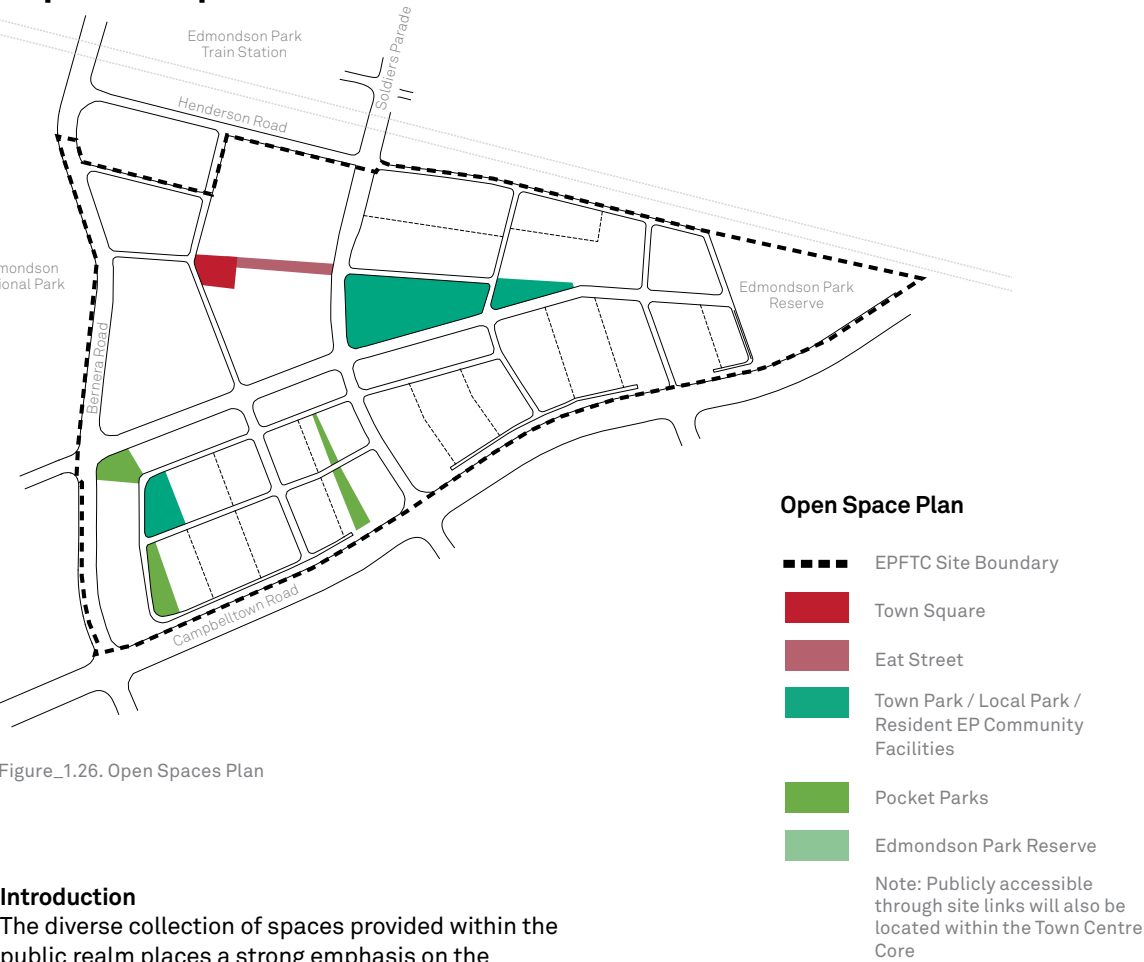


Open Spaces



Figure\_1.26. Open Spaces Plan

**Introduction**  
The diverse collection of spaces provided within the public realm places a strong emphasis on the outdoors, recreation and social engagement.

The urban fabric of Edmondson Park will provide playful spaces for people of all ages to come together - to stop, slow down and engage with the environment and each other.

Passive and active recreation, playfulness, colour and whimsy will be scattered throughout the public domain.

Town Centre Core



Figure\_1.27. Public open space 3D diagram within the Town Centre Core

Edmondson Park Frasers Town Centre core is comprised of four key pedestrian zones, each with their own character and function. Each of these zones will be focused on the creation of active, vibrant pedestrian spaces. The four key zones include:

- \_Town Square
- \_Eat Street
- \_Main Street
- \_Internal spaces including the Market Hall and shopping / alfresco laneways

**Town Square**  
Approximately 500 square metres in size, the Town Square will be alive day and night - providing an array of opportunities for play and social activities for people of all ages to come together. Elements of play, water features, outdoor dining, seating, shade and shelter are some of the features that will characterise the space.

**Eat Street**  
Adjacent to the Market Hall, linking the Town Square and Town Park is 'Eat Street'. This pedestrianised street is lined with outdoor dining and features a central activation zone with integrated play and seating.

**Main Street**  
Main Street will be the Town Centre's spine, providing direct north-south connection from Edmondson Park Train Station to the Residential Precincts and Town Centre Core. The street will be a pedestrian friendly, vibrant environment lined with finely grained, mixed use active frontages.

**Internal spaces including the Market Hall and Shopping / Alfresco Laneways**  
A permeable, active network of laneways link the Market Hall into the heart of the Town Centre Core.





Residential



Figure\_1.28. Residential Plan

**Town Park West**  
The Town Park West will be a place for visitors and residents to enjoy. It shall include informal sports and activity zones, multiuse court, and playground.

**Town Park East**  
In Town Park East and Local Park residents will enjoy two community buildings Frasers Property Australia have called Club EP potentially accommodating swimming pools, tennis courts, meeting rooms and activity areas. These buildings and spaces are where people meet, interact and get to know each other. They build a sense of cohesion within an otherwise diverse community.

**Local Park**  
The Local Park shall be a resident facility, offering community recreation for gathering and play, which may include; swimming pool, multiuse court, group gathering zones, BBQ and playground.

**Neighbourhood Street (*the Mews*)**  
Community Title

The mews are shared neighbourhood spaces, allowing for limited, low speed vehicle movement, parking for residential visitors, trees and landscaped areas. They are an extension of private open spaces into shared, pedestrian-prioritised spaces where people are able to interact and children can play safely within the confines of their home environment. This space will have flush kerb lines, with landscape and paving delineating different areas for vehicular movement and parking.

**Pocket Parks**  
A small pocket of open space respite for residents. A place to walk and enjoy the outdoors while children swing, skip and jump through the natural playground.

**Gateway Parks**  
A landmark entry, marked by a cluster of beautiful existing eucalypts with entry signage opportunities. A place for shaded respite - for reading on a bench or on the grass.

**Edmondson Park Reserve**  
This reserve will provide a large, informal recreation space for activities such as bicycle trails, kick about facilities, BBQs, picnic spots and dog tracker trail.

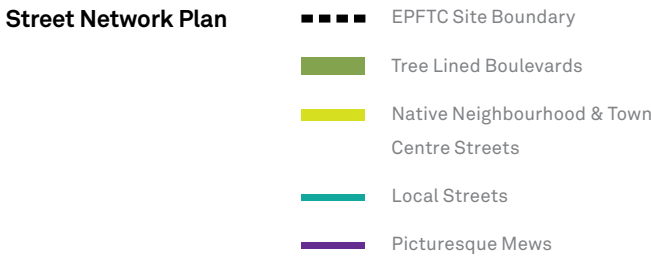


# Connectivity

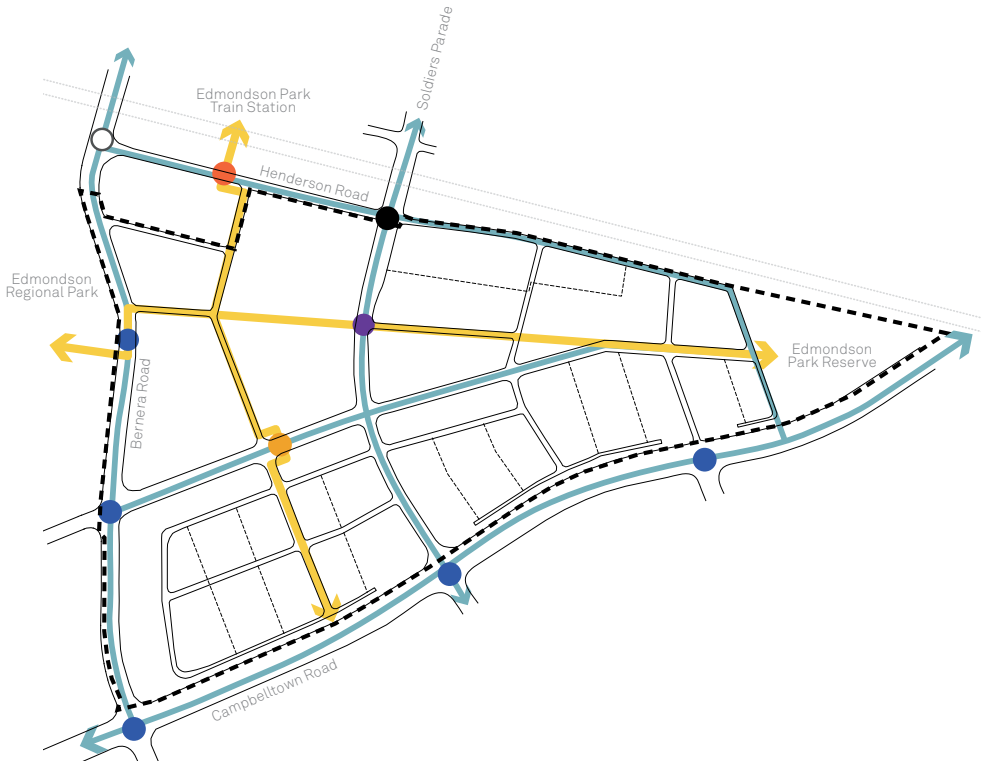
**Introduction**  
Pedestrian and cyclist priority is paramount to a successful and functioning Town Centre. A legible grid based street network with clear lines of sight connecting key uses and destinations, including, the bus/rail interchange, the Main Street, Town Square, community facilities, schools, surrounding precincts and parks will be delivered to encourage walking and cycling across the Town Centre.



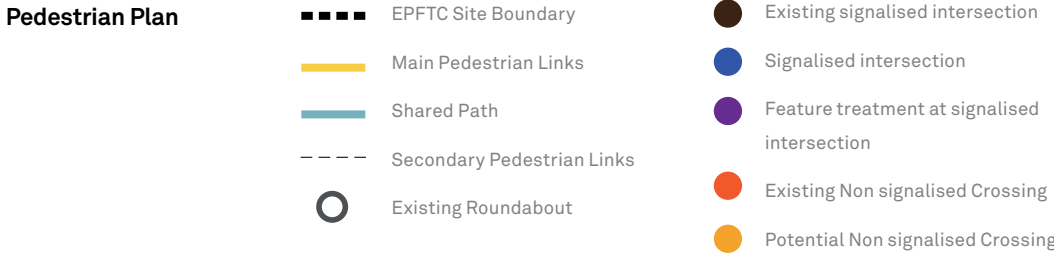
Figure\_1.29. Street Network Plan



**Street Network**  
A clear road hierarchy each with its own unique character has been established across the precinct to strengthen wayfinding, sense of place and function. Primary pedestrian streets, including the Main Street (urban) and Greenway (landscape) provide the main north-south and east-west pedestrian and cycle connections through the Town Centre. Each has been designed to have a dual function. Not only will they function as movement corridors, but will function equally important as destinations.



Figure\_1.30. Pedestrian Plan



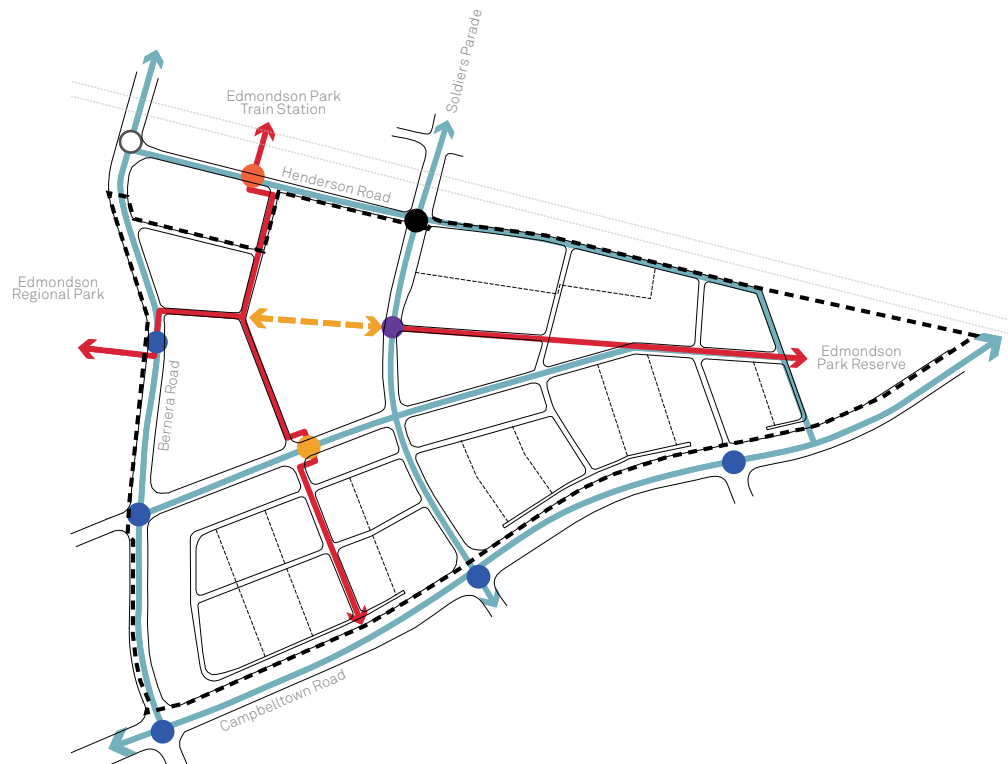
**Pedestrian Network**  
An integrated pedestrian network will link key activities and surrounding areas, community facilities, and open space to the town centre and station. A network of shared paths, footpaths and a secondary network of laneways and pedestrian links, creates a highly permeable town centre structure.

Pedestrian routes will be complete with appropriate lighting, signage, shade, natural surveillance, human scaled built frontages and a well designed public domain to create an attractive, safe and comfortable walkable environment for all ages.

The Town Centre Core is structured around the Main Street in the north-south direction and the Eat Street in the east-west direction. The Eat Street will be a pedestrianised street, providing a strong east-west connection between the heart of the Town Centre and Town Park and residential precinct to the east.

Signalised intersections and crossing at key locations provide safe connections between the Town Centre Core, Town Square, residential precincts, and surrounding areas.





Figure\_1.31. Cycle Plan

Cycle Plan

- |  |  |
|--|--|
| ■■■■ DCP Town Centre Site Boundary                           | ● Existing signalised intersection             |
| — Shared Path  | ● Signalised intersection                      |
| — On Road shared vehicle/cycle (Car & Cycle Marked)          | ● Feature treatment at signalised intersection |
| --- Shared pedestrian/cyclists (Cycle & Pedestrian Unmarked) | ● Existing Non signalised Crossing             |
|  | ● Potential Non signalised Crossing            |

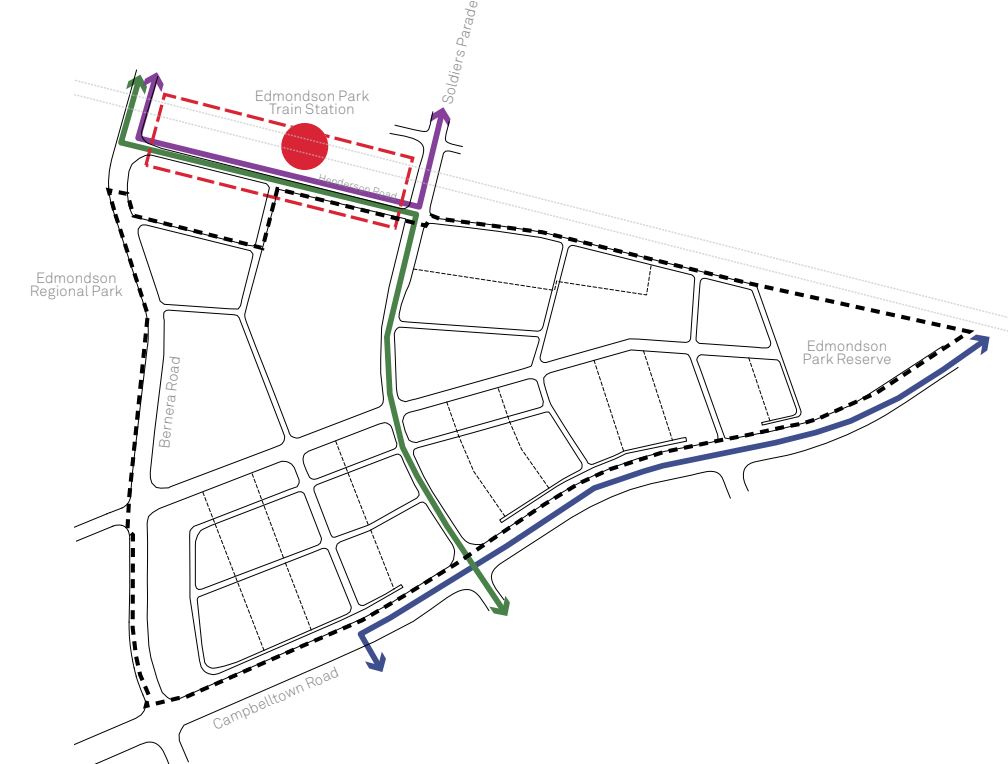
Cycle Network

An integrated cycle network will link key activities and surrounding areas, community facilities, and open space to the town centre and station. Off-road shared paths connect the town centre with the surrounding neighbourhoods.

Cyclist routes will be complete with appropriate lighting, signage, shade, natural surveillance, human scaled built frontages and a well designed public domain to create an attractive, safe and comfortable cyclable environment for all ages.

In the town centre, the street design facilitates cyclists to travel on-road, sharing the carriageway with vehicles. The eat street will be a shared pedestrian/cycle zone and will allow occasional, slow cycle movements.

On-street bike parking will be distributed around the precinct, particularly within the Town Centre Core and community parks.



Figure\_1.32. Public Transport Plan

Public Transport Plan

- |                          |
|--------------------------|
| — Bus Route Stage 1      |
| — Bus Route Medium Term  |
| — Bus Route Long Term    |
| --- Bus/Rail Interchange |

Public Transport

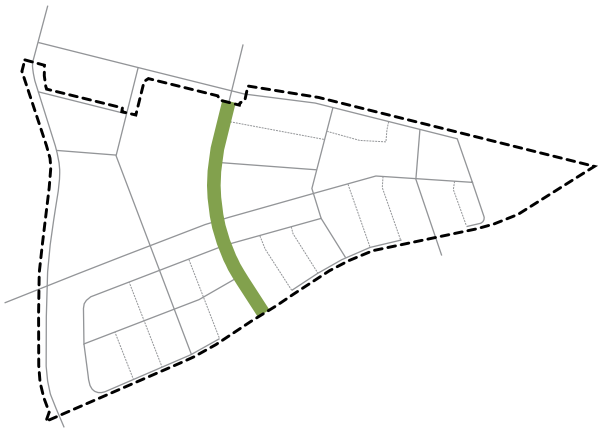
Edmondson Park Frasers Town Centre will be well serviced by public transport. A new rail station - Edmondson Park Station - sits directly to the north of the new Town Centre. The rail line provides a key link to major employment centres including Liverpool, Parramatta and the Sydney CBD. Edmondson Park Train Station is expected to be connected to the future airport at Badgery's Creek.

Local buses interchange at Edmondson Park Rail Station and provide public transport connections to surrounding suburbs.

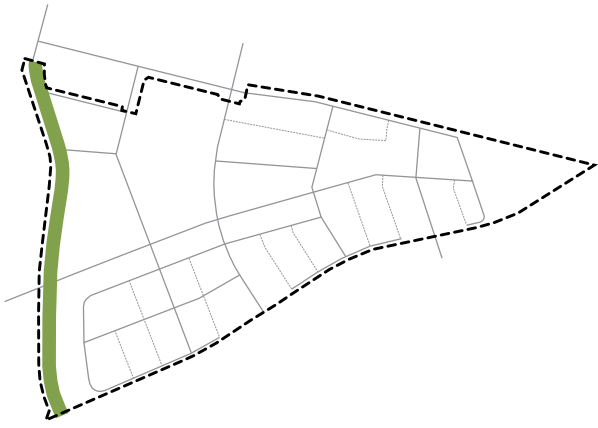
# Street character

Three categories of street typologies has been established for the street network across Edmondson Park Frasers Town Centre. Indicative cross sections illustrate the potential configuration of each of the different street types.

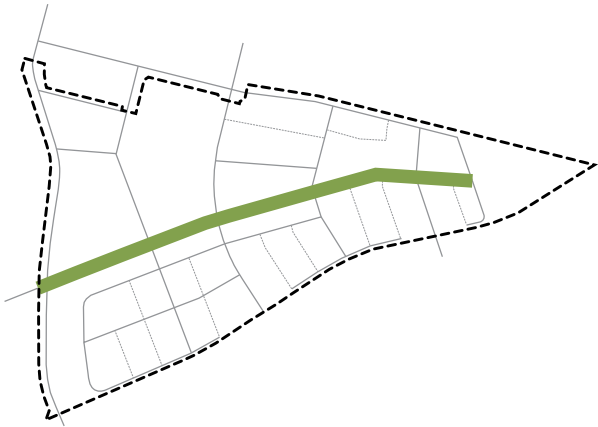
## Tree Lined Boulevards



Figure\_1.33. Tree Lined Boulevard - Soldiers Parade

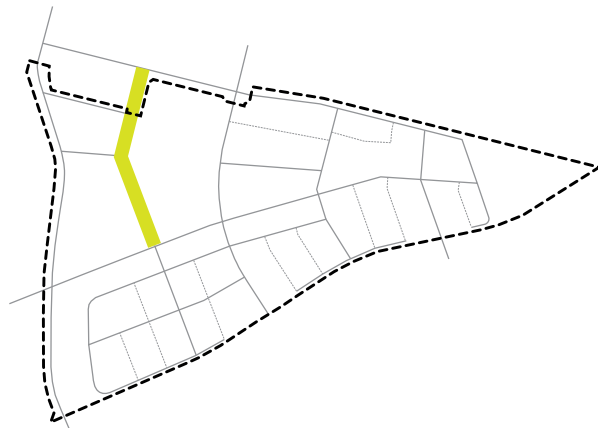


Figure\_1.34. Tree Lined Boulevard- Bernera Road

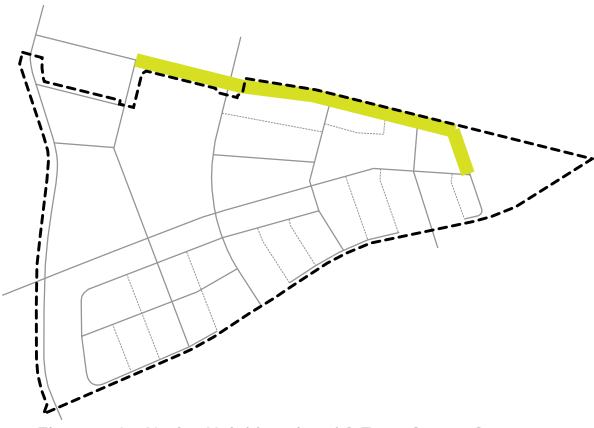


Figure\_1.35. Tree Lined Boulevard - Greenway

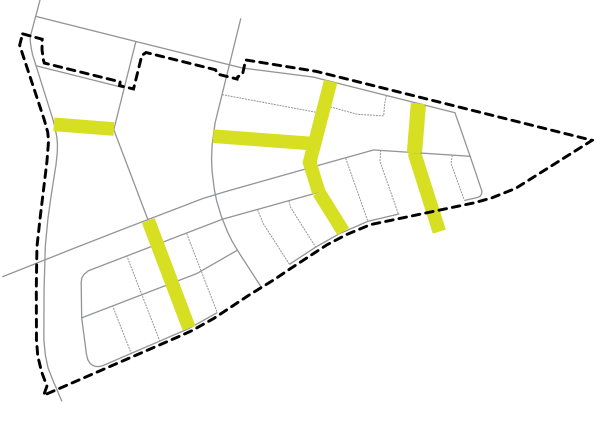
## Native Neighbourhood & Town Centre Streets



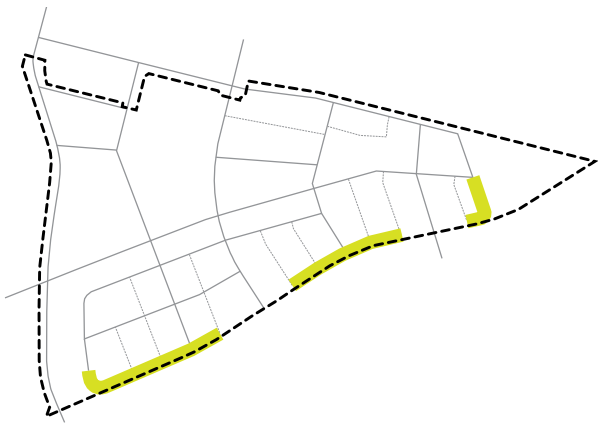
Figure\_1.36. Native Neighbourhood & Town Centre Streets - Main Street



Figure\_1.37. Native Neighbourhood & Town Centre Streets - Town Centre Street

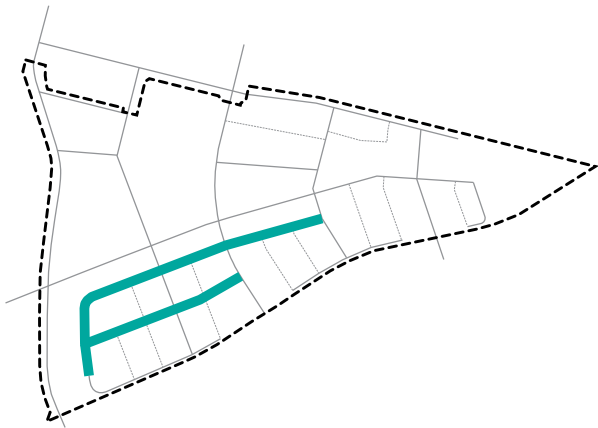


Figure\_1.38. Native Neighbourhood & Town Centre Streets - Street Type 1 & 2



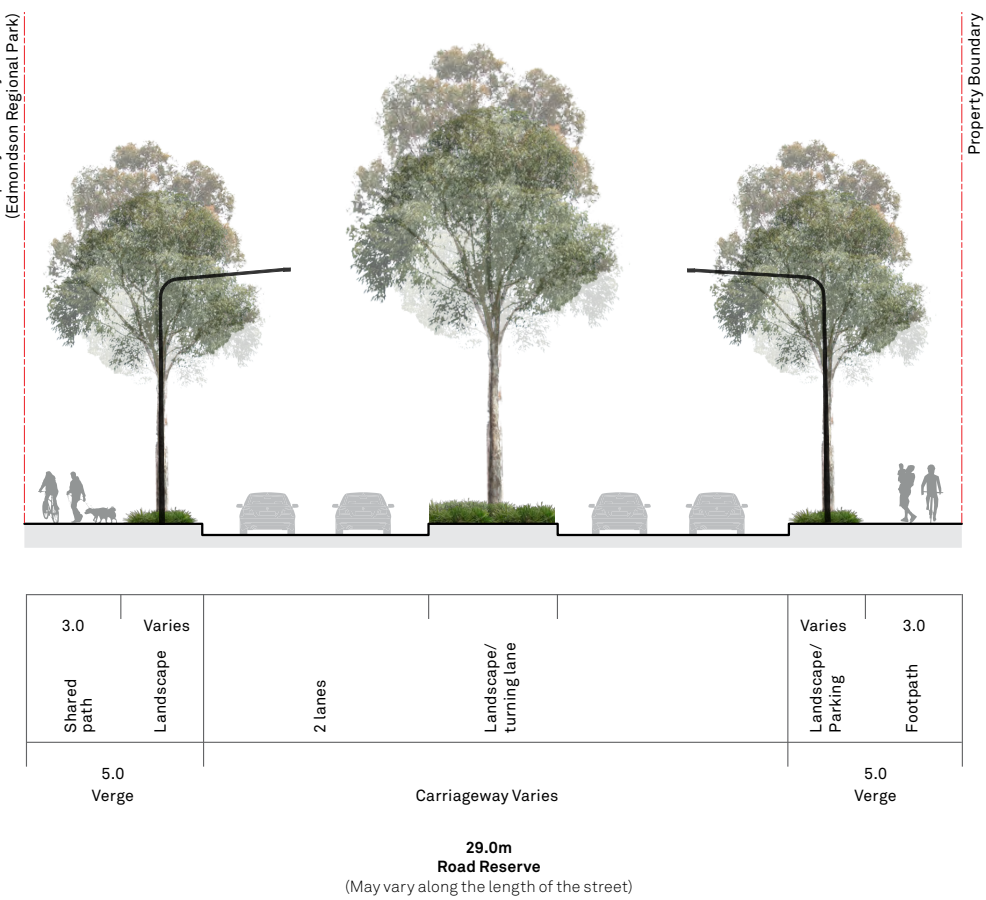
Figure\_1.39. Native Neighbourhood & Town Centre Streets - Service Lane

## Local Streets



Figure\_1.40. Local Streets

Tree Lined Boulevards



Figure\_1.41. Section - Bernera Road

**Bernera Road - Indicative Section**  
Bernera Road is a regionally important road, connecting and providing access to the Town Centre from surrounding residential areas.

Located adjacent to bushland, Bernera Road has an avenue of tree planting and a shared pedestrian/ cycle path along the park edge.

Traffic lanes are proportioned to allow for the higher speed movement of vehicles and access to and from basement parking in the town centre.



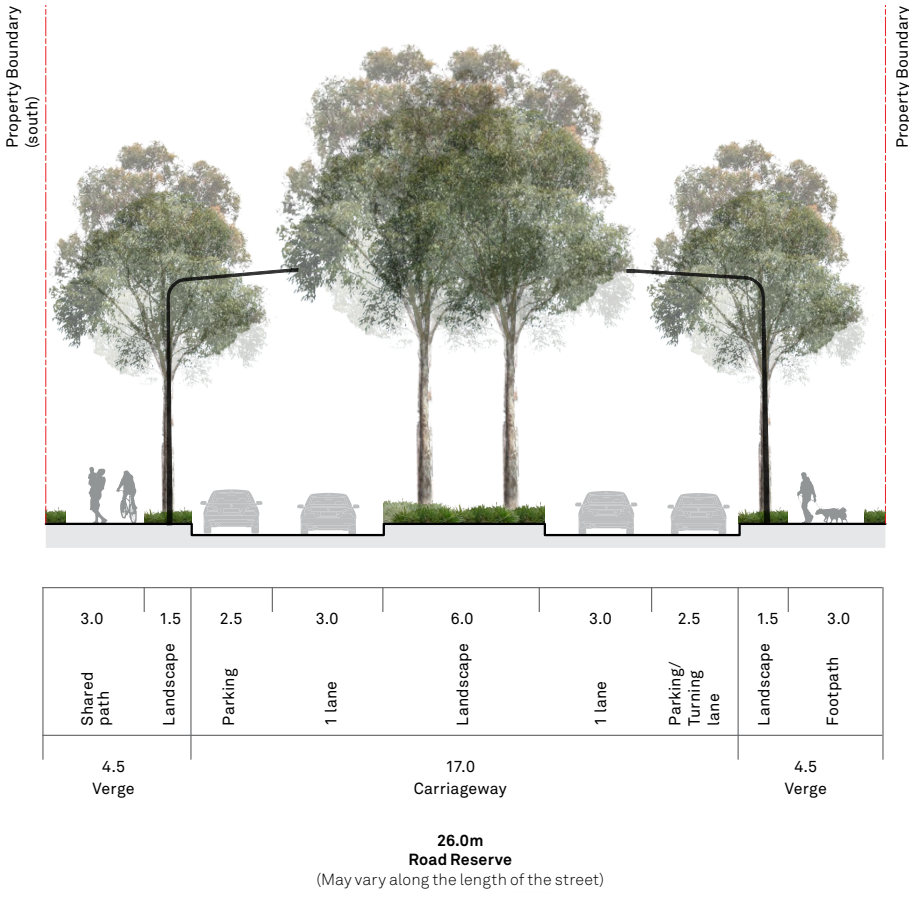
Figure\_1.42. Section - Soldiers Parade

**Soldiers Parade - Indicative Section**  
Soldiers Parade is an existing road that provides access to the Town Centre from surrounding residential areas.

Traffic lanes are proportioned to allow for higher speed of movement and access in and out of Town Centre Core basement parking/ loading points.

An avenue of trees shall provide shade to wide footpaths and on-street bicycle lanes, linking to Edmondson Park Train Station interchange.

In order to increase street amenity, there is an opportunity to modify the street reservation and introduce a centrally planted median.



Figure\_1.43. Section - Greenway

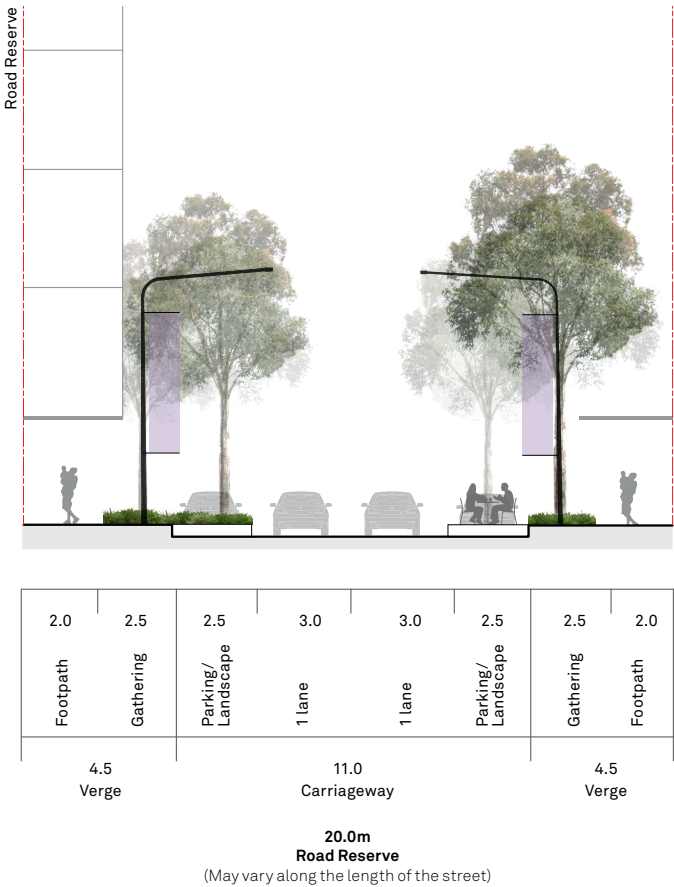
**Greenway - Indicative Section**  
Greenway will become a grand boulevard, connecting Cumberland Plain Woodland from Edmondson Regional Park to Edmondson Park Reserve.

The generous east-west Greenway, lined with native street tree planting, provides an extension of the surrounding native landscape into the town centre. This landscaped boulevard provides a direct movement corridor for pedestrians, cyclists and vehicles.

Traffic lanes are proportioned to allow for movement of larger vehicles and access to and from major streets such as Bernera Road and Soldiers Parade.

The Greenway has a generous planted median, as well as street trees, parking and shared cycle/ pedestrian path along the southern edge.

Native Neighbourhood & Town Centre Streets



Figure\_1.44. Section - Main Street

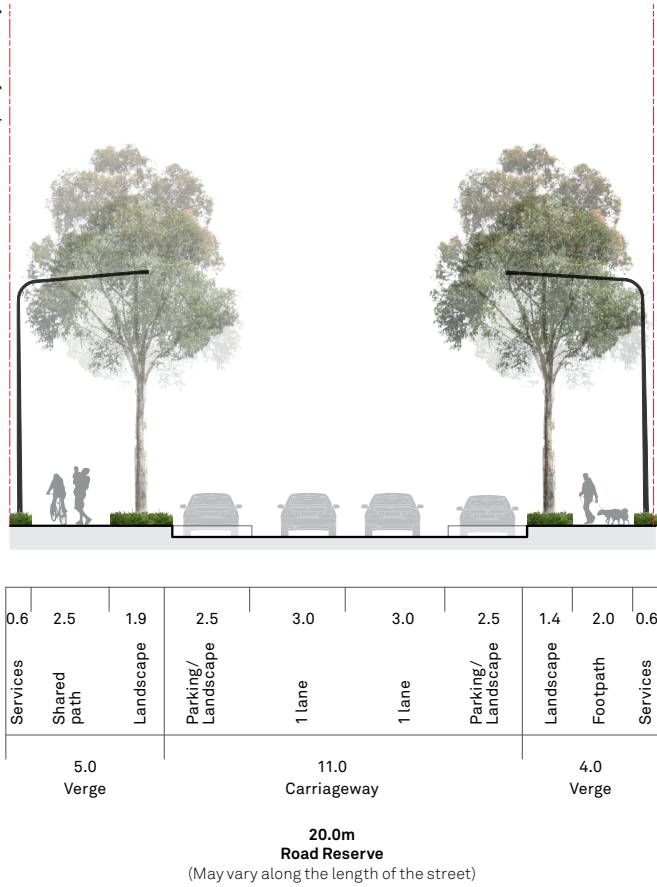
Main Street - Indicative Section

Main Street will become the Town Centre’s spine, providing direct north-south connection from Residential Precincts and Town Centre to Edmondson Park Train Station.

The street shall be a pedestrian friendly environment lined with finely grained, mixed use active frontages.

Wide footpaths provide areas for active street uses including gathering nodes, incidental meeting points, and generous pockets of planting.

Parking is provided in key locations along the Main Street.

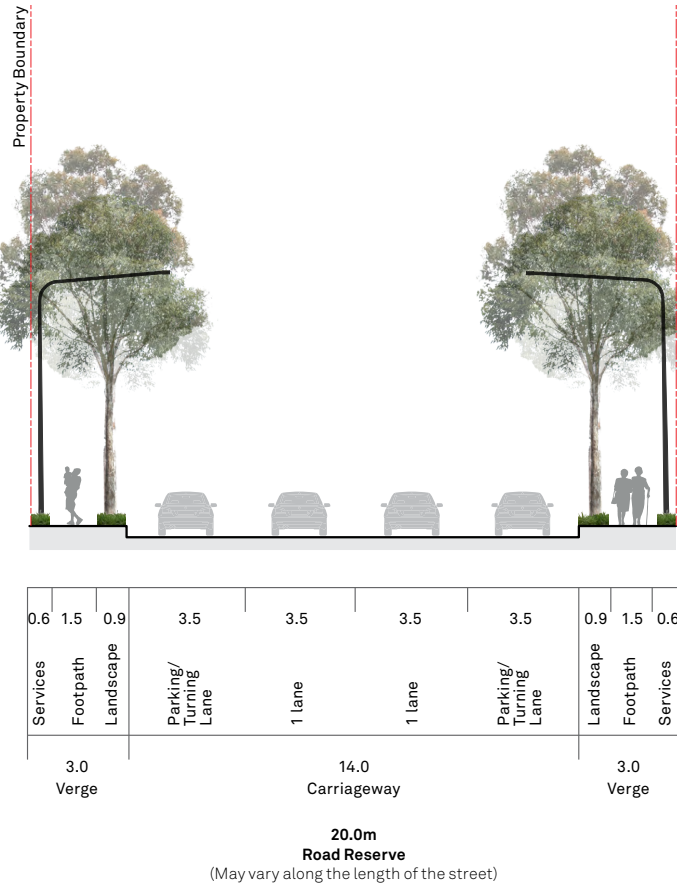


Figure\_1.45. Section - Town Centre Street

Town Centre Street  
Indicative Section

Town Centre Street shall extend west from Henderson Road, acting as the east-west urban spine through the town centre.

This street will link Edmondson Regional Park and the northern residential precinct with the Town Centre Core and Edmondson Park Train Station/ interchange.



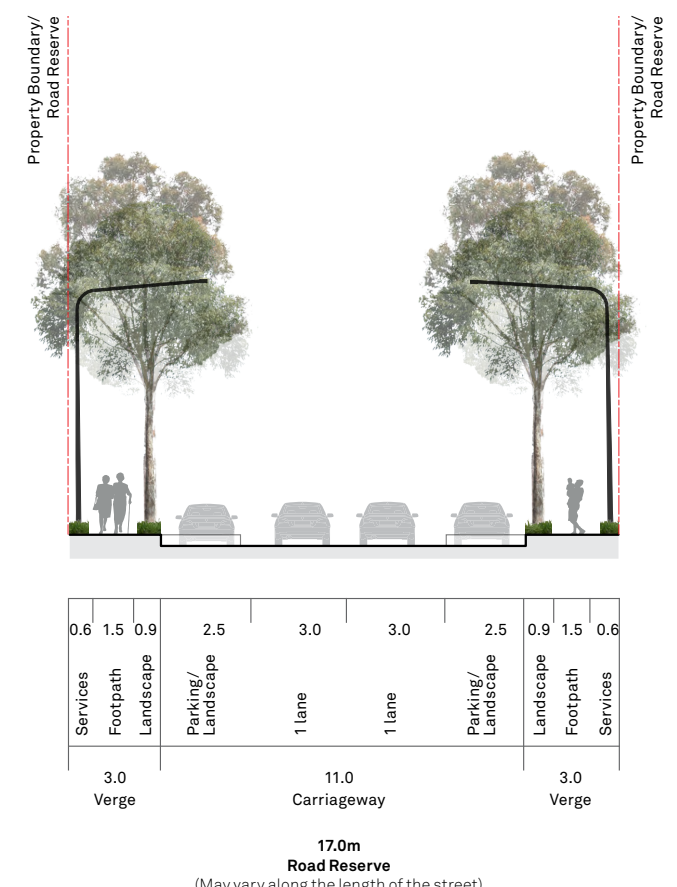
Figure\_1.46. Section - Neighbourhood Street (Type 1)

Neighbourhood Street- Type 1  
Indicative Section

Neighbourhood streets are the key connections into and through residential areas. These streets will provide a pedestrian-focused environment, with narrower lane widths, smaller scale street trees and opportunities for on-street parking.

This street is wider in its carriageway as it provides a link to Campbelltown Road from the Town Park and adjoining residential streets.

This street shall allow for on-street parking and provide additional turning lanes for access to/from Campbelltown Road.



Figure\_1.47. Section - Neighbourhood Street (Type 2)

Neighbourhood Street - Type 2  
Indicative Section

Neighbourhood streets are the key connections into and through residential areas.

These streets will provide a pedestrian-focused environment, with narrower lane widths, smaller scale street trees and opportunities for on-street parking.