



Global Research
Turning **Information** Into **Insight**

Inner West

Parramatta Road Corridor Stage 1 Implementation

COMMUNITY ENGAGEMENT ANALYSIS

April 2024

Report prepared by Global Research Ltd

For



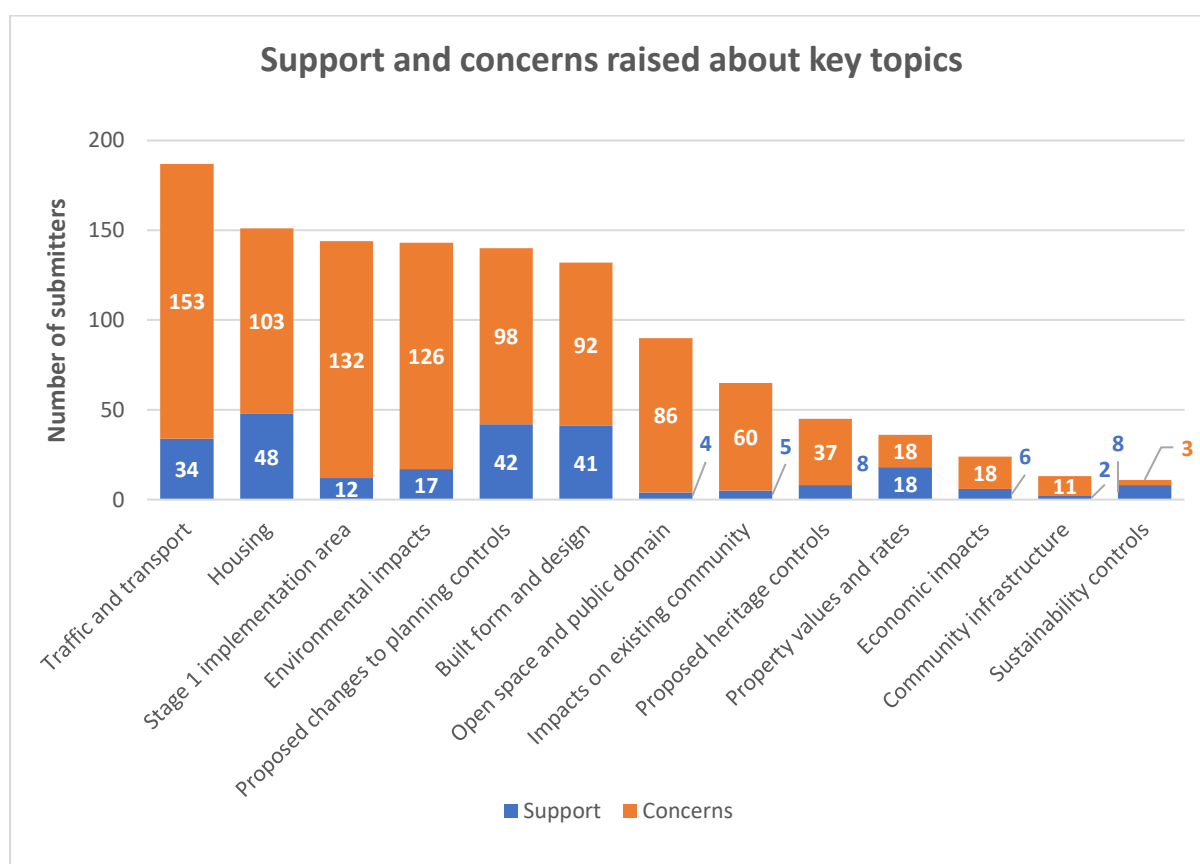
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Executive summary

KEY FINDINGS

Community consultation was undertaken on the Inner West Council's (Council) Parramatta Road Corridor Stage 1 Implementation Proposal. The community could provide submissions via multiple channels including an online survey, free-form/email or letters, and the Department of Planning Housing and Infrastructure's (DPHI) Planning Portal. Additionally, a number of community meetings and drop-in sessions were held as an opportunity for people to provide informal feedback. This community consultation presented mixed views towards the proposal, as seen in the graph below.



- > The majority of submitters opposed the proposal. People felt that the areas identified for development are less suitable than other nearby locations. Submitters were unhappy with the idea that homes in their community could be demolished to create more housing, particularly when they see alternative sites nearby.
- > Support was most often on the basis that more housing is needed and that this proposal will contribute to more, and more affordable, housing. Even amongst those who had concerns, there was often agreement that more housing is necessary.
- > Concerns were primarily from residents whose homes and communities would be impacted by the proposal. Submitters were worried about people being displaced from their homes, reduced sunlight, increased traffic congestion, reduced community cohesion, a loss of local character, and negative impacts on biodiversity.

- > In many cases submitters expressed reservations as to whether the planned changes – however supportive or concerned they were about aspects of the proposal – would result in the desired outcomes.
- > A small proportion of submissions raised concern that the Planning Proposal does *not go far enough* to promote high occupancy living in the Inner West, reiterating the position of a much larger cohort that more, and more *affordable* housing is needed.
- > There was widespread support for the objective to revitalise and rejuvenate Parramatta Road. However, a significant proportion of those who expressed concerns doubted that the current proposal would lead to this outcome.
- > Suggestions to improve the proposal often aligned with respondent’s previously made comments. The most frequent suggestions were to focus development on vacant or un/under-utilised land, particularly along Paramatta Road, instead of on existing residential areas, and to improve public and active transport infrastructure and reduce traffic congestion and safety issues.

THE ENGAGEMENT

Community engagement for the Parramatta Road Corridor Stage 1 Implementation Proposal ran for 6 weeks, from 6 November to 17 December 2023. This report analysed the comments and opinions of 295 community members who engaged with this consultation via:

- Online survey: 134
- Free-form submissions/emails: 159
- Planning Portal submissions: 2

Total contributions: **295**

Introduction

BACKGROUND

In 2016, the former State Government endorsed Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) as a 30-year plan to renew the Parramatta Road Corridor including Leichhardt, Taverners Hill and Kings Bay/Croydon precincts in the Inner West. PRCUTS was given statutory force via a Section 9.1 Local Planning Direction in December 2016 and delivery of the strategy is the responsibility of local councils through the amendment of their planning controls through the Planning Proposal process.

A Planning Proposal with associated draft DCPs and supporting technical documents, seeking to implement parts of PRCUTS for Leichhardt, Taverners Hill and Kings Bay/ Croydon precincts was placed on public exhibition from 6 November to 17 December 2023. The results of this form the basis of this report.

The Planning Proposal area was identified to address the Department of Planning, Housing and Infrastructure’s (DPHI) requirement that a short to medium term shortfall of up to 1600 dwellings in the Inner West be met. Certain parts of the Inner West’s PRCUTS precincts are highlighted, which initiate the incremental transformation of the Corridor. There are opportunities for additional growth beyond this Planning Proposal area which will be delivered through future Council-led LEP amendments.

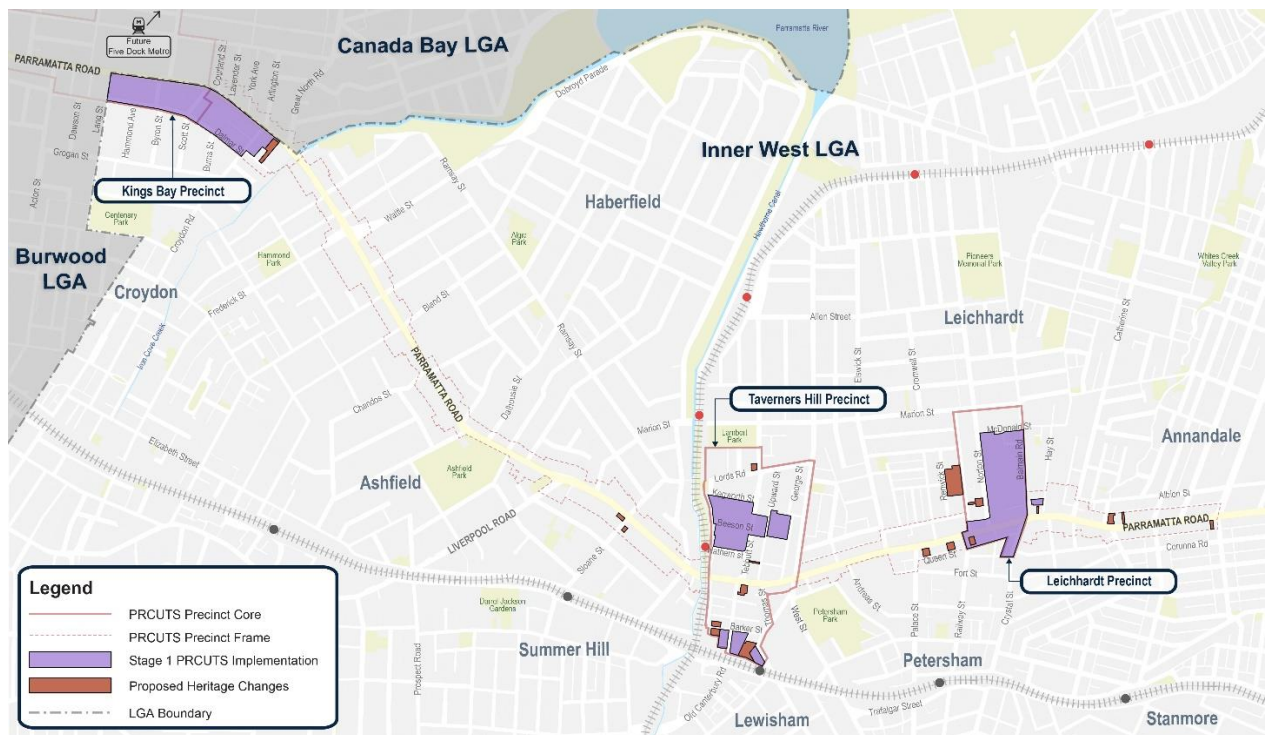


Figure 1. Map showing the land within Council's Planning Proposal (Source, Your Say Inner West project page, 2023)

ENGAGEMENT METHODS

During the community consultation, the exhibition material was made available online at Your Say Inner West (YSIW) and hard copies were placed in all Council libraries and Customer Service Centres. 3,693 letters were posted to affected properties and those within 75m of the Stage 1 implementation areas. Both landowners and occupiers were notified. Additionally, the exhibition material was made available on the DPHI's Planning Portal. Facebook and Instagram posts were also used to increase public awareness of the proposal.

Submissions could be received via email, online through the YSIW survey, a DPHI Planning Portal submission, or in hard copy format either hand delivered or mailed to Council.

The community engagement used the following methods:

- Community meetings
- Drop-in sessions
- YSIW online survey
- DPHI Planning Portal online form

Below is the total number of submissions received by category.

Online survey respondents	Free-form submissions/emails	DPHI Planning Portal	Total submissions
134	159	2	295

Online survey

During the community consultation, the exhibition material was made available online at YSIW, where community and stakeholders were invited to complete an online survey responding to the following questions:

- Which precinct are you interested in? (Leichhardt, Taverners Hill, Kings Bay/Croydon, all of the above) (select as many that apply)
- What aspects of the Proposal do you support? (free text response)
- What aspects of the Proposal do you not support? (free text response)
- Do you have any suggestions to improve the Proposal? (free text response)

In addition to the above questions, submitters were also asked a range of demographic questions about their:

- Connection to the Inner West
- Gender
- Age
- Employment status
- Home ownership status
- Which suburb they reside in

Note that responses to these demographic questions have been discussed on p.65 of this report. In addition, respondents were able to attach documents.

The YSIW project page had 7080 views and 3457 visitors. A total of 134 people responded.

Additional material received

The public could also contribute to the engagement by email, letter or via the DPHI Planning Portal. 159 community members submitted a response in their own words, including 58 that were of a pro forma nature. Additionally, a petition was received, signed by 1,877 people.

In total, the additional material received included:

- 159 free-form submissions/emails, including:
 - 58 submissions of a proforma nature
 - 1 petition (signed by 1,877 people)
- 2 DPHI Planning Portal responses.

Site-specific submissions

Included in the free-form submissions discussed directly above, several detailed site-specific submissions were received relating to technical matters in response to the proposed changes to planning controls and built form, such as amalgamation pattern, heritage, overshadowing, FSR and HOB, and setbacks. Suggestions made in these submissions have been broadly discussed in the 'suggestions' section on p.31, and more detailed responses have been provided directly by Council.

The topics discussed in these submissions varied, ranging from calls for heritage listings of specific properties to be reconsidered, to concerns about the economic feasibility of developing specific sites due to proposed planning controls, or the impact of controls on the design and character of new developments and how these may fit within the existing built environment.

Community meetings and drop-ins

8 community meetings and 3 drop-ins were carried out. Officers were also available at the Kegworth Public School Christmas Fair on 2 December 2023 to respond to any queries. Community meetings were organised on weekdays with afternoon and evening sessions. The format consisted of a presentation from officers and a question-and-answer section. Drop-in sessions were held in a conversational format where community members could have a more in-depth discussion with a planner.

Community meetings and drop-in sessions were held at the times and locations shown below. These were informational and did not result in the collection of data for analysis in this report.

	Taverners Hill	Leichhardt	Kings Bay/Croydon	Total
Community Meetings	27 November 2023 30 November 2023 6 December 2023	29 November 2023 (2 sessions) 6 December 2023	23 November 2023 (2 sessions)	8
Drop-ins	2 December 2023 (Leichhardt Town Hall and Kegworth Public School Christmas Fair)	9 December 2023	25 November 2023	4
Total number	5	4	3	12

ANALYSIS

Qualitative data

All survey responses and emailed submissions were imported into specialist qualitative analysis software, NVivo, for sorting (coding). Survey responses were coded by question (support/not support/suggestions) with submissions tagged according to which precincts were mentioned within the submission and coded according to whether they supported or did not support aspects of the proposal.

Themes and topics were developed according to the requirements set by Inner West Council, and where statements did not fit within this, additional topics were added.

Analysts read and coded every comment received, with specialist software enabling data queries to sort themes and topics by the location of interest expressed by the respondent/submitter, as well by other characteristics (where this data was captured). The process is robust, systematic, and transparent.

Quantitative analysis

Demographic data was collated from the online survey and counts quantified and charted. These are presented after the substantive qualitative findings. Charts are presented as percentages, and include data collected from the online survey (this is because free-form submissions did not require demographic information).

NOTES ON REPORTING

How this report is structured

The Parramatta Road Corridor Stage 1 Implementation Proposal focuses on three precincts:

- Taverners Hill precinct
- Leichhardt precinct
- Kings Bay/Croydon precinct

The majority of the feedback received, whether positive or negative, has been categorised into 13 key themes, which have been used to structure the report:

- Built form and design
- Community infrastructure
- Economic impacts
- Environmental impacts
- Housing
- Impacts on existing community
- Open space and public domain
- Property values and rates
- Proposed changes to planning controls
- Proposed heritage controls
- Stage 1 implementation area
- Sustainability controls
- Traffic and transport

Qualitative analysis is presented as a corridor-wide summary of feedback detailing the themes and topics discussed by submitters, followed by precinct-specific summaries. Note that the most-discussed topics are presented first, with topics garnering fewer comments featured successively.

To give a clear and consistent indication of the number of comments received on each topic, the following key was used to describe the relative number of comments on each topic:

Number of comments	Written as
3 comments	a few
4–7 comments	a small number
8–14 comments	Several
15–24 comments	a moderate number
25–49 comments	a considerable number
50–74 comments	a substantial number
75–99 comments	a sizeable number
100–149 comments	a large number
150+ comments	a very large number

Quotes have been included (shown in italics, centered), and offer a sense of the flavour of feedback. Note that these have largely been reproduced verbatim; however, obvious spelling or grammatical errors have been amended for clarity.

The summary of feedback, presented below, summarises data from the online survey combined with data from free-form submissions according to which precinct they either (a) indicated interest in while completing the online survey, or (b) cited in their submission.

Limitations

Because over half of the feedback analysed for this engagement was free-form in nature and was not in response to specific questions, it was not always possible to categorise submissions into precinct-based issues. Similarly, online survey respondents, although asked to indicate which precinct they have an interest in, did not always make points relevant to their selected area of interest.

Additionally, online survey respondents were able to select one, two, all three, or 'all of the above' when indicating their interest in a particular precinct. In order to present quantified results for topics concerning precincts, responses from submitters who have indicated interest in only one precinct have been included in precinct-specific charts, alongside free-form submissions/emails that specifically discussed only one precinct.

In total, **79** survey respondents and **141** free-form submitters indicated that they were interested in a specific precinct:

	Online surveys	Free-form submissions	Total
Taverners Hill ONLY	46	117	163
Leichhardt ONLY	22	20	42
Kings Bay/Croydon ONLY	11	4	15
			220

Meanwhile, remaining submitters indicated an interest in two or more precincts.

To treat all submissions with equal weight we have included a corridor-wide discussion of feedback, which synthesises all feedback received, regardless of the precincts discussed or the channel used to submit. This discussion can be found on p.11 to p.34.

In addition to the corridor-wide discussion, precinct-specific discussions have been included from p.35 to p.57. These sections detail the most pressing topics raised by submitters who discussed only one precinct, as well as other location-specific comments raised.

Given these limitations regarding quantifying the feedback received, figures relating to the number of comments made on specific themes and topics relating to specific precincts should be used as a guide to represent proportions rather than concrete figures.

Note that where comment numbers have been included throughout this report, this refers to the number of submissions in which a particular topic was raised.

The number of comments made on a subtopic will rarely add up to equal the number of comments made on the topic heading, as submitters often made multiple points on one topic.

Analysis of community feedback

SUMMARY OF FINDINGS

The most frequently made points in support of the proposed development, and the most frequently expressed concerns, are outlined below.

Support

- Support was mostly offered on the basis that **more housing** is needed, or that the area(s) in question would benefit from a greater availability of housing.
- In line with this, **increased density** was broadly supported, as submitters felt this would help to alleviate the pressures of the current housing shortage.
- Submitters felt that the proposal would revitalise, rejuvenate, activate or otherwise **improve amenity and liveability** in the areas specified – or, more frequently – on neglected sections of Paramatta Road.
- Positive comments made about transport often addressed **active transport and walkability** – specifically that the proposal would enhance walkability and improve conditions for cycling and walking. Similarly, efforts to encourage **mode shift** away from cars and toward public and active transport modes were supported.
- **Increased tree canopy and greening** measures were also supported, with submitters highlighting that more greenery would improve the vibrancy and quality of life in the Inner West as well as contributing to urban cooling and environmental goals.
- Relatedly, submitters supported **sustainability controls** that would result in environmentally friendly housing or sustainable design.
- A number of other aspects were supported by small numbers of respondents, including the inclusion of sustainability and urban heat reduction measures, encouragement of high-quality building design, and the proposed incentives approach to planning controls.

Concerns

- A key concern raised by submitters was around the anticipated **increase in traffic** that would likely result from population growth in the Inner West, and the impact this could have on traffic congestion, safety, pollution, and parking.
- A sizeable number of submitters argued that the **areas selected for Stage 1 Implementation of PRCUTS** were not suitable for the type of development being proposed. These comments were often accompanied by the view that the proposed Stage 1 implementation area should target nearby vacant, industrial, or un/under-used land instead.
- Another key concern, particularly related to the Taverners Hill precinct, was the potential **environmental impact** of the proposal. Submitters argued that development in the Inner

West may result in the loss of trees, including from the gardens of existing homes, with subsequent negative impacts on local wildlife and biodiversity.

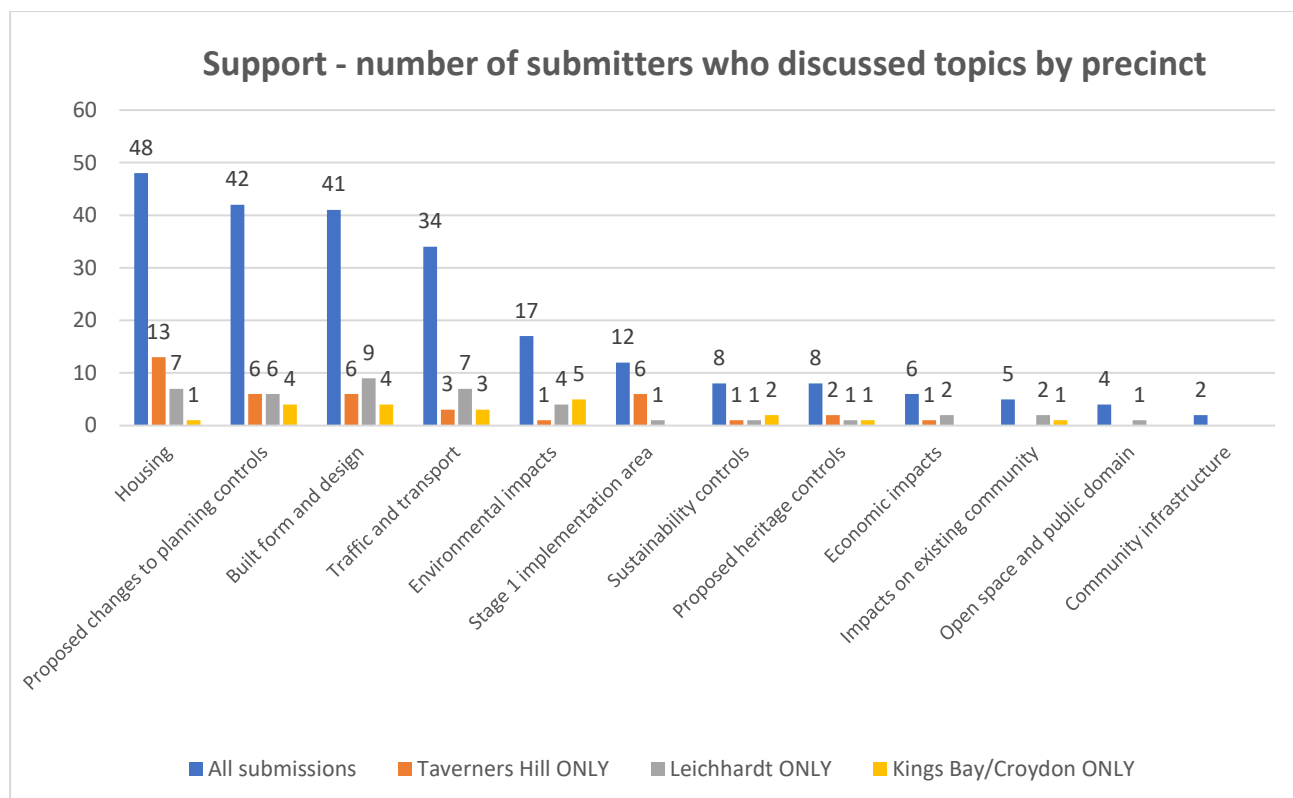
- Submitters commented in large numbers on the anticipated **negative social impact** that development could have on local communities by way of feeling 'forced' out (e.g., by landlords and prospective developers), by diminishing social cohesion, and fears of reduced liveability.
- Submitters wanted changes to the proposed **planning controls** to reduce the scale and extent of development and make it lower rise, less dense, and less prescriptive.
- Submitters expressed fears that the proposal would not **deliver more housing** that is affordable and accessible to the majority of people. They expressed concerns over replacing existing homes with small apartments that they felt would likely still come at a significant cost to renters/buyers.

Suggestions

- The most common suggestion was to concentrate development on or along Paramatta Road as opposed to peripheral areas or existing residential communities.
- If development was to occur, respondents frequently suggested caveats such as:
 - Improved access to public transport
 - Concurrent attention to the pedestrian and cyclist experience
 - Measures to address traffic congestion
 - Balance of planning controls to achieve desired outcomes for the community while ensuring development is still feasible
 - Retain sufficient greenery or canopy cover
 - Assurances from developers that the proposed housing will in fact be affordable
- Suggestions have been discussed further on p.31.

SUPPORT

The chart below shows the number of supportive comments made on key topics by submitters. It shows results for all submitters, as well as submitters who identified that they were interested in only one of the three precincts.



Topics raised by submitters are discussed below in order of most-to-least frequently mentioned.

Housing

48 comments

Support for more housing (37)

Two thirds of the comments that expressed support about the housing outcomes did so on the basis that the proposal would enable the delivery of more housing. This was phrased in various ways, including support for “the introduction of additional housing”, the “provision of new housing in the Inner West”, and “need more housing in the area”.

Comments were also made in support of residential development; these stressed the need for more housing by describing the current housing crisis or housing shortage facing the Inner West (and Sydney more broadly) and suggested that moves to increase the housing supply will help to alleviate these pressures.

I support the delivery of more housing, more affordable housing, and more high-density housing.

Emailing in support of increasing homes all across Sydney, especially along Parramatta Rd.

Affordable housing (15)

A third of the housing comments specifically noted support for the provision of more housing characterised as affordable. This was frequently stated in simple terms such as “it’s important to have low-income housing”, and most often, “more affordable housing”.

More affordable housing is what Sydney needs!

Proposed changes to planning controls

41 comments

A substantial number of submitters expressed support for changes to planning controls on the basis that this will allow more housing to be built in the area. Support was generally tied to the belief that changes would help alleviate the current housing shortage.

Support for increased density (32)

Increased density was the primary planning control change supported by these submitters, with a considerable number of comments being made on this topic.

As someone who lives in a 2 storey apartment block, with multiple 2-6 storey apartment blocks on our street, I find living in denser areas safe and enjoyable, and it provides a sense of community and liveliness that is appropriate for how close we are to the city centre. The prospect of greater density in the Inner West is really exciting - there's a fantastic opportunity for sustainable, community-oriented, affordable housing for residents of the Inner West.

I support the increased housing density being proposed. Sydney is facing the biggest housing crisis on record and thoughtful medium density housing is the only long-term solution to this crisis.

Support for other planning control changes (19)

Just over a third of the other comments relating to planning controls were in support of the proposed changes to zoning/land use. This included general support for the proposed rezoning (with the view that this will facilitate more housing).

I am writing to express my wholehearted support for the proposed upzoning initiative that plans to introduce 1600 new homes across three locations in Leichhardt and Croydon.

Just under a third of the other comments relating to planning controls were in support of the proposed building heights changes. Submitters stated they supported “height of building controls”, or described the specific heights noted for certain areas (e.g., “3 storeys in Dalmar Street”).

I strongly support the increase in density and height along the predominant corridor. Extremely necessary considering the housing shortage.

A couple of submitters specifically supported the proposed setback controls.

Additionally, the use of incentives or conditions to achieve higher densities and/or higher standards was supported by a few submitters.

I support the amended land use zones and the new incentive/bonus Floor Space Ratio (FSR) and Height of Building (HOB) controls. We need more housing in the Inner West and more supply is a key part of the solution (though not the only one).

Built form and design

41 comments

Revitalisation and rejuvenation (39)

The majority of supportive comments made about built form and design were positive assessments of the overall ambition of revitalisation, particularly of Parramatta Road itself. Further, the following aspects were noted in a positive light: “street-scaping”, “rejuvenation”, “renewal”, “active storefronts”, “redevelopment”, “improving”, “fixing” and “improving the appearance”.

Significant greening / tree canopying - street scaping for Parramatta Rd - the current state of the road is a dogs breakfast.

I support all efforts to revitalise and improve the corridor, including public transport upgrades, housing density increases, retail revitalisation and bike paths.

Improving pedestrian experiences in the area by making streets better, safer, or more walkable was supported by several submitters. This included making Paramatta Road “a nicer environment” for those walking, and promoting a walkable environment to facilitate those without cars.

Support for high quality housing and design (9)

Several submitters expressed support for controls to ensure high-quality, well-designed developments. Some of these comments pointed to a range of benefits to communities from high quality developments (including longevity of use/attractiveness).

This will add much needed new housing and jobs whilst rejuvenating the area. I support the controls proposed for quality and design.

One submitter also expressed support for the proposal on the basis that they believed rezoning the Parramatta Road Corridor will make it more likely that gold standard accessible housing is built (in line with Inner West Council’s acceptance of the Disability Inclusion Action Plan which includes making housing more accessible to disabled people in the Inner West).

Traffic and transport

34 comments

Active transport and walkability (19)

Over half of the submissions about traffic and transport were in support of the proposal’s approach to encouraging active transport and walkability – with specific reference to the provision for “walking and cycling”, improving or increasing walkability, and improving “conditions for cycling and walking”.

Turning the corridor into a walkable community.

The majority of these comments mentioned walking, while slightly fewer stated their support for cycling.

Mode shift (9)

Several submitters made comments in support of moves to encourage mode shift away from cars (and towards public and active transport modes).

Focus on reducing car dependency through better street environments and public transport.

Improving all these areas for pedestrians, the potential for light-rail along Paramatta Road is also exciting!

Public transport (7)

The small number of submitters whose comments focused on public transport noted light rail, trackless trams, and “increased” or upgraded public transport.

We support the incorporation of a light rail system.

Traffic (4)

Traffic was noted in the following contexts as an aspect that submitters supported: traffic calming, improved traffic flow, better traffic management, and one submitter simply stated “traffic”.

Transport (4)

Transport was noted in the following contexts as an aspect that submitters supported: “transport links”, “strengthening transport connections”, and two that simply stated “transport”.

Car parking (3)

A trio of submitters stated they support the proposed maximum car parking rates approach to reduce private vehicle use and improve housing affordability, with one explaining that alternatively, “mandated parking encourages car use”.

I support the end of parking minimums in the areas... I ask you to scrap parking minimums across the LGA.

Environmental Impacts

17 comments

Greening (12)

Several submitters addressed their support for the proposal in the context of more trees, more landscaping, “significant greening”, or increasing plants/planting.

Please green our urban Roads corridors.

Canopy (7)

A small number of submitters specifically noted canopy or cover as an aspect they support. This included simple statements to the effect that increases in tree canopy are supported, for example, “tree canopy cover”, and “tree canopied”, as well as the following:

Increasing the urban canopy (street trees).

Environmental aspects (4)

A small number noted environmental sustainability in its broadest sense, including “sustainability”, Two submitters were also encouraged by the “mechanisms to reduce urban heat”.

Stage 1 implementation area

12 comments

The Stage 1 implementation area selection was praised in several comments, just over half of which expressed support for transit-oriented development, that is, development near public transport routes. Other support was offered based on selected areas’ proximity to the city and/or commercial areas, and for the selected sites’ location more broadly (such as: I support that “development is on Paramatta Road”).

I believe it is appropriate to develop more housing in this area, which is close to the city and well serviced by public transport.

Sustainability controls

9 comments

Several submitters pointed to sustainability controls in comments, with support for developments to be: sustainable or “environmentally friendly” housing, sustainable design, and one who supported:

FSR and HOB bonus schemes ensuring development is a high quality and sustainable.

Three submitters noted that the proposed higher water/energy targets were admirable. While few specifically noted that incentivisation ought to be used to achieve this, there was support for better building design that was “sustainable”.

Proposed heritage controls

7 comments

Proposed heritage controls were supported by a small number of submitters, the majority of whom didn’t expand on the reasons for their support, making general comments such as “maintaining heritage”, “heritage preservation”, and “heritage conservation”. One who did offer additional detail in their response noted some specific proposed heritage items/areas that they supported, while one noted that “heritage storefronts” were of value.

One submitter noted a few specific heritage locations they supported being preserved, including the Lewisham Hotel, the former convent at 40A Thomas Street, and the heritage conservation area of 10-16 & 27-33 Barker Street. This submitter also suggested that Council investigate a heritage conservation area in the next stage of implementation, which should consider an area incorporating Cook, St John, and Barker Streets.

Economic impacts

7 comments

Encouraging patronage of and “boosting” businesses were noted by a small number of submitters, with another encouraging Council to “partner with businesses to attract investment”. Job creation was a supported anticipated outcome of the proposal by a few submitters.

I support efforts to effect the Parramatta Rd renewal plan. This will add much needed new housing and jobs.

Impacts on existing community

5 comments

A small number of submitters foresaw community benefits by way of amenity, liveability, and diversity if the proposal was enacted. One submitter expressed this plainly, stating:

Improving amenity and life along Parramatta Rd generally.

Open space and public domain

4 comments

A small number of submitters stated that the proposed new open or public space was a supported aspect of the proposal. In two comments, submitters phrased this as “green space”, however, where green space was relevant to environmental or sustainable development or recreation, this has been discussed elsewhere.

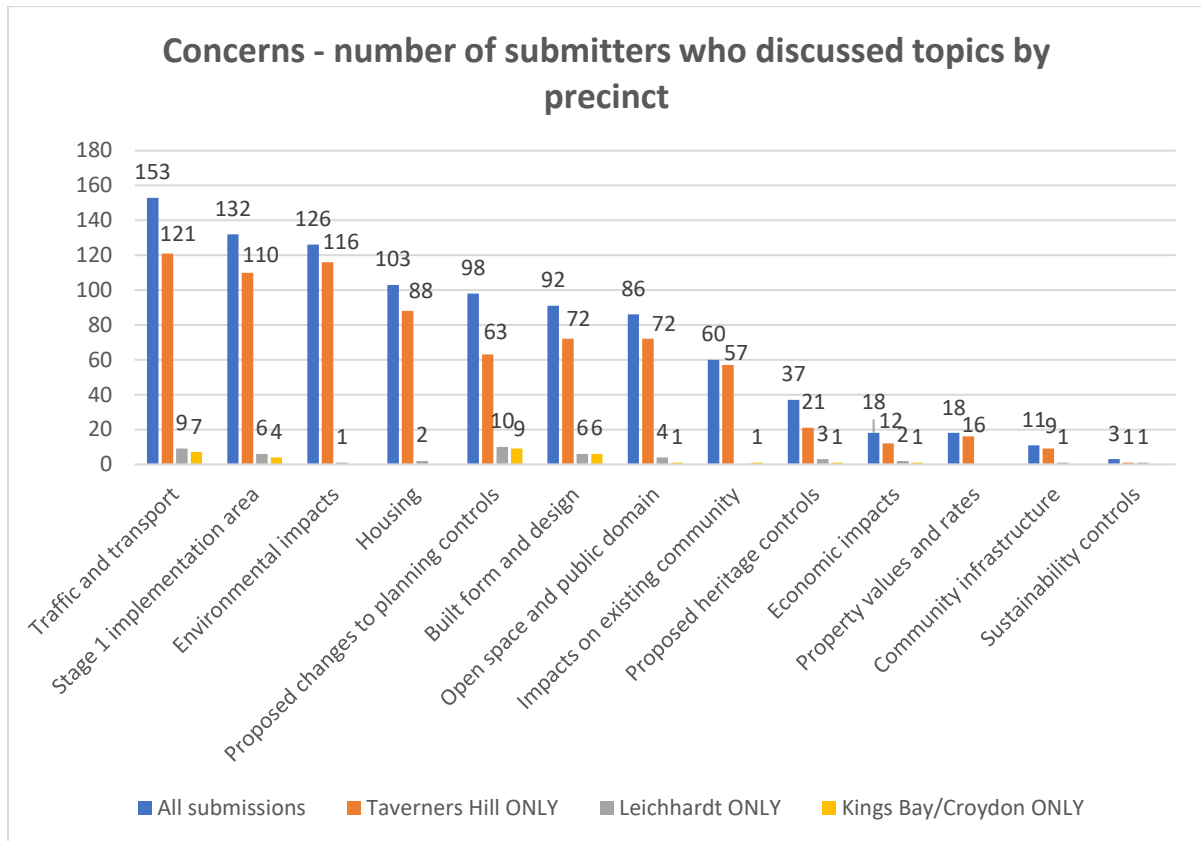
Community Infrastructure

2 comments

A couple of submitters supported the proposal with the idea that community infrastructure, by way of “schools, hospitals, regional open space and transport” would accompany development.

CONCERNS

The chart below shows the number of concerns raised on key topics by submitters. It shows results for all submitters, as well as submitters who identified that they were interested in only one of the three precincts.



Topics raised by submitters are discussed below in order of most-to-least frequently mentioned.

Traffic and transport

153 comments

Traffic impacts

132 comments

Safety and traffic management (96)

A sizeable number of comments expressed concerns relating to traffic issues; primarily anticipating that traffic would increase, would become more congested, or that the locales in question would be faced with too much traffic as a result of the proposal.

'Concern' statements such as "increased traffic", "increase traffic issues", "increased traffic congestion" were made, along with suggestions that safety could be negatively impacted as a result. The point was frequently made that traffic issues (including congestion and the danger to people that vehicular traffic can pose) already exist and that these could be made worse.

The accompanying increase in traffic would worsen air quality and congestion.

Hundreds more cars in the neighbourhood and the impact on congestion, safety, parking and air quality.

Air quality and pollution (69)

Another area of concern relating to traffic and transport was the increased potential for pollution and poor air quality that would result from having more traffic in the area.

More should be done to also reduce the amount of traffic on Parramatta Road, by both restricting traffic (and parking) capacity and improving public transport options, to reduce the air pollution and noise pollution health impacts on nearby existing and proposed housing.

A considerable number of these comments received through submissions of a pro forma nature implied that the effects will be exacerbated due to the anticipated destruction of urban forest.

The extra traffic will worsen air quality. The destruction of the backyard urban forest will also contribute to the increased air pollution. Health problems will follow.

Car parking

45 comments

Parking was a concern for a considerable number of submitters. Parking in the area was described as being difficult already, and submitters expressed fear that with more residents and such low off-street parking requirements, existing parking capacity in the area would simply not cope. These comments often argued that merely removing the requirement to provide parking spaces in new developments would not discourage car use, but would instead place additional pressure on existing parking infrastructure and create frustration for residents.

Parking Load: Getting a parking spot in this area is already challenging. If further units are created with no minimum required parking, then it will not decrease the number of cars in the region; it will just mean that existing locals will find it harder and harder to park their vehicles.

One respondent argued that parking rates should be made even lower, noting that they would support “nil parking”.

Public transport

22 comments

A moderate number of submitters expressed concern that public transport does not have sufficient capacity to cope with increasing usage (that would follow from new housing development). The majority of these comments made the point that additional public transport would be required, while several submitters argued that insufficient attention has been paid to increasing public transport and that a lack of accompanying development to public transport may undermine the projected benefits of the proposal.

Whilst on paper there are good transport links, in reality much needs to improve before it can cope with the influx of population.

Another reason that this proposal is a bad proposal is that there is nothing in it to bring about the necessary additional infrastructure that will be needed to support a dramatic increase in population. The schools are full. The hospitals are full. The shopping centre car parks are full. The light rail is full...The buses are fewer in number since privatization and its ill-conceived contract terms that financially penalize bus

companies for buses that are late, but not for buses that are cancelled, so buses are regularly cancelled to avoid running late.

Stage 1 implementation area

132 comments

There are other, better locations for development (136)

A large number of submitters expressed concerns about the suitability of the Stage 1 implementation area, often suggesting that other areas ought to be considered for redevelopment, instead of existing residential areas within the corridor. The majority of these comments related to areas within the Taverners Hill precinct (discussed on p.41), while a few were more general in nature and simply stated that they did not agree with the areas selected or feel they were suitable for development.

A range of alternative locations were noted, specifically those characterised as underused, disused, or unused, and included “vacant housing”, industrial sites, carparks or, more frequently, Paramatta Road itself. The following comments are indicative:

I think the vacant lots at Parramatta Rd are the better alternatives, they are not occupied and in very poor condition and crying for help, those lots are the scars of the city view, why not consider redeveloping these lots in lower cost and change to affordable housing and improve the city image?

A substantial number of submitters directly or indirectly referenced the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) in the context that the proposed changes focus too much on local residential areas, and do not do enough to address Paramatta Road revitalisation. One such comment follows:

PRCUTS is allegedly about revitalising Parramatta Road but the Taverners Hill part of the Plan does nothing for Parramatta Road. On the contrary – it blocks the potential development of a perfect site. 35 additional dwellings achieved with much disruption seems like a lot of pain for not much gain.

The Best and Less site at 657-673 Parramatta Road was specifically mentioned as an alternative location suitable for development by several submitters.

Environmental Impacts

126 comments

Biodiversity (97)

The potential environmental impacts of this proposal were of concern to a large number of submitters. This was particularly true in relation to the Taverners Hill precinct (discussed on p.38).

The perception that trees may be removed to make way for new developments drew significant opposition from submitters, garnering a large number of comments. The primary concern was the impact that development would have on local wildlife. These comments argued that rezoning parts of the Inner West will allow existing homes with back yards to be replaced by new developments. This in turn, submitters argued, will destroy habitats for many creatures including several threatened species such as the Superb Fairy Wren, Powerful Owl, Grey Headed Flying Fox, and the Long-nosed Bandicoot.

Sydney's small birds have been driven out of so many parts of Sydney, but they still live here. Why destroy these vital habitats for an underwhelming strategy that fails to take account of this area's fundamental attributes?

Submitters concerned about the impacts on biodiversity noted the absence of sufficient protection measures and adequate impact assessment on native wildlife, and suggested that loss of wildlife will have far reaching and irreversible impacts.

Additionally, the environmental impact cannot be ignored. The GreenWay and its connected tree canopy serve as the lungs of Leichhardt, contributing to clean air and combating the urban heat island effect. Replacing this green haven with apartments will irreversibly damage the habitat of native wildlife and exacerbate the challenges posed by global warming.

Trees and greening (93)

A sizeable number of submitters expressed concerns about the tree cover and greening in the corridor. Around half of these comments related to tree canopy targets, with respondents arguing that tree canopy targets are not ambitious enough. A proforma submission, submitted separately by 50 individuals, stated:

The proposal lacks an overall tree canopy target; and so-called controls to ensure tree canopy on redeveloped sites are very limited and nebulous. The onsite tree canopy target is 20% versus the overall Sydney target of 40%. There is no time line as to when this 20% is to be achieved, though at one point in the Development Control Plan, it appears that only half the canopy target needs to be met after ten years.

Remaining comments expressed concern that existing trees will be removed to make way for new developments, and the area will lose valuable greenery.

Flooding impacts (18)

Concerns about flooding risk were raised, with a moderate number of submitters arguing that some areas are inappropriate for further development due to existing flood risk. These concerns related specifically to the Taverners Hill precinct, and have been discussed on p.40.

Other environmental impacts (15)

A moderate number of other submissions raised general concern about the environment and the increased urban heat island effect that several submitters felt would result from the proposed changes.

Impacts on existing community

119 comments

Loss of community and social cohesion (72)

Alongside the potential loss of homes in the area, one of the main areas for concern amongst submitters was the impact that the proposed changes would have on existing communities. The majority of comments were from community members within the Taverners Hill precinct, discussed further on p.44. A common thread emerged within this discussion, wherein submitters voiced fears about losing what they love about living in the Inner West. Respondents wrote about their valued

communities, often sharing personal experiences and discussing relationships with neighbours, or noting the number of years they have lived in the area. Respondents appeared to view development as being incompatible with their continued enjoyment of their neighbourhood and the relationships they have formed within it, illustrated by the following comments:

Key reasons for our opposition: The potential destruction of a socially cohesive, diverse, harmonious, supportive, and resilient community in our street...

Impacts on wellbeing of residents (70)

Another significant concern for a substantial number of submitters, often interlinked with other concerns about possible impacts on existing communities was how these potential changes are affecting, or could affect, residents' overall wellbeing. These comments described the anxiety, uncertainty and fear experienced by residents who do not know whether they will be able to continue living in their homes, and concerns about the impact that the anticipated reduced amenity and liveability could have on the wellbeing of residents.

Planning proposals should be managed so that our amenity, quality of life, and community is not compromised, this proposal destroys all 3 of those objectives. There is already increased stress and concerns increasing residents' mental health issues.

A considerable number of comments originating from a pro forma submission described the hardships that may face existing residents if the proposal were progressed, including difficulty obtaining new rental properties or mortgages, or difficulty for children if forced to change schools, and general disruption to people's lives and community.

People may be forced from their homes (33)

A sizeable number of submitters shared concerns about residents being forced from their homes, whether as renters, or as owners feeling forced to sell to developers. Reasons that submitters gave for why people may have to leave their homes varied, and included reduced liveability/not wanting to live next door to a multi-storey development, and residents being 'priced out' due to increased housing costs in the area. Other comments did not give specific reasons but made vague references to "forcing out existing residents".

Several submitters expressed concern specifically about the possibility of homeowners being 'forced' to sell to developers – whether through potential forced acquisition (which is not part of the proposal) or through social or financial pressures.

A compulsory acquisition would be deeply distressing to our elderly neighbours, who are already very concerned about this development and for the future. We note the Council's information letter FAQ states that Council will not compulsorily acquire properties – but State Government can and probably will and Council knows well that this is generally an option for a State Significant Development.

Most blocks in the Taverners Hill North area are small and it has already been stated that the amalgamation of 3/4 properties is required to make building viable, this could potentially pit neighbour against neighbour destroying an existing harmonious community.

Liveability and amenity (25)

A considerable number of submitters expressed concerns about potential negative impacts on the liveability and amenity of the area. A perceived lack of amenities in the Inner West, often paired with worries about future overcrowding, led several submitters to argue that developing the selected areas would reduce the appeal of living or being in the area.

The fact that this proposal will intrude on the quiet, low rise amenity of our area (the reason we bought here 42 years ago!)

Increased noise, pollution, and safety concerns were also raised by a small number of submitters, one of whom felt that increased density may come with increased incidences of crime. A few submitters expressed concern that the future community would suffer from the existing aircraft noise.

Isolation of lots (13)

Several submitters raised concerns about the potential isolation of lots, due to the need for developers to purchase multiple properties in order to build apartments. This, submitters argued, may cause some property owners to feel pressured or intimidated into selling to developers, or result in the isolation of some properties that are not sold to developers.

Financial impacts (13)

As well as the stresses described above, several comments highlighted the financial impact facing those who have spent significant sums on renovating or maintaining their homes in the area, only for them to be bought by developers (who will not value this work) and demolished.

Construction impacts (3)

A few submitters raised concerns about noise, safety issues and general disruption to residents during the construction of new developments.

Housing

103 comments

Lack of housing and housing affordability (102)

A large number of comments were made relating to housing supply. The primary concerns respondents had regarding housing was that the proposed changes will fail to deliver more housing to the Inner West, and that housing will be no more accessible or affordable to the majority of people. Most of these comments objected to the demolition of existing houses and cottages and replacing them with apartments, noting that the small homes currently in the area are an affordable way for low-income renters and buyers to enjoy life in the area without living in an apartment.

This will remove many of the more affordable houses with backyards that provide new entrants a way to own a family home near their work and community. They will be replaced with expensive, small, and likely low quality units where the main beneficiaries are property investors, further decreasing affordability and making home ownership increasingly out of reach.

In addition to concerns about the removal of existing homes, submitters indicated that the proposal would fail to deliver affordable housing more broadly. It was often difficult to distinguish from the

comments made whether submitters were referring to housing affordability in the context of private market rental/purchasing affordability, or the proposed 2% affordable rental housing requirement for low-income households in the Leichhardt precinct. Where it was clear that people were discussing the 2% affordable housing requirement, the general consensus among submitters was that this requirement is too low to have a significant impact on housing affordability, particularly given that it applies exclusively to the Leichhardt precinct.

Not enough affordable or averagely affordable housing. Increase this from 2% to 50% please. Absolute minimum must be 25% affordable.

Council is in breach of its own guidelines in failing to meet its own supposed requirement to ensure 15% affordable housing in all new developments.

The social/affordable housing minimums are insufficient. Please add extra FSR/HOB bonuses for developments that have over 10% social, community or affordable housing.

Housing types (6)

A small number of respondents noted their concerns that the proposal may result in a loss of housing diversity. In particular, these respondents expressed that there were insufficient requirements to cater to families and larger households, noting that the proposal's focus on 1-2 bedroom apartments will force these households to leave the area.

This proposal doesn't include a requirement that developers produce apartments with three or more bedrooms which is essential for families and share homes. Property developers always produce one- or two-bedroom apartments because they are more profitable. They must be required to provide housing that is suitable for families with children, and for other larger groups of people.

Other housing comments (4)

Four comments discussed other tax and policy issues that they felt are causes of the housing crisis and need to be addressed alongside, or in some cases instead of, building more homes. These submitters felt that inadequate capital gains tax, high numbers of vacant properties, short term rentals, and a "broken immigration system" are to blame for the housing shortage and poor affordability of property, suggesting the simple argument that the housing crisis is an issue of "supply and demand" issue is reductive.

The inadequacy of capital gains tax catalyses short-term speculative investments, as investors seek to exploit price appreciation without facing significant tax consequences. This behaviour, combined with capital parking strategies, where properties are left untenanted for extended periods as a means of investment, has resulted in an increased number of vacant rental properties. This not only reduces the overall housing stock available for those in need but also exacerbates the affordability crisis as demand continues to outstrip supply.

Proposed changes to planning controls

98 comments

Zoning and use (60)

The specifics of zoning changes were raised in several comments, the majority of which simply opposed rezoning various parts of the corridor, or had concerns about how rezoning might impact those living or spending time in the area.

Comments about zoning and use often related specifically to a particular precinct or even a specific site or location, most often in the Taverners Hill precinct. These comments have been discussed on p.43.

A few submitters raised concerns about potential changes to the definition of R3 Medium Density Residential zoning in the future. These submitters argued that because of plans to change the definition, areas designated R3 Medium Density that are currently earmarked for developments of up to 3 storeys, could end up having developments of up to 6 storeys in reality.

NSW State Government are planning to change the R3 zoning definition to allow 4 – 6 Storey apartment blocks, therefore it's NOT 3 storey apartments, its 6 story as developers want to maximise their profits.

Density changes (32)

Density changes were discussed in several comments. While several submitters took the position that the proposed densities do not go far enough, slightly more people expressed concerns about higher density living. The low scale of the area is cherished, and green and open space was said to already be lacking.

[[I]] do not support rezoning the area to allow multiple-storey dwellings to be built. The area is already very crowded with extremely narrow footpaths.

Most of the comments opposing density changes were stated in simple terms, e.g., that the concern is “residential high-density accommodation” in and of itself.

Additionally, several submitters made comments noting that they are not opposed to development or densification inherently, but that certain elements of the proposal mean that in this instance, development or densification will have adverse outcomes and is therefore not supported.

Building heights and setbacks (15)

The proposed increased building heights were said by several submitters to have the potential to negatively impact on amenity and on neighbourhood and home life.

I don't support the proposed heights.

The building of high-rise apartments doesn't fit the area.

One submitter made the point that mandatory setbacks are too prescriptive, suggesting that a site ought to be assessed for its possibilities. Another submitter's concern was that heights and setbacks were too conservative in the plan, and that greater gains could be made if they were less restrictive.

Incentives/bonus schemes (4)

A small number of comments raised concerns about the use of incentives, with the majority of these comments expressing scepticism that these would lead to benefits to the broader community, and could be taken advantage of by developers.

One submitter conveyed the concern that “incentives may not be sufficient for developers to acquire the land and complete the build in a profitable way relative to the risk”, stating that further incentives may be required.

Built form and design

92 comments

Local character (86)

A sizeable number of comments were made regarding fears that local character will be impacted negatively if the proposal goes ahead. Concerns largely centred around unsympathetic or ‘poor’ design or lack of aesthetic cohesion in the built environment, with submitters stressing that this will be a loss for the area.

Hodge-podge developments that have no true vision leave me, a young parent, crestfallen. Is there no other option for this historic city than to destroy in order to rebuild? I challenge the council and the state government to reach targets while improving the lives of Sydney residents. Boxy, small and out-of-place developments do so little to alleviate the pressure of this housing market - they just rid families of the opportunity to find what they really need and remove any character from the area in the meantime.

Sydney has a poor track record in architectural design and urban town planning. Most of the new developments look like “dog boxes”.

A considerable number of other submitters made broader comments expressing concerns that the local character of their areas will be negatively impacted.

The proposed demolition of houses and construction of multi-story apartment blocks threatens the distinctive charm and family-friendly nature of Leichhardt. The once-quiet suburban community will be marred by an eyesore that disrupts the beautiful streetscape and architectural heritage. This transformation goes against the essence of what makes Leichhardt a desirable inner-city suburb.

One person reiterated the value of character to them in the following way:

Our community boasts a rich tapestry of historical homes, including Victorian, Federation, and early 20th Century houses. Preserving this heritage is crucial for maintaining the unique character of our neighbourhood.

Loss of privacy and overshadowing (15)

A moderate number of submitters expressed concerns about overshadowing and loss of privacy for existing properties that will neighbour new, multi-storey developments.

Furthermore, they will cause shadows and block natural sunlight in an area like Upward St and George St where the tall structures already lack sufficient sunlight. Upward street in particular will have a section of extensive and unnecessary darkness, which will cause harm to residents on a narrow street.

Open space, green space, and recreation places 86 comments

A sizeable number of comments were made that suggested there was a lack of open or recreation space provision in the proposal, or, that the proposal would result in insufficient places for active or passive recreation. The majority of comments were simple statements to the effect that:

There is no additional public open space in the planning proposal.

Other statements were sometimes in the context of space for passive recreation (e.g., open or green space), and in some cases in the context of active recreation places (as the quote below shows) such as parks for play or sport, or, in one case, places for swimming. However, almost all comments made note that an increase in population was likely to put pressure on open space.

Historically, there has been a need for more infrastructure in our suburbs. The most outstanding example of this is public open space. At 16 square metres of parkland per resident, IWC has the third-lowest open space per person in the Sydney metropolitan area. It is well short of the Department of Planning's aim of 28 square metres. As we know, there is an acute and perennial shortage of playing fields and passive recreation areas in the Inner West... The dramatic increase in population being aimed for in the planning proposal will only worsen this situation.

Sports grounds were cited in a few comments, with consensus among these that competition for use of these was high. A few additional comments were made about paved or sealed public places such as plazas, squares, or the Italian Forum, with consensus that these spaces are both needed, and needing to be upkept and accessible so that they may be well utilised.

Lastly, one submitter mentioned the need for improved lighting (in a non-specific context) and one stated there was a lack of clarity around ownership of public spaces (this was also touched on by another who noted that some open spaces are in fact owned by education providers so are not always accessible).

Proposed heritage controls

37 comments

Concern that proposal goes *too far* to protect heritage (12)

Over two thirds of comments concerned about heritage controls were against heritage designations that could stymie development, or felt that it was foolish to protect some buildings for their character when they were in a state of disrepair or require renovation.

The most typical comment of these was that which decried heritage designations as too strict for particular properties. The most commonly discussed property deemed to not require heritage protection was the Lewisham Hotel – the protection of which was variously described as “ludicrous”, “inexplicable”, and “wasteful”. The main arguments made were that this building is too far removed from its original state to be “saved”, and that the site is ripe for development.

The pub is barely surviving and I would not like heritage listing to force it to remain a pub in the future.

An additional several submitters advocated for a more relaxed approach to heritage controls so that the development and delivery of additional housing is not suppressed.

Heritage items/areas only hurt the maintenance/upkeep and affordability of properties, and unfairly impact some but not others. Inner West residents deserve to improve or re-design their dwellings as they see fit (compliant to LEP of course) and as they can afford without being hampered by labyrinthine heritage rules!

I do not support the restrictions on building development on Parramatta Road heritage conservation areas. Parramatta Road is an eyesore. It is appropriate to retain some specific buildings of historical significance, but attempting to preserve the general look based on an arbitrary date seems unnecessarily onerous.

Concern that proposal does not go far enough to protect heritage (12)

Several submitters – the remaining third – were opposed to changes that would reduce heritage or character in the proposed areas. Development that impinged on, crowded, or eliminated heritage was dismissed as short-sighted by these submitters.

Property values and rates

18 comments

A moderate number of comments were made about the impact of the proposed changes on property values and rates. These comments mostly argued that rezoning from R1 General Residential to R3 Medium Density Residential will result in a significant rate increase for property owners, while diminishing the sale value of these properties.

This rise in rates is likely to heighten financial strain on residents, placing additional pressures on them and potentially leading to property sales. The sale of properties to developers is determined by a square meter rate based solely on the land's size, without considering the improved market value of the homes. This calculation oversight will result in a reduced sale price, limiting homeowners' ability to afford to stay in the area. In our community of Taverners Hill North, many young families require housing that suits their growing needs. The proposed changes pose a serious disadvantage, not just financially, but by potentially taking away suitable residences from our community members.

Economic impacts

18 comments

Economic feasibility (13)

Several comments discussed the economic impacts of the proposal. All but one of these comments were concerned about the economic feasibility of development, with submitters arguing that the proposed building controls are inadequate to make development feasible in some instances.

The density has to be greater for redevelopment to be deemed viable. The construction costs used in appendix 8 are too low. Construction floor space is almost double the GFA as you need to allow for foyers, balconies, fire stairs, communal areas, garbage.

A small number of others simply argued that there was no economic feasibility study done, or provided figures of potential development costs to exemplify why they believe there will be issues relating to economic feasibility. A few such submissions were made in relation to specific sites within the Stage 1 implementation area, generally by developers, and often in great detail.

Other economic impacts (4)

Other economic impacts discussed included concerns that the proposal would not lead to any job creation, and that what is proposed will not be enough to revitalise Parramatta Road and help struggling businesses in the area.

Community Infrastructure

11 comments

Several submitters noted a lack of community infrastructure in the area, arguing that health and medical services and schools would not be able to cope with an increase in residents.

The additional residents will also place a strain on the school's resources and negatively impact the learning experience for students.

Sustainability controls

3 comments

A couple of submitters expressed concerns about the proposed sustainability controls, one noting that these will make development more difficult or altogether unfeasible, and another arguing that the proposed controls are not in line with Environmentally Sustainable Development (ESD) principles:

The 'merit justification', with "Sustainability" being read-down to relate only to building energy (stationary) & water demands. Such narrow reading does not conform to ESD and its principles.

Meanwhile, a third comment expressed frustration at Council introducing measures to encourage more sustainable building, while ignoring the fact that increased building heights and subsequent overshadowing will render solar panels installed on roofs in the area unusable, resulting in increased energy use for these households.

SUGGESTIONS

As part of the consultation, the Inner West Council sought feedback on suggestions to improve the proposal. Suggestions made by submitters often aligned with the concerns they expressed, and were similar across all three precincts, relating more to the larger Inner West area than to specific precincts. In some instances, suggestions were made relating to specific streets or areas. These have been presented in a table at the bottom of this section.

Note: In the following section, italicised text represents verbatim comments, while non-italicised text are summaries of points made.

Stage 1 implementation area

- **Select areas for development that will have a lesser impact on existing communities and greater impact on the rejuvenation of Parramatta Road**
 - Focus development on Parramatta Road itself
 - Focus development on underutilised or industrial sites/areas instead of existing residential areas (e.g. the Best and Less building on Parramatta Road).

Traffic and transport

- **Improve and increase public transport options**
 - *“The whole road should be a metro line to make it unappealing to drive.”*
 - *“Greater connectivity from north to south, across to train lines.”*
 - *“Include a light rail from the city through to Strathfield.”*
 - *“As upscaling takes place, it will be crucial to make sure that last mile transportation is also considered, and that capacity levels on infrastructure like light rail is kept in mind.”*
- **Improve active transport infrastructure to better prioritise pedestrians and cyclists and get cars off the road**
 - Establish more dedicated pedestrian and bike paths in the area
 - Create more separated bike lanes to make cycling safer
 - Adjust road design and network operation (including traffic light timings) to prioritise pedestrians and cyclists
 - *“It needs to include narrowing of Parramatta Road and widening of footpaths along with increased public transport to the areas.”*
 - *“Regarding active transport links, please ensure separated cycleways are installed and linked to existing/future network plans. Especially because the ideal future state with a light rail along Parramatta Rd is decades away at best.”*
- **Increase the amount of car parking in the area, or loosen parking rules**
 - Create more parking spaces for cars to have easy access to shops
 - Provide more car parking to support new developments/increased population in the Inner West
 - *“Remove proposed car parking rates and allow the private sector to determine the right mix of car parking associated with residential development and demand.”*
- **Decrease the amount of car parking in the area, or tighten parking rules**
 - Reduce car parking capacity in the area to encourage mode shift/get more cars off the road

- Reduce parking minimums in new developments, especially those within 15 minutes' walk of a station
 - Designate on-street parking for residents only
 - *"With thousands of new residents living on our street, we would want to see the parking outside our homes designated as residents only, with no permits allowed for residents moving into the new development (who will have underground parking)."*
- **Take stronger measures to limit traffic volumes and reduce congestion, including road design and network operation changes**
- Introduce measures to improve road safety (such as reducing speed limits and restricting traffic capacity)
 - Reduce the number of car lanes to make space for public transport, cycleways, and wider footpaths
 - Undertake traffic impact studies to understand existing problems
 - *"Parramatta Road needs traffic calming measures in and around any new developments."*

Proposed changes to planning controls

- **Relax planning controls to make development more feasible and provide even more housing**
- Increase Floor Space Ratios (FSR) and building heights in all areas
 - Introduce more generalized controls to increase housing supply
 - *"Doubling the heights/floor space ratios as this will make the developments more viable while maintaining high standards."*
 - *"The plan should also be much more ambitious, and permit FSR and height bonuses for the inclusion of affordable development or for build-to-rent."*
 - *"The FSR and height needs to be higher. At the proposed levels, the redevelopment will be challenging as the properties are worth more as is."*
- **Reduce building heights and require setbacks to preserve existing character and amenity**
- Require larger setbacks
 - Do not allow buildings over four storeys high

Housing

- **Adjust the plan to allow for even more housing provision**
- Increase density even further to provide more housing
 - Ensure that new housing is high quality
 - Ensure a more diverse range of housing types is provided to suit different households in the community; offer incentives for developers to build 3-4 bedroom apartments (to cater to families or larger households who want to live in the area)
 - Prohibit short-term rentals (such as Air BnB) in new developments, ensuring they are owner occupied or long-term rental housing only
- **Increase provision of affordable housing/affordable housing targets**
- *"To address affordability concerns, I suggest considering waiving taxes, levies, and contributions, in addition to the 20% requirement for SEPP Housing 2021. Governance legislates, controls for housing and rentals, and the only successful policy is Build-to-rent."*
 - *"I'd like to see the Council and the state/federal governments take a more direct role in building social housing. Farming it out to the private sector has very obviously failed."*

Open space and public domain

- Increase the amount of green, open public space/parkland to accommodate a growing population in the Inner West
 - Focus on increasing open space in areas directly surrounding high density developments
 - Focus more on maintaining/upgrading/replacing existing green space
 - Maintain Council ownership of public space (including roads, walkways, and green areas)

Built form and design

- Improve the overall aesthetics and amenity of Parramatta Road and surrounds
 - Make the area more pedestrian friendly and walkable
 - Rejuvenate the shops and neglected buildings along Parramatta Road
 - Ensure new developments are of a high quality (build and design)
 - Ensure that developers and architects value sunlight access along Parramatta Road, for the sake of neighbouring properties and overall amenity
 - Create vertical gardens or murals on unused walls
 - *“At all opportunity, take lessons from the vernacular that formed along Parramatta Rd. It's history as a vibrant centre for immigrants in the post-era should be aimed to be recreated. Density is important but tangible and visible community should be facilitated by these changes.”*

Environmental Impacts

- Prioritise greening the area
 - Plant more trees and greenery, especially along Parramatta Road (including verge greening)
 - Plant more native vegetation
 - Encourage rooftop gardens
- Preserve greenery and wildlife habitats
 - Protect all large existing trees
 - Focus on maintaining or reintroducing blue ecosystems

Impacts on existing community

- Greater consideration of accessibility for disabled people and their greater needs, as per the Disability Inclusion Action Plan
- Greater consideration of people on lower and average incomes
- Provide more security as more residents move to the area

Heritage controls

- Pare back heritage conservation areas near Parramatta Road to avoid limiting development on the priority corridor.
- Extend heritage areas to include more surrounding homes

Community Infrastructure

- Provide more public amenities and facilities such as bike parking, bubblers, public furniture/seating areas, rest stops for pedestrians, and playgrounds

- Ensure that additional infrastructure is provided *before* new apartment buildings are constructed

Economic impacts

- Dedicate some commercial areas to grocery stores and other amenities to foster a community feeling

Consultation with traditional owners

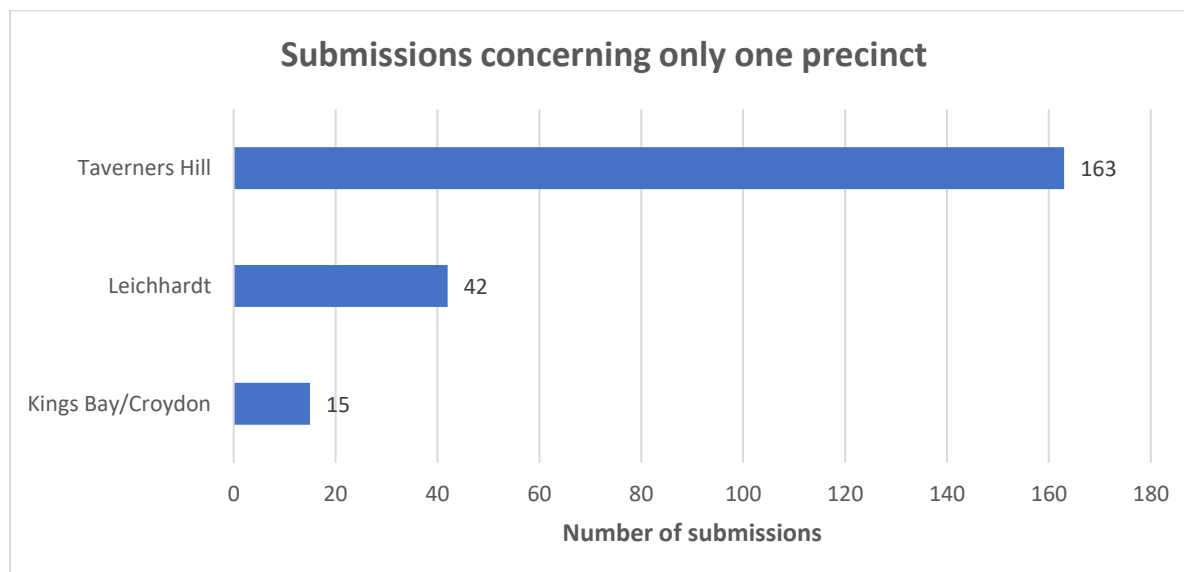
- *"There needs to be a dedicated space in consultation with aboriginal land council and aboriginal community of culturally specific sites and spaces and centres."*

Any other comments

- Ensure that changes to planning controls reflect the best interests of the community, rather than developers
- *"In regards to all of the above, work with developers who see these things as a necessity, not as a chore. Or you will be always be settling for less than intended and failing the community you were voted to represent. Do not shell out, do not skip details."*

SYNTHESIS OF FEEDBACK BY PRECINCT

220 submissions referenced or indicated an interest in one precinct only. Feedback received from these submitters has been synthesised by precinct in the following section.



Note that the above figures include survey responses that indicated interest in one precinct only (46 Taverners Hill; 22 Leichhardt; 11 Kings Bay/Croydon), as well as free-form submissions that indicated an interest in one precinct specifically, or made comments directly related to areas within a single precinct only (117 Taverners Hill; 20 Leichhardt; 4 Kings Bay/Croydon).

Findings:

- > Taverners Hill precinct received significantly more commentary than either of the other two precincts.
- > Kings Bay/Croydon precinct received a very small amount of commentary, with only 15 submitters indicating this as their only precinct of interest.
- > Several site-specific submissions were received in relation to areas in the Leichhardt precinct.

TAVERNERS HILL PRECINCT

Taverners Hill was the precinct most commonly discussed by submitters, meaning that a large portion of the feedback to this engagement pertained specifically to Taverners Hill.

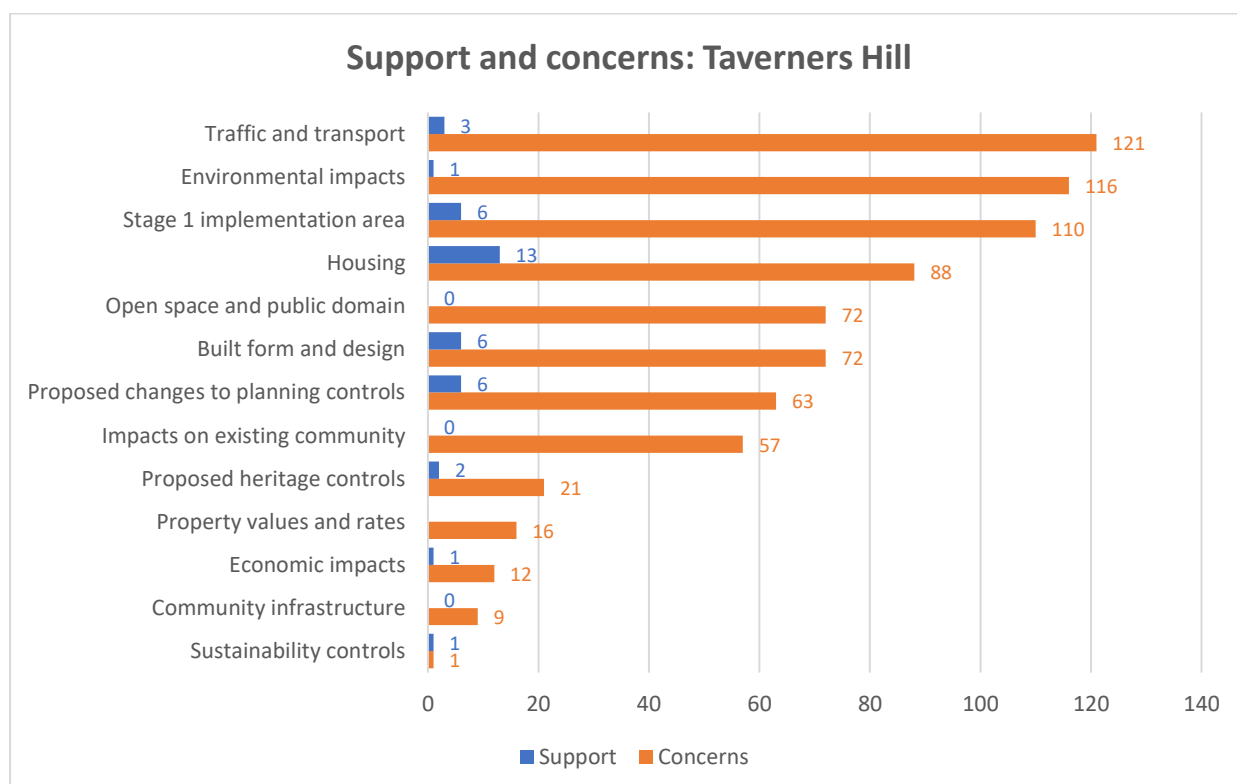
66 survey respondents indicated an interest in Taverners Hill specifically:

- 46 Taverners Hill only
- 20 Taverners Hill and other places

121 free-form submissions indicated an interest in Taverners Hill.

- 117 Taverners Hill only
- 4 Taverners Hill and other places

Note: The chart below shows only results from the 163 submitters who indicated that they were interested in Taverners Hill only.



Findings:

- > There were significantly more concerns raised by respondents interested in Taverners Hill, compared to supportive comments.
- > The main areas for concern for the Taverners Hill precinct were *Traffic and transport*, *Environmental impacts*, and *Stage 1 implementation area* selection.
- > *Housing* was the topic that garnered the most supportive comments from submitters discussing Taverners Hill (13). Though this was the highest number of supportive comments made on any topic by this group of submitters, there were significantly more comments made expressing *concerns* related to housing (88).

Concerns

The main concerns raised by submitters interested in the Taverners Hill precinct included:

Traffic and transport (121)

Traffic and safety

Increased traffic was a concern for a large number of submitters, who argued that with increased density and a growing population will come excessive traffic volumes resulting in more congestion, safety risks, and pollution.

The majority of the traffic comments related specifically to north Taverners Hill, with Tebbutt and Hathern Streets being mentioned most often. Submitters noted that this area already faces significant congestion and traffic safety issues, and expressed concern about the potential for even worse congestion and a greater number of traffic incidents. In particular, safety concerns about the road near Kegworth Primary School and other nearby daycare facilities were raised by a considerable number of submitters. These comments often did not name particular streets, however, street names that were mentioned included Tebbutt Street, Foster Street, Hathern Street, and Lords Road.

My children and I all feeling unsafe to walk along and cross Hathern Street, because the traffic is so heavy and fast in the turning corner, we already saw two car crashing accidents in this year. If rezoned, more cars and traffic will be added in this area, and more traffic in and out the intersection, also there is a primary school at the corner, it is not safe for the young children to walk around in this area.

Increasing the number of vehicles in this area will exacerbate the congestion and increase safety concerns especially around Kegworth Primary School and the 3 daycare facilities in Tebbutt Street and Foster Street. Parents may park in these streets to avoid queueing on the north side of Kegworth Street to collect their children from school. Reducing the available on-street parking will increase the queue, resulting in some drivers taking unnecessary risks.

Air quality and pollution

A consequence of increased traffic that was of concern to a substantial number of submitters was its negative effect on air quality. A small number of people again mentioned Kegworth Primary School, noting its proximity to high traffic roads and therefore, the chance that it will be subject to increased pollution.

Car parking

Parking was a concern for a considerable number of submitters. Parking in the Taverners Hill area was described as difficult already, and submitters expressed fears that with more residents and such low off-street parking requirements, existing parking capacity in the area would simply not cope. Cook, Hathern, Tebbutt, Thomas, and Barker Streets were all named as areas where parking is currently difficult.

Please consider the impact of parking overflow in surrounding streets from Taverners Hill precinct with the addition of more housing options. Particularly around Albert St and Elswick St which are untimed parking and already have overflow from the surrounding streets being on timed parking and residents parking 2nd/3rd cars on these streets.

Public transport

Several submitters argued that public transport infrastructure in the area is insufficient and unable to facilitate efficient travel for existing or new residents and workers in the area. These comments suggested that public transport is already at capacity, or is insufficient to meet the needs of local users, and expressed concerns about the lack of planning and action to improve public transport and increase its capacity to accompany the proposed changes to the area.

In particular, the light rail was noted as an inefficient way to travel, with limited connectivity and long travel times compared to other modes. The following comments sum up this sentiment:

Whilst on paper there are good transport links, in reality much needs to improve before it can cope with the influx of population, bearing in mind that the intention is for the Kegworth Street/Beeson Street/Tebbutt Street development to use these transport links too.

The light rail at Taverner's Hill is already running at capacity, and there are new developments already approved and under construction nearer to town that will only increase the burden on this line. I have used the light rail at Taverner's Hill and the train at Lewisham Station, and if you work in town the train service is far superior, you get to your destination much more quickly. That's one reason why many locals don't use the Taverner's Hill light rail.

Other transport comments

Other transport issues raised included concerns that cycle and pedestrian connections around the area are poor, resulting in convoluted routes and concerns for safety at intersections and crossings; the failure of the plan to address roading improvements necessitated by the increase in vehicle traffic as a result of the proposed changes; that appropriate traffic studies have not been conducted/consulted to inform the proposal (particularly around peak times and weekends); and that the area must remain accessible to emergency services.

Environmental Impacts (116)

Another issue raised by submitters in relation to Taverners Hill precinct was the environmental impacts people felt may result if the proposal is enacted.

Impacts on wildlife and biodiversity

The primary concern was the impact that development would have on local wildlife, particularly as there was a belief among submitters that existing trees and gardens would be removed to accommodate new developments (comments about tree removal and canopy targets are discussed below). These submitters argued that rezoning parts of the precinct, particularly Beeson, Kegworth, Hathern, and Tebbutt Streets, from R1 General Residential to R3 Medium

Density Residential, will allow existing homes with back yards to be replaced by new developments. This in turn, submitters argued, will destroy habitats for many creatures including several threatened species such as the Superb Fairy Wren, Powerful Owl, Grey Headed Flying Fox, and the Long-nosed Bandicoot.

Rezoning will allow the destruction of critical backyard habitat for native and migratory wildlife and mature tree canopy, which is terrible in itself. However, this would also significantly and irreparably harm the most diverse part of the GreenWay corridor – robbing future generations of this precious resource.

Submitters concerned about the negative impacts on biodiversity noted the absence of sufficient protection measures and adequate impact assessment on native wildlife, and suggested that loss of wildlife will have far reaching and irreversible impacts.

The proposed rezoning in these trellis streets of Leichhardt [in the Taverners Hill Precinct] would be a devastating project that would have a severe negative impact on the bird life in this area (including threatened species). I must emphasise the irreplaceable value of existing mature trees and their role in supporting local ecosystems. Destruction of backyard tree canopy will have cascading effects on local wildlife, disrupt ecological balance, and reduce the overall resilience of the environment. Tree plantings will not do anything to reduce the severity of the impact.

Trees and greening

Issues related to trees and greening were tied closely with other concerns about the impacts to biodiversity discussed above. It was not always possible to discern from comments whether submitters believed that trees would be removed as part of (or as a consequence of) the proposal, or whether they were discussing tree canopy targets. The overall consensus among respondents who expressed concerns about trees and greening in the Taverners Hill precinct though, was that the aim should be to increase, not decrease, the amount of greenery and trees in the area.

Tree canopy targets were discussed in a substantial number of submissions, with people primarily arguing that tree canopy targets set in the proposal are not sufficient. The majority of these comments, including a substantial number that came in the form of pro forma submissions, argued that the proposed target of 20% is not in line with the State Government's wider tree canopy targets, and/or that this will not result in a green, enjoyable neighbourhood.

The proposed plan contradicts environmental sustainability goals. It poses a threat to endangered bird species. It results in less green space within the community. The onsite tree canopy target is set at 20%, falling below the overall Sydney target of 40%.

Reasons that submitters indicated were behind their concerns about tree canopy targets included loss of habitat for local wildlife, other negative environmental impacts associated with lower canopy cover such as increased urban heat and pollution, and that trees and greenery generally make an area nicer to be in and improve quality of life.

A considerable number of comments raised concerns about the loss or removal of existing trees and gardens if the proposal were to go ahead. Comments indicated a belief amongst this group that the anticipated loss of trees in the area would come as a result of existing properties with gardens being bought and redeveloped, with gardens not being protected or replaced.

Loss of vegetation/tree canopy. Leichhardt (in the Taverners Hill precinct) only has 11% tree cover - one of the lowest in the Inner West, which is already lacking tree cover. Leichhardt already has the 5th highest population density and the 3rd lowest open space ratio out of any NSW council. The tree canopy of the Inner West is reducing over time. 40% of tree canopy comes from Low Density Residential (Inner West Council Agenda item C08231). This will be destroyed when redeveloped. The deep soil planting and tree canopy incentives are not enforceable and will take many years to be established and effective, if they ever do.

Destruction of the natural biodiversity of this neighbourhood. Redevelopment on the scale proposed in the Planning Proposal will destroy the backyard urban forest in our neighbourhood. Habitat for a variety of birdlife and native fauna will be destroyed. It will also impoverish support areas for the Greenway.

A small number of submitters noted additional concerns about the apparent lack of protections in place for existing tree canopy, especially existing large, mature trees.

There is important habitat including very old trees in the immediate area, that have no protection under this current proposal. Environmentally these trees are also significant to avoid heat sinks.

Flooding concerns

Flooding was of particular concern to submitters discussing the Taverners Hill precinct. Several submitters noted that the north of Taverners Hill is prone to flooding and expressed concerns about building more dwellings and adding more residents to a known flood zone. In particular, Lewisham Station in the south was noted as flooding frequently, with 11 survey comments of a pro forma nature making the same point. Overall, these submitters argued that developing in a flood zone is inappropriate owing to the increased number of people that will be affected by future flooding events. One respondent offered a detailed comment illustrating issues that may arise for developers, mostly around the cost to develop on sloped and flood-prone land.

*And the affected streets are a flood zone. The Council planners have claimed that adding more residents to a known flood zone doesn't make the flooding problem any worse, but it's impossible to see how they could come to that conclusion. More people affected by a flood is clearly worse than fewer people affected by that flood.
Are the carparks going to be on the roof?*

A few submitters also questioned the validity of the Appendix 5 Flood Impact Risk Assessment and whether the report included correct assumptions of the existing flooding issues in the area.

Stage 1 implementation area (110)

Another significant area of concern for submitters discussing Taverners Hill precinct was the Stage 1 implementation area. Comments from submitters indicated disappointment in the large focus on existing residential areas as opposed to sites considered underutilised or in need of rejuvenation along Parramatta Road itself. These submitters argued that there were more appropriate areas for development that would have a greater positive impact on the area and reduce the negative impacts on existing residents and homeowners in the Taverners Hill precinct. In particular, these submitters felt that developing parts of Parramatta Road that are currently underutilised would allow for greater benefits as building heights could be higher and more housing provided, while leaving the existing community to continue living in quieter, lower density residential streets.

Our Taverners Hill North lands are too fragmented for developers. This is why vacant commercial buildings on Parramatta Road are ideal.

Focus on housing development on Parramatta Road itself. There are many unused/hardly used buildings on Parramatta Rd which do not affect local residents.

The planning re-zoning and re-development must start with Parramatta Road. This plan totally ignores the potential for housing development on the Taverners Hill/Leichhardt sections of Parramatta Road. There are so many disused buildings and sites in this section that could be redeveloped with residents above businesses. This would ensure more housing and employment benefits than the proposed plan.

Please remove Beeson, Hathern, Tebbutt and Kegworth Streets from the proposed rezoning. Look again at the actual densities to be yielded by future and current development of nearby industrial/commercial sites. There are many sites, including those just cited, and along nearby Parramatta Road, that would easily allow higher buildings, and increased housing density without razing our community to the ground.

The Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) was referenced by a substantial number of submitters in agreement that local residential areas should not be the focus of development, rather, that the proposal should do more to address Parramatta Road revitalisation. One such comment follows:

Please consider other options for development to meet the state government quotas and leave the Taverners Hill part of the Parramatta Road Corridor, specifically the PRCUTS precinct that borders Flood Street alone.

Housing (88)

Loss of existing housing in the Taverners Hill precinct, particularly housing considered affordable (such as the homes and cottages on Old Canterbury Road and the social housing in Kegworth and Beeson Streets), and the lack of affordable housing provisions for Taverners Hill in the proposal were raised in a sizeable number of comments. The overall argument made by submitters on these topics was that these two factors would result in new developments being less affordable

than existing housing, pricing out many people who currently call the area home as well as those who wish to in the future.

Loss of affordable housing i.e. the homes and cottages on Old Canterbury Road are in fact affordable housing. The busy road coupled with the busy railway presence equals affordable housing. These homes have been affordable to low income renters and buyers. These new apartments will not be in an affordable price or rent range which will push out a lot of people with lower incomes.

It is also well known that low-income earners, people on benefits and essential workers are finding it increasingly difficult to find affordable housing in the Inner West. It is simply a disgrace that the Taverners Hill plan contains absolutely no provision for affordable housing. In fact, the whole of the Stage 1 plan is an abject failure in regards resolving the affordable housing crisis.

The irony of this is that many of the people currently living in the houses and units in the affected area are low-income earners, pensioners and essential workers. This area is more affordable than the rest of Leichhardt and surrounds because our homes are on or off busy Tebbutt and Hathern Streets and aren't as popular. Homes that have sold in this area have been 20% under the going market price for houses elsewhere in the suburb which is the definition of affordable housing.

Where it was clear that submitters were discussing affordable rental requirements as opposed to private market rental/purchasing affordability, the main concern for submitters was that there was no requirement for affordable housing in the Taverners Hill precinct.

An additional reference to affordable housing in principal 2 on page 61 further compounds the issue, reiterating the meagre 2% allocation exclusively for the Leichhardt precinct. This glaring inadequacy becomes even more apparent when considering the 5% affordable housing target set by the current government policy, a benchmark that the Planning Proposal unequivocally falls short of meeting.

When the entirety of the Planning Proposal is taken into account, the purported 'affordable housing' target amounts to a mere 14-15 dwellings out of a total of 1516. This paltry percentage raises questions about the commitment to addressing the pressing issue of housing affordability in Taverners Hill/West Leichhardt.

Open space and public domain (72)

An existing perception that Taverners Hill is lacking open or green space was highlighted, with a substantial number of submitters arguing that the proposal fails to deliver additional open space to accommodate a growing population. This, submitters argue, will worsen the residential amenity of the area and therefore the quality of life for residents.

There is no additional public open space included in the planning proposal despite the aim to increase the population fourfold. Our suburb is already the third worst off in terms of open space per person in the Sydney area.

Built form and design (72)

Submitters expressed concerns that the proposal fails to encourage development or renewal that supports Taverners Hill's existing character, such as its cottages and leafy residential streets, and fears that the result will be a "concrete jungle" or a built environment devoid of charm and character.

The amount of buildings may end up a concrete jungle with very little tree cover or green space for cooling and recreation for all the new residents.

Now faced with the prospect of large, soulless unit blocks taking over our area, we fear the loss of our community bonds and the destruction of our homes.

The once-quiet suburban community will be marred by an eyesore that disrupts the beautiful streetscape and architectural heritage. This transformation goes against the essence of what makes Leichhardt a desirable inner-city suburb.

Proposed changes to planning controls (63)

Zoning and use

The specifics of zoning changes were raised in a small number of comments. Rezoning was passionately argued against by a few of these submitters, mostly for the impact it could have on their homes and/or financial positions. A considerable number of comments related to zoning came from submissions of a pro forma nature. These submissions argued that this proposal would lead to more potentially problematic rezoning in the future, stating:

If this rezoning is approved it will be followed by similar or worse rezonings in other areas of West Leichhardt and West Lewisham. This is Stage 1 and the Council planners have made it clear that they are already working on Stage 2. The State government is also in the process of resurrecting the 67-75 Lords Rd high-rise rezoning.

Density changes

Density changes were discussed in a small number of comments. A few submitters argued that density changes did not go far enough, though slightly more opposed the proposed density increases as they felt they went *too far*.

We believe in keeping the scale of developments suitable for our area, as high-density housing could fracture our community.

Heights and setbacks

A few submitters took issue with proposed building heights; two making general statements against the proposed building heights, but not specifying beyond "The building of high rise apartments doesn't fit the area", while a third offered more detail. This comment highlighted issues that may arise from height changes on Barker Street, stating:

The current proposal leaves the 2, 4, and 6 Barker St adjacent to properties with different zoning and different height allowances. This is not true of any of the other

proposed areas for development - proposed amalgamations with different rules are all separated by streets. The result is of these houses having enormous buildings with setbacks of only 3 metres from the property. These houses will be left with the worst of both worlds - highly developed properties next to and behind but without sufficient incentive for developers to purchase our houses.

Incentives

One comment conveyed the concern that “incentives may not be sufficient for developers to acquire the land and complete the build in a profitable way relative to the risk”, stating that further incentives may be required.

Other

A small number of other, detailed comments about proposed changes to planning controls were made by respondents interested in the Taverners Hill precinct. Two of these related to concerns about a lack of protections against large developments next to undeveloped properties and uncertainty around the degree of amalgamation that will be required for a 5-storey development to be approved (particularly relating to Barker Street, Barker Lane and Thomas Street). A third expressed concerns about land size in the Inner West being significantly smaller than the average section in Greater Sydney, questioning whether this is an appropriate location for development and intensification. A final comment stated:

The narrow side streets either side of Old Canterbury Road cannot accommodate RFB's in a manner which would meet the Apartment Design Guide. RFB's in this area should only occur in response to amalgamation of sites with a minimum frontage of 20m and sufficient depth, as per the proposed guidelines. Can there be a mechanism to ensure that RFB development only occurs under such circumstances?

Impacts on existing community (57)

One of the main areas for concern amongst submitters discussing Taverners Hill was the impact that the proposed changes would have on the existing community. Submitters described a tight-knit community, often sharing personal stories or details about their experiences living in Taverners Hill, describing interactions with neighbours or raising children in family homes and sending them to the local schools. These comments highlighted the high value residents placed on their community, and generally argued that this sense of belonging and community was at risk, with new development as outlined in the proposal being perceived as incompatible with their continued enjoyment of their neighbourhood and the relationships they have formed within it.

The community is also a very close-knit community where neighbours tend to know each other. With increased density and removal of houses for units, the charm and feel of the community will be negatively affected and will be at risk of being an overpopulated suburb filled with soulless units. I will personally feel the loss of this greatly as this is one of the key reasons why I love living in Leichhardt [in the Taverners Hill precinct] and I want to see my suburb continue to retain its history and charm.

The Taverners Hill community are a diverse community ranging in age, we have generations that have been here. It is a community in the true sense, we support, and look out for each other Residents are very focussed on preserving the essential qualities that make this area very unique and precious for current and future resident families.

Aside from the loss of community feel and atmosphere, submitters also shared concerns about residents being forced from their homes, whether as renters, or as owners feeling forced to sell to developers. These comments discussed the anxiety, financial pressures, and social pressures (regarding the sale of properties to developers) that these people may face, and painted an overall distressing picture for residents, many of whom felt they may not be able to find another home in the area if forced to move.

My home is located within Area 1 North Taverners Hill (Leichhardt West) which is proposed for rezoning from R1 to R3. The home has been in our family for over 40 years, well before the light rail was introduced in 1997. This is our family home and because the government does not pay very well as a long-term public servant our local community, if we lose it, we fear we won't be in a position to buy back into the community of which we have been a part for over 40 years.

A few submitters also expressed concern that the proposal is vulnerable to a prolonged and unpredictable delivery which is disruptive to the community.

Other concerns relevant to the Taverners Hill precinct

Proposed heritage controls

Heritage was discussed by a moderate number of submitters who indicated that they were interested in the Taverners Hill precinct. Over half of these submitters expressed general opposition to expanding heritage protections, sometimes even decrying heritage protection altogether, arguing that this does little to preserve the character of the area, significantly impedes development, and hinders the provision of more housing. Almost all of these comments specifically opposed the heritage listing of the Lewisham Hotel, which they argue is of limited heritage value and that it retains little of its original elements and character. These comments often cited previous studies or reports supporting this view.

I think council is using heritage to put brakes on providing affordable housing. Some buildings like the Lewisham hotel are not worth keeping - it's ugly, had been modified inside and out.

Rezoning the Lewisham Hotel for example would be a better alternative. Even your Heritage Study calls it a "Tired pub with little intact inside. Position of bar may be original but fabric is new. Above awning façade is intact but in disrepair, below awning altered. May have social significance – further research required. Do not list. Façade may be even less intact than appears – could be an early 20th century re-work of a Victorian façade. No value to interior".

One submitter noted their support of Council's decision to list "the exterior upper-level Parramatta Road façade of the Lewisham Hotel as an item of local heritage significance", but

recommended that the interiors be omitted from the listing as they have been “highly modified and [are] of little heritage value”.

A few other specific items were discussed, with two people writing to object to the proposed heritage listing of their property or inclusion in a heritage conservation area due to the restrictions this would place on them personally, or their perception of a lack of historical value.

Several respondents argued the need for greater heritage protections than what is currently proposed, suggesting that upzoning parts of Taverners Hill precinct and allowing the demolition of older buildings/homes in the area will significantly alter the area’s character. In particular, a couple of submitters referenced homes on Old Canterbury Road specifically.

Rezoning greenlights the mass knock-downs of characterful historic houses, obliterating the heritage of the area and much of its direct connection with its past.

It will facilitate the destruction of historic houses that make up the character and aesthetic beauty of this area.

Support

There were significantly fewer supportive comments made than concerns raised by submitters interested in the Taverners Hill precinct. The main areas of support are discussed below.

Housing (13)

Those who supported the proposal’s approach relating to housing in Taverners Hill did so primarily on the basis that they believed more housing was needed in the area, and that the proposal may help in delivering this. In particular, submitters noted the current lack of affordable housing in Taverners Hill and expressed the hope that by pursuing more residential development, the proposal would help to remedy this issue.

Stage 1 implementation area (6)

A small number of submitters offered support for the areas marked for Stage 1 implementation, generally due to the proximity of these areas to public transport or amenities.

I wanted to write about my support of the proposed rezoning in Taverners Hill in line with the PRCUTS. It is completely appropriate to further develop this area, which is less than ten minutes walk from Lewisham Station, and next to the Greenway, shops, school, bus and light rail...This rezoning is an opportunity to make it a green and vibrant corner of the suburb that supports active transport.

Proposed changes to planning controls (6)

Increased density was broadly supported by a small number of submitters.

Suggestions relating to specific areas within the Taverners Hill precinct:

Traffic and transport	
Improve access to public transport	<i>Could transport connections also run via Lewisham station?</i>
Improve active transport infrastructure to better prioritise pedestrians and cyclists and get cars off the road	<i>Adding protected bike lanes to Old Canterbury Road and even Parramatta Road would be great - especially since these areas are so close to the Greenway and the Bay Run. It's very stressful to cycle on the footpath on these busy roads just to get to the proper cycle path.</i>
Traffic safety	Improve traffic safety on Tebbutt Street with measures such as speed humps and speed cameras.
Public domain	<i>Footpath improvements and street reconfigurations are needed to connect the Taverners Hill precinct to the Taverners Hill light rail stop, including an eastern access point to the light rail from either Beeson or Brown/Hathern streets.</i>
Proposed changes to planning controls	
Building heights	Reduce building heights on Upward Street to allow more solar access for all residents.
	<i>Restrict development to 2/3 stories - developments facing away from the GreenWay to reduce light spill and noise.</i>
Housing density	<i>The West Lewisham precinct could be re-zoned heritage residential with medium density infill. This would allow for medium density infill of housing in tune and scale with the neighbourhood like on Cook Street where some small cottages have been replaced with modern terrace.</i>
Planning controls and regulation	<i>Have strict controls on amendments after construction commences, adhering to maintaining building approvals, restricting building approval to 2 storeys high in the Taverners Hill and Leichhardt Parramatta Road corridor area.</i>
Built form and design	
Rejuvenation	<i>Redo the commercial building areas. They are all old, poorly maintained and otherwise make that corridor feel industrial and unkept. They are in the immediate vicinity of Parramatta Rd too and away from Tebbutt St which is already a traffic jam.</i>

Overshadowing	<i>The height of the apartments planned for Upward Street should be greatly reduced to allow more sunlight for all residents.</i>
Heritage controls	
Heritage protection	<i>Protect the heritage area, Haberfield.</i>

LEICHHARDT PRECINCT

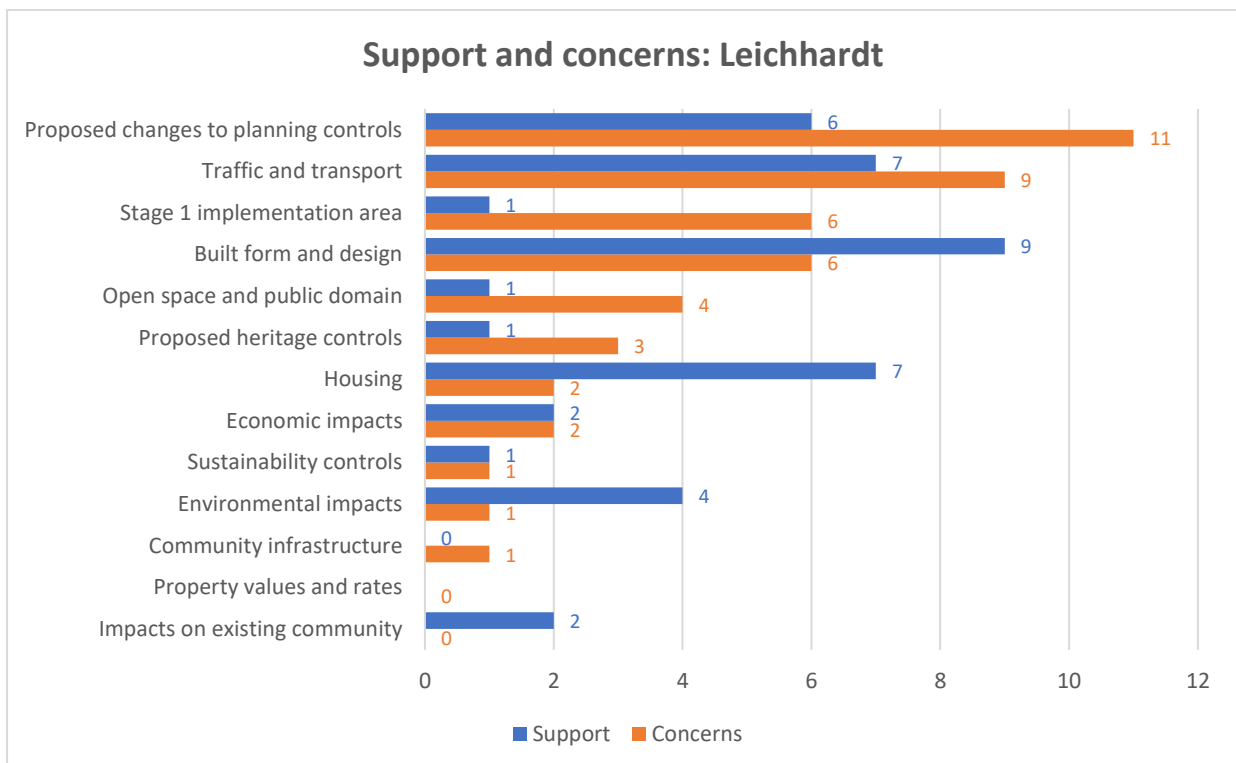
43 survey respondents indicated an interest in the Leichhardt precinct specifically:

- 22 Leichhardt only
- 21 Leichhardt and other places

28 free-form submissions indicated an interest in Leichhardt.

- 20 Leichhardt only
- 8 Leichhardt and other places

Note: The chart below shows only results from the 42 submitters who indicated that they were interested in Leichhardt only.



Findings:

- > Support and concerns were more evenly spread among the submitters who indicated that they were interested in the Leichhardt precinct.
- > The main areas for concern for the Leichhardt precinct were *proposed changes to planning controls*, *traffic and transport*, *Stage 1 implementation area* selection, and *built form and design*.
- > The most commonly supported aspects of the proposal related to *built form and design*, *housing*, and *traffic and transport*.

Note that several detailed site-specific submissions were received relating to technical matters in response to the proposed changes to planning controls and built form in the Leichhardt precinct, such as amalgamation pattern, heritage, overshadowing, FSR and HOB, and setbacks. Suggestions made in these submissions have been broadly discussed in the 'suggestions' section below on page 52, and more detailed responses have been provided directly by Council.

Concerns

The main concerns raised by submitters interested in the Leichhardt precinct included:

Proposed changes to planning controls (11)

A variety of different points were made by submitters about proposed changes to planning controls in Leichhardt. These ranged from concerns about increased building heights negatively impacting the aesthetics and livability of the area, to calls for FSR and HOB to be increased to allow even more development, thus increasing the amount of housing. Other concerns included that proposed incentives or bonuses are unlikely to benefit anyone other than developers. Additionally, a few submitters commented on the proposed amalgamation pattern for the Opportunity Site and expressed concern that the requirements are inequitable and unfeasible for redevelopment.

Traffic and transport (9)

Concerns were raised about how the proposed changes would negatively impact traffic and parking. Submitters argued that an increase in population in the precinct would lead to increased traffic volume and exacerbate existing parking issues.

Parking is already incredibly difficult in some areas of Leichhardt. Bringing more cars into the area is not the answer.

The creation of 700+ new dwellings on a single lane, one-way street that is already afflicted with bad traffic, is a recipe for disaster and future gridlock. You cannot force people to take (inadequate) public transport exclusively by making private transport more inconvenient. Indeed, such a requirement is both prejudicial to able-bodied people, and discriminatory to those who are not as mobile or are elderly (an increased proportion of our future population).

Built form and design (6)

Concerns relating to built form and design were mostly around sunlight, with submitters arguing that many existing homes would lose access to natural sunlight if new, multi-storey buildings were erected nearby. A couple of submitters expressed concern on the potential overshadowing impacts to properties that have installed solar panels and rely on these to generate power.

We know that the properties further down our street that face the Italian Forum lose sunlight from about 2-2.30pm – and that building is 2-3 stories lower than the development planned for opposite us... The front room of our house, which is a living room, will lose solar access altogether if this development goes ahead, because it only gets sun in the mid-to-late afternoon. Also, many of us have recently put solar panels on our roofs. These will be impacted by the overshadowing from the development, and we will lose their utility in late afternoon when electricity is most costly – so our energy bills will go up and our investment in the panels will be affected.

A few submitters also raised concerns about the impact that building multi-story developments would have on Leichhardt's character and charm, arguing that this would not fit well with the existing buildings in the area.

Stage 1 implementation area (6)

The primary concern around Stage 1 implementation area selection raised by submitters was that areas selected appeared to include existing residential areas such as along Balmain Road, rather than sites along Parramatta Road, which were often viewed as being more appropriate for development as this would not impact existing homeowners and residents as much, and would help to revitalize or repurpose sites currently considered to be underutilised or of little value to the community.

As a local resident, it is clear to me that a significant proportion (if not the majority) of storefronts on Parramatta Road that lie within the Inner West LGA are run down, vacant, and/or of questionable community worth from a "vibrancy" or heritage perspective (e.g. brothels or massage parlours). It would seem that these lots would be far more suitable to residential development than the proposed redevelopments on Balmain Road, given that the latter is mostly comprised of freestanding private residences from the Victorian or Federation period.

Support

The main aspects supported by submitters interested in the Leichhardt precinct included:

Built form and design (10)

Submitters supported efforts to rejuvenate and revitalize the area, particularly along Parramatta Road. Incorporating active shop frontages, greening the area, and making it safer and more enjoyable for pedestrians were all praised.

I support the development of accommodation and businesses around Parramatta Road to let the Road become more pedestrianised and a nicer environment rather than a main road.

Housing (7)

The prospect of more housing in the Leichhardt area was supported, with submitters describing a current lack of housing, particularly *affordable* housing in the area. These submitters supported development with the understanding that it would help make living in the Inner West more achievable for more people.

This is a fantastic proposal. I live one block away from the proposed development in Leichhardt, and I'm a home owner in my 30s with a young family. My wife and I have seen many of our friends in the same stage of life being priced out of the inner west due to the high cost of housing. I can think of three families we were close with, who have children the same age as my daughter, who have had to move - to Wollongong, to Campbelltown and to the Central Coast - because housing in the

inner west is too expensive. These are families that I had hoped my daughter would grow up with. The high cost of housing is tearing my community apart.

Traffic and transport (7)

Broad support was offered for plans to improve traffic and transport in the area, with particular support for improved bike paths and walkability, as well as traffic flow improvements.

Proposed changes to planning controls (6)

The primary aspect of proposed changes to planning controls supported by submitters was increased density.

Generally I support the proposal to increase density in the Leichhardt precinct. I also generally support the incentive controls tied to sustainability and other outcomes.

Suggestions relating to specific areas within the Leichhardt precinct:

Proposed changes to planning controls	
Floor Space Ratio	<p><i>The proposed FSR of 3.0:1 is considered unsustainable. It is recommended to reconsider FSR in favour of height and setbacks as more efficient controls. If FSR is deemed necessary, suggested revisions are as follows:</i></p> <ul style="list-style-type: none"> <i>Norton Street (Sub-precinct): Minimum FSR 3.5 – 4.0 (excluding SEPP Housing 2021)</i> <i>Parramatta Road (Sub-precinct): FSR 4.0:1 – 6.0:1 (excluding SEPP Housing 2021)</i>
Building heights	<p><i>Height limitations should be determined by comprehensive considerations, including Flight Path Design Principles. Suggested height revisions are as follows:</i></p> <ul style="list-style-type: none"> <i>Norton Street (Sub-precinct): 6 – 9 Storey</i> <i>Parramatta Road (Sub-precinct): 9 - 15 Storey</i> <i>Greater heights are recommended for future needs, increased utilization of existing services, establishment of a viable economic centre and reduction of horizontal urban sprawl.</i>
Building heights	<p>Limit building heights to preserve the charm and value of the Leichhardt area.</p>

Building heights	<i>Building heights need to be firmly set and given greater detail to ensure transition zones between the existing low-rise character of Balmain Road and surrounds. Greater clarity is also required regarding maximum building height if incentives related to affordable housing are adopted, which could increase building heights beyond the current limits outlined in the documents.</i>
Expand Stage 1 Area	<i>The inclusion of additional allotments on the western side of Norton Street in the Leichhardt precinct in the proposed Leichhardt LEP and DCP.</i>
Built form and design	
Overshadowing	<i>Shadow diagrams showing future potential impacts and maximum overshadowing need improvement.</i>
Specific site – Cnr Parramatta Road and Crystal Street	<p><i>Most cross streets intersecting at Parramatta Road, join the road at a ninety-degree angle. Unusually at the Parramatta Road and Crystal Street intersection, the street joins at an acute angle. This results in a landmark intersection of two major roads in the suburb, adding another layer of visual interest to the Parramatta Road corridor. Provision should be made for a strong architectural element to define the corner as an important intersection of the two major roads. By allowing for greater development at the intersection, it creates additional opportunity for prominence due to the acute angle of the intersection.</i></p> <p><i>Such a building should consider a zero setback, with any setback variations subtly incorporated into the building envelope. The building envelope can provide for an architectural response to the site, there are many examples where the street wall (podium) and tower differentiated by materiality or a setback on the level v between street wall and tower. Setting back the topmost floor to make it less visible, provides no heritage benefit. The importance to the streetscape is in the street wall and how it maintains its existing visual differentiation.</i></p>
Open space and public domain	
Norton Street public square	<i>A submitter anticipated that cancelling plans for a public square on Norton Street would “make a real difference to the Parramatta Road Strategy”.</i>

Traffic and transport	
Active transport infrastructure	<ul style="list-style-type: none"> • <i>Maintain shared road/pedestrian/bike access from Hay St to make right turns onto Parramatta Road.</i> • <i>Install zebra crossing over Hay St to carpark for bikes and pedestrians.</i> • <i>Create shared car/bike/pedestrian zoning for Hay St car park and through lower portion of Redmond St.</i> • <i>Bike crossing from Catherine St onto Albion Street.</i> • <i>Create separated bike lane along Albion St.</i> • <i>Create zebra crossing for bikes and pedestrians to cross over Norton St from the new dot lane access to Norton Street to Renwick Lane.</i> • <i>Create shared road/bike/pedestrian zone for Renwick Lane.</i> • <i>Community housing development for Hay St car park should retain access to cars/bikes/pedestrians through to Catherine St.</i>
Road design to improve traffic flow	<i>Align Crystal St to Norton St to improve traffic flow through. This realignment would require the acquisition of properties on the southern side of Parramatta Road and Crystal St, which would be made much more complex and costly if the existing small number of properties were replaced by higher density housing.</i>
Economic impacts/car parking	
Provide parking close to businesses	<i>Extra parking at reasonable cost to people who could be prospective customers along Parramatta Rd to give more chance of the survival of the business around the Leichhardt area of Parramatta Rd and any other area where businesses struggle along the road including Annandale/Stanmore area.</i>

KINGS BAY/CROYDON PRECINCT

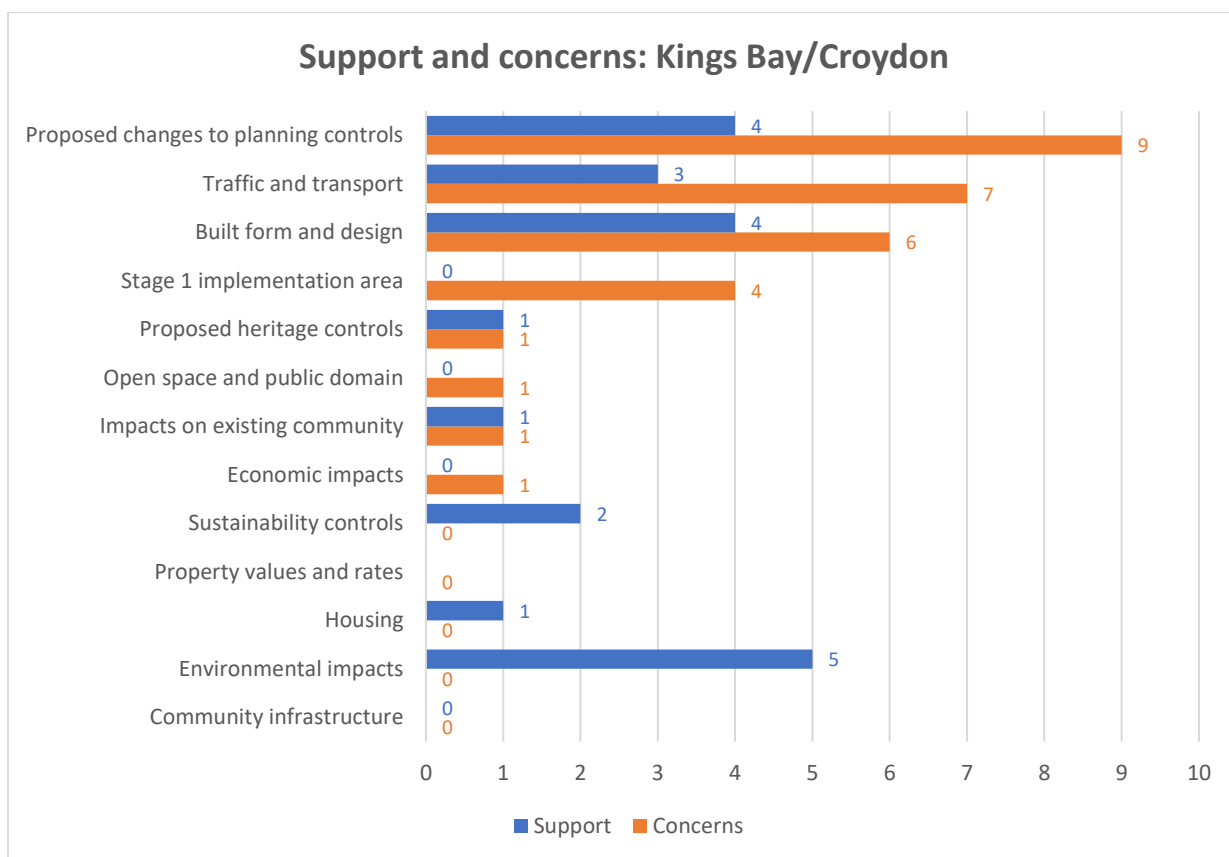
16 survey respondents indicated an interest in Kings Bay/Croydon specifically:

- 11 Kings Bay/Croydon only
- 5 Kings Bay/Croydon and other places

4 free-form submissions indicated an interest in Kings Bay/Croydon.

- 4 Kings Bay/Croydon only

Note: The chart below shows only results from the 15 submitters who indicated that they were interested in Kings Bay/Croydon only.



Findings:

- > Only a small number of submitters indicated that they were interested in Kings Bay/Croydon specifically.
- > The main areas for concern for the Kings Bay/Croydon precinct were *Proposed changes to planning controls*, *Traffic and transport*, and *Built form and design*.
- > The most commonly supported aspects of the proposal related to *Environmental impacts*.

Concerns

The main concerns raised by submitters interested in the Kings Bay/Croydon precinct included:

Proposed changes to planning controls (9)

Concerns about changes to planning controls were raised particularly in relation to Dalmar Street. Submitters queried the proposed rezoning to R3 Medium Density Residential on Dalmar Street, arguing that the increased height of buildings would be inappropriate for the area.

Traffic and transport (7)

A small number of submitters argued that rezoning areas in Kings Bay/Croydon would result in a spike in the local population and a corresponding negative impact on traffic volumes and parking in the area.

Built form and design (6)

Again, Dalmar Street was the focus of the majority of these comments. Submitters argued that, having been primarily developed in the 1940s, Dalmar Street's character and aesthetic value would likely be damaged if large or bulky buildings are constructed amongst the low density housing in the area. These submitters also raised concerns about overshadowing impacts and loss of privacy for existing homes on Dalmar Street.

Support

The main aspects supported by submitters interested in the Kings Bay/Croydon precinct included:

Environmental impacts (5)

Submitters support additional tree planting as part of the proposal.

Built form and design (4)

Submitters supported efforts to rejuvenate or beautify streetscapes and encourage quality design.

Proposed changes to planning controls (4)

A small number of submitters supported height restrictions, noting in particular that restricting development in Parramatta Road to five storeys, and three storeys in Dalmar Street, was positive; a couple of submitters also supported the proposed setbacks.

Stage 1 implementation area (3)

A few submitters commended the area selected for Stage 1 implementation in the Kings Bay/Croydon precinct, noting that the primary focus in this precinct is on Parramatta Road itself (as opposed to existing residential streets).

Suggestions relating to specific areas within the Kings Bay/Croydon precinct:

Traffic and transport	
Traffic management	<p><i>Dalmar Street is a wide street that already suffers from rat running and excessive speeding, which reducing its amenity. Changes to zoning on Dalmar St will further increase the vehicular traffic and congestion on the street with commensurate increases in noise, danger and pollution. Major changes should be made to Dalmar St to enhance the liveability of the street:</i></p> <ul style="list-style-type: none"> • <i>Reduce the street speed to 30kmh</i> • <i>Add traffic calming measures such as chicanes, chokers, curb extensions, one way elements, etc</i> • <i>Add a cycling path along the length of Dalmar St and extend it to Centenary Park and the Iron Cove Creek Shared Path</i> • <i>Review Dalmar St intersections and add slow-speed roundabouts and curb extensions to enhance pedestrian safety and reduce car speed around corners. This is especially important on the corner of Dalmar St and Burns St where the radius of the corner encourages cars to speed and is extremely dangerous for pedestrians who have a wide intersection to cross with poor sight lines in all directions. I have raised the issue of the Dalmar St/Burns St intersection before and was told this is the forum to have to be addressed(!).</i> • <i>Widening of footpaths and additional tree planting.</i>
Road design and network operation	<p><i>Major improvements to the Croydon Road/Parramatta Road intersection are needed. Croydon Road is very narrow for the amount of traffic and at the very least, right turn traffic light signals are required. This area has been identified for special development and without proper improvements to the traffic flow, could fail completely in meeting its objectives. There is also an electricity sub-station very nearby and this must be considered in all future proposals.</i></p>
Proposed changes to planning controls	
Building height	<p><i>Maintain the proposed reserve area between Scott St and Byron St and reduce the height of the development on the south facing properties to 2 levels opposite existing homes and raise the levels on the Parramatta Rd facing side.</i></p>

PRO FORMA SUBMISSIONS

A total of 69 submissions were received that are categorised as pro forma. These came in the form of 3 distinct templates.

	Number of submissions
Pro forma 1	50
Pro forma 2	8
Pro forma 3	11
	69

PRO FORMA 1

50 submissions were received that appeared to be identical or to have originated from the same document. Of these, 41 were of the exact same wording and format with 12 numbered points (as shown below); five submissions contained an additional set of pro forma points, shown below separately, two of which were reworded slightly differently; and the remainder were so similar as to reasonably be expected to have originated from the same 12 points.

Pro forma submissions (50 total)

1. **No-one asked us!** We were not consulted or notified when the Planning Proposal was drawn up and adopted by the Inner West Council. If we had been we could have pointed to negative aspects and better development opportunities (such as the Best & Less site and others along Parramatta Rd)
2. **Priority should be given to rezoning and development on Parramatta Rd,** not in our diverse and liveable neighbourhood. The planning proposal is supposed to be about implementing the Parramatta Rd Corridor Urban Transformation Strategy
3. **Our homes – targeted for demolition.** This will disrupt our lives and destroy our valued neighbourhood community
4. **There is no additional public open space in the planning proposal** for our area despite the aim to increase the population by fourfold. Our suburb is already the third worst off for open space per person in the Sydney area
5. **Destruction of the natural biodiversity of this neighbourhood.** Redevelopment on the scale proposed in the Planning Proposal will destroy the backyard urban forest in our neighbourhood. Habitat for a variety of birdlife and native fauna will be destroyed. It will also impoverish support areas for the Greenway
6. **There are NO social advantages to this proposal.** The proposal admits there will be no affordable housing provided in the West Leichhardt or Taverners Hill section
7. **Hardship for existing residents** that would flow from the implementation of the rezoning has not been considered. Many are essential workers and /or on modest incomes and would be progressively forced out to face uncertain or difficult futures. (e.g., New mortgages or rental accommodation might be hard to obtain; Changing schools can be difficult for children)

8. **There are no ecological advantages to the proposal.** The proposal lacks an overall tree canopy target; and so-called controls to ensure tree canopy on redeveloped sites are very limited and nebulous. The onsite tree canopy target is 20% versus the overall Sydney target of 40%. There is no time line as to when this 20% is to be achieved, though at one point in the Development Control Plan, it appears that only half the canopy target needs to be met after ten years
9. **Congestion of Tebbutt St will be much worse.** 325 apartments in West Leichhardt will generate greatly more traffic than the existing 60 homes that are targeted for demolition. **The same is true for the Lewisham section** – the traffic from the Old Canterbury Rd would enter and exit via the now quiet Barker St
10. **The extra traffic will worsen air quality.** The destruction of the backyard urban forest will also contribute to the increased air pollution. Health problems will follow
11. **If this rezoning is approved it will be followed by similar or worse rezonings in other areas of West Leichhardt and West Lewisham.** This is Stage 1 and the Council planners have made it clear that they are already working on Stage 2. The State government is also in the process of resurrecting the 67-75 Lords Rd high-rise rezoning
12. **It could lead to a hotchpotch of multi-story development alongside single story cottages.** The rezoning requires the amalgamation of three single blocks into ones large enough (720 metres squared plus) for the multi-storied flats. The Council planners say they will try to avoid isolated blocks, but the final decision makers would be unaccountable Department of Planning panels and the Land & Environment Court.

Additional points made

(5)

13. **Independent review by ARUP Appendix 10** - Traffic and Transport Study found a number of issues with the model being used to underpin this planning proposal and recommends a new traffic study- Additionally, below are two issues which specifically identify Tebbutt Street (Noting that Hathern and Tebbutt are classified as Tertiary Roads.
14. **Road network already at capacity-** When there is more traffic, drivers take more risks to try to circumvent the traffic (e.g. residents frequently see drivers going into the oncoming traffic lane to get around traffic jams), which will make an already dangerous area more dangerous.
15. **High crash rate data within the LGA;** - the area proposed rezoning is adjacent to a primary school and three child care facilities - safety impacts.
16. **Mayor Darcy Byrne said.** "We certainly won't be considering significant zoning changes in our local suburbs until there's a functional arterial road getting into and out of the place,"
17. **LGA has 3rd lowest open space ratio of all 130 NSW councils** - tree canopy for Leichhardt precinct at 11%-15% with the State Government Target of 40.

PRO FORMA 2

Eight people submitted pro forma submissions relating to the environmental impacts of the proposal on North Taverners Hill. The majority of these submissions used the exact wording that follows:

I would like to lodge my objection to the current proposal to rezone areas of Kegworth Street, Beeson Street, Hathern St and Tebbutt Street from R1 to R3.

The area proposed to be rezoned are trellis streets that are critical to supporting the densest and most biodiverse part of the GreenWay in Leichhardt. This area also contains the most extensive amount of connected large, mature tree canopy found in backyards in the whole of Leichhardt and for much of the Inner West. Local wildlife experts and environmental groups, including the Inner West Environment Group (IWEG) and the GreenWay Birdos, Australian Conservation Foundation (ACF) Inner West, and BirdLife Australia have all recognised the crucial role that this area plays to support biodiversity for the GreenWay and the significant harm that would occur as a result of rezoning and development.

Loss of Tree Canopy Cover: Inner West Council's canopy cover is under 20%, well below the 40% target for Greater Sydney. We need to keep our existing tree canopy, not remove it.

Loss of Wildlife Connectivity and Impact on Bird Diversity: These are trellis streets critically supporting the most biodiverse part of the GreenWay. They provide important foraging and nesting for birds – particularly small birds such as Superb Fairy-wrens, White-browed Scrubwrens, which are in decline in urban areas, as well as supporting migratory birds and bats. Further fragmenting this habitat will not only see local birdlife decline and disappear in the GreenWay, but it risks harming the broader ecological health of the Inner West.

Backyards and older homes are a critical part of the habitat: It's not just the tree canopy itself that provides precious habitat for native fauna, but it also the nature of the backyards with multi-level foliage, sheds, underneath of older houses and eaves where smaller native animals can make their home. This will all be lost.

Impact on Threatened Species Living in These Backyards: This area is frequented by the Powerful Owl, the Long Nosed Bandicoot, the Grey-headed Flying Fox, Eastern Bent-wing Bat. Removing these backyards is also removing their habitat.

Increased Pollution and Urban Heat Island Effect: These trees clean our air of carbon dioxide and other pollutants from traffic on Parramatta Road, Tebbutt St and Hathern St, as well as helping to fight against the urban heat island effect. If we lose any of these trees, it will mean more pollution for the surrounding areas, including Kegworth Infants & Primary School.

Proposed protections will not be sufficient to protect habitat The Department of Planning has instructed the IWC that there can be no protection of tree canopy. And no feasibility study has been done, so it's likely developers can challenge any tree canopy protections. A few deep soil plantings will take years to mature and will never come close to replacing the existing backyard habitat where wildlife currently thrive.

PRO FORMA 3

Eleven online survey responses were submitted with identical wording (shown below):

– **What aspects of the proposal do you support?**

(All 11 submitters either left this response blank, or stated “NA” or “None”.)

– **What aspects of the proposal do you not support?**

I do not support the replacement of existing cottages/houses on both sides of Old Canterbury Road from Barker Street to the railway bridge (including some of Barker Street) with 3-6 storey high apartments. WHY?

It encourages ‘piecemeal’ destruction of West Lewisham ie. developers must acquire at least 3 properties to build apartments which will cause community stress & anxiety. Some of them want to stay but may be forced to sell. This could isolate & intimidate some cottages.

It will cause even greater traffic & parking issues on our already crowded streets and roads.

The traffic study for this plan shows that no relief is immanent.

LACK OF AMMENITIES

West Lewisham is already overcrowded & the proposed planning changes will make this worse. There’s not much open space.

Lewisham Station:

Floods regularly

Train services are always cancelled on weekends

The service station is the only amenity

Planning changes fail to encourage renewal that supports our suburbs character ie. cottages and houses

Even the design study for this re-zoning plan states

“Preserve the leafy, residential and low scale character” of this part of the precinct

Loss of affordable housing ie. the homes and cottages on Old Canterbury Road are in fact affordable housing.

The busy road coupled with the busy railway presence equals affordable housing.

These homes have been affordable to low income renters and buyers. These new apartments will not be in an affordable price or rent range which will push out a lot of people with lower incomes.

– **Do you have any suggestions for the proposal?**

The planning re-zoning and re-development must start with Parramatta Road. This plan totally ignores the potential for housing development on the Taverners Hill/Leichhardt sections of Parramatta Road.

There are so many disused buildings and sites in this section that could be redeveloped with residents above businesses. This would ensure more housing and employment benefits than the proposed plan.

The West Lewisham precinct could be re-zoned heritage residential with medium density infill. This would allow for medium density infill of housing in tune and scale with the neighbourhood like on Cook Street where some small cottages have been replaced with modern terraces.

COMMUNITY PETITION

A petition was submitted to Council on behalf of the Lungs of Leichhardt group as part of their submission. The detailed, 125-page submission included a petition which had 1,877 signatories. The petition was formed on the basis that:

...the portions of the Proposal that involve Taverners Hill North should be excluded from any version of the Proposal adopted by the Inner West Council. Instead, the focus should be on the revitalisation of Parramatta Road.

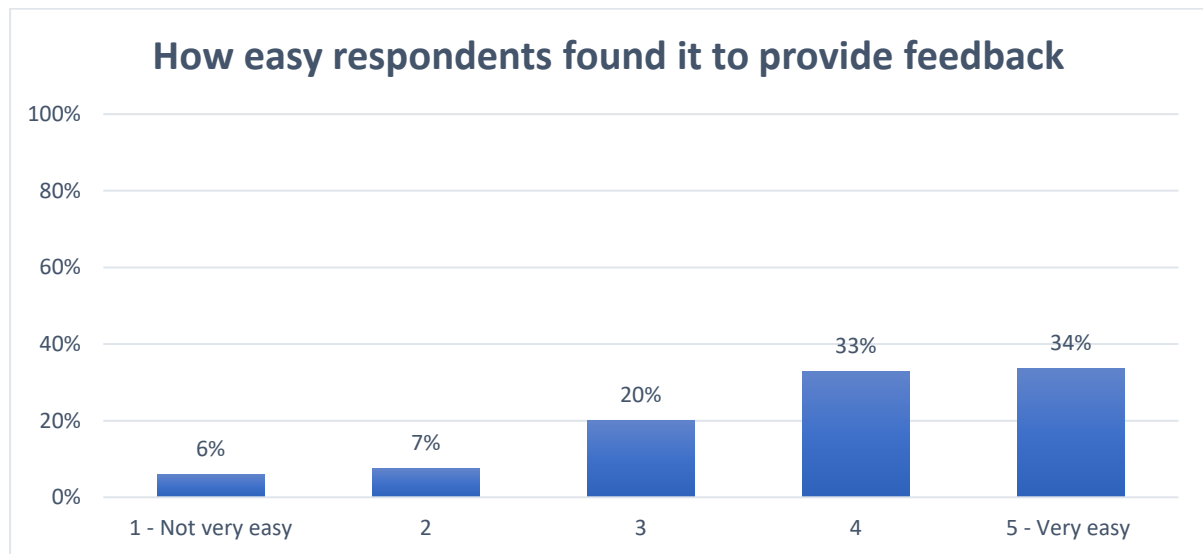
The petition details several key points, included verbatim below:

- 1. The proposal will facilitate the destruction of crucial biodiversity and goes directly against the commitments of IWC to maintain healthy urban forestry.*
- 2. The proposal is vulnerable to a prolonged and unpredictable delivery which disrupts both the community and the Council.*
- 3. There is no possibility of guaranteeing affordability (or liveability for families) for homes in Taverners Hill/West Leichhardt.*
- 4. Loss of character would be unavoidable.*
- 5. Traffic disruption and congestion increases (and the safety of the community) have not been seriously considered.*
- 6. Parramatta Road 'revitalisation' is not fulfilled by developing Taverners Hill and no supporting infrastructure has been proposed.*
- 7. The rezoning disrupts the fabric of the existing, tight-knit communities and constituents, favouring an imagined one in its place.*

Feedback on the engagement process

Respondents to the Your Say online survey were asked: *Please rate (from 1 to 5 stars) how easy was it to find information and provide feedback.*

Responses to this question have been analysed below.



FINDINGS:

- > The majority of respondents (67%) found it easy (4 or 5 out of 5) to provide feedback.
- > Only 14% of respondents selected 1 or 2 out of 5, indicating that they did not find it easy to provide feedback.
- > One fifth of respondents (20%) offered a neutral response to how easy it was to give feedback.

Supplementary free-text question about providing feedback

Depending on how they rated their experience of providing feedback, respondents were asked: *We're glad you were able to access the information you needed and provide feedback on this project. Please leave any comments here.*

OR: *We apologise for any difficulties you had accessing information and providing feedback, please let us know what was challenging and how we can improve in future.*

Summary of comments about the engagement process

Below is a summary of responses to the above questions, as well as comments made about the engagement process within email submissions.

- Respondents most frequently reported the impression that the public was not consulted enough, early enough, or to sufficient depth to have properly informed the proposal. This sentiment was accompanied by statements around the lack of advertising of the

engagement and was reiterated as one of the points made in a petition signed by 1,877 people, and a proforma submission submitted by 50 respondents.

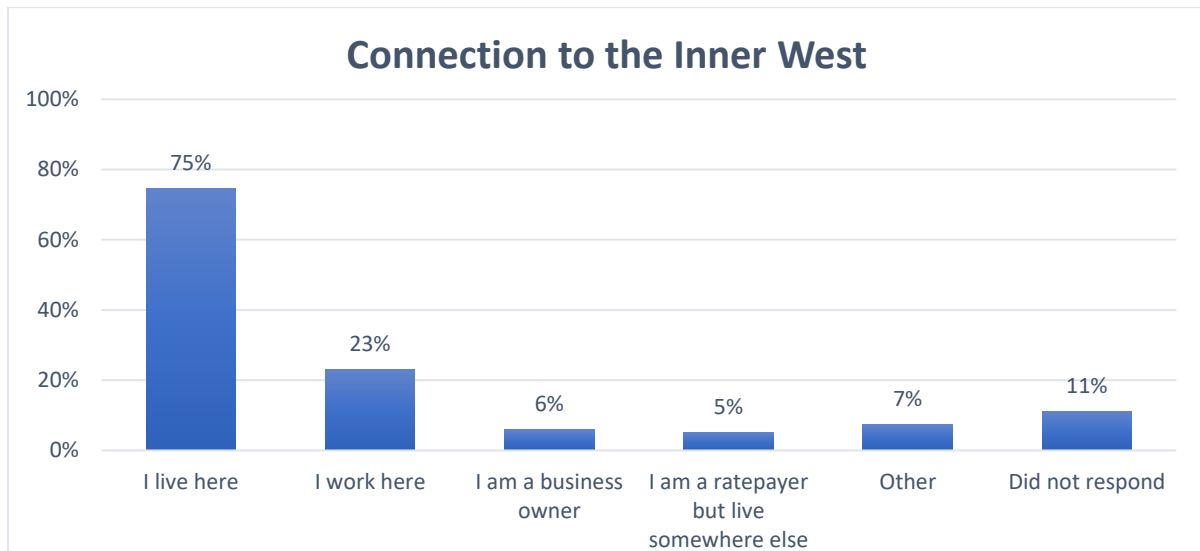
- A considerable number of respondents and submitters made statements showing that aspects of the proposal were difficult to understand, or that they lacked enough information to properly understand the implications of the information.
- A moderate number of survey respondents commented on aspects of the survey's useability, including that there was a lack of space to write in, that navigation on phone screens versus computer screens altered the user experience, and that the sign-in process was "unnecessary" or complicated.
- A small group of commentators made accusations about the proposal, claiming it is "unethical", "ill thought-out", or "disingenuous".

Respondent characteristics

The following section contains demographic information for the 134 respondents who completed the Your Say online survey.

Respondent connection to the Inner West

Respondents were asked to state their: *Connection to the Inner West* (select all that apply)



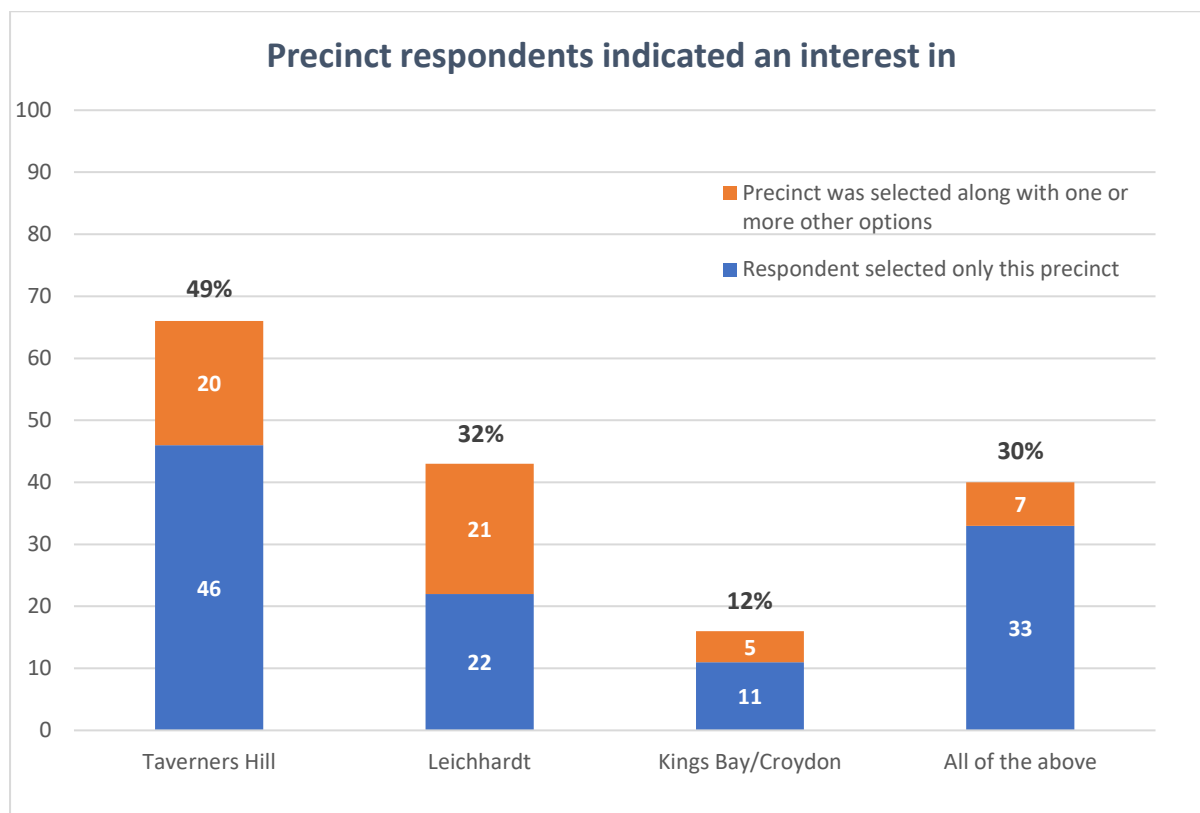
FINDINGS:

- > Three quarters of respondents (75%) indicated that they live in the Inner West.
- > Almost a quarter (23%) work in the Inner West.
- > Other connections were only selected by a small proportion of respondents; 6% own a business, 5% are ratepayers but live elsewhere, and 7% selected 'other'.

Which precinct respondents expressed interested in

Respondents were asked: *Which precinct are you interested in?*

NOTE: Respondents could select one or multiple areas, and/or 'All of the above'.



The above chart shows the number of survey respondents (n=134) who selected each precinct as a 'precinct of interest'; it shows those who selected only one option (shown in blue), as well as those who selected each option alongside one or more other options (shown in orange).

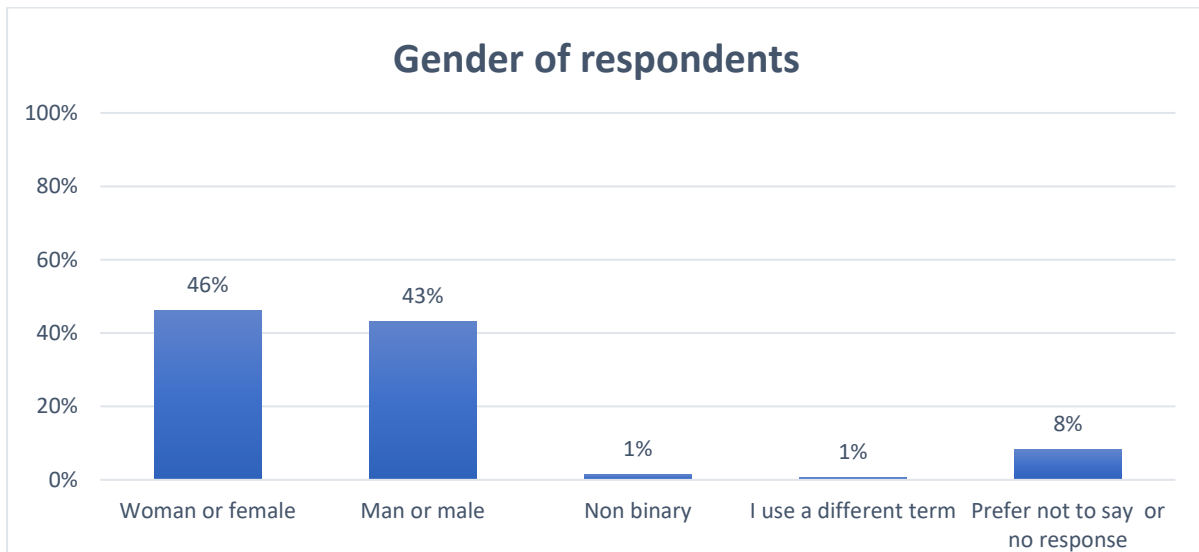
Percentages show the combined total of all respondents who selected each option (whether on its own or alongside other options), out of all survey respondents (n=134).

FINDINGS:

- > Over one third of respondents indicated that they were interested in more than one precinct (41%).
 - o 30% indicated that they were interested in 'all of the above'.
 - o 16% of respondents selected more than one option for this question.
- > 59% of respondents selected one precinct only.
- > Taverners Hill had the highest proportion of interest, with almost half of respondents (49%) specifically indicating an interest in this area, whether on its own or along with one or more other options, (in addition to those who only selected 'all of the above').
- > This was followed by Leichhardt, which was specifically selected by 32% of respondents.
- > Kings Bay/Croydon precinct was selected by the smallest proportion of respondents, just 12%.

Gender of respondents

Respondents were asked: *What is your gender?*

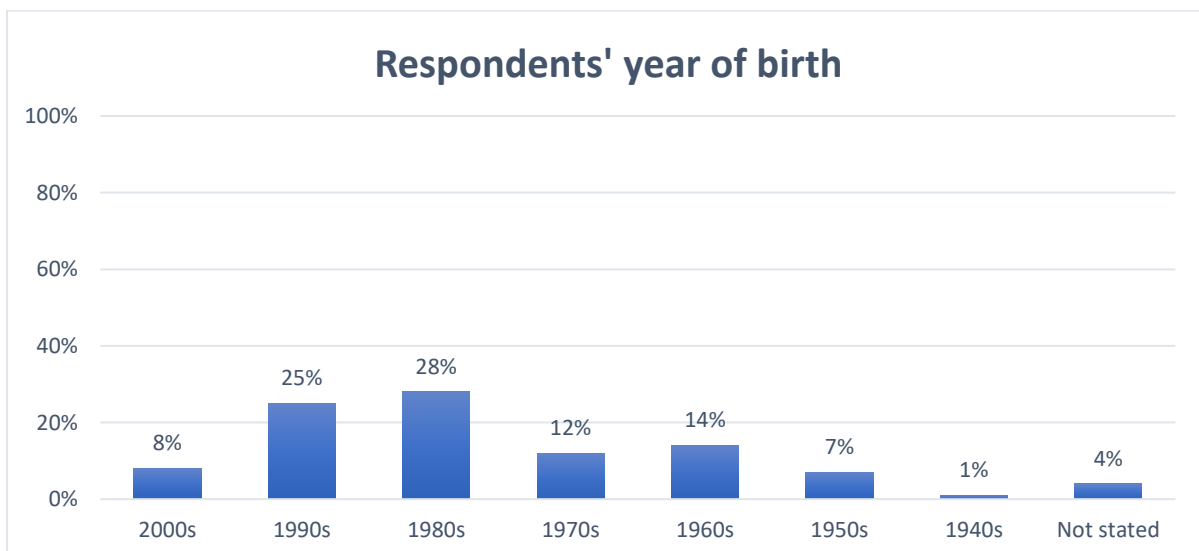


FINDINGS:

- > There were slightly more female respondents (46%) than male (43%).
- > 8% of respondents preferred not to provide a response, while 1% each identified as non-binary or indicated that they use a different term.

Age

Respondents were asked: *What year were you born in?*

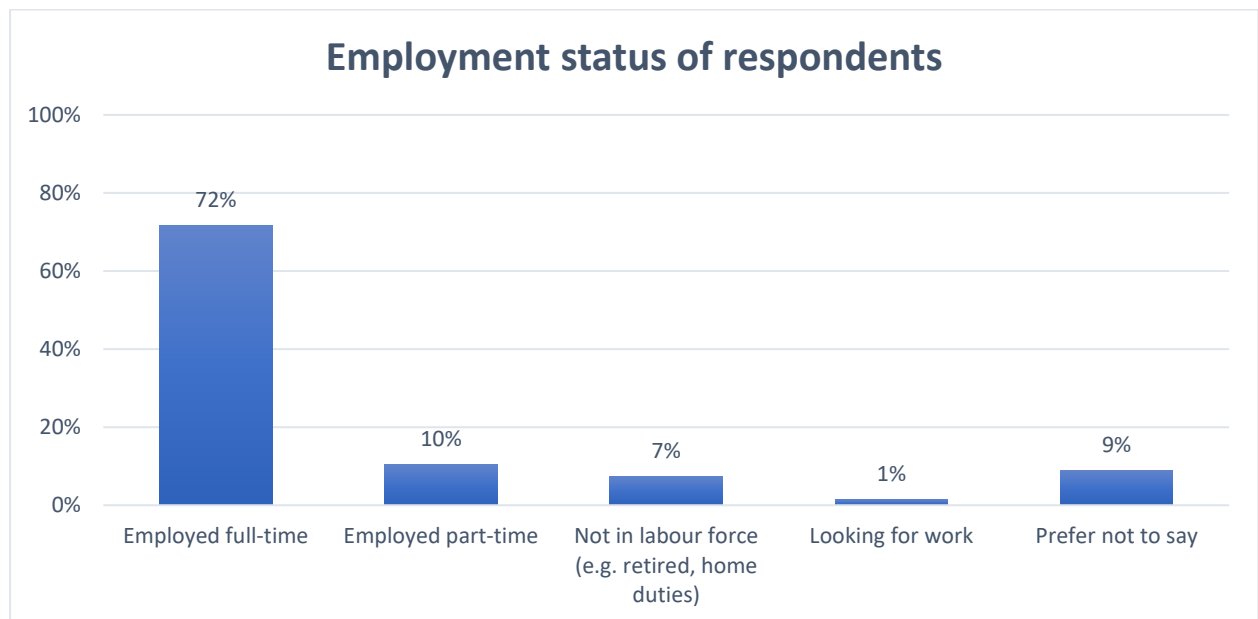


FINDINGS:

- > Respondents were more likely to be younger than older with over half being born in the 1980s (28%) or the 1990s (25%).
- > Just over one in five respondents (22%) were born *before* the 1970s, while 61% were born *after* the 1970s.

Employment status

Respondents were asked: *What is your employment status?*

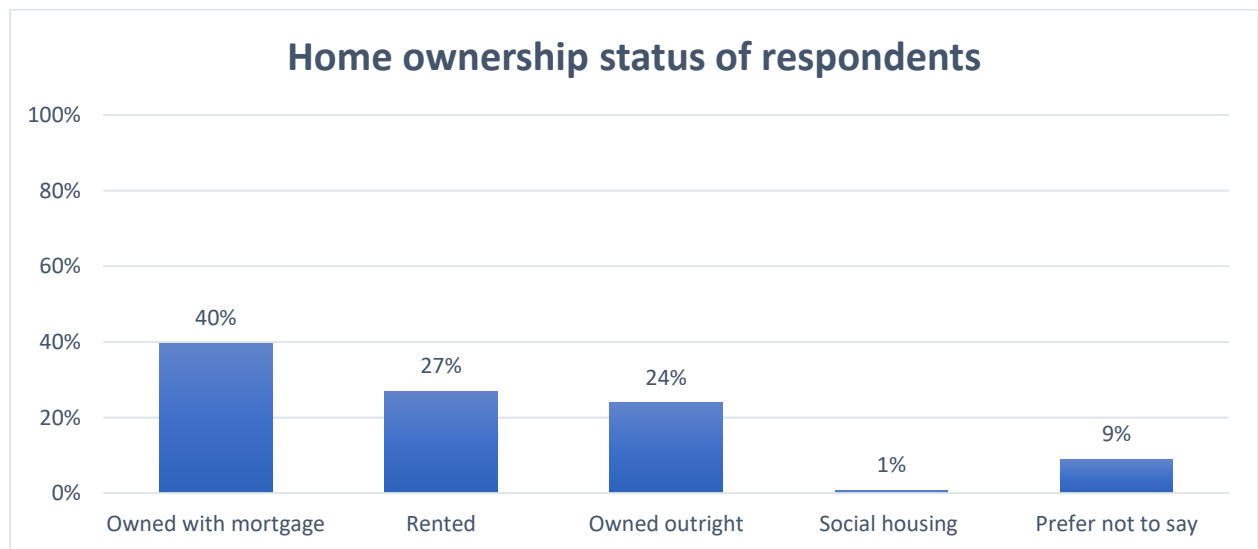


FINDINGS:

- > The majority of respondents were employed full time (72%).
- > All other employment types were selected by 10% of respondents or fewer.
- > Only 1% of respondents stated they were looking for work.

Home ownership status

Respondents were asked: *Which of the following best describes the home in which you currently live?*



FINDINGS:

- > Almost two thirds of respondents indicated that they own their home; 40% own their home with a mortgage, while 24% own their homes outright.
- > 27% of respondents reported they are renters.
- > 1% of respondents stated they live in social housing.

Suburb

Respondents were asked which suburb they reside in.

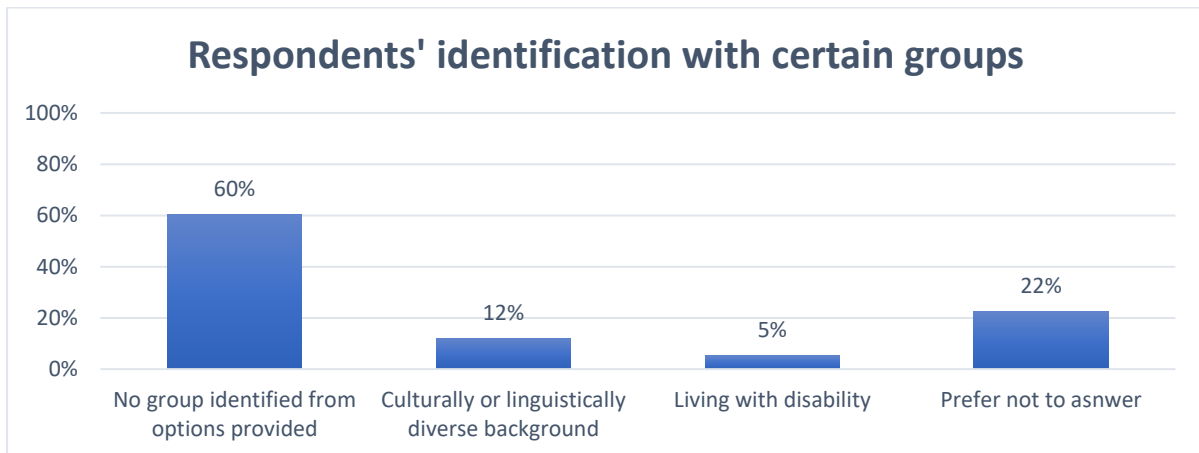
SUBURB	POSTCODE	Number of RESPONDENTS
Leichhardt	2040	36
Lewisham	2049	23
Dulwich Hill	2203	11
Croydon	2132	10
Haberfield	2045	7
Petersham	2049	5
Ashfield	2131	4
	1800	1
Lilyfield	2040	4
Stanmore	2048	4
Newtown	2042	3
Marrickville	2204	2
	1475	1
Summer Hill	2130	2
Surry Hills	2010	2
Glebe	2037	2
Annandale	2038	1
Enmore	2042	1
Epping	2121	1
Ermington	2115	1
Erskineville	2043	1
Fairfield	1860	1
Forest Lodge	2037	1
Gladesville	2111	1
Little Bay	2036	1
Hamlyn Terrace	2259	1
Liverpool	2170	1
Oatley	2223	1
Paddington	2021	1
St Peters	2044	1
Wollongong	2500	1
Reside outside of Australia		2

FINDINGS:

- > The most popular suburb of respondents was Leichhardt, with 27% residing there.
- > Lewisham was the place of residence for 17% of respondents.
- > All other suburbs comprised fewer than 10% of respondents, with Dulwich Hill, Croydon, and Haberfield the best represented of these.
- > Fifteen suburbs were solely represented in the survey by 1 respondent.

Groups identified with

Respondents were asked: *Do you identify with any of the following? (select all that apply)*



FINDINGS:

- > Over half of respondents (60%) did not identify with any of the groups specified, while 22% preferred not to answer.
- > 12% of respondents identified with having a culturally or linguistically diverse background, and 5% indicated that they were living with a disability.

This report has been prepared by:

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Turning **Information** Into **Insight**