

A decorative graphic consisting of two overlapping circles. The larger circle in the foreground is a solid orange color. The smaller circle behind it is white with a pattern of small orange dots. A thin teal line curves across the top of the orange circle.

Local Infrastructure Contributions Plan Public Exhibition Engagement Report

Client: Inner West Council

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1. Acknowledgement of Country

Cred Consulting acknowledges the Traditional Owners and Custodians of the lands on which we live and work. We pay our respects to Elders past, present and emerging.

We recognise the strength, resilience and contributions of First Nations Peoples, and the eternal and spiritual connection held in the lands, skies and waters, through cultural practices and beliefs.

Our team is proud to live, learn and thrive in the place we now call Australia, and recognise sovereignty has never been ceded by First Nations Peoples of this continent.

As embedded in our values, we are committed to building connected, healthy and resilient communities and creating purposeful outcomes that reflect our deep appreciation for the peoples and cultures that make us who we are and shape where we are going — together as one.

2. Introduction

This report provides a summary of the community and stakeholder public exhibition engagement undertaken by Cred Consulting on behalf of Inner West Council, to inform and collect feedback on the draft Inner West Local Infrastructure Contributions Plan 2022 and associated needs studies.

2.1 Background

Inner West Council is planning for the next 14 years to ensure that the growing community has adequate and equitable access to local infrastructure such as community assets, open spaces and recreation facilities and transport, to achieve the community’s vision of an inclusive, vibrant, creative, caring and progressive community.

As part of this planning, Inner West Council has prepared three needs studies for the local government area:

- Recreation Needs Study Update 2021
- Community Assets Needs Study 2021
- Traffic and Transport Needs Study 2021

Council has also prepared a draft Local Infrastructure Contributions Plan 2022, which will enable Council to collect contributions from new developments in the future to help fund local infrastructure. It is one of many ways Council can fund future infrastructure and services for residents and workers.

Cred Consulting have been engaged by Inner West Council to deliver community and stakeholder consultation to inform and collect feedback on the draft Inner West Local Infrastructure Contributions Plan 2022 and the needs studies. This report provides a summary of the outcomes of the public exhibition consultation, which was undertaken between 6 June to 17 July 2022. A detailed list of the key issues raised throughout the consultation period and responses from Inner West Council is provided at Appendix A.

2.2 Purpose of engagement

The purpose of this project was to notify the community and stakeholders of the purpose of the draft Local Infrastructure Contributions Plan 2022 and needs studies, how it fits into the strategic planning context, and communicate why the identified projects are in the proposed works schedule.

The consultation sought to determine the levels of support for and identify any potential amendments required to the draft Inner West Local Infrastructure Contributions Plan 2022.

Consultation aimed to:

- Provide clear, visual communication that explains technical or complex concepts to a range of audiences
- Deliver accessible content that meets Council’s engagement standards

- Capture a broad range of perspectives and feedback.

2.3 Engagement activities

The engagement program included the following activities:

- Public Meeting (Webinar)
- Dedicated project webpage
- Online survey
- Opportunity to make a submission
- Three drop-in sessions.

3. Public Meeting (Webinar)

A webinar was held to present the needs studies and draft Inner West Local Infrastructure Contributions Plan to the community and stakeholders. A total of 4 participants attended the session. This chapter provides an overview of the webinar.

3.1 About the webinar

A webinar was held on 15 June 2022 to present the needs studies and draft Inner West Local Infrastructure Contributions Plan to the community and stakeholders, in addition to providing background information and context on the project. There was a total of 4 participants in attendance.

The webinar was advertised by Inner West Council on the project webpage on *Your Say Inner West* and in a letter that was mailed out to all residents in the LGA. Postage delays were experienced in the delivery of the letter, however, and some residents stated that they did not receive the letter until after the webinar had taken place.

The webinar was held online via Zoom and attendees had the opportunity to submit questions for the presenters through a Q&A function. The webinar was recorded and uploaded to the project webpage for viewing by stakeholders and community members who missed the live session. There were 64 views of the webinar recording.

The webinar was facilitated by Cred Consulting and included representatives from Inner West Council and GLN Planning to deliver presentations and forming a panel to respond to questions raised.

Cred Consulting opened the webinar with an Acknowledgement of Country and shared the agenda for the session. A representative from Inner West Council presented to attendees on the project background. This was followed by a presentation by Cred Consulting on the Recreation Needs Study Update 2021 and Community Asset Needs Study 2021, and a presentation by Inner West Council on the Traffic and Transport Needs Study 2021. Attendees were provided with an overview of Inner West Council's headline projects, and GLN Planning presented on the draft Local Infrastructure Contributions Plan.

A Q&A session was facilitated by Cred Consulting, where panelists answered questions submitted by attendees. A total of 7 questions were received from attendees.

Attendees were provided with information on the next steps for the project, including ways to provide feedback, and the webinar was closed.

3.2 What we heard

Questions received during the webinar from attendees related to the local infrastructure contribution rates and how they were determined, traffic filters to make streets safe for cyclists and greenhouse gas emission modelling. The questions received during the webinar are listed below:

- The basis of contributions in the past was based on added population. This seems to have changed now to a basic building cost tax. What is the nexus for upgrading buildings that justify this with no

population increase? Is it reasonable to tax building improvements and restorations with contributions?

- Has the contributions plan been compared with other LGAs? IWC are already the highest in Sydney.
- Is it a building tax on all buildings over \$200,000?
- How much would someone pay if they were spending \$500,000 on restoration?
- Why aren't we seeing more traffic filters as used in London to make the streets safe for people riding bikes aged 8-80? Love the ones that are there.
- Are the green lungs going to function as traffic filters?
- Have greenhouse gas emissions been modelled for these plans? Are the plans aligned with limiting climate change, and adapting to the changes that are locked in?

4. Project webpage

A dedicated webpage was developed for the project on Inner West Council's *Your Say Inner West* platform, where participants could read information about the project, access frequently asked questions, complete a survey and explore an interactive project map. This chapter provides an overview of the project webpage.

4.1 About the project webpage

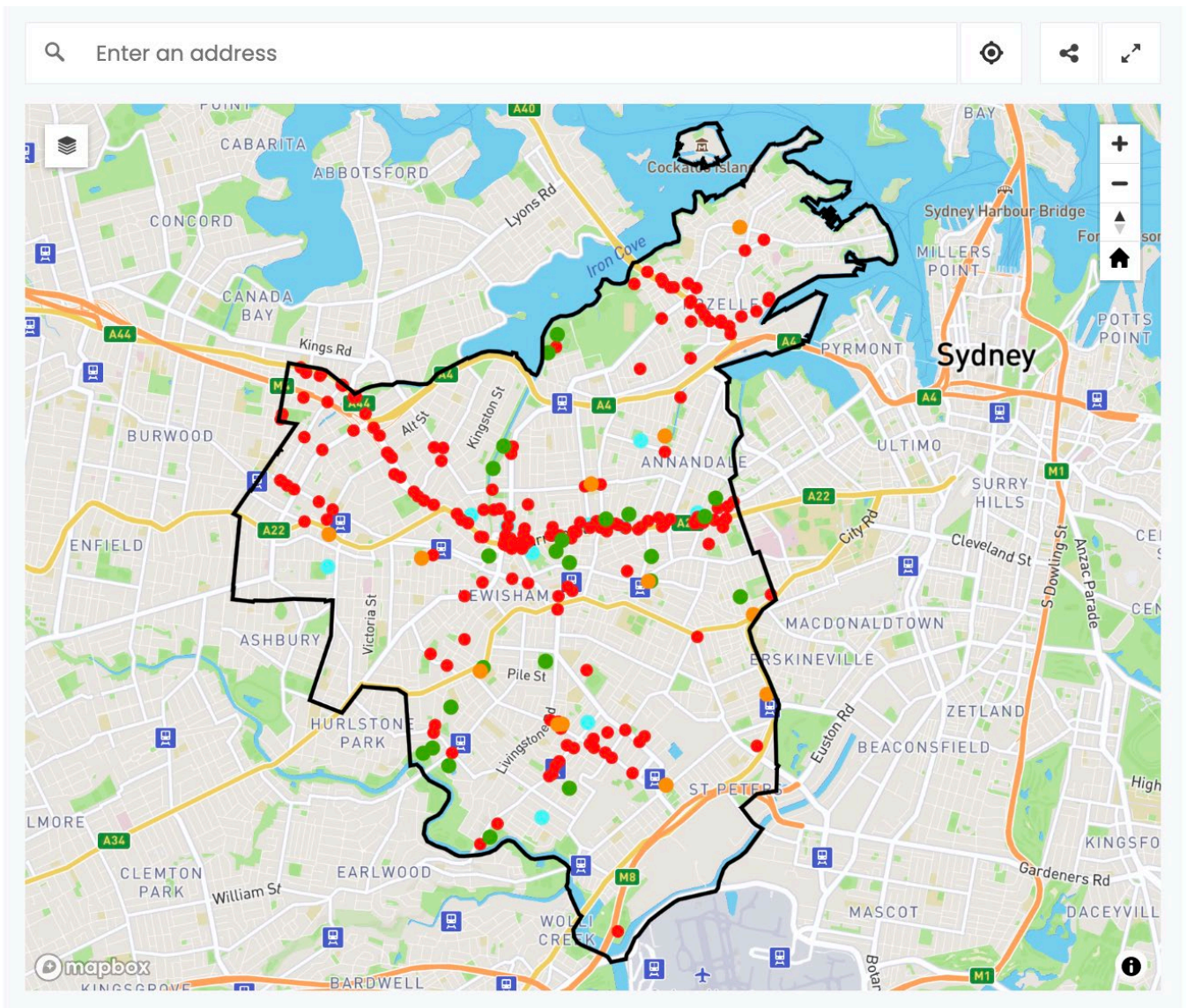
A Local Infrastructure Contributions Plan project webpage was created for the community and stakeholders to learn more about the project, have their say and contact the project team.

The webpage included information on the project, including key dates and opportunities to provide feedback, frequently asked questions, downloadable copies of each of the documents, an online survey and submission portal and an interactive project map.

The interactive project map provided the opportunity for the community and stakeholders to explore different suburbs of the LGA and see what projects are proposed in their area. Coloured dots on the map showed projects from the draft Local Infrastructure Contributions Plan, under the following categories:

- Community and cultural facilities (orange dot)
- Open space and recreation (green dot)
- Transport (red dot)
- Water infrastructure (blue dot)

Upon clicking a dot, a pop up box displayed the project name, description and priority level for completion.



4.2 Webpage statistics

During the period 6 June 2022 to 17 July 2022, the project webpage on *Your Say Inner West* received a total of 341 views and 233 visitors. 93 contributions were made to the online survey, by 31 people. 41% of visits to the webpage lasted at least one active minute, indicating that visitors were engaged and spent time exploring the content available on the page.

5. Online survey

An online survey was conducted with the community and stakeholders to understand priorities for recommendations and projects. The survey was available on Inner West Council's online engagement platform, *Your Say Inner West*. This chapter provides an overview of the findings from the online survey.

5.1 About the online survey

An online survey was conducted with the community and stakeholders from 6 June 2022 to 17 July 2022, to explore priorities for recommendations and projects identified in the needs studies and draft Local Infrastructure Contributions Plan.

The survey was available on Inner West Council's online engagement platform, *Your Say Inner West*. A total of 95 responses were received, with 93 responses received through the online platform and two responses delivered to Council in print form.

5.2 Respondent profile

Relationship to the Inner West

Most respondents were residents of the Inner West (87%). This was followed by workers (5%), visitors (5%), developers (2%), students (1%) and public agencies (1%).

Suburb

Table 1 highlights where respondents who indicated they were residents live in the Inner West. The top suburbs are Marrickville (14%), Ashfield (13%), Petersham (10%), Dulwich Hill (9%) and Leichhardt (7%).

Table 1: Suburbs of respondents

Suburb	Percentage
Marrickville	14%
Ashfield	13%
Petersham	10%
Dulwich Hill	9%
Leichhardt	7%
Annandale	7%
Summer Hill	6%
Stanmore	5%
Balmain	4%
Haberfield	4%
Rozelle	4%
Newtown	4%
St Peters	4%

Croydon	4%
Lilyfield	4%
Camperdown	4%
Forest Lodge	4%
Glebe	4%
Hurlstone Park	4%
Lewisham	4%
Tempe	4%

Age

A high proportion of respondents were aged between 35 and 64 years old. This includes 21% aged between 35 and 44, 23% aged 45 to 54 and 20% aged 55 to 64. No respondents were under the age of 24. Table 2 shows the age breakdown of survey respondents.

Table 2: What is your age?

Answer option	Percentage
45-54	24%
35-44	22%
55-64	21%
65-74	16%
25-34	14%
Prefer not to say	4%
75-84	2%
Under 18	0%
18-24	0%
85 years and over	0%

Gender

As shown in Table 3, 49% of respondents indicated that they identify as female, followed by 46% who identify as male and 3% who indicated that they preferred not to say. One respondent noted they use a different term but did not specify their preferred term.

Table 3: How do you describe your gender?

Answer option	Percentage
Woman or female	49%
Man or male	46%
Prefer not to say	3%
I use a different term	1%

Household type

Of the respondents who indicated that they were residents of the Inner West LGA, we asked about their household type. As shown in Table 4, 39% of respondents are couples with children and 30% are couples

without children. This is followed by lone person households (14%), one parent families (5%) and group households (5%).

Table 4: If you are a resident in the Inner West LGA, what is your household type?

Answer option	Percentage
Couple with children	39%
Couple without children	29%
Lone person	14%
One parent family	6%
Not applicable	6%
Group household	5%

Cultural Diversity

Language other than English

As shown in Table 5, 33% of survey respondents speak a language other than English at home. Of this proportion, 26% speak Italian, 19% speak Greek, 10% speak Mandarin, 6% speak Cantonese and 3% speak Vietnamese.

Table 5: Do you speak a language other than English at home?

Answer option	Percentage
No	67%
Yes	33%

Aboriginal and Torres Strait Islander

95% of survey respondents did not identify as Aboriginal or Torres Strait Islander. 2% identified as both Aboriginal and Torres Strait Islander while 3% preferred not to say.

Disability

10% of survey respondents identified themselves as living with a disability.

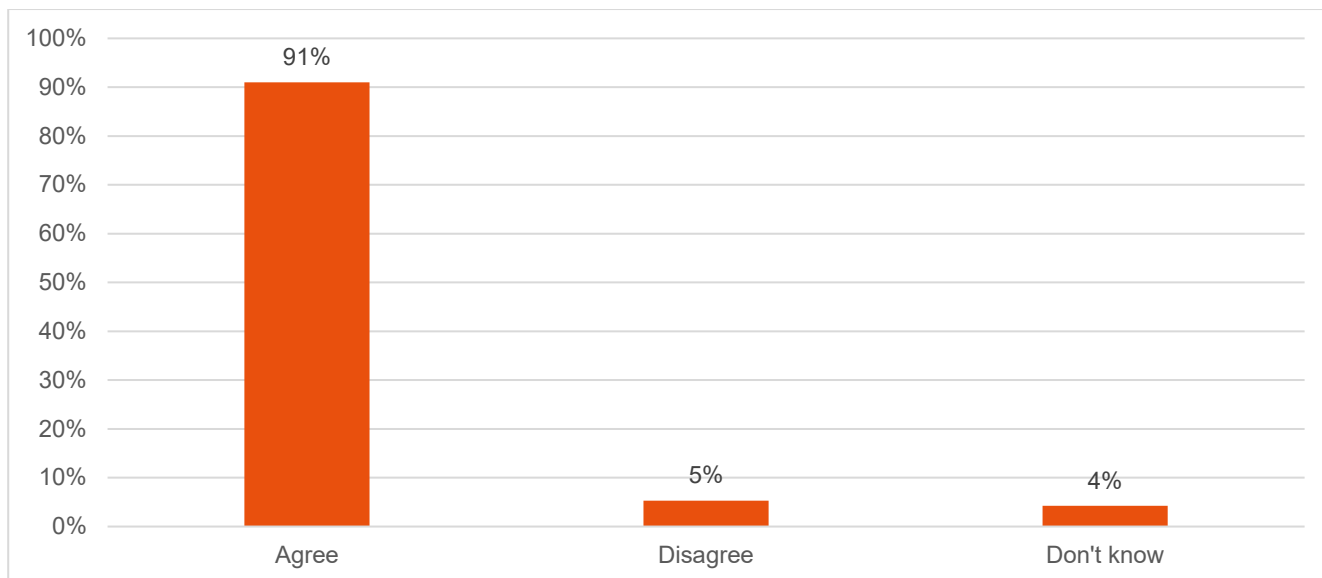
5.3 What we heard

Agreement with Council’s principle

As shown in Figure 1, 91% of respondents agreed with Council’s overarching principle that existing and new facilities should take a universal design approach and be inclusive for all.

“Our community is socially and culturally diverse with a range of needs, so our facilities need to be designed so that as many people as possible can use them and participate equally.”

Figure 1: Agreement with Council's principle



Recreation Needs Study

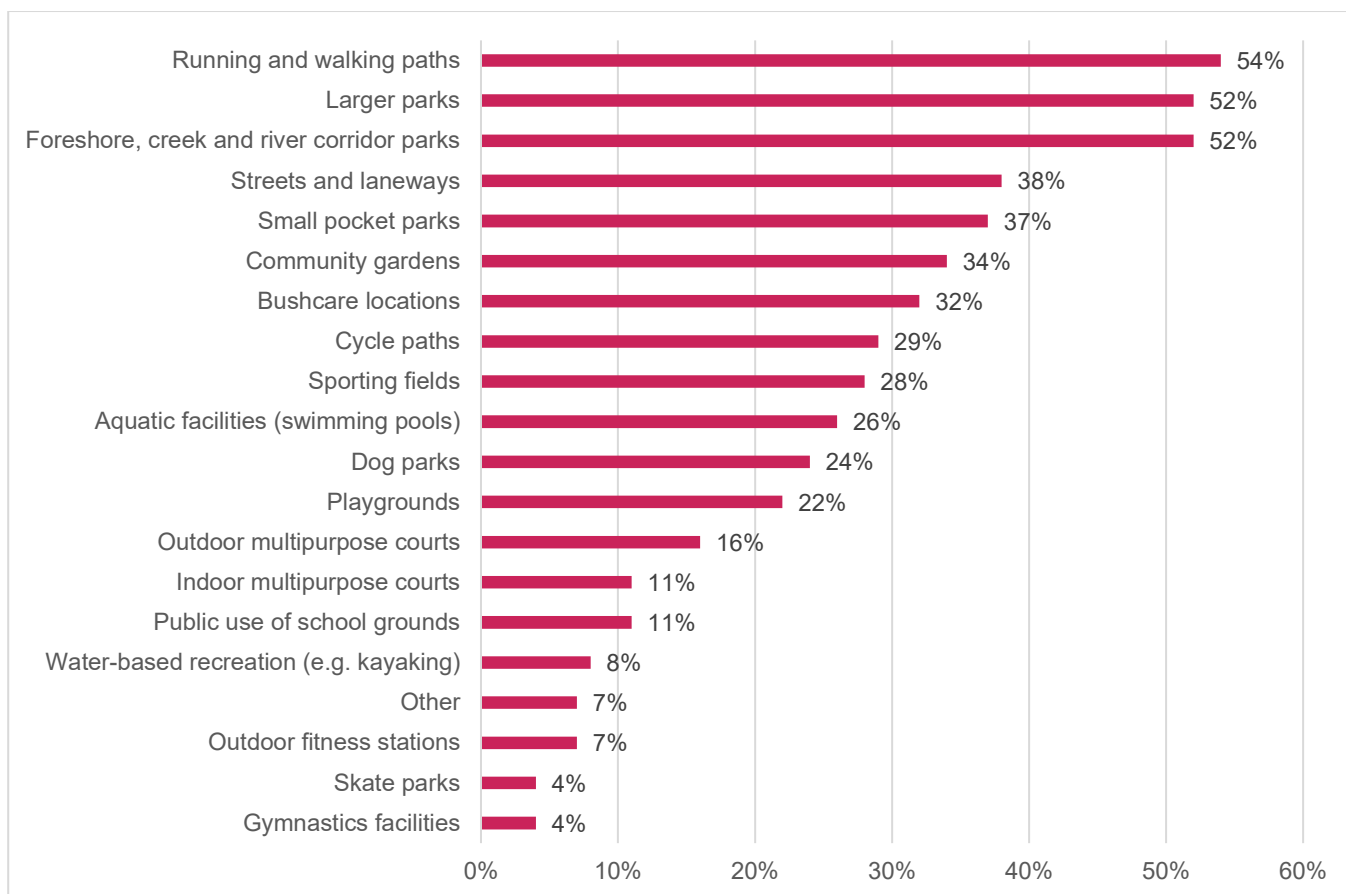
Importance of open spaces

The Recreation Needs Study considered a range of types of recreation and open spaces. The survey asked respondents which five recreation and open spaces are most important to them. Figure 2 shows that running and walking paths (54%), foreshore, creek, and river corridor parks (52%) and larger parks (52%) were the most important. This was followed by streets and laneways (38%), small pocket parks (37%), community gardens (34%), bushcare locations (32%), cycle paths (29%) and sporting fields (28%).

The least important spaces to survey respondents include skate parks (4%), gymnastics facilities (4%), and outdoor fitness stations (7%). 7% of survey respondents also provided other options for recreation and open spaces. These included unstructured open parkland, planting trees and greening pathway verges and green vandalism.

Comments also noted the importance of separate running and walking paths for safety reasons, and ensuring large parks are not located near fume stacks.

Figure 2: Which ones are the most important to you?



Future recreation needs

The Recreation Needs Study also identified a range of recommendations for the future of recreation in the Inner West. Survey respondents were asked to rank their top priorities from one to ten, with one being the most important and ten being the least important. Table 6 shows the average ranking for each statement, along with how many respondents marked each priority as their most important. Increasing the amount of green space and urban heat island mitigation and providing a larger network of walkable streets were ranked, on average, the most important to survey respondents.

Table 6: Please rank your top priorities for the Inner West from 1 to 10, with 1 being the most important

Answer option	Average	Most important (# respondents)
Increasing the amount of green space and urban heat island mitigation strategies for areas that have limited access to recreational area (i.e. further than a 400m walk to a park)	3	38
Providing a larger network of walkable streets (safe, comfortable, attractive) and Blue-Green Grid connections pedestrian cyclists to parks, schools and town centres to other destinations	3	19
Improving amenities at parks and sporting grounds including for social and passive recreation (more picnic/BBQ facilities, seating and shade), improving lighting and safety in parks for day/night use, amenity blocks, club houses and storage facilities	4	11
More urban public spaces in our town centres	5	4
More multi-use sports playing fields that can be used for both summer and winter sports	6	6

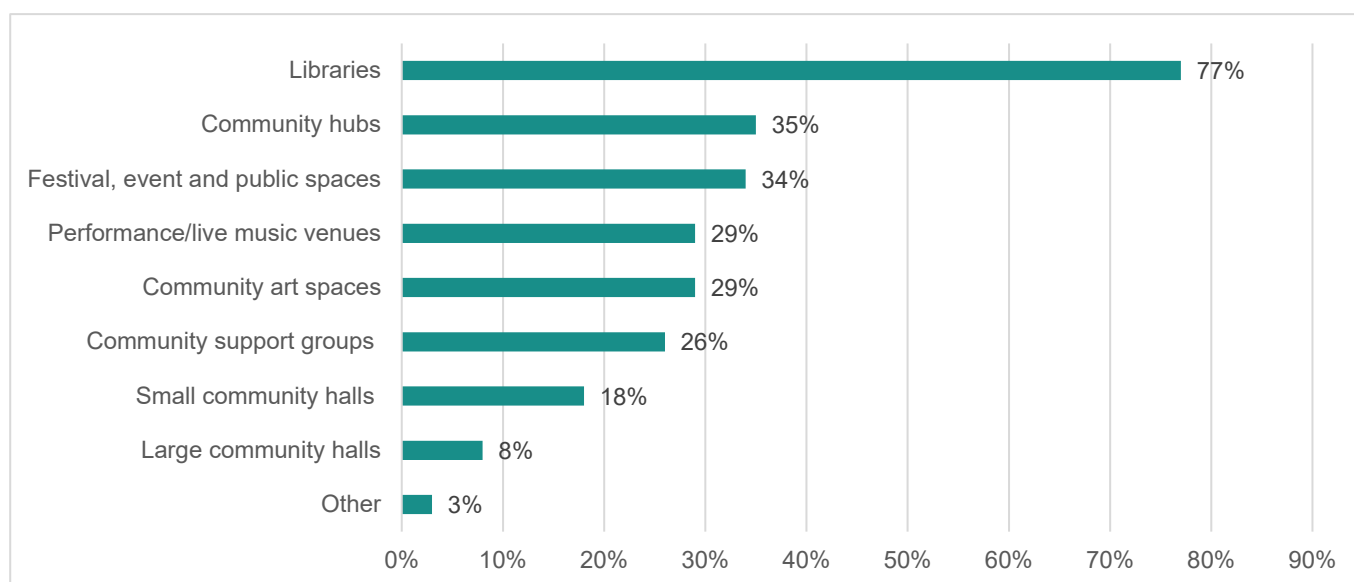
Providing new and upgraded play spaces (including opportunities for older people's play, sensory play and play for adults with a disability)	6	2
Public art and placemaking to link and activate open space networks	7	3
Increased access to indoor recreation facilities across the LGA	7	1
Provision of more aquatic facilities across the LGA	7	0
Providing for and managing recreation with dogs	7	5

Community Asset Needs Study

Community and cultural activities – Importance of buildings

Respondents were asked to select which range of assets (buildings) in the Inner West that are used for wide range of community and cultural activities were most important to them. Respondents were allowed to choose up to five. As shown in Figure 3 the most important building for community and cultural activities in the Inner West is libraries (77%). This is followed by community hubs (35%), festival, event and public spaces (34%), community art spaces (29%) and performance/live music venues (29%).

Figure 3: Which ones are the most important to you?



Recommendations

The Community Asset Needs Study identified a range of recommendations for Council's community and cultural assets in the Inner West. Survey respondents were asked to rank their top priorities from one to ten, one being the most important and ten being the least important. Table 7 shows the average ranking for each statement, along with how many respondents marked each priority as their most important. All options have similar levels of importance to the community, with new and upgraded library facilities being ranked as most important by 25 respondents.

Table 7: Please rank your top priorities for the Inner West from 1 to 10, with 1 being the most important

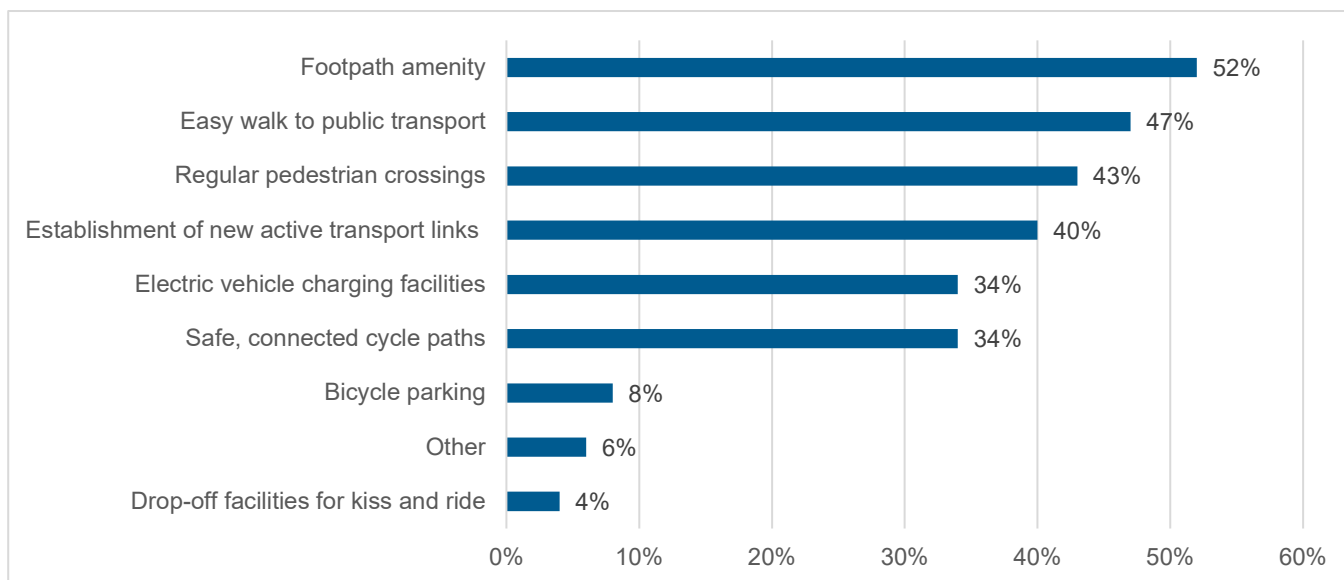
Answer option	Average	Most important (# respondents)
New and upgraded library facilities	5	25
New and upgraded community hubs and centres	5	5

Affordable hire of public venues	5	6
Initiatives to unlock the potential of town halls as high functioning, fit for purpose community and cultural assets	5	6
Accessible buildings for all ages and abilities (universally designed)	5	9
Continue to provide subsidised office space for social/community service organisations	5	10
Reflect and strengthen the local character of neighbourhoods through architectural design of new facilities	5	10
Purpose built performance spaces for live music and cultural events	6	9
Increased programming / use of council assets	6	5
Expansion of spaces to provide artist studio spaces for local creatives	6	1

Traffic and Transport Study

Respondents were asked what was important to them around traffic and transport improvements in the Inner West. As Figure 4 highlights, the most important transport and traffic improvements include footpath amenity (52%), easy walks to public transport (47%) and regular pedestrian crossings (43%). 6% of people also responded with other options which included providing electric scooters for hire, better parking, changing speed limits to ease congestion and providing more shade and greenery along walkways.

Figure 4: What is most important to you?



Infrastructure Works Schedule

Medium term (up to 2031)

The survey asked respondents which projects over the medium term they support the most, ranking each project from one to six. The top two most important projects for survey respondents were new multi-purpose indoor recreation facilities and the provision of new open space and enhancement of existing indoor/outdoor community recreational and event spaces.

Answer option	Average	Most important (# respondents)
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New multi-purpose indoor recreation facilities	3	20
Provision of new open space and enhancement of existing indoor/outdoor community recreational and event spaces	3	22
Increase utilisation and capacity of existing playgrounds across the LGA	4	9
Provision of a new multi-purpose hub for library, community and cultural services in Bays West Precinct, Rozelle	4	14
Provision of a new shared collaboration space to support economic industries and businesses. Such spaces would offer seminar and conference facilities, meeting rooms, function rooms, and space for social activities	4	11
Provision of new local community and cultural/arts spaces as part of new development	4	4

Long term (up to 2036)

The survey asked respondents which projects over the long term they support the most, ranking each project from one to six. The top three most important projects for survey respondents were improving and expanding open space networks, the provision of a district-level library and a publicly owned live music and performing arts centre.

Answer option	Average	Most important (# respondents)
Improving and expanding open space networks and range of recreational uses across the LGA	3	23
Provision of a district-level community, library, and cultural facilities in town centres that are supported by a network of local-level facilities in each of the 4 catchment areas across the LGA (please see image above for catchment areas)	3	21
A publicly owned live music and performing arts centre	3	25
Access to more sports grounds and multipurpose courts across the LGA	4	9
Provision of affordable creative spaces and venues	4	6
Affordable office space for community support services in council-owned buildings	4	3
Provision of a new aquatic centre facility in the LGA	5	7

6. Submissions

The community and stakeholders were provided the opportunity to make a submission with their feedback. This chapter provides an overview of the findings from the submissions.

6.1 About the submissions

The community and stakeholders were provided the opportunity to make a submission with their feedback on the recommendations and projects identified in the needs studies and draft Local Infrastructure Contributions Plan. Submissions were accepted throughout the consultation period, from 6 June 2022 to 17 July 2022.

Submissions were accepted through the online survey on *Your Say Inner West*, where respondents had the option of writing or uploading a submission. Alternatively, submissions were permitted to be provided to Council directly, via email, post or direct drop-off at a Customer Service Centre.

A total of 28 submissions were received. Of the 28 submissions made, 14 submissions were directly relevant to draft contribution plan, and 14 related to matters outside the contribution plan. Of the 14 submissions that were directly related to the draft Contribution Plan, 2 submissions support the finalisation of draft plan unamended, 7 support the plan with amendments, and 5 suggest further works items that will be investigated as part of the first annual review of the draft contribution plan (once implemented).

6.2 Respondent profile

79% of submissions were from residents of the Inner West LGA. This was followed by 14% of submissions which were from organisations, and 7% of submissions which were anonymous.

6.3 What we heard

Local Infrastructure Contributions Plan 2022

Several submissions provided feedback on the Local Infrastructure Contributions Plan 2022. One submission was from Canterbury-Bankstown Council who noted the plan complements, rather than competes with, their own Local Infrastructure Contributions Plan. They noted that they have submitted a development application for Canterbury Leisure and Aquatic Facility if this influences the final choice for the Inner West facility.

Key ideas emerging from submissions on the Plan include:

Drainage and water quality

Two submissions noted that the plan focuses on drainage strategy related to mitigating flood risk, and not water quality and reduction of litter. There is also no focus on how to achieve water quality improvements at Cooks River. Respondents suggested that Inner West Council seek further advice from Cooks River Alliance and Sydney Water on how to implement water sensitive urban design principles.

Advice on aspects of the plan

Canterbury-Bankstown Council provided a submission that suggested Inner West Council take into consideration upgrades that are to occur to the Canterbury Leisure and Aquatic facility in future feasibility studies relating to its aquatic facilities works items schedules listed in its draft contribution plan. There were also suggested alternative pathways for the contributions policy regarding refunds and commencement and transitional arrangements clauses.

Requested inclusion of Hardship Provisions

A submission recommends that the draft Contribution Plan include provisions that would allow Council to negotiate with applicants in extreme financial and health hardships regarding either the removal of contribution charges or deferment of payments.

Other

- Concerns that discretion given to certifiers could be misused if there is no strict oversight or compliance.
- Concerns around offset contributions being a loophole to allow developers to escape from monetary contributions.
- Concerns around loopholes to do with deferred or periodic contributions.
- Clarification if it is proposed to increase fees for development applications for normal residents modifying, extending or rebuilding their homes, or if the proposed changes will only apply to Developer Projects.
- To maximise cost efficiency the Inner West Council should ensure infrastructure is quality and durable from the outset.
- High rise developments and commercial buildings impact the current living and built environments.
- More resident input into development. For example, the Annandale precinct bounded by Johnston Creek, Parramatta Road and Booth/Mallett Street.

Recreation Needs Study Update 2021

One submission spoke about the possibility of increasing open space and gardens on Lackey Street in Summer Hill.

Another submission noted that issues around climate change in the Recreation Needs Study are impacted by the disconnect between state and local governments.

Community Assets Needs Study 2021

The Metropolitan Orchestra submission noted the importance of the Inner West creating a world-class performance venue that can support a variety of artists and needs. They suggested the Inner West Council look to The Concourse in Willoughby and The Colosseum in Rooty Hill for inspiration.

Traffic and Transport Needs Study 2021

Many submissions focused on the Traffic and Transport Needs Study. Key ideas emerging from submissions include:

Pedestrian safety

Submissions spoke to poor signage, lack of zebra crossings and speeding from drivers causing concerns around pedestrian safety across the Inner West.

Specific areas mentioned:

- Buckley Street and Marrickville Road
- Zebra crossings along Marrickville Road
- Investigation of a Shared Zone on Smith Lane between Nowrairie Street and Edward Street in Summer Hill and around Charles Street Leichhardt
- Summer Hill Post Office – 93 Smith Street
- Traffic quieting measures Palace Street Ashfield (current infrastructure is degraded and encourages speeding)
- Speed bump Charles Street Leichhardt

Improved access for pedestrians

Respondents spoke to the need for improving access for pedestrians and ensuring the timing for crossing allows pedestrians to fully cross.

Specific areas mentioned:

- Frederick Street and Parramatta Road (Western Side)
- Works schedule item 69: Wombat crossing

Improved cycling infrastructure

- Respondents also suggested the Council should improve the cycling infrastructure in the area to reduce congestion and improve safety, and cautioned against ‘making the same mistakes as seen at Carrington Road’.

Specific areas mentioned:

- 121 Bland Street – a dedicated bike lane
- Thomas Street – congested, dedicated bike lane on the east bound space

Increased charging locations for electric vehicles (EV)

Submissions were positive towards Council’s plan to have charging locations for electric vehicles, with some suggesting more locations. Respondents suggested thinking about shopping centers, and other spaces where people frequent such as parks and commercial areas.

Other

- Traffic quieting measures around Palace Street Ashfield
- Better maintain overhead westlink pedestrian bridge access at Charles Street

- Identification of dangerous traffic light intersection on the right turn towards Haberfield (Intersection Marion and Foster St Leichhardt) – new speed camera doesn't solve traffic problem, the current filter arrow for pedestrians does not resolve the issue of motorists cueing their vehicles in the middle of the intersection when turning right – the right turn filter should be changed to assist south bound traffic at this intersection.
- More 45-degree angle parking options around Leichhardt North
- Better transport to other areas of Sydney (e.g. not just into the CBD)

General Feedback

Some submissions touched on general feedback, which was not necessarily specific to the above documents.

- Submissions indicated a desire for Council to have more input around development that includes affordable housing. This will ensure there is appropriate criteria for people who would live there and benefits those in who need it, rather than developers.
- Address growing vandalism and graffiti tagging by greening public walls with creeping plants
- Consultation process was not as accessible as it could have been – delays in receiving invitations, long documents to read and inaccessible online meetings.
- Concerns the survey was ambiguous in some sections, and trying to funnel answers a specific way
- Storm surge sewerage spilling onto properties in Stanmore due to prior property subdivision leading to health problems
- Garbage bins should be placed back where collected from
- Increased verge grass cutting as per old schedule
- Removal of grass overhangs onto footpaths
- Greening action plan for Woolworths at 202 Parramatta Road Ashfield
- More references and thoughts around climate change and sustainability across Council documents.

7. Drop in information sessions

Three drop-in information sessions were held. The purpose of the drop-in sessions was to provide the community and stakeholders the opportunity to ask questions of the experts and learn more about the project. This chapter provides an overview of the findings from the drop-in sessions.

7.1 About the drop in sessions

Three drop-in sessions were held during the consultation period:

- Session 1: 9am-4pm Friday 17 June 2022 at Ashfield Service Centre with 8 attendees
- Session 2: 9am-4pm Friday 24 June 2022 at Leichhardt Town Hall with 17 attendees
- Session 3: 10am-4pm Saturday 9 July 2022 at Marrickville Library with 17 attendees.

The drop-in sessions were open to the public. The sessions were advertised on the project webpage on Your Say Inner West and in a letter that was mailed out to all residents in the LGA.

The purpose of the drop-in sessions was to provide the community and stakeholders with an opportunity to meet the project team, learn more about the project and ask questions.

Inner West Council hosted the drop-in sessions, with Cred Consulting providing assistance at Session 3. The sessions were unstructured, and attendees could arrive and leave at any time.

7.2 What we heard

Feedback provided at the drop-in sessions is themed and summarised below.

Population growth and planning

Some participants expressed concern that the population of the LGA is growing too rapidly, bringing with it congestion and overdevelopment. The lack of affordable housing was also raised as a concern. One participant stated that the electorate is too large. Concerns were also raised about the proposed de-amalgamation of Inner West Council and how the project would be impacted.

Drainage and stormwater

Participants raised several locations in the LGA that are experiencing stormwater and flooding impacts. This included 209 Rowntree Street, Balmain East, which has stormwater runoff under the building, Trafalgar Street, Petersham, and 142 Hawthorne Parade, Haberfield, where the street floods during high tide and reaches the front of the building. Concern was raised that item 187 for drainage works may increase runoff to Hawthorne Canal and exacerbate the high tide flood frequency.

Community consultation

Participants shared feedback relating to the community consultation process. Comments included the need for in-person public meetings, weekday drop-in sessions and more advertising about the drop-in

sessions, including prominent signage outside the venues. One participant requested that printed copies of the online survey are provided in future.

Some participants indicated that they experienced difficulty in understanding the documents and have a lack of trust in the community consultation. Concerns were also raised about the proposed de-amalgamation of Inner West Council and how the project would be impacted.

Traffic congestion, road and footpath improvements

Participants highlighted the need for more parking and easy-to-understand parking signs throughout the area. The need for roads to be improved, to improve vehicle congestion and pedestrian safety, and included comments to fixing potholes, implementing traffic calming measures and installing lighting were also raised.

Many submitters also highlighted the importance of Council placing pressure on State Government for improvements to the local infrastructure network that connects to State Significant Infrastructure projects across the LGA.

Several specific locations were mentioned, including the following:

- The need to define the local road network including in the Bays West Precinct
- Bland Street, Elizabeth Street, Alt Street and Frederick Street has local road network congestion
- The intersection between Bland Street and Charlotte Street is dangerous and needs further consideration
- Vehicles are using Wolsely Street and Martin Street as a rat-run. Vehicle and pedestrian accidents are happening at the following intersections:
 - Wolsely Street and Parramatta Road
 - Wolseley Street and Ramsey Street
 - Martin Street and Ramsey Street.
- Insufficient parking at Leichhardt Pool, causing more people to use Ashfield Pool. Suggestion for the route to Leichhardt Pool to be down Mary Street and Glover Street, with Mary Street one way to have a loop around. Suggested parking along slip road between pool and harbour
- Footpath improvements and lighting needed on Quirk Street to Victoria Road, Rozelle
- Fort Street High School needs another entrance
- Suggested tunnel from Taverners Hill to Pymont Bridge Road.

Public and active transport

Some participants noted that shared paths can be dangerous and indicated a preference for separate cycleways.

Commentary was also received on existing bus services operated by Transport for NSW (TfNSW) and associated timetabling, reliability, and frequency. Bus maneuverability through narrow streets in the Inner West was also highlighted as an issue. As was a preference for smaller, solar powered, bus services.

Several specific locations were mentioned, including the following:

- Bus stop 461x does not pick up passengers and timetables are hard to read
- Supportive of bus stop upgrades for accessibility along The Crescent, Annandale
- Supportive of cycleways along Hay Street and Dot Lane
- The cycleway on Cahill Street should go through the laneway so there is no need for modifications
- Lords Street pedestrian road is identified in the plan as medium, however it should be short term
- There is an electrical box sticking out on Norton Street pedestrian crossing
- The paving around the trees along the footpath on Jarrett Street is unsafe
- The cycleway on Victoria Road and Myrtle Street is not fully shown on the map
- Complaint about the safety and design of cycling infrastructure at Carrington Road, Marrickville
- Need for a shared path and pedestrian safety/traffic calming works on Smith Lane between Nowranie Street and Edward Street, Summer Hill.

Heritage and restoration

Participants made some comments relating to heritage and restoration, including that heritage consideration for Ashfield Park is very important, and that the Annandale Post Office building needs restoration. One participant stated that the curbs and gutters on Livingstone Road should have been heritage listed and not removed.

Recreation and social assets

One participant expressed support for exercise classes in Leichhardt Town Hall and more entertainment and social events in the LGA. Other participants expressed concern about pollution in areas such as Ashfield Park and noted that synthetic courts are not preferred.

It was suggested that the Italian Forum is brought back to life, and one participant indicated dissatisfaction about the redevelopment of Petersham RSL.

Questions

Participants also asked questions during the drop-in sessions. Questions raised covered a range of themes, including the following:

- The proposed Inner West Council de-amalgamation and how this project will be impacted
- Rising inflation and whether there is a funding gap plan
- Whether developer contributions are passed on to the buyer
- Cycleway extension of the greenway corridor
- Future works on Parramatta Road and Marrickville Road
- Timeframe for the Local Infrastructure Contributions Plan
- The Sydenham metro area, including whether there will be residential accommodation there and whether there will be a walkthrough from Sydenham Metro to Marrickville Metro and the retail shops.

8. Appendix

Appendix A: Council Submission Table Responses

The table below details the key issues raised during the consultation process, with a response by Inner West Council. Relevancy of the issues to the Local Infrastructure Contributions Plan been determined by Inner West Council.

Issue / Comment	Key theme	Council response
Relevant		
In support of the draft contribution plan and needs studies recommendations.	General	Submission in support of the draft Contribution Plan.
An organisational submission by The Metropolitan Orchestra to support the construction of a world-class performance community venue in the Inner West that can support the needs of a variety of artists, including full orchestras. A prime location for such a facility is the Whites Bay Power Station as it is near the new Metro West Bays Station and will have direct connections with the city and western suburbs. Venue examples include: <ul style="list-style-type: none"> The Opera House, Sydney CBD The Concourse, Willoughby The Colosseum, Rooty Hill 	Provision of performance venues	Submission in support of the draft Contribution Plan. A new district level library community hub and local level cultural space is recommended in the Bays West Precinct by both; the Inner West Community Assets Needs Study, and the NSW Government's Stage 1 Bays West Precinct. The Draft Contribution Plan provides an in-part funding source as detailed in item numbers 36 and 37, however additional funding and support from the State Government is required. This is subject to ongoing advocacy by Council in the redevelopment of the Bays West Precinct.
Recommends that the draft contribution includes provisions that would allow Council to negotiate with applicants in extreme financial and health hardships situations regarding the payment and calculations of local infrastructure contributions.	Provisions of the Draft Contribution Plan	No change recommended. The draft plan is considered to provide an appropriate balance between development feasibility and ensuring development contributions towards the cost of infrastructure needed by the development. It proposes to largely retain existing contribution rates that have been in place for many years and which the market is fully adjusted to. It also noted that all rates are within the cap of \$20,000 per dwelling introduced by the NSW Government in 2012 but not indexed since then. Meanwhile, land and capital costs for infrastructure works for Councils to address development infrastructure demand and costs have increased significantly.

<p><i>Payments of Contributions</i></p> <p>The statement that the payment of contributions that developers would be obliged to pay their contributions “before the release of the construction certificate” and “before starting the complying development works” is supported.</p>	<p>Provisions of the Draft Contribution Plan</p>	<p>Noted.</p>
<p><i>Obligations of Registered Certifiers</i></p> <p>Concerns with the statement that registered certifiers are responsible for “determining if a contribution is required, what type of contribution is required” and “for calculating in accordance with this plan”. Questions regarding:</p> <ul style="list-style-type: none"> • What are the bona fides of the registered certifiers? How will Council exercise due diligence in ensuring that the registered certifiers have the correct and reliable qualifications? <p>The statement about the obligations of certifiers provides them with considerable discretion in three areas: (1) determining if a contribution is required, (2) deciding what type of contribution is required, and (3) calculating the contribution. What oversight is provided by Council to ensure probity and compliance that the public interest is not sacrificed for private gain?</p>	<p>Provisions of the Draft Contribution Plan</p>	<p>No change recommended.</p> <p>Registered certifiers are registered and regulated by NSW Fair Trading. The draft plan summarises their development contributions obligations under the NSW development contributions framework. Notwithstanding that, Council also undertakes its own compliance checking of registered certifiers in accordance with its compliance framework.</p>
<p><i>Contributions indexed for inflation with reference to the CPI by the ABS</i></p> <p>Support the inclusion of the CPI to account for inflation.</p>	<p>Provisions of the Draft Contribution Plan</p>	<p>Noted.</p>
<p><i>Offset contributions</i></p> <p>Concerns that the clause allowing for offset contributions is a loophole that allow developers to escape their financial obligations. Without examples being provided in the policy, it is not clear whether the LGA will benefit or be left with deficits. When the consent authority is an agency other than Council, Council’s contribution policy should not be overridden and wherever a waiver of contributions is to be considered, that this include proper justification to the public.</p>	<p>Provisions of the Draft Contribution Plan</p>	<p>No change recommended.</p> <p>The draft plan seeks to provide increased transparency, certainty and probity by outlining the principles that will be applied in assessing potential offsets. Many other contributions plans do not do this. Any offsets would also be addressed in the relevant assessment report or planning proposal report (or planning agreement) which are subject to their own transparency requirements, for example, public exhibition, reporting and Council meetings.</p>
<p><i>Deferred or Periodic Contributions</i></p> <p>The draft policy states that Council will not accept deferred or periodic payments, and “a certifier must not exclude a development from the need to pay a contribution under this plan if Council’s written confirmation is not obtained”, and that “registered certifiers must not calculate the Section 7.11</p>	<p>Provisions of the Draft Contribution Plan</p>	<p>No change recommended.</p> <p>Refer comments above regarding “offset contributions”. Certifiers do not have delegation to be involved in any discussions about alternatives to monetary contributions. Also, in the context of contributions, certifiers are limited to assessing complying development.</p>

levy unless they have obtained a copy of the Council's written verification of the development cost". The statements on pages 21 and 22 seem to indicate exceptions can be made to the above clause about not accepting deferred and periodic payments. This implies Council is able to exercise discretion in making these exceptions, and this raises concern it is a loophole that will be exploited by developers, as exemplified by the works-in-kind, material public benefit, dedication of land and/or deferred payment arrangements agreed by the Council. How will Council ensure there is integrity and consistency in the process of eliciting contributions from developers?

The River Canoe Club raises concerns with the drainage strategy (stated as Appendix H of the draft Contribution Plan), as follows:

- The primary focus of the drainage strategy seems to relate to mitigating flood risk only – and not water quality/litter reduction.
- There does not appear to be any significant focus on infrastructure improvements and other measures to achieve water quality improvements in our waterways, in particular the Cooks River and Sydney Harbour. From a review of the draft contribution plan, there would seem to be limited infrastructure upgrades within proximity of the Cooks River.
- There does not appear to be any significant commitment to implementation of water sensitive urban design (WSUD) principles having informed the drainage strategy nor any commitment to delivery.

These matters from a policy and broader direction perspective would seem to be critical for meeting the expectations of the community into the future, facilitating/enabling continued development and population growth, protecting our natural areas and ultimately meeting the goals set out in Council's strategic plans.

Recommendations:

- In addition to considering the matter in-house, we would encourage Inner West Council to directly seek further advice from the Cooks River Alliance and Sydney Water

Drainage Infrastructure – water quality and litter reduction.

No change recommended.

Council's Flood Risk Management Studies and Plans include recommendations for future drainage works across the LGA.

The drainage infrastructure included in the draft *Inner West Local Infrastructure Contribution Plan* is limited to works that will enable redevelopment in identified growth precincts in accordance with the *Inner West Local Strategic Planning Statement* (LSPS). However, there are other drainage works recommended by the relevant Flood Risk Management studies (including Cooks River Flood Study) are to be funded from sources other than Council's contribution plan, and in consultation with Sydney Water.

The draft plan proposes to fund 33% of the cost of various drainage works. As outlined in the plan, this is the proportion of the cost that can be reasonably attributed to development. Council will fund the remaining 67% using other funding sources.

Typically, section 7.11 plans are not used to fund water quality works, as it is difficult to attribute the costs of these works accurately and reasonably to development. Such costs are typically funded from other sources and will be the case in this instance.

The principles of WSUD, improvements to water quality, and pollution reduction measures are better enabled by negotiation with Sydney Water and/or through planning provisions contained within the relevant Local Environmental Plan (LEP) and Development Control Plan (DCP), so development consent conditions can be imposed part of the development assessment process for individual applications to ensure these principles. Council's Strategic Planning team is commissioning the

<p>on such matters – before proceeding further with the draft plan.</p> <ul style="list-style-type: none"> In advancing the CP it would be prudent to review other CPs where there has been a significant commitment to the achievement of water quality and water sensitive urban design principles. An example where there is a demonstrated commitment is that of the <i>Camden CP</i>, for the Leppington North Precinct. 		<p><i>Blue-Green Grid Strategy</i> over the short term, and it is recommended that this study incorporate the above principles when making any policy recommendations.</p> <p>Council acknowledges the importance of water quality issues but notes these are being addressed separately and it is not appropriate for them to be addressed in the draft plan, as outlined above.</p>
<p>The Cooks River Valley Association supports the submission (above) by the River Canoe Club and share similar concerns regarding the drainage strategy, including:</p> <ul style="list-style-type: none"> That the primary focus of the drainage strategy seems to relate to mitigating flood risk only, and not water quality/litter reduction. There does not appear to be any significant focus on infrastructure improvements and other measures required to achieve water quality improvements in the Cooks River. There is no commitment to the implementation of water sensitive urban design (WSUD) principles or that these principles have informed the drainage strategy. 	<p>Drainage Infrastructure – water quality and litter reduction.</p>	<p>As above.</p>
<p>Comments regarding the traffic and transport works schedule, as follows:</p> <ul style="list-style-type: none"> Support for the funding for the different stages of the Iron Cove Creek walk and bike path. Suggest that pedestrian access at Frederick St/Parramatta Road on western side be including and include traffic signal changes that allow for pedestrian crossing. Item 69 for entry threshold treatment at Bay Street include a wombat pedestrian crossing. Support for Item 118, 119, and 120 regarding road closures at John St, Henry St and Ormond Street of the Traffic and Transport Work Schedule Note Item 121 for traffic calming works on Bland St, suggested scope be expanded to included separated/dedicated bike lanes to service schools. 	<p>Comments to specific Traffic and Transport Works Items.</p>	<p>In support of Draft Contribution Plan.</p> <p>Regarding the comment to land dedications identified within the Draft Contribution Plan, these items are a migration of unrealised land dedications from the existing Marrickville Contribution Plan Precinct Plans. Land costs have been prepared by a qualified land economics consultant with significant experience preparing similar costs in consultation with relevant staff. Costs will be reviewed during the life of the plan. If necessary, costs can be adjusted during the plan's next scheduled review. Recoupment costs can also be included if actual land costs incurred are higher than costs estimated in the draft plan.</p> <p>Regarding comments to shared paths and separated bike paths (Items 121 and 122), these will be considered as part of the draft Cycling Strategy and the resident is encouraged to make a submission when the draft Strategy is publicly exhibited in late 2022 or early 2023. Dependent on the findings of this study costs can be updated in the contribution plan as part of future plan amendments.</p>

- Support Item 122 for a raised pedestrian crossing along Alt Street; however, vehicle traffic still poses a safety risk, a separated cycle lane is preferred.
- Seeking further details for item 126 for Gateway threshold treatment at Thomas St and Liverpool Road, Ashfield. It is a congested road and has a high pedestrian and cycle volume, suggest that Thomas Street east bound include a dedicate bike lane which turns into Liverpool Road, and utilises the back lanes of Ashfield or alteratively a bike lane on Liverpool Road as part of main street upgrades.
- Carparking along Liverpool Road, Ashfield, should not be provided, and instead favour safe walking and cycling routes.
- Consider including new works items along Norton St, Ashfield, behind the Westfield car exit for increased pedestrian, cycle and vehicle safety use (lack of signage and traffic barriers, to consider road allocation to either dedicated bike lanes or wider shared path).
- Suggest raised threshold treatment on Miller Ave, lots of cars from shopping centre rush through here onto Liverpool Rd and is dangerous for pedestrians.
- Support for all public domain green lungs initiatives.
- Concern about dedication of land for improved vehicular and pedestrian access in the former Marrickville LGA precinct areas, that these plans are not supporting Integrated Transport Strategy hierarchy, and questions the associated low land costs.

Consultation and detailed planning and design matters of the individual works items listed in the draft contribution plan are made available once works are anticipated to commence. Costings scopes can be amended over time as more detailed planning and design are formulated in accordance with the relevant approval process. Future design of Items 69, 121, 126 will be subject to consultation and can be addressed as part of the approval process. There is support for a wombat pedestrian crossing at Bay Street (Item 69) and description text will be amended.

Other traffic and transport matters such as comments to Frederick St/Parramatta Road, Norton St, Ashfield, and Miller Ave, Ashfield, to be further investigated as part annual reviews of the contribution plan in 2023/24.

<p><i>Refunds (clause 2.4)</i> Canterbury Bankstown Council altered its contributions refunds clause so that no refunds can be issued, rather an alternative a credits system is enabled, subject to conditions.</p>	<p>Provisions of the Draft Contribution Plan</p>	<p>No change recommended. The draft plan notes that councils are not obligated under legislation to refund contributions but sets out the circumstances in which council will assess any refund requests. The approach is considered fair, transparent and not inconsistent with legislation. It is also consistent with similar provisions adopted by other councils, such as the City of Sydney and Parramatta Council.</p>
<p><i>Proposed Aquatic Centre</i> Canterbury Bankstown has submitted a development application for the Canterbury Leisure and Aquatic facility (value \$44.96m, located on the site of the current Canterbury aquatic centre), which is to be fully funded through our recently adopted <i>Local Infrastructure Contributions Plan</i></p>	<p>Comment to specific works item.</p>	<p>Noted, this will form part of future feasibility studies for the new or upgraded aquatic facility recommendations.</p>

2022. We raise this in case it influences the final choice of location for your Council's proposed new aquatic facility or equivalent upgraded facility.

Commencement and transitional arrangements

We received advice that our draft plan's savings and transitional clause should include sunset provisions associated with the deferred repeal of existing contribution plans.

Provisions of the Draft Contribution Plan

Minor change recommended to the draft clause via inserting a footnote reference to section 7.20(4) of the EP&A Act. Sunset provisions will be applied that mean that the relevant contribution plan that applied at the date of lodgement will be applied to consent for a period of approximately 6 months or until the end of the relevant financial year. Any application lodged on or after the date on which the draft contribution plan commences will be subject to that plan. The transitional arrangements allow for applications lodged before the draft plan's commencement, to be determined in accordance with the relevant contribution that applied on the date of lodgement until the end of the financial year. This is considered a fairer and better transitional approach as the draft plan's works schedules reflect Council's contemporary works priorities (supported by detailed infrastructure studies) whereas existing contribution plan works schedules do not.

Comments to *Item 62* in the Traffic and Transport Facilities for a walking and cycling link for Dot Lane between Norton Street and Hay Street, Leichhardt, and *Item 85* for a walking and cycling link in Cahill Street, Cahill Lane, and Mathieson Street connecting McCarthy Lane with Parramatta Road via bridge across Johnston's Creek.

Comment to specific works item.

In support of the draft Contribution Plan.

Council recently completed works on the east-west route, parallel to Parramatta Road, between Haberfield and Camperdown and wayfinding signage is expected to be installed in the next 12 months. The works involved conversion of the Parramatta Rd footpath between Balmain Rd and Norton St to a Shared Path and Council will not be pursuing a publicly accessible link through private property. This opportunity may arise in future with redevelopment of the property mentioned.

Together with Cahill Lane (#85), the link through the Forum's Deliveries Parking Area from Norton Street to Dot lane are the only missing links in a low traffic pedestrian and cyclist east-west route, parallel to Parramatta Road, between Haberfield and Camperdown. Opening just the steel gate at the western end of the parking area would allow access during business hours as the gates at the eastern (Dot Lane) end are usually left open.

Under the PRCUTS plan, the current solution to access is to route cyclists and pedestrians along the northern Parramatta Road footpath from Norton to Balmain Road, risking collisions between cyclists and those exiting the shops there.

Shielded from the Norton Street and Parramatta Road car traffic, the area south of the Forum, between Norton Street and Hay Street is a wasteland which could be brought to life if opened up to pedestrians. Shops on Parramatta Road could be turned around and face their sunny back yards to

Dot lane. The Forum could convert its blank south wall to shops facing Dot Lane as well.

#79 Iron Cove Link (Stage 3) Cycling between stage 2 link and Elizabeth Street, Croydon Road between Elizabeth Street and John Street.

Comment to specific works item.

Item 79 enables the possibility of a link along the canal. The canal is a Sydney Water asset and any proposal to cover the canal with a walking/cycling path requires extensive engagement with Sydney Water to ensure its primary function as a stormwater channel is not undermined. Comments are noted and subject to future consultation with Sydney Water.

Stage 3 of the Iron Cove Shared Cycleway is set to direct users onto busy Croydon Road from John Street to Elizabeth Street. If 200m of the water board's canal between John Street and Etonville Parade were used instead, then the whole cycleway would be away from busy streets and better fit the position of the existing pedestrian crossing on Elizabeth Street. The canal would need to be roofed over but sections would be made removable to allow cleaning. Already sections of the canal have been roofed over for residents' garages and driveways. This alternative route removes the need for expensive cycleway and loss of parking on Croydon Road.

#85 Walking/cycling link in Cahill Street, Cahill Lane and Mathieson St connecting McCarthy Lane with Parramatta Road via bridge across Johnston Creek.

Comment to specific works item.

Agreed, however, to provide this link a bridge is needed over the canal, and this is under consideration as part of the draft Cycling Strategy and Action Plan that will be exhibited in 2022/2023.

The preferred route for cyclists is McCarthy Lane, Cahill Lane and Mathieson Street to Bridge Road as this route involves less loss of height than Cahill Street.

#96 Raised pedestrian crossing on Hawthorne Parade at Lords Road.

Comment to specific works item.

Noted, however population growth thresholds are reached over the medium-term. The draft Contribution Plan will facilitate funding for this project and Council can deliver works earlier than anticipated by this plan as determined by annual budget and capital works programs.

Currently the proposed Hawthorn Parade pedestrian crossing at Lords Road is priority Medium. This is a route for children to Kegworth Primary and also a shoppers route to MarketPlace and should be priority Short.

#99 Signalise the Edward Street/Old Canterbury Road/Weston Street intersection.

Comment to specific works item.

Noted, however population growth thresholds are reached over the medium-term. Council can deliver works earlier than anticipated by the Draft Contribution Plan as determined by annual budget and capital works programs.

<p>The signalised crossing of Old Canterbury Road at Edwards/Weston Streets should be priority Short, not priority Medium. Old Canterbury Road is busy and sight lines here are poor. The Contractor should start work immediately.</p>		
<p>The intersection between Bland Street and Charlotte Street is very dangerous and local road network congestion is very heavy around Bland Street, Elizabeth Street, Alt Street, and Frederick Street. Noted that TTNS has some improvements over the short term.</p>	<p>Comment to specific works item within Draft Contribution Plan</p>	<p>In support of the draft Contribution Plan. The WestConnex Local Area Improvement Study (LAIS) examined the area bound by Liverpool Rd, Frederick St, Elizabeth St and Parramatta Rd and made a number of recommendations to reduce through traffic and minimise rat running. Items 119-122 in the J.4 Works Schedule include measures from the LAIS in Bland St as well as Henry St, Ormond St and Elizabeth St.</p> <p>Notwithstanding, the investigation and assessment of intersect of Bland Street and Charlotte Street is to be completed as part of the annual reviews of the contribution plan in 2023/24.</p>
<p>As a general statement, believes shared paths (pedestrian and bicycle) are dangerous and should be separated. This is particularly true of the Marion Street Light Rail stop, the bike path should be divided and marked – this is identified by the draft CP as Item 162 as a short term works item.</p>	<p>Comment to specific works item within Draft Contribution Plan</p>	<p>In support of the draft Contribution Plan, subject to planning and design matters commenced as part of approval processes. This works item will be further considered as part of the draft Cycling Strategy and the resident is encouraged to make a submission when the draft Strategy is publicly exhibited in late 2022 or early 2023. The draft Contribution Plan provides a funding mechanism for recommended works to occur and costs can be updated overtime as works near commencement.</p>
<p>Comment that the basis of contributions in the past was on the basis of added population, which appears to have changed now to a basic building cost tax. Enquiry about the nexus for upgrading buildings that justify this with no population increase, and whether it is reasonable to tax building improvements and restorations with contributions.</p>	<p>Provisions of the Draft Contribution Plan</p>	<p>Comment is a misunderstanding between the two forms of local infrastructure contributions as outlined below, both schemes are currently in place across the Inner West and the intent of the draft contribution plan is to harmonise these plans:</p> <ol style="list-style-type: none"> 1. Section 7.11 contributions: charged where there is a demonstrated link between the development and the infrastructure to be funded (nexus). Generally, this is charged on a per dwelling or per square metre basis. Under the draft contribution plan, for 2-bed dwellings and above, a maximum of \$20,000 per dwelling will be imposed. This is currently the rates charged under the existing Marrickville and Leichhardt contribution plans (no change). The 2-bed dwelling in Ashfield under the existing plan is approx \$17,500 and will increase to \$20,000 under the draft plan. 2. Section 7.12 levies: are an alternative to s7.11 contributions, charged as a 1% percentage of the estimated cost of the development. The existing 7.12 plans imposed a 1% levy on development over \$200,000, as will the draft contribution plan (no change). There is no need to establish nexus for the purpose of imposing 7.12 levies.
<p>Enquiry about whether the contributions plan been compared with other LGAs, noting that IWC are already the highest in Sydney.</p>	<p>Provisions of the Draft Contribution Plan</p>	<p>The existing Inner West contribution plans and draft Contribution Plan have been benchmarks to other council areas and are not the highest is Sydney – all greenfield areas are enabled to impose a maximum of \$30,000 per dwelling, whereas other areas cannot impose above \$20,000 without an IPART approved contribution plan. The following Councils also impose the \$20,000 cap for 2-bed dwellings and above:</p>

		<p>Georges River, Northern Beaches, Kuringai, Bayside, Hornsby and Ryde (*list is not exhaustive, only illustrative).</p> <p>The draft Contribution Plan is subject to this \$20,000 capped limit for 2-bed dwellings and above, indicating no change from existing framework as the existing Marrickville and Leichhardt s7.11 frameworks already impose this maximum \$20,000 capped limit - and have done since 2012 when the cap was introduced by the State Government. The true infrastructure cost for 2-bed dwellings is shown in the draft contribution plan as \$25,052, this demonstrates that new development currently receives a discounted rate to true costs by virtue of State Government policy, the infrastructure funding gap must be filled via other funding sources.</p> <p>Regarding the section 7.12 levy under the draft Contribution Plan, this mechanism applies a standard 1% across NSW wherever imposed; however, a small number of councils have approved plans by the NSW Government that increase this levy to 2-3% (e.g. Parramatta and City of Sydney).</p>
Enquiry about the contribution rate for a person spending \$500,000 on restoration.	Provisions of the Draft Contribution Plan	If no new residents or workers are expected from the new development, and if the works are not exempted by the provisions of the draft contribution plan, it is likely subject to section 7.12 meaning a 1% levy total cost, or \$5,000. This is currently the status quo under the existing s7.12 contribution plans in Ashfield, Leichhardt and Marrickville. The draft contribution plan's section 7.12 mechanism proposes no change.
Enquiry about whether the contribution rate is a building tax on all buildings over \$200,000.	Provisions of the Draft Contribution Plan	If the proposed development is not exempted by the draft contribution plan, it will either be subject to the proposed section 7.11 contribution rates (if increasing the number of residents or workers), or section 7.12 levy (if not increasing the number of residents or worker but the proposed development's total cost of works is over \$200,000). These will be imposed as part of consent as is normal practice.
Suggestion for traffic filters to be used to make the streets safe for cyclists, and enquiry about whether the green lungs would function as traffic filters.	Sustainability	All active transport works seek to make streets safer for all users, all proposed works are subject to final planning and design processes and relevant approvals. It is further noted that a draft Cycling Strategy will be publicly exhibited in late 2022 or early 2023 for further comment. Regarding green lungs, the focus of these areas is to primarily encourage greening of the public domain, promote active transport modes and pedestrian/cycling safety, and balance the efficient flow of vehicles.
Enquiry about whether greenhouse gas emissions have been modelled for these plans, and if the plans are aligned with limiting climate change.	Sustainability	Greenhouse gas emissions are not modelled and are outside the scope for matters that can be addressed by local infrastructure contribution plans in NSW. Indirectly, the draft contribution plan's traffic and transport works list seek to encourage modal shift to active transport modes, to lessen vehicle traffic, which indirectly seeks to reduce emissions.
Pedestrian accident which has significant face, arm and leg injuries due to an uneven footpath at Quirk St, Rozelle, enroute to the bus stop along Victoria Road.	Footpath Safety	<p>Future actions recommended.</p> <p>The bus accessibility upgrades identified in the Works Schedule are specific to high volume locations anticipated to experience population growth due to development. Works in the draft Contribution Plan's schedule primarily refer to the area</p>

		<p>immediately around the bus stop in accordance with the Accessible Bus Stops guidelines developed by Marrickville Council 2012. This area (Quirk Street, Rozelle) is a local street not anticipated to absorb new growth, and upgrades to local residential streets are not recommended to be facilitated by development contribution plans.</p> <p>Notwithstanding, Council recognises that Quirk St and other streets in the immediate area have been significantly and adversely affected by construction of the Rozelle Interchange and staff regularly liaise with the contractor to address these issues. This issue can be reported on as part of a future annual review of the draft contribution plan to ensure safety for all users.</p>
<p>Two request that Council further consider a shared zone on Smith Lane between Nowranie Street and Edward Street, Summer Hill. This lane has a significant amount of pedestrian traffic and is a safety risk with vehicles travelling at high speed along the laneway.</p> <p>Need for pedestrian safety and traffic calming works at Smith St and Nowranie St intersection.</p>	<p>Active transport connectivity</p>	<p>Future actions recommended.</p> <p>The intersection of Nowrairie and Smith St is a high pedestrian area due to the supermarket and post office however it was not identified by the PAMP completed in 2021, and subsequently too, the TTNS 2021. Smith Lane provides a link between Summer Hill centre and light rail and heavy rail and a Shared Zone, there is anticipated growth within the immediate area and an anecdotal review finds that the future consideration. The resident's suggestions will be referred to the traffic team for consideration as part of the annual review of the contribution plan in 2023/24.</p>
<p>Identification of a dangerous traffic light intersection at Marion St and Foster St, Leichhardt, when turning right towards Haberfield. There is currently a filter arrow for pedestrians, but not motorists. It is not unusual for vehicle motorists to place their vehicles in the middle of this intersection when attempting to turn right, and complete the turn after the traffic lights have turned red. The right turn filter arrow should be changed to assist vehicle motorists.</p>	<p>Traffic intersection safety</p>	<p>Future actions recommended.</p> <p>This signalised intersection is within proximity to the Taverners Hill precinct and has been examined by <i>Cardno</i> under the Parramatta Road Corridor Precinct-wide Traffic and Transport Study, as reported to Council on 10 May 2022 as part of the Phase 2A LEP Planning Proposal (Appendix 11). This study did not identify the need to upgrade this intersection; however, noted that further detailed traffic modelling as future redevelopment occurs should occur. Over the longer term, Council's Local Housing Strategy & Study identifies the Leichhardt Marketplace/Marion Street Precinct for review from 2026. Future traffic and transport analysis as part of these future planning reviews could consider the need to upgrade this intersection at that time.</p> <p>Notwithstanding the above, a traffic and transport investigation on this intersection will be undertaken as part of a future annual review of the draft contribution plan to ensure safety for all users.</p>
<p>Identification of a dangerous intersection with poor signage at Buckley St and Marrickville Rd, Marrickville, and the need for upgrades for pedestrian crossings and traffic calming</p>	<p>Traffic intersection safety</p>	<p>Future actions recommended.</p>

measures that improve pedestrian safety towards Marrickville shopping strip.		<p>Agree that there is a long-standing concern about pedestrian safety at this intersection. This area is sometimes referred to as 'Sydenham Creative Hub' and with the number of boutique breweries, music venues, art galleries, etc. increasing in the area, there is a real need to slow traffic and improve pedestrian and cycle safety. However, being within an industrial area the nexus to population growth for the purposes of the draft contribution plan is low; however, the Victoria Road Planning Precinct is within relative proximity.</p> <p>Marrickville Road is a classified road and RMS is the relevant authority, this necessitates collaboration on potential funding and delivery improvement works. Currently, Council is advocating for improvements to this intersection as part of the RMS review of the Sydney Metro South-West line that incorporates a review of Sydenham Station. Pending the outcome of this project in 2023/24, similarly to the above, it is recommended that an investigation of this intersection be discussed as part of a future review of the draft contribution plan.</p>
A local resident concerned about the significant amount of morning and afternoon 'rat-running' down Wolseley St between Ramsay St and Parramatta Road creating a dangerous environment for cyclists and pedestrians. Suggests intersection improvements and traffic calming measures be implemented and extended into Martin St.	Traffic intersection safety	<p>Future actions recommended.</p> <p>A LATM will be carried out for Haberfield south in future and traffic calming/restrictions in Wolseley St can be considered as part the LATM. If there are frequent crashes at this location, it may be eligible for works under the Federal Blackspot Program. A traffic and transport investigation on this area will be undertaken as part of a future annual review of the draft contribution plan to provide future advice.</p>
Request to include traffic quieting measures along Palace St, Ashfield.	Traffic calming works	<p>Future actions recommended.</p> <p>There are 6 traffic calming devices in Palace Street and 1 to the side in Holden Street, Ashfield, in the form of rubber speed cushions, full length raised platforms and kerb island/blister extensions-road level narrowing devices. Overtime, certain devices have deteriorated, these devices should be reconstructed in longer lasting materials (i.e. change from rubber to asphalt speed cushions). The total estimated value of the upgrade works is approximately \$250,000-\$300,000. This is a recurrent cost of maintaining existing facilities, and not a direct infrastructure demand generated from new development, the necessary upgrades are more appropriately funded by revenue sources other than the contribution plan. Notwithstanding, this issue will be undertaken as part of a future annual review of the draft contribution plan to provide future advice.</p>
Not relevant		
A number of those who visited the drop-in sessions for the contributions plans had area/property specific flooding, sewerage and storm water drainage concerns.	Stormwater and sewerage complaints	<p>No action recommended, outside the scope of the draft Contribution Plan.</p> <p>The draft Contribution Plan contains a limited number of drainage infrastructure works that are directly associated with facilitating demands of future growth areas.</p>

<p>Advocate for the inclusion of storm water drainage improvement works to:</p> <ul style="list-style-type: none"> • Trafalgar St, Petersham, on the downhill trajectory from Hopetown St to Holt St, • 209 Rowntree Street, Balmain East, • 142 Hawthorne Parade, Haberfield, • 215 Trafalgar Street, Stanmore. 		<p>The need for these drainage works, and their costings, are informed by Council's currently adopted Flood Risk Management Studies and Plans. Amendments or adaption of the draft Contribution Plan cannot occur without review and amendment of the relevant Flood Risk Management Study and Plan.</p> <p>For persons interested in addressing specific area or property details, or to find more information about when the relevant Flood Risk Management Study and Plan will be reviewed in your area, please contact Council's Stormwater and Asset Planning Team. Review of any works to be undertaken and costed with consultation with Sydney Water.</p>
<p>Comments to the Traffic and Transport Needs Study (TTNS) that:</p> <ul style="list-style-type: none"> • The state planned West-Metro system is not shown; • The bus network is slow-moving through narrow streets; • Promote purchase of smaller solar powered buses; • That local government should place pressure on the State Government for improvements. 	<p>Accuracy and detail</p>	<p>No action recommended, outside the scope of the draft Contribution Plan.</p> <p>Comments relating to operation of TfNSW bus network and promotion of solar powered buses are outside the scope of the draft Contribution Plan. The stated issues with the existing bus network are noted in the TTNS Section 5.1.5 on page 48. Council actively advocates TfNSW for improvements to the existing bus network on an ongoing basis and for more sustainable modes of transport are encouraged.</p> <p>The Bays Station occurs in the Bays West Precinct as part of the new Metro West Corridor, this land is under the planning jurisdiction of the NSW Government and will proceed as part of the Bays West Precinct planning that is currently being undertaken by NSW DPE.</p> <p>Council continues to collaborate with the NSW Government to deliver local infrastructure solutions for its local community wherever opportunities arise.</p>
<p>Opposed to street tree plantings on narrow pedestrian footpaths along Arthur Street and Norton Street toward Milton Street.</p>	<p>Footpath maintenance</p>	<p>No action recommended, not related to draft contribution plan.</p>
<p>Complaint about the dangerous design of the cycling infrastructure at Carrington Road, Marrickville.</p>	<p>Cycle and pedestrian safety</p>	<p>No action recommended, not related to draft contribution plan.</p> <p>Council has made an application for funding from the NSW Government to improve the intersections on the Carrington Road cycleway. If successful it's intended to complete this work in the 2022-23 financial year. Works are not subject to the draft contribution plan.</p>
<p>Clarification if it is proposed to increase fees for development applications for normal residents modifying, extending or rebuilding their homes, or if the proposed changes will only apply to Developer Projects.</p>	<p>Query</p>	<p>No action recommended.</p> <p>Development application fees are separate to section 7.11 and 7.12 local infrastructure contributions rates.</p>

		<p>Section 7.11 are imposed wherever an increase in residents or workers occurs as part of the new development. Section 7.12 levy (1%) is imposed wherever there is no increase in population however the total costs of works exceed \$200,000. The contributions rates are scaled to the scope of works proposed. It is not possible under existing legislation to apply different contribution rates according to who the applicant is, nor is it advisable, for reasons of fairness, equity, and transparency.</p>
<p>Complaint about overdevelopment and multi-storey complexes in Ashfield being unsightly and detracting from the heritage value and liveability of the area.</p>	<p>Planning and Growth</p>	<p>No actions recommended.</p> <p>The draft development contribution plan does not contain planning provisions, these are contained within the relevant Local Environmental Plan (LEP) and Development Control Plan (DCP). The contribution plan is a funding mechanism and is applied when a development consent is issued.</p>
<p>In support of electric vehicle (EV) charging stations in Ashfield Pool, Brown St and Hardy St, Ashfield, however would like a re-assessment to occur so that more EV charging stations can be constructed throughout the LGA.</p>	<p>Sustainability</p>	<p>No actions recommended.</p> <p>The draft contribution plan includes funding for 34 electric vehicle charging facilities in all Council-owned carparks across the LGA, this was a recommendation from the Traffic and Transport Needs Study to support the transition to a more sustainable transport system. Council is currently preparing a separate EV Strategy that seeks to provide additional recommendations for the installation of EV charging facilities on private land as part of redevelopment, or public partnerships with other government agencies for additional public facilities. This strategy will be placed on exhibition in late 2022 for community input.</p>
<p>Complaint of graffiti and street art projects being unsightly in Stanmore, Petersham, Enmore, Marrickville, and Lewisham.</p>	<p>Vandalism</p>	<p>No actions recommended.</p> <p>Graffiti and vandalism costs cannot be regulated by the development contributions framework.</p>
<p><i>Repair of potholes</i></p> <p>The infrastructure contribution plan does not include provisions for road maintenance, potholes in particular pose an immediate hazard to all road users. It would be cost effective for Council to ensure quality and durability as vital features of any infrastructure from the outset, and factor in essential maintenance costs when considering the funds for infrastructure.</p>	<p>Road maintenance</p>	<p>No actions recommended.</p> <p>Road maintenance and repair is an infrastructure cost derived from existing populations and must be funded from sources other than section 7.11 and 7.12 contribution plans.</p>
<p><i>Comment to Council's Public Art Initiative "Perfect Match"</i></p> <p>Council aims to tackle unwanted graffiti with beautiful art in public spaces, the wall facing the street on the corner of Brown St and Hercules St, Ashfield, is an eyesore and in full view of passengers entering Ashfield from the train station, and would be an ideal site for this initiative.</p>	<p>Cultural Programs</p>	<p>No actions recommended.</p> <p>Comment forwarded to City Living Directorate.</p>

<p>Request consideration to a greening action plan and improved pedestrian pathways for the redevelopment of 202 Parramatta Road, Ashfield, known as the old 'Brescia building'.</p>	<p>Development Application</p>	<p>No actions recommended.</p> <p>There is an approved DA 10.2019.13 on the subject site, a section 4.55 Modification has been submitted to Council for assessment including alterations to approved windows, addition of new café, changes to basement parking and removal of foot bridge link. The usual development assessment process applies on its individual merits.</p>
<p>Near pedestrian and vehicle accidents along Renwick Lane as it is used by pedestrians however it does not have great sight lines for vehicles to see them until they are close. Suggest traffic calming measures be introduced.</p> <p>Also note that the walking path in Jarret Street, in particular the paving around street trees is unsafe.</p>	<p>Local roads and footpath safety</p>	<p>No actions recommended.</p> <p>This area has been examined by <i>Cardno</i> under the Parramatta Road Corridor Precinct-wide Traffic and Transport Study, as reported to Council on 10 May 2022 as part of the Phase 2A LEP Planning Proposal (Appendix 11). It recommends the following:</p> <ul style="list-style-type: none"> • public domain improvements to occur as part of land use and place making actions as part of future LEP & DCP amendments. • Renwick Lane as a shared zone (actions as item 59 of draft Contribution Plan) <p>Works will be facilitated as part of Phase 2B LEP Planning Proposal and funded by draft Contribution Plan.</p>
<p>Is a frequent user of Bus route 461 (express): notes that accessibility upgrades are being made to bus shelters however frequently the buses do not stop to pick up passengers at these stops, the timetables are hard to read, there was a loss of a bus stop at Dalhousie St which makes accessibility worse. Need for Council to liaise with TfNSW to voice community concerns and consult with the community on bus timetabling.</p>	<p>Bus Services</p>	<p>No actions recommended.</p> <p>Bus service provision are a type of State Infrastructure. Notwithstanding, Council will liaise with TfNSW on this issue, however it is essential for community members to contact TfNSW as well. Feedback can be provided at https://transportnsw.info/contact-us/feedback/bus-feedback</p>
<p>New development along William Street, Leichhardt, will place unduly demand on existing on-street parking facilities.</p> <p>That home developers are removing on-site car spaces with swimming pools, increasing parking pressures on on-street parking spaces. Suggests that developers pay a high premium when removing on-site car spaces.</p> <p>Angle parking – all bays should be marked.</p> <p>Request traffic calming measures, such as a speed hump, along Charles Street to William Street to reduce vehicle speeds along the narrow road carriageway.</p>	<p>General Infrastructure Comments</p>	<p>No actions recommended.</p> <p>Regarding car parking provision, development applications and their car parking provision rates within new development is guided by the provisions stated in the relevant Development Control Plan and are assessed on their individual merits as development applications are received.</p> <p>On-street parking, traffic management, service lanes, additional traffic calming suggestions, one-way streets, connectivity improvements, speed limits, and shared paths are matters are reviewed periodically by Local Area Traffic Management</p>

Service lanes should be shared zones and limited to 10km/per hour for James Street to Elswick Street (North) & William St, additional safety concerns with access gates opening out onto service lanes, sightlines and garbage collection services.

Verge grass cutting – not frequent enough and branches over footpaths are a safety concern. I.e. Light rail Charles Street & overhead Westlink pedestrian bridge access.

Comments to TfNSW bus service circulation surround the Leichhardt Bus Depot.

At the "round-about" at the end of Charles on Darley, there are needed corner, metal safety barriers on both sides of Charles which prevent people crossing from under the Light Rail (LR) bridge (Canal Road), over Darley into Charles Street.

Pedestrian access from Darley Road, through the Dan Murphy's site car park, to light rail station, would improve accessibility to public transport for mobility impaired persons.

Comments to bus service (370) by TfNSW and suggested improvements.

Comments to the local network congestion

Comments to the impact of WestConnex and vehicle 'rat runs' through the suburb of Leichhardt.

That Norton Street Town Centre and the Italian Forum be better utilised to rejuvenate the main street and boost economic activity.

Opposed to the redevelopment of Leichhardt Oval due to traffic, parking and amenity impacts on existing residents.

Action Plans (LATM). A major change catalyst for the Leichhardt North and Leichhardt South will be the Council-led planning proposal for Parramatta Road Corridor Stage 1 Implementation (LEP Phase 2A). The planning proposal is associated with a joint IWC/DPE funded traffic and transport study, prepared by *Cardno*, to guide redevelopment along the Parramatta Road Corridor and relationship with other major transport projects (WestConnex). On 10 May 2022, Council endorsed the LEP Phase 2A Planning Proposal to be forwarded to DPE for their Gateway Determination assessment.

Several works within the draft Contribution Plan's traffic and transport schedule facilitate partial funding for some of the works recommended by *Cardno*. However, these works are bounded by the planning proposal area. Should the LEP Phase 2A Planning Proposal be approved, this would act as a catalyst for LATMs of Leichhardt North and South to be undertaken and recommendations can be considered as future contribution plan amendments. However, it would not be appropriate to undertake these LATM studies until a determination on LEP Phase 2A has been determined.

Regarding redevelopments removing existing car parking spaces on private residential properties, a section 7.11 development contribution plan can only apply if the use of the land intensifies (i.e. new residents or workers can be anticipated as a result of the redevelopment). This type of residential redevelopment does not result in an increase to population or workers, and as such could only be applied to section 7.12 plan provisions which is a fixed rate 1% levy, however this levy can only apply if the proposed cost of works were greater than \$200,000 in accordance with legislation. It is noted that a car port to pool conversion are generally under \$200,000, and so cannot be captured by either framework.

It is noted that cycle way suggestions will be considered as part of the draft Cycling Strategy and the resident is encouraged to make a submission when the draft Strategy is publicly exhibited in late 2022 or early 2023.

Comments to bus services, accessibility to light rail stations, and the Leichhardt Bus Depot are compliance matters, TfNSW is the relevant authority.

Comments to Leichhardt Oval and Italian forum are not related to the draft Development Contribution Plan. The Recreational Needs Study supports the upgrade of existing sport fields to cater to the needs of the population, however this is a regional level facility and subject to State Government investment and relevant planning approval processes. Improvements to the Italian Forum can be facilitated subject to future redevelopment proposals or negotiated agreements with landowners. Costs associated with public domain and town centre improvements works across the LGA are encapsulated by Item 25 by the draft plan, and a public

		<p>domain master plan will be formulated for Leichhardt Town Centre over the short term (1-3 years).</p> <p>Other infrastructure comment relate to infrastructure demands of the existing population and cannot be funded by the local contribution plan framework (i.e. waste collection, footpath maintenance, marking of parking spaces, and tree pruning issues).</p>
<p>Comments to the engagement/consultation process as follows:</p> <ul style="list-style-type: none"> • Criticisms of the engagement process undertaken • The draft contribution plan and supporting studies are very complex and difficult to understand. • That there was no clear explanation as to the basis for the increased population projections (residents and workers) of the LGA. Concerned that the Inner West LGA will become overpopulated and overdeveloped, exacerbating infrastructure pressures on existing infrastructure. • Advocates for de-amalgamation, and context of what would happen to the contributions plans' policies should the Council demerge? • Notes that the Community Assets Needs Study identifies catchment areas, however it is not clear how these catchment areas were formulated. • Fully support the expansion of employment lands, especially smaller businesses in low-scale (existing) buildings, particularly in Marrickville. • More needs to be done on climate action to address global warming. Climate change will impact every aspect of planning for housing, employment, transport, social services, recreation, open space and drainage infrastructure. • Major infrastructure projects are often imposed on the LGA, such as the NSW Governments' Parramatta Road Corridor Urban Transformation Strategy, the Bays West Precinct, and WestConnex's Tollways and Interchanges. These major projects are somewhat at odds with Council's local government lens of "plan our spaces", liveability and walkability. 	<p>Planning and Growth</p>	<p>No actions recommended.</p> <p>Growth Projections</p> <p>The population and worker projects are aligned with the low growth scenario envisioned by the <i>Inner West Local Strategic Planning Statement</i> and the following supporting studies:</p> <ul style="list-style-type: none"> - Local Housing Strategy/Study - Employment and Retail Lands Strategy/Study - Integrated Transport Strategy. <p>Development contributions are imposed as part of development consent. This ensures that as new developments are approved, Council enacts a legislative mechanism to collect funds for new infrastructure.</p> <p>De-amalgamation scenario</p> <p>Should a demerger occur, the draft Contribution Plan (if finalised) would continue to apply until the relevant council areas had formulated their own comprehensive contribution plans and supporting needs studies. This would align with the requirement to comprehensively review the plan every 5 years and provide any new council areas sufficient time to facilitate.</p> <p>The Community Assets Needs Study outlines in Part 5.3 how the planning catchments for its assessment process were derived. The utilisation of catchment areas provides context for the study's recommendations that have been transposed into the draft contribution plan; however, was used in unison with a consideration to broader regional/district level population needs at the LGA level.</p> <p>Land use and built form policy matters</p> <p>The draft Contribution Plan does not contain any land use or building design provisions, rather these are contained within the relevant environmental planning instrument (such as the Local Environmental Plan, State Environmental Planning Policy, and Development Control Plan). Council will continue to advocate all</p>

- Critiques of overdevelopment examples across the LGA and poor planning outcomes,
- Issues with private car use and road congestion across the LGA, suggest implementing a congestion tax on major/arterial roads,
- Advocacy for climate change action in planning policies at the NSW Government level,
- More investment by developers in local infrastructure provision,
- More affordable housing as part of new developments (15%),
- All Council roads be 40km/per hour speed limit for vehicles, and
- Increasing bus services across the LGA.

government agencies to incorporate local-level planning objectives and impact mitigation strategies arising from major infrastructure projects across the LGA, so that project approvals occur with provisions that cater to the current and future infrastructure demands. The draft Contribution Plan and its work schedule provides policy context and funding for local infrastructure to occur that Council can leverage as part of discussions, Council has however limited influence on State Government planning and expenditure matters.

Climate Change Initiatives

Council is committed to ongoing advocacy to the NSW Government to improve legislative frameworks to address the impact of climate change. Regarding the local infrastructure contributions framework, the existence of the NSW Government' imposed 'cap' on contributions is a limiting feature for addressing climate change impacts (\$20,000). Should councils seek to exceed this threshold, the Independent Pricing and Regulatory Tribunal (IPART) are required to approve any such contribution plans and such applications are subject to the prescribed content of the *Essential Works List*. Currently, this document does not well acknowledge climate change impacts on infrastructure or any environmental works.

Affordable Housing

The draft Contribution Plan proposes to exclude affordable housing operated by or on behalf of a charity or non-for-profit organisation from the need to pay s7.11/7.12 contribution rates, on the proviso that land use restrictions are imposed on the land to ensure that the affordable housing land use is provided in perpetuity.

Separately to the draft Contribution Plan, Council is seeking to endorse an Affordable Housing Contribution Scheme under section 7.32 of the EP&A Act for an identified area within Leichhardt Town Centre as part of the Phase 2A LEP Planning Proposal. This legislative mechanism would be activated by future LEP amendments.

Engagement Process

The below engagement recommendation will be incorporated in future projects: where online surveys are created, paper hardcopies be made available at Council administration buildings, and any associated public meetings/drop-in sessions.

The engagement process that was conducted by Council is of a much higher standard than is required by legislation (see clause 213 of the EPA Regulations and clause 6 of schedule 1 of the EPA Act), that mandates:

- Council publish on its website the draft contribution plan and any supporting documents, and

- The period during which submissions about the draft plan may be made to the council
- Minimum 28 day public exhibition period for contribution plans.

The following activities that were undertaken are above legislative standards, and enabled comprehensive and meaningful engagement process to occur:

- 42 day exhibition period,
- public meeting,
- the availability of the public meeting recording on Council’s website,
- 3x 9am to 4pm drop-in sessions facilitate by Council staff,
- LGA wide notification letters,
- invitations for industry professionals,
- Online survey,
- Interactive geospatial online mapping tool that identified the location for each item in the proposed works schedule.

The supporting needs studies provide adequate detail to justify the draft Plan’s works schedule. Council is responsible for delivering items within its works schedule once adopted. Nevertheless, the below commentary is provided for reference.

Submission included general commentary on:

- Overdevelopment of the LGA and poor design of recent developments;
- Justification for de amalgamation;
- lack of meaningful community consultation, particularly relating to Parramatta Road Precincts,
- Identification of issues between local level planning and State Government Planning Policy,
- Lack of car parking spaces in local streets, and road congestion
- Critiques over the use of voluntary planning agreements that exchange increased density for community and open space facilities,
- Supports for bus services across the LGA,
- Health and environmental impacts as a result of increased pollution,
- Support for the Guided Electric Vehicle Policy along Parramatta Road,

Planning and Growth

No actions recommended.

Matters raised are relevant to land use planning policy and voluntary planning agreement policies, as discuss in the above response. The supporting needs studies provide adequate detail to justify the draft Plan’s works schedule.

- Supports the promotion of more ecologically sustainable initiatives as part of new developments, and
- Supports increasing the currently 'capped' contribution rate of \$20,000 per dwelling.

Advocate for works items that encourage birdlife and community gardens.

Ecology/
Biodiversity

No actions recommended.

Whilst supported, infrastructure for biodiversity and ecology is not an infrastructure type recognised by the existing legislative framework governing local infrastructure contributions. Notwithstanding, is a policy objective governing a suite of Council's strategic documents, any "green lungs" public domain works seek to provide deep soil tree plantings. There is scope within the draft contribution plan for the installation of community gardens at actualised sites subject to Council's "street play spaces" initiative (Item #26).

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