

# ATTACHMENT A

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**PLANNING PROPOSAL – SITES 57  
ASHMORE STREET AND 165-175  
MITCHELL ROAD, ERSKINEVILLE**





# Planning Proposal

57 Ashmore Street and 165-175 Mitchell Road,  
Erskineville

May **December** 2013

Sydney 2030 Green/Global/Connected

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## Introduction

This Planning Proposal explains the intent of, and justification for, the proposed amendment to *Sydney Local Environmental Plan 2012* (Sydney LEP 2012) for sites 57 Ashmore Street and 165-175 Mitchell Road, Erskineville. Both sites are currently deferred from the Sydney LEP 2012.

The two subject sites are under one landowner, Goodman. They make up part of the area known as the Ashmore Precinct (Ashmore), which is the largest industrial estate identified for urban renewal outside Green Square. Ashmore is approximately 17.4 hectares in area, and is located in the suburb of Erskineville. It is bounded by Ashmore Street to the north, Mitchell Road to the east, Coulson Street to the south and the Bankstown rail line to the west. Figure 1 shows the site location.



Figure 1 Location of Ashmore and the Subject Sites

Ashmore includes some existing residential apartment development. Approximately 14 hectares of the site remains as active light industrial uses, of which the subject sites comprise approximately 7 hectares.

The predominant uses are light industrial. The sites are characterised by large-scale industrial buildings. Ashmore also includes a number of owner-occupied strata industrial units. Currently, the industrial units are fully occupied, and whilst there are no redundant parcels of land in the precinct or the subject sites, the strategic and accessible location of Ashmore means it is a significant urban renewal site. It is forecasted to be fully redeveloped by 2027.

This Planning Proposal has been prepared in accordance with Section 55 of the *Environmental Planning and Assessment Act 1979* (the Act) and guidelines published by the Department of Planning and Infrastructure in October 2012, namely 'A guide to preparing planning proposals' and 'A guide to preparing local environmental plans'.

This Planning Proposal is being prepared alongside the preparation of an amendment to *Sydney Development Control Plan 2012* that covers the entire Ashmore area.

## Background

This Planning Proposal is an amendment to the planning controls in the Sydney LEP 2012 for the sites listed in Table 1. The summary and justification for the changes is addressed in the following pages.

Site	Property Description
57 Ashmore Street, Erskineville	Lot 23 DP 849857
165-175 Mitchell Road, Erskineville	Lot 2 DP 772101

Table 1 - Site Description and Proposed Amendments

### The Vision for the Ashmore Precinct

Ashmore presents an opportunity to make a positive contribution to the City's Sustainable Sydney 2030 vision and targets, through the delivery of new housing, a new road network, public open space, stormwater management, new retail services and cycle lanes for the existing and incoming residents.

About 3485 new homes could be delivered in Ashmore, which equates to approximately 6300 new residents, of which 1765 will be provided by the subject sites. The redevelopment also will create some opportunities for new retail and commercial uses (in key locations), creating opportunities for new jobs in the precinct.

The subject sites are a key component for the delivery of the vision for Ashmore, as they will assist in providing components of the public domain such as new roads and cycle lanes. The site at 57 Ashmore Street will also provide a local park and a retail strip that will serve the wider Ashmore Precinct.

### History of planning controls for Ashmore Precinct

The masterplanning of the wider Ashmore Precinct has evolved over time. The subject sites are part of the wider precinct, and as such many of the precinct constraints apply for the development of planning controls. The constraints that are in and around the site, include:

- a complex landownership pattern, some under strata titles;
- surrounding low scale conservation areas;
- easements over land providing owners with access;
- flooding in certain locations;
- likely land contamination;
- poor public transport infrastructure in the area; and
- location of the Sydney Water desalination pipeline.

A site specific Development Control Plan known as the *South Sydney Development Controls Plan 1997: Urban design: Part G Special Precinct No. 7 – Ashmore Precinct* (the Ashmore DCP) was approved by Council on 7 August 2006.

A range of technical studies were undertaken to inform the development of the Ashmore DCP. These studies included flood hazard mapping, traffic assessment and urban design analysis.

The controls in the Ashmore DCP were reviewed by HBO+EMTB in 2008-2009, as part of the *Erskineville, Alexandria (West) and Newtown (South) Urban Design Study 2009* (the Urban Design Study). The review examined opportunities to increase the development capacity to further contribute to the NSW Government's *Metropolitan Plan for Sydney 2036* dwelling targets.

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The review also pursued the strategic directions detailed in *Sustainable Sydney 2030* to:

- double the amount of open space;
- rationalise the existing street network; and
- increase building densities.

The recommendations of the Urban Design Study were incorporated into the draft Sydney Local Environmental Plan (draft Sydney LEP) and draft Sydney Development Control Plan (draft Sydney DCP) which were endorsed by Council and the Central Sydney Planning Committee (the CSPC) in September and October 2010 respectively. These were referred to the Department of Planning and Infrastructure to seek certification for public exhibition.

## **Public Exhibition of the draft Sydney Local Environmental Plan**

The draft Sydney LEP and draft Sydney DCP were reported to Council and the CSPC in September and October 2010, seeking endorsement to exhibit both documents. A Section 65 Certificate, under the *Environmental Planning and Assessment Act 1979*, enables public exhibition of a draft LEP. In issuing the certificate to the City, the then Minister for Planning and Infrastructure directed the City, for the purposes of exhibition, to increase the floor space ratio (FSR) and building heights for the two subject sites. This was in response to a submission made by Goodman directly to the Department of Planning and Infrastructure.

The required changes were:

- change the land use zoning of 57 Ashmore Street from B2 Local Centre to B4 Mixed Use;
- increase the FSR for both lots from 1.75:1 to 2.75:1;
- increase maximum building heights at 57 Ashmore Street from 35 metres to 60 metres (9 to 19 storeys); and
- increase building heights at 165-175 Mitchell Road from 25 metres to 60 metres (7 to 19 storeys).

These changes were incorporated into the draft Sydney LEP, which was exhibited from 2 February to 21 April 2011. Five hundred and ten (510) submissions were received relating to the Ashmore Precinct. The vast majority of submissions objected to the proposed changes in the draft Sydney LEP, particularly, the increased building height and the increased density in the subject sites. The concerns raised included unacceptable impacts for traffic and transport, urban design and social infrastructure.

## **Deferral of Subject Sites from the Sydney Local Environmental Plan 2012**

Council and the CSPC in considering the outcomes of the public exhibition in March 2012 resolved to defer the Goodman sites to allow for a further review of the controls and the preparation of a Planning Proposal. The sites continue to be subject to the provisions in the *South Sydney Local Environmental Plan 1998* and the *South Sydney Development Control Plan 1997*.

To revise the planning controls, the City undertook further studies and reviews for the whole of the precinct to establish the cumulative impacts of urban design, traffic and parking and social sustainability.

This Planning Proposal resolves the Council and CSPC deferral by providing controls for the Goodman owned sites.

## Part 1: Objectives/Intended Outcome

The deferral from Sydney LEP 2012 of the subject sites at 57 Ashmore Street and 165-175 Mitchell Road, Erskineville means that the sites continue to be subject to the provisions in the *South Sydney Local Environmental Plan 1998* and the *South Sydney Development Control Plan 1997*. Largely these controls permit a maximum FSR of 1.25:1 across both sites with a maximum building height of 17 metres (5 storeys).

It is important that the planning controls are integrated into the Sydney LEP 2012 to ensure the vision for Ashmore can be realised. Redevelopment of these two sites offer the opportunity to provide a variety of residential accommodation, a local retail centre and public open space.

In addition the *South Sydney Local Environmental Plan 1998* is not a Standard (LEP) Instrument compliant LEP, and whilst there is not a specific timeframe for all LEPs to become Standard (LEP) Instrument compliant, the integration of the subject sites into Sydney LEP 2012 will provide greater clarity and certainty to the community on the planning framework for Ashmore.

## Part 2: Explanation of provisions

To achieve the proposed outcomes, the Planning Proposal seeks to provide planning controls for the subject sites as shown in the maps listed below. Copies of the maps are at Part 4 of this Planning Proposal

**Land Application Map** – This map shows the land to which the plan applies (the Goodman sites)

**Land Zoning Map** – Shows the land use maps that applies to the sites, (B4 Mixed Uses and B2 Local Centre)

**Height of Buildings Map** – Shows the maximum height in metres of new development (ranging from 9 metres (2 storeys) to 27 metres (8 storeys))

**Floor Space Ratio Map** – Shows the maximum floor space ratio for each site (1.75:1)

**Land Reservation Acquisition Map** – Identifies any sites which are required for acquisition (not applicable)

**Retail Premises Map** – Identifies where retail uses over 1000 square metres is permissible (which will allow for the 'village centre' to include a supermarket)

**Acid Sulfate Soils** – Identifies the class of land referred to in the Acid Sulfate Soils provisions in the LEP (category of the acid sulphate soils)

**Land Use and Transport Integration Map** – Identifies the accessibility category of the sites to establish appropriate car parking rates in the LEP

**Public Transport Accessibility Level Map** – Identifies the accessibility category of the sites to establish appropriate car parking rates in the LEP

**Flood Prone Land** – Identifies the 'flood planning area' subject to the relevant Flood Planning provision in the LEP

### Land Zoning and Retail Premises Maps

It is proposed to zone the site 165-175 Mitchell Road B4 'Mixed Use'. This zoning permits residential development and will facilitate the vision for the redevelopment of the wider Ashmore Precinct.



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The site at 57 Ashmore Street is proposed to be zoned 'B2 Local Centre' to facilitate the development of a small retail strip, to include a small local supermarket, as recommended by the *Green Square and Southern Areas Retail Study 2008*. It is envisaged that this retail strip will have the potential to serve both the existing and new population of Ashmore and immediate areas.

Residential development is permissible within this zone.

## Height of Buildings Map

The Height of Buildings map details the range of permissible building heights in metres across the subject sites. The heights have been derived from the urban design review which requires a transition of building heights from the surrounding conservation areas. Thus, the heights range from 9 metres (2 storeys), which will deliver a terraced built form, to a maximum of 27 metres (8 storeys), which is predominantly in the centre of the site surrounding the new park. The heights shown in the map are maximums and accommodate any additional height potential that may result from the design excellence clauses in Sydney LEP 2012.

The location of key infrastructure elements such as McPherson Park, Kooka Walk and the extension of MacDonald Street have been identified with a three metres maximum building height to define their location and ensure that these key elements are provided, and located so that they integrate with the remainder of the precinct and surrounding area.

## Floor Space Ratio Map

The FSR across both sites is 1.75:1. These FSR will allow development to make a positive contribution to the City's Sustainable Sydney 2030 vision and targets, through the delivery of new homes. It is envisaged that the redevelopment of Ashmore could deliver approximately 3,485 new homes, with approximately 1,765 in the subject sites. The FSRs are comparable with FSRs on adjacent sites. There has been significant developer interest in the past three years, with a recent development approval for 318 dwellings for the Leighton Properties site at Unit 36-36A Lot 2 1A Coulson Street, Erskineville, and a development application for 172 dwellings lodged for the 'Williams' site' (named after the owner) at Unit 35-35B/1A Coulson Street, Erskineville (shown at Figure 4). This is an indication that the proposed FSRs are economically viable to developers in the precinct.

The *Traffic and Parking Study 2013* and the urban design review undertaken by the City have confirmed the capacity of the subject sites and the ability of the existing infrastructure and built form to accommodate the proposed densities and additional population. This is discussed in more detail in Part 3 of this Planning Proposal.

The City seeks to achieve high quality and varied design for prominent developments through the application of competitive design processes. Up to 10% additional FSR can be awarded for a successful design competition. Design excellence provisions to this effect are already included in Sydney LEP and DCP 2012.

An indicative outcome of the application of design excellence is shown in Figure 2 where the heights in brackets represent the accommodation of the additional FSR. If design excellence is applied on the subject sites the maximum FSR potentially available for the subject sites is 1.92:1.

## Flood Prone Land

The City is currently developing a Flood Risk Management Study and Plan for the Alexandria Canal Catchment, within which the subject sites are located. Once completed appropriate strategies to manage stormwater in the area will be prepared.

The central park (McPherson Park) will provide some stormwater management to deal with on-site detention and alleviate stormwater impacts from the north.

## Part 3: Justification

### Section A – Need for the Planning Proposal

#### *Is the planning proposal a result of any strategic study or report?*

As noted in Part 1 there has been a long history in the planning of Ashmore. A wide range of studies and reports have informed the development of planning controls over the years. These include:

- Urban design;
- Traffic, transport and parking;
- Stormwater management;
- Landscape architecture;
- Economic feasibility; and
- Social sustainability.

The proposed planning controls have been informed by the wider masterplanning of Ashmore to ensure there is a logical street network, allow for staging of development, and the that provision of infrastructure on individual sites integrates with the wider Ashmore Precinct. The subject sites are part of this masterplanning process and as such were informed by further studies and reviews that the City has undertaken covering urban design, traffic and parking, and social sustainability issues for the entire precinct. The outcomes of these further studies are discussed in the following sections.

#### **Urban Design**

The proposed planning controls seek to maximize the opportunities Ashmore offers as an urban renewal site to contribute to achieving the NSW Government's dwelling targets for the City of Sydney and Sustainable Sydney 2030's directions for increasing density and open space. The City undertook an urban design review which was guided by these opportunities. It also considered the following concerns raised by the community in the exhibition of the draft controls for Ashmore:

- building heights, particularly 9 storeys on surrounding Victorian terraces;
- scale and density of development including FSRs;
- overshadowing;
- proposed building type in relation to traditional terraces;
- stormwater management;
- provision of adequate building setbacks; and
- loss of city views from Sydney Park.

The urban design review considered the context of Ashmore with the surrounding local area. The Sydney Park Village, Verve and Motto developments, shown in Figure 4. These developments have building heights ranging from five to 10 storeys. Motto also has a telecommunications tower integrated into the building, taking the height of the building to approximately nine storeys. This has determined the location of maximum heights within Ashmore to ensure the views to the CBD from Sydney Park are not obstructed, and to provide a transition of building heights to the surrounding conservation areas.

The transition from existing conservation areas has resulted in two storey (plus attic) terraces immediately to the south of the existing terraces on Ashmore Street, and the buildings fronting Mitchell Road having a predominant streetwall height of three storeys. The predominant streetwall height through the remainder of Ashmore, including the subject sites is five storeys. This streetwall will reduce the visual impact of development from the street and will also reduce any potential overshadowing particularly on the adjacent existing neighbourhoods.

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The upper levels of the streetwall will be required to be setback four metres to reduce their visual impact from the street and create a more human scale to the buildings. A three metres wide landscaped setback will be required in most areas to reduce the visual impact of the buildings from the street. This will also provide a strong landscaped character, and will give a cohesive landscaping across the precinct.

To create architectural interest and diversity a range of building type will be provided, including terraces, duplex and 'walk up' apartments, and conventional apartment buildings and taller buildings surrounding McPherson Park as seen in Figure 2.



Figure 2 Heights in Storeys Map

McPherson Park is proposed to be 7,400sqm and located on the site at 57 Ashmore Street. This park will be a focal point providing space for active and passive recreation. It will also have the dual function of assisting with stormwater management by providing on-site detention of stormwater in heavy storm events. A pedestrian and cycle only connection, known as Kooka Walk, will provide a north-south 'green spine' through Ashmore also assisting stormwater management.

A 1.75 FSR is proposed for both subject sites. Despite the requirement for significant infrastructure such as McPherson Park the net FSR on these sites is comparable with other development sites in Ashmore. This is because the floorspace associated with the delivery of the key infrastructure such as roads and parks is transferred onto the surrounding developable blocks.

The City's *Section 94 Contributions Plan 2006*, lists key infrastructure elements such as Kooka Walk and McPherson Park, and will therefore enable offsets for Section 94 contributions for the delivery of these elements by the developer/landowner.

The City seeks to achieve high quality and varied design for prominent developments through the application of competitive design processes. A bonus of up to 10% additional FSR can be awarded for a successful design competition in recognition of the additional cost of undertaking such a process. Design excellence provisions to this effect are already included in the Sydney LEP 2012 and Sydney DCP 2012.

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An indicative outcome of the application of design excellence is shown in Figure 2 where the heights in brackets represent the accommodation of the bonus floorspace on the subject sites.

## Traffic and Parking

Ashmore is anticipated to be constructed in a number of development stages with build out expected around 2027. On completion the precinct is forecast to contain approximately 3,485 dwellings and 6,300 residents.

The impact of additional traffic and parking associated with the redevelopment of Ashmore was a frequent issue raised in submissions during the exhibition of Sydney LEP 2012. The main points of concern were:

- main roads are already congested; the impacts on existing narrow streets and lanes;
- restrictive parking rates for new developments;
- existing poor public transport provision;
- insufficient capacity on existing public transport infrastructure; and
- concerns about the cumulative impact of traffic on the surrounding area.

AECOM were commissioned by the City to undertake paramics modelling to assess the impacts of development over a number of stages of redevelopment. Paramics modelling allows for the cumulative impacts of traffic to be assessed by calculating the capacity of intersections. A copy of the final AECOM study is shown at Attachment A.

Five precinct development stages were modelled for the AM, PM and Saturday peak to assess the future operation of the road network against the projected traffic volumes, which included the significant development in the surrounding area. The study examined development across the entire Ashmore, not just the subject sites. This was to establish the full impacts of traffic associated with the development of Ashmore. Assumptions were made for the likely timing of development and delivery of internal roads which was integrated into the paramics modeling.

Paramics analyses driving patterns of traffic, both from Ashmore, the surrounding area and traffic travelling through the area to establish patterns of driver behaviour, and assess the capacity of intersections to manage traffic flow. This modelling then identifies where there are problematic intersections and mitigation measures in response are developed and re-modelled to assess their effectiveness.

The five development stages modelled were:

- assuming that there was no development in Ashmore (the current situation);
- partial development (by year 2017) with no traffic improvements to the surrounding development;
- partial development (by year 2022) with no traffic improvements to the surrounding area;
- full development (by year 2027) with all traffic improvements; and
- full development (by year 2027) with all traffic improvements calculations for trip reduction to allow for a satisfactory performance of the surrounding road network.

The modelling makes recommendations for infrastructure modifications and at what stages they should be implemented as development occurs. The infrastructure modifications recommended by AECOM include:

- signalisation of Maddox Street and Mitchell Road;
- restricting on street parking at key locations (in peak periods);
- improved public transport infrastructure; and

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- permit parking for residents in adjacent streets to limit impacts of restrictive parking rates in the new developments.

Many of these measures will require consultation with State agencies, Transport for NSW and Roads and Maritime Services.

The study has established that at full build out of Ashmore there needs to be improved public transport services (both bus and rail) to meet the demand and must be implemented as development occurs to ensure the use of alternative modes of transport to the car. The conclusions of the report are that the proposed densities can be managed on the surrounding network however, only with additional public transport services. No change to public transport services will result in unacceptable levels of services at some key intersections in the surrounding network.

## **Social Sustainability**

The City commissioned CRED consultants to undertake a social impact assessment on the draft Ashmore planning controls. The purpose of the study was to identify and make recommendations to address the potential social impacts relating to the Ashmore precinct redevelopment. A copy of the study is shown at Attachment B of this Planning Proposal. As with the Traffic and Parking study shown at Attachment A of this Planning Proposal the impacts of full development across the entire Ashmore precinct were investigated, to assess the cumulative impacts of the Ashmore development rather than just the two subject sites.

The main issues raised in submissions were:

- the new development would erode the existing Erskineville/Alexandria character;
- there are insufficient childcare and school spaces; and
- insufficient open space is being provided within the site.

Using census information CRED established current demographics of the existing area and forecast a likely population profile. This profile provides a good indication of the social infrastructure that is likely to be required by the new residents.

Trends for the new population are likely to be similar to that of the existing Erskineville population, for example:

- fewer older people, (over 60+years);
- fewer younger people (12 to 24 years);
- one of the highest number of children aged 0 to 4 years in the City's local government area;
- the majority of residents being high income earners; and
- a high proportion of gay, lesbian, bi-sexual and transgender people.

This information is important as it provides likely trends for provision of social infrastructure such as childcare and primary school spaces (both are at currently at capacity in the area). The study forecasts the need for 260 additional childcare spaces in the area and an additional 360 primary school spaces (about 50 spaces per school year) will be needed by 2027. The study also identifies that a variety of quality programme or meeting spaces for working aged people will also be required.

The CRED study recommends that the draft planning controls provide opportunities for private childcare operators to locate as development occurs. This can be achieved through ensuring appropriate building footprints are integrated into draft DCP provisions.

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Creating affordable housing opportunities is also raised by CRED to provide social diversity within the precinct. There are smaller developable blocks in the precinct that would be suitable to an affordable housing provider predominantly because they generally require smaller amounts of infrastructure. The City would welcome the provision of affordable housing development in Ashmore, however, as the precinct is outside of the Green Square Urban Renewal Area, affordable housing levies do not apply to new developments. Legislative constraints imposed by the NSW planning system prevent councils from requiring the provision of affordable housing in their planning controls. Therefore, an affordable housing provider such as City West Housing would need to purchase land in Ashmore, subject to a suitable site becoming.

The CRED study also examined the potential for Ashmore to integrate with the surrounding suburbs, which have a rich and interesting history. This has in part been captured, through naming of the new streets and parks after the former industrial uses in Ashmore, as shown in Figure 3.

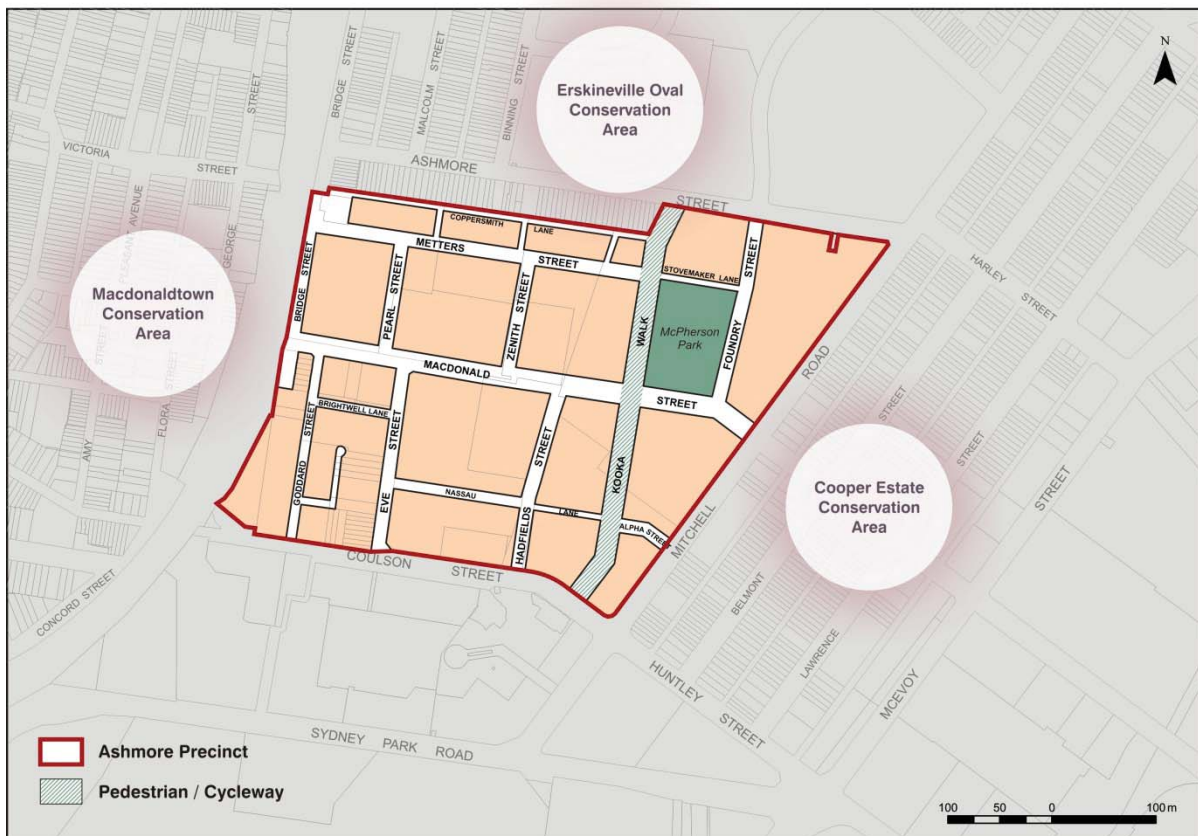


Figure 3 Location of New Streets and Open Spaces

In addition, the local area is characterised by different types of housing, from Victorian terraces to warehouse conversions, and apartment blocks. This will in part be replicated through a range of housing types required in the provisions in the draft amendment to Sydney DCP 2012.

Erskineville village already has well established cafés, retail and other services and Alexandria is also changing quickly with bespoke cafés and restaurants being developed in former warehouses. The location of Ashmore between these two suburbs, and its proposed local shops and park, present an opportunity to bring residents from existing nearby streets to Ashmore which will facilitate social integration.

The study recommends the provision of a large main park (McPherson Park) to create social connections with the new and existing residents. It is likely to be very popular with the new community, providing passive and active recreation, and has the potential to be the 'village green' for Ashmore. The CRED study recommends that McPherson Park be no less than 7,400 square metres.

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*Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?*

This Planning Proposal is the only way to update the controls and integrate the subject sites into Sydney LEP 2012 and provide certainty for the landowner/developer and the community. The integration of planning controls for the subject sites will ensure the redevelopment is integrated with the redevelopment of adjacent sites.

## Section B – Relationship to strategic planning framework

### 1. *Is the planning proposal consistent with the objectives and actions of the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and the exhibited draft strategies)?*

In March 2013 the NSW Government published the draft *Metropolitan Strategy for Sydney to 2031*. It is on public exhibition until 31 May 2013. Once adopted, it will replace the *Metropolitan Plan for Sydney 2036*. However, until that time, the *Metropolitan Plan for Sydney 2036* is the applicable adopted strategy. In assessing the consistency of this Planning Proposal with metropolitan wide objectives, both the adopted and new draft strategies have been considered. The consistency of this Planning Proposal with both draft and adopted metropolitan strategies and the draft *Sydney City Subregional Strategy* is explained in detail in Table 2, Table 3 and Table 4 below.

Consistency with Metropolitan Plan for Sydney 2036	
Action	Consistency
<b>B1.3:</b> Aim to locate 80% of all new housing within the walking catchments of existing and proposed centres of all sizes with good public transport	The precinct is located close to existing services on Erskineville Road and King Street, Newtown. It is approximately 2 km from the Green Square Town Centre planned future centre.
<b>B3.3:</b> Provide for the protection and adaptive reuse of heritage items in centres undergoing urban renewal	There are no heritage items in the subject sites, but adaptive re-use of some of the older warehouses may be appropriate.
<b>D1.1:</b> Locate at least 70% of new housing within existing urban areas and up to 30% of new housing in new release areas	The Planning Proposal will contribute towards the target of 70% of new housing being located within existing urban areas.
<b>D2.1:</b> Ensure local planning controls include more low rise medium density housing in and around smaller local centres	Redevelopment of the precinct will deliver medium density housing of a sympathetic scale to surrounding medium and low density residential development.
<b>G8.1:</b> Avoid noise-based land use conflict through strategic planning and the development assessment processes	Amenity impacts resulting from noise and construction will be a key consideration during the development application process, as with all development in mixed use zones.
<b>H3.1:</b> Design and plan for healthy, safe, accessible and inclusive places	Introducing new streets to break up existing large blocks will make the precinct more permeable and increase passive surveillance and safety in the area.  The proposed open space will provide opportunities for active and passive recreation, improved health and a focal point which encourages inclusiveness among residents and the wider community.

Table 2 - Consistency with Metropolitan Plan for Sydney 2036

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Consistency with draft Metropolitan Plan for Sydney to 2031	
Objective	Consistency
<b>2:</b> Strengthen and grow Sydney's centres	Being located in close proximity to the future Green Square Town Centre, the proposal will provide additional housing, employment and services in an area well-suited for redevelopment.
<b>5:</b> Deliver new housing to meet Sydney's growth	The Planning Proposal will facilitate the transition of the precinct from light industrial to mixed uses and residential. In doing so, new housing will be delivered to help meet Sydney's housing growth.
<b>6:</b> Deliver a mix of well-designed housing that meets the needs of Sydney's population	The Planning Proposal provides for the delivery of a mix of both residential apartments and lower-rise walk up apartments, and terrace houses with lower scales buildings being located adjacent to the surrounding conservation areas.
<b>8:</b> Create socially inclusive places that promote social, cultural and recreational opportunities	The proposed public open space within the precinct will act as a focal point for the new community, encouraging community connections and inclusiveness among existing and new residents.
<b>9:</b> Deliver accessible and adaptable recreation and open space	The Planning Proposal provides for the delivery of over 15,500 square metres of public open space, and includes one park of 7400sqm. This open space will provide green links and active and passive recreation opportunities.
<b>14:</b> Provide a good supply of office space	The Planning Proposal will incentivise redevelopment of sites currently used for light industrial purposes. Given the mixed use zoning, it is anticipated that predominantly residential uses will be proposed. However, areas where commercial uses are preferred will be identified in the <i>Sydney Development Control Plan 2012</i> and it is envisaged that some of these will be used for offices.
<b>15:</b> Provide a good supply of retail space	The amendment to the <i>Sydney Development Control Plan 2012</i> which supports the Planning Proposal will identify areas where retail uses are the preferred outcome. A local supermarket is proposed as part of the development in site 57 Ashmore Street.
<b>26:</b> Improve accessibility and connectivity for centres and for new urban areas	The coordinated network of streets and pedestrian links that will be delivered as a result of the Planning Proposal and supporting DCP controls will improve accessibility and connectivity within the precinct.

Table 3 - Consistency with Draft Metropolitan Plan for Sydney to 2031

Consistency with Sydney City Draft Subregional Strategy	
Strategy A: Economy and Employment	
Directions	Consistency
A1: Provide suitable commercial sites and employment lands in strategic areas	The Planning Proposal will incentivise redevelopment of sites currently used for light industrial purposes. Given the mixed use zoning, it is anticipated that predominantly residential uses will be proposed. However, areas where commercial uses are preferred will be identified in the <i>Sydney Development Control Plan 2012</i> and it is envisaged that some of these will be used for offices.



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<b>Strategy B: Centres and Corridors</b>	
<b>Directions</b>	<b>Consistency</b>
<p>B2: Increase densities in centres whilst improving liveability.</p> <p>B4: Concentrate activities near public transport.</p> <p>B6: Focus development in renewal corridors to maximise infrastructure use where demand and opportunities exist.</p>	<p>The proposal enables increase in density, retail and commercial activity within close proximity of bus routes on Mitchell Road. Erskineville and St Peters Train Stations are approximately 1000 metres from the centre of the site. It is consistent with <i>Objective B4.1: Concentrate retail activity in centres, business development zones and enterprise corridors.</i></p> <p>Upgrades to the public domain, including the provision of public open space, that will result from this planning proposal will improve the liveability of the area.</p>
<b>Strategy C: Housing</b>	
<b>Directions</b>	<b>Consistency</b>
<p>C1: Ensure adequate supply of land and sites for residential development.</p> <p>C2: Plan for a housing mix near jobs, transport and services.</p> <p>C3: Renew local centres.</p> <p>C4: Improve housing affordability.</p> <p>C5: Improve the quality of new development and urban renewal.</p>	<p>The Planning Proposal will incentivise residential development on certain lots through increased floor space ratio and height controls.</p> <p>The Planning Proposal delivers controls which will result in high quality built form. An urban design review underpins the Planning Proposal and was focused on a high quality outcome.</p> <p>Some development blocks will be eligible for the City's design excellence clauses which ensure the quality of the architectural design of development.</p>
<b>Strategy D: Transport</b>	
<b>Directions</b>	<b>Consistency</b>
<p>D3: Influence travel choices to encourage more sustainable travel.</p>	<p>The new network of streets, pedestrian links and open space along with improvements to the public domain and human scale built form will encourage more trips to be taken using active transport.</p> <p>The Traffic and Parking Study has identified the need for improved public transport services as development occurs.</p>
<b>Strategy E: Environment and Resources</b>	
<b>Directions</b>	<b>Consistency</b>
<p>E2: Protect Sydney's natural environment.</p> <p>E6: Conserve Sydney's cultural heritage.</p>	<p>The predominant uses on the sites are light industrial. There is very little landscaping across both lots. Redevelopment will introduce landscaping and trees to encourage biodiversity in the area. 3m wide landscaped setback will also be required for all development.</p>
<b>Strategy F: Parks and Public Places</b>	
<b>Directions</b>	<b>Consistency</b>
<p>F1: Increase access to quality parks and public places.</p> <p>F2: Provide a diverse mix of parks and public places.</p>	<p>The Planning Proposal provides for the delivery of new public open space. One will be a main park located in 57 Ashmore Street, totalling 7400sqm. A north-south green link will also be provided for pedestrians and cyclists. Both the park and the green link will help to manage stormwater and overland flows in the area.</p>

Table 4 - Consistency with Sydney City Draft Subregional Strategy

## 2. Is the planning proposal consistent with a council's local strategy or other local strategic plan?

The City's *Sustainable Sydney 2030* (SS2030) is the vision for sustainable development of the City to 2030 and beyond. It includes 10 strategic directions to guide the future of the City, as well as 10 targets against which to measure progress. Table 5 shows the consistency of this Planning Proposal with key directions of SS2030.

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Consistency with Sustainable Sydney 2030	
Direction	Comment
Direction 1 – A globally competitive and innovative city	The proposal does not contain any elements which are inconsistent with this direction.
Direction 2 – A leading environmental performer	The proposal does not contain any elements which are inconsistent with this direction.
Direction 3 – Integrated transport for a connected city	<p>The centre of the precinct is approximately 900m from Green Square Train station which offers regular services to the airport and central Sydney. The site is also serviced by bus routes which connect it with central Sydney and also with the University of New South Wales.</p> <p>Maximum car parking rates as stipulated in the <i>Sydney Local Environmental Plan 2012</i> will be enforced on site which will assist with managing car travel demand.</p> <p>The Traffic and Parking Study has identified the need for improved public transport services as development occurs.</p>
Direction 4 – A city for walking and cycling	<p>The proposal sees the introduction of new streets, pedestrian links and open space. These have been designed to reflect desire lines and encourage short trips to be taken by bicycle and by foot.</p> <p>The creation of open space and redevelopment to provide residential accommodation will lead to greater activation of the public domain and a greater sense of security.</p> <p>Proposed non-residential uses fronting the open space will further activate the public domain and provide an environment more conducive to active transport.</p> <p>The proposed street network has been designed to service local traffic only and reduce the need to use the private car for short trips. The proximity of the Ashmore precinct to Central Sydney, Green Square Town Centre, both the University of Sydney and the University of New South Wales, and the provision of cycling facilities will help promote green travel to major workplaces and venues in the surrounding areas.</p>
Direction 5 – A lively and engaging city centre	The proposal does not contain any elements which are inconsistent with this direction.
Direction 6 – Vibrant local communities and economies	<p>The Planning Proposal will facilitate the redevelopment of a large area of land for mixed use purposes. Open space, shops/cafes and an increased population will lead to a renewed vibrancy.</p> <p>Ashmore is identified as a Local Centre in the <i>Green Square and Southern Areas Retail Study 2008</i>. Redevelopment will create a new neighbourhood within the suburb of Erskineville, and a new 'village', a place for meeting, shopping, recreation and working for local communities.</p> <p>Whilst redevelopment in Ashmore will result in the closure of the existing light industrial uses, alternative employment opportunities, such as commercial and retail, will be created associated with the local centre aspiration.</p>
Direction 7 – A cultural and creative city	The proposal does not contain any elements which are inconsistent with this direction.
Direction 8 – Housing for a diverse population	<p>The proposal will facilitate the provision of residential accommodation by the private market in accordance with objective 8.1.</p> <p>A key objective of redevelopment within Ashmore is to create a range of housing types. The planning controls will encourage terraces as well as apartments and duplex apartments to offer diversity of housing for different lifestyle choices and household types.</p>

Consistency with Sustainable Sydney 2030	
Direction	Comment
Direction 9 – Sustainable development, renewal and design	New street and open space provided in the precinct will enhance the pedestrian experience, in accordance with objective 9.2 of direction 9.  The built form that can be achieved under the amended controls has been carefully developed to ensure that it will integrate with the grain of both the lower density residential areas in the surrounding conservation areas. The draft Ashmore planning controls seek to ensure sustainable development, design excellence and environmental management through the public domain.
Direction 10 – Implementation through effective partnerships	The proposal does not contain any elements which are inconsistent with this direction.

Table 5 - Consistency with Sustainable Sydney 2030

### 3. Is the planning proposal consistent with applicable State Environmental Planning Policies?

The consistency of the Planning Proposal with applicable State Environmental Planning Policies (SEPPs) is outlined in Table 6. Table 7 shows the consistency of the Planning Proposal with former Regional Environmental Plans (REPs) for the Sydney and Greater Metropolitan Regions, which are deemed to have the weight of SEPPs. Those SEPPs which have been repealed or were never finalised are not included in this table.

State Environmental Planning Policy (SEPP)	Comment
SEPP No 1—Development Standards	Consistent - The Planning Proposal does not contain provisions that contradict or would hinder application of this SEPP.
SEPP No 4—Development Without Consent and Miscellaneous Exempt and Complying Development	Not applicable.
SEPP No 6—Number of Storeys in a Building	Consistent - The Planning Proposal does not contain provisions that contradict or would hinder application of this SEPP.
SEPP No 10—Retention of Low Cost Rental Accommodation	Not applicable.
SEPP No 14—Coastal Wetlands	Not applicable.
SEPP No 15—Rural Landsharing Communities	Not applicable.
SEPP No 19—Bushland in Urban Areas	Not applicable.
SEPP No 21—Caravan Parks	Not applicable.
SEPP No 22—Shops and Commercial Premises	Consistent - The Planning Proposal does not contain provisions that contradict or would hinder application of this SEPP.
SEPP No 26—Littoral Rainforests	Not applicable.
SEPP No 29—Western Sydney Recreation Area	Not applicable.
SEPP No 30—Intensive Agriculture	Not applicable.
SEPP No 32—Urban Consolidation (Redevelopment of Urban Land)	Consistent.  The Planning Proposal represents an opportunity for significant urban renewal and enables a range of uses appropriate to the site.
SEPP No 33—Hazardous and Offensive Development	Consistent - The Planning Proposal does not contain provisions that contradict or would hinder application of this SEPP.
SEPP No 36—Manufactured Home Estates	Not applicable.
SEPP No 39—Spit Island Bird Habitat	Not applicable.
SEPP No 41—Casino Entertainment Complex	Not applicable.
SEPP No 44—Koala Habitat Protection	Not applicable.

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State Environmental Planning Policy (SEPP)	Comment
SEPP No 47—Moore Park Showground	Not applicable.
SEPP No 50—Canal Estate Development	Not applicable.
SEPP No 52—Farm Dams and Other Works in Land and Water Management Plan Areas	Not applicable.
SEPP No 53—Metropolitan Residential Development	Not applicable.
SEPP No 55—Remediation of Land	Consistent - The Planning Proposal does not contain provisions that contradict or would hinder application of this SEPP.
SEPP No 59—Central Western Sydney Regional Open Space and Residential	Not applicable.
SEPP No 60—Exempt and Complying Development	Consistent - The Planning Proposal does not contain provisions that contradict or would hinder application of this SEPP.
SEPP No 62—Sustainable Aquaculture	Not applicable.
SEPP No 64—Advertising and Signage	Consistent - The Planning Proposal does not contain provisions that contradict or would hinder application of this SEPP.
SEPP No 65—Design Quality of Residential Flat Development	Consistent - The Planning Proposal does not contain provisions that contradict or would hinder application of this SEPP.
SEPP No 70—Affordable Housing (Revised Schemes)	Consistent - The Planning Proposal does not contain provisions that contradict or would hinder application of this SEPP.
SEPP No 71—Coastal Protection	Not applicable.
SEPP (Building Sustainability Index: BASIX) 2004	Consistent - The Planning Proposal does not contain provisions that contradict or would hinder application of this SEPP.
SEPP (Housing for Seniors or People with a Disability) 2004	Consistent - The Planning Proposal does not contain provisions that contradict or would hinder application of this SEPP.
SEPP (Major Development) 2005	Consistent - The Planning Proposal does not contain provisions that contradict or would hinder application of this SEPP.
SEPP (Sydney Region Growth Centres) 2006	Not applicable.
SEPP (Infrastructure) 2007	Consistent - The Planning Proposal does not contain provisions that contradict or would hinder application of this SEPP.
SEPP (Kosciuszko National Park—Alpine Resorts) 2007	Not applicable.
SEPP (Mining, Petroleum Production and Extractive Industries) 2007	Not applicable.
SEPP (Temporary Structures) 2007	Consistent - The Planning Proposal does not contain provisions that contradict or would hinder application of this SEPP.
SEPP (Exempt and Complying Development Codes) 2008	Consistent - The Planning Proposal does not contain provisions that contradict or would hinder application of this SEPP.
SEPP (Rural Lands) 2008	Not applicable.
SEPP (Western Sydney Parklands) 2009	Not applicable.
SEPP (Affordable Rental Housing) 2009	Consistent - The Planning Proposal does not contain provisions that contradict or would hinder application of this SEPP.
SEPP (Western Sydney Employment Area) 2009	Not applicable.
SEPP (Development on Kurnell Peninsula) 2005	Not applicable.

Table 6 - Consistency with State Environmental Planning Policies (SEPPs)

# ATTACHMENT A

Regional Environmental Plan (REPs)	Comment
Sydney REP No 5—(Chatswood Town Centre)	Not applicable.
Sydney REP No 8 (Central Coast Plateau Areas)	Not applicable.
Sydney REP No 9—Extractive Industry (No 2—1995)	Not applicable.
Sydney REP No 11—Penrith Lakes Scheme	Not applicable.
Sydney REP No 13—Mulgoa Valley	Not applicable.
Sydney REP No 16—Walsh Bay	Not applicable.
Sydney REP No 17—Kurnell Peninsula (1989)	Not applicable.
Sydney REP No 18—Public Transport Corridors	Not applicable.
Sydney REP No 19—Rouse Hill Development Area	Not applicable.
Sydney REP No 20—Hawkesbury- Nepean River (No 2—1997)	Not applicable.
Sydney REP No 24—Homebush Bay Area	Not applicable.
Sydney REP No 25—Orchard Hills	Not applicable.
Sydney REP No 26—City West	Not applicable.
Sydney REP No 28—Parramatta	Not applicable.
Sydney REP No 29—Rhodes Peninsula	Not applicable.
Sydney REP No 30—St Marys	Not applicable.
Sydney REP No 33—Cooks Cove	Not applicable.
Sydney REP (Sydney Harbour Catchment) 2005	Consistent - The Planning Proposal does not contain provisions that contradict or would hinder application of this REP.
Drinking Water Catchments REP No 1	Not applicable.
Greater Metropolitan REP No 2— Georges River Catchment	Not applicable.

Table 7 - Consistency with former Sydney and Greater Metropolitan Regional Environmental Plans (REPs)

#### 4. Is the planning proposal consistent with applicable Ministerial Directions (s.117 directions)?

The Planning Proposal has been assessed against each Section 117 direction as shown in the table below:

No.	Title	Comment
<b>1. Employment and Resources</b>		
1.1	Business and Industrial Zones	Not applicable
1.2	Rural Zones	Not applicable
1.3	Mining, Petroleum Production and Extractive Industries	Not applicable
1.4	Oyster Aquaculture	Not applicable
1.5	Rural Lands	Not applicable
<b>2. Environment and Heritage</b>		
2.1	Environment Protection Zones	Not applicable
2.2	Coastal Protection	Not applicable
2.3	Heritage Conservation	Not applicable
2.4	Recreation Vehicle Areas	Not applicable
<b>3. Housing Infrastructure and Urban Development</b>		
3.1	Residential Zones	Consistent.  The Planning Proposal will increase the amount and variety of housing in the City of Sydney LGA.
3.2	Caravan Parks and Manufactured Home Estates	Not applicable
3.3	Home Occupations	Consistent.

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		The Planning Proposal does not contradict or hinder application of the home occupation provisions in Sydney LEP 2012.
3.4	Integrating Land Use and Transport	Consistent.  The Planning Proposal is consistent with the aims, objectives and principles of <i>Improving Transport Choice – Guidelines for planning and development</i> (DUAP 2001), and <i>The Right Place for Business and Services – Planning Policy</i> (DUAP 2001).
3.5	Development Near Licensed Aerodromes	Not applicable
3.6	Shooting Ranges	Not applicable
<b>4. Hazard and Risk</b>		
4.1	Acid Sulfate Soils	Consistent.  The Planning Proposal does not contradict or hinder application of acid sulphate soils provisions in Sydney LEP 2012.
4.2	Mine Subsidence and Unstable Land	Not applicable
4.3	Flood Prone Land	Consistent.  The Planning Proposal does not contradict or hinder application of flood prone land provisions in Sydney LEP 2012.
4.4	Planning for Bushfire Protection	Not applicable
<b>5. Regional Planning</b>		
5.1	Implementation of Regional Strategies	Not applicable
5.2	Sydney Drinking Water Catchments	Not applicable
5.3	Farmland of State and Regional Significance on the NSW Far North Coast	Not applicable
5.4	Commercial and Retail Development along the Pacific Highway, North Coast	Not applicable
5.8	Second Sydney Airport, Badgerys Creek	Not applicable
<b>6. Local Plan Making</b>		
6.1	Approval and Referral Requirements	Consistent.  The Planning Proposal does not include any concurrence, consultation or referral provisions nor does it identify any development as designated development.
6.2	Reserving Land for Public Purposes	The Planning Proposal will not affect any land reserved for public purposes.
6.3	Site Specific Provisions	Not applicable
<b>7. Metropolitan Planning</b>		
7.1	Implementation of the Metropolitan Plan for Sydney 2036	Consistent.  The Planning Proposal does not contradict or hinder application of the Metropolitan Plan for Sydney 2036.

Table 8 Consistency with Section 117 Directions

## Section C – Environmental, social and economic impact

### ***Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?***

The Grey headed Flying-fox (*Pteropus poliocephalus*), which is likely to be found in and around the subject sites, is listed as a vulnerable species in the *Threatened Species Conservation Act 1995* and as a threatened species under the *Environment Protection and Biodiversity Conservation Act 1999* of the Commonwealth. In addition, the Atlas of NSW Wildlife on the National Parks and Wildlife website records sighting of other threatened species (2 animal species and 1 plant species).

Section 34A of the *Environmental Planning and Assessment Act 1979* requires a Council to consult with the NSW Environment and Heritage before an LEP is made if in the opinion of Council critical habitat or threatened species, populations or ecological communities, or their habitats will or may be adversely affected by the proposed LEP. Consultation with the NSW Government agencies will be part of the preparation of the Planning Proposal.

More specifically, the area that is proposed to be Coppersmith Lane has a large amount of self-seeded trees and shrubs that could have ecological significance. It is unlikely that the Planning Proposal will affect the Grey-headed Flying-foxes or other threatened species as development is likely to occur over a number of years to allow any of these species to adapt to change.

[Following submission from local residents on the draft Ashmore DCP, additional provisions have been added to the DCP that will manage ecology in the precinct.](#)

*Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?*

### **Flooding**

The management of stormwater both in the precinct and the adjacent areas is a significant factor associated with the redevelopment of the wider Ashmore precinct. Council is currently developing a Flood Management Study and Plan for the Alexandria Canal Catchment, within which the subject sites are located. Once completed a Flood Risk Management Plan will be undertaken which will determine appropriate strategies to manage stormwater in the area.

The Sydney LEP 2012 includes planning controls that ensure future development manages the impacts of flooding and stormwater. These are supported by planning controls in the Sydney DCP 2012.

Currently there are no formalised landscaped areas or roads to help convey stormwater through the site, thus in heavy storm events there are overland flows across the subject sites, with some high velocities. The area is highly urbanised and a number of locations are susceptible to flooding particularly at the intersection Coulson Street and Mitchell Road, Ashmore Street, near Fox Avenue and MacDonald Street adjacent to the railway line. The majority of Ashmore is completely impervious and consequently the majority of rainfall becomes runoff.

Stormwater modelling has been undertaken to assess the effectiveness of the new road and open space network. It is proposed that McPherson Park, located within Lot 57 Ashmore Street, will assist in detaining stormwater from the north (Ashmore Street) whilst waters from the west (Mac Donald Street) are conveyed through the precinct.

The stormwater modelling shows that the proposed network of streets and open space reduce flood levels for some areas surrounding Ashmore. Additionally, the inclusion of water sensitive urban design features such as rainwater tanks, gross pollutant traps, grassed swales and bioretention filters within the public domain will further assist with the management of stormwater.

## Urban design

This Planning Proposal proposes to increase the FSR and building heights over the two subject sites. This is derived from extensive urban design analysis and review. The increase in overall gross floor area has been tested for potential detrimental implications for the surrounding areas, particularly the Cooper Estate, MacDonalddtown and Erskineville Oval conservation areas (for example solar access, overshadowing and visual amenity). The City has considered these implications thoroughly to ensure that the resulting built form can provide a precinct where people can enjoy high amenity to live, work or recreate, and that the potential impacts on adjacent development sites and neighbourhoods are minimised.

## Potential Land Contamination

The Ashmore precinct is on the site of the former Metters Ltd. Metters were an Australian manufacturer of cast iron stoves, bathroom and kitchen ware. Coppersmith workshops were located in the site. In addition McPhersons were also located in Ashmore. They manufactured bolts, nuts and rivets and precision tools and machinery until the 1940's when Metters took over their site.

It is likely therefore that the sites will have some contamination from these former heavy metal industries. The subject sites are currently zoned Mixed Uses 10 under *South Sydney Local Environmental Plan 1998* which permits residential development. This Planning Proposal proposes to carry forward the permissibility of residential uses under the proposed B4 Mixed Uses zone and the B3 Local Centre zones. Contamination and remediation of the subject sites will be considered as part of the assessment process, as has happened with the recent development approval for the 'Leighton's site' at Unit 36-36A Lot 2 1A Coulson Street, Erskineville, and the development application currently being assessed for the 'FridcorpWilliams' site' at Unit 35-35B/1A Coulson Street, Erskineville, both within Ashmore (see Figure 4).

## ***Has the planning proposal adequately addressed any social and economic effects?***

### Social Sustainability

CRED consultants were commissioned by the City to undertake a social impact assessment for Ashmore. The purpose of the study was to identify and make recommendations to address potential social impacts relating to the Ashmore redevelopment. A copy of the CRED study is available at Attachment B to this Planning Proposal. The study also considered issues raised in submissions from the local community as previously discussed in this Planning Proposal.

Analysis of likely demographic trends for the new population forecasts the need for 260 additional childcare spaces in the area and that an additional 360 primary school spaces (about 50 spaces per school year) will be needed by 2027. The study also identifies that a variety of quality programme or meeting spaces for working aged people will also be required.

The City is working with the NSW Government to ensure local schools are planned ahead of time and can cater for the demands of the existing and new population in the area.

The CRED study recommends that the draft planning controls provide opportunities for private childcare operators to locate as development occurs. This can be achieved through ensuring appropriate building footprints are integrated into the draft DCP provisions.

Creating affordable housing opportunities was also raised by CRED to provide social diversity within the precinct. There are smaller sites in Ashmore that would be suitable to an affordable housing provider as they generally require smaller amounts of infrastructure. The City would welcome the provision of affordable housing development in Ashmore, however, as the precinct is outside of the Green Square Urban Renewal Area, affordable housing levies do not apply to new developments. Legislative constraints imposed by the NSW planning system prevent councils from requiring the provision of affordable housing in their planning controls. Therefore, an affordable housing provider such as City West Housing would need to purchase land in Ashmore, subject to a suitable site becoming available.



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## Economic Viability

There are a number of likely economic benefits that will be achieved from amending the Sydney LEP and DCP 2012 by including planning controls for Ashmore. Over the past three years there has been developer interest in Ashmore. On 11 October 2012, the CSPC approved a development application for the 'Leighton's site' at Unit 36-36A/Lot 2 1 A Coulson Street, Erskineville, shown in Figure 4, for a residential development of 318 units, ranging in heights from two to eight storeys.

Another development application for 172 residential units was lodged on 27 November 2012 for Unit 35/1A Coulson Street, Erskineville, the 'FridcorpWilliams' site', also shown at Figure 4. This application is still being assessed following the submission of amended plans.



Figure 4 Details of Landowner's Sites

This demonstrates that the proposed controls are economically viable and attractive to developers. Whilst it is recognised that some sites are required to dedicate more public infrastructure than others, the net FSR remains the same across the development blocks. Additionally the City's *Section 94*

# ATTACHMENT A

*Contributions Plan 2006* enables credit offsets for developers for significant infrastructure elements, for example, McPherson Park and Kooka Walk, which are located within the subject sites.

## Section D – State and Commonwealth interests

### *Is there adequate public infrastructure for the planning proposal?*

#### Public Transport

The two subject sites are within one kilometre of Erskineville and St Peters train station. There are also two bus routes that service the sites, one connects Marrickville Metro and Bondi Junction, and the other connects to the City. Submissions received from the local community have stated that both services are at capacity and additional services would be required to serve the new population. The Traffic and Parking Study at Attachment A has identified specific infrastructure modifications to the surrounding street network that will be required as development occurs.

The City is in liaison with the relevant NSW Government agencies (Roads and Maritime Services and Transport for NSW) about its urban renewal areas, and the delivery of adequate public transport to serve these growth areas.

#### Public domain and Infrastructure upgrades

An increase in FSR and a change in land use mix for the subject sites are commensurate with an increase in the resident population and will have implications for provision of infrastructure and public domain, their staging and delivery.

Some of the infrastructure will be delivered at the time development takes place. As for other renewal areas such as Green Square the City will continue to facilitate the delivery of civil and public domain infrastructure in partnership with developers and through voluntary Planning Agreements.

*What are the views of state and Commonwealth public authorities consulted in accordance with the Gateway determination?*

Consultation with the following relevant NSW Government agencies was undertaken for a period of 21 days:

- Department of Education and Community
- Transport for New South Wales
- Roads and Maritime Services
- Office of the Environment and Heritage – NSW Park and Wildlife Service

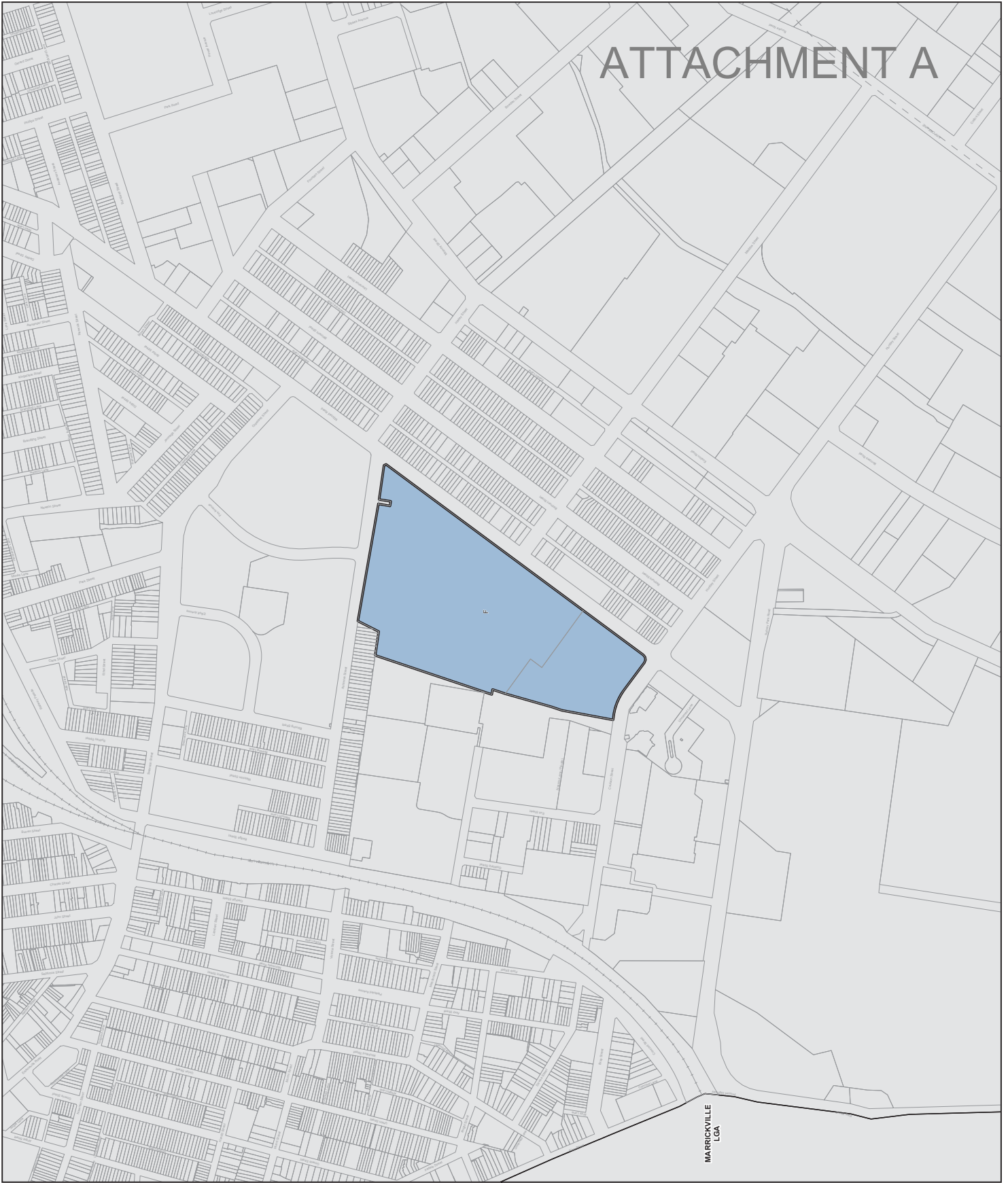
The Department of Education and Communities and Transport for New South Wales made submissions on the Planning Proposal. Neither had specific comments on the proposed planning controls, but confirmed they were willing to work with City staff to ensure provision of infrastructure as development in the Ashmore precinct occurs.

~~Not applicable until after a Gateway Determination is issued.~~

## Part 4: Mapping

The Planning Proposal seeks to amend the maps under the *Sydney Local Environmental Plan 2012* as shown on the following pages.

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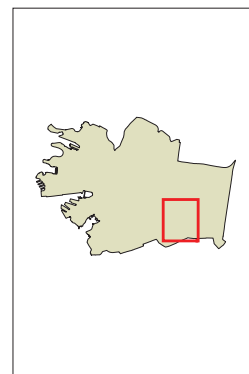
**Sydney**  
**Local Environmental**  
**Plan (57 Ashmore St &**  
**165-175 Mitchell Rd)**  
**2013**



**Public Transport Accessibility Level**  
**Map - Sheet TAL\_001**

**Public Transport Accessibility Level**

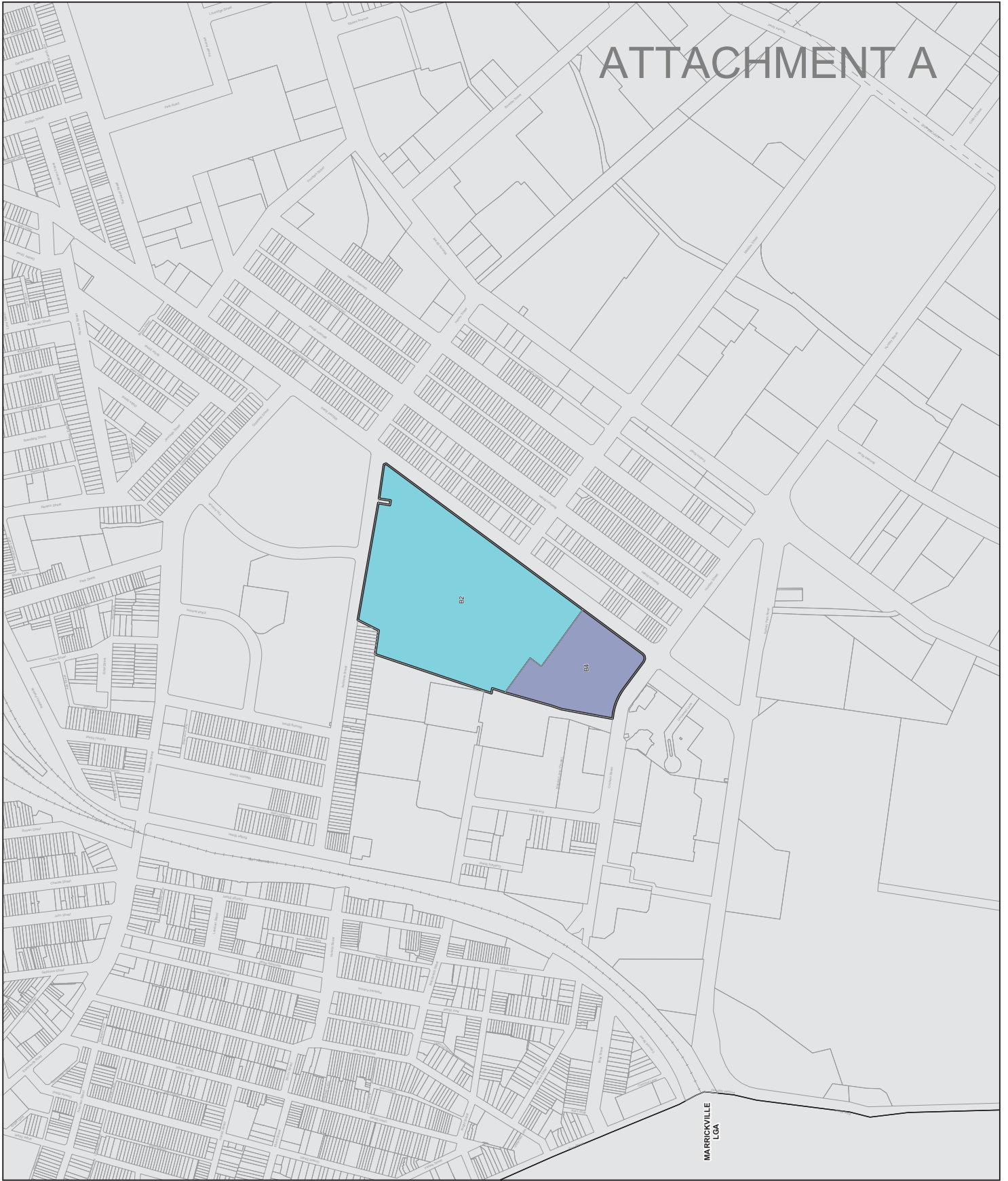
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- Cadastral 05/04/2013 © City of Sydney



Projection: GDA 1984  
Zone 56

Map identification number:  
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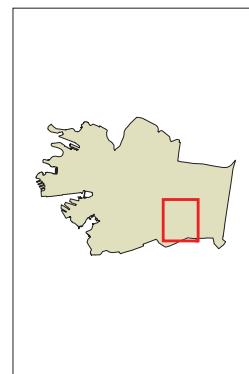
**Land Zoning Map**  
**- Sheet LZN\_001**

**Zone**

- B2 Local Centre
- B4 Mixed Use

**Cadastral**

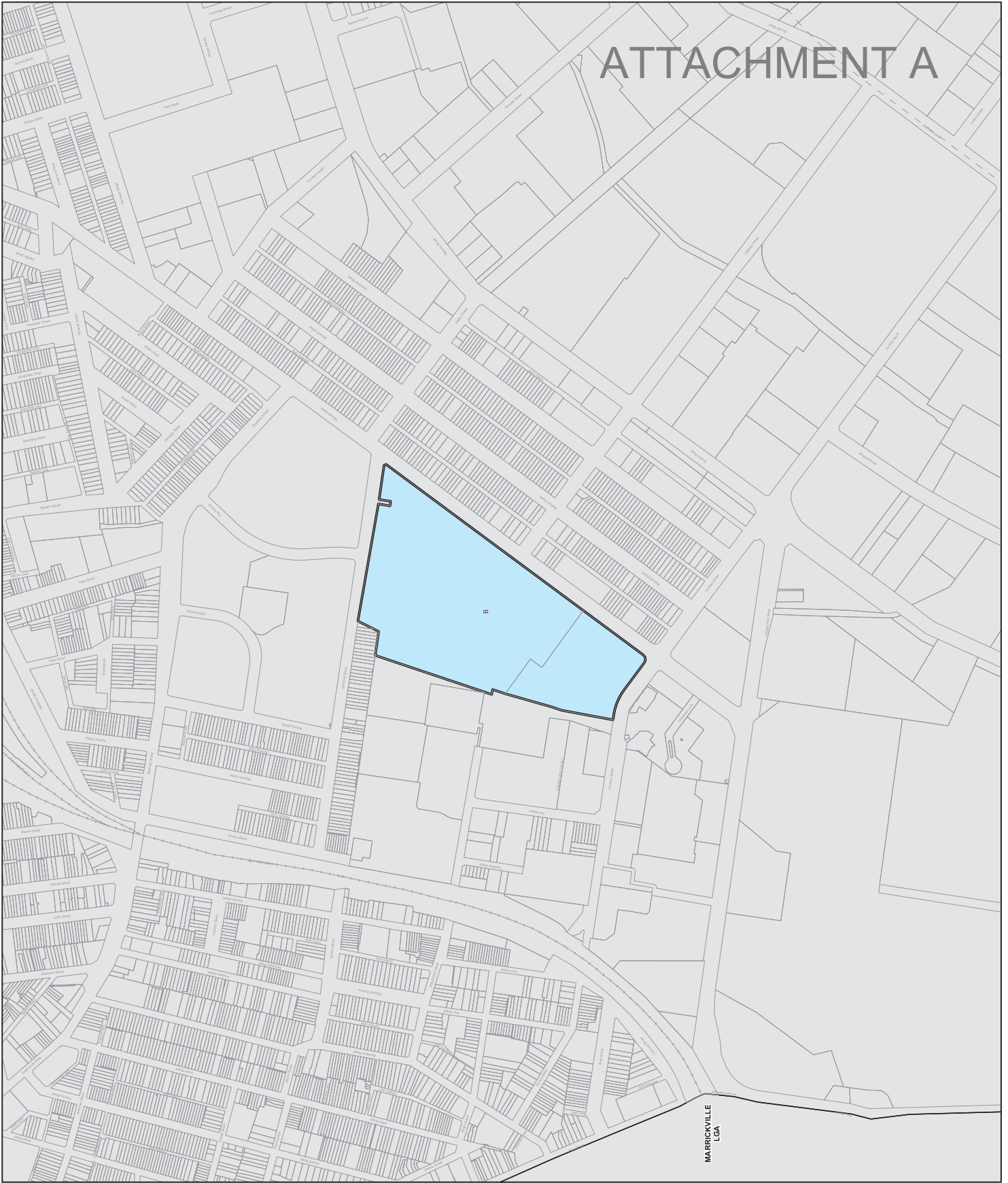
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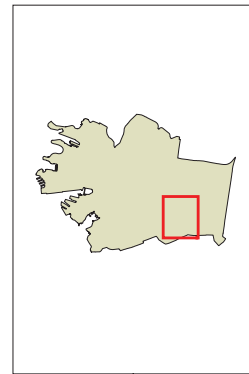
**Sydney**  
**Local Environmental**  
**Plan (57 Ashmore St &**  
**165-175 Mitchell Rd)**  
**2013**



**Land Use and Transport Integration**  
**Map - Sheet LUT\_001**

**Land Use and Transport Integration**

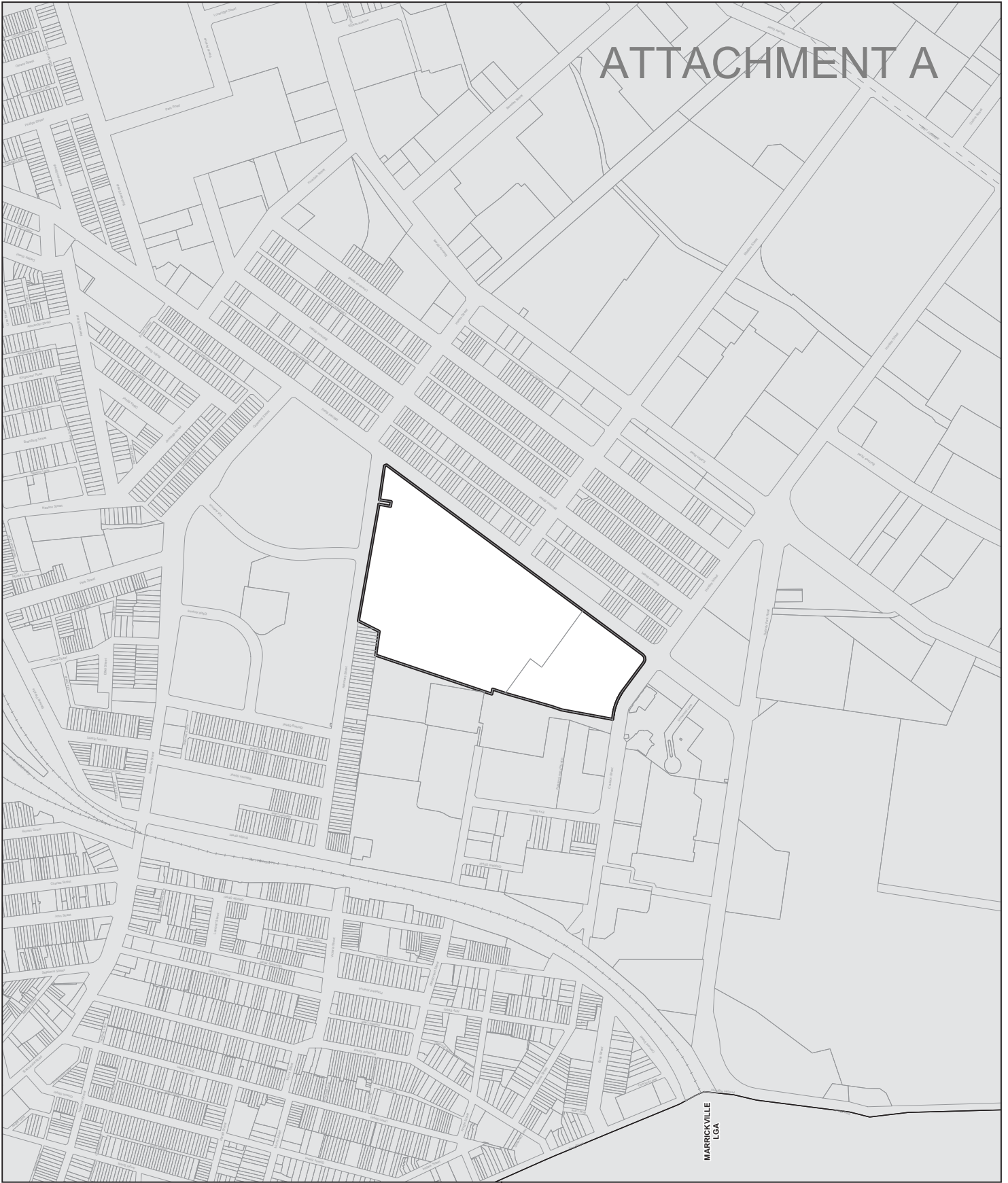
-  Category B
-  Cadastre
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**2013**

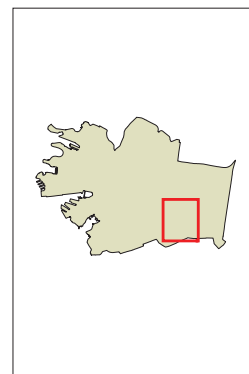


**Land Reservation Acquisition Map**  
**- Sheet LRA\_001**

At the time this Plan was published to the NSW Legislation website, no land was identified for acquisition.

**Cadastral**

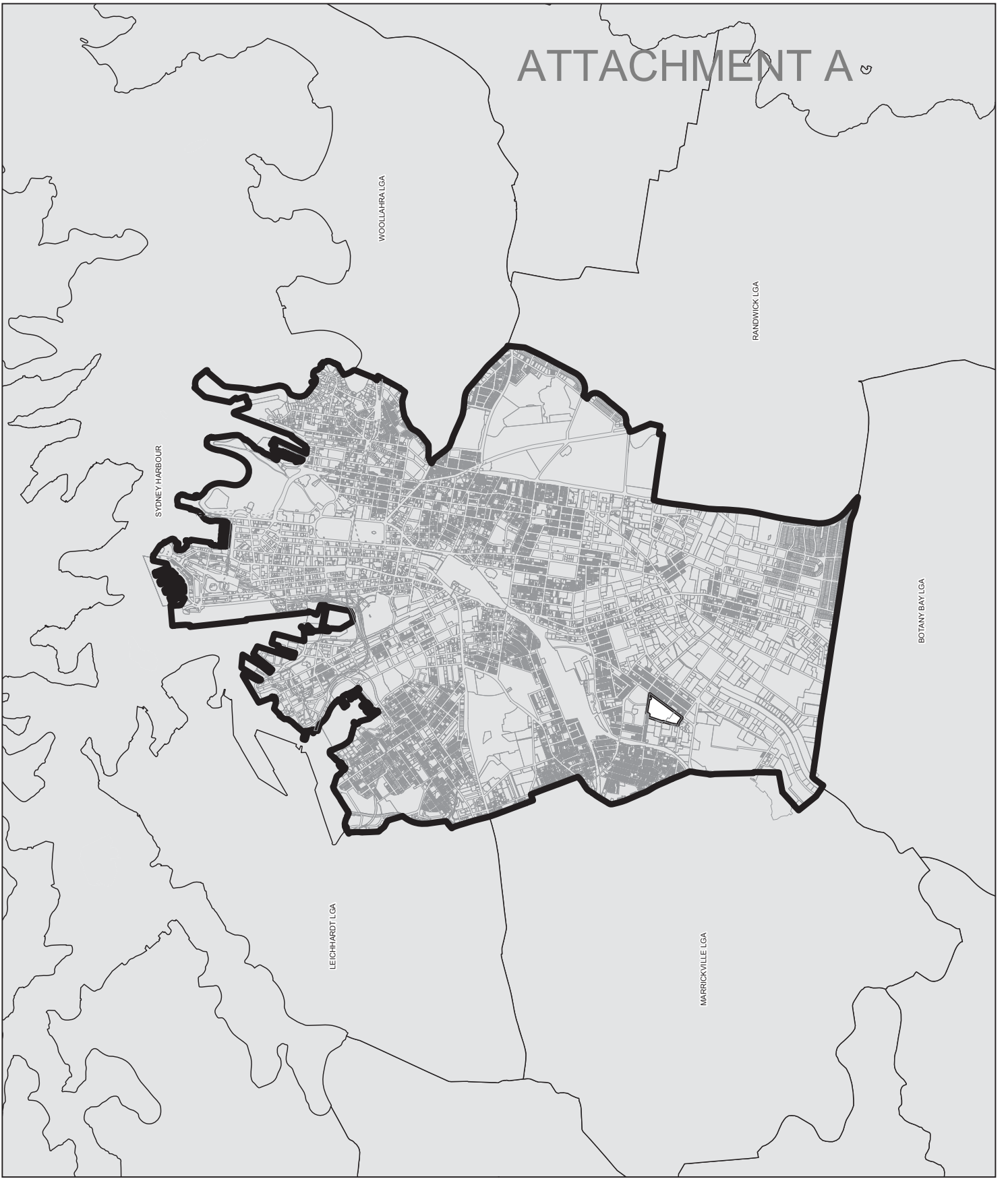
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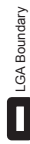
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## Sydney Local Environmental Plan ( 57 Ashmore Street & 165-175 Mitchell Road) 2013



### Land Application Map - Sheet LAP\_001

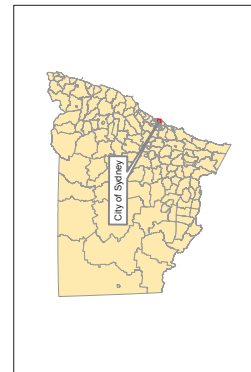


LGA Boundary



Cadastre

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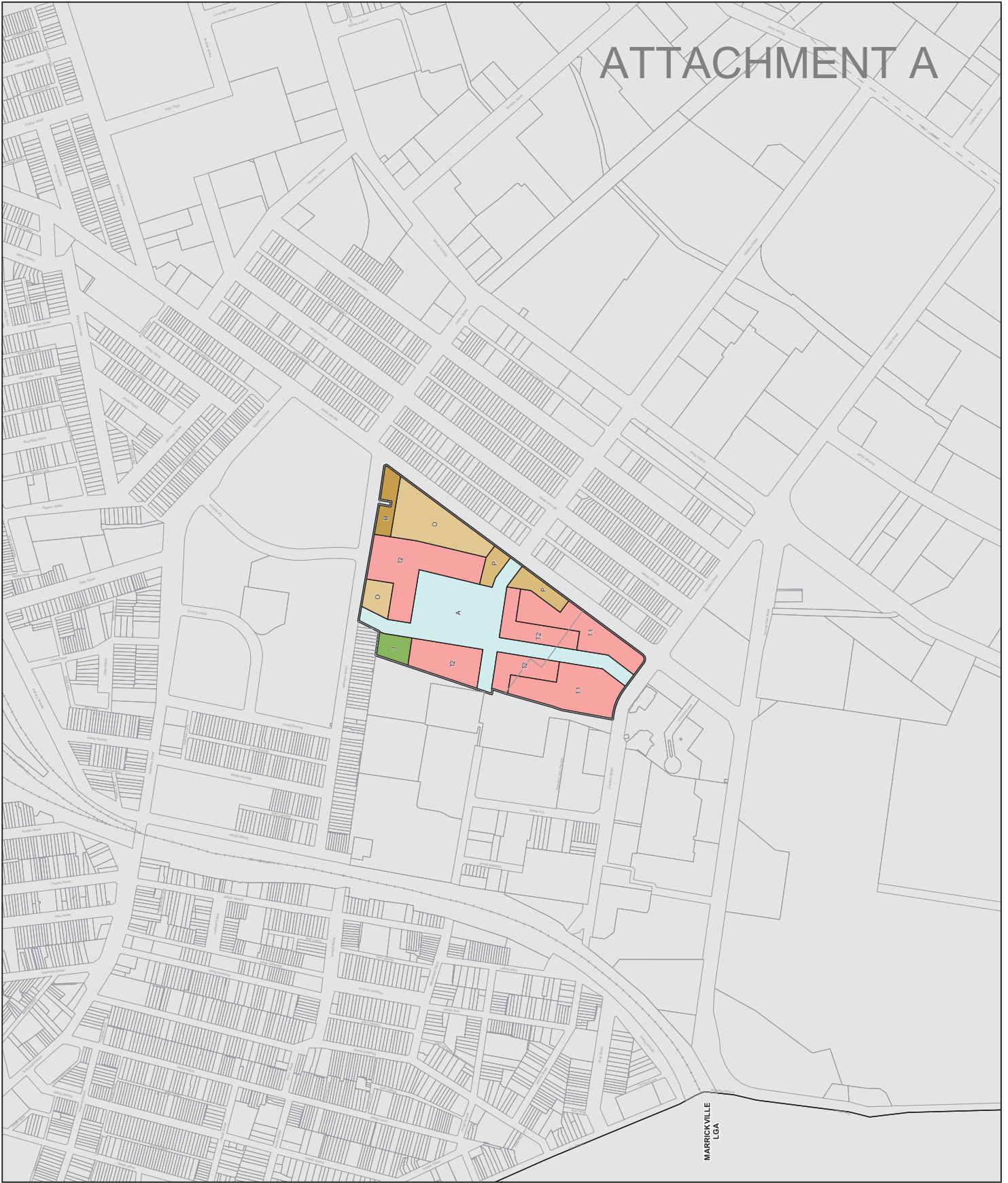


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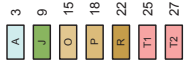
MARRICKVILLE LGA

**Sydney**  
**Local Environmental Plan (57 Ashmore St & 165-175 Mitchell Rd)**  
**2013**



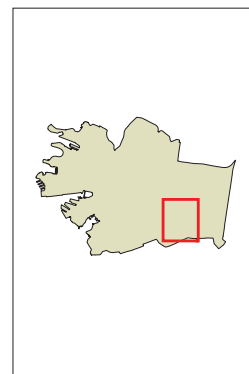
Height of Buildings Map  
 - Sheet HOB\_001

Maximum Building Height (m)



**Cadastral**

▭ Cadastral 05/04/2013 © City of Sydney

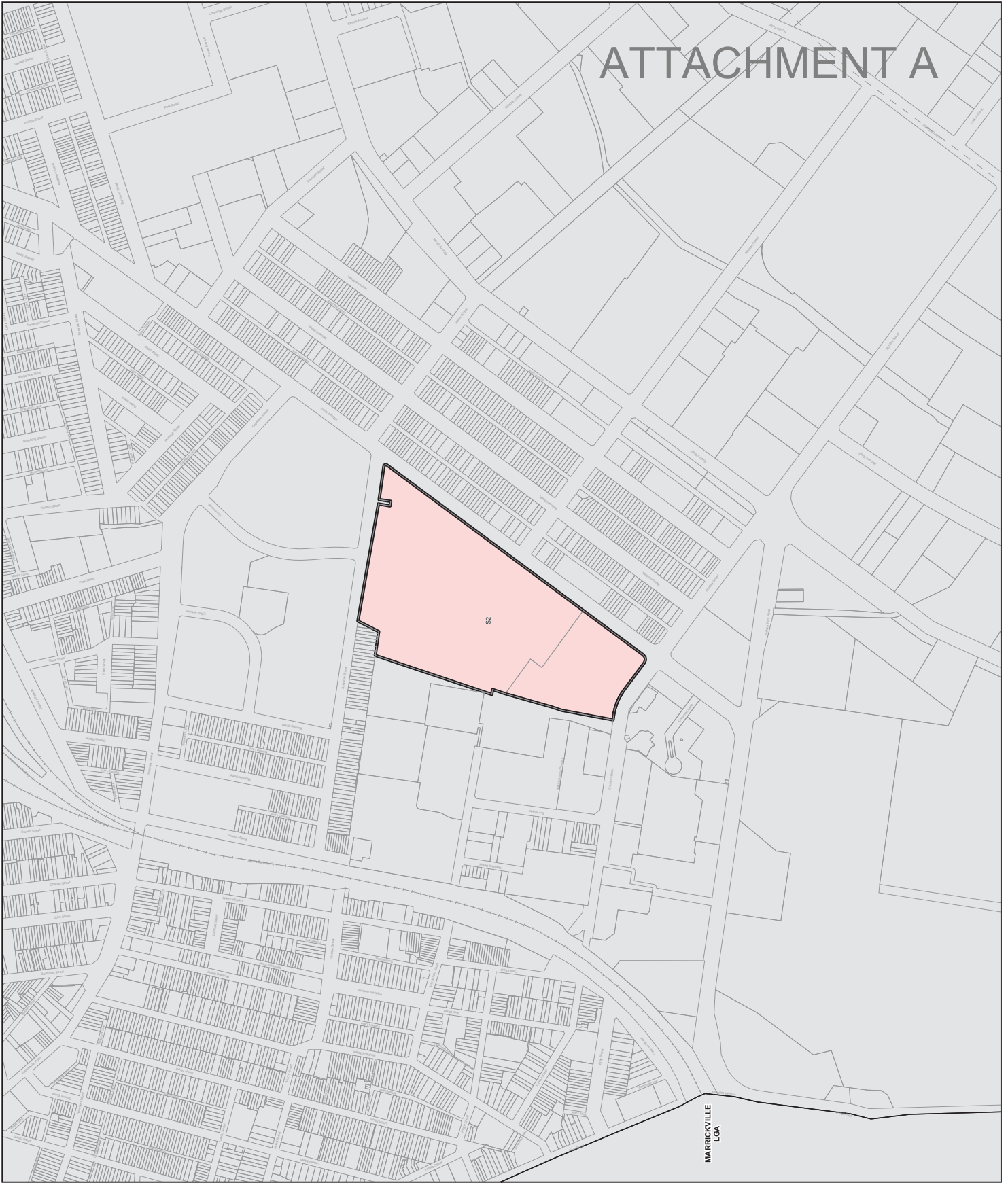


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**Floor Space Ratio Map**  
**- Sheet FSR\_001**

**Maximum Floor Space Ratio (n:1)**

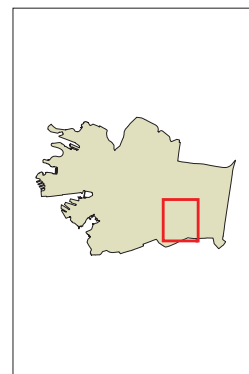


1.75

**Cadastral**



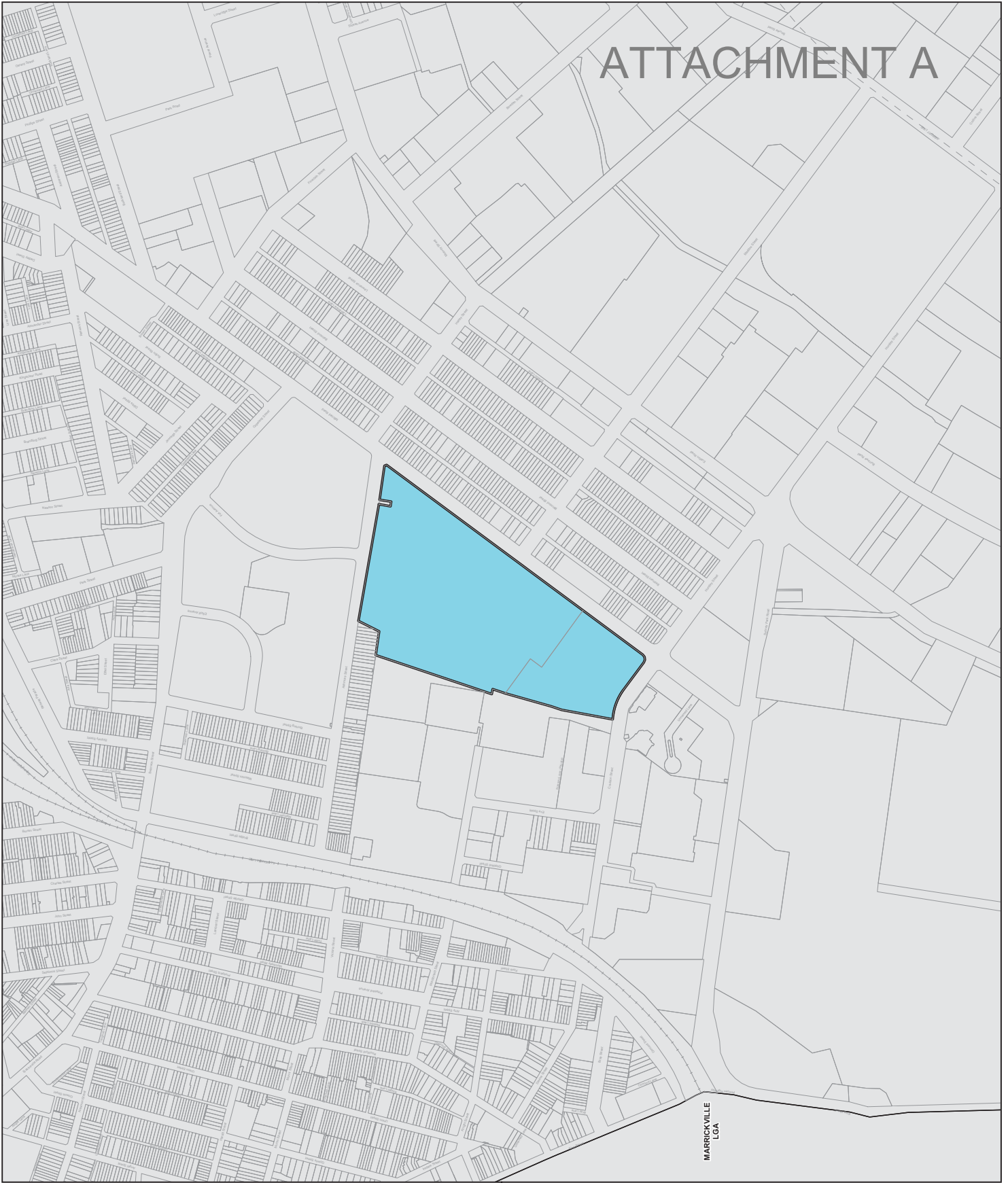
Cadastral 05/04/2013 © City of Sydney



Projection: GDA 1984  
Zone 56

Map identification number:  
P200\_URB\_FSR\_001\_005\_20130405

# ATTACHMENT A



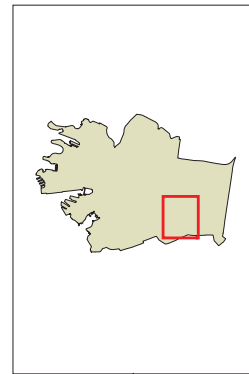
MARRICKVILLE  
LGA

## Sydney Local Environmental Plan (57 Ashmore St & 165-175 Mitchell Rd) 2013



### Flood Planning Map - Sheet FLD\_001

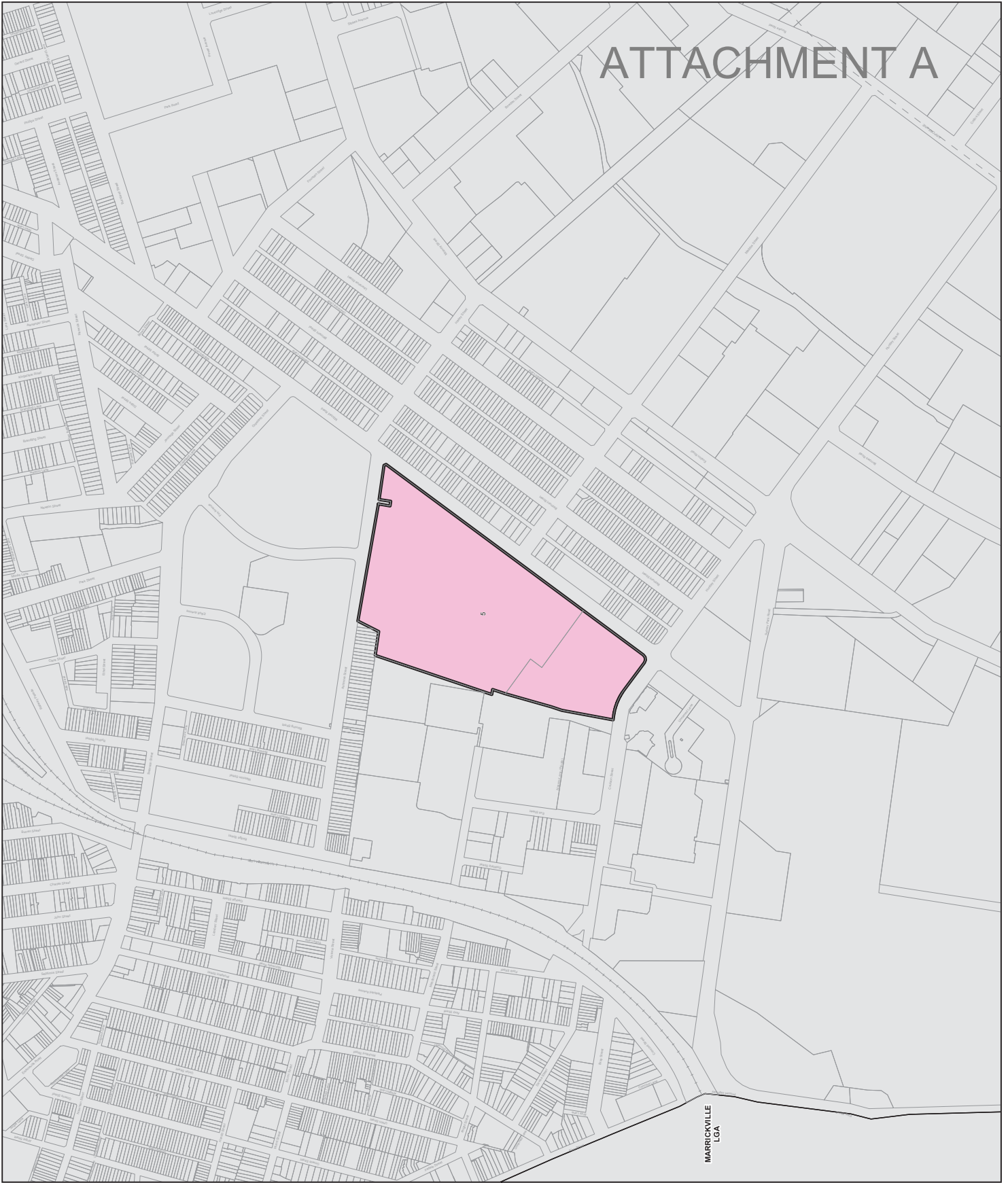
- Flood Planning Land**
-  Flood Planning Area
- Cadastral**
-  Cadastral 16/04/2013 © City of Sydney



Projection: GDA 1984  
Zone 56

Map identification number:  
Z200\_URB\_FLD\_001\_005\_20130416

# ATTACHMENT A



**Sydney**  
**Local Environmental**  
**Plan (57 Ashmore St &**  
**165-175 Mitchell Rd)**  
**2013**



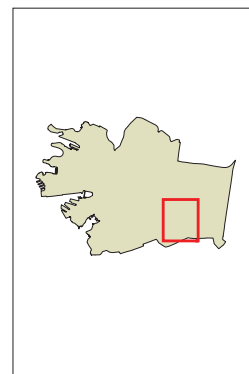
**Acid Sulfate Soils Map**  
**- Sheet ASS\_001**

**Acid Sulfate Soils**

3 Class 3

Cadastral

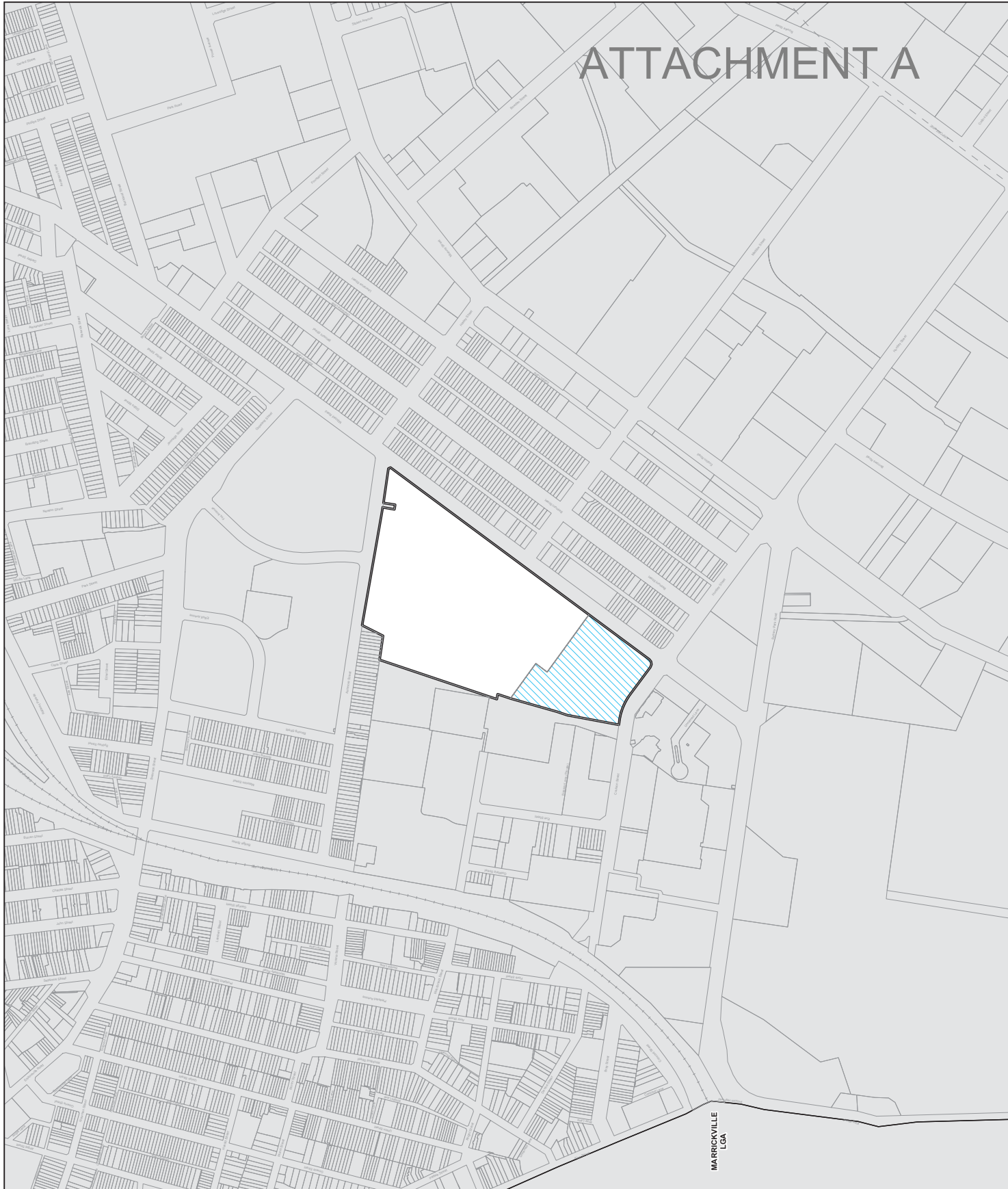
Cadastral 05/04/2013 © City of Sydney



Projection: GDA 1984  
Zone 56

Map identification number:  
P200\_URB\_ASS\_001\_005\_20130405


# ATTACHMENT A

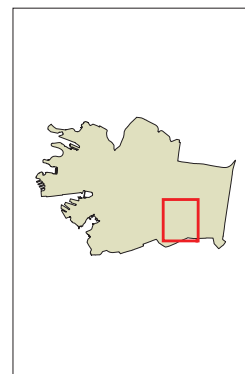


## Sydney Local Environmental Plan (57 Ashmore St & 165-175 Mitchell Rd) 2013



### Retail Premises Map - Sheet CL2\_001

- Retail Premises**
-  Restricted Retail Development
  -  Cadastre
- Cadastral 05/04/2013 © City of Sydney



Projection: GDA 1984  
Zone 56

Map identification number:  
Z200\_URB\_CL2\_001\_005\_20130405

## Part 5: Community Consultation

The Planning Proposal was exhibited concurrently with the draft Sydney Development Control Plan 2012 – Ashmore amendment from 24 July to 23 August 2013.

~~There has been extensive community consultation over eight years in the development of planning controls for Ashmore. The City will ensure that all relevant stakeholders are notified about the public exhibition, including landowners and the local community.~~

~~The City has had ongoing meetings with the landowner of the subject sites, Goodman, to advise them of the progress and recommendations of the various studies undertaken. The proposed timeframe for the reporting of draft planning controls has also been discussed.~~

~~Exact details of the required community consultation will be set out in the Gateway Determination. It is expected that the Planning Proposal will be exhibited for a period of not less than 28 days in accordance with section 5.5.2 of the NSW Government's *A guide to preparing local environmental plans*.~~

Notification of the public exhibition ~~was via~~ is planned to be:

- ~~on~~ the City of Sydney website; and
- public notice in the *Sydney Morning Herald* and Central, a ~~relevant~~ local newspaper.

Exhibition material ~~was~~ is proposed to be on display at the following City's customer service centres:

- CBD  
Level 2, Town Hall House  
456 Kent Street  
Sydney NSW 2000
- Redfern  
158 Redfern Street  
Redfern NSW 2016
- Green Square  
100 Joynton Avenue  
Zetland NSW 2017
- Newtown Library  
8-10 Brown Street  
Newtown NSW 2042

Consultation with the following relevant NSW Government agencies was undertaken for a period of 21 days:

- Department of Education and Community
- Transport for New South Wales
- Roads and Maritime Services
- Office of the Environment and Heritage – NSW Park and Wildlife Service

30 submissions were received, three from landowners, three from State Agencies, two from local community groups and ~~24~~ 22 from residents.

A summary with responses to all the submissions is shown at Attachment A.

# ATTACHMENT A

No changes are proposed for the Planning Proposal as a result of the exhibition-. City staff have met with Goodman to discuss the outcomes of the exhibition and were also advised of the proposed reporting timeframe of these planning controls.

# ATTACHMENT A

## Part 6: Project Timeline

The project timeline below will assist with tracking the progress of the Planning Proposal through its various stages of consultation and approval. It is estimated that this amendment to Sydney LEP 2012 will be completed by December 2013.

	20/5/13	27/5/13	3/6/13	10/6/13	17/6/13	24/6/13	1/7/13	8/7/13 - 29/7/13	5/8/13 - 7/10/13	14/10/13 - 21/10/13	4/11/13 - 3/12/13	Dec 2013 - Feb 2014
<b>Stage 1:</b> Submit to Department of Planning and Infrastructure												
Gateway Panel consider planning proposal												
<b>Stage 2:</b> Receive Gateway Determination												
<b>Stage 3:</b> Prepare documentation for public exhibition												
<b>Stage 4:</b> Public exhibition of the planning proposal												
<b>Stage 5:</b> Review submissions received during public exhibition												
<b>Stage 6:</b> Prepare report to Council and Central Sydney Planning Committee (CSPC)												
<b>Stage 7:</b> Council and CSPC meetings												
<b>Stage 8:</b> Forward endorsed planning proposal to Department of Planning and Infrastructure with request that the amendment is made												
<b>Stage 9:</b> Amendment to <i>Sydney Local Environmental Plan 2012</i> legally drafted and made												

## **Appendix A**

**Summary of Submissions and Responses  
from the City to draft Ashmore Planning  
Controls Exhibited 24 July to 23 August  
2013**



**Summary of Submissions and responses from the City to Draft Ashmore Precinct Planning Controls exhibited from 24 July – 23 August 2013**

Abbreviations

<b>Abbreviation</b>	<b>Explanation</b>
<b>FRMP</b>	Alexandra Canal Floodplain Risk Management Plan
<b>CSPC</b>	Central Sydney Planning Committee
<b>DA</b>	Development Application
<b>DEC</b>	Department of Education and Communities
<b>DCP</b>	Development Control Plan
<b>DECC</b>	Department of Education and Communities
<b>DoPI</b>	Department of Planning and Infrastructure
<b>FSR</b>	Floor space ratio
<b>GFA</b>	Gross floor area
<b>LGA</b>	Local Government Area
<b>RoW</b>	Right of Way
<b>RMS</b>	Roads and Maritime Services
<b>SQM</b>	Square metres
<b>TfNSW</b>	Transport for New South Wales

	<b>Name of Submitter</b>	<b>Issue</b>	<b>Summary</b>	<b>Comment</b>
	<b>Landowner</b>			
1	Ausgrid	Utility provision	1. Likely the two existing substations in Ashmore will be required to be replaced as a result of development Ausgrid would like further consultation with the City and developers.	1. Noted. Developers are required liaise with Ausgrid for substation requirements.
2	Robinson Urban Planning on	Built form Access	1. Building heights should allow for a taller buildings on western corner.	1. Building heights and location of taller buildings were refined in the exhibition plans to reflect previous submissions from the

**Summary of Submissions and responses from the City to Draft Ashmore Precinct Planning Controls exhibited from 24 July – 23 August 2013**

Name of Submitter	Issue	Summary	Comment
<p>behalf of Erskin FCP Pty Ltd (Erskin) Unit 35-35B/1A Coulson Street, Erskineville</p>		<p>2. Requests 6 storey buildings in the northern part of the site.</p> <p>3. Dwelling mix is too prescriptive – developers should choose the dwelling mix and bedroom numbers.</p> <p>4 Requests planning controls reflect existing Right of Way (RoW) in the precinct and location of through site links.</p> <p>5. Requests car park entries to developments are changed.</p> <p>6. Requests extending pedestrian through site link to the east of their site to link with Kooka Walk.</p>	<p>community with a predominant 5 storey street wall height across the precinct is proposed to reduce the visual bulk of taller buildings. The GFA across the site is distributed to ensure the amenity of adjacent buildings.</p> <p>2. Increased height on northern portion of site would create unacceptable overshadowing on adjacent properties.</p> <p>3. Sydney DCP 2012 requires a range of dwelling size and number of bedrooms. The draft Ashmore DCP requires a range of terraces, apartments and duplex/maisonettes. This will provide choice in dwelling type and encourage diversity of new population.</p> <p>4. Issues with existing RoW should be resolved through the development assessment process, however, the Draft Ashmore DCP seeks to accommodate the RoW, where practicable.</p> <p>5. Access and circulation shown in the draft Ashmore DCP is indicative and is assessed through the development assessment.</p> <p>6. Agreed this has been incorporated into the revised plans.</p>
<p>3 Urbin on behalf of Leighton Properties Unit 36, Lot 2, 1A Coulson Street,</p>	<p>Compliance with approved stage 1 DA</p>	<p>1. Concern that the draft DCP sets back the footprint of one building that has a stage 1 development consent.</p>	<p>1. The draft DCP sets back this building as this is the preferred built form outcome. The development consent includes a condition that the developer can only construct this building if the RoW is either extinguished or if the building straddles the existing RoW. This option would create a 2 storey void. The link being fully open to the sky is a preferred outcome.</p>

**Summary of Submissions and responses from the City to Draft Ashmore Precinct Planning Controls exhibited from 24 July – 23 August 2013**

# ATTACHMENT A

	Name of Submitter	Issue	Summary	Comment
	Erskineville		2. Draft Ashmore DCP details a pedestrian link that follows the alignment of the right of way.	2. The creation of this pedestrian link improves permeability across the precinct and will provide an address for some buildings to the east of the Leighton site. It will also provide a visual connection to McPherson Park and Kooka Walk. A road or laneway for traffic in this location is not required.
4	Goodman 57 Ashmore St, 165-175 Mitchell Road, Erskineville	Profitability	1. Proposed controls are not economically viable.	<p>1. The draft controls provide an FSR of 1.75:1 plus 10% for design excellence (max FSR of 1.92:1) building heights of up to 27 metres – 8 storeys). The City undertook economic feasibility testing in 2011 which concluded the controls are not economically feasible. Goodman does not critique this work or provide evidence of why the draft controls are economically viable.</p> <p>Goodman refer to their previous urban design study which informed the controls the City was directed to exhibit in 2011. These draft controls proposed a 60 metre height limit (19 storeys) and FSR of 2.75:1 across both lots. These controls were not supported by the City or the local community, and were rejected by the Minister for Planning and Infrastructure.</p> <p>Goodman claim the draft controls do not provide sufficient incentive to break existing leases with tenants. This is a commercial matter and is not a matter considered for planning controls.</p> <p>The Ashmore precinct is not a redundant piece of land, it currently provides employment opportunities and the purpose of the planning controls are to guide development as it occurs. It is recognised that full redevelopment of the precinct could take up to 20 years. The Leighton site has similar FSRs and height limits as the site at Unit 35/1A Coulson St which currently is subject to a DA</p>

**Summary of Submissions and responses from the City to Draft Ashmore Precinct Planning Controls exhibited from 24 July – 23 August 2013**

# ATTACHMENT A

Name of Submitter	Issue	Summary	Comment
		<p>2. Non-compliance of proposed controls with SEPP 65 and RFDC (with no specific examples).</p> <p>3. Contamination is a major financial constraint.</p>	<p>under assessment. The precinct is experiencing a great deal of interest from developers for other land holdings in Ashmore. This indicates that the controls are attractive to developers. The City has recently undertaken a micro simulation modelling (Paramics) to ascertain traffic impacts of development across the precinct and adjacent neighbourhoods. This modelling examined the traffic impacts over three stages of development at the proposed densities. This study has confirmed that there is not sufficient capacity on the surrounding road network at full redevelopment of Ashmore, expected by 2027 (by 400 units). The study findings show that improvements to public transport are required prior to full build out.</p> <p>An earlier study was undertaken to assess the impacts of traffic on the area with an FSR of 2.75:1 on the Goodman site, resulting in unacceptable levels of service. The Goodman submission does not mention either traffic studies, however this has been one of the factors that has been one of the factors the City has considered in setting maximum FSRs.</p> <p>2. The submission does not detail where this non – compliance is, however the City tested SEPP65 and RFDC requirements across all development blocks to ensure compliance. The indicative built form shown in the draft Ashmore DCP is in accordance with the State and City’s own amenity requirements.</p> <p>3. No evidence was provided regarding contamination but in reviewing historical maps they show that Metters Factory had been located in the precinct, who manufactured cast iron stoves (including the famous Kooka Stove), enamelled bathroom,</p>

**Summary of Submissions and responses from the City to Draft Ashmore Precinct Planning Controls exhibited from 24 July – 23 August 2013**

# ATTACHMENT A

Name of Submitter	Issue	Summary	Comment
			<p>sanitary and kitchen ware. It is possible that the site does contain some contamination, which is common across the wider South Sydney area.</p> <p>The contamination report submitted as part of the development application for the Leighton site, identified some contamination on their site. However, it concluded the level of contamination was such that could still support residential uses. This site is currently under construction, and City staff were informed that it was only approximately three small pockets of isolated contamination that required management.</p> <p>As is the case with other urban renewal areas in the Local Government Area, the City does not seek to increase densities to compensate landowners for contaminated land.</p>
		<p>4. Cost of infrastructure.</p> <ul style="list-style-type: none"> <li>● Stormwater and utilities</li> </ul>	<p>4. Ashmore is within the Alexandra Canal catchment area. The City has recently adopted its FPRMP which identifies flood prone areas and develops strategies for effective management of stormwater. Ashmore is subject to flooding in some locations and strategies are being developed by the City.</p> <p>The Goodman site is partly constrained due to the alignment of the desalination pipeline which crosses the proposed McPherson Park and major stormwater trunk drains. The draft planning controls have been developed to align with new roads and parks are aligned with the trunk drains and desalination pipeline, to ensure that the developments can maximise their development potential.</p> <p>The City, through the FPRMP has established the location and</p>

**Summary of Submissions and responses from the City to Draft Ashmore Precinct Planning Controls exhibited from 24 July – 23 August 2013**

Name of Submitter	Issue	Summary	Comment
		<p>5. Cost of infrastructure.</p> <ul style="list-style-type: none"> <li>Roads and open space</li> </ul>	<p>capacity of existing culverts and pipes through the precinct. The next steps are to upgrade the existing network through the precinct and the connection between the precinct and Alexandra Canal. The City has prepared an infrastructure plan that sets out details about infrastructure relevant to Ashmore , responsibility for implementation and likely staging.</p> <p>5. The Goodman land is identified for a central park (McPherson Park) of 7400sqm. The masterplanning of the precinct ensures that potential floor space taken up by public domain (roads, parks etc) is transferred onto the developable areas within a site. McPherson Park and some new roads are listed Section 94 items, and would generate an offset from monetary contributions for their provision. No other sites in Ashmore receive Section 94 offsets.</p>
<b>State Government</b>			
5	NSW Department of Education and Communities Tony McCabe Director, Planning and Delivery	<p>Planning for the provision of school spaces</p> <p>1. No comments on draft DCP but acknowledges development in Ashmore will add significant long term pressure on local schools. Requests that education infrastructure be considered when making new plans including reserving land for future schools, community partnerships and building schools on Council land.</p> <p>2. Suggests a growth infrastructure plan for City of Sydney LGA including all urban renewal areas.</p>	<p>1. The City has undertaken an infrastructure audit for Ashmore and prepared an infrastructure plan that accompanies the proposed planning controls being reported back to Council and CSPC. The City is committed to continue working with DEC to find solutions for the expansion of existing schools or the construction of a new school.</p> <p>2. Ashmore Infrastructure Plan identifies the issues that need to be discussed with DEC resulting from development in Ashmore.</p>

**Summary of Submissions and responses from the City to Draft Ashmore Precinct Planning Controls exhibited from 24 July – 23 August 2013**

	Name of Submitter	Issue	Summary	Comment
6	Transport for NSW, Transport Planning	Public transport provision	1. Acknowledges development in Ashmore and commits to participating in a working group for the Ashmore precinct.	1. Working group has been established, issues are raised in the Ashmore Infrastructure Plan and are the subject of ongoing dialogue with TfNSW.
<b>• Community</b>				
7	Friends of Erskineville	Parking and traffic impacts	<p>1. Disputes findings in AECOM's Parking and Traffic Study 2013 – traffic impacts are from people travelling through the precinct and not local residents.</p> <p>2. Impacts on adjacent streets that appear not to have been included in the study.</p> <p>3. Disputes indicative staging for future development and current construction.</p> <p>4. Recommendations for resident parking scheme conflict with resident wishes.</p>	<p>1. The Study takes into consideration through traffic impacts as well as increases in traffic resulting from the development using existing census information and predicting future trends.</p> <p>2. The study area of the Parking and Traffic Study was the area bounded by Copeland Street to the north, Sydney Park Road to the south, Mitchell Road to the east and King Street to the west. Traffic counts to establish the current levels of traffic were undertaken at strategic points in the study area. It is likely that some increase in traffic is likely on some local streets, however the levels of service at intersections would be at an acceptable level. The study has made recommendations for those streets, predominantly Mitchell Road, where the impacts would have unacceptable impacts without further improvements.</p> <p>3. Staging plan is indicative and based on discussions with some landowners. It is likely that other developments will be built by 2017 and the study examines the cumulative dwelling numbers of all developments to assess traffic impacts as development proceeds.</p> <p>4. There has been extensive community consultation on residents parking schemes in both Erskineville and Alexandria. Resident permit parking has been introduced on those streets that</p>

**Summary of Submissions and responses from the City to Draft Ashmore Precinct Planning Controls exhibited from 24 July – 23 August 2013**

# ATTACHMENT A

Name of Submitter	Issue	Summary	Comment
		<p>5. Questions assumptions about traffic increases, peak hour traffic and the study's traffic counts.</p> <p>6. Public transport provision must be addressed.</p> <p>7. Requests maximum building heights be reduced to 5 storeys and FSR be 1.25:1.</p> <p>8. Address the floodplain issues.</p>	<p>requested it.</p> <p>5. Peak hour traffic times are standard industry hours that were endorsed by the RMS. Traffic counts were undertaken on a Tuesday, Thursday and a Saturday. This was to understand traffic volumes under 'normal' conditions, for example, traffic behaviour on a Friday can vary. The school holidays were also avoided.</p> <p>6. Agreed. The City has set up a working party with TfNSW and DoPI to ensure adequate public transport is provided to service the new developments in Ashmore.</p> <p>7. The City has undertaken an extensive urban design review to ensure any built form impacts resulting from the redevelopment of Ashmore are minimised, particularly to the surrounding conservation areas. A predominant five storey street wall height applies throughout the precinct. Any additional storeys will be required to be setback four metres which will reduce the visual impacts of the building heights. It is considered that the floor space ratios are appropriate in terms of urban design and amenity, and economically viable for such an urban renewal area.</p> <p>8. Ashmore is within the Alexandra Canal catchment area. The City has recently adopted its FPRMP which identifies flood prone areas and develops strategies for effective management of stormwater. Ashmore is subject to flooding in some locations and strategies are being developed by the City. The draft planning controls have been developed to align with new roads and parks are aligned with the trunk drains and desalination pipeline, to ensure that the developments can maximise their development potential.</p>



**Summary of Submissions and responses from the City to Draft Ashmore Precinct Planning Controls exhibited from 24 July – 23 August 2013**

# ATTACHMENT A

Name of Submitter	Issue	Summary	Comment
			<p>The City, through the FPRMP has established the location and capacity of existing culverts and pipes through the precinct. The next steps are to upgrade the existing network through the precinct and the connection between the precinct and Alexandra Canal. The City has prepared an infrastructure plan that sets out details about infrastructure relevant to Ashmore, responsibility for implementation and likely staging.</p>
		<p>9. Impact of new population on schools and childcare provision.</p>	<p>9. Agreed the City is committed to working with DEC to ensure sufficient provision of school spaces to cater for additional population resulting from the Ashmore development. The City has also committed \$55million to providing additional childcare facilities in the LGA. The draft planning controls identify the preferred location for potential childcare facilities that could be provided by the developers.</p>
		<p>10. Requires that Ashmore provides employment opportunities. Requires Ashmore to be better integrated with existing community structure (and services).</p>	<p>10. It is envisaged that redevelopment will create some employment opportunities including retail and commercial opportunities that will be located adjacent to the central park. The Ashmore Infrastructure Plan has assessed likely social infrastructure needs against what is being provided in the neighbouring suburbs. Ashmore sits within the King Street village area but is very close to the Green Square village. It is proposed that as development occurs the City will run programmes to integrate the new community with the existing community.</p>
		<p>11. Removal of trees and shrubbery having negative impacts on ecology.</p>	<p>11. It is recognised that some trees and shrubs will need to be removed as a result of development, however, new trees and shrubs will be planted in parks and streets to replace those that have to be removed. Ultimately there will be a significantly larger number of trees and shrubs that will be planted as redevelopment occurs. The draft DCP has been amended to require an ecological</p>

**Summary of Submissions and responses from the City to Draft Ashmore Precinct Planning Controls exhibited from 24 July – 23 August 2013**

# ATTACHMENT A

Name of Submitter	Issue	Summary	Comment
8	Alexandria Residents Action Group  Infrastructure provision and cumulative development impacts including traffic, public transport, school provision.	<p>1. Lack of infrastructure planning associated with redevelopment of the precinct.</p> <p>2. Lack of consideration and resolution of floodplain planning.</p>	<p>assessment report for all development that front CopperSmith Lane to ensure the existing ecology is properly managed. The Ashmore Public Domain Strategy will identify tree species that will attract birds and insects and ground cover for invertebrates.</p> <p>1. The Ashmore Infrastructure Plan provides an Implementation Action Plan is intended to be reviewed every six months to ensure that it responds to changing demands and priorities associated with redevelopment in Ashmore.</p> <p>2. Ashmore is within the Alexandra Canal catchment area. The City has recently adopted its FPRMP which identifies flood prone areas and develops strategies for effective management of stormwater. Ashmore is subject to flooding in some locations and strategies are being developed by the City.</p> <p>The draft planning controls have been developed to align with new roads and parks are aligned with the trunk drains and desalination pipeline, to ensure that the developments can maximise their development potential.</p> <p>The City, through the FPRMP has established the location and capacity of existing culverts and pipes through the precinct. The next steps are to upgrade the existing network through the precinct and the connection between the precinct and Alexandra Canal. The City has prepared an infrastructure plan that sets out details about infrastructure relevant to Ashmore, responsibility for implementation and likely staging.</p>
		<p>3. Studies and planning (transport and parking in particular) focuses on suburb of Erskineville and not suburb of Alexandria, particularly on Mitchell Road.</p>	<p>3. The consultants were given information for all new development in the immediate area including Bunnings on McEvoy St and the developments in Fountain St. This information was included in the Paramics modelling of AECOM's Traffic and Parking Study 2013.</p>

**Summary of Submissions and responses from the City to Draft Ashmore Precinct Planning Controls exhibited from 24 July – 23 August 2013**

Name of Submitter	Issue	Summary	Comment
		<p>4. Cumulative impacts of traffic, public transport and community facilities of development currently being experienced in Alexandria is not considered.</p> <p>5. Staging and infrastructure delivery assumptions in traffic and social sustainability studies are incorrect.</p> <p>6. Implications of proposed parking policy have not been considered.</p> <p>7. Inadequate public transport infrastructure.</p> <p>8. Current traffic levels are already at 100% congestion in peak hour and “peak hour” time is expanding.</p>	<p>4. See response in no.3 for traffic and response no 7 for public transport. It is acknowledged that Alexandria is experiencing significant development. The City has taken into account the likely change in population in its review of Community Facilities Planning Strategy, which is underway. Provision of adequate infrastructure will be addressed in the Ashmore Infrastructure Plan.</p> <p>5. The staging plan used in the studies is indicative and based on discussions with some landowners. It is likely that other developments will also be built by 2017 (including Leighton’s Erko development) and study looks at the cumulative dwelling numbers of all developments to assess the impacts of these developments.</p> <p>6. There has been extensive consultation with both the Erskineville and Alexandria residents on parking. The impacts of development on local streets are planned to be reviewed every six months as part of the Infrastructure Action Plan being reported with the draft planning controls.</p> <p>Population growth in the Erskineville and Alexandria area has placed pressure on the capacity of the public transport network and raised concerns about its coverage and quality. The City is working with TfNSW to ensure appropriate public transport is provided as demand from development occurs.</p> <p>8. Acknowledged that some roads particularly Erskineville Road (under the control of the RMS) and Mitchell Road are congested in peak times. The AECOM Parking and Traffic Study recommends traffic signals and removal of on street parking on section of Mitchell Road to reduce some waiting at the intersections around Sydney Park Road and Fountain Street. This is included in the</p>

**Summary of Submissions and responses from the City to Draft Ashmore Precinct Planning Controls exhibited from 24 July – 23 August 2013**

# ATTACHMENT A

Name of Submitter	Issue	Summary	Comment
		<p>9. Traffic study makes not reference to increased traffic generation from Ashmore itself.</p> <p>10. Provision of pre and primary school spaces is inadequate.</p> <p>11. Limited opportunities for employment in Ashmore.</p> <p>12. Reduce heights and FSRs across the precinct.</p>	<p>Infrastructure Plan and is intended to be reviewed every six months.</p> <p>9. The Parking and Traffic Study takes into consideration the likely increases in traffic resulting from the development using existing census information to predict future trends for car patronage and use of other modes.</p> <p>10. The City is committed to working with DEC to ensure sufficient provision of school spaces to cater for additional population resulting from the Ashmore development. The City has also committed \$55million to providing additional childcare facilities in the LGA. The draft planning controls also identify the preferred location for potential childcare facilities that could be provided by the developers.</p> <p>11. It is envisaged that redevelopment will create some employment opportunities including retail and commercial opportunities that will be located adjacent to McPherson Park.</p> <p>12. The City has undertaken an extensive urban design review to ensure any built form impacts resulting from the redevelopment of Ashmore are minimised, particularly to the surrounding conservation areas. A predominant five storey street wall height applies throughout the precinct. Any additional storeys will be required to be setback four metres which will reduce the visual impacts of the building heights. It is considered that the floor space ratios are appropriate, and economically viable for such an urban renewal area.</p>

**Summary of Submissions and responses from the City to Draft Ashmore Precinct Planning Controls exhibited from 24 July – 23 August 2013**

	<b>Name of Submitter</b>	<b>Issue</b>	<b>Summary</b>	<b>Comment</b>
9	5 residents of Ashmore Street, Erskineville	Ecology impacts	<p>1. Concerns about removal of trees from Ashmore Street/Mitchell Road.</p> <p>2. Removal of trees and bushes from rear of Ashmore Street.</p>	<p>1. The fig trees on the corner of Ashmore Street and Mitchell Road are the responsibility of the landowner. The landowner can apply to remove the trees as part of a development application. The City will always try to retain as many trees as possible, however these trees are close to an existing substation. In liaising with the City's arborist and urban ecology coordinator, it was noted that the root system form the figs is extensive, and is likely to be damaged in the redevelopment of this site. This would be assessed in detail once a development application has been lodged with the City.</p>
			<p>3. Preservation of existing trees along properties close to Ashmore Street along the proposed Kooka Walk.</p>	<p>2. The trees at the rear of Ashmore Street are within private property in the carriageway of the proposed Coppersmith Lane and will require removal when the landowner develops that site. To better manage impacts on biodiversity, additional provisions have been added to the draft Ashmore DCP which will require an Ecological Assessment Report for any development adjacent to Coppersmith Lane. This approach will provide a management strategy to identify alternative local habitats for identified biodiversity.</p>
				<p>3. Along the proposed Kooka Walk existing trees and shrubs could be incorporated into the design of the new pedestrian and cycle link, but would be subject to relevant development applications, surveys and the exact location of the vegetation in question.</p>

**Summary of Submissions and responses from the City to Draft Ashmore Precinct Planning Controls exhibited from 24 July – 23 August 2013**

10	7 residents of Nassau Lane, Erskineville	Urban design	<p>1. Proximity and height of new development to properties on Nassau Lane.</p> <p>2. Requests provision of open spaces to provide buffer between buildings.</p>	<p>1. It is proposed to reduce the height of buildings to the north of Nassau Lane from 7 to 4 storeys and to move the building envelope north to provide better building separation. This will provide better sun access, privacy and a transition of height between new development and the existing lower scale terraces along Nassau Lane. The building separation is increased from 7.5 metres to 12 metres and is in accordance with the RFDC.</p> <p>2. New development will be required to provide internal open space which will provide relief from the new development to hose properties on Nassau Lane.</p>
11	Resident of Ashmore Street, Erskineville	Parking	1. Request opportunity to have off street parking from Coppersmith Lane.	<p>1. The creation of Coppersmith Lane will provide an opportunity for residents in Ashmore Street to gain rear lane access to their properties. This would be subject to planning consent from the City.</p>
12	Resident of MacDonald Street, Erskineville	Traffic and public transport provision	<p>1. Concerns about inadequate provision of public transport.</p> <p>2. Consider road closures to the west of the Illawarra rail line to reduce impacts of traffic on the existing residents and reduce opportunities for residents to rely on cars especially for short trips.</p>	<p>1. Agreed the City has set up a working party with TfNSW, RMS and DoPI to ensure adequate public transport is provided to service the new developments in Ashmore.</p> <p>2. Impacts of traffic on localised streets were assessed in the AECOM Parking and Traffic Study 2013. Whilst it is acknowledged that increased traffic is likely, the study concluded that the levels of traffic would be acceptable west of the Illawarra rail line. However, this is an issue that is listed in the Ashmore Infrastructure Plan, and traffic management measures can be investigated and implemented locally as required.</p>

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# ATTACHMENT A

13	7 residents of Prospect Street, Erskineville	Urban design and impact of design excellence	<p>1. Draft planning controls and implementation of design excellence will result in bulky buildings as seen with the Erko development. Concern that this will set a precedent particularly with the Goodman planning proposal.</p>	<p>1. The maximum height for the Leighton development is eight storeys. This complies with the maximum height limit in the Sydney LEP 2012, and is appropriate in this location due to its proximity to the Illawarra rail line and, therefore, overshadowing impact on adjacent areas.</p> <p>This development was subject to additional floorspace through the design excellence provisions, which result in a building having a bulkier appearance than surrounding apartments such as Motto and Glo. However, given the objective to maintain lower heights generally within the precinct, it is considered that in this location it is more desirable to have a slightly bulkier building than a taller building.</p> <p>The draft Ashmore DCP indicates where potential additional floorspace secured through a competitive design process could be accommodated, within development sites. This approach seeks to reduce the potential for bulky buildings.</p> <p>2. It is recognised that some of the background studies are rather technical. Explanatory information was provided to clarify in broad terms the studies aims and findings. This information accompanied the exhibition material. Furthermore the City's planning staff attended the "Open Erko" event in March 2013 at Erskineville Town Hall to explain the outcomes of the studies and how they were being interpreted into planning controls. The City's website also provides background information and a contact at the City should further explanation be required.</p>
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**Summary of Submissions and responses from the City to Draft Ashmore Precinct Planning Controls exhibited from 24 July – 23 August 2013**

	Traffic and parking	<p>3. Question the accuracy of parking and traffic study which appears to omit some key streets and concerns about increased traffic flows on streets to the west of the Illawarra rail line, particularly Prospect Street.</p> <p>4. Request a parking plan for the entire Erskineville area is undertaken prior to development being approved.</p>	<p>3. The study area of the Parking and Traffic Study was the area bounded by Copeland Street to the north, Sydney Park Road to the south, Mitchell Road to the east and King Street to the west. Traffic counts to establish the current levels of traffic were undertaken at strategic points in the study area. It is likely that some increase in traffic is likely on some local streets, however the levels of service at intersections would be at an acceptable level. The study has made recommendations for those streets, predominantly Mitchell Road, where the impacts would have unacceptable impacts without further improvements.</p> <p>4. There has been extensive consultation with both the Erskineville and Alexandria residents on parking with Erskineville Parking Study 2012 and the Alexandria Parking Trial 2012. Impacts of development on local streets will be reviewed every six months as part of the Infrastructure Action Plan.</p>
14	Resident of Eve Street	1. Request a second entrance to Erskineville Station on Bridge Street.	1. This will be discussed with TfNSW at the Ashmore working group.

30 submissions (3 NSW Government Agencies, 3 Landowners, 2 Resident Community Groups, 24 Residents)