

Environmental Assessment Report

Concept Plan Modification and Major Development SEPP Amendment

Edmondson Park South

Submitted to Department of Planning and Environment
On Behalf of Frasers Property Australia



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18/03/2016

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Lesley Bull

18/03/2016

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Frasers

Statement of Validity


Environmental Assessment prepared by

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Qualifications	BPlan MPlA
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In respect of	Concept Plan Modification and Major Development SEPP Amendment

Concept Plan

Applicant name	Frasers Property Australia
Applicant address	Level 3, Building C, 1 Homebush Bay Drive Rhodes NSW 2138
Land to be developed	Edmondson Park South – refer to Section 3.2
Proposed development	Mixed Uses

Environmental Assessment

Certificate	<p>I certify that I have prepared the content of this Environmental Assessment and to the best of my knowledge:</p> <ul style="list-style-type: none"> ■ It is in accordance with the Environmental Planning and Assessment Act and Regulation. ■ It is true in all material particulars and does not, by its presentation or omission of information, materially mislead.
Signature	
Name	Michael Rowe
Date	18 August 2016

Executive Summary

Background

This Environmental Assessment Report (EAR) and State Significant Site (SSS) study has been prepared by JBA, for Frasers Property Australia (Frasers) to modify the approved Edmondson Park South Concept Plan (MP 10_0118) as it currently applies to the southern part of the Edmondson Park Town Centre being developed by Frasers Property Australia (referred to herein as the Town Centre). It also seeks to amend the planning controls that apply to Edmondson Park South by amending the relevant provisions in Part 31 of Schedule 3 of the State Environmental Planning Policy (Major Development) 2005 (Major Development SEPP).

This application implements the outcome of a bid process undertaken by UrbanGrowth NSW for the southern part of the Edmondson Park Town Centre. It incorporates the winning concepts of the process with a number of consequential and related changes to the built form and public domain outcome for the site.

The Proposed Concept Plan Modification

The key modifications to the Concept Plan as it relates to the Frasers Town Centre are:

- introducing a maximum GFA limit for the Town Centre Core;
- increasing the maximum building heights in the Town Centre Core;
- increasing the approximate number of dwellings from 912 to 1884;
- revising the road network and hierarchy;
- introducing maximum car parking rates;
- provision of the Edmondson Park Frasers Town Centre Public Domain Plan to guide the future design of the public domain; and
- provision of the Edmondson Park Frasers Town Centre Design Guidelines to guide the detailed design of the future buildings.

For the entire Edmondson Park site the modifications to the Town Centre will result in an increase in the approximate total number of dwellings from 3,530 to 4,502.

The changes described above necessitate modifications to the existing Instrument of Approval and Statement of Commitments for the Concept Plan.

Amendment to Major Development SEPP

The proposed modifications to the Concept Plan depart from the existing framework for the Town Centre established under the Major Development SEPP. A SEPP Amendment is required to reconcile the Major Development SEPP planning provisions with proposed Concept Plan (Mod 4) and, more specifically, to:

- remove the maximum height of building development standard in the Town Centre Core;
- remove the maximum FSR development standard in the Town Centre Core;
- include the definition of a 'Studio Dwelling' in the Interpretation section (definitions) and include it as a nominated permissible use within the B4 Mixed Use zone;
- provide an exception for a DCP to be prepared where there are approved Design Guidelines in place; and

- delete the heritage listing for the Three Riley Newsum Prefabricated Cottages on the Ingleburn Village site which have since been demolished by Urban Growth NSW under DA595/2014.

Environmental Assessment

An environmental assessment of proposed Concept Plan (Mod 4) has been undertaken in accordance with the relevant items identified in the original Director-General's Requirements (DGRs) issued for the Concept Plan.

This Environmental Assessment Report has demonstrated that the Concept Plan, including the amendments proposed as part of this Modification, will remain consistent with the relevant provisions of the Plan for Growing Sydney and the State Environmental Planning Policies (as amended) applying to the site.

Based on the assessment within this Environmental Assessment Report and the accompanying technical reports, it has been determined that on balance there are limited environmental impacts beyond those originally assessed and determined to be acceptable in the approved Concept Plan (Mod 4). The modified design presents an appropriate built form and public domain outcome for the Edmondson Park Town Centre. The potential environmental impacts associated with Concept Plan (Mod 4) are manageable and where necessary, appropriate mitigation measures can be provided in the detailed stages of development for the town centre.

Conclusion

The Frasers Town Centre's single land ownership and access to recently completed rail infrastructure and, presents a rare and a significant opportunity to create a new town centre in South Western Sydney.

Concept Plan (Mod 4) is the result of Frasers' successful tender bid to Urban Growth NSW for the delivery of a next generation town centre. It draws on the key principles of successful historical town centres whilst integrating contemporary planning and urban design to achieve high quality density, amenity and place making.

In light of these planning merits, it is recommended that the project be approved in accordance with the submitted plans and revised Statement of Commitments.

1.0 Introduction

This Environmental Assessment Report (EAR) and State Significant Site (SSS) study has been prepared to modify the approved Edmondson Park South Concept Plan (MP 10_0118) as it currently applies to the southern part of the Edmondson Park Town Centre being developed by Frasers Property Australia (referred to herein as the Town Centre). It also seeks to amend the planning controls that apply to Edmondson Park South by amending the relevant provisions in Part 31 of Schedule 3 of the State Environmental Planning Policy (Major Development) 2005 (Major Development SEPP).

This EAR is submitted to the Minister for Planning pursuant to clause 3C(1) of Schedule 6A to the Environmental Planning and Assessment Act 1979 (EP&A Act) that provides for the continued application of the provisions of the now repealed Section 75W of Part 3A of the EP&A Act for the purposes of a modification to the Concept Plan.

This application implements the outcome of a bid process undertaken by Urban Growth NSW for the southern part of the Edmondson Park Town Centre. It incorporates the winning concepts of the process with a number of consequential and related changes to the built form and public domain outcome for the site.

This EAR and SSS has been prepared by JBA, for Frasers Property Australia (Frasers), and is informed by the Master Plan prepared by Hassell (**Appendix A**), Architectural Concepts prepared by HDR (**Appendix B**) and Group GSA (**Appendix C**) and the supporting technical documents provided by the expert consultant team (see Table of Contents).

This EAR and SSS describes the site, its environs and the proposed Concept Plan (Mod 4) and includes an assessment of the proposal in accordance with the relevant Director General's Environmental Assessment Requirements (DGRs) issued for the original Concept Plan pursuant to Part 3A of the EP&A Act (**Appendix D**). It should be read in conjunction with the studies and other information appended to this report. The studies provide a technical assessment of the environmental impacts of the proposed development, and recommend proposed mitigation measures to manage potential environmental impacts associated with the proposal.

The Modification introduces the 'Fraser's Edmondson Park Town Centre Design Guidelines' which will guide the detailed design of the future development of the Town Centre under the Concept Plan.

The Modification should be read in conjunction with the Concept Plan Instrument of Approval MP 10_0118 and the Environmental Assessment Report and State Significant Site Study prepared by JBA (dated March 2010).

2.0 Background

2.1 Approved Concept Plan

In March 2010 Landcom (now UrbanGrowth NSW) lodged a Concept Plan (MP 10_0118) and concurrent Project Application (MP 10_0119) for the development of Edmondson Park South. The Concept Plan was approved by the Planning Assessment Commission (PAC) on 18 August 2011 and provides for a development on approximately 413 hectares comprising:

- residential development of 3,530 dwellings;
- development of the Edmondson Park town centre including 35,000-45,000 sqm of retail, business and commercial floor space, along with associated uses, including a single 'landmark development' of up to 30 metres in height within 300 metres of the proposed station;
- protection of approximately 150 hectares of conservation lands within regional parklands;
- adaptive relocation of three heritage listed 'Riley Newsum' pre-fabricated cottages, within the open space network, and retention of the Ingleburn Military Precinct and Mont St Quentin Oval;
- upgrade of Campbelltown Road with a maximum road width of 38.8 metres, and construction of three signalised intersections with Campbelltown Road;
- a temporary sales and information office and temporary signage associated with the sale of land;
- site remediation works;
- demolition of a number of existing buildings across the site; and
- associated infrastructure.

Figure 1 illustrates the approved Concept Plan.



Figure 1 – The Edmondson Park South Approved Concept Plan

In approving the Concept Plan, the PAC also made a series of determinations in relation to the scope of the Concept Plan approval, concurrent Project Approval and future consent arrangements, namely:

- approval to carry out future stages of the Edmondson Park development is subject to the terms (Schedule 1) and modifications set out in Schedule 2 of the Concept Plan Instrument of Approval and the Statement of Commitments as required under Schedule 2 of that same Instrument;
- pursuant to section 75P(1)(a) of the EP&A Act, future development is subject to the further environmental assessment requirements identified in Schedule 2, Part C of the Concept Plan Instrument of Approval;
- pursuant to section 75P(1)(c) of the EP&A Act, no further environmental assessment is required for the following works which are approved under section 75J of the Act (subject to the conditions set out in Schedule 3 of the approval) (herein referred to as the Project Approval);
 - remediation works in accordance with a remediation action plan relating to lots 1, 2, part lot 7 and part 8 DP 1127652;
 - remediation of unexpected contamination in accordance with the protocols set out in the concept plan;
 - demolition of existing buildings and other structures including paved roadways as set out in the concept plan;
 - construction and use of temporary sales office; and
 - temporary signage associated with the sale of the land; and
- pursuant to section 75P(1)(b) of the EP&A Act, approval to carry out future stages of the Edmondson Park development is subject to the provisions of Part 4 of the EP&A Act.

The Project Approval component of the approved Concept Plan has been modified once. The Modification, which was approved on 27 January 2012 related to the timing for preparation of a rehabilitation plan in Condition B1.2.

2.1.1 State Environmental Planning Policy (Major Development) Schedule 3 Part 12

To facilitate the redevelopment of the Edmondson Park site under the Concept Plan, the site was listed in Part 31 of Schedule 3 of the Major Development SEPP.

The Major Development SEPP zones the Edmondson Park site whilst providing maximum building height, FSR and minimum lot size development standards. The listing also includes a range of miscellaneous provisions, including heritage listings and the requirement to prepare a Development Control Plan to guide the future redevelopment of the Edmondson Park site.

2.1.2 Other Edmondson Park South Applications

In addition to those works approved under the Project Applications, UrbanGrowth NSW has proceeded to obtain approval for and subsequently undertake a range of works to facilitate the future redevelopment of the Concept Plan. Two residential subdivisions, north west of the South West Rail Link and south of Campbelltown Road, near Zouch Road, are currently underway.

2.2 The Australand Bid and Context for the Modification

In August 2014 UrbanGrowth NSW started a two-stage sale process to select a preferred tenderer to purchase and develop the future mixed use town centre site at Edmondson Park.

Stage one of the sale process involved an Expression of Interest (EOI) being issued to the open market. A strong response was received from the industry, and five organisations were identified to progress to stage 2.

In August 2015, UrbanGrowth NSW confirmed that Australand (now Frasers), had been awarded the tender for the purchase and development of the Town Centre (south of the railway line).

This Modification incorporates the winning concepts of the bid process with a number of consequential and related changes to the built form and public domain outcome for the site.

2.3 Summary of the Modification

The key modifications to the Concept Plan as it relates to the Frasers Town Centre are:

- introducing a maximum GFA limit for the Town Centre Core;
- increasing the maximum building heights in the Town Centre Core;
- increasing the approximate number of dwellings from 912 to 1884;
- revising the road network and hierarchy;
- introducing maximum car parking rates;
- provision of the Edmondson Park Frasers Town Centre Public Domain Plan to guide the future design of the public domain; and
- provision of the Edmondson Park Frasers Town Centre Design Guidelines to guide the detailed design of the future buildings.

For the entire Edmondson Park site the modifications to the Town Centre will result in an increase in the approximate total number of dwellings from 3,530 to 4,502.

The changes described above necessitate modifications to the existing Instrument of Approval and Statement of Commitments for the Concept Plan.

This Modification does not propose any amendments to the land outside of the Frasers Town Centre.

The proposed modifications to the Concept Plan depart from the existing framework for the Town Centre established under the Major Development SEPP. A SEPP Amendment is required to reconcile the Major Development SEPP planning provisions with proposed Concept Plan (Mod 4) and, more specifically, to:

- remove the maximum height of building development standard in the Town Centre Core;
- remove the maximum FSR development standard in the Town Centre Core;
- include the definition of a 'Studio Dwelling' in the Interpretation section (definitions) and include it as a nominated permissible use within the B4 Mixed Use zone;

- provide an exception for a DCP to be prepared where there are approved Design Guidelines in place; and
- delete the heritage listing for the Three Riley Newsum Prefabricated Cottages on the Ingleburn Village site which have since been demolished by Urban Growth NSW under DA595/2014.

2.4 Project Team

An expert project team has been formed to support Concept Plan (Mod 4) comprising:

Proponent	Frasers
Urban Planning	JBA
Urban Designer	Hassell
Town Centre Core Architect	HDR
Residential Precincts Architect	Group GSA
Landscape and Public Domain Design	Hassell
Traffic and Transport	Ason Group
Traffic Modelling	AECOM
Bushfire	EcoLogical
Waste Management	GHD
Stormwater	JWP

2.5 Consultation

Frasers met with the key stakeholders as part of the preparation of the Modification, including Liverpool City Council, Transport for NSW, RMS, and the Rural Fire Service. Frasers intend on continuing to work with the relevant authorities as part of the detailed design and delivery stage of the project.

2.6 Director General's Environmental Assessment Requirements

Appendix D provides the individual matters listed in the DGRs and identifies where relevant, each of these requirements has been addressed in this report and the accompanying technical studies provided with this Modification.

3.0 Site Analysis

3.1 The Concept Plan Site

Edmondson Park South comprises an area of approximately 413.3 hectares. It is located to the north-west of the M5 Motorway and lies approximately 40 km to the south west of Sydney CBD. Approximately 260.4 hectares of the site is located within the Liverpool LGA and approximately 152.9 hectares is located within the Campbelltown LGA. The Concept Plan and its regional context is provided at **Figure 2**.

The Concept Plan site has been the subject of significant site assessment and studies which can be found within the original Concept Plan Environmental Assessment Report.

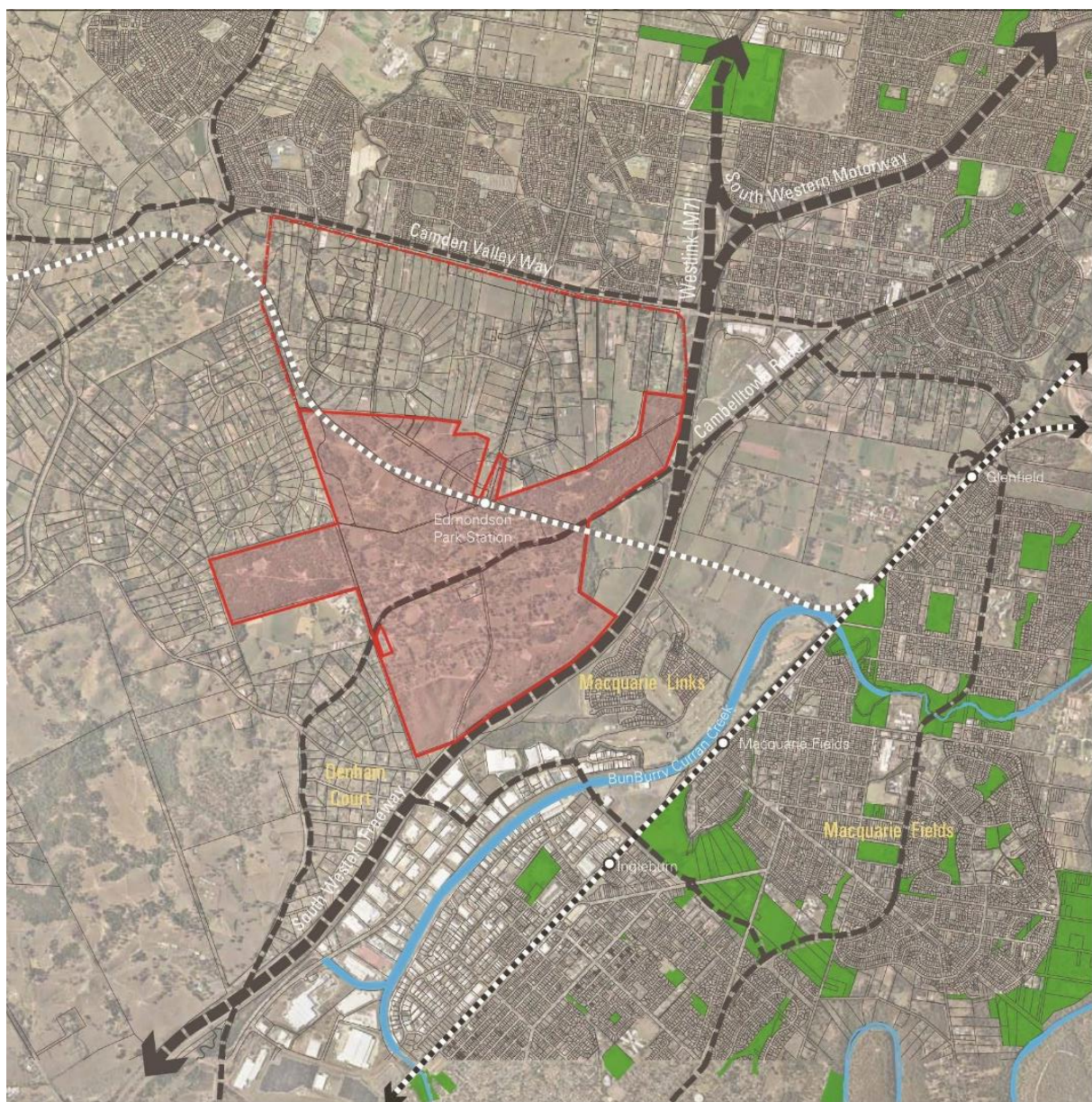


Figure 2 – The Edmondson Park South Concept Plan site

3.2 Concept Plan Modification Area

Concept Plan (Mod 4) only relates to the southern portion of the area identified in the approved Concept Plan as the Town Centre (the site or the Town Centre). The site is a triangular shaped piece of land bounded by the South West Rail Link to the north, Bernera Road and the Regional Park to the west and Campbelltown Road to the South. The Transport for NSW Commuter Car Park is located in the north west corner adjacent to the site and does not form part of the area affected by the proposed Modification. An aerial photo of the site identified as part of the larger Concept Plan site is provided at **Figure 3**. It is noted that the requested SEPP Amendment relates to the same area of the site.

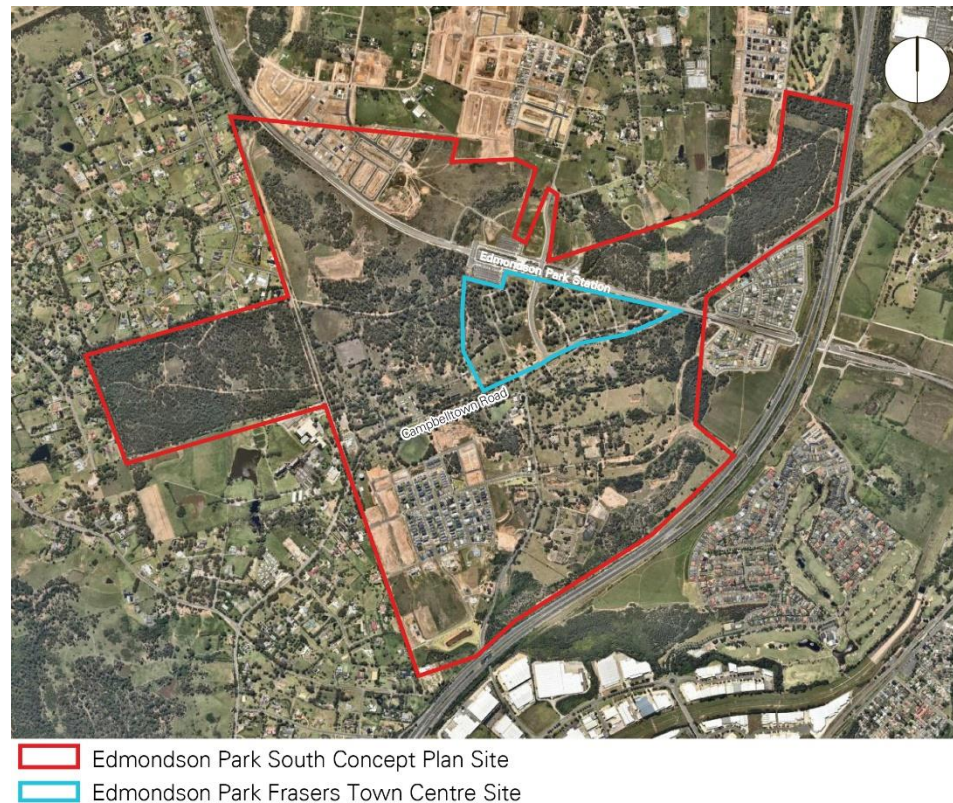


Figure 3 – The site within the larger Concept Plan site boundary

3.3 Legal Description

As a result of subdivisions commencing in accordance with the Concept Plan elsewhere on the Edmondson Park South site, the Concept Plan site comprises a large number of lots within different ownership. The specific area affected by this modification are legally described as Lots 1-2 in DP 12041198 and Lot 62 in DP 1191356, which are owned by Urban Growth NSW.

3.4 Existing Development and Structures

The site is largely vacant with the former defence buildings associated with the Ingleburn Village having now been demolished by UrbanGrowth NSW in anticipation of the future town centre development. The internal roads associated with the former camp largely remain along with the recently constructed Soldiers Parade, which connects Campbelltown Road to the new Edmondson Park South Station.

3.5 Vegetation

Large parts of the site are covered with vegetation. An Ecological assessment was undertaken as part of the Concept Plan environmental assessment (see Appendix C of the EAR) which considered the significance of the vegetation. The Concept Plan along with the Biodiversity Certification Order and Edmondson Park Conservation Agreement set up the framework for the future clearance of the existing trees within the developable area of the Town Centre whilst retaining the native vegetation in the Reserve in the east of the site.

3.6 Site Contamination

A number of contamination studies and environmental site investigations have been undertaken to assess the extent and nature of contaminants within the Edmondson Park South site as a whole, as well as within the Town Centre.

The Geotechnical, Contamination and UXO Site Suitability Assessment prepared by Golder Associates and dated 10 September 2010 for the Concept Plan, concluded that there was some form of localised contamination, potential unexploded ordnances, and small arms ammunition on what was then termed 'the Defence Site' which includes the Edmondson Park Frasers Town Centre.

However, the Assessment noted that A NSW DECCW accredited Site Auditor was engaged by Defence in 2003 to carry out a non-statutory site audit of the Defence Lands. The Auditor concluded that the investigated and remediated areas were *"considered suitable for residential land use with gardens and accessible soils (home grown produce contributing to less than 10% fruit and vegetable intake, no poultry)"*.

3.7 Heritage

At the time of the original Concept Plan the heritage listed 'Ingleburn Village site – three Riley Newsum Prefabricated cottages were located within the Frasers Town Centre. These buildings were approved to be demolished by Liverpool Council under DA595/2014. The buildings were demolished in accordance with their development consent by UGNSW and there are now no listed heritage items within or in the immediate proximity of the site.

4.0 Concept Plan Modification

This section describes the modifications proposed to the Frasers Town Centre under Concept Plan (Mod 4). The proposed modifications are informed by the Master Plan prepared by Hassell (**Appendix A**) and the Concept Design Reports prepared by HDR for the Town Centre Core (**Appendix B**) and Group GSA for the Residential Precincts (**Appendix C**).

It is noted that the Master Plan and Concept Design Reports (which include an illustrative Design Scheme) do not form part of the Concept Plan for approval but are provided for information as the background documents that informed the Modification.

The key modifications to the Concept Plan as it relates to the Frasers Town Centre are:

- introducing a maximum GFA limit for the Town Centre Core;
- increasing the maximum building heights in the Town Centre Core;
- increasing the approximate number of dwellings from 912 to 1884¹;
- revising the road network and hierarchy;
- introducing maximum car parking rates;
- provision of the Edmondson Park Frasers Town Centre Public Domain Plan to guide the future design of the public domain; and
- provision of the Edmondson Park Frasers Town Centre Design Guidelines to guide the detailed design of the future buildings.

For the entire Edmondson Park site the modifications to the Town Centre will result in an increase in the approximate total number of dwellings from 3,530 to 4,502. This Modification does not propose any amendments to the land outside of the Town Centre.

The approved Edmondson Park South Concept Plan Drawings have been updated where appropriate to reflect the proposed modifications above (see **Appendix H**).

The changes described above also necessitate modifications to the existing Instrument of Approval and Statement of Commitments for the Concept Plan.

The proposed modifications to the Concept Plan depart from the existing framework for the Town Centre established under the Major Development SEPP. A SEPP Amendment is required to reconcile the Major Development SEPP planning provisions with proposed Concept Plan (Mod 4) which is detailed in Section 5.0.

4.1 The Master Plan

The Master Plan for the Frasers Town Centre is structured around the key defining urban design principles to create a compact, mixed-use, safe, and well-connected walkable and cyclable Town Centre directly adjacent to the Edmondson Park rail/bus interchange.

The illustrative Master Plan is located **Appendix A** for reference purposes only. Whilst approval is not sought for the Master Plan as part of this Modification, it is the foundation that informed the modifications detailed in this Chapter. Accordingly, this Section outlines the key features of the Masterplan and

¹ Note that the proposed yield of 1,884 in the Section 75W is expressed as a maximum yield for this site.

illustrative vision for the Frasers Town Centre. **Figure 4** provides an illustration of the illustrative Master Plan.



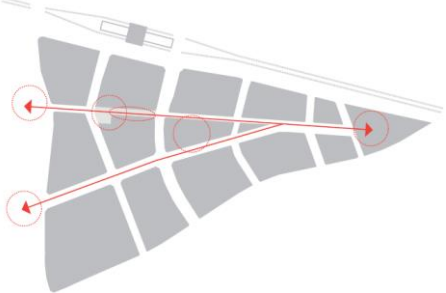
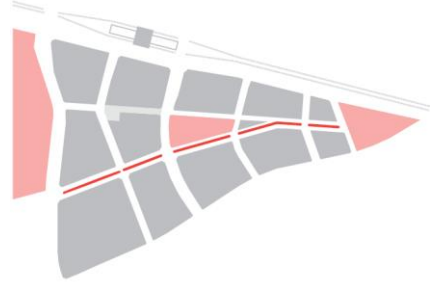
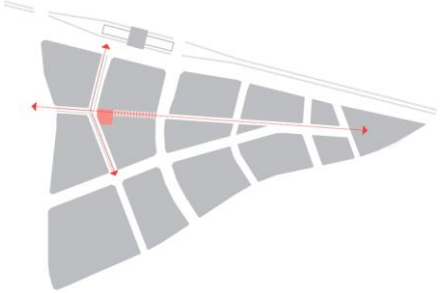
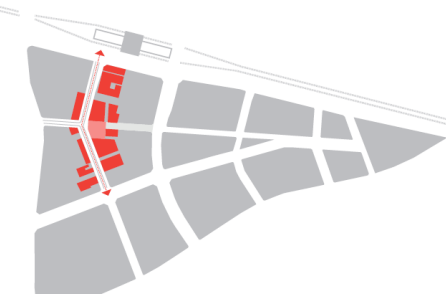
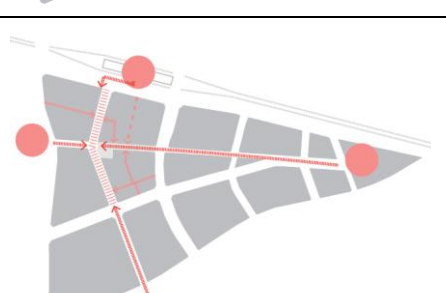
Figure 4 – Frasers Town Centre Illustrative Master Plan






Central to the structure of the Master Plan is a focus on creating a healthy living community incorporating all aspects of wellbeing – physical, mental and social. A diversity of community and day-to-day living uses, pedestrian friendly Main Street, multi-functional public spaces and direct connections to the surrounding landscape via green spines, have been incorporated into the Master Plan to achieve this vision.


In support of this vision, twelve guiding principles have been developed by Hassell (as shown in **Table 1**).

Table 1 – Twelve guiding master plan principles

	Principal	
1	<p>A regular grid with clear north-south and east-west links that will:</p> <ul style="list-style-type: none"> Provide direct connections to the bus/rail interchange to the north and the residential precinct to the south. This reinforces one of the core values to embed sustainability in every aspect of the planning and design of Edmondson Park. Create a main urban spine through the Town Centre Core that is lined with mixed use, fine grain active frontages and shop-top housing. Enable a structured green corridor through the precinct connecting the regional western and eastern neighbourhood parks. 	

Principal		
2	Clear lines of sight through the connecting public open space that runs east-west through the Centre and will be overlaid with passive recreation and water sensitive urban design opportunities.	
3	An identifiable vegetated green spine linking areas of green open space and extending the Cumberland Plain Woodland into the precinct. This spine will be anchored by three central recreational spaces (including Regional Park outside the site), and will provide an appropriate visual and physical transition to the surrounding natural environment.	
4	An urban east-west street drawing people in to the urban heart of the town centre core via a pedestrianised 'eat-street' and urban plaza that places a strong emphasis on the outdoors, recreation, and social engagement. It will be alive day and night and provide an array of opportunities for play including a playground, water features and outdoor dining.	
5	An active mixed use Main Street with the Town Square at the heart, providing for retail, commercial, residential or community buildings. It is envisaged to hold small independent retailers that provide a diverse range of fashion, basic needs and services, and a range of fresh food, cafes and restaurants to showcase the best of the south west and celebrate local culture and community.	
6	Strong connections that extend from the surrounding areas into the Main Street. These connections are founded in substantial pieces of both transport and social infrastructure and will generate activity and movement through the Centre.	

Principal		
7	Town Centre with residential, retail, and community uses to ensure safe and active street edges. The plan has aimed to locate dwellings across the whole Town Centre, which provides for a higher scale urban built form in the core, transitioning to lower-scale form throughout the Residential Precinct.	
8	A fine grain network of shops, cafes and restaurants in the Town Centre core linked by the Main Street and laneway connections open to the sky. This will celebrate the outdoor lifestyle that Sydneysiders treasure and optimise solar access. The majority of retail outlets will also achieve direct Main Street pedestrian access for improved activation and movement.	
9	Tailor built form to define key streets and corners particularly in the Town Centre core. These will be supported by a legible and well defined street hierarchy establishing clear lines of sight to open space, civic uses, or architectural landmark features. Each street type will have its own unique character to strengthen wayfinding and sense of place.	
10	A mix of community, social and entertainment uses in the heart of the Town Centre, that will serve to further activate the core.	
11	Neighbourhoods focused around low traffic, low-speed shared zones and pocket parks. These will provide safe secondary spaces for local residents and alleviate the impacts of private vehicles in favour of pedestrian walkability. Central to this is the desire to provide a family-friendly development that can accommodate all stages of life.	

Principal		
12	Clear lines of sight terminating at civic/community uses and/or architectural landmarks.	

These guiding principles have informed the overall vision of the Master Plan, which in turn develops the structure and values of the Town Centre Core and Residential Precincts as outlined below.

4.1.1 Town Centre Core

A Concept Design Report has been prepared by HDR (refer to **Appendix B**), which sets out the detailed design principles for the Town Centre Core and illustrates the potential built form outcome which could be delivered under the proposed Modification.

The HDR Concept illustrates a vibrant and diverse mixed use core that will act as the heart of the Edmondson Park community by providing people with employment, recreation, housing, retail and social opportunities.

The key principles that underpin the Town Centre Core are:

- Providing residential, retail and community uses lining the shady, intimately scaled streets and urban places so that the uses are experienced at a pedestrian level helping to organically activate the public domain. The use, scale and orientation of future buildings will be formed through their response to the relationship between spaces and streetscapes allowing for form driven by use.
- Providing a built form that maximises the density to take advantage of the site's proximity to infrastructure, whilst achieving the optimum residential and public domain amenity outcome.
- Utilising variable building heights to create an animated silhouette with a landmark building, providing an engaging skyline that marks the Town Centre Core against the backdrop of the Town Centre and the remainder of Edmondson Park.
- Forming a strong hierarchy of spaces including a Town Square, laneways, colonnades, Main Street, an Eat Street, and Market Hall, all of which contribute to creating a rich and diverse public domain. Each of these spaces will have its own unique character to strengthen wayfinding and sense of place.
- Encouraging permeability and walkability as central features of the Town Centre Core, which aims to embrace sustainability and subvert the dominance of the car on the public domain and streetscape. The core will have both physical connections and visual connections through view corridors and a holistic approach to landscaping to establish this network of pathways.

A perspective illustrating the potential massing that could be achieved under the Concept Plan and illustration of the future Town Square and ground level concept are shown in **Figures 5 - 7**. It is noted that the Concept and supporting information shown in **Appendix B** is not for approval and the final design will be subject to further design development.

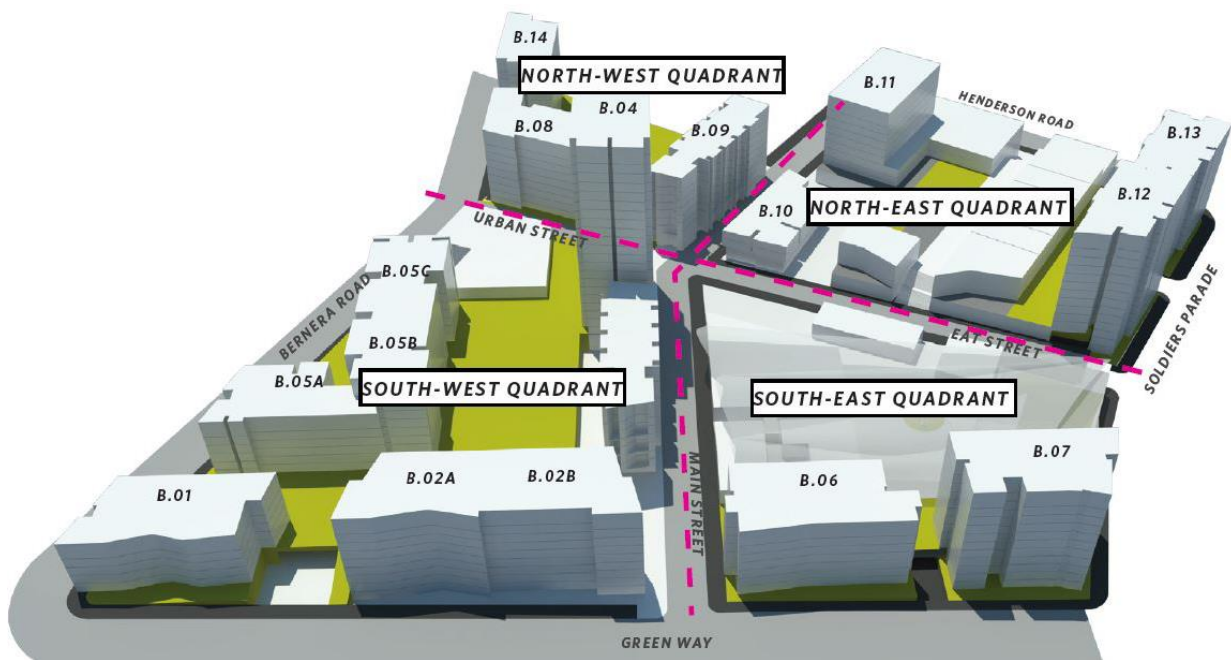


Figure 5 – Illustration of the potential Town Centre Core massing

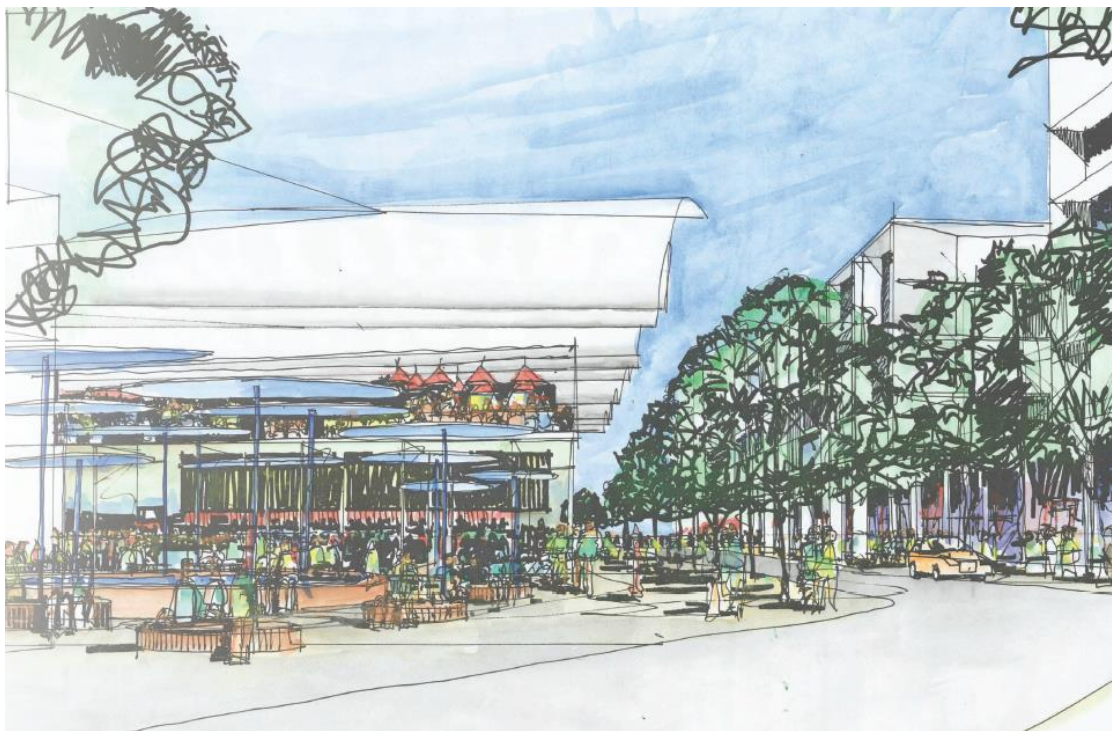


Figure 6 – Illustration of the future Town Square and Market Hall



Figure 7 – Indicative Ground Floor concept for the Town Centre Core

4.1.2 Residential Precinct

A Concept Design Report has been prepared by Group GSA (refer to **Appendix C**), which sets out the vision for the Residential Precinct and illustrates the potential built form outcome which could be delivered under the proposed Modification.

The Residential Precinct will play a vital role in the success of the Frasers Town Centre by providing desirable medium density housing that complements the vibrant retail centre in the core and provides a transition in scale to the lower density residential areas beyond.

Key to the Residential Precinct will be the development of the 'Mews' Townhomes, an innovative form of Multi Dwelling Housing based around a pedestrian friendly streets, that allows for increased density without increasing building scales. The features of this housing typology include:

- The removal of residential parking from the street and primary frontage of the dwelling by providing internal at-grade car parks sheathed with ground floor

residential dwellings. The first and second floor dwellings will sit above this car park and completely screen parking from the public domain.

- This also has the added benefit of enabling a community road to be provided along the building frontages that enhances walkability and safe-play. It is envisaged that this principle in subverting the dominance of cars and garages in main streetscapes will be adopted for all forms of housing where possible.
- The ability to provide a diverse dwelling mix of one, two, three and four bedroom dwellings, all with direct access to the ground floor and facilities.
- The upper level dwellings will have their primary outdoor private space on the deck over the car parking and access aisle.
- All residences therefore have a front door to the community road and Mews public realm. They also all have direct access to their car parking which is secure and enclosed, as well as direct access to their private open outdoor space.

Figures 8-10 illustrate the detailed layout of an indicative module, ground floor plan showing the relationship with the mews and the diverse product that can be achieved, and a montage of the potential built form and public domain.



Figure 8 – Indicative plans and section of the potential Mews townhome housing typology



Figure 9 – Indicative ground floor block plan



Figure 10 – Render of the Mews built form and public domain

In addition to the Mews product, the Residential Precincts will also include attached dwellings (terrace houses). The attached dwellings will also have the potential to include separately titled studio dwellings above the garages. Indicative floors plans and sections illustrating the proposed attached and studio dwelling product is shown at **Figure 11**.



Figure 11 – Indicative design of the attached (terrace) and studio dwelling typology

4.2 Gross Floor Area

The Major Development SEPP applies a maximum FSR of 2.5:1 across the site. At the time of the original Concept Plan it was envisaged that a single application would be lodged for the entire Town Centre. However, as the wider Town Centre is not in a single ownership, and in order to deal with the size and complexity of the project, it is now proposed to undertake its delivery in a staged manner. As a result, multiple DAs will be lodged for the Town Centre Core and Residential Precinct. This creates a potential statutory issue where despite complying with the overall FSR, the individual DAs for some components of the Town Centre may be above the FSR, whilst others are below it.

In order to overcome this, the Modification seeks to set a maximum GFA for each of the quadrants in the Town Centre Core, whilst retaining the existing FSR controls around the Core in the Residential Precinct. The proposed maximum GFAs are shown on **Figure 12** and summarised in **Table 3**.

In order to provide for some potential flexibility the Modification seeks the ability to move up to 10% of the approved GFA for each quadrant if required. The maximum GFAs proposed will not result in any additional GFA than that which could have otherwise been achieved under the current 2.5:1 FSR control for the Town Centre Core.

No change is proposed to the maximum FSR in the Major Development SEPP for the Residential Precinct. This is because even with the staged delivery, the DAs within these precincts are not likely to exceed the FSR on an individual basis.

Table 2 – Approved and proposed Gross Floor Area by Quadrant

Town Centre Core Quadrant	Site Area	Current GFA (as an expression of FSR)	Proposed Maximum GFA *	Difference
North West Quadrant	9,564.37	23,910m ²	20,000m ²	-3,910m ²
North East Quadrant	16,045.59	40,113.9m ²	45,000m ²	+ 4,886.1m ²
South West Quadrant	18,509.16	46,272.9m ²	56,500m ²	+ 10,227.1m ²
South East Quadrant	13,890.72	34,726.8m ²	23,525m ²	-11,201.8m ²
Total	58,0010 m²	145,025m²	145,025m²	0m²

* Up to 10% of the maximum GFA can be moved from one quadrant to another



Figure 12 – Maximum GFAs in the Town Centre Core

4.3 Height

The Major Development SEPP applies a maximum height limit of 24m across the site. In addition to the 24m height control the Concept Plan provided for a potential variation to the SEPP for a landmark development up to 30m in height.

Consistent with the principles of the Hassell Master Plan, the proposed Modification seeks to consolidate the built form and density around the Station to create a true town centre core that then transitions to a medium density neighbourhood within the Residential Precinct.

In order to achieve this, the Modification seeks to increase the maximum building heights within the Town Centre Core, whilst retaining the existing heights around the Core in the Residential Precinct. The proposed heights are shown on **Figure 13** and summarised in **Table 3**. No change is proposed to the maximum building height in the Major Development SEPP for the Residential Precinct.

The Modification also seeks to build on the approved principle of providing a landmark building in the Town Centre Core near the Station. However, noting that original 6m of additional height above the 24m limit would fail to achieve a landmark status or allow for the building to be visible from the Station, the maximum height to accommodate a landmark tower has been increased in height to RL 132.9 (or approximately 68m). While the illustrative design scheme tower envisaged one landmark tower, other tall buildings are also envisaged.

Height under the Standard Instrument definition is measured from existing ground level, however the Town Centre Core will be undergoing significant earthworks that will ultimately change the 'existing ground level' and therefore may inadvertently create non-compliances during the DA phase. Accordingly, in order to provide maximum clarity the height limits in the Concept Plan are expressed as RLs with an indicative height in metres for reference.

Whilst the Concept Plan seeks maximum heights across each quadrant to allow for flexibility in the future siting of buildings, the maximum GFA limits and Design Guidelines which also form part of the Concept Plan incorporate appropriate measures to ensure that the maximum quadrant height is not achieved in all buildings in the Quadrant but a variation in heights is achieved similar to that illustrated in the Town Centre Core Concept Design provided at **Appendix B**.

Table 3 – Proposed Building Heights by Quadrant

Town Centre Core Quadrant	Existing Height Limit (m)	Proposed Maximum Height (RL)	Indicative* Height	Approximate* Change
North West Quadrant	24m	99.5	39.5m	15.5m
North East Quadrant	24m	105.8	46.8m	22.8m
South West Quadrant	24m	132.9	67.4m	43.4m
South East Quadrant	24m	96.4	37.9m	13.9m

* As noted above, height under the Standard Instrument definition is measured from existing ground level, however as the ground levels in the Town Centre Core will change RLs have been used instead of metres. The metres provided in this table are therefore for explanatory reference purposes only.

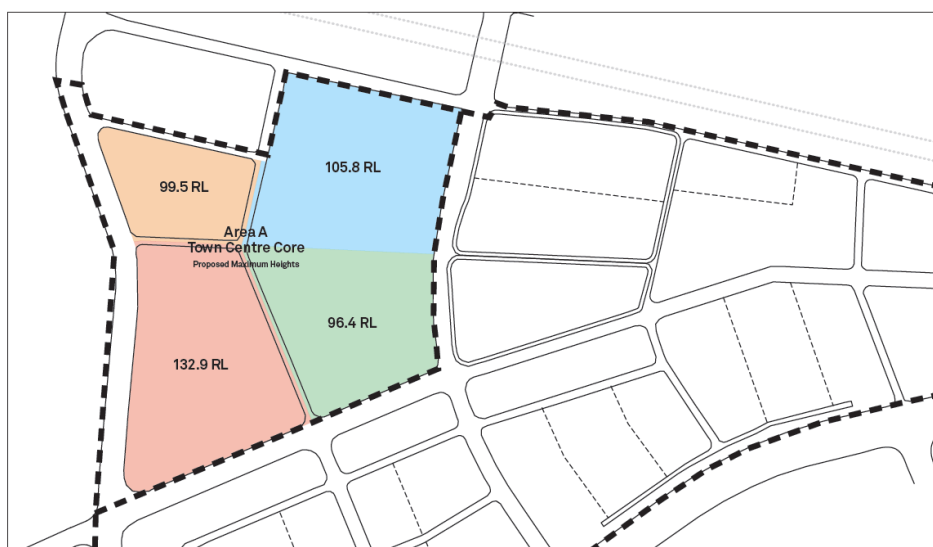


Figure 13 – Proposed building heights

4.4 Public Domain Concept

A Public Domain Plan has been prepared by Hassell and is included at **Appendix G**. The Public Domain Plan translates the public domain vision embodied in the Hassell Master Plan into a Plan intended to inform the detailed design of the future public domain within the Frasers Town Centre, including the size, location and design of roads and open space.

It is proposed to modify the Instrument of Approval to require future Development Applications to demonstrate that they are generally in accordance with the Public Domain Plan to ensure a high quality public domain consistent with the vision of

the original Fraser's bid is delivered on the site. A summary of the key elements of the public domain is outlined below.

4.4.1 Open Space and Parks

A diversity of publicly accessible open space will be provided across the Frasers Town Centre, from urban plazas and laneways to shared neighbourhood streets and community parks. The diversity of open spaces to be provided places a strong emphasis on the outdoors, recreation and social engagement.

These key spaces (see **Figure 14**) comprise of:

- The Town Square and Eat Street – providing a more urbanised form of open space with a play area, water features and outdoor dining (discussed in more detail in **Section 1.1.2** below);
- Town Park West – providing traditional recreational space accommodating informal sports and activity zones and playground;
- Town Park East – providing residents with fitness equipment, a playground, pool and community room;
- A Local Park – in the south east of the site, providing a community gathering and recreation space for residents that may include a swimming pool, multi-use court, group gathering zones, BBQ and playground; and
- Edmondson Park Reserve – an informal recreation space for activities such as bicycle trails, BBQs, picnic spots, dog walking areas.

It is envisaged that these outdoor spaces will be connected through an east-west green link that reunites remnant pockets of Cumberland Shale Plains Woodland predominating on the site. This will occur through managing, retaining, and planting endemic species in the Edmondson Regional Park, east-west connector streets, Town Park, and the Edmondson Park Reserve (see **Figure 14**).



Figure 14 – Key Open Spaces



Figure 15 – Creating an East West Link through the Town Centre

4.4.2 Town Square and Eat Street

The Town Square and Eat Street are at the heart of the Town Centre core directly accessed off the Main Street and activated by a family-friendly food and beverage facility as well as many other food and beverage establishments. The Town Square and Eat Street will be wholly pedestrianised and provide opportunities for play including a play area, water features and outdoor dining.



Figure 16 – Artist's impression of the Eat Street

4.4.3 The Mews

The design of the public domain for the Mews has aimed to provide an extension of the residences private open space into a community street where children can play safely within the local context of their home environment. These secondary community spaces for local residents will create a place where pedestrians take priority over cars and where the public realm and private dwellings are appropriately integrated.

Figure 10 in Section 4.1.2 above provides an artist's impression of the Mews and **Figure 17** below illustrates how the Mews will form a key element of the public domain within the Residential Precinct that enhances the walkability of the Town Centre.



Figure 17 – Mews and Residential Streets

4.4.4 Pedestrian and Cyclist Connections

Pedestrian and cyclist priority is paramount to the design of the Town Centre. The design features 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, surrounding precincts and parks. **Figure 18** below highlights the key links through the Town Centre.



Figure 18 – Proposed street network for pedestrians and cyclists

4.4.5 Vehicular Streets

A clear road hierarchy each with its own unique character has been established across the Town Centre 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.

The Cross Sections provided in the Public Domain Plan supersede the road sections relating to the Town Centre that were provided at Appendix Q of the Concept Plan.

Concept Plan (Mod 4) retains a hierarchy of east-west and north-south public streets that provide access and permeability into and within the site. The key streets types and their function are as follows:

- **Main Street:** The Main Street will be the main urban spine through the Town Centre Core providing a pedestrian friendly environment lined with fine grain, mixed use active frontages that connect with the bus/rail interchange to the

north and Residential Precinct to the south. Wide footpaths provide area for active street uses including seating areas for cafes and restaurant dining and incidental meeting. The Town Square, 'eat-street' and active laneways are all accessed directly off this north-south spine. Main Street will be a privately owned but publicly accessible street.

- **Soldiers Parade:** Soldiers Parade is an existing public 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 native trees shall provide shade to wide footpaths and bicycle lanes, linking to Edmondson Park Train Station.
- **Bernera Road:** A regionally important public road, connecting and providing access to the Town Centre from surrounding residential areas. Located adjacent to bush land, Bernera Road has an avenue of native tree planting and a shared pedestrian/cycle path along the park edge.
- **Greenway:** A generous east-west Greenway lined with native street tree planting provides a literal extension of the surrounding native landscape into the Town Centre. It includes a generous planted median strip and a shared pedestrian/cycle path along southern edge of the road and has been proportioned to allow larger vehicle movement to and from the major adjoining streets. Greenway will be a public road owned by Council.
- **Urban Street:** This street will link the residential precincts in the east with the Town Centre Core, forming the east-west urban spine of the Master Plan. A portion of Urban Street, between Main Street and Soldiers Parade, will be a pedestrianised 'Eat-Street' lined with food and beverage options. Footpath widths vary along the length of the street. Urban Street will be a privately owned but publicly accessible street.
- **Neighbourhood and Local Streets:** Neighbourhood and Local streets provide connectivity within Residential Precinct. The neighbourhood and local streets will be public roads owned by Council.
- **Mews:** The mews are shared neighbourhood spaces, allowing for limited, low speed vehicle movement, parking for residential visitors, trees and landscaped areas. See further detail in Section 4.4.3. The Mews will be a privately owned but publicly accessible streets.
- **Service Laneways:** The service laneways are integrated into the landscape zone along Campbelltown Road, allowing for limited, low-speed vehicular access. It is a single one-way lane, with a footpath along its northern edge. Generous planting provides a visual and acoustic screen between residential buildings and Campbelltown Road. The service laneways will be public roads owned by Council.

4.5 Bushfire Management

A Bushfire Planning Assessment was prepared by McKinlay Morgan to support the Concept Plan and SSS Study. The Assessment provided a range of recommendations, including APZs for the site noting that the final APZs would need to be determined based on the final uses proposed.

A Bushfire Protection Assessment Addendum Report has been prepared by Ecological to support the Modification (see **Appendix N**). It considers the bushfire protection requirements for Fraser's concept design to achieve a standard consistent with Planning for Bush Fire Protection 2006. The recommendations in the report are generally consistent with the original recommendations with the exception of the APZ at the interface with the Edmondson Park Reserve, which has been revised from 15m to 10m. The Concept Plan APZ Map (see **Appendix H**)

and relevant Bushfire Statement of Commitments (see **Appendix O**) have been revised to reflect the updated recommendations in the Bushfire Protection Assessment.

4.6 Water Cycle Management

A Water Cycle Management Plan (WCMP) Addendum has been prepared by JWP and is provided at **Appendix I**. The WCMP builds on the previous plan prepared for the Concept Plan which establishes the framework for stormwater quality and quantity management within the Town Centre.

Stormwater Quality

The approved Water Cycle Management Plan identified that stormwater from the Frasers Town Centre would drain into a tributary of Maxwell's Creek via Raingarden's 13 and 14 to the north of the South West Rail Link. Following preparation of the Concept Plan the rail line has since been constructed and now potentially interferes with the original stormwater flows.

The WCMP Addendum outlines how the approved design could potentially be provided or how an alternative delivery mechanism could also achieve the same water quality targets should the original strategy not be possible.

The WCMP Addendum also outlines the types of Water Sensitive Urban Design mechanisms that could be delivered in the Town Centre to assist with achieving the water quality targets.

Stormwater Quantity

Stormwater was considered holistically for the entire Edmondson Park South site as part of the Concept Plan. Consequently the detention for the wider precincts was designed with additional capacity so that the Frasers Town Centre does not need to provide any on-site detention. Notwithstanding this, Frasers are currently investigating providing additional detention under the Greenway to further improve the stormwater management system.

4.7 Waste Management

A Waste Management Plan (WMP) has been prepared by GHD and is provided at **Appendix J**. The WMP sets out the framework for waste collection within the Frasers Town Centre.

In developing the WMP GHD considered the possible range of commercial activities and the number of residential dwellings accommodated in the Town Centre and quantified the likely waste generated by each use.

The Plan indicates that each of the Town Centre Core buildings will be fitted with garbage chutes, compactors, and spaces for separating and storing waste within a main waste area that is accessed through a network of back of house areas.

Dwellings within the residential precincts will be required to dispose of garbage and recycling in the individual bins stored on their own properties. A storage area for this purpose large enough to accommodate two 240 L wheelie bins will be included in the design of each dwelling.

4.8 Development Contributions

The proposed Modification remains generally consistent with the development contribution framework established for the Town Centre. As Frasers is now

responsible for delivering the Town Centre it will seek to enter into a Voluntary Planning Agreement (VPA) with Liverpool Council for the relevant works identified in the Concept Plan or as agreed to with Council.

Frasers will work with Council regarding the final scope of works and contributions provided under the VPA, noting that in addition to the community centre, roads, open space, and traffic lights identified in the Concept Plan, Frasers will explore the opportunity to include other public benefits such as public art.

4.9 Car Parking

The approved Concept Plan did not provide any car parking rates for the Town Centre. The Modification seeks to introduce car parking rates for the future development in the town centre as per the rates used for the traffic modelling which has been undertaken to support the Modification (see **Appendix M**). The proposed rates are as set out in **Table 4**.

Table 4 – Car Parking Rates

Use	Rate
Residential Flat Buildings	
Studio and 1 Bedroom Dwellings	1 Space
2 Bedroom Dwellings	1.2 Spaces
3 Bedroom Dwellings	2 Spaces
Visitors	1 Space per 10 Dwellings
Multi-dwelling and Attached Housing	
1-2 Bedroom Dwellings	1 Space
3-4 Bedroom Dwellings	2 Spaces
Visitors	Provided on-street within the Mews
Other Uses	
Major Retail (Supermarket, DDS, etc.)	4.1 spaces per 100m ² NLA
All other retail, commercial, medical, cinema and entertainment uses	4.1 spaces per 100m ² NLA
Child Care	1 space per 10 children and 1 space per 2 staff members
Gym	3 spaces per 100m ²
All other uses not identified above	RMS Guidelines or justified by a Traffic Impact Assessment Report

Note: 2% of the total retail spaces must be provided as accessible spaces.

The car parking rates have been included within the Design Guidelines.

4.10 Universal Housing

The approved Concept Plan included a requirement to provide 5% of dwellings developed across the Edmondson Park South site as dwellings for Seniors. The Concept Plan did not have any requirements for adaptable or universal housing.

To reflect its desire to achieve a high level of accessibility and to provide housing for all, Frasers will target providing 10% of dwellings across the site as universal housing. The 10% universal housing component will be provided in lieu of any separate adaptable dwellings. As universal housing is also appropriate for seniors, and enables them to age in place, these dwellings will also meet the existing 5% commitment to provide seniors housing.

The Statement of Commitments has been updated to reflect this additional commitment (see **Appendix O**).

4.11 Proposed Modifications to Instrument of Approval

The proposed modifications to the Concept Plan detailed above require amendments to the Instrument of Approval. **Appendix K** includes a marked up version of the Instrument of Approval and provides an explanation for each proposed change. A summary of the proposed changes is provided in **Table 5** below.

Table 5 – Summary of modifications to the Concept Plan Instrument

Condition	Summary of Modification and Reason
Schedule 1	
Part A – Project	Updates the reference to the approximate number of dwellings and deletes the reference to a single landmark development of up to 30 metres in height to reflect the proposed scheme which will have a larger landmark building.
Part B – Definitions	Add a definition for the 'Frasers Town Centre' in order to identify the site in specific conditions.
Schedule 2	
A1.1 Administrative Conditions	Updates the condition to reference the Concept Plan (Mod 4) Environmental Assessment Report.
A1.4 Traffic and Transport	Clarifies that UrbanGrowth NSW is responsible for payment of the levy rather than 'the proponent'.
B1.1 Urban Design and Built Form	Removes the requirement for a DCP to be prepared for Frasers Town Centre in lieu of the Design Guidelines that have been prepared.
C1.2 Built Form and Urban Design	Clarifies that only subdivisions outside of the Frasers Town Centre are required to demonstrate consistency with the DCP.
C1.3 Built Form and Urban Design	Deletes the reference to a variation for the landmark building, which is no longer required as the landmark building height has been provided for in the Concept Plan and MD SEPP Amendment. The future assessment requirement has been replaced with the requirement to demonstrate future development is generally in accordance with the Maximum Height and GFA Plans, Public Domain Plan and Design Guidelines proposed as part of Mod 4.
C1.6 Traffic and Transport	Revises the requirement to identify bus priority measures along Main Street (now Soldiers Parade) to just refer to bus priorities more generally within the Town Centre in the event that TfNSW has different requirements.
C1.16 Heritage	To remove the requirement for the Heritage Interpretation Strategy to lodged with DAs for early works and only be required where floor space is proposed.
C1.17 Heritage	Removes the requirement to submit a Statement of Heritage Impact with all DAs in the Frasers Town Centre on the basis that the redevelopment of the town centre has been considered and will not result in any heritage impacts.
C1.22 Flooding	Deletes the requirement demonstrate compliance with flood management measures in the Town Centre on the basis that the WCMP submitted with the Modification demonstrates that the Frasers Town Centre is not flood affected and therefore does not require further assessment at the DA stage.
C1.23 Water quality and riparian corridors	Updates the condition to reflect the specific WSUD strategy that has been developed for the Frasers Town Centre as part of Mod 4.
C1.26 Future Development	Removes the requirement to assess construction impacts at the DA stage because the nature of and proximity of the works does not necessitate assessment prior to granting development consent. The requirement is replaced the requirement that management measures are prepared at the Construction Certificate stage.

5.0 Major Development SEPP Amendment

The Edmondson Park South site is listed as a State Significant Site in Part 31 of Schedule 3 of the Major Development SEPP.

The proposed modifications to the Concept Plan detailed in Section 4 depart from the existing framework for the Town Centre established under the Major Development SEPP. Accordingly a SEPP Amendment is required to reconcile the Major Development SEPP planning provisions with proposed Concept Plan (Mod 4), and, more specifically, to:

- remove the maximum height of building development standard in the Town Centre Core;
- remove the maximum FSR development standard in the Town Centre Core;
- include the definition of a 'Studio Dwelling' in the Interpretation section and include it as a nominated permissible use within the B4 Mixed Use zone;
- provide an exception for a DCP to be prepared where there are approved Design Guidelines in place; and
- deletion of the heritage listing for the Three Riley Newsum Prefabricated Cottages on the Ingleburn Village site which have since been demolished under DA595/2014.

An explanation of intended effects of each of the proposed amendments is outlined below and amended SEPP Maps and Legislation are provided at **Appendix L**.

Land Uses

The Major Development SEPP zones the land part B4 Mixed Use, part RE1 Public Recreation and part SP2 Infrastructure (local road). No changes are proposed to the existing zoning.

As detailed in the Residential Precinct Architectural Concept Report (see **Appendix C**) part of the vision for the Residential Precinct is to include studio dwellings at the rear of selected 'attached dwellings'.

There is no definition for a 'Studio Dwelling' in the Major Development SEPP or Standard Instrument definitions. Accordingly, it is proposed to include the State Environmental Planning Policy (Sydney Region Growth Centres) 2006 definition for a Studio Dwelling in the Interpretation section of the SEPP, and include it as a nominated permissible use within the B4 Mixed Use zone.

The proposed inclusion of the definition of a Studio Dwelling is consistent with the approach taken for the other Growth Centres and will ensure that there is no ambiguity regarding the permissibility of Studio Dwellings in the B4 Mixed Use zone, particularly when they are provided with 'attached dwellings'.

The ability to provide Studio Dwellings in the B4 Mixed Use zone will enable additional density to be achieved within the Town Centre whilst allowing for a transition in scale away from the Town Centre Core.

Height and Floor Space Ratio

Clauses 18 and 19 in Part 31 of the Major Development SEPP establishes a maximum building height of 24m and FSR of 2.5:1 in the B4 Mixed Use zone.

As outlined in Chapter 4, the Concept Plan modification seeks approval for maximum building heights and GFAs for the Town Centre Core which are currently located in the Major Development SEPP.

As the height and FSR (in the form of a maximum GFA) will now exist in the Concept Plan, duplicating them in the SEPP would serve no purpose and the intent of the original State Significant Site listing in the Major Development SEPP to provide standards to guide the future height and density in the Town Centre will still be achieved despite their removal from the SEPP.

The impacts of the proposed changes to the maximum heights in the Concept Plan are considered in Section 6.2.

Development Control Plan

Clause 36 in Part 31 of the Major Development SEPP requires that a DCP be in place prior to the determination of a DA. Notwithstanding this, the clause provides for a number of exceptions where a DCP is not required.

The proposed amendment seeks to provide an additional exception where there are Design Guidelines approved under a Concept Plan in place.

The objective of the clause is to *“ensure that development on land within the site occurs in a logical and cost-effective manner, in accordance with a staging plan and only after a development control plan that includes specific controls has been prepared for the land.”*

As detailed elsewhere in this Report, the Modification is intended to provide for the delivery of the winning Frasers concept for the Town Centre, and accordingly incorporates a framework for the heights, floor space, public domain, car parking, stormwater, bushfire and waste management. Accordingly the future development applications within the Frasers Town Centre will be focused on the detailed design resolution of the Concept Plan design. To guide the future design and assist with the development assessment process the Concept Plan seeks to introduce a set of site specific Design Guidelines (see **Appendix F**). The Concept Plan in conjunction with the Design Guidelines therefore makes the need for a separate DCP redundant. Once approved, the existing Edmondson Park DCP will no longer apply to the Frasers Town Centre.

In light this, the proposed Amendment provides an exception to the need for a DCP to be in place when there are approved Design Guidelines that apply to the land.

Heritage

Clause 11 and the Heritage Map identifies the heritage items on the Edmondson Park South site, which includes three Riley Newsum Prefabricated Cottages on the Ingleburn Village site, which is now the future Town Centre.

The Riley Newsum Cottages were demolished by Urban Growth NSW following approval of the Concept Plan under DA595/2014. Accordingly, it is proposed to amend the SEPP to delete the listing to reflect the heritage item has now been demolished.

6.0 Environmental Assessment

This section of the report assesses and responds to the environmental impacts of the Concept Plan (Mod 4) proposal. It addresses the matters for consideration set out in the Director-General's Environmental Assessment Requirements (DGRs), and compliance with the approved Concept Plan (as modified) including the relevant Statements of Commitments.

A draft revised Statement of Commitments complements the findings of this section and is provided at **Appendix O**.

6.1 Relevant State Environmental Legislation, EPIs and DCPs

The Concept Plan's consistency with the relevant legislation, environmental planning instruments, policies and guidelines was considered as part of the original EAR. The proposed Modification does not change the original assessment against policies, however, the following is noted:

- The increase in dwellings close to the new Station takes advantage of the new infrastructure investment in the South West Rail Link and is strongly consistent with the objectives and directions in a Plan for Growing Sydney and the State Plan.
- The Modification maintains the approved amount of retail, commercial and other non-residential uses in the Town Centre which was established under the Draft South West Subregional Strategy.
- The Concept Design for the Town Centre provides the open space (see Section 6.2.3) and social infrastructure (see Section 6.7) to support the growing community consistent with the objectives and directions in a Plan for Growing Sydney.

6.2 Built Form and Urban Design

As detailed in Sections 4 and 5, it is proposed to increase the heights in the Town Centre Core, including the landmark tower, whilst retaining the existing height controls that apply to the Residential Precinct.

The additional height proposed in the Town Centre Core will provide for the increased residential density in the Town Centre and create a more diverse and interesting built form outcome. More specifically, the future built form will:

- be of an appropriate density to capitalise on the site's attributes;
- concentrate taller buildings in the Town Centre Core, identifying and reinforcing the function of the Centre;
- provide for a high quality and varied public domain dispersed across the Town Centre;
- deliver a landmark tower and other taller towers which identifies Edmondson Park;
- achieve a high level of residential amenity for the future occupants;
- ensure the Town Centre provides for a high quality pedestrian experience that encourages walking and cycling; and
- allow for creativity and innovation in the final design, whilst providing an appropriate level of certainty over the bulk and scale of development.

The original Concept Plan and State Significant Site listing did not consider the built form within the future Town Centre in great detail, only stating that:

It is intended that the town centre will comprise predominantly up to 6 storey buildings in the centre, with lower buildings or set down edges to the street of 3 – 5 storeys.

Consistent with the existing planning controls it is also intended to continue to allow for additional height to be provided for development close to the railway station that will emphasise the location of the station and provide a landmark for the future centre.

Therefore, whilst the maximum heights are proposed to be increased in the Town Centre Core, the principle of having greater heights closer to the centre, including a landmark building, remain entirely consistent with the Concept Plan. The potential built form within the Town Centre Core and Residential Precinct are considered in further detail below.

Town Centre Core

The indicative concept design prepared by HDR (see **Appendix B**), which complies with the maximum GFA potential of the Town Centre Core, illustrates the potential built form outcome that could be achieved within the Town Centre.

Figure 18 overlays the current 24m height limit on the indicative scheme, illustrating that the development predominantly complies with the original height limit but incorporates towers that step up and down below the height limit to achieve a more varied urban form.

The amended controls enable the height and massing to be located in the parts of the site where they have the minimum impact on the public domain and residential uses and create opportunities for enhanced solar access to key locations such as the Town Square, Eat Street and Market Hall.

The most significant variation to the height limit (approximately 37.5m) relates to the landmark tower which will have a maximum height of RL 132.9 (approximately 19 storeys). The approved Concept Plan, provided for a landmark building up to 30m within a 24m context. As a consequence, the approved landmark building would not actually be visible from key locations such as the Station concourse and fail in its role of identifying the Town Centre and marking the core. **Figure 19** below shows the view from the Station Concourse to the landmark building. The view demonstrates the importance of the additional height in achieving views to the building above the predominant building heights.

It is noted that despite increasing the height limit to provide for the landmark building across the entire South West Quadrant, the maximum GFA controls and Design Guidelines will ensure that the 'landmark height' cannot be achieved in all buildings within that quadrant.

The detailed form and public domain, which will be guided by the Town Centre Design Guidelines and Public Domain Plan will ensure a high quality architectural and amenity outcome is achieved for the future residents.

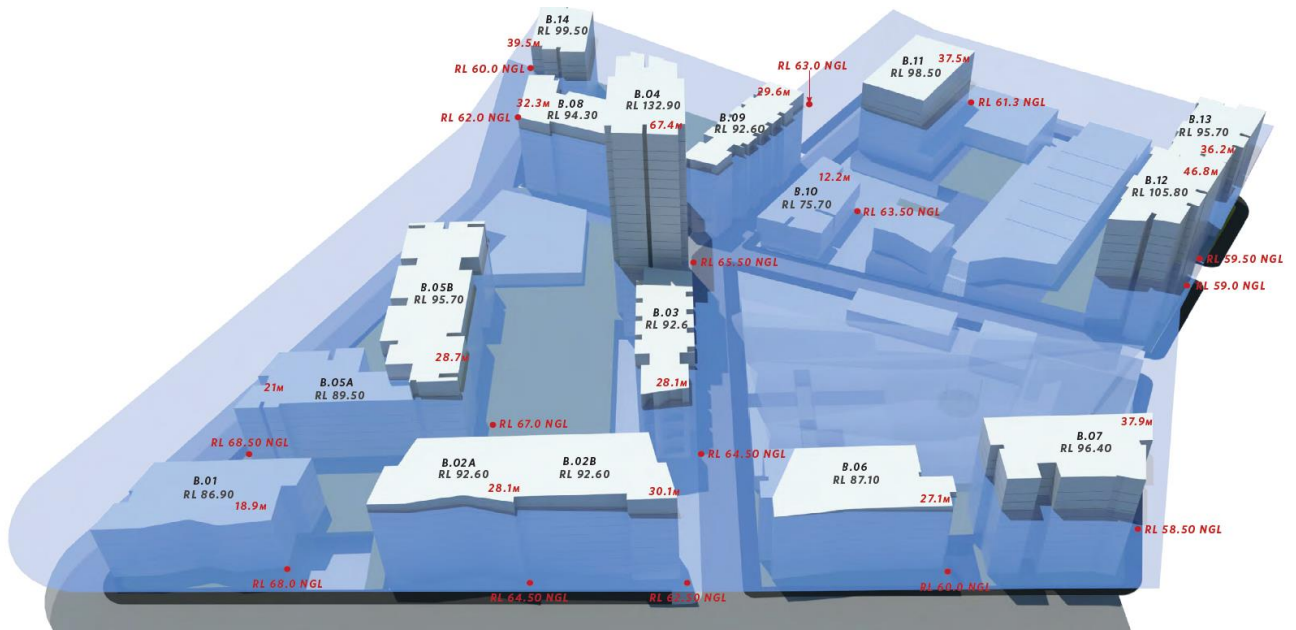


Figure 19 – 24m height limit overlayed on the indicative concept design

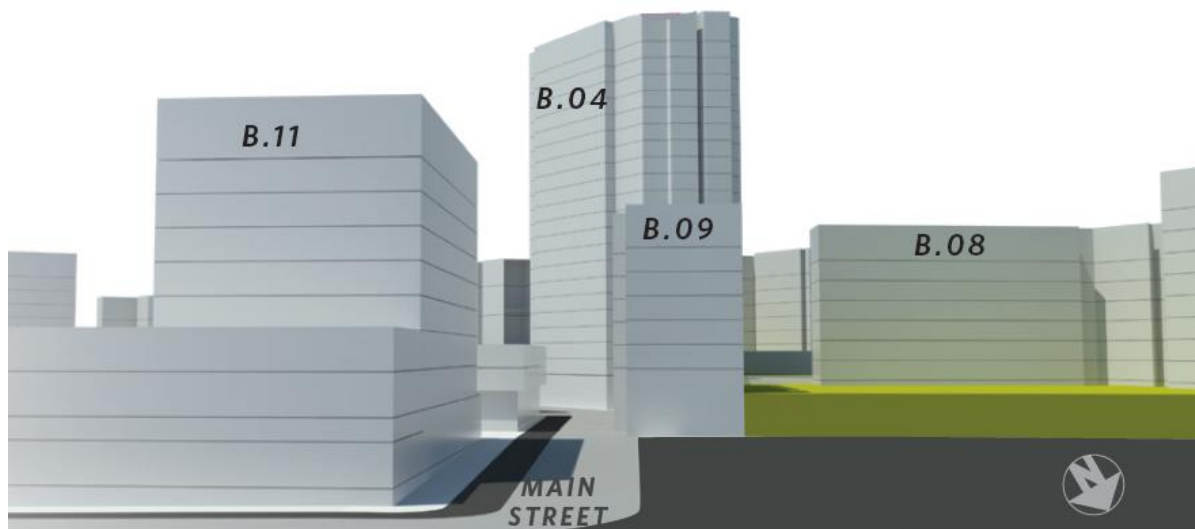


Figure 20 – View to the indicative landmark building from the Station Concourse

A further assessment of the modified building heights' visual impact and overshadowing is considered in Sections 6.6 and Section 6.2.3.

Residential Precinct

The Modification does not seek to change the height or FSR controls that apply to the Residential Precinct.

The townhomes, attached dwelling and studio dwelling housing typologies that are being considered for the Residential Precinct seek to maximise the density in the area around the Town Centre Core without increasing the scale otherwise permitted by the applicable height and FSR. This strategy supports the operation and function of a vibrant and active Town Centre Core, the investment in infrastructure in the Edmondson Park Station, but also reflects the traditional principles of a town centre by creating a walkable urban community around the core that transitions to lower density areas beyond.

It is noted that residential flat buildings could potentially also be developed within the Residential Precinct near the rail in the future should demand exist. However, this is not contemplated in the Illustrative Design.

The detailed form and public domain, which will be guided by the Town Centre Design Guidelines and Public Domain Plan will ensure a high quality architectural and amenity outcome is achieved for the future residents.

6.2.1 Overshadowing

A shadowing analysis of the changes to the built form in the town centre using the indicative scheme is included as part of **Appendix B**. The shadowing analysis has been prepared for the entire town centre at hourly intervals between 9am and 3pm on June 21, September 21 and December 21.

The analysis demonstrates:

- Main Street, the Town Square and Town Park achieve a high level of solar access throughout the year and particularly during the lunch time hours of 12-2.
- The landmark tower's shadow falls largely on the rooves of other buildings within the Town Centre Core and limited impact on the Residential Precincts to the south.
- The broader Town Centre Core's shadows fall largely on the Greenway during the day, with the shadow on the 21st June only extending on to the Residential Precincts to the east and south in the late afternoon.
- There will be no overshadowing of the Station concourse.

6.2.2 Open Space Provision

The Concept Plan dwelling yield for the Town Centre did not reflect the potential yield that could be achieved under the FSR control that was applied to the site. Accordingly, despite there being no change to the FSR / GFA potential of the site, the estimated yield has been updated from 912 to 1884 to reflect the indicative Frasers Master Plan. In light of this the provision of open space for the Town Centre has been considered below. Note that the proposed yield of 1,884 in the Section 75W is expressed as a maximum yield for this site.

The historical standard for open space provision is 2.83Ha per 1,000 people. The Concept Plan significantly exceeded this standard across the wider Edmondson Park South site, with approximately 20.7Ha per 1000 people. Based on the projected population increase the Concept Plan will achieve 20.7Ha per 1000, still 19 times above the standard.

The Department of Planning and Environment's *Recreation and Open Space Planning Guideline 2012* (ROSP Guideline) provides a more complex series of standards which break down open space in to three levels local district and regional, and then identifies the types of each and the target percentage of site area. In total these targets equate to 15% of site area for open space. The Concept Plan provides 49% as open space, therefore significantly exceeding the ROSP Guideline.

Noting the Town Centre must be considered in the context of the Concept Plan, if the local level benchmarks in the ROSP Guideline for the Town Centre were considered in isolation it would be required to provide 5.5% of the site as open space. The open space indicated in the Public Domain Plan (excluding the Reserve but including publicly accessible open space provided on the podiums) provides for 7.34% of the Frasers Town Centre as open space, again exceeding the ROSP Guideline.

Further, the ROSP Guideline states that the above standards are a reference point and that each area needs to be considered based on its community's requirements acknowledging the provision of alternative open spaces for urban areas like squares and main streets fulfil a different kind of recreation need to traditional open space that may already exist. Noting that the Concept Plan provides large areas of traditional open space, the Public Domain Plan provides for the unmet need in the area for urban spaces such as the Town Square, Main Street and Eat Street.

In summary, the open space provision proposed will:

- exceed the 2.83 Ha Open Space benchmark for the Concept Plan site with 20.7 Ha per 1000 people;
- exceed the ROSHP Guideline Open Space benchmark of 15% for the Concept Plan site with 49% open space;
- exceed the ROSHP Guideline for local open space of 5.5% within the Town Centre with 7.34% open space; and
- provides alternative open spaces that meets recreation needs not otherwise provided for within the region to meet the specific needs of the community.

6.2.3 Internal Residential Amenity

An evaluation of the Town Centre Core with respect to the Illustrative Design Scheme against the Design Quality Principles in SEPP 65 analysis has been prepared by HDR and is included at **Appendix B**.

Each of the future DAs for residential flat buildings submitted under the Concept Plan will be required to assess the internal residential amenity of the dwelling proposed within the development.

The Design Guidelines include provisions for solar access and natural ventilation to be calculated across the Town Centre Core rather than on a building by building basis in recognition that some buildings will perform better than others but that the town centre as a whole will achieve the Design Guidance targets in the Apartment Design Guide.

6.3 Transport and Accessibility

A Transport Assessment has been prepared by Ason Group (see **Appendix M**) to reflect the changes proposed to the likely residential yield, introduction of car parking rates and changes to the road network and intersection arrangements.

In the absence of any parking rates currently applying to the Town Centre the traffic assessment proposes parking rates by analysing the other rates adopted in Liverpool and Campbelltown, and the RMS Guide to Traffic Generating Development. The proposed rates have regard for Liverpool Council's key objectives in relation to car parking including:

- to ensure adequate car parking spaces and service facilities are conveniently located on site to satisfy the reasonable demand created by the development
- to ensure the provision of the appropriate car parking depending on location; and
- to ensure that car parking does not interfere unreasonably with the amenity of the neighbourhood.

A key element of these objectives is to cater for the 'reasonable demand' associated with new developments. In this regard, the Modification seeks to restrain parking demands where possible, consistent with State Planning Policy.

The Assessment is accompanied by AECOM's updated micro-simulation (AIMSUN) traffic modelling report. The modelling indicated that this increased traffic generation can readily be accommodated by the proposed road network, with all intersections operating with a Level of Service D or better during peak periods. The majority of key intersections modelled will operate at Level of Service A or B.

Any proposed changes to the signalised intersection arrangements with Campbelltown Road will ultimately require RMS approval. Notwithstanding, this is a matter for detailed design and further consultation with RMS can be undertaken following approval of the proposed modifications to the overall Concept Plan. The revised modelling indicates that the changes will still provide a satisfactory intersection Level of Service at all intersections and therefore supportable.

The Transport Assessment concludes that the proposed changes to the Concept Plan are considered supportable from a traffic and parking perspective.

6.4 Water Cycle

A Water Cycle Management Plan (WCMP) Addendum has been prepared by JWP and is provided at **Appendix I**. The WCMP builds on the previous plan prepared for the Concept Plan which established the framework for stormwater quality and quantity management within the Town Centre. The WCMP Addendum demonstrates that the proposed Modification will achieve the same, or better, water quality and quantity management for the Frasers Town Centre.

6.5 Bushfire Risk Assessment

A Bushfire Protection Assessment Addendum Report has been prepared by Ecological to support the Modification (see **Appendix N**). As detailed in Section 4.5, the Report considers the bushfire protection requirements for Fraser's concept design to achieve a standard consistent with Planning for Bush Fire Protection 2006. The recommendations in the Report are generally consistent with the original recommendations with the exception of the APZ at the interface with the eastern park, which has been revised from 15m to 10m.

As per the current Statement of Commitments, future detailed DAs within the site will be required to implement appropriate measures to meet the requirements of Planning for Bush Fire Protection 2006 and the recommendations in the Bushfire Protection Assessment, ensuring that an appropriate bushfire safety outcome is achieved for the future Frasers Town Centre.

6.6 Visual Impact Assessment

The revised variable building heights on key sites in the Town Centre Core is considered to have an appropriate visual impact given the nature of the development and strategic context of the site.

The site is strategically located on a Railway Line within a key growth corridor in the South West and Sydney Basin that are undergoing significant transition and growth. The proposed changes are commensurate with this growth and will in fact be diminished by the density and height proposed for the Liverpool town centre, also within this corridor. Providing a new Town Centre Core in a condensed precinct provides legibility and reference to the South West new urban landscape under rapid transition.

The nature of this Modification is also unique as it involves the introduction of high rise into what is essentially an undeveloped Greenfield site. Accordingly, the centre cannot adopt an organic approach to density whereby high rise is developed gradually as part of an established urban centre, but rather must

planned for at the outset to achieve the desired and appropriate scale. In this respect, visual impact is dependent on the staging of surrounding development that will integrate with this centre. Through this the significance of the Edmondson Park urban core within the broader elevated view will diminish as surrounding development proceeds and the pattern of consolidation develops.

Furthermore, from a design approach perspective, the proposed variable building heights will create a more dynamic skyline for the region and will also more effectively meet the design intent of the Design Guidelines. The original scheme proposed a blanket height control across the core with the exception of a single 'landmark' building. However, it was found that the additional 6m permitted on this key site did not create a noticeable difference that could be seen from the public domain. Accordingly, the proposed uplift of this central tower will mitigate this and provide the visual distinction necessary to create a landmark building in-line with the original proposal. This building will also be better integrated into the surrounding centre through variable rather than blanket height controls, which establishes a more organic skyline rather than an island of high-density in the core.

6.7 Social and Community

The proposed modifications will continue to provide for or improve the social and community benefits identified in the Concept Plan.

As a large single land holding, the Town Centre was identified in the Concept Plan as being critical in providing the opportunity for timely and well planned housing to meet the significant level of housing demand in South West Sydney. The proposed modification which provides for double the housing yield on this site and will significantly contribute to the addressing the housing demand and affordability issues in South West Sydney.

The proposed modification also provides for a more diverse range of housing options within the Town Centre by delivering apartments in the Town Centre Core and then a range of town houses, multi-dwelling housing and studio dwellings in the Residential Precincts.

The mix of households also provides for the projected increase in the proportion of small households as well as a more balanced age structure, ensuring that sustainable communities develop, in keeping with key social and economic policy objectives of the Australian Government.

The Concept Plan also identified the requirement for older people in the population needing appropriate housing and the desire for residential areas that allow older people to "age in place" to help limit the growth in demand for Australian Government funded residential aged care places, maintaining established community networks and effectively using the housing and infrastructure provided. Frasers' introduction of a commitment to deliver 10% Universal Housing will enable this to occur by providing suitable dwellings for people to 'age in place'.

The Concept Plan provided for a new Edmondson Park Town Centre with capacity for approximately 35,000 – 45,000 m² of floor space for retail, office and business uses. This amount of floor space was intended to provide for the needs of future residents in the Edmondson Park urban release area and provide the opportunity for employment generation in the form of over 1,000 full time equivalent jobs in the town centre. The Modification will facilitate the delivery of the Town Centre and therefore provision of the services and jobs originally identified in the Concept Plan.

Finally the Modification will continue to provide for the large proportion of low income households which need access to appropriate and affordable housing

options. Fraser's will continue to deliver on the Concept Plan commitment of providing 5% of housing at Moderate Income Housing price points, being between 80% – 120% of the median gross household income in the Greater Sydney Region.

6.8 Utilities Infrastructure

A Concept Plan Utility Services Strategy was prepared by JWP to support the Concept Plan and SSS Study. The Concept Plan identified that the existing physical infrastructure is not adequate to service the future development and augmentation will be required to all key utilities and services and provision. Whilst the proposed Modification will increase demand on infrastructure no modifications are required to the approved Strategy for how this infrastructure will be delivered for the Edmondson Park South site.

7.0 Revised Statement of Commitments

The Statement of Commitments approved under the current Concept Plan have been refined and amended based on the environmental assessment undertaken in the preparation of this Environmental Assessment Report. They provide a commitment by Frasers indicating the responsibilities and timing to implement measures to prevent potential environmental impacts that have been identified and to ensure that the project is environmentally, socially and economically sustainable relating to the Frasers Town Centre.

The draft revised Statement of Commitments are provided at **Appendix O**.

8.0 Conclusion

The Frasers Town Centre's single land ownership and access to recently completed rail infrastructure and, presents a rare and a significant opportunity to create a new town centre in South Western Sydney.

Concept Plan (Mod 4) is the result of Frasers' successful tender bid to Urban Growth NSW for the delivery of a next generation town centre. It draws on the key principles of successful historical town centres whilst integrating contemporary planning and urban design to achieve high quality density, amenity and place making.

This Environmental Assessment Report has demonstrated that the Concept Plan, including the amendments proposed as part of this Modification, will remain consistent with the relevant provisions of the Plan for Growing Sydney and the State Environmental Planning Policies (as amended) applying to the site.

Based on the preceding assessment within this Environmental Assessment Report and the accompanying technical reports, it has been determined that on balance there are limited environmental impacts beyond those originally assessed and determined to be acceptable in the approved Concept Plan (Mod 4). The modified design presents an appropriate built form and public domain outcome for the Edmondson Park Town Centre. The potential environmental impacts associated with Concept Plan (Mod 4) are manageable and where necessary, appropriate mitigation measures can be provided in the detailed stages of development for the town centre.

In light of these planning merits, it is recommended that the project be approved in accordance with the submitted plans and revised Statement of Commitments.