

RobertsDay planning-design-place

Title: Edmondson Park Town Centre North Master Plan

Urban Design Report UrbanGrowth NSW

Reference: URG EDM

Prepared for:

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EXECUTIVE SUMMARY

RobertsDay (RD) was engaged by Landcom to provide strategic planning and urban design advice for Edmondson Park Town Centre North (the Site). The Site has an area of 32 hectares with the anticipated development comprising a school, a mix of detached dwellings, integrated dwellings and apartments. It is largely owned by Landcom, with a smaller parcel attributed to the Office of Strategic Lands (OSL parcel).

The Edmondson Park Town Centre North (the Precinct) is part of the Edmondson Park South State Significant Precinct, as designated by the State Environmental Planning Policy (State Significant Precinct) 2005 (SEPP).

The key aim of the Master Plan is to:

- Understand the site's development capacity under the current controls and approvals and as a State Significant Precinct and test the applicability of the Edmondson Park South Concept Plan.
- Test the location of the school site, as proposed within the Edmondson Park South Concept Plan, and discuss alternative locations.
- Establish a Vision and provide aligned recommendations for possible amendments to the existing planning framework which respond to 21st century transit oriented design and excellence principles.

The report acknowledges the strategic context of the Site and how it provides an opportunity to develop housing typologies which address the missing middle in an appropriate location with access to services and amenity.

The Site is comprised of three main sub-precincts with different design parameters:

- The Station Precinct, located within a 300m radius of the train station, where a maximum Floor Space Ratio (FSR) 2.0:1 and maximum building heights of 24m are applicable.
- Maxwells Creek Precinct, located on the northern side of Maxwells Creek, still within 400m/ 5 minute walk of the train station where no maximum FSR control is applicable. Maximum building heights in this precinct is 21m.
- The Parkland Precinct, within 800m/ 10 minute walk of the train station and transitioning to conventional residential development, where no maximum FSR control is applicable. Maximum building heights in this precinct are 12m (see opposite page).

Two scenarios for the design of the Parkland Precinct are explored based on alternative size requirements for the school site. These alternatives are intended to inform the discussion with Department of Education (DoE) towards the construction of a future school within the town centre.

The following design principles have been consistently applied to the Master Plan:

- Connectivity- a system of new local streets and pedestrian paths provide maximum permeability and legibility through visual and physical connections to key destinations. Special attention has been given to 'green to green' connection.
- Amenity- Local streets, blocks and indicative built form solutions optimise public and private amenity.
- A Context Sensitive Approach- Character Areas have been identified early in the process to appropriately match density, built form and natural environment to deliver an authentic lifestyle environment and choice.
- Diversity- A variety of housing typologies are proposed which respond to the site features and also provide a sensitive transition to existing land uses and future housing; typically transitioning at the back of the block to 'complete the streets'.
- In order to address the housing gap identified by the Missing Middle, which is particularly relevant to this site, the Master Plan proposes a significant attached/ semi- attached housing component.



COMPLIANT OPTION IN STATION PRECINCT

Maximum height 24m within Station Precinct, achieving FSR 1.71:1, requiring amendment of school site and road layout.

ADDITIONAL HEIGHT - PROPOSED MODIFICATION

- Maximum height increased to 50m within the Station Precinct with a single 67m landmark building achieving a gross FSR of 2.03:1
- 28m within the Maxwells Creek Precinct
- Pockets of 21m within the Parkland Precinct next to open space and the railway, requiring amendment of school site and road layout.

Scenario 1: 6 hectare School Site

Development Summary		
Precinct	Number of Dwellings	
Station Precinct	1652	
Maxwells Creek Precinct	809	
Parkland Precinct	733	
Total	3,194	

Development Summary			
Tura	Owner		Tatal
Туре	Landcom	OSL	Total
Apartments / Strata Terraces	2,168	674	2,842
Terraces / detached houses	188	n/a	188
TOTAL	2,356	674	3,030

Scenario 2: 2 hectare School Site (4ha zoned residential/ safeguarded for DoE)

Development Summary		
Precinct	Number of Dwellings	
Station Precinct	1652	
Maxwells Creek Precinct	809	
Parkland Precinct	1090	
Total	3,551	

Development Summary (*)			
Tura	Owner		Tatal
Туре	Landcom	OSL	Total
Apartments	2,349	674	3,023
Dwellings/ Strata Terraces	263	n/a	263
TOTAL	2,612	674	3,286

The report concludes with a group of recommendations for future planning of the Site. These include:

- The school site has the potential to be resized/ relocated from it's current location, with consideration being given to potential bus routes.
- Consideration can be given to development controls that promote the principles of the 'Missing Middle,' encouraging terraces in addition to detached dwellings apartments and studio dwellings;
- The provision can be made for increased heights within 400m of the train station and adjoining open space whilst remaining within the compliant FSR but exceeding the base height limited in specific locations;
- The local road network has the potential to be amended to reflect a higher intensity of development.

In addition to the current report, Roberts Day has prepared preliminary statutory planning advice in support of the delivery of Edmondson Park South – Town Centre North.

The planning advice provides an overview and summary of existing planning controls/documents, with focus on the Edmondson Park Concept Plan (MP10_0118), and the State Environmental Planning Policy (State Significant Precincts) 2005 – Schedule 3, Part 31. It then documents the amendments, the approval pathway and required deliverables required to enable the implementation of the preferred scenario.

INTRODUCTION

BACKGROUND

RobertsDay (RD) was engaged by Landcom, to provide strategic planning and urban design advice for Edmondson Park Town Centre North (the Site). The Site has an area of 32 hectares with the anticipated development comprising a school, a mix of detached dwellings, integrated dwellings and apartments. It is largely owned by Landcom, with a smaller parcel attributed to the Office of Strategic Lands (OSL parcel).

The Edmondson Park Town Centre North (the Precinct) is part of the Edmondson Park South State Significant Precinct, as designated by the State Environmental Planning Policy (State Significant Precinct) 2005 (SEPP).

The Precinct is located approximately 35 kms southwest of Sydney CBD, and is part of Liverpool City Council. It is currently accessible by train through the T2 Airport, Inner West and South Line (South West Rail Link). The subject site is bound by the train station and train line to the south, rural properties adjacent to Soldiers Parade to the east and recent residential developments to the north and west. (Refer opposite page).

PURPOSE

This report provides a potential development outcome for the Precinct, through the design of a concept Master Plan.

The objectives of the Master Plan are:

- Understand the site's development capacity under the current controls and approvals and as a State Significant Precinct.
- Test the current development parameters for the Precinct against an urban design and built form proposal;
- Test the school site, as proposed within the Edmondson Park South Concept Plan, and provide alternative configurations.
- Establish a Vision and provide aligned recommendations for possible amendments to the existing planning framework which respond to 21st century transit oriented design and excellence principles.

STRUCTURE

The report is structured in two parts, the first half presents the background research and engagement with the site.

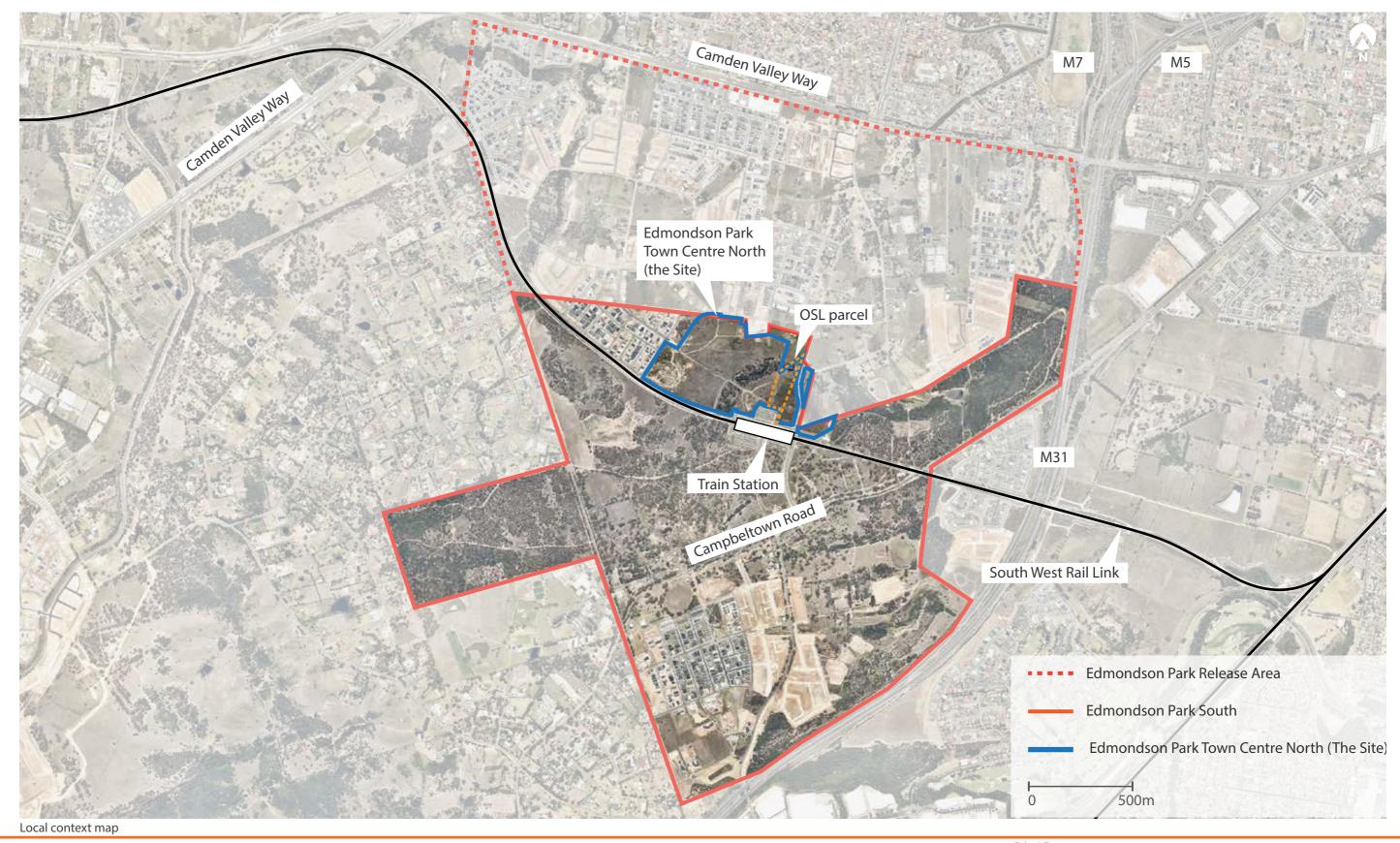
The urban design report starts by addressing the strategic and local context which frame the Edmondson Park South precinct. This precedes a site analysis which highlights the key physical aspects and features of the precinct.

The following section addresses the planning framework and highlights the key design parameters which informed the urban design Master Plan.

The second half of the report is dedicated to the Vision and design response of the Master Plan.

The site is separated in three sub-precincts, responding to different site characteristics and design parameters.

The report concludes with a set of recommendations intended at informing further planning advice for the future development of the site.



WHY REVISIT THE MASTER PLAN?



A DECADE OF STRATEGIC GROWTH

When the original Edmondson Park Town Centre North Master Plan was approved in 2010, Edmondson Park was still considered to be on the fringe and the area was still largely rural. At that time, Landcom was interested in safeguarding the site to ensure that density could be delivered when the time was right. This included development controls and a minimum yield to discourage large lot rural development adjoining a Station. Over the last six years Edmondson Park has become an attractive area that can provide more homes for Sydney's growing population. The Station has been established along with the realisation of most of Edmondson Park. The Concept Plan has been further modified for significant mixed use Town Centre immediately to the south. The framework and context now exists for Edmondson Park Town Centre North to be revisited to ensure future development meets State Government growth targets as well as providing outcomes consistent with current best practice planning.



21ST CENTURY TOD PRINCIPLES

Over the past decade in NSW, a number of transit orientated developments (TODs) have been underdeveloped and/ or do not provide the optimal community outcome. Consistent with 21st century TOD principles, Edmondson Park Town Centre North seeks to optimise development capacity supported by daily convenience, multi- modal transit infrastructure, natural amenity and housing diversity and innovation.



NATURE AT YOUR DOORSTEP

Edmondson Park benefits from 150 hectares of natural, regional open space at its doorstep. This is a rare opportunity to match density to public amenity and provide a genuine amenity package to future residents irrespective of age and/ or socio economic position. Innovative, diverse, accessible and affordable housing will be an attractive proposition due to Landcom's commitment to design excellence and most importantly, the inbuilt natural setting which means that quality of life will not be compromised at Edmondson Park Town Centre North. The abundance of open immediate open space also means that an increase to population can be absorbed from an open space to person ratio perspective as well as through quality rehabilitated areas as a commitment by Landcom.



THE MISSING MIDDLE

There is government acknowledgement that quantity and quality of housing categorised as 'The Missing Middle' is underprovided. There is also an obvious saturation of apartment product where the market uptake will allow it. Whilst it is critical to provide density near Stations, there is a benefit to forward thinking that promotes diversity. At Edmondson Park Town Centre North, the key finding of the review was that uplift within 400m of the Station was an appropriate and responsible development outcome. However, it was found to be critical that this uplift was balanced with rigorous controls promoting diversity and addressing the Missing Middle. This proposal prohibits residential flat buildings within the development fabric outside of the 400m radius to ensure that future residents can choose to live near the Station and regional open space, in an apartment or in compact freehold house.



LANDCOM'S COMMITMENT

Landcom's strategic priority is to deliver more affordable and sustainable developments to increase the supply and diversity of housing. Edmondson Park Town Centre North provides an opportunity for Landcom to develop apartments, houses and innovation demonstration projects. This ability has given the project team confidence to explore higher densities and a range of living options, in the context of access to infrastructure and community facilities.

STRATEGIC CONTEXT

The Edmondson Park Town Centre South was designated a State Significant Precinct within the SEPP (State Significant Precinct) 2005.

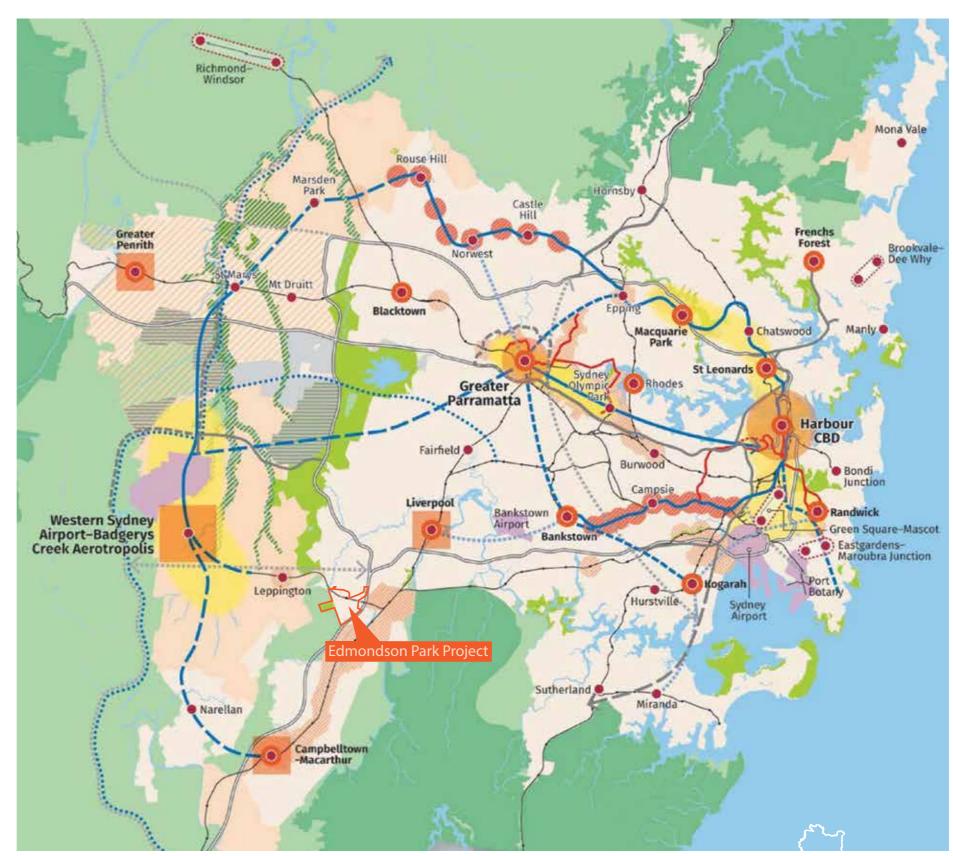
Edmondson Park is located in the South West Priority Land Release Area, one of two major land release area in Western Sydney. The South West Growth Area is primarily focused on delivering greenfield housing development.

Growth will be managed by the overarching strategic plan for Greater Sydney, *A Metropolis of Three Cities*, and the regional-specific *Western City District Plan*. The Western City District will deliver 184,500 new dwellings in the next 20 years.

Government has committed considerable investment in the extension of the South West Rail Link, with the inclusion of the train station at Edmondson Park. This is a crucial move for the creation of a new transit oriented development.

The successful development of Edmondson Park South is important if the high level of ongoing housing demand in southwest Sydney is to be met. The site is strategically located at one of the main public transport access points to the South West Growth Area.

During this project, Urban Growth NSW was rebranded as Landcom. Part of this rebranding includes Landcom focusing on the delivery of greenfield developments such as Edmondson Park. The potential for Landcom to remain involved in the delivery of housing next to a Station provides further strategic rationale for reviewing the development capacity of Edmondson Park South.



Edmondson Park seen in the context of A Plan for Growing Sydney

SOUTHWEST DISTRICT PLAN

This draft District Plan, developed by the Greater Sydney Commission, sets out aspirations and proposals for Greater Sydney's South West District, which includes the local government areas of Campbelltown and Liverpool. The draft District Plan is on formal public exhibition until the end of March 2017.

Based on the overall aim of providing 725,000 new dwellings across Greater Sydney in the next 20 years, the South West District Plan focuses on:

- Establishing 20 year strategic targets, particularly for housing, with a target 143,000 dwellings to be provided within the district;
- Creating housing capacity within the South West District.

The Edmondson Park Precinct has informed the 5 year housing target set of 6,800 dwellings for the Campbelltown Local Government and reflects the significant growth in Edmondson Park, Leppington and Leppington East.

MEDIUM DENSITY DESIGN GUIDE (THE MISSING MIDDLE)

The Department of Planning and Environment (DPE) has identified the need for more medium density housing in order to face the population growth, demographic changes, lifestyle trends and a need for more affordable housing options in NSW.

One of the ways to provide more diverse housing options is to increase the supply and quality of low rise medium density housing including:

- townhouses and terraces
- dual occupancies (two homes on one block of land)
- manor homes (small low-rise residential buildings containing only 3 to 4 homes).

Considering the site's strategic location transitioning from the density- appropriate train station to the existing and future traditional and rural landholdings, and the flexible planning controls, (see Design Parameters section of current report), Edmondson Park Town Centre North provides an opportunity to develop housing typologies which address the missing middle in an appropriate location with access to services and amenity.

LOCAL CONTEXT

EDMONDSON PARK FRASERS TOWN CENTRE SOUTH MASTER PLAN

The area to the south of the train station is designated Edmondson Park Frasers Town Centre (EDFTC). The proposal to amend the Edmondson Park Concept Plan (Mod 4) was approved in October, 2017.

The urban design report which informed the Planning Proposal highlighted the following Vision for the precinct:

The Edmondson Park Frasers Town Centre Precinct is set to become a regionally significant community and the benchmark Town Centre of Sydney, characterised by modern enterprise, attractive and vibrant lifestyle offerings as well as diverse social, economic and housing opportunities.

The approved Master Plan includes two main precincts:

- Area A The Town Centre Core precinct is characterised by a variety of commercial and retail choices, including supermarkets, department stores, gymnasium, medical centre, cinemas, and a family friendly food and entertainment venue. Residential apartments are located along the edges of the commercial buildings, providing for articulation and integration of the public realm.
- Area B The residential precinct is characterised by a mix of medium density housing, multi-dwelling townhomes (mews housing), studio dwellings, and terraces.



Approved Master Plan Structure for Edmondson Park Frasers Town Centre South (Source: Edmondson Park Frasers Town Centre Public Domain Report, Hassell, Nov 2016)

EDMONDSON PARK FRASERS TOWN CENTRE SOUTH COMMERCIAL CORE

The EDFTC Commercial core precinct is located within the 4 blocks immediately south of the train station.

One of the elements within the approved modification for the Town Centre South are the proposed building heights.

The approved modification is consistent with the 2.5:1 FSR, as per the SEPP 2005. However, removed the FSR applicable under the SEPP and instead included a maximum gross floor area divided across four quadrants. The approved modification increased building heights to a maximum 67.4m. The maximum building height is then variable according to each of the quadrants of development, to allow for flexibility in future siting, heights of buildings and GFA.



Approved Concept Design for Edmondson Park Town Centre South Commercial Core

(Source: Edmondson Park Town Centre Core Section 75W - Design Report, Rice Daubney, 2016)

SITE ANALYSIS

TOPOGRAPHY AND VIEWS

The Site's topography is undulating with Maxwells Creek, running west to east, through a crescent of remnant vegetation. This topographical feature creates a 'natural' separation within the Precinct.

The grades are generally lower than 5%, with the area surrounding the existing train station and car park presenting large portion of tapering and fill earthworks.

There is also a stockpile of fill soil near the western edge of the site.

The main views are from the top of the hill near Clermont Park, on the western edge of the site, facing east.

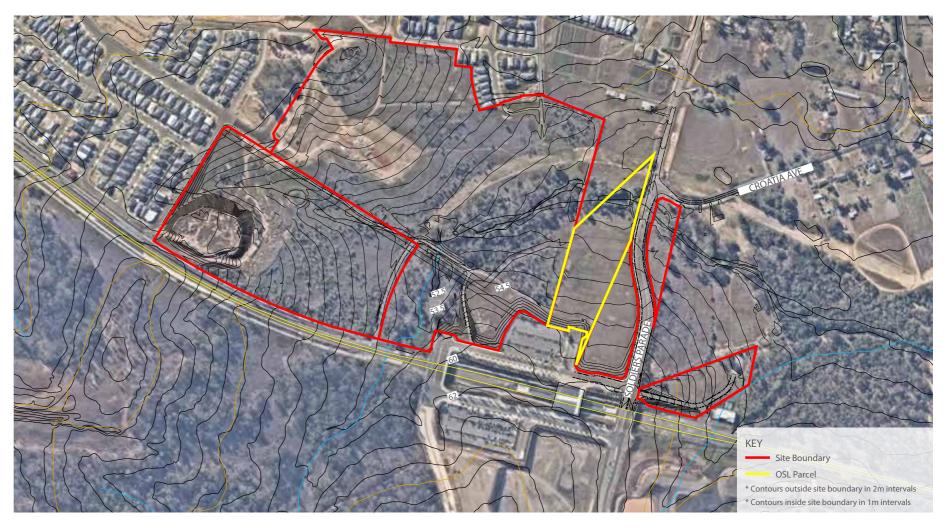
URBAN STRUCTURE

The site is characterised by the following four key elements which have informed the urban structure:

- The train Station is a key access point;
- Soldiers Parade/Croatia Avenue is the main road connecting the train station to the suburbs to the north.
- Buchan Avenue, in it's proposed alignment will connect the train station to the suburbs to the northwest;
- Clermont Park located on the hill top to the northwest, acts as a boundary to the surrounding suburbs.

HYDROLOGY

Maxwells Creek is the key hydrological feature. The Edmondson Park South Development Control Plan (DCP) designates a Riparian Corridor along the creek to manage and reduce the impact of rapid stormwater, retain habitats and integrate landscape and recreational opportunities.



EXISTING LAND USES

The wider Edmondson Park precinct is currently undergoing extended urban development. New low density, single residential suburbs are currently being developed around the town centre replacing large rural properties.

FLORA AND FAUNA

Maxwells Riparian Corridor was designated to preserve an area of remnant bushland adjacent to the creek. This area encircles the town centre with a radius of approximately 250m from the train station.





Edmondson Park Train Station



New developments occurring south of the Town Centre



A view from northwest along the proposed alignment for Buchan Ave. Maxwells Creek Riparian Corridor is visible in the middleground.



New developments occurring north of the precinct (McFarlane Rd)



View from the train station due north, along Croatia Avenue



View from southwest towards Clermont Park (visible copse of trees on the right)

SITE ANALYSIS

PRECEDENTS

Yield and population density have a direct nexus with the amount of community amenity, in particular open space, that is required.

The following pages illustrate a selection of precincts in Sydney which have undergone urban development recently. The analysis of each development is summarised and intended to inform the current urban design proposal in terms of density and percentage of open space.

It is important to note that Edmondson Park benefits from more than 150 hectares of regional open space within the broader study area.

EDMONDSON PARK TOWN CENTRE NORTH

Site Area: 32 HA

Open Space: 15.5%



NEWINGTON

Site Area: 78.7 HA (excluding school site)

Open Space: 18.3%

Population Density: 71 people/ ha

Dwelling Density: 26 dw/ ha

Dwellings: 2,067

Population Forecast: 5,582 (2036)

THORNTON

Site Area: 40.0 HA

Open Space: 17.5%

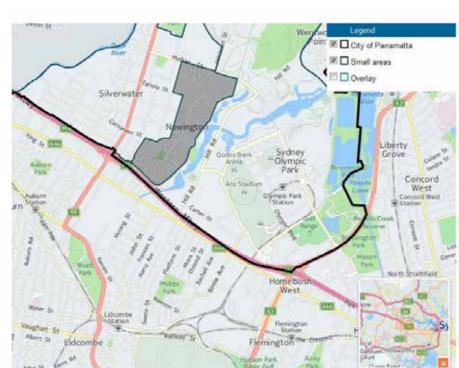
Population Density: 200 people/ ha

Dwelling Density: 50 dw/ ha

Dwellings: 2,000

Population: 4,000 (ratio 2.0 residents per dwelling)

SOURCE: UrbanGrowth Factsheet





NEWTHORPE (EASTWOOD BRICKWORKS)

Site Area: 13.3 HA

Open Space: 9.7%

Population Density: 78 people/ ha

Dwelling Density: 31 dw/ ha

Dwellings: 196 lots + 217 apartments = 413 dwellings

Population estimate: 1,032

EDMONDSON PARK TOWN CENTRE SOUTH

Site Area: 24 HA

Open Space: 11%

Population Density: 200people/ ha

Dwelling Density: 78dw/ ha (DPE)

Dwellings: 1,884 homes

Population: 3,768 (ratio 2.0 residents per dwelling)

GREEN SQUARE TOWN CENTRE

Site Area: 14.0 HA

Open Space: n/a

Population Density: 485 people/ ha

Dwelling Density: 285 dw/ha

Dweelings: 4,000

Population: 6,800 (ratio 1.7 residents per dwelling)

SOURCE: UrbanGrowth Factsheet





Location map



DESIGN PARAMETERS

The relevant planning instruments are as follows (in order of precedence):

- Edmondson Park Concept Plan (MP10_0118) and subsequent modifications
- State Environmental Planning Policy (State Significant Precincts) 2005
- Edmondson Park South Development Control Plan 2012

EDMONDSON PARK CONCEPT PLAN

The Edmondson Park Concept Plan (MP10 0118) was approved in 2011 and defines the planning and development framework to be used by consent and approval authorities to assess future (more detailed) proposals within the site.

The Concept Plan provides a 'high level' structure for the Edmondson Park South precinct and addresses site wide environmental issues such as vegetation protection, water cycle management, bushfire protection and the provision of services and utilities.

The Concept Plan is for a mixed use residential, commercial and retail development, with an anticipated dwelling yield of 4,500 dwellings, including 2,184 dwellings within the new Edmondson Park Town Centre, as well as, up to 45,000 sqm of retail/commercial floor space. The Concept Plan also seeks to establish a Regional Parkland of approximately 150 hectares. Residential yields in the Concept Plan are a minimum yield and are consistent with the former minimum density controls within the Liverpool LEP 2008.

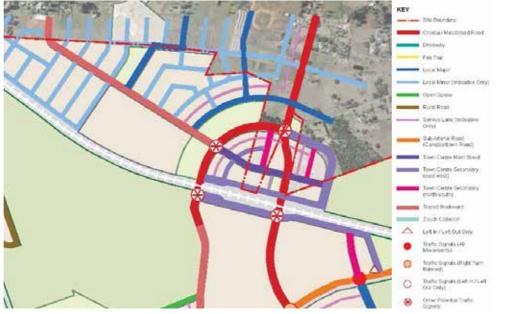
The Concept Plan defines a Road Hierarchy and Hierarchy for the site including key intersection layout and configuration, road cross section and design standards, proposals for revision/realignment of some major roads. An area of public open space is located adjacent to the train station.



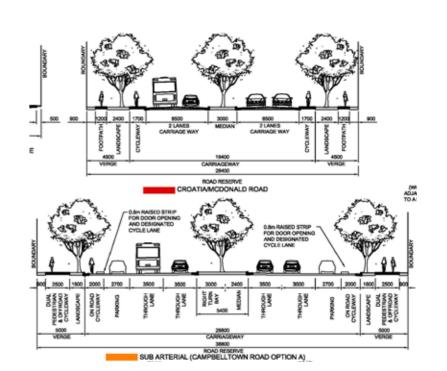
Site extent of Concept Plan MO10_0118



Source: Edmondson Park South Concept Plan (MP10 0118), Appendix B -Concept Plan Drawings - Part 1



Source: Edmondson Park South Concept Plan (MP10_0118), Appendix B -Concept Plan Drawings - Part 1 Road Network and Hierarchy Plan



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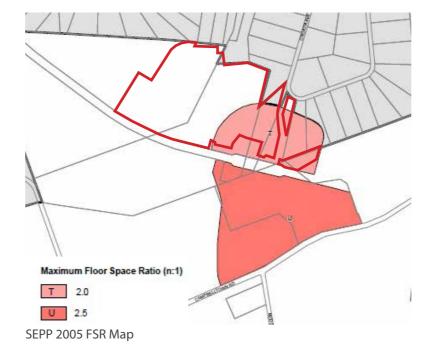
SEPP (STATE SIGNIFICANT PRECINCTS) 2005

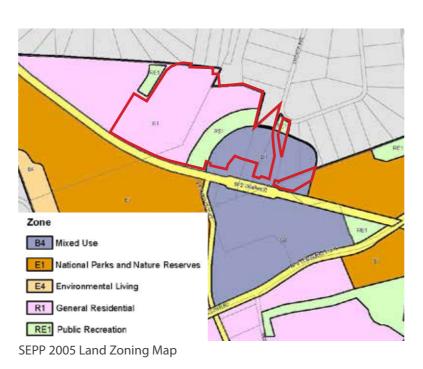
The SEPP corresponds with the higher order intent provided by the Concept Plan by providing more detailed (principal) development standards such as: FSR, maximum building height, land use zoning, minimum lot size and areas affected by native vegetation protection.

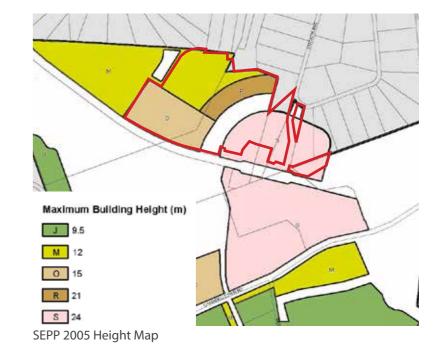
The site is subject to the following development standards:

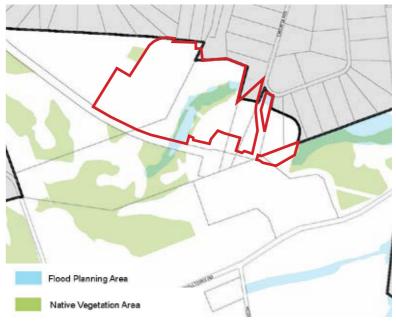
- Maximum FSR 2.0:1 (Station Precinct only);
- Maximum Building height: 24m (Station Precinct);
- Maximum Building Height: 21m (Parkland Edge);
- Maximum Building Height: 15m (School site);
- Maximum Building Height: 12m (balance of Parkland Precinct);
- Station Precinct zoned B4 Mixed Use
- Parkland Precinct (including school site) zoned R1 General Residential

The proposed design is informed by these development parameters and is intended to test them with a built form outcome. This has then informed the modifications porposed to the Concept Plan and the SEPP.









SEPP 2005 Remnant Vegetation Map overlay with Flood Planning Map

DESIGN PARAMETERS

EDMONDSON PARK SOUTH DCP (2012)

The purpose of the Edmondson Park South DCP is to support the objectives of the SEPP through more detailed planning controls.

We note that if there is any inconsistency between the DCP and Schedule 3 of the SEPP (State Significant Precincts) 2005 or the Concept Plan, the SEPP and/or Concept Plan will prevail.

The DCP is deliberately silent on detailed planning and design controls in the town centre area. The DCP includes a control (Chapter 8.2) which requires a proponent initiated DCP amendment to be implemented to guide the future detailed planning at the site.



Edmondson Park Town Centre: Edmondson Park South DCP 2012

The DCP does however list a number of 'design principles' relating to the Town Centre Area, these are ordered under the following headings: function and land use mix; design and layout; built form; pedestrian amenity and public domain, and parking and access.

Of note, the DCP promotes:

"...a 'landmark development' site within the Town Centre that is within 300m from the railway station and that has the potential to be built to 30m height."

RobertsDay have considered this DCP objective in our Design Response, which proposes one 20 storey (approx 67m) landmark building in a selected location.

However, there are a few key elements within the DCP that informed the current urban design proposal, which correlate to the applicable parts of the Concept Plan approval.

The DCP presents the following APZs within the Site (consistent with the Concept Plan):

- 15m APZ between Maxwells Creek bushland area and adjacent residential areas;
- 50m APZ between Maxwells Creek bushland area and the adjacent school site;
- 40m APZ between the southern edge of the rail easement and the school site. This distance is absorbed by the rail easement itself.

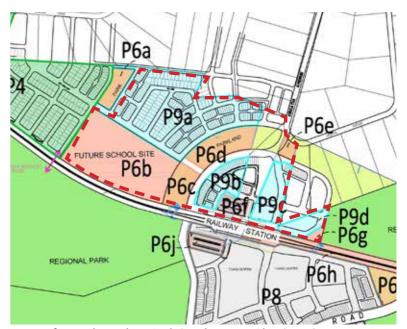
Further to these targets, the DCP also proposes:

 A street network, consistent with the Concept Plan; indicative public transport, bicycle and pedestrian networks generally consistent with the concept plan (noting the Concept Plan takes precedence); open space network and riparian corridors and small lot housing areas.

EDMONDSON PARK SOUTH PRECINCT MASTER PLAN (2012)

In 2012, Landcom developed a Master Plan for the full development of the Edmondson Park South Precinct. This plan is currently being implemented in areas south of Campbelltown Road and northwest of the subject site/Clermont Park.

The master plan illustrates the intent to develop terrace housing within the Station Precinct and adjacent to Maxwell Creek. RobertsDay have reconsidered this approach and have tested a number of different dwelling typologies and massing options during design development.



Extract from Edmondson Park South Master Plan (2012)

GUIDE FOR TRAFFIC GENERATING DEVELOPMENTS (RMS 2002)

The approved Concept Plan did not provide any car parking rates for the Town Centre. According to SEPP65 / the Apartment Design Guide (ADG), on sites that are within 800 metres of a railway station or light rail stop in the Sydney Metropolitan Area, the minimum car parking requirement for residents and visitors is set out in the Guide to Traffic Generating Developments, or the car parking requirement prescribed by the relevant council, whichever is less.

Noting that the Concept Plan and DCP are silent on car parking rates at the site, the RSM Guide to Traffic Generating Developments (2002) mandates the following rates:

- 0.6 spaces per 1 bedroom unit
- 0.9 spaces per 2 bedroom unit
- 1.4 spaces per 3 bedroom unit
- 1 space per 5 units (visitor parking)

We note that MP 10_0118 MOD 4 (i.e. development to the south of the station) have adopted a merit based solution and proposed the following maximum rates:

- 1 space per studio & 1 bedroom dwelling
- 1.2 spaces per 2 bedroom dwelling
- 2 spaces per 3 bedroom dwelling
- 1 space per 10 dwellings (visitor parking)

We note that these are subject to detailed development applications where the rates could change. For the purposes of the Town Centre North master plan we have considered the proposed ratios as per the pproved modification to the south of the station given they are more spatially onerous and within walking distance of the train station. Refer to the Design Guielines for the porposed carparking rates for the Town centre North Site.

SEPP 65 / APARTMENT DESIGN GUIDE (ADG)

The design for the site has made use of the following design criteria/guidance established in the ADG:

- Apartment buildings are to have a depth of between 12-18 metres, satisfying solar access and ventilation requirements;
- Building separations varying proportionally with the building height (up to 4 storeys/5 to 8 storeys/above 9 storeys) and depending on the location of habitable and non habitable uses within the building (minimum 6m to maximum 24m);
- Provision for communal open space and deep soil planting zones generally at ground level;
- Provision for daylight access to a minimum 2h between 9am-3pm, mid winter;
- Provision for a mix of apartment sizes. The RobertsDay concept has assumed a mix of
 - 30% of apartments to be 1 bedroom: 50 sqm;
 - 60% of apartments to be 2 bedroom: 70 sqm;
 - 10% of apartments to be 3 bedroom: 90 sqm;
 - An additional 10% of area for consideration of best practice universal design was considered.

The proposed design achieves preliminary SEPP65/ADG compliance.

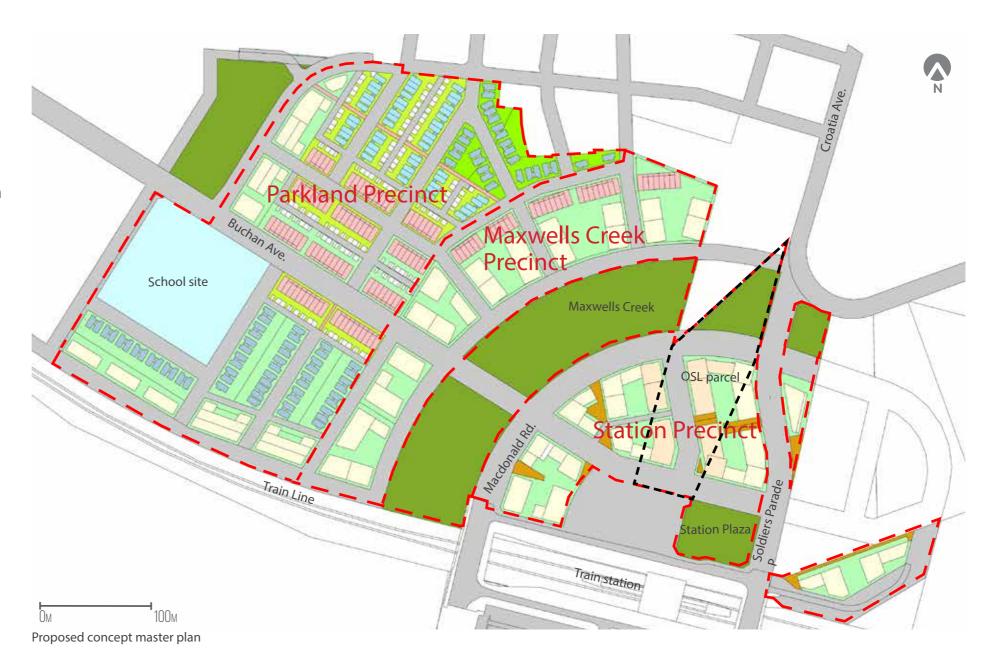
THE MASTER PLAN

The Concept Master Plan for the Site responds to the key findings of the site analysis, as well as, the design parameters as previously outlined.

BUILDING ON STRONG FOUNDATIONS

Through the design testing process, many of the key elements within the Edmondson Park South Concept Plan are retained and enhanced:

- The main access routes to and from the train station, including Buchan Avenue, Croatia Avenue/Soldiers Parade, Macdonald Road along the southern edge of Maxwells Creek provide adequate connectivity and a variety of character and capacity potential.
- The major local road bordering the northern edge of Maxwells Creek corridor provides access, activation and bushfire protection in relation to the open space feature. The park street frontage also provides enhanced built form solution and servicing flexibility not available with a pedestrian path. The capacity of the street network has been reviewed against increased yield assumptions.
- The size and location of the public open space/plaza, adjacent to the train station is consistent with the Edmondson Park South Concept Plan. Based on the density benchmarking investigations, the amount of open space provided is sufficient and well distributed to accommodate an increased population.
- The location of a future school, irrespective of size, should remain collocated with open space and have multiple street frontages and a sensitive residential interface.



DESIGN PRINCIPLES

Whilst a number of design options and development scenarios have been explored for the Site the following design principles have been consistently applied to the Master Plan:

- Connectivity- a system of new local streets and pedestrian paths provide maximum permeability and legibility through visual and physical connections to key destinations. Special attention has been given to 'green to green' connection.
- Amenity- Local streets, blocks and indicative built form solutions optimise public and private amenity.
- A Context Sensitive Approach- Character Areas have been identified early in the process to appropriately match density, built form and natural environment to deliver an authentic lifestyle environment and choice.
- Diversity- A variety of housing typologies are proposed which respond to the site features and also provide a sensitive transition to existing land uses and future housing; typically transitioning at the back of the block to 'complete the streets'.



Proposed concept master plan

THE VISION

EDMONDSON PARK TOWN CENTRE NORTH WILL:

BE GREEN

- Create a safe, legible, accessible gateway into the 150 hectares of regional parklands.
- Shift primary modes of transport from the private vehicle to train, bus, cycle and walking through investment in the public domain and infrastructure, all within a 10 minute walk of the Station.
- Extend nature into the development creating streets as linear parks and supplementing the native backdrop.

BE HEALTHY

- Inspire a healthy lifestyle where walking, hiking, cycling and social well-being are embedded in resident's everyday life and interactions.
- Provide the opportunity to age- in- place through a range of up- sizing and down- sizing opportunities within a single neighbourhood and provide versatile designs to meet the changing needs of occupants over time.

BE ACTIVE AND INCLUSIVE

- Welcome people to live, gather and play in Edmondson Park irrespective of lifestyle, ability or socio- economic status.
- Raise awareness about the European and Indigenous heritage of Edmondson Park through interpretation and art.
- Attract events to Edmondson Park by providing spaces for pop- up events, markets, festivals and bush- events.
- Support, but not compete with, Frasers Town Centre uses to the south by focusing on community; civic uses and a diverse residential community.





Edmondson Park Town
Centre North is inspired by
its natural surrounds and
is a model 21st century
parkland, transit oriented
development; completing
Edmondson Park's influential
role in the southwest.

Edmondson Park Town Centre North Park offers the elements of a well-lived life: nature for nourishment, history for inspiration, health for aging in place and activity for happiness and stimulation.

New ways of living and traveling increase leisure time.

Edmondson Park Town Centre North is a place your are proud to call home.

21ST CENTURY TRANSIT ORIENTED DEVELOPMENT

Edmondson Park Town Centre North provides an opportunity to create a true Transit Oriented Development; best practice design that leverages off the proximity to the train station.

Transit Oriented Developments (TOD) have multiple benefits including:

- Sustainability due to reduced reliance on private vehicles
- Stronger local economies
- Increased public life more people on the streets
- Connects local destinations



CAPITALISE ON PUBLIC TRANSPORT

- Prioritise the use of transit
- Within 800m of public transport major station
- Supported by other public transport e.g. bus routes



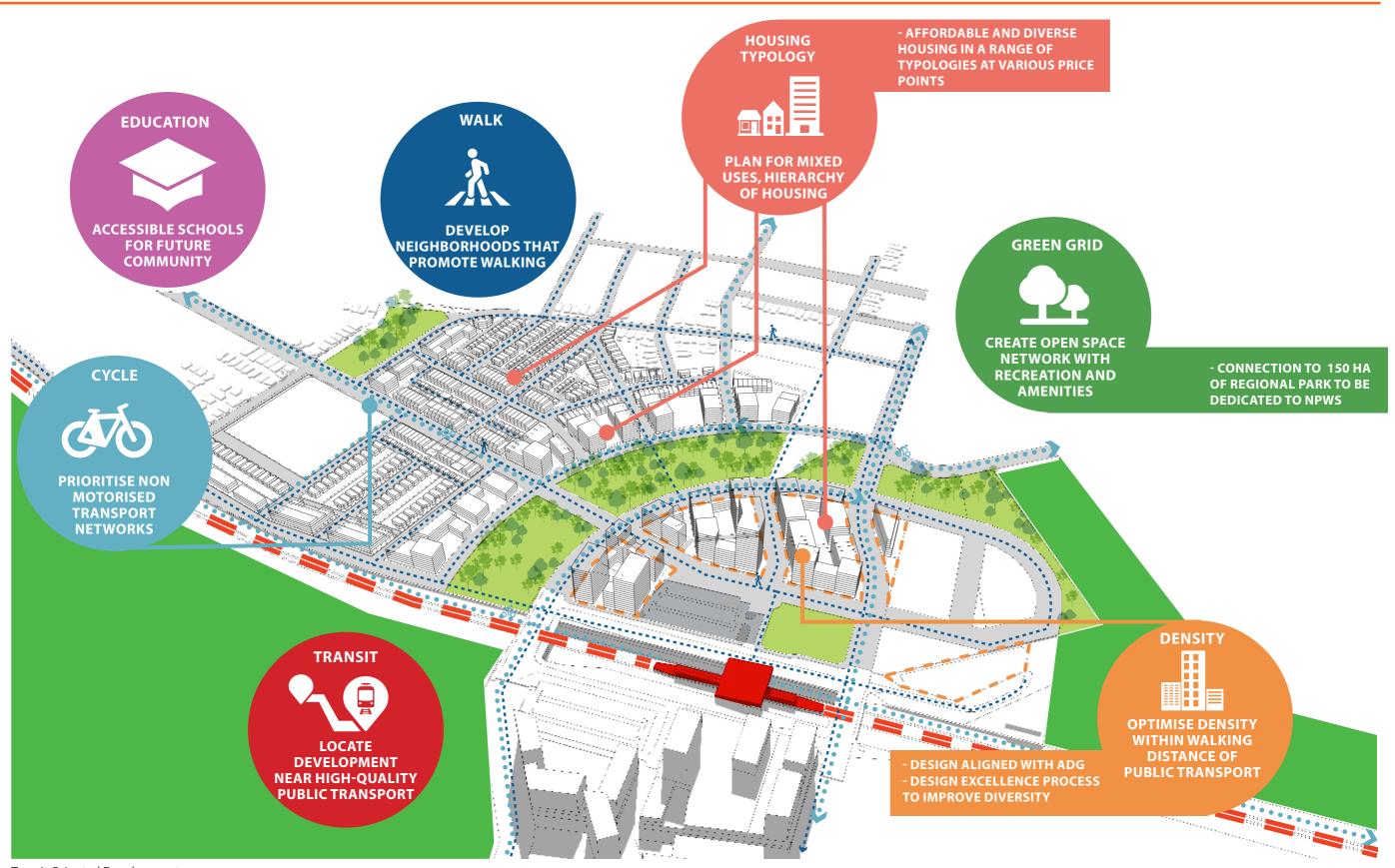
SYNERGY BETWEEN LAND USES & TRANSIT

- · Availability of high quality public space
- Retail, residential, and commercial uses
- Mixed housing typologies and a focus on higher density development
- · High level of convenience



SUPPORTS ALL MODES OF TRANSPORT

- At least 50% of travel movements taken by sustainable modes (walking, cycling, public transport)
- Management of car useage actively working to reduce reliance
- Pedestrian-focused



Transit Oriented Development

PUBLIC DOMAIN AND LANDSCAPE VISION

OVERVIEW

This chapter addresses necessary updates to the original (MP10_0118) Concept Landscape Plan and the current Open Space Provision within the Town Centre North Precinct. It documents how the intent of the original Landscape Concept Plan is kept, in terms of Public Open Space structure originally set in response to environmental conservation of remnant woodland, and also highlights key amendments to road/movement networks.

The key changes within the Station Precinct refer to necessary adjustments to the road network namely reflecting the integration of apartment buildings within the precinct. Previously the precinct had been planned for a mix of apartment and terrace houses under the SEPP.

The key changes to the road network within the Maxwells Creek and Parkland Precinct reflect the intent to develop terrace housing and integrated apartment and terraces, with the inclusion of rear laneways, whilst providing maximum permeability and connectivity to adjacent suburban streets.

The Edmondson Park Town Centre North Master Plan considers a group of proposals, by the Edmondson Park Trails Framework Report which are included as part of the proposed updates to Pedestrian, Cycle and Public Transport Network.

VISION

The landscape and public domain vision is built around the principle of ecological urbanism, whereby the human and ecological habitats not only co-exist but thrive in a mutually beneficial environment through genuine integration. The retention and celebration of the human habitat at Edmondson Park is equally as critical as the ecological habitat. This is due to the quality European heritage of the site as well as a commitment to the quality of life, health and well-being of the future Edmondson Park community. The community will also be stewards of the cultural and environmental values of the site promoting education, awareness and regeneration. This ethos is a continuation of Landcom's approach to the balance of the 150 hectares of regional open space within the balance of Edmondson Park.

In order to achieve the balance discussed above, the driver of the open space strategy and landscape vision is the ability to connect people to open space via green thoroughfares. The Active Travel Plan opposite demonstrates a multi- modal plan connecting people of all abilities to local and regional open space that will be regenerated and dedicated by Landsom.

The landscape and public domain planning is described in detail over the following pages. The landscape and public domain intent for key streets illustrates the intent to provide a comfortable and attractive streetscape environment because every trip begins with walking. The streetscape will reinforce the natural landscape of Maxwells Creek and heritage interpretation throughout the precinct will embed genuine place celebration into the public domain.

The Station Plaza will be explored further during detailed design and with social infrastructure input to ensure it is the heart of Edmondson Park Town Centre North.

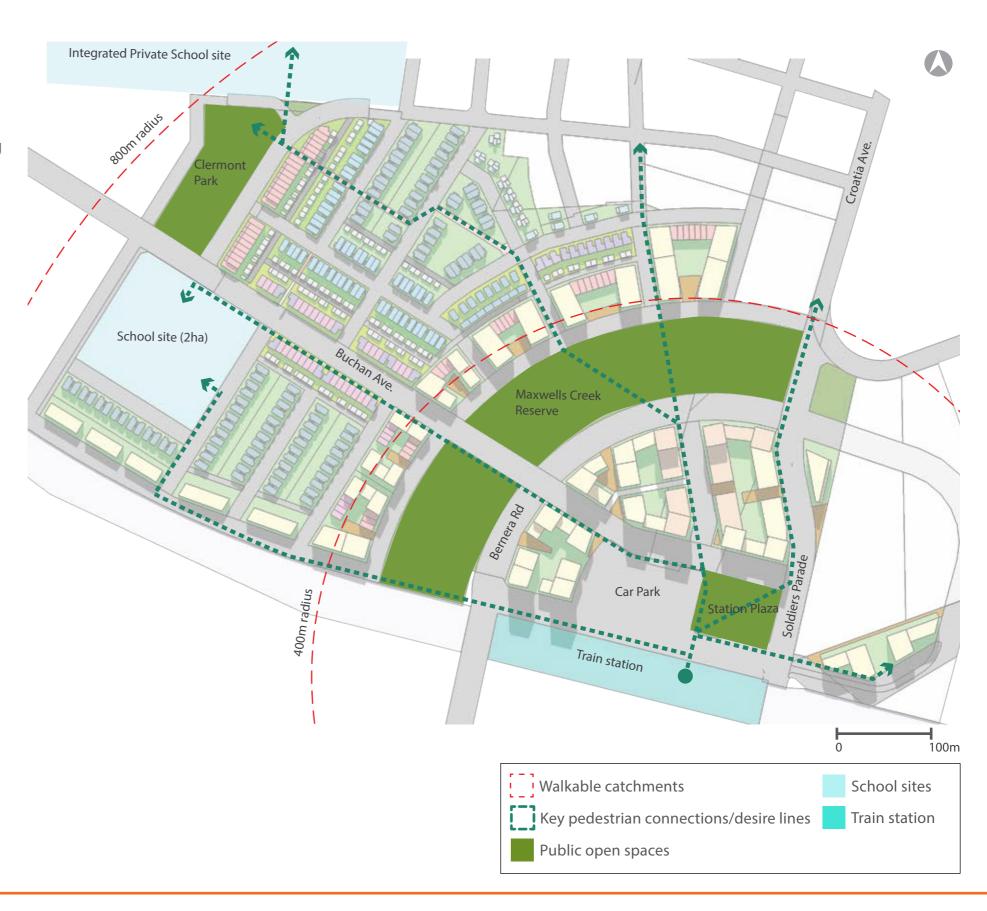


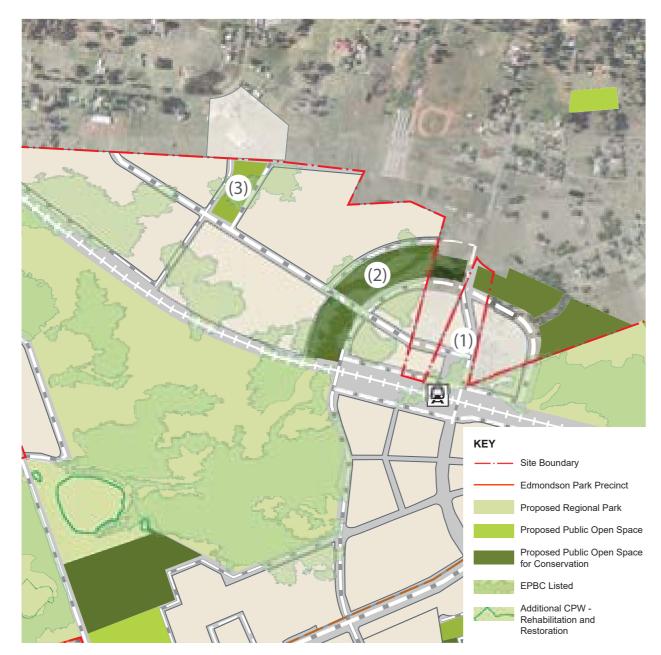
Public Domain and Landscape Vision

The Concept Master Plan proposal considers the potential inclusion of pedestrian paths/shared cycleways radiating from the train station. These paths are placed at regular intervals increasing the connectivity between public open spaces (green-to-green) and also to proposed and existing community facilities (public and private).

The potential increase in 'green-to-green' connections is complementary and informs the proposed updates to Open Space, Landscape and Pedestrian and Cycling plans.

The following pages document the proposed updates to the open space, public realm and pedestrian, cycle and public transport network maps, providing a comparison between current planning maps (MP10_0118) and proposed maps as part of Mod 5.





OPEN SPACE NETWORK PLAN ((As approved for MP10_0118 MOD 4))

The approved Open Space Network within the Edmondson Park Town Centre North Precinct is characterised by three main elements, a small pocket of open space adjacent to the train station (1), the Maxwells Creek Riparian Corridor surrounding the town centre (2), and Clermont Park, near the northwest edge of the precinct (3).



OPEN SPACE NETWORK PLAN (Proposed)

The proposed Open Space Network is consistent with the original Edmondson Park South Concept Plan (MP10_0118) and current Modification 4. The proposed public open space adjacent to the train station, which we have designated Station Plaza. Landcom will continue to work with the Department of Education to consider shared use arrangements of active open space recreation and other facilities for use by the broader community.



LANDSCAPE CONCEPT PLAN (Original MP10_0118 approval)

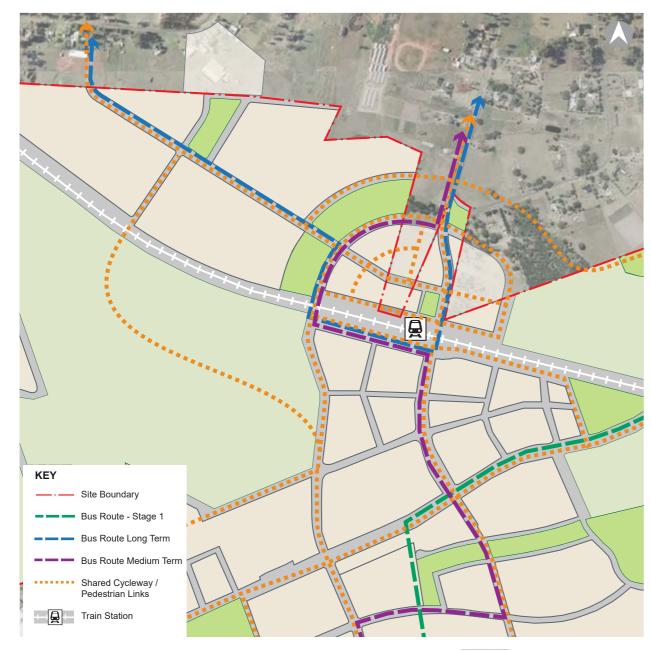
The current Landscape Concept Plan indicates the main roads (Buchan Avenue, Bernera Road and Soldiers Parade are proposed with a central median. The central median has the potential for tree planting, providing the roads with a character resembling boulevards, and the opportunity to connect the main public open spaces within the development.



LANDSCAPE CONCEPT PLAN (Proposed)

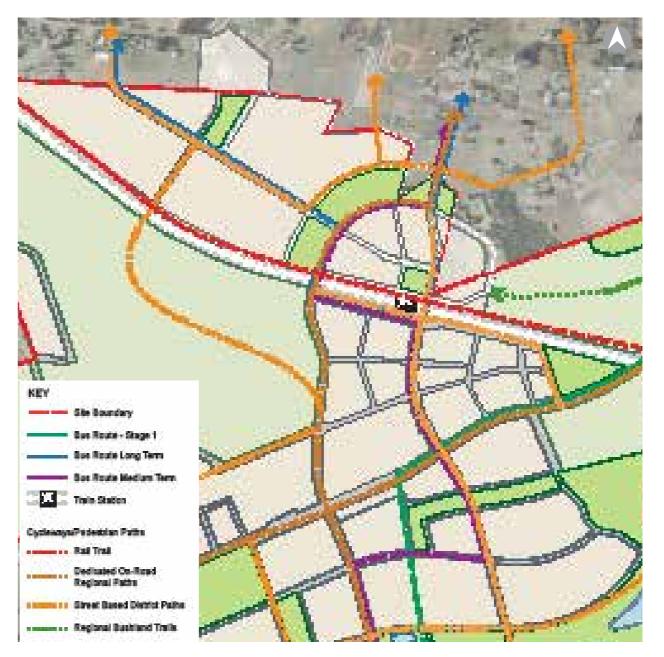
The proposed Landscape Concept Plan reflects the proposed road network north of the train station.

We have also included information available regarding Frasers development, as per the illustrative urban realm plan in order to illustrate the overall outcome of both developments.



PEDESTRIAN, CYCLE AND PUBLIC TRANSPORT PLAN

The current Pedestrian, Cycle and Public Transport plan is reflective of the relationship between, road network, rail network and potential bus routes and cycle paths.



PEDESTRIAN, CYCLE AND PUBLIC TRANSPORT PLAN (Proposed)

The proposed Pedestrian, Cycle and Public Transport Plan is also updated to reflect the changes to the road network in addition to the approved Concept Plan. We have also included the proposed cycle network consistent with Landcom's Cycle Train Structure Plan 2016. Refer to Local Context within the current report for further information.

The following two tables describe the function and character of the key streets within Edmondson Park Town Centre North.

KEY STREET	DESCRIPTION
Buchan Avenue	A multi- modal community connector for the entirety of Edmondson Park. Buchan Avenue provides direct vehicular access to destinations and residences, bus route and stops in close proximity to schools, parks and mixed use, a designated cycle path and wide, shaded shared paths.
Buchan Avenue North	The character of Buchan Avenue transitions from urban parkland (Clermont Park to Maxwells Creek) into mixed use centre (Maxwells Creek to Soldiers Parade). Buchan Avenue North is fronted by a school, park, rear loaded medium density housing and a few apartments.
Buchan Avenue South	Upon crossing the Maxwells Creek threshold, Buchan Avenue South announces the Station Precinct. The Avenue tree planting is now supplemented by a treed median. Where residential, all ground floor units shall have individual street address and access contributing to fine grain, pedestrian activation. The majority of the Avenue has ground floor retail, commercial and community uses with residential on upper levels
The Central Spine	A new and proposed key mixed use street connecting Macdonald Road and Buchan Avenue at the Station Plaza terminus. This street is aligned to achieve a 'green to green' visual and physical link between Maxwells Creek and the Station Plaza. The Central Spine connects pedestrians and cyclists into Maxwells Creek and beyond into the Maxwells Creek and Parkland Precincts. The character of this street will consist of fine grain, ground floor retail, commercial and community uses with residential on upper levels. To maximise permeability within the Station Precinct, east- west laneways and pedestrian paths break up the length of the Central Spine promoting walkability and safety.
Bernera Road	Supports north and east facing mixed use and residential flat buildings over looking Maxwells Creek. This street is bus capable to connect the high populations within the Station Precinct to broader destinations.
Maxwells Crescent	A new street following the defined crescent of Maxwells Creek (northern side). It is intended that apartment sites are radially oriented towards Maxwells Creek to extend the amenity deeper into the sites.
Parkland Precinct Local Streets	The balance of the local streets exists within the Parkland Precinct.
Pedestrian Path	Mid block pedestrian paths increase permeability and walkability. They are safe, accessible, legible and aesthetically pleasing with threshold treatments at street entry, up lighting, transparent fencing and gates addressing the paths. Pedestrian paths must be clear of obstacles and meet accessibility standards.



PUBLIC REALM AND LANDSCAPE CONCEPT

The public domain and landscape intent for Edmondson Park Town Centre South is described below and supported by inspirational imagery on the opposite page.

KEY STREET	PUBLIC DOMAIN/ LANDSCAPE
Buchan Avenue	Refer below.
Buchan Avenue North	There is no front driveway access ensuring uninterrupted pedestrian and cycle paths. Large canopy trees planted at 10m intervals will provide shade and a consistent front courtyard wall will contribute to legibility and quality public realm.
Buchan Avenue South	The streetscape is articulated with awnings, formal street tree planting and outdoor dining with pedestrian, cyclists, buses and vehicles co-existing in harmony. Large canopy trees planted at 10m intervals are supplemented by a median with offset tree planting providing shade and a consistent front courtyard wall contributes to legibility and quality public realm.
The Central Spine	The public domain character of the Central Spine promotes slow speeds and prioritises pedestrian activity through shared space principles and differentiated paving. Awnings, landscaping and outdoor dining create a vibrant, human scale and mixed use heart for Edmondson Park Town Centre North. The streetscape landscaping includes groundcover, shrubbery, fine grain tree plantings and large canopy trees.
Bernera Road	Bernera Road provides the opportunity for layered street tree planting. Street tree planting is intentionally formal, structural and reflective of the native vegetation within Maxwells Creek without obstructing views into the Creek. Ramps and stairs extend from this Road into Maxwells Creek via stairs and/or ramps linking into the Maxwells Creek Precinct and into the regional open space beyond the site.
Maxwells Crescent	Communal open spaces are oriented towards the street to contribute to the leafy character associated with Maxwells Creek. Street tree planting is much more naturalistic as the character of Edmondson Park transitions from urban to parkland. The naturalistic cluster planting also mimics a natural backdrop when viewed from the Station Precinct.
Parkland Precinct Local Streets	Key Parkland Precinct Local Streets endeavour to provide a continuous canopy cover. Key streets connecting 'green to green' are rear loaded to maximise street tree planting at 6m intervals contributing to the parkland character. Walking and cycling is facilitated on every local street. Streets fronting the school, open space and the rail are required to have 0.6m ground cover zone between lot boundary and wall/ fence extending the parkland character and contributing to public/ private delineation.
Pedestrian Path	The landscape includes ground cover and shrubs within the buffer between the shared path and lot boundaries with the exception of limited active façade interfaces. The interface with the building zone in friendly and mixed façade areas is a maximum 1.8m fence/wall of the same primary materials as the front fence.





Inspiration Imagery for Buchan Avenue North



Inspiration Imagery for Buchan Avenue South





Inspiration Imagery for Pedestrian Path



Inspiration Imagery for Bernera Road



Inspiration Imagery for Maxwells Crescent

Station Precinct

The following three precincts have been identified:

- Station Precinct located south of Maxwells Creek Riparian Corridor, and north of the train station;
- Maxwells Creek Precinct, located on the northern side of Maxwells Creek;
- Parkland Precinct located northwest of Maxwells Creek, including the school site, and bordered by Clermont Park.

The adjacent plan and 3d diagram illustrate the proposed development for the Station Precinct.

It is envisaged that there will be a mix of uses on the ground floor of some of the buildings fronting the station plaza and also, within northfacing pockets, facing the Maxwells Creek Parkland.

For the purposes of the current Master Plan, the car park has been retained in it's current location and form. However, future redevelopment into a multi-storey car park, preferably including ground floor retail uses would be a preferred outcome. This is dependent on engagement and negotiation with the Public Transport Authority.

The character of Maxwells Creek Parkland and Riparian Corridor has been retained in accordance with Edmondson Park South DCP, including predominantly indigenous planting and a children's playground and recreation space which can be shared between the school and adjacent higher density residential areas.

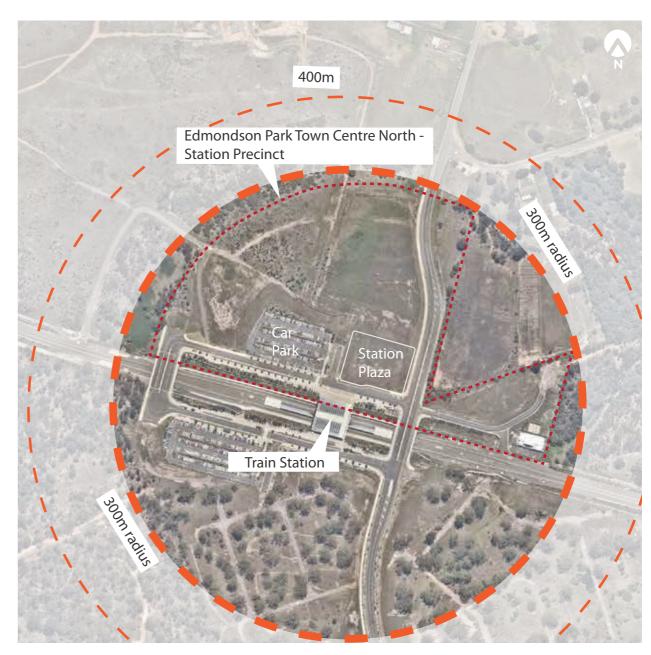


Proposed concept master plan for the Station Precinct



Development Summary		
Site Area	69,183 sqm	
Gross Floor Area (Residential)	135,193 sqm	
Gross Floor Area (Retail)	5,196 sqm	
Gross Floor Area Total	140,389	
Floor Space Ratio (FSR)	2.03:1	
Number of dwellings (apartments)		
URG Sites	1,245	
OSL parcel	674	
Total	1,919	

Station Precinct

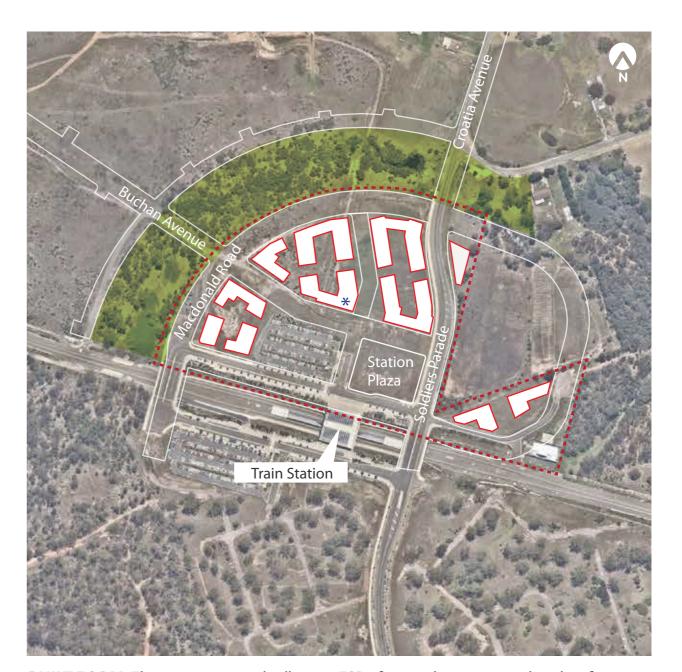


TRANSIT ORIENTED DEVELOPMENT (TOD): The Station Precinct is generally contained within a 250m distance of the train station. Consistent with TOD principles, it is proposed that this area be developed to a high density. Mixed use apartments can be delivered that are compliant with the existing Land Use, Height and FSR controls. It is noted that the Edmondson Park South Concept Plan indicated terrace/ cottage lots within a portion of the Town Centre. The revised proposal ensures that land outside of the Station Precinct is set aside to deliver the Missing Middle outside of the 400m/5 minute walk radius of the Station.

RobertsDay



LOCAL ROAD NETWORK: Consistent with the key design principle of connectivity a new secondary street is proposed to improve connectivity to the train station and station plaza are considered the key destinations within the precinct. Realigning the street creates a direct physical and visual connection and reinforces the 'green to green' strategy connecting the green crescent park and the station plaza.



BUILT FORM: The current controls allow an FSR of 2:1 and a maximum height of 24m. The DCP promotes a landmark building within the Town Centre. The Master Plan proposes a landmark building that terminates key vistas, facilitates wayfinding and maximise plaza front living with minimal amenity impacts on the public realm and/or neighbouring developments. The landmark building is proposed with a height up to 20 storeys (approximately 67m). The balance of the heights are a maximum of 50m and all achieve ADG compliance and the Station Precinct does not exceed a gross FSR of 2:1.

Maxwells Creek Precinct

The adjacent plan illustrates the proposed development for the Maxwells Creek providing a built form and landscape character transition between the Station and Parkland Precincts whilst also acknowledging the unique character of the outer crescent adjoining Maxwells Creek.

The Maxwells Creek Precinct envisages a mix of apartments and townhouses fronting and opening onto Maxwells Creek Riparian Corridor. These can be arranged in a strata arrangement with underground parking and communal open space contributing to the native, leafy character.

Due to the high amenity and unique characteristics of this precinct; namely the immediacy of Maxwells Creek and proximity of the Station, a height increase up to 28 metres is proposed in this Precinct.

Development Summary		
Site Area	73,408 sqm	
Gross Floor Area Total	67,142 sqm	
Floor Space Ratio (FSR)	1.13:1	
Number of dwellings		
Apartments	761	
Strata Terraces	36	
Total	797	





Parkland Precinct

The adjacent plan illustrates the proposed development for the Parkland Precinct retaining the school site in it's current location consistent with Edmondson Park Concept Plan. The school site area is reduced to 6.0 ha, and is bordered on the southeast by a block of medium density apartments and town house.

The Department of Education is determining the school site area required. A minimum 2ha is retained for a school with the potential for an additional 4ha which may include residential uses or be required by DoE.

Terraces, townhouses and cottages transition from the Maxwells Creek Precinct towards the school and the existing residential fabric to the northwest of the site.

Areas of higher density apartment development are collocated with amenity and open space including Clermont Park and regional open space on the other side of the railway line. This urban living option capitalises on the park frontage whilst also contributing to a comfortable sense of enclosure for park users.

Semi-detached terraces/cottages are proposed in transition to the existing suburban fabric.

Development Summary		
Site Area	43,765 sqm	
Gross Floor Area Total	34,878 sqm	
Floor Space Ratio (FSR)	0.8:1	
Number of dwellings		
Apartments	162	
Strata Terraces	152	
Total	314	

Scenario 1



Proposed plan for the Parkland Precinct

Parkland Precinct

The adjacent plan illustrates the proposed development for the Parkland Precinct considering an additional option for the school site location and size.

Upon consultation with Department of Education, it was identified an additional 4ha may not be required for future school uses and may include residential uses. Landcom will continue to engage with DoE to determine the ultimate school site size required.

The school site will need to be serviced by a bus route. Two of the adjacent local roads will need to accommodate for such traffic. It is our consideration this can be achieved with an amendment to the existing road sections nominated by the Edmondson Park Concept Plan, in order to accommodate for the required bus width within the carriageway. A potential bus route is suggested within the adjacent plan.

Development Summary		
Site Area	73,408 sqm	
Gross Floor Area Total	59,400 sqm	
Floor Space Ratio (FSR)	0.8:1	
Number of dwellings		
Apartments	343	
Strata Terraces	227	
Total	570	

Scenario 2



Parkland Precinct: School Site



SCENARIO 1: Scenario 1 provides a preferred location and configuration for a combined primary and high school site with a reduced area of 6.0 ha, previously 7.6ha. The previous location was considered appropriate due to ease of access and pick- up/ drop- off, regularity of available land and collocation with Clermont Park. The excess school site area was given back to residential land providing additional park frontage. Upon consultation with Department of Education, they are determining the ultimate school site size required. To allow flexibility, an additional 4ha may considered for potential residential development.



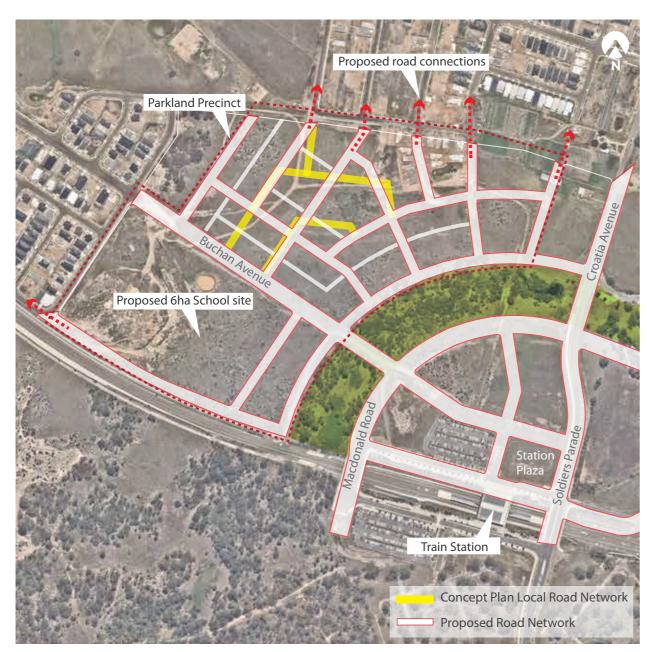
SCENARIO 2: The second option provides a location for a primary school only, in the western edge of the precinct, adjacent to Buchan Avenue and current residential developments.

Parkland Precinct: Density Adjoining Amenity

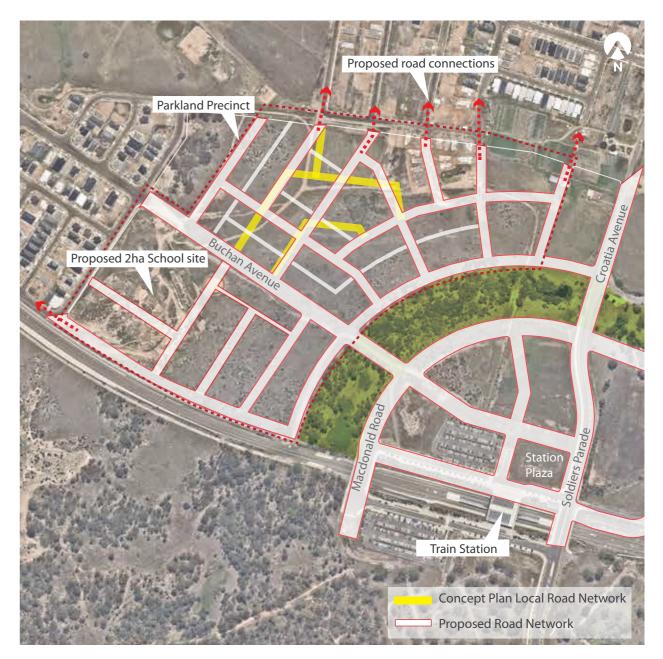


SCENARIO 1: Generally, the heights within the Parkland Precinct are to remain at 12m with an overlay zoning control that prohibits residential flat buildings in the same area. Residential flat buildings are permitted in the areas above with a corresponding height increase up to 21m. This strategy balances the increases density around the Station, addresses the Missing Middle and provide apartment living opportunities in appropriate, select locations within the Parkland Precinct.

Maxwells Creek and Parkland Precinct: Road Network

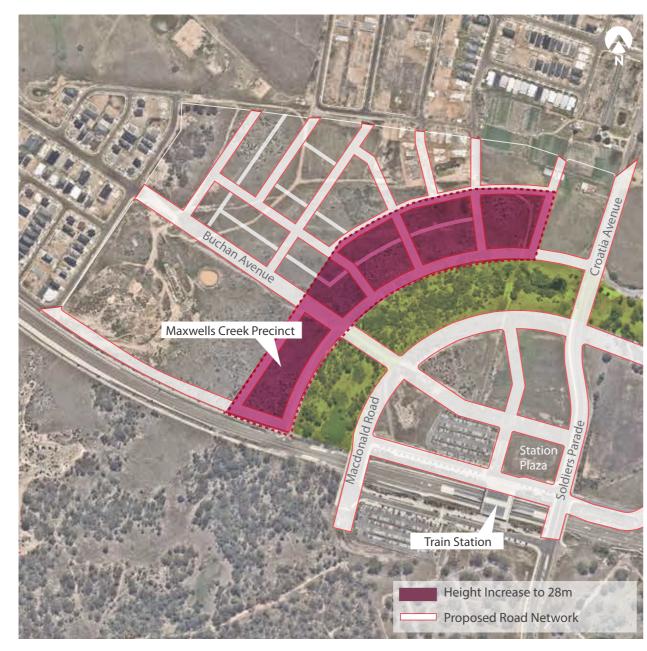


SCENARIO 1: The main access to this precinct is through the partially constructed Buchan Avenue consistent with the Edmondson Park South Concept Plan. The local street and path network has been designed for maximum permeability. The refined local street network maximises connections to the existing local street network and creates a system of continuous streets and path linking open spaces, the school and the Station Centre.



SCENARIO 2: Scenario 2 is also generally consistent with the local street principles of Scenario 1. The street and block layout extend through the proposed current school area in order to achieve a feasible and efficient urban structure, whilst maintaining a flexible approach to the balance of the 4ha area which is safeguarded for a future potential school. In accordance with DoE, two school frontage roads shall accommodate for buses servicing the school.

Maxwells Creek Precinct: Density Adjoining Amenity



SCENARIO 1 AND 2: The heights within the Maxwells Creek Precinct are proposed to increase to 28m in order to transition from the Station Precinct to the Parkland Precinct. The height also enables optimisation of built form opening onto the high amenity area of Maxwells Creek whilst ADG controls bulk and overshadowing.

Character Areas

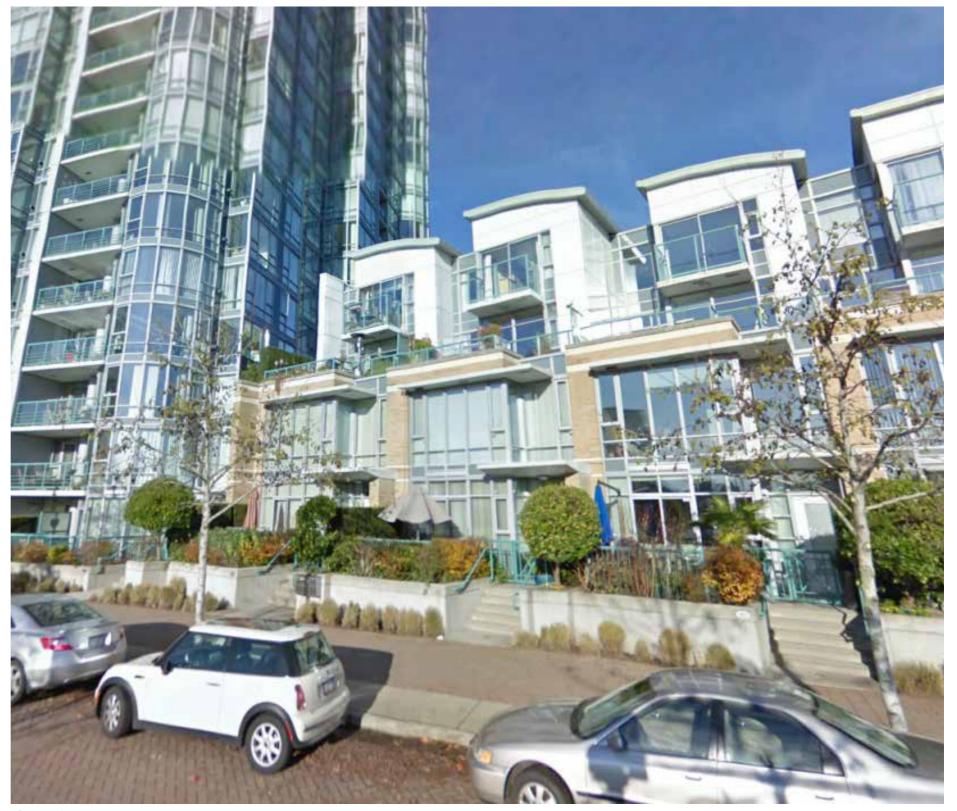
The proposed Master Plan is informed by the creation of a series of distinct Character Areas which respond to the different natural and physical conditions within the site.

Character Areas are determined by assessing the combination of the way in which the built form, function and use, landscape treatment, transport and key destination accessibility and user experience have been considered as part of the development.

Seven character areas have been identified which address different interface conditions including frontage to public open space, railway line, major roads, civic uses and transitioning and integrating with surrounding suburbs.

As the boundaries of the Character Areas are defined by the area's attributes, both sides of the existing streets should generally be within the same Character Area. This results in a consistent character on both sides of the street, creating an attractive, comfortable and legible environment.

The following pages illustrate how the character areas have been allocated within the context of each of the development scenarios.



Station Precinct Transition



A Sense of Enclosure at Clermont Park



Apartment Living Opposite Maxwell Creek Riparian Corridor



Urban Terraces Fronting Major Streets



Sensitive Interface to Existing Residents



Apartment Living Along the Railway Line

Character Areas

A number of character areas have been proposed across Edmondson Park Town Centre North. They address the different conditions within the site: proximity to open space/amenity, proximity to transit, inner core 'urban' fabric with higher development intensity, proximity to suburban and fabric and integration with existing suburb. With no upper limit for FSR existing within the Parkland and Maxwells Creek Precinct, and a floorpsace control replacing FSR controls within the Station Precinct, the character areas have guided the allocation of density and the proposed housing types.



This report documents the design testing, investigations and principles that have evolved over the life of the project.

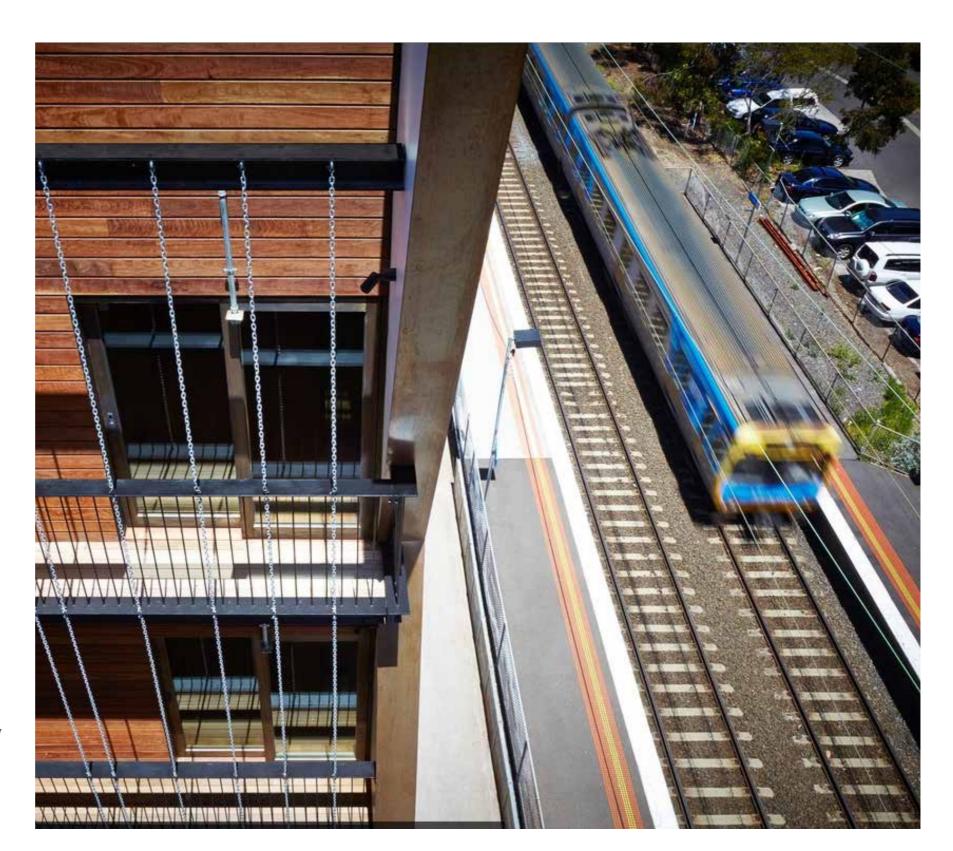
The following section consolidates the Town Centre and Parkland Precincts presenting the two scenarios and development summaries side- by- side to easily appreciate the holistic design and implications of a 6ha or 2ha school site. It is important to note that irrespective of the school size decision, the design principles and commitment to achieving housing affordability, diversity and addressing the Missing Middle are consistent.

In order to finalise the Master Plan, a directive will be required from the Department of Education as to the school size that will be required.

The following spread summarises the local housing typology assessment undertaken for this site as well as the detailed dwelling testing that has been applied to the Master Plan.

In order to address the housing gap identified by the Missing Middle, which is particularly relevant to this site, the Master Plan proposes a significant attached/ semiattached housing component.

As a result the Urban Design Report is supported by Planning Pathway advice to implement controls for the Parkland Precinct that limit apartment development in this area. Apartment development is seen as appropriate within proximity to the Station and supported by a variety of medium density outcomes.



Housing Typologies

HOUSING TYPOLOGIES

The development of Edmondson Park Town Centre South is currently underway. The following is a summary of the key housing typologies we have verified are being built within Edmondson Park. These typologies range between single detached dwellings on 12m frontage lots and terrace housing on 7.5m frontage lots. We also identified the presence of cottage like developments on narrow lots (7.5m) with a side setback, which provides for improved ventilation when compared with the standard terrace house.

The housing typologies opposite have been applied to the Master Plan and have informed the yield and density.

These typologies reflect the intent of each of the character areas, by providing low rise, medium density housing alternatives which complement the current housing offer within that precinct and the mixed use apartments envisaged for the Station Precinct.

The medium density types comprise two and three storey terraces, within a range of lot frontages, as well as, integrated loft apartments above garage.

In addition to conventional mixed use perimeter apartments designed using the High- Low Model; a range of superblock strata development options have been prepared. These typologies provide a mix of conventional apartments next to terrace style apartments. This provides additional diversity and the ability to seamlessly transition from the Station outwards whilst delivering quality solar access.. The typical configuration includes strata terraces that share communal open space and basement carparking with the apartments.



TERRACES: Lot dimensions average 7.5m lot frontage





COTTAGES: Lot dimensions: average 7.5m lot frontage

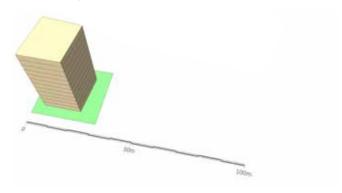




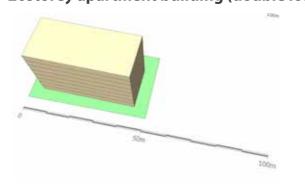
DETACHED HOUSES: Lot dimensions 12m lot frontage



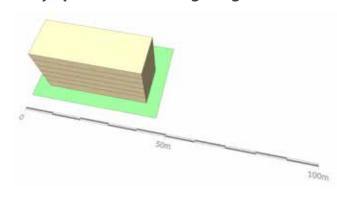
12- 20 storey apartment building (double loaded)



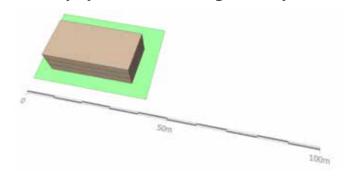
8- 20storey apartment building (double loaded)



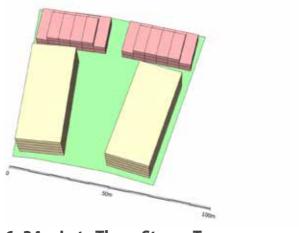
5 storey apartment building (single loaded)



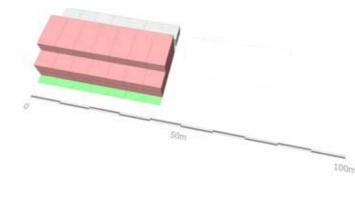
3 storey apartment building (walk up)



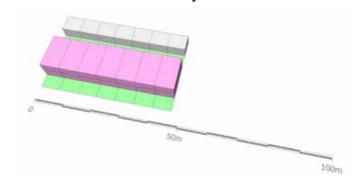
Integrated apartments and terrace houses



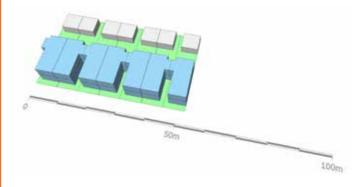
6x34m Lot - Three Storey Terrace



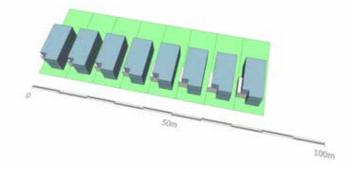
6.7x30m Lot - Two Storey Terrace - rear loaded



7.5x30m Lot - Two Storey Terrace - rear loaded



10x30m Lot - Two Storey Cottage - front loaded



Scenario 1

The adjacent 3d diagram illustrates the proposed development for Edmonson Park Town Centre North, considering the current location for the school site (reduced area to 6ha)



Overview of concept master plan (Scenario 1 - 6ha School)

Development Summary		
Single Dwelling Subtotal	152	
Maxwell Creek frontage apart- ments + terraces	797	
Parkland Precinct apartments	162	
Station Precinct apartments (URG)	1245	
Station Precinct apartments (OSL)	674	
Total dwellings	3030	
Dwelling Density (over 26ha site)	116 dw/ha	
Population Density (over 26ha site)	291 ppl/ha	

Scenario 2

A series of scenarios were considered for the location of the school site (see Appendix 3).

Upon consultation with Department of Education, it was highlighted the possibility of the school site to provide for 2ha with the potential for a total of 6ha development upon future needs evaluation by the DoE.

Landcom will continue to consult with the DoE their future site requirements. It will also require amendments to the Edmondson Park Concept Plan (MP10_0118).

The 3d diagram below illustrates the proposed development for Edmondson Park Town Centre North, considering the current location for the school site (reduced area to 2ha)



Overview of concept master plan (Scenario 2)

Development Summary		
Single Dwelling Subtotal	227	
Maxwell Creek frontage apart- ments + terraces	797	
Parkland Precinct apartments	343	
Station Precinct apartments (URG)	1245	
Station Precinct apartments (OSL)	674	
Total dwellings	3286	
Dwelling Density (over 30ha site)	109 dw/ha	
Population Density (over 30ha site)	273 ppl/ha	

The Master Plan

As an outcome of the urban design scenario testing, the following amendments to the current planning regulations are proposed:

- 1) Town Centre (Station Precinct) definition of maximum building height for a landmark location (up to 67m) with a 50m height control elsewhere within this Precinct; removal of the FSR control to be replaced with a maximum floorpsace cap; Amendments to road hierarchy and layout, promoting the implementation of apartment buildings.
- 2 Maxwells Creek Precinct maximum building height of 28m; amendments to road hierarchy and layout.
- 3 Maxwells Creek Precinct (South of Buchan Avenue) to be 'zoned' for residential purposes under the Concept Plan (noting no change is needed on the SEPP) with similar planning controls as applicable to the area north of Buchan Ave. Maximum building height increase from 15m existing to 28m.
- 4 Parkland Precinct located between Maxwells Creek Precinct and Clermont Park - Retain existing planning controls, however with a new provision to exclude development of residential flat buildings in specified areas to balance increases in density elsewhere and to address the Missing Middle; amendments to road network; and amendments to road hierarchy and layout.
- 5 2ha Primary School site Site area and dimensions to be amended within the approved Concept Plan, noting the current R1 zone will allow educational establishments with DA consent.

- 6 4 ha school area to be considered for potential future school Site area and dimensions to be amended within the approved Concept Plan, noting the current R1 zone (via the Infrastructure SEPP) will allow educational establishments with DA consent. This will safeguard for potential future school land (if needed) this would bring the total school site to 6 ha;
- 7 Residential flat buildings remain permissible adjoining Clermont Park and the railway line to an increased maximum height of up to 21m; also requires amendments to the road hierarchy and layout.



CONCLUSION/RECOMMENDATIONS

The current report is intended to inform a potential development outcome for the Edmondson Park Town Centre North precinct, through the preparation of a concept Master Plan.

The concept Master Plan has demonstrated:

- an urban design response to the site which takes in consideration its strategic location, local context and site specific character.
- The potential for the town centre to be developed within the allowable gross floorspace requirements as per the SEPP (Major Developments) 2005.
- The potential for the building height controls to be increased in order to deliver appropriate transit oriented development, without compromising public or communal amenity, within appropriate areas and mainly within the Station Precinct.
- The potential for Maxwells Creek to be framed by medium/high density development, optimising the amenity associated with public open space.
- That the current macro urban structure has the flexibility to address a possible relocation of the school site.

The following recommendations are intended to inform further planning pathways for the site.

BUILT FORM

The built form recommendations for Edmondson Park are consistent with the following design principles relevant to the broader Edmondson Park area and Sydney:

The Missing Middle

The Draft Medium Density Guide highlighted the issue of the Missing Middle and, in particular, the attention that has been given to the provision and excellence of delivering detached housing and apartments whilst terraces are in high demand but at low supply. Our analysis of the site has led us to identify a portion of the site to fill this gap. This is supported within the context of a high density apartment provision next to the Station and detached dwelling transitions along the outer edges. Medium density attached and semi- detached housing will provide socioeconomic and lifestyle diversity to the market in an appropriate location.

The High Low Model

We are aware of the commercial imperatives and density objectives of the site. It is not our recommendation to limit apartments on the site, only to provide diversity and to locate apartments appropriately- near the Station, adjacent to Clermont Park and along the railway line, and to safeguard amenity. The High Low Model intentionally allocates a height limit in the station Precinct that can only be fully realised on part of the site in order to comply with the maximum GFA proposed. The result is typically a taller element in the southwest corner of blocks supported by the balance of the block (approximately 85%) being low- mid resulting in negligible solar and/ or visual impact. Within the Town Centre, the High Low model can be realised by utilising the 'landmark height' concept established within the DCP and building on it.

Development Control Recommendations

The following are recommendations for the Station Precinct, with landmark buildings within 300m of the Station:

- Gross FSR- no change and to be replaced with a floorspace cap;
- Height- maximum 50m with a landmark building height of 67m.

The following are recommendations for the Maxwells Creek Precinct, intended as promoting terraces and limiting apartments by:

 Increasing heights to 28m to provide height transitions, high amenity and promote stewardship of Maxwells Creek.

The following are recommendations for the Parkland Precinct, intended at promoting terraces and limiting apartments by:

- Retaining the height of 12m generally;
- Making residential flat buildings a non-permissible use (promoting terraces and/ or multi- unit sites that can still be 3-4 storeys);
- Increasing heights to 21m adjoining Clermont Park and on the school site where residential flat buildings are to remain permissible.

SCHOOL SITE (Preferred Option)

Department of Education are determining the school site size requirements for Edmondson park and may require between 2ha-6ha. Therefore, in order to retain maximum flexibility for non- education uses if DoE does not use all of the land, the land will be addressed as follows:

- 2 ha to be included as a school site;
- An additional 4ha, contiguous to the 2ha, to be included for future school requirements if needed.

It is our preliminary understanding, in terms of planning framework, that placing education uses on a residential zoning is less challenging than altering a school designation to residential.

It is recommended that the 6ha be subdivided in accordance with the 2ha and 4ha subdivision boundaries outlined within this report. This will ensure that a developable footprint suitable for residential is retained in case only 2ha is required by DoE for a school site.

The 2ha school site will need to be serviced by a bus route. Two of the adjacent local roads will need to accommodate for such traffic. It is our consideration this can be achieved with an amendment to the existing road sections nominated by the Edmondson Park Concept Plan in order to accommodate for the required bus width within the carriageway.

LOCAL ROAD NETWORK

The local road network has the potential to be amended to reflect a higher intensity of development, allowing for the provision of additional laneways, reduction of threeway intersections along Buchan Avenue, increased access opportunities to Maxwells Creek Riparian Corridor, as the main public open space within the precinct and adjacent suburbs to the north.

