

Hassell

ED. SQUARE URBAN DESIGN REPORT

TOWN CENTRE WEST AND RP3 - MODIFICATION 12





Images: Town Square East and Eat Street

Contents

Acknowledgment of Country

We acknowledge and respect Traditional Owners across Australia as the original custodians of our land and waters, their unique ability to care for country and deep spiritual connection to it. We honour Elders past, present and emerging whose knowledge and wisdom has, and will, ensure the continuation of cultures and traditional practices.



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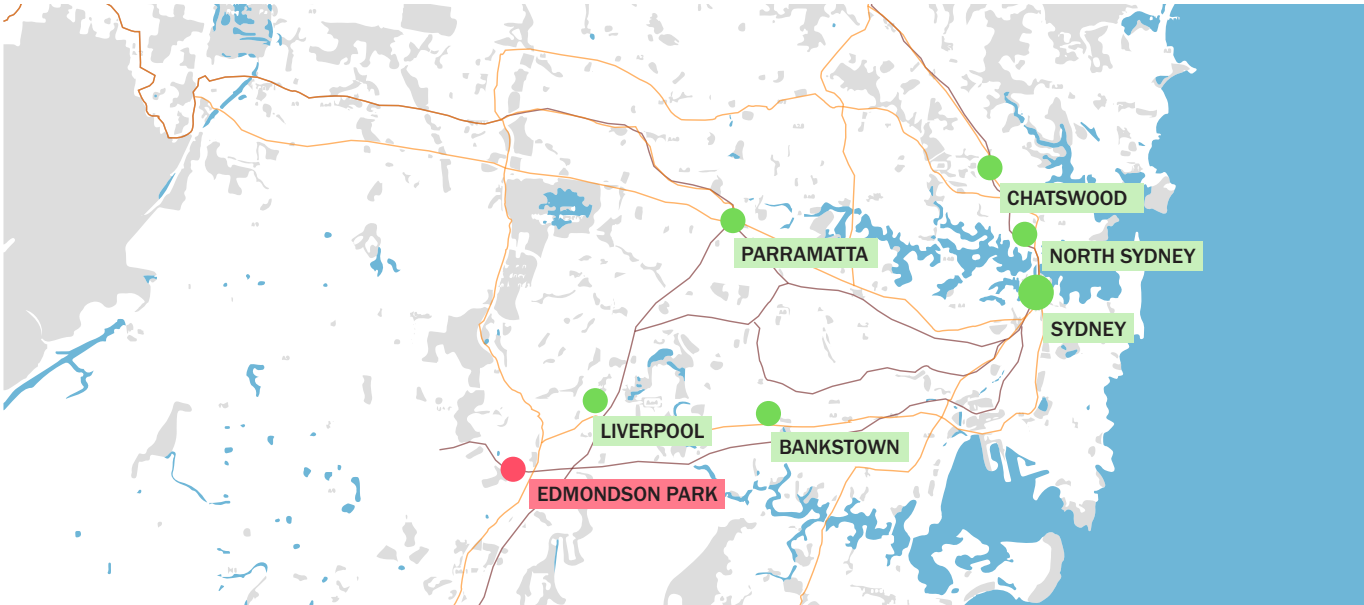
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ED. SQUARE INTRODUCTION

This Urban Design Report has been prepared by Hassell on behalf of Frasers Property Australia. It forms part of the Concept Plan modification (MOD 12) submission for the proposed amendment of the Edmondson Park South Concept Plan Approval obtained in 2011 under Part 3A of the Environmental Planning & Assessment Act 1979 (EP&AA). The approved Concept Plan obtained in 2011 has been amended.



Regional context



Ed. Square Site Plan

The subject site, referred to as Edmondson Park Frasers Town Centre (EPFTC otherwise known as Ed.Square), falls within the Liverpool Council Local Government Area, located centrally within the Edmondson Park Release Area. It sits directly to the south of the recently completed Edmondson Park Rail Station and is bounded by the rail corridor to the north, Campbelltown Road to the south, and the proposed new regional park to the west.

Vision

Ed. Square is set to become a regionally significant community and a benchmark Town Centre development characterised by modern enterprise, attractive and vibrant lifestyle offerings as well as diverse social, economic and housing opportunities.

Application of the Urban Design Report

The Urban Design Report provides a design framework to inform future Development Applications. Master plan or illustrative details shown within this plan are indicative only and subject to detailed resolution by any relevant DA.

The Urban Design Report does not establish a fixed outcome and each DA is to demonstrate general consistency with the Plan. The consent authority is to undertake a merit assessment where alternative design solutions are proposed.

Urban Design Framework

The urban design principles and structuring framework which define the Ed. Square Master Plan are largely consistent with the strategies approved in the Concept Plan. Our aim is to create a legible pattern of streets and blocks with clear lines of sight, that link key elements of public spaces and destinations creating a logical framework for the development of the site. The proposed configuration maintains the three main north-south linkages while improving the east-west connectivity through the introduction of General Boulevard (FKA Greenway) (linking areas of green public space), and an Urban Axis (linking areas of urban public space).

Open Space

A public plaza and pedestrianised 'Eat-Street' directly adjacent to Sergeant Street in the town centre forms the urban heart of the Town Centre Core. A landscaped green boulevard links Edmondson Park Reserve with the future Regional Park to the west. A series of pocket parks and shared neighbourhood streets (the Mews and laneways) provides secondary community spaces for local residents. In addition, a new town centre park will be made publicly accessible for the use and enjoyment of the broader local community and shoppers. All vehicular streets and pedestrian laneways

will be publicly accessible at all times.

Built Form

Ed. Square sits within a growth centre of rapid transition from predominantly single dwelling housing estates of relatively low density, multi-dwelling housing, to a more compact urban village characterised by mixed use with apartments up to 21 storeys in the town centre core. In the residential precinct attached medium density, multi dwelling housing, townhouse, terrace and studio dwellings are provided.

Approach to planting

Planting at Ed Square celebrates the character of both the surrounding Cumberland Plain Woodland and the historic gardenesque style colonial homesteads which once occurred on site.

Across Ed Square's public realm, the design target is for 75% native groundcovers and tree planting. Final planting selections will be guided by micro-climatic conditions to ensure long-term viability including solar access and soil conditions. Where viable, local native provenance plants may be used.

Ed. Square Proposed Development Summary

Site Area	Approximately 25.16 hectares
Maximum height in Town Centre Core (RL)	132.90 RL
Estimated number of residential dwellings	1884

2. DESIGN APPROACH

MASTER PLAN VISION

Ed. Square 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.

Strategically located in South West Sydney between the new employment nodes of the Moorebank Intermodal and the future Badgerys Creek Airport, with arterial road connections to Sydney CBD, Ed. Square is ideally positioned to leverage local and regional, residential, retail and commercial opportunities.

Ed. Square includes economic employment clusters targeting health services and a range of retail, personal and professional service offerings. At the heart of this new community is the recently completed Town Centre Core (east) located adjacent Edmondson Park Station

and the first stage of an extensive network of parks, walkways and cycle linkages. Future stages of Ed. Square will continue the active open space network as well as provision of the Town Centre Core (west). Residents and visitors alike will enjoy the array of shopping, dining and entertainment facilities in an urban style, higher density, mixed-use precinct.

Residential dwellings will be located across the whole Town Centre. The master plan provides for higher-scale urban built form in the Town Centre Core transitioning to lower-scale medium density form throughout the

Residential Precincts. Each of these precincts is driven by urban design principles guiding villaging, forming, density and character.

One of the key innovations of the master plan is the way that density is achieved with a mix of housing typologies including town houses, terraces, studios and apartment buildings without relying solely on the latter. This innovation-by-design creates the best of density, scale and character and embraces the wellbeing lifestyle and comfortable relaxed feel of Ed. Square.

Central to this vision will be a green link, drawing from the great cities across the world. It will run from the new Town Centre and connect through to the eastern Edmondson Park Reserve, providing a structured green spine through the precinct connecting the regional western and eastern parks through a vibrant residential precinct.



Images: Town Square East and Eat Street

ED. SQUARE IS....

Sydney's healthiest and happiest community

At Ed. Square you will find a place where healthy, active living is easy.



An exemplar of green living

Ed. Square is fast becoming South West Sydney's green neighbourhood.

The stage for all aspects of everyday life

Ed. Square has won the hearts of the local community and is a place to live, to work, to visit – again and again.



A super-connected local centre

Ed. Square is a place where connections are made – between the suburbs and the city, between urban lifestyle and natural environment, and most critically, between people.

SYDNEY'S HEALTHIEST AND HAPPIEST COMMUNITY

**At Ed. Square you will find
a place where healthy,
active living is easy.**

Ed. Square offers a new approach to urban living, placing the health and well-being of its community at its core. Urban life is increasingly rushed and as a result we're spending less time with family, friends and our natural environment.

The vision creates direct access to new plazas and neighbourhood parks, and is a short walk to surrounding regional parklands. The street structure of the Town Centre will allow for direct visual and physical access to nature, and accommodates generous pedestrian paths and cycle lanes. Residents are be able to easily walk to all their destinations. Whether it be strolling along Sergeant Street, through laneways and accessing the new rail station.

Ed. Square is a true Town Centre, different to the standard suburban

shopping centre typology. While offering major supermarkets and other large format retailers, it will not be dominated by them. Rather, the Town Centre will provide an offer for the best retailers providing a diverse range of fresh food, cafés and restaurants; a diverse range of fashion, basic needs and services; from national retailers through to independent artisans producing and selling the finest produce – the best of local and national experiences for Sydney's west.

While typical suburban shopping centres provide standardised and controlled spaces, Ed. Square will blur the lines between public and private. The streets and laneways aspire to achieve everything desired in a Town Centre from the restaurants and pavement dining of Willoughby Road, Crows Nest through to Melbourne's famous Degraves Street and South Melbourne Market. At all hours of the day and into the late evening,

Ed. Square is a hive of activity. From early morning coffee in the cafés amongst the hum of retailers

setting up for a days trading, through to a late night meal in a laneway wine bar having seen a movie with friends. From doing a workout in the gym after dropping your child at day care through to picking up the daily shopping on the way home from the train station and enjoying a family dinner at Eat Street. The Town Centre will truly be a place for all the community to embrace, experience and immerse itself in. It is a place for all to be proud of.

Featured in the recently completed Town Centre East are a variety of health and community facilities, including a medical centre, gymnasium, child care centre, school, community centre and Town Square. Residential amenity includes community buildings, swimming pool, meeting rooms and activity areas.

Whether a resident embarks on a daily gym session and coffee before the train trip to work, or on the weekend, a leisurely Saturday morning breakfast in the Town Square before a little shopping, all are within a comfortable walk from



their home.

These buildings and spaces are where people meet, interact and get to know each other. They build a sense of cohesion within an otherwise diverse community.

Ed. Square is a place where all aspects of well-being – physical, mental and social combined – are taken care of.

Key elements:

- Street-based local retail model
- A walkable and cyclable movement network
- Multiple community facilities and spaces
- Health and medical uses in Town Centre
- Connections to green links and open space

Images: Town Square East and Eat Street



AN EXEMPLAR OF GREEN LIVING



Town Square East

Ed. Square is fast becoming South West Sydney's green neighbourhood.

Ed. Square connects people with the natural environment. The community will have convenient pedestrian access to regional parklands and neighbourhoods. Existing streets are and future streets will be lined with trees and water sensitive urban design strategies employed. Sergeant Street is open to the sky (with the exception of awnings and other weather protection structures at nominated locations). Public spaces for dining, entertainment and relaxation are throughout the Town Centre, celebrating the outdoor lifestyle that Sydney siders treasure.

The surrounding natural landscape is drawn into the Town Centre via streetscapes and parks, tying residential, retail and community uses within a “green grid” of vegetation. General Boulevarde bisects the town, linking regional parklands to the east and west. People will move on foot, cycle or car along this green link beneath dappled sunlight from a canopy of mature Eucalypts. The green link corridor will be fronted by residential terraces and apartments, as well as key community uses.

The Ed. Square community are living and working in one of Sydney's most sustainable places. Residential buildings are designed for dual-aspect configurations, optimizing natural sunlight access and cross-ventilation. Connectivity to the rail station is enhanced through a clear and regular grid of streets and lane

connections. Retail and commercial uses are energy-efficient, climate-responsive and flexible.

Sustainability is embedded in every aspect of the planning and design of Ed. Square. It is part of the DNA of the place.

Key elements:

- General Boulevarde creating a generous east-west green link across the Town Centre
- Physical and visual connectivity to the natural environment
- Road alignments to maximize solar access to residential private open space
- Ecological functions integrated into green space network
- 6 Star Greenstar community (achieved)
- 6 Star Greenstar design/as built for retail (achieved)
- 5 Star Greenstar design/as built for residential (achieved)



THE STAGE FOR ALL ASPECTS OF EVERYDAY LIFE

Ed. Square has won the hearts of the local community and is a place to live, to work, to visit – again and again.

Ed. Square is rapidly maturing into an authentically diverse place with a unique character. It is already attracting a rich variety of people from a diverse range of cultures – residents and workers, daytime and evening visitors, those who drop by for a weekly shop or a special event. Ed. Square provides places and spaces that accommodate the many and varied needs of the community.

The recently completed Town Centre Core East contains a mix of retail, commercial, residential and community buildings. It is alive day and night. A morning coffee break sitting in the sunlit plaza or Town Square whilst catching up with friends either in person or through Town Centre Wifi. A wander through the fresh food offer. A family dinner at Eat Street off the Town Square. A late evening in a small bar off an active

laneway.

Ed. Square has established itself initially through the main retail street, full-line supermarket and family friendly food and beverage outlet – the key ingredients in creating a rich, engaging place. Over time, it will grow and diversify further, with new residents and workers, and even more reasons to visit.

Local culture and community is celebrated at Ed. Square. The fresh food offer showcases the best produce and food offerings. The design of the public realm reflects the ecological attributes of the region.

A diversity of housing types is key to the success of Ed. Square. This includes urban apartments, multi-dwelling mews and laneway housing, as well as a variety of differing terrace homes. Diversity brings choice, it allows all people, from first home buyers to down-sizers, to become part of the community. It also allows people to move through different stages of life without having to move suburbs. People can stay close to neighbours and friends, to their doctor and the kids' school.

Key elements:

- A diversity of housing types, from

one bedroom apartments to four bedroom terrace houses

- A mix of uses to generate activity through different times of the day
- High quality public spaces including a town square, pedestrianised 'Eat-Street, General Boulevard, laneways and parks
- Wifi that is available throughout the Town Centre.

A SUPER-CONNECTED LOCAL CENTRE



Ed. Square is a place where connections are made – between the suburbs and the city, between urban lifestyle and natural environment, and most critically, between people’.

Ed. Square is one of Sydney’s best connected Town Centres. The new train station provides easy access to the city centre, with local buses linking the surrounding suburbs. The planned airport at Badgerys Creek will elevate the connectivity

of the region to a global scale, with Ed. Square a key centre in what will become a significant urban corridor.

Within Ed. Square a network of streets and laneways, cycleways and pedestrian paths will create exceptional local connectivity. These are designed to terminate on natural spaces and community facilities. These are safe, attractive and people-focused spaces.

Higher density residential buildings are located within the core of the Town Centre. Here a highly permeable and active movement system links residents to retail and commercial buildings, community facilities and the station. Further from the core, residential neighbourhoods are focused around mews and laneways, with houses fronting a shared space – a place where pedestrians take

priority over cars, where kids can safely play and the private open space of each home extends into the public realm.

These are a special feature of Ed. Square – a style of housing that reflects a well-connected community.

Key elements:

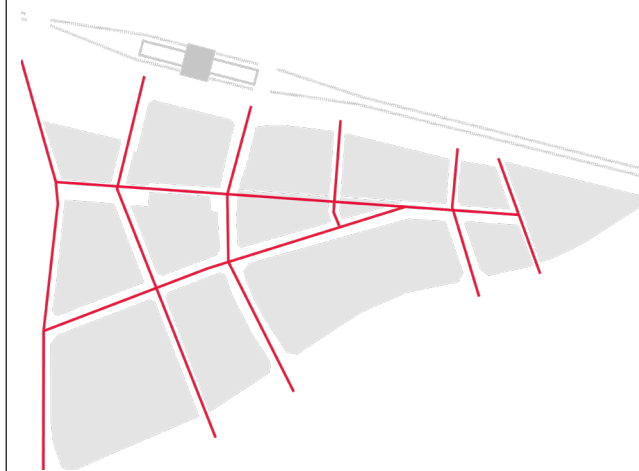
- Enhanced access through a clear and legible movement structure
- Higher densities closer to services and the station
- Fine grain, pedestrian focused connections within the core and residential neighbourhoods
- Connections to health and active living precincts includes medical services and gymnasium.

Image: Town Square East

3. URBAN DESIGN PRINCIPLES

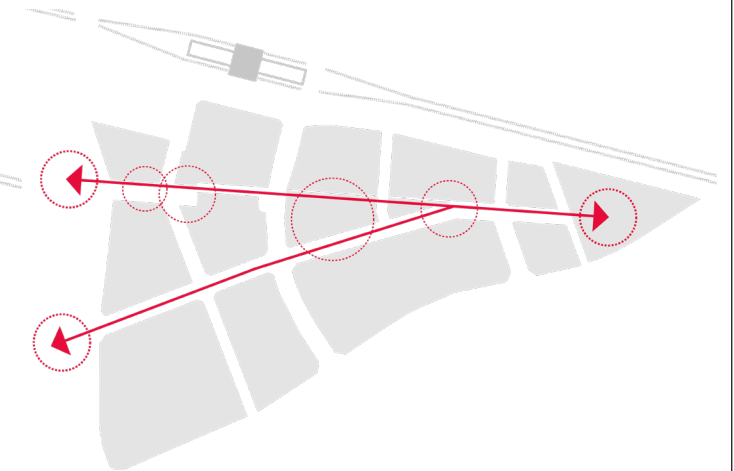
URBAN DESIGN PRINCIPLES

Twelve guiding principles have been established and guide the master plan for Ed. Square.



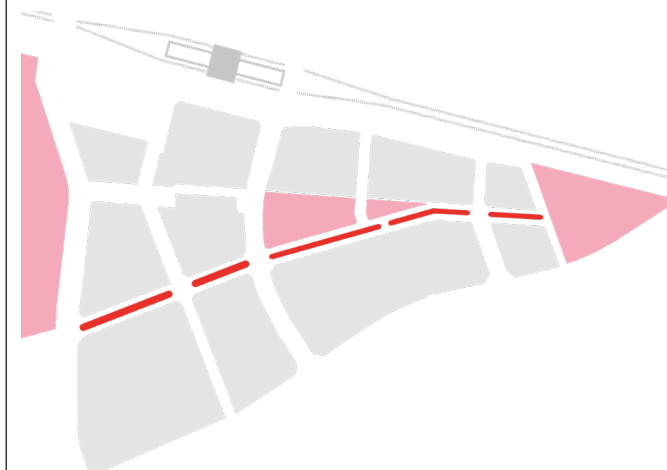
Principle 1

A regular street grid with clear north-south and east-west links.



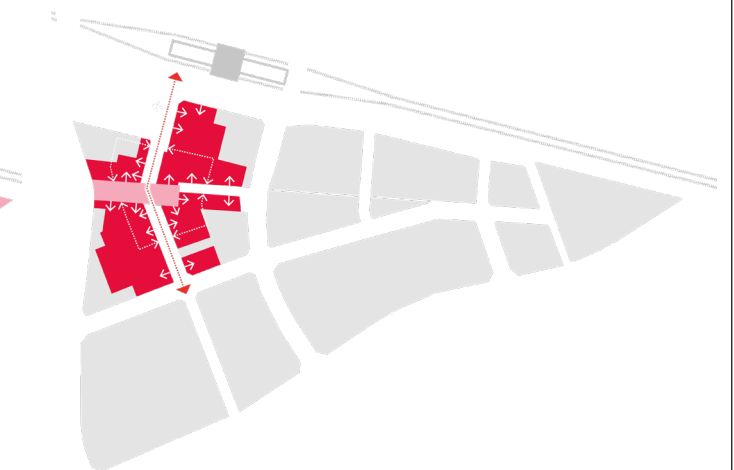
Principle 2

Clear lines of sight through the site connecting public open spaces.



Principle 3

An identifiable vegetated green spine connecting areas of open space and extending the Cumberland Plain Woodland into the precinct.

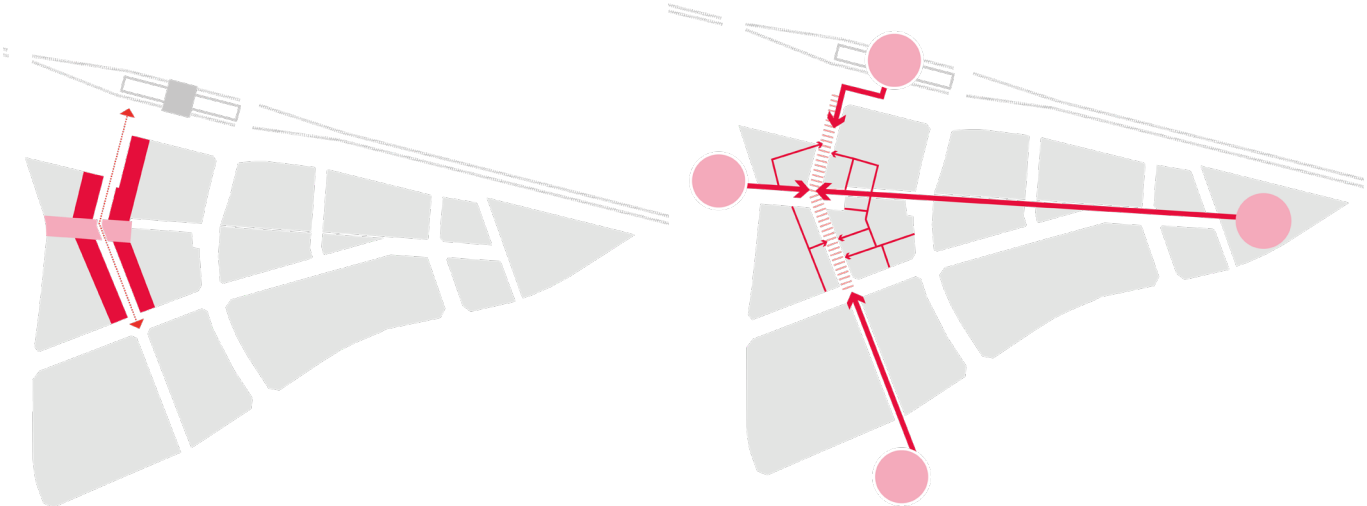


Principle 4

An urban east-west street drawing people into the urban heart of the town centre core via a pedestrianised 'eat-street' and urban plaza.

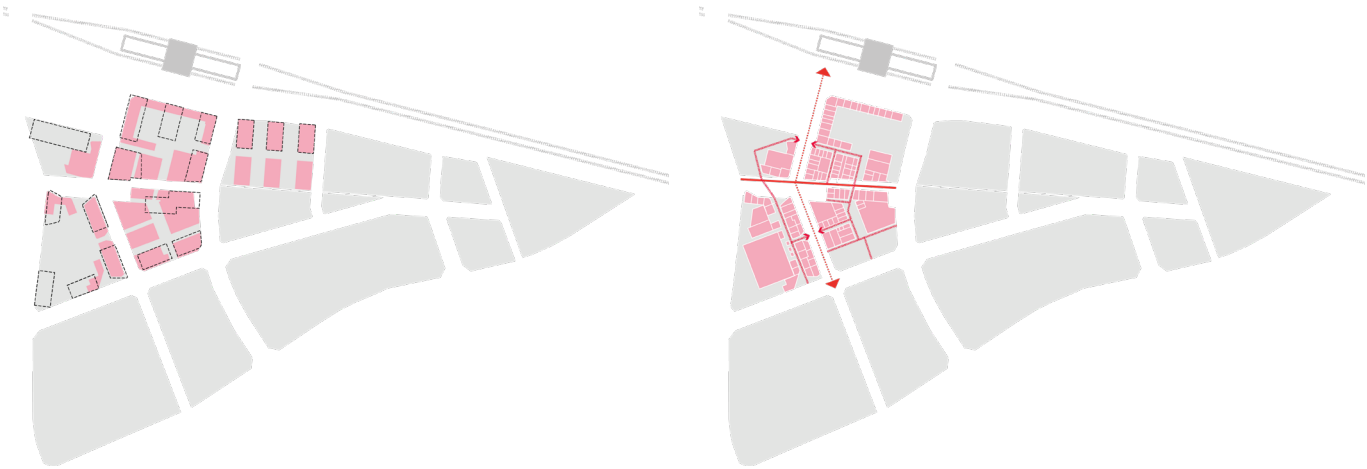
All diagrams, layouts and arrangement are shown indicatively and will be subject to change with any relevant application.

URBAN DESIGN PRINCIPLES



Principle 5
An active mixed use Sergeant Street with the Town Square at the heart.

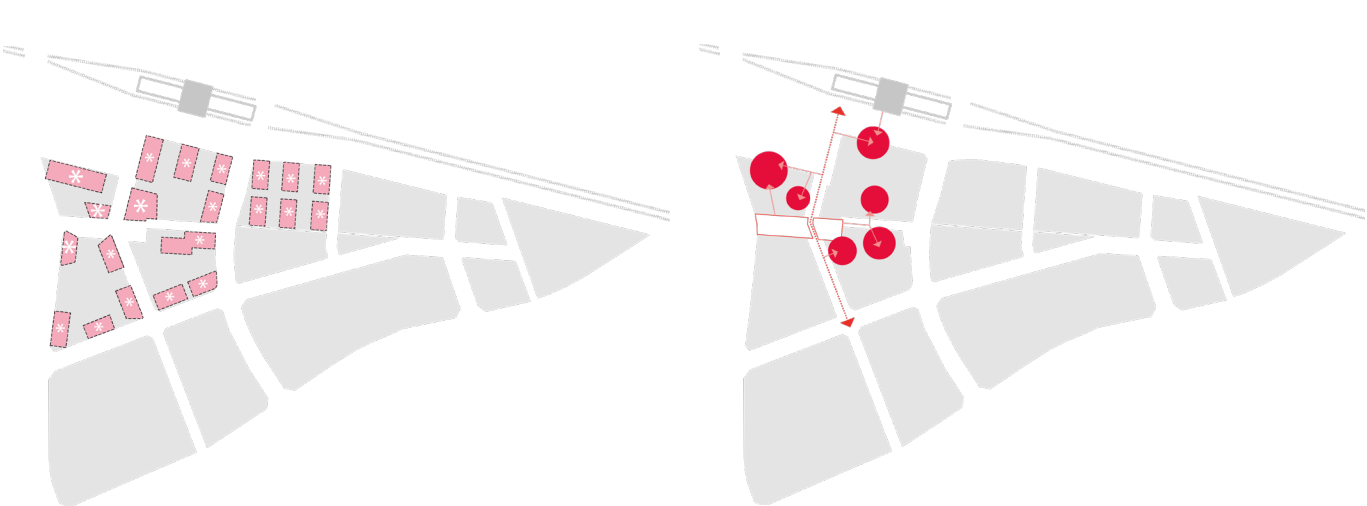
Principle 6
Strong connections that extend from the surrounding areas into Sergeant Street.



Principle 7
Town Centre with a mix of uses including residential, retail and community uses to ensure safe, active and interesting street edges

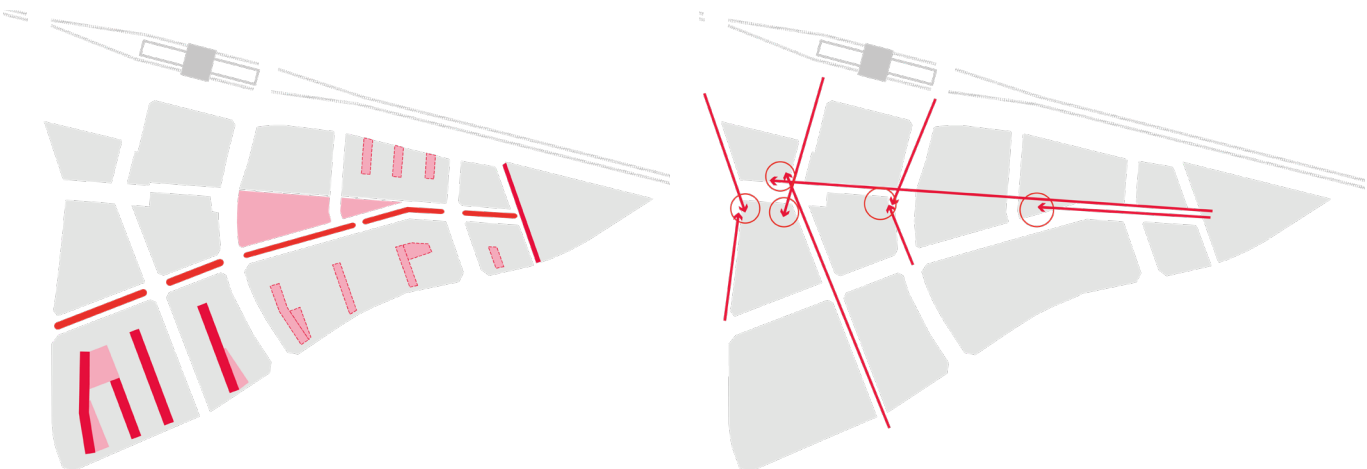
Principle 8
A fine grain network of shops, cafés and restaurants in the Town Centre core linked by Sergeant Street and laneway connections

All diagrams, layouts and arrangement are shown indicatively and will be subject to change with any relevant application.



Principle 9
Built form tailored to define key streets and corners particularly in the Town Centre core

Principle 10
A mix of community, social and entertainment uses in the heart of the Town Centre.



Principle 11
Neighbourhoods focused around low traffic, low-speed shared zones and pocket parks and community facilities. Locations indicative only and to be determined based on future community amenity needs.

Principle 12
Clear lines of sight terminating at civic/community uses and/or architectural landmarks

All diagrams, layouts and arrangement are shown indicatively and will be subject to change with any relevant application.

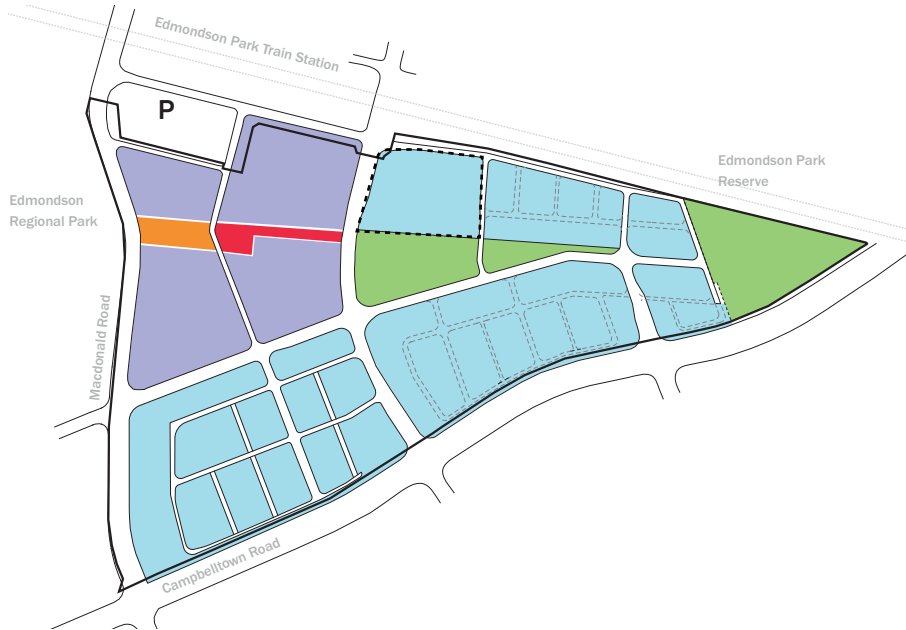
4. MASTER PLAN

Master Plan

Structure plan

- Ed. Square Boundary
- Town Centre Core Mixed Use
- Residential Precinct
- High Density Residential Precinct 3 Stage 9
- Open Space and Resident Community Facilities
- Town Square(East) and Eat Street
- Town Square (West)
- Current and future street network
- Potential street network (subject to change)
- P Commuter Parking

All diagrams, layouts and arrangement are shown indicatively and will be subject to change with any relevant application.



The master plan for Ed. Square is structured around the key defining urban design principles to create a compact, mixed-use, safe, and well-connected walkable and cyclable Town Centre Core directly adjacent to the Edmondson Park rail/bus interchange.

Central to the structure is a focus on creating a healthy living community incorporating all aspects of wellbeing – physical, mental and social. A diversity of community and day-to-day living uses, pedestrian friendly Main Street, multi-functional public spaces and direct connections to the surrounding landscape via green spines, have been incorporated into the master plan to achieve this vision.

Key Features

- Sergeant Street - a traditional north-south street providing direct connection to the bus/ rail interchange to the north and residential precinct to the south. This will be the main urban spine

through the Town Centre core lined with mixed use, fine grain active frontages.

- A key principle of the retail Town Centre design is that the retail outlets be accessed off a variety of street and laneway connections.
- A multi-functional, north oriented Town Square at the heart of the Town Centre Core directly accessed off either side of the 'main street' and activated by family-friendly food and entertainment establishments.
- Higher density apartment living in the Town Centre core and to the east of Soldier's Parade adjacent to open space zones.
- Attached medium density living

to the east and south of the Town Centre core centred around the creation of a healthy, communal and playful neighbourhood environment.

- An east-west vegetated green link, connecting areas of open space and extending the Cumberland Plain woodland vegetation into the precinct.
- A legible and well defined street hierarchy establishing clear lines of sight to open space, civic uses, or architectural landmark features. Each street type has its own unique character to strengthen wayfinding and sense of place.
- Direct connections to the existing and planned surroundings.

TOWN CENTRE CORE PRECINCT

Town Centre Core (Area A), is the retail, commercial and community heart of the precinct, combining a mix of active uses with residential apartment living above. It will be the predominate retail and commercial precinct in the Edmondson Park South development area.

The Town Centre Core is structured along a north-south Sergeant Street with the Town Square at the centre. Sergeant Street provides a direct link from Edmondson Park Train Station into the precinct, and continues south to link with the southern residential precinct. Sergeant Street is transected by an important east-west Urban Axis which knits the Town Centre Core to the residential precinct in the east and adjoining community and regional parks.

The Town Centre Core supports higher densities and heights, with a centrally located residential tower. Variation in the built form, its heights, materials, uses, architectural expression, etc, contributes to the diversity and activity of a vibrant mixed use village style centre.

Commercial and Retail

A variety of commercial and retail choices have already been delivered in the Town Centre Core East that cater to the needs of the community and has established a vibrant town centre east. A similar strategy is proposed for Town Centre Core West with a mix of shops and commercial venues that may include specialty and convenience shops, supermarkets, a fresh food offer and family-friendly food and entertainment venues.

Retail uses can be easily accessed off an active Sergeant Street, including the entrance to the primary retail units. Food and beverage and other entertainment options will typically be accessed off the Town Square and pedestrianised ‘eat-street.’ A finer grain laneway network connecting back to Sergeant Street and ‘Eat-Street’ also provides additional opportunities for retail and

commercial uses.

While commercial and retail uses are typically located at ground level, opportunities exist for upper level commercial use, particularly opposite Edmondson Park Train Station and Eat Street, to increase passive surveillance and activity into the night.

Community

Ed. Square will be committed to improving the convenience, health, and social activities for both residents and visitors.

Featured in the Town Centre will be a variety of health and community facilities, including a medical centre, gymnasium, child care centre, school multi-purpose community building and Town Square. Each community use will be located within the heart of the Town Centre Core or directly opposite the Edmondson Park transport interchange.

In the north-west quadrant a new vertical school is proposed above the ground floor retail providing a critical community use directly adjacent to the Town Square West. Out of hours school facilities will be available for community use further activating the site.

Site plan

- Ed. Square Site Boundary
- Town Centre Core

All diagrams, layouts and arrangement are shown indicatively and will be subject to change with any relevant application.



Residential

Residential apartments exist within the Town Centre Core and contribute to the creation of a truly mixed use centre where people live, work, socialise and shop. These uses also help create round-the-clock usage and activation increasing the sense of safety and surveillance into the night.

Residential apartments to the edges of the town centre ensure articulated and activated façades along key streets.

A landmark tower is proposed for the corner of McDonald Road and Town Square West acting as an urban marker to the Town Centre Core.

Ground level residential may exist along Macdonald Road (FKA Bernera Road) and along sections of General Boulevard (FKA Greenway) and Soldiers Parade in the other three quadrants. These uses help provide habitable edges to otherwise inactive loading dock and carpark frontages.

Built Form & Scale

The scale of built form supports the future character desire of the South-West Growth Corridor which supports strategic density within walking distance of major transport

infrastructure as is the case in Ed. Square. The built form is used to frame the public domain and the main ‘spine’ of the Town Centre formed by Sergeant Street with a series of vertically, highly, articulated buildings which combine uses in a dynamic and vibrant manner.

A landmark tower is proposed for the corner of McDonald Road and Town Square West acting as an urban marker to the Town Centre Core. The tower location, form and articulation will maximise solar amenity into public and private open space areas.

Built form and scale along Henderson Street within the north-east quadrant largely addresses Edmondson Park Station and as such gives presence to the Town Centre core and in particular the start of Sergeant Street.

The built form in the south-west quadrant responds in scale and form not only to reinforce the streetscape along General Boulevard but also to recognise the topographical changes along Macdonald Road (FKA Bernera Road).

In the north-west quadrant a new vertical school is proposed above the ground floor retail with elevated classrooms providing a complimentary mass to the

commuter car park behind. Moving towards the Town Square West the scale and mass of built form gently steps down, maximising solar amenity onto the public domain at the intersection of Sergeant Street.

RESIDENTIAL PRECINCTS

The plan establishes a flexible urban design framework to guide detailed resolution of future stage Development Applications within Residential Precinct (Area B). Residential Precinct (Area B), characterises a mix of high and medium density housing typologies to accommodate a variety of community housing needs, including multi-dwelling townhomes (mews and laneway housing), studio dwellings, and a variety of terrace typologies. A wider range of high and medium density housing typologies could be developed within this precinct, including, but not limited to the typologies listed below. The precinct will support residential flat buildings in appropriate locations such as adjacent to the rail line and town centre core.

This precinct is structured around a number of publicly accessible spaces, including shared neighbourhood streets (the mews and laneways), Town Park, local parks, pocket parks and direct access to surrounding regional parks to supplement the private open space and help create a sense of community with a focus on health and well-being.

Typology Type 1 - Stratum Terrace Housing

The Terraces will comprise a mix of three and four bedroom terraces, either two or three storeys in height, with an option for four storeys where there is a home office component on the ground floor.

Individual, self-contained studio dwellings may be located above the rear garages and will have their own access from the rear street. Car parking for the terraces will also be accessed from the rear, with front door access ensuring street activation with no garage interfaces. A central private courtyard separates the

garage and studio above from the terrace dwelling.

The Terraces are generally either fully or semi-attached. They are organised in short runs, which break to provide visual and physical connections from the residential precinct to General Boulevarde, the Town Centre Core and community park to the north.

The architectural treatment and detail of the Terraces also varies between dwellings to increase diversity. A zone for building articulation will also reduce bulk, and increase opportunities for architectural expression.

Typology Type 2 - Townhomes (Mews Housing)

The Townhomes will feature an innovative housing type that will allow for increased density without increasing building scales. They will typically front shared neighbourhood streets (the Mews) or pocket parks, with internal car parking accessed from the end via a shared driveway.

The Townhome typology typically includes a single-level one bedroom dwelling on the ground floor with car parking behind, with two storey two, three and four bedroom dwellings located on the first and second floors.

All Townhome residences will have a front door to the Mews giving each an individual address improving the sense of identity and ownership of ‘your own home’ within the urban neighbourhood.

The built form of the Townhomes will generally be three storeys in character with slight variations in height between modules to provide relief and diversity.

The architectural treatment and detail of the Terraces, including front fences, gates and screening, also varies between dwellings to increase diversity. A zone for building articulation will also reduce bulk, and increase opportunities for architectural expression.

Built form at corners, particularly along Campbelltown Road, will address both frontages with balconies



and windows providing opportunities for natural surveillance.

View corridors and pedestrian links from the Mews through to both the Town Centre Core and Campbelltown Road are achieved to increase permeability, walkability, and safety through design.

Typology Type 3 - Urban Terraces

Urban terraces are two or three storeys in height and are offered as two, three and four bedroom homes with two frontages.

A wholly pedestrian friendly interface to the tree-lined boulevards and neighbourhood streets allow for the ground floor living space to have an activated street frontage. The terrace frontages are predominantly three storey, utilising a push and pull effect of upper levels to break up the terrace rows.

Tandem spaces reduce the visibility of cars from the rear. With car spaces being used less in the future, a typical Urban Terrace dwelling imagines the first tandem space as a flexible outdoor extension of the living, where appropriate complimented by the central void positioned above it. This void allows for light to penetrate the core of the townhouse, achieves cross ventilation, and programmatically delineates zones.

The terraces generally present

as two storey forms at the rear to relate to the finer grain scale of the neighbourhood pockets to which they face. Two storey Urban Terraces are also available to be arranged between the three storey terrace rows to provide relief and to give way to pedestrian green links between public green open spaces

Typology Type 4 - Landscaped Terraces

The landscaped terraces all boast a desired private backyard. The larger homes have an additional front garden and others an additional balcony. All homes have windows from habitable rooms overlooking the street and thus further contributing to a safe neighbourhood via passive surveillance.

The terraces offer a mix of two, three and four bedroom homes over two or three storeys with a variety of different lot widths. This generates a varied and diverse neighbourhood, both architecturally and demographically by providing a choice of dwelling sizes and configurations.

The dwellings all present an offset gable to the street and create little groupings of two or three storey dwellings within the longer streetscape. A mix of materials distinguishes one group of dwellings from another, breaking up the scale

further and creating a sense of neighbourhood. The undulating roof form generates a distinct domestic and fine-grained character. The offset gable form also clearly distinguishes each dwelling from the next to give a sense of individuality and ownership to each dwelling.

All homes have car access from the front and a clear pedestrian entrance. The three and four bedroom houses have a lock up garage and a second flexible car space. This flexible space can be used as an additional entertainment area future proofing the homes towards a lesser dependence on cars.

Typology Type 5 - Residential towers and podium

Residential towers and podium that offer two, three and four bedroom apartments directly adjacent to the town park. Through stepping and building articulation the overall mass will be minimised with the towers acting as a transition piece between the density of the Town Centre Core to the west and residential terraces to the east. Planting and landscape podiums between the tower forms will provide amenity and further reduce the overall bulk of the form. Solar amenity of the adjacent public domain will be maintained through the stepping of built form down towards the park edge.

OPEN SPACE HIERARCHY

At Ed. Square, you will find a place where healthy, active living is easy. The design proposes a collection of open spaces that will support active an healthy communities. The design proposal focuses on delivering high-quality and diverse open spaces.

This chapter of Urban Design Report outlines open spaces be added into the suite of typologies within the Ed. Square precinct. The open spaces detailed within this chapter are to be read in conjunction with the open spaces proposed in the 'Edmondson Park Frasers Town Centre Site Urban Design Report' [2017] and 'Edmondson Park Frasers Town Centre Public Domain Plan' [2017].

Open space typologies from Public Domain Plan & Urban Design Report (2017)

The open space typologies for the Ed. Square master plan are outlined below. New or revised typologies introduced in this planning

- application are indicated in this list with an asterisk (*).
- 1. Town Centre Core
 - Eat Street
 - Town Square East
 - Town Centre West (previously identified as Urban Street)*
 - 2. Town Park
 - 3. Local Parks
 - Residential Precinct 1
 - Residential Precinct B
 - 4. Pocket Parks
 - Residential Precinct 1
 - Residential Precinct B
 - 5. Edmondson Park Reserve



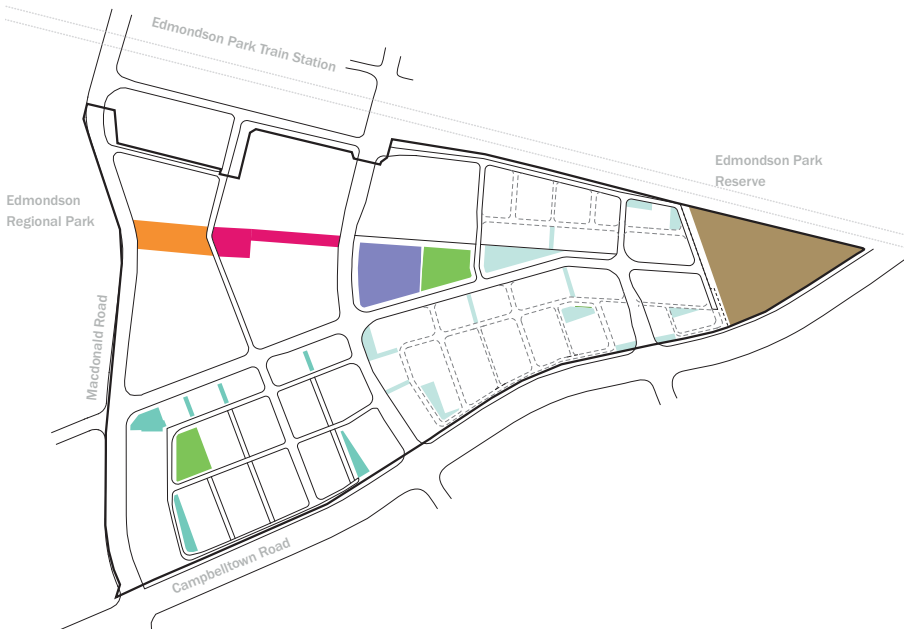
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Master Plan

Open space plan

- Ed. Square Site Boundary
- Edmondson Park Reserve
- Town Square (East) & Eat Street
- Town Square (West)
- Town Park
- Local Park
- Pocket Park, Gateway Park & Linear Parks
- Pocket Park, Gateway Park & Linear Parks (Residential Precinct B potential location)

All diagrams, layouts and arrangement are shown indicatively and will be subject to change with any relevant application.



The diverse collection of spaces provided within the public realm places a strong emphasis on the outdoors, recreation and social engagement. The urban fabric of Ed. Square will provide playful spaces for people of all ages to come together – to stop, slow down and engage with the environment and each other. Passive and active recreation, playfulness, colour and whimsy will be scattered throughout the public domain.

Town Centre Core

Ed. Square core is comprised of four key pedestrian zones, each with their own character and function. Each of these zones will be focused on the creation of active, vibrant pedestrian spaces.

1. Town Square East

Approximately 500 square metres in size, the Town Square is alive day and night - providing an array of opportunities for play and social activities for people of all ages to come together. Elements of play, water features, outdoor dining, seating, shade and shelter are some of the features that characterise the space.

2. Town Square West

Approximately 2000 square metres in size, the Town Square West will be an extension of Town Square East - providing an array of opportunities for celebration, social activities and for people of all ages to come together within a vibrant and active retail precinct. Elements of turf, planting, event plaza's outdoor dining, seating, shade and shelter are some of the features that will characterise the space.

3. Eat Street

Linking the Town Square and Town Park is 'Eat Street'. This pedestrianised street is lined with outdoor dining and features a central activation zone with integrated play and seating.

4. Sergeant Street

Sergeant Street will be the Town Centre's spine, providing direct north-south connection from Edmondson Park Train Station to the Residential Precincts and Town Centre Core. The street will be a pedestrian friendly, vibrant environment lined with finely grained, mixed use active frontages.

Residential Precincts

5. Town Park

The Town Park will be a place for visitors and residents to enjoy. The multifunctional open space will include passive and active open spaces including informal lawn areas, informal performance space and playground.

6. Local Parks

Local Parks are places where residents of the Ed Square Residential Precincts can meet, interact and get to know each other. They build a sense of cohesion within an otherwise diverse community. Local Park amenities may include active recreation spaces such as outdoor fitness stations and learn to cycle tracks .

Residents may enjoy passive recreation and play spaces including BBQ picnic facilities, playground, informal aquatic play and informal lawns.

7. Pocket Parks

Pocket Parks are locally accessible walk-to outdoor recreation amenity, providing passive and low-intensity active enjoyment outdoors and nature.

8. The Mews & Laneways

The mews and laneways are shared neighbourhood spaces, allowing for limited, low speed vehicle movement, parking for residential visitors, trees and landscaped areas. They are an extension of private open spaces into shared, pedestrian-prioritised spaces where people are able to interact and children can play safely within the confines of their home environment. This mews will have flush kerb lines, with landscape and paving delineating different areas for vehicular movement and parking.

9. Linear Parks

Small pockets of open space respite for residents. A place to walk and enjoy the outdoors while children swing, skip and jump through the landscape links.

10. Gateway Parks

A landmark entry, marked by a cluster of beautiful existing eucalypts with entry signage opportunities. A place for shaded respite - for reading on a bench or on the grass.

11. Edmondson Park Reserve (not part of the estate or being delivered by FPA)

This reserve will provide a large, informal recreation space for activities such as bicycle trails, kick about facilities, picnic spots and dog tracker trail.



GREENER PLACES

The open space hierarchy for Ed. Square is guided by the Greener Places strategies for providing open space for recreation as outlined in the 'Greener Places Design Guide (Draft)'. The design aims to align with the six core criteria driving the planning of open spaces.



Ed. Square is surrounded by large extents of remnant bushland and critically endangered ecological habitat in regional parklands. These open spaces have a predominantly trail and path-based recreation amenity.

The first stages of Ed. Square have delivered a range of open spaces for recreation - urban play spaces, traditional neighbourhood parks and pocket parks.

The approach for this stage of Ed. Square has been to continue with the diversity of public spaces on offer for recreation. Rather than duplicating existing functions already well provided, new open space will offer new experiences for the community - a range of hard and soft scapes providing intimate distinction from the broadness of regional parks and urban Town Centre Core open spaces.






The Public Domain Plan reponds to the six core criteria outlined in the Greener Places Design Guide (Draft).

1. Accessibility and connectivity: All residences have direct access to public and communal open space across a variety of types - Town Park, Pocket Parks and small open spaces.
2. Distribution: Open spaces will be evenly distributed across the new residential precinct. All dwellings will be within 400 metres of a local park, and many will be within a 200 metre walk of pocket park.
3. Size and Shape: A variety of open space types and sizes is provided across the Ed Square. These combine to create a network of distinct places, complementing the existing parkland character of the precinct.
4. Quantity: The additional open space provided at Ed Square is in direct response to the needs of the future population. The high density neighbourhood will require access

- to a range of types, which the development provides.
5. Quality: The design proposal is of high quality, serving a range of future user types. Materials are of a high quality and combine to create a distinct sense of place.
 6. Diversity: A range of new space types are provided by Ed. Square- the Town Park, local parks, pocket parks, green corridors and landscape pockets - each with a distinct character, but united by materials, planting and and pathways to neighbourhood destinations.

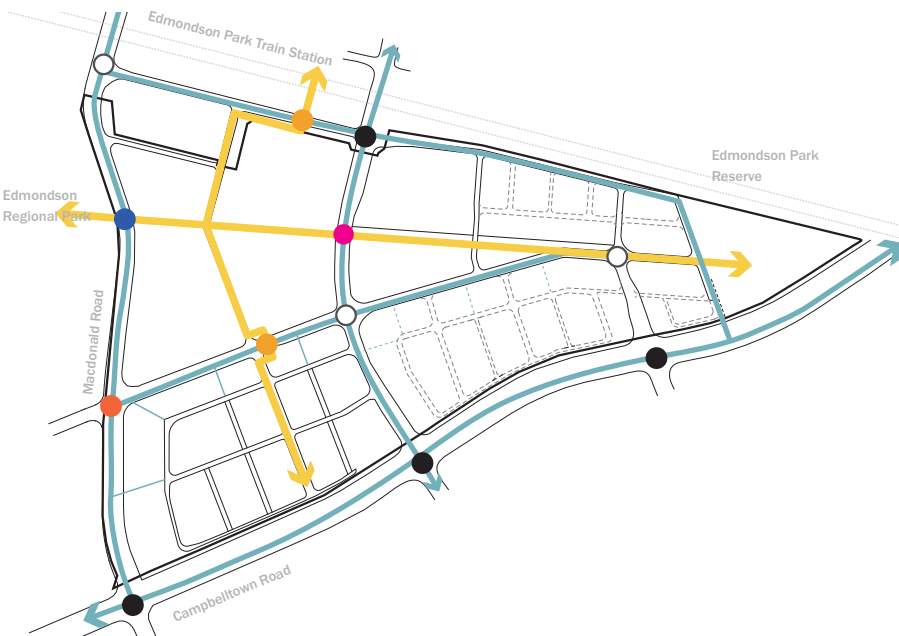
Illustrated below is the diversity of open space typologies and amenities at Ed. Square.

This table is shown indicatively and will be subject to change with any relevant application.

OPEN SPACE TYPES	TOWN PARK +5000M²	LOCAL PARKS >1000M²	POCKET PARKS 800-1000M²	GREEN CORRIDORS 300-500M²	LANDSCAPE POCKETS <300m²
					
Play spaces	<ul style="list-style-type: none">• Local play for the very young• Local children's play• Older children's activity space	<ul style="list-style-type: none">• Local play for the very young• Local children's play including zero-depth water play• Older children's activity space	<ul style="list-style-type: none">• Local play for the very young and children's play	<ul style="list-style-type: none">• Local play for the very young and children's play provided as sculpture play within landscape	<ul style="list-style-type: none">• Local play for the very young and children's play provided as sculpture play within landscape
Sports fields	<ul style="list-style-type: none">• Multi-use field	<ul style="list-style-type: none">• Kick-about lawn	-	-	-
Youth precincts	<ul style="list-style-type: none">• Youth informal performance space & versatile spaces	-	-	-	-
Outdoor fitness	<ul style="list-style-type: none">• Fitness and exercise stations• Perimeter running/ walking path	<ul style="list-style-type: none">• Fitness and exercise stations connected in a precinct network	<ul style="list-style-type: none">• Fitness and exercise stations connected to the precinct network	-	-
Passive recreation	<ul style="list-style-type: none">• Local recreation space including seats, tables and shade	<ul style="list-style-type: none">• Local recreation space including seats, tables, water and shade	<ul style="list-style-type: none">• Park seating• Gathering lawns	<ul style="list-style-type: none">• Park seating	<ul style="list-style-type: none">• Park seating
Aquatic facilities	-	<ul style="list-style-type: none">• Water-play		-	-
Other	-	<ul style="list-style-type: none">• BBQ amenity and shelters	<ul style="list-style-type: none">• Off-leash dog exercise area	<ul style="list-style-type: none">• Pedestrian & cycle connections to surrounding open spaces	<ul style="list-style-type: none">• Pedestrian & cycle connections to surrounding open spaces• Planted buffer to built form for visual amenity, urban cooling, improved air quality and habitat connection

PRECINCT CONNECTIVITY

Pedestrian and cyclist priority is paramount to a successful and functioning Town Centre. A legible grid based street network with clear lines of sight connecting key uses and destinations, including, the bus/rail interchange, the Sergeant Street, Town Square, community facilities, School, surrounding precincts and parks will be delivered to encourage walking and cycling across the Town Centre.



Pedestrian Network

An integrated pedestrian network will link key activities and surrounding areas, community facilities, and open space to the town centre and station. A network of shared paths, footpaths and a secondary network of laneways and pedestrian links, creates a highly permeable town centre structure.

Pedestrian routes will be complete with appropriate lighting, signage, shade, natural surveillance, human scaled built frontages and a well designed public domain to create an attractive, safe and comfortable walkable environment for all ages.

The Town Centre Core is structured around Sergeant Street in the north-south direction and Eat Street in the east-west direction. Eat Street will be a pedestrianised street, providing a strong east-west connection between the heart of the Town Centre and Town Park and residential precinct to the east.

Intersections and pedestrian crossings at key locations provide safe connections between the Town Centre Core, Town Square, residential precincts, and surrounding areas.

Legend

- Ed. Square Site Boundary
- Street network
- Indicative future street network
- Main Pedestrian Links
- Shared Path
- Existing/ proposed roundabout
- Existing signalised intersection
- Signalised intersection
- Feature treatment at pedestrian crossing intersection
- Existing Non signalised Crossing
- Potential Non signalised Crossing



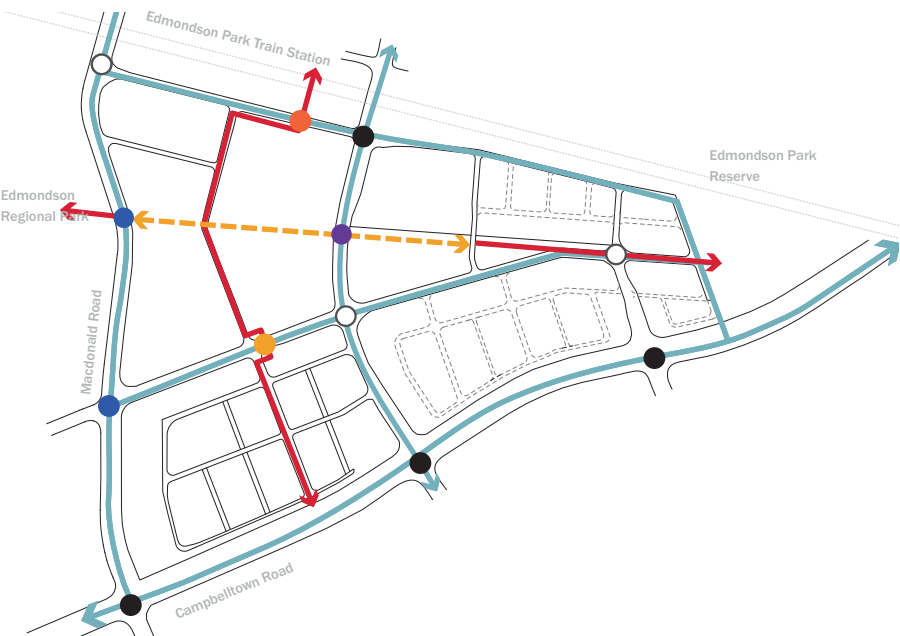
Street Network

A clear road hierarchy each with its own unique character has been established across the precinct to strengthen wayfinding, sense of place and function. Primary pedestrian streets, including Sergeant Street and General Boulevard (FKA Greenway) provide the main north-south and east-west pedestrian and cycle connections through the Town Centre. Each has been designed to have a dual function. Not only will they function as movement corridors, but will function equally important as destinations.

Legend

- Ed. Square Site Boundary
- Tree Lined Boulevards
- Neighbourhood Streets
- Neighbourhood Streets indicative location
- Local Streets
- Local Streets indicative location
- Mews and Laneways
- Mews and Laneways indicative location
- Henderson Lane with school pick-up/drop-off

All diagrams, layouts and arrangement are shown indicatively and will be subject to change with any relevant application.



Cycle Network

An integrated cycle network will link key activities and surrounding areas, community facilities, and open space to the town centre and station. Off-road shared paths connect the town centre with the surrounding neighbourhoods.

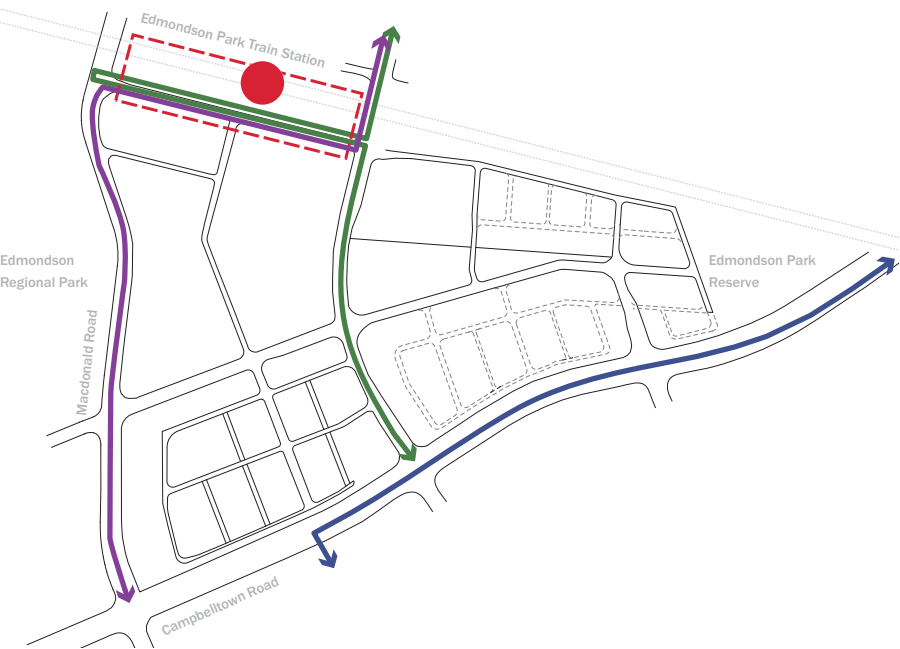
Cyclist routes will be complete with appropriate lighting, signage, shade, natural surveillance, human scaled built frontages and a well designed public domain to create an attractive, safe and comfortable cyclable environment for all ages.

In the town centre, the street design facilitates cyclists to travel on-road, sharing the carriageway with vehicles. The eat street will be a shared pedestrian/cycle zone and will allow occasional, slow cycle movements.

On-street bike parking will be distributed around the precinct, particularly within the Town Centre Core and community parks.

Legend

- Ed. Square Site Boundary
- Street network
- Indicative future street network
- Shared path
- Shared on-road
- Shared off-road unmarked
- Existing/ proposed roundabout
- Existing signalised intersection
- Signalised intersection
- Feature treatment at pedestrian crossing intersection
- Existing Non signalised Crossing
- Potential Non signalised Crossing



Public Transport

Ed. Square will be well serviced by public transport. A new rail station - Edmondson Park Station - sits directly to the north of the new Town Centre. The rail line provides a key link to major employment centres including Liverpool, Parramatta and the Sydney CBD. Edmondson Park Train Station is expected to be connected to the future airport at Badgery's Creek.

Local buses interchange at Edmondson Park Rail Station and provide public transport connections to surrounding suburbs.

Legend

- Ed. Square Site Boundary
- Street network
- Indicative future street network
- Bus route - stage 1
- Bus route - current
- Bus route - long term
- Bus and rail interchange

All diagrams, layouts and arrangement are shown indicatively and will be subject to change with any relevant application.

ILLUSTRATIVE MASTER PLAN

The master plan vision for Ed. Square

The Illustrative Master Plan for Ed. Square is structured around the key defining urban design principles to create a compact, mixed-use, safe, and well-connected walkable and cyclable Town Centre directly adjacent to the Edmondson Park rail/bus interchange.

Central to the structure is a focus on creating a healthy living community incorporating all

aspects of wellbeing – physical, mental and social. A diversity of community and day-to-day living uses, pedestrian friendly Main Street, multifunctional public spaces and direct connections to the surrounding landscape via green spines, have been incorporated into the master plan to achieve this vision.

The illustrative master plan is indicative and will be subject to change with future applications.



LEGEND	
MASTER PLAN ELEMENTS EXTERNAL TO THIS APPLICATION	
A	Edmondson Park transport (rail and bus) interchange
B	Commuter car park
C	Child care, fitness centre and service retail, located close to transport interchange and Main Street
D	Main Street fronted by narrow-frontage retail and commercial spaces, with generous footpaths and street trees, with shop-top housing over for natural surveillance and activation
E	Ed. Square Town Square East
F	A sequence of public activities including water play area, raised turf / seating area, space for small performances and outdoor dining
G	A food and beverage destination for the whole community, including families
H	Small-scale laneways creating a highly permeable pedestrian network, a diversity of food and entertainment opportunities and smaller spaces for personal interaction
I	Residential apartments located within the Town Centre to generate round-the-clock usage and activation
J	Residential apartments to the edges of the Town Centre to ensure articulated and activated façades along key streets
K	Full-line supermarket, retail and community uses delivered early to ensure an active, safe and convenient Town Centre from day one
L	Regional parklands
M	Edmondson Park Reserve
N	Town Park, a public amenity including ceremonial space with John Edmondson statue, playground and informal open space.
O	Local Park with community uses which may include fitness equipment, playground and passive open space.
P	Pocket Parks providing open space amenity to residents. Potential locations only, subject to future applications.
Q	Apartments opposite the Pocket Park
MASTER PLAN ELEMENTS WITHIN THIS APPLICATION	
1	Vertical school with fine grain retail network at ground level and school facilities above. Community uses and activation attached to school at the level 1 podium
2	Ed. Square Town Square West - a new activated public plaza that extends Town Square East across Sergeant Street and visually connects with the regional park to the west
3	Community use building
4	Landmark tower
5	Residential podium and built form with retail at ground level, level 1 car parking and a communal open space zone at level 2
6	Residential podium and built form adjacent to the Town Park. Communal open space zone at level 1

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