

Summary

Schools - Current land reservation to both primary and high school must not be removed. Excess land must be retained / reserved for other community purpose and not for more residential subdivision.

Transport – Consider improving the last mile access to transport hub for residents.

Community Amenities – Consider allocating space providing basic and necessary amenities and services for residents.

Commercial - Consider allocating space providing commercial services for residents.

Protection against future modification – Consider adding some protection against future modification or major changes to the approved concept plans.

Education & Schools

- No primary school in area
 - Was told to go to Prestons Public School (7.7km away)
- No Secondary School in area
 - Was told to go to Casula High School (5.3km away)

Residents were promised two schools in the suburb, one primary and one high school. The school was originally proposed to be a combined primary and high school servicing k-12 years. The original concept plan catered for this plan, with the site reserved for this purpose.

However, the reserved site has now been reduced, with only primary school proposed and no reference to any high school at all.

If this land reservation is removed and subdivided and sold for residential purposes, there will be no more land available for schools and other community facilities in the future.

Excess land can be dedicated to Liverpool Council for building community centres, library and other facilities.

The most current source of information, <https://www.schoolinfrastructure.nsw.gov.au> states that two schools (one primary and one high school) will be in Edmondson Park.

- <https://www.schoolinfrastructure.nsw.gov.au/projects/n/New-high-school-in-Edmondson-Park.html>
- <https://www.schoolinfrastructure.nsw.gov.au/projects/n/New-primary-school-in-Edmondson-Park.html>

It would be silly to remove any land reservation for these two schools at this time.

School Site



| Before | After |
|---|---|
| Large site reserved for school Both Primary and High school at this location | Small site No reference to high school |

This “MP10_ 0118 MOD 5 - Edmondson Park Concept Plan” appears to change the original concept plan to remove any reference to the proposed k-12 school. This should not be allowed.

Transport and Accessibility

Landcom and UrbanGrowth as agency of NSW government has the responsibility to provide easy access to public transport or car parking for NSW residents so that they can have easy access to public transport and be less reliant on private transport.

Last mile options and the difficulty faced by residents

While Edmondson Park Station generally has excellent transportation links to various destinations in NSW, residents have difficulty getting from their starting location (**HOME**) to a transportation network (**STATION**).

For many residents, their only options are to reach for the car. The following describes the various “Last mile” options available to residents and their difficulties faced.

- a. No Road (walking) access to station for pedestrians from their home.
 - a. There was a walking path but Landcom / Urbangrowth has blocked access to it by erecting fences.

- b. The only Regular Bus service (869) does not service the Entire Edmondson Park Estate.
- c. On Demand buses only operate limited hours and limited areas. The service only operates one way to the station in the morning and the reverse direction in the evening. In addition, it also requires app/mobile internet connection to make a booking. Access to this service for certain group of people impossible.
 - a. Persons who travel between 9am to 4pm has no access
 - b. Persons who travel between 8pm to 6am as no access
 - c. Persons who travel on weekends has no access
 - d. Persons who have no access to mobile internet has no access
 - e. Persons who live outside the defined area has no access
- d. Insufficient car parking space after 7am on weekdays. (This is a well-known issue raised many times in various platforms)

Possible Road Access urgently required. Currently only the northern part is accessible by road.



Possible solutions that should be considered as part of this concept plan.

1. Provide Road to the Train Station (Red and Green line above).
 - a. This allow pedestrian /cyclist better access to the station
 - b. This should be done as a priority
 - c. Start the regular bus services to service Eastern and Western part of the suburb using the new roads.
2. Set aside or allocate land for commuter parking, while the town centre is being planned and developed in stages
 - a. Build temporary commuter carpark on the unused land as a priority which can be used by residents until the land is required for the building town centre or when the transport situation improves.
3. NSW Government has announced on 13 June 2017 that these two services will be coming to Edmondson Park but till now (NOV 2018) they are nowhere to be seen. <https://www.transport.nsw.gov.au/newsroom-and-events/media-releases/nsw-budget-brings-bus-bonanza>
 - a. Route 853, 854 Liverpool to Edmondson Park via Carnes Hill
 - b. Route 868 Edmondson Park to Ingleburn via Ingleburn Industrial Area

Recreation and community facilities

Basic amenities are both lacking and missing in this suburb; consider allocating spaces for community library, community centres and the like.

- No community centre and library
 - Nearest at Carnes Hill (8.9km away)
- No local post office & No street posting box
 - Residents were told to collect their parcels and letters at Leppington post office (approx. 8.5km away)
- No local medical centre (GP)
 - The nearest medical centre (Ingleburn) is approx. 6km away.

Shops and Commercial facilities

There are some existing shops in Edmondson Park but this is also insufficient. Residents may be able to get basic items they need at the nearest supermarket (Aldi 3km away) but generally we need to go to either Casula Mall (8.5km) or Carnes Hill (8.7km).

The plans appear to show that all the proposed shops in Edmondson Park are in the southern part (Fraser's Town Centre) and not in the northern part (Landcom's northern town centre).

The situation may get better when Fraser's Town Centre is developed, but while they are appearing to build something there, we are not sure if their proposed plans are just commercial sales talk.

Therefore, shops and commercial facilities must be considered as part of this master plan. This will also give residents a wider choice and access to these facilities.

Protection against future modification

While Landcom/UrbanGrowth is the proponent for this modification, we are not sure if they are going ahead with the development and construction of the town centre north site themselves.

As history has shown for the southern site, Landcom/UrbanGrowth has made the initial concept plans and sold off the land. The developer then purchases the land and then makes drastic modification and changes to the plans to the dissatisfaction of the concerned residents.

If this concept plan is approved, we would like to see some kind of protection where land reserved for schools, community facilities, parks, planned roads and the like to be locked in and not be able to be modified or removed by subsequent applications in case the land concerned is being sold off.