



Planning and Heritage Advisory Committee

1 May 2023

Ashfield Service Centre, Ashfield

Minutes

Meeting commenced at 6:00pm and concluded 7:40pm

1. Present

Community members	Staff	Councillors
Louise Steer - Chair	Jennifer Gavin – Team Leader, Specialist Planning Team	Deputy Mayor, Philippa Scott
Darren Livings – Deputy Chair	Nigel Riley – Senior Strategic Planner	Clr Jessica D’Arenzio
Alex Attwood	Kendall Banfield – Senior Transport Planner	
Elise Frost	Jarrad Sheather – Senior Strategic Planner	
Heather Davie		
Rian Fergusson		

2. Acknowledgment of Country

3. Apologies, disclosure of interest and confirmation of minutes and actions

Apologies:

- Susan Jackson-Stepowski; Corey Allen; Rebecca Jones

Disclosure of interest:

- No conflicts of interest were disclosed

Quorum:

- A quorum was achieved

Confirmation of minutes and actions:

- Minutes for the 27 February meeting were endorsed
- No actions outstanding –
 - Council staff advised that inquiries to date had not identified the whereabouts of the bronze bas-relief sculpture removed from the now-demolished Marrickville RSL.

Discussion items

Items	Summary	Recommendations / actions	Council's response
4.	<p>Presentation – Planning Proposal: Enmore Road Special Entertainment Precinct</p> <p>Jarrad Sheather, Senior Strategic Planner at Inner West Council gave a presentation on this Planning Proposal, which is currently at Gateway (pre-exhibition) stage.</p> <p>He advised that Council is investigating other potential locations for pilot Special Entertainment Precinct programs, including Marrickville Road, Darling Street and Norton Street.</p> <p>A copy of the presentation slides will be circulated to Committee members following this meeting.</p>	<ul style="list-style-type: none"> • Action: the convenors will circulate the presentation slides to the Committee via email. 	To be actioned
5.	<p>Planning Challenge Question 1 –</p> <p>Further to discussions at previous meetings, the Committee were asked to consider:</p> <p><i>In previous Planning Challenge discussions, there were comments about changing transport habits and how development should consider these, while also providing enough parking. In the Inner West, how could land use planning better encourage sustainable transport habits?</i></p>	<ul style="list-style-type: none"> • Action: the convenors will take on comments to date and prepare further questions for the Committee's consideration at the next meeting. • Action: the convenors will circulate Transport for 	<p>To be actioned</p> <p>To be actioned</p>

Items	Summary	Recommendations / actions	Council's response
	<ul style="list-style-type: none"> • Active transport – shift towards this is needed as planning too car focused. Challenges to promoting this in planning include varying terrain and prioritisation at intersections. • Public transport – should be at the forefront but has its own challenges such as metro rail budget issues, reliability of bus services post-privatisation and interconnectivity of services. • Light rail – popular mode of transport. Improving capacity and frequency of services should be a priority. This is difficult given the single line between Dulwich Grove and Dulwich Hill and no space for a second line. • Advocacy – although public transport is not in its control, Council can be proactive in advocating for service improvement to accompany land use planning. • Pedestrian environment – Council can take steps to improve this in line with land use planning, including ensuring footpaths are safe, well-lit and at a high design quality. • Carshare – supported but concerns over use of limited on-street parking. More should be done to improve availability / accessibility of off-street carshare spaces, including for both residential and commercial (e.g. dedicated spaces at IKEA) • Freight – concerns over truck traffic in neighbourhoods, particularly from construction. Much of this currently due to motorway construction, which should subside in coming months. Motorway tunnels can alleviate freight traffic, if current incentives for freight vehicles continue. Could be 	<p>NSW flyer regarding on-street parking to the Committee via email.</p>	

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	<p>further limits on tonnage of construction vehicles accessing certain constrained areas, commonplace in other countries.</p> <ul style="list-style-type: none"> • 'Final mile' distribution and delivery – evolving space that land use planning can consider more proactively. • Congestion charge – suitable for parts of Inner West? Would be affordability issue to consider for sections of community. • One-way streets – could be practical way to calm traffic, expand public domain (both for pedestrians and landscaping) and support active transport. There are two-way streets containing street dining in parking spaces, leading to cluttering of footpath and conflict between users. Could be alleviated with one-way street configuration. • Limited on-street parking – Concerns over increased competition, including from trailers and caravans. Council staff noted that these have legal right to park on-street. Transport for NSW has released a flyer on this issue (to be circulated following the meeting). • Speed limits – 40 km/hour limit could be expanded into further areas in Inner West. Council staff noted this already applies across much of Inner West. Council is continuing to work to apply this speed limit further across the LGA. 		

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6.	<p>Planning Challenge Question 2</p> <p>The Committee were also asked to consider:</p> <p><i>There was also discussion in previous meetings about sharing new housing and population across the Inner West. Given existing neighbourhood patterns, how can we encourage appropriate new housing across the Inner West (and at what scale / typology)?</i></p> <ul style="list-style-type: none"> • Could be more opportunities for housing near light rail stops (noting that there are a number of constraints in the vicinity of some stops). • Density does not need to be high-rise. Low-medium density development (secondary dwellings, townhouses, terraces) is more sympathetic to existing character and can occur over a finer grain that is respectful of streetscape (and not dominate entire blocks). • High-rise housing is challenging to design well and achieve community acceptance. • 5-6 storey considered the height limit for acceptable design outcomes. Mid-rise is appropriate near stations and road corridors. • Locations earmarked for future growth already have significant (arguably sufficient) density, which is at a level acceptable to the community. • Feasibility issues around spreading development across the LGA. Population distribution is not equitable, not a level playing field in terms of the starting point for development in different suburbs. • Development should ensure consistency with existing character, terrain, sight lines etc. It should also ensure accessibility not just to transport, shops and services, but to parks. 	<ul style="list-style-type: none"> • Action: The convenors will take on comments to date and prepare further questions for the Committee's consideration at the next meeting. 	To be actioned

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	<ul style="list-style-type: none"> Density results from more people choosing to be close to places they want to visit/things they want to do. It can be offset when it successfully promotes community interaction and a mix of uses/purposes. Selecting locations for growth should also acknowledge we are not starting from scratch. Suburbs that are not earmarked for substantial growth now may have experienced significant growth in recent decades (e.g. parts of Rozelle/Balmain). 		
8.	<p>AOB</p> <ol style="list-style-type: none"> Convenors advised the Committee of preliminary consultations to inform upcoming preparation of public domain masterplans for: Newtown and Enmore, and Marrickville Town Centre. <ul style="list-style-type: none"> Consultations are currently online at Council's Your Say page and will run until 22 May 2023. Concern was raised about limited feedback options available in the Your Say page. Convenors will forward this feedback onto the project lead and Council's Engagement team. Convenors provided update on latest recruitment for Committee membership. This recently closed and convenors are considering applications, with a view to finalising recruitment before next scheduled Committee meeting. <ul style="list-style-type: none"> Concern was raised about range of social media platforms used to advertise recruitment for various Local Democracy Groups. Suggested that Instagram be included for future recruitment drives. Convenors will forward this feedback onto Council's Engagement team. 	<ol style="list-style-type: none"> Action: the convenors will forward concerns on the Your Say page to the project lead and Engagement team. Action: the convenors will forward feedback to Council's Engagement team. 	<p>To be actioned</p> <p>To be actioned</p>

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	<p>3. The Chair advised the Committee that Local Democracy Group chairs have been invited to meet with the Mayor, and Councillors and present findings or concerns at an event on 30 May 2023. The Chair asked Committee members to forward any comments to be raised by email to the Chair prior to this date.</p> <p>4. The Chair also requested that agendas for future meetings be circulated a week earlier. Agendas are currently circulated a week in advance of meetings, which may not be enough time for Committee members to consider and provide any comments.</p>	<p>3. Recommendation: Chair requested Committee members forward any comments to raise with Mayor by email to Chair before 30 May 2023.</p> <p>4. Recommendation: Chair requested agendas be circulated 2 weeks in advance of future meetings.</p>	<p>Noted</p> <p>Noted</p>

Distribution of minutes and actions

Minutes were distributed to members, uploaded to the website and emailed to Councillors via the Governance team on 10 May 2023.

Next Meeting

Monday 26 June 2023