4+ storey buildings have grown more dramatically at 64% over the 10 years, but from a very low base (reaching 7,565 in 2016). Apartments in smaller buildings although displaying much lower growth rates have made a similar contribution (2,495) to dwelling stock numbers over the 10 years ended 2016.

'Other dwellings' in Table 97 are overwhelmingly houses or flats attached to a shop, office etc., such as 'shop-top housing' and displayed substantial growth (32%) over the 10 years ending 2016, but a small decline in 2011.Currently at 1,264, numbers remain very small.

In 2016 there is little evidence of people living in caravans, mobile homes (transportable homes) or cabins, with the very small numbers likely to be attributable to randomisation by the Australian Bureau of Statistics rather than dwellings on the ground.

Simultaneously, detached dwelling numbers have declined; on average for each detached dwelling lost, 1.7 higher density dwellings have replaced it. This replacement rate is lower than the surrounding areas.

### Table 97 Dwelling Type Change, 2006-2016

| Dwelling Type | 2006 | 2011 | 2016 | % Change 2006-16 |
|---|---|---|---|---|
| Separate house | 24,854 | 24,405 | 18,040 | -27.4% |
| Semi-detached, row or terrace house | 18,056 | 18,936 | 23,916 | 32.5% |
| Flat, Unit or Apartment: | | | | |
| In a one or two storey block | 9,499 | 9,990 | 10,311 | 8.5% |
| In a three storey block | 10,444 | 10,620 | 12,127 | 16.1% |
| In a four or more storey block | 4,618 | 5,752 | 7,565 | 63.8% |
| Attached to a house | 273 | 242 | 446 | 63.4% |
| *Total* | *24,839* | *26,607* | *30,447* | 22.6% |
| Other dwellings | *955* | *851* | *1,264* | 32.4% |
| | | | | |
| Dwelling structure not stated | 42 | 121 | 617 | n.a. |
| Total | 68,741 | 70,917 | 74,288 | 8.1% |

Source: ABS Census, 2016 Time Series Profile.

# E-2 Number of bedrooms

Across all dwelling types one bedroom dwellings grew by 58% to 3,323 over the 10 years 2006 to 2016 (Table 98). Four and more bedroom dwellings also grew rapidly in numbers by 32% to 8,538 in 2016. However, 2 and 3 bedroom dwellings remained overwhelmingly the predominant size at 19,154 and 17,542 dwellings respectively in 2016. Their growth rates were far lower than the other sizes, reflecting the large numbers of dwellings of this size already in Inner West LGA.

Over the 10 years 2006 to 2016 detached dwelling numbers in all bedroom categories have declined, with the exception of 4 or more bedrooms, which have remained almost static. Hence, smaller detached dwellings (studio, 1 and 2 bedroom dwellings) have been the most affected by change, displaying a contraction of between 42 and 53% over the 10-year period.

Table 98 Dwelling Size Change (Number of Bedrooms)

| No. of Bedrooms | 2006 | 2011 | 2016 | % Change 2006-16 |
|---|---|---|---|---|
| Studio[1] | 151 | 222 | 198 | 31.1% |
| One bedroom | 2,098 | 2,715 | 3,323 | 58.4% |
| Two bedrooms | 17,966 | 19,058 | 19,154 | 6.6% |
| Three bedrooms | 16,605 | 17,388 | 17,542 | 5.6% |
| Four or more bedrooms | 6,371 | 7,418 | 8,538 | 34.0% |
| Not stated | 648 | 545 | 1,096 | 69.1% |
| Total | 43,842 | 47,343 | 49,857 | 13.7% |

Source: ABS Census, 2016 Time Series Profile. Note 1: 'Bedsit'.

Amongst row and terrace houses, growth of three-bedroom dwellings was dramatic, growing by almost 141% over the period, albeit from a small base, of 1,296 in 2006 to 3,118 in 2016. Three-bedroom row and terrace houses grew at 51%, but remained the largest single group amongst row and terrace houses.

Flats and apartments are overwhelmingly (66%) two bedrooms, but it is one-bedroom ones which displayed the highest growth rate (83%). Two and three bedroom flats and apartments grew by around 30% and 4 bedroom ones by 66%, but from merely 169 in 2006 to 281 in 2016, so the number is very small.

# E-3 Non-private dwellings

Non-private dwellings comprise a diverse range of housing including student accommodation, staff quarters, hostels for the aged and tourist accommodation as Table 99 shows. They were mentioned in the homeless people section (C-6-6), where it was noted they are most easily described as non-self-contained dwellings, and typically bathrooms and/or kitchens are shared. It was also noted that residents in boarding houses are often counted as a component of the homeless.

Table 99 People in Non-Private Dwellings (2016)

| Type of Non-Private Dwelling | Inner West | Sydney | Canada Bay | Canterbury-Bankstown |
|---|---|---|---|---|
| Hotel, motel, bed and breakfast | 642 | 30,640 | 68 | 664 |
| Nurses' quarters | 74 | 0 | 0 | 0 |
| Staff quarters | 0 | 4,776 | 22 | 0 |
| Boarding house, private hotel | 1,460 | 2,996 | 47 | 178 |
| Boarding school | 92 | 172 | 29 | 0 |
| Residential college, hall of residence | 150 | 4,194 | 0 | 166 |
| Public hospital (not psychiatric) | 90 | 1,074 | 417 | 496 |
| Private hospital (not psychiatric) | 81 | 325 | 0 | 0 |
| Psychiatric hospital or institution | 27 | 13 | 169 | 27 |
| Hostel for people with a disability | 116 | 5 | 18 | 67 |
| Nursing home | 1,715 | 262 | 617 | 2,006 |
| Accommodation for the retired or aged | 310 | 399 | 43 | 668 |
| Hostel for homeless, night shelter, refuge | 14 | 294 | 0 | 18 |
| Other welfare institution | 317 | 382 | 26 | 80 |
| Prison, corrective institution for adults | 0 | 65 | 0 | 0 |
| Immigration detention centre | 0 | 0 | 0 | 434 |
| Convent, monastery, etc. | 116 | 138 | 9 | 55 |
| Other and non-classifiable | 152 | 4,823 | 0 | 5 |
| Total | 5,356 | 50,558 | 1,465 | 4,864 |

Source: ABS Census, 2016 Table Builder, based on variable NPDD. Note: Based on place of enumeration.

In the present context, boarding houses and private hotels are particularly important, since they typically provide a source of low rent accommodation, although 'rents'[44] paid are no longer collected during the Census, so we cannot be certain of low rents here.

Of the surrounding LGAs, only Sydney has a comparable number of boarding houses and private hotels to Inner West, so the area is an important source of this small accommodation resource, while Canada Bay and Canterbury-Bankstown contain minimal amounts. It has already been noted that mobile homes and similar have not been identified in Inner West by the Census of Population and Housing during 2016; very small numbers seem to have been present in earlier years.

The number of people in nursing homes and similar in Inner West, is substantial at 1,715 and well above nearby local government areas. However, they still reflect a very small proportion of the total population at less than 1%. Perhaps more concerning is the small number of nursing home places in most surrounding areas.

[44] As these premises are occupied under a license arrangement, payments for accommodation are not strictly rent.

# E-4 Affordable and Social housing

Table 100 summarises information on affordable housing already provided plus more detail on local social housing. The social housing count is likely to be understated as tenants are often unclear on the ultimate source of their housing.

The Inner West local government area is an important source of affordable rental housing, but its contribution to affordable housing to buy and social housing is small and not reflective to the demands which exist there.

Table 100 Summary of Affordable and Social Housing in Inner West

| Dwelling Structure | Affordable to Rent | Affordable to Buy | Social Housing |
|---|---|---|---|
| Separate house | 818 | 206 | 159 |
| Semi-detached, row or terrace house | 1,468 | 299 | 474 |
| Apartment in a 1-2 storey block | 4,486 | 135 | 584 |
| Apartment in a 3 storey block | 4,451 | 239 | 635 |
| Flat or apartment in a 4+ storey block | 1,772 | 196 | 219 |
| Flat or apartment attached to a house | 180 | 4 | 3 |
| House or flat attached to a shop, etc. | 403 | 3 | 0 |
| Not stated | 153 | 0 | 499 |
| Total | 13,734 | 1,088 | 2,573 |

Source: ABS Census, 2016 Table Builder. Note: Figures for Aboriginal community and social housing were not available for this Strategy.

# E-5 Rental vacancy rates

A first quality measure of rental vacancy rates is unavailable in NSW, but SQM Research Pty Ltd publishes an estimate at the Postcode level based on repeated vacancy advertisements over three weeks. Their vacancy rate estimates for the postcodes in Inner West LGA are consistent with the broader scale findings of the Real Estate Institute of NSW and are provided in Table 101.

A common view is that a 3% vacancy rate reflects a reasonable balance between rental dwelling supply and demand, although within each area there will be vacancy rate differences according to market segment and dwelling size.

Table 101 Estimated Rental Vacancy Rates in Inner West (Nov 2018)

| Postcode | Includes Suburb | Est. Vacancy Rate |
|---|---|---|
| 2038 | Annandale | 2.0% |
| 2040 | Lilyfield, Leichhardt | 2.5% |
| 2041 | Balmain | 2.2% |
| 2042 | Enmore | 1.6% |
| 2044 | St Peters | 3.3% |
| 2045 | Haberfield | 1.9% |
| 2130 | Summer Hill | 2.7% |

| Postcode | Includes Suburb | Est. Vacancy Rate |
|---|---|---|
| 2131 | Ashfield | 2.0% |
| 2203 | Dulwich Hill | 2.6% |
| 2204 | Marrickville | 1.7% |

Source: https://sqmresearch.com.au/graph_vacancy.php?t=1, SQM Research Pty Ltd, 28/11/18.

Vacancy rates are low across the local government area at 2.7% or less.

'Enmore' and 'Marrickville' postcodes show particularly low rates, and each would be expected to have a large rental dwelling stock, so the figures are unlikely to be calculated on the basis of very small samples which otherwise could explain the rate variation (sample size is unavailable from SQM).

The 'St Peters' figure is an outlier with no clear explanation, but it does include the old industrial suburbs of Sydenham and Tempe, with lower accessibility to the CBD and local retail areas; again this rate is unlikely to be based on a small sample.

## E-6 Sales turnover and price

The number of property sales across Inner West is substantial at perhaps 2,000 p.a. or 500 per quarter (Table 102). Sales are also remarkably evenly spread across the area at 40-60 per suburb per quarter or 160-240 p.a. Close to 53% of sales involve Torrens title and hence typically detached dwellings or town houses (including terrace and row houses), while the balance are Strata Title and usually apartments (including flats), although this split varies considerably between individual suburbs.

### Table 102 Dwelling price data for the Inner West LGA (March Quarter 2018)

| Dwelling Type | First Quartile Sales Price $'000s | Median Sales Price $'000s | Third Quartile Sales Price '000s | Mean Sales Price $'000s | Sales No. | Qtly change in Median | Annual change in Median | Qtly change in Count | Annual change in Count |
|---|---|---|---|---|---|---|---|---|---|
| Total | 785 | 1215 | 1617 | 1275 | 501 | -5.81% | 4.20% | -32.93% | -21.72% |
| Non Strata | 1325 | 1560 | 1950 | 1658 | 265 | 1.76% | -5.74% | -38.94% | -12.54% |
| Strata | 650 | 770 | 953 | 845 | 236 | -2.45% | 1.05% | -24.60% | -29.97% |

Source: FACS Rent and Sales Data, 2018

Table 103 shows movements in dwelling stock by suburb for each intercensal period since 1991 prepared by .id for Council. As ABS suburb boundaries have changed a number of times over that period, the figures should be treated as indicative rather than definitive, nevertheless the table provides great insight into where changes have occurred.

For example, Balmain experienced a large increase (1,264 dwellings) between 1996 and 2001; Rozelle a substantial increase (462 dwellings) over the same period and Marrickville (South) an increase in 1991-1996 (242 dwellings) to be substantially reversed (down 171 dwellings) in 1996-2001.

Table 103 Net Change in Dwelling Numbers between the 1991 and 2011 Census

| Area | Dwelling change | | | |
|---|---|---|---|---|
| | 1991-1996 | 1996-2001 | 2001-2006 | 2006-2011 |
| Annandale | 62 | 198 | -3 | 163 |
| Ashfield (North) | 130 | 204 | 111 | 31 |
| Ashfield (South) | -22 | 313 | 419 | 105 |
| Balmain | 82 | 1264 | 47 | 80 |
| Balmain East | 27 | -23 | -6 | 11 |
| Birchgrove | -187 | 31 | -51 | 8 |
| Camperdown | 110 | 167 | 28 | 94 |
| Croydon | 90 | 49 | 40 | 6 |
| Dulwich Hill | 124 | 467 | 244 | 229 |
| Enmore | -43 | 157 | -39 | 14 |
| Haberfield | 20 | -26 | -24 | -14 |
| Leichhardt | 214 | 583 | 92 | 75 |
| Lewisham | 39 | -103 | -59 | 0 |
| Lilyfield | 43 | 87 | 74 | 236 |
| Marrickville (North) | 137 | 44 | 219 | 281 |
| Marrickville (South) | 242 | -171 | 11 | 90 |
| Newtown | 138 | -91 | 98 | 300 |
| Petersham | -10 | 190 | 158 | 57 |
| Rozelle | 146 | 462 | 337 | 35 |
| St Peters – Sydenham | -91 | -147 | 148 | 258 |
| Stanmore | -1 | 82 | 137 | 83 |
| Summer Hill | 4 | -21 | 69 | -10 |
| Tempe | 6 | 38 | -5 | 13 |
| Inner West Council Area | 1248 | 3801 | 1989 | 2282 |

Source: Profile.id Consulting, Dwelling Forecast Mapping, Nov 2016, based on ABS Census dwelling counts.

# E-7 Intercensal change of dwellings development activity

Table 104 Estimated Net Change in Dwelling Numbers 2016 Census

| Suburb | Intercensal change | Approvals | | Planning Proposals | | | |
|---|---|---|---|---|---|---|---|
| | 2011-16 | Por 16/17 | Net 17/18 | 2018-19 | 2019-20 | 2020-21 | 2021-22 |
| Annandale | 175 | 28 | 44 | 4 | 4 | 4 | 4 |
| Ashfield | 349 | 90 | 158 | 320 | 117 | 221 | 30 |
| Balmain | 97 | 16 | 5 | 4 | 4 | 4 | 4 |
| Balmain East | 2 | 0 | 1 | 1 | 1 | 1 | 1 |
| Birchgrove | 55 | 0 | 3 | 1 | 1 | 1 | 1 |
| Camperdown | 1,550 | 24 | 17 | 1 | 1 | 1 | 1 |
| Croydon | 126 | 20 | 29 | 9 | 9 | 9 | 9 |
| Croydon Park | 42 | 1 | 1 | 0 | 0 | 0 | 0 |
| Dulwich Hill | 402 | 60 | 92 | 87 | 16 | 116 | 87 |
| Enmore | 84 | 4 | 1 | 3 | 3 | 3 | 3 |
| Haberfield | -86 | 6 | 3 | 5 | 5 | 5 | 5 |
| Hurlstone Park | -31 | 0 | 3 | 0 | 0 | 0 | 0 |
| Leichhardt | 96 | 166 | 10 | 420 | 53 | 66 | 216 |
| Lewisham | 154 | 161 | 163 | 4 | 228 | 4 | 4 |
| Lilyfield | 37 | 4 | 28 | 5 | 5 | 5 | 5 |
| Marrickville | 877 | 303 | 299 | 23 | 292 | 523 | 23 |
| Newtown | 401 | 55 | 66 | 8 | 8 | 8 | 8 |
| Petersham | 288 | 143 | 154 | 10 | 10 | 367 | 10 |
| Rozelle | 361 | 23 | 16 | 3 | 3 | 3 | 145 |
| St Peters | 162 | 95 | 153 | 7 | 7 | 187 | 7 |
| Stanmore | -16 | 25 | 6 | 5 | 5 | 5 | 160 |
| Summer Hill | 296 | 15 | 32 | 140 | 5 | 60 | 5 |
| Tempe | 55 | 6 | 6 | 5 | 5 | 5 | 5 |
| Total | 5,476 | 1,248 | 1,290 | 1,063 | 780 | 1,596 | 731 |

Notes: The shows dwellings approved after the 2016 Census to June 2018, Planning Proposals from that date to 2021-22 plus dwellings expected to be developed on small sites (<6 dwellings/site) over the next 18 years spread evenly across this 18 year period (first 4 years only shown). Planning Proposals where date is unknown assumed to occur in 2020-21, but may occur before.

Source: ABS Census, 2016 QuickStats for each suburban area; Inner West Council, Dwelling approvals, 2016-17 and 2017-18; Gazetted Planning Proposals and those in the pipeline, dwelling estimates by Council. .id Draft forecast presentation, November 2016.

INNER WEST

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