

## Edmonson Park Precinct 3 Subdivision DA 83 / 2023

### Concept Plan Consistency Review

We have provided below a review of proposed subdivision layout under the Concept Plan package endorsed under the most recent Concept Plan approval being MP 10\_0118 MOD 11 Edmondson Park Concept Plan. The purpose of this review is to confirm the DA is generally consistent with the Concept Plan approval as required by Clause 3B(2)(d) of Schedule 2 of the *Environmental Planning and Assessment (Savings, Transitional and Other Provisions) Regulation 2017*.

The Development Application seeks approval for the subdivision of the land, construction of associated roadways and services, delivery of stormwater facilities and creation of open space areas.

Condition 1.1 of the Concept Plan Approval states that *The Proponent shall carry out the Concept Plan generally in accordance with the:*

- *Concept Plan Application MP10\_0118; and the various modifications.....*
- *Section 75W Modification of the Concept Plan MP 10\_0118 (MOD 11), prepared by Ethos Urban and supporting appendices dated 4 June 2021, Response to Submissions and supporting appendices dated 23 November 2021 and Response to Request for Additional Information and supporting appendices dated 25 February 2022.....*

We have provided below commentary and associated plans demonstrating the proposed subdivision and road network are generally consistent with the Precincts Plans approved under Mod 11 as required in the approval document.

Critically we note that the approval does not require strict compliance or consistency with the endorsed Concept Plan. The approval only requires that subsequent subdivision application be generally consistent, affording a level of flexibility and merit assessment.

This review demonstrates that the proposed subdivision application is consistent, or generally consistent with the endorsed Concept Plan as follows:

- The Proposal is consistent with the conditions and requirements of the Concept Plan approval document.
- The proposal is consistent with the endorsed Concept Plan
- The Proposal is consistent with or generally consistent with the associated open space, road hierarchy, water management and pedestrian / cycle network endorsed under the Concept Plan approval.

The proposal incorporates a range of allotments which will accommodate a wide variety of housing typologies including terrace homes, small lot residential dwellings and dual occupancy properties, consistent with the vision and intent of the adopted Concept Plan.

## a) Concept Plan

The endorsed Concept Plan provides a high level outline of land uses road links and open space areas across the Precinct.

Within Precinct 3, the Concept Plan identifies General Residential areas that reflect the adopted zoning boundaries. The residential subdivision is contained within the Concept Plan General Residential area and seeks to deliver a range of small lot and medium density housing, consistent with the General Residential outcomes.

The Bardia Barracks “Heritage Precinct” and surrounding roadways are retained as per the Concept Plan. The subdivision plan also retains and reflects the Open Space areas and Regional Park land use areas identified in the Concept Plan.

The subdivision layout and road network provide a perimeter edge road to the Regional Park to the north and Open Space Areas to the west consistent with the Concept Plan.

A four-way intersection is also proposed with General Boulevard / McDonald Road, consistent with the Concept Plan.

The T-intersection shown to Campbelltown Road in the western portion of the site has not been incorporated as no intersections are permitted onto Campbelltown Road. The proposed road extension and intersection to Zouch Road achieves the intent of the Concept Plan in providing a secondary vehicular access point to the residential areas.

In this regard, the proposed subdivision layout, land uses, and road network are considered to be consistent with the endorsed Concept Plan as shown below.



## b) Open Space Network

The Open Space Network identified in the Concept Plan incorporates three key open space areas within and surrounding Precinct 3 including the Regional Park to the north, a Conservation open space area to the north western edge of the development area and a planned Public Open Space area along the western edge between the residential land and Zouch Road.

The proposed subdivision plan adopts and allows for each of the open space areas as outlined in the Concept Plan.

The proposal also proposes to deliver an additional open space pocket park which retains a stand of existing trees in the centre of the site and provides for a pedestrian link which incorporates a visual connection to the flagpole in the centre of the War Memorial in the Bardia Barracks.

We note that the proposed road connection to Zouch Road is located within the open space area and avoids the planned conservation land.

The proposed subdivision is consistent with and exceeds the open space network in the endorsed Concept Plan.





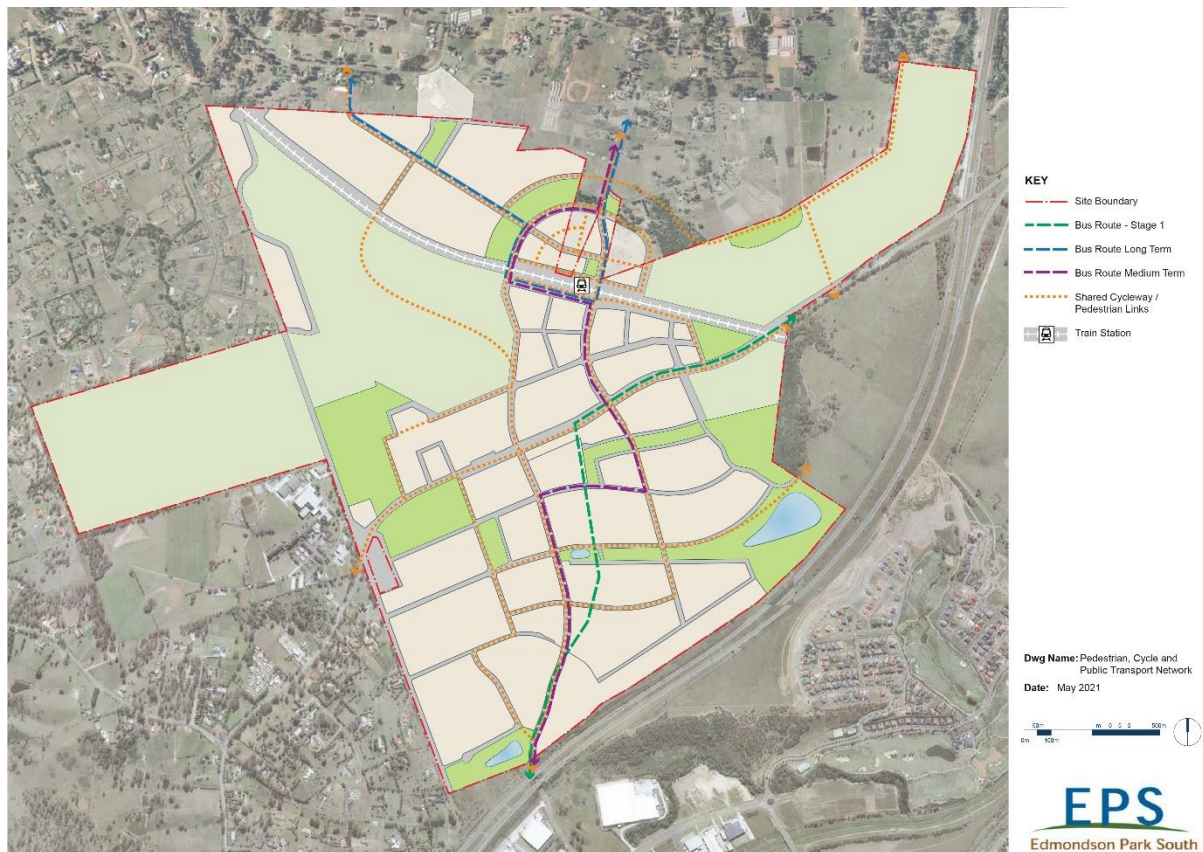
### c) Pedestrian, Cycle and Public Transport Network

The proposal incorporates an extensive pedestrian and cycle network and includes the shared pedestrian / cycle links shown in the plans below.

An east-west shared pedestrian and cycle path is provided through the site along the main central roadway providing a connection from MacDonald Road through to Zouch Road. This pathway connects to the future north-south shared path which will be provided as part of the open space area, connecting to planned pathways along Campbelltown Road.

The proposal incorporates additional local internal share paths to enhance pedestrian and cycle connectivity throughout the project.

The proposed shared pedestrian / cycle network is consistent with the adopted Concept Plan network.



#### d) Road Network and Hierarchy

The Concept Plan Road Network and Hierarchy Plan provides guidance on the proposed road network and road design adopted under the Concept Plan.

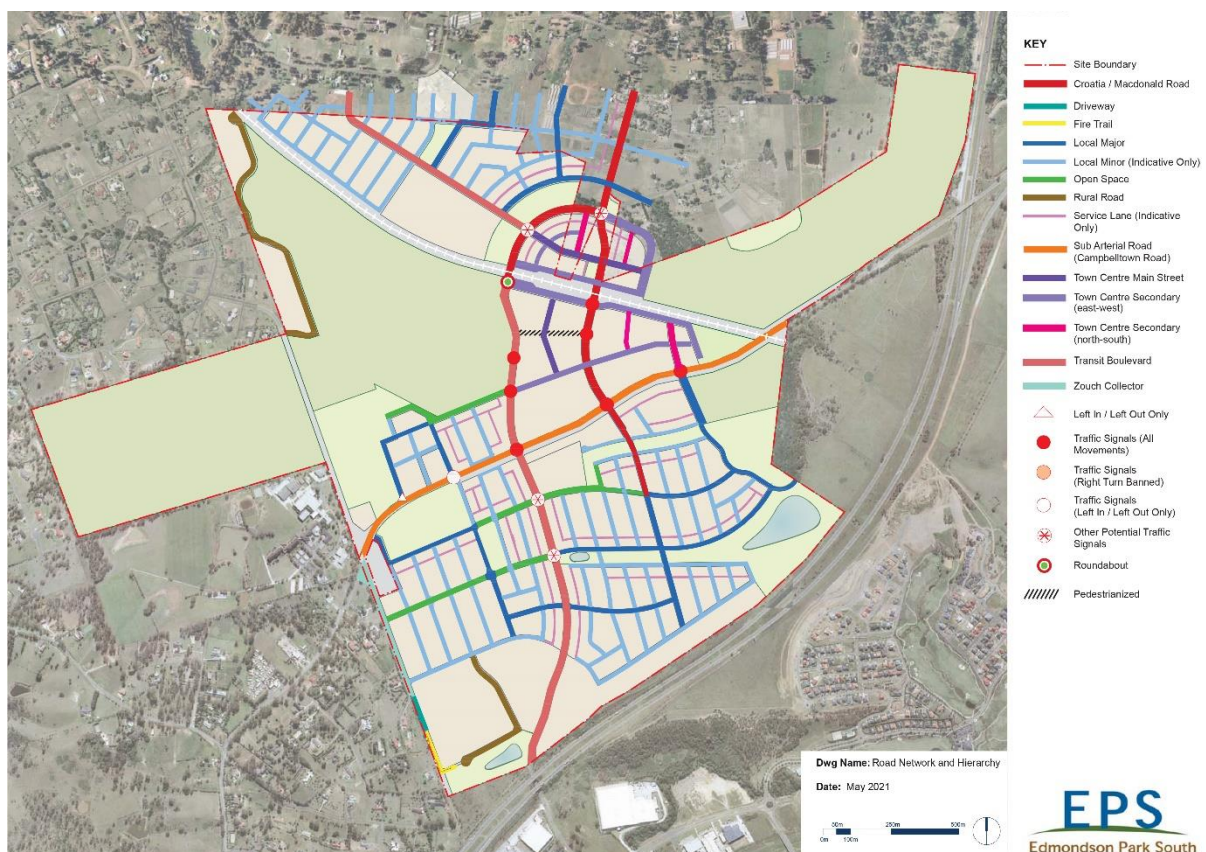
Road types identified under the Concept Plan which are incorporated in the Precinct 3 area include:

- Open Space
- Local Major
- Local Minor (Indicative Only)
- Service Lane (Indicative Only)

The plan also identifies key intersection types and locations including Traffic Signals, roundabouts and left-in / left-out intersections.

We note that the Concept Plan incorporated two intersections to Campbelltown Road which are not able to be delivered. Campbelltown Road is an access denied road in this location. In response an alternate intersection has been provided to Zouch Road to achieve the intention of the Concept Plan to provide two vehicular entry / exit points to the Precinct.

The proposed subdivision layout and road hierarchy is generally consistent with the endorsed Concept Plan as discussed below.



- **Open Space**

*Road width of 16.5m*

*Road Carriageway of 11m*

*Verge width of 4.5m adjoining Residential Lots and 1m adjoining Open Space*

*Where roadway adjoins open space on both sides of the road – Road width = 13m*

*Where parking is required along one edge of the road – Road width = 10.5m to 14m*

The Concept Plan road hierarchy plan identifies delivery of an Open Space road along the northern edge of the development area adjoining the Regional Park.

The Open Space roadway is shown running parallel to the Regional Park as the proposed raingarden to the north was intended to be constructed within the Regional Park area.

The proposed subdivision layout provides for edge roads adjoining the length of the Regional Park consistent with the intent of the Concept Plan. We note that the raingarden / stormwater management basin is not able to be constructed in the Regional Park as the land is zoned C1 National Parks.

As such, the subdivision and road network accommodate the raingarden within the development site. The entry road alignment wraps around the basin area, providing a continuous edge road consistent with the intent of the Concept Plan.

The edge roads adjoining open space areas adopts two cross sections as follows:

**Entry Road**

*Road width of 15.3m*

*Road Carriageway of 9.6m (Edmondson Park South DCP Collector Road requirement)*

*Verge width of 4.7m adjoining Residential Lots and 1m adjoining Open Space*

**Open Space Edge Road**

*Road width of 15m*

*Road Carriageway of 10.1m (allowing RFS access plus parking on residential side of road))*

*Verge width of 3.9m adjoining Residential Lots and 1m adjoining Open Space*

The cross sections provided are generally consistent with the Concept Plan road cross sections and exceed the Concept Plan design requirements in relation to verge widths to accommodate pedestrian pathways and share paths.

The road sections adopt the Liverpool Council design requirements for Collector Roads along the main entry road from MacDonald Road, as per the adopted DCP. This cross section retains two travel lanes and two parking lanes consistent with the Concept Plan Open Space road design.



- **Local Major**

*Road width of 17m*

*Road Carriageway of 9m*

*Verge width of 4.5m to accommodate shared path and 3.5m on other side of road.*

The Concept Plans identifies Local Major Roads along the eastern edge of the Bardia Barracks (which was envisaged to incorporate the existing border road on the site which forms part of the Barracks land holding) and along the western edge of the residential development adjoining the planned open space area.

As part of the heritage assessment, it was recommended that these existing roadways be retained as part of the heritage fabric within the heritage allotment. As such, the existing roadways will be retained as private access and parking areas and are not able to accommodate public traffic.

Notwithstanding, roadways have been provided directly reflecting the alignment of the Local Major Roads indicated on the Concept Plan road network plan.

Roadways shown include two north-south Minor Local Roads – noting that no intersections or vehicle connections are able to be provided to Campbelltown Road.

The east-west portion of the Major Local Road is proposed to be delivered as part of the east-west Collector Road which provides access to the two vehicle intersections along MacDonald Road and Campbelltown Road.

The Collector Road cross section exceeds the Major Local Road design requirements under the Concept Plan with a carriageway width of 9.6m and verge widths of 4.7m to both sides of the road.

In this regard, the proposed subdivision layout and associated road network is considered to be generally consistent with the Concept Plan as it provides roadways corresponding with the Major Local road locations and provides higher order roadways where accommodating access to vehicle intersections in the network.

- **Local Minor (Indicative Only)**

*Road width of 15m*

*Road Carriageway of 7.2m*

*Verge widths of 3.9m*

Local Minor roadway's locations are specified as being indicative only under the adopted Concept Plan.

Notwithstanding, the proposed subdivision adopts the principle of the Concept Plan and DCP road network by delivering predominantly north-south minor local roadways within the residential development area.

The minor local roads adopt the road sections prescribed under the Concept Plan with carriageways of 7.2m and verge widths of 3.9m

In this regard, the proposed subdivision layout and minor local roads are fully consistent with the Concept Plan.

- **Service Lane (Indicative Only)**

*Road width of 7m*

*Road Carriageway of 6m*

*Verge widths of 0.5m*

Laneway locations are specified as being indicative only under the adopted Concept Plan.

Where rear located housing product is proposed to be delivered, laneways have been provided consistent with the intent of the Concept Plan.

The laneways adopt a total width of 7m, with carriageways and verge areas refined to respond to Liverpool Council DCP, engineering and access requirements.

The proposed laneways are generally consistent with the Concept Plan road design requirements.

#### **e) Water Cycle Management Strategy**

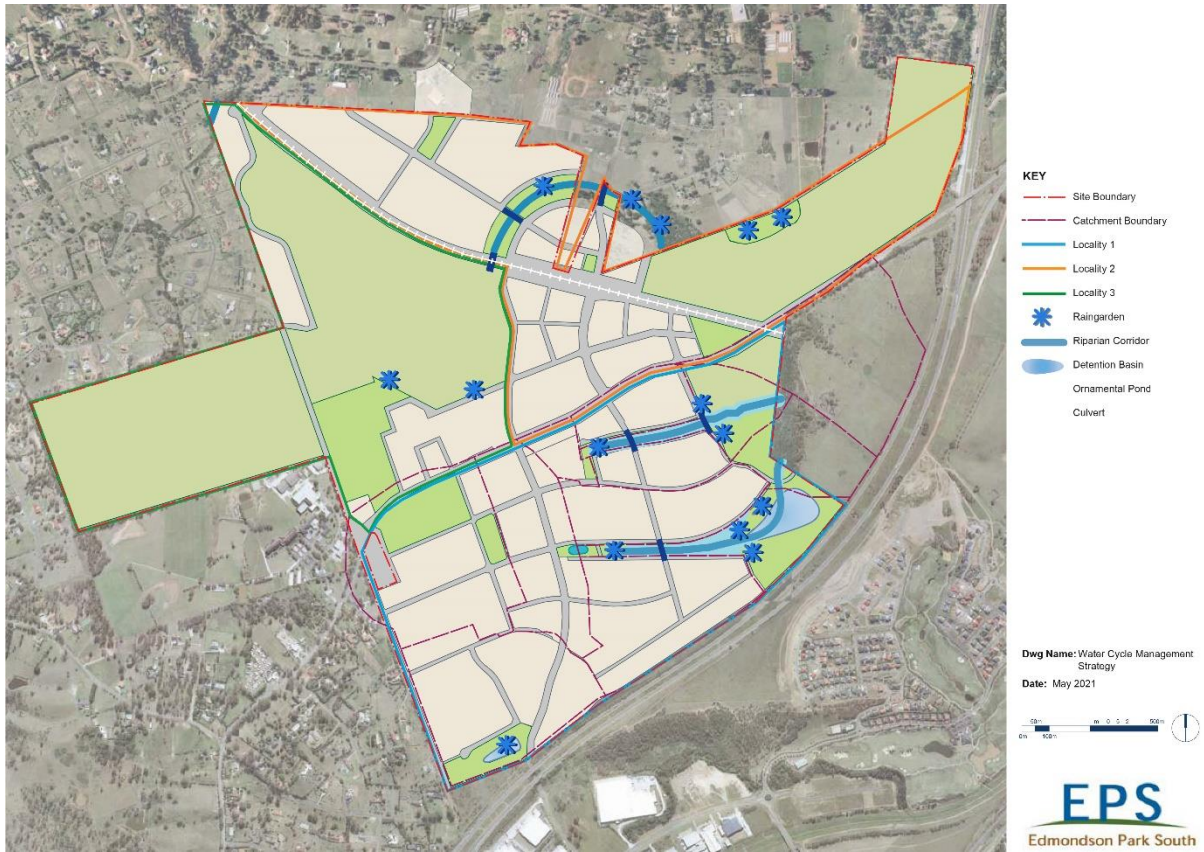
The endorsed Concept Plan Water Management Strategy incorporates two Raingardens within the Precinct 3 development area as shown below.

The proposal seeks approval for the delivery of two raingardens and basin areas in locations consistent with the Concept Plan strategy, which represents the drainage low points on the site.

The eastern rain garden has been located outside of the Regional Park area and C1 zoned land consistent with legislative land use planning requirements.

An additional basin area is provided centrally within the site as identified as being required in the detailed stormwater assessment submitted with the application.



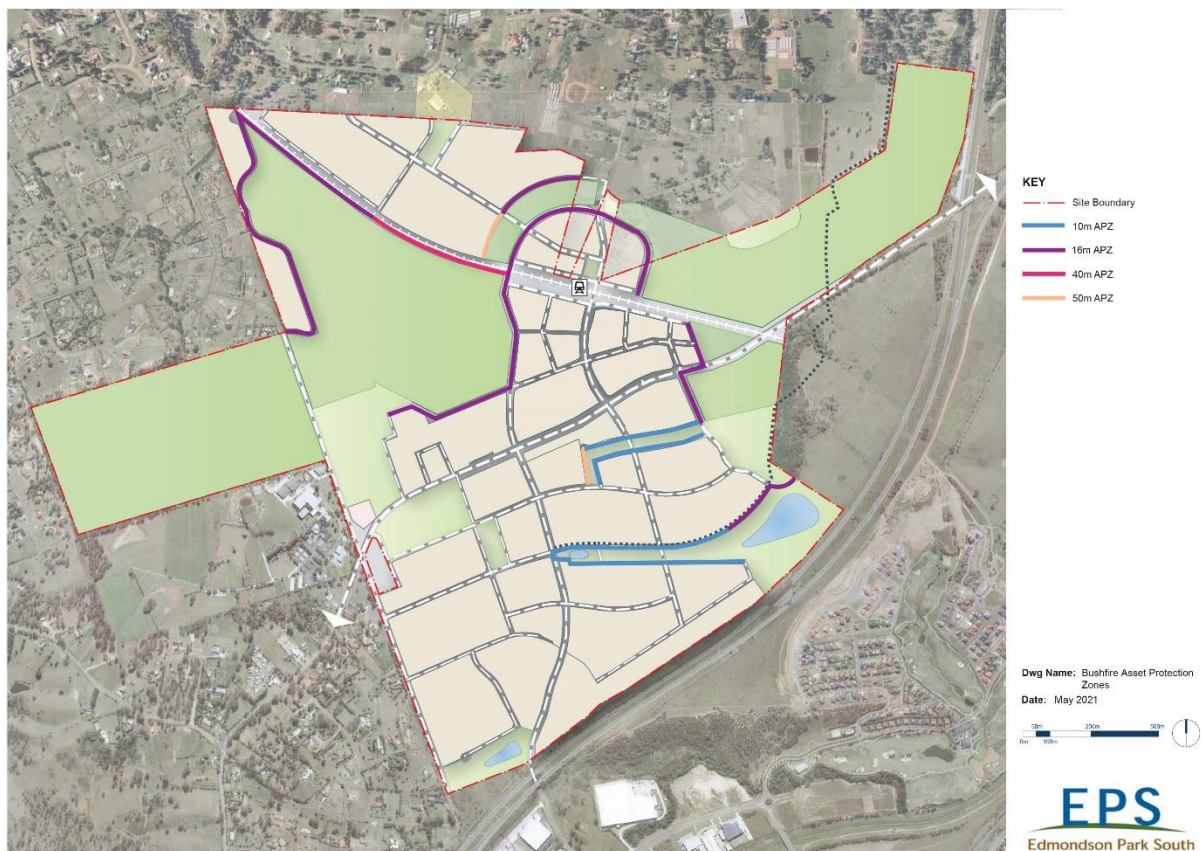


## f) Bushfire Asset Protection Zones

The endorsed Concept Plan indicated a 16m APZ was required along the northern edge of the development area to the Regional Park.

The Bushfire Protection Assessment submitted with the application confirms that a 16m APZ is required to the northern development edge and a 12m APZ to the western development edge.

These APZ have been incorporated in the subdivision and road network, ensuring compliance with the current bushfire requirements and consistency with the Concept Plan.



## Conclusion

The proposed subdivision of the site, construction and dedication of roads, construction of associated infrastructure and delivery of open space areas under the DA as proposed is considered to be generally consistent with the most recent Concept Plan approval being MP 10\_0118 MOD 11 Edmondson Park Concept Plan.

Determination of the application does not rely on approval of any future modifications to the Concept Plan.