

Local Matters Forum – Marrickville–Midjuburi 27 September 2022

On Tuesday 27 June, 43 Midjuburi ward residents gathered at the Pavilion Marrickville Library to discuss local matters that were of key importance to them. The agenda for the group discussion was driven by residents.

Below is a summary of the discussion:

Subject/issue	Discussion and response from Council	Further action if required
Development and Planning		
<p>Development approval How can IWC okay a development when its own report shows traffic chaos ensues.</p>	<p>n/a</p>	<p>This matter will be followed up further with the submitter.</p>
<p>What can Council do re:</p> <ul style="list-style-type: none"> • Fast track development applications –examples resulting in 30% increase in height and FSR • Enabling affordable housing. <p>Many of these approvals bypass council controls. What can Council do to protect existing areas, particularly heritage?</p>	<p>There are policies of the State Government that do override local controls. Inner West Council collaborates with other Council and the Southern Sydney Regional Organisation of Councils to put forward a shared view on common issues. We work particularly closely with the City of Sydney as there a number of shared issues with them.</p> <p>Furthermore Inner West Council is a strong advocate and engages regularly with the Department of Planning when state government policies are detrimental to our residents.</p>	

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<p>Some people use heritage policies to provoke a scare campaign about development. Heritage is important. Develop a heritage program for the future needs of the community.</p>	<p>Council resolved at its meeting in June to start preliminary community consultation regarding nine new heritage conservation areas. Sign up to Your Say Inner West to receive our consultation newsletter to keep up to date with all engagement on heritage policy</p>	
<p>Housing Targets Will IWC be dictated by State NSW housing density targets or can it chose different targets?</p>	<p>Council will be undertaking a careful and comprehensive engagement with the community to tackle this issue. Council resolved in May this year that the first part of this process is to hold meetings with key stakeholders across all wards to provide input to the Council on the process for developing Council's LEP and principles for the LEP. Council will then use information gathered through those meetings to develop next steps.</p>	
<p>Housing targets In setting housing targets for Inner West LGA what proportion or number of new dwellings will be allocated to Marrickville and the other four wards, and what will be the process to decide this sharing of housing targets.</p>	<p>Under Council's current adopted Local Housing Strategy (prepared in 2020) there are a number of housing investigation areas across the Inner West (in all wards). The investigation areas have been identified as being able to contribute to the additional 20,000 dwellings required to 2036 in the Inner West. Marrickville is currently included as an <i>investigation</i> area capable of accommodating some of the additional dwelling need.</p> <p>The timeframes for implementation of each housing investigation area are tied to commitments to the</p>	

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	<p>progress of major transport infrastructure improvements over time (including metro lines) and also capacity of other local infrastructure including schools.</p> <p>As a result of community feedback from the exhibition of the Urban Design Studies prepared for Marrickville, Dulwich Hill and North Ashfield exhibited in August/September last year, Council paused the LEP engagement and council staff are working with the Councillors and DPE to resolve the most appropriate way forward for future updates to the LEP related to housing growth and uplift.</p> <p>Soon, Council will be consulting with key stakeholders from the Ashfield and Marrickville wards to provide input to Council on the process for developing updates to the LEP.</p>	
<p>Housing targets How will Council respond to policy pressures on housing targets related to Bankstown-Sydenham-Chatswood metro-line to rezone land along the corridor for high density housing. Is the zoning in our neighbourhoods under threat, now or in the future?</p>	<p>Council is working with respective NSW Planning departments, including the Greater Sydney Commission to clarify housing targets required in the future.</p> <p>Rezoning of residential areas is subject to a lengthy process including multiple opportunities for resident engagement and Council resolutions.</p>	

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<p>Housing targets How is the Inner West Council going to protect existing residential amenity, zoning (R2 – low density residential), maintain the unique character & style of the area, and the unique single storey architecture? Even though the DCP for precinct 75 addresses the issues (above) in section 9.31.2 Desired Future Character, I don't believe the controls have been enforced in the DA process.</p>	<p>Precinct 75 was a rezoning proposal led by a developer that was not supported by Council officers nor was it supported by the Council.</p> <p>The rezoning was made by the Department of Planning despite this opposition, and the subsequent development approval was issued through the Land and Environment Court. The matter was contested by Inner West Council, in the Court and as a result there were some design improvements made through the Court process that addressed some amenity impacts for surrounding neighbours.</p>	<p>Invited to discuss the issue with the IWC General Counsel who was involved in the case in the Land and Environment Court</p>

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<p>Housing targets & heritage What is Council's current plan for developing its new LEP, in particular around heritage studies and housing targets for Marrickville Commercial Centre?</p>	<p>The Inner West Heritage Review initiated in 2021 identified a range of potential heritage proposals. These fell into two categories –</p> <ol style="list-style-type: none"> 1) matters where sufficient investigation had taken place to justify proceeding to a draft Planning proposal to amend the Inner West Local Environmental Plan 2022 and 2) matters where Council should consider further investigation. Numerous of the current and future are in Marrickville and include consideration of period buildings that only apply to commercial centres. <p>Future work to continue the heritage studies are outlined in a report presented at Council on 20 June 2023.</p> <p>This includes:</p> <ol style="list-style-type: none"> 1. Potential Heritage Conservation Areas (HCAs), Heritage Individual Items or Group Items: <ul style="list-style-type: none"> - Additional locations in southern Dulwich Hill and Marrickville to determine if they have a sufficient level of retained integrity and significance to be potential new Heritage Conservation Areas (HCAs) - Consider several properties in Dulwich Hill, Marrickville, Petersham and Lilyfield to determine if they have a sufficient level of 	

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	<p>retained integrity and significance to be locally listed items or group items.</p> <p>2. Period buildings: GML Heritage recommended a review of several commercial precincts to investigate if: existing period buildings, now or following identified HCA investigations, would fall within an HCA and in this instance revise their descriptor to Contributory buildings within the DCP, or subject to further detailed assessment consider if they should be identified as an HCA, or individual or group heritage item. "</p>	
<p>Matilda Street, Rozelle An outdoor seating enclosure 1) when will this enclosed seating be removed? 2) I have heard that there is a plan to block this street of entirely, is this true? 3) does the councils economic recovery initiatives seek to assist any businesses other than cafes and hotels?</p>	<p>The installation of the outdoor seating barriers on Matilda St Rozelle outside the Gray Owen Hotel is for 1 year. At its expiry the business will need to reapply to continue the use of the road.</p> <p>Businesses are able to submit an application for outdoor seating which is assessed and does not require a public consultation process. However, a sign notifying the public of the change should have been installed seven days prior to the installation of the outdoor dining space. Upon investigation, this step in the process was missed in this instance. Internal process have been updated to ensure this does not happen again.</p> <p>The Council is looking at number of streets and lanes across the Inner West to be temporarily closed off and</p>	

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	<p>re-designed into attractive places, parklets for people to gather this would include public art, lighting, new planting and seating for example. This work is part of Council's revitalisation of our main streets program.</p> <p>Re-imagining the use of streets and laneways can enhance the lives of the community and assist economic growth by providing a setting to attract visitation and local spend. Enhancing the character of such spaces makes it more inviting for the community as well as reducing crime and improving community safety.</p> <p>Throughout the year Council undertakes paid online promotional campaigns to build awareness of local businesses to help guide visitors to an area and assist consumers find restaurants, specialists food shops, entertainment, small bars scenes. live music venue and heritage pubs and other things to do in the inner west. Focusing on hospitality venues and destination businesses does have a flow on effect to other enterprises.</p> <p>Council also works with Business Chambers to undertake projects to strengthen the local economy by showcasing the sought-after lifestyle and cultural advantages of their high street or village.</p>	

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	<p>Council also delivers educational workshops to assist businesses improve their skills and knowledge and network with other business operators.</p>	
<p>Solar Panels exemptions When will the Inner West Council adopt the same "Development application exception for solar panels in heritage conservation areas" policy as the City of Sydney?</p>	<p>COS utilises the heritage exemption provisions in the LEP to allow solar on front roof panes (above what is exempt in SEPP Exempt & Complying) in certain circumstances. There is a long list of criteria and limitations to this process. Customers need to apply to COS for such exemption. Inner West Council has dedicated web pages Go Solar which includes information about what approvals are needed if they aren't covered by exempt provisions. If solar is not exempt and a DA is required, the documentation requirements are minimal (similar to that for COS) and the application is free (COS exemptions are free for single dwellings but \$255 for other development types). Enabling the assessment of such under a DA means that Council is not limited by the heritage exemption test of 'is it minor or for the maintenance and has minimal heritage impact'. The DA process enables officers to consider other matters such as environmental sustainability. There is a strong move globally to give more weight to environmental sustainability against factors such as heritage, and this will require consideration as Inner West Council engages with the</p>	

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	community on these issues when reviewing development standards.	
Environment and Climate Change		
<p>Has council read the UN report about the latest environmental issues that are having the biggest impact on people? What does council plan to do to address the noise pollution aspect of the report?</p>	<p>UN Frontiers 2020 analyses modern challenges to the environment, health and biosphere. Noise pollution is singled out as one of the issues for consideration significant emphasis is placed on the role of the urban planner in resolving these matters.</p> <p>Land use planning is one strategy to address these issues after they are problematic is a strategy with limited success. A shift in global and community values to recognise these issues is required. Climate change is such an example of a shift in global understanding and values.</p>	
<p>Noise pollution What can be done to manage ever increasing noise pollution</p>	<p>There are some specifications that apply to the built form in limited circumstances. These specifications require investigation and specialist advice at the time new development is being assessed.</p>	
<p>Noise pollution from the Freight train line I Sydenham</p>	<p>Council is working with residents, agencies and Federal government on this issue. Clr Howard provided</p>	

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	information to resident about contacting the office of Linda Burney MP.	
Parks and sporting grounds		
<p>Why were the rubbish bins removed from Steel Park? Will they be replaced and will there be yellow bins as well?</p>	<p>Good news, a smart bin (compacting bin) has been installed at Steel Park and another one is due to be installed at the Sportsfield entrance to Steel Park. These bins will have an increased capacity than the previous bins. With regards to recycle bins in parks, we ask users to take items home to recycle. The issue with yellow bins in parks is the amount of contamination which leads to them being disposed of in general waste. However we are about to undertake a trial yellow bin in a few parks to understand user habits.</p>	
<p>McNeilly Park and prams – Concern regarding the proximity of dogs and the playground area for children. There has been a history of different fence options to separate the two conflicting uses. There are also concerns about lighting issues also.</p>	<p>There are three signs at the main entrances to McNeilly Park which outline areas where dogs are allowed on leash, off leash and where they are prohibited (ie the playground). The Companion Animals team is not aware of McNeilly Park being a problematic location but can patrol the area. They can improve education for dog owners and can also issue warnings and fines. Legally dogs are not permitted within 10m of play equipment. McNeilly Park is an open space and the installation of a fence around the playground would cage the play space to a confined area. The play areas are not intended to be</p>	

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	<p>fenced so that children have the ability to run freely and explore unstructured areas of the park to develop cognitive skills including imagination and sensory.</p> <p>The lights within the park are owned and managed by Council. To improve the path lighting in McNeilly Park, it is required to undertake a design to meet the current Australian standards. This design process can take several months and the funding is typically allocated years in advance. The current capital works program does not include the upgrading of path light fittings within McNeilly Park. However, your request for lighting improvements has been recorded on a list for consideration in future park upgrades.</p>	
Parking and traffic		
<p>Cycling infrastructure What are councils plans to expand cycling infrastructure in Dulwich Hill and surrounds?</p>	<p>Council at its meeting held in June, adopted the Inner West Cycling Strategy and Action Plan which outlines a Cycling Map and Action Plan. This Strategy includes a Network Map which identifies multiple routes across the LGA. Council will progressively undertake works in line with this Network Map and Action Plan. Upcoming projects include Marrickville Road East, the Iron Cove Creek masterplan which includes a north south route</p>	

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	from Ashfield pool to the bay run (near the canal) and the Greenway.	
Renwick Street, Marrickville – Residential Parking Scheme	Council can consider the introduction of Resident Parking in a street if 10 requests are received from different households in the street. This shows an initial level of support before Council schedules and undertakes detailed investigation following receipt of the 10.	
Renwick Street – Could roundabout be installed in Renwick Street close to Illawarra Road. Cars come speeding down and there and children do cross the street there.	Roundabouts are typically installed at intersection as they are meant to improve traffic flows or to improve safety at the intersection. In dealing with matters of speed other devices such as speed humps or chicanes provide a better speed reduction whilst pedestrian refuges or pedestrian crossings provides a safer crossing facility. Council recently undertook traffic counts in Renwick Street to determine pedestrian crossing movements, vehicle volumes and vehicle speeds. The speed of traffic (design speed) in Renwick Street was only slightly higher than the posted 50km/h limit (ie 52.4km/h) and Council can manage this by requesting enforcement of speed limits. The volume of pedestrians crossing Renwick Street St Illawarra Road, Excelsior Street and Carrington Road were also measured. It was found that pedestrian crossings were not warranted (even at a reduced warrant for school children) at either the Illawarra Road or Excelsior Street locations. However	

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	<p>Council is currently looking at pedestrian and cycling improvements to the intersection of Carrington Road and Renwick Street. Council will consult on any proposals developed as part of this project. Council does undertake Local Area Traffic Management Studies which look at issues of speed, traffic volume, pedestrian and other traffic related issues. These studies are undertaken on an area wide basis and Renwick Street will be once again reviewed as part of this process.</p>	
Roads and footpaths		
<p>What are the plans for improvements to Sydenham Road near the new Metro Station</p>	<p>Council is preparing plans for the Marrickville Road East cycleway which will connect Marrickville to Sydenham Station which is parallel to Sydenham Road. This will be a key active transport corridor for the Inner West. The cycleway is expected to commence construction in Q4 of 2023/24, continuing into 2024/25.</p> <p>The footpath along Sydenham Road is scheduled for renewal in 2024/25, from Sydenham Station to Fitzroy Street and Vincent Street on the north and south sides respectively. The works will be designed during 2023/24</p>	
<p>Cooks River – shared path safety concerns especially given bike speeds levels</p>	<p>Council will investigate shared path concerns in this area. The strategies will be a combination of engineering solutions, education and enforcement. In May 2023 council undertook a “Cyclist Activation” in Steel Park to promote behavioural change for cyclists on the shared path.</p>	

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<p>What is Council's process for identification of new cycleways?</p>	<p>In order to identify potential new cycleways council examines origin and destination information relating to the movement of cyclists. It identifies likely activity centres which would prove attractive to cyclists, examines street widths, traffic volumes, crash data and the gradient of streets. It then conducts saddle surveys, liaises with the community and adjacent councils, as well as holding detailed discussions with the various bicycle user groups. It then places the draft Strategy on exhibition for community feedback.</p> <p>Council at its meeting held in June, adopted the Inner West Cycling Strategy and Action Plan which outlines a Cycling Map and Action Plan. This Strategy includes a Network Map which identifies multiple routes across the LGA. The Action Plan will be reviewed regularly to reflect changing circumstances.</p>	

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	<p>We welcome feedback on gaps to permit their consideration during the future Action Plan Review process. Council is currently undertaking a how we move, why we move project which examines how the community moves around the Inner West which is a part of the review process.</p>	
<p>Footpath in Tramway Street, Tempe</p>	<p>Council recently completed a Pedestrian Access and Mobility Study, which provides Council with a long-term strategy for the development and improvement of pedestrian routes and facilities in areas of high pedestrian activity. The report identified \$8 million of high priority actions which are being programmed and delivered over the next four years.</p> <p>Although the construction of a footpath in Tramway Street was not identified as a high priority action, Council will consult with the affected properties to understand the local community's thoughts on the introduction of footpath. This will be undertaken by the end of 2023. Should the concept be supported, Council will prioritise the works</p>	
<p>Footpath issues – Condition of footpath at O’hara and Byrnes Street – narrow and can’t fit pram and needs fixing.</p>	<p>The southern side of Byrnes Street is not intended for footpath access in the vicinity of the intersection with O’Hara Street due to inadequate width between the road and adjacent fence on the TAHE/Sydney Trains boundary. Alternate footpath access arrangements will be investigated.</p>	

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<p>Livingston Road – bike path - what are the learning from this project and what is being done to increase the number of bike paths in Inner West</p>	<p>Council is investigating issues in Livingston Road and have been working with the bicycle committee to consider issues.</p> <p>Council at its meeting held in June, adopted the Inner West Cycling Strategy and Action Plan which outlines a Cycling Map and Action Plan. This Strategy includes a Network Map which identifies multiple routes across the LGA.</p>	
<p>1. Streetlights not working, and pavement uneven - Marrickville Road and Victoria Road</p> <p>2. Safety aspects caused by trees causing lack of visibility for oncoming traffic when turning right onto Edinburgh Road. This follows a CRM to investigate this issue and do something about it. Lodged this year.</p>	<p>A report has been lodged with Ausgrid regarding the lights. A contractor will also investigate the Council lights. Council will inspect footpaths in this area and arrange for works to make safe.</p> <p>Staff have investigated the tree and recommended pruning works which be undertaken within July 2023.</p>	
<p>Telecommunications company cut into road to put new lines in and roadwork is patchy with potholes</p>	<p>It appears the issue is a result of a substandard restoration by the telecommunications company. The road will be resurfaced in the next 3 months.</p>	
<p>Trees</p>		
<p>Protective tree cage</p> <p>Can the cage be removed at 404 Illawarra Road.</p>	<p>The tree is established enough and does not require a tree cage. We will arrange for the cage to be removed in the next 2 weeks.</p>	

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Waste and recycling			
Compostable bags issues	Usually, issues arise only when the bags are over 6 months old or have been stored in moist conditions as they are compostable. Council will investigate further.		
Rubbish collection issues Business owners at the intersection of Calvert and Illawarra leave boxes on the footpath for an entire week then private garbage collectors come at 4am to collect. Please let businesses know that they cannot do this and change the time of garbage collection	Council will investigate and reply to resident.		
Rubbish – along Sydenham Road towards station and rubbish collected 30/40 bags every day. Industrial Residents and businesses not looking after the area. Connecting the streets.	Council will investigate the area to understand rubbish collection needs.		
Rubbish collections issues When bins are collected lot of rubbish is left behind on the ground	Council's garbage crews and contractors are required to pick up spilt waste that comes from the bin being emptied or that falls out of the truck as the bin is tipped. The Coordinator of the particular services will do random spot audits of streets on a daily basis to check the quality of the work, we will have them focus on Steel Park.		

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Other		
<p>Home EV charging – How can EV owners who have no off-street parking charge their car at home? Are there any viable solutions</p>	<p>Council has recently adopted an EV encouragement strategy to help promote EVs and charging needs across the LGA. In this regard, we are nearing release of a tender to work with EV public charging providers to install additional public charging within the Inner West. It is anticipated that this tender process will take several months and will result in the installation of a network of EV public charging stations, commencing in 2024.</p>	
<p>Inner West Council Newsletter The Inner West newsletter gives me the impression that the only Councillors out and about in the community are ALP Councillors. I know this is not the case so would you please include the other Councillors in photo opps to show how the whole of Council is working for its residents.</p>	<p>Council takes this feedback onboard.</p>	

Not all submitted questions were addressed on the night. Responses to questions that were submitted but not discussed during the Forum have been prepared:

Subject	Response from Council
<p>Development and Planning</p> <p>Notifications about DA's need to be sent to ALL affected neighbours. We have to rely on Planning Alerts to find out what's going on 3 doors away. Only a very small number of properties are informed. Some of those properties are in the next street. EG: There are only 9 houses in my street. 6 houses were included in a recent notification plan (which I had to request - it was not on the Council DA portal.) Nobody actually got the notification in the mail. But even if they did, why is the selection of who receives the notification so random and limited? Who is responsible for ensuring the notifications are sent out? This has been happening for years. The system is not working in favour of residents. Just developers and businesses.</p>	<p>Notification is carried out as per the Community Engagement Strategy . The strategy lists the radius from the development site for notification based on the type of development proposed. With regard to the notification map for the relevant application, this should be publicly available on Council's web site. If details of the specific application that is being referred to could be sent to the Senior Manager of Planning rachel.josey@innerwest.nsw.gov.au further investigation can be carried out.</p>
<p>With the absolute free for all now given to developers, how are you going to stop our suburb looking like Rockdale? Real, practical answer with examples please, not wishy-washy polly speak. How are you going to encourage excellent design in appropriate locations instead of the ugly garbage design that we've received in the past?</p>	<p>As part the planning for any housing growth and development that occurs through changes to the Local Environmental Plan, Council will undertake detailed urban design studies and other technical studies to ensure the look and feel of new development is compatible with existing local character and heritage values. Subsequent controls are in place for when a Development Application is lodged with Council by a private developer to ensure the new development retains a high-quality design finish. The announcement by the NSW Government that will allow</p>

Subject	Response from Council
	<p>residential development valued at over \$75 million to be eligible for height and floor space bonuses (if it includes affordable housing) is something that Council would like to know more detail about and understand how design quality will be maintained. Under the proposal, qualifying developments will be fast tracked through a state significant development pathway, bypassing council and local planning panels who would usually have more input on design quality and finishes.</p>
<p>What are council members doing to alleviate housing and rental issues in Dulwich hill and how come two people can live in one huge home on Macarthur parade while so many of us uni students are renting and struggling?</p>	<p>Council has limited direct influence on rental issues in the local government area. Regardless, Council can advocate on a range of matters and a Council report for noting was presented at the meeting of 9 May 2023 entitled, Renters Rights. This report identified a number of issues and some ways Council could respond. A copy of the report is available online. In relation to household size versus dwelling capacity, there is a general disconnect across the Inner West, Greater Sydney region and Australia more broadly. The 2021 Census identified single person households continued to increase. In the Inner West they make up 30.3% of households, with 2 persons making up a further 34.8%. The remaining 34.9% includes all households with 3 or more people. Conversely, 42.7% of dwellings in the Inner West are 3 bedroom or greater. The Council report discussed above, includes a discussion on a potential tax on empty properties, however, Council is not in a position to</p>

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	<p>direct alignment between household size and dwelling capacity, this is an individual choice. Specifically relating to university students, group households are common, yet these also continue to decrease in the Inner West. Down from 8.6% in 2016 to 7.2% in 2021, though significantly higher than Greater Sydney that averages 4%.</p>
<p>Environment and Climate Change</p>	
<p>Given the popularity of food delivery apps and the amount of food offerings in the inner west, this leads to an extraordinary amount of plastic waste being generated - hundreds of containers and single use bags. Is there a plan to curb this? A ban on single use plastics, push for biodegradable boxes or perhaps a scheme similar to green canteen for takeaway food?</p>	<p>Council unfortunately has no ability to set by-laws around this. It has been discussed with state government and they have the Australian Packaging Covenant that all packaging must be reused, recycled or composted by 2025.</p>

Subject	Response from Council
<p>I would like to further understand what the local council is assist with reaching the target of a reduction of carbon emissions of 43% by 2030. What can local residents do to assist? How can we end the use of fossil fuels?</p>	<p>Climate Change is a high priority for the community and Inner West.</p> <p>Climate and Renewables Strategy has ambitious targets:</p> <ul style="list-style-type: none"> - By 2025 – a carbon neutral council with 100% renewable electricity - By 2036 – a 75% reduction in community emissions compared with 2016 and net zero before 2050 <p>Electricity is the greatest source of Council and community carbon emissions (around ¾) followed by transport and gas. Energy efficiency and switching to renewable electricity has been a priority for Council in its own operations. Inner West Council purchases 100% renewable electricity with Zen energy and 3 NSW solar farms (Moree, Hillston and Nevertire solar farms) reaching our target 3 years early. We've had a massive roll out of solar across Council facilities. We are at approx. 800kW of solar across 40 Council facilities, including a 250 kilowatt system on the Ashfield Aquatic Centre. That's triple what it was when Inner West Council first formed. Council is fully divested from fossil fuels and has maintained a 100% fossil free investment portfolio since 2019. It was the first in NSW to do this.</p> <p>We collaborate with specialists to break down barriers to renewable energy in the community. Council works directly</p>

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	<p>with parents, principals, teachers, business managers, and students to accelerate large installations at local schools. 20 schools in the Inner West have now completed installations. We also provide targeted advice, tools, and support to reduce emissions through programs including Solar for Strata, Haystacks Solar Garden and Green Living Centre. Council's Green Living Centre program provides the Inner West community with information, knowledge and tools to live sustainably and reduce emissions through events and tours, workshops and practical tools like Thermal imaging cameras for loan and Power to Save kits. This program will have a new home base at the Inner West Sustainability Hub from this Saturday 1 July. Council is rolling out an "Electrify Inner West" campaign which you may see on bus shelters to encourage people to electrify their home and move away from gas.</p>
Parking and Traffic	
<p>When will Council introduce RPS in Edinburgh Road, Marrickville. Over the years parking has become an issue for residents (especially those living between Fitzroy Street and Victoria Road), ever since RPH was introduced in Fitzroy and Smith Streets few years ago. Please make parking fairer for all in particular for those of us who have no driveways. The situation is so bad that we have to park streets away in Bourne, Leicester and Black Steers and Victoria Road adjacent to the park.</p>	<p>Council can consider the introduction of Resident Parking in a street if 10 requests are received from different households in the street. This shows an initial level of support before Council schedules and undertakes detailed investigation.</p>

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<p>Why have IWC councillors refused to take down the no left turn sign on the corner of Wardell Rd and Riverside Cres? your Say feedback overwhelmingly supported the removal of the sign as well as a petition with over 500 signatures sent to IWC and the IWC's own traffic teams recommendations the overwhelming community support for the removal of the sign appears to be overruled by a small minority is this the case?</p>	<p>The Local Traffic Committee and Council took into consideration that whilst the option that reintroduced the left turn for vehicles had the most support through Council's yoursay website, there was also a petition signed by a large number of local residents which did not support this option and favoured the option of reinforcing the existing No Left Turn ban.</p> <p>Many residents also attended the Local Traffic Committee and Council Meeting raising their concerns with the option of reintroducing the left turn including its impact on local amenity and that it prioritised private vehicles above active transport users and prioritised the concerns of those outside the LGA over residents. They also raised that it would encourage more traffic in Riverside Crescent and Tennyson Street. Another resident requested the removal of the existing 'No Left Turn' sign as the restriction disrupts traffic flow, causes congestion including delays to bus movements in Wardell Road and has a knock-on effect on other parts of the road network.</p> <p>After considering these opposing views, Council resolved to retain the existing 'No Left Turn' sign.</p> <p>Local Traffic Committee has since recommended that the existing No Left Turn restriction be supplemented with</p>

Subject	Response from Council
	<p>'Bicycles Excepted' signposting and additional peak hour 'No Parking' is being introduced into Wardell Road on the northbound approach to Ewart Street to improve intersection performance.</p>
<p>How do we plan to make Sydenham Road safer given both the vicinity to schools and the increase in families in the area?</p>	<p>Sydenham Road is a State Road under the jurisdiction of TfNSW. Council continues to advocate for improvements to state roads such as Sydenham Road through measures such as pedestrian crossing upgrades at traffic signals. Council also looks at improvements to the State Road network when developments occur or when state significant projects are undertaken such as the metro rail project at Sydenham. Council is reviewing speed limits across the LGA as part of the InnerWest@40 project and</p>

Subject	Response from Council
	will be submitting this to TfNSW who are also responsible for school zoning.
<p>Regarding Tramway St Tempe, between Unwins Bridge Rd and Edwin St - Can we have timed parking and residents permits issued here? Many of the residents of Unwins Bridge Rd do not have driveways and need to park in this area. This stretch of street is often filled with cars parked long-term, cars of commuters, trailers, or bus depot workers. Edwin St is always full of parked cars, with a mix of households with driveways, second cars, trailers and so on. The residents of Edgar St across the road have had similar issues and now have 2hr parking zones. I am a single parent with one car and have for years struggled to park, often carrying my child and shopping around the block. What do you suggest to ease the parking situation? I worry the new Bunnings will make the situation worse when it opens.</p>	<p>Council undertook a parking survey in Tramway Street (east of Edwin Street) in late 2021. The results of the survey indicated that utilisation of parking on the northern side (residential side) was moderate and at the time did not warrant the installation of a resident parking scheme. Council officers will undertake an updated parking investigation to determine if the situation has changed in Tramway Street. If it has then residents will be consulted regarding a resident parking scheme for the Street.</p>
<p>Parks and Sporting Grounds</p>	

Subject	Response from Council
<p>Many of the pocket parks in Newtown are in need of more love. They're really precious spaces because of the relatively high density and tiny backyards, but can feel unsafe, unwelcoming and therefore aren't well used. Would council be willing to work with the community on an innovative 'adopt a park' program, or other similar program where interested neighbours can have greater ownership over the pocket parks and gain access to small amounts of funding for low cost upgrades and improvements?</p>	<p>Council manages over 270 park areas and is currently in the process of developing a Plan of Management for its pocket and neighbourhood parks which will be presented to Council for exhibition purposes latter this year. The Plan of Management identifies all of Council's pocket and neighbourhood parks and will advocate site specific improvements based on feedback from community engagement carried out in 2021/22. Details on work done to date can be found via the following link: Neighbourhood parks - Plan of Management Your Say Inner West (nsw.gov.au)</p> <p>Once the draft plans of management are finalised Council will also undertake a priority ranking order to determine future upgrades in line with community engagement outcomes.</p> <p>Friends' groups to support park upgrades can be established by the community, however there is no specific budget to fund ongoing upgrades on a year-to-year basis. Park upgrades are currently done in order of Council priority</p> <p>Council undertakes maintenance of pocket parks in Newtown on a 3-week cycle in summer and an 8 week cycle in winter. If you see anything, please report it and we will attend</p>
<p>Road and Footpaths</p>	

Subject	Response from Council
<p>How can people with wheelchairs or other mobility aids be expected to safely negotiate the uneven footpaths around Midjuburi??</p>	<p>Council recently completed a Pedestrian Access and Mobility Study, which provides Council with a long-term strategy for the development and improvement of pedestrian routes and facilities in areas of high pedestrian activity. The report identified \$8 million of high priority actions which are being programmed and delivered over the next four years.</p> <p>Council undertakes a cyclical audit of its road and footpath assets. The most recent survey was undertaken in late 2021 and informs our ongoing delivery of road and footpath renewals. Council is spending \$7 million dollars between 2022 and 2024 on renewal of poor-quality footpaths across the local government area. If you have specific examples, please report them and we will review</p>
<p>I live in Foreman Street, Tempe and since the 'No Right Turn' from Unwins Bridge Road has been introduced we have to drive long way around to get into our street. Can Council limit the 'No Turn Right' to the peak times during school hours, so that we can turn into our street at other times when the traffic is not busy.</p>	<p>The No Right Turn into Foreman Street was introduced as part of the Tempe/St Peters Local Area Traffic Management study in response to the IKEA development some 10+ years ago. It was introduced in response by residents that Foreman Street would be used as a 'short cut' to the Princes Highway and IKEA entry. It also formed part of a suite of measures aimed at preventing infiltration of IKEA traffic into the adjacent local street network. It was specifically placed to deter IKEA traffic and not designed to prevent peak hour traffic movements to the Highway from Unwins bridge Road at the time although it also prevented those</p>

Subject	Response from Council
	<p>movements as a result of the full-time ban. At the time the proposal did receive good support from the community and thus was implemented. In order for Council to consider an changes to the current 'No Right Turn' restrictions there would need to be five (5) requests for the 'No Right Turn - peak hours' proposal. This level of support is required by Council to indicate that the proposal is likely get community support.</p>
<p>Still no action on dangerous pedestrian crossing on Abermarle Bridge. Why the delay when it was said to be in 22/23 budget?</p>	<p>I am pleased to note that the design has been approved by Traffic Committee in February 2023 and subsequently adopted by Council. The works are in the Capital Works program for construction in 2023/24. The design was undertaken in 22/23 with works to commence in 23/24. Improvements will be made for pedestrian crossing to the bridge from Challis Ave</p>
<p>Can we please have a footpath laid along Tramway st between Unwins Bridge Rd and Edwin st. This is a thoroughfare for school children and their families, and people often walk on the road, putting themselves in danger when grass is very long or wet. This will improve the amenity and aesthetics of the neighbourhood.</p>	<p>"Council recently completed a Pedestrian Access and Mobility Study, which provides Council with a long-term strategy for the development and improvement of pedestrian routes and facilities in areas of high pedestrian activity. The report identified \$8 million of high priority actions which are being programmed and delivered over the next four years.</p> <p>Although the construction of a footpath in Tramway Street was not identified as a high priority action, Council will consult with the affected properties to understand the</p>

Subject	Response from Council
	<p>local community's thoughts on the introduction of footpath. This will be undertaken by the end of 2023. Should the concept be supported, Council will prioritise the works"</p>
<p>The St Peters School community has been requesting a 40 school zone with flashing lights on Campbell St Peters for years. Why won't Council prioritise this with Transport NSW? Every request to Council. To Ron Hoenig etc is met with silence, blame shifting and inaction. Do we have to wait for a child to be hit by a car for something to be done?</p>	<p>Transport for NSW has jurisdiction over School Zones across NSW. Council continues to make representations to TfNSW to implement a School Zone but this has not been supported to date. We will continue to advocate on behalf of the community. Noting that Council is reviewing speed limits across the LGA as part of the InnerWest@40 project and will be submitting this to TfNSW.</p>
Trees	
<p>Do we have plans to plant more trees to replace some of the older trees that are being removed?</p>	<p>Council's is continuing to ensure that replacement trees are planted to offset any tree canopy loss from the removal of trees with the Inner West along with planting additional trees at newly identified locations to work towards achieving Council's Tree Canopy Cover Target of 40%. We have a target to plant 1000 new trees each year. If you have specific examples, please report them and we can schedule their replacement</p>

Subject	Response from Council
Waste and Recycling	
What on earth are we going to do about soft plastics?	State government is working with Coles and Woolworths on a soft plastics recycling scheme – we believe an announcement is imminent. In the interim we are looking at potential options for our Inner West Sustainability Hub and residents can organise collections through RecycleSmart. RecycleSmart - Inner West Council (nsw.gov.au)
Could you detail the timelines and plan for when food waste will be permitted in the green Bins for households?	FOGO is coming in October – a broad communication campaign will be commencing in August and kitchen caddies (with compostable bags) and info delivered in Sept ready for the service commencement in October
Other - Flooding	
I have lived on Northcote St for more than a decade and during that time, the flooding as got worse and more frequent, including now have sewage in the water. The street floods and then this is added to by the storm water overflowing. The level of water can be up to the front gardens and often floods cars causing a lot of damage and repairs. Additionally, the flooding of sewage goes into the school. I live along the stormwater and now have subsidence in my garden. Over more than 10 years nothing at all has been done to address the flooding even though residents regularly raise this issue.	Council has committed \$150,000 for design FY24 and construction FY25 for stormwater improvements at Northcote St and Yabsley St. The scope of this project includes the redesign and replacement of all pipelines in the intersection to improve drainage performance and will include further design of additional kerb inlet pits over the pipeline between Yabsley St and the channel. Council is also undertaking flood studies across the LGA to understand flood regimes and develop plans to reduce flooding.

2 specific issues have been lodged through Council's Customer Relationship Management (CRM) system for staff to follow up.

End.