

ATTACHMENT F

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<p>TABLE OF SUBMISSIONS WITH RESPONSES</p>

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

Abbreviations

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

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Landowner				
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

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<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 Urbis 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>

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	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>

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		<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>

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		<p>4. Cost of infrastructure.</p> <ul style="list-style-type: none"> Stormwater and utilities 	<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. 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>

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			<p>5. Cost of infrastructure.</p> <ul style="list-style-type: none"> Roads and open space 	<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>
State Government				
5	NSW Department of Education and Communities Tony McCabe Director, Planning and Delivery	Planning for the provision of school spaces	<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>

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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.
	<ul style="list-style-type: none"> • Community 			
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 resident parking schemes in both Erskineville and Alexandria. Resident permit parking has been introduced on those streets that</p>

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		<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>

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			<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>

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8	<p>Infrastructure provision and cumulative development impacts including traffic, public transport, school provision.</p>	<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>
Alexandria Residents Action Group			<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. 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>
	<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>		

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		<p>4. Cumulative impacts of traffic, public transport and community facilities of development currently being experienced in Alexandria is not considered.</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. Staging and infrastructure delivery assumptions in traffic and social sustainability studies are incorrect.</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. Implications of proposed parking policy have not been considered.</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>7. Inadequate public transport infrastructure.</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. Current traffic levels are already at 100% congestion in peak hour and “peak hour” time is expanding.</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>

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		<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>

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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>

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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.	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 form the City.
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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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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		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	Public transport	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)