

# ETHOS URBAN



## Development Application

Statement of Environmental Effects

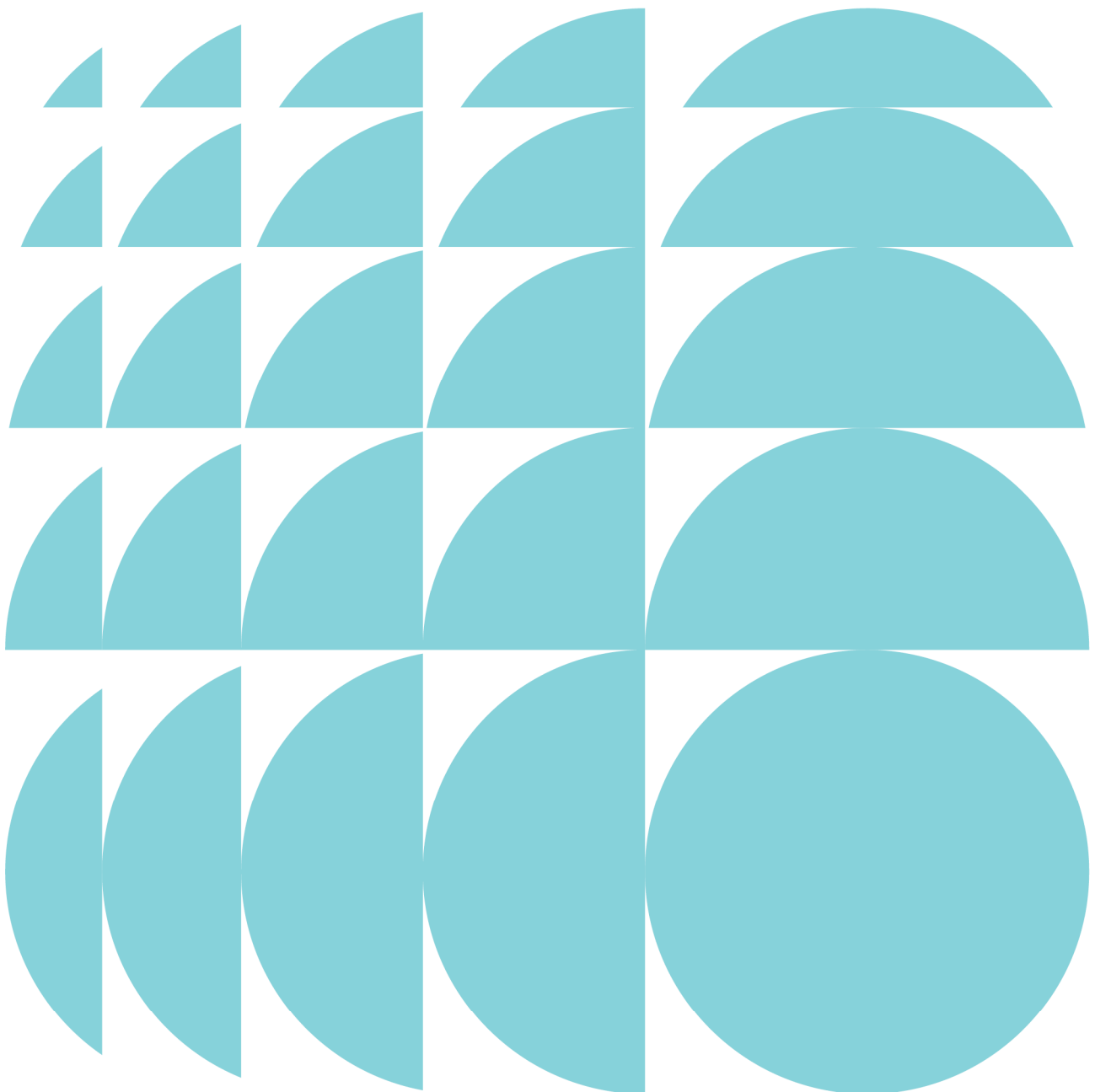
Town Centre East

Edmondson Park Frasers Town Centre

Submitted to Liverpool City Council

On behalf of Frasers Property Australia

13 September 2017 | 15895



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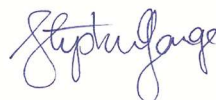
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# Contents

<b>1.0</b>	<b>Introduction</b>	<b>7</b>
1.1	Agency Referrals	8
1.2	Estimated Cost of Works	9
<b>2.0</b>	<b>Background</b>	<b>10</b>
2.1	Concept Approval	10
2.2	The Frasers Bid and Concept Plan Modification	11
2.3	Part 3A Repeal	15
2.4	Concurrent Development Applications	15
2.5	Consultation	16
<b>3.0</b>	<b>Site Analysis</b>	<b>17</b>
3.1	Site Location and Context	17
3.2	Site Description	18
3.3	Existing Development and Vegetation	18
3.4	Site Contamination	20
3.5	Heritage	20
3.6	Surrounding Development	21
3.7	Future Development	23
<b>4.0</b>	<b>Description of Proposed Development</b>	<b>26</b>
4.1	Town Centre Description	27
4.2	Urban Design Principles	29
4.3	Numerical Overview	29
4.4	Site Preparation	30
4.5	Basement Construction	30
4.6	North East Quadrant	31
4.7	Apartment Design	34
4.8	South East Quadrant	35
4.9	Hotel	38
4.10	Hours of Operation	40
4.11	Bridge	40
4.12	Retail Shopfronts	40
4.13	Awnings	40
4.14	Signage	40
4.15	External Materials and Finishes	40
4.16	Landscaping and Public Domain	41
4.17	Access and Parking	45
4.18	Civil Works	47
4.19	Stratum Subdivision	48

# Contents

4.20	Construction Hours	48
4.21	Utilities and Services	48
4.22	Staging	49
4.23	Waste Management	49

---

## 5.0 Assessment of Environmental Impacts 50

5.1	Compliance with Relevant Strategic and Statutory Plans and Policies	50
5.2	Consistency with the Concept Plan	51
5.3	Building Height	60
5.4	Gross Floor Area	61
5.5	Frasers Town Centre Design Guidelines	62
5.6	Frasers Town Centre Public Domain Plan	65
5.7	Impact to Adjoining Properties	66
5.8	Residential Amenity	67
5.9	Traffic and Parking	74
5.10	Water Cycle Management	77
5.11	Flooding	77
5.12	Heritage	78
5.13	Flora and Fauna	78
5.14	Noise and Vibration	78
5.15	Geotechnical	79
5.16	Contamination	80
5.17	Wind	80
5.18	Environmentally Sustainable Design	81
5.19	Building Code Compliance	81
5.20	Access and Universal Housing	82
5.21	Fire Engineering	82
5.22	Operational Waste Management	82
5.23	Construction Management	83
5.24	Bushfire	83
5.25	Crime Prevention through Environmental Design	85
5.26	Public Art	87
5.27	Suitability of the Site	87
5.28	Public Interest	87

---

## 6.0 Conclusion 88

# Contents

## Figures

Figure 1 - Artist impression of Eat Street	8
Figure 2 - The Edmondson Park South Approved Concept Plan	10
Figure 3 - Frasers Town Centre illustrative structure plan	13
Figure 4 - Context plan	17
Figure 5 - Aerial photo of the site	18
Figure 6 - Photographs of the site (approved earthworks underway)	19
Figure 7 - Edmondson Park Train Station	22
Figure 8 - Soldiers Parade	22
Figure 9 - Typical rural landscape surrounding the site	22
Figure 10 - Vegetation part of the future regional park to the west of the site	22
Figure 11 - Approved Edmondson Parks South Concept Plan	23
Figure 12 - Frasers Town Centre Plan as proposed to be modified	25
Figure 13 - Artists impression of the new Town Square	27
Figure 14 - Town Centre East context plan	28
Figure 15 - North-east quadrant ground floor layout plan	32
Figure 16 - Artists impression of Building 11 from Henderson Street	34
Figure 17 - South-east quadrant ground floor layout plan	36
Figure 18 - Artist impression of the cinema and Eat Street from Soldiers Parade	37
Figure 19 - Envelope footprint location (shown red) at Ground Level (left) and Level 1 (right)	39
Figure 20 - Elevation showing the Concept envelope extent	39
Figure 21 - View of Henderson Street elevation (top) and Soldiers Parade elevation (bottom)	41
Figure 22 - NE Podium Common Open Space for residents	42
Figure 23 - Town Square and Eat Street pedestrian and landscaped areas	43
Figure 24 - Artist impression of Town Square	44
Figure 25 - Site access arrangement	46
Figure 26 - Indicative Main Street section	47
Figure 27 - Maximum Height Plan	61
Figure 28 - Maximum GFA Plan	61

# Contents

Figure 29 – Elevation view of the Market Hall building (Eat Street)	63
Figure 30 – Elevation view of the Markey Hall building (Main Street)	63
Figure 31 – SE quadrant façade viewed from Soldiers Parade	65
Figure 32 – NE quadrant view from Henderson Road	65
Figure 33 – Bushfire attack level plan	85

## Tables

Table 1 - Edmondson Park Frasers Town Centre DA Status	14
Table 2 - Key development information	29
Table 3 - Apartment mix summary	33
Table 4 - Average apartment sizes	35
Table 5 - Apartment mix summary	38
Table 6 - Hotel concept key development information	39
Table 7 - Summary of consistency with key strategic and statutory plans and policies	50
Table 8 - Assessment of consistency with Concept Plan of Approval	52
Table 9 - Public Domain Plan verge, shared path and footpath assessment	66
Table 10 – Consistency with the NSW Apartment Design Guide	67
Table 11 - Communal open space provision assessment	72
Table 12 - Car parking assessment	74
Table 13 - Bicycle parking assessment	75
Table 14 - Noise criteria	78
Table 15 - Vibration assessment	79

## Appendices

- A** Architectural Drawings  
*HDR*
- B** Design Report and ADG Assessment

# Contents

*HDR*

**C** Design Guidelines

*Ethos Urban*

**D** Landscape Plans

*Hassell*

**E** Civil and Stormwater Plans

*Bonacci*

**F** Subdivision Plan

*Beveridge Williams*

**G** Traffic and Parking Assessment

*Ason Group*

**H** Water Cycle Management Statement

*J. Wyndham Prince*

**I** Interim Stormwater Management Strategy

*J. Wyndham Prince*

**J** Acoustic Assessment

*Wilkinson Murray*

**K** Geotechnical and Salinity Investigation

*GeoEnviro Consultancy*

**L** Remediation Action Plan

*DLA Environmental Services*

**M** Pedestrian Wind Environment Statement

*Windtech*

**N** ESD and Section J Report

*WSP*

**O** BASIX

*WSP*

**P** BCA Assessment

*Mckenzie Group*

**Q** Access Report

*Morris Gooding Accessibility Consulting*

**R** Fire Safety Engineering Strategy

*Olsen Fire and Risk Consulting Engineers*

**S** Operational Waste Management Plan

*GHD*

# Contents

<b>T</b>	Preliminary Construction Management Plan <i>Frasers</i>
<b>U</b>	Bushfire Addendum Assessment <i>Eco Logical</i>
<b>V</b>	Bushfire Planning Assessment <i>Eco Logical</i>
<b>W</b>	Crime Prevention Through Environmental Design Report <i>Ethos Urban</i>
<b>X</b>	Edmondson Park Frasers Town Centre Public Art Strategy <i>Queen and Crawford</i>
<b>Y</b>	Water and Sewer Services Statement <i>Cardno</i>
<b>Z</b>	Telecommunication and Gas Services Letter <i>J. Wyndham Prince</i>
<b>AA</b>	Electrical Services Letter <i>Shelmerdines</i>
<b>BB</b>	Design Guidelines Assessment <i>Ethos Urban</i>
<b>CC</b>	Statement of Commitments Assessment <i>Ethos Urban</i>
<b>DD</b>	Draft Concept Plan approval <i>Department of Planning and Environment</i>

## 1.0 Introduction

This Statement of Environmental Effects (SEE) is submitted to Liverpool City Council (Council) in support of a Concept Development Application (Concept DA) including the detailed proposal for the first stage of works in accordance with Section 83B of the Environmental Planning & Assessment Act 1979 (EP&A Act) at Edmondson Park South, known generally as Edmondson Park Frasers Town Centre.

Development consent is sought for the following in the Concept DA:

- building envelope and use for a future hotel in the south-east quadrant, including parking for 60 vehicles within the combined basement. The approval for the detailed design of the hotel would be subject to further assessment and approvals under a separate DA, consistent with the Concept DA building envelope and use.

Development consent is sought for the following first stage of works:

- approval of land uses across the site (including residential and non-residential), with fit out of non-residential the subject of a future approvals (as required);
- construction and use of the retail, residential and commercial podium including approval of six residential buildings consisting of 427 apartments;
- construction of two basement levels of car parking for 544 residential vehicles, 996 retail car parking, 50 retail motorcycles, bicycle parking; loading dock, plant, exhaust and waste rooms and residential storage;
- approval for the use, access arrangements and floor space of a 140 place childcare centre. The detailed fit out of the childcare centre will form part of a separate fitout DA;
- approval for the use, access arrangements and floor space of a 1300 capacity cinema. The detailed fitout of the cinema will form part of a separate DA;
- civil engineering works including construction of Main Street and a temporary driveway to Bernera Road providing access to the basement;
- public domain improvements including;
  - parking for 93 bicycles (visitors);
  - design of Eat Street and Town Square and indicative play equipment; and
  - landscaping of Main Street, Town Square and Eat Street;
- landscaping works to the podium, private and communal open spaces;
- indicative signage zones;
- extension of augmentation of physical infrastructure and utilities as required; and
- stratum subdivision.

The SEE has been prepared by Ethos Urban on behalf of Frasers Property Australia and is based on the Architectural Drawings provided by HDR (see **Appendix A**) other supporting technical information appended to the report (see Table of Contents).

This report describes the site, its environs, the proposed development, and provides an assessment of the environmental impacts and identifies the steps to be taken to protect or lessen the potential impacts on the environment.

An artist impression of Eat Street is provided at **Figure 1** below.



**Figure 1 - Artist impression of Eat Street**

Source: HDR

## 1.1 Agency Referrals

As part of the requirements of State Environmental Planning Policy (Infrastructure) 2007 (ISEPP), referral will be required to Sydney Trains in accordance with clause 85 of the ISEPP.

Under the provisions of Schedule 3 of the ISEPP residential flat buildings with 300 or more dwellings are required to be referred to Roads and Maritime Services (RMS). The proposal will result in 427 dwellings; accordingly, referral to the RMS is required.

In accordance with Section 100B of the Rural Fires Act 1997 the proposal is integrated development as it proposes to subdivide land for residential purposes (refer to Section 91 of the EP&A Act).

## 1.2 Estimated Cost of Works

Altus Group has undertaken a calculation of the construction of the proposal and estimates that the cost of development is estimated at \$278,933,962 million.

As the proposal is a class of development described in Schedule 4A of the EP&A Act, being a development that has a capital investment value of more than \$20 million, Part 4 of the State and Regional Development SEPP applies to the DA. Under Part 4 of the SEPP the Council's consent function is exercised by the Sydney West Planning Panel.

A copy of the Quantity Surveyors certificate has been provided under separate cover.

## 2.0 Background

### 2.1 Concept Approval

In March 2010 Landcom (now UrbanGrowth NSW (UGNSW)) 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 2** illustrates the approved Concept Plan.



**Figure 2 - 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 (State Significant Precincts) 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 now referred to as “State Significant Precincts SEPP”.

The State Significant Precincts 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.

## **2.2 The Frasers Bid and Concept Plan Modification**

In August 2014 UGNSW 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, UGNSW confirmed that Australand (now Frasers), had been awarded the tender for the purchase and development of the Town Centre (south of the railway line).

In March 2016 Frasers lodged a Section 75W Modification to the Concept Plan (Concept Plan (Mod 4)) to incorporate 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.

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 illustrative masterplan for the Town Centre is provided at **Figure 3** below. A detailed description of the Concept Plan is provided at **Section 3.8**.

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 UGNSW under DA595/2014.



**Figure 3 - Frasers Town Centre illustrative structure plan**

Source: Hassell

## 2.2.1 Frasers Development Applications

As a result of the scale of the Town Centre a number of separate DAs will be lodged for the site. This DA represents the eighth Frasers DA for detailed development under the Concept Plan. The status of existing and indicative future development applications is provided at **Table 1** below.

**Table 1 - Edmondson Park Frasers Town Centre DA Status**

DA	Subject	Lodged	Determination
621/2016	Sales and Marketing Centre	7 July 2016	30 January 2017
628/2016	Bulk Earthworks Town Core and Residential Precinct	8 July 2016	13 March 2017
801/2016	Sales and Marketing Centre Subdivision of Land	26 August 2016	22 December 2016
925/2016	Bulk Earthworks (Town Centre)	30 September 2016	24 May 2017
1260/2016	Roads and Infrastructure	21 December 2016	-
583/2017	Residential Precinct 1 (Roads and Infrastructure)	4 August 2017	-
-	Residential Precinct1 (Stage 1)	-	-
<b>This application</b>	<b>Town Centre Core (Stage 1)</b>	-	-

## 2.3 Part 3A Repeal

On 1 October 2011, Part 3A of the EP&A Act was repealed by the NSW Government; however transitional arrangements were introduced to apply to approved Part 3A projects. Under Schedule 6A, Clause 3B (Transitional arrangements—repeal of Part 3A) of the EP&A Act, the approved Concept Plan continues to have substantial weight and force.

Reference is made to the following clauses which collectively have the effect of reinforcing the Concept Plan approval:

*3B Provisions applying with respect to approval of concept plans*

*(1) This clause applies to development (other than an approved project) for which a concept plan has been approved under Part 3A, before or after the repeal of Part 3A, and so applies whether or not the project or any stage of the project is or was a transitional Part 3A project.*

*(2) After the repeal of Part 3A, the following provisions apply (despite anything to the contrary in section 75P (2)) if approval to carry out any development to which this clause applies is subject to Part 4 or 5 of the Act:*

*(a) ...*

*(c) any development standard that is within the terms of the approval of the concept plan has effect,*

*(d) a consent authority must not grant consent under Part 4 for the development unless it is satisfied that the development is generally consistent with the terms of the approval of the concept plan,*

*(f) the provisions of any environmental planning instrument or any development control plan do not have effect to the extent to which they are inconsistent with the terms of the approval of the concept plan,*

*(g) any order or direction made under section 75P (2) when the concept plan was approved continues to have effect.*

The DA's consistency with the provisions of Schedule 6A, Clause 3B (Transitional arrangements—repeal of Part 3A) is addressed at **Section 5.2** of this SEE.

## 2.4 Concurrent Development Applications

Two development applications (DA628/2016 and DA925/2016) for clearing of vegetation, bulk earthworks, temporary stormwater and drainage works and services removal across the Town Centre were submitted to Council on 8 July and 30 September 2016. DA 628/2016 was approved by the Joint Regional Planning Panel on 13 March 2017 and DA 925/2016 was approved by Council on 24 May 2017.

A DA for the construction of Bernera Road and Greenway Road; works to Henderson Road, Main Street and Soldiers Parade, drainage works and associated civil infrastructure works was submitted to Council on 21 December 2016 (DA1260/2016) and is currently under assessment.

The works sought for approval in this DA will integrate with the works that have been sought in the approved/concurrent DA's listed above.

The project description for this application is provided at **Section 4.0**.

## 2.5 Consultation

### Liverpool City Council

Frasers and its consultant team have been engaged in on-going consultation with Liverpool City Council regarding the redevelopment of the entire Edmondson Park site.

A formal pre-lodgement meeting was held with Council on 27 April 2016 where Council officers were presented an overview of the redevelopment program for the Town Centre. Various issues including traffic, road works, access, flooding, contamination, stormwater and earthworks were discussed with Council technical staff. Council provided comments on 9 May 2016 (LP-42/2016).

A second formal pre-lodgement meeting was held with Council on 2 November 2016 to provide an update on the redevelopment program to technical staff including indicative staging and upcoming DA program and to discuss issues including traffic, road work specifications, agency consultation requirements, and stormwater and geotechnical requirements. Council provided comments on 21 November (reference PL-42/2016).

Informal meetings and correspondence with Council officers has been ongoing throughout the preparation of the DA. Council's comments during meetings and on-going consultation during the assessment of concurrent DA's have been incorporated in the proposed design where appropriate.

### Transport for NSW and RMS

Frasers have corresponded with and held multiple meetings with representatives of RMS and TfNSW regarding the redevelopment of the entire Frasers Town Centre, including Town Centre East. Comments received from the agencies have been considered and incorporated in the design, particularly in relation to the Concept Plan, which this DA is consistent with.

Frasers offered to present this DA to representatives of RMS and TfNSW prior to the finalisation and submission of this DA. No response had been received to date. Engagement with RMS and TfNSW will be ongoing throughout the development of the Town Centre.

### Community Consultation

Frasers has held ongoing consultation with the community as part of the process to modify to the Concept Plan. The most recent community information day for the Town Centre was held on 26 August 2017 at the Ingleburn Military Precinct. Frasers and members of the consultant team were on hand to answer any questions raised by community members.

## 3.0 Site Analysis

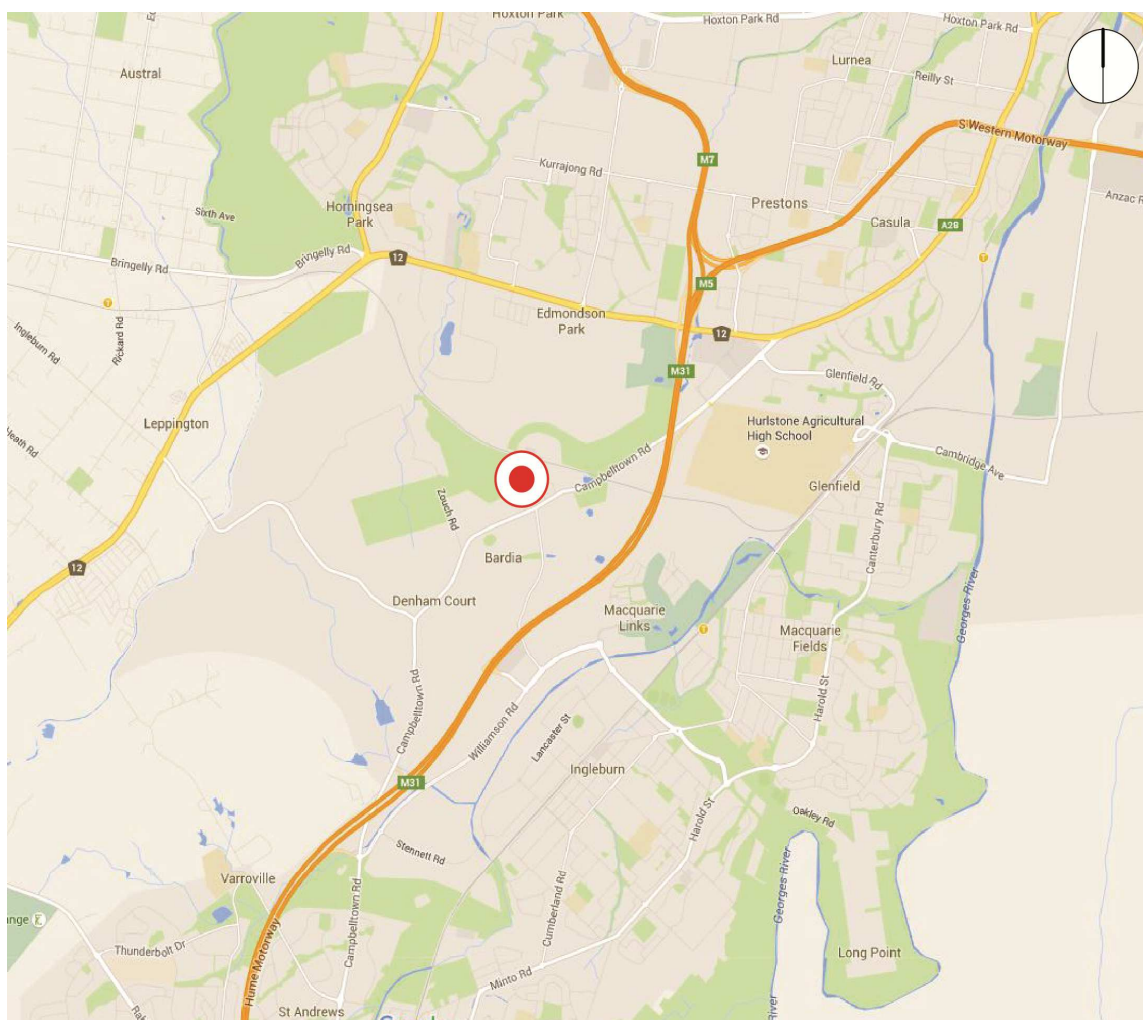
### 3.1 Site Location and Context

Edmondson Park is located to the north-west of the M5 Motorway and lies approximately 40 km to the south-west of Sydney CBD. The area subject to this application is within the Liverpool LGA. Campbelltown Road marks the boundary of the Liverpool and Campbelltown LGA's.

Edmondson Park is undergoing significant transformation from rural to urban land centred on the Edmondson Park railway station. Development of Edmondson Park will see the introduction of a new town centre featuring a diverse mix of commercial, mixed, retail and residential uses.

The Edmondson Park Frasers Town Centre is generally bound by the South West Railway and Edmondson Park rail station and Campbelltown Road.

The locational context of Edmondson Park is shown at **Figure 4**.



○ The Site

**Figure 4 - Context plan**

Source: Ethos Urban & Nearmaps

### 3.2 Site Description

The site is legally described as Lot 1 in DP 1220978, which is owned by Frasers Property Australia.

The site's area is approximately 29,935 m<sup>2</sup>. It is irregularly shaped. Survey details are provided at **Appendix A**.

An aerial photo of the site in relation to the overall Edmondson Park Town Centre site is shown at **Figure 5**.



**Figure 5 – Aerial photo of the site**

Source: Ethos Urban and Nearmaps

### 3.3 Existing Development and Vegetation

The site is presently vacant with no structures or vegetation on site. Approval for the clearance and bulk excavation of the site has been received (DA628/2016) and these works have begun as discussed at **Section 2.4**. Photographs of the site are provided at **Figure 5**.



**Figure 6 – Photographs of the site (approved earthworks underway)**

Source: Ethos Urban

### 3.4 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)"*.

The Concept Plan accordingly granted approval for implementation of the Remediation Action Plan and remediation of unexpected contamination finds in accordance with the protocols set out in the Contamination Management Plan as submitted with the original application. The proposals consistency with the Concept Approval is provided at **Section 5.2** and in relation to contamination at **Section 5.16**.

### 3.5 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.

## 3.6 Surrounding Development

Generally, the surrounding landscape of the site is rural in character with limited development. The development surrounding the site include the following, shown in **Figures 6-9**.

### To the north

The Edmondson Park railway station is located to the north of the site. The station is fully developed and operating with regular services along the Southwest Railway line between Leppington and Liverpool. There are two large commuter car parks that service the station, one adjoins the northern site boundary, south of the railway line and another is located north of the railway.

### To the east

The site is bound to the east by Soldiers Parade which is currently the principle north-south road connection through Edmondson Park. Further east is the future residential precinct of Edmondson Park. At present this land is cleared of development and features vegetation of varying density.

### To the south

To the south of the site is land that will be the future residential precinct of Edmondson Park. The land is cleared of development and excavation works are underway for the residential precinct. Further south is Campbelltown Road which provides regional connections to the Hume Highway and Hume Motorway. The Bardia Public School is located directly opposite Campbelltown Road. The Edmondson Park South residential development is located approximately 350m south of Campbelltown Road.

### To the west

Land adjoining the site to the west is land that will be part of future stages of the Town Centre. The land is generally cleared of development. The Edmondson Regional Park is located to further west, opposite Zouch Road. The Ingleburn Military precinct is located on Campbelltown Road.



**Figure 7 - Edmondson Park Train Station**

Source: Ethos Urban



**Figure 8 - Soldiers Parade**

Source: Ethos Urban



**Figure 9 - Typical rural landscape surrounding the site**

Source: Ethos Urban



**Figure 10 - Vegetation part of the future regional park to the west of the site**

Source: Ethos Urban

### 3.7 Future Development

#### Approved Concept Plan

The approved Concept Plan established a broad vision for the future development of the (Frasers) town centre. **Figure 10** shows the indicative layout by the approval. As outlined in **Section 2.1** the approved Concept Plan and associated site specific listing in the State Significant Precincts SEPP provided for the future development of the town centre including:

- development of the Edmondson Park town centre including 35,000-45,000sqm 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;
- provision of 912 dwellings across the town centre;
- a FSR of 2.5:1 that applies to the entire town centre; and
- maximum building height of 24 metres across the site.

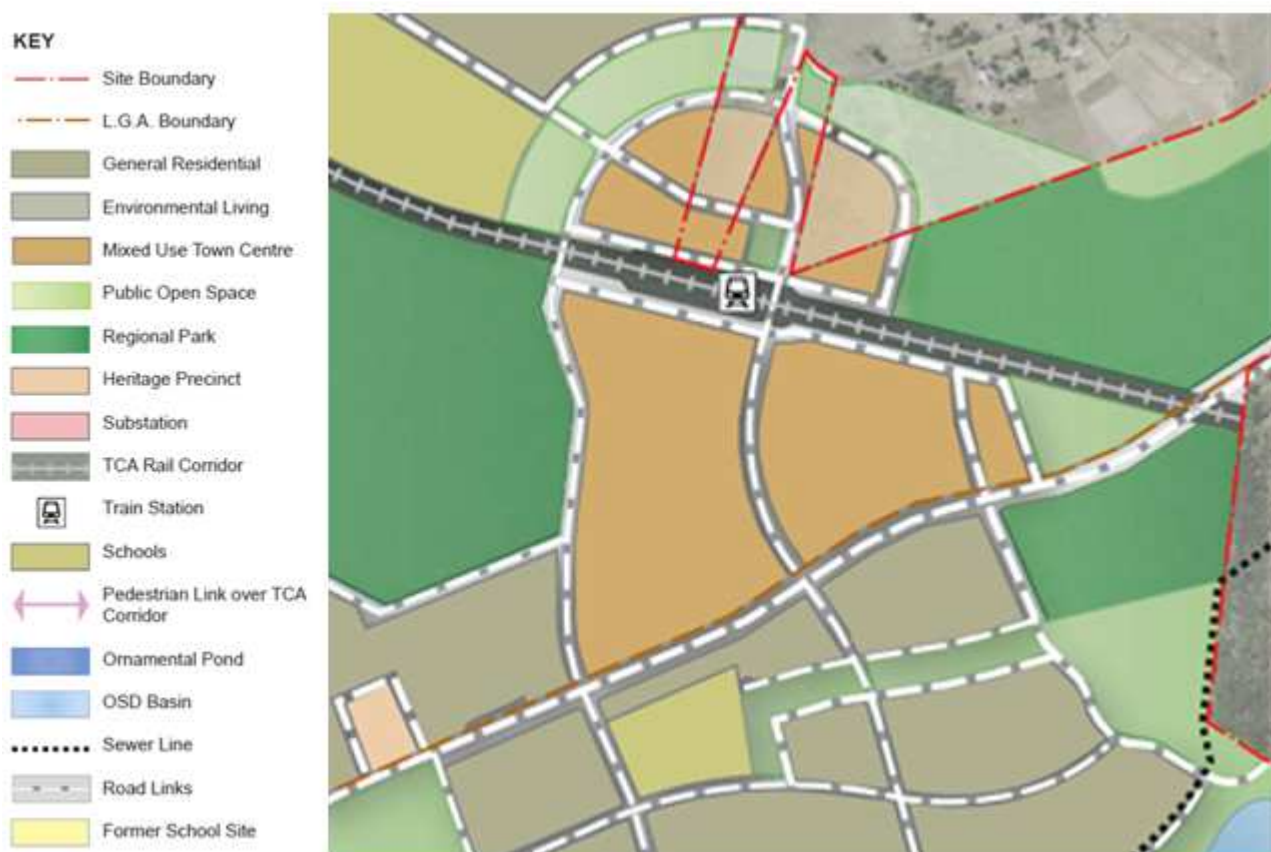


Figure 11 - Approved Edmondson Parks South Concept Plan

### **Modified Concept Plan (Mod 4)**

As detailed in Section 2.2, the Concept Plan as proposed to be modified (Mod 4) seeks to incorporate the winning Frasers concepts with several consequential and related changes to the built form and public domain outcome for the site.

The Frasers design establishes greater detail to the shape and function of the town centre. As shown in **Figure 11** the town centre will feature a mixed-use core in the north-west of the overall town centre, adjacent to the railway station known as the Town Centre Core. The core will be surrounded by a Residential Precinct that provides 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. This DA is the first stage of development of the Town Centre Core.

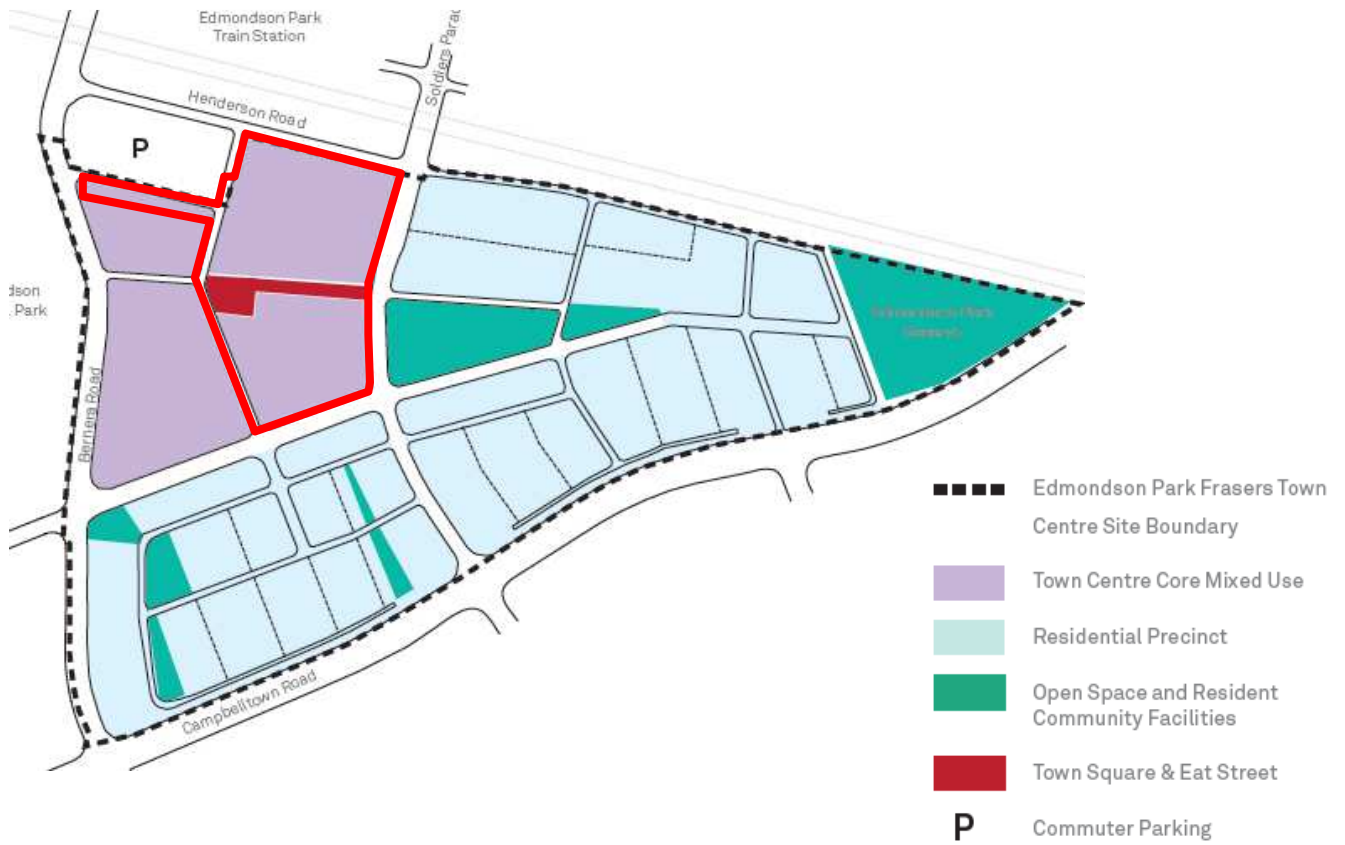
Concept Plan (Mod 4) further divides the town centre into quadrants. The subject DA is located within the North East and South East quadrants. The maximum height and GFA for each quadrant are:

- South East: 23,525m<sup>2</sup> and RL 96.4; and
- North East: 45,000m<sup>2</sup> and RL 105.8.

The Modification was also accompanied by Design Guidelines and a Public Domain Plan which is intended to inform the detailed design of the buildings within the Town Centre Core.

### **Modified Concept Plan (Mod 4) Status**

The Department of Planning and Environment has completed its assessment of Modification 4 to the Concept Plan which includes the consideration of submissions and correspondence with Liverpool City Council. The Department's recommendation for approval has been finalised and forwarded to the Planning Assessment Commission who will ultimately determine the modification. This application has been prepared in accordance with the Department's recommendations, including the revised Design Guidelines.



**Figure 12 - Frasers Town Centre Plan as proposed to be modified**

Source: Design Guidelines

## 4.0 Description of Proposed Development

This chapter of the report provides a detailed description of the proposed development. Development consent is sought for the following in the Concept DA:

- building envelope and use for a future hotel in the south-east quadrant, including parking for 60 vehicles within the combined basement. The approval for the detailed design of the hotel would be subject to further assessment and approvals under a separate DA, consistent with the Concept DA building envelope and use.

Development consent is sought for the following first stage of works:

- approval of land uses across the site (including residential and non-residential), with fit out of non-residential the subject of a future approvals (as required);
- construction and use of the retail, residential and commercial podium including approval of six residential buildings consisting of 427 apartments;
- construction of two basement levels of car parking for 544 residential vehicles, 996 retail car parking, 50 retail motorcycles, bicycle parking; loading dock, plant, exhaust and waste rooms and residential storage;
- approval for the use, access arrangements and floor space of a 140 place childcare centre. The detailed fit out of the childcare centre will form part of a separate fitout DA;
- approval for the use, access arrangements and floor space of a 1300 capacity cinema. The detailed fitout of the cinema will form part of a separate DA;
- civil engineering works including construction of Main Street and a temporary driveway to Bernera Road providing access to the basement;
- public domain improvements including;
  - parking for 93 bicycles (visitors);
  - design of Eat Street and Town Square and indicative play equipment; and
  - landscaping of Main Street, Town Square and Eat Street;
- landscaping works to the podium, private and communal open spaces;
- indicative signage zones;
- extension of augmentation of physical infrastructure and utilities as required; and
- stratum subdivision.

Architectural Drawings prepared by HDR are included at **Appendix A**. The Design Report also provided by HDR is provided at **Appendix B** and elaborates further on the proposed development. An artist's impression of the new Town Square is provided at **Figure 13** below.



**Figure 13 – Artists impression of the new Town Square**

Source: HDR

## 4.1 Town Centre Description

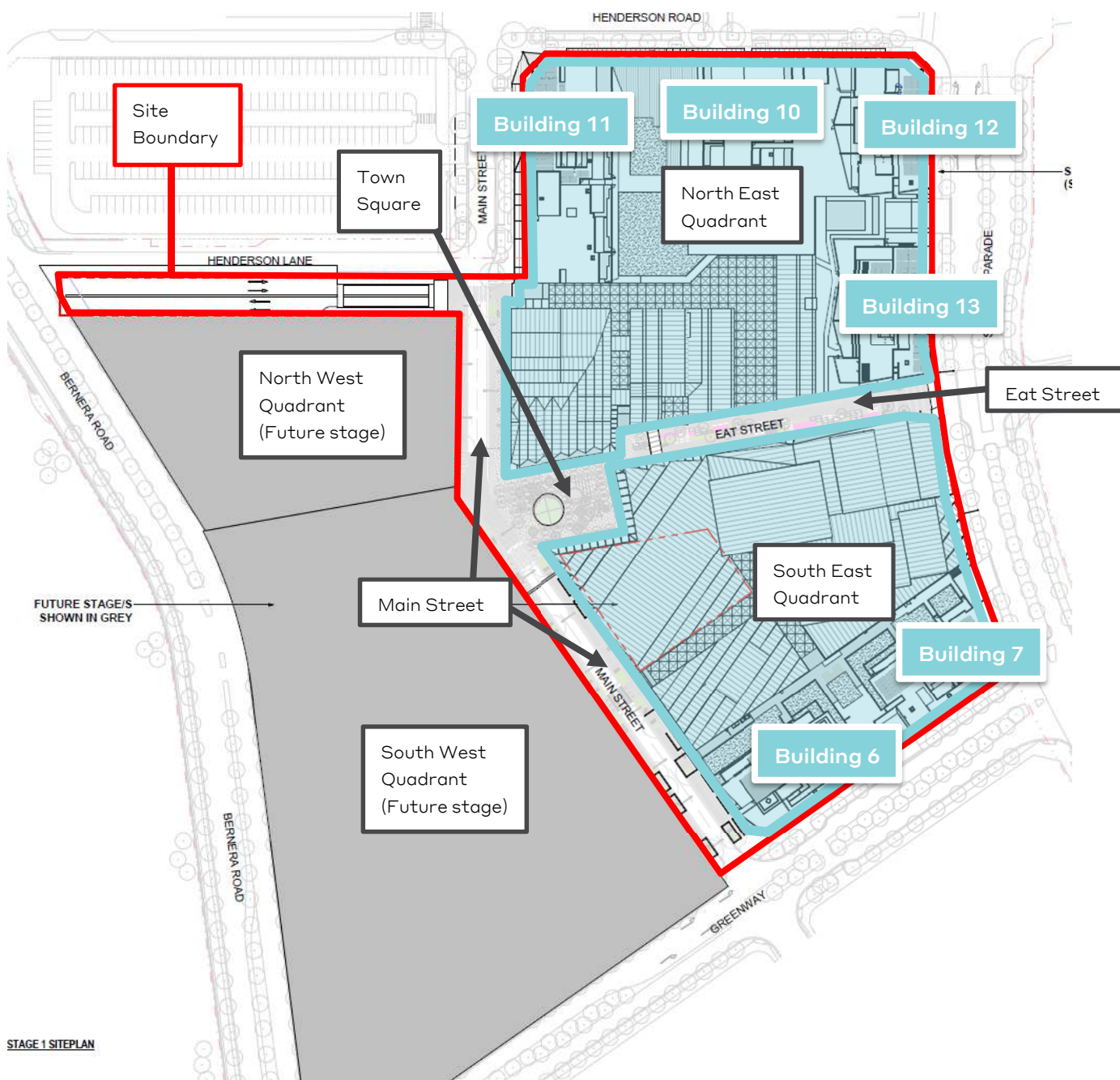
This application constitutes the first stage of development within the Town Centre Core of Edmondson Park. The design of the Town Centre is based on Concept Plan and the Design Guidelines submitted with the Concept Plan Modification (Mod 4) refer to **Section 3.8** and **Appendix C**.

This application relates to the north-east and south-east quadrants, collectively referred to as Town Centre East. Future stages will progressively deliver the remainder of the Town Centre through development of the north-west and south-west quadrants. Approval of these stages will form part of a future development application.

The Town Centre will be a thriving, vibrant and authentic town centre with a diverse mix of uses focused around pedestrian friendly streets and connected to the urban and natural landscape surrounding it. It will deliver active fronted retail buildings, six residential apartment buildings, a cinema, childcare centre, medical centre and town square over two levels of basement car parking.

It includes the construction of Main Street which will be the primary north-south vehicle connection through the Town Centre and Eat Street which will be a pedestrian street providing an east-west connection between the north-east and south-east quadrants.

A context diagram of Town Centre East is provided at **Figure 14** that locates the key components of the Town Centre as applicable to this DA.



**Figure 14 – Town Centre East context plan**

Source: HDR and Ethos Urban

## 4.2 Urban Design Principles

The urban design principles for Edmondson Park were established by the Masterplan submitted with the amended Concept Proposal (Mod 4). They aim to create a legible pattern of streets and blocks with clear lines of sight, that link key elements of public spaces and destinations creating a logical framework for the development of the site. The key design principles that underpin the town centre include:

- Providing connections and linkages to the surrounding neighbourhoods.
- Transition in built form and character between the core and surrounding neighbourhoods.
- Engaging built form and streets to promote permeability.
- Provide a varied scale of buildings to create an animated silhouette.
- Main Street is to form the 'spine' of activation with Town Square at its crossroads.
- A hierarchy of spaces including laneways, colonnades and eat street form a rich public domain.
- Architectural form responds to the mix of uses, amenity and desire to create permeability.
- Spatial richness formed by the architecture will encourage diversity.
- Materiality in the built form will be used to articulate the public domain response increasing legibility while enhancing diversity of experience.

The vision and design principles for Town Centre East are detailed by HDR in the Design Report at **Appendix B**. This application is consistent with the Masterplan and will deliver a permeable and walkable town centre that will be the thriving heart of Edmondson Park.

## 4.3 Numerical Overview

**Table 2** outlines the key numeric information of the proposal.

**Table 2 - Key development information**

Component	Proposal
Site area	29,935m <sup>2</sup>
GFA <ul style="list-style-type: none"> <li>• Total</li> <li>– Residential</li> <li>– Retail</li> </ul>	<ul style="list-style-type: none"> <li>• Total: 64,616m<sup>2</sup></li> <li>– Residential: 35,954m<sup>2</sup></li> <li>– Retail: 28,623m<sup>2</sup></li> </ul>
Maximum height <ul style="list-style-type: none"> <li>• NE quadrant</li> <li>• SE quadrant</li> </ul>	<ul style="list-style-type: none"> <li>• RL:104.40 (Building 12)</li> <li>• RL: 96.32 (Building 7)</li> </ul>
No. of apartments	427 units <i>(Including 117 silver level universal design apartments)</i>
Unit mix <ul style="list-style-type: none"> <li>• 1 bedroom</li> <li>• 2 bedroom</li> <li>• 3 bedroom</li> </ul>	<ul style="list-style-type: none"> <li>• 155 (36 %)</li> <li>• 253 (59%)</li> <li>• 19 (5%)</li> </ul>

Component	Proposal
Car parking spaces <ul style="list-style-type: none"> <li>• Total               <ul style="list-style-type: none"> <li>– Residential</li> <li>– Residential Visitor</li> <li>– Retail</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Total: 1,540               <ul style="list-style-type: none"> <li>– Residential: 500</li> <li>– Residential Visitor: 44</li> <li>– Retail: 996 (<i>including 22 accessible parking spaces</i>)</li> </ul> </li> </ul>
Bicycle parking <ul style="list-style-type: none"> <li>• Total               <ul style="list-style-type: none"> <li>– Residential</li> <li>– Visitor (public domain)</li> <li>– Non-Residential</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Total: 585               <ul style="list-style-type: none"> <li>– Residential: 427</li> <li>– Visitor: 93</li> <li>– Non-Residential: 65</li> </ul> </li> </ul>
Communal Open space	3,683m <sup>2</sup>

## 4.4 Site Preparation

Two development applications (DA628/2016 and DA925/2016) for clearing of vegetation, bulk earthworks, temporary stormwater and drainage works and services removal across the Town Centre were approved on 13 March 2017 and 24 May 2017 respectively (refer to **Section 2.4**). Excavation works on Site have begun in accordance with these approvals; therefore no further approval is sought for site preparation. Section 4.14 provides a description of civil works proposed under this DA.

## 4.5 Basement Construction

A single basement volume will span beneath both the north-east and south-east quadrants. Approval for the excavation of the basement was received under DA629/2016 and DA925/2016.

The basement will be constructed to accommodate two levels of retail and residential parking and ancillary services including loading, circulation, residential storage, waste storage, services and the like.

Car parking for non-residential uses is provided across Basement Level 1 and 2 and can be accessed from Soldiers Parade and the temporary access road off Bernera Road. All patrons will pass through a boom gate operating a ticketing system prior to entering the car park. Circulation throughout the car park is provided by a series of one and two directional lanes. A number of retail lobbies are distributed throughout Basement Level 1 and 2 providing lift or escalator access to the Ground Level above.

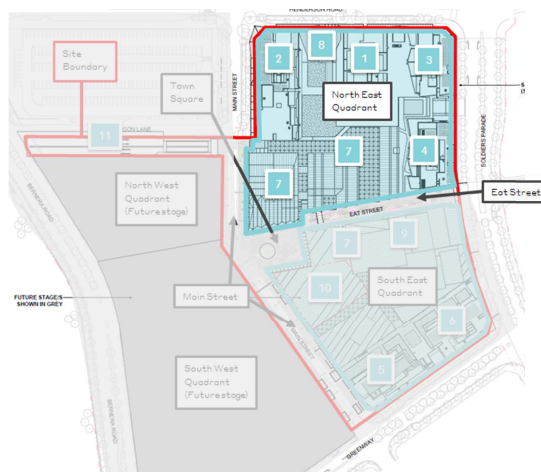
Car parking for residents is provided in Basement Level 2 and is separated from non-residential parking by security fencing. Resident vehicles can enter the car park from a dedicated resident's entry from Greenway that takes vehicles directly to Basement Level 2. Alternatively residents can enter from Bernera Road or Soldiers Parade and enter the residential section via an internal security gate. Each residential building has a lobby in the basement providing lift access to accommodation above.

Access and car parking is further discussed at **Section 4.13**.

## 4.6 North East Quadrant

The NE comprises a 1-2 storey structure that will accommodate a mix of land uses with residential above, comprising the following:

- retail and business premises floor space (15,725m<sup>2</sup>) including:
  - tenancies facing Main Street and Henderson Road;
  - food and beverage tenancies facing Eat Street;
  - small scale internal laneways and internal mall;
  - a major (supermarket) and mini major retailer on the Ground Level; and
  - a childcare centre, mini majors and gym on Level 1.
- four residential apartment buildings facing Main Street, Henderson Road and Soldiers Parade;
- retail shopfronts, signage zones, awnings and canopies;
- ancillary services (back of house, circulation, storage, centre management etc.); and
- podium communal facilities and landscaping.



### 4.6.1 Indicative Retail and Business Premises Uses

This application seeks approval of indicative uses on Ground Level and Level 1, as outlined on Architectural Plan DA12 and DA13. The intent of this is to enable complying development certificate's (CDC) to be issued for fit-out of the tenancies.

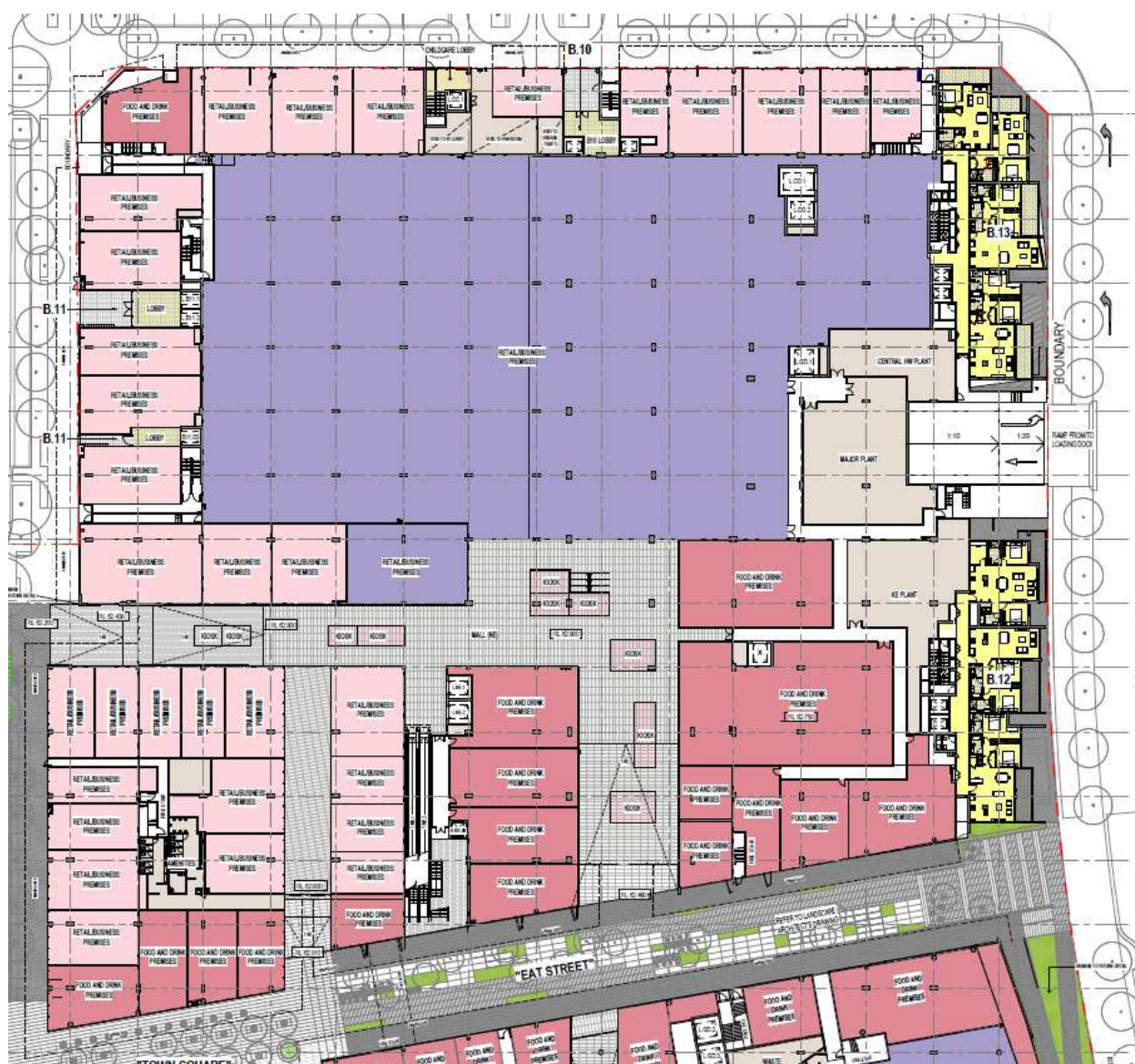
#### Ground Level

The Ground Level will comprise mostly food and drink premises where fronting Eat Street and the internal mall, leading to a major tenancy (supermarket). A number of small kiosks are proposed throughout the internal mall. Specialty (non-food) retail flanks Main Street and Henderson Road. A food and drink premises is located on the corner of Main Street and Henderson Road. The ground floor layout is shown at **Figure 15** below.

#### Level 1

Level 1 will support a number of (non-food) retail tenancies including a number of large tenancies facing Main Street. These tenancies are expected to consist of amusement centre type businesses. The Centre management offices will also be located on Level 1.

The final fitout of the tenancies, including signage will be determined at a future stage.



**Figure 15 - North-east quadrant ground floor layout plan**

Source: HDR

### 4.6.2 Child Care Centre

Approval for the use of a child care facility for 140 places is sought by this DA. The entrance lobby is located on the Ground floor providing lift and stair access to the child care facility which extends over the Mezzanine and Level 1. A variety of outdoor spaces for the child care centre are located on the Mezzanine and Level 1. The child care centre is provided with parking spaces within the allowance of Basement Level 1 car parking. A dedicated child care centre lobby is provided on Basement Level 1 providing lift access to the floors above.

Approval for fit out of the child care centre will be undertaken by the operator separately. This application seeks approval for the use and capacity of the centre.

### 4.6.3 Residential Flat Buildings

The North East quadrant features four residential flat buildings (Buildings 10, 11, 12 and 13) providing 309 residential dwellings. The number of dwellings and apartment mix of each building is provided at **Table 3** below.

**Table 3 - Apartment mix summary**

Apartment Type	Building 10	Building 11	Building 12	Building 13
One Bedroom	20	36	32	33
Two Bedroom	25	59	57	33
Three Bedroom	5	4	2	3
Total	50	99	91	69

#### Building 10

Residential access to Building 10 is via a residential lobby on Henderson Road. The residential floors begin at Level 1 to a typical floor plate that rises to six storeys (including ground). The maximum building height is RL88.95 (approximately 27m).

#### Building 11

Residential access to Building 11 is via two entry lobbies on Main Street (see **Figure 16**). The residential floors begin at Level 1 to a typical floor plate that rises to nine storeys (including ground). The maximum building height is RL97.37 (approximately 35m).

#### Building 12

Residential access to Building 12 is via an entry lobby on Soldiers Parade. The residential floors begin at Basement Level 1 which due to site cross fall is at ground level on Soldiers Parade. Apartments within the podium are arranged in a linear fashion on the outer perimeter, addressing the public domain and wrapping the ancillary car park and retail areas within. Above the podium Building 12 widens to a typical floor plate and rises to 13 storeys (including ground). The maximum building height is RL105.40 (approximately 46m).

#### Building 13

Residential access to Building 13 is via an entry lobby on Soldiers Parade. The residential floors begin at Basement Level 1 which due to site cross fall is at ground level on Soldiers Parade. Apartments within the podium are arranged in a linear fashion on the outer perimeter, addressing the public domain and wrapping the ancillary car park and retail areas within. Above the podium Building 13 widens to a typical floor plate and rises to ten storeys (including ground). The maximum building height is RL97.10 (approximately 37m).



**Figure 16 – Artists impression of Building 11 from Henderson Street**

Source: HDR

## 4.7 Apartment Design

Apartment configuration has been carefully considered to maximise views, outlooks, cross ventilation and access to natural light. As shown on the Architectural Plans at **Appendix A**, the typical level of each residential building accommodates a mix of apartment sizes and types arranged around central core, which supports one to two lifts. Apartments have been orientated to the street frontages, with living areas facing the elevations.

The proposed apartment mix responds to the existing and future demand for a variety of apartment types to suit a range of income levels. Given the site's proximity to public transport, high quality apartment design, resident facilities (including swimming pool, gardens and roof top terraces), and highly desirable aspects and vistas, all apartments are afforded a high levels of amenity.

Many of the apartments include a study and each apartment is provided with a balcony or outdoor terrace where located on Ground Level or Podium Level 1. The layout of apartments seeks to provide a well organised and rectangular layout which will facilitate and enable flexibility in layouts.

The average apartment sizes are provided below at **Table 5**.

**Table 4 - Average apartment sizes**

Apartment Type	Average Size
One bedroom	50m <sup>2</sup> -55m <sup>2</sup>
One bedroom plus study	55m <sup>2</sup>
Two bedroom, 2 bathroom	80 m <sup>2</sup> - 85m <sup>2</sup>
Two bedroom, 2 bathroom plus study	80m <sup>2</sup> – 85m <sup>2</sup>
Three bedroom, 2 bathroom	100m <sup>2</sup> – 105m <sup>2</sup>
Three bedroom, 2 bathroom plus study	116m <sup>2</sup>

## 4.8 South East Quadrant

The SE comprises a 1-2 storey structure that will accommodate a mix of land uses, comprising the following:

- retail floor space (12,898m<sup>2</sup>) including:
  - food and beverage tenancies facing Eat Street;
  - an internal specialties mall;
  - retail tenancies facing Main Street;
  - a major retailer on the Ground Level;
  - a food and entertainment 'pavilion' on Ground Level; and
  - a medical centre and commercial space on Level 1.
- a cinema on Level 1;
- provision for a hotel including lobby located off Main Street, subject to a future DA (refer to **Section 4.8**);
- two residential apartment buildings along Greenway Road and Soldiers Parade;
- retail shopfronts, signage zones, awnings and canopies;
- ancillary services (back of house, circulation, storage, centre management etc.);
- a public laneway and landscaping between Soldiers Parade and Main Street; and
- rooftop communal facilities and landscaping of Building 6.



### 4.8.1 Indicative Retail and Business Premises Uses

As noted at **Section 4.6.1** this application seeks approval of indicative uses on Ground Level and Level 1, as outlined on Architectural Plan DA12 and 13. The intent of this is to enable complying development certificate's (CDC) to be issued for fit-out of the tenancies.

## Ground Level

The Ground Level will comprise mostly food and drink premises where fronting Eat Street and the internal mall, leading to a major retail tenancy. Specialty (non-food) retail flanks Main Street and leading into the internal mall, where a number of kiosks are proposed. A food and entertainment 'pavilion' is proposed fronting Town Square (see Section 4.7.3). The layout of the ground floor is shown at **Figure 17** below.

## Level 1

Level 1 will support a number of large tenancies including a medical centre, office premises and cinema.

The final fitout of the spaces, including signage will be determined at a future stage.



**Figure 17 - South-east quadrant ground floor layout plan**

Source: HDR

## 4.8.2 Cinema

A 1300 person capacity cinema is proposed at Level 1. The primary entrance would be via the escalators and stairs via Eat Street (north-east quadrant). A pedestrian bridge spans Eat Street to connect to the cinema lobby to the south. Approval for the fit-out of the cinema will form part of a separate application following the selection of the cinema operator. A view of the cinema and Eat Street from Soldiers Parade is provided at **Figure 15**.



**Figure 18 - Artist impression of the cinema and Eat Street from Soldiers Parade**

Source: HDR

## 4.8.3 Pavillion

A food and entertainment destination known as the 'Pavillion' is proposed on the Ground Level and facing Town Square. The pavillion will be a family friendly venue that serves food and drinks and will be a licenced venue. A separate approval will be sought for the use and fit-out of the pavillion.

## 4.8.4 Residential Flat Buildings

The South East quadrant features two residential flat buildings (Buildings 6 and 7) providing 118 residential dwellings. The number of dwellings and apartment mix of each building is provided at **Table 5** below.

**Table 5 - Apartment mix summary**

Apartment Type	Building 6	Building 7
One Bedroom	10	24
Two Bedroom	33	46
Three Bedroom	2	3
Total	45	73

**Building 6**

Residential access to Building 6 is via an entry lobby on Greenway Road. The residential floors begin at Ground Level to a typical floor plate and rises to 5 storeys (including ground). The maximum building height is RL85.22 (approximately 23m). Building 6 includes a rooftop common open space area that includes gardens, a dining area and barbeque facilities for entertaining.

**Building 7**

Residential access to Building 7 is via an entry lobby on Greenway Road. The residential floors begin at ground level on Greenway Road which due to site cross fall sits at the same level as Basement Level 1. Apartments within the podium are arranged in a linear fashion on the outer perimeter, addressing the public domain and wrapping the ancillary car park within. At Level 1 Building 7 widens to a typical floor plate and rises to 10 storeys (including ground). The maximum building height is RL96.32 (approximately 37m).

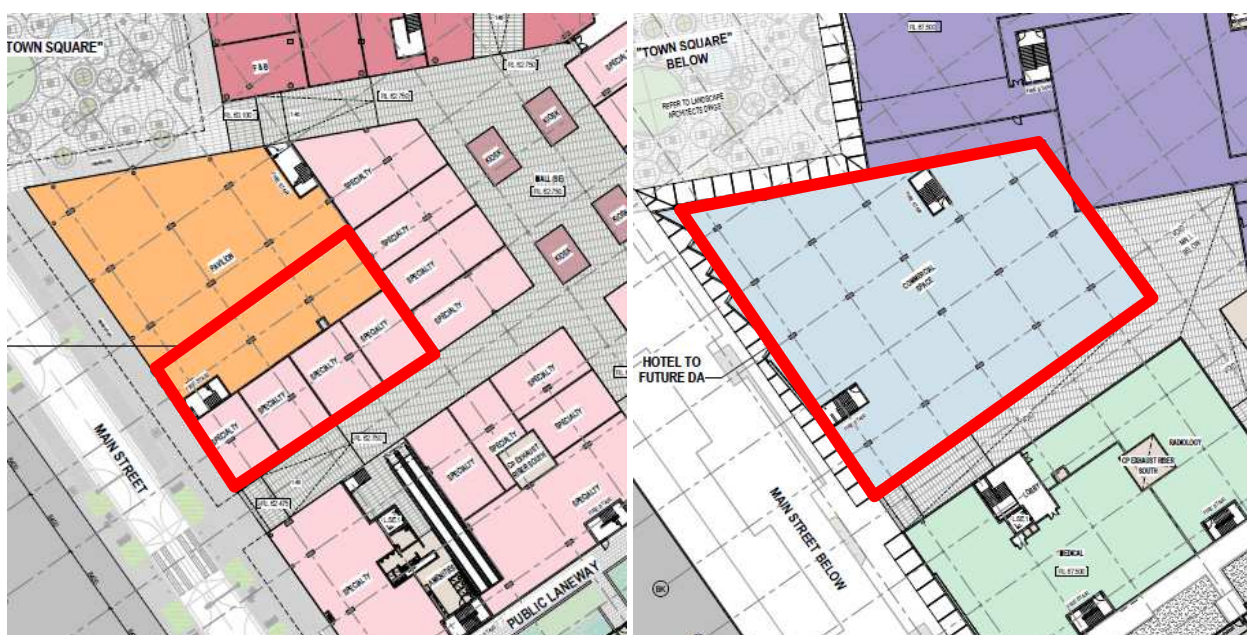
**4.9 Hotel**

This application seeks Concept Approval for provision of a hotel in the south-east quadrant of the Town Centre under Section 83B of the EP&A Act. Consent is sought for the land use, building envelope and provision of car parking for the hotel. The hotel lobby would be located on Ground Level on Main Street in a location that includes (non-food) specialty retail and part of the 'pavilion'. The envelope on Level 1 extends across the commercial office space and extends vertically to a height of 34 m (96.40RL) as shown in the Architectural plans at **Appendix A**.

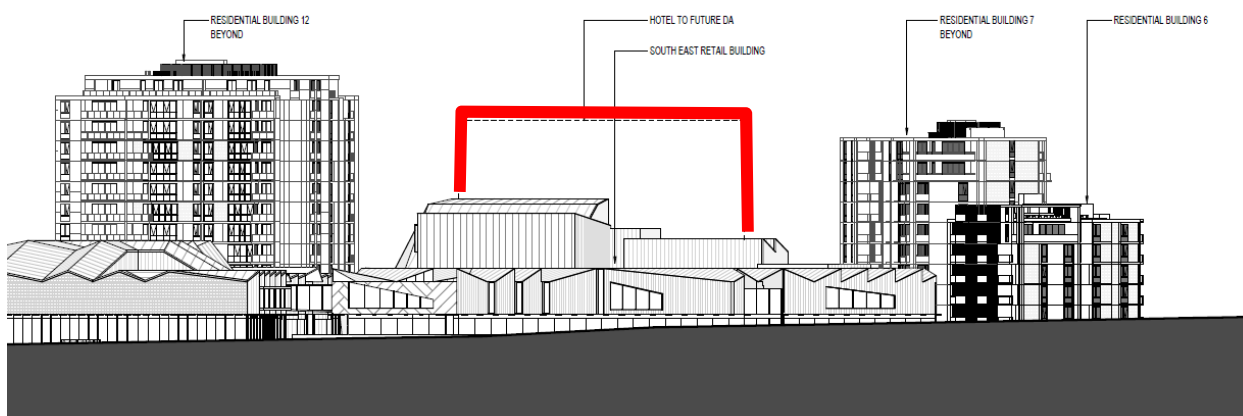
The delivery and detailed design of the hotel would be the subject of a detailed DA, further assessment and approval at a later date. A numeric summary of the hotel concept is provided at **Table 6** below. The footprint and location of the hotel envelope is shown at **Figure 19** with an elevation view provided at **Figure 20**.

**Table 6 - Hotel concept key development information**

Element	Proposal
Land Use	Hotel
Maximum height	RL 96.4
Envelope footprint	Ground Level : 520m <sup>2</sup> Level 1: 1,477m <sup>2</sup>
Gross Floor Area	To be determined at the detailed design phase consistent with the Concept Plan.
Hotel car park provision	Allowance for 60 spaces on Basement Level 2.

**Figure 19 - Envelope footprint location (shown red) at Ground Level (left) and Level 1 (right)**

Source: HDR

**Figure 20 - Elevation showing the Concept envelope extent**

Source: HDR

## 4.10 Hours of Operation

The proposal seeks approval for the hours of operation to allow for the orderly operation of the various retail uses. The hours of operation sought are from 7:00am to 12:00am (midnight), Monday to Sunday.

The supermarket will operate 24 hours a day, daily.

The cinema will operate between 7:00am and 1:00am daily.

The loading dock will operate between 6:00am to 10:00pm daily.

## 4.11 Bridge

A bridge is proposed at Level 1 that spans the north-east and south-east quadrants, over Eat Street. The bridge will provide access to the cinema from the escalators of the north-east quadrant.

## 4.12 Retail Shopfronts

The plans provide indicative shopfront details for external shopfronts; however this application also provides a number of shopfront typologies within the Architectural Plans (**Appendix A**) that future tenants will be able to select from. Shopfronts will include a combination of fixed and operable elements and will provide flexibility to future tenants, whilst ensuring that shopfront designs and awnings are complementary to the architecture of the Town Centre. It is requested that a condition be imposed on the consent that requires the specific shopfront and awning details to be consistent with the options provided in the Architectural Plans at **Appendix A**, with the final design to be submitted to the PCA for approval.

## 4.13 Awnings

Awnings are generally proposed along retail frontages to provide protection from the elements as shown on Architectural Drawing DA12 at **Appendix A**.

## 4.14 Signage

Approval for signage zones and indicative signage details is sought by this application. The location of proposed signage is shown on the Architectural Plans at **Appendix A**. Details of the signage proposed is provided within the Design Report at **Appendix B**. The purpose of the signage zones is to identify key tenants within the centre and to activate and provide interest to blank facades in keeping with the character of the new Town Centre. The final detail of signage would be subject to agreement with Council and it is requested that this form part of a condition of consent.

## 4.15 External Materials and Finishes

The proposal is articulated throughout with high quality façade details and a variety of materials.

The residential tower facades largely consist of pre-finished and rendered fibre cement with brickwork and metal sheeting also used throughout. Balcony screens will feature clear glazing.

The podium façades are articulated by a combination of prefinished composite panels and metal sheeting that is moulded to interesting forms throughout. Clear glazing is provided for all windows.

The cinema façade to Soldiers Parade features a variety of translucent panels that will move and shimmer with the breeze. They will form an iconic entrance to Eat Street.

Further details of materials and finishes are provided on the elevations at **Appendix A** and Design Report at **Appendix B**. A selection of views of the proposal from Henderson Road and Soldiers Parade is provided at **Figure 21** below.



**Figure 21 – View of Henderson Street elevation (top) and Soldiers Parade elevation (bottom)**

Source: HDR

## 4.16 Landscaping and Public Domain

Landscape Drawings have been prepared by Hassell and are included at **Appendix D**.

### 4.16.1 Common Open Space

The proposal includes provision of 3,683m<sup>2</sup> of common open space including four distinct landscaped zones that will be suitable for a range of active and passive recreational activities. These include the pool deck area adjacent to Building 11, the garden area adjacent to Buildings 10 and 12 and 13, the green link between Main Street and Soldiers Parade (north of Building 6 and 7) and the roof terrace of Building 6. Features of the landscaped areas include:

- screening planting and interspersed islands of planting;
- circulation pathways;
- swimming pool;
- secluded seating areas;
- outdoor dining with barbeques; and
- grassed open space.

Further details are provided at the Landscape Drawings prepared by Hassell at **Appendix D**. The NE podium common area plan is shown at **Figure 22** below.



**Figure 22 - NE Podium Common Open Space for residents**

Source: Hassell

#### 4.16.2 Public Domain

Landscaping proposed for the public domain has been prepared in accordance with the Public Domain Plan approved with the Concept Plan. Key components of public domain landscaping is summarised below with further details provided in the Landscape Drawings at **Appendix D**.

##### Main Street

Main Street will form a major north-south axis through the centre of the Town Centre once complete. It will be a pedestrian friendly environment with wide footpaths providing areas for active street uses including meeting points, seating opportunities and areas of planting.

Proposed street trees include *Tristanopsis laurina*, *Hibiscus tiliaceus* and *Cercis Canadensis*. Generous undergrowth planting is proposed at key locations along the Street to soften the landscape.

### Eat Street

Eat Street will run from Soldiers Parade in the east to Town Square and Main Street in the west (refer to **Figure 23**). Eat Street will be adjacent to retail food specialties providing a pedestrianized street lined with outdoor dining. Eat Street will feature a central activation zone with integrated play, seating and areas of shrub and tree planting.

The indicative layout and landscaping for the central activation zone is provided at Drawing L201, L202 and L302 of **Appendix D**. The vision for the space is for a playful terrain that provides entertainment for all ages. The fitout of the activation zone will be the subject of a separate CDC approval.



**Figure 23 - Town Square and Eat Street pedestrian and landscaped areas**

Source: Hassell

### Town Square

Town Square is located at the centre of the Town Centre Core (once complete) and will be a place where people can come together and engage with the environment and each other. The Square has been designed to be an active, vibrant, pedestrian and family friendly space and will provide opportunities for informal gathering and programmed events. It features a grand central lawn with perimeter seating surrounded by scattered seating opportunities, removable umbrellas, a water feature, canopy tree planting and undergrowth planting at key locations. An artist's impression of Town Square is provided at **Figure 24** below.

### 4.16.3 Street Lighting

The proposal includes Endeavour Energy standard street lighting designed in accordance with the Edmondson Frasers Town Centre Public Domain Plan.

### 4.16.4 Dedication of Eat Street

It is intended that Eat Street will remain under the ownership of Frasers, in accordance with the Concept Plan.



**Figure 24 - Artist impression of Town Square**

Source: HDR

## 4.17 Access and Parking

### 4.17.1 Pedestrian Access

The proposal provides for pedestrian access and circulation along all edges and via multiple through site links, ensuring the Town Centre is highly legible and accessible. Separate pedestrian access points are provided for all residential lobbies from the public domain whilst all retail tenancies will have direct pedestrian access either from the public domain or internal thoroughfares.

A 'green link' provides pedestrian connections through the SE quadrant between Soldiers Parade and Main Street and providing connections between Greenway Road and the retailers.

### 4.17.2 Car Parking

The proposal includes provision of 1,540 car parking spaces, comprising 996 parking spaces for non-residential uses and 544 parking spaces for residents, within two levels of Basement parking. Basement Level 1 will house retail car parking while Basement Level 2 will house both retail and residential car parking, separated by security doors. Parking provision is summarised as follows:

#### Retail Basement Parking

- Retail parking 996 (including 22 accessible parking spaces)

#### Residential Basement Parking

- Residential parking 500 (including 10 electric recharge spaces)
- Residential visitors 44 (including 1 accessible parking space)

### 4.17.3 Bicycle Parking

The proposal includes parking for 574 bicycles as follows:

- Residential: 427 (provided within basement storage cage)
- Retail: 65 (located on Basement Level 1)
- Public Domain: 93 spaces

### 4.17.4 Motorcycle Parking

Parking for 50 motorcycles is provided in the basement car park.

#### 4.17.5 Vehicular Access

Retail vehicle access to the car park is available from Soldiers Parade and the temporary access road to be constructed to Bernera Road. The temporary access road will be replaced by a signalised entry on Bernera Road in future stages (see **Figure 25** below).

Residential vehicles can access the car park from the retail entries or via a dedicated residential vehicle access ramp from Greenway Road. A security gate will control entry into and out of the car park at each respective entry point. Separate security gates are located at points between the retail and residential parking areas on Basement Level 2. **Figure 25** illustrates site access.



**Figure 25 – Site access arrangement**

Source: HDR and Ethos Urban

#### 4.17.6 Loading Dock and Servicing

Access to the central loading dock will be via a dedicated loading dock ramp off Soldiers Parade in the NE quadrant. The loading dock is located on Basement Level 2 and is capable of containing 12 service vehicles.

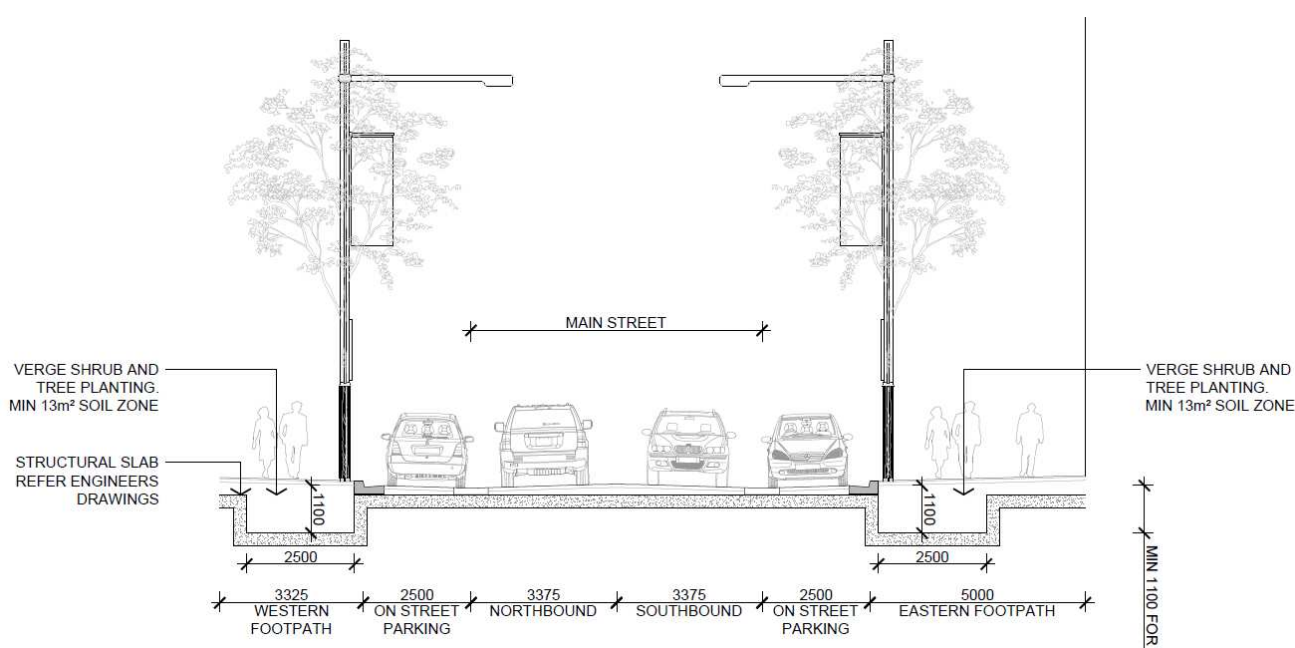
The loading dock is connected to the SE quadrant via a below ground passage and lifts allowing transfer of goods to tenants in the SE quadrant without the need to cross the public domain.

A loading dock plan of management will be provided prior to operation.

## 4.18 Civil Works

### 4.18.1 Main Street

Main Street will accommodate two lanes of traffic with on-street parking provided at key locations. A representative cross-section of Main Street is shown at **Figure 26**. Civil drawings are provided at **Appendix E**. It will feature a 20m road reserve that includes a 4.5m verge that will accommodate on-street parking, landscaping, footpath on either side of the road, services and tree pits.



**Figure 26 – Indicative Main Street section**

Source: Hassell

### 4.18.2 Temporary Road

A temporary road will be constructed that will connect Bernera Road to retail parking on Basement Level 1 (see **Figure 25**). The temporary road would be replaced when the NW quadrant is developed and will be replaced by a permanent entry with signalised intersection at Bernera Road (refer to **Figure 25**).

### 4.18.3 Dedication of Roads

In accordance with the Concept Plan, Main Street will remain in the ownership of Frasers.

### 4.18.4 Stormwater Works

The proposal includes construction of drainage lines and drainage pits along Main Street as shown at the Civil Drawings prepared by Bonacci at **Appendix E**. Main Street has been designed to ensure surface flows are collected via drainage pits and pipe flow towards and connects to drainage infrastructure that surrounds the site. Approval for the stormwater infrastructure surrounding the site is the subject of DA1260/2016. All flows will be directed toward gross pollutant trap structures

suitably sized for the intended catchment and operation needs. The future stages of Frasers Town Centre will incorporate appropriate permanent Water Sensitive Urban Design management structures consistent with the Concept Plan.

## 4.19 Stratum Subdivision

The proposal seeks approval for the stratum subdivision of the site into 9 stratum lots as detailed in the stratum subdivision plans at **Appendix F**. The proposed subdivision creates 8 lots associated with their stratum entities as follows:

- Residential buildings and associated car parking: lots 32-37
- Retail, hotel and associated car parking: lot 31
- SE quadrant substation: lot 38

Lot 39 is a residue lot that is associated with the future stages of the Town Centre.

Easements are also created to allow servicing and access throughout the development.

## 4.20 Construction Hours

Consent is sought for the following construction hours:

- Monday – Friday: 7am – 6pm
- Saturday: 8am – 1pm
- Sunday and public holidays: No works to be carried out

## 4.21 Utilities and Services

### Water

A services statement has been prepared by Cardno (**Appendix Y**), confirming that discussions have occurred with Sydney Water who have confirmed feasibility requirements for the overall development. The Town Centre will be serviced via new potable water mains constructed along Soldiers Parade, Greenway and Bernera Road.

### Sewer

Wastewater from the Town Centre will discharge to the sewer lead in Soldiers Parade (as proposed under 1260/2016). It will flow to the existing sewer main close to Campbelltown road. Sydney Water has confirmed feasibility requirements for the Town Centre (**Appendix Y**).

### Telecommunications

The existing pit and pipe infrastructure within Soldiers Parade will be extended into Bernera Road and Greenway Road and connected to the Town Centre. Final cabling arrangements will be determined in consultation with Telstra, Opticom or NBN Co (**Appendix Z**).

## **Gas**

The existing gas main pipework from Campbelltown Road is proposed to be extended along Soldiers Parade to the Town Centre. Initial discussions with Jemena indicate the network is capable of servicing the proposed development. Final arrangements will be determined in conjunction with Jemena (**Appendix Z**).

## **Electricity**

An Electrical Services Letter has been prepared by Shelmerdine Consulting Engineers (**Appendix AA**), confirming discussions have occurred with Endeavour Energy to provide power to the precinct via new and existing high voltage feeders and new substations. An application has been made to Endeavour Energy for confirmation of supply to the precinct.

## **4.22 Staging**

It is proposed to deliver the DA in stages. The final staging will be confirmed following approval, however it is requested that the wording of any relevant conditions is such to allow stages construction certificates and occupation certificates.

## **4.23 Waste Management**

An operational waste management plan has been prepared by GHD and is available at Appendix S. A description of waste management is provided below.

### **Residential Waste**

Each residential building will feature chutes for garbage and recycling with residents to dispose of waste from their respective floor. All waste will be collected in bins within a dedicated waste room in Basement Level 2 below each residential building.

A private contractor will wheel the bins to the North East Loading Dock where the bins will be emptied by Council's waste collection service. The private contractor will manage the return and rotation of bins. A bulky good waste room is provided in Basement Level 2.

### **Commercial/Retail Waste**

Commercial tenants will transfer their waste to the main loading dock in the basement where two compactors are located. A store room will store compacted waste until it is collected. Cleaners and facilities managers will supervise and monitor the waste store area and operate plant and machinery.

The major supermarkets will not be required to access the Town Centre waste facilities and will manage waste directly within their store and dedicated waste rooms.

## 5.0 Assessment of Environmental Impacts

This section considers the planning issues relevant to the proposed development. It contains our assessment of the environmental impacts of the proposal and identifies the steps to be taken to prevent or mitigate the potential impacts on the environment.

### 5.1 Compliance with Relevant Strategic and Statutory Plans and Policies

The DA's consistency and compliance with the relevant statutory plans and policies is in **Table 7** below. Variations to, and non-compliance with, the key standards and guidelines highlighted in the table are discussed in the following sections of this environmental assessment.

**Table 7 - Summary of consistency with key strategic and statutory plans and policies**

Plan	Comments
The Greater Metropolitan Regional Environmental Plan (GMREP) No. 2 – Georges River Catchment	The proposal is consistent with the aims and objectives and planning principles established by the deemed SEPP. Appropriate soil and water management protocols will be implemented to ensure the proposed works will not have an adverse impact to Georges River or its tributaries.
SEPP 55	Assessment undertaken for the Concept Plan identified localised contamination across the wider town centre site associated with the historic use of the site for Defence land which confirms the site is suitable for suitable for the future residential uses. A Remediation Action Plan has been prepared for the site ( <b>Appendix L</b> ). Refer to <b>Section 5.16</b> .
SEPP 65	An assessment of the proposal against the Design Criteria and Objectives in the Apartment Design Guide (ADG) is summarised in <b>Section 5.8</b> . Project Architects HDR has also prepared a detailed assessment for the Part 3 and 4 of the ADG at <b>Appendix B</b> . The assessment shows the development is consistent with the Objectives and Design Criteria in the ADG and will achieve a high level of residential amenity.
Infrastructure SEPP	Under the provisions of Schedule 3 of the Infrastructure SEPP residential flat buildings with 300 or more dwellings are required to be referred to Roads and Maritime Services (RMS). The proposal will result in 427 dwellings; accordingly, referral to the RMS is required.  In addition, Under Clause 85, development on land adjacent to a rail corridor and involves placing a metal finish on a structure and the rail corridor is used by electric trains, referral to Sydney trains is required.
SEPP (State and Regional Development)	As the proposal is a class of development described in Schedule 4A of the EP&A Act, being a development that has a capital investment value of more than \$20 million, Part 4 of the State and Regional Development SEPP applies to the DA.  Under Part 4 of the SEPP the Council's consent function is exercised by the Sydney West Planning Panel.
SEPP BASIX	A BASIX certificate is located at <b>Appendix O</b> .

Plan	Comments	
SEPP (State Significant Precincts) 2005	The site is within the Edmondson Park South State Significant Precinct under Schedule 3, Part 31. The subject part is subject to a concurrent amendment as part of the Concept Plan Modification. The assessment below is based on the SEPP as proposed to be amended.	
	Clause 10 – Zone	The proposed uses are permissible with development consent in the B4 zone.
	Clause 18 – Height	The site is not identified by the maximum height of buildings map. The Concept Plan (Mod 4) establishes a maximum height (RL) for each quadrant of the Town Centre. Refer to <b>Section 5.3</b> .
	Clause 19 – Floor Space Ratio	The site is not identified by the floor space ratio map. The Concept Plan (Mod 4) establishes a maximum Gross Floor Area for each quadrant of the Town Centre (refer to <b>Section 5.4</b> ).
	Clause 31 – Preservation of Trees	Approval for clearing the site of trees was approved under DA628/2016 and DA925/2016.
	Clause 33 – Heritage Conservation	There are no indigenous or non-indigenous heritage items within or located in proximity to the site. The Statement of Commitments establishes protocols to be followed in the event of unexpected finds and other procedures as further discussed at <b>Section 5.12</b> .
	Clause 34 – Public Utility Infrastructure	Confirmation has been obtained from relevant utility infrastructure suppliers that the site is capable of being adequately serviced (refer to <b>Section 4.17</b> ).
	Clause 36 – Development Control Plan	To guide future design and assist with the development assessment process the modified Concept Plan has introduced a set of site specific Design Guidelines (refer to <b>Section 5.5</b> ). The Concept Plan in conjunction with the Design Guidelines therefore makes the need for a separate DCP redundant.
	Clause 37 – Relevant Acquisition Authority	The proposal does not include works to Campbelltown Road or Bernera Road which is identified by the Land Acquisitions Map. The proposal is therefore consistent with the requirements under Clause 37.

## 5.2 Consistency with the Concept Plan

The Edmondson Park Concept Plan was approved for the site by the (former) Minister for Planning on 18 August 2011. The approval provides for mixed use development including commercial, residential and retail uses. Open space, and associated facilities/infrastructure are also provided for.

In March 2016, a modification (Mod 4) to the Concept Plan was submitted to the Department of Planning and Environment (see Section 2.2 and 3.8). At the time of lodging this DA the Department had finalised its assessment of the modification, recommending approval, and has issued draft conditions with which this application has been prepared to be consistent with. The draft conditions are attached at **Appendix DD**.

The Concept Plan modification (Mod 4) seeks 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.

The following sections demonstrate the DA's general consistency with the Concept Plan (as proposed to be modified) and Statement of Commitments (as proposed to be modified).

## 5.2.1 Concept Plan (Mod 4)

The transitional arrangements introduced during the NSW Government's repeal of the former EP&A Act's Part 3A provisions states that a consent authority must not grant consent to development unless it is satisfied that the development is generally consistent with the terms of an approved concept plan (Schedule 6A, Clause 3B(2)(d) of the EP&A Act). This application is accordingly required to be generally consistent with the Concept Plan as modified (Mod 4).

**Table 8** identifies where relevant conditions have been addressed, and demonstrates that the proposal is generally consistent with the key controls established by Concept Plan (Mod 4).

**Table 8 - Assessment of consistency with Concept Plan of Approval**

Instrument of Approval		Consistency
<b>Schedule 2, Part A – Administrative Conditions</b>		
1.1	The Proponent shall carry out the Concept Plan generally in accordance with: a) the Concept Plan Application MP10_0118;	✓
1.1 b)	State Significant Site Study and Environmental Assessment – Edmondson Park concept plan and State significant site listing, prepared by JBA Planning and dated September 2010;	✓
1.1 c)	Preferred Project Report - Edmondson Park South state significant site listing and concept plan, prepared by JBA Planning and dated November 2010;	✓
1.1 d)	Request to modify major project MP 10_0118 (MOD 1), prepared by Landcom and dated January 2012	✓
1.1 e)	Section 75W Modification of Concept Plan and Project Approval MP 10_0118 (MOD 2), prepared by APP Corporation Pty Ltd and dated May 2016	✓
1.1 f)	Section 75W Modification Application (Mod 3), prepared by JBA Urban Planning Consultants and dated July 2016	✓
1.1 g)	Environmental Assessment Report – Concept Plan Modification and Major Development SEPP Amendment (Mod 4), prepared by JBA and dated March 2016	✓
1.1 h)	Consolidated Response to Submissions (Mod 4), prepared by JBA and dated March 2017; and	✓
1.1 i)	this approval.	✓
1.2	In the event of an inconsistency between:	✓

Instrument of Approval		Consistency
	a) the modifications of this approval and any document listed from condition 1.1a) to 1.1h) inclusive, the conditions of this approval shall prevail to the extent of the inconsistency; and	
1.2 b)	any document listed from condition 1.1a) to 1.1h) inclusive, the most recent document shall prevail to the extent of the inconsistency.	✓
1.3	<b>Determination of Future Applications</b> The determination of future applications for development on the Site is to be generally consistent with the terms of this approval.	✓
<b>Schedule 2 Part B – Modifications to the Concept</b>		
1.1	The concept plan is modified to require preparation of a development control plan instead of the proposed development control strategy. The development control plan is to be prepared in consultation with Liverpool and Campbelltown Councils and adopted by the Director-General prior to the lodgement of any application for subdivision of a subsequent stage, or construction of a dwelling. Prior to determination of any application for subdivision or development within the Edmondson Park town centre (outside the Frasers Town Centre), the development control plan is to be amended to include built form and development controls for the remainder Edmondson Park town centre (outside the Frasers Town Centre), including controls to achieve active street frontages for buildings within close proximity of the train station.	N/A
1.2	The development control plan is to include appropriate design controls which will ensure that development in the vicinity of identified heritage items does not detract from the heritage significance of these items including associated views.	N/A
1.3	<b>Traffic and transport</b> The final design of Campbelltown Road, including any reduced road width (less than 38.8m) and kerbside parking, is to be determined through the detailed design being carried out by RTA in consultation with the Department and in accordance with the requirements of Part B, condition 1.6. The final design should fully explore opportunities to provide at grade pedestrian access across Campbelltown Road in the vicinity of the Mont St Quentin Oval and the Ingleburn Military Heritage Precinct.	N/A
1.4	Prior to undertaking works on Campbelltown Road the applicant must enter into a Works Authorisation Deed with RTA for the proposed works. All works on Campbelltown Road are to be designed and constructed to RTA requirements. All intersection approaches on Campbelltown Road are to provide a single 100m long right turn storage bay and must operate with double overlap diamond phasing. Campbelltown Road is infrastructure to be funded through the Growth Centres special infrastructure contribution area (SIC) levy. Urban Growth NSW must pay the required SIC levy or alternatively may enter into an agreement for the provision of a material public benefit in lieu of payment of the SIC levy, or any component thereof, for the construction of and dedication of road widening along Campbelltown Road.	N/A
1.5	<b>Regional Park</b>	N/A

Instrument of Approval		Consistency																		
	The concept plan is modified such that the environmental living lots proposed in the north west corner of the site are to be located entirely within the E4 Environmental Living zone, and outside the E1 National Parks and Nature Reserves Zone under the Major Development SEPP.																			
1.6	<b>Heritage</b> The final design of Campbelltown Road is to respond to the heritage value of the adjoining heritage items. Any proposed relocation of heritage items to accommodate the road would be required to be justified through a heritage impact assessment, have regard to the implications on the approval of the sale of the land by the Commonwealth under the Environmental Protection and Biodiversity Conservation Act 1999, and requires the written endorsement of the Director-General.	N/A																		
1.7	<b>Decommissioning of Sewerage Treatment Plant</b> The existing sewerage treatment plant is to be decommissioned as soon as practicable following the connection of the Bambi Kindergarten and Ingleburn North Primary School to the proposed Ash Road Carrier Stage 1.	N/A																		
<b>Schedule 2 Part C – Further Environmental Assessment Requirements</b>																				
1.1	<b>Built form and urban design</b> Each subsequent residential subdivision application is to demonstrate how higher density development within that stage is to be located in close proximity to proposed services and public transport infrastructure.	✓ The Town Centre is within 200m of the Edmondson Park Railway Station.																		
1.2	Each subsequent subdivision application outside of the Frasers Town Centre is to demonstrate consistency with the development control plan to be prepared under Part B, condition 1.1.	N/A																		
1.3	Any future development application within the Frasers Town Centre must demonstrate it is consistent with the:	✓ Refer to Section 5.1, 5.3, 5.4, 5.5. and 5.6																		
1.3 a)	Fraser's Town Centre Maximum Height of Buildings Plan;																			
1.3 b)	Fraser's Town Centre Maximum Gross Floor Area Plan;																			
1.3 c)	Fraser's Town Centre Public Domain Plan; and																			
1.3 d)	Fraser's Town Centre Design Guidelines (as amended by FEAR 1.3C).																			
1.3A a)	Future development applications within the Fraser's Town Centre Core are not to exceed the GFA and building heights specified in the table below: <table> <tr> <th>TCC Quadrant</th><th>Gross floor area (m2)</th><th>Maximum height (RL)</th></tr> <tr> <td>North West</td><td>20,000</td><td>99.5</td></tr> <tr> <td>North East</td><td>45,000</td><td>105.8</td></tr> <tr> <td>South West</td><td>56,500</td><td>132.9</td></tr> <tr> <td>South East</td><td>23,525</td><td>96.4</td></tr> <tr> <td>Total</td><td>145,025</td><td>Total</td></tr> </table>	TCC Quadrant	Gross floor area (m2)	Maximum height (RL)	North West	20,000	99.5	North East	45,000	105.8	South West	56,500	132.9	South East	23,525	96.4	Total	145,025	Total	✓ Refer to Section 5.3 and 5.4
TCC Quadrant	Gross floor area (m2)	Maximum height (RL)																		
North West	20,000	99.5																		
North East	45,000	105.8																		
South West	56,500	132.9																		
South East	23,525	96.4																		
Total	145,025	Total																		

Instrument of Approval		Consistency
1.3A b)	Notwithstanding the GFA figures in a) above, GFA in any quadrant may exceed the maximum by up to 10 per cent, provided that the total GFA is not exceeded; and	✓ Refer to Section 5.4
1.3A c)	Notwithstanding the maximum height figures in a) above, only one building may be approved to a height of RL 132.9.	N/A Refer to Section 5.3
1.3B	Any development application for the landmark building (i.e. the building to RL 132.9) or the market hall must demonstrate design excellence through a design excellence strategy. This design excellence must include consideration of the site's character, suitability, layout, setbacks, architectural design, materials and finishes, articulation and detailing, relationship to the public domain, connectivity and street activation.  The design excellence strategy must include an independent peer review and be approved by Liverpool City Council prior to the lodgement of the first development application for the landmark building or market hall.	✓ Refer to Section 5.5.1
1.3C	Prior to the lodgement of the first development application for above-ground or public domain works, the proponent must revise the Frasers Town Centre Design Guidelines as follows:	The Design Guidelines have been amended and are provided at <b>Appendix C</b> . Assessment of the Design Guidelines is provided at Section 5.5 and <b>Appendix BB</b> .
1.3C a)	Amend Section 1.5 to read: <i>Should development not adopt a design solution, it may propose an alternative design solution. This alternative solution will be assessed against the relevant performance criteria.</i>	
1.3C b)	Amend Section 1.8 to include a map depicting Main Street and the activity streets	
1.3C c)	Amend Section 4.2, Design Solution DS 2.3 to require the Soliders Parade frontage between Henderson Road and the Greenway will be predominantly sleeved by residential, commercial or retail uses	
1.3C d)	Amend Section 4.2, Design Solution DS2.3 to require retail or commercial uses with a street address at the corners of Soldiers Parade and the Town Centre Core east-west street and the Greenway and Main Street	
1.3C e)	Include a provision that the Liverpool Design Excellence Panel will review (in accordance with its normal procedures) all applications within its remit, in addition to all public domain works with a cost of works above \$10 million	
1.3C f)	Amend design characteristic in Part 3, Table 1 to read: Diversity of architectural form and expression is achieved within a framework of visual compatibility between different buildings	
1.3C g)	Amend design characteristic in Part 3, Table 1 to read: Community uses are centrally located to maximise accessibility to all dwellings and to provide a strong civic presence in the Town Centre	
1.3C h)	Move the following provision from Section 4.1, DS 3.1 to Performance Criteria PC3:  Maximum building height and Gross Floor Area for the Town Centre Core complies with the Concept Plan (as modified).	

Instrument of Approval		Consistency
1.3C i)	Amend Section 4.1 to provide for setbacks and street alignments. Ground and first floor levels should be constructed to the street alignment, to provide an urban streetscape. Consideration must be given to podium forms for towers. The street wall height and tower must provide for a human scale at street level and allow for street tree planting in accordance with the Public Domain Plan.	
1.3C j)	Amend Section 4.4, DS 4.8 to read: Access to car park entries and the loading dock(s) is from Bernera Road, Greenway and Soldiers Parade only. Service vehicle access is preferred from Bernera Road and Soldiers Parade.	
1.3C k)	Amend Part 4, Table 2 so that parking is provided generally in accordance with the specified Town Centre Core Parking Rate.	
1.3C l)	Amend Section 5.2 to include measures to encourage windows to local street frontages. Where blank walls are unavoidable, ensure they face dwelling entries.	
1.3C m)	Amend the solar access requirement in Section 5, Tables 3 and 4 to require that 70 per cent of terraces and townhomes in each of the three residential stages receive at least two hours' solar access to principal living areas or private open space between 9am and 3pm on 21 June.	
1.3C n)	Amend the private open space provision in Section 5, Tables 3 and 4 to require that principal private open space must be accessed directly from living rooms.	
1.3C o)	Amend the dwelling size requirement in Section 5, Table 3 to require an additional 12m <sup>2</sup> for a fourth bedroom and a minimum dwelling width of four metres.  The revised Design Guidelines must be submitted to and approved by the Secretary prior to lodgement of the first development application for above ground building or public domain works. The revised Design Guidelines must also be provided to Council for information once approved by the Secretary.	
1.4	<b>Traffic and transport</b> Any future application which proposes additional intersections with Campbelltown Road is to be supported by a traffic analysis and is to have the concurrence of the RTA.	N/A
1.5	Any future application is to address the need for the relocation of Macdonald Road, with timing to be supported by a detailed traffic assessment to RTA's satisfaction.	N/A
1.6	Any future application for the Edmondson Park town centre outside the Frasers Town Centre and any future application for road infrastructure within the Frasers Town Centre must be supported by a detailed traffic and transport study, including a micro-simulation model. This should identify appropriate bus priority measures along the proposed Main Street, and ensure integration with the transport interchange, through consultation with Department of Transport.	N/A
1.6A	Any future application for road infrastructure within the Frasers Town	✓

Instrument of Approval		Consistency
	Centre must be prepared in consultation with Transport for NSW and RMS. The proponent must consider any comments received during consultation. This requirement operates in addition to any consultation, concurrence or approval requirements under any other environmental planning instruments or legislation.	Refer to Section 2.5
1.6B	The proponent must provide land dedication to RMS in accordance with the Plan of RMS Road Acquisition dated 27 June 2017 for the purposes of road widening along Campbelltown Road prior to determination of any development application for building works adjacent to Campbelltown Road. Land dedication for Campbelltown Road is to meet RMS requirements for road widening works.	N/A
1.7	Any future application for development within 25m of the South West Rail Link must identify and mitigate any impacts on the South West Rail Link, in consultation with Department of Transport.	✓ Refer to Section 2.5
1.7A	Car and bicycle parking within the Edmondson Park Town Centre must be provided in accordance with the Frasers Town Centre Design Guidelines (as amended by FEAR 1.3C).	✓ Refer to Section 5.9
1.8	<b>Development contributions</b> The subsequent subdivision application within each council area must include an offer to enter into a voluntary planning agreement for payment of local infrastructure contributions, with the details of the contributions, and the nature of any land dedications or works in kind to be negotiated with the relevant council.	✓ Frasers are continuing to work with council to enter into the VPA in accordance with the in-principle offer agreed by Frasers and Council as part of the Section 75W process.
1.8A	A Voluntary Planning Agreement in accordance with the public benefit offer dated 8 August 2017 between Frasers Property Australia Pty Ltd (or its nominated entity) and Liverpool City Council shall be prepared, publicly exhibited, executed and registered on the title of the land with the Office of Land and Property Information. The Voluntary Planning Agreement, as executed, must be registered on the title of the land prior to the determination of the first development application for residential or commercial floor space within the Frasers Town Centre, or as otherwise agreed with Liverpool City Council. A copy of the executed Voluntary Planning Agreement shall be submitted to the Secretary.	Frasers are continuing to work with council to enter into the VPA in accordance with the in-principle offer agreed by Frasers and Council as part of the Section 75W process.
1.9	<b>Bushfire hazard</b> Future subdivision applications must demonstrate compliance with the bushfire management measures outlined in the concept plan, and be in accordance with Planning for Bushfire Protection 2006.	✓ (See Section 5.24 below)
1.10	Future subdivision applications are to demonstrate that the APZs are located outside any area of public open space, unless agreed to by the relevant council, and outside the regional park, unless agreed to by Office of	✓ (See Section 5.24 below)

Instrument of Approval		Consistency
	Environment and Heritage.	
1.11	<p><b>Conservation Agreement</b></p> <p>Prior to determination of any future application for any aspect of the concept plan which is inconsistent with the Conservation Agreement, the Conservation Agreement is to be amended by way of written agreement between the relevant parties to be consistent with the concept plan.</p>	<p>N/A</p> <p>(see Section 5.13 below)</p>
1.12	<p><b>Vegetation management</b></p> <p>Each subsequent stage is to provide details on:</p> <p>strategies to manage interface issues between the construction site and both the regional park and any vegetation identified as an offset under the concept plan; and</p> <p>appropriate procedures for clearing of vegetation and strategies to retain mature trees where possible.</p> <p>Any procedures and strategies are to be carried into a vegetation management plan prior to commencement of works on the site.</p>	<p>✓</p> <p>(See Section 5.13 below)</p>
1.13	<p><b>Regional Park</b></p> <p>Any future application for subdivision to create the regional park is to include an easement in favour of Sydney Water over the proposed sewer pipeline.</p>	N/A
1.14	Any future applications seeking approval for construction of buildings are to be accompanied by a Heritage Interpretation Strategy for the former Ingleburn Army Camp, Ingleburn villages and Indigenous cultural heritage, prepared by a suitably qualified heritage conservation practitioner in accordance with the NSW Heritage Office guidelines Interpreting Heritage Places and Items (2005) and Heritage Interpretation Policy (2005). The Heritage Interpretation Strategy is to be prepared in consultation with the Office of Environment and Heritage, the relevant council(s) and should include a detailed history of the Site.	<p>N/A</p> <p>Refer to Section 5.12</p>
1.15	Any future applications outside the Frasers Town Centre are to be accompanied by a Statement of Heritage Impact prepared by a suitably qualified heritage conservation practitioner in accordance with the NSW Heritage Office guideline Statements of Heritage Impact (2002) which assesses potential impacts of proposed works on heritage items and their settings.	N/A
1.16	Any future application to demolish, remove or relocate the Lecture Hall (Nissen Hut), the kitchen/dining complex (Mess Hall), and historic plantings, or the Riley-Newsum prefabricated cottages, is to be accompanied by a photographic archival recording of all items proposed to be relocated or demolished. The archival recording is to be prepared by a suitably qualified heritage conservation practitioner in accordance with the NSW Heritage Office guideline Photographic Recording of Heritage Items Using Film or Digital Capture (2006). Typical examples of elements and structures should be included as well as views and spatial relationships between elements. Copies of the archival recording are to be provided to the Department, Campbelltown City Council and Liverpool City Council.	N/A
1.17	Any future applications involving the relocation of prefabricated cottages is to demonstrate that work will be undertaken in association with specialist	N/A

Instrument of Approval		Consistency
	engineers and conservation practitioners.	
1.18	Future applications are to identify how the detailed design has responded to opportunities to further mitigate impacts on Aboriginal archaeological heritage.	N/A
1.19	Any future applications are to provide details of the nature and extent of any cut and fill that is required to be undertaken. Compliance with the relevant council's requirements (as relevant to cut and fill) should also be demonstrated.	N/A
1.20	Any future applications outside the Frasers Town Centre are to demonstrate compliance with the flood management measures outlined in the Part 3A Concept Plan, Water Cycle Management Plan prepared by J. Wyndham Prince, September 2010. Compliance with Campbelltown and Liverpool City Council requirements (as relevant to flooding) should also be demonstrated.	N/A
1.21	Any future applications are to provide details on the proposed water sensitive urban design infrastructure, to the satisfaction of the consent authority. Future applications within the Frasers Town Centre must provide water sensitive urban design in accordance with the Water Cycle Management Plan Addendum Report prepared by J. Wyndham Prince, March 2016. Any increased water flow through the rail corridor may require the approval of Transport for NSW.	✓ Refer to Section 5.10 and <b>Appendix H</b> and <b>I</b> .
1.22	Any future applications for residential lots adjacent to Cabramatta Creek are to demonstrate that the lot layout and dwelling locations can accommodate an adequate riparian corridor and associated buffer.	N/A
1.23	The channel restoration along corridor B (as identified in the concept plan) is to be designed to accommodate a 1:2 to 1:5 year flow and comprise a soft engineering solution	N/A
1.24	Any future applications for construction of buildings and associated structures (that are not defined as exempt or complying development) within the Site shall: a) include an assessment of construction impacts, including noise, traffic, soil and erosion (including acid sulphate soils where relevant), waste, and dust, and identify the mitigation and management measures that would be implemented to address these impacts;	✓ Refer to Section 5.23.
1.24 b)	demonstrate compliance with the Water Sensitive Urban Design principles established in the concept plan;	✓ Refer to Section 510 and <b>Appendix H</b> and <b>I</b> .
1.24 c)	where applicable, demonstrate compliance with the commitments and management procedures detailed in the Vegetation Management Plan, including the strategy for retention of trees on site;	✓ Refer to Section 5.13.
1.24 d)	demonstrate that habitable floor levels are located above the 100 year ARI flood level plus 500mm freeboard, and that appropriate flood evacuation can be provided for dwellings located below the probable maximum flood level;	✓ Refer to Section 5.11.

Instrument of Approval		Consistency
1.24 e)	demonstrate compliance with the Planning for Bushfire Protection 2006;	✓ Refer to Section 5.24.
1.24 f)	demonstrate that ESD measures have been incorporated into the design of the buildings to reduce water and energy consumption in accordance with State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004; and	✓ Refer to Section 5.18.
1.24 g)	demonstrate existing or planned utilities are sufficient to service the proposed development.	✓ Refer to Section 4.17.
1.25	Noise assessments are required for dwellings located in the areas affected by traffic and rail noise. Future applications are to include detailed assessments of the design of the dwellings that confirm compliance with the noise goals outlined in the South Edmondson Park Concept Application, Noise and Vibration Impact Assessment, August 2010 prepared by Wilkinson Murray.	✓ (See Section 5.14 below)

## 5.2.2 Statement of Commitments

The DA will satisfy all relevant Statement of Commitments made in relation to the development as part of the Concept Plan. An assessment of the proposal's consistency with the approved Concept Plan Statement of Commitments is located at **Appendix CC**.

## 5.3 Building Height

Condition 1.3A of the Concept Approval establishes the maximum height permitted within the Town Centre. The maximum height within the NE quadrant is RL105.8 and the maximum height in the SE quadrant is RL96.4 (see **Figure 27** below). The tallest structure in the NE quadrant is Building 12 which is RL105.4 and SE quadrant is Building 7 which is RL96.32; less than permitted by the Concept Plan.

The height of building is also consistent with the built form guidelines established by the Frasers Town Centre Design Guidelines (see **Section 5.5** below).

### Concept Proposal (Hotel) Height

The Concept Proposal seeks approval for a maximum height for the hotel to the SE quadrant maximum height plane, being RL96.4. Any future detailed DA would not be permitted to exceed the height control for the quadrant as established by the Concept Approval.

## 5.4 Gross Floor Area

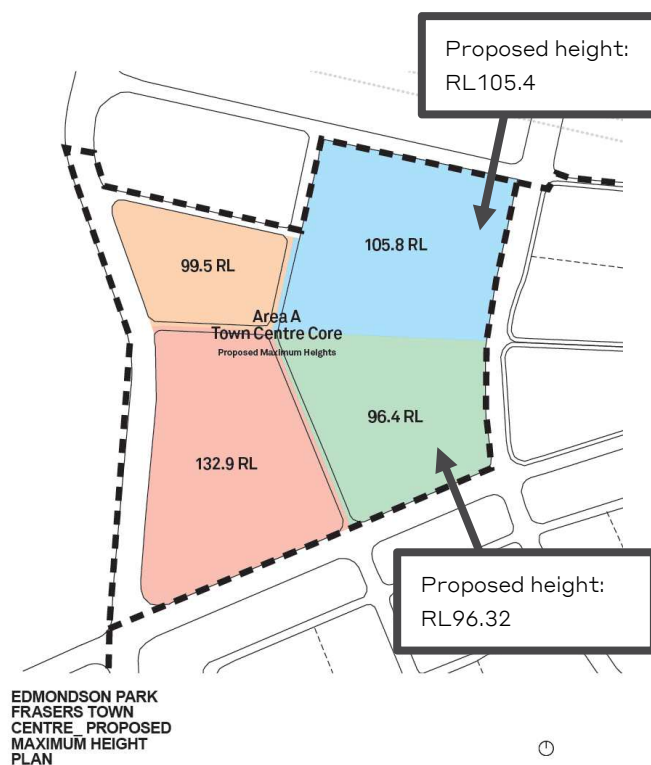
The Concept Plan establishes the maximum GFA permitted within the Town Centre Core. The maximum GFA within the NE quadrant is 45,000m<sup>2</sup> and the maximum GFA in the SE quadrant is 23,525m<sup>2</sup> (see **Figure 28** below). The GFA proposed in the NE quadrant is 41,532m<sup>2</sup> and SE quadrant is 23,083m<sup>2</sup> which is less than the maximum permitted by the Concept Plan.

### Concept Proposal (Hotel) GFA

The hotel is yet to be designed and therefore does not have a GFA. It is noted that Condition 1.3A(b) of the Concept Approval allows the GFA in any quadrant to exceed the maximum GFA by up to 10 percent as long as the total maximum for the Town Centre Core is not exceeded.

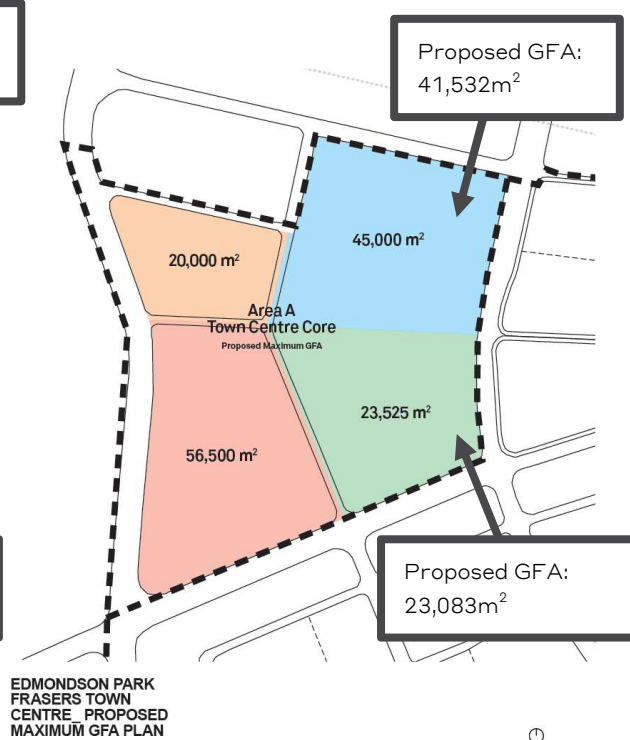
Accordingly, the potential GFA for the hotel can be achieved within the SE quadrant should it proceed.

It is noted that any future DA for the hotel would be required to demonstrate compliance with the Concept Approval and GFA maximum for the SE quadrant as part of the detailed DA.



**Figure 27 – Maximum Height Plan**

Source: Concept Plan (Mod 4)



**Figure 28 – Maximum GFA Plan**

Source: Concept Plan (Mod 4)

## 5.5 Frasers Town Centre Design Guidelines

The Frasers Town Centre Design Guidelines apply to the site following the approval of the Concept Plan (Mod 4). The purpose of the Design Guidelines is to guide development of land within the town centre. The proposal is consistent with the Design Guidelines in that it is consistent with the vision, key elements, urban structure and town centre core built form guidelines established by Part 2.0, 3.0 and 4.0 respectively.

The Urban Structure of Town Centre East is established by the Design Guidelines which includes the layout of key roads including neighbourhood and local streets.

The Town Centre Core built form guidelines at Section 4.0 provide performance criteria and design solutions for Town Centre East as provided by this application. The proposal is consistent with the built form guidelines, including consistency with:

- building sitting, scale and mass;
- building design;
- provision of open space;
- provision of landscape and private open space;
- vehicle parking, access and manoeuvring
- solar access targets;
- natural ventilation considerations;
- environmental sustainability targets; and
- provision of car parking.

A more detailed assessment of the Town Centre Core built form guidelines is provided at **Appendix BB**. Where an alternative solution to the Design Guidelines is sought additional assessment is provided in the following sections.

### 5.5.1 Design Excellence

The Department has released draft conditions of approval for the Concept Plan (Mod 4) that require the market hall to demonstrate of design excellence through a design excellence strategy (Condition 1.3B).

The condition was introduced by the Department on the basis that the indicative scheme that accompanied the Concept Plan had a fresh food hall, referred to as the 'market hall', which was intended to have a civic architectural quality to it as part of the Town Centre.

Following design development of Town Centre East a number of design changes were necessary and which has required the relocation of the cinema from the NE quadrant to the SE quadrant and the fresh food concessions from the SE quadrant to the NE quadrant. Accordingly there is no fresh food 'market hall' in the SE quadrant, however, the retail in its location has been designed with the civic quality that the market hall was intended to achieve (refer to **Figure 29** and **Figure 30**).

The design, which is by HDR, the architects of the indicative Concept Plan scheme, demonstrates design excellence as architectural articulation and form for the quadrant act to serve as a civic

building at the Town Square and Soldiers Parade intersection. The design acts to serve two purposes for Edmondson Park Town Centre as a village and to create a rich and vibrant urban precinct.

The built form and scale responds to the laneway character of the alfresco precinct formed by Eat St and also the desire to have a visual dialogue with the Community Park which bounds the Town Centre East while forming an animated edge to Main St. The design is an overt statement which celebrates this history of the region.



**Figure 29 – Elevation view of the Market Hall building (Eat Street)**

Source: HDR



**Figure 30 – Elevation view of the Markey Hall building (Main Street)**

Source: HDR

The built form is characterised by animated architectural elevations of different façade forms, heights and materiality. These reference the character and programming of the building within and range from residential to retail with active frontages to help activate the street.

Due to the timing of receiving the draft conditions and the lodgement of this DA, the Design Excellence Strategy and the associated independent peer review are currently being prepared and will be undertaken during the exhibition stage of the project.

Should the independent peer review recommend changes, these amendments will be made as part of any changes recommended by Council's own Design Excellence Panel and the preliminary assessment phase.

## 5.5.2 Building Design

### Blank Walls

The Design Guidelines encourage development that is designed to activate and engage the street whilst reducing bulk and scale and to provide visual interest; particularly the design guidelines seek to minimise blank walls on streets not identified as an activity street.

The Town Centre has achieved this at ground level by sleeving inactive uses by retail or residential across the Town Centre, or locating unsightly uses, such as the loading dock, within the basement.

Between Eat Street and the 'green link' on Soldiers Parade the topography has not allowed for retail uses to be level with the street, however this space features an elevated retail frontage that will activate the streetscape. This interface also includes high quality treatments and unique architectural forms and materials to ensure the frontage is not read as a blank wall. A large public art feature is proposed to the façade of the cinema above, providing visual interest to the streetscape and on balance will enliven this façade as a significant focal point for the Town Centre (refer to **Figure 31**).

In general the elevation of the Town Centre above the ground plane has been articulated to provide visual interest and to avoid blank walls. This is achieved by a mix of unique architectural forms and a combination of varied materials and architectural programming (**Figure 32**).

### Retail uses at Greenway/Main Street intersection

The Design Guidelines encourages the intersection of Greenway and Main Street to be provided with retail or commercial uses.

A key principle in the design of the Town Centre was the acknowledgement that classic town centres are a mix of uses that include retail but are also interspersed by other uses, such as residential. Soldiers Parade and its corner with Greenway provide the transition between the Residential Precincts and the Town Centre Core and therefore provide the most appropriate use in creating that transition.

Whilst Frasers is keen to ensure that the Town Centre Core provides quality activated frontages to streets, there is a limit on the number of streets which can accommodate retail for a centre of this size and density. It is Frasers view that retail / commercial on the subject section of Soldiers Parade, which is away from the concentration of retail in the town centre, is very unlikely to be commercially viable and will ultimately result in empty shop frontages and a poor urban outcome that would undermine the intent of the condition.



**Figure 31 – SE quadrant façade viewed from Soldiers Parade**

Source: HDR



**Figure 32 – NE quadrant view from Henderson Road**

Source: HDR

## 5.6 Frasers Town Centre Public Domain Plan

The Frasers Town Centre Public Domain Plan applies to the site following the approval of the Concept Plan (Mod 4). The Public Domain Plan provides guidance for the coordination, design and construction of improvements to the public domain. The proposal is generally in accordance with the Public Domain Plan, which is the basis for the Frasers design.

### Street Character

The Public Domain Plan establishes the dimensional parameters for each street within the Town Centre, including Main Street. **Table 9** provides an assessment of the proposal's consistency with the indicative Public Domain Plan sections for Main Street. Overall, the proposal is in accordance with the Public Domain Plan and will provide suitable landscaping and infrastructure to achieve the desired character of Main Street.

**Table 9 - Public Domain Plan verge, shared path and footpath assessment**

	Verge		Carriageway		Footpath	
	Plan	Proposed	Plan	Proposed	Plan	Proposed
Main Street	4.5m	Minimum 4.5m provided	11m	11m	2.0m	Minimum 2.0m provided

### Public Open Space

Town Square will be a multi-functional space that includes a central lawn with perimeter seating surrounded by scattered seating and outdoor dining opportunities, removable umbrellas, a water feature, canopy tree planting and undergrowth planting at key locations. The design of the Square will allow for the space to be a family friendly food, and beverage recreation and entertainment precinct as envisioned by the Public Domain Plan.

Eat Street provides a more activated space with outdoor dining that will take advantage of the surrounding food and beverage retail offerings that line the pedestrian street. Eat Street features integrated play and seating as envisioned by the Public Domain Plan. Nominated areas for lineal play equipment are shown indicatively by the Landscape Plans prepared by Hassell (**Appendix D**) and are subject to separate CDC approval.

## 5.7 Impact to Adjoining Properties

### 5.7.1 Shadowing

The Town Centre East is consistent with the built form envisaged by the Concept Plan which includes an acceptable amount of shadowing resulting from the Town Centre development on adjoining properties. Notwithstanding, the Town Centre has been designed to limit shadows to the adjoining residential precincts by locating mass to the north and lowering the height of buildings to the south. The Town Centre Core will not result in any additional shadow being cast on existing residential areas outside of the Frasers Town Centre. HDR has undertaken a shadow study for the proposed envelopes of the Town Centre at **Appendix A**.

### 5.7.2 View Impacts

There are no public views identified for protection to or from the site. Visual privacy of adjoining development to be delivered in future stages will be achieved by the separation distance of the Town Centre from adjoining land.

## 5.8 Residential Amenity

The proposal is generally consistent with the Objectives and Design Criteria in the ADG and will achieve a high level of residential amenity. **Table 10** provides an assessment of the proposal against the Design Criteria. Where alternative solutions are proposed to the Design Criteria they are discussed in further detail below the table.

**Table 10 – Consistency with the NSW Apartment Design Guide**

Objectives and Design Criteria			Consistent
Part 3 Siting the Development			
3D Communal and Public Open Space			
<i>Objective</i> An adequate area of communal open space is provided to enhance residential amenity and to provide opportunities for landscaping			✓
<i>Design Criteria</i> Communal open space has a minimum area equal to 25% of the site			Alternative solution (refer to Section 5.8.1 below)
Developments achieve a minimum of 50% direct sunlight to the principal usable part of the communal open space for a minimum of 2 hours between 9 am and 3 pm on 21 June (mid-winter)			✓
3E Deep Soil Zones			
<i>Objective</i> Deep soil zones provide areas on the site that allow for and support healthy plant and tree growth. They improve residential amenity and promote management of water and air quality.			✓
<i>Design Criteria</i> Deep soil zones are to meet the following minimum requirements:			Alternative Solution (refer to Section 5.8.2 below)
Site Area	Minimum Dimensions	Deep Soil Zone (% of site area)	
Less than 650m <sup>2</sup>	-	7%	
650m <sup>2</sup> – 1,500m <sup>2</sup>	3m		
Greater than 1,500m <sup>2</sup>	6m		
Greater than 1,500m <sup>2</sup> with significant existing tree cover	6m		
3F Visual Privacy			
<i>Objective</i> Adequate building separation distances are shared equitably between neighbouring sites, to achieve reasonable levels of external and internal visual privacy.			✓
<i>Design Criteria</i>			✓

Objectives and Design Criteria			Consistent
Separation between windows and balconies is provided to ensure visual privacy is achieved. Minimum required separation distances from buildings to the side and rear boundaries are as follows:			Refer to DA 63 at <b>Appendix A</b>
Building Height	Habitable rooms and balconies	Non-habitable rooms	
Up to 12m (4 storeys)	6m	3m	
Up to 25m (5-8 storeys)	9m	4.5m	
Over 25m (9+ storeys)	12m	6m	
3K Bicycle and Car Parking			
Objective			✓
Car Parking is provided based on proximity to public transport in metropolitan Sydney and centres in regional areas			
Design Criteria			✓
For development in the following locations:			
on sites that are within 800 metres of a railway station or light rail stop in the Sydney Metropolitan Area; or			
on land zoned, and sites within 400 metres of land zoned, B3 Commercial Core, B4 Mixed Use or equivalent in a nominated regional centre			
The minimum car parking requirement for residents and visitors is set out in the Guide to Traffic Generating Developments, or the car parking requirement prescribed by the relevant council, whichever is less.			
The car parking needs for a development must be provided off street.			
Part 4 Designing the Buildings			
4A Solar and Daylight access			
Objective			✓
To optimise the number of apartments receiving sunlight to habitable rooms, primary windows and private open space			
Design Criteria			✓
Living rooms and private open spaces of at least 70% of apartments in a building receive a minimum of 2 hours direct sunlight between 9 am and 3 pm at mid-winter in the Sydney Metropolitan Area and in the Newcastle and Wollongong local government areas.			Overall compliance 70.5%
			Building 6 – 69%
			Building 7 – 74%
			Building 10 – 70%
			Building 11 – 70%
			Building 12 – 70%
			Building 13 – 70%
In all other areas, living rooms and private open spaces of at least 70% of apartments in a building receive a minimum of 3 hours direct sunlight between 9 am and 3 pm at mid-winter.			N/A

Objectives and Design Criteria		Consistent										
A maximum of 15% of apartments in a building receive no direct sunlight between 9 am and 3 pm at mid-winter.		✓ 12.6%										
4B Natural Ventilation												
<i>Objective</i> The number of apartments with natural cross ventilation is maximised to create a comfortable indoor environment for residents		✓										
<i>Design Criteria</i> At least 60% of apartments are naturally cross ventilated in the first nine storeys of the building. Apartments at ten storeys or greater are deemed to be cross ventilated only if any enclosure of the balconies at these levels allows adequate natural ventilation and cannot be fully enclosed.		✓ Overall compliance 68% Building 6 – 69% Building 7 – 68% Building 10 – 60% Building 11 – 62% Building 12 – 75% Building 13 – 72%										
Overall depth of a cross-over or cross-through apartment does not exceed 18m, measured glass line to glass line.		✓										
4C Ceiling Height												
<i>Objective</i> Ceiling height achieves sufficient natural ventilation and daylight access		✓										
<i>Design Criteria</i> Measured from finished floor level to finished ceiling level, minimum ceiling heights are:		✓										
<div>Minimum ceiling height</div> <table><tr><td>Habitable rooms</td><td>2.7m</td></tr><tr><td>Non-habitable</td><td>2.4m</td></tr><tr><td>For 2 storey apartments</td><td>2.7m for main living area floor 2.4m for second floor, where its area does not exceed 50% of the apartment area</td></tr><tr><td>Attic spaces</td><td>1.8m at edge of room with a 30 degree minimum ceiling slope</td></tr><tr><td>If located in mixed use areas</td><td>3.3m for ground and first floor to promote future flexibility of use</td></tr></table>		Habitable rooms	2.7m	Non-habitable	2.4m	For 2 storey apartments	2.7m for main living area floor 2.4m for second floor, where its area does not exceed 50% of the apartment area	Attic spaces	1.8m at edge of room with a 30 degree minimum ceiling slope	If located in mixed use areas	3.3m for ground and first floor to promote future flexibility of use	
Habitable rooms	2.7m											
Non-habitable	2.4m											
For 2 storey apartments	2.7m for main living area floor 2.4m for second floor, where its area does not exceed 50% of the apartment area											
Attic spaces	1.8m at edge of room with a 30 degree minimum ceiling slope											
If located in mixed use areas	3.3m for ground and first floor to promote future flexibility of use											
These minimums do not preclude higher ceilings if desired.												
4D Apartment Size and Layout												
<i>Objective</i> The layout of rooms within an apartment is functional, well organised and provides a high standard of amenity		✓										

Objectives and Design Criteria		Consistent										
<p><i>Design Criteria</i></p> <p>Apartments are required to have the following minimum internal areas:</p> <table><tr><th>Apartment Type</th><th>Minimum internal area</th></tr><tr><td>Studio</td><td>35m<sup>2</sup></td></tr><tr><td>1 bedroom</td><td>50m<sup>2</sup></td></tr><tr><td>2 bedroom</td><td>70m<sup>2</sup></td></tr><tr><td>3 bedroom</td><td>90m<sup>2</sup></td></tr></table> <p>The minimum internal areas include only one bathroom. Additional bathrooms increase the minimum internal area by 5m<sup>2</sup> each.</p> <p>A fourth bedroom and further additional bedrooms increase the minimum internal area by 12m<sup>2</sup> each.</p>		Apartment Type	Minimum internal area	Studio	35m <sup>2</sup>	1 bedroom	50m <sup>2</sup>	2 bedroom	70m <sup>2</sup>	3 bedroom	90m <sup>2</sup>	✓
Apartment Type	Minimum internal area											
Studio	35m <sup>2</sup>											
1 bedroom	50m <sup>2</sup>											
2 bedroom	70m <sup>2</sup>											
3 bedroom	90m <sup>2</sup>											
<p>Every habitable room must have a window in an external wall with a total minimum glass area of not less than 10% of the floor area of the room. Daylight and air may not be borrowed from other rooms.</p>		✓										
<p><i>Objective</i></p> <p>Environmental performance of the apartment is maximised</p>		✓										
<p><i>Design Criteria</i></p> <p>Habitable room depths are limited to a maximum of 2.5 x the ceiling height.</p>		✓										
<p>In open plan layouts (where the living, dining and kitchen are combined) the maximum habitable room depth is 8m from a window.</p>		✓										
<p><i>Objective</i></p> <p>Apartment layouts are designed to accommodate a variety of household activities and needs</p>		✓										
<p><i>Design Criteria</i></p> <p>Master bedrooms have a minimum area of 10m<sup>2</sup> and other bedrooms 9m<sup>2</sup> (excluding wardrobe space).</p>		✓										
<p>Bedrooms have a minimum dimension of 3m (excluding wardrobe space).</p>		✓										
<p>Living rooms or combined living/dining rooms have a minimum width of:</p> <p>3.6m for studio and 1 bedroom apartments</p> <p>4m for 2 and 3 bedroom apartments</p>		✓										
<p>The width of cross-over or cross-through apartments are at least 4m internally to avoid deep narrow apartment layouts.</p>		N/A										
4E Private Open Space and Balconies												
<p><i>Objectives</i></p> <p>Apartments provide appropriately sized private open space and balconies to enhance residential amenity</p>		✓										
<p><i>Design Criteria</i></p>		✓										

Objectives and Design Criteria			Consistent
All apartments are required to have primary balconies as follows:			
Dwelling Type	Minimum Area	Minimum depth	
Studio apartment	4m <sup>2</sup>	-	
1 bedroom apartment	8m <sup>2</sup>	2m	
2 bedroom apartment	10m <sup>2</sup>	2m	
3+ bedroom apartment	12m <sup>2</sup>	2.4m	
The minimum balcony depth to be counted as contributing to the balcony area is 1m.			
For apartments at ground level or on a podium or similar structure, a private open space is provided instead of a balcony. It must have a minimum area of 15m <sup>2</sup> and a minimum depth of 3m.			✓
4F Common Circulation and Spaces			
<i>Objective</i> Common circulation spaces achieve good amenity and properly service the number of apartments			✓
<i>Design Criteria</i> The maximum number of apartments off a circulation core on a single level is eight.			✓
For buildings of 10 storeys and over, the maximum number of apartments sharing a single lift is 40.			Alternative Solution (Refer to Section 5.8.3 below)
4G Storage			
<i>Objective</i> Adequate, well designed storage is provided in each apartment			✓
<i>Design Criteria</i> In addition to storage in kitchens, bathrooms and bedrooms, the following storage is provided:			✓
Dwelling Type		Minimum Area	
Studio apartment		4m <sup>2</sup>	
1 bedroom apartment		6m <sup>2</sup>	
2 bedroom apartment		8m <sup>2</sup>	
3+ bedroom apartment		10m <sup>2</sup>	
At least 50% of the required storage is to be located within the apartment.			

### 5.8.1 Communal and Public Open Space

Objective 3D-1 of the ADG requires an adequate area of communal open space be provided to enhance residential amenity and to provide opportunities for landscaping. Design criteria 1 sets the minimum provision of communal open space at 25 percent.

The proposal includes the provision of 3,153m<sup>2</sup> communal open space in the NE quadrant that is centrally located for the residents of Building 10, 11, 12 and 13. Communal open space for the residents of Building 6 and 7 is provided on the roof of Building 6 that equates to 530m<sup>2</sup>. A calculation of open space provision is provided at **Table 11** below.

**Table 11 - Communal open space provision assessment**

Quadrant	Area	Common Open Space	Proportion
North-east	14,191m <sup>2</sup>	3,153m <sup>2</sup>	22%
South-east	10,900m <sup>2</sup>	530m <sup>2</sup>	5%

The ADG acknowledges the difficulty in achieving a rigid numerical standard in all instances and this is particularly difficult within a Town Centre. As such, a set of design guidance are provided as a starting point for any alternative solution. The proposal is consistent with the following design guidance and additional considerations which contribute to the achievement of Objective 3D-1:

- The proposal is consistent with the Concept plan;
- Communal open space is consolidated into two well defined and useable spaces;
- The spaces are greater than the minimum dimensions established by the ADG;
- Soil areas to encourage mature tree growth are provided in addition to hard and soft landscaping;
- Equitable access is provided to all common open areas; and
- High quality facilities are provided including a pool deck, barbeque and dining facilities to ensure the spaces are successful and useable for residents.

In addition, the Town Centre includes the provision of a number of high amenity public spaces including Eat Street and Town Square. These special spaces will provide residents with a variety of landscaped spaces to spend time. Eat Street and Town Square will be a focus of activity in the Town Centre and will contribute to the amenity of residential life in the Town Centre. Accordingly, the provision of communal open space is considered appropriate for the Town Centre.

### 5.8.2 Deep Soil

The ADG acknowledges that achieving a rigid numerical standard in all instances can be difficult to achieve. This is particularly true of provision of deep soil within a Town Centre where below ground development can prevent the inclusion of extensive deep soil. The proposal is consistent with the Concept Plan which always intended the Town Centre to have 100 percent site coverage.

Notwithstanding, the proposal is consistent with design guidance to achieve the objective to provide areas on the site to allow and support healthy plant and tree growth. The proposal includes provision of on structure tree pits and planters integrated into the design of the streetscape, podium and

rooftops. The design has allowed suitable soil volume to enable a variety of planting that includes turf, shrubs and trees throughout the Town Centre. Landscape Plans have been prepared by Hassell that demonstrates suitable planting can be achieved.

### **5.8.3 Circulation**

Objective 4F-1 of the ADG requires circulation spaces achieve good amenity and properly service the number of apartments in a building. Design criteria 2 states that for buildings 10 storeys and over should limit 40 apartments to share a single lift.

Building 12 contains 90 apartments and is serviced by two high-performance lifts. Despite the numeric non-compliance the proposal is consistent with design guidance to achieve the objective including use of high performance lifts to ensure the population of the building is serviced properly. The corridor will provide high levels of amenity including provision of sunlight from the corridors end, which will also aid in navigation.

## 5.9 Traffic and Parking

A Traffic Impact Assessment has been prepared by Ason Group and is included at **Appendix G** and is summarised below.

### 5.9.1 Parking Provision

The proposal makes provision of 1,540 off street parking spaces including 544 residential and 996 non-residential parking spaces. The required parking rates are drawn from the Design Guidelines (refer to **Appendix C**). As noted by DS4.1 of the Design Guidelines, car parking is to be generally in accordance with the Town Centre parking rate. A summary of the Design Guideline requirements and the proposal is provided at **Table 12** below. It demonstrates the proposal is generally in accordance with the parking rates.

**Table 12 - Car parking assessment**

Land Use	No / Area (GFLA)	Parking Rate	Requirement	Proposal
Residential Flat Building				
1 Bedroom	155	0.6 space per dwelling	155	155
2 Bedroom	253	0.9 space per dwelling	303.6	304
3 Bedroom	19	1.4 spaces per dwelling	38	41
Visitors		1 per 5 dwellings	43	44
Residential Total			540	544
Non-Residential Uses				
Major Retail	23,011m <sup>2</sup>	4.1 spaces per 100m <sup>2</sup> GLFA	943.45	944
All other retail, commercial, medical, cinema and entertainment uses		4.1 spaces per 100m <sup>2</sup> NLA		
Child Care (children)	140	1 space per 10 children	14	14
Child Care (staff)	25	1 space per 2 staff	13	13
Gym	835m <sup>2</sup>	3 spaces per 100m <sup>2</sup> NLA	25	25
Total Non-Residential			995.45	996

### 5.9.2 Hotel Parking Provision

Should the hotel be included in the Town Centre (subject to a further detailed DA) the lobby and Level 1 of the hotel would occupy non-residential uses at these locations, resulting in a reduction of car parking that would subsequently be reallocated to the hotel.

The hotel footprint includes 231m<sup>2</sup> of pavillion, 289m<sup>2</sup> retail and 1,477m<sup>2</sup> commercial floor area, equating to 1,997m<sup>2</sup> floor space overall. This equates to provision of 82 car parking spaces. The Architectural Plans have allowed for 60 car parking spaces for hotel parking which is expected to adequately service the hotel. There would accordingly be a resultant spare capacity of 22 car parking spaces ensuring the hotel is provided with suitable parking. Further assessment of the hotel would be undertaken and confirmed as part of a future detailed DA.

### 5.9.3 Bicycle Parking

Requirements for bicycle parking are drawn from the Design Guidelines. An assessment of bicycle parking is provided at **Table 13** below.

**Table 13 - Bicycle parking assessment**

Land use	No./GFA	Rate	Requirement	Proposal
Residential	427	Residential flat buildings: 1 space per dwelling which can be provided within a dwelling's individual storage cage or within a shared facility	427	427
Non Residential	28,623m <sup>2</sup>	1 space per 200m <sup>2</sup> GFA*	143 (including 21 visitor parking spaces)	172 (including 107 provided for visitors)
*Non Residential Visitors (to be accessible to visitors)		*15% of Non-residential bicycle parking is to be accessible for visitors	21	107
Total			570	599

The assessment shows the Town Centre will provide bicycle parking in excess of the minimum required. Non-residential visitor parking is provided in the public domain at a number of bicycle hoops, as follows:

- Main Street: 93 parking spaces
- Henderson Road: 14 parking spaces

It is noted the 14 bicycle parking spaces at Henderson Road service the Town Centre and were included as part of the landscape plans submitted with DA1260/2016.

### 5.9.4 Traffic Generation

Traffic modelling was undertaken to inform the Concept Plan (Mod 4) including SIDRA and VISSIM modelling to assess the impacts arising from the overall development of the Frasers Town Centre. This has formed the basis for the road and infrastructure improvements required under the Concept Plan. It is noted that a separate DA (DA1260/2016) has been submitted to Council for the construction of precinct wide roads infrastructure as outlined at **Section 2.4**.

The development envisioned by Town Centre East has been accounted for in the above traffic modelling. Accordingly the impacts of the proposal have been assessed and can be accommodated by the planned road network surrounding the site.

Traffic generation rates have been drawn from the assumptions from the previous Aecom traffic modelling report as outlined at Section 5.1.2 of **Appendix G**. The assessment demonstrates that the proposal will generate 805 vehicle journeys per hour in the morning peak and 1,192 vehicle journeys in the afternoon peak.

The proposal is therefore consistent with traffic modelling and infrastructure requirements for the wider Town Centre previously undertaken which confirms the proposed development is acceptable. Further modelling is therefore not considered necessary.

### 5.9.5 Hotel Traffic Generation

The hotel footprint equates to 1,997m<sup>2</sup> associated to the shopping centre traffic generation assumptions at Section 5.9.4. This equates to 73 vehicle trips per hour during the weekday afternoon peak. Ason has confirmed this is sufficient capacity to cater to the future hotel for the purposes of the Concept Proposal. Further traffic assessment would be undertaken as part of any future Stage 2 (detailed) DA for the hotel.

### 5.9.6 Access and Internal Design

The proposed permanent and interim access arrangements have been assessed in the traffic report (as set out in Section 6 of the report), noting:

- temporary left-in / left out access to Bernera Road will delay delivery of Henderson Lane;
- left-in / left-out access is proposed to Greenway, Soldiers Parade and the loading dock;
- site access, internal circulation, car parking and loading areas (and access thereto) will be required to comply with relevant Australian Standards;
- the loading dock has been designed with regard to the requirements of AS2890.2;
- site access has been designed for access by an articulate vehicle (semi-trailer) up to 19 metres in length;
- swept path analysis is provided at **Appendix G**; and
- minor changes to the loading dock are recommended to accommodate semi-trailer in the loading bay. These changes will be captured as part of the detailed design development.

### 5.9.7 Construction Traffic Management

Construction traffic will access the site via available public roads that have been constructed at the time of commencement of building works at Town Centre East. A separate DA has been submitted to Council for the construction of Greenway and Bernera Roads which is expected to be completed prior to the commencement of the proposal.

To limit heavy vehicle movements through surrounding residential areas heavy vehicles are recommended to use Campbelltown Road to access the site.

No contractors or staff is permitted to park in the existing commuter car park, Henderson Road or Soldiers Parade. All staff will be encouraged to access the site via public transport. A transport access guide with information to promote alternate transport methods has been prepared by Ason at **Appendix G**.

A preliminary Construction Management Plan has been prepared by Frasers (**Appendix T**). A detailed traffic management plan will be developed and approved by Council prior to the commencement of works. Key objectives of the CMP include:

- Maintain full operations and access to surrounding residents.
- Maintain full access for authorities.
- Provide designated safe pedestrian routes around the perimeter of the site.
- Create and maintain an appropriate construction zone.
- Control all construction traffic to and from the construction zone.
- Ensure suitable traffic control personnel are in place at all times.

## 5.10 Water Cycle Management

J. Wyndham Prince has provided an assessment of water cycle management (**Appendix H**) confirming that the proposal is consistent with the Concept Plan (Mod 4) approval and Statement of Commitments.

An Interim Stormwater Management Strategy Report has been prepared by J Wyndham Prince **Appendix I**. The interim strategy will provide temporary stormwater devices to service the proposed development until such time that the regional devices, including detention basin proposed to the south of Campbelltown Road as part of the concept plan and bio-retention raingardens 13 and 14 are constructed.

This interim stormwater management strategy includes hydrological modelling to demonstrate how statutory requirements will be achieved. Indicative sizes of water quality devices have been provided based on J. Wyndham Prince's experience in other Precincts.

## 5.11 Flooding

The site is wholly located outside the mapped 100yr ARI flood path, and as such, the requirement for a 500mm freeboard above the 100yr ARI flood level is not applicable. Nonetheless, J. Wyndham Prince confirms the following local stormwater management measures are proposed as part of DA1260/2016:

- *100yr ARI surface flows will be managed by a combination of an appropriately designed pipe drainage system, with containment of surcharge surface flows (greater than pipe capacity) within the road carriageways;*
- *100yr ARI surface flows in road carriageways will be limited to a velocity x depth product of 0.4m<sup>2</sup>/s, as per Council standard; and*
- *Whilst the Council standard permits the 100yr ARI surface flows in road carriageways to be up to 200mm deep, the drainage system will be designed so as to contain flows within the carriageway and to not overtop the kerb, footpath and verge.*

Driveways in the Town Centre to basement level car parking areas will match the back of footpath levels to maintain the drainage capacity of the full road reserve width. These measures will provide appropriate stormwater management to the Town Centre development. Refer to the Water Cycle Statement prepared by J. Wyndham Prince at **Appendix H**.

## 5.12 Heritage

Approval for the bulk excavation of the site was approved under DA 628/2016 DA925/2016. The Statement of Commitments establish protocols to be followed should any indigenous or non-indigenous historical archaeological be discovered during site excavation. For the purposes of this application the site is considered fully excavated and no impact to heritage is expected.

## 5.13 Flora and Fauna

The Concept Plan along with the Biodiversity Certification Order and Edmondson Park Conservation Agreement set up the framework for the clearance of existing trees within the developable area of the Town Centre whilst retaining the native vegetation in the Reserve in the east of the site.

Approval for clearing the site of vegetation was approved under DA628/2016 and DA925/2016.

## 5.14 Noise and Vibration

An acoustic assessment has been undertaken by Wilkinson Murray (**Appendix J**) consistent with that undertaken for the Concept Plan. The noise assessment identifies environmental noise and vibration sources which may impact on the site and recommends acoustic treatments to reduce these impacts to acceptable levels.

### Noise

Appropriate noise levels for the proposal have been drawn from the Concept Plan and NSW Department of Planning's '*Development Near Rail Corridors and Busy Roads - Interim Guideline*'. Based on these standards internal noise objectives for the residential use of 35dB(A) for bedrooms and 40dB(A) for other habitable room. Rail noise criteria for the proposal are outlined at **Table 14** below.

**Table 14 - Noise criteria**

Room type	Internal criteria (dBA)	External criteria (open window dBA)	Level at which ventilation is required (dBA)
Bedroom (night only)	35	45	55
Any habitable room	40	50	60

Noise logging of the railway was undertaken 21 July – 29 July 2016. The noise monitoring results were determined to be:

- Day – 50dBA
- Night - 48dBA

The assessment confirms that all bedrooms will comply with daytime criteria with the window open. There would be a 3dBA exceedance in the night time period with windows open, however closing the window will provide an additional 10dBA reduction, achieving compliance.

## Vibration

Vibration criteria are drawn from the Environment Protection Authority's *Assessing Vibration – A Technical Guideline (2006)*. Measurement of vibration was undertaken by Wilkinson Murray adjacent to the rail line at a distance far enough from the station to record trains at speed, presenting a 'worst case scenario' with slightly higher levels than would be experienced at the Town Centre, close to the station. The results at **Table 15** show the proposal will comply with vibration criteria.

**Table 15 - Vibration assessment**

Period	Assumed No. of trains	Predicted VDV (m/s <sup>1.75</sup> )	Criteria (m/s <sup>1.75</sup> )	Compliance
Daytime	60	0.0063	0.2	✓
Night-time	15	0.0089	0.13	✓

### 5.14.1 Operational Noise

Wilkinson Murray have provided site specific noise criteria based on site monitoring, the *NSW Industrial Noise Policy* and Australian Standard 1055.2 *Acoustics – Description and measurement of environmental noise*. The recommended intrusive noise criteria are provided at Table 4-1 of **Appendix J**.

At this early stage the selection of plant for the proposal has not been finalised and accordingly detailed acoustic design assessment cannot be undertaken. It is expected that operational noise emissions will be required to achieve the intrusive noise criteria as a condition of approval.

## 5.15 Geotechnical

A Geotechnical and Salinity Investigation has been undertaken by GeoEnviro Consultancy (**Appendix K**). A number of bore holes were drilled across the site through topsoil/fill, fill, natural soil and bedrock. The investigation found the subsurface generally consisted of:

- clayey silt of low liquid limit;
- fill consisting of gravelly clayey silt and gravelly silty clay;
- natural soil of high plasticity silty clay;
- ironstone gravel and shale gravel in natural clay; and
- shale and siltstone bedrock at depths ranging from 1.0m to 3.6m below the existing ground level.

The report presents design recommendations for building platforms, basement supports and foundations.

## 5.16 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)*".

In support of this application DLA Environmental Services has prepared a Remediation Action Plan (RAP) (**Appendix L**). The RAP sets remediation goals, management procedures and environmental safeguards to be implemented to ensure the Site will be rendered suitable for the future residential land use. To ensure the potential existence of isolated occurrences of contamination are appropriately managed an Unexpected Finds Protocol (UFP) has been developed by DLA (available at **Appendix L**). All excavation and associated remediation (as required) will occur as part of DA628/2016 and therefore the site is suitable for the proposed development.

## 5.17 Wind

The proposal has been assessed by Wintech Consultants (**Appendix M**) in terms of the likely wind conditions affecting the various outdoor trafficable areas within and around Town Centre East.

The qualitative assessment indicates that the site is relatively exposed to prevailing winds due to limited shielding being afforded from the surrounding environment. There may be some wind effects at certain parts of the development resulting from winds being redirected by the building façade onto the ground plane. These effects are likely at building corners adjacent to the southern and western edges of Town Centre East. It is noted that wind conditions along the western edge are likely to improve following construction of future Town Centre stages. To address potential for wind effects the following mitigation measures have been recommended:

- retention of the proposed tree planting and landscaping, within and around the Ground Floor and Level 1 of the proposed development;
- retention of the proposed awnings along the Main Street and Henderson Road frontages, as well as within the Town Square and Eat Street thoroughfares;
- additional tree planting or inclusion of porous screening at specified wind-critical regions of the development; and
- limiting the exposure of affected corner balconies to a single aspect by extending the existing blade wall, or inclusion of full-height louvres.

Further assessment is being undertaken by the applicant including wind tunnel testing to provide a quantitative analysis of wind conditions and to determine the extent of any wind mitigation treatments required. This information will be provided to Council once available.

## 5.18 Environmentally Sustainable Design

The proposed development seeks to target a high standard of environmentally sustainable development. A statement outlining sustainability targets for the proposal has been prepared by WSP and is available at **Appendix N**.

The following sustainability targets apply to the Frasers Town Centre:

- BASIX
  - Energy: minimum 34
  - Water: minimum 51
- GREEN STAR and SUSTAINABILITY
  - 6 Star Green Star Design & As Built v1.1 rating for the town centre retail;
  - 5 Star Green Star Design & As Built v1.1 rating for the town centre apartment buildings; and
  - 6 Star Green Star Community v1 rating.
- WSP have provided a scorecard pathway to achieve the above ratings at **Appendix N**.

### 5.18.1 BASIX

A BASIX Assessment and Preliminary Sustainability Development Report has been prepared by WSP (refer **Appendix O**) that demonstrates that each residential building will satisfy the relevant requirements for water, thermal and energy efficiency.

Frasers will develop a sustainability management system that will monitor sustainability commitments ongoing. Details of the proposed design initiatives to achieve the above targets are provided at **Appendix N**.

## 5.19 Building Code Compliance

The Building Code of Australia (BCA) Assessment of residential buildings and community buildings associated with the local park has been prepared by McKenzie Group (**Appendix P**). The assessment demonstrates that the proposal is capable of achieving compliance with the requirements of the Building Code of Australia (BCA) and other relevant codes and standards.

Where non-compliances have been identified, Deemed to satisfy and Performance based solutions have been recommended. These solutions are capable of being provided prior to the issue of a Construction Certificate.

## 5.20 Access and Universal Housing

An Access Report has been prepared by Morris Gooding Accessibility Consulting (**Appendix Q**). The report considers the proposals compliance with external site linkages, ingress and egress, paths of travel, circulation areas, common areas, car parking, residential accommodation, and sanitary facilities.

The assessment confirms the proposal is capable of achieving the accessibility objectives and all mandatory accessibility requirements. Where appropriate, the assessment makes recommendations to be incorporated at the detail design stage (Construction Certificate).

Fraser's Statement of Commitment 71A, states:

*"Fraser's Property Australia will provide 20% of all dwellings across the Fraser's Town Centre site as incorporating Liveable Housing Guideline's silver level universal design features to provide housing that is appropriate for but not limited to seniors. Note: 20% will be achieved across the entire Town Centre and not specifically in each individual DA."*

The proposal includes 117 units (27.4 percent) that incorporate Universal Design features to provide housing that is appropriate for, but not limited to seniors. Consistent with the Statement of Commitments, 20 percent Universal Housing will be achieved across the whole town centre and not specific to each development application.

## 5.21 Fire Engineering

A Fire Engineering Report has been prepared by Olsen Fire and Risk Consulting Engineers (**Appendix R**). The report confirms that the proposal is capable of achieving compliance with the Building Code of Australia (BCA) through the implementation of performance base solutions as listed in the report. Preparation of the Alternative Solution and corresponding fire safety measures will not result in any material changes to the building design as per the architectural plans attached to this SEE.

## 5.22 Operational Waste Management

GHD has prepared an Operational Waste Management Plan for the Town Centre (**Appendix S**). The WMP includes an estimation of waste generation and total garbage capacity allowance for the retail, commercial and residential components of Town Centre East.

### Residential Waste

Each residential building will feature chutes for garbage and recycling with residents to dispose of waste from their respective floor. All waste will be collected in 1100L wheeled bins within a dedicated waste room in Basement Level 2 below each residential building.

A private contractor will wheel the bins to the North East Loading Dock where the bins will be emptied by Council's waste collection service. The private contractor will manage the return and rotation of bins. A bulky good waste room is provided in Basement Level 2. A summary of residential waste generation is provided at Section 2.2 of **Appendix S**.

### Commercial/Retail Waste

It is expected that the commercial and retail uses will generate 131.9m<sup>3</sup> garbage and 177.6m<sup>3</sup> recycling per week. The composition of the recycling is assumed to be 55% cardboard and 45% other recyclables by volume.

Commercial tenants would bring their waste to the main loading dock in the basement where two compactors are located. A store room containing up to 13 1100L bins will store compacted waste until it is collected. Cleaners and facilities managers will supervise and monitor the waste store area and operate plant and machinery.

It is noted that the major supermarkets will not be required to access the Town Centre waste facilities and will manage waste directly within their store.

## 5.23 Construction Management

A preliminary Construction Management Plan (CMP) has been prepared by Frasers and is available at **Appendix T**. The CMP provides a preliminary assessment of the proposed construction processes and methodology to be undertaken including in relation to:

- workplace health and safety management;
- traffic and pedestrian management;
- stakeholder engagement and community consultation;
- noise and vibration;
- site establishment;
- construction methodology;
- traffic management;
- pedestrian Management;
- waste Management;
- tenancy fitout; and
- retail and residential staging.

A final CMP will be prepared by the future contractor for the Town Centre once selected.

## 5.24 Bushfire

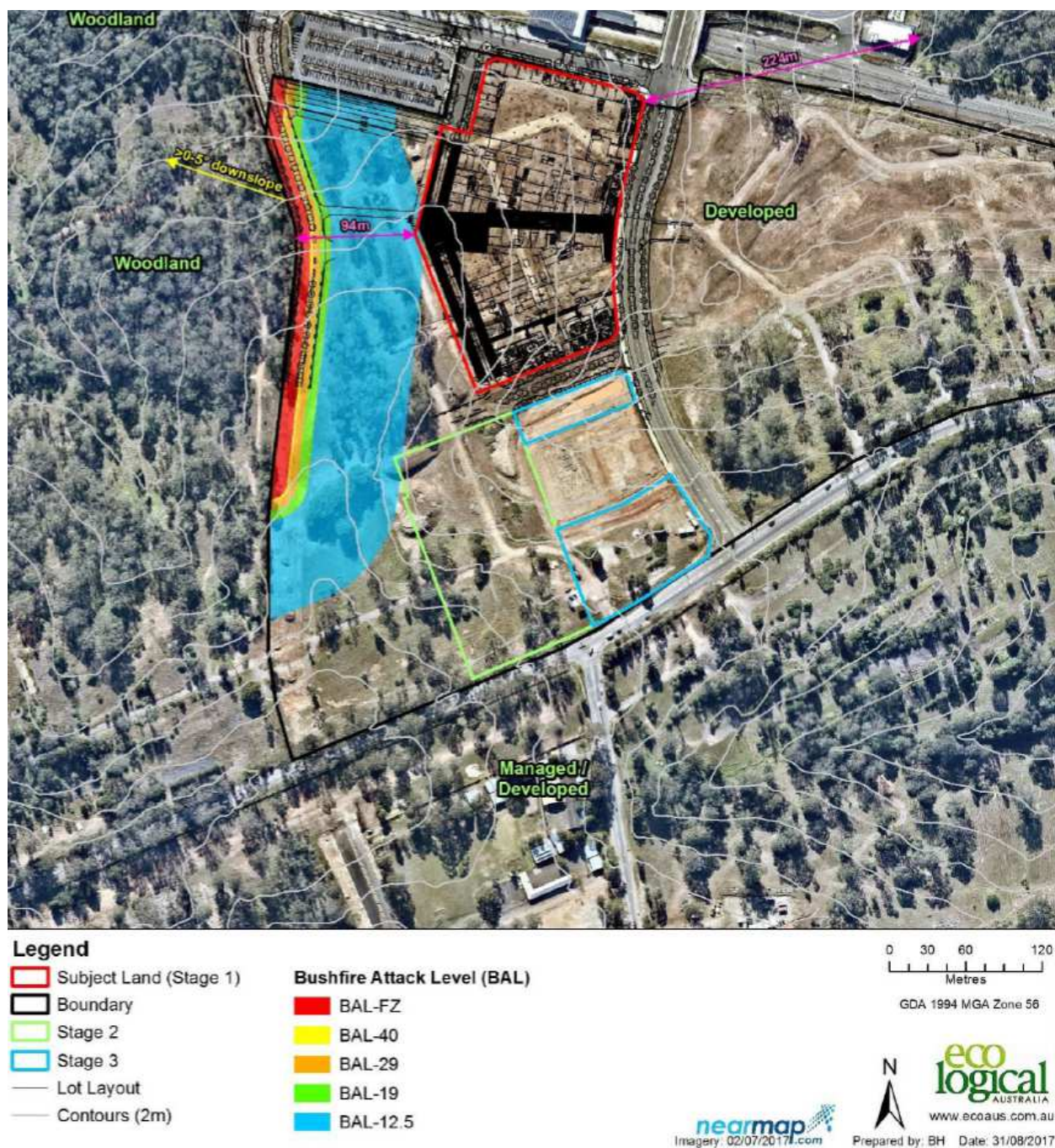
Ecological Australia has reviewed the proposal in relation to Bushfire (**Appendix U**). The addendum assessment provides supplementary information in addition to the Bushfire Planning Assessment submitted with Mod 4, dated March 2016 and included at **Appendix V** and considers the proposal against Planning for Bushfire Protection 2006 (PBP).

As shown on the bushfire attack level diagram (**Figure 33**), the site falls within a Bushfire Attack Level LOW. Eco Logical confirms the commercial and residential components of the proposal complies the minimum construction standards required.

Ecological note that while the perimeter road is less than the 6.5m required by Table 4.1 of PBP, being 6m, the proposal nevertheless achieves the performance criteria as follows:

- The proposed 6 m wide carriageways do not exceed 50 m in length before intersecting with other thoroughfares with carriageways more than 6.5 m in width;
- The reticulated water supply and hydrants are located within the adjacent verge and not within the carriageway;
- Any proposed on-street parking is located within indented parking bays that do not inhibit the carriageway and through traffic;
- Whilst the land is mapped as being bush fire prone land, the majority of the proposed dwellings are located greater than 100 m from bushfire vegetation; and
- The Edmondson Park development is bound by a significant road system in Bernera Road, Campbelltown Road and Soldiers Parade that provides separation from surrounding bushland.

Ecological confirm the proposal complies with Planning for Bushfire Protection 2006 in accordance with Condition 1.24(e) of the Concept Plan.



**Figure 33 – Bushfire attack level plan**

Source: Eco Logical

## 5.25 Crime Prevention through Environmental Design

A Crime Prevention through Environmental Design (CPTED) report has been prepared in accordance with the CPTED requirements set out under Section 79(C) of the EP&A Act 1979; the report is attached at **Appendix W**.

The report identifies a number of recommendations to be incorporated into the detailed design of the proposed building which may serve to reduce the risk of criminal activity and encourage the safety of all users of the development.

The Crime Risk Assessment of the proposed development found the proposal to be rated in the 'low' category. Notwithstanding this, recommendations to further improve the safety and security of the development are provided below.

- In the absence of technical supervision, ensure natural surveillance is maximised in areas of shared amenity, such as the toilets and barbeques of the private open spaces.
- Ensure lighting in public areas and undercover car parks is adequate and meets Australian Lighting Standard AS/NZ 1158 for public streets, car parks and pedestrian areas.
- Ensure natural surveillance in the undercover car park is maintained through lighting that is adequate to permit facial recognition and facilitates visibility into a vehicle.
- A Lux of 30 with a uniformity of 0.5 Uo should be consistently maintained in the undercover car parks.
- Consider the use of technical supervision, such as CCTV, if effective natural surveillance is not feasible.
- Ensure territorial enforcement is maintained and clearly shows definition of ownership. As fencing is limited within the proposed development, consider the uses of signage and wayfinding through private spaces of the proposed development.
- Ensure clarity of ownership is maintained to minimise conflict of the public and residents.
- Ensure management of space is implemented where conflict between public and private use is likely to occur i.e. share paths and speed limits.
- Ensure a prompt response to environmental maintenance is specified in the management procedures of the Owners Association.
- Ensure environmental maintenance is consistent and thorough, and the management authority of private spaces (likely the Owners Association) is clearly understood by users.
- Encourage resident's participation in notifying the Owners Association of environmental issues.
- Ensure environmental maintenance considers the prevention of crime through the minimisation concealment opportunities and the effectiveness lighting.
- Ensure the Owners Association has effective mechanisms in place for controlling activity in shared private spaces, and frequently review these mechanisms.
- Ensure pedestrian and vehicle access to the undercover carpark is restricted from the public.
- Promote the use of defensive vegetation and clarity of ownership by way of signage and wayfinding within shared private spaces.
- Ensure access to the undercover car parks is consistently controlled. The physical access control created by the car park security gates should be further assisted by technical access control, by way of electronic key/pass.
- Suggest the Owners Association engage in an annual review of safety and crime reduction techniques, following the construction and occupation of the surrounding Edmondson Park Town Centre.

## 5.26 Public Art

The Edmondson Park Frasers Town Centre Public Art Strategy has been prepared by Queen and Crawford on behalf of Frasers (**Appendix X**). The Strategy provides a framework for the consideration of public art across the Town Centre, including opportunity sites identified in Town Centre East. Further consultation with Council will occur as part of the commissioning process as outlined in the Strategy.

## 5.27 Suitability of the Site

Having regard to the characteristics of the site and its location, the proposed site is suitable as it:

- the Concept Plan approved the Town Centre on the site;
- is located adjacent to the Edmondson Park railway station and will encourage less intensive forms of travel including walking and public transport;
- is a central location of the surrounding residential precinct that is well connected by infrastructure to be a natural location for a Town Centre;
- is capable of being appropriately serviced to accommodate future development;
- has excellent access to a wide range of services and facilities that will support the future occupants;
- is well served by public transport; and
- is in close proximity to high quality public open space (existing and proposed), and employment and education opportunities in the local area.

## 5.28 Public Interest

The proposed Town Centre is considered to be in the public interest as it:

- will contribute to the creation of a vibrant Town Centre through the provision of a mix of complementary land uses and support for new and improved public spaces;
- is capable of being developed in a manner that will minimise environmental impacts to the site;
- will result in only minor environmental impacts that can be appropriately managed and mitigated; and will facilitate the development of a new generation Town centre with considerable benefits to the local community;
- will create new jobs during construction, with the proposed commercial/retail tenancies providing ongoing employment opportunities during the operational phase;
- provide opportunities for public activity and enterprise to provide a catalyst for future growth and expansion in the area;
- improve housing supply, choice and affordability in the Liverpool LGA by accommodating 427 dwellings; and
- will provide for diverse apartment living, suitable for a wide range of household types.

## 6.0 Conclusion

This DA seeks approval for the first stage of development within the Town Centre Core of Edmondson Park. The Town Centre will be a thriving, vibrant and authentic town centre with a diverse mix of uses focused around pedestrian friendly streets and connected to the urban and natural landscape surrounding it.

The proposal is entirely consistent with the Concept Plan approval which established the suitability of the site and assessed the general building form and environmental impacts, as well as the social and economic impacts of the proposed development.

The proposed works will facilitate the delivery of a next generation town centre that 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.

The proposed development is consistent with the Terms of the Concept Plan (as modified) and the Statement of Commitments. The assessment of the DA has demonstrated that it will have no adverse or additional environmental effects beyond those already approved as being acceptable under the Concept Plan.

Given the planning merits described in this SEE, and in light of no adverse environment, social or economic impacts, it is requested that the subject DA be approved.