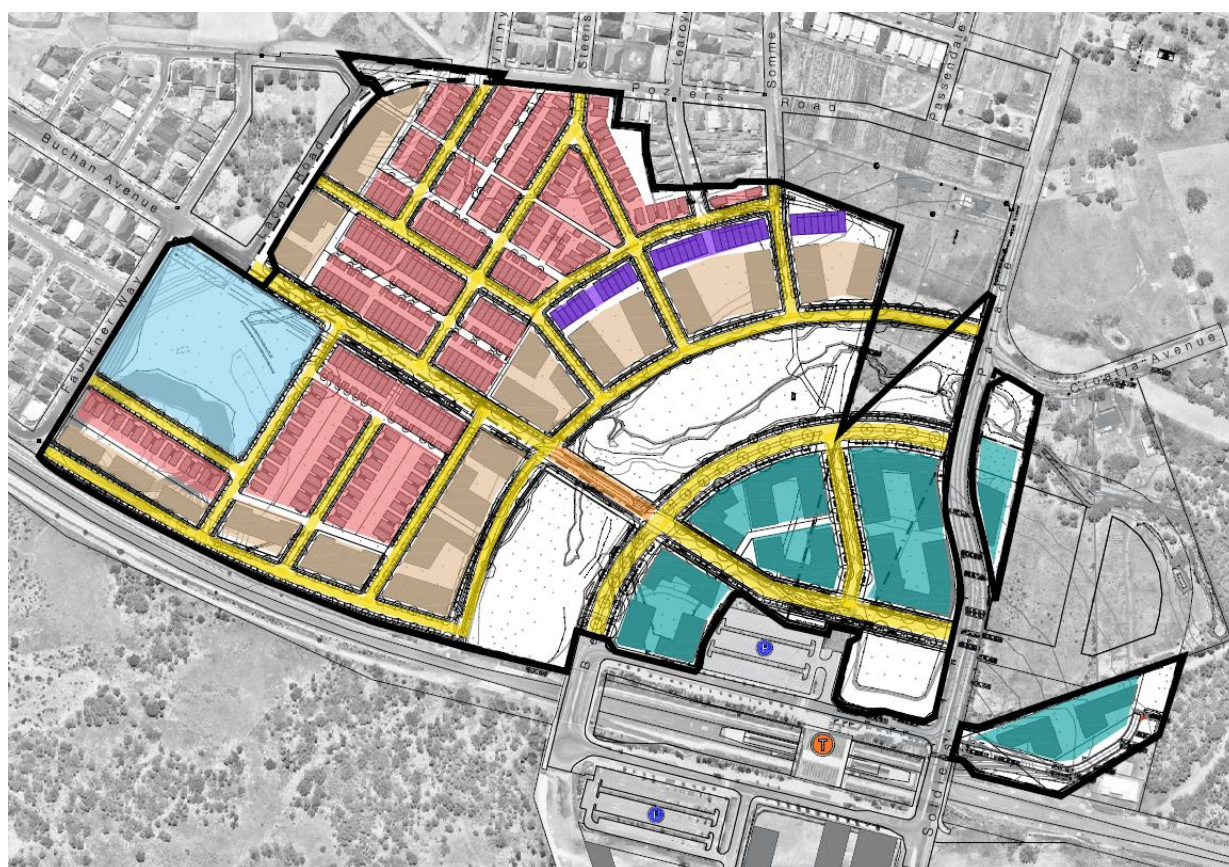


# Edmondson Park South Concept Plan Modification 5

Part 3A, Section 75W Modification Assessment Report (MP10\_0118 MOD5)

February 2025





# Acknowledgement of Country

The Department of Planning, Housing and Infrastructure acknowledges that it stands on Aboriginal land. We acknowledge the Traditional Custodians of the land and show our respect for Elders past, present and emerging through thoughtful and collaborative approaches to our work, seeking to demonstrate our ongoing commitment to providing places in which Aboriginal people are included socially, culturally and economically.

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Edmondson Park South Concept Plan Modification 5 (MP10\_0118 MOD5)  
Assessment Report

Published: February 2025

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# Preface

This assessment report provides a record of the Department of Planning, Housing and Infrastructure's (the Department) assessment and evaluation of modification 5 of the Part 3A concept plan (MP10\_0118) application relating to Edmondson Park South, lodged by Landcom. The report includes:

- an assessment of the modification against government policy and statutory requirements
- a demonstration of how matters raised by the community and other stakeholders have been considered
- an explanation of any changes made to the modification during the assessment process
- an assessment of the likely environmental, social and economic impacts of the modification
- an evaluation which weighs up the likely impacts and benefits of the modification, having regard to the proposed mitigations, offsets, community views and expert advice; and provides a view on whether the impacts are on balance, acceptable
- a recommendation to the decision-maker, along with the reasons for the recommendation, to assist them in making an informed decision about whether the approval should be modified and any conditions that should be imposed.

# Executive Summary

## Introduction

This report provides an assessment of a request to modify the Edmondson South Concept Approval for the mixed-use development at Edmondson Park South (MP 10\_0118), in the Liverpool and Campbelltown local government areas (LGA).

The modification request primarily relates to the Town Centre North (TCN) precinct. It seeks to amend the boundary of the Concept Plan to include land owned by the Office of Strategic Lands, increase dwelling yield, provide maximum gross floor area and building height controls and reduce the size of the school site. It also seeks to introduce design guidelines and a design excellence strategy and amend the road network. Additionally, the Proponent proposes to enter into a voluntary planning agreement (VPA) with Council and amend the Statement of Commitments.

The application has been lodged by Landcom (the Proponent) pursuant to the former Section 75W of the *Environmental Planning and Assessment Act 1979* (EP&A Act) under the provisions of the *Environmental Planning and Assessment (Savings, Transitional and Other Provisions) Regulation 2017*.

## Engagement

The Department of Planning, Housing and Infrastructure (the Department) publicly exhibited the modification request and the Proponent's response to submissions. The Department received a total of 155 submissions in response to the exhibitions, including 12 from government authorities, two from Liverpool City Council, one from Campbelltown City Council and 138 from the public.

Of the 138 public submissions, 134 objected, three provided comments and one was in support of the proposal. The key concerns raised in public submissions relate to infrastructure and services, density, traffic and car parking, changes to the school site, building height, pollution, public transport, strategic planning and open space provision. Liverpool Council objected to the modification due to the impact of the increase in density and the reduction of the school site. Council also provided comments on open space and the content of the VPA. Campbelltown Council did not object to the proposal.

The Proponent provided a response to the issues raised in submissions and amended the site boundary, GFA distribution and introduced building height, public domain and landscape controls. The Proponent provided additional information in relation to design excellence in August 2024 and made a revised offer to enter into a Planning Agreement with Liverpool Council and the Minister in February 2025.



## Assessment

The Department has assessed the proposed modification in accordance with the requirements of the EP&A Act and has carefully considered the issues raised in public submissions and the Proponent's response. The Department's assessment concludes that the proposal is acceptable as:

- it is consistent with the Housing Accord, Region Plan and Western City District Plan, as it would increase housing choice and diversity within a master-planned estate near public transport, employment opportunities, shops and services
- the site is within walking distance of Edmondson Park station and the proposed increase in residential density supports the principles of transport-oriented development, will enable built form consistent with the adjoining Frasers Tower Centre (FTC) precinct and would not result in adverse visual, overshadowing or any other amenity impacts within the site or neighbouring sites
- the introduction of a Design Excellence Strategy would ensure future developments achieve design excellence and the proposed design guidelines, are considered appropriate in place of a development control plan, as they would ensure future developments achieve a high standard of design and amenity
- all residential properties would be located within convenient walking distance (200-250 m) of a public open space and adequate pedestrian access is provided between TCN and the Regional Park
- the increase of up to 2,147 vehicle trips during peak periods would be adequately mitigated by proposed upgrades to three key intersections at Camden Valley Way and Campbelltown Road
- the proposed car, motorcycle and bicycle parking rates are based on existing controls within the local area and would discourage excessive private vehicle use and encourage sustainable modes of transport
- the Proponent's offer to enter into a Planning Agreement and Infrastructure Services Delivery Plan ensures that adequate local infrastructure will be provided to support the proposed increase in dwellings in TCN.

## Conclusion

The Department's assessment concludes the proposal is acceptable as it would deliver additional housing within a master-planned estate, improving housing choice and affordability within a highly accessible town centre precinct.

The Department is satisfied the proposal provides for an appropriate density and built form which will enhance the character of the Edmondson Park South neighbourhood and would not result in any significant visual or amenity impacts. In addition, adequate open space is provided and traffic and car parking impacts are acceptable.

The Department is therefore satisfied the proposal is in the public interest and recommends the application be approved subject to conditions.

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# 1 Introduction

## 1.1 Introduction

This report provides an assessment of a request to modify the concept approval for a mixed-use neighbourhood at Edmondson Park (MP 10\_0118 MOD 5), pursuant to former Section 75W of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

The modification relates specifically to the Town Centre North (TCN) and Precinct 3 within Edmondson Park South and seeks approval for the following key modifications:

- amend the Concept Approval boundary to include 2.5 ha of land owned by Office of Strategic Lands (OSL)
- establish a maximum gross floor area (GFA) of 140,389 m<sup>2</sup> for the TCN Station Precinct
- increase of up to 2,590 dwellings within the TCN (from 440 to up to 3,030 dwellings)
- increase building heights from 12m-24 m to 12-50m (with one 67 m landmark building)
- reduce the size of the school site from 8 hectares (ha) to 6 ha
- amend road network and bushfire asset protection zones
- establish TCN design guidelines (the Design Guidelines) and a Design Excellence Strategy (DES)
- enter into a planning agreement with Liverpool Council and amend Statement of Commitments.

The application has been lodged by Landcom (the Proponent). The broader Concept Approval site is located within both the Liverpool and Campbelltown local government areas (LGA). However, the TCN and Precinct 3, the subject of this modification application, are located wholly within the Liverpool LGA.

The Proponent has also submitted a concurrent request to amend the State Environmental Planning Policy (Precincts – Western Parkland City) 2021 (WPC SEPP), which includes amendments to GFA and building heights maps, deletion of floor space ratio (FSR) map, and inclusion of new provisions relating to Design Guidelines and the introduction of ‘studio dwelling’ dwelling types.

## 1.2 Edmondson Park South

### 1.2.1 Edmondson Park South

Edmondson Park South is a major urban growth precinct located approximately 8 kilometres (km) southwest of the Liverpool City Centre, 11 km northeast of Campbelltown City Centre, 15 km southeast of the Western Sydney Aerotropolis and 34 km southwest of the Sydney Central Business District (CBD) (Figure 1).



The site covers an area of approximately 413 ha and is irregular in shape. The area is bound by the M5 motorway to the south and east and the suburbs of Edmondson Park and Denham Court to the north and west. The south-west railway line runs east-west through the northern part of the site, and the boundary between Liverpool and Campbelltown LGAs runs through the middle of the site along Campbelltown Road Figure 2.

The site is the subject of a Concept Approval (MP10\_0118), which comprises low to high-density residential areas, a town centre surrounding the Edmondson Park railway station, environmental conservation areas and regional park, new roads and infrastructure, as summarised at Section 1.3.

This modification relates specifically to the TCN and Precinct 3 precincts of the Concept Approval.

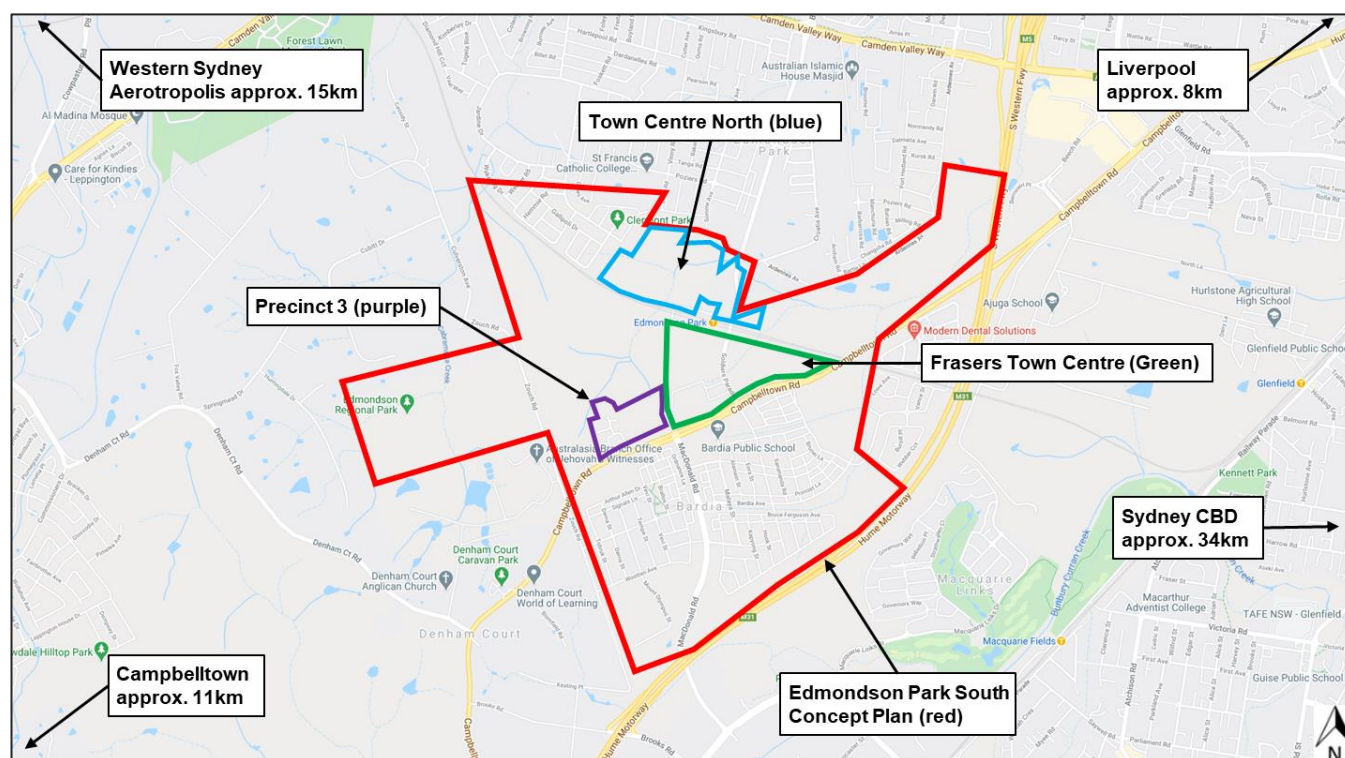
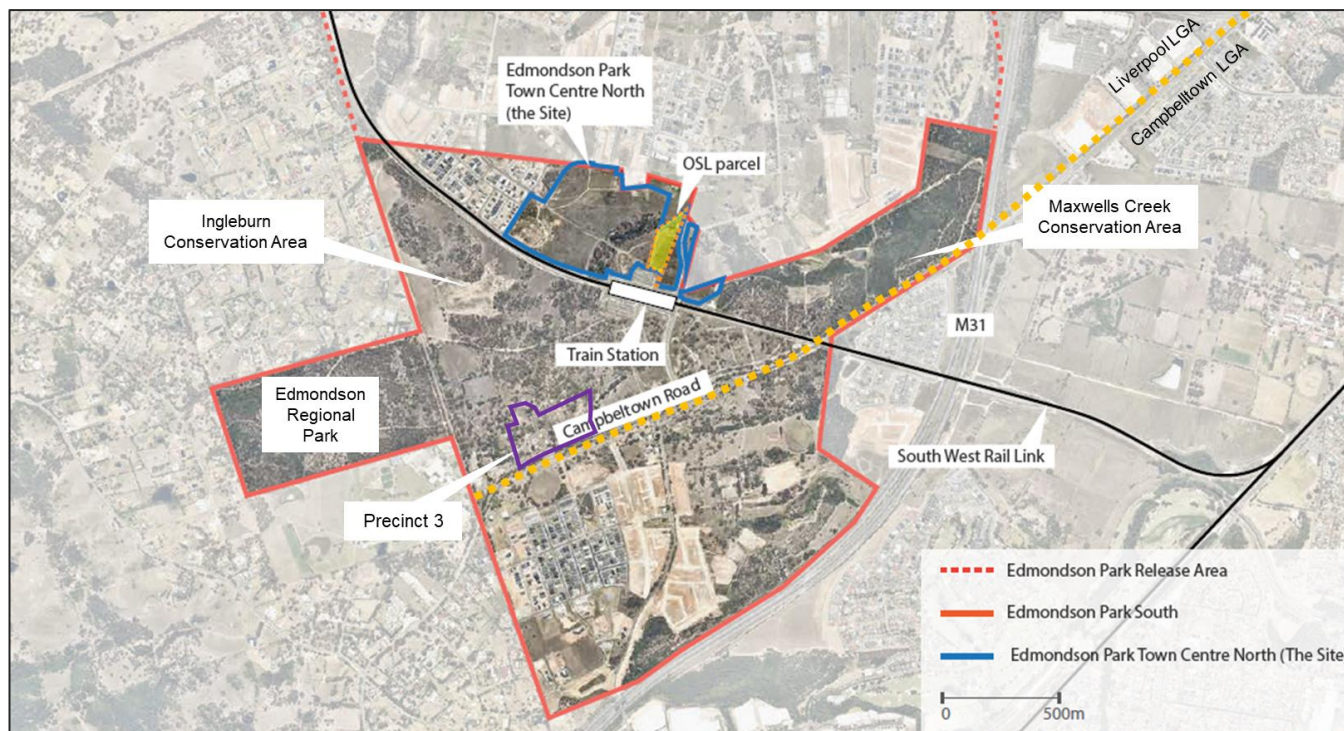


Figure 1 | Location of Edmondson Park South Concept Plan (Base map source: Nearmap)



**Figure 2 | Aerial view of Edmondson Park South Concept Plan site and its surroundings (Base source: Proponent's EA)**

### 1.2.2 Town Centre North and Precinct 3 sites

TCN is located immediately north of the railway corridor and Edmondson Park train station and comprises an area of approximately 30 ha. The TCN site is owned by the Proponent, except for a rectangular portion of land directly north of the station, which is owned by the OSL (Figure 3).

The Concept Approval divides the TCN into two separate character precincts, including the:

- TCN Station Precinct, comprising a medium to high-density mixed-use area located north of the Edmondson Park railway station
- TCN Parkland Precinct, comprising a low-density residential area and 8 ha school site.

The site contains remnant vegetation, cleared areas, grassed paddocks and scattered trees with an undulating terrain. Maxwells Creek and remnant bushland bisect the site and separate the Station and Parkland character precincts.

Local roads provide access to the site, including Croatia Avenue, Soldiers Parade, Buchan Avenue and Campbelltown Road. The Edmondson Park railway station adjoins the southern boundary of the TCN and the northern boundary of the southern portion of the town centre, known as Frasers Town Centre (FTC).

Three commuter car parks are provided adjacent to the train station, including a surface car park (TAHE North) and two multi-storey car parks (TAHE North and FTC Car Park) (Figure 3).



Precinct 3 is a wholly residential precinct located to the south-west of the TCN and FTC sites on the northern side of Campbelltown Road (Figure 2).

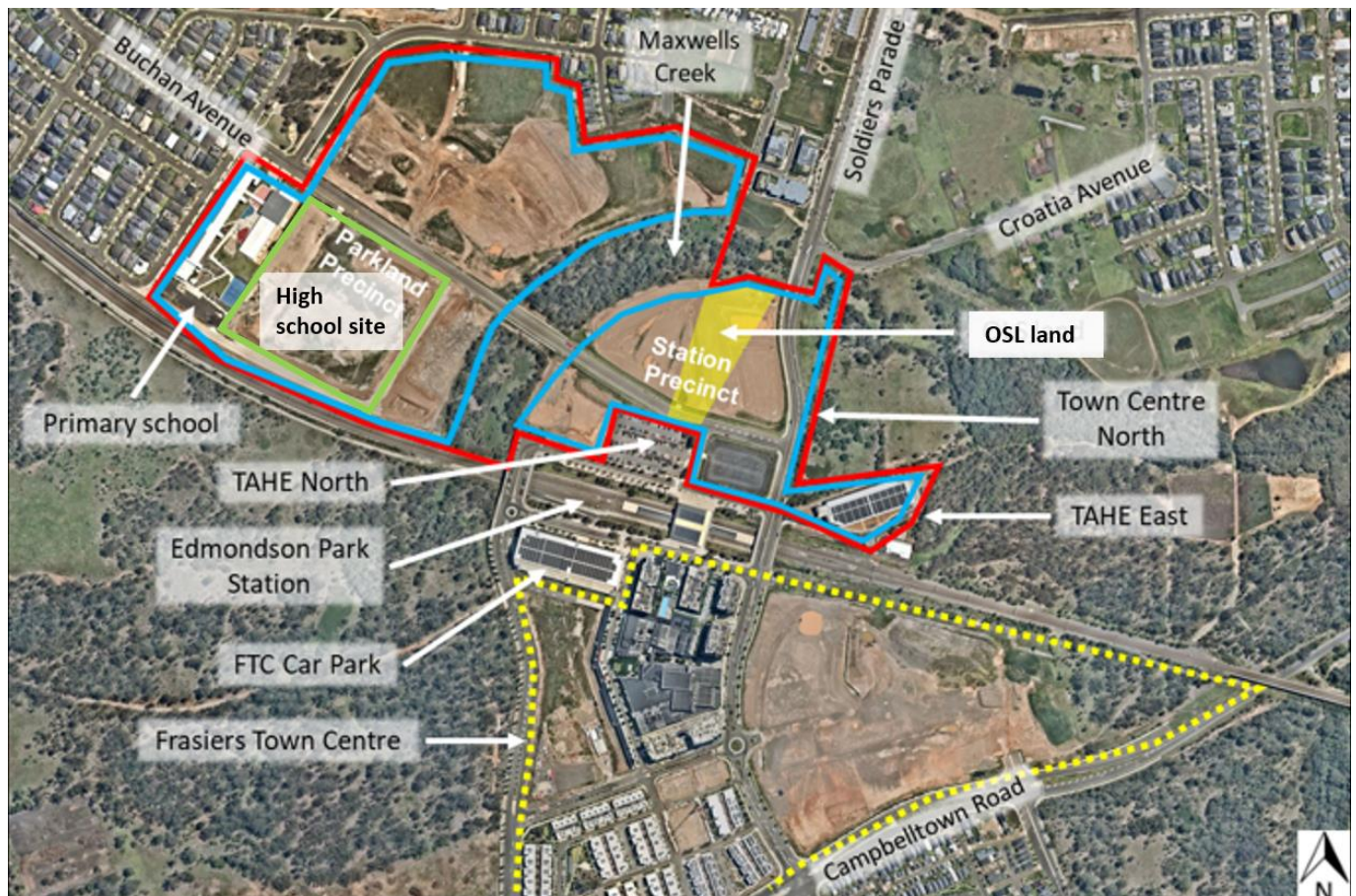


Figure 3 | TCN (red), TCN precincts (blue) and adjoining FTC (yellow-dash) (Base source: Nearmap)

## 1.3 Relevant Planning History

### 1.3.1 Concept Plan

On 18 August 2011, the then Planning Assessment Commission approved the Edmondson Park South Concept Plan (MP 10\_0118). The Concept Plan has been modified on six occasions, as summarised at Appendix B. The Concept Approval (as modified) comprises:

- residential development of 4,502 dwellings
- town centres, including 35,000 - 45,000 m<sup>2</sup> of commercial floor space and a single 'landmark development' of up to 30 m in height within 300 m of the proposed station
- protection of approximately 150 ha of conservation lands within regional parklands
- retention of the Ingleburn Military Precinct and Mont St Quentin Oval
- upgrade of Campbelltown Road and construction of three signalised intersections.

The approval also gave Project Approval for site remediation works, demolition of existing buildings and associated infrastructure, construction and use of a temporary sales and information office and



temporary signage.

The Concept Approval does not include FSR or building height controls. Instead, these are contained within the WPC SEPP, as summarised at Table 1.

### 1.3.2 MOD4 and the Frasers Town Centre

Modification 4 to the Concept Approval (MOD4) relates to the FTC and is considered relevant to the current proposal as it also proposed key amendments to building heights, GFA and dwelling numbers, similar to what is proposed under the current modification application (Figure 4).

On 12 October 2017, the Independent Planning Commission approved MOD 4, which included the following key amendments to the Concept Approval:

- introduce a maximum GFA limit of 145,025 m<sup>2</sup> divided across the four FTC quadrants, with an allowance for 10% variance across the quadrants
- increase the maximum FTC building height from 30 m to 67.4 m, including allowance for one 'landmark tower' building
- increase the approximate number of dwellings from 912 to 1,884
- introduce maximum FTC car parking rates and amend road network layout/design
- remove the requirement to prepare a DCP for FTC and instead introduce design guidelines.

Construction has commenced on the FTC, with many buildings at various stages of construction/completion.



Figure 4 | FTC location and surroundings (Base source: Nearmap)



### **1.3.3 Edmondson Park primary and high schools**

On 15 December 2021, the Director, Regional Assessments, as delegate of the Minister for Planning and Public Spaces, granted consent to an SSD application (SSD 10224) for the construction of a combined primary and pre-school within a 2 ha portion of the TCN school site, comprising:

- 1,012 students and 40 pre-school places
- a three storey primary school, single storey pre-school and associated school facilities
- car parking and pick-up/drop-off facilities ancillary infrastructure, utility works and signage.

The primary / pre-school has been constructed and commenced operation in 2023.

On 9 October 2024, the Director, Social Infrastructure Assessments, as delegate for the Minister for Planning and Public Spaces, granted consent to an SSD application (SSD-62028458) for the construction of a new high school within a 4 ha portion of the TCN school site comprising:

- up to 2,000 students
- four new buildings ranging from one to five storeys, sports courts and a playing field
- car parking, drop off and pick up areas, bicycle parking, pedestrian crossing, infrastructure and landscaping.

The high school is expected to be fully constructed and operational in 2027.

### **1.3.4 Other relevant applications**

On 20 June 2023, the Department issued Secretary's Environmental Assessment requirements for MP 10\_0118 MOD 13. The proposal, as outlined in the Proponent's request for SEARs, will seek to accommodate residential development (approximately 370 dwellings) on the TAHE North site, which is currently being used as a temporary commuter car park (Figure 3).

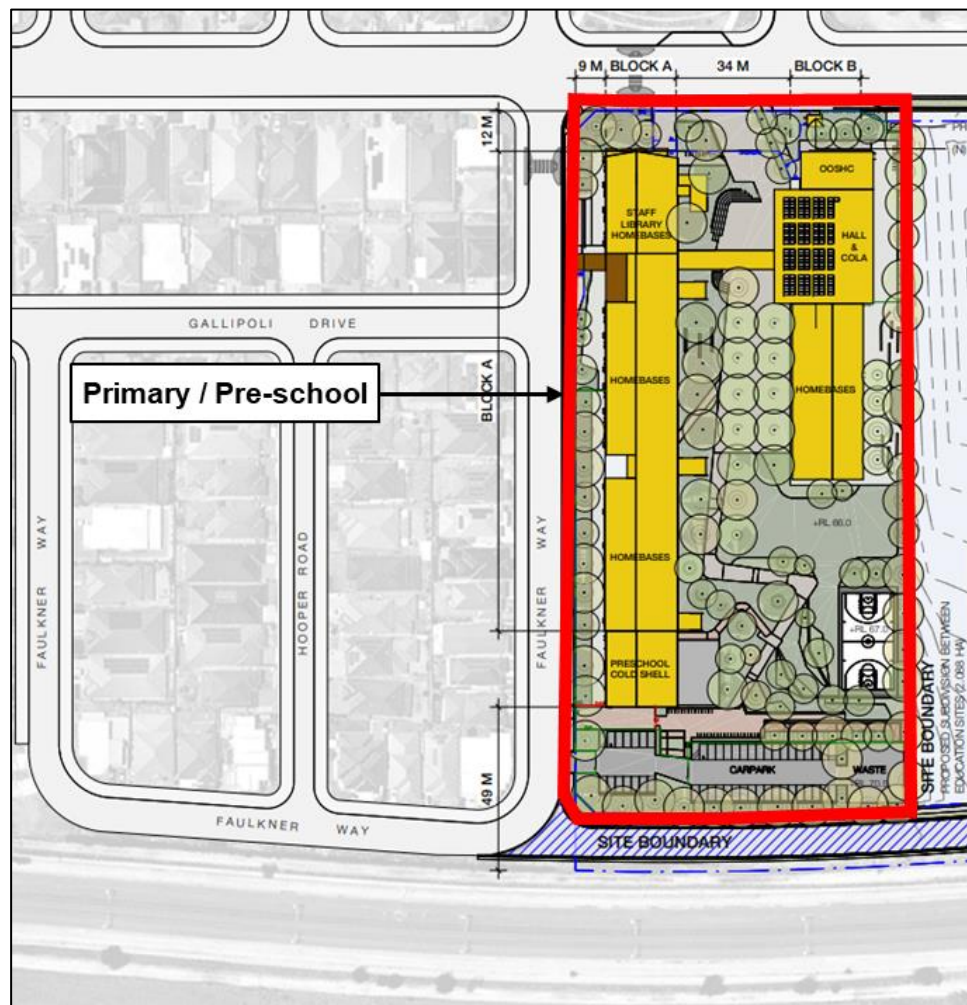


Figure 5 | Layout of the approved primary / pre-school (left) and high school (right) (Base source: SSD 10224 and SSD 62028458)

## 2 Proposed modification

### 2.1 Modification to the concept approval

The proposal seeks approval to modify the Edmondson Park South Concept Plan as it relates to the TCN (Figure 6) to reflect the renewed vision for Edmondson Park as a highly urbanised centre in the Western Parkland City (Section 3).

A summary of the key components of the modification is provided in Table 1. A link to the application is provided at Appendix A. The proposal is shown at Figure 6.

**Table 1 | Summary of proposed modifications to the TCN**

Aspect	Concept Approval (as modified)	WPC SEPP control	Proposed Modification
TCN Precincts	TCN is divided into two precincts: <ul style="list-style-type: none"> <li>Station Precinct</li> <li>Parkland Precinct</li> </ul>	N/A	TCN divided into three precincts <ul style="list-style-type: none"> <li>Station Precinct</li> <li>Parkland Precinct</li> <li>Maxwell Creek Precinct</li> </ul>
Gross Floor Area (GFA)	No GFA or FSR control under the Concept Plan	<ul style="list-style-type: none"> <li>FSR of 2:1 for the TCN Station Precinct (equivalent of 138,314 m<sup>2</sup> GFA).</li> <li>No FSR control for the Parkland Precinct</li> </ul>	<ul style="list-style-type: none"> <li>Introduce a maximum GFA control for the TCN Station Precinct (total 140,389 m<sup>2</sup>) (FSR 2.03:1) split across four quadrants: <ul style="list-style-type: none"> <li>Quadrant 1: 31,669 m<sup>2</sup></li> <li>Quadrant 2: 50,896 m<sup>2</sup></li> <li>Quadrant 3: 47,807 m<sup>2</sup></li> <li>Quadrant 4: 10,017 m<sup>2</sup></li> </ul> </li> <li>Ability to vary GFA by 10% between quadrants but not exceeding maximum of 140,389 m<sup>2</sup> GFA.</li> <li>No change to Maxwell Creek or Parkland precincts.</li> </ul>
TCN school site	An 8 ha school site	N/A	Reduce the school site by 2ha to 6 ha
Dwelling Yield	<ul style="list-style-type: none"> <li>TCN: 440 dwellings</li> <li>Concept Plan: 4502 dwellings</li> </ul>	No SEPP controls	<ul style="list-style-type: none"> <li>Increase TCN dwelling yield to a maximum of 3,030 (+2,590), comprising: <ul style="list-style-type: none"> <li>Station Precinct: 1,919 dwellings</li> <li>Maxwells Creek: 797 dwellings</li> <li>Parkland Precinct: 314 dwellings</li> </ul> </li> </ul>

Aspect	Concept Approval (as modified)	WPC SEPP control	Proposed Modification
			<ul style="list-style-type: none"> <li>Overall Concept Plan dwelling yield of 7,092 (+2,590).</li> </ul>
Building Height	No height controls under the Concept Approval.	Building height controls: <ul style="list-style-type: none"> <li>Station Precinct: 24 m</li> <li>Parkland Precinct:               <ul style="list-style-type: none"> <li>residential: 12 m and 15 m</li> <li>school site: 21 m.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Introduce maximum building heights to the Concept Plan, including:               <ul style="list-style-type: none"> <li>Station Precinct: 50 m (with one 67 m landmark building)</li> <li>Maxwells Creek Precinct: 28 m</li> <li>Parkland Precinct:                   <ul style="list-style-type: none"> <li>residential: 12 m and 15 m</li> <li>school site / residential: 21 m.</li> </ul> </li> </ul> </li> </ul>
Design Excellence	No Design Excellence requirements for TCN	No SEPP controls	<ul style="list-style-type: none"> <li>Introduce a Design Excellence Strategy for TCN</li> </ul>
Development Control Plan / Design Guidelines	Modification 1.1 of the Concept Approval requires the preparation of a DCP with built form and development controls for the TCN.	No SEPP controls	<ul style="list-style-type: none"> <li>Amend Modification 1.1 to remove the requirement for a DCP to be prepared for the TCN.</li> <li>Provide detailed Design Guidelines for the TCN, which address built form, design, parking, residential amenity, dwelling typology and signage.</li> <li>Include a concept TCN Public Domain and Landscaping Plan setting out proposed landscaping, open space and public domain design.</li> </ul>
Precinct 3	No allowance for 'studio' dwellings within Precinct 3.	No SEPP Controls	Allow the Design Guidelines 'studio' dwelling typology within Precinct 3. No other aspects of the Design Guidelines would apply to Precinct 3.
Roads	TCN road network includes a mix of major roads, main streets (north-	No SEPP controls	Amend the road layout including: <ul style="list-style-type: none"> <li>realign the town centre secondary north south road in the Station Precinct</li> </ul>



Aspect	Concept Approval (as modified)	WPC SEPP control	Proposed Modification
	south and east-west), local major and local minor roads.		<ul style="list-style-type: none"> <li>realign the local minor road network in the Parkland and Maxwells Creek Precincts</li> <li>new roads and lanes through and around the school site.</li> </ul>
<b>Bushfire Asset Protection Zone (APZ)</b>	Bushfire APZs comprise: <ul style="list-style-type: none"> <li>50 m APZ east of school site fronting Maxwells Creek bushland</li> <li>15 m APZ east of Parkland Precinct and Maxwells Creek bushland</li> <li>40 m south of the rail easement opposite the school site.</li> </ul>	No SEPP controls	Amend the APZ as follows: <ul style="list-style-type: none"> <li>reduce the 50 m APZ to 15 m east of school site fronting Maxwells Creek bushland</li> <li>no change to all other APZs.</li> </ul>
<b>Boundary Adjustment</b>	2.5 ha OSL land is not included within the Concept Approval site boundary	The 2.5 ha OSL land is included in the WPC SEPP subject land boundary.	Amend the Concept Approval site boundary to include the 2.5 ha OSL land so it is consistent with the WPC SEPP  Note: TCN includes part of the OSL land and excludes the TAHE north site.
<b>Voluntary planning agreement (VPA)</b>	Contributions as required by the Liverpool Development Contributions Plan 2008 – Edmondson Park (Contributions Plan) with provision for	No SEPP controls	<ul style="list-style-type: none"> <li>An Infrastructure Service Delivery Plan with a total value of \$153,464,497 including:               <ul style="list-style-type: none"> <li>Land dedication and works in kind for community facilities, open space and transport /road works</li> <li>Monetary contribution of \$12.6 million toward a community facility and \$1.5 million toward a child care centre</li> </ul> </li> </ul>

Aspect	Concept Approval (as modified)	WPC SEPP control	Proposed Modification
	additional VPAs		<ul style="list-style-type: none"> <li>The VPA officer identifies that monetary contributions would be paid prior to final execution of the VPA, with any contributions made to be discounted from future contributions payable</li> </ul>
Statement of Commitments (SoCs)	Commitment to 88 SoCs relating to urban design, heritage, environment and amenity, sustainability, transport, local infrastructure, civil and engineering works.	No SEPP controls	Amendment to the SoC including: <ul style="list-style-type: none"> <li>delete redundant SoCs</li> <li>new SoC confirming that the Proponent will enter into a VPA in accordance with the letter of offer</li> <li>update report and other references in SoCs.</li> </ul>



Figure 6 | Proposed Edmondson Park Urban Structure (Source: Proponent's Design Guidelines)

## 2.2 Amendments to SEPP (Precincts – Western Parkland City) 2021

The Proponent has submitted a separate, concurrent request to amend the Edmondson Park South site controls and maps contained within the WPC Precincts SEPP to ensure it aligns with the proposed modifications to the concept plan and including:

- revised height maps
- add a definition for the new residential accommodation type, referred to as a ‘Studio Dwelling’
- include an ‘Additional Permitted Uses’ map showing where ‘Studio Dwellings’ are permitted

In addition to the above changes, the proposed WPC SEPP Amendment includes the following changes to the Edmondson Park South site controls:

- removal of FSR control (2:1) applying to the TCN Station Precinct (replaced by a GFA control under this modification application)
- amend Clause 27 and 28 to prevent any variation to the 12 m height control in the Parkland Precinct
- amend clause 36 to create an exemption to the requirement for a DCP to be prepared for the TCN where Design Guidelines have been prepared

The WPC SEPP Amendment is considered part of a separate planning process and will be determined separately from and following this modification application.

## 3 Strategic context

### 3.1 Strategic justification

The project is largely consistent with the strategies, plans and policies outlined in Table 2, and therefore the Department considers it appropriate for the site.

Table 2 | Strategic Justification

Strategy, plan or policy	Consistency	Comments
<b>Greater Sydney Region Plan and Western City District Plan</b>	Consistent	<p>A Metropolis of Three Cities - Greater Sydney Region Plan (Region Plan) sets the vision/strategy for Greater Sydney, to be implemented through District Plans. It outlines how Greater Sydney will be transformed into a metropolis of three cities in order to accommodate the growing and changing population of the region. The Region Plan identified the need to rebalance economic and social opportunities in order to accommodate significant population growth in western Sydney.</p> <p>The site is located within the Western Parkland City, which is an emerging polycentric city with a new international Western Sydney Airport and Badgerys Creek Aerotropolis, along with the established centres of Liverpool, Penrith and Campbelltown/Macarthur</p> <p>The proposal directly responds to the need for housing in the Western Parkland City and is consistent with the directions of the Region Plan and Western City District Plan as it will:</p> <ul style="list-style-type: none"> <li>reinforce Edmondson Park as a local centre by including non-residential uses adjacent to the train station, centrally within the TCN and form an extension to the FTC currently under development</li> <li>foster healthy, creative, culturally rich, socially connected communities by proposing a built environment with walking and cycling connections, diversity of housing types and opportunities for social connections</li> <li>provides increased housing supply, choice and affordability with access to jobs, services and public transport</li> <li>supports growth in investment, business opportunities and jobs, by providing housing close to nearby strategic centres</li> </ul>



Strategy, plan or policy	Consistency	Comments
		<p>(Leppington, Liverpool and the future Western Sydney Airport)</p> <ul style="list-style-type: none"> <li>protects and enhances regional parkland including the Maxwell Creek Riparian corridor which crosses through the town centre</li> <li>will deliver high quality open space including the Station Park.</li> </ul>
<b>Future Transport Strategy 2056</b>	Consistent	<p>The Future Transport Strategy 2056 (FTS 2056) outlines a planned and coordinated set of actions to address challenges faced by the NSW transport system to support the State's economic and social performance over the next 40 years.</p> <p>The proposal is consistent with the key outcomes of the FTS 2056 as the site is located close to an existing strategic centre and high frequency bus and light rail public transport services, includes pedestrian links, encourages active transport and sustainable travel options.</p>

## 4 Statutory context

### 4.1 Scope of modification and assessment pathway

Details of the legal pathway under which modification is sought and are provided in Table 3.

**Table 3** | Permissibility and assessment pathway

Consideration	Description
<b>Scope of modification</b>	<p>The Concept Approval is a transitional Part 3A project under Schedule 2 of the STOP Regulation.</p> <p>The Modification Request may be assessed and determined in accordance with Section 75W of the EP&amp;A Act, as a request for Secretary's Environmental Assessment Requirements (SEARs) for the Modification Request was lodged before the 1 March 2018 cut-off date for the winding-up of the former Part 3A of the EP&amp;A Act.</p> <p>The Department issued the SEARs on 3 August 2017. The Proponent provided an environmental assessment report in response to the SEARs in September 2018.</p> <p>The Department is satisfied the Modification Request is able to be approved under Section 75W of the EP&amp; A Act, subject to the imposition of recommended conditions.</p>
<b>Consent Authority and decision maker</b>	<p><b>Minister for Planning and Public Spaces</b></p> <p>The Minister for Planning and Public Spaces (the Minister) is the consent authority for the modification request. However, the Deputy Secretary, Development Assessment and Sustainability may determine the request, under delegation dated 9 March 2020, as:</p> <ul style="list-style-type: none"><li>• Council has objected to the proposal</li><li>• there are 50 or more public submissions in the nature of objections</li><li>• a political disclosure statement has not been made.</li></ul>

### 4.2 Other approvals and authorisations

The modified project will not require an environment protection licence issued by the NSW Environment Protection Authority under section 42 of the *Protection of the Environment Operations Act 1997*.

### 4.3 Planning Secretary's Environmental Assessment Requirements

The modification report addressed each matter set out in the Planning Secretary's environmental assessment requirements (SEARs) issued on 3 August 2017 and is sufficient to enable an adequate consideration and assessment of the modification for determination purposes.

### 4.4 Environmental Planning Instruments

Following the lodgement of the current modification application, all NSW State Environmental Planning Policies (SEPPs) were consolidated into 11 policies. The consolidated SEPPs commenced on 1 March 2022, with the exception of State Environmental Planning Policy (Housing) 2021, which commenced on 26 November 2021. The SEPP consolidation does not change the legal effect of the repealed SEPPs, as the provisions of these SEPPs have simply been transferred into the new SEPPs. The Department has considered the development against the relevant provisions of the consolidated SEPPs below.

The application has been assessed against the following Environmental Planning Instruments (EPIs):

- State Environmental Planning Policy (Precincts – Western Parkland City) 2021
- State Environmental Planning Policy (Planning Systems) 2021
- State Environmental Planning Policy (Biodiversity and Conservation) 2021
- State Environmental Planning Policy (Resilience and Hazards) 2021
- State Environmental Planning Policy (Housing) 2021 (including Apartment Design Guide)
- Liverpool Local Environmental Plan 2008 (LLEP).

The Department is satisfied the proposed modification does not result in significant changes that would alter the conclusions made as part of the original assessment of the Concept Plan in relation to EPIs or any subsequent replacement EPIs. The Department is also satisfied the proposed modification does not result in any changes that would require any additional assessment under the EPIs that apply to the proposed development.

With reference to the Housing SEPP and the associated Apartment Design Guide (ADG), which has come into force since the original approval, the Department notes the relevant residential components of the Concept Approval would be assessed against the ADG recommended amenity standards as part of the assessment of any future DA(s).

# 5 Engagement

## 5.1 Department's engagement

On 12 September 2018, the Proponent lodged an Environmental Assessment (EA) to accompany its Section 75W application to modify the Edmondson Park South Concept Approval. The application has been updated, by the:

- Response to Submissions (RtS), dated August 2020
- Responses to Request for Further Information (RRFI), received in December 2020, February, March, July and September 2021, February 2024 and August 2024.

The Department publicly exhibited the EA and RtS, in the Macarthur Chronicle, Liverpool Leader, Liverpool Champion and Camden and Campbelltown Macarthur Advertiser, on 7 November 2018 and 10 September 2020 respectively. The Department also notified surrounding landowners, Liverpool and Campbelltown City Councils and relevant public authorities in writing of the EA and RtS. The Department also published the Proponent's RRFIs on its website and notified Council and relevant public authorities.

A total of 155 submissions were received in response to the exhibitions and notification of the EA, RtS and RRFIs comprising 12 from government authorities, three from Liverpool Council, one from Campbelltown Council and 138 from the public.

A summary of the exhibition and notification is provided at **Table 4**. A summary of the issues raised in the submissions is provided at **Section 5.2** Copies of the submissions may be viewed at **Appendix A**.

**Table 4 |** Summary of public exhibition and notification of the application

Stage	Exhibition / Notification period	Submissions
EA	Exhibited: 7 Nov 2018 to 4 Dec 2018 (30 days)	90 submissions comprising: <ul style="list-style-type: none"><li>• 5 Government authorities</li><li>• Liverpool Council</li><li>• Campbelltown Council</li><li>• 79 public</li><li>• one petition</li></ul>
RtS	Exhibited: 10 Sep 2020 to 23 Sep 2020 (14 days)	63 submissions comprising: <ul style="list-style-type: none"><li>• four Government authorities</li><li>• Liverpool Council</li></ul>

Stage	Exhibition / Notification period	Submissions
		<ul style="list-style-type: none"> <li>58 public</li> </ul>
RRFIs	Notified on the Department's website	2 submissions comprising: <ul style="list-style-type: none"> <li>Liverpool Council</li> <li>TfNSW</li> </ul>

The Department considered the comments raised in the public submissions and the advice provided by Council and government agencies, during the assessment of the application (Section 6) and in the recommended conditions of consent at Appendix D.

## 5.2 Submissions

### 5.2.1 Summary of advice received from government agencies

The Department received advice from six government agencies on the modification report. A summary of the agency's final advice is provided in Table 5. A link to a copy of the advice is provided in Appendix A.

**Table 5 | Summary of agency advice**

#### Transport for NSW (TfNSW)

TfNSW reviewed the EA, RtS, RRFIs and the updated traffic modelling and advised:

- based on the 2ha school site scenario, the Proponent should upgrade the following intersections:
  - Camden Valley Way / Croatia Avenue (Soldiers Parade) intersection: extend the eastbound right turn bay to 180m;
  - Campbelltown Road / Bernera Road intersection: provide an additional shared through and left turn short lane in length of 60m on the northern approach; and
  - Campbelltown Road / East Town Centre Street intersection: provide an additional right turn lane in length of 120m on the eastern approach and provision of a left turn slip land on the northern approach
- the above two Campbelltown Road intersection upgrades are acceptable based on the development of a 2 ha school site. Should the larger 6 ha school site be delivered, additional mitigation measures would be required.

#### Rural Fire Service (RFS)

RFS reviewed the EA and RtS and confirmed the APZs are acceptable and recommended conditions relating to compliance with the PBFP and provision of APZ, access, utility services.



### Endeavour Energy

Endeavour energy reviewed the RtS and provided advice in relation to substation capacity.

### Department of Education (DoE)

DoE did not object to the modification and stated:

- it supports the overall direction and proposed land-use controls
- the 6 ha site area is consistent with DoE requirements and the school building height control of 21 m allows for sufficient flexibility in future built form.

### Water NSW

Water NSW did not object to the modification as it considers the risk to water quality and the Upper Canal infrastructure to be low.

### Sydney Water

Sydney Water did not object to the modification and recommended future development applications (DAs) be subject to conditions protecting Sydney Water's infrastructure.

## 5.2.2 Summary of council submissions

The TCN and Precinct 3 are located within the Liverpool LGA. However, given the Concept Approval applies to land in both the Liverpool and Campbelltown LGAs, the Department consulted with both Councils.

Liverpool Council objected to the modification and Campbelltown Council provided comments. A summary of the issues raised by the councils is provided in Table 6 and a link to a copy of the advice is provided in Appendix A.

**Table 6 | Summary of issues raised by Liverpool and Campbelltown Councils**

### Liverpool City Council

EA	<p>Council objects to the modification on the following grounds:</p> <ul style="list-style-type: none"><li>• the uplift in dwellings will contribute to already congested roads and public transport</li><li>• lack of school infrastructure and inadequate public open space</li><li>• inadequate commuter parking at Edmondson Park station.</li></ul> <p>Council also provided the following comments:</p> <ul style="list-style-type: none"><li>• the cumulative impact of density within TCN and FTC and regionally should be considered</li><li>• the modification exacerbates the housing / job imbalance and should include an increase in jobs</li></ul>
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- the TCN R1 zoning should be changed to R2 or R3 to prohibit residential flat buildings in TCN
- cumulative demand for social infrastructure should be considered
- the social infrastructure assessment (SIA) underestimates household occupancy rates and population estimates
- the proposal inappropriately reduces land available for education facilities
- there is a need for additional out of school hours care and vacation care for residents
- the proposal should address the need a community health centre
- passive and active open space is below Council's benchmarks
- the proposal should include 5-10% affordable housing
- consider providing an Edmondson Park Station multi-deck commuter car park and consider/assess of the future of the existing car parking facility
- road improvements are required to address traffic impacts during AM/PM peaks
- a framework for local and regional infrastructure funding is required.

**RtS**

Council reviewed the RtS and has stated:

- the State government's commitment to construct 2,000 commuter car parking spaces has gone some way to address Council's concern
- the commitment to 5-10% affordable housing is acknowledged.

Notwithstanding, Council reiterated its objection to the modification and provided the following updated comments:

- The proposal should address the following built form matters:
  - built form should respond positively to the McFarlane Road street frontage and provide a seamless integration between existing and proposed built form
  - the development potential and probable future built form of sites adjoining the south eastern part of TCN (i.e. land located east of Soldiers Parade)
  - the future development of the commuter carpark to ensure the intent of the landmark tower as a visible marker is not undermined
  - non-residential floor space should be provided in all TCN quadrants (not just quadrants 2 and 3) to ensure adequate street activation and a more vibrant public realm
  - identify the proposed active frontages within the station precinct
  - CPTED principles should be incorporated into the future detail design stages

Open space and landscaping

- open space provision should be increased by 1.17 ha (from 5.9 ha to 7.03 ha)
- a higher percentage of communal open space should be provided within individual developments

- at least a 15% deep soil zone should be achieved
- Magnolia Grandiflora 'Exmouth' should be replaced with an alternate species as the species has been under-performing in the Western Sydney Region
- the water cycle management strategy should meet Council's pollution reduction target and attenuate the post development flow to pre-development levels for up to the 1% AEP storm event

Social and other infrastructure

- a health care facility and a combined long day care and after school facility should be provided
- the Proponent should consult with Council to determine the adequacy of the planned district level facility in the (FTC) town centre
- payment of contributions in accordance with the existing contributions plan is acceptable up to the currently approved 440 dwellings. Contributions relating to any dwellings in excess of 440 dwellings should form part of an alternate agreement with Council
- the Proponent should enter into a planning agreement with Council for the provision of traffic and transport infrastructure to support development of the TCN, including:
  - traffic control signals at Macdonald Road / Bernera Road intersection and Macdonald Road / Buchan Avenue/ Bernera Road intersection
  - intersection upgrades associated with the school development (2 ha and 6 ha)
  - alternative intersection treatments as agreed by Council
  - road works design plans, multi-function poles and public lighting design brief, green travel plan and a construction traffic management plan.

**RRFI**

Council advised that although the RRFI has addressed some of its comments, it reiterates its objection to the modification. Council provided the following updated comments:

Open space

- an additional local open space area between 1,500 m<sup>2</sup> and 5,000 m<sup>2</sup> is required
- a pedestrian overpass connecting the Parkland Precinct to the Regional Park is required

Social and other infrastructure

- the VPA should be updated to confirm commitment to providing a district level community facility, childcare centre and a combined long day care and after school care facility within TCN
- payment of contributions in accordance with the existing contributions plan is acceptable up to the currently approved 440 dwellings. Contributions relating to any dwellings in excess of 440 dwellings should form part of an alternate agreement with Council
- the Proponent should enter into a planning agreement with Council for the provision of traffic and transport infrastructure to support development of the TCN.

## Campbelltown City Council

EA	Council did not object to the application and stated that traffic impacts on the three signalised intersections along Campbelltown Road near the site should be considered as part of the assessment of the modification.
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### 5.2.3 Summary of public submissions

A total of 138 public submissions (including one petition of 500 signatures and a submission by the Member for Macquarie Fields) were received in response to the public exhibition of the EA and RtS. The submissions comprised 134 objections, three comments and one in support of the proposal. The key issues raised by the community are summarised in Table 7.

**Table 7 | Summary of issues raised by the Community**

Issue	Proportion of total EA (79) submissions	Proportion of total RtS (58) submissions
Lack of infrastructure and community services	91%	48%
Increase in density / overdevelopment	86%	78%
Traffic and car parking impacts	85%	45%
Changes to the size of the school site and not enough schools	72%	93%
Loss of community and quality of life	24%	5%
Building heights	16%	2%
Pollution / construction / noise and safety	16%	5%
Insufficient public transport capacity	13%	21%
Lack of strategic planning	13%	0%
Insufficient / inadequate open space/ parks	4%	55%

Other issues raised (less than 4%) included:

- concerns about crime, loss of property values, consultation, overshadowing, reduced lot sizes, pedestrian access, developer greed, access to employment, affordable housing, potential for subsequent modifications, wind impacts and development contributions.

On 20 November 2018, a petition (containing 500 signatures) was submitted to the Legislative Assembly of New South Wales and raised the following key issues:

- the overdevelopment of the area
- inadequate public exhibition and the exhibition periods clashed with Christmas holidays and the 2019 State election
- additional infrastructure is need to meet future road and car parking demand.

The State Member for Macquarie Fields objected to the modification on the following grounds:

- reduction of the school site size
- reduced car parking rates within TCN
- a mechanism should be used to ensure the social infrastructure proposed is provided
- the proposal should include affordable housing.

### 5.3 Response to submissions and additional information

Following the exhibition of the EA, the Department placed copies of all submissions received on its website and requested the Proponent provide a response to the issues raised in the submissions.

On 21 August 2020, the Proponent provided a Response to Submissions (RtS) (**Appendix A**). The RtS provided updated DES, Design Guidelines, urban design report and Statement of Commitments, provided a retail study and Transport Management Access Plan together with other additional information and justification in response to the issues raised in submissions. The RtS also included the following amendments to the modification application:

- allocate GFA by quadrant in the Station Precinct
- amend the Concept Approval site boundary to include a portion of land owned by OSL and align with the WPC SEPP
- include a Public Domain and Landscape Plan.

The RtS also included changes to the SEPP Amendment including reducing the building height in parts of the Parkland Precinct to 12 m and refinement of other proposed maps and clauses.

The Proponent also provided RRFIs (**Appendix A**) in response to requests made by the Department. The RRFIs provided additional information in response to the issues raised in submissions. The RRFIs also included updated traffic modelling, open space analysis, additional information on the future VPA and included the following amendment to the proposal:

- confirmation that a maximum dwelling yield of 3,030 dwellings is proposed
- include the increase in building heights as part of the modification application (previously just part of the WPC SEPP amendment)
- clarification of that the TCN site boundary excludes the TAHE north site
- confirmation that a school site of 6 ha (not 2 ha) is proposed



- revised Design Guideline provisions to take account of Department's recommended amendments
- clarification and revision of the VPA offer
- agreement to TfNSW's recommended intersection upgrade requirements
- revisions of the SoC.

## 6 Assessment

The Department has considered the proposal and the issues raised in submissions and the Proponent's RtS and RRFIs in its assessment of the application. The Department considers the key issues associated with the proposal are:

- dwelling yield and GFA
- built form
- open space
- traffic and transport
- VPA and development contributions.

These issues are discussed in the following sections of this report. Other issues relating to the application considered during the assessment of the application are addressed in Section 6.6 of this report.

### 6.1 Dwelling yield and GFA

#### 6.1.1 Dwelling yield

The original Concept Approval (in 2011) allowed for development of an indicative 440 dwellings in the TCN.

Since 2011, there has been a significant shift in strategic planning for Greater Sydney in order to accommodate the growing and changing population of the region. The Greater Sydney Region Plan 2018 identified the need to rebalance economic and social opportunities in western Sydney to support an emerging new city, the Western Parkland City.

The Western Parkland City is a new polycentric city with a new international Western Sydney Airport and Badgerys Creek Aerotropolis, along with the established centres of Liverpool, Penrith and Campbelltown/Macarthur.

In this context the vision for Edmondson Park town centre has evolved in recognition of the significant opportunity to accommodate more housing within a highly urbanised environment.

This shift in character is reflected in the 2015 amendment to the Concept Approval which increased the dwelling yield in the Frasers town centre to the south of the railway line from approximately 912 to 1,884 dwellings.

This proposal now seeks to increase the approved dwelling numbers in the TCN from 440 to 3,030 dwellings. Approximately 1,919 of these dwellings would be in the Station precinct, 797 in the Maxwells Creek precinct and 314 in the Parkland precinct (Figure 7).

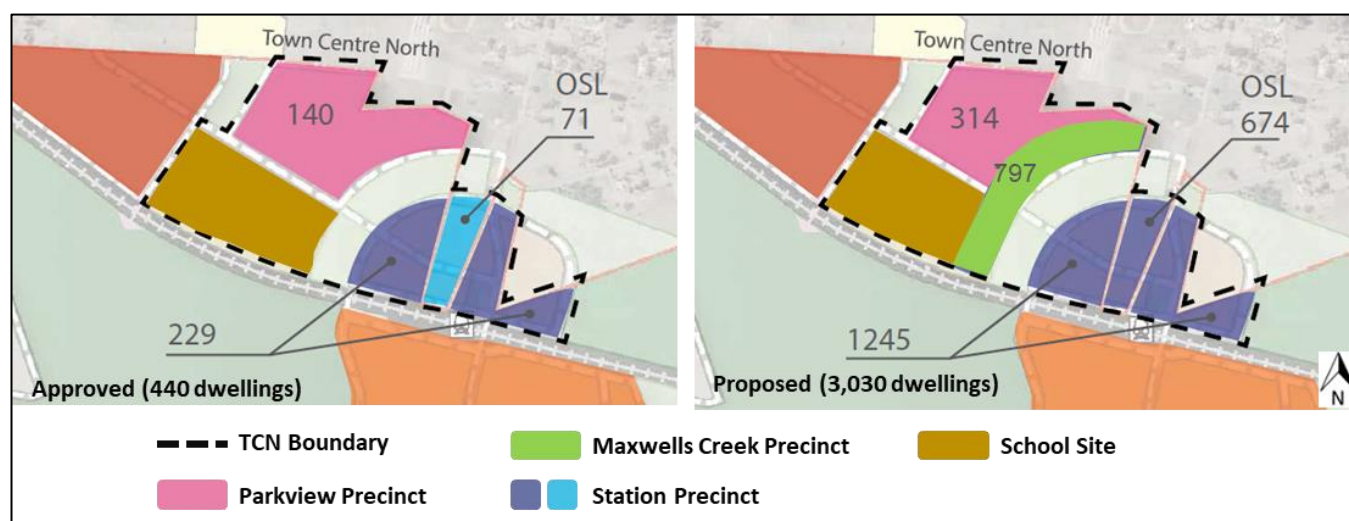


Figure 7 | Approved (left) and proposed (right) TCN dwelling numbers (Base source: Proponent's RtS)

Public submissions objected to the proposed increase in dwelling numbers and GFA (as outlined below) and reduction in lot sizes and raised concerns about adverse traffic, amenity, infrastructure and crime impacts and results in an overdevelopment of the site.

Council also objected to the increase in dwelling numbers stating it has not been adequately justified and is not supported by a proportional increase in jobs.

The Proponent advises the previously approved 440 dwellings aligned the former minimum density controls within the Liverpool LEP 2008 (which ranged from 17-38 dwellings per hectare). However, it was not intended as a cap on yield. The Proponent also notes that the yield significantly underestimates the number of dwellings that could be achieved under the existing height controls across the TCN and the allowable 2:1 FSR in the Station Precinct under the WPC SEPP.

The Department appreciates the concerns raised in submissions and notes that the proposed increase in dwelling numbers from 440 to 3,030 is significant. However, the Department considers that the originally approved 440 dwellings is no longer appropriate for the site having regard to the significant shift in planning priorities for Greater Sydney since 2011, including the transformation of the Sydney into a metropolis of three cities and creation of the Western Parkland City. In this context, the Department considers the proposed increase in dwellings is appropriate for the following reasons:

- the increase in density directly responds to the precinct's location within the Western Parkland City and is consistent with the emerging density and scale of greenfield and existing urban centres in south-west Sydney

- the TCN is located within walking distance of Edmondson Park train station, and future residents will have access to amenities and essential services including a primary and high school, open space, community facilities, retail and commercial uses
- the site is located within 30 minutes of the employment opportunities created by the new Western Sydney Airport and Aerotropolis, which in addition to existing local commercial and industrial precincts in Liverpool and Hoxton Park
- the increase in dwellings supports the National Housing Accord target of 377,000 new well-located homes across NSW by 2029, of which 16,700 are targeted for the Liverpool LGA
- the proposal responds to changes in the housing market, with an increased demand for a range of housing types and sizes, including apartments, in middle-ring suburbs where buyers would have previously been seeking traditionally low and medium-density housing.

The Department has also carefully considered the appropriateness of the built form, potential traffic generation, amenity impacts and the demand on existing/future infrastructure associated with proposal and is satisfied that these impacts can be managed as outlined in Sections 6.2 to 6.5.

On this basis, the Department supports the proposed increase in dwelling yield. The Department recommends the Concept Approval development description be amended to increase the dwelling numbers for the whole concept plan (from 4,502 to 7,092 dwellings).

### 6.1.2 GFA

The Concept Approval does not include GFA or FSR controls for the TCN. However, the WPC SEPP provides a maximum FSR of 2:1 to the Station Precinct portion of the TCN, which is equivalent to a GFA of 138,314 m<sup>2</sup>. The WPC SEPP does not provide a FSR control for the remainder of the TCN.

The proponent notes that as the Station Precinct has not yet been subdivided, it is impractical to rely on a FSR control. The proponent, therefore, seeks to introduce a GFA control that would allow for simpler allocation of GFA throughout the precinct and the area of parts of the site (for example, roads) to be factored into the development. This is consistent with the approach taken in the FTC to the south of the site.

The proposal seeks to:

- introduce a maximum GFA limit of 140,389 m<sup>2</sup> to the TCN Station Precinct under the concept plan (an increase of 2,075 m<sup>2</sup> / +1.5% above the existing WPC SEPP control) and distribute the GFA across four quadrants (Table 8 and Figure 8)
- allow for the ability to vary the TCN Station Precinct GFA by up to 10% between the quadrants, provided the overall GFA maximum is not exceeded (the 10% Rule).

**Table 8 | Comparison between allowable FSR and proposed GFA**

Station Precinct quadrant	Site area (m <sup>2</sup> )	Existing GFA (m <sup>2</sup> ) based on FSR 2:1	Proposed GFA (m <sup>2</sup> ) / FSR	Change (m <sup>2</sup> ) (+/-)
1	11,805	23,610	31,669 / 2.68:1	+ 8,059
2	19,768	39,536	50,896 / 2.57:1	+ 11,357
3	26,629	53,258	47,807 / 1.79:1	- 5,451
4	10,955	21,910	10,017 / 0.91:1	- 11,893
Total	69,157	138,314 / 2:1	140,389 / 2.03:1	+ 2,075

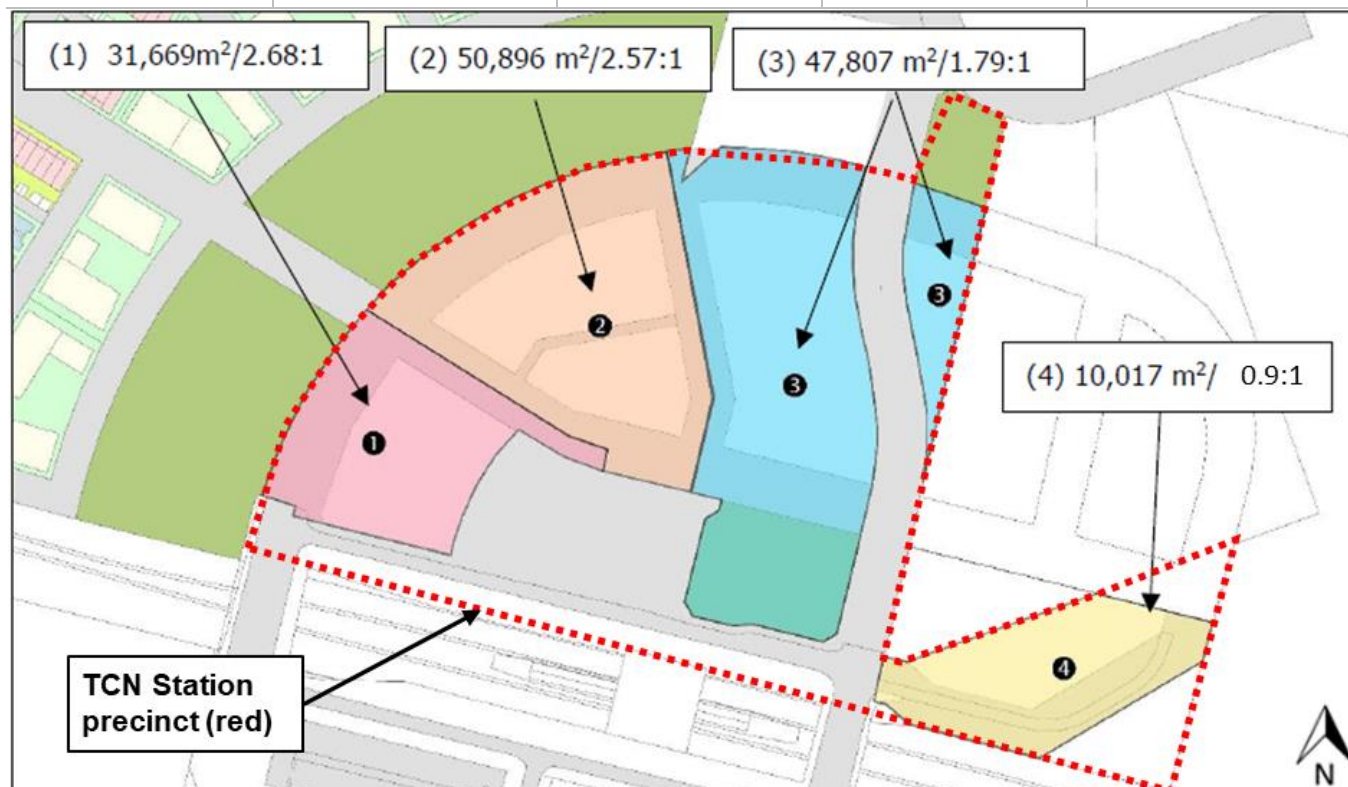


Figure 8 | Proposed TCN Station Precinct quadrants maximum GFA limits (Base source: Proponent's RtS)

Public submissions objected to the proposed increase GFA on the basis that it was an overdevelopment of the site and raised concerns about adverse traffic, amenity, infrastructure and crime impacts.

Council initially raised concerns the increase in density was not justified and needs to be considered in conjunction with the approved increase in density at the FTC site.

In response, the Proponent has stated:

- the increase in GFA (2,075 m<sup>2</sup>) is minor noting the WPC SEPP height (24 m) and FSR controls (2:1) would accommodate up to 138,314 m<sup>2</sup>
- the introduction of maximum GFA controls would provide clearer site-specific controls for the development of each of the TCN Station Precinct quadrants.



The Department has carefully considered the concerns raised by Council and the community, however, is satisfied the minor increase in GFA and the distribution across the Station Precinct is acceptable as:

- the increase in GFA across the Station Precinct is only 2,075 m<sup>2</sup>, which represents a minor 1.5% increase above the level of density which is already support by the WPC SEPP
- the highest density is provided within the core of the TCN, adjacent to Edmondson Park train station and opposite the FTC site, which is of a similar density
- the varied maximum GFAs for each quadrant result in improved urban outcomes compared to the current blanket FSR. This is demonstrated at the FTC (MOD 4), which implemented the same approach (including a 10% rule), and resulted in a greater variety of building sizes/forms
- the increase in building height has been assessed at Section 6.2.2 and the Department has concluded the change would have a positive impact on the visual amenity and built form of the TCN and would not result in adverse amenity impacts
- the Concept Approval ToAs, Modifications, FEARs and the Design Excellence Strategy and Design Guidelines, will ensure that the resulting development is of an acceptable overall design and would not result in adverse amenity impacts.
- the proposal would not result in any significant traffic impacts, as discussed in Section 6.4, as it:
  - includes maximum car parking rates consistent with those in the FTC
  - provides for improved road layouts and includes intersection upgrades to Camden Valley Way / Bernera Road / Croatia Avenue, Campbelltown Road / Bernera Road and Campbelltown Road / East Town Centre Street

The Department's assessment therefore concludes the minor increase in density is justified in this location and would not result in adverse visual, amenity or traffic impacts. In addition, the increase in density is appropriate in the context of the site's location and designation as a local centre, no change is proposed to the range of uses or other key elements that define the precinct and the proposal results in an appropriate and proportionate increase in public benefits.

On this basis, the Department supports the increase in GFA and recommends a new FEAR, which establishes the maximum GFA controls for the TCN Station Precinct and includes provision of the 10% Rule.

## 6.2 Built form

### 6.2.1 Design Excellence

The WPC SEPP does not specify any design excellence requirements within Edmondson Park South. However, Clause 36 of Appendix 1 of the WPC SEPP requires the preparation of an Edmondson Park

South development control plan (DCP) to guide and provide a development framework for the assessment of future development applications.

Notwithstanding the absence of specific design excellence requirements, the Proponent has prepared a DES (including Design Guidelines) to guide the design of the future development within TCN to achieve design excellence.

## Design Excellence Strategy

The DES confirms the Proponent is the landowner of the TCN and is responsible for master planning the site and submission of future development applications (DAs) for infrastructure, open space and super lot subdivisions. Either the Proponent or future purchasers of divested super lots will prepare DAs to secure building approvals.

The DES establishes a design excellence process as summarised at Table 9.

**Table 9 | Summary of DES key processes**

Phase	Stage	Design Excellence Process
Selection of preferred developer	Landcom undertakes a single invitation to tender or two-stage expression of interest and invitation to tender process to short-list and select preferred developer.	<ul style="list-style-type: none"> <li>Landcom assesses respondent submission against a range of criteria including design capability.</li> <li>At ITT stage a design response is requested having regard to the Concept Approval, the Design Guidelines and commitment to sustainability objectives.</li> <li>Landcom Design Review Panel (DRP) to provide expert advice to the Evaluation Committee, as required.</li> </ul>
	Landcom to award contract to developer	Contractual provisions relating to design excellence from the Concept Approval and Design Guidelines, as well as housing affordability and diversity will form part of the contract with the developer
Detailed design / development	Test design options and identify preferred approach	<p>Early in the detail design phase, seek feedback from and/or present design options to:</p> <ul style="list-style-type: none"> <li>Landcom DRP, where Landcom is the Applicant</li> <li>Liverpool DEP, where Landcom is not the Applicant</li> <li>SDRP, for the Station Precinct landmark building (only).</li> </ul>

Phase	Stage	Design Excellence Process
Application preparation and submission	Test refined design options and finalise the development application  Developer (Landcom or other developer) prepares detailed DAs.	DAs to be prepared in accordance with the Concept Approval, DES and Design Guidelines.  DAs to include a Design Integrity Report.  Finalise plans, reports and address feedback.

The GANSW reviewed the DES and provided advice on how the DES could be strengthened to ensure quality design outcomes. Council did not provide any comments on the DES.

In response to the GANSW advice, the Proponent made some minor amendments to the DES and confirmed the Landcom DRP consists of eight core panel members, appointed by the Landcom CEO, with a broad range of skills, deep experience and are recognised experts in the fields of landscape architecture, sustainability, urban design and architecture.

The Department has considered the updated DES and supports the introduction of a design excellence process for TCN. The Department is satisfied that the DES, in conjunction with the Landcom selection process, the Design Guidelines and design review by the Landcom DRP, the Liverpool DEP or the SDRP (where relevant), would provide an appropriate framework to ensure a high-level design quality is achieved in the TCN.

### TCN Development Control Plan and Design Guidelines

A condition, known as Modification 1.1, of the Concept Approval requires the preparation of a DCP (in accordance with clause 36 of Appendix 1 of the WPC SEPP) prior to any application for subdivision or construction of a dwelling and FEAR 1.2 requires each subsequent subdivision application to be consistent with the DCP.

The Edmondson Park South DCP 2012 (EP DCP) was created in response to Modification 1.1 and provides controls for the entire Concept Approval site. Within the TCN, the controls are limited to high-level design principles and the EP DCP states a subsequent amendment is required to provide detailed development controls prior to the approval of any development within the town centre.

The application seeks approval to:

- amend Modification 1.1 to remove the requirement to prepare a detailed DCP for the TCN
- provide detailed Design Guidelines for the TCN, which include controls/guidelines relating to built form, building design, parking, residential amenity, dwelling typology and signage

The Design Guidelines establish nine housing typologies for the TCN including:

- studio dwelling typology located above a garage (maximum 2 storeys including garage)
- three terrace houses and a cottage typology (between two and three storeys)

- walk up apartment typology (three storeys)
- two apartment building typologies (up to 15 storeys)
- mixed-use apartment building typology (up to 20 storeys).

In response to a request from the Department, the Proponent amended the Design Guidelines to improve their strength, application and accuracy of the guidelines, more closely align with the ADG and the approved controls and guidelines applying to the FTC and include a section relating to sustainability.

The Department has considered the updated Design Guidelines and considers they are an appropriate tool to guide future development in the TCN as:

- they are generally consistent with the WPC SEPP recommended content requirements for an Edmondson Park South DCP
- they promote a diversity of housing typologies aligning with the proposed height and density controls in the WPC SEPP with higher density typologies located in the Station Precinct, stepping down to medium density typologies in the Maxwell Precinct and low to medium density typologies in the Parkland Precinct as indicated at Error! Reference source not found.
- they would ensure high quality and high amenity development outcomes through performance-based controls, which generally align with the recommended standards in the ADG, low-rise housing diversity code as well as the FTC Design Guidelines.

The Department recommends:

- Modification 1.1 be amended to remove the requirement to prepare a detailed DCP for the TCN
- a new FEAR requiring future developments to demonstrate consistency with the Design Guidelines.

### **Precinct 3**

The application proposes to also apply the Design Guidelines 'studio dwelling' typology (i.e. studio dwelling above a garage) to Precinct 3. No other aspects of the Design Guidelines would apply to Precinct 3.

The Department considers the inclusion of 'studio dwellings' within Precinct 3 is appropriate as this dwelling type:

- provides for an appropriate standard of residential amenity in accordance with the Design Guidelines and would not be out of place within the low to medium residential areas of Precinct 3
- would increase housing choice within the precinct, maximises the efficient use of sites
- is already permissible (MOD 4) within the FTC, which adjoins the eastern boundary of Precinct 3.



## Conclusion

The Department is satisfied the Proponent is committed to a rigorous design process through the implementation of the proposed DES and Design Guidelines.

The Department is satisfied they would provide an appropriate framework to guide future development of the TCN, future developments would be capable of achieving design excellence and the provision of 'studio dwelling' housing typology within Precinct 3 is appropriate.

### 6.2.2 Building height

The WPC SEPP provides for maximum building heights of 12 m to 24 m across the TCN. There are no height controls for the TCN in the Concept Approval.

The Proponent seeks to increase the WPP SEPP heights and introduce height controls to the Concept Approval (Table 10).

**Table 10 | Comparison between the WPC SEPP and proposed height controls**

Precinct	WPC SEPP Height	Proposed height	Change (+/-)
Station	<ul style="list-style-type: none"><li>• 24 m</li><li>• no landmark building</li></ul>	<ul style="list-style-type: none"><li>• 50 m</li><li>• 67 m (approximately 20 storeys) for one landmark building</li></ul>	<ul style="list-style-type: none"><li>• +26 m</li><li>• Landmark building introduced</li></ul>
Maxwell Creek	<ul style="list-style-type: none"><li>• 21 m (residential)</li><li>• 15 m (school site)</li></ul>	<ul style="list-style-type: none"><li>• 28m (residential)</li></ul>	<ul style="list-style-type: none"><li>• +7 m</li><li>• School use removed</li></ul>
Parkland	<ul style="list-style-type: none"><li>• 15 m (school site)</li><li>• 12 m (residential)</li></ul>	<ul style="list-style-type: none"><li>• 21 m (school site)</li><li>• 12 m (residential)</li><li>• 21 m (residential adjacent to park)</li></ul>	<ul style="list-style-type: none"><li>• +9 m</li><li>• 0 m</li><li>• +6 m</li></ul>

Concerns were raised in public submissions about the increase in building heights within TCN. Council did not raise any concern about the increase in height in the TCN. However, it initially recommended:

- future built form should respond positively to the MacFarlane Road street frontage and 164 and 170 Croatia Avenue (i.e. land located east of Soldiers Parade Figure 9)
- the location of the landmark tower should be selected to ensure the intent of creating a visual marker is achieved.

Schools Infrastructure supports the 21 m height control for the school site stating it allows for sufficient flexibility in future built form.

In response to the concerns raised, the Proponent has stated the:

- increase in height controls would provide for taller buildings adjacent to the Edmondson Park train station within the Station Precinct, transitioning down to medium and low-rise buildings within Maxwell Creek and Parkland Precincts
- proposed built form along MacFarlane Road would comprise low to medium-density residential typologies appropriate within the streetscape and the land east of Soldiers Parade would be subject to future DAs and the design requirements of the Design Guidelines
- inclusion of a landmark building would mirror the approved landmark building in FTC to the south of the site. In addition, any future building would be subject to the tower site criteria in the Design Guidelines and be located in a gateway location, adjacent to the station and the proposed TCN Station Precinct park.

The Department notes that the proposed building heights are generally consistent with the approved (MOD4) building heights within FTC to the south of the site, which range in height from 40 m to 50 m and include a 68 m landmark building.

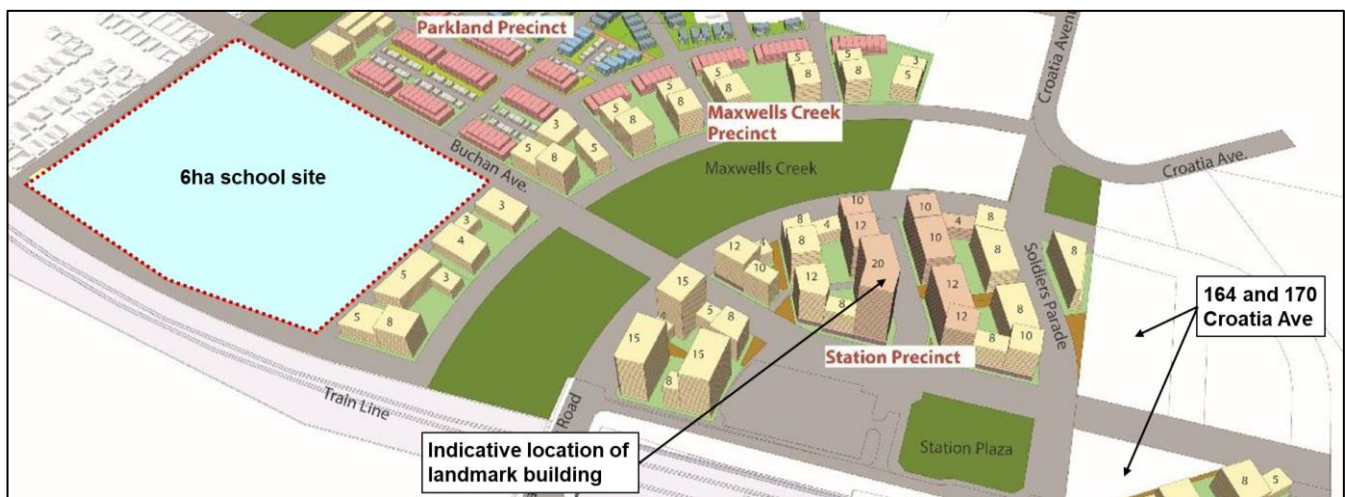


Figure 9 | Massing diagram showing indicative building heights (in storeys) (Base source: Proponent's RtS)

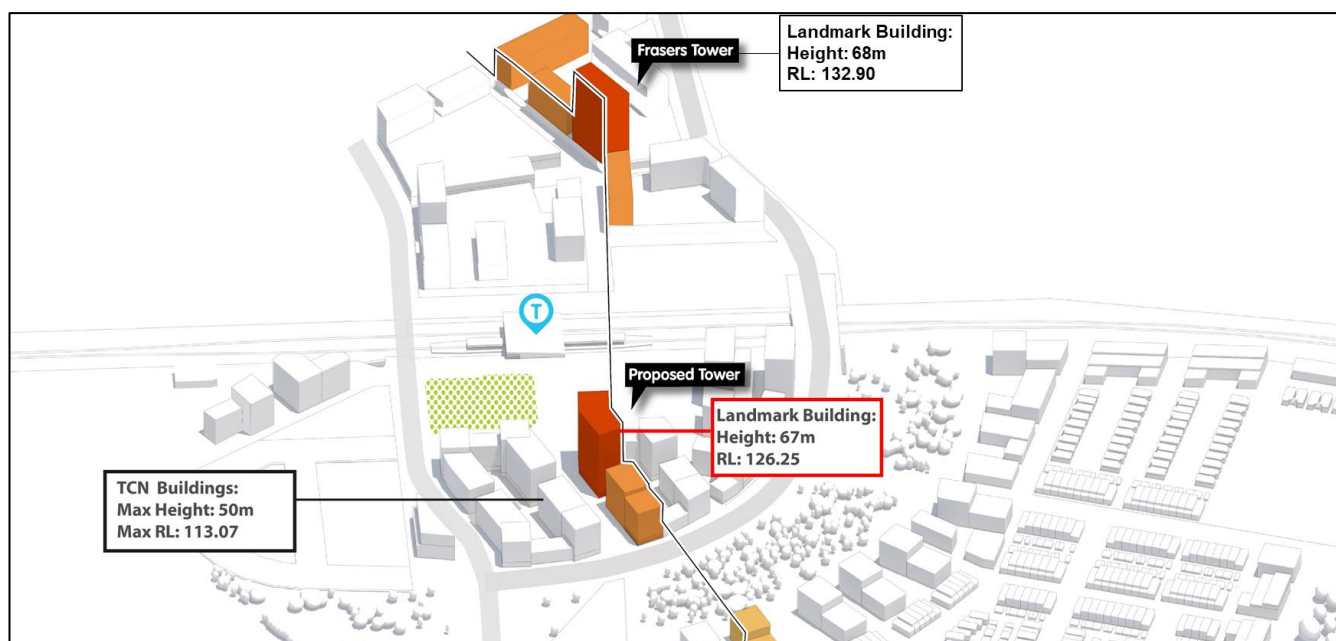


Figure 10 | Scale relationship between the FTC and proposed TCN landmark towers (Source: Proponent's RRFI)

The Department considers the proposed increase in building heights are acceptable as:

- the building heights are stepped down from the Station Precinct to the Maxwells Creek and Parkland Precincts to ensure an appropriate built form transition within TCN and to existing surrounding and future development (Figure 9)
- the inclusion of one landmark building within TCN Station Precinct is appropriate as it:
  - is a similar height (1 m shorter), and acts as an appropriate counterweight to the approved landmark building in FTC (Figure 10)
  - would be surrounded by other mid to high-rise buildings which would ensure an appropriate built form transition, mitigate the height/bulk of the building and enhance the TCN's visual appeal
  - is appropriate that the location of the landmark building be determined at future DA stage and supports the Proponent's Tower Site Criteria
  - would be subject to review by the SDRP in accordance with the DES.
- the 50 m height restriction is appropriately located next to the Edmondson Park train station, within the core Station Precinct of the TCN and adjacent to public open space and parkland
- the variation in building heights allows flexibility to achieve improved urban design and amenity outcomes
- the increases in building height maintain a minimum of 50% direct sunlight to Station Plaza for at least 2 hours on 21 June (mid-winter), and greater access during other months and would not cause adverse overshadowing impacts to existing residential properties

- future DAs and the design of buildings are required to be consistent with the DES and the design and amenity requirements of the Design Guidelines.

The Department has also considered Council's concerns about MacFarlane Road and 164 and 170 Croatia Avenue and considers the proposed heights would not have unacceptable impacts as:

- the site is located south of MacFarlane Road and approximately 40 m away from 164 and 170 Croatia Road and, therefore would not adversely increase overshadowing of those properties
- 12 m and 21 m building heights adjacent to MacFarlane Road are appropriate noting existing buildings are between one and two storeys in height and the 21 m height would frame the eastern boundary of Clermont Park
- the development of the land east of Soldiers Parade would be subject to future DA(s) and the development controls within the Concept Approval, including the Design Guidelines.

The Department's assessment, therefore, concludes the amendments to maximum building heights, including the provision of a landmark building, are acceptable and would have a positive impact on the visual amenity and built form aspects of the TCN.

The Department recommends FEARs requiring future development be consistent with the maximum overall building heights, landmark building height and the Design Guidelines.

## 6.3 Open space

The Concept Approval includes:

- a total of 5.9 ha public open space within TCN, comprising:
  - 4.3 ha for environmental conservation, located between the Maxwell Creek and Station Precincts
  - 1.5 ha of local open space (Claremont and Station Parks)
  - 1000 m<sup>2</sup> of green through site links.
- creation of 150 ha Regional Park located south of the railway corridor. Pedestrian access to the Regional Park from TCN is via footpaths located on the south-western side of the Edmondson Park train station.

After considering the RtS Council has recommended:

- public open space is provided within 200 m of all residential properties
- a pedestrian bridge is provided over the railway corridor connecting the school site / Parkland Precinct to the Regional Park.

In response, the Proponent has stated:

- all surrounding residential properties are within 200 m of public open space (**Figure 11**)



- it has developed safe movement paths between the school site, open spaces and the town centre and considers a pedestrian bridge over the railway corridor to the Regional Park is not required.

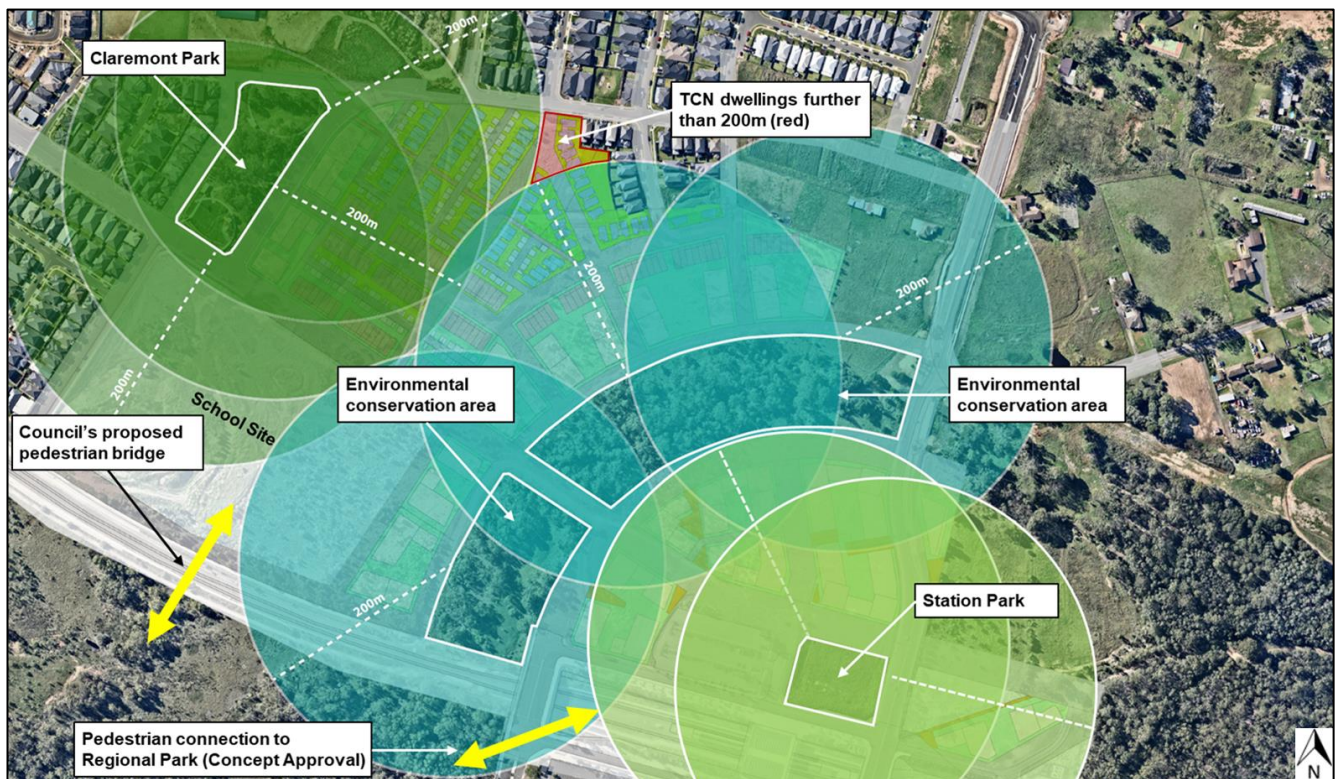


Figure 11 | Public open space location and 200 m catchment radius (Base source: Proponent's RtS)

The Department considers the proposal location of public open space and the distance from residential properties is acceptable as:

- almost all dwellings would be within 200 m radius of open space. The small area that is greater than 200m (Figure 11) is no more than 250 m from open space, which is minor increase that is unlikely to prevent future residents from accessing public open space
- the public open spaces provide extensive and overlapping coverage of most of the site. Most properties are within 200 m to one or more public open spaces
- subject to detailed design, the public open spaces would include high-quality landscaping, be functional, accessible and respond to community needs the school site and Parkland Precinct will have reasonable access to the Regional Park to the south of the railway corridor via the existing at-grade pedestrian and cycle connections through the train station, MacDonald Road and Soldiers Parade.

The Department concludes the proposal provides for sufficient open space that would be conveniently located and accessible to future residents and there is no need to require the Proponent to install an additional pedestrian crossing point from the Parkland Precinct into the



Regional Park on the southern side of the railway corridor as appropriate pedestrian connectivity is provided via the existing Buchan Ave and Macdonald Road bridge.

## 6.4 Traffic and transport

### 6.4.1 Traffic generation and infrastructure upgrades

The application includes a Transport Management and Accessibility Plan (TMAP), which has considered the predicted traffic generation and need for road infrastructure upgrades to address increases in traffic generation associated with the proposed increase in dwelling numbers and non-residential use.

The TMAP estimates the proposal would generate up to 2,147 additional vehicle trips when compared to the Concept Approval (Table 11).

**Table 11** | Comparison between the Concept Approval and proposed vehicle trip generation

Peak	Concept Approval (MOD4) predicted vehicle trips	Proposed predicted vehicle trips	Difference (+/-)
AM	4,403	6,544	+2,147
PM	4,001	5,778	+1,771

The TMAP considered the likely impact of the proposal on the operation of key intersections around the site and concluded that the intersections at Camden Valley Way / Bernera Road / Croatia Avenue, Campbelltown Road / Bernera Road and Campbelltown Road / East Town Centre Street would require upgrades to address likely future reductions in intersection performance (Table 12). The TMAP concluded all other intersections would continue to operate with an appropriate levels of service (LoS).

**Table 12** | Existing and proposed intersection performance

Intersection	Peak	Scenario	LoS	Average Delay (seconds)
Camden Valley Way / Bernera Road / Croatia Avenue	AM	Without Proposal	C	34.4
		With Proposal	F	212.5
		With upgrade	D	52.5
	PM	Without Proposal	C	18.2
		With Proposal	F	119.8
		With upgrade	D	55.3

Intersection	Peak	Scenario	LoS	Average Delay (seconds)
Campbelltown Road / Bernera Road	AM	Without Proposal	D	47.2
		With Proposal	E	54.8
		With upgrade	D	43.8
	PM	Without Proposal	D	54.5
		With Proposal	D	59.2
		With upgrade	D	43.2
Campbelltown Road / East Town Centre Street	AM	Without Proposal	C	32.2
		With Proposal	E	67.7
		With upgrade	C	34.6
	PM	Without Proposal	C	29.1
		With Proposal	F	169.0
		With upgrade	C	35.6

The TMAP recommended the following intersection upgrades to achieve acceptable intersection operation (Table 12):

- amend the signal phasing and timing of the intersection of Camden Valley Way / Bernera Road / Croatia Avenue intersection or alternatively increase the eastbound right turn lane from Camden Valley Way to Croatia Avenue by 80 m and amend the signal phasing and timing during the AM and PM peaks
- provide an additional shared through and left turn short lane (approx. 60 m) on the northern approach of the Campbelltown Road / Bernera Road intersection
- provide an additional right turn lane (approx. 120 m) to the eastern approach and a left turn slip lane to the northern approach of the Campbelltown Road / East Town Centre Street intersection.

TfNSW initially recommended the Applicant's undertake additional modelling to consider the likely impact on the operation of the Camden Valley Way / Bernera Road / Croatia Avenue intersection. Following consideration of the Applicant's updated modelling and proposed road works (above), TfNSW confirmed it raised no objection to the proposal (based on a maximum 2 ha school site) subject to conditions requiring the Applicant to undertake the following intersection upgrades prior to the subdivision of the 1,500<sup>th</sup> dwelling or 31 December 2025, whichever is the sooner:

- Camden Valley Way / Croatia Avenue intersection: extend the eastbound right turn bay by 80 m (from 100 m to 180 m)
- Campbelltown Road / Bernera Road intersection: provide an additional shared through and left

turn short lane in length of 60m on the northern approach

- Campbelltown Road / East Town Centre Street intersection: provide an additional right turn lane in length of 120m on the eastern approach and provision of a left turn slip land on the northern approach

TfNSW stated that the provision of a 6 ha school site comprising a primary and secondary school (rather than 2 ha containing just a primary school) would result in additional traffic impacts, particularly on the two above noted Campbelltown intersections and recommended the Proponent undertake further upgrade works to address the impacts.

Council recommended the Applicant upgrade the TfNSW intersections (Table 12). In addition, Council recommended the following intersections also be upgraded with signals or alternative treatments:

- Camden Valley Way / Ash Road intersection
- MacDonald Road / Bernera Road intersection
- MacDonald Road / Buchan Avenue / Bernera Road intersection.

In response, the Applicant confirmed it agrees to TfNSW's recommended conditions requiring the upgrade of the Camden Valley Way / Croatia Avenue, Campbelltown Road / Bernera Road and East Town Centre intersections.

The Applicant stated the TMAP did not identify that the proposal would have an adverse impact on the operation of the Camden Valley Way / Ash Road intersection. In addition, this is a State road and TfNSW did not recommend this intersection be upgraded. The Applicant confirmed it did not object to the consideration of upgrades to the Macdonald Road intersections (local roads). However, recommended that any upgrades be addressed as part of future development applications.

The Department notes the TMAP's conclusions that the increase in dwelling yield and non-residential use would result in three nearby intersections requiring upgrades to address road network performance (Table 12). The Department has considered the proposal and concludes the proposed upgrades recommended by TfNSW are acceptable and would appropriately address operational traffic impacts. In particular:

- the upgrades would ensure the intersections would continue to operate at an acceptable LoS following the development of the TCN precinct
- conditions are recommended to require the Proponent to upgrade of the Camden Valley Road / Bernera Road and Campbelltown Road / Bernera Road and Campbelltown Road / East Town Centre Street intersections prior to the issue of a subdivision certificate for the 1,500<sup>th</sup> dwelling or 31 December whichever occurs first
- the TMAP did not identify upgrades are necessary to the Macdonald Road intersections.

Notwithstanding this, the Applicant has agreed to consider upgrades as part of future DA(s)

- the Department agrees an upgrade of the Camden Valley Way / Ash Road intersection is not required as TfNSW did not confirm this is necessary following its consideration of the proposal

In response to TfNSW's comments in relation to school traffic impacts, the Department notes that the traffic impacts associated with the construction and operation of the primary and high schools on the school site have been considered as part of the detailed assessment of the SSD applications (Section 1.3).

The Department notes that TfNSW did not raise any concerns about impacts to the State Road network in response to either of these applications. The Department's assessment concluded that the traffic impacts of the schools could be managed subject to conditions requiring school zones, bus zones, pedestrian crossings, no right turns from several roads into Buchan Avenue, construction of a roundabout of Buchan Avenue and East Avenue and implementation of a School Transport Plan.

On this basis, the Department is satisfied that the impacts of the schools have been assessed and no further assessment is required as part of this proposal.

The Department concludes, subject to the upgrade of the three identified intersections (Table 12), the impact of the development on the operation of the surrounding road network can be managed and mitigated.

### 6.4.2 Parking

The EP DCP provides car parking rates for low-density dwellings throughout the Concept Approval site. However, it does not provide specific car parking rates for the TCN (or FTC).

The proposal seeks to introduce maximum car, motorcycle, visitor and service vehicle parking rates for the TCN in the proposed Design Guidelines, as presented in Table 13.

**Table 13** | Proposed parking rates

Land Use	Type	Maximum Parking Rates
Residential and Mixed-Use Apartment and Medium Density Housing Typologies	Studio / one bedroom	One car space per dwelling
	Two bedroom	1.2 car spaces per dwelling
	Three bedroom +	2 car spaces per dwelling
	Visitor / Servicing	1 car space per 10 dwellings 1 motorcycle space per 20 car parking spaces 1 servicing vehicle space per 40 dwellings (max. 4)

Land Use	Type	Maximum Parking Rates
	Bicycle parking	1 space per dwelling
Low-Density Housing		2 spaces per dwelling
Retail	Gross Lettable Floor Area (GLFA)	4.1 car spaces per 100 m <sup>2</sup> of GLFA 1 motorcycle space per 20 car parking spaces
	Servicing	As per the needs of the development
	Bicycle parking	1 space per 10 staff / 200 m <sup>2</sup> retail GFA 1 visitor space per 100 m <sup>2</sup> retail GFA
All other land uses		RMS Guidelines or as justified in a Traffic Impact Assessment

The Proponent contends the above parking rates will encourage the use of public and active transport, as well as reduced car ownership.

Concern was raised in public submissions the modification would not provide for sufficient car parking, would increase parking pressure on surrounding streets and that the existing Edmondson Park Railway Station commuter parking is inadequate.

Council initially raised concern about the impact on commuter car parking, however, it subsequently confirmed the Government's commitment to construct an additional 2,000 space commuter car park has addressed this concern. Council did not provide any specific comments on the proposed car or bicycle parking rates.

The Department notes the proposed maximum car parking rates generally reflect the minimum parking controls identified in the Liverpool and Campbelltown DCP and/or RMS Guide to Traffic Generating Developments.

The Department supports the proposed maximum parking requirements to discourage excessive private vehicle use and promote the use of public transport, walking and cycling while at the same time ensuring sufficient car parking would be provided on-site, acknowledging this is a suburban area where the use of private vehicles is still required. The Department has recommended a FEAR requiring car parking is provided in accordance with the car parking rates.

The Department acknowledges the concerns raised in public submissions about commuter car parking and notes TfNSW:

- has constructed a multi-storey car park south of the station providing for 1,250 spaces (FTC Car Park)
- since the lodgement of this modification application, has constructed a separate multi-storey car



park east of the station (TAHE East) providing for 900 spaces.

Further, the Department considers the proposal is unlikely to create significant additional demand for commuter car parking as:

- all proposed dwellings would be within walking distance of the train station (maximum 650 m)
- once the undeveloped areas north of the station are developed, new and direct pedestrian access from existing residential areas to the station would be provided
- the proposal aims to create walkable and pedestrian friendly neighbourhoods, to encourage existing and future residents to walk, cycle or use another form of active transport to the station rather than drive and create any additional pressure for commuter parking

## 6.5 Local contributions

The Liverpool Development Contributions Plan 2008 – Edmondson Park (Contributions Plan) applies to the site and assumes a future minimum residential density within the TCN ranging from 17 to 38 dwellings per hectare (440 dwellings).

FEAR 1.8 requires the Proponent to enter into a Voluntary Planning Agreement with Council for payment of local infrastructure contributions (in accordance with the Contributions Plan) as part of future subdivision applications.

Public submissions recommended the development be subject to any necessary development contributions and the development should provide for additional community facilities and affordable housing.

Following a lengthy negotiation process with Council, the Proponent submitted a letter of offer to the Minister for Planning and Public Spaces and Council which outlines the terms of a VPA to ensure suitable provision is made for community and public infrastructure to support the proposed uplift in density and dwelling yield across the TCN.

The VPA offer includes an Infrastructure Service Delivery Plan (ISDP) which provides a list of deliverables across the precinct which would be offered by LandCom as monetary contributions, works in kind and land dedication. This includes:

- \$12.6 million contribution for a multipurpose community centre and library
- \$1.5 million contribution for a child care centre
- Land dedication/works in kind for an urban plaza
- Land dedication and works in kind for open space, recreation, drainage and riparian works
- Land dedication and works to local roads and streetscapes

The VPA would exclude future applications from the payment of Section 7.11 contributions.

Council has actively engaged in the VPA negotiations and has advised that in principle the VPA offer would provide for essential infrastructure delivered by the proponent, which would benefit the Edmondson Park community.

The Department has carefully considered the Proponent's letter of offer and the advice provided by Council. The Department is satisfied that the community infrastructure which would be delivered through a VPA would be a significant benefit to the Edmondson Park community and would support the proposed uplift in dwelling yield up to 3,030 dwellings.

The Department notes that while Council has been active in the VPA negotiations, there is the risk that a VPA may not be formally agreed by Council and executed in a timely manner to allow housing delivery in Edmondson Park. For this reason, the Department recommends that a mechanism be provided for the Minister to enter into a VPA with Landcom, should the VPA not be finalised within 12 months.

The Department also notes that a number of development applications are currently under assessment by Council, awaiting determination of this application. To ensure that the VPA finalisation process does not unreasonably delay the determination of these applications, the Department supports a request from Landcom to allow these applications to pay contributions in accordance with the relevant Contributions Plan until such time as the VPA is finalised. The Department recommends that this is limited to a maximum of 754 dwellings to provide surety that the VPA will be finalised in an appropriate timeframe and that community infrastructure will be provided to support the delivery of a high density precinct in the TCN.

The Department has therefore recommended a term of approval requiring:

- the Proponent to enter into a VPA with Council and the Minister consistent with the letter of offer within 12 months or before the determination of any future development application for a cumulative total of 755 or more dwellings across the TCN, whichever occurs sooner
- if a VPA is not entered into within 12 months, the Proponent must enter into an agreement with the Minister in accordance with the letter of offer
- any DA involving construction of dwellings (up to a maximum of 754 dwellings) prior to execution of the VPA is liable for contributions under the relevant Contributions Plan.

The Department also recommends existing condition 1.8 which requires future DAs to include a VPA offer, be deleted as this is now redundant as the VPA offer is secured as part of the Concept Plan.

## 6.6 Other issues

The Department's consideration of other issues is summarised in Table 14 below.

**Table 14** | Assessment of other issues

Issue	Findings and conclusions	Recommended conditions
<b>Amendment to the size of the school site</b>	<ul style="list-style-type: none"> <li>• The Concept Approval currently identifies an 8 ha site within the TCN for a primary and secondary school (Error! Reference source not found.).</li> <li>• The proposal seeks to reduce the size of the school from 8 ha to 6 ha, for a co-located primary (2 ha) and secondary school (4 ha), with the remaining 2 ha to be used for general residential use.</li> <li>• Public submissions and the State MP objected to any reduction in the size of the school site, on the basis of the lack of schools in the area. Council initially objected to the reduction in the size of the school site. Council also recommended a combined day care and after school facility should be provided.</li> <li>• Over the course of the assessment, Schools Infrastructure confirmed that only 6 ha is required for a primary and high school in Edmondson Park and two SSD approvals (Section 1.3.3) have been granted for: <ul style="list-style-type: none"> <li>◦ A primary school occupying 2 ha of the site has been recently constructed</li> <li>◦ A high school occupying 4 ha of the site was approved in October 2024.</li> </ul> </li> <li>• On this basis, the Department supports the reduction of the school site from 8 to 6 ha as it is consistent with the two approvals issued for the primary and high school, meets Schools Infrastructure requirements and would allow the residual land to be used for additional residential development.</li> <li>• The Department notes Council's comments about day care and after school facilities. The State Environmental Planning Policy (Transport and Infrastructure) 2021 includes design guidelines requiring new school developments provide for community use of new school facilities. The Department is satisfied that the future development of the school site would provide for appropriate community uses, which could include daycare, out-of-hours care and shared-use facilities.</li> </ul>	No additional conditions or amendments to existing conditions necessary.
<b>Affordable housing</b>	<ul style="list-style-type: none"> <li>• Council and public submissions consider that the proposal should include affordable housing.</li> <li>• The proposal does not specifically propose affordable housing,</li> </ul>	No additional conditions or amendments to

Issue	Findings and conclusions	Recommended conditions
	<p>however, the proponent notes that:</p> <ul style="list-style-type: none"> <li>○ it will deliver affordable housing in line with Landcom's Housing Policy which targets at least 10% of new homes across its portfolio of projects in metropolitan areas are affordable</li> <li>○ the existing Statement of Commitments includes a commitment for 5% of the total housing for moderate-income housing, which is a form of affordable housing.</li> <li>• The Department is satisfied that the existing statement of commitment and Landcom's policy provide sufficient commitment to affordable housing. Further, on 24 October the Department issued SEARs for an SSD application to be lodged by Landcom for 58 affordable housing units within Block 24 in the TCN. This project demonstrates the Applicant's commitment to providing affordable housing within the TCN, which represents nearly 2% of the total yield of the TCN of 3,030 dwellings.</li> </ul>	existing conditions necessary.
Public Domain Plan	<ul style="list-style-type: none"> <li>• The proposal includes a TCN Public Domain and Landscaping Plan (PDLP), which outlines the design rationale and principles for public domain, open space, street networks and character and pedestrian and cycle connectivity. The design rationale is consistent with the design principles in the Design Guidelines and includes: <ul style="list-style-type: none"> <li>○ public open space including the Station Park, Maxwells Creek, school site open space and streetscapes</li> <li>○ an indicative design for the Station Park, in the Station Precinct, including landscaping, active and passive uses and offerings for the community, social interaction and children</li> <li>○ a focus on interaction with the adjacent bushland, in the Maxwells Creek Precinct</li> <li>○ a series of local streets and laneways providing secondary green connections, in the Parkland Precinct</li> <li>○ indicative details of hard and soft material treatments, seating, bike racks and public art.</li> </ul> </li> <li>• Council did comment on the PDLP.</li> </ul>	The Department has recommended a FEAR requiring future development be carried out in accordance with the PDLP.

Issue	Findings and conclusions	Recommended conditions
	<ul style="list-style-type: none"> <li>The Department supports the PDLP as:               <ul style="list-style-type: none"> <li>it establishes an appropriate strategic framework for the future development of public domain, parkland, open space and streetscapes which will form part of future development applications it will ensure a sufficient quantity and quality of open space is delivered to support the proposed population increase</li> <li>the VPA offer and ISDP includes dedication/works to provide open space and recreation facilities for the precinct.</li> </ul> </li> </ul>	
Amendments to road layouts	<ul style="list-style-type: none"> <li>The modification includes revisions to the TCN road layouts, including:               <ul style="list-style-type: none"> <li>new, realigned and removed roads within all precincts</li> <li>amendment of the road network hierarchy</li> <li>creation of a pedestrian laneway between Parkland and Maxwell Creek Precincts.</li> </ul> </li> <li>Council and TfNSW did not provide any comments on the revised road layouts.</li> <li>The Proponent has stated the refinements to the road layout simplifies the local road network, improve connections throughout the site and to adjoining local street network, provide maximum permeability and legibility through visual and physical connections to key destinations.</li> <li>The Department supports the revised road layout as it:               <ul style="list-style-type: none"> <li>retains the key north-south (Croatia Avenue / Macdonald Street) and east-west (town centre main street / sub arterial road) roads connecting the precinct to the neighbouring residential areas</li> <li>provides for a more regular pattern of roads and easily navigated pedestrian routes through TCN to the station</li> <li>removes redundant roads and provides new roads with strong visual links to the Station, open spaces and the regional parkland</li> <li>simplifies the Station Precinct road network to remove redundant laneways in the Station Precinct and provide new laneways within the Maxwell Creek and Parkland Precincts</li> </ul> </li> </ul>	No additional conditions or amendments to existing conditions necessary.



Issue	Findings and conclusions	Recommended conditions
	<p>to facilitate medium density developments</p> <ul style="list-style-type: none"> <li>The Department also notes key intersections would be upgraded as discussed in Section Error! Reference source not found.. In addition, the final design of the internal road network, including proposed traffic signals will require future assessment and approval by Council, in consultation with TfNSW.</li> </ul>	
Bushfire protection	<ul style="list-style-type: none"> <li>FEARs 1.9 and 1.24(e) require future DA(s) demonstrate compliance with the requirements of the PBFP (2006).</li> <li>The proposal seeks to reduce the APZ located east of the school site fronting Maxwells Creek bushland from 50 m to 15 m to reflect the requirements of the revised PBDP (updated 2019).</li> <li>RFS confirmed it did not object to the modification subject to future developments complying with the current PFBP (2019) and conditions relating to APZ, public road access and utilities. The Proponent confirmed it does not object to RFS' recommended conditions.</li> <li>The Department notes the proposed 15 m APZ is consistent with the current PBDP (2019) APZ requirement and, therefore, supports the reduced APZ (from 50 m to 15 m).</li> <li>The Department notes FEARs 1.9 and 1.24(e) refer to the now superseded PBFP (2006). The Department notes RFS' acceptance of the Proponent's bushfire response for the site is based on the requirements of the current PBFP. The Department, therefore, recommends FEAR 1.24(e) be updated to refer to the current PBFP (2019).</li> <li>The Department accepts RFS' advice on bushfire protection and recommends RFS' conditions accordingly.</li> </ul>	The Department has recommended FEARs 1.9 and 1.24(e) be updated to refer to the current version of the PFBP.
WSUD	<ul style="list-style-type: none"> <li>FEAR 1.21(b) requires future DAs to provide details of water sensitive urban design (WSUD). The modification includes a Water Cycle Management Strategy report (WCMS) which includes concept WSUD strategies for the site to manage drainage and flooding.</li> <li>Council initially raised concerns with the WCMS. However, following consideration of the RRFI Council no longer raised</li> </ul>	The Department recommends Modification 1.21(b) be updated to require future DAs to consider the recommendations of

Issue	Findings and conclusions	Recommended conditions
	<p>any concerns with this aspect of the proposal.</p> <ul style="list-style-type: none"> <li>• The Proponent has confirmed the modification would not result in an increase in impermeable areas and therefore would not result in an increase in stormwater flows, runoff characteristics or the regional basin's performance.</li> <li>• The Department is satisfied the proposal has adequately demonstrated the proposal would not result in any significant changes to the Concept Approval site hydrology and the WCMS establishes appropriate WSUD to be considered as part of future DAs.</li> </ul>	the WCMS.
Construction impacts	<ul style="list-style-type: none"> <li>• FEAR 1.24(a) requires future DAs include a detailed assessment of construction impacts and identify management and mitigation measures to address any impacts.</li> <li>• Concern was raised in public submissions about the potential general construction, pollution, noise and safety impacts that may arise during the construction phase(s) of future developments on the site.</li> <li>• The Department notes the proposal does not include any amendments to FEAR 1.24(a). The Department is satisfied, subject to FEAR 1.24(a), construction impacts associated with future developments can be appropriately managed and mitigated.</li> </ul>	No additional conditions or amendments to existing conditions necessary.
Utilities	<ul style="list-style-type: none"> <li>• FEAR 1.24(g) require future development applications to demonstrate existing and planned utilities are sufficient to service the proposed development.</li> <li>• The modification includes a concept Utilities Infrastructure Assessment Report, which concludes that existing services are adequate or can be amplified to accommodate the proposed development.</li> <li>• Concern was raised in public submissions there is insufficient capacity within existing utilities (water / electric) to accommodate the development.</li> <li>• Endeavour Energy and Sydney Water did not raise any objections subject to appropriate consideration as part of future DAs.</li> </ul>	No additional conditions or amendments to existing conditions necessary.

Issue	Findings and conclusions	Recommended conditions
	<ul style="list-style-type: none"> <li>The Department notes the modification does not propose to amend FEAR 1.24(g). The Department concludes future DAs would, therefore, be required to demonstrate development and are provided with appropriate utility connections.</li> </ul>	
Impacts to 190 Croatia Avenue	<ul style="list-style-type: none"> <li>The owner of 190 Croatia Avenue (the Aland Site) raised concerns about the traffic impact of the school site on the development on its site and that the Aland Site is shown as open space on the application drawings.</li> <li>The Proponent has stated any future development of the Aland Site would be subject to separate development application(s) and the site is located outside the Concept Plan site boundary.</li> <li>The Department notes the potential development of the Aland Site would be subject to its own traffic assessment and mitigation measures as part of Council's consideration of any future DA(s). In addition, the Aland Site is located outside the Concept Plan boundary and is therefore subject to the land-use controls of the LLEP (R1 General Residential zone and RE1 Public Recreation zone).</li> </ul>	No additional conditions or amendments to existing conditions necessary.
Impacts to 164 and 170 Croatia Avenue	<ul style="list-style-type: none"> <li>The owner of 164 and 170 Croatia Avenue (the Bathia Group Site) has requested the Concept Plan boundary be extended to include the Bathia Group Site and that proposed building height limits also be applied to the site.</li> <li>The Proponent has stated the owner of the Bathia Group Site has been aware of the Proponent's proposal since 2017 and it would be unreasonable to require the application be amended at this late stage, noting potential delay and cost implications.</li> <li>The Department notes the Bathia Group Site is privately owned and capable of being development independently of the Concept Approval. In addition, the proposal would not impact on the amenity of the Bathia Group Site as summarised at Section 6.2.2.</li> <li>The Department agrees with the Proponent that it would be unreasonable to require such an amendment at this late stage of the process. The Department also notes the owner of the Bathia Group Site can pursue the development of its site via separate planning processes with Council.</li> </ul>	No additional conditions or amendments to existing conditions necessary.

Issue	Findings and conclusions	Recommended conditions
Boundary adjustment	<ul style="list-style-type: none"> <li>• The proposal seeks approval to amend the Concept Approval site boundary to include the 2.5 ha OSL land within the TCN.</li> <li>• The Department notes the amendment would ensure the Concept Approval and WPC SEPP site boundaries are consistent.</li> <li>• The Department considers the proposed amendment to be administrative in nature and is acceptable.</li> </ul>	No additional conditions or amendments to existing conditions necessary.
Public exhibition	<ul style="list-style-type: none"> <li>• Concern was raised in the petition the public exhibition was inadequate and its timing relating to holidays and the NSW election were inappropriate.</li> <li>• The Department publicly exhibited the Proponent's EA from 7 November 2018 to 4 December 2018 and the Proponent's RtS from 10 September 2020 to 23 September 2020 (Section 5). On both occasions, letters were sent to adjoining landowners, and notices were published in local papers. The Department is satisfied that the public was provided with sufficient opportunity to comment on the proposal and has considered all submissions received in response to the exhibition, including late submissions received outside the public exhibition period.</li> </ul>	No additional conditions or amendments to existing conditions are necessary.
Property value	<ul style="list-style-type: none"> <li>• Concern was raised in public submissions the proposal would have an adverse impact on property values.</li> <li>• The Department has undertaken a detailed merit assessment of the proposal and is satisfied it would not result in any unreasonable amenity impacts on adjoining properties.</li> </ul>	No additional conditions or amendments to existing conditions are necessary.
Subsequent modifications	<ul style="list-style-type: none"> <li>• Concern was raised in public submissions that future modifications could be made to the Concept Approval.</li> <li>• The EP&amp;A Act allows for the Minister's approval to be modified, and any future modifications would be assessed on their merits.</li> <li>• The Department has assessed the current proposal on its merits, having regard to the impacts of the proposal and issues raised in submissions. The Department concludes, as discussed in this report, the proposed modification is acceptable.</li> </ul>	No additional conditions or amendments to existing conditions are necessary.
Statement of Commitments	<ul style="list-style-type: none"> <li>• The Proponent proposes to amend, delete and insert new Statements of Commitment (SoC). Council has not provided any</li> </ul>	The Department recommends the

Issue	Findings and conclusions	Recommended conditions
	<p>comments on the proposed changes to the SoC.</p> <ul style="list-style-type: none"> <li>The Department has considered these changes to the SoC in <b>Appendix E</b> and supports the changes as they are minor, administrative and/or reflect the changes assessed as part of this modification application.</li> </ul>	<p>revised Statement of Commitments form part of the approval.</p>



## 7 Evaluation

The Department has assessed the proposed modification in accordance with the relevant requirements of the EP&A Act. The Department has carefully considered the issues raised in the submissions and the response to those issues provided by the Proponent and concludes that the proposal is acceptable as:

- it is consistent with the Housing Accord, Region Plan and Western City District Plan, as it would increase housing choice and diversity within a master-planned estate near public transport, employment opportunities, shops and services
- the site is within walking distance of Edmondson Park station and the proposed increase in residential density supports the principles of transport-oriented development, will enable built form consistent with the adjoining Frasers Tower Centre (FTC) precinct and would not result in adverse visual, overshadowing or any other amenity impacts within the site or neighbouring sites
- the introduction of a Design Excellence Strategy would ensure future developments achieve design excellence
- the design guidelines, are considered appropriate in place of a development control plan, as they would ensure future developments achieve a high standard of design and amenity
- all residential properties would be located within convenient walking distance (200-250 m) of a public open space and adequate pedestrian access is provided between TCN and the Regional Park
- the increase of up to 2,147 vehicle trips during peak periods would be adequately mitigated by proposed upgrades to three key intersections at Camden Valley Way and Campbelltown Road
- the proposed car, motorcycle and bicycle parking rates are based on existing controls within the local area and would discourage excessive private vehicle use and encourage sustainable modes of transport
- the Proponent's offer to enter into a Planning Agreement and ISDP ensures that adequate local infrastructure will be provided to support the proposed increase in dwellings in TCN.

The Department's assessment concludes the modification request is approvable, subject to the recommended amendments to conditions (**Appendix D**).

## 8 Recommendation

It is recommended that the Deputy Secretary, Development Assessment and Sustainability, as delegate of the Minister for Planning and Public Spaces:

- **considers** the findings and recommendations of this report
- **determines** that the modification to the Edmondson Park South concept plan (MP 10\_0118 MOD 5) falls within the scope of section 75W of the EP&A Act
- **accepts and adopts** all of the findings and recommendations in this report as the reasons for making the decision to approve the modification
- **modifies** the consent MP 10\_0118
- **signs** the attached approval of the modification (Appendix D).

Recommended by:



Anthony Witherdin  
Director  
Key Sites and TOD Assessments

Recommended by:



Ben Lusher  
Executive Director  
Housing & Key Sites Assessments

## 9 Determination

The recommendation is adopted by:

A handwritten signature in black ink, appearing to read 'David Gainsford', written in a cursive style.

David Gainsford

Deputy Secretary

Development Assessment and Sustainability

(as delegate of the Minister for Planning and Public Spaces)

# Glossary

Abbreviation	Definition
AHD	Australian Height Datum
ADG	The Apartment Design Guide accompanying the State Environmental Planning Policy (Housing) 2021
BCA	Building Code of Australia
CIV	Capital Investment Value
Concept Approval	Concept plan application (MP10_0118), approved 18 August 2011 (as modified)
Contributions Plan	Liverpool Development Contributions Plan 2008 – Edmondson Park
Council	Liverpool City Council
Department	Department of Planning, Housing and Infrastructure
DoE	Department of Education
DES	Design Excellence Strategy
DCP	Development Control Plan
EA	Environmental Assessment
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EP&A Regulation	Environmental Planning and Assessment Regulation 2000
EPI	Environmental Planning Instrument
ESD	Ecologically Sustainable Development
FEAR	Future Environmental Assessment Requirement
FTC	Frasers Town Centre
FSR	Floor space ratio
GANSW	Government Architect NSW
GFA	Gross floor area
ha	Hectares

Abbreviation	Definition
LLEP	Liverpool Local Environmental Plan 2008
Minister	Minister for Planning and Public Spaces
OSL	Office of Strategic Lands
RtS	Response to Submissions
SEARs	Planning Secretary's Environmental Assessment Requirements
Planning Secretary	Secretary of the Department of Planning, Industry and Environment
PDLP	Public Domain and Landscaping Plan
PfBP	Planning for Bushfire Protection 2006 / 2018
WPC SEPP	State Environmental Planning Policy (Precincts – Western Parkland City) 2021
STOP Regulation	Environmental Planning and Assessment (Savings, Transitional and Other Provisions) Regulation 2017
TCN	Town Centre North
TfNSW	Transport for NSW
VPA	Voluntary planning agreement
WiK	Works in kind

## Appendices

### Appendix A – List of referenced documents and supporting information

The following supporting documents and information can be found on the Department's website:

1. Environmental Assessment

[http://majorprojects.planning.nsw.gov.au/index.pl?action=view\\_job&job\\_id=8607](http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=8607)

2. Submissions

[http://majorprojects.planning.nsw.gov.au/index.pl?action=view\\_job&job\\_id=8607](http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=8607)

3. Proponent's Response to Submissions



[http://majorprojects.planning.nsw.gov.au/index.pl?action=view\\_job&job\\_id=8607](http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=8607)

#### 4. Proponent's Supplementary Response to Submissions and Additional Information

[http://majorprojects.planning.nsw.gov.au/index.pl?action=view\\_job&job\\_id=8607](http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=8607)

## Appendix B – Concept Approval and modifications

On 18 August 2011, the PAC approved the Concept Plan and Stage 1 works, which comprised:

- 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 30m in height within 300 m of the proposed station
- protection of approximately 150 ha 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 Street Quentin Oval
- upgrade of Campbelltown Road with a maximum road width of 38.8m 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
- associated infrastructure.

The PAC also approved Stage 1 works comprising remediation works, demolition, construction and use of a temporary sales office and temporary signage.

The development consent has been the subject of nine modification applications and has been modified on five occasions as summarised at Table 15.

**Table 15 | Summary of Modifications**

MOD No.	Summary of modifications	Consent Authority	Type	Approval Date
MOD 1	Changed timing of a remediation rehabilitation plan	Department	75W	27 Jan 2012

MOD No.	Summary of modifications	Consent Authority	Type	Approval Date
MOD 2	Changed sales and information centre location and five year extension for its operation, and entry signage at Campbelltown Road entry	Department	75W	25 Jan 2017
MOD 3	Provide for the decommissioning, demolition and remediation works of the former sewage treatment plans without the need for further environmental assessment.	Planning Assessment Commission	75W	12 Oct 2017
MOD 4	Modify the Town Centre Core to introduce a maximum gross floor area (GFA) limit of 145,025 m <sup>2</sup> , increase the maximum building height from 30 m to 67.4 m and increase the approximate number of dwellings from 912 to 1,884, car parking rates, road network changes, new design guidelines and a public domain plan.	Planning Assessment Commission	75W	12 Oct 2017
MOD 6	Redistribute gross floor area (GFA) within the town centre core, without increasing the total GFA, height or number of dwellings for the town centre.	Department	75W	6 Mar 2018
MOD 7	Additional GFA within the town centre to accommodate a school use	-	75W	Withdrawn
MOD 8	Reduce the car parking rate for two bedroom apartments in the Frasers Town Centre core.	Independent Planning Commission	75W	Refused 8 Nov 2019
MOD 9	Amend the car parking rate for two bedroom apartments in the Frasers Town Centre core.	-	75W	Withdrawn
MOD 10	Increase of 350 dwellings within Precinct 3 and amendments to the road network.	-	75W	Withdrawn
MOD 11	Amendment to Frasers Town Centre Design Guidelines, Public Domain Plan and other amendments	Department	75W	6 May 2022

MOD No.	Summary of modifications	Consent Authority	Type	Approval Date
MOD 12	Introduction of a high school into the North-West quadrant of the Frasers Town Centre and other amendments	-	75W	Withdrawn
MOD 13	Residential development on Lot 2, DP 1200987	-	75W	SEARs issued 20 June 2023

## Appendix C – Summary of the consideration of issues raised in submissions

The Department received 138 submissions from the public. A summary of the consideration of the issues raised in submissions is included in Table 16.

Table 16 | Community views and consideration

Issue	Consideration
Infrastructure and community services and developer contributions	<p><i>Assessment</i></p> <ul style="list-style-type: none"> <li>The Proponent has provided a letter of offer to enter into a VPA with Council and the Minister for Planning. The letter of offer includes an ISDP which provides a list of deliverables across the precinct which would be offered by Landcom as monetary contributions, works in kind and land dedication. This offer includes: <ul style="list-style-type: none"> <li>\$12.6 million contribution for a multipurpose community centre and library</li> <li>\$1.5 million contribution for a child care centre</li> <li>Land dedication/works in kind for an urban plaza</li> <li>Land dedication and works in kind for open space, recreation, drainage and riparian works</li> <li>Land dedication and works to local roads and streetscapes</li> </ul> </li> <li>The VPA would exclude future applications from the payment of Section 7.11 contributions.</li> <li>The Department is satisfied that the community infrastructure which would be delivered through a VPA would be a significant benefit to the Edmondson Park community and would support the proposed uplift in dwelling yield up to 3,030 dwellings.</li> </ul> <p><i>Recommended Conditions</i></p> <ul style="list-style-type: none"> <li>The Proponent to enter into a VPA with Council and the Minister consistent with the letter of offer within 12 months or before the determination of any future development application for a cumulative total of 755 or more dwellings across the</li> </ul>

Issue	Consideration
	<p>TCN, whichever occurs sooner</p> <ul style="list-style-type: none"> <li>• If a VPA is not entered into within 12 months, the Proponent must enter into an agreement with the Minster in accordance with the letter of offer</li> <li>• Any DA involving construction of dwellings (up to a maximum of 754 dwellings) prior to execution of the VPA is liable for contributions under the relevant Contributions Plan.</li> <li>•</li> </ul>
Density	<p><i>Assessment</i></p> <ul style="list-style-type: none"> <li>• The proposal includes an increase of dwellings to 3,030 and GFA by 2,075 m<sup>2</sup>.</li> <li>• The Department has considered density at Section 6.2 and concludes that the increase in density is acceptable as: <ul style="list-style-type: none"> <li>◦ the highest density is provided within the core of the TCN,</li> <li>◦ varied maximum TCN Station Precinct GFAs results in improved urban outcomes</li> <li>◦ increased building heights would have positive visual and built form impacts</li> <li>◦ the Concept Approval controls and the Design Guidelines ensure an acceptable overall design that would not result in adverse amenity impacts</li> <li>◦ the proposal would not result in any significant traffic impacts.</li> </ul> </li> </ul> <p><i>Recommended Conditions</i></p> <ul style="list-style-type: none"> <li>• Future developments must be carried out in accordance with the maximum dwelling and GFA controls.</li> </ul>
Traffic and parking	<p><i>Assessment</i></p> <ul style="list-style-type: none"> <li>• The proposal would result in up to 2,147 additional vehicle trips during peak periods. The proposal also seeks to establish parking rates for the TCN. The Department has considered traffic and parking impacts at Section 6.5.</li> <li>• The TMAP confirms the predicted increase in traffic would have an adverse impact on the operation of three intersections at Camden Valley Way and Campbelltown Road. To address these impacts the Applicant proposes intersection upgrades, including the extension and provision of new turning lanes.</li> <li>• The Department has considered the proposal and TfNSW's recommendations and concludes the recommended TfNSW upgrades are acceptable and would appropriate address operational traffic impacts.</li> <li>• The Department supports the proposed maximum parking requirements to discourage excessive private vehicle use and dependency, promote use of public transport, walking and cycling while ensuring sufficient car parking would be</li> </ul>

Issue	Consideration
	<p>provided on-site, acknowledging this is a suburban area where there is a reliance on private vehicles</p> <p><i>Recommended Condition</i></p> <ul style="list-style-type: none"> <li>• Future development must provide car parking in accordance with the car parking rates and the three intersections at Camden Valley Way and Campbelltown Road be upgraded prior to the subdivision of the 1,500<sup>th</sup> lot or thr 31 December 2025, whichever is the sooner.</li> </ul>
Building heights	<p><i>Assessment</i></p> <ul style="list-style-type: none"> <li>• The proposal seeks to increase building heights within the TCN and include a landmark building. The Department has considered the proposed increase in building heights at <b>Section 6.3.2</b>.</li> <li>• The Department considers the proposed increase in building heights are acceptable as they are stepped down from the Station Precinct to the Maxwells Creek and Parkland Precincts to ensure an appropriate built form transition within TCN and to existing surrounding and future development. Further, building heights are strategically located within the precinct, support good urban design principles and would have appropriate visual impacts.</li> <li>• The inclusion of a landmark building is considered acceptable as it is similar in height to the approved landmark building within FTC and its design would be subject to review by the SDRP.</li> </ul> <p><i>Recommended Condition</i></p> <ul style="list-style-type: none"> <li>• Future developments must be carried out in accordance with the maximum overall building heights, landmark building height and the Design Guidelines.</li> </ul>
Construction impacts	<p><i>Assessment</i></p> <ul style="list-style-type: none"> <li>• FEAR 1.24(a) requires future DAs include a detailed assessment of construction impacts and identify management and mitigation measures to address any impacts.</li> <li>• The Department notes the proposal does not include any amendments to FEAR 1.24(a). The Department is satisfied, subject to FEAR 1.24(a), construction impacts associated with future developments can be appropriately identified and managed and mitigated.</li> </ul>
Open space and parks	<p><i>Assessment</i></p> <ul style="list-style-type: none"> <li>• The Concept Approval includes 5.9 ha public open space within the TCN. The Department has considered the adequacy of public open space at <b>Section 6.4</b>.</li> <li>• The Department's assessment notes almost all dwellings are located within a 200 m radius of open space and future open spaces includes high quality landscaping. The</li> </ul>



Issue	Consideration
	Department therefore concludes the proposal provides for sufficient open space that would be conveniently located and accessible to future residents.
Size of the school site	<p><i>Assessment</i></p> <ul style="list-style-type: none"> <li>The proposal seeks to reduce the size of the school site from 8 ha to 6 ha. The Department has considered the reduction in the school site size at Section 6.5.</li> <li>The Department notes the DoE has confirmed a reduction in the size of the school site to 6 ha is consistent with its requirements for a primary and secondary school.</li> <li>The Department concludes the proposed revised school site size is acceptable. In addition, traffic impacts associated with the future secondary school would be considered and addressed as part of future detailed SSD application(s).</li> </ul>

## Appendix D – Recommended instrument of modification

The recommended instrument of modification can be found on the Department's website:

[http://majorprojects.planning.nsw.gov.au/index.pl?action=view\\_job&job\\_id=8607](http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=8607)

## Appendix E – Department's consideration of the revised Statement of Commitments

**Table 17** | Consideration of the proposed deleted, amended and new SoCs

SoC Amendment	Proponent's justification	Department's consideration
Insert new SoC 7b 'Local Infrastructure Contributions'	Confirms Landcom will enter into the VPA with Council in accordance with the VPA offer.	<b>New SoC supported.</b> The SoC reinforces the Department's recommended conditions requiring the Proponent to enter into a VPA with Council.
Delete SoC 11 'Urban Design / Controls'	This SoC is no longer necessary as the application does not propose to prepare a TCN DCP and instead proposes Design Guidelines and a Public Domain and Landscape Plan.	<b>SoC deletion supported.</b> The proposed modifications to the Concept Approval results in this SoC being redundant.
Update SoC 71 'Social / Community'	Clarifies 20% of dwellings would be Silver Level universal design dwellings in accordance with Landcom Housing Affordability and Diversity Policy	<b>SoC updates supported.</b> These changes are minor / administrative in nature.

SoC Amendment	Proponent's justification	Department's consideration
Delete SoC 34 'Sustainability'	The Proponent no longer proposes to create a community garden.	<b>SoC deletion supported.</b> The VPA offer and ISDP include contributions for community infrastructure including a community centre/library and plaza.
Updated SoCs - 13 'Urban Design / Controls' - 38 'Engineering Infrastructure' - 43 'Drainage' - 66 'Bushfire' - 83 'Acoustic'	Updates replace or add new report and documents references relating to this modification.	<b>SoC updates supported.</b> These changes are minor / administrative in nature.
Updated SoCs - 31 'Sustainability' - 73 'Social/Community'	Replaces redundant references to 'Urban Growth NSW' with 'Landcom'	<b>SoC updates supported.</b> These changes are minor / administrative in nature.