

Our Place Inner West

Local Strategic Planning Statement

20 March 2020



INNER
WEST



Aboriginal and Torres Strait Islander Statement

Inner West Council acknowledges the Gadigal and Wangal peoples of the Eora Nation, who are the traditional custodians of the lands in which the Inner West local government area is situated.

We celebrate the survival of Aboriginal and Torres Strait Islander cultures, heritage, beliefs and their relationship with the land and water. We acknowledge the continuing importance of this relationship to Aboriginal and Torres Strait Islander peoples living today, despite the devastating impacts of European invasion. We express our sorrow for past injustices and support the rights of Aboriginal and Torres Strait Islanders to self determination.

Inner West Council understands our responsibilities and role in working with the Aboriginal community to promote cultural heritage and history, address areas of disadvantage, and protect and preserve the environment as well as sites of significance to Aboriginal peoples. In doing so, we acknowledge that Aboriginal cultures continue to strengthen and enrich our community.

Today, diverse groups of Aboriginal and Torres Strait Islander peoples live and work across Inner West. We admire the resilience displayed in their significant achievements and in making immense contributions to both Council and the broader community.

Inner West Council is committed to embedding the values and perspectives of the Aboriginal and Torres Strait Islander communities to ensure we learn from the mistakes of our past and forge a positive future of long-lasting value built on mutual respect, equality and opportunity.

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Made

(Chief Executive Officer Inner West Council)

on

31/12/2020

(Date)

1. Executive Summary

Our Place Inner West – Local Strategic Planning Statement, sets out the vision for the area in 2036 and the actions that will be taken to achieve this vision. It provides the land-use planning framework for the Inner West, providing a link between the Greater Sydney Commission's *Eastern City District Plan* and the priorities of *Our Inner West 2036 – A Community Strategic Plan for the Inner West Community*.

This Local Strategic Planning Statement (LSPS) is made in accordance with the requirements of the *Environmental Planning and Assessment Act 1979* and will be used to guide Inner West Council's Comprehensive Local Environmental Plan, Development Control Plan and Development Contributions Plan. *Our Place Inner West* will assist government agencies, private interests and other institutions to better co-ordinate future infrastructure such as transport, schools, hospitals and open space to ensure they are provided where and when they are needed most. This is assisted in the LSPS by the identification of certain actions as being dependent on commitment to the required infrastructure.

Community input from residents and other stakeholders has aided in the development of this document together with evidence-based studies and strategies.

Based around six themes it identifies the challenges and opportunities for our communities, in the context of a changing climate, changing technologies and a growing population. The Statement sets out planning priorities, objectives and actions to enable opportunities for social, economic and environmental benefits to be taken while maintaining the character, culture and values so important to the identity of Inner West communities.

Our Place Inner West has a significant focus on sustainability and resilience across all themes. The urgent need to reduce greenhouse emissions and minimise the impacts of climate change with green infrastructure, together with the need to ensure our community, environment and economy are resilient to climate impacts and economic, health and infrastructure shocks arising from a range of factors, has led to an increased focus on localised solutions. Priorities from zero emissions to improved active transport infrastructure, from planning for inclusive communities to quality housing aligned with infrastructure, have actions that provide for local alternatives to centralised infrastructure. Small and precinct scale solutions will improve access and reliability for the community and business to the places we want to go for work, well-being and play, as well as the goods, services and customers we need for our economic health.

The other key focus of the Local Strategic Planning Statement relates to our sense of place. Community engagement has shown that the character, diversity, creativity, culture and heritage of Inner West are central to our identity. Council has committed to supporting Aboriginal and Torres Strait Islander peoples' right to self-determination and Council acknowledges the significant opportunity to support reconciliation through the provision of future infrastructure, land, water and environmental management. Additionally, as the traditional custodians of the land in which Inner West is situated, Council recognises the contribution and value that Aboriginal and Torres Strait Islander peoples can contribute to our sense of place - supporting the continuity of the cultures and histories that are significant to the area. Priorities, objectives and actions across the themes address these issues.

While the projected 42,000 increase in population by 2036 has been factored into the Local Strategic Planning Statement by planning for an average of 1,000 new dwellings a year, the plan is not driven by dwelling growth. Rather, it will utilise the development required to cater for population growth to achieve the priorities and objectives set out in this statement – addressing key challenges while also being sensitive to what makes the Inner West a special place.

Housing affordability is a significant issue and the affordability gap will widen further unless we take action now. The plan includes a number of actions to assist in reducing this gap, however Council cannot fix the housing affordability gap alone. Other levels of government have a greater capacity to make systemic changes to support affordability. Council will continue to provide leadership in this area to pressure other levels of government to do their part to close the gap

While Council and the community can make significant achievements locally, there are also important matters at the broader state and district levels that are beyond the responsibility of Council alone. These include the provision of major infrastructure such as public transport and education and the enabling of the major transformation of certain identified areas to catalyse district and region wide benefits. In these cases, it is important that Council work with State Government and other stakeholders towards the achievement of sustainable outcomes across local, district and regional scales.

While *Our Place Inner West* is intended to guide the planning framework for 20 years, we cannot foresee all the changes that will occur in that time period. It is therefore imperative that Council regularly monitor the progress of the actions and the extent to which the identified priorities, objectives and vision are being met. The results will provide critical evidence to guide future reviews of *Our Place Inner West*.

The draft LSPS was publicly exhibited for 5 weeks providing further guidance to ensure the vision, priorities and actions are in line with community values and expectations.

**A place of creative, connected, sustainable and productive neighbourhoods -
as vibrant, innovative and diverse as our community.**

The *Eastern City District Plan* is structured around four themes, namely Infrastructure and Collaboration, Liveability, Productivity and Sustainability, shown around the outside of the diagram.

Figure 1 shows the relationship between these themes and the themes of *Our Place Inner West*, which are shown in colour.



Figure 1: Relationship between the Strategic Themes

2. About this plan

What is a Local Strategic Planning Statement?

The Local Strategic Planning Statement (LSPS) is a document to guide land use planning and development for the Inner West local government area to 2036. The NSW Government requires all councils to prepare a LSPS.

Our Place Inner West (this LSPS) is informed by community values and priorities, by state government plans and by evidence based studies and strategies.

Our Place Inner West provides the opportunity to articulate in one document how Council and Inner West community will respond to the challenges presented for land use planning into the future. The plan will facilitate a coordinated approach towards achieving planning outcomes, which respect and enhance Inner West's rich social, cultural, environmental and economic values. It outlines a long term strategic vision to guide land use planning and infrastructure delivery for Inner West until 2036.

Our Place Inner West will assist Government agencies and other institutions to better co-ordinate future infrastructure such as transport, schools, hospitals and open space. It will provide increased certainty and direction for the community, industry, developers and investment.

Policy Context

The LSPS provides a locally relevant response to the NSW Government's strategic plans including the Greater Sydney Region Plan - *A Metropolis of Three Cities* and the *Eastern City District Plan*. The LSPS is intended to implement the directions and actions from these plans at a local level providing a clear line of sight between the key strategic priorities identified in these plans.

The LSPS is closely aligned with *Council's Community Strategic Plan (CSP) – Our Inner West 2036*. The CSP identifies the community's vision for the future and informs the strategic decision-making that will shape our future community and environment. The alignment between the LSPS, the *Eastern City District Plan* and the CSP is reflected in Figure 2.

In undertaking the planning processes, planning authorities must also give effect to other plans and policies that form part of the strategic planning framework for Greater Sydney including:

- Relevant State Environmental Planning Policies (SEPPs) and deemed SEPPs – which cover specific social, economic and environmental matters which may impact the planning for Inner West.
- Section 9.1 Directions – which provide principles, aims, objectives, or policies that must be achieved or given effect to, in the preparation of a Local Environmental Plan.

The LSPS will be used to guide future Local Environment Plans, Development Control Plans and Development Contributions Plan for Inner West LGA.



Figure 2: Relationship between plans

The LSPS sets out a vision and land use planning objectives based on local characteristics, opportunities and constraints. It identifies:

- The challenges we will face over the next 20 years;
- The strengths we can leverage;
- What we value and seek to protect or enhance;
- Opportunities for incremental change that are socially, economically and environmentally positive.

The LSPS is informed by significant research as well as local and wider discussions with stakeholders and the community. An outline of community involvement in the development of *Our Place Inner West* is given in Part 4 of the LSPS. The CSP itself resulted from extensive community consultation across the whole municipality.

How to read this plan

Vision

- Sets the strategic planning context for land use planning to 2036

Six themes

- Structured around our six themes, based on *Our Inner West 2036 - A Community Strategic Plan for the inner West community (CSP)* and linked to the 4 themes of the *Eastern City District Plan*
- Each theme is colour coded

Planning priorities

- A set of planning priorities is included under each theme. They reflect the specific 'Outcomes' of the CSP

Objectives

- A number of objectives are identified for each planning priority to guide appropriate actions






Actions

- A set of actions outlines what is going to be done to deliver each objective, the higher level planning priority and ultimately the vision
- Each action includes an implementation mechanism
- Each action has a delivery timeframe; short, medium, long term or ongoing






Monitoring and review

- Identifies the minimum review timeframe
- Outlines an interim set of performance indicators for each priority to guide the review of *Our Place Inner West*

LSPS Priorities link to *Eastern City District Plan* Directions

| | Infrastructure and collaboration | | Liveability | | |
|--------------------------------------|--|---|--|---|--|
| ECDP Directions | A city supported by infrastructure | A collaborative city | A city for people | Housing the city | A city of great places |
| | <p>Infrastructure supporting new developments</p>  | <p>Working together to grow a Greater Sydney</p>  | <p>Celebrating diversity and putting people at the heart of planning</p>  | <p>Giving people housing choices</p>  | <p>Designing places for people</p>  |
| Our Place Inner West LSPS Priorities | <p>6 Plan for high quality, accessible and sustainable housing growth in appropriate locations integrated with infrastructure provision and with respect for place, local character and heritage significance</p> <p>8 Provide improved and accessible active transport infrastructure</p> | <p>13 Develop diverse and strong stakeholder relationships to deliver positive planning outcomes</p> <p>14 Deliver visionary long term planning and responsible decision making</p> <p>In addition, support and acknowledge the rights of Aboriginal and Torres Strait Islander people to self-determination reflective of our Community Strategic Plan</p> | <p>12 Inner West involves and listens to the community</p> <p>10 Recognise and sustain Aboriginal and Torres Strait Islander cultures and histories</p> | <p>6 Plan for high quality, accessible and sustainable housing growth in appropriate locations integrated with infrastructure provision and with respect for place, local character and heritage significance</p> | <p>6 Plan for high quality, accessible and sustainable housing growth in appropriate locations integrated with infrastructure provision and with respect for place, local character and heritage significance</p> <p>7 Provide for a rich diversity of functional, safe and enjoyable urban spaces connected with and enhanced by their surroundings</p> |

- The Plan on a Page

| | Productivity | | Sustainability | | |
|--|---|---|---|--|---|
| | A well connected city | Jobs and skills for the city | A city in its landscape | An efficient city | A resilient city |
| | <p>Developing a more accessible and walkable city</p>  | <p>Creating the conditions for a stronger economy</p>  | <p>Valuing green spaces and landscape</p>  | <p>Using resources wisely</p>  | <p>Adapting to a changing world</p>  |
| | <p>8 Provide improved and accessible sustainable transport infrastructure</p> | <p>9 A thriving local economy</p> | <p>3 A diverse and increasing urban forest that supports connected habitats of flora and fauna</p> <p>4 Inner West is a water sensitive city with clean waterways</p> <p>11 Provide accessible facilities and spaces that support active, healthy communities</p> | <p>2 Inner West is a zero emissions community</p> <p>5 Inner West is a zero waste community</p> | <p>1 Adapt to climate change</p> <div> <p>Implementation</p> <p>Monitoring and review</p> </div> |

3. Our place and our community

Our Place

The Inner West LGA is situated on the lands of the Gadigal and Wangal peoples of the Eora Nation. The people of the Eora Nation, Aboriginal and Torres Strait Islander communities have an intrinsic connection to the area and are the traditional custodians of the land.

The Inner West spans 36 km² from the banks of the Parramatta River at Birchgrove in the north east, to the Cooks River at Dulwich Hill in the south west. Our neighbours are Canada Bay and Burwood to the west, Canterbury Bankstown and Bayside Council to the South and the City of Sydney to the east.

Inner West LGA sits within the Greater Sydney Commission's Eastern City District. Located on the western edge of the Harbour CBD and the geographically close to the international trade and transport gateways - Sydney Airport and Port Botany - Inner West plays a key role in growing a stronger and more competitive Harbour CBD. The close proximity of these key trade and transport gateways has influenced and shaped areas around Marrickville, Sydenham, St Peters and Tempe for industrial land uses.

Inner West is relatively well served by main roads, heavy and light rail, buses and ferries. The area has a higher proportion of people who travel on sustainable modes of transport than Greater Sydney, fewer people drive and more people walk and catch public transport to get to their destinations.

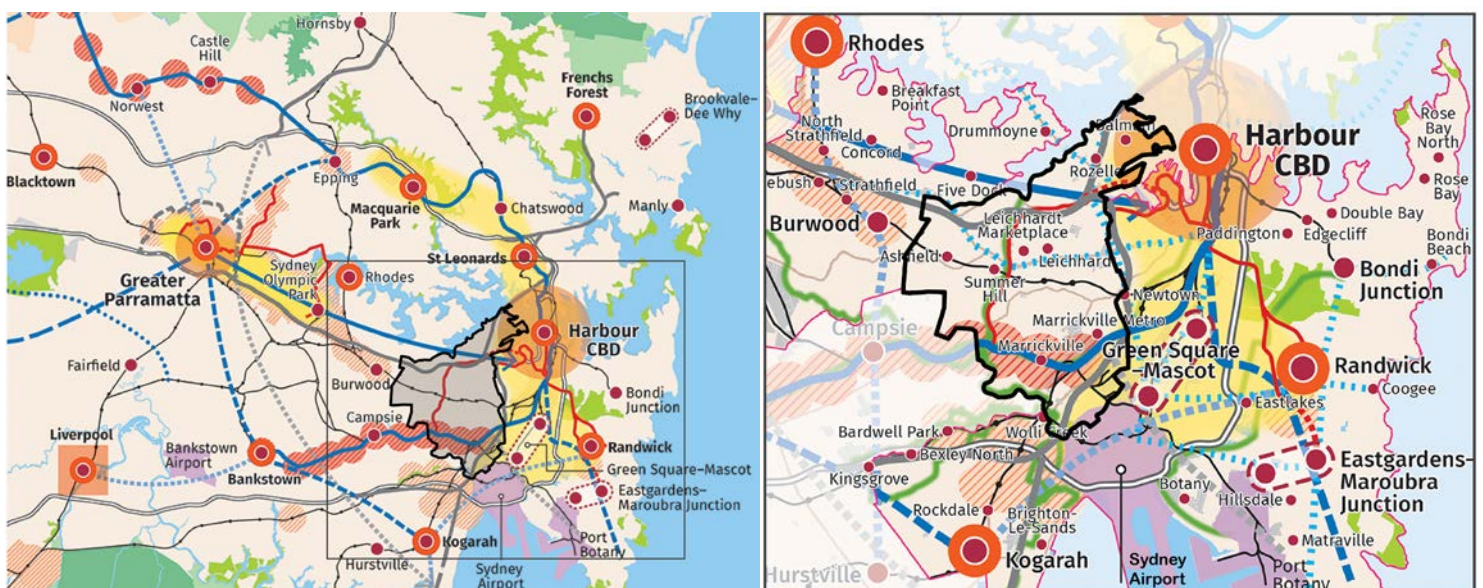
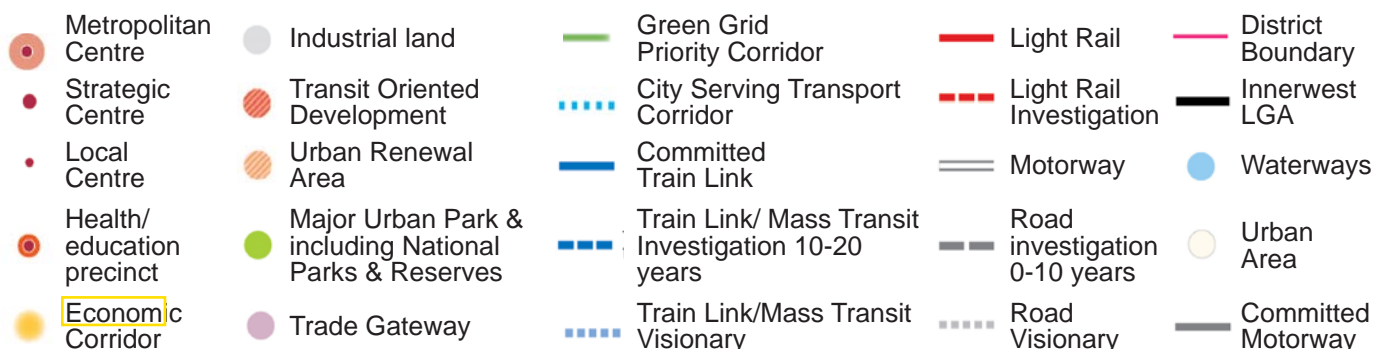


Figure 3: The Inner West LGA within the Eastern City District in the Greater Sydney Regional Plan



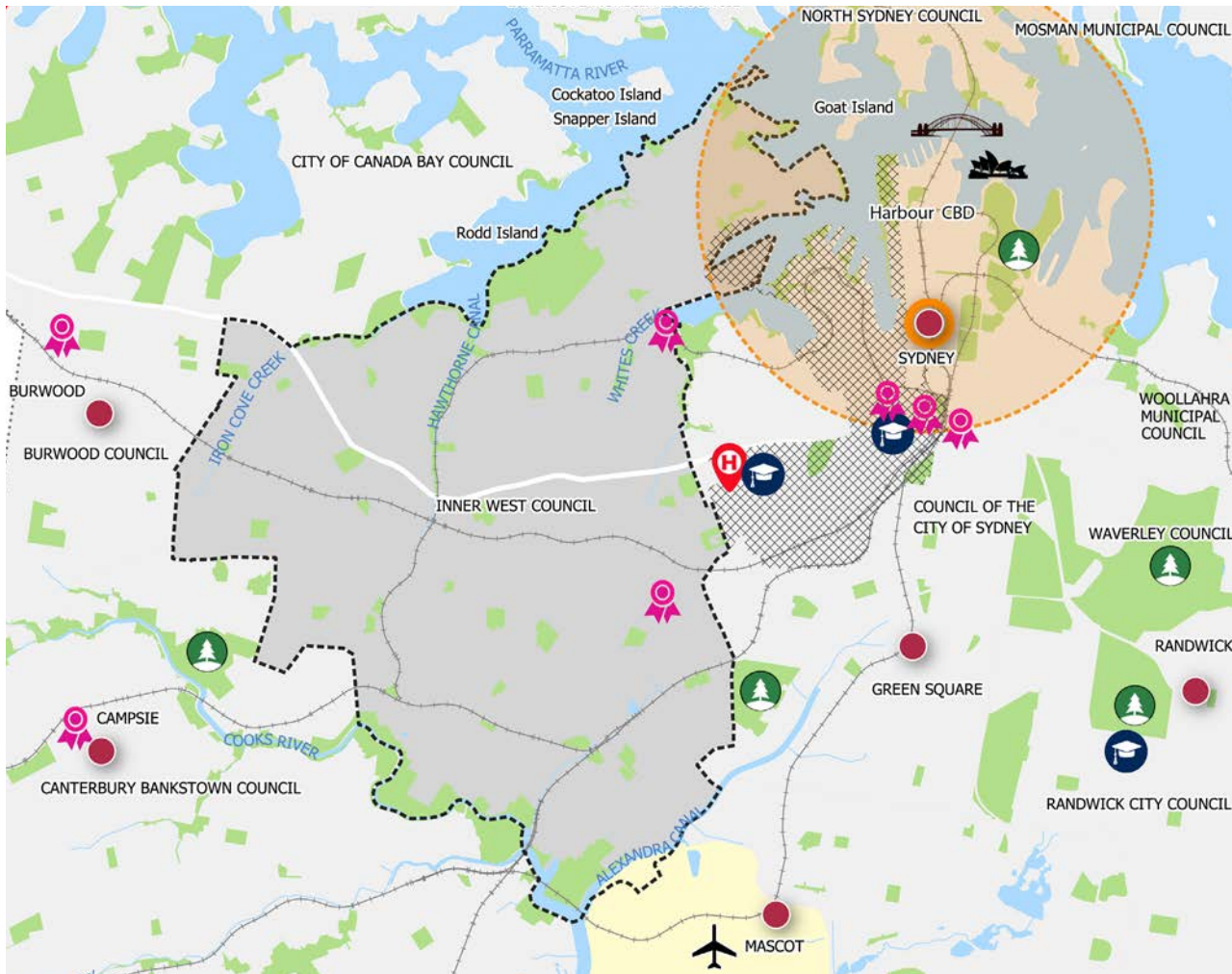


Figure 4: Context- surrounding local government areas



Our Environment

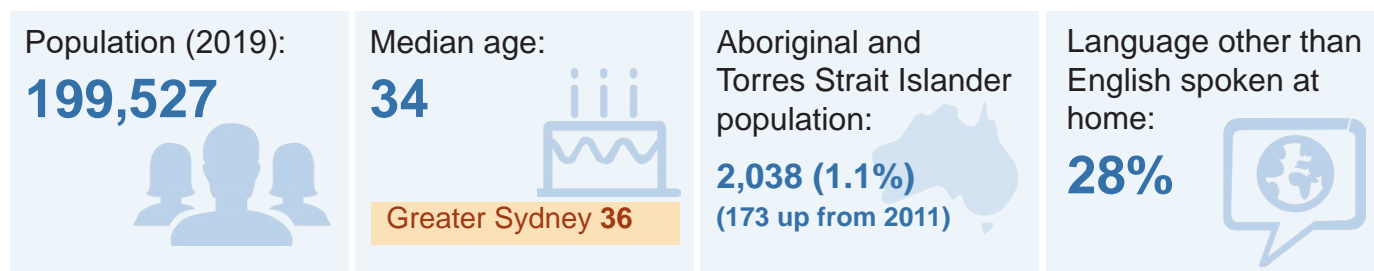
Inner West contains important environmental features of wildlife corridors, green places, tree canopy and foreshore riparian areas that provide important habitat, ecosystem services and recreation opportunities. Ecological corridors, such as the GreenWay and the Cocks River, Iron Cove and Parramatta River foreshores, are part of the Blue/Green Grid, playing an important role in linking biodiversity across the Inner West and Sydney.

A ridgeline runs through the centre of the LGA, close to Parramatta Road, and then slopes towards the two major rivers - the Cocks River and Parramatta River. Both river catchments are highly urbanised and has degraded since European colonisation from increased impervious surfaces, stormwater runoff, sewage overflows and loss of vegetation.

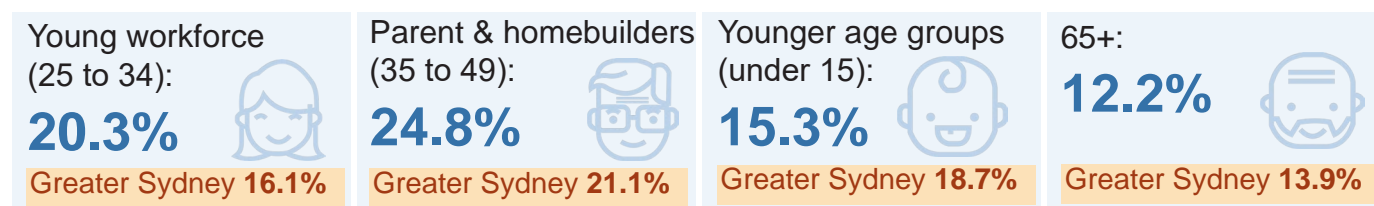
The Inner West is home to locally significant, and endangered and threatened species and ecological communities. The Inner West's overall canopy cover is low and faces many challenges to avoid further decrease.

Our community

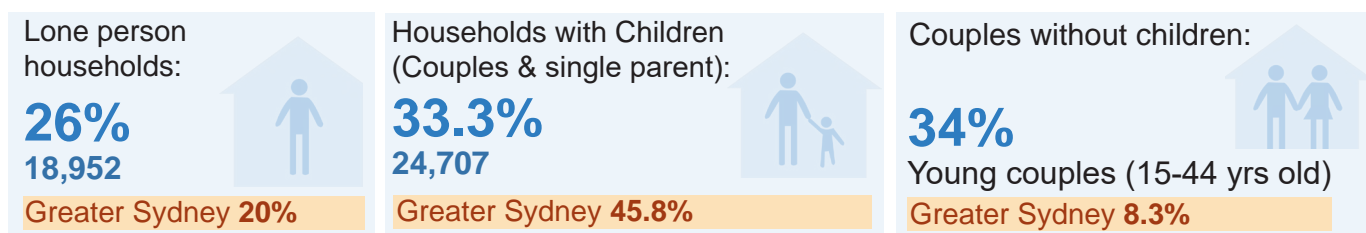
Inner West is a place of culturally diverse, progressive, multicultural inner city communities. Its neighbourhoods have unique character and heritage, reflecting the waves of migrants that helped shaped the areas that they call home. The statistics below are taken from the ABS census 2016 (unless otherwise noted).



Predominant age groups



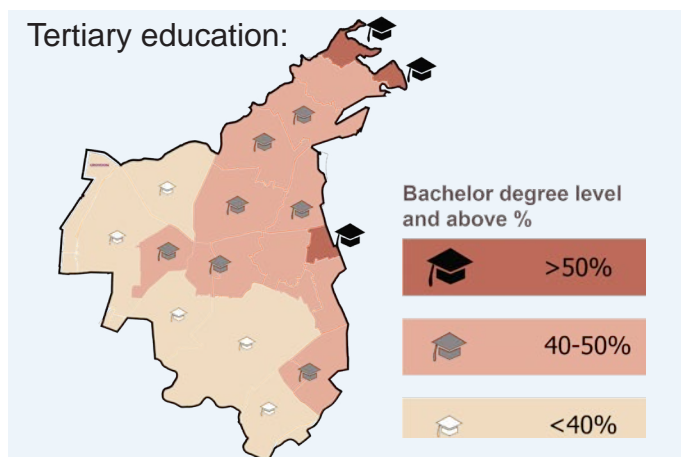
Our Households



Our ancestry



Our Education



Our income

Median weekly household income:

\$2,042

Greater Sydney **\$1,745**
NSW **\$1,481**
Australia **\$1,431**

Households renting:

41%

Greater Sydney **33%**

Households with mortgage:

26%

Greater Sydney **32%**

Median weekly rent:

\$489

Greater Sydney **\$447**

Median weekly mortgage repayment:

\$595

Greater Sydney **\$495**

6,436 of 75,000

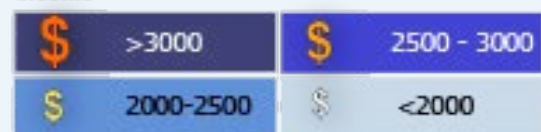
Inner West households experience housing stress



Suburb income levels:



Median weekly household income



1,762

people are homeless



Forecast changes to 2036

Population Forecast:

230,667

(20.13% increase from 2016)

Children of age between 0-15 yrs:

24,667

(17% increase)

Over 65+ yrs:

35,054

(52% increase)

Between 2016 and 2036, the population for the Inner West LGA is forecast to increase by 38,646 persons (20.13% growth), at an average annual change of 0.92%.

As can be seen in figure 5, persons aged between 25 and 64 will continue to be the dominant age group.

However, it is forecast that the LGA will see the highest rate of change in residents aged 65 years and over (increasing by over 50%).

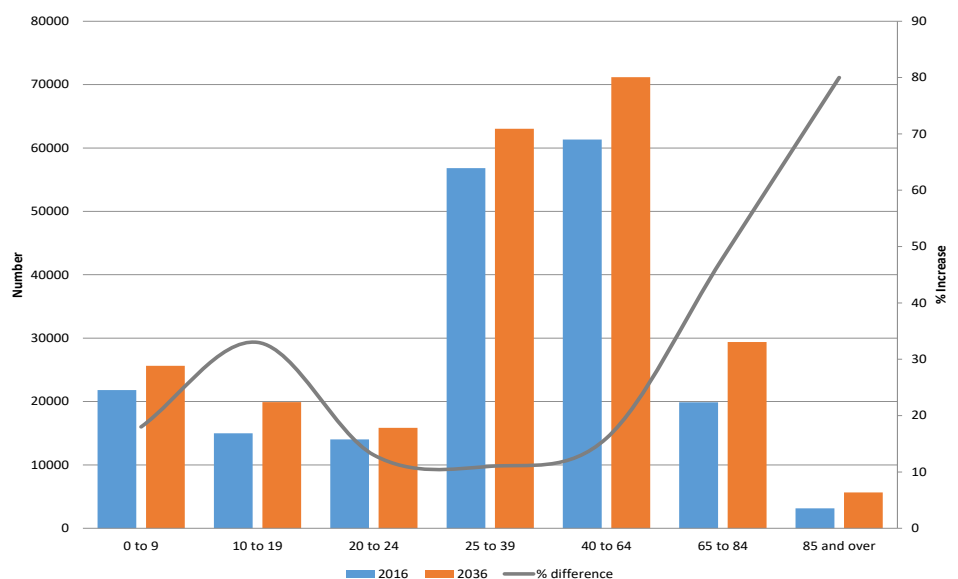


Figure 5: Forecast Age Group Structure 2016 to 2036

Urban character

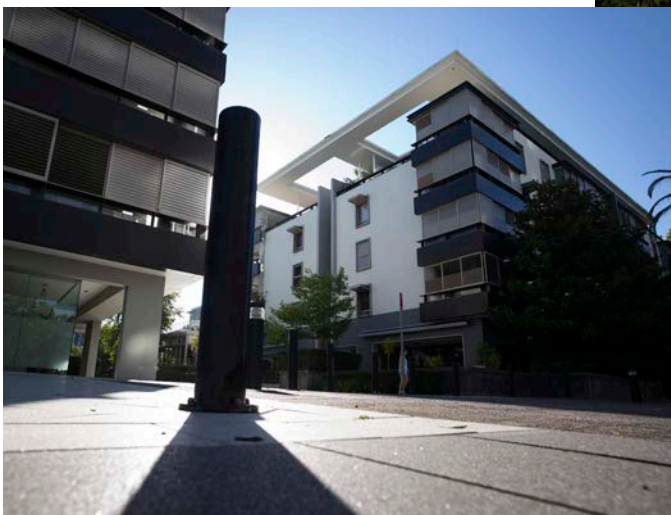
The built environment of Inner West is relatively dense overall, but quite diverse. The northern peninsula has a medium density character, with a couple of high-rise areas near the water. Although many of the houses are separate, the predominant pattern is very small lots, many are within heritage conservation areas.

The middle of the LGA is divided east west by Parramatta Road and the main western rail line and north south by the light rail. This area is home to a mix of employment related buildings, both modern and older. Some of the older buildings have character and heritage significance, while some appear a little neglected. The dwelling typology in this area is more mixed than the other parts of the LGA. This area contains much of the high-density housing development in Inner West. Nevertheless, it also contains a mix of lot sizes and dwellings of other types and ages; and includes the Haberfield Conservation Area, the first garden suburb in Australia.

The southern part of Inner West typically has larger lots than the north. The predominant residential character is medium density, transitioning to a larger lot size pattern generally containing single dwellings towards the west. Recently higher density forms have been developed around Marrickville and Dulwich Hill stations on the Bankstown rail line. The southern part of the LGA also contains most of the industrial land in the LGA and associated typical large building forms.

Within this broader framework, many distinct neighbourhoods and their associated centres and landscape contribute to the community's identity. These vary from:

- Relatively leafy neighbourhoods, to those with vibrant nightlife or affected by aircraft noise;
- Purely residential in character, to neighbourhoods where living and industry are interspersed;
- Predominantly modern or renovated neighbourhoods, to those with a 'grungy' or a creative vibe; and
- Neighbourhoods with a strong relationship to the harbour, and those that are surrounded by urban development or adjoin significant infrastructure.



Housing Type



Single dwellings



Dual occupancy



Two attached dwellings



Three + attached dwellings



Secondary dwellings



Residential flat building



Manor house



Shop top housing

Dwelling density

Low density
(Separate house):

24%



Medium density:

46.6%



High density:

26.8%



Medium and high
density housing:

73%

Greater
Sydney
43%

Median Housing Value (2018)



House:

\$1,534,459



Unit

\$752,272

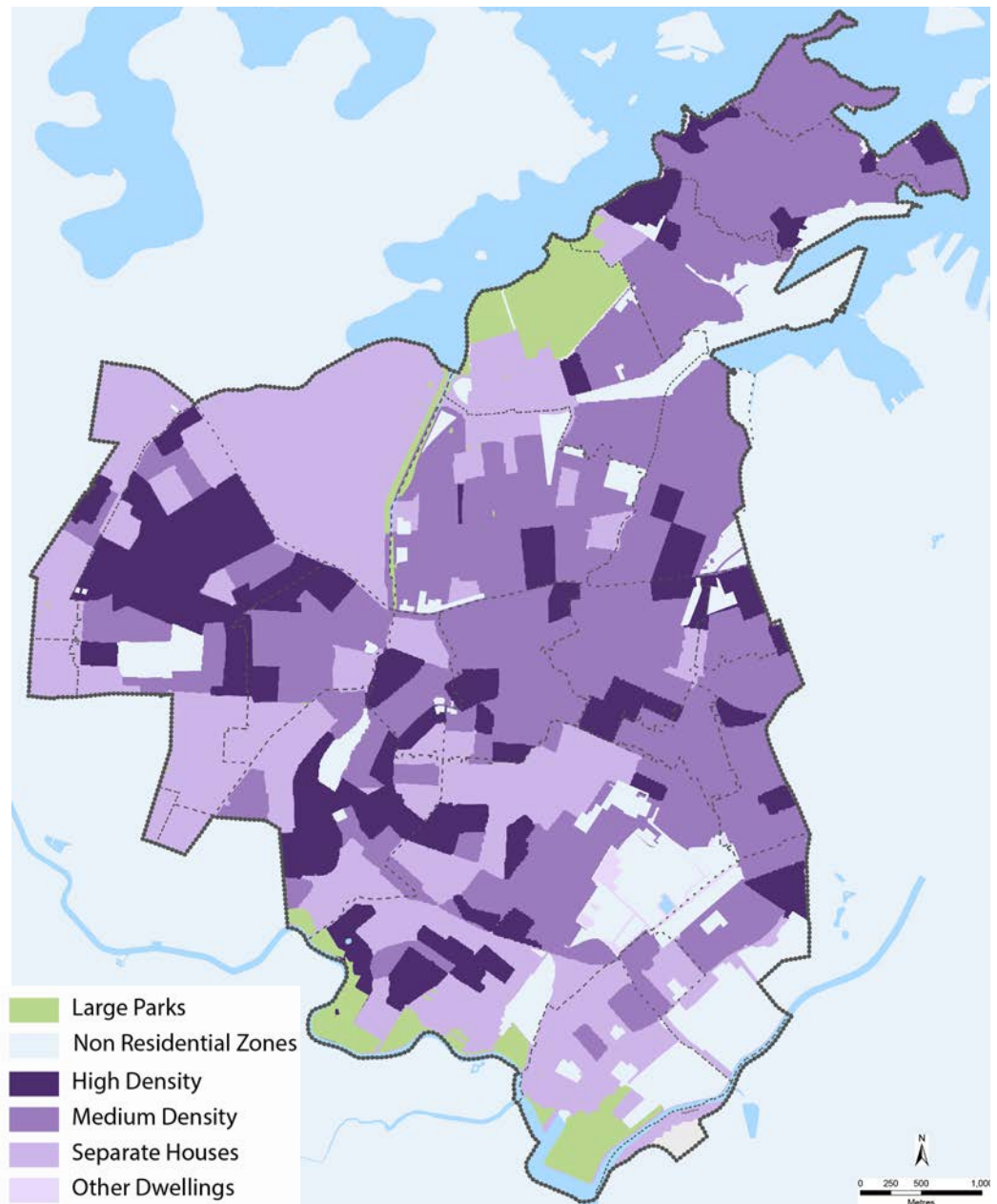


Figure 6: Housing types

Our Economy

Inner West has over 24 local centres offering a range of quality shopping and places to gather. Streets and urban spaces connect the community and welcome visitors who come to experience Inner West's vibrant retail, entertainment, creative and cultural activities both day and night. Areas such as Marrickville and surrounding neighbourhoods are emerging as a focal point for boutique breweries, coffee roasters and other artisans. There is also a breadth of unique, small scale spaces for cultural experiences including live music and performance venues, galleries and artist run initiatives. Multipurpose creative spaces and venues host a diversity of creative enterprises and cultural producers vital to the local economy.

The employment lands in the Inner West support Sydney's trade gateways and provide essential urban services for local residents and those of surrounding areas. However, this land has been incrementally rezoned for residential development or replaced with State infrastructure. It will be important to protect the remaining areas of employment lands from competing land uses in order to continue stimulating local jobs, enterprise formation and retain local spending.

The cultural production and creative industries are an essential component of the area's livability, economy and distinctive identity. The creative industries are estimated to generate over 6,400 local jobs and employ approximately 13,000 local residents in the sectors of motion picture and sound recording, creative art, music, writing and performance, jewellery and silverware manufacturing, amongst many others.

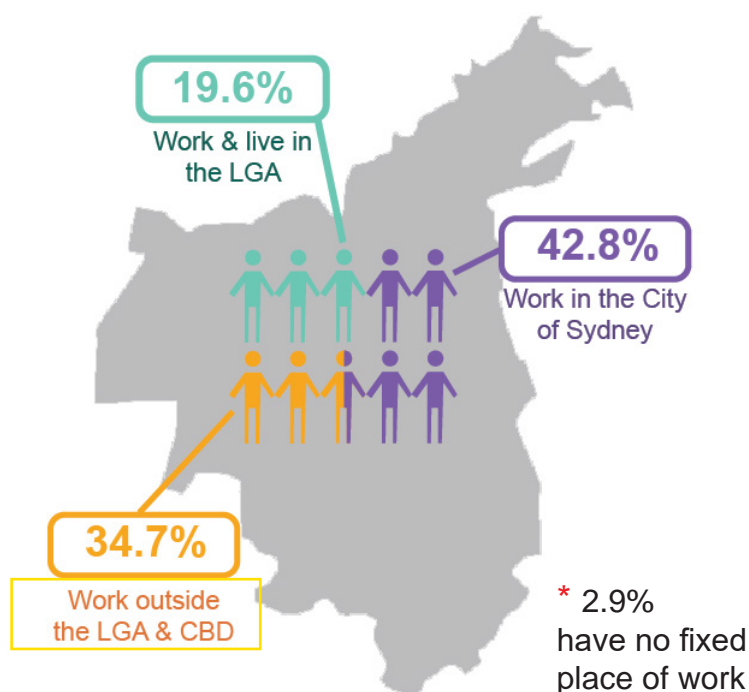
Where do we work?

As indicated in figure 7, the three top industry sectors for Inner West residents to work in are:

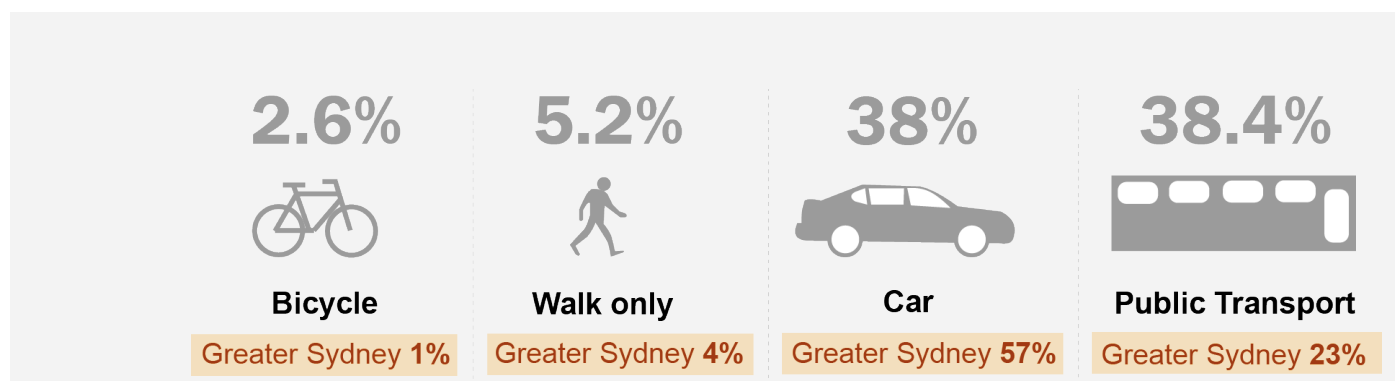
- Professional, Scientific and Technical Services (14.1%);
- Health Care and Social Assistance (11.1%); and
- Education and Training (10.5%).

In combination these industries employed over 35,000 people or 35.7% of the total employed resident population.

The large majority of our resident workers are either working within the LGA or traveling to the Sydney CBD for work (approximately 62.4%).



How do we travel to work?



Economic Snapshot

Unemployment rate:

4.6%

Greater Sydney **6%**



Participation rate (population in the labor force):

68%

Greater Sydney **62%**



Inner West has over

19,000

local businesses
providing over
75,000 local jobs

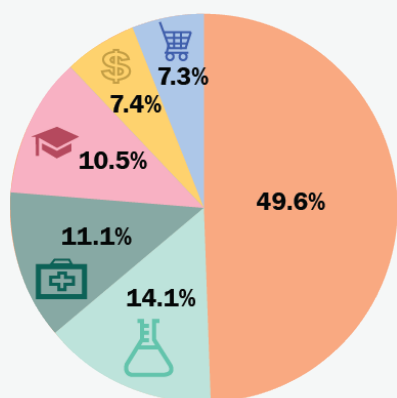


Largest employer:

Health Care & Social Assistance,
generating

8,323

FTE jobs in 2017/18



- Professional, Scientific & Technical
- Health Care & Social Assistance
- Education & Training
- Financial & Insurance Services
- Retail Trade
- Other

Gross Regional Product:

10.41 billion,

which represents **1.9%**
of the states' Gross State Product

62.40%

of Inner West's working residents either work
locally or travel a short distance to the City of
Sydney (Sydney CBD) for work



Jobs to
resident ratio
(2017/18)

0.64:1



Arts/creative
community
(2018)

8.8%
of workforce



Tourism international
visitor nights
(2017/18)

2,922,039

Figure 7: Types of jobs held by Inner West residents



4. Our community's input

The Inner West Local Strategic Planning Statement (LSPS) outlines a vision of what the community would like the area to look like in 20 years and a list of actions needed to get there. Community engagement is vital to ensure this vision accurately reflects community values, priorities and hopes for the future.

Community feedback from over 7,000 people across all age groups, cultures, languages and geographic areas of Inner West was used to develop Council's Community Strategic Plan. The themes and issues raised were used in the development of the LSPS.

The LSPS has been shaped by approximately 1,800 responses to a Community Insight survey conducted in February 2019 which studied what the community cares about and values in their local neighbourhood. In this survey the community told us that they were happy with access to local businesses and generally felt safe in the area but that there was room for improvement in:

- The condition of public space;
- Landscaping, natural elements and greenery;
- Active transport links; and
- Things to do in the evening.

Feedback has also been obtained through community engagement for the background strategies on Housing, Integrated Transport, Employment and Retail Lands, and Open Space and Recreation. These strategies have provided high-level guidance for the actions outlined within the LSPS.

The Draft LSPS was publicly exhibited for 5 weeks. Conversations were held with over 1,180 people at events, and 1,427 people visited the webpage. Council received 182 public submissions and 13 agency/council submissions. 90% of public survey respondents agreed (65%) or somewhat agreed (25%) with the LSPS vision. The

highest level of support was for the Blue/Green Grid, the approach to reducing greenhouse emissions and to improving resilience. On the other hand there was a greater mix in responses related to housing opportunities and the transformation areas.

This final document has been amended to:

- Improve clarity and consistency, especially in relation to hazards;
- Add specific engagement with Aboriginal and Torres Strait Islander communities;
- Add Blue/Green Grid links;
- Strengthen actions related to urban forest and waterways;
- Strengthen the requirement to align housing growth and infrastructure.

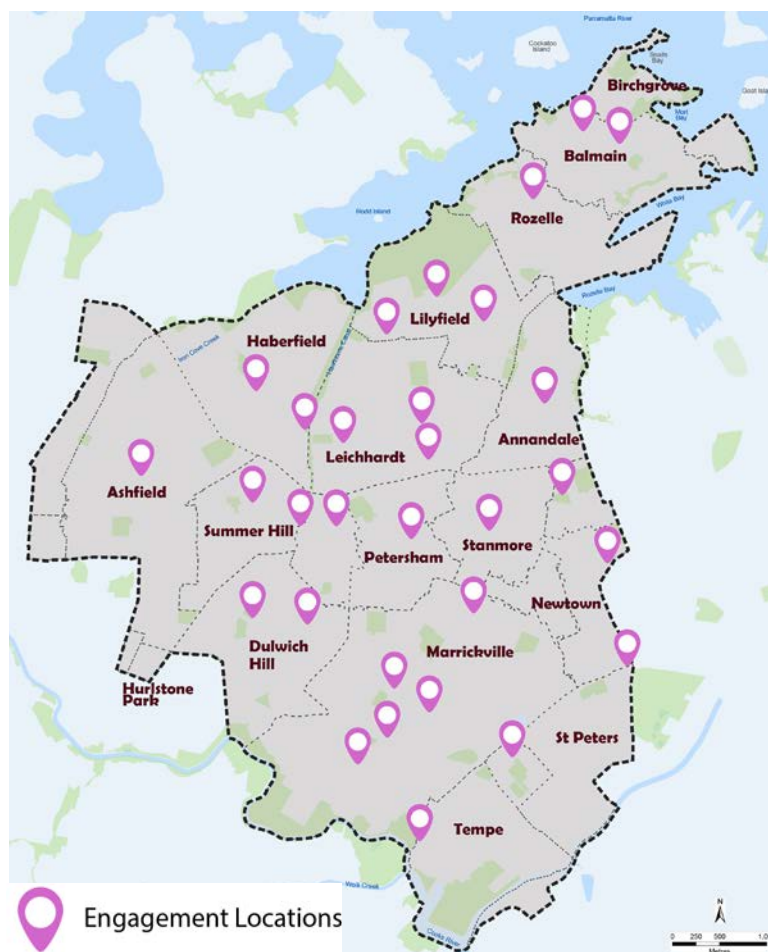


Figure 8: Community engagement locations

*Walking/jogging/bike paths
that connect housing to
communal amenity (shops,
parks etc.)*

*More sports facilities and
open space*

More night time activities

*More landscaping and
natural elements*

*More focus on teaching people
about recycling and not dumping
waste and rubbish on the street
would improve the area*

More off leash dog areas

*More commercial activities:
cafes, pubs and shops*

*Improve access
for people with a
disability*

What do we want for the future?

*More streetlights so that we can
return home safe even at late
hours*

*Development that is
sympathetic to the area*

A clean Cooks River

*Better Public Transport
Links*

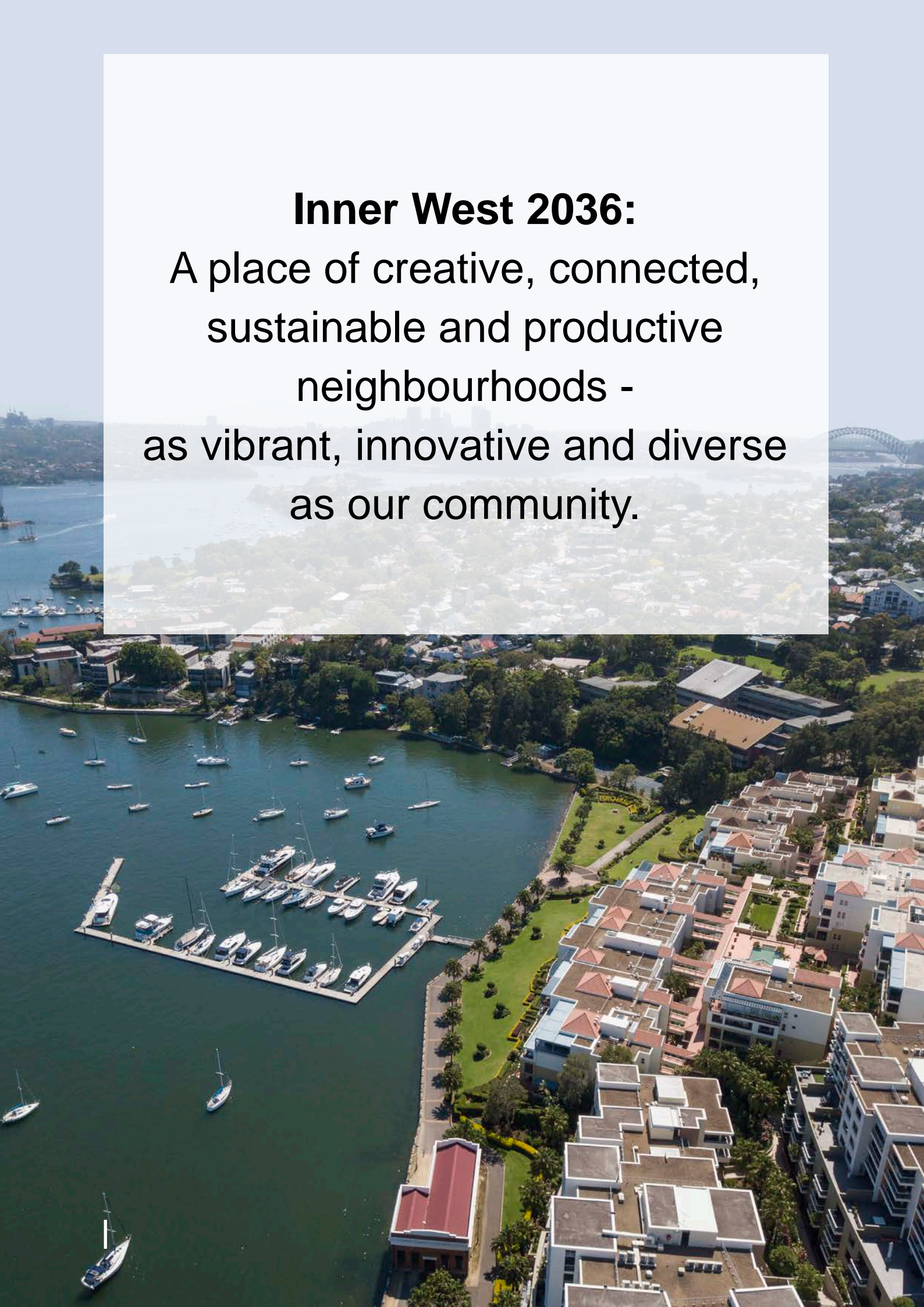
*Preservation of the
artistic community*

*Traffic calming and less
cars*

Have diversity celebrated

*Good childcare that is
open within walking
distance*

*More street art created by
local artists*

An aerial photograph of a coastal city, likely Sydney, Australia. The foreground shows a large marina filled with numerous sailboats and yachts. To the right of the marina is a dense residential area with multi-story apartment buildings and houses. A green park area with palm trees separates the marina from the buildings. In the background, the city extends to the water's edge, and the Sydney Harbour Bridge is visible in the distance. A semi-transparent white box is overlaid on the upper half of the image, containing text.

Inner West 2036:
A place of creative, connected,
sustainable and productive
neighbourhoods -
as vibrant, innovative and diverse
as our community.

5. Vision

How Do We Get There?

Our 20 year vision reflects the values relating to our place and its relationship to the community. The elements of the vision will work in synergy to ensure that:

- Inner West is a place that supports a high quality of life; embraces diversity and adapts to the population needs of the future; and
- Our neighbourhoods are ecologically sustainable, economically productive and our communities are connected to one another through space, social engagement, and transport.

Creativity and innovation work together to turn new and imaginative ideas into reality in a meaningful, useful and efficient way. They ensure that we will be responsive, prepared and proactive to future urban and environmental challenges. Inner West will continue to be a place that leverages its diversity to drive innovation in leadership, industry, sustainability and place making.

Connected, safe and accessible neighbourhoods foster liveability, access to employment and recreation and a sense of belonging through active participation in the community; encourage social interaction and physical wellbeing; and reduce the production of greenhouse emissions.

A **sustainable** environment, lifestyle, and community supports itself and its surroundings. Inner West will maintain and improve our environmental, human, social and economic capital (assets). Our diversity, leadership, innovation and improved connectivity will help to make sustainability a key factor in our decision-making; increase our use of renewables; link habitats; improve the health of our water assets; give us healthy functioning ecosystems; improve choice and convenience in transport and access for work and leisure; increase resilience to climate change; and enhance liveability and productivity.

Productivity relates to the efficient use resources and delivery of goods and services. Inner West will ensure productivity continues to grow by retaining its industrial lands; by protecting employment lands and target industries from incompatible uses, and improving connectivity to employment and within supply chains.

Vibrancy is the visibility and mix of economic, cultural and social activities that are evident within a place. Inner West will have spaces to meet, interact, play, work and explore allowing people to enjoy themselves and each others' company. Vibrant places will include quality urban art and design which make people want to live, visit or invest in the local area.

Diverse communities have people with different backgrounds, characteristics, traits, beliefs, abilities and orientations that live together in harmony. Inner West's diverse community will continue to foster creativity and innovation. A diversity of neighbourhoods, will continue to support vibrancy, sustainability, community identity and community life. A diversity of dwelling typologies and employment spaces will ensure that Inner West is liveable for people at all stages of life and across the socio-economic spectrum.

6. Our themes and planning priorities

Introduction

The LSPS contains a set of priorities, objectives and actions that aim to achieve this vision. The priorities are grouped under six themes, shown in colour. The LSPS themes reflect the strategic directions of the Community Strategic Plan. They are structured so that they also reflect the themes of the *Eastern City District Plan*. The most relevant District Plan theme is shown in the sidebar on the following pages.

The planning priorities under each theme respond to the ‘Outcomes’ of the CSP from a land-use planning context, are aligned with the *Eastern City District Plan* and are informed by community input.

Each priority has a set of objectives, which can be applied at a range of scales. They support the priorities, and guide the actions. Future proposals and projects affecting land use will need to be consistent with these objectives.

Actions will guide land use planning and decision-making to support the achievement of the objectives. Actions include the method of implementation and mainly relate to:

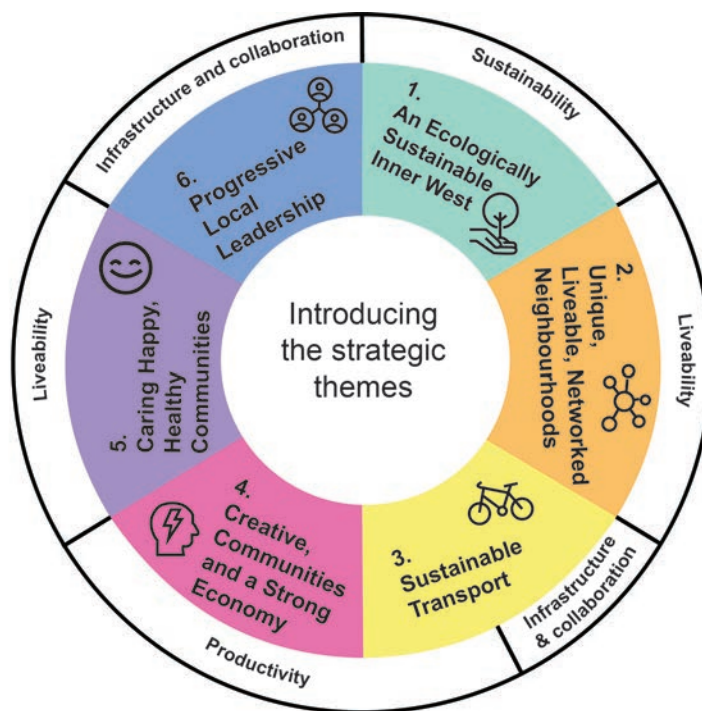


Figure 9: Relationship between the Strategic Themes

- Land use planning through the Local Environmental Plan (LEP) and Development Control Plan (DCP);
- Council’s public domain planning, asset and natural area management;
- The preparation of future strategic plans and studies; and/or
- Funding constraints and timing.

The structure plan at figure 10 illustrates the key land uses for the future as outlined in this LSPS.

Some actions depend on the completion of other work, or on other levels of Government. Therefore a number of actions require working with, or advocating to Government. Significantly, some actions depend on a commitment for works by State Government. In these cases the action will not be undertaken until there is a funded commitment to these works.

A timeframe is identified for each action:

| | |
|--------------|-------------------------------|
| Short term: | 2019 to 2022 |
| Medium term: | 2023 to 2026 |
| Long term: | 2027 to 2036 |
| Ongoing: | Over the lifespan of the LSPS |

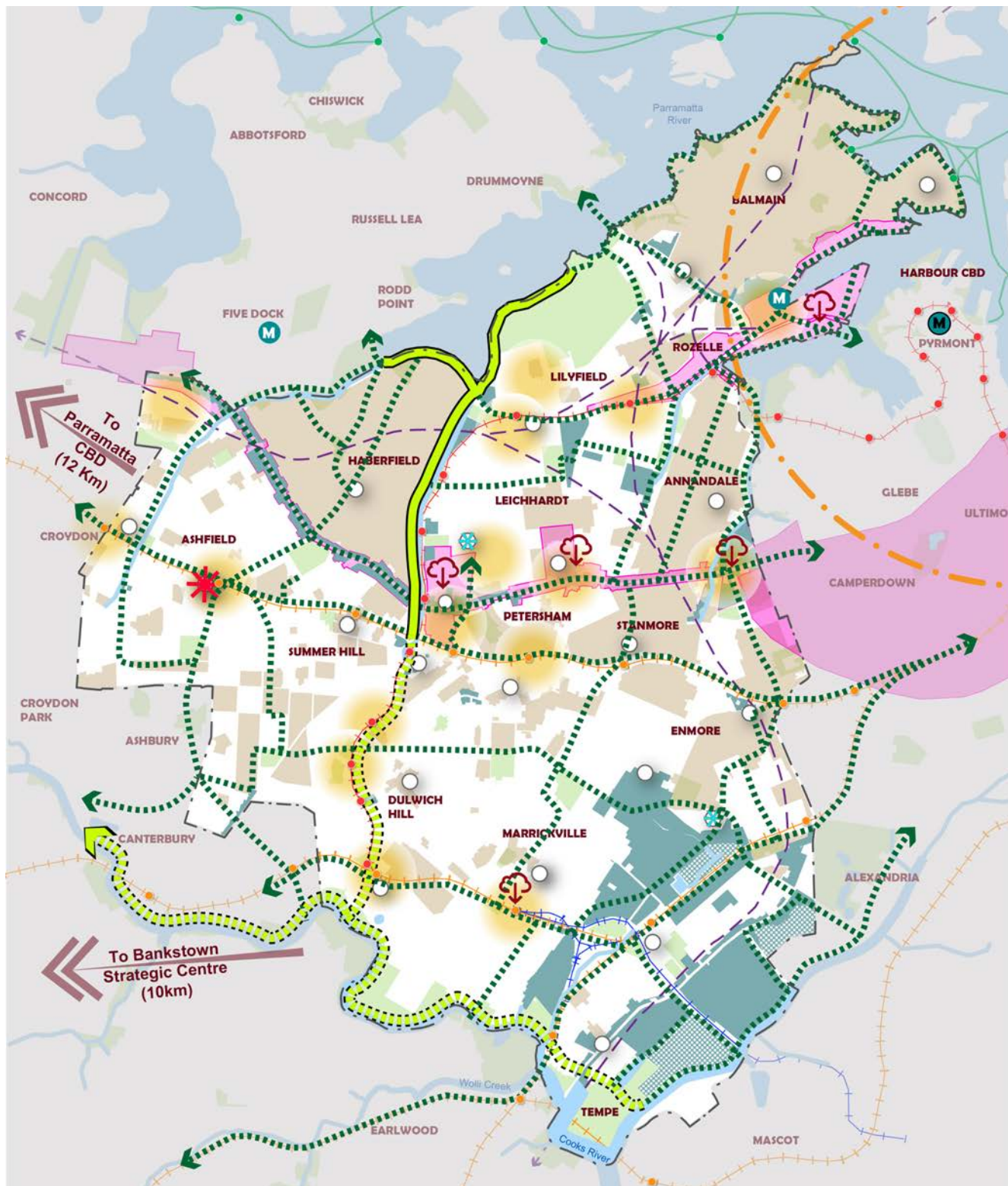


Figure 10: Structure Plan 2019



Vision and planning priorities

Vision

A place of creative, connected, sustainable and productive neighbourhoods - as vibrant, innovative and diverse as our community.



Planning priorities

The planning statement contains 14 planning priorities organised into Inner West's strategic themes

6.1 An Ecologically Sustainable Inner West

Planning Priority 1 Adapt to climate change

Planning Priority 2 Inner West is a zero emissions community

Planning Priority 3 A diverse and increasing urban forest that connects habitats of flora and fauna

Planning Priority 4 Inner West is a water sensitive city with clean waterways

Planning Priority 5 Inner West is a zero waste community

6.2 Unique, liveable, networked neighbourhoods

Planning Priority 6 Plan for high quality, accessible and sustainable housing growth in appropriate locations integrated with infrastructure provision and with respect for place, local character and heritage significance

Planning Priority 7 Provide for a rich diversity of functional, safe and enjoyable urban spaces connected with and enhanced by their surroundings

6.3 Sustainable Transport

Planning Priority 8 Provide improved and accessible sustainable transport infrastructure

6.4 Creative Communities and a Strong Economy

Planning Priority 9 A thriving local economy

6.5 Caring, happy, healthy communities

Planning Priority 10 Recognise and sustain Aboriginal and Torres Strait Islander cultures and histories

Planning Priority 11 Provide accessible facilities and spaces that support active, healthy communities

6.6 Progressive Local Leadership

Planning Priority 12 Inner West involves and listens to the community

Planning Priority 13 Develop diverse and strong stakeholder relationships through collaboration with government, community and business to deliver positive planning outcomes and realise the benefits of growth

Planning Priority 14 Deliver visionary long term planning and responsible decision making reflective of our Community Strategic Plan



6.1 An Ecologically Sustainable Inner West

The evidence and recommendations of Council's *Climate + Renewables Strategy* and *Urban Ecology Strategy* (in development) have provided the basis for many of the objectives and actions under this theme.

Our pathway to zero emissions

In 2017 Council resolved to become leaders in addressing climate change within the Council organisation and in the community.

Council has committed to becoming carbon neutral and delivering its services with 100% renewable energy by 2025. The CSP states that by 2036 the community is to be a zero emissions community that generates and owns clean energy.

In May 2019 Council reinforced its commitment and the need for urgent action by declaring a climate emergency.

Recognising the urgency, Inner West Council has committed to accelerating action, resourcing solutions and placing climate at the centre of decisions.

As broader state or federal commitments are unlikely to result in adequate short term emission reductions, urgent actions in the short term by councils and other organisations have the potential to reduce the irreversible impacts of climate change.

During 2016/2017 Inner West sector-based greenhouse gas emissions from electricity, gas, waste and transport were calculated to be 1,134 kilotonnes CO₂-e. Electricity use and transport account for approximately 85% of total sector based emissions.

We are in a climate emergency

- What happens locally has global impacts
- Global temperatures have increased by 1°C since industrialisation
- It is critical to life on Earth to limit global temperature increase
- Inadequate action to date means changes must now be rapid and far reaching
- By 2030 global emissions need to be cut by 45% to avoid exceeding 1.5°C of warming

**Climate + Renewables Strategy
2019**

Key focus of Council operations

- Use less electricity
- Switch to renewables
- Transition to a sustainable vehicle fleet
- Sustainable procurement
- Zero waste
- Carbon neutral
- Increase tree canopy
- Integrate green infrastructure into capital works and operations

Key focus of support for community action

- Assist people to go renewable
- Zero carbon buildings and precincts
- Zero waste and a thriving share economy
- Zero emissions mobility
- Community partnerships and support
- Assist people to reduce impervious surfaces and increase green infrastructure

Recent background research commissioned by Council for its Climate and Renewables Strategy calculated potential reductions in emissions via a range of measures.

The best near-term opportunities are in solar, waste and resource recovery, transport and meeting the renewable energy target (RET) in 2020. As the distribution system becomes greener, waste management, transport-related reduction opportunities and electrification begin to have an even greater impact.

Sector-based emissions by resource type

Electricity
Transport
Gas
Waste
Waste Water

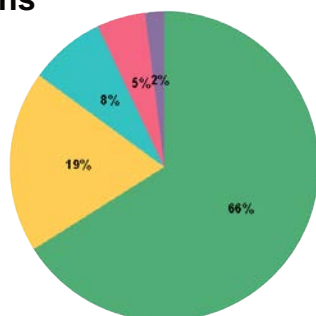


Figure 11: Sector based emissions in the Inner West by resource type, Kinesis, May 2019

Emissions by sector - Inner West 2016-17

Residential
Non-residential
Waste water

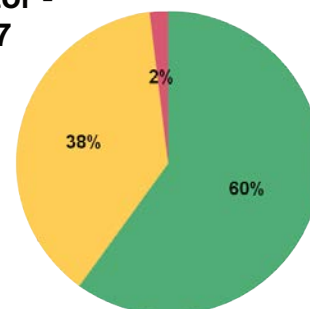


Figure 12: Emissions by sector

Emission Reduction Pathway#1 – Achieves Renewable Energy Target

Units: 000 (Thousand)tonnes CO₂-e per year

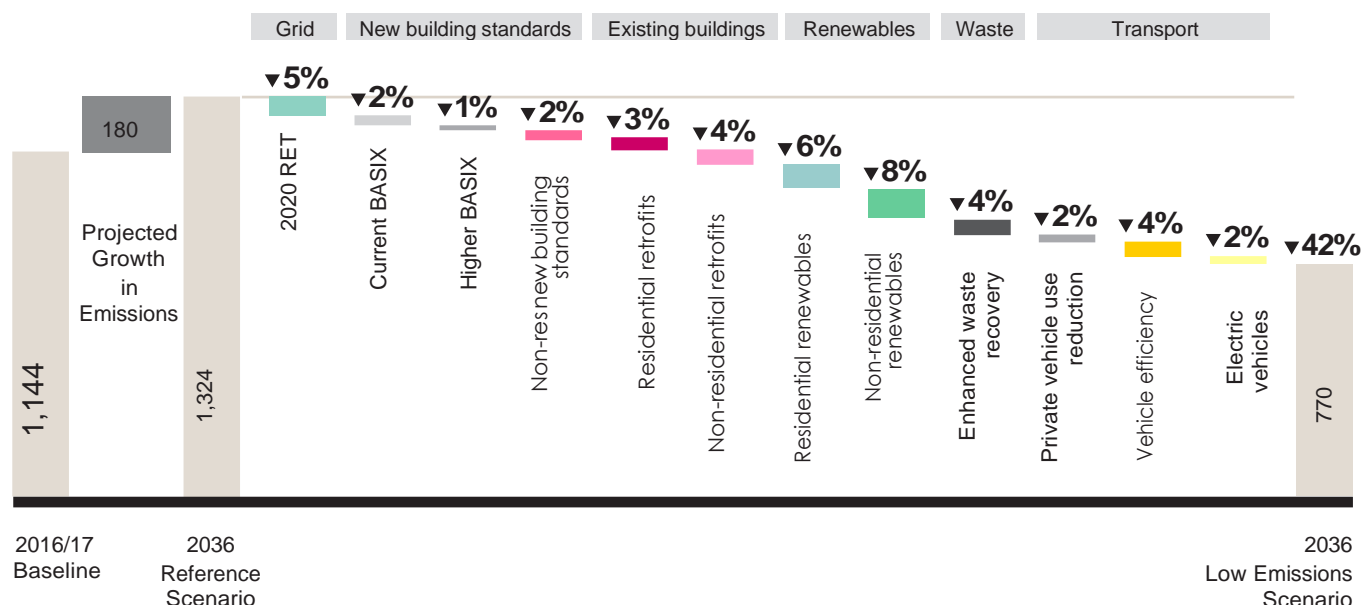


Figure 13: GHG emissions reduction potential under the RET scenario for the Inner West region.

Source: Inner West Council – Climate+Renewables Strategic Plan 2019

Low Carbon - High Performance Precincts

Council will participate and seek to establish low-carbon, high-performing precincts that are either completely within the LGA or shared across our boundaries with neighbouring councils. Targets for increased energy efficiency, water and waste avoidance, reduction or re-use will need to be supported by planning controls.

Identified precincts:

- Camperdown-Ultimo health, education and biotechnology precinct;
- Parramatta Road Corridor (as identified in the Urban Transformation Strategy);
- The Bays Precinct; and
- Marrickville Centre*

* It is acknowledged that Marrickville Centre is not a major transformation area, and does not meet the definition for a low carbon precinct in the District Plan. Nevertheless, Council will seek to establish a low carbon precinct in this area, taking advantage of future and existing infrastructure.

Reducing our reliance on centralised systems for waste collection, water, energy and transport increases community and infrastructure resilience, ensuring we are not susceptible to system failures such as black outs and water shortages.

The Eastern City District Plan defines Low Carbon, High Performance Precincts as areas where an increase in total floor area is greater than 100,000 m² in any contiguous area of 10 or more hectares, and should focus on supporting and delivering:

- Improved building efficiency;
- Building and precinct scale renewable energy;
- Increased public transport, lower parking and car share; and
- Waste diversion.

The basis for this is that:

1. Areas of greatest change allow for the greatest potential for improved performance
2. Place provides an opportunity to deal with the complexity and interaction of energy, water, waste, transport and parking to deliver a high performing urban area

Using our resources wisely

The total amount of waste generated in NSW has increased rapidly over the last 30 years. It is expected NSW will need to process nearly 20 million tonnes of waste by 2021. However we are facing a major waste crisis with just three major landfill sites serving Sydney all near capacity.

The average person in the Inner West generates 344kg of waste each year at present, however the CSP identifies a community aspiration to become a zero-waste community with an active share economy.

As depicted in figure 14, the NSW economy has traditionally been a mostly linear system. In contrast a circular economy follows the principles of refuse, reduce, reuse, recycle and 'rot'. Instead of disposing of materials, they become resources for new products.



Figure 14: *Linear Economy*



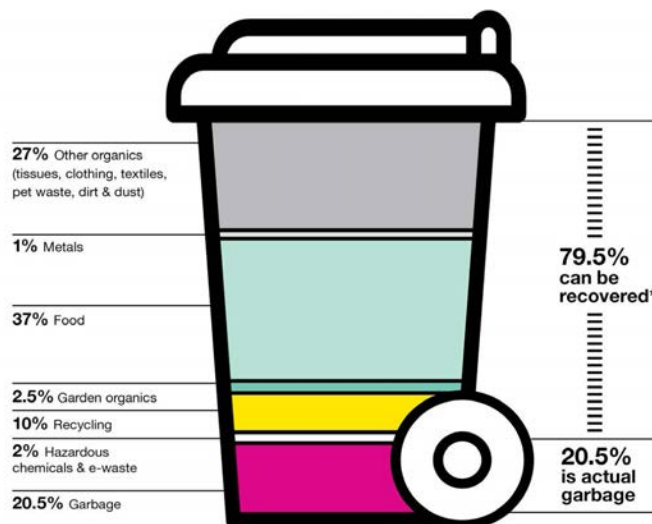
Figure 15: *Circular economy*

The circular economy provides long-term economic, social and environmental benefits. It reduces extraction of resources from the environment, generates jobs, gains maximum value from finite resources and reduces waste.

We know that just under 80% of waste that goes into red bins in the Inner West can be recovered (Climate + Renewables Strategy 2019). Figure 16 shows that the average Inner West rubbish bin contains 37% food waste and many other items which could be recovered or recycled by services or practices such as composting.

Local government has a significant role to play by providing collection services and schemes to help turn 'waste' into a resource and to help the community and business change its consumption behaviour and attitudes towards the use of resources.

The share economy is rapidly growing and evolving. Council will encourage facilities that support a share culture that will reduce our environmental impacts (eg. car share, bike share, maker spaces).



* There is potential to recover this right now with changes to behaviour and the way we manage materials.

Figure 16: What's in the red bin? Climate + Renewables Strategy 2019

Our urban forest and ecology

The urban forest is made up of trees, other layers of vegetation and animals and is generally considered an urban ecosystem. A healthy and diverse ecosystem will combat the urban heat island effect, capture carbon emissions, help manage urban stormwater, provide shady pleasant spaces for recreation, and connect habitat. It is an essential component of the built environment and a legacy for future generations.

Trees are important urban assets, providing many economic, environmental and social benefits. About 16% of the Inner West is covered with tree canopy cover and achieving the State target of 40% cover by 2030 presents challenges. Increasing the urban tree canopy by protecting and replanting trees will improve Inner West's biodiversity, liveability and resilience. Additional tree plantings will also play an important role in mitigating the impacts of urban heat. Figures 22 and 22A show the tree canopy in the LGA.

Enhanced urban ecology will support richer biodiversity across the landscape and improve ecosystem functioning. The Inner West has 20 hectares of ecological restoration areas at 37 sites. These natural areas include endangered Coastal Saltmarsh, and remnant endangered Swamp Oak Floodplain Forest and Sydney Turpentine-Ironbark Forest species and provide habitat for threatened species (Large Bentwing Bat, Powerful Owl, Grey-headed Flying-fox, and Pied Oyster Catcher) and the Long-nosed Bandicoot population. Habitat for endangered vegetation communities and animal species must be protected, retained, enhanced and connected. Figure 21 shows the location of key biodiversity assets.

Inner West is surrounded by waterways. Council is committed to improving water and catchment management. Council aims to conserve water; increase perviousness, retain water in the landscape, improve stormwater quality and use stormwater to support green infrastructure, to deliver healthy waterways and riparian areas.



Photo: Long-nosed Bandicoot (Endangered Population)



Photo: Powerful Owl (Threatened species)



Photo: Cooks River

Blue/Green Grid

The Blue/Green Grid incorporates the recreational, ecological and hydrological grid and aims to create a network of green and blue infrastructure connections across the landscape. The Inner West Blue/Green Grid aims to provide wildlife corridors and connect centres, recreational spaces, public transport hubs, schools and major residential areas with blue and green infrastructure.

Green infrastructure relates to green spaces and vegetation; including parks, trees, playgrounds, playing fields and golf courses, bushland, private gardens, street verges, green walls and green roofs.

Blue infrastructure relates to water; comprising creeks and waterways, harbour foreshores, wetlands and water treatment systems such as rain gardens and bioswales based on water sensitive urban design (WSUD).

Developing and improving our Blue/Green Grid will provide ecosystem services and maximise our quality of life and environment by:

- Enhancing access to recreational open space, routes for walking and cycling, and opportunities for active and passive recreation to support healthy living;
- Expanding the urban forest and vegetation and integrating water in the landscape to reduce, urban heat, improve air quality and provide natural habitat for native fauna;
- Protecting and connecting ecological communities and increasing their resilience; and
- Improving hydrology – incorporating WSUD, treating stormwater, reducing flood risk and managing water quality; and
- Providing adequate shade to protect the community from over exposure to UV radiation.

Council aims to connect blue and green infrastructure in Inner West with neighbouring councils, further enhancing ecological and public health benefits across the Greater Sydney region, creating a holistic network that is far greater than a sum of its parts.

Figure 17 shows an indicative Inner West Blue and Green Grid and identifies:

- Areas mapped in the Eastern City District Plan;
- Works under construction; and
- Other opportunities to further enhance the grid.

As the Blue/Green Grid aims to use synergy to achieve the greatest impact, the actions needed to fulfil its potential are contained in a number of priorities that will require collaboration across Council and with State agencies. Actions related to the Blue/Green Grid are 3.3, 8.1 and 11.1 of this LSPS.

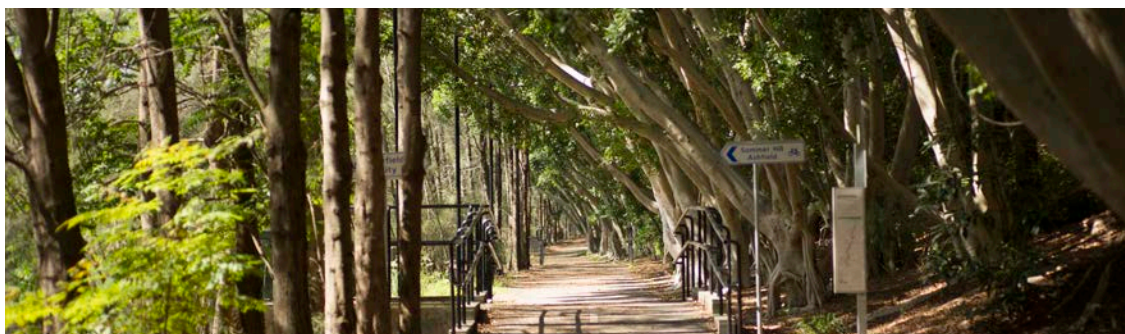




Figure 17: Indicative Blue and Green Grid



Planning for hazards and climate change

Our climate and landscape expose us to natural hazards such as heatwaves, flooding, storms, coastal inundation and erosion. Climate change is contributing to an increase in frequency and intensity of extreme weather events resulting in interruptions or failure in infrastructure posing significant risks to people, property, our environment and our economy. In addition, some hazards arise or increase as a result of human interventions. These include hazards such as air quality and noise which are of particular concern to the community.

When planning for the coastal zone, it is important to take into account not only projected sea-level rise, but also the combination of this with extreme weather events such as windstorms and associated storm surges. Storm surges can destroy buildings, inundate and wash away roads and vehicles and pose significant risks to the safety of people, property and the environment.

Planning for population growth and change must consider exposure to these hazards and the unavoidable effects of climate change at a local level as well as cumulative impacts at district and regional levels. Effective planning can increase the resilience of our environment and community to these hazards.

For the purpose of the LSPS the following key hazards are considered to pose a significant risk to the community. Minimising interfaces with these hazards can reduce these risks (risk to human life and damage to property). The management of these key hazards may involve implementing planning controls to avoid development in areas significantly impacted by these hazards. Key hazards include (see Figures 19-20):

- Flooding and rising sea levels;
- Acid sulphate soils;
- Aircraft noise - referred to as Aircraft Noise Exposure Forecast (ANEF);
- High pressure pipelines; and
- Point source pollution.

There are a number of other hazards which also require consideration. The risks associated with these hazards are of a different nature, and design, timing and remediation are often more important in the management of these risks. These hazards include:

- Contamination;
- Urban heat;
- UV radiation;
- Transporting of dangerous goods; and
- Failure of infrastructure.

Vulnerability to urban heat island effect is an example of the latter type of hazard and is mapped at figure 18. This map combines exposure to urban heat with the vulnerability of local community to the effects of heat exposure. Council will use this information to prioritise where improvement measures such as tree planting and retention of water in the landscape through water sensitive urban design are required to help reduce the impacts and protect our community.

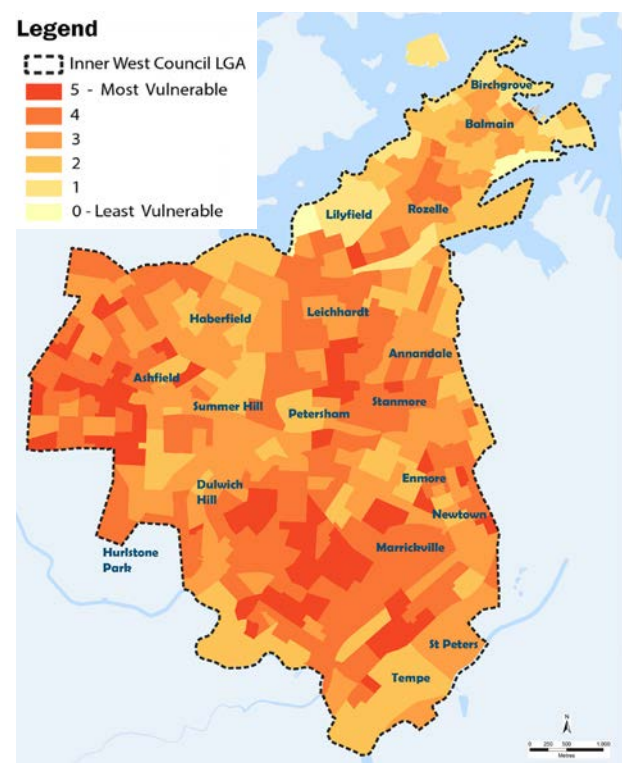


Figure 18: 2016 Heat Vulnerability Map, source OEH 2019

Hazards

Figure 19 shows urban and natural hazards impacting the Inner West.

- Flood prone lands as shown in the LEPs or DCPs. Note that Acid Sulphate Soils are located only within flood prone lands, and are therefore not shown separately; and
- Aircraft Noise Exposure Forecast (ANEF 2039) contours. Above 20 ANEF homes, schools, hospitals and nursing homes should have noise insulation and above 25 ANEF, aircraft noise is too great for these buildings even with insulation.

Legend

Inner West Council LGA

Water Ways

Airport

Hazards

ANEF 2039

Flooding (from DCPs)

Mascot Pipeline

Mascot Pipeline Buffer

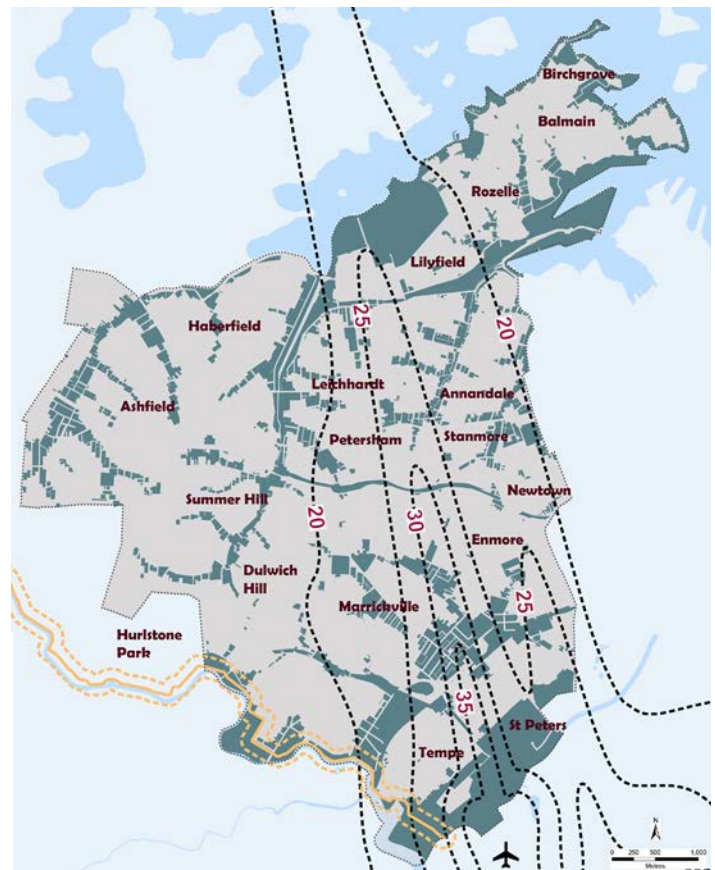


Figure 19: Hazards map

Sea Level Rise

Figure 20 shows projected sea level rise at highest tide at 2100.

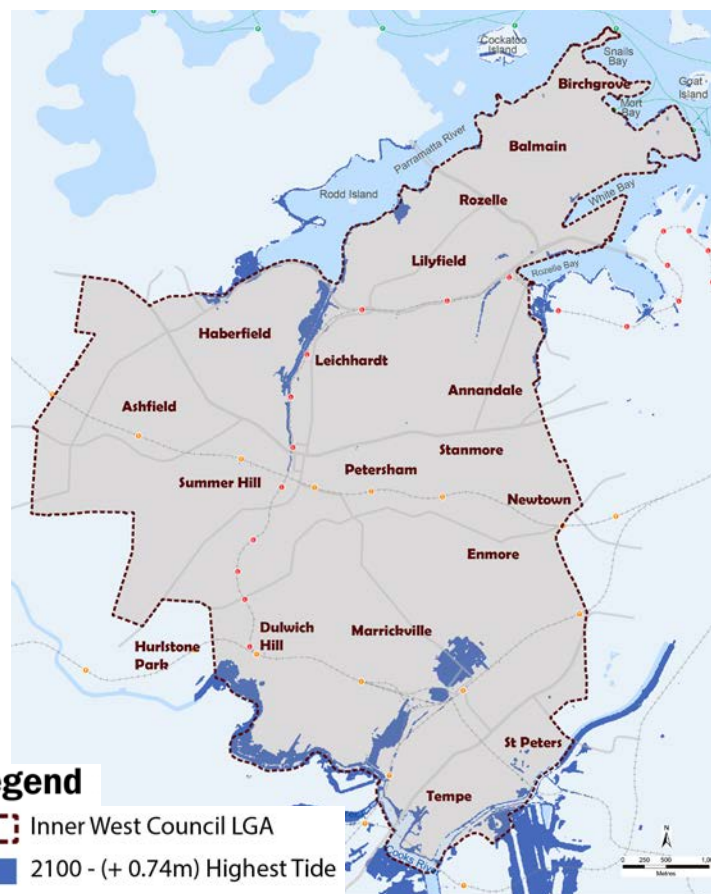
The highest tides occur at the time of the new moon and full moon. These occur about once every 14 days. How we respond to this change now and in the coming years will be central to maintaining liveability and achieving environmental, social and economic sustainability.

Projected sea-level rise for Sydney at three different dates under both low and high greenhouse gas emissions scenarios are shown in the table below.

Sydney's projected sea-level rise under different greenhouse gas emissions scenarios

| Date → | 2030 | 2050 | 2100 |
|------------------------------------|-----------|-----------|-----------|
| Low greenhouse concentrations | 13cm rise | 22cm rise | 54cm rise |
| High greenhouse gas concentrations | 14cm rise | 27cm rise | 74cm rise |

These values have been obtained from the CSIRO and Bureau of Meteorology 2011



Legend

Inner West Council LGA

2100 - (+ 0.74m) Highest Tide

Figure 20: Projected sea level rise at highest tide at 2100. Source: The IPCC Fifth Assessment Report, Climate Change 2013

Planning Priority 1 Adapt to climate change

Objective:

- Inner West is resilient to the impacts of climate change, urban and natural hazards

Actions

1.1 Plan for resilience to climate change, urban hazards and failure due to shocks and stresses;

This will include:

- Ensuring controls permit decentralised and distributed systems that reduce reliance on centralised systems and provide for redundancies e.g. peer-to-peer trading, precinct or site based solutions for energy, water and waste management, loading and servicing
- Identifying Council infrastructure affected by climate change and preparation of strategies to mitigate the impacts and risks
- Establishing planning controls to appropriately manage the risks and impacts of all urban and natural hazards affecting Inner West
- Using place based planning to identify where new flood and urban hazard management technologies and techniques can be adopted
- Advocating for State Government to:
 - Manage and reduce hazard risks to key infrastructure e.g. flooding to railway tunnels
 - Ensure that air quality is maintained in the design and construction of infrastructure

See also 4.1

short - long term

1.2 Mitigate the impacts of Urban Heat Island Effect in both the private and public domain

This will be achieved through:

- Retention and planting of trees and vegetation
- Retention, infiltration and encouragement of water and water bodies within the landscape
- Preparation of planning controls for incorporation of green infrastructure and features within private developments (green roofs and walls, deep soil gardens/landscaping)
- Prioritising cooling interventions in the public domain using heat exposure/vulnerability mapping
- Implementing via DCP, Public Domain Plans, sub-catchment or precinct plans Urban Ecology Strategy, Street Tree Masterplan, Blue/Green Grid Strategy
- Establishing planning controls for well-designed built/natural shade in the public/private domain to mitigate urban heat impacts

short - long term

Planning Priority 2

Inner West is a zero emissions community

Objectives:

- Inner West transitions to renewable energy
- New developments achieve net zero carbon emissions
- Low-carbon, high performance precincts drive innovation and showcase sustainable urban living

Actions

2.1 Establish the Office of Renewable Energy within Council's governance structure to:

- Link community energy groups with potential host sites
- Engage the community/private sector organisations to pilot innovative models that increase renewable energy uptake
- Promote the installation of solar on commercial and industrial sites
- Provide a clear process and guidelines for solar panel installation
- Establish an Inner West community energy practitioner network

short - medium term

2.2 Establish Council as a leader in renewable energy and energy efficiency through:

- Expediting the retrofit of Council buildings with solar PV
- Replacing fluorescent street lighting with LED lighting
- Sourcing Council's power through renewable energy Power Purchase Agreements

ongoing

2.3 Update planning controls to improve the overall environmental performance of new buildings and precincts

This will include:

- Working with State Government to increase BASIX targets for energy use
- Facilitating renewable energy uptake, particularly the installation of solar panels
- Raising minimum sustainability requirements for commercial and industrial developments using existing standards such as NABERS or GreenStar
- Working with relevant stakeholders to develop planning controls to establish low-carbon, high performance precincts in the following locations:
 - Camperdown-Ultimo Collaboration area
 - Parramatta Road Corridor
 - Bays Precinct
 - Marrickville town centre

See also 6.1 and 13.2

short term

2.4 Identify and participate in partnership projects and direct low-carbon, water, efficiency, and design excellence initiatives.

short - medium term



Planning Priority 3

A diverse and increasing urban forest that connects habitats of flora and fauna

Objective:

- Protect, maintain and increase urban forests, native vegetation and habitat

Actions

3.1 Maintain and increase the urban forest of the Inner West and enhance biodiversity corridors

This will be achieved through:

- Updating LEP and DCP controls to identify and protect habitat sites, enhance biodiversity corridors and 'stepping stone' links for priority flora and fauna species as biodiversity protection areas including:
 - Extending LEP provisions to protect terrestrial biodiversity by extending the Natural Resource - Biodiversity Map further north along the GreenWay Corridor and incorporating the foreshore areas of Rozelle, Birchgrove and Balmain East.
- Ensuring Inner West DCP, Plans of Management and relevant Council strategic plans contain requirements to achieve:
 - A healthy, resilient and diverse urban forest
 - Targets for increased tree canopy cover for the LGA and individual development types
 - Retention of existing trees and expansion of the urban forest on private and public land
 - Tree replacement to contribute towards increased urban forest
 - Protection and enhancement of habitat and native vegetation including habitat for locally significant and threatened species and ecological communities
 - A diverse range of heights and species of native plants in biodiversity corridors
 - Increased implementation of green walls and roofs
 - Integrating Council's infrastructure delivery to ensure beneficial community and environmental green and blue outcomes
- Acknowledging and protecting native plant communities for their cultural significance to Aboriginal and Torres Strait Islander peoples

short - long term

3.2 Advocate to State Government to increase minimum requirements for deep soil zones under the *Apartment Design Guidelines*, and increase minimum requirements for deep soil zones in the DCP, dependent on development type

short - medium term

3.3 Develop a Blue/Green Grid Strategy to protect and increase habitat and the urban forest, embed water sensitive urban design principles and prioritise the routes based on function and connectivity

See also 11.1

short term



Figure 21: Inner West Biodiversity Assets



Figure 22: 2016 Tree Canopy Cover (% of cover 10m and above in height), source OEH 2019



Figure 22A: Tree Canopy Cover (% of cover 3m and above in height), source OEH 2019

Planning Priority 4

Inner West is a water sensitive city with clean waterways

Objectives:

- Development on all private and public land incorporates best practice Water Sensitive Urban Design (WSUD)
- Reduced reliance on Sydney's drinking water supply
- Water quality is enhanced and natural waterways are clean and healthy

Actions

4.1 Incorporate a Water Sensitive Cities approach to inform objectives and controls into the Inner West LEP, DCP and capital works programs

This will be achieved through:

- Requiring sustainable and integrated water systems that reduce reliance on Sydney's drinking water supply such as rainwater tanks and third pipes for the re-use of treated recycled water.
- Slowing and filtering urban stormwater run-off and reducing local flooding by increasing pervious surfaces, and capturing and storing stormwater
- Incorporating green infrastructure and retro-fitting WSUD into existing Council assets to better manage stormwater and improve waterway health across the LGA. For example rain gardens in streets for stormwater management, stormwater harvesting to irrigate parks and open space and new flood management techniques for redevelopment areas
- Encouraging new technology and innovation and partnering with researchers to implement best-practice water management
- Protecting, enhancing and naturalising waterways and riparian areas - to be prioritised using a risk based approach or as opportunities arise
- Revising Stormwater Quality Targets in DCP with reference to state and regional plans and guidelines
- Implementing the actions of the Parramatta River Masterplan (Parramatta River Catchment Group) and the Cooks River Strategic Plan 2018 – 2021 (Cooks River Alliance)

short - long term

4.2 Work with State government, neighbouring councils, catchment advocacy groups (including the Cooks River Alliance, Sydney Harbour Coastal Councils Group and Parramatta River Catchment Group) and Aboriginal Torres Strait Islander peoples as appropriate to:

- Increase BASIX water targets
- Identify and implement actions to support the achievement of water quality improvement targets, including ongoing naturalisation of waterways
- Implement the five stages of the NSW Coastal Management Program aimed at developing a long term strategy for the management of the coast, estuary and catchment areas in the Inner West

short term

Planning Priority 5

Inner West is a zero waste community

Objectives:

- Resources are managed to avoid waste and maximise recycling/reuse
- Strategically located, accessible waste infrastructure is responsive to future needs for reuse, recycling and recovery services
- Inner West is part of a district circular economy
- Inner West reduces emissions and increases community and infrastructure resilience

Actions

5.1 Review Council's waste services and planning controls to maximise resource recovery

This will be achieved through:

- Developing and enabling precinct based solutions which utilise new innovative waste and recycling solutions
- Ensuring new developments accommodate reuse, waste and recycling on site unless a long-term enforceable alternative can be demonstrated
- Providing for shared spaces in new development for temporary storage and sharing for large bulky items
- Providing for space for communal gardens that include potential sites for composte bins and/or worm farms

short - medium term

5.2 Prepare a Zero Waste Strategy to maximise resource recovery

Council will need to:

- Provide and require additional facilities sites and opportunities for local community and commercial reuse, repair and recycling
- Support a share culture and economy
- Work with State Government to:
 - Review regulatory barriers to the diversion of organic waste from landfill
 - Investigate opportunities to re-purpose unused land to provide a localised waste service facility for Inner West with appropriate buffers
 - Mitigate impacts of the loss of waste transfer stations
 - Provide district scale solutions for resource recovery in conjunction with nearby councils and private developers

short - medium term

Water conservation opportunities

- 75% of rainfall runs off as storm water, causing pollution in waterways and flooding in heavy rain
- 2.5 times as much rain falls in the Inner West as is piped in from Sydney's water supply
- Storm water and waste water are good potential water sources

6.2 Unique, liveable, networked neighbourhoods

The evidence and recommendations of the *Local Housing Strategy* have provided the basis for many of the actions under this theme. For more detailed information, see the Strategy.

Inner West has many qualities that make it a great place to live. Many of our neighbourhoods have a distinctive character and vibe that support a range of business and activities offering unique and vibrant street life.

Liveability is about people's quality of life – elements which contribute to liveability include housing, infrastructure and services and public spaces to meet people's needs while also allowing them to feel safe and connected to their community – creating unique, liveable and networked neighbourhoods.

Our community value having centres close to residential areas that provide a choice of local businesses to service day to day needs. As Inner West continues to grow, we need to ensure that our planning continues to support the elements that make our neighbourhoods distinctive, liveable and valued by our community.

Based on the Department of Planning, Industry and Environment's population forecasts and implied dwelling needs, it is estimated that the Inner West will need an additional 20,000 dwellings by 2036. The Local Housing Strategy estimates housing provision based on the Department's 5 year targets and 6 - 10 and 10 – 20 year dwelling projections. Council is on track to meet the five-year housing target identified in the *Eastern City District Plan* of 5,900 dwellings (from 2016).

The *Local Housing Strategy* provides preliminary estimates for the 6 - 20 year dwelling projections, considering existing capacity for growth, PRCUTS, investigation areas and the Bays Precinct. The Local Housing Strategy must be approved by the Department of Planning, Industry and Environment (DPIE).

The Strategy finds that there is sufficient capacity under current planning controls that could meet the projected need to 2026 for 10,000 dwellings (from 2016). However, we will soon fall short of appropriately zoned land to provide a consistent supply pipeline of diverse of housing types across the LGA. The Strategy provides the first step in identifying areas to meet the critical need to keep up this consistent supply (see Figure 23: Areas from 2019). This includes:

- Land within the Parramatta Road corridor, predicated on the provision of mass transit along Parramatta Road, which is critical infrastructure required to enable increased population (and jobs) along the corridor;
- Land in Dulwich Hill and Marrickville around the committed metro line between Sydenham and Bankstown.



1,800+
Heritage items
112
Heritage
Conservation
Areas

Following the identification of significant inconsistencies in projected dwelling, population and job numbers for the Parramatta Road corridor, Council and DPIE have re-analysed the growth projections in PRCUTS. DPIE's land use and employment forecasting team confirmed Council's analysis that the dwelling growth resulting from PRCUTS recommended zoning and density controls would be much higher than envisaged in PRCUTS. On the other hand, the number of jobs resulting from the recommended controls would be much lower than envisaged in PRCUTS. Further investigation has been undertaken in the *Local Housing Strategy* which confirms that the corrected PRCUTS dwelling projections can be met even if the lands currently zoned for industrial and urban services are protected from conversion to residential or mixed-uses. (see Section 6.4). Accordingly, the dwelling projections for this corridor adopted in the LSPS are consistent with those in the Housing Strategy, rather than PRCUTS. Place based planning will be used to refine the high level estimates for all investigation areas.

The Strategy also provides estimates for housing growth to meet projected dwelling needs from 2026 to 2036 (another 10,000 dwellings), based on the identification of Investigation areas shown at Figure 23: Areas from 2026. This includes the major transformation area of the Bays Precinct. Again, place based planning will inform future LEP controls for these areas.

Maintaining and improving liveability requires housing, infrastructure and services in the right locations. *The Local Housing Strategy* recommends that new homes be located in areas that are well-served by public transport and services, while avoiding areas with significant constraints (certain hazards, heritage considerations, poor transport accessibility and low access to open space). Figure 23 identifies areas with potential to provide additional housing supply within Inner West, subject to the provision of supporting services and infrastructure.

Shelter for all

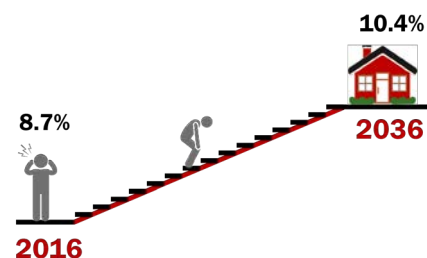
Housing affordably continues to be an issue facing the Inner West and Greater Sydney as a whole. Over 6,400 Inner West households (8.7% of total households) are in housing stress (ABS, 2016). There is also an estimated 1,762 homeless people in Inner West.

Council's current position is expressed in its Affordable Housing Policy which seeks a contribution to affordable housing for larger rezonings of:

- 15% of new dwellings within a development in areas with significant uplift;
- 30% of new dwellings within a development on Government owned land.

The lack of affordable housing affects the quality of life of individuals and families because they may be sacrificing basic necessities to pay for their housing. It also has a serious impact on employment growth and economic development. The loss of young families and workers in lower paid service jobs can adversely affect local economies. The retention and provision of affordable and diverse housing types are essential elements of inclusive and sustainable communities. Affordable housing will need to make up a substantial component of new housing.

Percentage of Households in Housing Stress
(Do Nothing Approach)



Housing Stress is when households with the lowest 40% of incomes pay more than 30% of their gross income on rent or mortgage payments

Affordable housing is where households who are considered to have very low, low or moderate incomes are paying less than 30% of their gross income on rent or mortgage repayments

Our heritage and culture – a mix of old and new – is visible and valued

The Inner West is rich with items that contribute to the heritage significance of the area (see Figure 24). We continue to celebrate and preserve our rich cultural and architectural heritage through our built form controls. However, the unique qualities of Inner West are not just defined by heritage, but also by the existing local character. Scenic and cultural landscapes also contribute to this character and to the communities' interpretation of the meaning of a place. In Inner West this includes views and vistas across Sydney Harbour, foreshore parks, waterways and adjoining lands (of particular significance to Aboriginal peoples) and landmark structures.

Local character is what makes a neighbourhood distinctive and is important to the identity of a place. It encompasses the way a place looks and feels, created by a combination of land, people, the built environment, history, culture and tradition. An understanding of the character of each neighbourhood will assist in the development of place-based plans, to refine the high level recommendations in the *Local Housing Strategy*.

A place-based approach

Place-based planning uses understanding of 'place' as the framework for the integration of measures to achieve objectives across a range of spheres: environmental, social and economic. It builds on the factors that the community values about a place as the starting point, embedding local and scientific knowledge, past experience and community expectations to plan and design neighbourhoods to respond to challenges and deliver multiple outcomes. It is a way of managing change over time ensuring the retention of local character and assisting in guiding future plans for the area in a way that allows for continual adjustments and improvements over time. Focusing on how specific places work and collaborative processes that value local expertise and investment allows development that will help to achieve a shared vision and values.

Planning Priority 6

Plan for high quality, accessible and sustainable housing growth in appropriate locations integrated with infrastructure provision and with respect for place, local character and heritage significance

Objectives:

- Provide housing growth and choice including a range of housing types in locations that have good access to public transport, community facilities, services, open space and employment opportunities supported by infrastructure provision
- Housing is designed to maximise amenity for residents and provide a positive contribution to the neighbourhood
- Heritage values are respected
- New housing is delivered in a manner that respects the significant character of local neighbourhoods or is consistent with the future desired character for the area
- Housing is designed to be ecologically sustainable and resilient, supporting Council's aims of zero net carbon emissions
- Maintain existing and increase supply of affordable housing to narrow the affordability gap for very low, low, and moderate income households
- Provide a diverse mix of housing typologies, sizes and tenures that cater to the needs of people at all stages of their lives
- Housing meets the principles of universal design

Actions

- 6.1** Implement the Local Housing Strategy (when approved). This will include:
- Ensuring that place based planning is used to inform planning proposals for increased housing growth and that the timing of such proposals aligns with the provision of services and infrastructure to meet the needs of the community now and into the future
 - Investigating opportunities for design excellence provisions in the LEP and DCP that will achieve high internal and external amenity, sustainability and universal design (informed by Liveable Housing Design principles) throughout the range of dwelling sizes, typologies and prices ranges
 - Establishing appropriate planning controls which prohibit or manage intensification of residential/vulnerable uses (including development) in areas significantly affected by key hazards – see also 1.1
 - Working closely with the State Government and other stakeholders to improve the affordable housing framework to increase the provision of affordable housing for very low, low and moderate income households
 - Preparation of an Affordable Housing Contribution Scheme for Inner West seeking to maximize affordable housing within new development and government sites, subject to viability analysis
 - Progress the delivery of affordable housing, including the following:
 - Advocating for 30% of new dwellings on government owned sites to be affordable to a mix of very low, low and moderate income households

- Advocating for amendment to state government legislation to require affordable housing provided in accordance with any SEPP to be provided in perpetuity, and managed by a community housing provider
- Reviewing the Voluntary Planning Agreement Policy to seek a minimum affordable housing contribution outside SEPP 70 areas as part of the public benefit
- Advocating for State Government to increase social housing in Inner West
- Improving access, affordability and diversity of boarding house developments
- Collaborating with external providers of Community Housing and Special Disability Accommodation to increase the supply of affordable housing
- Developing planning objectives and controls to increase housing diversity in terms of dwelling size, type (for example, seniors, student housing, single dwellings, shop top housing) and accessibility
- Implementing a provision in the LEP to support value sharing for certain development sites to achieve improved affordability, universal design and environmental performance

short - medium term

6.2 Continue to protect the heritage and character values of the Inner West by: Ensuring significant existing or desired future character is identified and protected through LEP and DCP provisions

- Undertaking targeted heritage studies to identify new heritage items and conservation areas across the LGA and use these studies to inform future LEP and DCP provisions for their protection
- Seeking to list the suburb of Haberfield on the State Heritage Register
- Protecting scenic and cultural landscapes and views of such landscapes from the public domain through LEP and DCP provisions as well as through the development of the blue/green grid.

short - medium term



Photo: Tom Uren Trail, Balmain

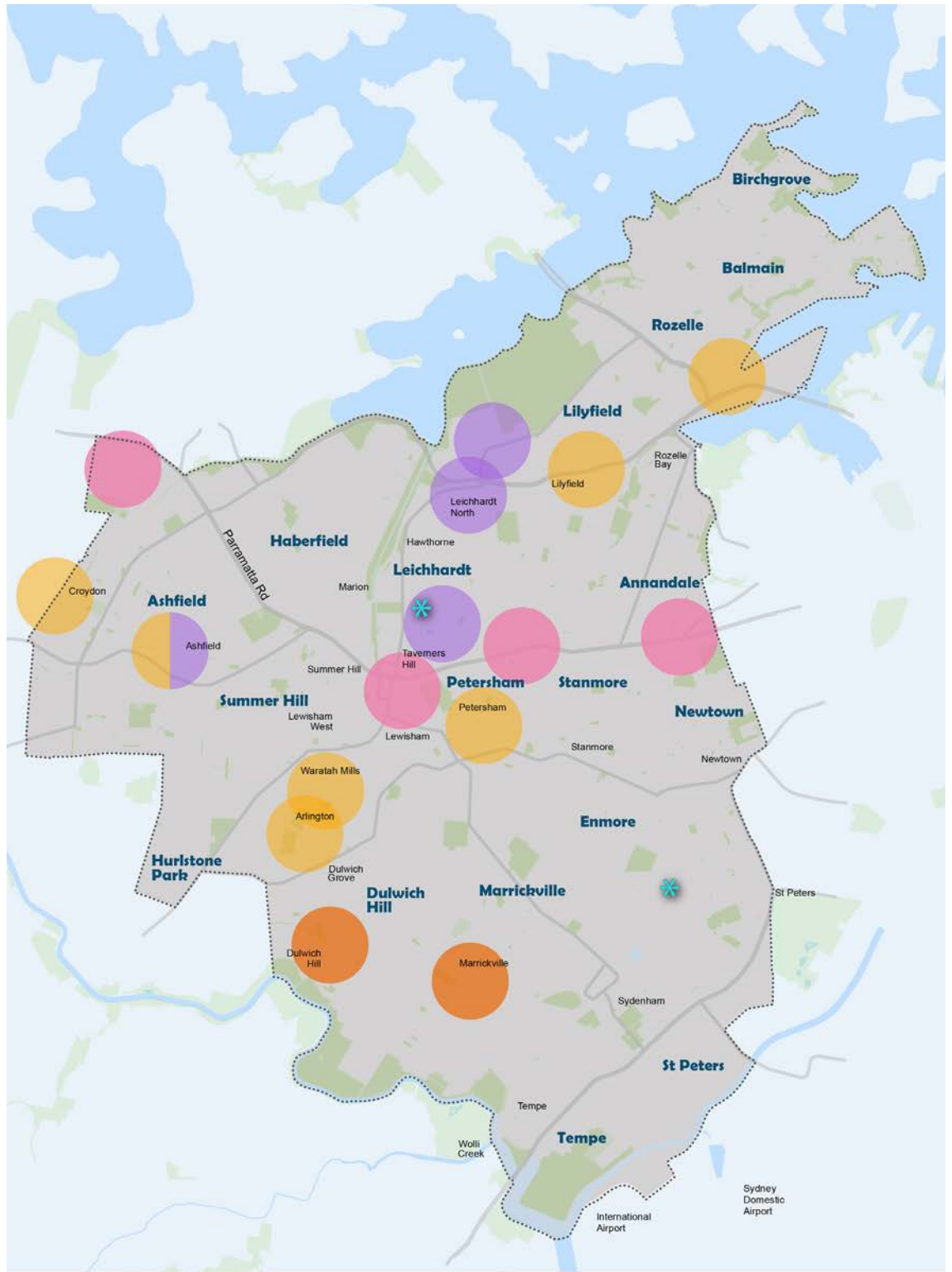
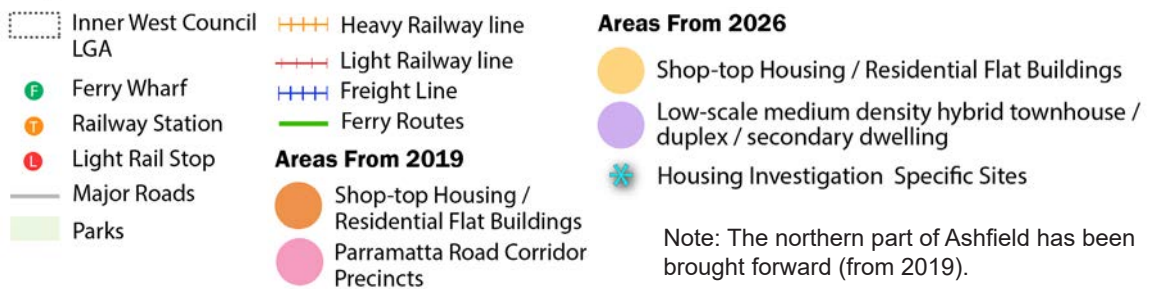


Figure 23: Investigation Areas for Additional Housing



Legend

- Inner West Council LGA
- Heritage Items identified in the LEP**
 - Heritage Conservation Area
 - Heritage Item
 - Landscape Item
- Heritage Items under State Jurisdiction**
 - State Heritage Item

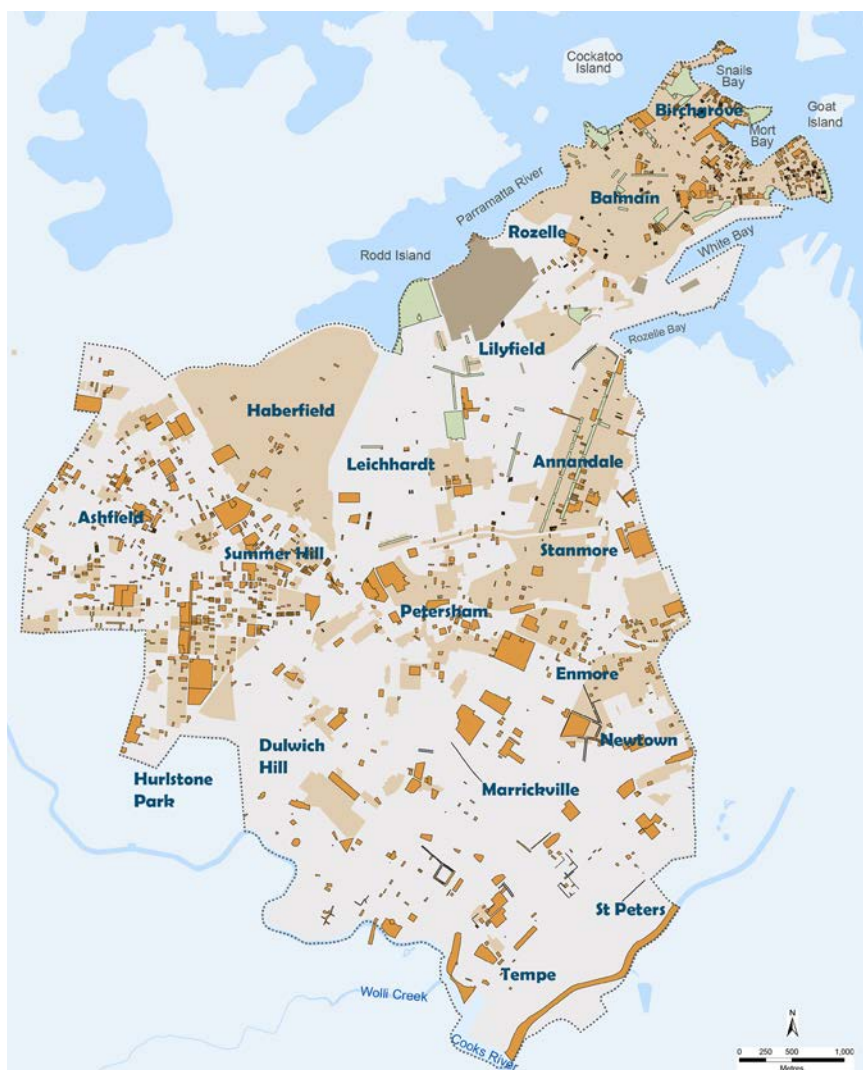


Figure 24: Heritage in Inner West

Planning Priority 7

Provide for a rich diversity of functional, safe and enjoyable urban spaces connected with and enhanced by their surroundings

Objective:

- Provide urban spaces that support community needs and creative places

Action

7.1 Develop DCP controls that provide for a rich diversity of functional, safe and connected urban spaces

This will be achieved by requiring:

- New developments to enhance permeability and connectivity of the new development to the public domain and provide a positive contribution to the public space
- Adequate sunlight and shade for public spaces
- Embedding the principles of ecologically sustainable development, including water sensitive urban design into our public urban spaces

short term

6.3 Sustainable Transport

Objectives and actions in this part have been substantially drawn from the *Integrated Transport Strategy* and seek to achieve the 30 minute city and 10 minute walkable neighbourhoods as outlined in the *Eastern City District Plan* and *Future Transport 2056*. See the Strategy and Plans for further information.

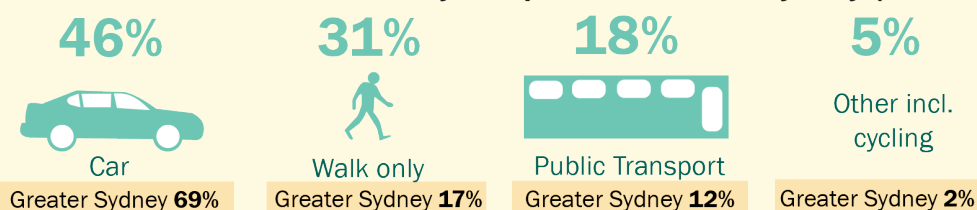
Inner West's transport system includes walking and cycling paths, roads, rail lines and ferry wharves. A number of transport modes rely on the road network, including buses, bicycles, private cars, taxis/ride share and trucks and delivery vehicles. Our transport network facilitates trips to, from and within the area, and carries significant 'through movement' trips as people travel between Greater Sydney and the Sydney CBD.

Most residents of the Inner West are located within a reasonable walking distance to a heavy rail, light rail, bus, or ferry stops, with reasonably frequent services connecting east- west towards the Sydney CBD.

Just over 62% of our working resident population work either within the Sydney CBD or within the Inner West LGA which allows for more sustainable transport modes to be utilised. This reflects recent data collected from the most recent *Household Travel Survey* (HTS), prepared by Transport for NSW (TfNSW) which collates travel behaviour information from dwellings across Greater Sydney for all trips over a typical weekday.

The results show that Inner West residents use public transport to get to their destinations at a much higher rate compared to Greater Sydney.

Inner West Household Travel Survey compared to Greater Sydney (2016/2017)



However we still face a number of transport challenges. Roads are generally congested during weekday peak periods and weekends, there is crowding on a number of public transport services, competition for parking is high, there are limited safe, separated cycle paths and there is poor north-south public transport connectivity.

Development within Inner West and in surrounding areas will generate further demand for new and improved transport infrastructure, particularly along the Parramatta Road Corridor and around the heavy rail lines at Marrickville and Dulwich Hill.

As the Eastern City District grows, the need for freight movements particularly delivery vehicles will increase. The planning and design of new development particularly in and around retail centres and areas expected to experience housing growth should take a balanced approach to supporting more efficient freight movements. Council will work with TfNSW to optimise the efficiency and effectiveness of freight handling while also achieving good place outcomes. This could include considering how development addresses busy roads, the siting of loading docks and how more freight movements can take place out of peak hours.

To increase and improve the range of sustainable transport infrastructure available to service our community, Inner West will work toward a progressive, integrated and collaborative approach across all levels of government, industry and the community. The Integrated Transport Strategy (2019) has guided the actions to achieve this.

People First

Approximately a third of all trips in Inner West are undertaken by walking only and we have an opportunity to continue supporting and increase our active and sustainable transport.

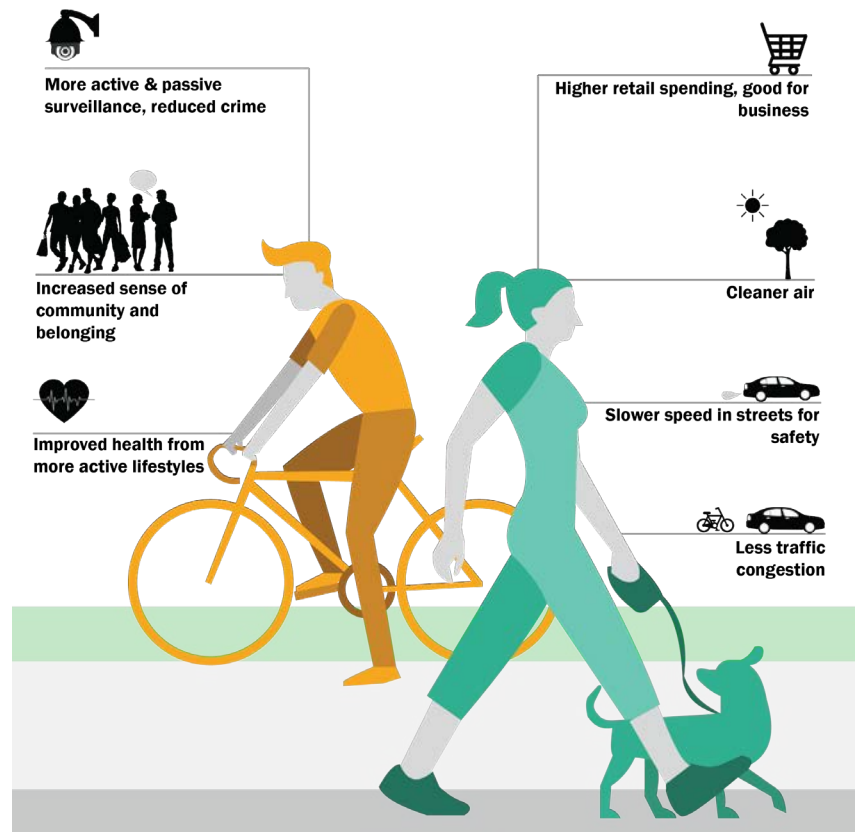
The Inner West transport hierarchy, developed as part of the *Integrated Transport Strategy*, centres on the principle that we are all pedestrians.

By prioritising the movement of people over the movement of vehicles, we can free up road space for essential trips including delivery and emergency vehicles.



Benefits of people-centered transport

Increased walking trips will reduce our carbon footprint, improve our physical health, and foster a greater sense of community.



Council will plan for a more sustainable transport future

To help guide our thinking a transport vision has been established that prioritises transport infrastructure that does not negatively impact on the natural environment and frees up road space for people to enjoy their environment and connect to places and each other.

Council's priorities

We will invest in and prioritise active transport infrastructure and adopt land-use planning approaches to support:

- 10 minute walkable neighbourhoods;
- Increased and improved cycling infrastructure and services;
- A 30 minute public transport city;
- A connected public transport grid and interchange;
- Improved management of freight and goods delivery networks;
- Shared transport to reduce private vehicle ownership;
- An electric vehicle charging network; and
- Appropriate technology uptake.

The vision for Inner West transport

Growing numbers of Inner West residents, workers and visitors prefer to walk, cycle and use public transport because it is safe, convenient, enjoyable and healthy. Inner West transitions to environmentally sustainable transport.

Everyone is connected to their community and local services, and can access educational, retail, cultural and recreational facilities, as well as jobs and services across local and regional areas.

The transport network enhances local economic vitality, with freight and goods movements separated from people by space and/ or time.

Future transport context

A number of major transport projects are proposed for the Greater Sydney region which will impact the Inner West (see figure 25). These include road based projects such as WestConnex, the Sydney Gateway Project and the Foreshore Harbour Tunnel and rail projects such as Sydney Metro West and the upgrade of the Sydenham to Bankstown line to Metro standards. While Council has opposed the road based projects and the Sydenham to Bankstown upgrade, they are state government projects and will go ahead.

Council has a long-standing position of opposing inner-urban motorways, including WestConnex, Sydney Gateway project & the Western Harbour Tunnel. Council prefers traffic-reduction solutions to addressing congestion, in particular public and active transport, travel demand management and transit-oriented development, with some modest/targeted road improvements. Based on its experience with WestConnex, Council has serious concerns about noise, vibration, dust, odour, air pollution, property damage, heavy vehicle movements and worker parking demand and the severing of walking or cycle access, as well as concerns about growing vehicle emissions from induced traffic.

Council is generally supportive of major public transport projects, but would have preferred that the funding used to upgrade the existing rail line between Sydenham and Bankstown was spent on a new rail line instead. Sydney Metro West is supported, however, the choice of ventilation and filtration design and locations will be critical to the health of Inner West residents.

All these impacts must be well managed, and should be planned for as part of initial project scoping by the state government. Council needs to plan land uses to support the role of these major infrastructure projects to increase public and active transport usage and to support the local population and economy.



Figure 25: Future Transport Context



Transport project ideas

In supporting our vision of improving active and public transport for residents, visitors and workers of Inner West, the maps at figures 27 and 28 put forward innovative transport ideas for the future.

These concepts seek to create more reliable, high frequency north-south public and active transport connectivity, improving links between key existing and future economic centres and educational hubs including the Camperdown-Ultimo Health and Education Precinct, Sydney Airport, Green Square and the Bays Precinct. However, these ideas cannot be developed by Council alone and require institutional and financial partnership with State Government.

Council's ideas for the future include:

- A better connected bus service on a high frequency grid;
- North-South Metro (or Inner Circle Line);
- Metro West Station for Leichhardt;
- Rapid public transport routes using future WestConnex and western harbour tunnels;
- Light rail by-pass of Pyrmont;
- Bays Precinct to Green Square transit link; and
- GreenWays and the Blue/GreenGrid.

The Movement and Place Framework

The State Government's *Future Transport 2056* establishes a Movement and Place Framework. This framework better recognises the complex nature of road environments and provides a way to allocate road space based on prioritised needs for the place.

This framework is an integrated land use and transport planning tool that sets customer focused outcomes and delivers wider benefits for the health and wellbeing of the community.

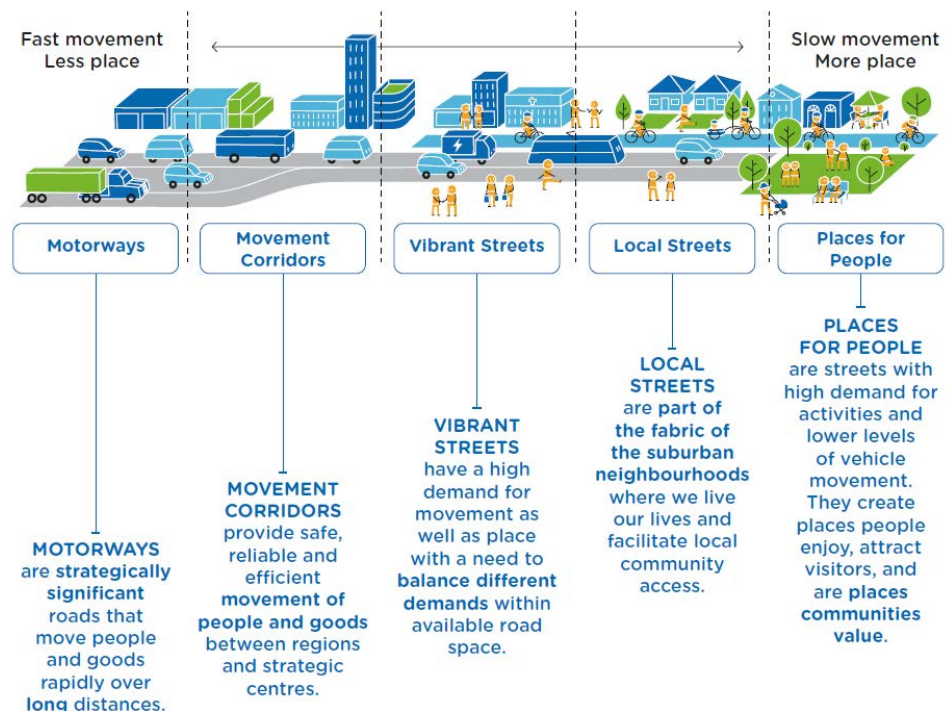


Figure 26: The Movement and Place Framework. **Source:** Future Transport 2056



to Central →

60

041

Lewisham West

FLOUR MUNCO

DANGER



Figure 27: Inner West Council Transport Project Ideas

- Inner West Council LGA
- Ferry Wharf
- Railway Station
- Light Rail Stop
- Heavy Railway line
- Light Railway line
- Freight Line
- Ferry Routes
- Major Roads
- Centre

Inner West Council Transport Project Ideas

- Dulwich Hill Light Rail Duplication Line
- Wentworth Park to Conventional Centre Light Rail short Cut
- Inner West Light Rail Extension to the Bays Precinct
- Possible locations for Leichhardt Metro West Station
- North-South Metro Option 1
- North-South Metro Alternate Options
- North-South Metro Station Options
- Rapid Transit Route (At Grade)
- Rapid Transit Route (In Tunnel)

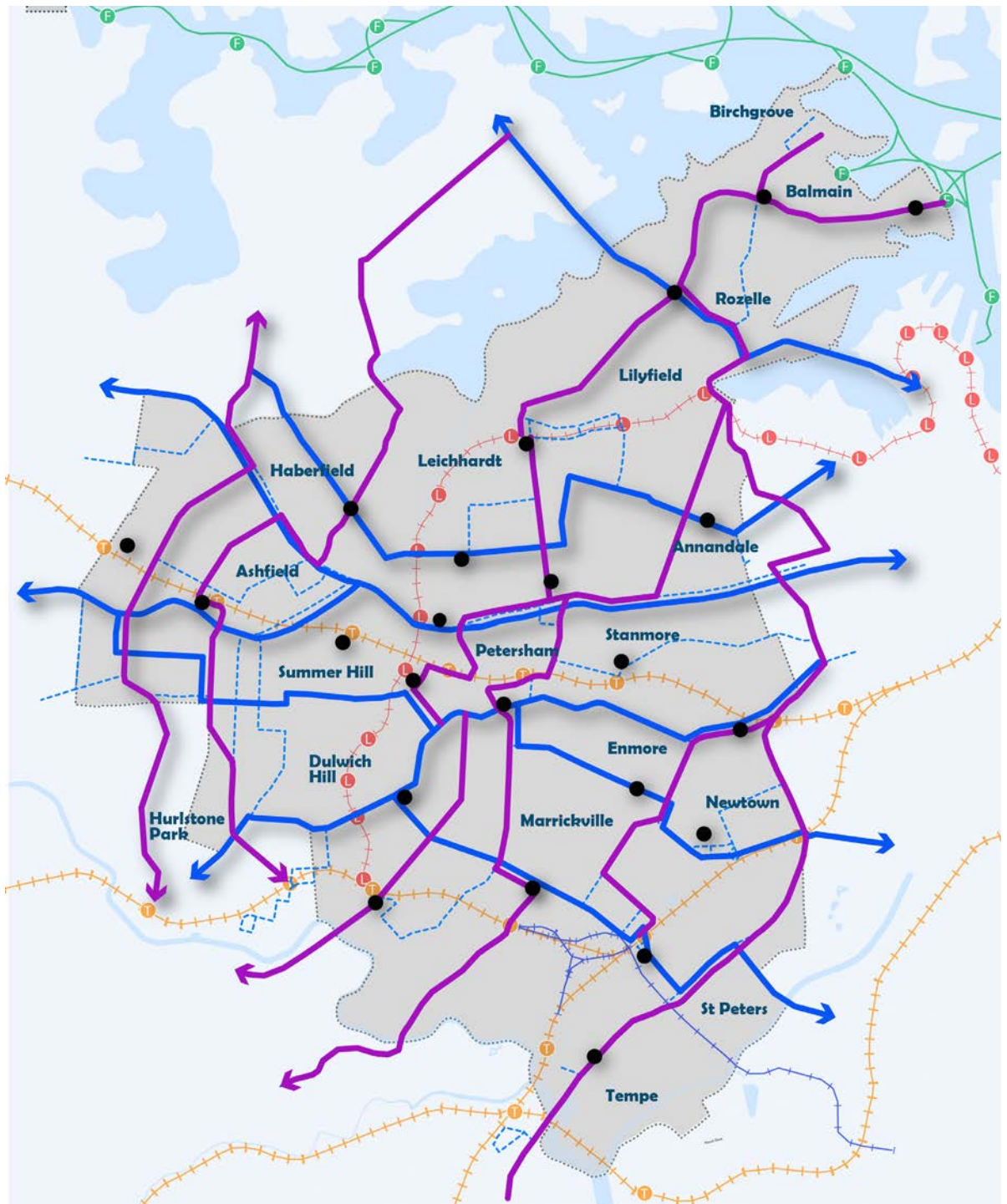


Figure 28: Council's Concepts for a High Frequency Road Based Public Transport Network

- Inner West Council LGA
- F Ferry Wharf
- T Railway Station
- L Light Rail Stop
- + + + + Heavy Railway line
- + + + + Light Railway line
- + + + + Freight Line
- - - - Bus Routes
- Ferry Routes
- Local Centres / Urban Hubs

Council's Concept for a High Frequency Road Based Public Transport Network

- ← East West Routes
- ← North South Routes

Planning Priority 8

Provide improved and accessible sustainable transport infrastructure

Objectives:

- Safe, user-friendly active transport infrastructure forms an integral part of Inner West and supports all types of trips
- Public transport usage substantially increases because it serves all users and gets people where they need to go
- Shared transport forms an integral part of Inner West's transport network, reducing private vehicle ownership
- Inner West has an adaptive and responsive parking framework for private vehicles that responds to function, location and access to alternative transport
- Inner West embraces emerging transport technology that reduces our carbon footprint and improves travel information and services
- Land uses support freight, servicing and delivery corridors and reduce conflict between different land users
- A sustainable freight, delivery and service network that benefits Inner West

Action

8.1 Implement the Integrated Transport Strategy (when approved)

This will include:

- Developing an active transport plan that supports 10 minute walkable neighbourhoods, prioritising active transport and improves connectivity with public transport nodes
- Preparing a Road Safety Action Plan to ensure safety of all road users, and make Inner West residential and town centre streets 40km/h
- Ensuring public domain plans for main streets are supported by the Movement and Place Framework and prioritising pedestrians and cyclists
- Ensuring DCP controls limit the provision of new vehicular crossings on main streets and require sites to utilise secondary street frontages for vehicular access where possible, particularly in centres
- Working with State Government to declassify high pedestrian activity streets such as King Street and Enmore Road
- Developing a Pedestrian, Access and Mobility Plan for Inner West
- Developing a Local Approvals Policy to balance pedestrian access along footpaths with outdoor seating and other uses
- Supporting and advocating to State Government for:
 - A Metro West Station interchange with Inner West Light Rail in Leichhardt to improve connectivity to and from Leichhardt
 - A light rail short-cut between Wentworth Park and Exhibition Centre Station to reduce travel times to the city, while still maintaining light rail services in Pymont.

- Making all railway stations, ferry wharves, light rail stops, bus services and bus stops in Inner West compliant with the Disability Discrimination Act and the Disability Standards for Accessible Public Transport
- High frequency north-south public transport within the Inner West region of Sydney that connects east-west train, light rail, metro services and key destinations
- Preparing a shared transport plan
- Developing a Parking Plan and DCP controls
- Developing a transport technology assessment framework to inform Council's position on emerging technologies
- Renewing Council's vehicle fleet to electric vehicles
- Increasing electric vehicle charging points by:
 - Developing DCP controls to require developments of a certain size to provide EV charging points
 - Partnering with companies to provide EV charging points powered by renewables in publicly accessible locations and new development
- Developing a Freight, Delivery and Servicing Movement Plan and DCP controls to support efficient 'last mile' deliveries
- Work with TfNSW to support and implement travel behaviour change programs to help manage demand on the transport network, including by requiring new developments and businesses operating in key precincts to develop and implement travel plans to encourage the use of sustainable transport choices.
- Continue working with TfNSW regarding transport solutions that meet safety and operational needs whilst achieving the vision set out in the LSPS, as well as broader connectivity outcomes that support Councils objectives and to ensure that required transport infrastructure is identified and agreed upfront for inclusion in infrastructure schedules and developer contribution plans where appropriate.
- Ensure planning controls:
 - Create through site links through larger blocks, where new cycling and walking routes provide connectivity and permeability within the local neighbourhood
 - Require developments to incorporate bicycle parking, that can also be used by other micro-mobility devices
- Maintaining complementary land uses on main freight corridors and maintain these users as a buffer to more vulnerable types of development, such as residential.

short - long term



6.4 Creative Communities and a Strong Economy

Objectives and actions for this theme have been substantially drawn from Council's *Draft Employment and Retail Lands Strategy* (the Strategy). Refer to the Strategy for further information.

Inner West has a vibrant thriving local economy which will be maintained and enhanced through:

- Easy access to neighbourhood amenities such as cafes, shops, health and wellness services;
- More and better retail and leisure options;
- More and better locally owned and operated businesses; and
- Evening recreation activities such as bars, dining, cinema, live music.

Inner West Local Economy (2019):

- 75,500 jobs
- 19,000 small businesses
- Contributing \$10 billion in gross regional product to the economy

Growing a stronger and more competitive Harbour CBD is a priority under the Eastern City District Plan as are the international trade and transport gateways - Sydney Airport and Port Botany – all of which also contribute to the economic vitality of the Inner West LGA. The Harbour CBD includes Sydney CBD and an emerging Innovation Corridor on its western edge which extends south from The Bays Precinct through to Central Station and parts of Surry Hills (see Figure 33). The Innovation Corridor contains creative and digital industries and business support services that support the global competitiveness of the Harbour CBD.

The Camperdown-Ultimo Collaboration Area sits within the innovation corridor, including existing health and education institutions including the Royal Prince Alfred Hospital, TAFE NSW, University of Notre Dame, University of Sydney and University of Technology Sydney and one of the largest and most comprehensive health and education precincts within Greater Sydney. This area will develop an innovation ecosystem that specialises in education and health, science and technology, arts and creative enterprises, start-ups, research commercialisation and sustainable technologies. The continued development of the area will boost Greater Sydney's economic future and its national and international competitiveness.

The future for our employment and retail lands

The Strategy projections indicate that by 2036 the Inner West will need:

- An additional 300,000m² of gross floor area to accommodate industry and business in the employment lands
- An additional 30,000m² of office and retail area

Industrial and urban service land plays an important role in providing goods and services to meet the local communities' needs. This land also plays a significant role through relationships and supply lines with local and regional businesses and industries.

However, loss of industrial zoned land through planning proposals and State Government infrastructure projects continues to threaten to displace business and restrict growth opportunities for those that remain, including creative and cultural makers and producers. Figure 30 shows the current employment lands within the LGA.

It is important to retain and manage a diversity of employment space that can be adapted and repurposed in the future to, allow for new entrants to the market, to respond to changing business and industry requirements and in turn supporting the success of the Harbour CBD and the Innovation Corridor.

In line with the overarching principle of the District Plan to retain and manage our industrial and urban services land and protect it from inappropriate uses such as residential, Council's policy position is to retain and manage all land currently zoned industrial including that identified in the *Parramatta Road Corridor Urban Transformation Strategy* (PRCUTS) for rezoning with a residential component. Recent analysis of PRCUTS shows refinements can be accommodated to provide for projected housing growth whilst retaining industrial land.

The Greater Sydney Region Plan seeks to target certain economic sectors for success. As outlined in the Strategy, Council will support the growth of targeted industry sectors, including industries that support a circular economy. Targeted industries for Inner West include but are not limited to urban services such as waste management and logistics, creative and cultural industries as well as biotechnology and innovation. Our centres, including Ashfield, Balmain, Leichhardt, Marrickville and Newtown offer unique places to enjoy shopping, eating and night-time entertainment. They provide important local economic and employment opportunities that build on the distinctive local character of each area. However, new out of centre mixed use areas in business and industrial zones have the potential to threaten the viability of existing centres, employment, urban services and productive uses.

Establishing a clear centre hierarchy will help protect smaller centres and provide clarity to the market around growth expectations and the desired role and function of centres. As identified in Figure 29, Ashfield is proposed as the major centre for the LGA. A number of town, local and neighbourhood centres have also been identified. Affordable workspaces for social and cultural enterprises are needed in the larger centres. The future role of each centre is outlined within the Strategy.

Creative and cultural industries are an essential component of the area's liveability, economy and distinctive identity and contributes to the tourist and visitor economy of the LGA. Inner West is home to artists, musicians, writers, studios, galleries, creative industries, artist-run initiatives, theatres and festivals. The current planning framework does not reflect the diversity of the creative sector or its requirements. Council intends to play a key role in protecting and preserving appropriate spaces for a diverse array of creative industries and cultural producers.

The night-time economy within the Inner West is thriving with numerous late night, art and live music venues. Council will continue to make the night time economy more vibrant and is working to make it easier for operators to enter this economy. Council will also look to design public spaces enlivened by place-responsive art and cultural expressions.

The following planning priorities and actions will ensure that we capitalise on the Inner West's strategic location to maximise employment and meet our community's lifestyle preferences.



Photo: Erth, Myrtle St Studios

Planning Priority 9

A thriving local economy

Objectives:

- The local economy is diverse, strong and resilient
- Inner West has a thriving and diverse evening and night time economy
- Retain, protect and increase industrial lands
- Zoning and planning provisions accommodate affordable entry points for a range of industries
- Inner West continues to grow as a leading creative and cultural hub
- Main streets and centres are designed to be unique, lively, safe and accessible

Action

9.1 Implement the Employment and Retail Lands Strategy (when approved)

This will include:

- Establishing a centres hierarchy and planning controls to support the the major, town and local centres
- Harmonising the business zonings and associated land uses to ensure a consistent approach across the LGA that supports a clear differentiation between the zones
- Developing an Economic Development Strategic Plan for Inner West that incorporates relevant actions from the *Employment and Retail Lands Study*
- Preparing LEP/DCP controls to support the growth of targeted industry sectors as outlined in the *Eastern City District Plan* and those that support a circular economy
- Identifying areas for night time economic activity and implement appropriate LEP/DCP controls that encourage a diverse night time economy, including the provision of a clear policy position on the rights of existing venues and neighbouring residents that incorporates the 'agent of change' principle
- Preparing planning controls to ensure that there are appropriate 'buffers' in place to minimise adverse impacts of heavier industrial uses on sensitive land uses
- Maintaining employment and productivity opportunities at Taverners Hill, Kings Bay and Camperdown, by the retention of industrial and urban services land, and protection from the encroachment of residential uses
- Working with State Government to identify and secure new employment lands
- Preparing LEP provisions to preserve industrial and urban services land and provide additional opportunities to provide urban services
- Preparing DCP controls for retail and industrial lands to encourage high quality internal and external design with innovative architecture, lettable space that addresses streets and public spaces and varied/flexible floorplates

- Incorporating provisions in the LEP and DCP to reduce barriers and support the needs of creative industries, including the protection, retention and encouragement of creative and cultural industry clusters
- Simplifying procedures to allow creative uses of the public domain, accommodate art in public places, and allow temporary use of streets/other public spaces
- Partnering with social, creative and cultural space providers to increase availability of affordable, fit-for-purpose, and sustainable space to support growth of the cultural sector and creative industries
- Examining how to consider creative and cultural spaces to be a public benefit that can be measured and delivered through DCP controls, development contributions and voluntary planning agreements for business, contemporary industrial and mixed use schemes
- Creating a monitoring program to track creative industries and cultural production businesses and services across the Inner West to understand their presence and ensure long term continuity of an industry closely linked to the identity of the Inner West
- Review and consolidate planning controls for active frontages to buildings in appropriate locations on main streets and centres to improve the amenity, safety and economic viability of these areas
- Provide and monitor additional retail floor space in centres in accordance with the Employment and Retail Lands Strategy, in line with residential growth.

short - long term



Sydney Underground Film Festival
Photo source: Katherine Berger

Main focus of land-use zones relating to productivity actions

- B1 Neighbourhood Centre: small-scale commercial servicing the local community
- B2 Local Centre: commercial, entertainment and community uses for the local area
- B4 Mixed Use: integration of commercial and residential uses in accessible locations
- B5 Business Development: business and warehouse uses including light industry and specialised retail premises
- B6 Enterprise Corridor: only applies along major roads and permits a range of employment uses including business, office, retail and light industry
- IN1 General Industrial: industrial and warehouse uses
- IN2 Light Industrial: light industrial, warehouse and related lands uses that have minimal adverse impacts on surrounding land uses

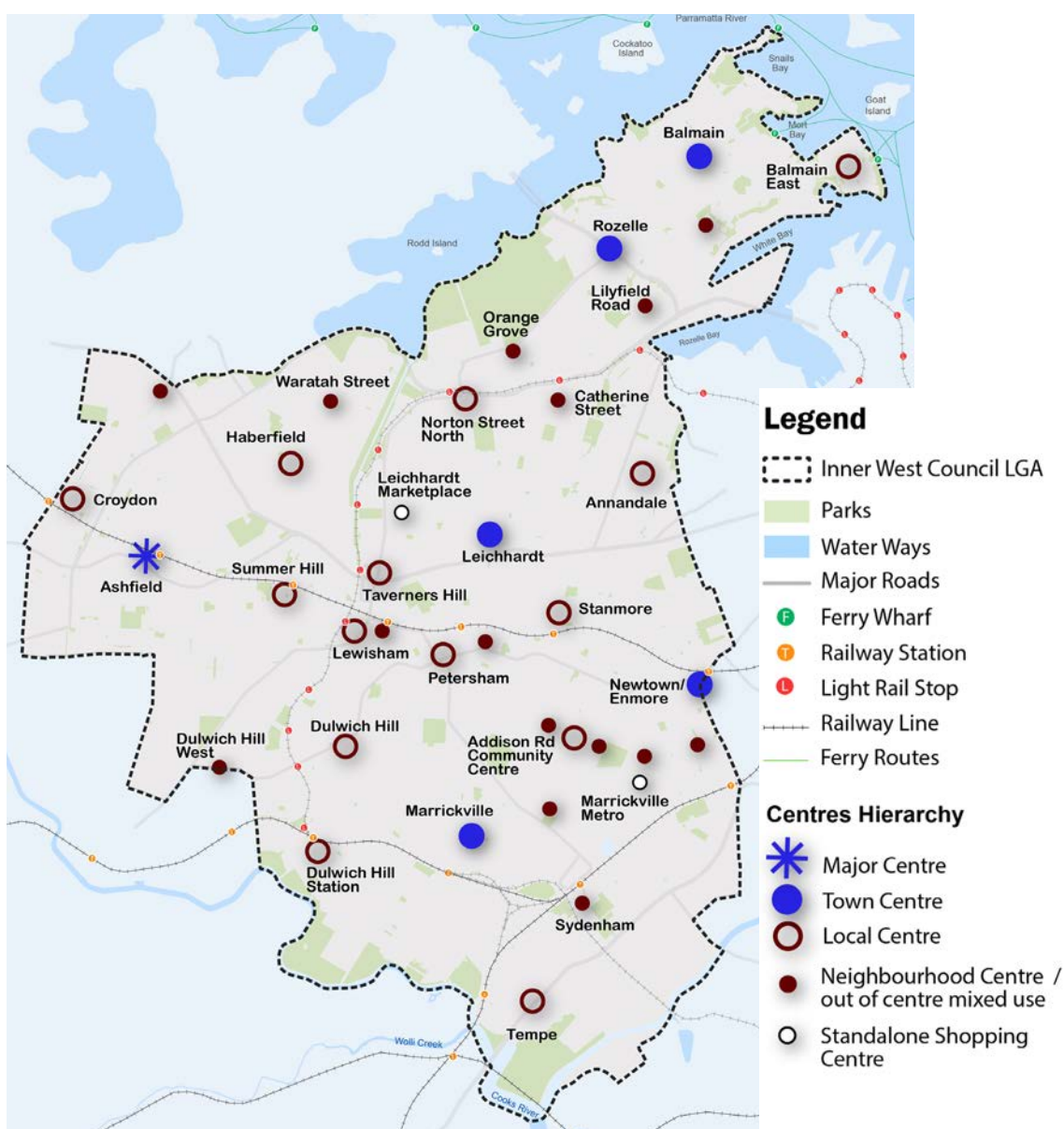


Figure 29: Centres Hierarchy. Source: Draft Employment and Retail Lands Strategy.
Note: Not all neighborhood centres are shown

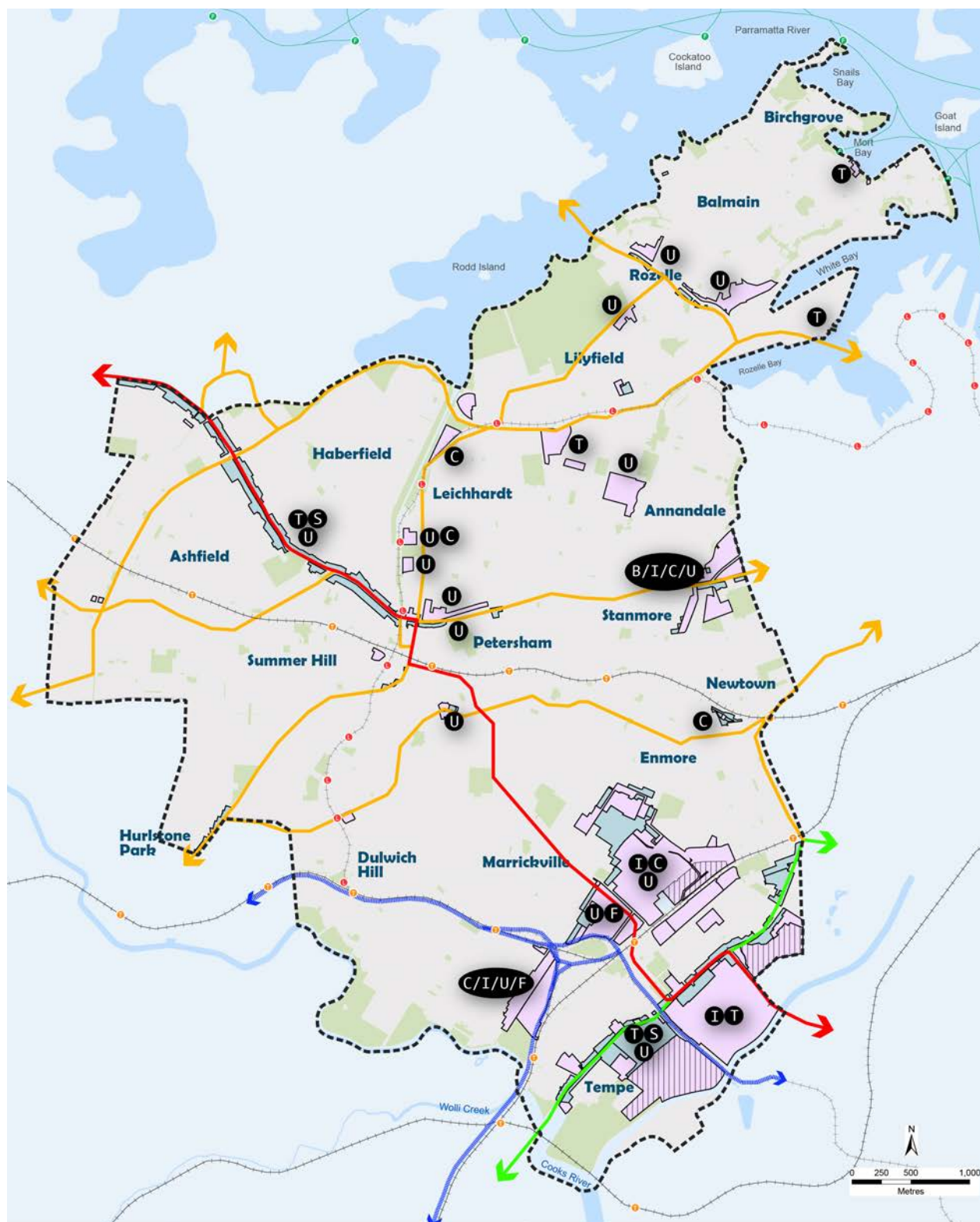


Figure 30: Employment and Industrial Precincts.

Source: *Going Places, An Integrated Transport Strategy for Inner West*

| | | |
|-------------------------|---|----------------------------|
| Inner West Council LGA | Railway Station | Role & Function |
| Parks | Light Rail Stop | Urban Services |
| Water Ways | Ferry Wharf | Biomedical |
| Major Roads | | Creative Industries |
| Railway Line | Key Employment Lands | Food Production |
| Goods Line | Large Format of Business Uses | Transport & Logistics |
| Ferry Routes | Industrial, Urban Services & Creative Manufacturing | Specialised Retail |
| Primary Freight Route | Industrial Sites affected by State Transport Infrastructure | Industrial |
| Secondary Freight Route | | |
| Tertiary Freight Route | | |

6.5 Caring, happy, healthy communities

Inner West has an inclusive, caring and progressive community where everyone is respected and included and creativity is a way of life. The public places and spaces facilitate enjoyment of urban living and community cultural expression.

Objectives and actions under this theme have been substantially drawn from the Healthy Ageing Forum (2019), the *Recreational Needs Strategy – A Healthier Inner West* (2018), and *Social Wellbeing and Local Government in the Inner West* (2018).

Council's *Inclusion Action Plan for People with Disability* (2017) has also been utilised which outlines Council's commitment to respecting the rights and improving opportunities for people with a disability of all ages to participate fully in community life. See the Strategy and Plans for further information.

The provision of access to high quality facilities, services and spaces to keep the community happy and healthy while providing for our increasing and changing population, is important to achieve Councils' Vision. Diversity in these facilities, services and spaces is also required to enable participation by people at all stages of life, and from the range of cultural backgrounds, abilities and lifestyles of the communities that live, work or play here.

The changing demographics, in particular the estimated increase of the population likely to be aged 65 years and over (52% increase by 2036) will add to the complexity and cost of providing community facilities.

It is estimated that 18.3% of the Inner West population reported as needing help in their day-to-day lives due to a disability (Survey of Disability Ageing and Carers (SPAC)). This is known to be an underestimate and does not reflect the number of households affected. We also know that the likelihood of living with a disability needing assistance increases with age.

Consequently, Council will work towards universal access to private and public spaces. There will be a focus on delivering a range of dynamic and flexible community facilities that are inclusive and age-friendly urban spaces supporting an active social and cultural life for all ages and abilities.

People with a disability

Recent research has indicated that if you added together the number of older people, people with disability and those with chronic health conditions, the proportion of households across Australia living with at least one person with mobility limitations comes to more than 60% (Liveable Housing Design Australia, 2018).

This figure will remain relevant for Inner West as our population continues to age.

Provision of social and community infrastructure

Social infrastructure is the mix of facilities, places, programs, services and networks that maintain and improve the standard of living and quality of life in a community. Social infrastructure includes health facilities and centres, education facilities, recreation grounds, police stations, fire and emergency service buildings, art and cultural facilities and other community facilities. These services are essential to support the growing population and will be critical to achieving the Vision.

However, the provision of much of this critical infrastructure is not controlled by Council. Council will advocate and work closely with state government to ensure that these services are provided.

A significant beginning has been made in the planning for schools and hospitals for the increasing population and changing demographics:

- Funding has been allocated to substantially upgrade RPA hospital (Inner West's closest major public hospital), with Stage One providing a substantial increase in emergency capacity, new operating theatres and intensive care facilities, and leading edge research and technology solutions to reduce the need for admissions; and
- A few local primary schools within Inner West and one nearby but just outside the LGA are currently being upgraded or expanded.

Other schools are likely to need expansion to accommodate future population growth.

Healthy built environments to encourage participation and active life styles

There is a growing body of evidence highlighting how the built environment can influence health outcomes; we can plan and manage our urban landscapes to support and encourage physical activity and social interactions to embed healthy living into land use planning.

Council provides many spaces for recreation including parks, outdoor gyms, play spaces, community gardens, foreshore walks, indoor and outdoor sporting and recreation facilities, tidal baths and cycle paths.

The condition and quality of public open space was highlighted as the top liveability improvement priority in the *Neighbourhood Community Insights Report* (May 2019). However the provision of access to high quality open space is problematic for the Inner West.

As noted on Figure 31, based on recent estimates of people per hectare of public open space, Inner West is estimated to have the second lowest amount of open space of all Sydney Councils (NSW Office of Local Government, 2016-2017).

On average each resident has access to 13.3m² of Council owned public space. Some areas have substantially lower proportions, for example Enmore has only 1.2m² per person (see Figure 32).

By the very nature of being an inner city area, the density of the existing built environment, high land prices and limited available funding sources restrict our ability to provide new open space. As the population increases this will remain challenging and Council will need to find innovative solutions to provide the additional facilities required to keep the community active and healthy.

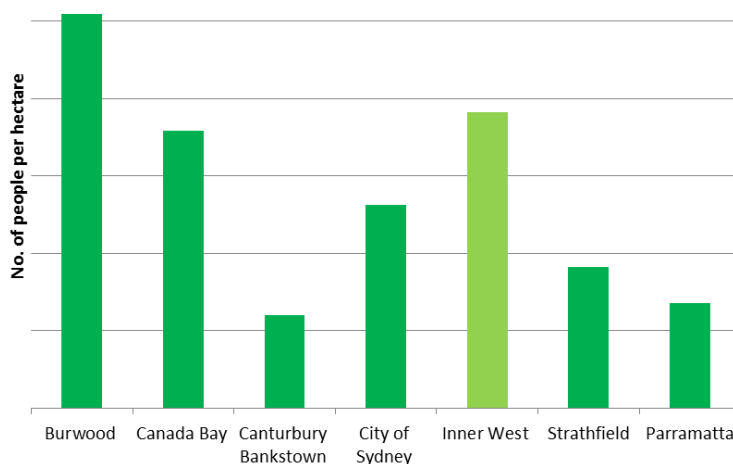


Figure 31: People per hectare of public open space.

Source: 2016-2017 data, as reported by councils to the NSW Office of Local Government (accessed via Sydney Morning Herald, 18 March 2020).

Community facilities in the LGA are often not designed for 21st century needs, and could be better located.

Council is undertaking a *Community Assets Needs Strategy* which will provide a gap analysis of existing council and non-government facilities, identify appropriate benchmarks to guide planning and design for the growing population and opportunities for locating new/upgraded facilities. Its key aim is to inform the new Consolidated Contributions Plan for the Inner West.

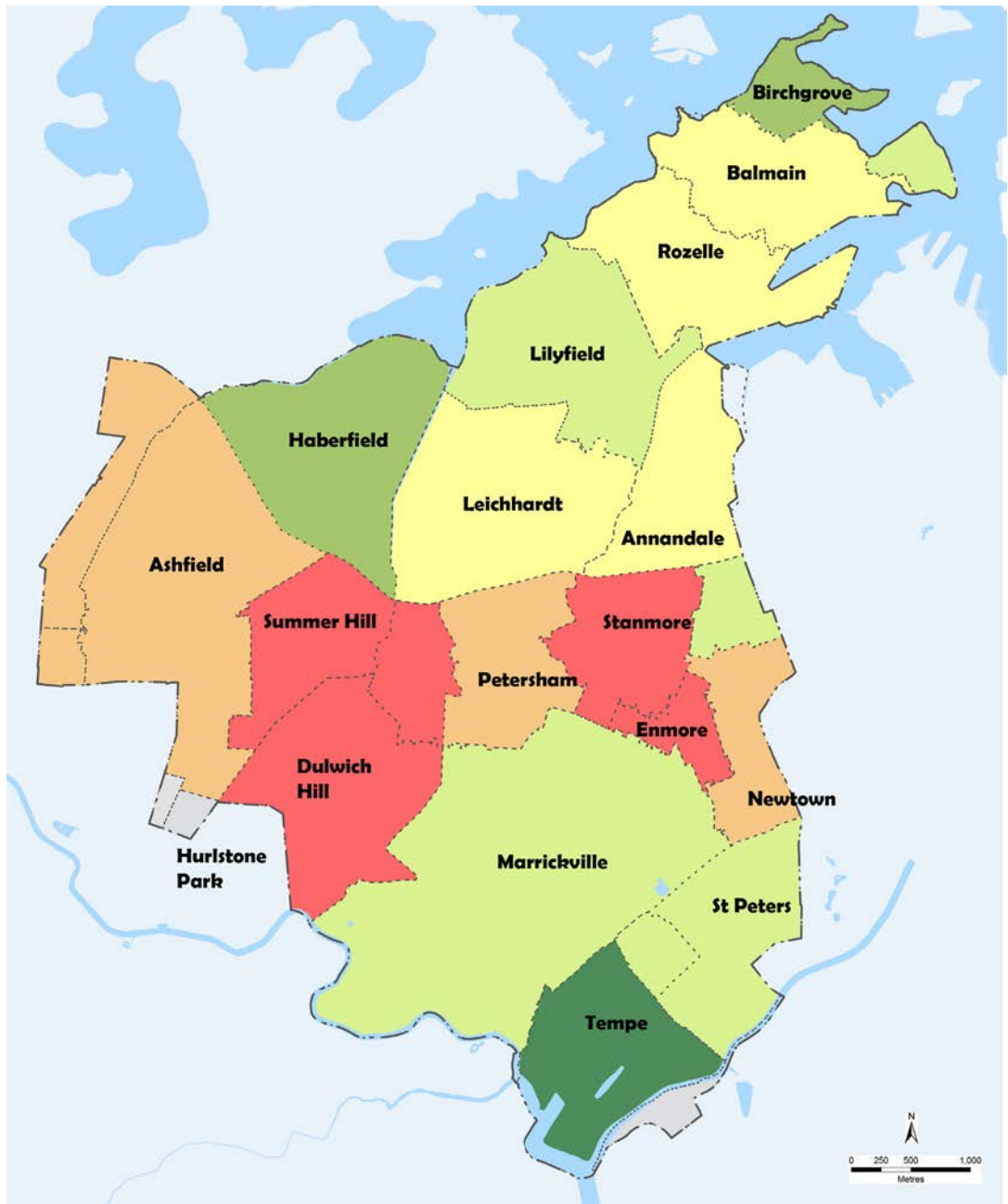


Figure 32: Adequacy of open space. Source: Open Space and Recreation Needs Study 2018

□ Inner West Council LGA
 □ Suburbs Boundary

Provision (m²) per person

- 0-5m²
- 5-10m²
- 10-15m²
- 15-30m²
- 30-40m²
- 40-90m²

13.3m²
 (Benchmark provision per person)

Planning Priority 10

Recognise and sustain Aboriginal and Torres Strait Islander cultures and histories

Objectives:

- Indigenous cultures and histories are recognised and steps are taken to ensure cultural continuity
- Aboriginal heritage of significance is conserved in Inner West

Action

10.1 Develop and implement an Aboriginal Reconciliation Action Plan to include:

- Enhanced access for local Aboriginal and Torres Strait Islander stakeholders to culturally significant areas such as waterways, midden sites, rock carvings and shelters as well as sacred and scar trees
- Active engagement with Aboriginal and Torres Strait Islander peoples in land use and management decisions to embed Aboriginal and Torres Strait Islander values and perspectives across Council programs, policies and strategies and management of local areas
- Support and acknowledgement of the rights of Aboriginal and Torres Strait Islander peoples to self-determination
- Investigation of existing and potential new infrastructure for; cultural uses, social enterprises, co-work spaces or business start-ups for use by Aboriginal and Torres Strait Islander peoples

short term

10.2 Protect areas, sites and/or objects having Aboriginal and Torres Strait Islander significance in the Inner West by:

- Identifying areas, sites and/or objects as having Aboriginal and Torres Strait Islander significance in the Inner West
- Undertaking any necessary studies to support their ongoing protection
- Listing them in Schedule 5 of Inner West LEP and/or adding to the NSW Aboriginal Heritage Information Management System
- Working with the Metropolitan Local Aboriginal Lands Council to advocate for the appropriate resources and infrastructure to manage and protect them

short term

Planning Priority 11

Provide accessible facilities and spaces that support active, healthy communities

Objectives:

- The community has access to a wide range of accessible high quality open spaces, community facilities, recreational and cultural spaces
- A Blue/Green Grid promotes active and healthy lifestyles

Action

- 11.1** Develop controls, contribution plans and strategies to provide a range of dynamic and flexible open spaces and community facilities that support community health and well-being as outlined in Inner West Open Space and Recreation Strategy (under development, based on the Open Space and Recreation Needs Study: *A Healthier Inner West and the future Inner West Community Needs Study, Healthy Ageing Strategy* (under development) and the *Inner West Inclusion Action Plan*)

The plans will seek to:

- Ensure all residents are within 400m of an area of high quality open space of at least 0.5ha, with walkable connections and no major barriers
- Provide access to open space to residents of high density development within 200m of their dwelling
- Provide access to open space and recreation facilities for workers
- Seek innovative options to increase access to open space, including co-location and increased flexibility of facilities, use of non-traditional spaces, shared and joint use agreements
- Provide indoor and outdoor recreation facilities and urban spaces for all ages and abilities
- Ensure the Blue/Green Grid Strategy protects high value ecological areas and includes connections to existing open space, schools and linear parks as outlined in the *Open Space and Recreation Needs Study 2018* and identified on the Blue/Green Grid Map at figure 17 - See also 4.1
- Provide cultural and community facilities through the development contributions plan
- Reduce barriers and encourage community led, wellbeing, fresh food and recreation programs and projects including verge gardens, community gardens, laneway improvements and use of streets for temporary community and sports events
- Require employment generating development to provide a contribution to additional open space, cultural and recreational facilities for workers

short term

11.2 Work collaboratively across Council and with governments and other stakeholders to ensure efficient use of facilities

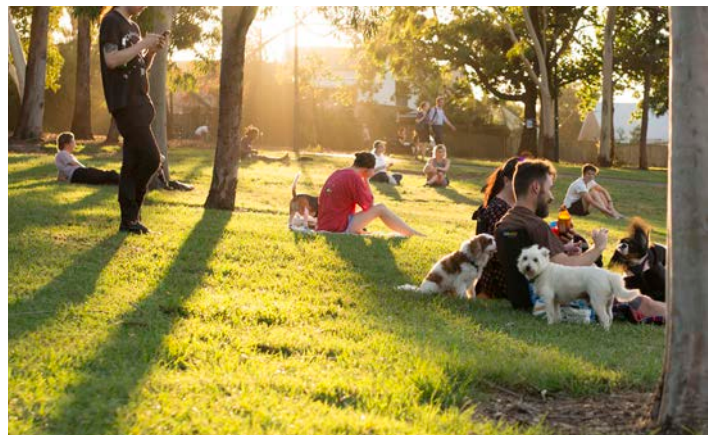
This includes working with:

- State Government to retain Callan Park in public ownership with its heritage preserved and its function as a regional park by providing active and passive recreational spaces and community facilities
- Canterbury Bankstown Council to maximize the potential for new public open space/ regional park at Canterbury Racecourse, if the Australian Turf Club ceases operating in Canterbury, as part of a master planning process
- Neighbouring councils and other stakeholders to deliver additional indoor recreation and open space facilities that service the Inner West and adjoining areas

short term



Photo: Magic Yellow Bus playgroup - Marrickville Festival



6.6 Progressive Local Leadership

Objectives and actions in this theme have been substantially drawn from the *Parramatta Road Corridor Urban Transformation Strategy*, the *Camperdown Ultimo Collaboration Area Place Strategy*, the *Eastern City District Plan* and Council's *Community Engagement Framework*. Please refer these Strategies and Plans for further information.

Inner West is a key driver of social change. Our community is known for being cosmopolitan yet progressive with a strong social conscience. As a community we are innovative and creative in our approach and response to tackling big issues – standing up for what we believe in to help shape the future.

This comes through progressive local leadership.

Council has a role in enabling our community to take effective action - providing opportunities to have a voice and make positive change to the areas where we live, work and play. Council's decision making process is guided by our *Community Engagement Framework* which ensures that a broad range of perspectives are sought in a structured and transparent manner and our community has a strong voice in decision making.

We have a specific responsibility to apply good governance by demonstrating:

- Professional and transparent decision making;
- Good communication and community engagement;
- Equity for both the existing and the future community;
- Strong financial management; and
- Transparent and efficient service delivery.

In addition to promoting opportunities for community participation in decision making, part of Council's role is to maintain, support and establish proactive partnerships and engagement on behalf of our community. This is because:

- Civic leadership is not limited to Council; and
- Responsibility for creating great places does not rest with any one organisation.

Collaborating with other leaders and organisations in the planning and delivery of infrastructure, housing and jobs is essential to achieving the best outcomes and creating great places. Such collaboration will be particularly important for the three major growth and transformation areas, which are located either entirely or partly within the LGA, as shown at figure 33. Both the Camperdown-Ultimo Collaboration Area and the Bays Precinct (both part of the emerging innovation corridor within the Harbour CBD) will have important economic functions that will bring economic benefits to the Inner West but also the broader region.

- The **Camperdown–Ultimo Collaboration Area** stretches from Camperdown in Inner West to Ultimo in the City of Sydney and includes RPA hospital, TAFE NSW and three universities.

The *Place Strategy* seeks to build on the existing scale and concentration of people, jobs and institutions to create a globally recognised innovation eco-system that is known for its environmental and architectural design, excellence in sustainability and resilience, creation of new jobs and investment, medical research, industry collaboration and innovation, diverse communities, character and engaging streets.

- The **Parramatta Road Corridor Urban Transformation Strategy** seeks to revitalise the Parramatta Road corridor along its full 20 kilometre length. The section in Inner West stretches from Kings Bay (west of Ashfield) to Camperdown in the east. The Strategy is intended to deliver more efficient and reliable public transport, diverse housing, a productive business environment, a series of well-served and connected communities with a diverse range of links and enjoyable spaces in a co-ordinated manner.
- As discussed in Section 6.2, the corrected dwelling projections for the corridor are higher than those identified in PRCUTS, with differing projections by precinct. The housing projections can be met even if the lands currently zoned for industrial and urban services are protected from conversion to residential uses. Accordingly Council will seek to apply the overall principle for industrial lands outlined in the Eastern City District Plan to ‘retain and manage’ the existing industrial and urban services land in the Parramatta Road corridor (see also Action 9.1).
- The **Bays Precinct** is a 71 hectare industrial site within the Innovation Corridor. The State Government is looking to retain the existing permitted land uses in the Bays Precinct for about 10 years, to support construction of major infrastructure projects, such as Sydney Metro West and the Western Harbour Tunnel. It is proposed for urban renewal in the longer term as a destination site, by the State Government. The early draft of the Bays Precinct Transformation Plan sought the integration of port, maritime, employment and recreation space that connects Balmain Peninsula to the Bay, the inclusion of innovative and diverse housing and design that celebrates environmental sustainability, local culture and heritage. Consideration of port and related land side activities will also need to be considered in the future planning for Glebe Island.

For each of these projects visionary, integrated, long term planning and decision making reflective of community needs and aspirations will be integral for successful outcomes. The actions under this priority will strengthen the competitiveness and vibrancy of the Inner West and the Harbour CBD.

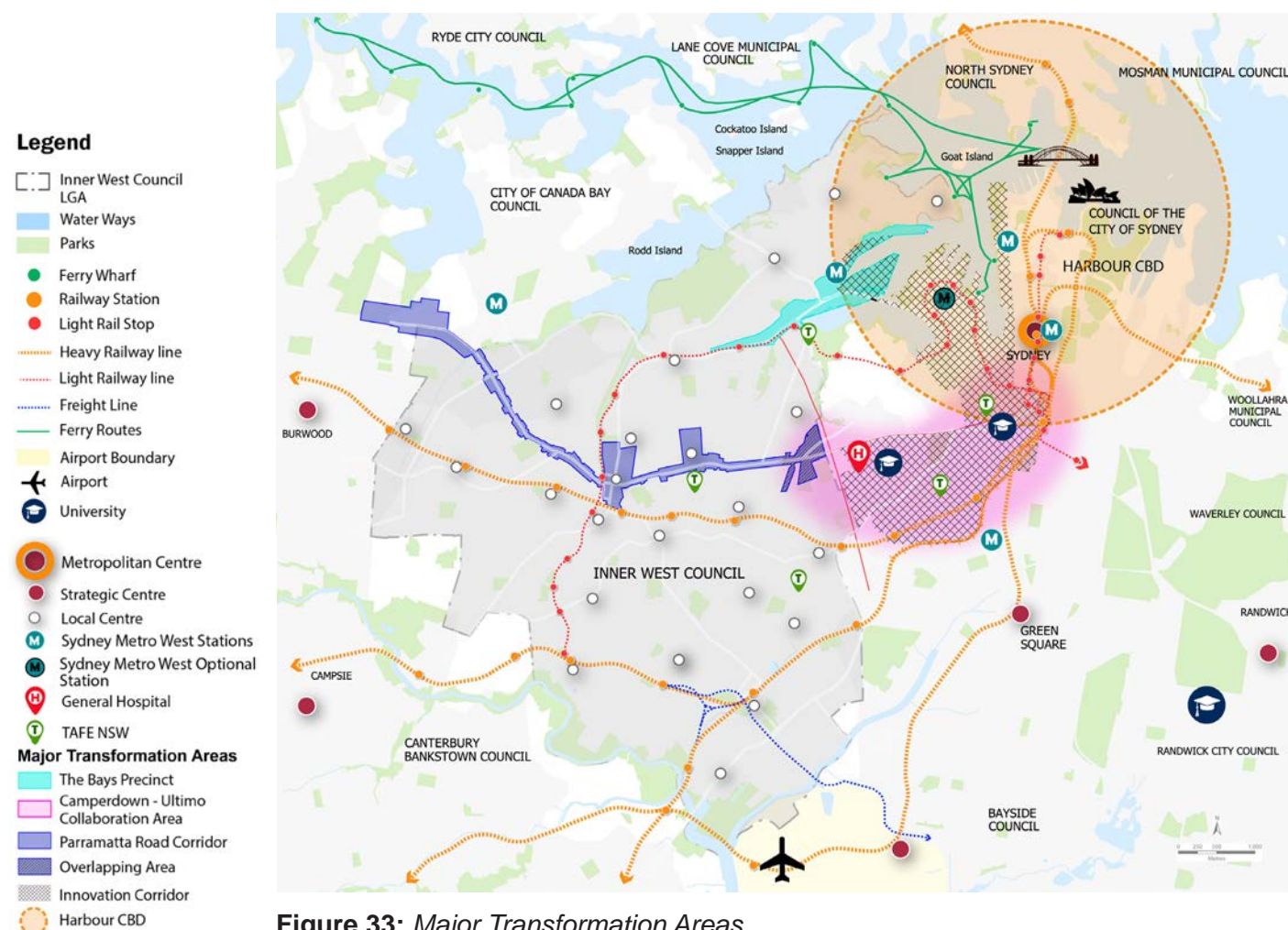


Figure 33: Major Transformation Areas

Planning Priority 12

Inner West involves and listens to the community

Objective:

- Deliver equitable community participation in planning matters

Action

- 12.1** Update Council's *Community Engagement Framework* so that it clearly sets out how people can engage in the planning system, and meets the requirements of the *Environmental Planning and Assessment Act* regarding Community Participation Plans

short term

Planning Priority 13

Develop diverse and strong stakeholder relationships through collaboration with government, community and business to deliver positive planning outcomes and realise the benefits of growth

Objectives:

- Maintain, support and establish proactive partnerships and engagement with government, agencies, the community and business
- The planning outcomes for the identified growth and collaboration areas are underpinned by cross-stakeholder collaboration processes to address complex issues
- The Camperdown – Ultimo Collaboration Area is an internationally competitive health, education, research and innovation area
- Incremental redevelopment of the Parramatta Road Corridor delivers a high quality, multi-use corridor with excellent transport and amenity, and balanced growth of housing and jobs
- The Bays Precinct is a world class example of the transformation from an industrial area to a stunning waterfront, climate positive destination that attracts the jobs of the future and delivers public places, promenades and open space, workplaces and housing to support a healthy and vibrant community

Actions

- 13.1** Continue to work with neighbouring councils, state agencies, ATSI peoples, advocacy groups and research institutions, to facilitate co-ordinated planning and ensure the views and goals of the Inner West are progressed

Potential collaborative partnerships and goals include:

- Strengthening the capacity of organisations to advocate on Council's behalf, such as SSROC, PIA, Shelter NSW and various other academic institutions
- Developing partnerships with community infrastructure, health and education providers to encourage joint use of open space and facilities

- Continuing existing, and investigate new, partnership projects to enhance cultural and economic opportunities in local Aboriginal communities
- Fostering a 'whole of government' approach to implement projects with multiple public and private landowners
- Engaging Aboriginal and Torres Strait Islander peoples and the Metropolitan Local Aboriginal Lands Council on land, water and environment management strategies
- Collaborating with State Government on a high level principle-based planning strategy for the Marrickville and Dulwich Hill Urban Renewal Areas
- Collaborating with other councils to advocate to State Government to relax the threshold on contribution rates for new dwellings

ongoing

Camperdown-Ultimo Collaboration Area

- 13.2** Ensure placed based planning guides the zoning and development of the Camperdown-Ultimo Collaboration area by undertaking the necessary studies and preparing a master plan supporting employment uses as the major focus, enabling the entire precinct to be a Low Carbon-High Performance precinct and establishing a biotechnology hub in Camperdown. This should include provision of public mass transit on dedicated lanes on Parramatta Road

short - medium term

- 13.3** Prepare Inner West LEP and DCP provisions to enable affordable spaces for medical innovation and research, as well as health services and other supporting uses, and safeguard these activities from unrelated commercial uses

short - medium term

- 13.4** Identify pilot projects for collaboration that maximise shared use of facilities

short - medium term

- 13.5** Work with Greater Sydney Commission to facilitate collaboration with key stakeholders and agencies to create a health and education precinct of international standing

short term

Parramatta Road Corridor

- 13.6** Implement the finalised housing, employment and transport strategies, and the Parramatta Road Corridor Transport Study, and prepare urban design / place based / open space studies to inform planning proposals to implement the *Parramatta Road Corridor Urban Transformation Strategy: Implementation Plan 2016-2023* and *Urban Amenity Improvement Plan*, subject to the provision of public mass transit being provided on dedicated lanes on Parramatta Road

short term

- 13.7** Collaborate with Parramatta Road Corridor councils to ensure planning for Parramatta Road is integrated across LGA boundaries

short - medium term

- 13.8** Prepare Parramatta Road Corridor local contributions plan to address funding of local infrastructure and services in the Corridor

short term

- 13.9** Seek a variation under the Section 9.1 Direction for the *Parramatta Road Corridor Urban Transformation Strategy* to retain the existing industrial land within the corridor and undertake further investigations to identify any additional variations required for the existing employment lands within the corridor.

short term

The Bays Precinct

13.10 Work with State Government to ensure that the Bays Precinct redevelopment delivers strong benefits for both the Inner West community and the region and becomes a low carbon high performance precinct

Goals to be progressed collaboratively include:

- Maintaining a major focus on employment generating uses with a minimum required non-residential FSR
- Delivering social housing, seniors housing and affordable housing including rental housing for key workers with 30% of all new housing owned by community housing providers
- Ensuring well defined and connected open space linkages to the Balmain Foreshore, Glebe Island and the City of Sydney LGA. This should include shared spaces to support and promote alternative modes of transport including cycling and publicly owned foreshore promenades, parks and a recreation area on the former Rozelle rail yards
- Adaptive reuse of White Bay power station that retains its heritage significance and provides a focal point for the precinct
- Ensuring green infrastructure is embedded in the redevelopment
- Maintain and expand the unique range of land uses and activities currently found within the Bays Precinct, for example historical maritime land uses, the heritage fleet, rowing and dragon boating and acknowledge the existing port activities at Glebe Island
- Minimize the impacts of current / upcoming construction projects on the amenity and function of the surrounding area.

medium-long team

13.11 Work with State Government to provide world class active and public transport links as part of the Bays Precincts development including:

- Metro West station
- Reopening Glebe Island bridge for pedestrians and cyclists
- Ferry links and extension of light rail

short - medium term

Council is already leading the state on environment and sustainability by entering into an innovative new power agreement to buy 25% of Council's electricity from renewable sources; achieving the highest percentage of non-fossil fuel investments of any Council in the history of NSW.

Planning Priority 14

Deliver visionary long term planning and responsible decision making reflective of our Community Strategic Plan

Objectives:

- Apply consistent and integrated planning across the Inner West, supported by a place based approach
- Plan and manage Council's assets and resources responsibly to support Council's strategic direction

Actions

- 14.1** Consolidate the legacy planning controls and contributions plan into an Inner West LEP, DCP and Contributions Plan applying best practice planning based on evidence, place-making and community input

short term

- 14.2** Ensure Council's strategic plans and public benefit are considered in Voluntary Planning Agreements and in any decision regarding the acquisition or relinquishing of Council assets to ensure that Council's assets and services meet community needs and objectives now and into the future

ongoing

- 14.3** Show leadership in sustainable resource management of Council assets, including retention of land for future use, achieving carbon neutrality, re-use of Council buildings and/or pilot projects

ongoing



Photo: History Walk - Outside Newington College main hall.

7. Implementation and review

To allow us to achieve the vision and planning priorities outlined in *Our Place Inner West*, Council will monitor and report on our progress using the Integrated Planning and Reporting Framework under the *Local Government Act 1993*. The purpose of monitoring and review is to:

- Evaluate the extent to which we are achieving the priorities in the LSPS, and therefore the CSP and the *Eastern City District Plan*;
- Ensure continuing alignment between the LSPS, the *Eastern City District Plan*, relevant State Environmental Planning Policies (SEPPs) and deemed SEPPs, section 9.1 Directions, Council strategies, our CSP and associated Delivery Programs, Operational Plan and Council's financial plans; and
- Inform the next LSPS.





















The reporting on the monitoring and review will form part of the evidence base, to guide the future review of the LSPS, together with community engagement and any changes to state or federal policy or strategic direction. Council is required to review the LSPS at least every 7 years, but may do so more often. Reporting on the CSP every four years may provide an opportunity for interim reviews and amendments to *Our Place Inner West*.

The following table outlines a preliminary set of indicators to enable the measurement of progress on each of the priorities. The Greater Sydney Commission has released the first few common indicators for the Greater Sydney Region in the document titled, *The Pulse of Greater Sydney, 2019*. At this stage only some of these can be scaled down to the local area. Where possible these indicators have been used. While further development of the performance indicators for the region is still in progress, the indicators in the CSP have been used where possible, as an interim measure.

Note 1 - The baseline, where available, is shown in italics under each indicator.

Note 2 - Some indicators refer to 'Satisfaction' and an associated rating. This refers to the Community Satisfaction Surveys which are conducted by Inner West Council at least every 2 years.




Note 3 - The satisfaction rating is a number out of 5. The baseline ratings are from the outcomes of the 2017 survey. The Community Satisfaction Reports are available on Council's website.

| Planning priority | | Indicator | Target or trend |
|---|--|--|---|
| An Ecological Sustainable Inner West | Planning priority 1 – Adapt to climate change | <ul style="list-style-type: none"> Urban Heat Exposure Map <i>Baseline: Urban Heat Exposure Map 2016</i> Extent of tree canopy/urban forest by area <i>2016 Baseline: 16%</i> |   |
| | Planning Priority 2 - Inner West is a zero emissions community | <ul style="list-style-type: none"> Total installed PV capacity |  |
| | Planning Priority 3 - A diverse and increasing urban forest that connects habitats of flora and fauna | <ul style="list-style-type: none"> Total area of habitat for wildlife <i>2017 Baseline: 18.8Ha</i> |  |
| | Planning Priority 4 – Inner West is a water sensitive city with clean waterways | <ul style="list-style-type: none"> Areas of Inner West treated by vegetated water sensitive treatment systems built by Council <i>2017 Baseline: 33 ha</i> Amount of mains water per household <i>2017 Baseline: houses – 169kL per year, residential flat buildings – 146 kL per year</i> | 38 ha by June 2022   |
| | Planning Priority 5 - Inner West is a zero waste community | <ul style="list-style-type: none"> Volume of waste sent to landfill by the LGA <i>2017 Baseline of 199kg per resident per year</i> |  |
| Unique Liveable, networked neighbourhoods | Planning Priority 6 - Plan for high quality, accessible and sustainable housing growth in appropriate locations integrated with infrastructure provision and with respect for place, local character and heritage significance | <ul style="list-style-type: none"> Satisfaction with long-term planning for the LGA <i>2017 Baseline: 2.97</i> Number of dwellings completed per year <i>Baseline: 1000</i> Satisfaction with protection of buildings and items of heritage significance <i>2017 Baseline: 3.23</i> Number of affordable dwellings approved <i>average 2015 - 2018 Baseline: 124</i> Number of households in the LGA in housing stress <i>2016 Baseline: 6,436 households</i> Proportion of dwellings in the LGA that are affordable to people on very low, low and moderate incomes to rent. <i>Baseline Sept 2017: very low - 4.92% Low - 18.69% Moderate - 59.81%</i> Satisfaction with protection of low-rise residential areas <i>2017 Baseline: 2.95</i> Satisfaction with management of development in the LGA <i>2017 Baseline: 2.83</i> Number of dwellings that meet silver Housing Liveability Guidelines (Baseline to be determined) Satisfaction with support for people with a disability <i>2017 Baseline: 3.31</i> |           |
| | Planning Priority 7 - Provide for a rich diversity of functional, safe and enjoyable urban spaces connected with and enhanced by their surroundings | <ul style="list-style-type: none"> Measurement of open space per capita <i>Baseline 2018 13.3m² per capita</i> Satisfaction with safety of public spaces <i>2017 Baseline: 3.68</i> |    |

Legend:  Increase  Decrease  The Same

| Planning priority | | Indicator | Target or trend |
|---|--|---|-----------------|
| Sustainable Transport | Planning Priority 8 – Provide improved and accessible sustainable transport infrastructure | • Community satisfaction with cycle ways <i>2017 Baseline 3.00</i> | ↑ |
| | | • Proportion of trips in the LGA that are walking trips <i>2016/17 Baseline 31%</i> | ↑ |
| | | • Percentage of people who travel to work by public transport <i>2016 Baseline 38.2%</i> | ↑ |
| | | • Satisfaction with access to public transport <i>2017 Baseline 3.79</i> | ↑ |
| | | • Satisfaction with management of parking <i>2017 Baseline 2.74</i> | ↑ |
| | | • Proportion of electric vehicles in Council's fleet <i>2019 baseline 0%</i> | ↑ |
| | | • Number of Electric Vehicle charging points LGA wide <i>2019 Baseline 2</i> | ↑ |
| | | • Satisfaction with Council support of local jobs and businesses <i>2017 Baseline 3.39</i> | ↑ |
| | | • Travel to work by walking and cycling - Walk only baseline 5.2% - Bicycle baseline 2.6% | ↑ |
| | | | |
| Creative Communities and a Strong Economy | Planning Priority 9 – A thriving local economy | • Satisfaction with Council support of local jobs and businesses <i>2017 Baseline 3.39</i> | ↑ |
| | | • Inner West Gross Regional Product <i>2018 Baseline \$10.41 billion</i> | ↑ |
| | | • Proportion of working residents who worked within the LGA <i>2016 Baseline 19.6%</i> | ↑ |
| | | • Number of jobs in LGA <i>Baseline 75,500</i> | ↑ |
| | | • Area of industrial lands across LGA <i>2019 Baseline: Industrial zoned land - 240.5ha SP2 land zoned used for industrial purpose - 8ha</i> | ↑ |
| | | • Satisfaction with support of local artists and creative industries <i>2017 Baseline 3.39</i> | ↑ |
| | | • Satisfaction with appearance of local area <i>2017 Baseline 3.51</i> | ↑ |
| | | | |

Legend: ↑ Increase ↓ Decrease = The Same

| | Planning priority | Indicator | Target or trend |
|------------------------------------|--|--|--|
| Caring, happy, healthy communities | Planning Priority 10 – Recognise and sustain Aboriginal and Torres Strait Islander cultures and histories | <ul style="list-style-type: none"> Number of signs across the LGA relating to Aboriginal and Torres Strait Island culture and history <i>2019 Baseline: 15</i> | ↑ |
| | Planning Priority 11 - Provide accessible facilities and spaces that support active, healthy communities | <ul style="list-style-type: none"> Satisfaction with the availability of sporting ovals, grounds and facilities <i>2017 Baseline: 3.82</i> Satisfaction with aquatic and recreation centres <i>Baseline: 3.82</i> Walkable access to open space for all residents Length of Blue/Green Grid completed <i>2019 Baseline: 13.39 km</i> | ↑  400m for all residents. 200m for residents of high density development ↑ |
| Progressive Local Leadership | Planning Priority 12 - Inner West involves and listens to the community | <ul style="list-style-type: none"> Satisfaction with Council's community engagement <i>2017 Baseline: 3.61</i> |  |
| | Planning Priority 13 – Develop diverse and strong stakeholder relationships to deliver positive planning outcomes | <ul style="list-style-type: none"> Satisfaction with the community's ability to influence Council's decision making <i>2017 Baseline: 2.71</i> Council continues to have a key role in the Camperdown-Ultimo Alliance Council is engaged as an active partner in the planning for the Bays Precinct |  ↑ |
| | Planning Priority 14 - Deliver visionary long term planning and responsible decision making reflective of our Community Strategic Plan | <ul style="list-style-type: none"> Community satisfaction with long term planning for Council area <i>2017 Baseline: 2.97</i> | ↑ |

Legend: ↑ Increase ↓ Decrease == The Same

8. Glossary of terms

Active Transport refers to transport powered by physical activity such as walking and cycling.

Affordable Housing is where households pay no more than 30% of their gross household income on their rent or mortgage payments.

The **Agent of Change Principle** places the responsibility for managing the impacts of development on the person or business (the agent) introducing the new land use (change). For example, new residential developments being built near existing entertainment venues would need to be designed and built to manage the noise of the existing venue.

BASIX refers to the Building Sustainability Index which sets the minimum standard for energy and water efficiency in residential buildings in New South Wales.

Employment Lands are land zoned IN1 General Industrial, IN2 Light Industrial, B5 Business Development, B6 Enterprise Corridor or B7 Business Park. There are also a few SP2 Special uses sites that are important employment lands.

The **Sydney Gateway Project** will provide a high capacity road connection from the Airport and Port Botany to the new WestConnex St Peters Interchange

GreenStar is a voluntary sustainability rating system for buildings in Australia run by the Green Building Council of Australia which assesses the sustainability of projects at all stages of the built environment life cycle.

High density development is defined in the Greater Sydney Commission's *Eastern City District Plan* as development with over 60 dwellings per hectare, and generally refers to residential development three storeys and higher.

Medium Density development is generally no more than two storeys in height and includes semi-detached dwellings, terraces, townhouses, dual occupancies, villa units and some residential flat buildings / apartments.

NABERS is a national rating system administered by the NSW Department of Planning, Industry and Environment that measures the environmental performance of Australian buildings, tenancies and homes.

The main difference between this tool and Green Star is that NABERS rates the effectiveness of the operation of the building (after it is built and is operational) whereas Green Star includes design and construction.

Regional Park is a public open space which is equal or greater than 5ha and offers areas for recreational activities for the wider region.

SEPP 70 refers to State Environmental Planning Policy No. 70 - Affordable Housing (Revised Schemes) which allows Council to amend their local environmental plan to include an affordable rental housing contribution scheme and levy affordable housing contributions in certain circumstances.

Urban Heat Island Effect relates to urban areas becoming significantly warmer than comparable vegetated areas due to loss of green cover and more hard surfaces which absorb, store and radiate heat.

Urban Forest consists of all trees and vegetation in the urban area (including bushland, wetlands, parkland, gardens and street trees)

A **Voluntary Planning Agreement** is a voluntary agreement between a planning authority (such as Inner West Council) and a developer to deliver to Council public benefits such as land, monetary contributions, public infrastructure, community facilities, affordable housing or any other material public benefit. Planning agreements are prepared in relation to either a planning proposal (rezoning application) or a development application.

Water Sensitive Urban Design integrates stormwater, groundwater and wastewater management and water supply with planning, design and construction of the built environment to use water wisely and minimise environmental degradation through measures such as reuse of stormwater to water parks.

Abbreviations

| | |
|---------------|--|
| BASIX | Building Sustainability Index |
| CHP | Community Housing Provider |
| DCP | Development Control Plan |
| FSR | Floor Space Ratio |
| LEP | Local Environmental Plan |
| LGA | Local Government Area |
| LSPS | Local Strategic Planning Statement |
| PRCUTS | Parramatta Road Corridor Urban Transformation Strategy |
| SEPP | State Environmental Planning Policy |
| VPA | Voluntary Planning Agreement |

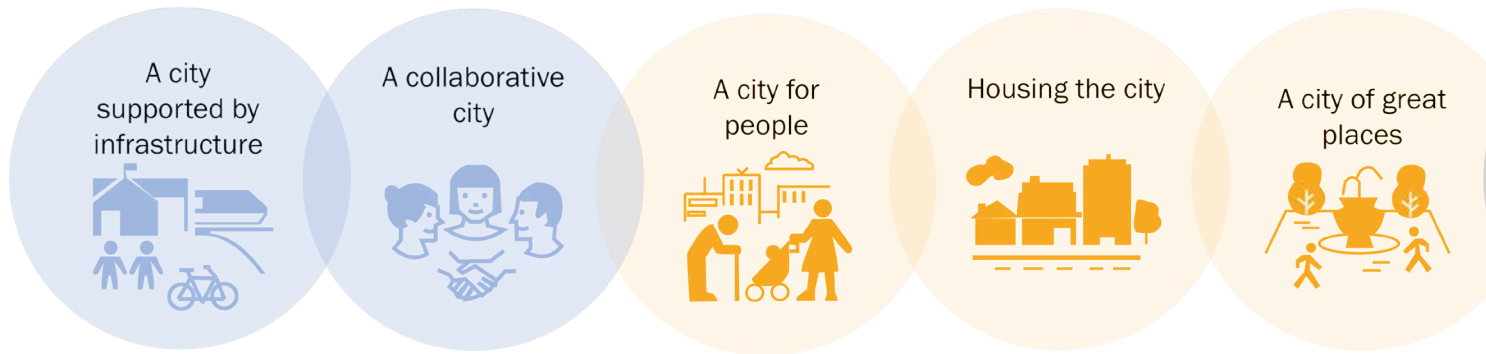


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Appendix 1

Alignment of our Place Inner West with the Eastern City District Plan



| Action No. | Eastern City District Plan Action |
|---|---|
| Planning Priority E1 - Planning for a city supported by infrastructure | |
| 1 | Prioritise infrastructure investments that support the vision of A Metropolis of Three Cities |
| 2 | Sequence growth across the three cities to promote north-south and east-west connections |
| 3 | Align forecast growth with infrastructure |
| 4 | Sequence infrastructure provision using a place-based approach |
| 5 | Consider the adaptability of infrastructure and its potential shared use when preparing infrastructure strategies and plans |
| 6 | Maximise the utility of existing infrastructure and consider strategies to influence behaviour changes, to reduce the demand for new infrastructure, including supporting the development of adaptive and flexible regulations to allow decentralised utilities |
| Planning Priority E2 – Working through collaboration | |
| 7 | Identify, prioritise and deliver Collaboration Areas |



| Aligns with LSPS Planning Priority number | Action Number |
|---|---|
| 5, 6, 8, 11 | 5.1, 5.2, 6.1, 8.1, 11.1 |
| 6, 8 | 6.1, 8.1 |
| 6, 7, 8, 11 | 6.1, 7.1, 8.1, 11.1 |
| 6, 7, 8, 11, 13, 14 | 6.1, 7.1, 8.1, 11.1, 13.1, 13.2, 13.6, 13.7, 13.8, 13.10, 13.11, 14.1, 14.2 |
| 1, 2, 5, 6, 8, 11, 14 | 1.1, 1.2, 2.2, 2.3, 2.4, 5.2, 6.1, 8.1, 11.1, 14.1, 14.3 |
| 1, 2, 4, 5, 6, 8, 11, 13, 14 | 1.1, 1.2, 2.1, 2.2, 2.3, 2.4, 4.1, 5.1, 5.2, 6.1, 8.1, 13.1, 13.2, 13.4, 13.6, 13.7, 13.8, 13.10, 13.11, 14.1, 14.3 |
| 12, 13 | 12.1, 13.1, 13.3, 13.4, 13.5, 13.6, 13.7, 13.8, 13.10, 13.11 |

Planning Priority E3 -

Providing services and social infrastructure to meet people's changing needs

- | | |
|---|--|
| 8 | Deliver social infrastructure that reflects the needs of the community now and in the future |
| 9 | Optimise the use of available public land for social infrastructure |

Planning Priority E4 -

Fostering healthy, creative, culturally rich and socially connected cities

- | | |
|----|--|
| 10 | Deliver healthy, safe and inclusive places for people of all ages and abilities that support active, resilient and socially connected communities by: <ul style="list-style-type: none"> a. providing walkable places at a human scale with active street life b. prioritising opportunities for people to walk, cycle and use public transport c. co-locating schools, health, aged care, sporting and cultural facilities d. promoting local access to healthy fresh food and supporting local fresh food production |
| 11 | Incorporate cultural and linguistic diversity in strategic planning and engagement. |
| 12 | Consider the local infrastructure implications of areas that accommodate large migrant and refugee populations |
| 13 | Strengthen the economic self-determination of Aboriginal communities by engagement and consultation with Local Aboriginal Land Councils to better understand and support their economic aspirations as they relate to land use planning. |
| 14 | Facilitate opportunities for creative and artistic expression and participation, wherever feasible, with a minimum regulatory burden, including: <ul style="list-style-type: none"> a. arts enterprises and facilities, and creative industries b. interim and temporary uses c. appropriate development of the night-time economy |
| 15 | Strengthen social connections within and between communities through better understanding of the nature of social networks and supporting infrastructure in local places |

Planning Priority E5 - Providing housing supply, choice and affordability, with access to jobs, services and public transport

- | | |
|----|--|
| 16 | Prepare local or district housing strategies that address the following: <ul style="list-style-type: none"> a. the delivery of five-year housing supply targets for each local government area b. the delivery of 6–10 year (when agreed) housing supply targets for each local government area c. capacity to contribute to the longer term 20-year strategic housing target for the District d. the housing strategy requirements outlined in Objective 10 of A Metropolis of Three Cities that include: <ul style="list-style-type: none"> • creating capacity for more housing in the right locations • supporting planning and delivery of growth areas and planned precincts as relevant to each local government area • supporting investigation of opportunities for alignment with investment in regional and district infrastructure • supporting the role of centres |
| 17 | Prepare Affordable Rental Housing Targets Schemes following development of implementation arrangements |

| Aligns with LSPS Planning Priority number | Action Number |
|---|--|
| 5, 6, 7, 8, 11, 14 | 5.2, 6.1, 7.1, 8.1, 10.2, 11.1, 11.2, 14.1, 14.2, 14.3 |
| 5, 6, 7, 8, 11, 14 | 5.1, 5.2, 6.1, 7.1, 8.1, 11.1, 11.2, 14.2, 14.3 |
| 3, 7, 8, 9, 10, 11, 13, 14 | 3.3, 7.1, 8.1, 9.1, 10.1, 11.1, 13.11, 14.2 |
| 10, 12, 13 | 10.1, 12.1, 13.1 |
| 6, 7, 8, 12, 13 | 6.1, 7.1, 8.1, 12.1, 13.1 |
| 9, 10, 12, 13 | 9.1, 10.1, 12.1, 13.1 |
| 7, 9, 14 | 7.1, 9.1, 10.1, 14.1 |
| 6, 8, 10, 11, 12, 13, 14 | 6.1, 8.1, 10.1, 10.2, 11.1, 11.2, 12.1, 13.1, 13.4, 13.8, 14.1, 14.2 |
| 6, 7, 8, 9, 13, 14 | 6.1, 7.1, 8.1, 9.1, 13.6, 13.10, 13.11, 14.1 |
| 6 | 6.1 |

- | | |
|----|---|
| 18 | Using a place-based and collaborative approach throughout planning, design, development and management, deliver great places by: <ul style="list-style-type: none"> a. prioritising a people-friendly public realm and open spaces as a central organising design principle b. recognising and balancing the dual function of streets as places for people and movement c. providing fine grain urban form, diverse land use mix, high amenity and walkability, in and within a 10-minute walk of centres d. integrating social infrastructure to support social connections and provide a community hub e. recognising and celebrating the character of a place and its people |
| 19 | In Collaboration Areas, Planned Precincts, Growth Areas and planning for centres: <ul style="list-style-type: none"> a. investigate opportunities for precinct based provision of adaptable car parking and infrastructure in lieu of private provision of car parking b. ensure parking availability takes into account the level of access by public transport c. consider the capacity for places to change and evolve, and accommodate diverse activities over time incorporate facilities to encourage the use of car sharing, electric and hybrid vehicles including charging stations. d. incorporate facilities to encourage the use of car sharing, electric and hybrid vehicles include charging stations |
| 20 | Identify, conserve and enhance environmental heritage by: <ul style="list-style-type: none"> a. engaging with the community early in the planning process to understand heritage values and how they contribute to the significance of the place b. applying adaptive re-use and interpreting of heritage to foster distinctive local places c. managing and monitoring the cumulative impact of development on the heritage values and character of places |
| 21 | Use place-based planning to support the role of centres as a focus for connected neighbourhoods |
| 22 | Use flexible and innovative approaches to revitalise high streets in decline |

Planning Priority E7 - Growing a stronger and more competitive Harbour CBD

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|----|---|
| 23 | Prioritise: <ul style="list-style-type: none"> a. public transport projects to the Harbour CBD to improve business-to-business connections and support the 30-minute city b. infrastructure investments, particularly those focused on access to the transport network, which enhances walkability within 2 kilometres of metropolitan or strategic centres or 10 minutes walking distance of a local centre c. infrastructure investments, particularly those focused on access to the transport network, which enhance cycling connectivity within 5 kilometres of strategic centres or 10 kilometres of the Harbour CBD |
| 24 | Strengthen the international competitiveness of the Harbour CBD & grow its vibrancy by: <ul style="list-style-type: none"> a. further growing an internationally competitive commercial sector to support an innovation economy providing residential development without compromising commercial development b. providing a wide range of cultural, entertainment, arts and leisure activities c. providing a diverse and vibrant night-time economy, in a way that responds to potential negative impacts |
| 25 | Review as required, planning controls to facilitate economic activity to deliver on the job targets |

| Aligns with LSPS Planning Priority number | Action Number |
|---|---|
| 6, 7, 8, 9, 11, 12, 13, 14 | 6.1, 6.2, 7.1, 8.1, 9.1, 10.2, 11.1, 11.2, 12.1, 13.1, 14.1, 14.2 |
| 2, 8, 11 | 2.3, 2.4, 8.1, 11.1 |
| 6, 10, 12, 13, 14 | 6.2, 10.1, 10.2, 12.1, 13.1, 14.1, 14.3 |
| 6, 7, 8, 9, 12, 14 | 6.1, 7.1, 8.1, 9.1, 12.1, 14.1 |
| 8, 9, 13 | 8.1, 9.1, 13.4, 13.8 |
| 8, 13 | 8.1, 13.6, 13.2, 13.10, 13.11 |
| 9, 13 | 9.1, 13.2, 13.5, 13.10 |
| 9 | 9.1 |

Planning Priority E8 -

Growing and investing in health and education precincts and the Innovation Corridor

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|----|---|
| 26 | Facilitate an innovation corridor that: <ul style="list-style-type: none"> a. provides access to a sufficient supply of affordable and scalable spaces b. promotes co-location and increased business-to business interaction c. connects with events spaces d. delivers a high amenity, highly walkable and safe corridor e. has access to affordable, diverse and multi-purpose housing options f. supports a strong night time economy |
| 27 | Facilitate health and education precincts that: <ul style="list-style-type: none"> a. create the conditions for the continued co-location of health and education facilities, and services to support the precinct and growth of the precincts b. have high levels of accessibility c. attract associated businesses, industries and commercialisation of research d. facilitate housing opportunities for students and workers within 30 minutes of the precinct |
| 28 | Deliver a Place Strategy for the Camperdown-Ultimo health and education precinct |
| 29 | Deliver a Place Strategy for the Randwick health and education precinct |

Planning Priority E9 - Growing international trade gateways

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|----|--|
| 30 | <p>Manage the interfaces of industrial areas, trade gateways and intermodal facilities by:</p> <p><u>Land Use activities</u></p> <ul style="list-style-type: none"> a. providing buffer areas to nearby activities, such as residential uses, that are sensitive to emissions from 24-hour port and freight functions b. retaining industrial lands for port, intermodal and logistics uses as well as the landside transport network from the encroachment of commercial, residential and other non-compatible uses which would adversely affect industry viability to facilitate ongoing operation and long-term growth c. requiring sensitive developments within influence of port and airport operations to implement measures that reduce amenity impacts d. improving communication of current and future noise conditions around Port Botany, airports, surrounding road and rail networks, intermodal terminals and supporting private lands e. improving the capacity of existing stakeholders to implement existing planning noise standards for incoming sensitive developments f. protecting prescribed airspace from inappropriate development, for example, height of building controls that would allow buildings to penetrate prescribed airspace and reducing the capacity of existing airport operations g. identifying and preserving land for future port and airport, intermodal and rail infrastructure h. ensuring adequate land is available for transit uses, for example, bus layovers <p><u>Transport operations</u></p> <ul style="list-style-type: none"> a. providing the required commercial and passenger vehicle, and freight and passenger rail access b. preventing uses that generate additional private vehicle traffic on roads that service Port Botany and Sydney Airport such as large-scale car-based retail and high density residential, to reduce conflicts with large dangerous goods vehicles (for example, Foreshore Road and Denison Street, Banksmeadow) c. recognising and giving effect to the National Airports Safeguarding Framework, incorporating noise, turbulence and wildlife safety measures |
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| Aligns with LSPS Planning Priority number | Action Number |
|---|--|
| 6, 7, 8, 9, 11, 13 | 6.1, 7.1, 8.1, 9.1, 11.1, 13.1, 13.2, 13.3, 13.4, 13.5 |
| 6, 7, 8, 9, 11, 13 | 6.1, 7.1, 8.1, 9.1, 11.1, 13.1, 13.2, 13.3, 13.4, 13.5 |
| 13 | 13.1, 13.2, 13.3, 13.4, 13.5 |
| Not Applicable | Not Applicable |
| 6, 8, 9, 14 | 6.1, 8.1, 9.1 |
| 8 | 8.1 |

31 Protect and grow the trade gateways by:

Port Botany

- a. retaining industrial zoned land in and near Port Botany precinct
- b. protecting Port Botany's function as an international gateway for freight and logistics and supporting port-related land uses and infrastructure in the area around the port
- c. supporting the land use needs of freight movement to increase the proportion of container freight transported by rail
- d. investigating a corridor for an enhanced road link from Port Botany to WestConnex
- e. investigating duplication of Port Botany freight line
- f. improving management of land use conflicts
- g. managing the biosecurity risk for primary industries
- h. creating safe cycling and walking connections

Sydney Airport

- a. identifying and retaining strategically important employment and urban services land in and near Sydney Airport precinct
- b. protecting Sydney Airport's function as an international gateway for passengers and freight, and support airport-related land uses and infrastructure in the area around the Airport
- c. facilitating road planning to connect Sydney Airport to WestConnex
- d. managing the biosecurity risk for primary industries
- e. providing safe cycling and walking connections, particularly to Mascot Station

Glebe Island

- a. develop a strategy for the management of port and related land side activities as part of the masterplan for the Bays Precinct

32 Optimise the efficiency and effectiveness of the freight handling and logistics network by:

- a. protecting current and future freight corridors and shared freight corridors balancing the need to minimise negative impacts of freight movements on urban amenity with the need to support efficient freight movements and deliveries
- b. identifying and protecting key freight routes
- c. limiting incompatible uses in areas expected to have intense freight activity

33 Integrate land use and transport plans to deliver the 30-minute city

34 Investigate, plan and protect future transport and infrastructure corridors

35 Support innovative approaches to the operation of business, educational and institutional establishments to improve the performance of the transport network

36 Plan for urban development, new centres, better places and employment uses that are integrated with, and optimise opportunities of, the public value and use of Sydney Metro City & South West, CBD and South East Light Rail, and Westconnex as well as other city shaping projects

37 Investigate and plan for the land use implications of potential long-term regional transport connections

| Aligns with LSPS Planning Priority number | Action Number |
|---|---|
| 8, 9 | 8.1, 9.1 |
| 8, 9 | 8.1, 9.1 |
| 9, 13 | 9.1, 13.10, 13.11 |
| 8 | 8.1 |
| 6, 8, 13 | 6.1, 8.1, 13.6, 13.8 |
| 8, 9, 14 | 8.1, 9.1, 14.1 |
| 8, 13 | 8.1, 13.1 |
| 6, 8, 9, 11, 13 | 6.1, 8.1, 9.1, 11.1, 13.6, 13.7, 13.10 |
| 6, 8, 9, 11, 13, 14 | 6.1, 8.1, 9.1, 11.1, 13.1, 13.2, 13.6, 13.7, 13.8, 13.10, 13.11, 14.1, 14.2 |

Planning Priority E11 -

Growing investment, business opportunities and jobs in strategic centres

- | | |
|----|---|
| 38 | Provide access to jobs, goods and services in centres by: <ul style="list-style-type: none"> a. attracting significant investment and business activity in strategic centres to provide jobs growth b. diversifying the range of activities in all centres c. creating vibrant, safe places and quality public realm d. focusing on a human-scale public realm and locally accessible open space e. balancing the efficient movement of people and goods with supporting the liveability of places on the road network f. improving the walkability within and to centres g. completing and improving a safe and connected cycling network to and within centres h. improving public transport services to all strategic centres i. conserving and interpreting heritage significance j. designing parking that can be adapted to future uses k. providing for a diverse and vibrant night-time economy in a way that responds to potential negative impacts l. creating the conditions for residential development within strategic centres and within walking distance (10 minutes), but not at the expense of the attraction and growth of jobs, retailing and services; where appropriate, strategic centres should define commercial cores informed by an assessment of their need |
| 39 | Prioritise public transport investment to deliver the 30-minute city objective for strategic centres along the economic corridor |
| 40 | Prioritise transport investments that enhance access to the economic corridor and between centres within the corridor |
| 41 | Co-locate health, education, social and community facilities in strategic centres along the economic corridor |
| 42 | Create new centres in accordance with the Principles for Greater Sydney's centres. |
| 43 | Review the current planning controls and create capacity to achieve the job targets for each of the District's strategic centres |
| 44 | Prioritise strategic land use and infrastructure plans for growing centres, particularly those with capacity for additional retail floor space |
| 45 | Encourage opportunities for new smart work hubs |
| 46 | (Paraphrase): Productivity actions relating to Bondi Junction |
| 47 | (Paraphrase): Productivity actions relating to Burwood |
| 48 | (Paraphrase): Productivity actions relating to Eastgardens-Maroubra Junction |
| 49 | (Paraphrase): Productivity actions relating to Green Square and Mascot |
| 50 | (Paraphrase): Productivity actions relating to Rhodes |

Planning Priority E12 - Retaining and managing industrial and urban services land

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| 51 | Retain and manage industrial and urban services land, in line with the Principles for managing industrial and urban services land, in the Eastern City District by safe-guarding all, industrial zoned land from conversion to residential development, including conversion to mixed-use zonings. In updating local environmental plans, councils are to conduct a strategic review of industrial lands |
| 52 | Facilitate the contemporary adaptation of industrial and warehouse buildings through increased floor to ceiling heights |

| Aligns with LSPS Planning Priority number | Action Number |
|---|---|
| 3, 6, 7, 8, 9, 13 | 3.3, 6.1, 6.2, 7.1, 8.1, 9.1, 11.1, 11.2, 11.3, 13.2, 13.6, 13.10 |
| 8, 13 | 8.1, 13.10 |
| 8, 13 | 8.1, 13.9 |
| 11, 13 | 11.1, 13.1, 13.2, 13.3, 13.4, 13.5 |
| 13 | 13.1, 13.2, 13.3, 13.5, 13.7, 13.10 |
| 9 | 9.1 |
| 9 | 9.1 |
| 9 | 9.1 |
| Not Applicable | Not Applicable |
| Not Applicable | |
| Not Applicable | Not Applicable |
| Not Applicable | |
| Not Applicable | Not Applicable |
| 8, 9 | 8.1, 9.1, 13.9 |
| 9 | 9.1 |

Planning Priority E13-Supporting growth of targeted industry sectors

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|----|---|
| 53 | Consider the barriers to the growth of internationally competitive trade sectors, including engaging with industry and assessing regulatory barriers |
| 54 | Consider the following issues when preparing plans for tourism and visitation: <ul style="list-style-type: none"> a. encouraging the development of a range of well-designed and located facilities b. enhancing the amenity, vibrancy and safety of centres, places and precincts c. supporting the development of places for artistic and cultural activities d. improving public facilities and access e. protecting heritage and biodiversity to enhance cultural and eco-tourism f. supporting appropriate growth of the night-time economy g. developing industry skills critical to growing the visitor economy h. incorporating transport planning to serve the transport needs of tourists |
| 55 | Provide a regulatory environment that enables economic opportunities created by changing technologies |
| 56 | Consider opportunities to implement place-based initiatives to attract more visitors, improve visitor experiences and ensure connections to transport at key tourist attractions |
| 57 | Consider opportunities to enhance the tourist and visitor economy in the District, including a coordinated approach to tourism activities, events and accommodation |

Planning Priority E14 - Protecting and improving the health and enjoyment of Sydney Harbour and the District's waterways

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|----|---|
| 58 | Protect environmentally sensitive areas of waterways and the coastal environment areas |
| 59 | Enhance sustainability and liveability by improving and managing access to waterways, foreshores and the coast for recreation, tourism, cultural events and water-based transport |
| 60 | Improve the health of catchments and waterways through a risk-based approach to managing the cumulative impacts of development including coordinated monitoring of outcomes |
| 61 | Work towards reinstating more natural conditions in highly modified urban waterways |

Planning Priority E15 - Protecting and enhancing bushland and biodiversity

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|----|---|
| 62 | Protect and enhance biodiversity by: <ul style="list-style-type: none"> a. supporting landscape-scale biodiversity conservation and the restoration of bushland corridors b. managing urban bushland and remnant vegetation as green infrastructure c. managing urban development and urban bushland to reduce edge-effect impacts |
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Planning Priority E16 - Protecting and enhancing scenic and cultural landscapes

- | | |
|----|---|
| 63 | Identify and protect scenic and cultural landscapes |
| 64 | Enhance and protect views of scenic and cultural landscapes from the public realm |

Planning Priority E17 - Increasing Urban Tree Canopy Cover and Delivering Green Grid Connections

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|----|---|
| 65 | Expand urban tree canopy in the public realm |
| 66 | Progressively refine the detailed design and delivery of: <ul style="list-style-type: none"> a. Greater Sydney Green Grid priority corridors b. opportunities for connections that form the long-term vision of the network c. walking and cycling links for transport as well as leisure and recreational trips |

| Aligns with LSPS Planning Priority number | Action Number |
|---|---|
| 9, 11, 13 | 9.1, 11.1, 13.1, 13.2, 13.3 |
| 3, 4, 6, 7, 8, 9, 10, 11 | 3.1, 3.3, 4.2, 6.1, 6.2, 7.1, 8.1, 9.1, 10.1, 10.2, 11.1 |
| 1, 2, 5, 8, 9, 13 | 1.1, 2.3, 2.4, 5.2, 8.1, 9.1, 13.2, 13.4, 13.9, 13.10, 14.3 |
| 7, 8, 13 | 7.1, 8.1, 13.10 |
| 7, 8, 9, 11, 13 | 7.1, 8.1, 9.1, 11.1, 13.10 |
| 1, 2, 3, 4 | 1.2, 2.4, 3.1, 3.3, 4.1, 4.2 |
| 1, 2, 3, 4, 8, 11 | 1.2, 2.4, 3.3, 4.2, 8.1, 11.1, 11.2 |
| 3, 4 | 3.1, 3.3, 4.1 |
| 4 | 4.1, 4.2 |
| 3, 11 | 3.1, 3.2, 3.3, 11.1, 11.2 |
| 6, 10 | 6.2, 10.1, 10.2, 11.2 |
| 6 | 6.2 |
| 1, 3, 11 | 1.2, 3.1, 3.2, 3.3, 11.1, 11.2 |
| 3, 8, 11 | 3.3, 8.1, 11.1, 11.2 |

Planning Priority E18: Planning Priority E18: Delivering High Quality Open Space

- 67 Maximise the use of existing open space and protect, enhance and expand public open space by:
- a. providing opportunities to expand a network of diverse, accessible, high quality open spaces that respond to the needs and values of communities as populations grow
 - b. investigating opportunities to provide new open space so that all residential areas are within 400 metres of open space and all high density residential areas (over 60 dwellings per hectare) are within 200 metres of open space
 - c. requiring large urban renewal initiatives to demonstrate how the quantity of, or access to, high quality and diverse local open space is maintained or improved
 - d. planning new neighbourhoods with a sufficient quantity and quality of new open space
 - e. delivering shared and co-located sports and recreational facilities including shared school grounds and repurposed golf courses
 - f. delivering, or complementing the Greater Sydney Green Grid
 - g. providing walking and cycling links for transport as well as leisure and recreational trips

**Planning Priority E19:
Reducing carbon emissions and managing energy, water and waste efficiently**

- 68 Support initiatives that contribute to the aspirational objective of achieving net-zero emissions by 2050, especially through the establishment of low-carbon precincts in Planned Precincts, State Significant Precincts, Urban Transformation projects, Growth Areas and Collaboration Areas
- 69 Support precinct-based initiatives to increase renewable energy generation, and energy and water efficiency, especially in Planned Precincts, Growth Areas, Collaboration Areas and State Significant Precincts, and Urban Transformation projects
- 70 Protect existing, and identify new, locations for waste recycling and management.
- 71 Support innovative solutions to reduce the volume of waste and reduce waste transport requirements
- 72 Encourage the preparation of low-carbon, high efficiency strategies to reduce emissions, optimise the use of water, reduce waste and optimise car parking provision where an increase in total floor area greater than 100,000 square metres is proposed in any contiguous area of 10 or more hectares
- 73 Investigate potential regulatory mechanisms such as a Protection of the Environment Policy (PEP) that sets low-carbon, high efficiency targets to be met through increased energy efficiency, water recycling and waste avoidance, reduction or re-use.
- This could include a framework for the monitoring and verification of performance for precincts in Growth Areas, Planned Precincts, Collaboration Areas, urban renewal precincts and housing growth areas that are planned to have an increase in total floor area greater than 100,000 square metres

**Planning Priority E20 -
Adapting to the impacts of urban and natural hazards and climate change**

- 74 Support initiatives that respond to the impacts of climate change
- 75 Avoid locating new urban development in areas exposed to natural and urban hazards and consider options to limit the intensification of development in existing urban areas most exposed to hazards
- 76 Mitigate the urban heat island effect and reduce vulnerability to extreme heat

| Aligns with LSPS Planning Priority number | Action Number |
|---|--|
| 3, 6, 7, 8, 11, 13 | 3.3, 6.1, 7.1, 8.1, 11.1, 13.2, 13.6, 13.10, 13.11 |
| 2, 6, 13 | 2.3, 2.4, 6.1, 13.2, 13.6, 13.9 |
| 2, 4, 6, 13, 14 | 2.1, 2.2, 2.3, 2.4, 4.1, 4.2, 6.1, 13.2, 13.6, 13.10, 14.3 |
| 5, 14 | 5.2, 14.2, 14.3 |
| 5 | 5.1, 5.2 |
| 2, 6, 13 | 2.3, 2.4, 6.1, 13.2, 13.6, 13.10 |
| 2, 4, 5, 6, 13 | 2.1, 2.2, 2.3, 2.4, 4.1, 4.2, 5.1, 5.2, 6.1, 13.1, 13.10 |
| 1, 3 | 1.1, 1.2, 3.1, 3.2, 3.3 |
| 1, 6 | 1.1, 1.2, 6.1 |
| 1, 3, 11 | 1.2, 3.1, 3.2, 3.3, 11.1 |



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