

Ref: 240530 LCC RFI 83-2023

30 May 2024

Liverpool Council
Locked Bag 7064
LIVERPOOL BC NSW 1871

Attention: Robert Micallef

DA 83 / 2023 – REQUEST FOR ADDITIONAL INFORMATION RESPONSE 2

We refer to the Request for Additional Information letter provided by Council dated the 7th of March 2023 (2024) which requested further information and revised plans be provided in relation to Development Application (DA) 83-2023.

We understand that a number of these matters have also been considered and resolved as part of further consideration and advice provided by the Planning Panel.

We have provided below a detailed response to each of the matters raised in Council letter and associated additional / revised plans and details where necessary. We have referenced advice / comments from the Planning Panel where appropriate.

A key amendment incorporated in the revised plans and details is the re-alignment / relocation of the proposed local road along the western edge of the RE1 zoned land to now be removed from the RE1 land and located within the residential zoned land area.

The east-west Collector Road traversing the northern edge of the RE1 zoned land has been retained consistent with advice from Transport for NSW and the Planning Panel. This includes a reduced carriageway width which satisfies Planning for Bush Fire Protection guidelines, as requested by Council.

An alternate connection was considered along the northern edge of the sub-station land located at the southern end of Zouch Road. This alignment was determined to be a poorer outcome from an urban design and community perspective as it severed the open space area and would limit the facilities able to be delivered, did not provide a clear connection and legibility for road users through the precinct and located the intersection with Zouch Road close to Campbelltown Road intersection.

As such, the proposed alignment along the northern edge of the open space area was retained.

As demonstrated in the plans submitted with this package, the proposed east-west road linking to Zouch Road occupies a total area of 4,004m² of RE1 zoned. This is offset by the proposed central pocket park which provides for an open space area of 4,138m².

GLN planning have provided an Open Space provision review as part of this submission. The review has demonstrated and concluded that the proposal will deliver 4,482m² of additional open space when compared with the existing RE1 zoned land, Concept Plan and adopted DCP.

The proposal as revised has demonstrated consistency with the approved Edmonson Park South Concept Plan and Edmondson Park South DCP and ensured that the proposed open space and recreation outcomes exceed the current zoned land areas.

1) RE1 Zoned Land – Area of Open Space

The RFI letter raises concern that the proposal will reduce the amount of open space in the Precinct as a result of roadways within the RE1 zoned land.

As noted above, a local road (Road 8) was previously proposed along the western edge of the RE1 open space area, located within the RE1 zoned land. This roadway has been removed from the RE1 land and located within the residential zoned land area.

Furthermore, the proposal includes delivery of a local open space pocket park centrally located within the Precinct 3 area, which provides additional local open space for residents.

We have provided a plan (021.EP.027.05 - dated 29/05/2024) as part of this submission which demonstrates that the proposed subdivision delivers more open space than previously accounted for under the Concept Plan and existing RE1 zoned land.

2) RE1 Zoned Land – East West Road Connection

The east-west Collector Road traversing the northern edge of the RE1 zoned land has been retained consistent with advice from Transport for NSW and the Planning Panel.

3) RE1 Zoned Land – Requirement for Concept Plan Amendment

This matter was addressed as part of previous submissions and correspondence.

We have received legal advice on the matter which notes:

The flexibility implicit in the scheme is clear from clause 3B(2) of the Transitional Regulation. In assessing the DA, the principal consideration to which the consent authority's attention is directed is the question of whether the 'development is generally consistent with the terms of the approval of the concept plan'.

The planning review undertaken by Urbanco 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 Legal advice has concluded that:

9.2 The DA is generally consistent with the Concept Plan. To the extent that it departs from the Concept Plan, the departures are, in our view, generally minor in nature and are within the scope of the 'inherent flexibility' with which conditions of concept approvals are to be construed.

Therefore, the determination of the application does not rely on or require approval of any future modifications to the Concept Plan.

4) RE1 Zoned Land – Open Space Plan

A revised open space concept has been submitted with this package as requested.

We note that the concept does not form part of the proposed works and is for information purposes only to demonstrate that the area is capable of accommodating relevant open space and recreation facilities.

The open space area is outside of the DA proposed works area.

A separate detailed design and approval process will be required to be undertaken by others in the future for the open space area and associated works.

5) Building Envelope Plans

Revised Building Envelope Plans have been provided which address the matters / requirements outlined in Council's correspondence.

The Building Envelope Plans do not include shadow diagrams / 3D block models. This is not required under the DCP (*Refer Figure 24 - Typical Example of a Building Envelope and Siting Plan (BESP)*) and is not appropriate at subdivision DA stage.

Detailed building designs and solar access diagrams will be provided for individual allotments once subdivided which will be required to demonstrate compliance with solar access provisions.

6) Public Domain Plan

A Public Domain Plan addressing Council's requirements has been prepared by Place Design Group and is included as part of this revised submission.

7) Other Supporting Documentation – Revised SEE

As requested, the SEE has been updated to provide clarification of the scope of the proposed development relating to vegetation removal within Lot 2.

The proposal site plan has been amended to include the site works and vegetation removal area in Lot 2.

8) Other Supporting Documentation – Concept Plan Approval Conditions Review

As requested, a detailed assessment of the proposed development against the conditions of approval of the Edmondson Park South Part 3A Concept Plan has been provided as an additional appendix to the SEE. Refer to Appendices 17 & 18 of the revised SEE.

This review has demonstrated that the proposal is consistent with the existing approval and there are no conditions which would be required to be amended.

9) Other Supporting Documentation – C1 Zoned Land

The C1 zoned land area along the northern edge is intended to be incorporated as part of the regional park / nature reserve in the long term.

The plans in the SEE demonstrate that the land is located within the DA area, but not within the physical works area.

This has been clarified in the SEE.

10) Planning Agreement – Council VPA

As requested by Council, Landcom is providing a formal offer to enter into a Planning Agreement to offset its contributions liability under the Liverpool Contributions Plan 2009 as part of this submission

11) Planning Agreement – Intersection VPA

SCT traffic consulting has reviewed the proposed intersection and future signalisation.

SCT has advised that the intersection of Macdonald Road and General Boulevard was approved as a new signalised intersection under the Edmondson Park Concept Plan MOD 4.

The associated Ason Traffic Impact Assessment acknowledged that traffic signals warrants cannot be met based on forecast traffic and pedestrian conditions of the proposed crossing locations, with the full delivery of Precinct 3 in the short and medium-term.

As such, the approved signalised intersection at this location cannot be delivered as part of Precinct 3 and a priority intersection has been designed at this location as part of the DA package.

Traffic signals may be warranted in the longer-term with the additional background traffic growth along Macdonald Road as well as other development traffic associated with the delivery of the remainder of the Edmondson Park town centre residential development, retail centre and future schools.

SCT has advised that *based on 2036 traffic forecasts as extracted from the MOD 12 Ason traffic report (which takes into account of the latest development of Edmondson Park town centre including future schools), it is likely that signals warrants could be met by 2036.*

SCT has calculated that the Precinct 3 development accounts for approximately 6% of total traffic using the intersection.

As such any future contribution should be based on the proportionate cost associated with the Precinct 3 traffic generation.

12) Waste Management

A revised Waste Management Plan has been prepared and is provided with this submission. The updated WMP addresses the matters raised in Councils letter.

13) Traffic and Engineering – Street Sections

We note that the relevant plans and details have been amended to ensure consistency between the plans.

A detailed review of the cross section is included as part of the SEE lodged with Council.

As noted above, a detailed assessment of the proposed development against Edmondson Park South Part 3A Concept Plan approval has been provided as an additional appendix to the SEE.

This has demonstrated that the proposed road cross sections are considered to be generally consistent with Concept Plan.

14) Traffic and Engineering – Signalised Intersection

A revised intersection design has been provided for the layout of the future signalised intersection of Road 1 / Macdonald Road and General Boulevard as requested as part of the updated engineering package prepared by IDC.

15) Traffic and Engineering - Road 8 Driveway

Driveway locations have been reviewed and are considered appropriate as shown on the revised plans. The driveway is located more than 6m from the tangent point of the intersection kerb in accordance with council requirements

16) Traffic and Engineering – Road 4 Traffic Movements

As requested, the subdivision plan has been amended to provide two-way traffic along the entire length of Road 4.

17) Traffic and Engineering – Road 8 RE1 land

As noted above, Road 8 has been relocated outside of the RE1 Zoned land as requested.

18) Traffic and Engineering - Laneway Splays

As requested, lots adjoining laneways have been provided with splays and laneway driveways have splay corners to enhance sight distance and servicing.

19) Traffic and Engineering – Laneway 7 Signage

Laneway 7 has been amended to provide a through connection form Road 8.

Traffic is now able to utilise Laneway 7 as a through link when travelling south along Road 8 as shown in the diagram below. This avoids the need for a turning head at the southern end of Road 8.

Turning path diagrams provided by IDC demonstrate that garbage trucks can manoeuvre from Road 8 into and through the laneway.

Figure 1: Laneway 7 Travel Path Diagram



20) Traffic and Engineering – Roundabouts

As requested, pedestrian crossing have been provided on the approaches to roundabouts.

Footpaths have been provided on both sides of the roads or in accordance with the DCP sections.

21) Traffic and Engineering – Zouch Road Intersection Safety Audit

SCT consulting have further reviewed the proposed Zouch Road intersection. SCT have noted that:

The traffic distribution pattern adopted in the Ason TIA, suggested only 2% of traffic is heading to / from the west and the majority of this traffic will still be using the Macdonald Road access to access Precinct 3. Hence the traffic increase at the intersection of Zouch Road and Road 7 is expected to be negligible (less than 10 veh/hr) and this intersection will continue to operate at LoS A or B during the peak hours as a priority intersection. No upgrade is required to cater for the expected traffic increase at this location.

Furthermore a sight distance and safety review was undertaken by IDC which confirms that sight distance complies with Austroads Guide to Road Design Part 4A and AS2890.1: 2004 at the intersection of Zouch Road and Road 7 for both approaching traffic and traffic waiting to enter Zouch Road.

SCT has advised that *There is no justification for the requirements to upgrade the intersection of Zouch Road and Road 7 to a roundabout from a traffic capacity and safety perspective* and that Road Safety Audit is not warranted at this stage.

22) Traffic and Engineering – Zouch Road Redevelopment

SCT has reviewed the need to upgrade Zouch Road as requested by Council. SCT has noted that:

- *Zouch Road is considered as a minor (secondary) access to Precinct 3.*
- *The traffic distribution pattern adopted in the Ason TIA, suggested only 2% of traffic is heading to / from the west and the majority of these traffic will still be using the Macdonald Road access to access Precinct 3.*
- *There will be further traffic reduction along Zouch Road if a left in / left out treatment is implemented at the intersection with Campbelltown Road.*
- *There are also no development proposed as part of Precinct 3 that fronts Zouch Road and there is no major destinations for pedestrians to access towards the west via Zouch Road.*

As such, SCT has advised that there is no justification or requirement to upgrade Zouch Road redeveloped between Campbelltown Road and Road 7 as a result of the proposed development.

It is considered more appropriate that that any pedestrian/cycle facilities should be designed and delivered as part of adjoining open space network as off road pathways.

The responses provided above address the key matters outlined in Council's Request for Information letter. Where necessary amended plans have been provided as part of this submission package for determination.

We trust that this will allow Council to seek approval of the application by the Planning Panel. Should you wish to discuss any aspects of this letter, please feel free to contact the undersigned.

Your faithfully

Urbanco Group Pty Ltd



Michael Rodger
0455 994 957