



# Parramatta Road Corridor State led rezoning – early engagement

Engagement Outcomes Report

25 February 2026 – 7 April 2026

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## Executive Summary

From 25 February 2026 to 7 April 2026, the community was invited to provide feedback to inform the State-led Rezoning for the Parramatta Road Corridor (Inner West Precinct).

During the engagement period 4,523 people visited the Your Say project page, 572 participants completed the online survey and 152 emailed Council directly.

This engagement outcomes report along with all survey responses and email submissions will be forwarded to the Department of Planning, Housing and Infrastructure to consider as part of the State-led Rezoning for Parramatta Road Corridor.

## Project Background

On 14 September 2025, NSW State Government announced a State-led Rezoning to deliver up to 8,000 new homes along the Parramatta Road Corridor. At its meeting on 25 September 2025, Council formally resolved to partner with State government to deliver this plan:

1. *That Council seek a partnership with the NSW Government to undertake further residential rezoning of the Parramatta Road corridor, with the aim of delivering up to 8000 new homes in the section of the corridor within the Inner West local government area.*
  - a) *This is to be undertaken through a state significant development process, with Inner West council as a participating partner. The methodology for the investigations would replicate the locally based planning and block-by-block analysis that has been the basis of the Our Fairer Future plan (Inner West LEP 2025); and*
  - b) *The planning process should also include early comprehensive community consultation, including with land owners, consideration of transport, public domain improvements, open space, not-for-profit housing, commercial and retail opportunities, and improvements to the streetscape.*

The purpose of this early engagement is to understand the priorities of the local community to help inform the NSW State Government's Rezoning Plan particularly

regarding affordable housing, active transport, open space, retail and commercial opportunities and improved public spaces.

## Promotion and engagement methods

Promotion method	Stakeholders engaged
Project page on Your Say Inner West	4,523 people viewed the project page
Emails to key stakeholders	1,267 registered members on the Your Say Inner West platform 2,729 members of the <i>Our Fairer Future Plan</i> notification pool
Council's Newsletter	Published in the February 2026 Newsletter edition. All Inner West residents receive a newsletter.

Engagement method	Stakeholders engaged
Online survey	572 surveys completed
Direct contact from residents	151 emails from individuals

## Who did we hear from?

Council gathers basic demographic information as part of the participant registration process online at Your Say Inner West. We use this information to understand who has responded and whether we need to engage further on the proposal. Below is a presentation of the key demographic information.

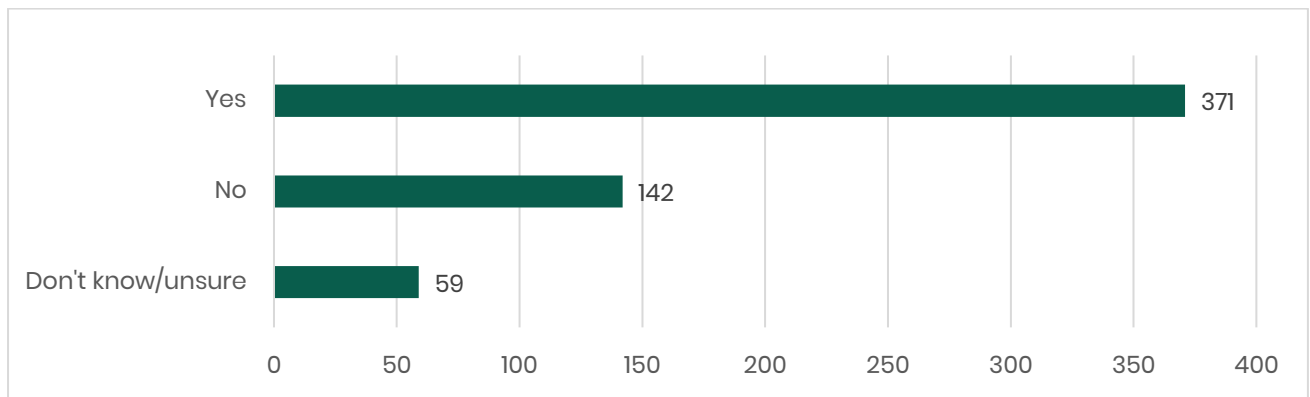
Demographics	Number of respondents
<b>Gender</b>	<b>263</b> respondents were woman or female <b>249</b> respondents were man or male
<b>Age</b>	<b>80</b> respondents were between 50-54 <b>73</b> respondents were between 35-39 <b>72</b> respondents were between 40-44 <b>71</b> respondents were between 45-49
<b>Location</b>	<b>117</b> respondents were from Lilyfield or Leichhardt <b>111</b> respondents were from Stanmore

## Summary of feedback

### Engagement method – Online survey through Your Say Inner West

A total of 572 people provided feedback through the survey.

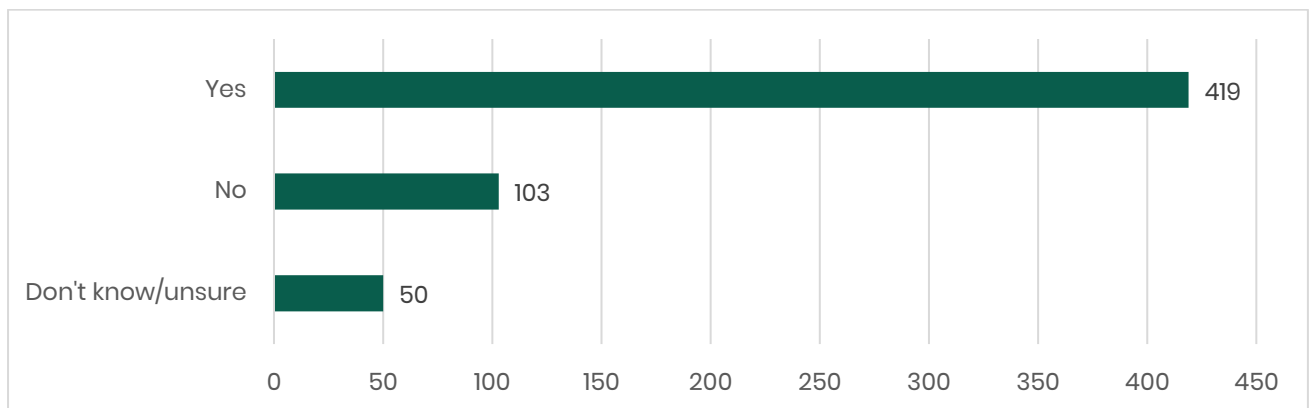
#### Survey Question 1 – Do you agree that the Parramatta Road Corridor is a good location for increased housing to be located?



*Alt text: This is a graph asking a question 'Do you agree that the Parramatta Road Corridor is a good location for increased housing to be located?' Yes – 371, No – 142 and Don't know/unsure – 59*

Majority of respondents agreed that the Parramatta Road Corridor is a good location for increased housing.

#### Survey Question 2 – Do you agree that affordable rental and social housing should be included as part of new housing in this area?

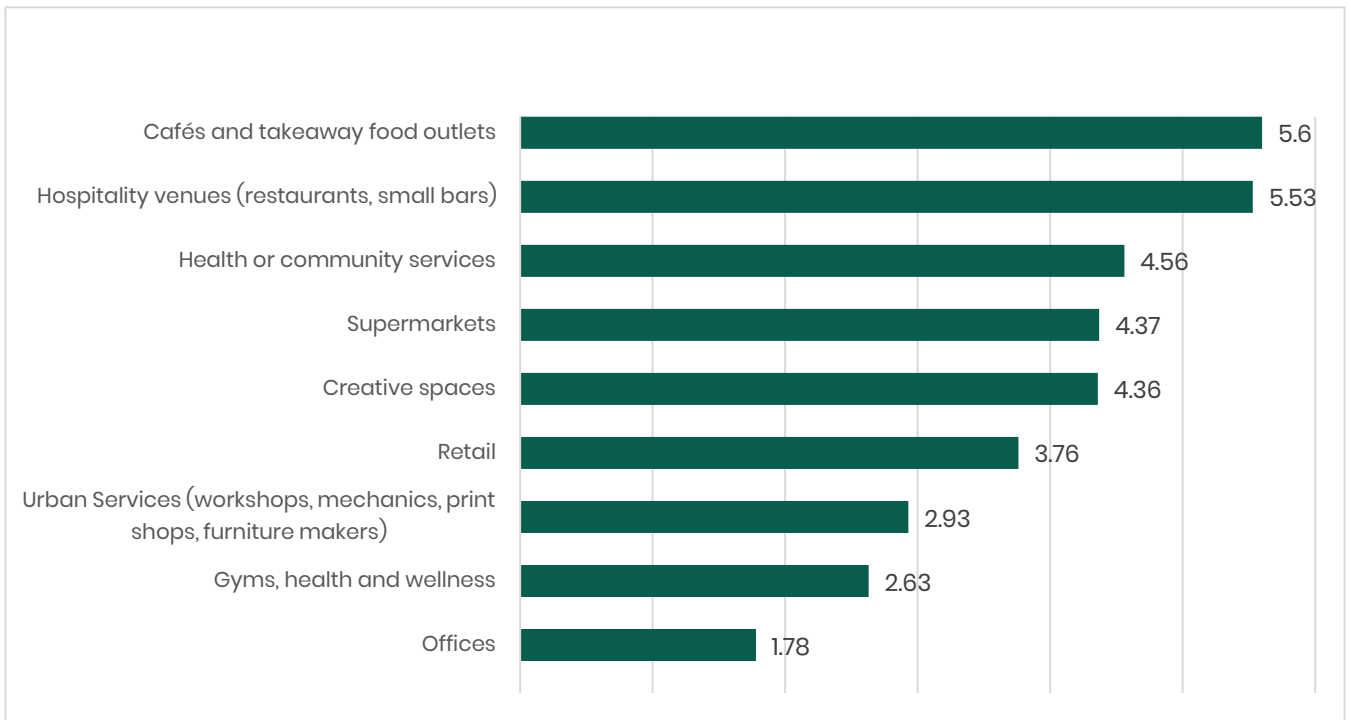


*Alt text: This is a graph asking a question 'Do you agree that affordable rental and social housing should be included as part of new housing in this area?' Yes – 419, No – 103, Don't know/unsure – 50*

Majority of respondents agreed that affordable rental and social housing should be included as part of new housing.

## Survey Question 3 – Thinking of the types of shops and businesses in the area, what would you like to see more of?

Respondents were asked to rank these in priority top being the most important to them and bottom being the least important.

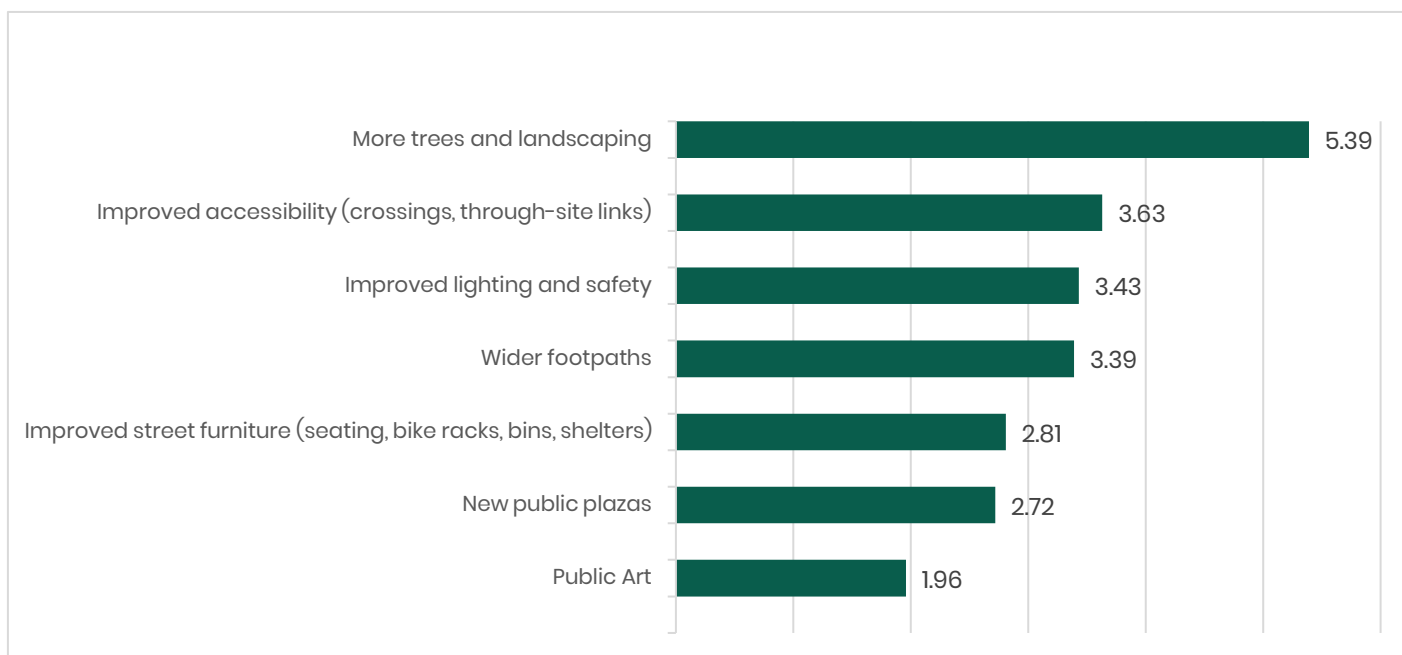


*Alt Style: This is a ranking graph where community were asked to rank items most important to least*

Food and hospitality uses were the strongest priorities overall and essential services like health and supermarkets were also highly valued.

## Survey Question 4 – We want to ensure the area is accessible, walkable and liveable. What improvements would you like to see to do this?

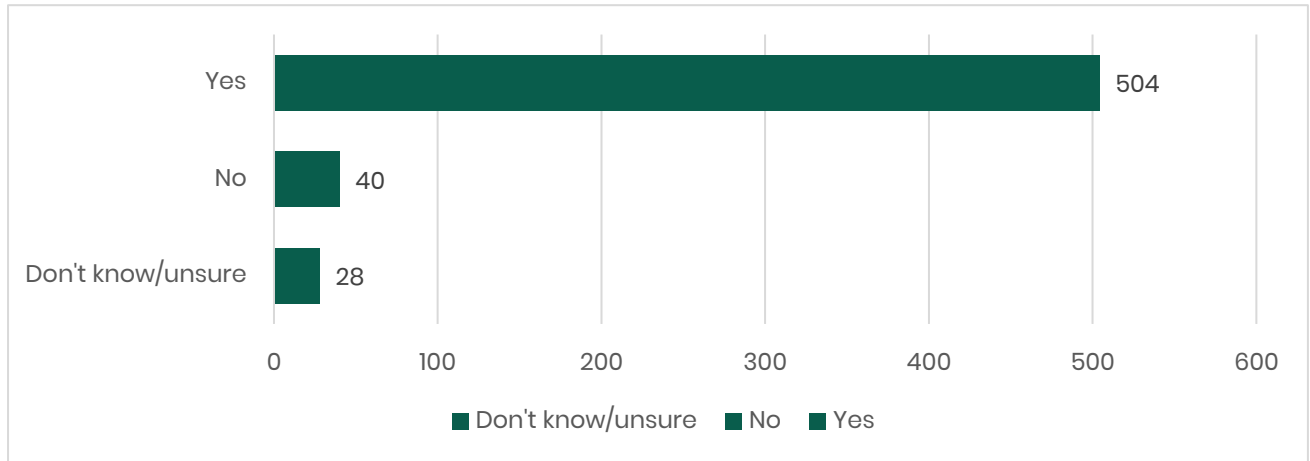
Respondents were asked to rank these in priority top being the most important to them and bottom being the least important.



*Alt text: This is a ranking graph where community were asked rank items most important to least.*

More trees and landscaping were the highest ranked improvement and improved accessibility, wider footpaths and better lighting followed as the next most important.

## Survey Question 5 – Do you agree public transport should be improved in the area to support new housing?

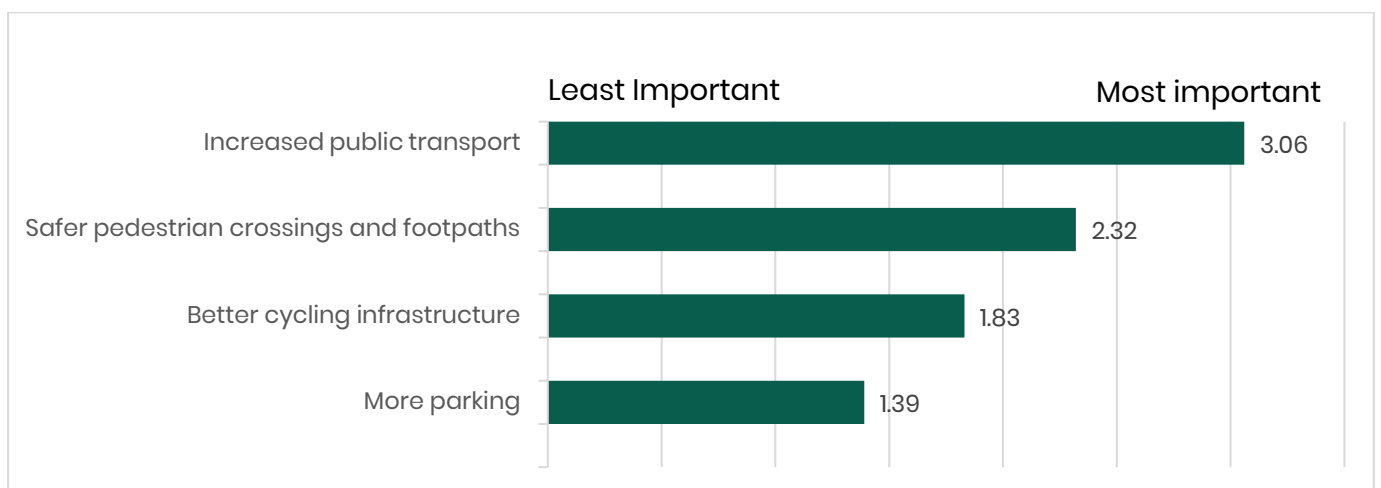


Alt text: This is a graph asking a question 'Do you agree public transport should be improved in the area to support new housing?' Yes – 504, No – 40, Don't know/unsure – 28

88% of respondents agreed public transport should be improved in the area to support new housing.

## Survey Question 6 – What transport improvements to help people move around the area do you think should be prioritised?

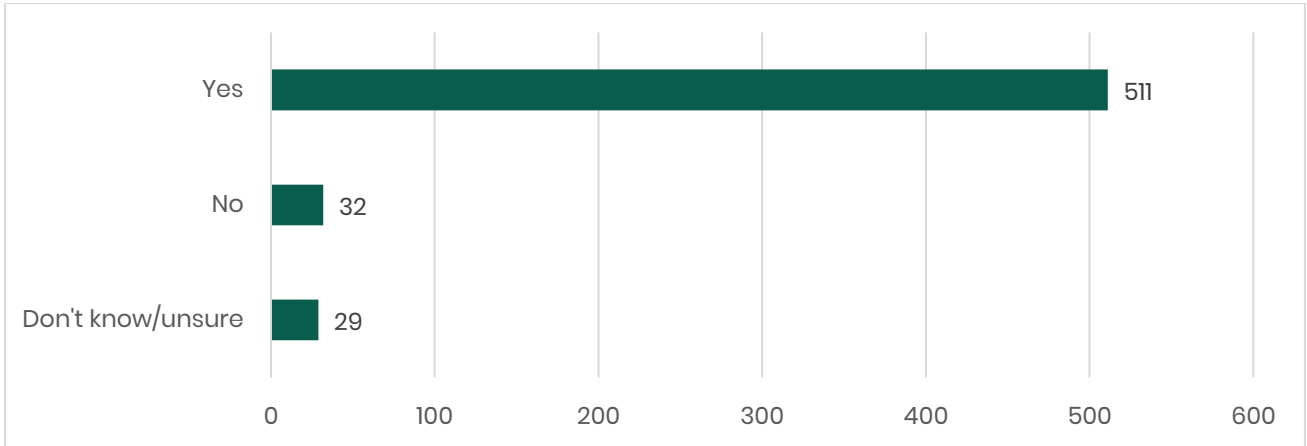
Respondents were asked to rank these in priority top being the most important to them and bottom being the least important.



Alt text: This is a ranking graph where community were asked rank items most important to least.

Increased public transport and safer pedestrian crossings and footpaths were most important to respondents.

## Survey Question 7 – Do you agree that open spaces are important to support increased housing in the area?

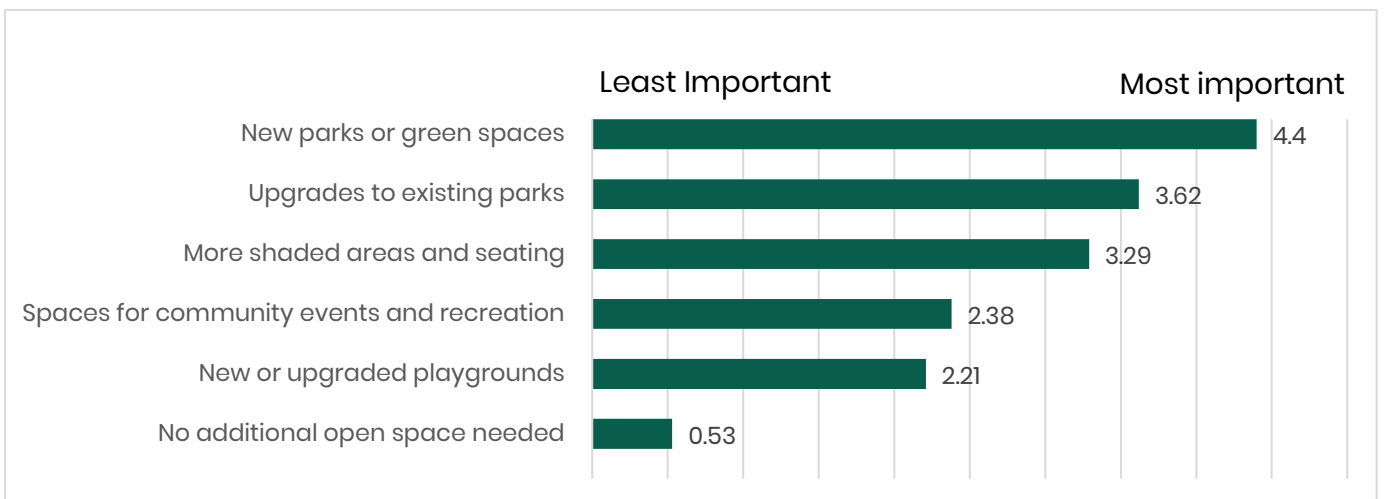


Alt text: This is a graph asking a question 'Do you agree that open spaces are important to support increased housing in the area?' Yes – 511, No – 32, Don't know/unsure – 29

89% of respondents agreed that open spaces are important to support increased housing.

## Survey Question 8 – What type of open space improvements would you like to see?

Respondents were asked to rank these in priority top being the most important to them and bottom being the least important.



Alt text: This is a ranking graph where community were asked rank items most important to least.

New parks and green spaces and upgrades to existing parks were most important to respondents.

## Survey Question 9 – If you could pick one key idea to make the area more liveable, what would it be?

The community were invited to share their ideas via open text.

Below is a summary of the key themes, ranked from most mentioned to least mentioned.

Key themes	Ideas included
Public Transport Investment (90 responses)	<ul style="list-style-type: none"> <li>Improving public transport along Parramatta Road include:               <ul style="list-style-type: none"> <li>Metro</li> <li>Bus rapid transit</li> </ul> </li> <li>Tram/Light Rail services</li> </ul>
Reducing car dominance, traffic and through traffic (40 responses)	<ul style="list-style-type: none"> <li>Reallocating traffic lanes for more public and active transport to reduce congestion from private car usage</li> <li>Lowering speed limits to enhance pedestrian safety allowing more active street life and businesses</li> <li>Diverting traffic to WestConnex</li> <li>Reducing non-local through-traffic, particularly where commuter traffic diverting from Parramatta Road into residential streets and poses risks to pedestrian safety</li> </ul>
Opposition to high rise and support for lower height limits (25 responses)	<ul style="list-style-type: none"> <li>Clear transitions in height to protect adjoining low-rise neighbourhoods</li> <li>Taller buildings confined to Parramatta Road frontage only</li> <li>Maintain human-scale streetscape</li> </ul>
Heritage protection and neighbourhood character (49 responses)	<ul style="list-style-type: none"> <li>Change should be largely confined to the main road and immediate frontages</li> <li>Redevelopment of dilapidated shopfronts along Parramatta Road</li> <li>Exclude heritage conservation areas from rezoning and protect significant façades and intact heritage streets</li> <li>Ensure height, scale and design respect surrounding character</li> <li>Adaptive reuse of old industrial or commercial buildings</li> </ul>

Key themes	Ideas included
	<ul style="list-style-type: none"> <li>• Avoid blanket rezoning; apply fine-grained, place-based response</li> </ul>
<p><b>Green space, trees and urban cooling</b> (218 responses)</p>	<ul style="list-style-type: none"> <li>• Increase tree planting and canopy to make streets more pleasant to walk along and reduce urban heat</li> <li>• Identify more opportunities for urban cooling such as increased planted medians, green buffers and permeable surfaces (e.g. buffer between traffic and pedestrians)</li> <li>• Pocket parks and plazas integrated into new developments</li> <li>• Parks suitable for a wide range of users (children, older people, people with disabilities, dog owners)</li> <li>• Shaded seating, paths and social gathering spaces</li> <li>• Network of green corridors that connect existing parks and open spaces</li> <li>• Requiring new development to deliver green space and trees</li> </ul>
<p><b>Pedestrian safety, walkability and crossings</b> (169 responses)</p>	<ul style="list-style-type: none"> <li>• Safer and more frequent pedestrian crossings</li> <li>• Shorter signal wait times to prioritise pedestrian movement</li> <li>• Widened footpaths to comfortably accommodate pedestrians, prams and mobility devices</li> <li>• Physical separation between pedestrians and traffic, including setbacks, buffers and landscaping</li> <li>• Improved lighting to increase safety and comfort at night</li> <li>• Shade and shelter, including street trees, awnings and seating</li> <li>• Clear separation between pedestrians and cyclists, reducing conflict and improving safety</li> </ul>
<p><b>Parking pressures</b> (65 responses)</p>	<ul style="list-style-type: none"> <li>• Parking removal should not occur ahead of viable transport alternatives</li> <li>• Provision of adequate off-street and underground parking in new residential developments</li> <li>• Minimum parking requirements for larger or family-sized dwellings</li> </ul>

Key themes	Ideas included
	<ul style="list-style-type: none"> <li>• Parking set-backs or on-site parking for businesses to support local businesses</li> <li>• Resident parking protections or permits to reduce spill-over impacts</li> <li>• Longer-stay or all-day parking options for residents and carers</li> <li>• Visitor parking near shops, community facilities and public transport stops</li> <li>• Better enforcement and management of parking rules and misuse of street parking</li> </ul>
<b>Cycling infrastructure</b> (59 responses)	<ul style="list-style-type: none"> <li>• Landscaping and buffers between bikes and traffic, improving safety and comfort</li> <li>• Continuous and gap-free cycling networks, not short or disconnected segments</li> <li>• Clear separation between cyclists and pedestrians, particularly on footpaths</li> </ul>
<b>Infrastructure before development</b> (120 responses)	<p>Housing growth should not be pursued without guaranteed infrastructure and service delivery</p> <p>Infrastructure investment must be tangible, funded and committed</p>
<b>Revitalisation and local activation</b> (108 responses)	<p>Encouraging cafés, restaurants, bars and small businesses, particularly at ground level</p> <p>Supporting night time economy uses, including live music, arts and cultural venues</p> <p>Activating ground floors of new development with retail, hospitality or community uses</p> <p>Improving shopfronts and facades to make streets more attractive</p> <p>Providing outdoor dining opportunities, seating and shaded areas</p> <p>Creating small public spaces, plazas and laneways for events, markets and gathering</p> <p>Supporting local artists, creatives and cultural activity</p>
<b>Public domain improvements – safety, lighting, cleanliness and maintenance</b> (111 responses)	<p>Improved street lighting</p> <p>Increased cleaning and maintenance, including rubbish collection and graffiti removal</p> <p>Regular upkeep of footpaths, parks and verges</p> <p>Better management of neglected or abandoned shopfronts and buildings</p>

Key themes	Ideas included
	Improved surveillance through active street life, lighting and design
<b>Affordable Housing</b> (22 responses)	<ul style="list-style-type: none"> <li>• Support for social, public and non-profit housing models, especially on public or state-owned land.</li> <li>• Calls for long-term or permanent affordability, rather than short-term.</li> <li>• Support for housing diversity, including larger dwellings suitable for families, not only small apartments.</li> </ul>

## Map Survey Question 10 – Are there locations you think are best suited for higher density development?

Respondents were required to select locations that are best suited for higher density and provide a short comment.



### Legend

- Suited for Density
- ▭ State-led rezoning Boundary
- ▭ LGA Boundary
- ▭ Cadastre

Figure 1. Locations pinned as suited for higher density (Refer to Attachment 2a for full map)

# INNER WEST

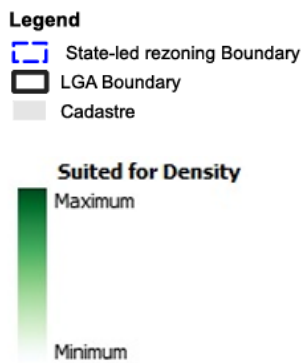


Figure 2. Heatmap showing frequency of pins for areas suited for high density (Refer to Attachment 2b for full map)

## What we heard – suburbs best suited for higher density

Top Suburbs	Total pins	Summary of comments
Leichhardt	241	<ul style="list-style-type: none"> <li>Concentrate high density along Parramatta Road.</li> <li>Areas pinned have good access to public transport, schools and daily services</li> <li>Revitalise underutilised shops with residential</li> </ul>
Annandale	111	
Petersham	67	
Lewisham	60	
Stanmore	59	
Camperdown	33	

## What we heard - locations best suited for higher density

Top Locations	Total pins	Summary of Comments
West Connex Dive Site 176 Parramatta Road, Annandale	9	<ul style="list-style-type: none"> <li>Utilise this site to provide more affordable housing for front line workers</li> <li>In proximity to other high-density buildings and development</li> <li>Close to the CBD, health district and public transport</li> </ul>
Easter Street, Leichhardt	9	<ul style="list-style-type: none"> <li>Limit high density to the blocks adjacent to Parramatta Road</li> <li>Relocate car dealerships to allow for residential</li> </ul>
71-73 Lords Road, Leichhardt	9	<ul style="list-style-type: none"> <li>Consider this area as an option instead of Parramatta Road.</li> <li>Access to shops, schools and public transport</li> <li>Replace light industrial with residential</li> </ul>
Barker Lane Lewisham	6	<ul style="list-style-type: none"> <li>Close proximity to Lewisham Train Station</li> </ul>
5 Bridge Rd, Stanmore	4	<ul style="list-style-type: none"> <li>Redevelop on and around the site</li> </ul>

## Map Survey Question II - Are there any locations you think should be avoided for higher density development?

Respondents were required to select locations that should be avoided for higher density and provide a short comment.

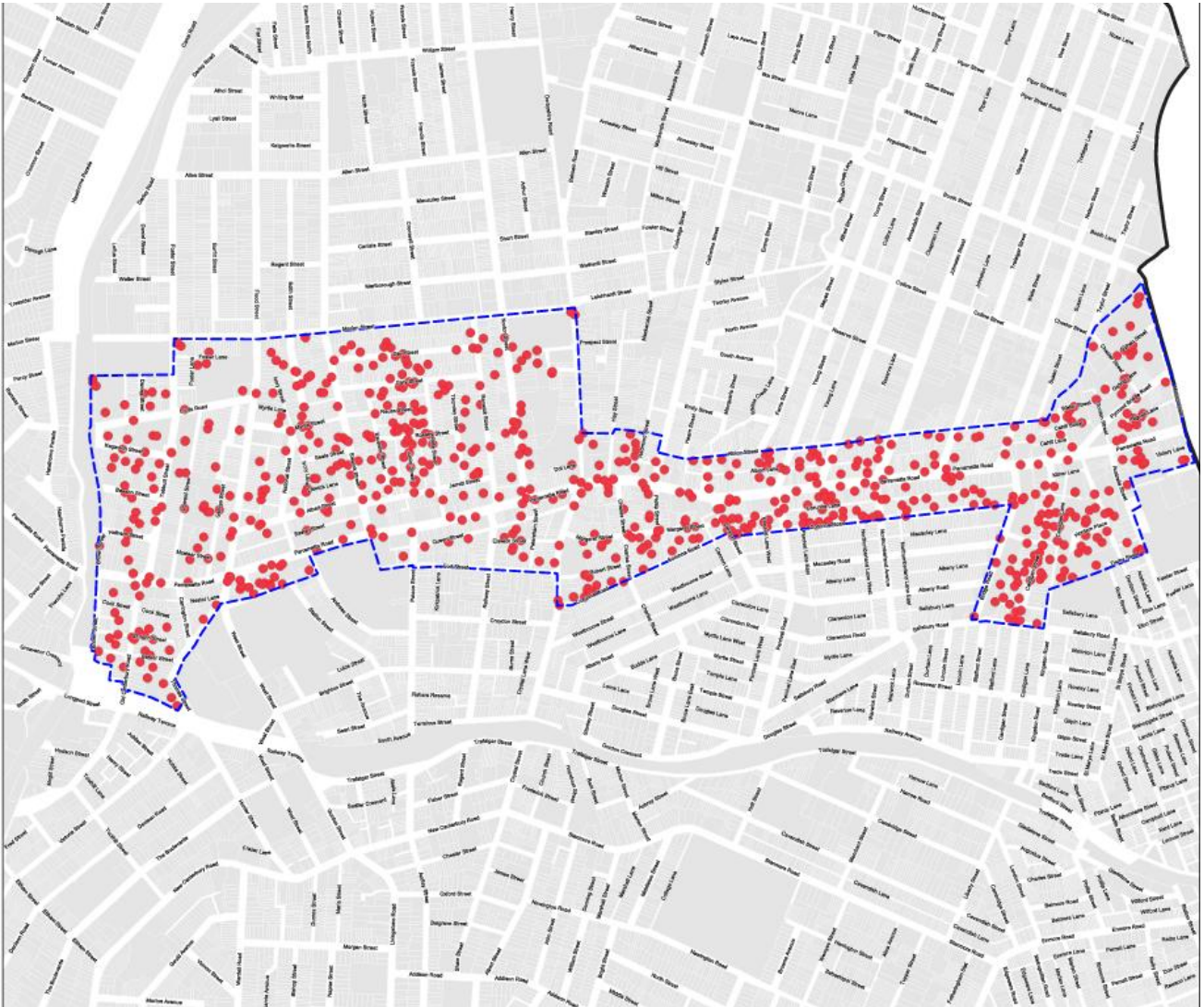


Figure 3. Locations pinned as avoid for higher density (Refer to Attachment 2c for full map)

# INNER WEST

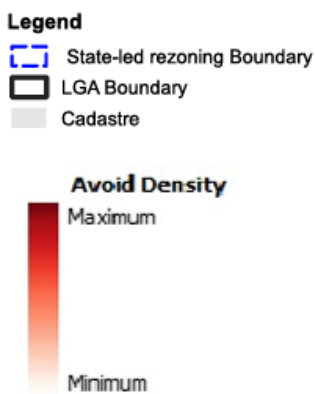
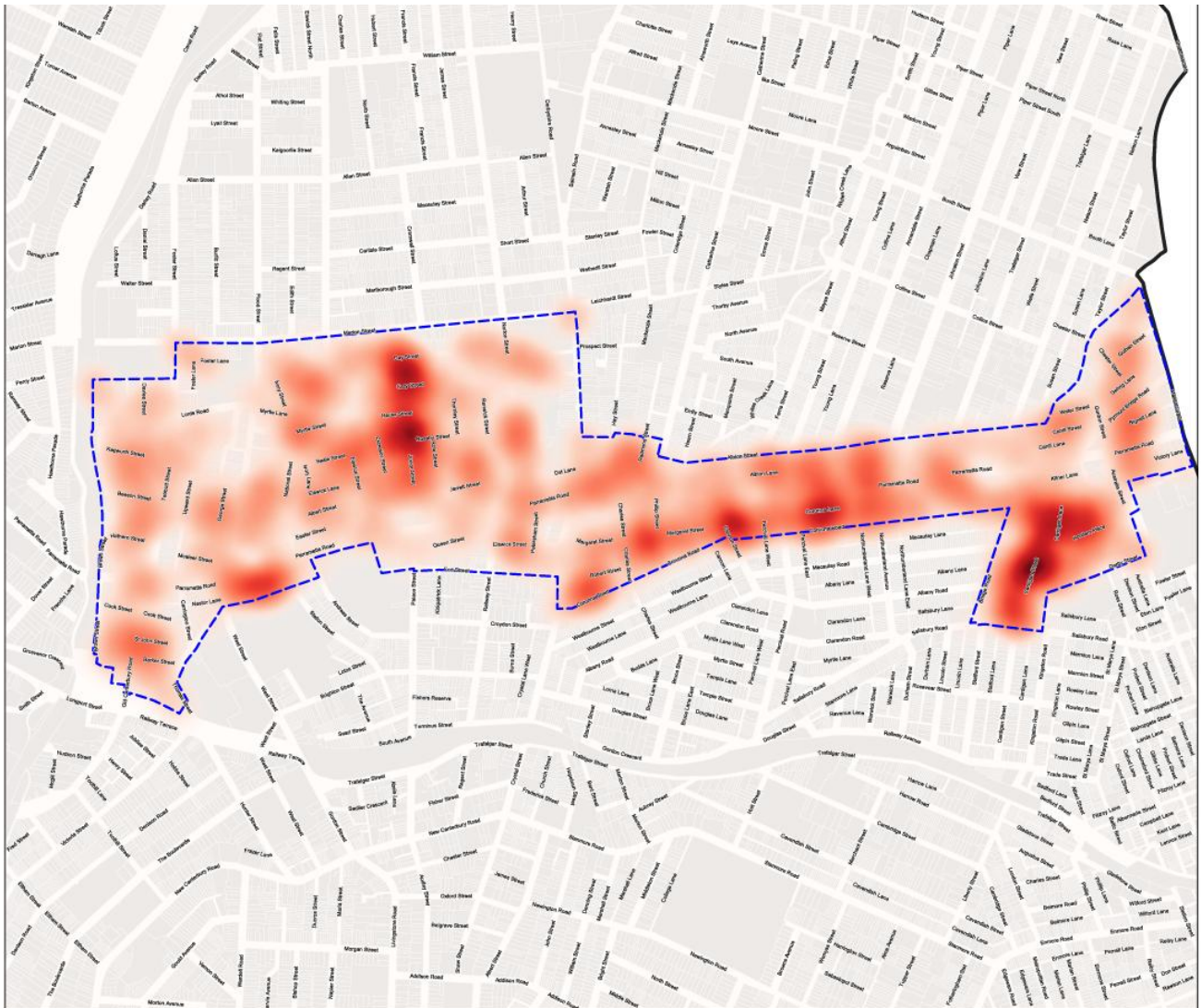


Figure 4. Heatmap showing frequency of pins for areas to avoid for high density (Refer to Attachment 2d for full map)

What we heard – suburbs best avoided for higher density		
Top Suburbs	Top pins	Summary of Comments
Leichhardt	303	<ul style="list-style-type: none"> <li>Generally, comments state that density should be concentrated along the Parramatta Road Corridor and avoided on existing residential streets and those with high heritage significance.</li> </ul>
Stanmore	147	
Annandale	96	
Petersham	78	
Camperdown	49	

Other locations pinned to avoid higher density		
Top Locations	Total pins	Summary of Comments
Cardigan Street (Stanmore and Camperdown)	43	<ul style="list-style-type: none"> <li>Avoid this street to protect valuable heritage character</li> <li>High density could worsen existing flood issues</li> <li>Concerns that the M8 tunnel will present structural issues for high density</li> <li>High density development will negatively impact existing residents' amenity (solar access, privacy).</li> <li>High density will present higher traffic that is not suitable for family area.</li> </ul>
Margaret Street (Petersham and Stanmore)	22	<ul style="list-style-type: none"> <li>Avoid this street to protect valuable heritage character</li> </ul>
Albion Street (Annandale)	20	<ul style="list-style-type: none"> <li>Avoid this street to protect valuable heritage character</li> <li>Concerns that redevelopment will worsen traffic congestion</li> <li>Congestion around the school should be considered</li> </ul>

What we heard – Parramatta Road
<p>Parramatta Road received 118 pins, general comments included:</p> <ul style="list-style-type: none"> <li>Density on Parramatta Road should be low-medium density with heritage facades protected</li> </ul>

- Future Parramatta residents would have to face poor amenity presented by traffic congestion

Suburb specific comments along Parramatta Road included:

Parramatta Road suburb specifics	Total pins	Comments
Petersham	28	<ul style="list-style-type: none"> <li>• Narrow point on the whole of Parramatta Road that experiences major congestion and traffic</li> <li>• Avoid overshadowing schools and parks to the south of Parramatta Road</li> </ul>
Annandale	26	<ul style="list-style-type: none"> <li>• Protection of heritage significant sites</li> </ul>
Stanmore	31	<ul style="list-style-type: none"> <li>• Concerns that existing parking issues</li> </ul>
Leichhardt	22	<ul style="list-style-type: none"> <li>• Address major traffic congestion in the area</li> </ul>
Camperdown	7	<ul style="list-style-type: none"> <li>• Protect existing school</li> </ul>
Lewisham	4	<ul style="list-style-type: none"> <li>• Address traffic congestions</li> </ul>

## Emails

In addition to responses received through the YSIW survey, 151 email submissions were received. This section summarises the key issues raised in those email submissions.

Key themes	Comments
<b>Transport</b> (75 comments)	<ul style="list-style-type: none"> <li>• Improve public transport</li> <li>• Reallocating traffic lanes for more public and active transport</li> <li>• Lowering speed limits</li> <li>• Diverting traffic to WestConnex</li> <li>• Reducing non-local through-traffic</li> <li>• Provision of adequate off-street and underground parking in new residential developments</li> <li>• Parking pressures (residents and visitors)</li> <li>• Areas have inadequate public transport capacity for increased densities</li> <li>• Avoid higher density in poorly serviced areas</li> <li>• Need more detailed traffic modelling</li> </ul>
<b>Public Domain</b> (120 comments)	<ul style="list-style-type: none"> <li>• Ensure height, scale and design respect surrounding character</li> </ul>

	<ul style="list-style-type: none"> <li>• Widened footpaths to comfortably accommodate pedestrians, prams and mobility devices</li> <li>• Improved lighting to increase safety and comfort at night</li> <li>• Ensure comfort at street level by avoiding extreme building height, bulk and continuous street walls</li> <li>• Overshadowing of footpaths, parks and public spaces will reduce sunlight and amenity</li> <li>• Improve mid-block links, laneways and pedestrian connections</li> </ul>
<p><b>Open Space</b> (110 comments)</p>	<ul style="list-style-type: none"> <li>• Inner West suburbs have some of the lowest public open space per capita in NSW.</li> <li>• Significant population growth will further reduce access to green space and have negative impacts on park amenity and maintenance.</li> <li>• Open space should be adequate size for recreation and gathering.</li> <li>• Parks suitable for a wide range of users (children, older people, people with disabilities, dog owners)</li> <li>• Taller development will compromise solar access for open spaces and parks.</li> </ul>
<p><b>Not-for-Profit Housing</b> (55 comments)</p>	<ul style="list-style-type: none"> <li>• Council's existing affordable housing policy is too low.</li> <li>• Affordable housing relies too heavily on incentives and bonus provisions.</li> <li>• New development may result in a net loss of existing affordable housing.</li> <li>• Ensure even distribution of affordable housing across the corridor.</li> <li>• The need for government-led, permanent social housing.</li> </ul>
<p><b>Commercial and Retail Opportunities</b> (60 comments)</p>	<p>Commercial and retail uplift should be concentrated on the Parramatta Road frontage. Prioritise the revitalisation of underutilised and vacant commercial sites.</p>

	<p>Surrounding residential streets should not be rezoned for retail or high-intensity mixed use. Rezoning may reduce existing employment land displacing industrial, service and creative uses. Support for small, locally owned businesses instead of large chain businesses. Day-to-day services should be accessible.</p>
<p><b>Improvements to Streetscape</b> (125 comments)</p>	<p>Street upgrades should be undertaken for the entire corridor and not just individual sites. Street upgrades should be of high quality and easy to maintain. Improve wayfinding and using landscaping or public art markers to establish clear visual cues for safer movement.</p>
<p><b>Heritage</b> (90 comments)</p>	<p>Concerns of gradual heritage erosion removing local character and identity. New development should avoid facadism and there should be controls in place to ensure genuine adaptive reuse rather than symbolic retention. Ensuring there is a consistent approach to heritage areas.</p>
<p><b>Infrastructure and Services</b> (120 comments)</p>	<p>A clear, transparent infrastructure delivery plan should be made detailed with timelines, sequencing and delivery responsibilities. Schools are operating at capacity. Stormwater and drainage system needs to be reassessed.</p>
<p><b>Flooding</b> (28 comments)</p>	<p>Avoid rezoning areas that experience high levels of flood</p> <p>Concerns that increased hard surfaces from new development will worsen existing flood issue</p>
<p><b>Biodiversity</b> (25 comments)</p>	<ul style="list-style-type: none"> <li>• Rezoning may fragment or remove remaining urban habitat, causing permanent ecological loss.</li> <li>• Loss of mature trees, particularly large canopy trees in private gardens, streets and along corridors.</li> </ul> <p>Disruption to wildlife movement corridors</p>

	<ul style="list-style-type: none"> <li>• Having stronger measures in place to protect biodiversity such as:             <ul style="list-style-type: none"> <li>○ Exclude biodiversity-sensitive areas from rezoning</li> <li>○ Limit density in areas with high canopy or habitat value</li> </ul> </li> </ul> <p>Retain lower-intensity development where biodiversity contributes strongly to local character and environmental function.</p>
<p><b>Engagement and Governance (30 comments)</b></p>	<ul style="list-style-type: none"> <li>• The lack of transparency and clarity in the engagement process and notification awareness</li> <li>• Unclear of the roles and responsibilities in the decision making between State Government and Council</li> <li>• Concerns with the change in site investigation boundary</li> </ul> <p>Difficulty understanding how all the concurrent planning projects (i.e. Our Fairer Future Plan) will work in tangent with the State-led Rezoning.</p>

## Agency Submissions

Council received 1 agency submission.

Agency	Key Points
<p>Sydney Water</p>	<ul style="list-style-type: none"> <li>• The submission outlines servicing constraints required next steps and infrastructure protection considerations.</li> <li>• Preliminary advice indicates water servicing is likely available, but capacity at a local level cannot be confirmed without staging and growth detail.</li> <li>• Early engagement of a Water Servicing Coordinator and prompt lodgement of a Feasibility Application are strongly recommended.</li> </ul>

## Next steps

This report will be reported to Council at its on its June 2026 meeting. Subsequently, the report along with all survey responses and submissions will be forwarded to the State Government to inform their Rezoning Proposal.

It is expected that NSW State Government will exhibit the draft Rezoning Proposal in late 2026 for community consultation.