As also identified at Section 1.1, the Edmondson Park Precinct is subject to a Conservation Agreement between the Commonwealth and State governments.

The Biodiversity Management Actions under the Conservation Agreement require the NSW State Government to carry out the following actions:

- Establishment and management of a Regional Park including undertaking control measures for existing areas of African Olive;
- Sympathetic management of Public Open Space that contains CPW; and
- An environmental offset outside the Edmondson Park Precinct to offset unavoidable impacts.

The relevant areas of the Regional Park and Public Open Space that contains CPW are illustrated on Map 3 of the Conservation Agreement which is reproduced at **Figure 13** below. A copy of the full Conservation Agreement including accompanying maps is included in the Ecological Assessment prepared by Ecological included at **Appendix C**.

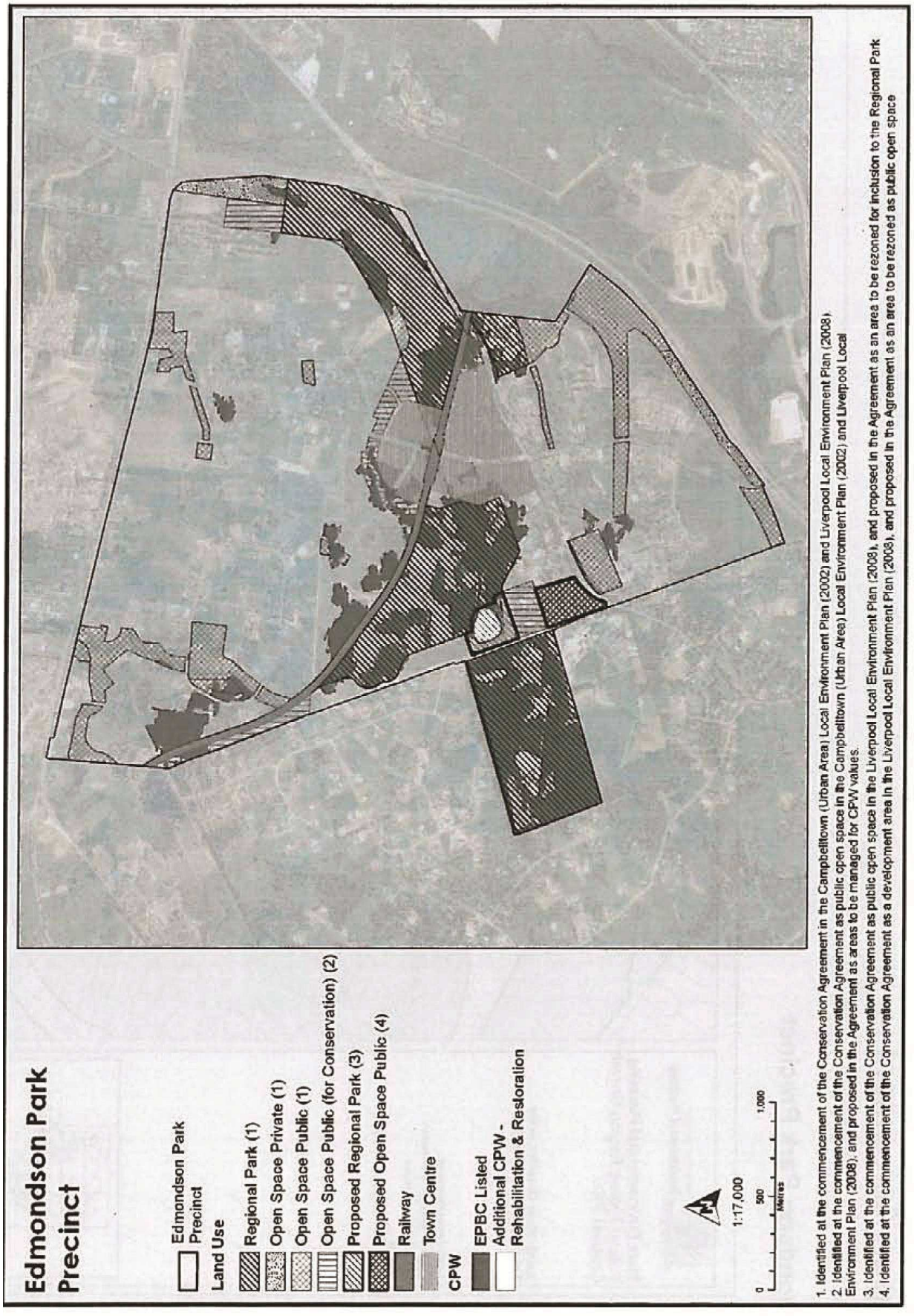

Figure 13 - Edmondson Park Conservation Agreement

3.8 Hydrology

The Edmondson Park Precinct is traversed by three creeks (and their tributaries: Cabramatta Creek, Maxwells Creek and Maxwells Creek North (northern tributary of Maxwells Creek), with associated riparian zones and some woodland habitat (notably CPW).

The Edmondson Park South site straddles two catchments. The majority of the site drains to the north and is located within the Maxwells Creek Catchment. The remaining area drains to the south-east and is located within the Bunburry Curran Creek catchment. Both creeks drain into and form part of the Georges River Catchment.

There are three main riparian corridors, all part of Maxwells Creek, located within Edmondson Park South, namely:

- Maxwells Creek Riparian Corridor;
- Central Riparian Corridor (Corridor A, southern tributary of Maxwells Creek) located within the central portion of the site; and
- Southern Riparian Corridor (Corridor B, southern tributary of Maxwells Creek) located within the southern portion of the site.

In addition, a small segment of the Cabramatta Creek corridor passes through the north-western tip of the site. There are also a number of drainage depressions across the Edmondson Park South site that are not categorised as streams.

In October 2003 an Edmondson Park Master Planning Water Cycle Management: Stormwater Report was prepared for the Growth Centres Commission by GHD. In October 2007, an assessment of the existing depressions and creeks within the Edmondson Park Precinct (including a portion of Edmondson Park South) was undertaken by J Wyndham Prince Consulting Civil Infrastructure Engineers on behalf of the Growth Centres Commission. A copy of both these reports is included at **Appendix H**.

In July 2010, a detailed assessment of the existing drainage depressions within the southern portion of the Edmondson Park South site (i.e. the area to the south of Campbelltown Road) was undertaken by JWP. This assessment also identified the relevant 'Stream Order' and proposed appropriate Core Riparian Zone (CRZ) and Vegetated Buffer (VB) widths for each watercourse. All watercourses within this portion of the site have been ground truthed.

The Water Cycle Management Study prepared by J Wyndham Prince Consulting Civil Infrastructure Engineers is also included at **Appendix H**. Many of the streams located within this area of the Edmondson Park South are within the area of the site formerly occupied by the Ingleburn Army Camp, an area where there has been a long history of disturbance to existing drainage systems including the introduction of large diameter pipes. A summary of the classification of existing watercourses located within Edmondson Park South is shown in **Table 5** and **Figure 14**.

For the purposes of the Water Cycle Management Strategy, the Edmondson Park South site has been divided up into three localities (Locality 1, Locality 2 and Locality 3). Locality 1 relates to that part of the site located to the south of Campbelltown Road. Localities 2 and 3 relate to the area of the site north of Campbelltown Road.

Parts of the site are flood prone. **Figure 15** shows the existing Probable Maximum Flood (PMF) and 1% AEP flood levels across the site and its immediate surrounds.

Table 5 – Summary of existing Stream Classification (Source: J Wyndham Prince and Landcom)

Reach	Catchment (Cumulative Areas) Ha	Shown on 1:25,000	Banks	Bed Condition	Flow Regime	Strahler Class*	RCMS Category*	Vegetation Condition	Ecological Value	LEP Corridor Widths
Cabramatta Creek Riparian Corridor	418	Yes	Yes	Natural	Ephemeral	1	3	Scattered ENV Modified	Some	No change
Maxwells Creek Riparian Corridor	110	Yes	Some evident	Natural	Ephemeral	1	3	Scattered ENV Modified	Some	No change
Maxwells Creek Central Riparian Corridor A	31.7	Yes	Some evident	Natural	Ephemeral	1	3	Scattered ENV Modified	Some	30 m (varies)
Maxwells Creek Southern Riparian Corridor B1	145.5	Yes	Incised Creek & Banks	Natural	Ephemeral	2	2	Some Good Most Modified	Some	> 80 m
B2	113.9	Yes	Incised Creek & Banks	Natural	Ephemeral	1	3	Some Good Most Modified	Some	> 80 m
B3	89.3	Yes	Concrete Channel	Altered	Ephemeral	1	3	Modified	Little	80 m
B4	54	Yes	None evident	Pipe	Ephemeral	1*	-	Highly modified	Negligible	80 m
B5	20.7	Yes	None evident	Pipe	Ephemeral	1*	-	Highly modified	Negligible	-
C	13.7	Yes	None evident	Altered	Ephemeral	1*	-	Highly modified	Negligible	-
D	5.7	No	None evident	Altered	Ephemeral	-	-	Highly modified	Negligible	-
E	9.2	No	None evident	Altered	Ephemeral	-	-	Highly modified	Negligible	-
F	8.3	No	None evident	Altered	Ephemeral	-	-	Highly modified	Negligible	-

*Strahler Class based on 1:25,000 topographical mapping only. Field classification as a drainage depression not a watercourse under WMA (2000)

*RCMS Category determined as part of September 2010 assessment of existing depressions and creeks within Edmondson Park South undertaken by J Wyndham Prince

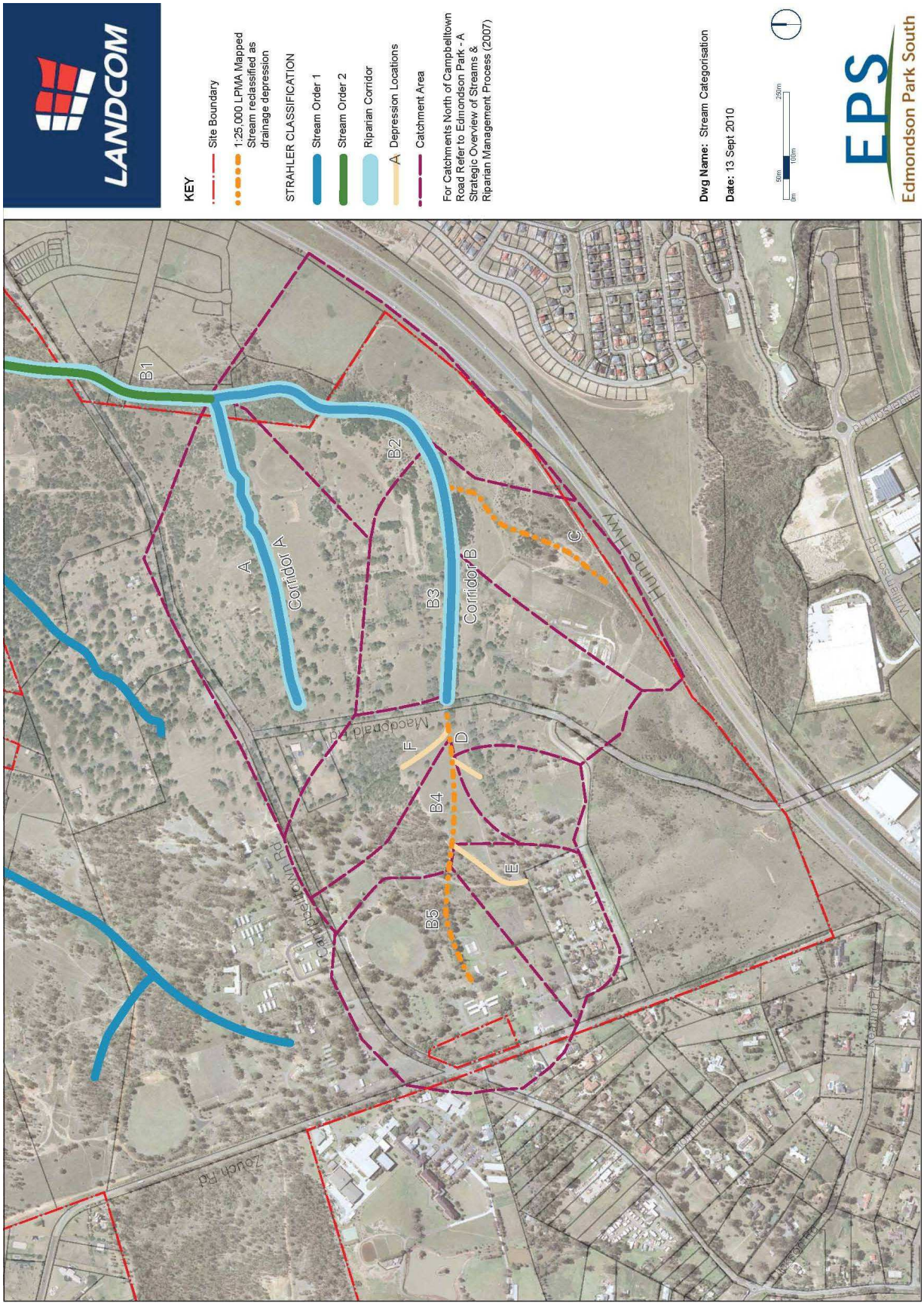

Figure 14 – Existing Stream Classification

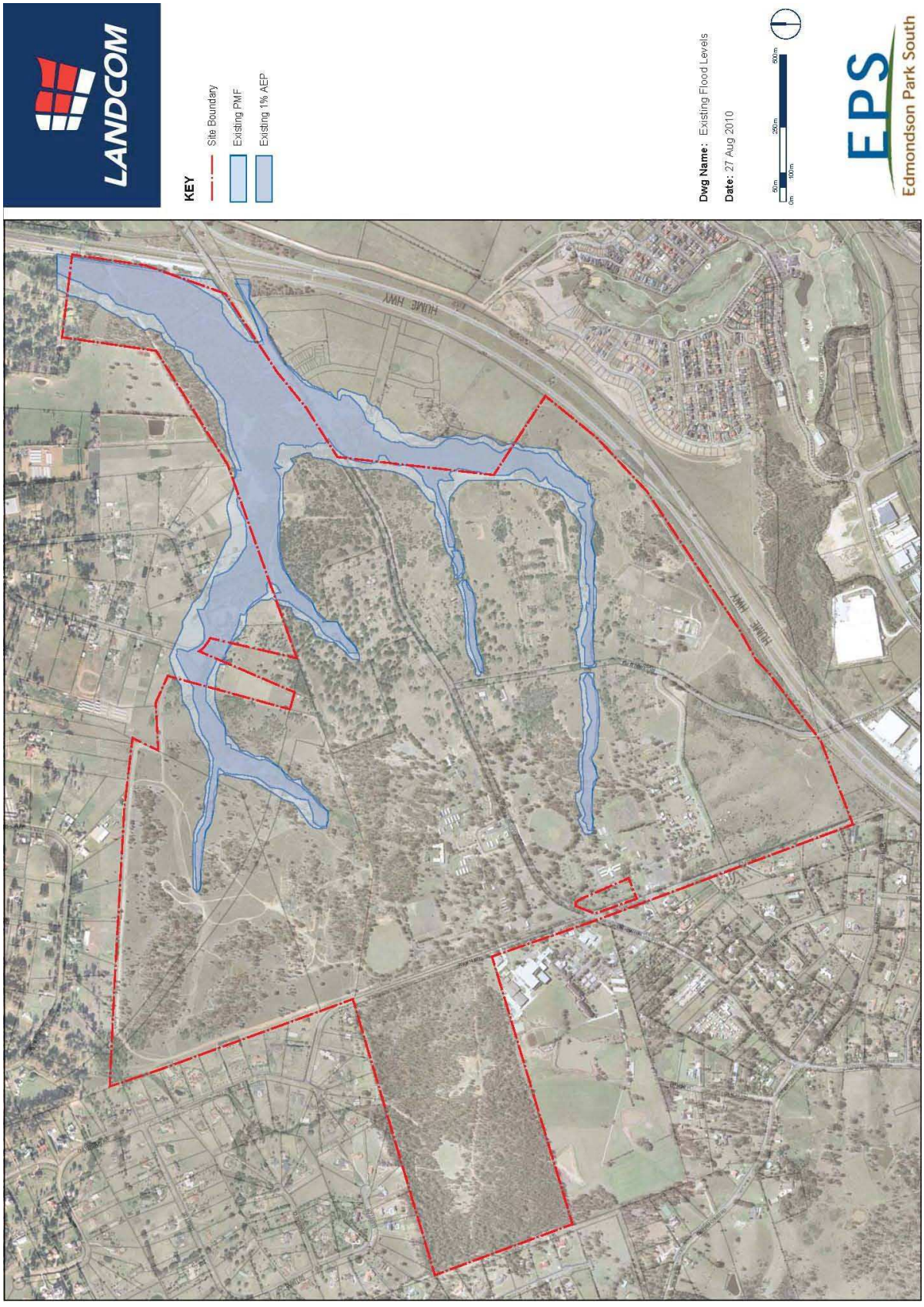

Figure 15 - Existing PMF and 1% AEP flood levels

3.9 Bushfire

A Bushfire Planning Assessment has been undertaken by McKinley Morgan & Associates (refer to **Appendix I**).

The report finds that the principal bushfire hazard affecting the site is the vegetation contained within the proposed Edmondson Regional Park. It is noted that future revegetation and rehabilitation of Edmondson Regional Park is likely to increase the amount of bushfire prone land beyond what is currently mapped, and as such the report has treated the entire park as bushfire prone. Open space corridors identified in the proposed development contain remnant Cumberland Plain Woodland which will bound the northwest and northeast of the proposed Town Centre, and as such are also considered to be bushfire prone.

A slope analysis has been prepared as part of this assessment, which finds that a significant part of the bushfire prone land has a slope of less than 5%, with the balance not exceeding a slope greater than 9%. This is not considered to pose a significant risk.

3.10 European Heritage

Identified heritage items on the site and their relevant statutory listing are summarised below in **Table 6**:

Table 6 - Existing heritage listings

Item	Description	Relevant Heritage Listing
Ingleburn Army Camp, Campbelltown Road, Ingleburn Village	One of the Australia's major army camps from 1939 to 1970s, first purpose-built infantry training camp for World War II (WW II), also significant for role in training of personnel for Korean and Vietnam Wars, social significance as a symbol of service.	▪ Commonwealth Heritage List ▪ Register of the National Estate
Prefabricated Cottages, Ingleburn Village, Bass Road, Ingleburn Village	Prefabricated cottages are adjacent to and formed part of the post war development of the Army Camp, providing a range of accommodation types, including married quarters. Cottages illustrate the use of standardised designs and prefabrication. Cottages set out in a street layout that was reflective of suburban subdivisions and that created a normal community and suburban environment for families.	▪ Commonwealth Heritage List ▪ Register of the National Estate
Ingleburn Military Heritage Precinct, Campbelltown Road, Campbelltown	Precinct contains the State's first training camp for battalions serving in WW II, contains representatives examples of military architectural styles and indicates a level of technical achievement in their design, construction and layout and also includes a number of memorials.	▪ Liverpool Local Environmental Plan 2008
Ingleburn Village site and Lecture Hall Building (Nissen hut) (Part Lots 1 and 2 DP 831152)	The Ingleburn Village is located directly north-east of the Ingleburn Military Heritage Precinct and consists of a group of free standing houses of two main architectural designs, significance includes landscaping and setting of the cottages as well as the economic use of materials post WW II. It provided post war accommodation. The lecture hall building is located to the west of the village site and housed lecture theatres, cinema, supply store	▪ Liverpool Local Environmental Plan 2008

Item	Description	Relevant Heritage Listing
Mess Hall, Ingleburn Army Camp (Part of Lot 2 DP 831150), Edmondson Park		▪ Campbelltown Local Environmental Plan 2002
Mont St Quentin Oval, including entry gates (Part of Lot 2 DP 831150, Edmondson Park)	The Mont St Quentin Oval, entry gates and flag pole are of historical significance. The oval served as the original parade ground for WW2 troops.	▪ Campbelltown Local Environmental Plan 2002

A detailed description of each item and assessment of their significance, including photographs is included in the Statement of Heritage Impact, prepared by Tanner Architects included at **Appendix J**.

The location of existing heritage items is shown on **Figure 16**.

Figure 16 - Location of existing heritage items

Ingleburn Army Camp

The Ingleburn Army Camp, one of Australia's major army camps from 1939-1970s, is of considerable historic significance as the first purpose-built infantry training camp for World War II. It played a central role in the mobilisation of Australia's citizens and in their military training throughout the war and was the assembly point for the first military contingent assembled for overseas service in the war.

Ingleburn Army Camp is also significant for its role in the training of personnel for the Korean and Vietnam Wars. The Army Camp was a major centre in Australia for training under the National Service Scheme (1951-1972) and it is also associated with the anti-conscription movement. The Army Camp also played a major role in the training of Army Reserves from 1973 through to the 1990s. Ingleburn Army Camp is of social significance as a symbol of the service given by generations of soldiers who trained there and as a place where respect for and remembrance of that service has become a continuing and highly valued tradition. It has social value to those who lived, and worked at the army camp.

Since the 1990s, when the site was identified as surplus to Defence needs, the site has been progressively vacated and cleared. Many of the existing buildings that made up the former Ingleburn Army Camp have since been demolished, including:

- 1950s Barracks (representative buildings now within Ingleburn Military Heritage Precinct);
- transport compounds;
- prefabricated cottages;
- cottages H Block Residential Group; and
- amenities buildings, sheds and brick bungalows.

As such, the 'integrity' of the Ingleburn Village as an intact heritage item has been compromised.

Prefabricated Cottages, Ingleburn Village

The group of three Riley-Newsum prefabricated cottages on the southern side of Bass Road illustrate the principal characteristics of the type in their original setting. As a group these cottages are important in illustrating the visual character of a village streetscape using the CA4 handed plans and varying setbacks, enhanced by a repetition of regular forms and design motifs including prominent gables, common fabric and uniform design creating a strong visual pattern on sloping terrain.

The two Amals Sagverks Aktiebolag (ASA) cottages in Flinders and Blaxland Road illustrate the principal characteristics and siting of their type including three different siting options, together with the simple rectangular form, pitched gabled roof and external brick chimney. The remaining single storey Riley Newsum and two ASA cottages are set in a park like landscape with mature plantings of native trees which highlight the simple geometry and vernacular materials of the cottages, which contribute to the suburban character.

Mess Hall

The Kitchen/Dining Hall Complex, c1955, is historically significant for its association with the expansion of the camp as a training school after the Korean War and following the introduction of National Service. The Mess Hall is proposed to be demolished by Defence in accordance with separate Commonwealth processes.

Ingleburn Village site and Lecture Hall Building (Nissen Hut)

The Lecture Hall Building (former Recreation Centre), 1953, is of historical significance for its role as a recreation centre erected specifically for National Service trainees of non-commissioned rank and as an education facility in its use as part of the Second Training Group Headquarters facility. The Ingleburn Village site and Lecture Hall Building is proposed to be demolished by Defence in accordance with separate Commonwealth processes.

Ingleburn Military Heritage Precinct

The precinct contains the State's first training camp for battalions serving in WW II and contains representative examples of military architectural styles and indicates a level of technical achievement in their design, construction and layout and also includes a number of memorials. The memorials located within the Ingleburn Military Heritage Precinct are historically significant, being associated with former military personnel and the regiments who have occupied the Army Camp. The Ingleburn Military Heritage Precinct is to be retained as part of the Concept Plan.

Mont St Quentin Oval

The Mont St Quentin Oval, entry gates and flagpole are of historical significance. The oval served as the original parade ground for WWII troops, and the location from which troops were formally farewelled and welcomed on return from service overseas. Mont St Quentin Oval, entry gates and flagpole are proposed to be retained as part of the Concept Plan. The retention of the entry gates in their current location will be subject to the detailed design of Campbelltown Road.

3.11 Aboriginal Cultural Heritage

An Aboriginal Cultural Heritage Assessment Report (CHAR) prepared by Kelleher Nightingale Consulting Pty Ltd is included at **Appendix K**.

An Aboriginal Heritage Management Plan was prepared for the whole of the Edmondson Park Precinct as part of the previous environmental study undertaken for Liverpool and Campbelltown City Councils (Australian Museum Business Services, 2003). A copy of the Aboriginal Heritage Management Plan is included at **Appendix L**. The broad scale strategies identified in the Aboriginal Heritage Management Plan were used in the formulation of the development footprint / master plan that was prepared as part of this process.

Despite the site being the subject of a high degree of disturbance (from previous uses including farming and grazing and the former Army Camp), the subject site has both archaeological and Aboriginal cultural heritage values.

Within the current study area, AMBS (2003) identified only land immediately bordering Maxwells Creek in the northeast and two isolated pockets towards the centre as exhibiting no apparent surface disturbance. The remainder of the site is severely degraded.

Archaeological Assessments (Smith 1989), (Dallas 1999) and (Kelleher Nightingale 2010) have identified 30 archaeological heritage sites within the study area as shown on **Figure 17**.

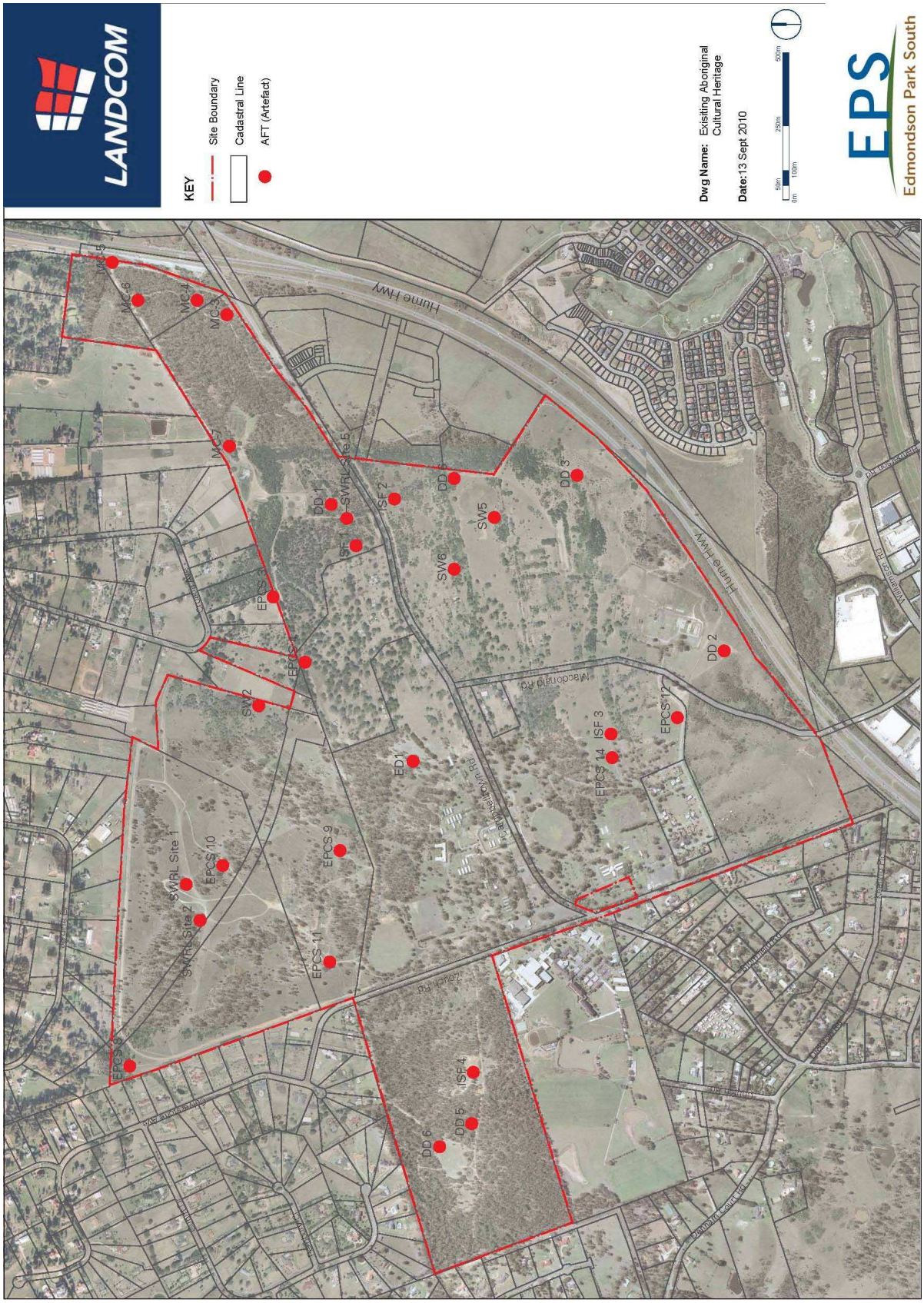

Figure 17 - Aboriginal archaeological heritage sites (Source: Aboriginal Archaeological and Cultural Heritage Assessment, Austral Archaeology Pty Ltd)

3.12 Access and Transport

A Transport Accessibility Study and Accessibility Plan (TMAP) prepared by AECOM Australia Pty Ltd is included at **Appendix M**.

The major road network surrounding Edmondson Park and its hierarchy is shown in **Figure 18** and described at **Table 7**.

Table 7 - Surrounding Road Network

Element	Description
Westlink M7	The Westlink M7 is located to the north-east of the site and is a 40km motorway linking the M2, M4 and M5 motorways. It links the M5 at Prestons in the south, with the M4 at Eastern Creek and the M2 at West Baulkham Hills in the north. The Westlink M7 provides access to Edmondson Park South from western and north-western Sydney via Camden Valley Way.
South Western (F5) Freeway	The F5 Freeway is located along part of the site's southern boundary and connects the Westlink M7 to the north with the Hume Highway to the south. There is no direct access from the F5 to the site. The nearest southbound freeway access can be made via Campbelltown Road near Bow Bowing. The nearest northbound access on to the freeway can be made via the Brooks Road Interchange or Camden Valley Way Interchange. The freeway is currently being upgraded between Brooks Road and Narellan Road from two lanes to three lanes in each direction with an additional northbound on-ramp from Raby Road (works scheduled for completion in late 2011).
Hume Highway	The Hume Highway connects Camden Valley Way and Campbelltown Road with Parramatta Road, travelling through Sydney's western suburbs. South of Campbelltown Road and Camden Valley Way, the Hume Highway becomes the F5, before resuming itself as the main road link to the Southern Highlands and Canberra.
Camden Valley Way	Camden Valley Way is located to the north of the site and is a major arterial road linking the Hume Highway, M7 and M5 near Liverpool with the town of Camden. The section of Camden Valley Way between Croatia Avenue and the M5 has recently been upgraded to two lanes in each direction including bus priority measures at intersections, a 3 m wide off-road shareway pedestrian / cycle pathway . The section between Bernera Road to Cowpasture Road is currently being upgraded. The signalised intersection at Bernera Road and Croatia Avenue with Camden Valley Way will provide an alternative access to the Edmondson Park Station and the proposed Town Centre with the completion of the South West Rail Link.
Campbelltown Road	Campbelltown Road connects Campbelltown to the south of the site with the Hume Highway to the north at the Crossroads. Signal-controlled intersections are currently located at Macdonald Road and Ingleburn Garden access road. There is also a marked on-road cycleway along Campbelltown Road
Macdonald Road	Macdonald Road is a local road that connects Campbelltown Road with the industrial area of Ingleburn to the south. Macdonald Road is connected to Brooks Road which provides direct access to the F5 in northbound direction.
Croatia Avenue	Croatia Avenue is a local road that provides access to existing residents to the north of the site. Croatia Avenue currently does not connect to Campbelltown Road.
Zouch Road	Zouch Road is a local (cul-de-sac) road located on the western edge of the site. It currently provides access to the existing dwellings on the eastern side of Zouch Road and other rural residential properties on the western side of Zouch Road. It intersects with Campbelltown Road at a priority controlled intersection with very poor sight distances for traffic on Zouch Road.

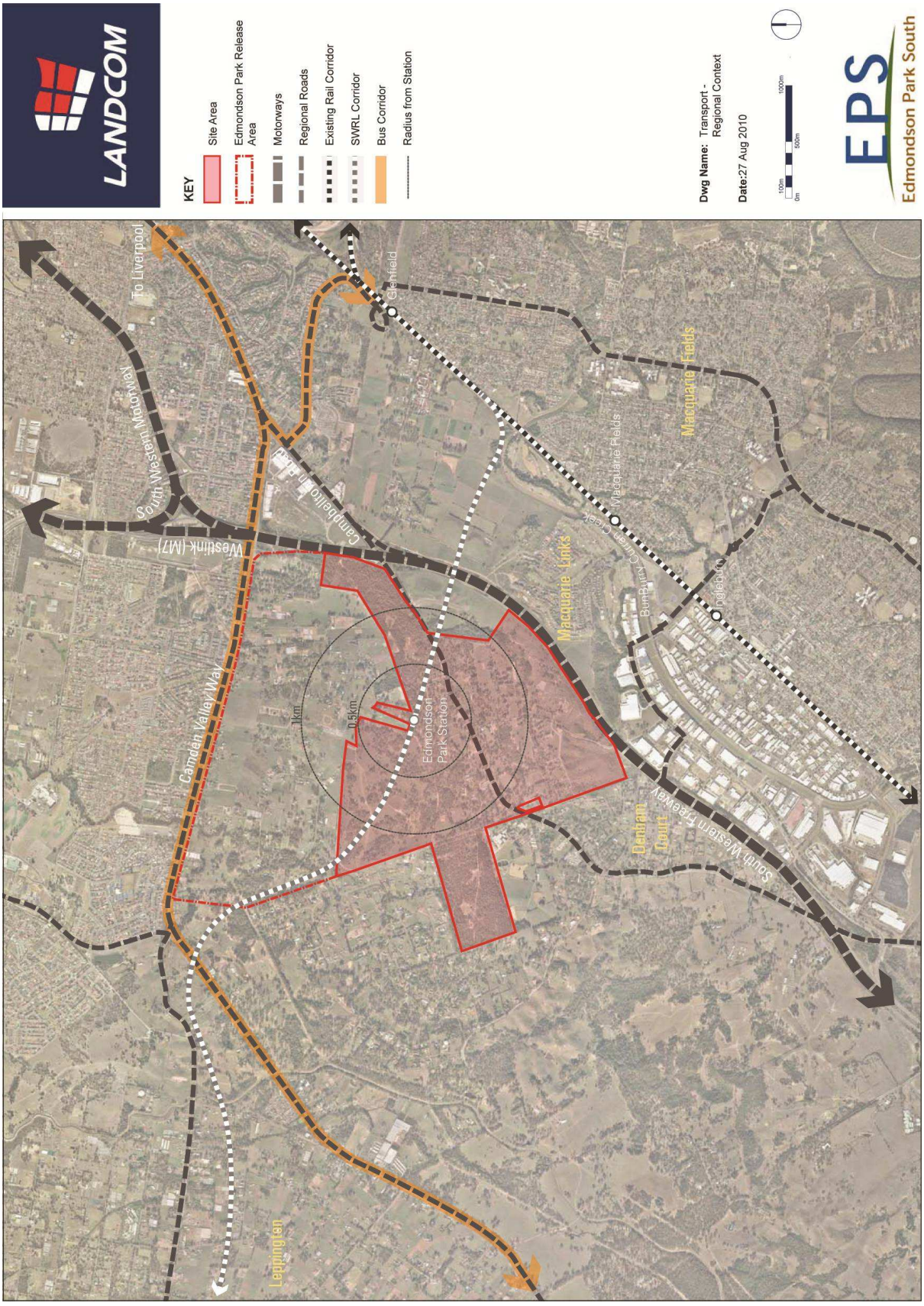

Figure 18 - Regional transport context

Road Network Performance

In terms of the existing road network performance:

- Campbelltown Road is operating at capacity for a single lane road (approximately 1,000 vehicles per lane) in the peak hour directions. Macdonald Road currently has spare capacity as a two lane road. Camden Valley Way is approaching capacity during the peak hours, especially to the west of Croatia Avenue where Camden Valley Way is being upgraded from 1 lane to 2 lanes in each direction.
- In terms of intersection performance:
  - the Campbelltown Road / Macdonald Road intersection operates at a satisfactory level of service (Lo S B and A) and with spare capacity in both the AM and PM peak hour;
  - the intersection of Campbelltown Road / Ingleburn Gardens access operates at a satisfactory LoS A in the AM and PM peak hour; however the results indicate that the intersection is approaching capacity with approximately 19% spare capacity in the PM peak hour.
  - the Camden Valley Way / Croatia Avenue / Bernera Road intersection operates at LoS C in the AM and PM peak hours and with approximately 20% spare capacity in both peak hours. Results also indicate that queuing on Camden Valley Way exceeds 200m in the peak traffic direction.

Public Transport

As detailed at Section 1.1, the construction of the SWRL will commence in 2010 and is expected to be completed in 2016, including a new station at Edmondson Park.
The nearest train stations to Edmondson Park South are:

- Macquarie Fields Railway Station, approximately 1.5 km to the south-east;
- Ingleburn Railway Station, approximately 7 km to the south; and
- Glenfield Railway Station, approximately 5 km to the east.

The Inner West, Cumberland, Airport & East Hills and South Railway Lines operate via Ingleburn and Glenfield Stations providing connectivity to key employment areas Sydney CBD, Fairfield, Bankstown, Parramatta and Campbelltown.

Bus connections to Glenfield Station are provided by bus routes currently operating along Camden Valley Way. There are commuter parking spaces available at both stations.

No bus routes currently serve Campbelltown Road or Macdonald Road. The nearest bus corridor to Edmondson Park is Camden Valley Way, approximately 3 km to the north of the site.

There are limited facilities for cyclists within the vicinity of the site. On-road cycle lanes are provided on sections of Campbelltown Road which has been identified in the Draft Campbelltown LGA Bicycle Plan as a Strategic north-south cycle route linking to Wollondilly in the south and the M7 in the north. There are some additional mid block, on road lanes along this route however these are limited and what exists is fragmented.

There is no continuous footpath network within the site. Signalised pedestrian crossings are provided at the intersections of Macdonald Road and Ingleburn Gardens access at Campbelltown Road.

Planned Transport Upgrades

To keep up with the forecast traffic growth in the South West Growth Centre, a number of road network improvements within proximity to Edmondson Park South are proposed in the Special Infrastructure Contribution Practice Note, November 2008 to address future network deficiencies. These include:

- Camden Valley Way (between Narellan Road and Bernera Road upgrade includes upgrade to 4 lanes by mid 2011);
- Bringelly Road (between The Northern Road and Camden Valley Way); and
- Campbelltown Road (between St Andrews Road and M5 includes widening to 2 lanes in each direction by 2016).

The RTA has also proposed and commenced planning a number of road upgrades in the vicinity to Edmondson Park including M5 West widening, Camden Valley Way upgrade between Cobbitty Road and Cowpasture Roadas well as Campbelltown Road upgrade. The RTA proposal for Campbelltown Road includes a proposal for a 6-lane principal arterial corridor with a posted limit of 80km/hr. None of these projects have committed funding from the RTA.

The South West Sector Bus Servicing Plan (AECOM, 2009) provides a long-term bus servicing strategy to cater for the future urban growth in the SWGC. This strategy is developed for three phases:

- design of a long-term (2030+) integrated bus network (for implementation upon full development of the SWGC);
- design of a short-term (< 5 years) bus network; and
- prioritisation of intermediate bus networks together with an appropriate land release strategy to achieve easy implementation of the long-term bus network.

The 'long-term' bus network proposal links the proposed major centres (Liverpool, Campbelltown, Parramatta, Oran Park and Leppington) and supports accessibility to each of the South West Growth Centre precincts. Three of these services operate via Edmondson Park, one regional and two district services.

Transport Opportunities

Key transport opportunities include:

- An opportunity to create a mixed use, mixed income transit oriented and master planned community with key sustainable transport principles included within its planning and design from the outset including accessible and connected urban places and a new town centre with a mix of retail, commercial and community uses and a new train station and rail line with a rail/bus interchange;
- The planning of a regional road network sufficient to resolve the currently experienced significant peak period congestion at key intersections and midblock sections.
- The progressive upgrading of the existing low-demand, rural local road network to provide road capable of providing an acceptable condition with safe and efficient operation to benefit all road users within the local and strategic context.
- The opportunity to remove the high car dependence due to the site's current poorly integrated public transport, low service levels, irregular low density urban development and dispersed trip origins and destinations.
- An ultimate transport network suitable to accommodate other significant urban development planned within the larger Edmondson Park Precinct.

3.13 Utility Services Infrastructure

Existing physical infrastructure is not adequate to service the future development and augmentation will be required to all key utilities and services and provision. Capacity does exist in the existing potable water and electricity networks which will facilitate early stages of development.

Significant physical infrastructure (in addition to roads) needed as part of the ongoing development of the site includes:

- Water infrastructure (potable and recycled);
- Sewer connection to the Ash Road carrier main including construction of a gravity fed trunk sewer carrier with connection through the future Regional Park. This sewer will facilitate development of adjoining fragmented land;
- Upgrades to power supply infrastructure including a new zone substation within the site; and
- Provision of fibre to the premises (FTTP) Communications.

Further detail relating to existing infrastructure services is provided in the Infrastructure Delivery Strategy prepared by J Wyndham Prince included at **Appendix N**.

3.14 Community and Social Infrastructure

There are limited existing social and community facilities in the surrounding area and these existing facilities and services will not appropriately cater for the needs of incoming residents and workers.

Previous studies undertaken as part of the rezoning of the land identify a need for the upgrading and augmentation of a number of city-wide facilities (Central Library, Liverpool Museum, Casula Powerhouse Arts Centre, Liverpool Indoor Recreation and Entertainment Complex and The Whitlam Centre); district level facilities (community centres, branch libraries, cultural centre, youth centre) and neighbourhood level facilities (multi-purpose family and children's centre, multi-purpose community centre, and childcare centres.

3.15 Urban Capable Land Analysis

As demonstrated throughout this section, Edmondson Park South is relatively free of major physical and environmental constraints.

Figure 19 provides an overall summary of the environmental constraints identified as part of the site analysis.

The constraints that do exist on the site can be integrated, managed and / or conserved as part of the proposed development through the adoption of appropriate strategies.

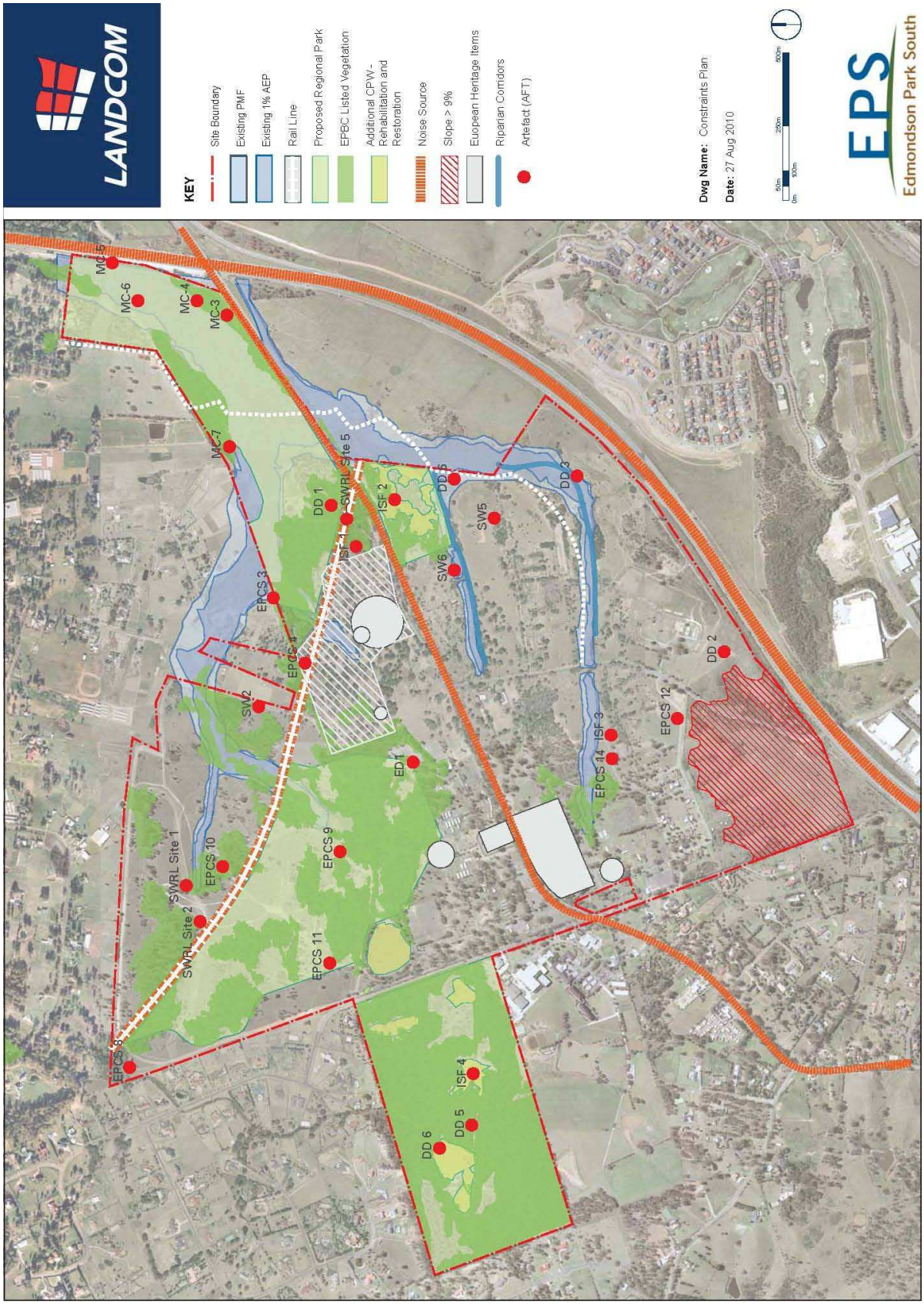

Figure 19 - Consolidated constraints analysis

4.0 Concept Plan

4.1 Introduction

The Concept Plan is the planning and development framework to be used by consent and approval authorities to assess future development proposals within the Edmondson Park South site. It identifies the parameters and outcomes for future development and describes key elements of the environmental strategies that are to be implemented.

The Concept Plan responds to the Site Analysis at Section 3.

The Edmondson Park South site is proposed to be developed in stages over an approximately 15-20 year period. This long term horizon requires a planning and assessment framework that provides the certainty of a workable urban structure at the outset.

The Concept Plan provides an urban structure that addresses the manner in which sitewide environmental issues and relationships including conservation, riparian corridors and water management, infrastructure servicing, remediation and heritage protection, have been resolved.

Detailed planning and design for neighbourhoods and urban development will be addressed as part of a series of future applications for subdivision, open space, conservation and infrastructure works that will be submitted over time, consistent with the parameters and outcomes for development identified in the Concept Plan.

Each of these future applications will be required to be generally consistent with the Concept Plan and Statement of Commitments.

The proposed amendments to the existing land use zones that apply to the subject site to allow for the implementation of the Concept Plan will be effected through the inclusion of the Edmondson Park South site as a SSS under Schedule 3 of the Major Development SEPP. The proposal for the amendment to the Major Development SEPP is included at Section 6.

The proposed development contribution strategy including the scope and timing of local infrastructure delivery is included at Section 5.

4.2 Proposed Development

The Concept Plan is shown in **Figure 20**.

Landcom is seeking approval for the Concept Plan including:

- land use type and distribution;
- approximately 3,200 dwellings;
- minimum subdivision lot sizes for a range of dwelling types and building height;
- a sustainable, transit oriented and cohesive new Edmondson Park Town Centre incorporating a mix of retail, commercial, business, civic, community, recreation, residential and mixed use employment - up to approximately 45,000m^2 of retail, business and commercial floor space;
- the location of an expanded Ingleburn North Primary School and new combined Primary/High School site on the northern side of Campbelltown Road;
- the retention and protection of land for environmental conservation and / or management purposes including the creation of an approximately 150 hectare Regional Park;
- an Open Space Network including the general location, level of embellishment and function of passive and active areas to serve the future residential and worker population;
- a Road Network and Hierarchy for the site including:
  - key intersection layout and configuration;
  - a revised four lane proposal for Campbelltown Road (with a kerb side parking lane on each side of the carriageway);
  - a realigned and extended McDonald Road;
  - an extension of and reconstruction of the southern portion of Zouch Road;
  - road cross sections / design standards;
- a Pedestrian, Cycle and Public Transport Network including the provision of a pedestrian bridge over the South West Railway;
- a Water Cycle Management Strategy for the development;
- a Riparian Corridor Network which includes the location, future use and management of riparian corridors;
- decommissioning of the existing Sewerage Treatment Plant (STP) within the north-eastern portion of the subject site and provision of a new sewer carrier main to connect to the existing Ash Road Sewer Carrier;
- strategies for the provision of other associated infrastructure including a recycled and potable water, power, telecommunications and gas;
- appropriate interpretation of the European and Aboriginal heritage values of the site including retention of the Ingleburn Military Precinct and the Mont St Quentin Oval (including entry gates and flag pole), and adaptive relocation of three Riley-Newsum pre-fabricated cottages within the proposed Open Space Network;
- location and dimensions of Bushfire Asset Protection Zones; and
- a Remediation Strategy for the site.

The Concept Plan application also seeks approval for the carrying out of the following detailed aspects of the proposal:

- the carrying out of all necessary remediation works in accordance with a Remedial Action Plan relating to Lots 1, 2 Part Lot 7 and Part Lot 8 DP 1127652;
- demolition of all existing buildings (except for the Ingleburn Military Heritage Precinct, Mont St Quentin Oval including entry gates and flag pole, and the group of three Riley-Newsum prefabricated cottages on the southern side of Bass Road within the former Ingleburn Village) and other structures including former paved roadways;
- construction and use of a temporary sales and information centre, associated signage, landscaping and car parking; and
- use of a building within the Ingleburn Military Heritage Precinct as a temporary sales and information centre.

The series of drawings illustrating the Concept Plan for which approval is sought is included at **Appendix B**.

In determining the Concept Plan, it is requested that the Minister determine that development for the purpose of public domain/site infrastructure and site establishment works (except works that would otherwise be exempt/complying development) is development to which Part 3A of the EP&A Act applies.

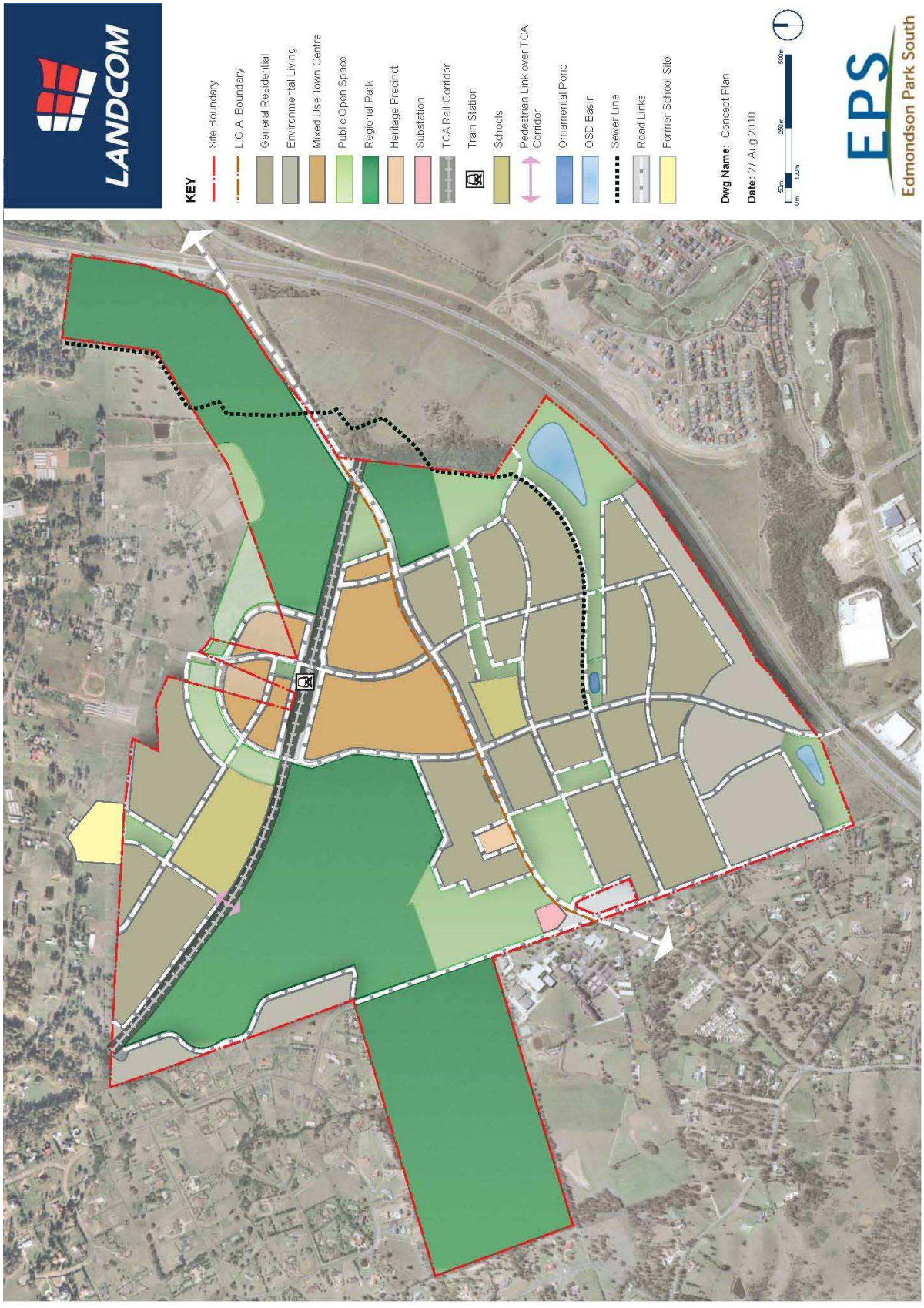

Figure 20 - Edmondson Park South Concept Plan

4.3 Urban Design Concept

The urban design and development principles driving the planning and development of the site are as follows:

Town centre focus of activity

- A focus of business and community activity in the Town Centre with a mix of retail, commercial and community uses adjacent to the main rail/ bus interchange providing employment opportunities and meeting the business services and retail needs of the community.
- The urban and built form of the Town Centre has a main street focus and is pedestrian friendly.

Transit oriented, accessible and connected development

- Higher density housing is provided within walking distance of the Town Centre, rail station and bus/rail interchange.
- Public transport and arterial roads upgrades give access connections to and from other business centres, employment lands and community facilities in surrounding localities.
- A hierarchy of roads and paths provide clear and convenient access links throughout the precinct and particularly between key urban places.
- A cycleway network link destination points and open spaces.
- Creation of a safe walkable community.

Community places

- A series of community spaces with distinct identify is embedded in the urban structure.
- Community and social infrastructure is incorporated into the precinct including multi-purpose community facilities, three schools, regional and local neighbourhood parks and public art.
- A series of memorable and enduring 'community places' are provided as the basis for local identity and community building.
- Streets and public spaces are designed for formal and informal social engagement.
- A safe and secure environment is provided with high levels of passive surveillance of the public domain.

Parklands of native bushland

- The new 150 hectare Regional Park conserves CPW and providing recreation activities.
- A conservation open space network is established comprising multiple local neighbourhood parks and open spaces incorporating existing significant vegetation and ecological communities.

Heritage interpretation

- Significant places and items of heritage are retained, and interpretation and celebration of heritage values and adaptive re-use of European heritage

structures proposed to contribute to an ongoing sense of identity and understanding of the place.

- Important indigenous heritage elements are preserved in open spaces.

4.4 Sustainability

Sustainability is a fundamental element of Edmondson Park South. Sustainability initiatives include:

Environmental Sustainability

- Retention of core biodiversity areas within the site and provision of conservation and open space connectivity with a long term ownership and maintenance regime.
- Water sensitive urban design measures that will result in improvement in water quality, incorporate the site riparian network and integrate with urban design.
- Coordinated delivery of regional infrastructure to support efficient development within the wider region including the new sewer carrier main and road network upgrades.
- Use of recycled water.
- Adoption of potable water supply conservation target and identification of integrated options for water supply, wastewater and stormwater servicing.
- Reduction in energy demand by facilitating orientation of lots that can ensure optimal solar access.
- Reduction in travel distances and improved mode share split by
  - establishing a Town Centre and location traffic generating land uses adjacent to the future railway station and bus interchange;
  - locating related land uses centrally to maximise the opportunity for multipurpose trips;
  - providing a street network with a high level of connectivity and permeability;
  - locating public transport corridors within 400 metres walking distance of the majority of dwellings;
  - connecting public transport corridors to key local destinations;
  - providing an interconnected network of pedestrian priority streets and open space corridors to encourage walking between residences and facilities; and
  - providing a system of on-street and off-street cycleways to encourage bicycle usage.
- The adjacent transport corridors of Campbelltown Road, M5 Motorway and South West rail line provide a high level of accessibility to and from other employment lands and centres of business and retailing with job opportunities. Edmondson Park South is within 15 to 20 minutes of planned major employment lands (i.e. industrial and business park zones) around Badgerys Creek in the South West Growth Centre, within 15 to 20 minutes of the main Liverpool and Campbelltown city centres and within 5 minutes of the existing Ingleburn Industrial estate. Journey times to Sydney Airport and Sydney CBD from Edmondson Park train station are expected to be 40 minutes and 50 minutes respectively.
- Providing homeowner / resident kits to inform residents of the resource efficiency features and initiatives implemented at the site, and the benefits available.

- Establishing an on-site display home fitted out with resource efficiency features and accompanying promotional material and attended by a person knowledgeable in the usage and maintenance of the resource efficiency features.

Social Sustainability

The social sustainability objectives for Edmondson Park South are:

- A planning approach that integrates social planning components with physical, environmental and economic planning, to ensure comprehensive sustainability principles are addressed.
- Encouragement of innovation, initiative and resourcefulness that will strengthen the capacity of the community to function in a sustainable and resilient way.
- A population which is diverse in terms of demography and lifestyle choice, achieved through diversity of housing and setting.
- A pleasant, healthy and safe environment which promotes a sense of security and wellbeing and an active lively neighbourhood life.
- A vibrant and accessible town centre which acts as the focal point of the community.
- Convenient and equitable access to jobs, shops, public transport, schools and social and recreational facilities at the local level and in the wider region.
- Encouragement for residents to learn throughout their lives, through local provision of a range of learning opportunities and resources.
- Provision of a range of facilities, services and programs that meet the learning, social, cultural, health and recreational needs of the community and help build its resources.
- Efficiency in the development and use of community resources.
- Opportunities for all age groups and sections of the population to become involved in the life of the community, and to develop community networks and connections with other residents and a sense of belonging.
- Opportunities to participate in the on-going planning and development of the community and to develop stewardship over its resources.
- An identity and image that promotes civic pride and celebrates its unique sense of place.
- Respect, interpretation and celebration of its natural and cultural heritage.
- Integration with surrounding communities and the wider regional, both physically and socially.
- Contribution to the amenity of the region, by providing jobs, transport, commercial, cultural and recreational resources which are accessible to the wider community.

4.5 Land Uses and Distribution

4.5.1 Residential Precincts

Dwelling Yield and Staging

The Concept Plan will deliver a minimum 3,200 dwellings over the next 15-20 years.

Figure 21 identifies a minimum dwelling yield for the development on a staged basis demonstrating the manner in which the 3,200 dwellings is intended to be delivered within the site. Future detailed applications for future stages of the development will demonstrate implementation of the dwelling yield targets within the framework of **Figure 21**.

As shown at **Figure 21** the Project is to be generally delivered in six stages. More than one stage may be under construction at any point in the time. The development will commence in the South stage with subdivision to create 206 residential lots, 8 residue lots for future subdivision, 15 environmental living (rural-residential) lots, and public reserves for roads and open space (refer to the Stage 1 Project Application).

Each future residential neighbourhood within the overall development will contain a range of lot sizes and a variety of housing types. Physical infrastructure including roads, parks, drainage and community infrastructure will also be delivered on a stage by stage basis. The timing and staging of key elements of the Project infrastructure is detailed in the Infrastructure Delivery Strategy at **Appendix N** and in the development contributions strategy at Section 5 and **Appendix O**.