

ATTACHMENT A

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

Planning Proposal

57 Ashmore Street and 165-175 Mitchell Road,
Erskineville

May 2013

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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

- 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 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.

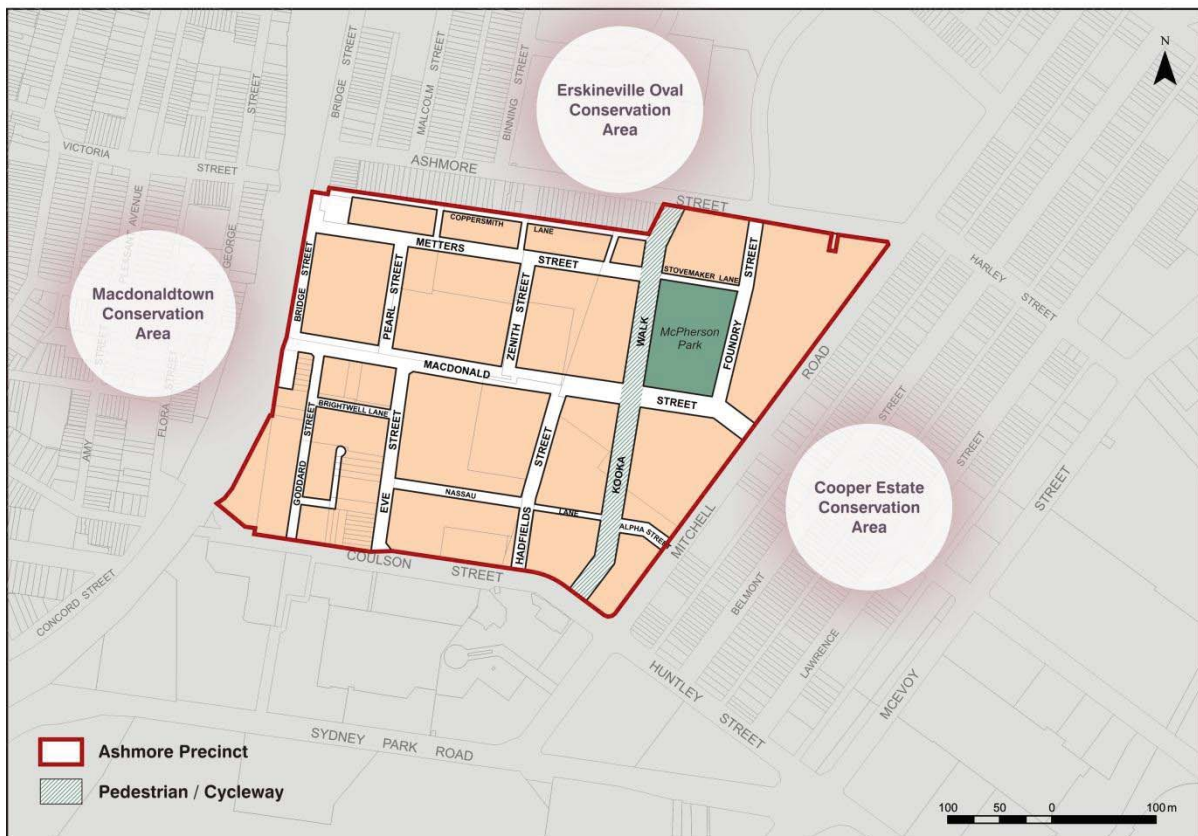


Figure 3 Location of New Streets and Open Spaces

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
B1.3: 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.
B3.3: 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.
D1.1: 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.
D2.1: 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.
G8.1: 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.
H3.1: 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
2: 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.
5: 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.
6: 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.
8: 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.
9: 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.
14: 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.
15: 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.
26: 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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Strategy B: Centres and Corridors	
Directions	Consistency
B2: Increase densities in centres whilst improving liveability. B4: Concentrate activities near public transport. B6: Focus development in renewal corridors to maximise infrastructure use where demand and opportunities exist.	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> 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.
Strategy C: Housing	
Directions	Consistency
C1: Ensure adequate supply of land and sites for residential development. C2: Plan for a housing mix near jobs, transport and services. C3: Renew local centres. C4: Improve housing affordability. C5: Improve the quality of new development and urban renewal.	The Planning Proposal will incentivise residential development on certain lots through increased floor space ratio and height controls. The Planning Proposal delivers controls which will result in high quality built form. An urban design review underpins the Planning Proposal and was focussed on a high quality outcome. Some development blocks will be eligible for the City's design excellence clauses which ensure the quality of the architectural design of development.
Strategy D: Transport	
Directions	Consistency
D3: Influence travel choices to encourage more sustainable travel.	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. The Traffic and Parking Study has identified the need for improved public transport services as development occurs.
Strategy E: Environment and Resources	
Directions	Consistency
E2: Protect Sydney's natural environment. E6: Conserve Sydney's cultural heritage.	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.
Strategy F: Parks and Public Places	
Directions	Consistency
F1: Increase access to quality parks and public places. F2: Provide a diverse mix of parks and public places.	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.

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	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. 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. The Traffic and Parking Study has identified the need for improved public transport services as development occurs.
Direction 4 – A city for walking and cycling	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. 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. Proposed non-residential uses fronting the open space will further activate the public domain and provide an environment more conducive to active transport. 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.
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	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. 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. 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.
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	The proposal will facilitate the provision of residential accommodation by the private market in accordance with objective 8.1. 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.

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.

ATTACHMENT A

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
1. Employment and Resources		
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
2. Environment and Heritage		
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
3. Housing Infrastructure and Urban Development		
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.

ATTACHMENT A

		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
4. Hazard and Risk		
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
5. Regional Planning		
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
6. Local Plan Making		
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
7. Metropolitan Planning		
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.

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 'Williams' 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.

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 'Williams' 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 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.

ATTACHMENT A

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.

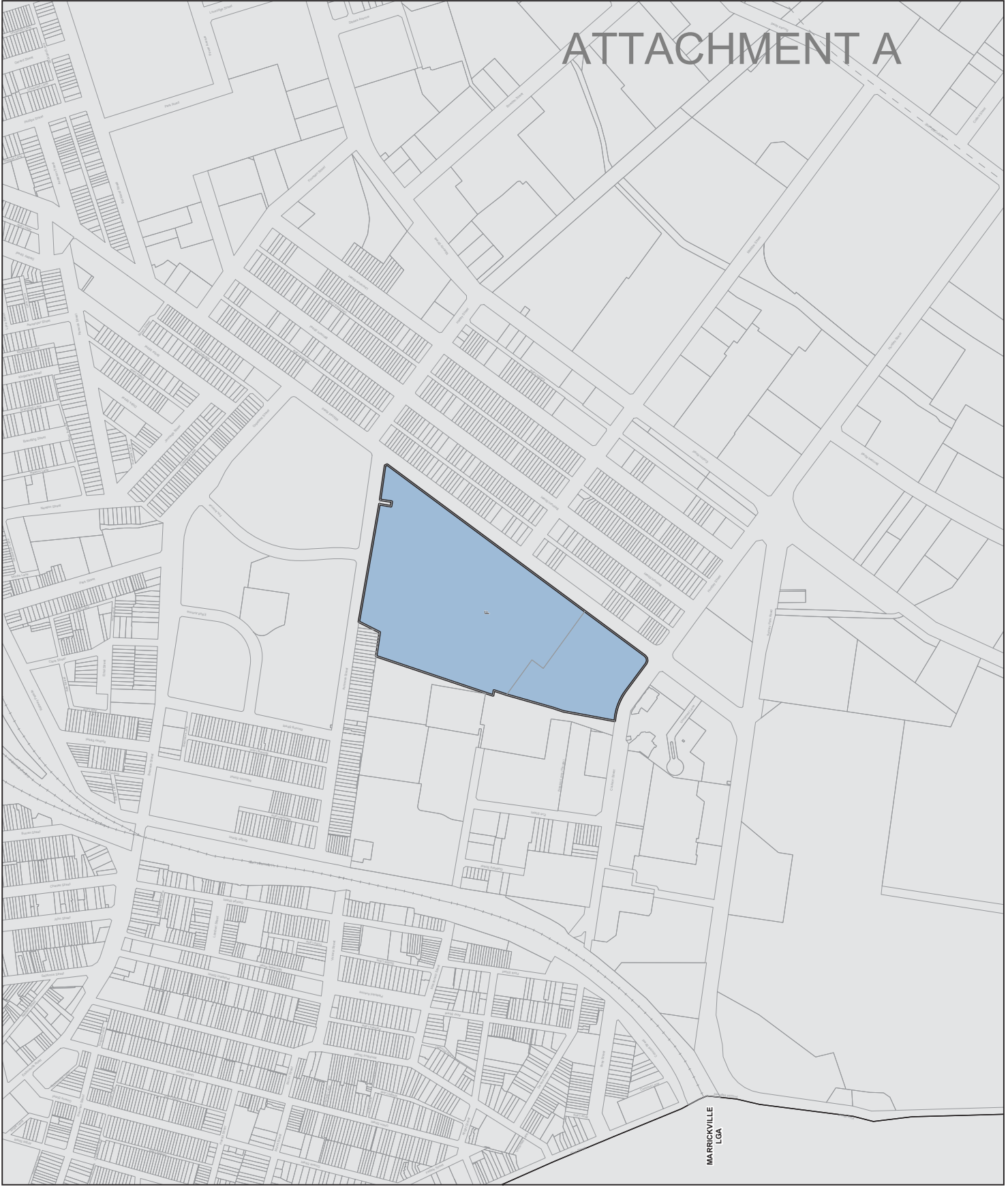
What are the views of state and Commonwealth public authorities consulted in accordance with the Gateway determination?

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.

ATTACHMENT A



MARRICKVILLE
LGA

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



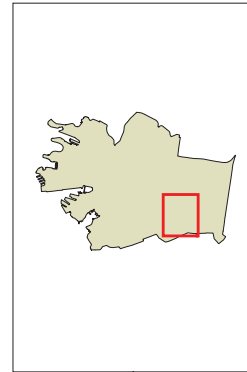
Public Transport Accessibility Level
Map - Sheet TAL_001

Public Transport Accessibility Level

Category F

Cadastral

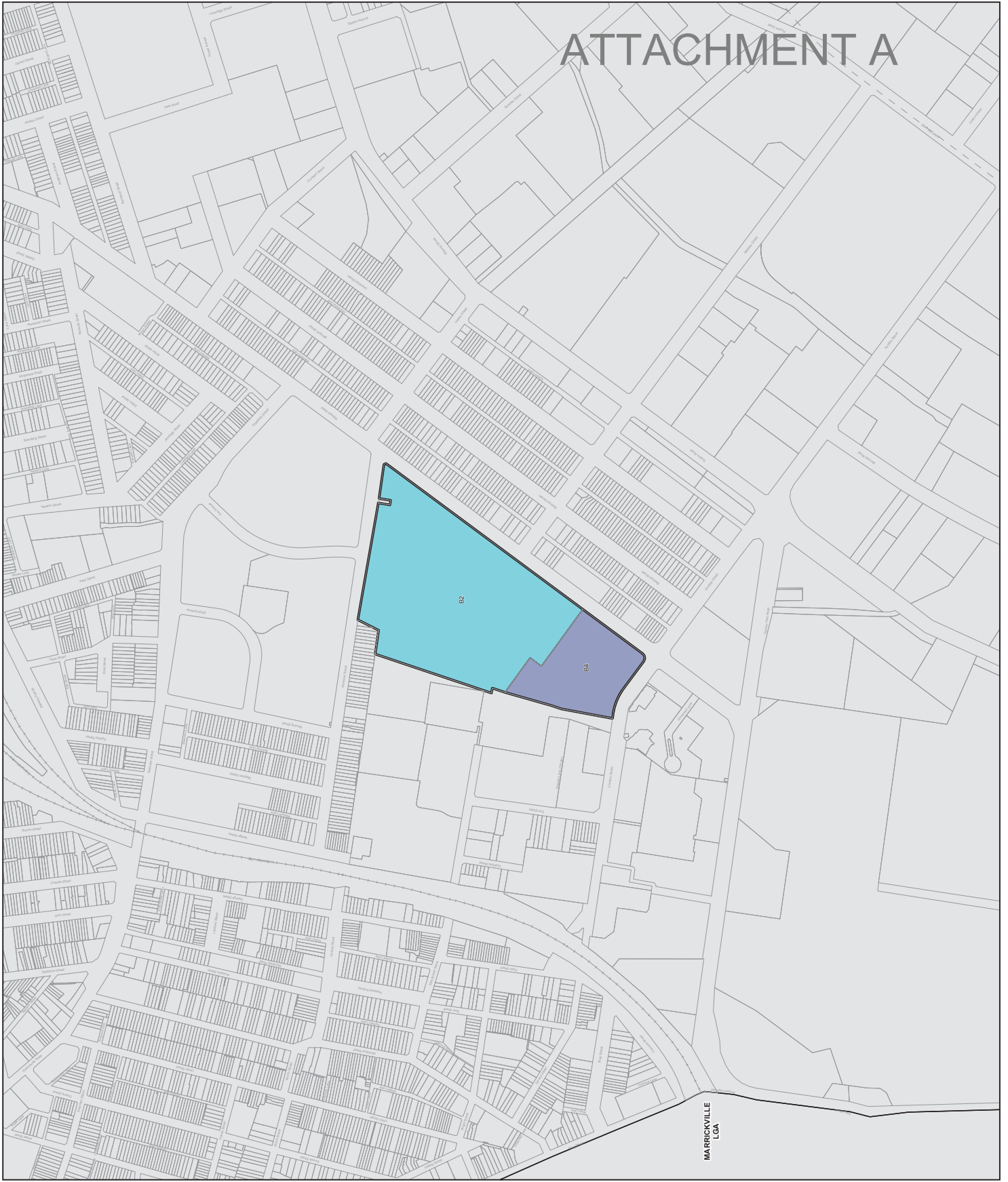
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Projection: GDA 1984
Zone 56

Map identification number:
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ATTACHMENT A



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



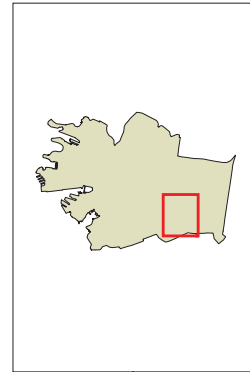
Land Zoning Map
- Sheet LZN_001

Zone

- B2 Local Centre
- B4 Mixed Use

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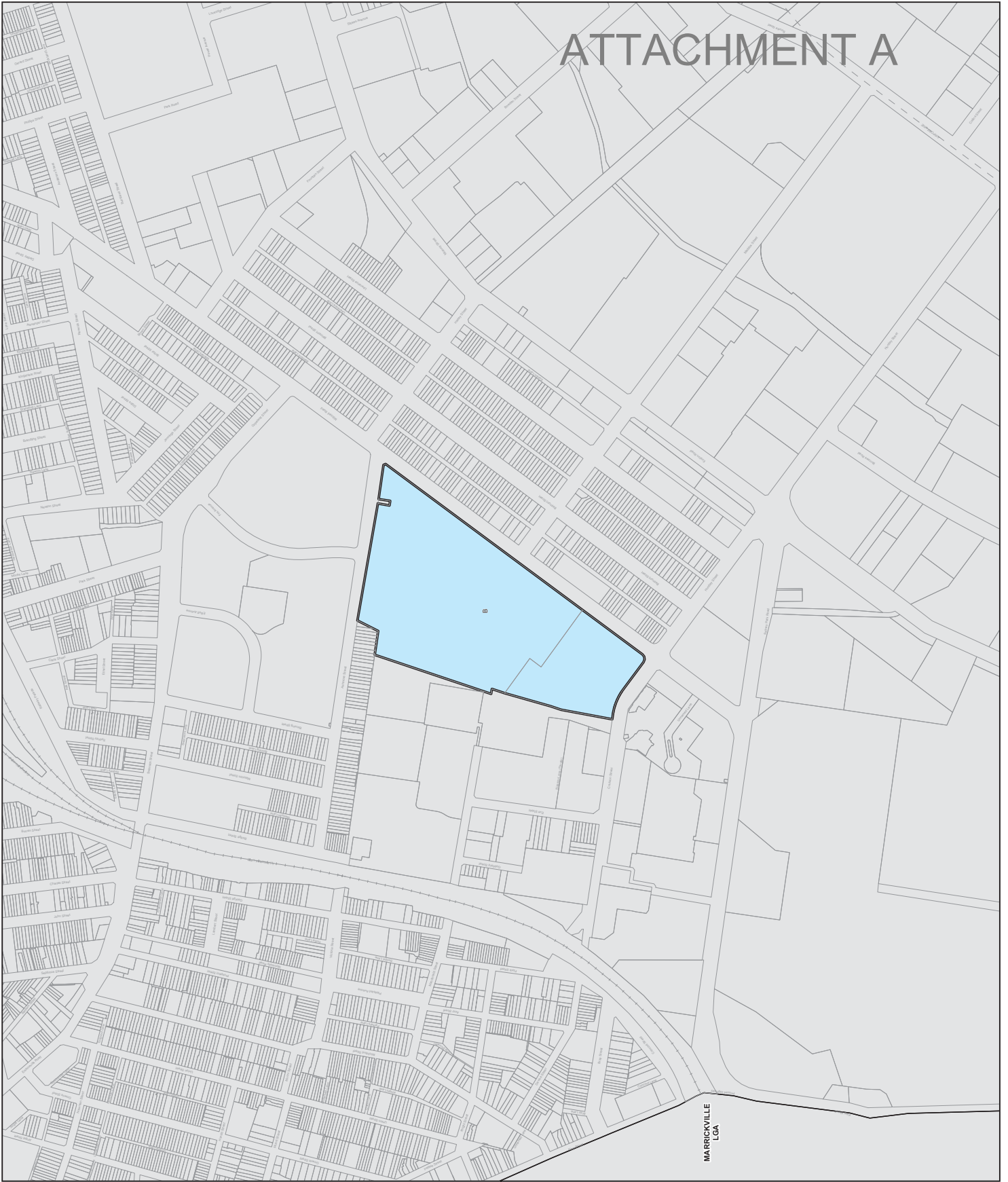
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Zone 56

Map identification number:
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ATTACHMENT A



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



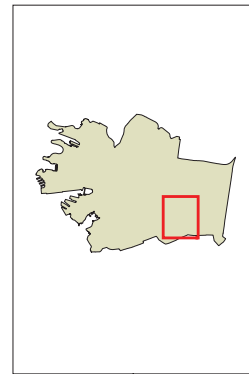
Land Use and Transport Integration
Map - Sheet LUT_001

Land Use and Transport Integration

 **Category B**

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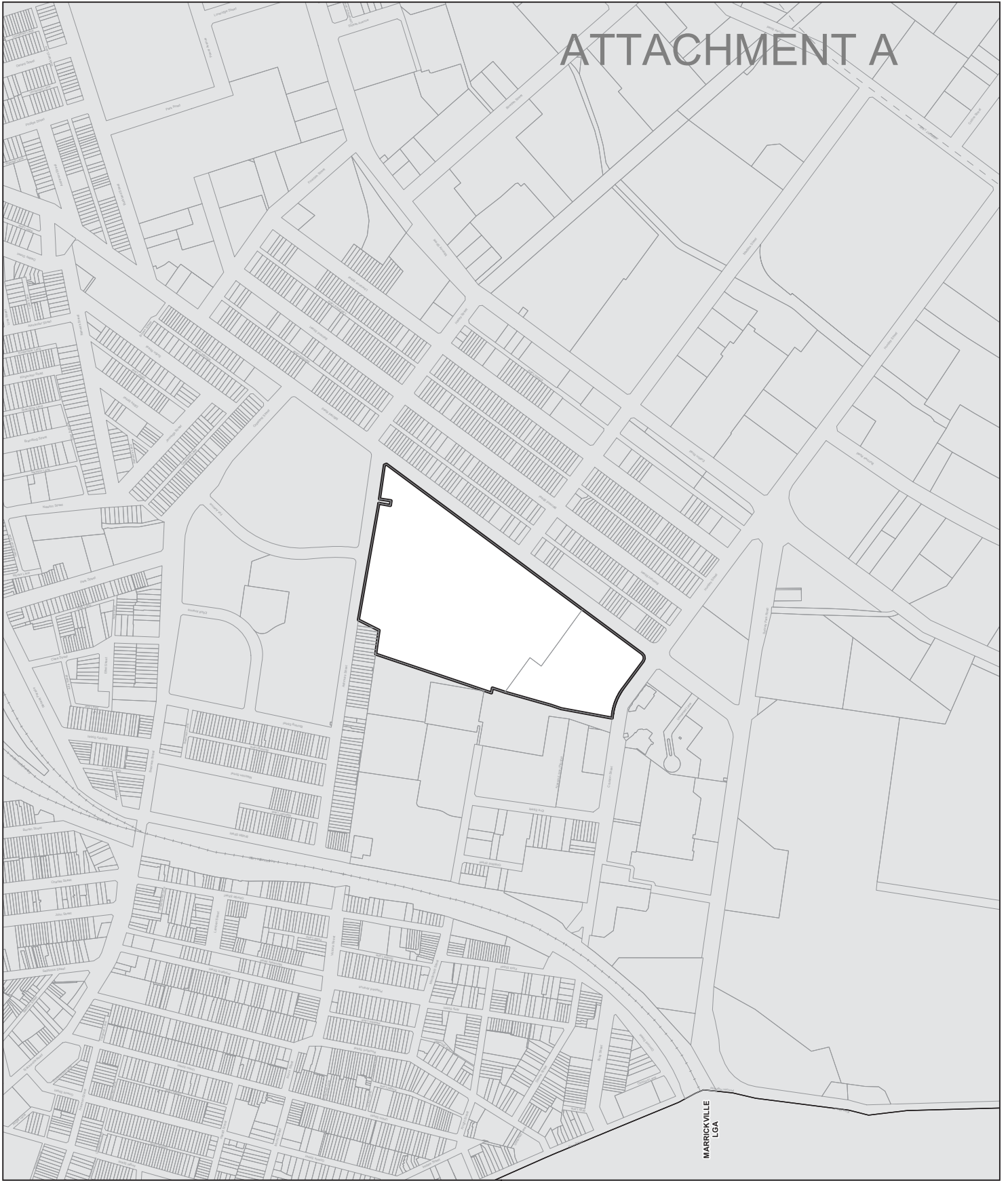
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ATTACHMENT A



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

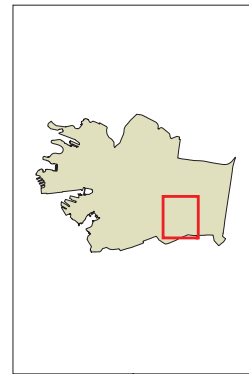


Land Reservation Acquisition Map - Sheet LRA_001

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

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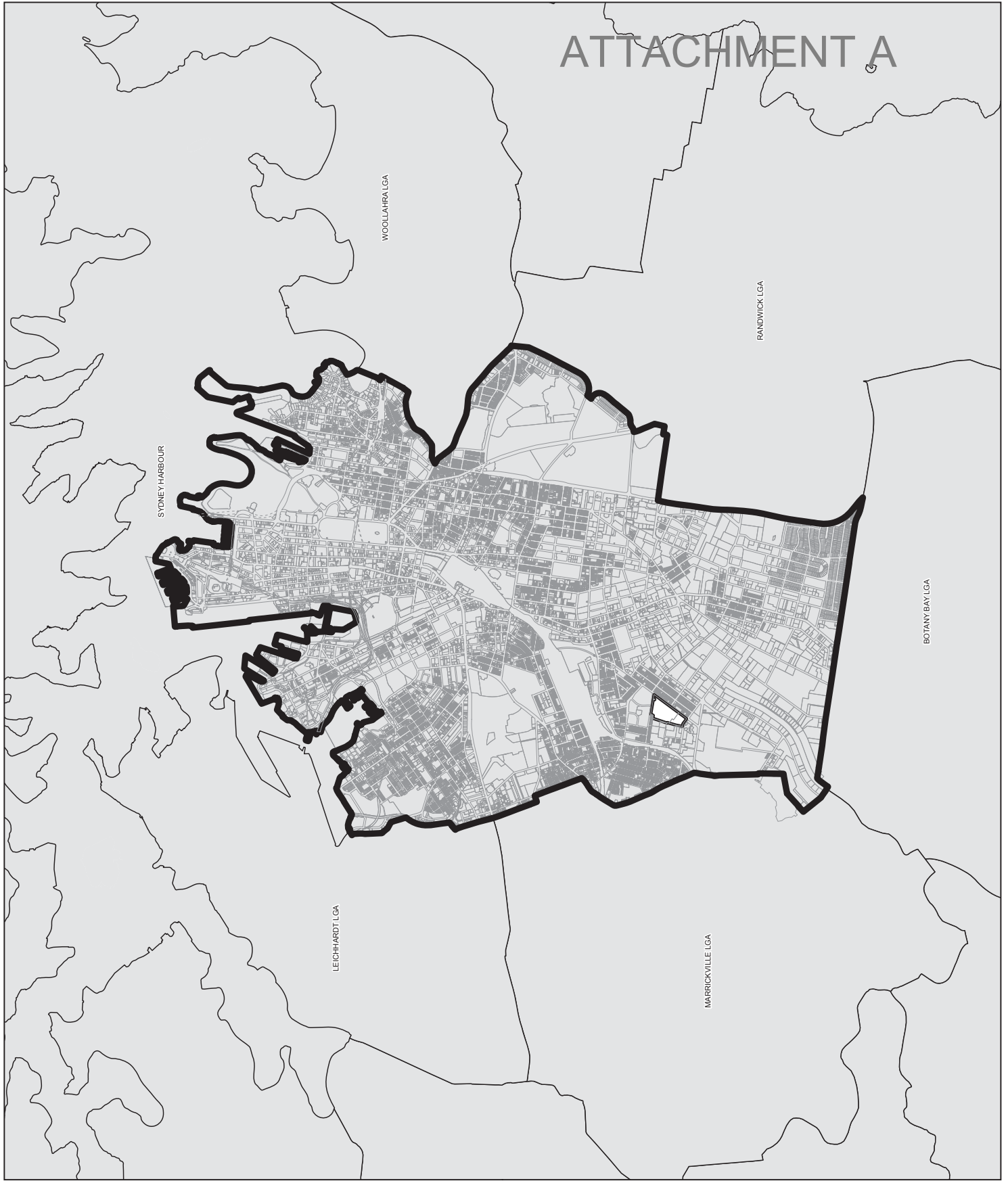
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Zone 56

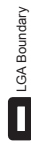
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ATTACHMENT A



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

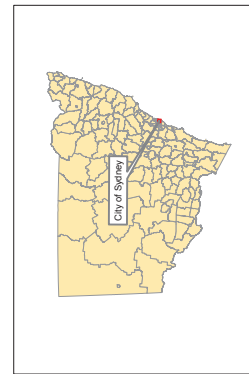
Land Application Map
- Sheet LAP_001



LGA Boundary

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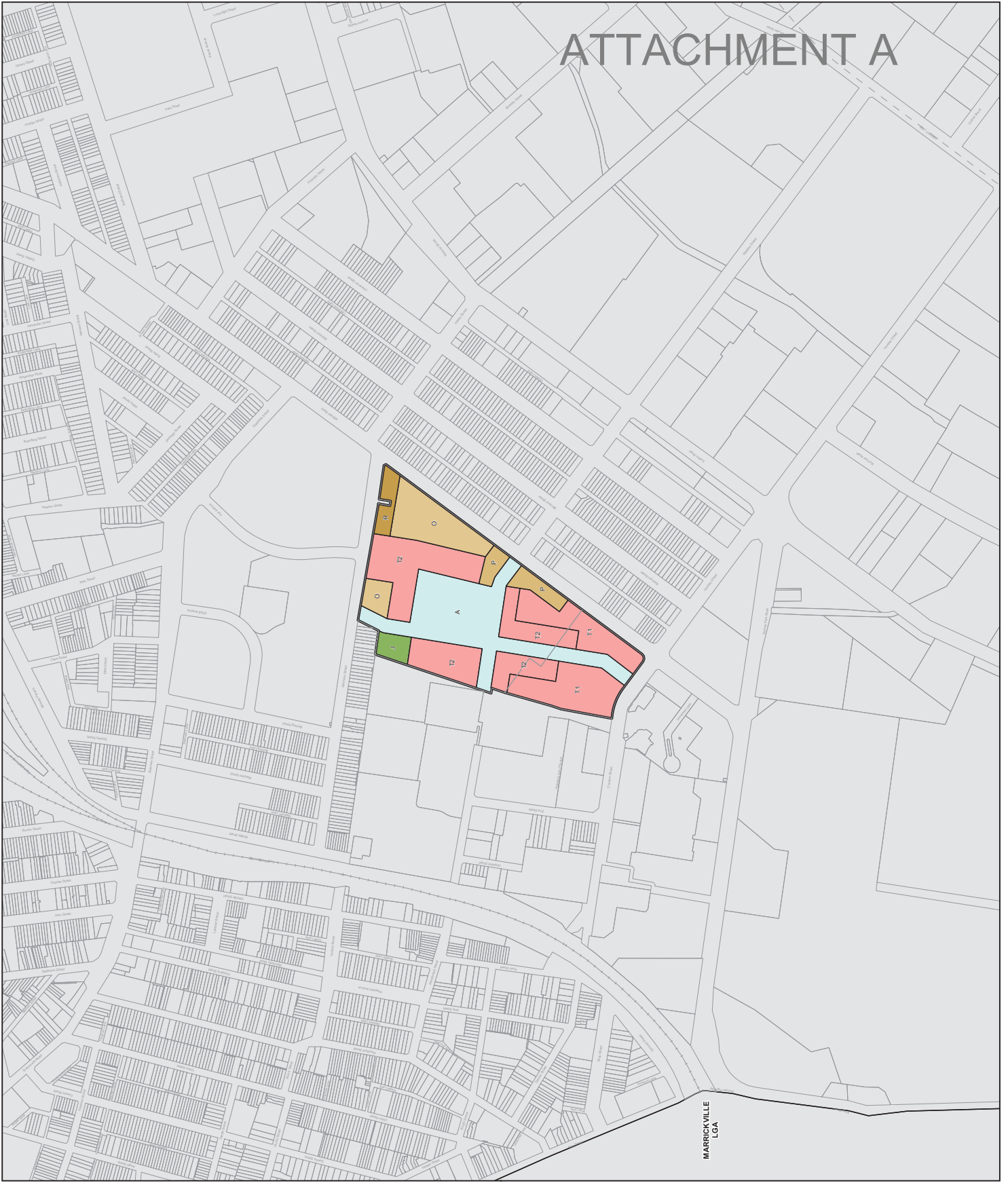
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Zone 56

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ATTACHMENT A



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



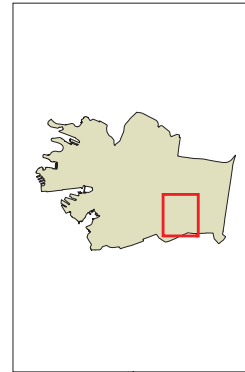
Height of Buildings Map
- Sheet HOB_001

Maximum Building Height (m)



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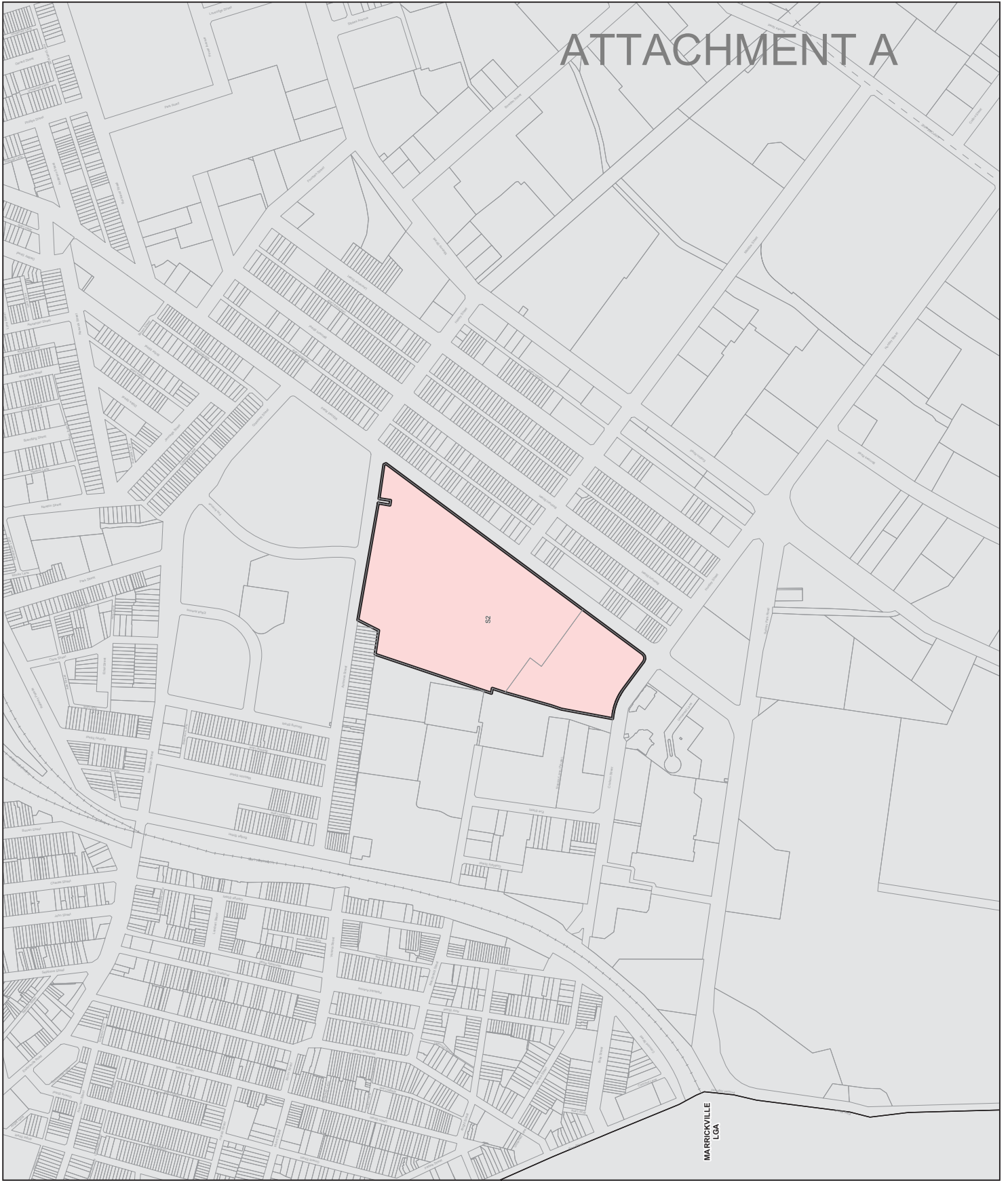
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Projection: GDA 1984
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ATTACHMENT A



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



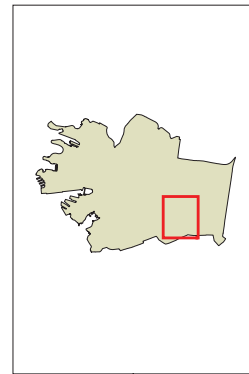
Floor Space Ratio Map
- Sheet FSR_001

Maximum Floor Space Ratio (n:1)



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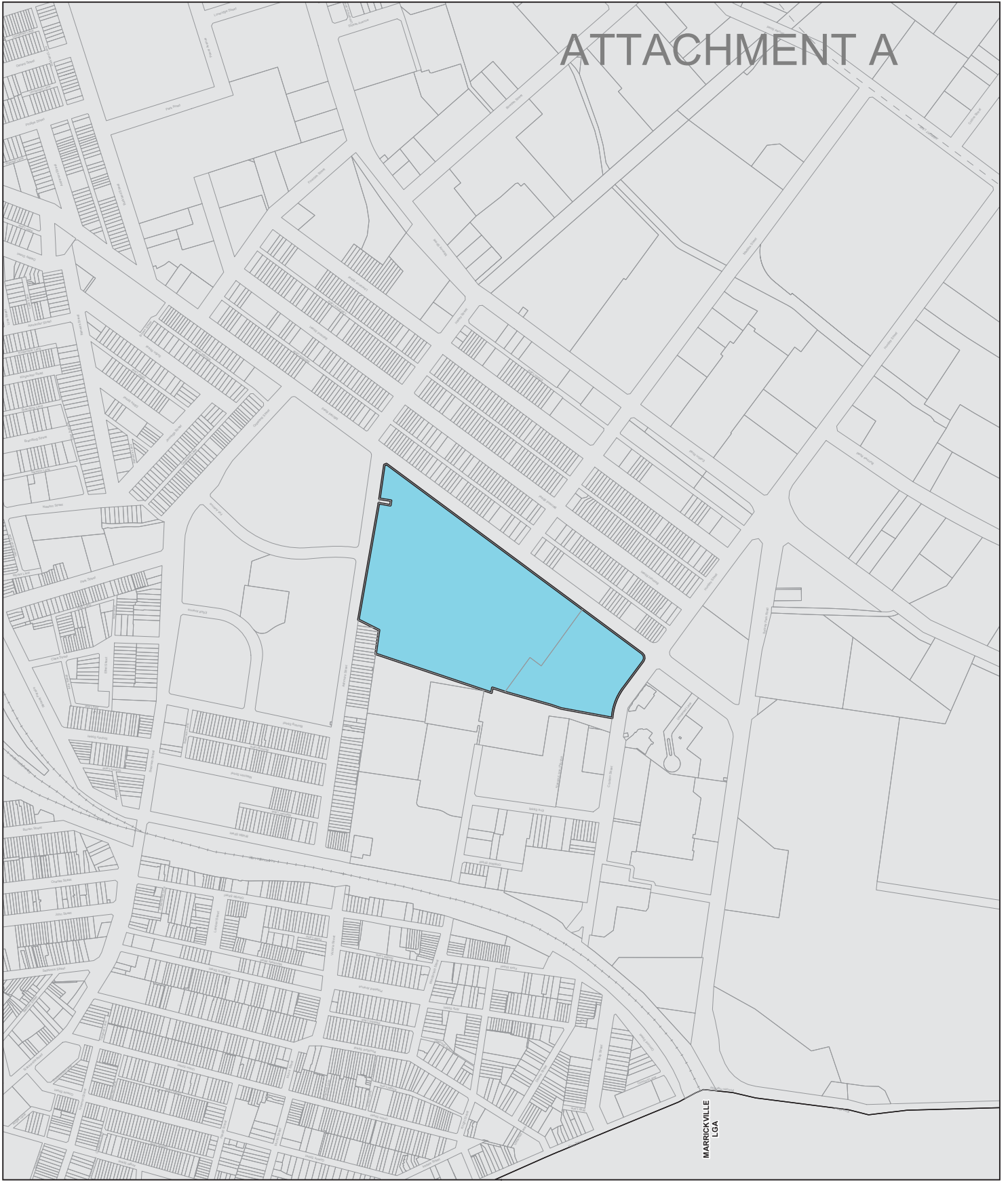
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Zone 56

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ATTACHMENT A

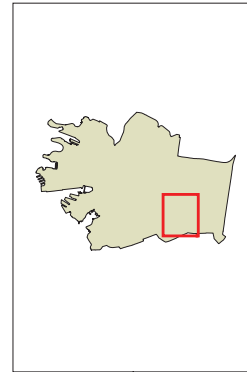


Sydney
Local Environmental
Plan (57 Ashmore St &
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2013



Flood Planning Map
- Sheet FLD_001

Flood Planning Land
 Flood Planning Area
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Zone 56
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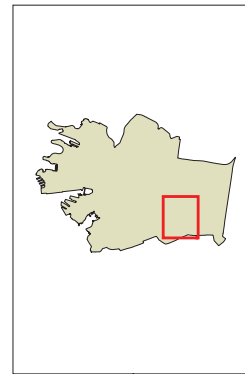


Acid Sulfate Soils

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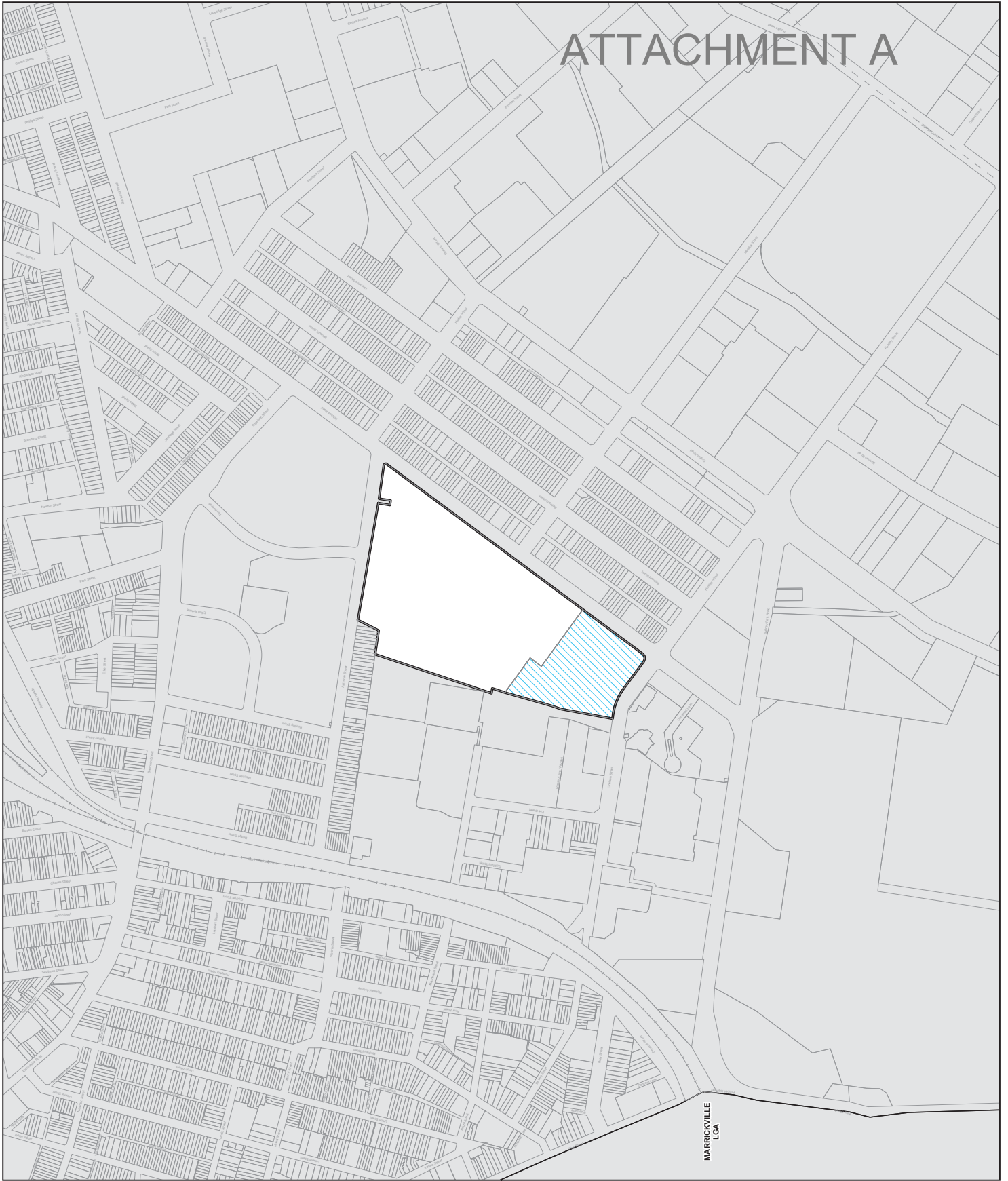


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Zone 56

Map identification number:
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ATTACHMENT A



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



Retail Premises Map
- Sheet CL2_001

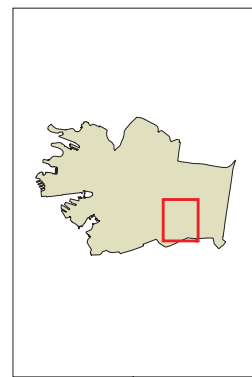
Retail Premises



Cadastral



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Projection: GDA 1984
Zone 56

Map identification number:
7200_URB_CL2_001_005_20130405

Part 5: Community Consultation

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 is planned to be:

- on the City of Sydney website; and
- in the *Sydney Morning Herald* and a relevant local newspaper.

Exhibition material 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

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	End 2013
Stage 1: Submit to Department of Planning and Infrastructure												
Gateway Panel consider planning proposal												
Stage 2: Receive Gateway Determination												
Stage 3: Prepare documentation for public exhibition												
Stage 4: Public exhibition of the planning proposal												
Stage 5: Review submissions received during public exhibition												
Stage 6: Prepare report to Council and Central Sydney Planning Committee (CSPC)												
Stage 7: Council and CSPC meetings												
Stage 8: Forward endorsed planning proposal to Department of Planning and Infrastructure with request that the amendment is made												
Stage 9: Amendment to Sydney Local Environmental Plan 2012 legally drafted and made												