



Planning &
Infrastructure

**MAJOR PROJECT ASSESSMENT:
Edmondson Park – concept plan and
stage 1 project application
(MP10_0118 & MP10_0119)**



Director-General's Environmental Assessment
Report
Section 75I of the *Environmental Planning and
Assessment Act 1979*

March 2011

ABBREVIATIONS

CIV	Capital Investment Value
Department	Department of Planning & Infrastructure
DCP	Development Control Plan
DECCW	the former Department of Environment, Climate Change and Water (now known as Office of Water / Office of Environment and Heritage)
DGRs	Director-General's Requirements
Director-General	Director-General of the Department of Planning & Infrastructure
EA	environmental assessment
EMP	Environmental Management Plan
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EP&A Regulation	Environmental Planning and Assessment Regulation 2000
EPI	Environmental Planning Instrument
LEP	Local Environmental Plan
LGA	Local Government Area
Major Development SEPP	State Environmental Planning Policy (Major Development) 2005
Minister	Minister for Planning & Infrastructure
RAP	Remediation Action Plan
PAC	Planning Assessment Commission
Part 3A	Part 3A of the <i>Environmental Planning and Assessment Act 1979</i>
PEA	Preliminary environmental assessment
PFM	Planning Focus Meeting
PPR	Preferred project report
Proponent	Landcom
RtS	Response to Submissions
SoC	Statement of commitments
SWRL	South West Rail Link

Cover Photograph: Edmondson Park Town Centre

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*NSW Government
Department of Planning*

EXECUTIVE SUMMARY

This is a report for a concept plan application for a site at Edmondson Park, in the Southwest region of Sydney (see Figures 1 and 2), pursuant to Part 3A of the EP&A Act.

Landcom (the proponent) is seeking approval for a concept plan for a 413 hectare site within the South West Growth Centre (known as Edmondson Park South) to provide for the 3,530 dwellings, transit oriented development within the Edmondson Park town centre including 35,000- 45,000 sqm of retail, business and commercial floor space, a 150 hectare regional park and associated infrastructure. The Proponent is also seeking approval for carrying out of certain aspects of the proposal including remediation and demolition works, and uses associated with the sale of land. The proponent is also seeking project approval to carry out residential subdivision for stage 1 comprising 232 lots and associated infrastructure. The estimated project cost of the total development is approximately \$273 million.

Consultation

The proposal was placed on public exhibition for a period of 33 days from 22 September 2010 until 25 October 2010, along with a State significant site rezoning proposal. The Department received a total of 14 submissions from public authorities, and 14 submissions from the public.

Key issues raised by both public authorities and submissions from members of the public:

- Impacts on native vegetation and consistency with the Biodiversity Certification Order and Conservation Agreement.
- Impacts on heritage items including the Ingleburn Army Camp and Mont St Quentin Oval.
- Future design and width of Campbelltown Road and local roads.
- Detailed development controls to guide future development.
- Impacts on the South West Rail Link.
- Provision and design of utilities and infrastructure to service the development.
- Impacts on the 'memorial forest' adjacent to the M5 Motorway.
- Riparian corridor widths
- Amenity impacts on adjoining residents.

Preferred Project Reports

On 14 December 2010 the proponent amended details of the concept plan and project application via Preferred Project Reports to address issues raised in the agency and public submissions, and by the Department, in response to the Environmental Assessments. The amendments included an increase in dwelling yield from 3,300 to 3,530 dwellings, removal of one of the proposed temporary sales offices, amended subdivision and roadworks plans for stage 1, and revised Statements of Commitments.

Conservation agreement

The site is subject to a Conservation Agreement under the *Environment Protection and Biodiversity Conservation Act 1999*. The proposal includes a number of minor inconsistencies with the conservation agreement. On 1 July 2011 the Federal Minister for Sustainability, Environment, Water, Population and Communities agreed to vary the conservation agreement. For the amendment to the Conservation Agreement to operate it is required to be signed by the NSW Minister for Planning and Infrastructure and NSW Minister for the Environment.

Legal advice has been provided that the proposal can be determined prior to the conservation agreement amendment being finalised. The recommended approvals require that the Conservation Agreement be amended prior to the determination of any subsequent stage and prior to the carrying out of any works which are inconsistent with the Conservation Agreement.

Assessment and determination

The Department has assessed the merits of the proposal and is satisfied that the impacts of the proposed development have been addressed via the proponent's Preferred Project Reports, the Statements of Commitments and the Department's recommendations. The concept plan and project application, with recommended modifications, are supported because their implementation will facilitate the orderly development of the Edmondson Park Precinct, and their consistency with the objectives of the draft Southwest Subregional Strategy. The proposal adequately addresses the

Director-General's Requirements for the proposal. On these grounds the Department is satisfied that the site is suitable for the proposed development and that the proposal will provide environmental, social and economic benefits to the region, subject to the modifications to the concept plan. All statutory requirements have been met.

On 17 July 2011 the Minister delegated the determination of the concept plan and project application to the Planning Assessment Commission under section 23D(1)(a) of the EP&A Act.

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1. BACKGROUND

1.1 Proposal

Landcom (the proponent) is seeking concept plan approval for development of land at Edmondson Park comprising: residential development of 3,530 dwellings; commercial, retail, community facilities, and associated land uses within the planned Edmondson Park town centre; protection of 150 hectares of conservation lands within regional parklands; and associated infrastructure.

The proponent is also seeking project approval for residential subdivisions of stage 1 comprising 232 lots and associated infrastructure.

1.2 Site location and strategic context

The site comprises approximately 413 hectares to the north of the M5 Motorway (Hume Highway), approximately 40kms from Sydney CBD. The site is located to the north and south of Campbelltown Road, with the area to the north being within Liverpool local government area (260.4ha) and the area to the south within Campbelltown local government area (152.9ha).

The site comprises the southern part of the larger Edmondson Park precinct of Sydney's south west growth centre. Under the Growth Centres Structure Plan, the Edmondson Park precinct is proposed to accommodate 7,500 new dwellings and a new town centre comprising residential, retail, commercial and associated uses. The site is located adjacent to the planned south west rail link and the associated Edmondson Park station. Figure 1 below shows the sites location within the south west growth centre.

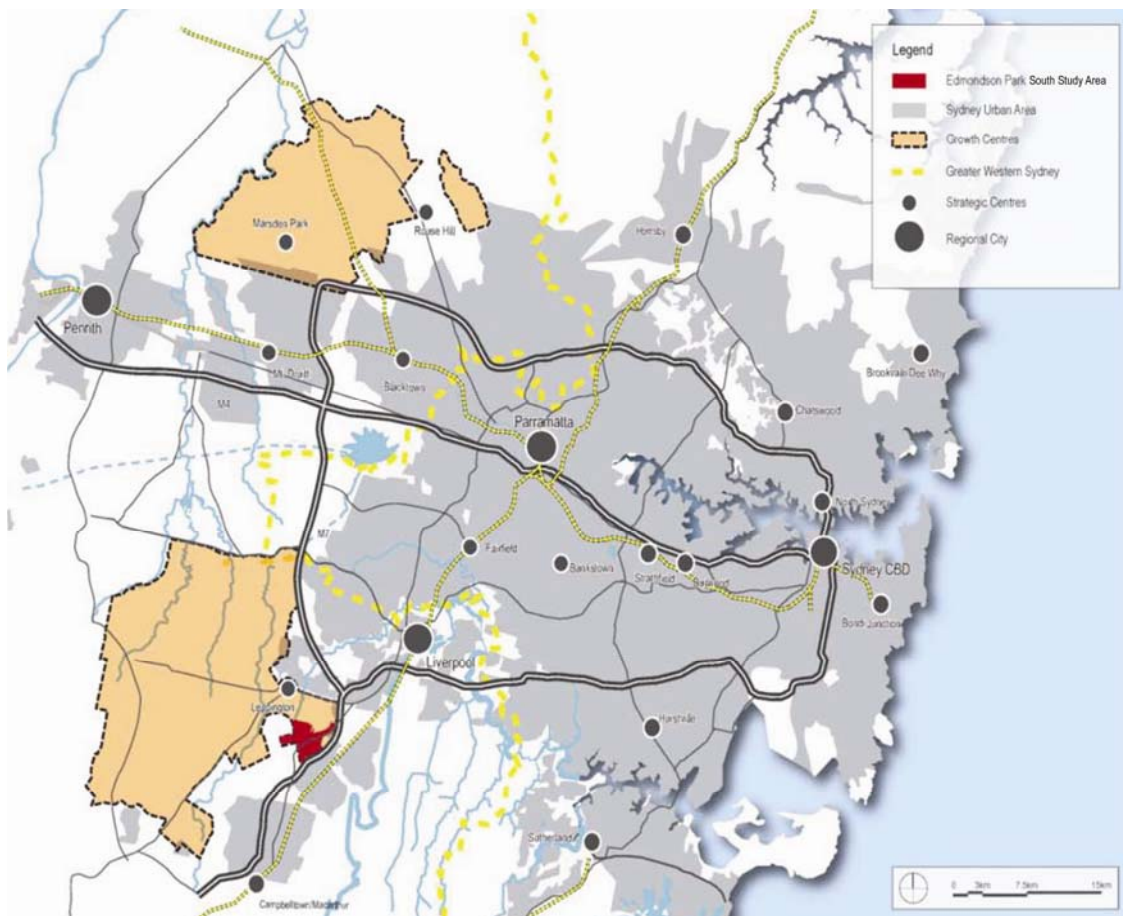


Figure 1: Strategic context of the Edmondson Park precinct

1.3 Surrounding Land Uses

Lands to the north of the site comprise large privately owned lots used for rural residential and small scale agricultural purposes, which also form part of the Edmondson Park precinct of the south west growth centre. To the west of the site is the suburb of Denham Court which comprises predominately large rural residential lots. The Ingleburn Gardens residential subdivision adjoins the site to its east. Lands located immediately south of the M5 Motorway comprise an industrial park, and the Macquarie Links residential estate. Further to the south and south-east lie the established outer residential suburbs of Ingleburn and Macquarie Fields. Figure 2 shows the site within its local context.

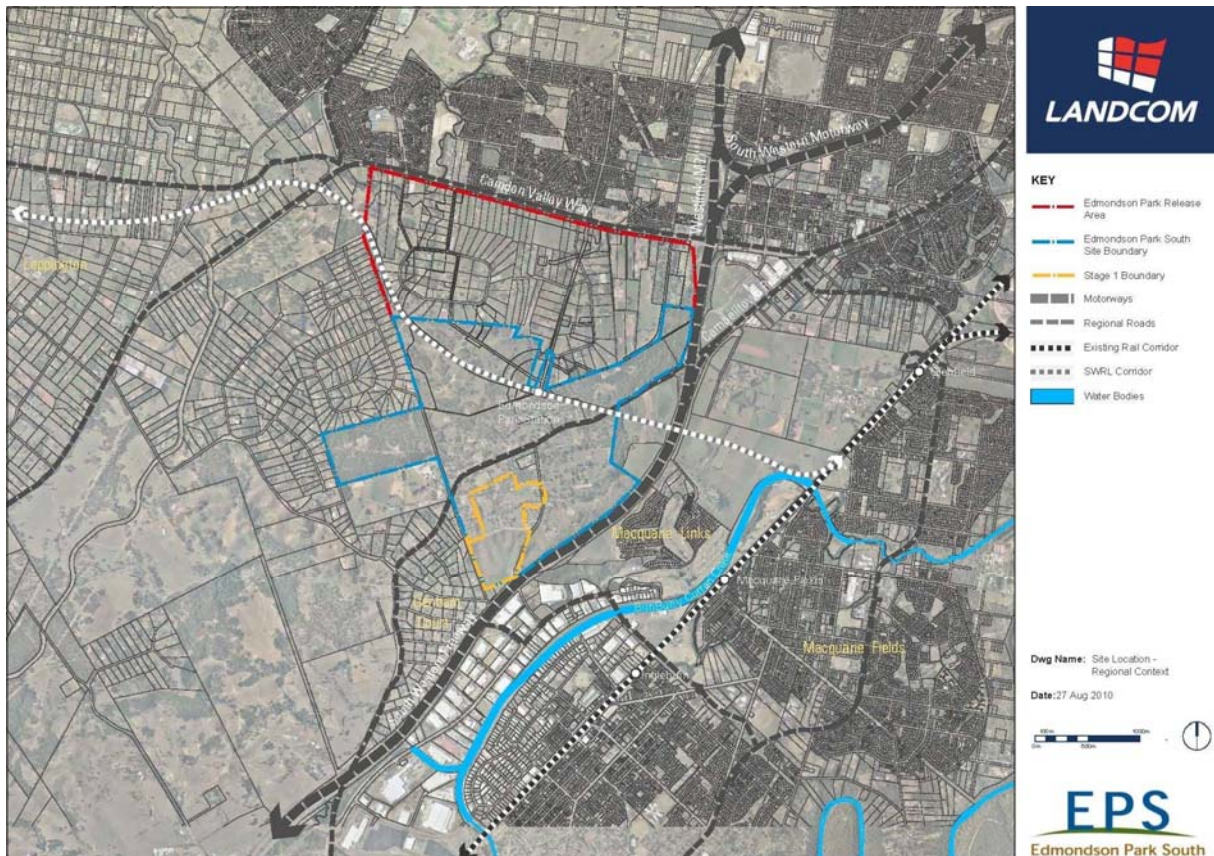


Figure 2: Local context

1.4 Current and former land uses

The site (which is shown at Figure 3) was previously used for military and defence purposes associated with the Ingleburn army camp. A number of structures and infrastructure associated with the former defence use remain on the site, including cottages, training facilities, building slabs, and internal roads. To the north of Campbelltown Road is the Ingleburn Military Heritage Precinct complex, comprising the former Ingleburn Military Barracks. In addition, there are a number of prefabricated cottages associated with the former Defence uses located within the area referred to as the Ingleburn village.

Reflecting its former use for military purposes, the site contains localised contamination, potential unexploded ordnance (UXO) and small arms ammunition. Additionally, there is buried waste, underground storage tanks (USTs) and a legacy of fertiliser/pesticide/herbicide use on site.

Other uses within the site include the exiting Ingleburn Public School, as well as the Bambi Kindergarten.

The remainder of the site is largely vacant and undeveloped, with areas of native vegetation, notably in the west, east and central area. A limited internal network of ad hoc, narrow and

unsealed roads provides partial access throughout the site. Access to the east, west and north-west is notably deficient. Campbelltown Road crosses over the M5 Motorway to the east and traverses the site in a north-east/south-west direction.

1.5 Natural site Features

Land levels within the site vary significantly, ranging from 40m to 80m AHD. The intersection of Campbelltown Road and Zouch Road both of which are located on ridges, form the highest point within the site, occupying a position at the western boundary. Generally, lands in the west and south-west of the site, particularly those adjoining the M5 Motorway, are also quite elevated.

Existing on-site significant vegetation is predominantly contained in the west, north and east, and comprises mainly Shale Plains Woodland (Cumberland Plain Woodland) and Alluvial Woodland, which are both listed endangered ecological communities.

Three watercourses run through the site. The Cabramatta Creek, flows north-south and drains the vegetated bushland on the western side of the Zouch Road and crosses the north east corner of the site. Maxwells Creek and Maxwells Creek North, are the main waterways within the site and flow from south west to north east. A number of minor tributaries are also located throughout the site.



Figure 3: Site plan

1.6 Land ownership

The majority of the site is currently owned by the Commonwealth Government (Department of Defence), and has been identified as surplus to Defence requirements. The remainder of the site is owned by Landcom, the Minister administering the *Environmental Planning and Assessment Act 1979* (EP&A Act), the Minister for Education, Training and Youth Affairs, the RTA, along with roads owned by the relevant councils. The land existing land ownership is illustrated in Figure 4.

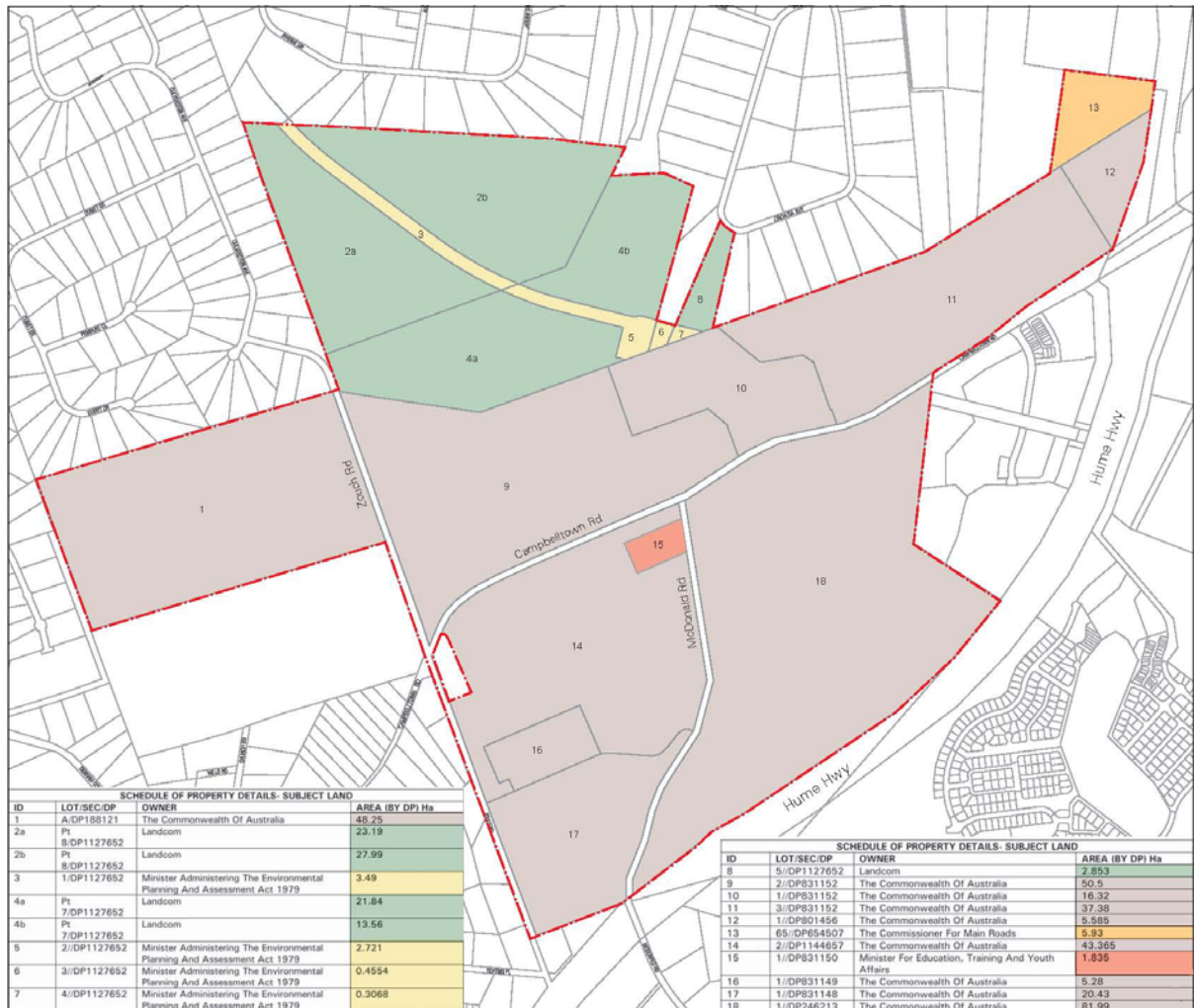


Figure 4: Land ownership information

2. PROPOSED PROJECT

In September 2010, the proponent submitted concurrent concept plan and stage 1 project applications as described below.

2.1. Concept plan

The concept plan application sought approval for development across 413 hectares of land over the next 15 to 20 years as outlined below and illustrated at Figure 5:

- residential development of 3,200 dwellings;
- transit oriented development within the Edmondson Park town centre including 35,000-45,000 sqm of retail, business and commercial floor space, and associated uses;
- an expanded Ingleburn North Primary School and a new combined primary/high school;
- protection of approximately 150 hectares of conservation lands within regional parklands;
- retention of the Ingleburn Military Heritage Precinct and the Mont St Quentin, and adaptive relocation of three heritage prefabricated cottages; and
- associated infrastructure.

The concept plan also sought approval for the carrying out of the following aspects of the proposal:

- remediation works relating to lots 1, 2, part lot 7 and part lot 8 DP 1127652;
- remediation of unexpected contamination finds;
- demolition of existing buildings and other structures including paved roadways; and
- temporary sales offices, and temporary signage associated with the sale of land.

2.2. Project application

The project application, which is illustrated at Figure 6, seeks approval for stage 1, comprising: subdivision to create 206 residential lots, 15 environmental living lots, 8 super lots for future subdivision, 3 lots for dedication to the Campbelltown Council as public open space, and roads for dedication to Campbelltown Council; and infrastructure and early works both within and external to the stage 1 area.

2.3. Preferred project report – concept plan

In November 2010 the proponent amended the concept plan by way of a preferred project report. The main amendment to the proposal was an increase in the proposed number of dwellings to 3,530 as a result of an increase of 330 dwellings within the town centre. The number of proposed temporary sales offices was also reduced from two to one.

2.4. Preferred project report – project application

In November 2010 the proponent also submitted a preferred project report for the project application. The preferred project report did not result in any substantial changes the proposal, but amended a number of subdivision and roadwork plans.

2.5. Project Need and Justification

The north and south west growth centres are a key component of the Government's housing supply strategy as set out in the Metropolitan Strategy. The south west growth centre is proposed to accommodate 100,000 dwellings by 2031. Under the draft South West Subregional Strategy, the Edmondson Park precinct is proposed to contribute 7,500 new dwellings towards to overall target for the south west growth centre. The South West Subregional Strategy also sets out that the Edmondson Park will contain a new town centre adjacent to the Edmondson Park station on the planned south west rail link, to provide a retail and civic focus for the precinct. The proposal would deliver 3,530 of the dwellings

proposed within the precinct as well as facilitate the development of the Edmondson Park town centre. The proposal would also facilitate the protection of critically endangered Cumberland Plain Woodland within regional parklands.

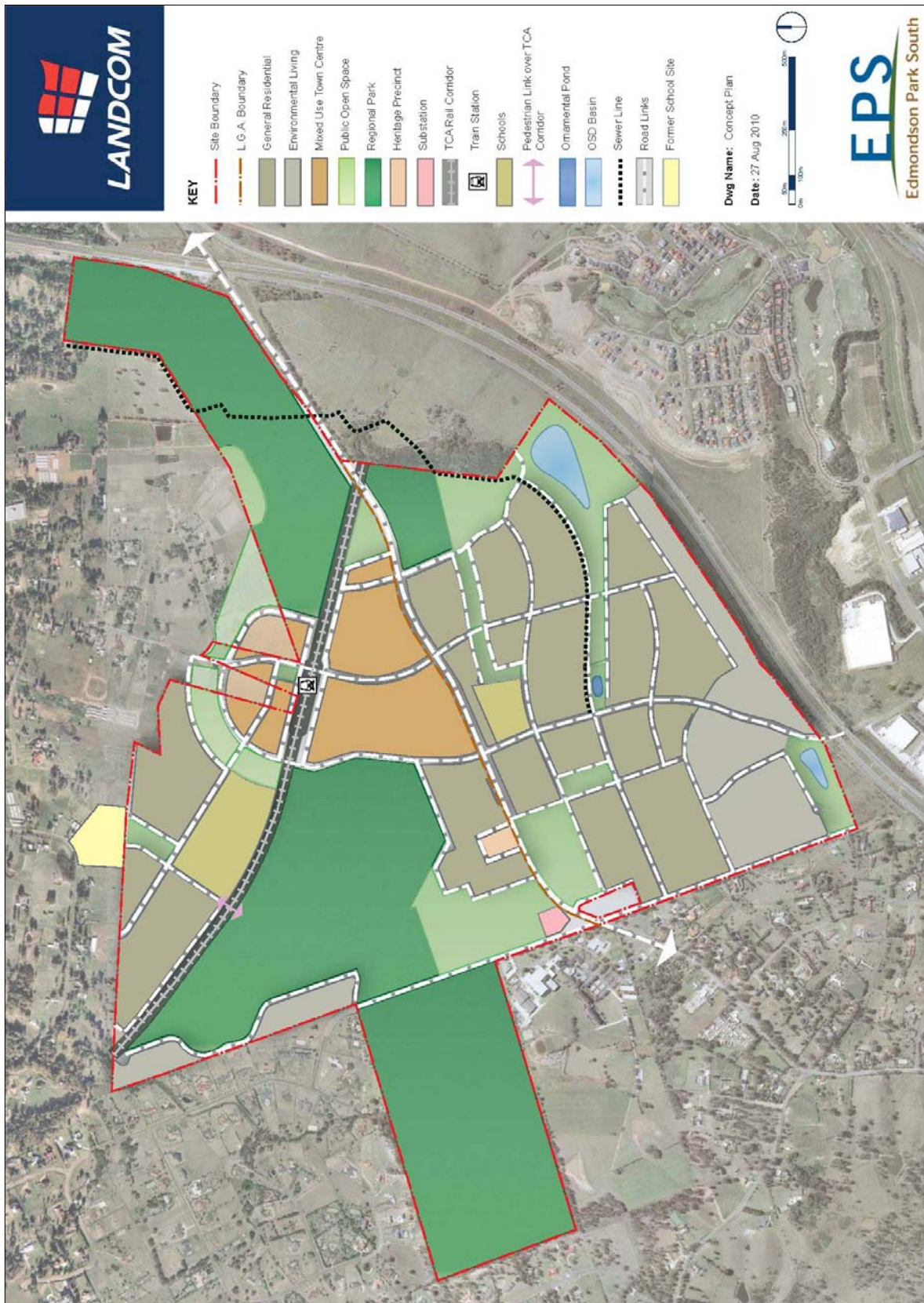


Figure 5: Concept plan layout

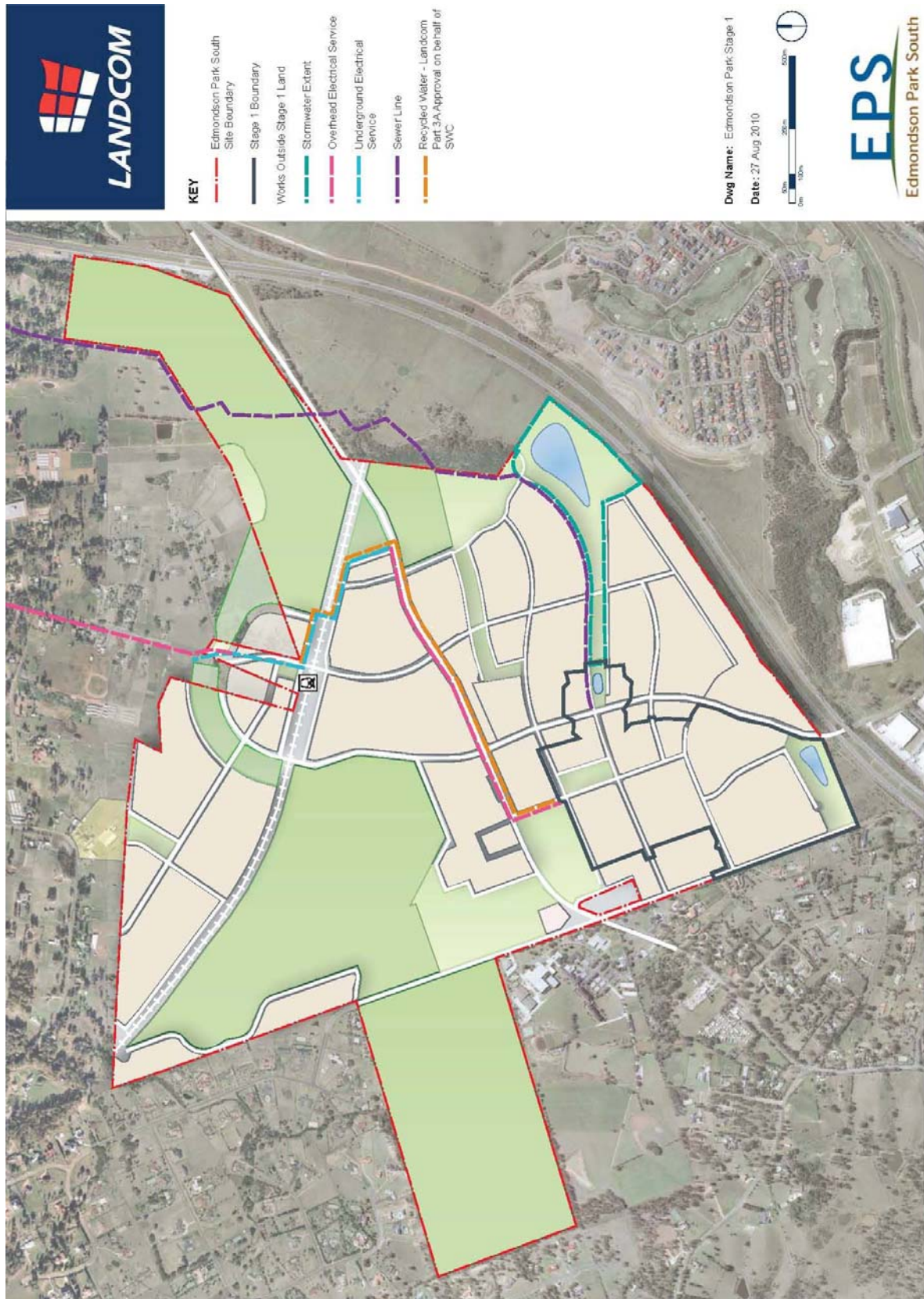


Figure 6: stage 1 project application

3. STATUTORY CONTEXT

3.1. Major Project

On 5 July 2010, the former Minister for Planning declared that the proposal was a major project under Part 3A of the *Environmental Planning and Assessment Act 1979* (EP&A Act) because it is development for the purpose of residential commercial or retail development with a construction investment value of more than \$100m, under Clause 13, Schedule 1 of Major Development SEPP. On the 5 July 2010 the former Minister also authorised the submission of a concept plan for the project under section 75M of the Act.

On 17 July 2011 the Minister delegated the determination of the concept plan and project application to the Planning Assessment Commission under section 23D(1)(a) of the EP&A Act.

3.2. State significant site study

On 5 July 2010, the former Minister agreed to commence the process of investigating whether to add the site to Schedule 3 of the Major Development SEPP and rezone the site.

The Edmondson Park precinct of the south west growth centre had previously been rezoned for urban development in March 2006 through an amendment to *Campbelltown (Urban Area) Local Environmental Plan 2008* (Campbelltown LEP) and *Liverpool Local Environmental Plan 1998*, which was later superseded by *Liverpool Local Environmental Plan 2008* (Liverpool LEP).

The proponent prepared a State significant site study which sought to implement a consolidated planning regime across the site by listing the site in Schedule 3 of the Major Development SEPP in order to facilitate the concept plan.

The State significant site study largely recommended translation of the existing LEP zones with the exception of minor changes to the zoning. The study proposed that the following zones apply to the site: R1 General Residential, B4 Mixed Use, SP2 Infrastructure, RE1 Public Recreation, E1 National Park and Nature Reserves, and E4 Environmental Living. These zones are based on the Department's gazetted *Standard Instrument (Local Environmental Plans) Order 2006*.

The State significant site study also sought to remove a number of development controls applying to the site on the basis that these are addressed through the concept plan.

An amendment to the Major Development SEPP to list the site as a State significant site has been approved by the former Minister, but is yet to commence operation. The approved zoning of the site is shown at Figure 7 overleaf.

3.3. Permissibility

The proposal will be permissible under the zones and provisions set out within the Major Development SEPP on commencement of operation of *SEPP (Major Development) Amendment (Edmondson Park South) 2011*. This is with the exception of the proposed 30 metre 'landmark development' within the Edmondson Park town centre in proximity the train station, which exceeds the height limit of 24 metres under the SSS listing. Landcom has advised that a specific location for this development would be identified at a later date, and as such it has not been reflected height controls under the SSS listing.

Under clause 8N of the *Environmental Planning and Assessment Regulation 2000* (the Regulation), a concept plan cannot be approved:

- where any part of that project is located within an environmentally sensitive area of State significance or a sensitive coastal location, as defined under the Major Development SEPP; and
- it is prohibited under an environmental planning instrument.

As the town centre is not located within an environmentally sensitive area of State significance or a sensitive coastal location, this development whilst prohibited under the SSS listing, can be approved under the concept plan. This matter is discussed further in section 5.1.

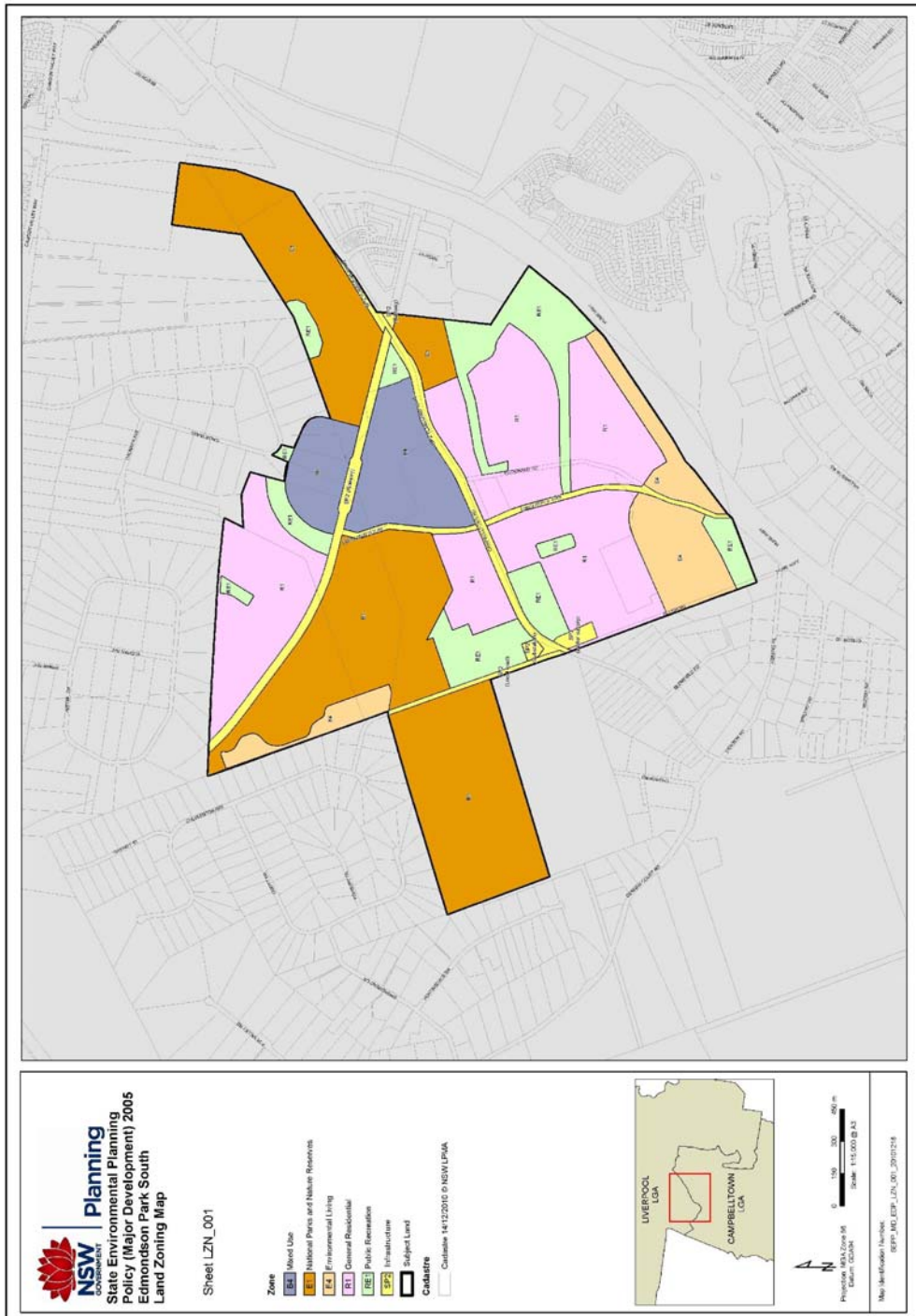


Figure 7 – existing zoning under the Major Development SEPP

3.4. Environmental Planning Instruments

The Department's consideration of relevant SEPPs and EPIs is provided in Appendix F.

3.5. Objects of the EP&A Act

Decisions made under the EP&A Act must have regard to the objects of the Act, as set out in Section 5 of the Act.

The Objects stipulated under section 5(a) of the Act are significant factors in forming the determination of the concept plan and project applications. The concept plan and project do not raise significant issues with regards to the objectives of the Act.

The Department has considered the Objects of the Act in the assessment of the concept plan and project application. The balancing of the proposal in relation to the Objects is provided in Section 6 of this report.

3.6. Ecologically Sustainable Development

The EP&A Act adopts the definition of Ecologically Sustainable Development (ESD) found in the *Protection of the Environment Administration Act 1991*. Section 6(2) of that Act states that ESD requires the effective integration of economic and environmental considerations in decision-making processes and that ESD can be achieved through the implementation of the following principles

Integration Principle

The social and economic benefits of the proposal have been addressed in the environmental assessment. The report considers both the economic impact and environmental impact of the development. Substantial areas of the site with high ecological value have been identified for protection within regional parklands. Development within other areas will provide for a mix of uses which will enhance the social and economic benefits such as providing opportunities for jobs and housing close to public transport, and improve housing affordability.

The Precautionary Principle

The environmental assessment is supported by technical and environmental reports that conclude that the proposal's impacts can be successfully mitigated. No irreversible or serious environmental impacts have been identified. The concept plan approval requires additional information at each stage of development to ensure the proposals' extent and nature is fully documented and opportunities are provided for proposed mitigation and management measures to minimise the impact of the development. Further the project approval requires mitigation and management measures to minimise the impact of the proposed development.

Inter-Generational Equity

Through implementation of the concept plan and environmental management practices, the environment is protected for future generations. The benefits of the proposal include the provision of a 150ha regional park for use by the public, protection of environmentally sensitive lands, and increasing employment opportunities and services and public transport provision close to where people live, reducing the need for car travel.

Conservation of Biological Diversity and Ecological Integrity

It is considered that the proposed protection of native vegetation within the regional park will maintain or improve biodiversity values and the long-term viability of a local population of species, population or ecological community or their habitat. It will also facilitate the protection of a substantial area of critically endangered ecological communities.

Improved Valuation, Pricing and Incentive Mechanisms

The cost of measures to mitigate and manage, on an ongoing basis, any potential impact of

the proposed development of the site, has been incorporated into the CIV. Thus, the developer will bear the cost of these measures. It is difficult to assign a monetary value to environmental assets that have not been commodified for commercial use.

Further assessment of ESD principles is also provided in subsequent sections of the report.

3.7. Statement of Compliance

In accordance with section 75I of the EP&A Act, the Department is satisfied that the Director-General's environmental assessment requirements have been complied with, as illustrated in Table 1 below.

Table 1: Statement of compliance

Section 75I(2) criteria	Response
Copy of the proponent's environmental assessment and any preferred project report;	The proponent's environmental assessment and preferred project report are located in the Report Appendices.
Any advice provided by public authorities on the project;	Copies of the submissions provided by public authorities are located in the Report Appendices.
A copy of any report of the Planning Assessment Commission in respect of the project	No review has been required to be carried out by the Planning Assessment Commission.
Copy of or reference to the provisions of any State Environmental Planning Policy that substantially govern the carrying out of the project;	Each relevant SEPP that substantially governs the carrying out of the project is identified in the report appendices.
Except in the case of a critical infrastructure project – a copy of or reference to the provisions of any environmental planning instrument that would (but for this Part) substantially govern the carrying out of the project and that have been taken into consideration in the environmental assessment of the project under this Division,	An assessment of the development relative to the prevailing environmental planning instruments is identified in the report appendices.
Any environmental assessment undertaken by the Director General or other manner the Director General considers appropriate;	This report represents the environmental assessment undertaken by the Director-General.
A statement relating to compliance with the environmental assessment requirements under this Division with respect to the project.	The environmental assessment for the concept plan complied with the Director-General's requirements and the proponent was notified of its compliance on 9 September 2010.
Clause 8B criteria	Response
An assessment of the environmental impact of the project.	An assessment of the environmental impact of the proposal is discussed in Section 5 of this report.
Any aspect of the public interest that the Director-General considers relevant to the project.	The public interest is considered in Section 5 of this report, and addressed by the statement of commitments and conditions of consent.
The suitability of the site for the project.	The site is considered suitable for the development as discussed in Section 5 of the report.
Copies of submissions received by the Director-General in connection with public consultation under Section 75H or a summary of the issues raised in those submissions.	A summary of the issues raised in the submissions is provided in Section 4 of this report.

3.8. Biodiversity certification - Threatened Species Conservation Act 1995

In December 2007 a Biodiversity Certification Order was conferred on the *State Environmental Planning Policy (Sydney Region Growth Centres) 2006* (Growth Centre's SEPP) under the *Threatened Species Conservation Act 1995* (TSC Act). Biodiversity certification enables developments or activities proposed to be undertaken within certified areas to proceed without the need to undertake the assessment of impacts on threatened

species, populations and ecological communities, or their habitats, normally required by the EP&A Act. However, the Biodiversity Certification does not apply for the purposes of Part 3A. Notwithstanding, this fact, consideration has been given to the Biodiversity Certification in the assessment of the proposal, as discussed further under section 5.2.

3.9. Environment Protection and Biodiversity Conservation Act 1999

The Edmondson Park precinct is subject to a Conservation Agreement under the *Environment Protection and Biodiversity Conservation Act 1999* (the EPBC Act) which was entered into by the former NSW Minister for Planning, the former NSW Minister for Climate Change and the Environment, and the former Federal Minister for Environment, Heritage and the Arts on 20 August 2009. The Conservation Agreement was entered into as a requirement of the proposed sale of the land by the Commonwealth, and identifies management actions for long-term conservation of biodiversity, in particular Cumberland Plain Woodland. The effect of the Conservation Agreement is that it avoids the need for a referral to the Commonwealth under the EPBC Act, where a development within the precinct, is likely to have a significant impact on a matter of national environmental significance, provided the development is consistent with the Conservation Agreement.

The Conservation Agreement:

- Identifies a 150 hectares regional park and requires the State to manage this land in accordance with a Plan of Management under the *National Parks and Wildlife Act 1974*.
- Identifies areas of public open space including 'Public Open Space for Conservation' and 'Other Public Open Space' and sets out that these areas be managed through Plans of Management under the *Local Government Act 1993* to be developed by Liverpool and Campbelltown Councils. Further, for areas designated as 'Public Open Space for Conservation' a Plan of Management is to incorporate measures to retain Cumberland Plain Woodland values.
- Requires the State to provide an environmental offset outside the Precinct to offset unavoidable impacts.

Landcom's proposal for the site includes a number of minor inconsistencies with the Conservation Agreement including a variation to the regional park boundary, as well as amendments to areas of open space identified in the Conservation Agreement. Under the terms of the Conservation Agreement, it can be varied by way of written agreement between the relevant parties.

Accordingly the former NSW Minister for Planning and the former NSW Minister for Climate Change and the Environment wrote to the Commonwealth Minister for Sustainability, Environment, Water, Population and Communities to request his agreement to vary the Conservation Agreement.

On 1 July 2011 the Federal Minister for Sustainability, Environment, Water, Population and Communities agreed to vary the conservation agreement by way of a letter, which is required to be signed by the NSW Minister for Planning and Infrastructure and NSW Minister for the Environment to become operational. The Department has made a separate submission to the Minister for Planning and Infrastructure requesting that he sign the variation, and make arrangements for the Minister for the Environment to sign the variation.

The Department has sought legal advice which concludes that the part 3A proposals can be determined prior to the amendment of the Conservation Agreement.

The recommended approvals require that the Conservation Agreement be amended prior to the determination of any subsequent stage and prior to the carrying out of any works which are inconsistent with the Conservation Agreement.

3.10. Landowner Consent

The Proponent has obtained consent from all relevant landowners for the concept plan and project application under clause 8F of the EP&A Regulation, including the Commonwealth Department of Defence, the former NSW Land and Property Management Authority, NSW RTA and former NSW Department of Education and Training.

4. CONSULTATION AND SUBMISSIONS

4.1. Exhibition

Under section 75H(3) of the EP&A Act, the Director-General is required to make the environmental assessment (EA) of an application publicly available for at least 30 days. After accepting the EA, the Department publicly exhibited it from 22 September 2010 until 25 October 2010 (33 days) on the Department's website, and at the Department of Planning and Infrastructure, Information Centre (Bridge Street, Sydney), Liverpool City Library, and Ingleburn Library. The Department also advertised the public exhibition in the Sydney Morning Herald, Daily Telegraph and local newspapers and notified landholders within the surrounding areas, and relevant State and local government authorities in writing.

The Department received 28 submissions during the exhibition of the environmental assessment.

4.2. Public Authority Submissions

Fourteen (14) submissions were received from public authorities. No agencies objected to the proposal, but agencies raised issues regarding the project. A summary of the issues raised, and details of how these issues have been addressed, is provided in Appendix G. Issues raised are also addressed in the Department's assessment at section 5 of this report.

4.3. Public Submissions

Fourteen (14) submissions were received from the public. This included submissions from the following special interest groups: Bambi Kindergarten Association; the Ingleburn Chamber of Commerce; and the Ingleburn North Public School. Of the fourteen public submissions, ten (71%) raised objections and four (29%) did not object but raised concerns. The key issues raised in public submissions are listed in Table 2.

Table 2 – Summary of Issues Raised in Public Submissions

Issue	Number of Submissions (%)
Location of substation and underground power lines proposed to be constructed at Denham Court as part of the south west rail link and associated impacts on residential amenity and private property.	29
Residents of Denham Court requested the extension of the proposed sewer mains to service their properties.	29
The proposed removal of the Bambi kindergarten, and impacts on social value of the site, and the loss of community infrastructure.	21
Access arrangements for proposed properties along Zouch Road and the construction impacts on existing residents that it adjoins.	7
Widening of Campbelltown Road and the barrier this will create between the site and Edmondson Park East.	7
Impacts of increased traffic on existing residents and road infrastructure.	7
Private landowner requested inclusion within the urban release area.	7
Impact of water quality infrastructure being located adjacent to private land to the south of the site, adjacent to the Hume Highway.	7

A number of issues are not considered to be relevant to the proposed concept plan and stage 1 project application for Edmondson Park, including impacts of the south west rail link substation and power lines; the request to extend sewer infrastructure; and the inclusion of a property in the release area. Other issues have been considered through the Department's assessment of the proposal.

5. ASSESSMENT

The Department considers the key environmental issues for the project to be:

- Urban design, development controls and land use
- Biodiversity
- Establishment of the Regional Park
- Traffic and transport
- Social infrastructure/contributions
- Heritage
- Flooding
- Surface water, ground water quality and riparian corridors
- Bushfire
- Noise
- Subdivision
- Geotechnical and contamination
- Site preparation works
- Construction impacts
- Sales and information centre and signage
- Utilities

5.1. Urban design, development controls and land use

Dwelling yield and density

Under the Liverpool LEP and Campbelltown LEP, minimum dwelling density controls set out the proposed distribution of dwellings across the site, including an approach to achieve higher densities in close proximity to the proposed Edmondson Park station and other transport corridors. In its State significant site rezoning proposal Landcom sought to remove minimum dwelling density controls under both the Liverpool LEP and Campbelltown LEP, on the basis the dwelling density would be addressed under the concept plan.

In its preferred project report Landcom increased its proposed dwelling yield from 3,200 to 3,530 dwellings. This resulted from an increase in dwellings within the proposed Edmondson town centre from 810 to 1,140. Figure 8 below shows the proposed distribution of dwellings across the site, as per the preferred project report:

Landcom also provided a detailed analysis of the existing minimum dwelling density controls against the proposed dwelling yield for the site, in response to issues raised by the Department of Planning. This analysis outlined that under the dwelling density controls set out in the Liverpool LEP and Campbelltown LEP a minimum of approximately 8,226 dwellings would be achieved across the Edmondson Park precinct, of which 3,479 dwellings would be achieved within the area subject of the concept plan application (slightly less than the dwellings proposed under the concept plan). Landcom's final statement of commitments (commitment 12) includes a requirement that the detailed design of each stage of residential subdivision will demonstrate implementation of the concept plan dwelling yield at figure 8.

Department's consideration

The Department considers that Landcom's proposal for development of 3,530 dwellings within the site would contribute an appropriate number of dwellings toward to overall yield of the precinct. Further, the Department considers that the proposal can achieve an appropriate distribution of dwelling across the site, subject to the proponent demonstrating that the subdivision layout of each stage demonstrates how higher density development within that stage is to be located in close proximity to proposed services and public transport infrastructure, including bus corridors. Accordingly, this is included as further assessment requirement within the recommended concept plan approval at Appendix A.

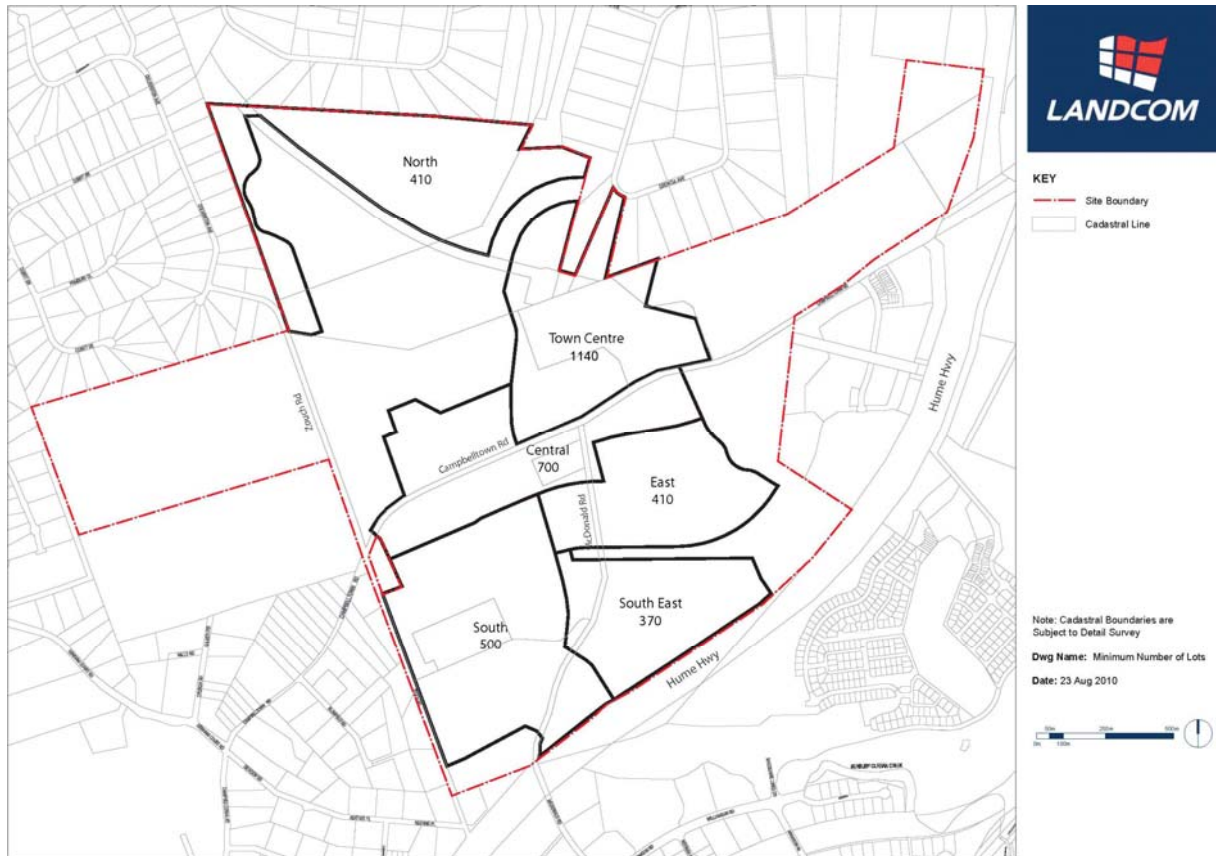


Figure 8: Dwelling yield and distribution (PPR)

Detailed urban design and built form controls

Liverpool Council has developed detailed controls to guide future development within the areas of the Edmondson Park precinct in Campbelltown LGA, which are included within *Liverpool Development Control Plan 2008* (Liverpool DCP). Under the Liverpool DCP a future amendment to the DCP is required to identify detailed controls for the Edmondson Park town centre prior to development proceeding in this location. Campbelltown Council has prepared the *draft Bardia Sub-precinct DCP* (draft Bardia DCP) to guide future development within the areas of the Edmondson Park precinct within Campbelltown LGA, with the DCP being publically exhibited from 5 October 2010 until 3 November 2010.

Landcom has committed to the preparation of a development control strategy prior to the lodgement of any future subdivision application, to guide the assessment of detailed development within the framework of the concept plan (commitment 10).

Small parts of the town centre are excluded from the proposed concept plan area, as these are outside Landcom's ownership. Accordingly, the Department requested that Landcom to demonstrate how consistent built form and urban design controls will be developed and applied across the town centre. It should be noted that the Department has included the entire town centre in the State significant site listing, to ensure a consistent zoning regime.

Landcom's preferred project report outlined that a subsequent application will be prepared for the areas of the town centre within its ownership, but that it will identify development controls for the entire town centre, including those lots outside Landcom's control. For the lots within its ownership Landcom considers that these controls could be included within an amendment of the proposed development control strategy, and that the controls for lots outside its ownership could be included within the Liverpool DCP by Council.

Liverpool Council did not raise any particular concerns about the proposed approach to application of the Liverpool DCP controls to the concept plan. Campbelltown Council was

also largely satisfied with the proposed approach, however raised concern about the exclusion of controls in its draft Bardia DCP requiring any lot under 450 sqm to be developed as part of integrated housing. In response, Landcom has committed to develop controls for dwellings on small lots through preparation of its development control strategy for the site.

Department's consideration

The Department generally supports the proponent's proposed approach to prepare an integrated set of planning controls across the site, including detailed controls for the town centre. However the Department considers that this would be best achieved through preparation of a DCP adopted by the Director-General. The DCP could then be amended to include controls for the town centre, including those lots outside the concept plan area. The Department considers for the town centre controls should be prepared to ensure active street frontages for buildings within close proximity of the station. This is included a modification to the concept plan within the recommended instrument of approval at appendix A.

The Department considers that appropriate controls could to be included within the DCP for small lots without requiring such development to be progressed as integrated housing.

Commercial and retail development

Landcom's concept plan proposal includes development of 35,000 to 45,000 sqm of retail and commercial floor space within the Edmondson Park town centre. Following the exhibition the Department sought clarification on how the proposed commercial and retail floor space was derived and how it fits within the Growth Centre's Structure Plan.

In its preferred project report, Landcom advised that the town centre is proposed to accommodate two supermarkets (total 8,000 sqm), a discount department store (7,000 sqm), and specialty shops within a minimum three development blocks, and a cinema complex. Landcom also noted that the draft South West Subregional Strategy envisages that the town centre would comprise a minimum of 35,000 sqm of floor space comprising a minimum of 10,000 sqm of commercial and 25,000 sqm of retail uses.

Department's consideration

On this basis, the Department supports the proposed level of retail and commercial development within the town centre.

Landmark development within the town centre

Liverpool LEP proposed a building height of 24 metres across the town centre, with the exception of an area to the north of the station where the building height is 35 metres to accommodate a single building of up to that height. In its State significant site study, Landcom sought to apply a 24 metre height control across the town centre, but to include provisions allowing a single 'landmark development' of up to 30 metres within an area of 300 metres of the proposed train station.

Department's consideration

The Department has no objection to the proposed development of a 30 metre building within the vicinity of the station, subject to the development of appropriate built form controls. As a specific site has not been identified at this stage, a 24 metre height limit has been imposed across the entire town centre in the State significant site listing. However, the SSS listing includes an exceptions to development standards clause which allows for variations to development controls where supported by the Director-General. It is recommended that the proposed 'landmark development' is approved under the concept plan. The permissibility of this use would need to be addressed in subsequent approvals, either through a further amendment to the SSS listing, or through the exceptions to development standards provisions. This is reflected as a further assessment requirement on the recommended instrument of approval.

Memorial Forest

Campbelltown Council has concerns about the impact of the development on vegetation along the southern boundary of the site adjacent to the M5 Motorway, known as the 'Memorial Forest', which was planted by ex-servicemen and students of the North Ingleburn Primary School. In particular council does not support the proposed rezoning of part of the memorial forest from private and public open space to E4 Environmental Living, and considers that the proposed density of dwellings in this location would impact on the viability of protecting the memorial forest within individual lots.

Landcom has committed to providing a buffer of 37 to 45 metres within the E4 zone from the boundary to the highway, and to placing a restriction on title requiring the vegetation to be retained (commitment 16). Further Landcom committed to retain and enhance part of the Memorial Forest located in the RE1 Public Recreation zone, including provision of appropriate interpretive signage (commitment 74).

Department of Defence supports this buffer width, but considers that vegetation within the E4 Environmental Living zone should be enhanced as well as retained.

Department's consideration

The Department considers that the proposed approach will provide for appropriate retention of the Memorial Forest vegetation, as well as its enhancement within the RE1 public recreation zone. Whilst Landcom proposes a greater number of lots in this location than was envisaged by Council, the restriction on title will ensure that structures are located to ensure that vegetation is retained.

Stage 1 Subdivision

Campbelltown Council raised the following additional issues in relation to the proposed stage 1 project application which relate to land use, urban design and landscaping:

- the area of proposed lot 4 be increased in size to be in accordance with the DCP;
- the preliminary plant schedule be amended to ensure appropriate trees planting; and
- Landcom should clarify whether the plan accurately depicts the desired final extent of vegetation within open space areas.

In its preferred project report, for the stage 1 project application, Landcom increased the size of lot 4 as requested by Council. Landcom also committed to preparation of a detailed landscape plan for stage 1 to identify open space and street landscaping, in accordance with Council's requirements, prior to commencing landscaping works.

Department's consideration

The Department considers that the proponent has appropriately responded to the issues raised by Council, and that the proposed urban design and landscaping for stage 1 is appropriate subject to the statement of commitments.

5.2. Biodiversity

The Biodiversity Certification Order maps existing native vegetation (ENV) and identifies vegetation which is 'certified' for clearing. All other vegetation is to be retained ('non-certified'), unless it can be offset in accordance with provisions set out in the Certification.

The Biodiversity Certification is not considered to apply to projects under Part 3A of the EP&A Act. However, the proponent has demonstrated that the proposal is largely consistent with the exception of the clearing of non-certified vegetation as set out below:

- 1,240 sqm arising from a minor boundary adjustment to the proposed Regional Park.
- 0.3 hectares associated with construction of a proposed sewer pipeline through the Regional Park as part of the stage 1 subdivision; and
- 1.4 hectares resulting from the implementation of a remediation action plan within the Regional Park.

The boundary adjustment (Figure 9) is to enable a more logical boundary to the Regional Park and for a road to form the perimeter of the Regional Park in this location. Landcom's assessment advises that the boundary adjustment would result in the addition of 1,650sqm of Cumberland Plain Woodland (CPW) vegetation which had not previously mapped as ENV but is considered to be of a higher quality than the area being removed.

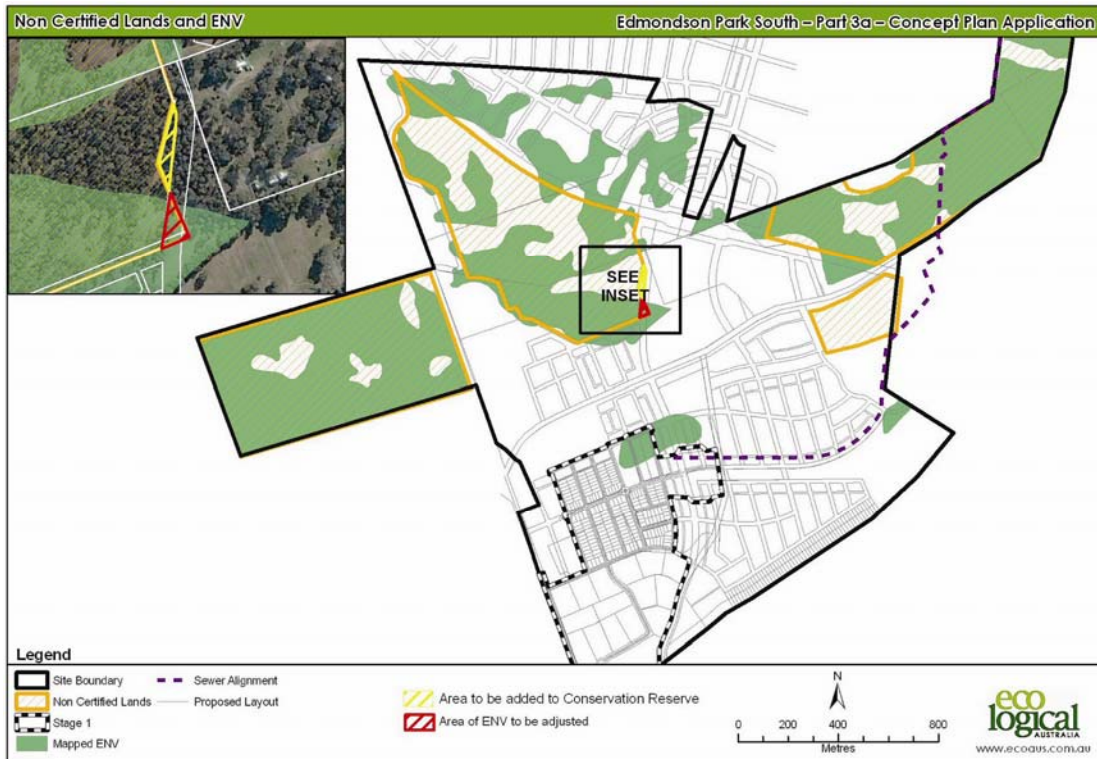


Figure 9: Existing native vegetation and proposed Regional Park boundary adjustment

The alignment of the sewer pipeline was originally proposed to be outside the Regional Park, requiring a pumping station. Landcom is proposing to construct the sewer pipeline through the Regional Park (Figure 9) as this allows it to be constructed as a gravity main, resulting in clearing of 7 trees comprising CPW, and a number of Casuarinas within Alluvial Woodland.

Landcom's proposal seeks approval for implementation of a remediation action plan (Golder 2010) to address contamination associated with the former Defence use on land already within its ownership. The remediation action plan involves a number of works within the Regional Park (Figure 10) which will impact ENV. The main impact is associated with clearing and surface scraping of soil within the 'lead particulate area'. Landcom's assessment notes that whilst larger trees would be retained, the remainder of the area would be subject to removal of top soil to a depth of 200mm.

Landcom proposes to revegetate the areas which would be impacted by the construction of the sewer pipeline and the implementation of the remediation action plan, however this is not reflected in its statement of commitments. Landcom has also put forward a proposed approach to offset the impacts of this clearing involving protection of an additional 4.36 hectares of certified ENV, which is illustrated in figure 10, and summarised in table 3.

Of the total proposed offset, 0.88 hectares is proposed to be located within the Regional Park, with the remainder to be located within the open space areas zoned RE1 Public Recreation. For offsets located within the RE1 zone, a clause has been included in the State significant site listing to ensure retention of vegetation.

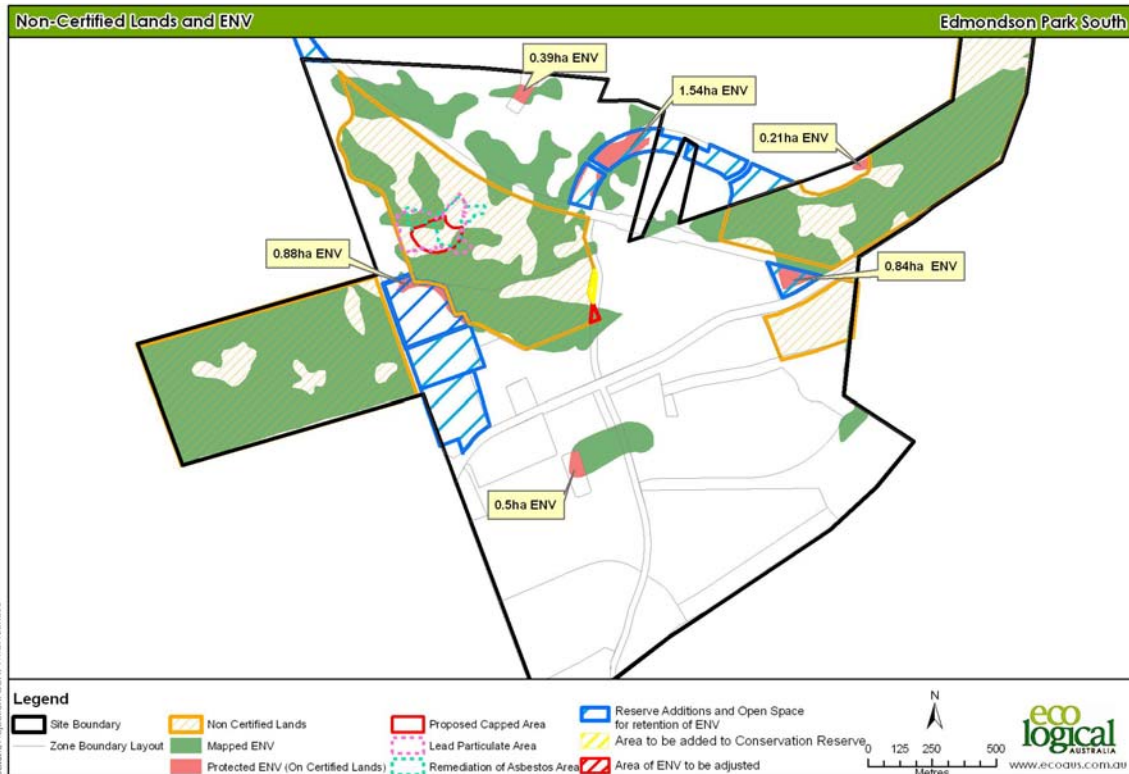


Figure 10: Proposed ENV offsets

Table 3: Summary of vegetation to be retained and cleared

	Certified ENV (ha)	Non-certified ENV (ha)	Previously not mapped as ENV (ha)	Total
Retained	4.36	102.0	0.17	106.53
Cleared	27.8	1.83	0	29.63
Total	32.16	103.83	0.17	136.16

In addition 9 hectares of land is to be revegetated as Cumberland Plain Woodland as a requirement of the Conservation Agreement under the EPBC Act.

In response to the exhibition of the proposal the former DECCW, now Office of Environment and Heritage, advised that it considers that the proposed approach to offsetting of impacts on ENV is consistent with the relevant biodiversity measures of the Biodiversity Certification Order.

The response from Office of Environment and Heritage also noted that the proposed disturbance for the sewer pipeline is minor and would be able to be restored through the proposed revegetation. In relation to the implementation of the remediation action plan, OEH consider that revegetation would need to be of a sufficient standard to ensure that commitments under the Conservation Agreement would not be compromised. To ensure that this occur Office of Environment and Heritage requested an approval role of any rehabilitation plan to be prepared.

Department’s consideration

The Department considers that the proposal would result in suitable protection of threatened species, populations and ecological communities, and that the approach to offsetting the

clearing of non-certified ENV is appropriate and would not compromise the Biodiversity Certification Order. Further, the proposed clearing for the remediation works is consistent with the Statement of Interim Management Intent (SIMI) which applies to the Regional Park. The SIMI also acknowledges that a sewage pipeline is likely to be required to traverse the Regional Park.

The Department considers that conditions are required to ensure that the proposed rehabilitation works are carried out to an appropriate standard, through the preparation of a rehabilitation plan. This is included as a condition of consent on the project approvals both under the concept plan, and for the Stage 1 subdivision, and is subject of approval by the Office of Environment and Heritage.

Through the assessment process it was identified that small areas of non-certified ENV in the north west corner of the site are located within areas zoned for residential development under the Liverpool LEP. The State significant site listing re-aligned the boundary of the zone include these areas within the regional park (E1 National Parks and Nature Reserves). Accordingly, it is recommended that the concept plan is modified to restrict development in this location to be outside the E1 National Parks and Nature Reserves Zone.

Conditions are recommended to require vegetation management plans to be prepared prior to the commencement of works to address the following matters:

- interface impacts with regional park as well as vegetation identified as offsets under the concept plan; and
- procedures for clearing vegetation and strategies to retain mature trees where possible.

In addition, a further assessment requirement is recommended to be imposed on the concept plan requiring vegetation management plans to be prepared for each subsequent stage.

5.3. Establishment of the regional park

The Office of Environment and Heritage raised concern about the impact of the proposed boundary re-alignment of the regional park on the capacity to accommodate a proposed high use precinct within the regional park.

The Office of Environment and Heritage also noted that the planning for a proposed cycleway through the regional park should be co-ordinated with the planning for the sewer pipeline to ensure that they can be accommodated within the same alignment, to minimise need for clearing.

For the sewer pipeline, Sydney Water requires an easement, for maintenance and operation purposes prior to transfer of the Regional Park to Office of Environment and Heritage. The applicant's PPR for the concept plan advised Department of Defence is expected to create such an easement prior to transfer of the land.

Department's consideration

In the absence of any details from the Office of Environment and Heritage on the nature and extent of the high use precinct, the Department concludes that, given the minor nature of the re-alignment, any impact would be minimal.

In relation to the other issues raised by agencies the Department recommends that

- a condition is included on the project approval is ensure that the planning for the sewer pipeline is done with regard for the future cycleway; and
- a further assessment requirement is recommended on the concept plan approval to ensure that an easement over the sewer pipeline forms part of any subdivision to create the regional park.

5.4. Traffic and transport

The existing traffic network servicing and surrounding the site is illustrated in Figure 11 below. Key elements of the existing network include the proposed SWRL and existing regional road infrastructure including the M5 Motorway and Campbelltown Road.

Transport Management Accessibility Plans (TMAP) were prepared for the proponent by AECOM Australia Pty Ltd, for the concept plan (the overall TMAP) and the stage 1 project application (stage 1 TMAP).

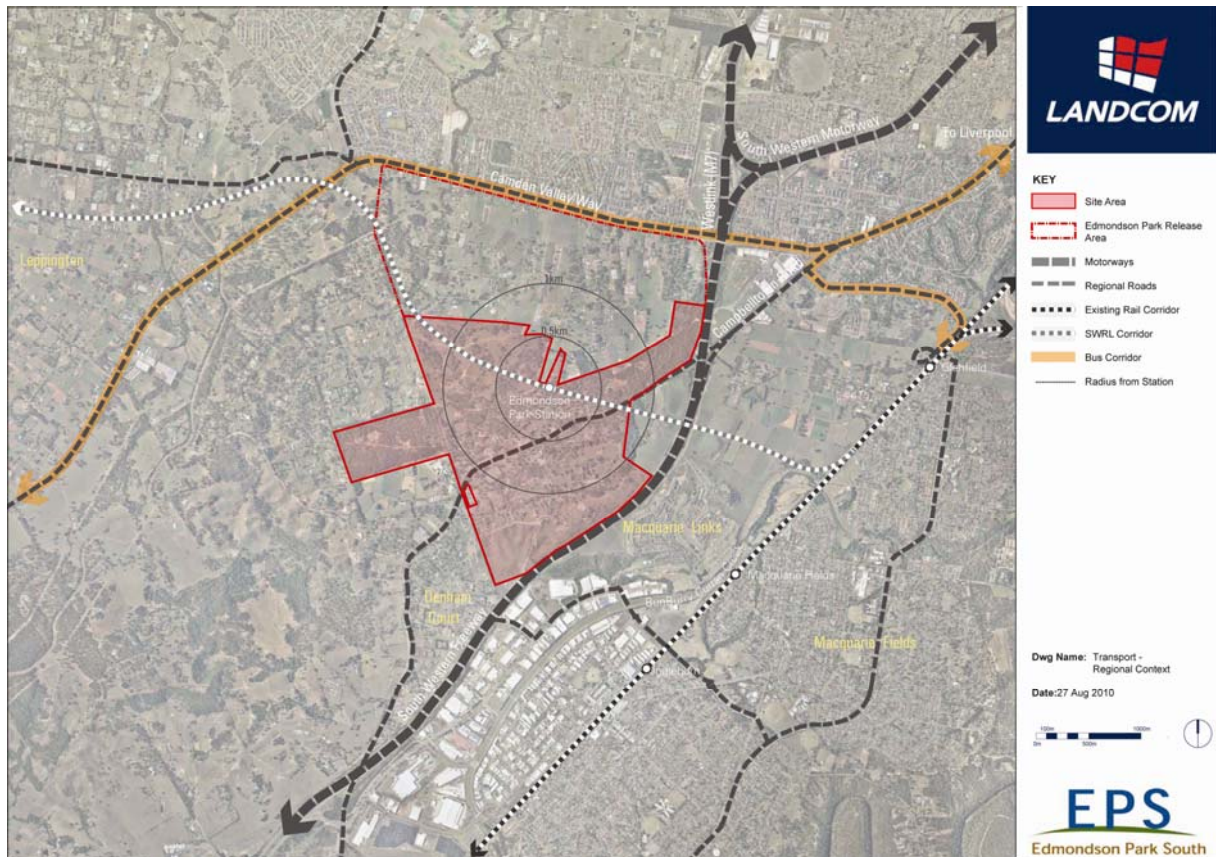


Figure 11: Existing transport network

Regional Road network

The existing regional road network was reviewed and several key issues highlighted in the assessment. During peak hours Campbelltown Road (currently 1 lane in each direction) is operating at capacity and Camden Valley Way is approaching capacity in some areas. The main intersections are operating adequately, however a number are approaching capacity with less than 20% capacity remaining during peak hours.

Upgrades to both Camden Valley Way and Campbelltown Road are identified in the Special Infrastructure Contribution Area Practice Note for the Growth Centres.

Landcom's proposal includes an upgrade of the section of Campbelltown Road within the site to provide 2 lanes of traffic in each direction, with kerb side parking on each side of the road. Landcom notes that the kerb side parking retains flexibility to provide additional lanes should this be required in the future.

The proposed future width of Campbelltown Road is generally 38.8 metres, with a section reduced to 33.6 metres to accommodate the heritage significant Mont St Quentin Oval entry gates (southern side) and the Ingleburn Military Heritage Precinct gates, on the northern side of Campbelltown Road.

The reduced area provides the same configuration of traffic lanes, the key difference being the shared pedestrian/cycle way and verge (4.75m) on one side of the road is provided within an adjoining area of open space outside of the actual road reservation. The proponent's assessment concludes the reduced width can still accommodate the required road functions. The RTA has advised that it supports the proposed 38.8m road width for Campbelltown Road, but raised concern about reduced width alongside the heritage precinct. The RTA advised it is currently scoping an environmental assessment for the upgrade of Campbelltown Road, and that an appropriate corridor width in this location should be determined through that process, having regard to heritage value of the gates and oval.

The RTA also advises that it does not support curb side parking on Campbelltown Road as background growth along Campbelltown Road is forecast to increase significantly and that six travel lanes will be required. Further, RTA advise that it is difficult to remove parking lanes ones these has been formalised. The RTA also considers that kerbside parking cannot be safely accommodated within the proposed road width.

Department's consideration

The Department considers that the regional road network will be appropriately upgraded to support the development through contributions made under the Special Infrastructure Contribution Area. In relation to Campbelltown Road, the Department supports the proposed 38.8 metre road width, and considers that this road width should not be exceeded to ensure good pedestrian accessibility between the southern portion of the site and the town centre and Edmondson Park station. However, the Department considers that the issues raised by the RTA regarding the reduced width of Campbelltown Road can be addressed following concept plan approval.

In this regard the Department considers that the final design of Campbelltown Road can be determined through the detailed design being carried out by RTA, having regard to the heritage value of the adjoining heritage items. The Department also considers that the suitability of kerb side parking on Campbelltown Road should be determined through this detailed design process.

Local Road network

In order to mitigate the effect of increased traffic flow resulting from the development, the concept plan commits to a range of local road network improvements, including provision of local roads within each development precinct as well as:

- relocation of existing Macdonald Road approximately 200 metres to the west of the existing road alignment;
- provision of three signalised intersections with Campbelltown Road;
- extension of Croatia Avenue from the north to provided an alternative access from Camden Valley Way;
- construction of the southern end of Zouch Road; and
- two traffic bridge crossings over the south west rail link.

The improvements are generally proposed to be provided as works in kind and will be secured through the statement of commitments and voluntary planning agreements which are proposed to be entered into by the proponent with Campbelltown and Liverpool Councils

For the stage 1 project application the proponent proposes to deliver the internal roads that comprise the development area, as well as a new intersection at Macdonald Road (existing alignment) to provide the entry to the development along with a new collector road connecting the stage 1 development (and future stages) to the intersection.

A number of issues were raised in relation to local roads by the council and the RTA during the exhibition period.

RTA raised the following issues relating to local roads:

- RTA supports the proposed three signalised intersections on Campbelltown Rd (between Zouch Road and Ingleburn Garden Drive) in principle however all Campbelltown Road approaches are to provide a single 100m long right turn storage bay and must operate with double overlap diamond phasing. These intersections are to be designed and constructed to RTA requirements and are to be subject of a Works Authorisation Deed with RTA.
- The RTA does not approve any other intersections with Campbelltown Road, and considers that these shall be subject to concurrence of RTA, and supported by a traffic assessment.
- No subsequent stage of development is to be determined until timing is identified for the relocation of Macdonald Road.
- Any development application for the town centre must be supported by a master plan comprising a detailed traffic and transport study.
- For the proposed intersection to provide the main entry to the town Centre, consideration should be given to grade separation of pedestrians for pedestrian safety and traffic efficiency.

Campbelltown City Council raised concerns over the proposed carriageway width for local roads. The stage 1 project application proposes local roads to be 7.2m width (kerb to kerb). Council considers that 8.0m provides adequate room for larger vehicles and safer reversing path for vehicles exiting driveways. In response, the Proponent's PPR noted that 7.2m wide local roads are consistent with Liverpool's DCP, and can meet the requirements for parking and the proposed local traffic volumes.

Department's consideration

The Department considers that the issues raised by the RTA can be addressed as further assessment requirements on the concept plan. However, it does not support RTA's request for grade separation of pedestrians and traffic on the main entry to the town centre, as it considers that an at-grade crossing would provide a higher level of pedestrian amenity in this location.

The Department considers that the proposed local road width of 7.2 metres is appropriate, given that this is identified under the Liverpool DCP. The Department recommends that the Proponent be required to provide details of the final road design to Council for comment prior to construction of stage 1.

Public Transport

The south west rail link (SWRL) project involves a range of works that will be undertaken within the Edmondson Park precinct. The key elements include a new rail line from Glenfield to Leppington as well as a new station at Edmondson Park.

Preliminary works and infrastructure upgrades are already underway in a number of areas outside the precinct. The final planning approval for the rail new line was granted in November 2010. Work on the line is likely to commence in late 2010 or early 2011. The SWRL project is scheduled to be completed and operational by 2016.

Prior to the SWRL becoming operational the assessment identified that nearest train stations to Edmondson Park South are:

- Macquarie Fields Railway Station, approximately 1.5 km to the south-east;
- Ingleburn Railway Station, approximately 7 km to the south; and
- Glenfield Railway Station, approximately 5 km to the east.

There are commuter parking spaces available at both Ingleburn and Glenfield stations. There are only limited bus connections available to the stations (see below).

The Inner West, Cumberland, Airport & East Hills and South Railway Lines service Ingleburn and Glenfield Stations. These lines provide connectivity to key employment areas including Sydney CBD, Fairfield, Bankstown, Parramatta and Campbelltown. The only bus connections to Glenfield Station are provided by bus routes currently operating along Camden Valley Way, approximately 3 km north of the site. There are no bus routes currently serving Campbelltown Road or Macdonald Road.

The assessment made a number of conclusions and recommendations regarding public transport requirements which are summarised below:

- The design of the road network and intersections allows for future bus movements between the precinct and other regional centres. In addition the majority of concept plan development area is within 1km (15 minutes walk) from the proposed Edmondson Park rail station.
- The provision of bus interchange and bus services within Edmondson Park South will facilitate and encourage public transport usage. It will be appropriate to use the South West Sector Bus Servicing Plan to develop a route network to serve the proposed development.
- The opening of stage 1 development is proposed as the trigger for a new bus service along Macdonald Road. Initially connecting Ingleburn and Liverpool Stations via the site, the service will re-route via the Edmondson Park Station once the SWRL is operational.

The former NSW Transport provided a submission to the PPR noting that it supports the proposal, but that it considers that bus priority measures should be provided on the proposed north-south town centre main street.

Department's consideration

The Department considers that the proposal will be well serviced by public transport including the south west rail link and future bus services. However, as a further assessment requirement the proponent should be required to identify appropriate bus priority measures on the proposed main street.

Walking and cycling

The assessment identified a range of measures that will be provided as part of the future development to encourage and provide for walking and cycling. These include various cycling and walking infrastructure, programs and initiatives to encourage walking and cycling. The revised statement of commitments for both the concept plan and stage 1 project application confirm the package of measures will be delivered.

Department's consideration

The proposal is considered to be acceptable in terms of walking and cycling provisions subject to the relevant details within the proponent's statement of conditions.

However, the Department considers that there is an opportunity to improve pedestrian connectivity across Campbelltown Road in the vicinity of the Ingleburn Military Heritage Precinct and and the Mont St Quentin Oval. Accordingly, the Department considers that detailed design of Campbelltown Road should explore these opportunities. This has been reflected in the proposed modification to the concept plan relating to detailed design of Campbelltown Road.

South West Rail Link

Through the consultation process Transport Construction Agency (TCA) and Railcorp raised a number of concerns relating to south west rail link. TCA advised in its submission that it is supportive of the proposal so long as it is fully integrated with the proposed SWRL. TCA also made a number of general comments in its submission raising issues including:

- Requirement for continued consultation between TCA and the proponent on a range of project integration and infrastructure provision/sharing issues.

- Reference to TCA option to use land at Zouch Road for Biodiversity offsets.
- Landcom request for SWRL to provide surplus fill to its site.
- Funding for road/rail crossing not addressed.

The proponent's PPR responded to the key issues raised by TCA, by committing to continue to consult and work with TCA on various issues around infrastructure provision and servicing.

In its response to the preferred project report, the former NSW Transport also outlined issues which had been raised by Railcorp. In particular that it considers that the condition should be imposed on any consent for development within 25 metres of the south west rail link, to require the proponent to enter into an agreement with Railcorp to address the potential impacts on the rail link.

Railcorp and TCA also raised issues in relation to rail related noise and vibration that have been discussed in the section 5.10.

Department's considerations

The Department considers that issues raised by the TCA and Railcorp in relation to the south west rail link can be addressed through subsequent approvals. Accordingly, a further assessment requirement is recommended requiring future applications to address impacts on the rail link.

For the stage 1 project application, the only development which is in close proximity of the rail link is the construction of lead in infrastructure, including the sewer pipeline. A condition of consent is recommended requiring the proponent to enter into an agreement with Railcorp for any development within 25 metres of the rail corridor.

5.5. Social infrastructure/contributions

State infrastructure contributions

Under Section 94EE of the Act the former Minister for Planning declared that a Special Infrastructure Contribution will be applied to development within the growth centres. The proponent is proposing to meet its obligations under the special infrastructure contribution by way of contributions, or through dedication of land and construction carried out as works in kind.

Department's consideration

The Department considers that payment in accordance with the Special Infrastructure Contribution will deliver appropriate regional infrastructure for the site. A condition has been included on the recommended instrument of approval for the stage 1 project application requiring the proponent to pay contributions in accordance with the Special Infrastructure Contribution Area.

Local infrastructure contributions

Liverpool Contributions Plan 2008 Edmondson Park applies to the areas of the site within Liverpool LGA, and sets out infrastructure requirements for the Edmondson Park precinct. The land within Campbelltown Council is subject of the *Campbelltown Council Section 94A Development Contributions Plan*.

Landcom proposes to provide local infrastructure contributions through dedication of land, works in kind and/ monetary contributions toward community infrastructure in accordance with the *Liverpool Contributions Plan 2008 Edmondson Park*. For the Campbelltown areas, Landcom proposes to identify appropriate local contributions in negotiation with Council, noting that Council does not support application of the section 94A rate as it does not contemplate the proposed growth within the area.

Through its preferred project report, Landcom provided an outline of voluntary planning agreements which could be entered into with the councils, prior to the determination of any subsequent stage.

For the stage 1 subdivision Landcom has committed to the delivery of specific contributions involving dedication of land and works in kind, with the timing of each item being linked to the release of a subdivision certificate for the relevant sub-stage, as identified within the stage 1 project application and summarised below:

- local park within stage 1;
- the Bunbury Curran Creek and Maxwells Creek South water quality facilities;
- local area traffic management works and roads fronting proposed open space;
- construction of Zouch Road fronting proposed lots;
- drainage outlet connection to council system in Macdonald Road;
- construction of basin rain gardens and other water sensitive urban design measures adjacent to the freeway, and associated with Maxwells Creek South; and
- on and off road cycleways.

In its response to the exhibition of the proposal, Campbelltown Council did not raise any issues relating the proposed local contributions for the concept plan or stage 1 subdivision. Liverpool Council advised that it is supportive of the proposed approach, subject to agreement with council on proposed works in kind and land dedications.

Department's consideration

Noting that section 94 contributions cannot be levied at concept plan stage, the Department supports the approach that the proponent enters into a voluntary planning agreement with each Council. Accordingly, the recommended instrument of approval includes a further assessment requirement requiring the proponent offer to enter into a voluntary planning agreement with council in the subsequent subdivision application within each council area. The content of the voluntary planning agreement and any works in kind or land dedication in lieu of monetary contributions must be negotiated with the relevant council.

A condition on the stage 1 project approval is recommended requiring the proponent to provide local infrastructure contributions as outlined in its stage 1 project application environmental assessment, and within the timeframes nominated within that document.

Bambi Kindergarten

The Bambi kindergarten is located within the lands currently owned by Department of Defence, to the north of Campbelltown Road. The kindergarten is within an area proposed for redevelopment. A number of agency and public submission, including those from Campbelltown Council, the North Ingleburn Public School, and the kindergarten operators, raised concern about the loss of the kindergarten facility, and that it should be retained due to its social and historic significance, as well as to provide ongoing social infrastructure. In its preferred project report, Landcom noted that it is working with Liverpool and Campbelltown Councils to investigate opportunities to retain the Bambi Kindergarten in its current location.

Further, statement of commitment 57 outlines that the retention of the name 'Bambi Kindergarten' will form part of the interpretation strategy for the site and its use will be encouraged for a pre-school facility within the site.

Department's consideration

The Department considers that Landcom should continue to investigate such options to retain the kindergarten, and that zoning provisions for the site provide appropriate opportunities for future child care facilities to locate within the site.

5.6. Heritage

Indigenous Heritage

Edmondson Park South is located within a transitional area comprising the traditional lands of the different language groups of the Darug, Dharawal and Gundungurra people. Previous uses on the site have resulted in the disturbance of Indigenous archaeological remains. Despite this the site contains 30 Indigenous archaeological deposits recorded on the Aboriginal Heritage Information Management System (AHIMS).

An Aboriginal Cultural Heritage Assessment Report (ACHAR) prepared as part of the proposal. The ACHAR identifies the level of significance of heritage items across the site, assesses the impacts resulting from the concept plan and stage 1 project application, and contains a management strategy to limit impacts on identified archaeological deposits.

The concept plan proposes the retention of all Aboriginal archaeological deposits which are of High significance according to the ACHAR within the Regional Park. Recorded archaeological deposits which will be impacted by the land uses proposed by the concept plan are shown at figure 12, and include:

- SWRL 5 within a transmission easement adjacent to the south west rail link, DD4 and EPCS 4 along the Maxwell's Creek tributary (Moderate to High significance);
- MC7 (Moderate significance);
- DD2 comprising an artefact scatter of 35 items and DD3 comprising an artefact scatter of 114 items, both located along the Maxwell's Creek tributary (Moderate significance);
- EPCS 9, EPSC 12, SWRL 1 and SWRL 2 (Low to Moderate significance); and
- ISF 1, ISF 3, EPCS 10, EPCS11, EPCS 14, SW 2, SW 5, SW 6, and ED 1 (Low significance)

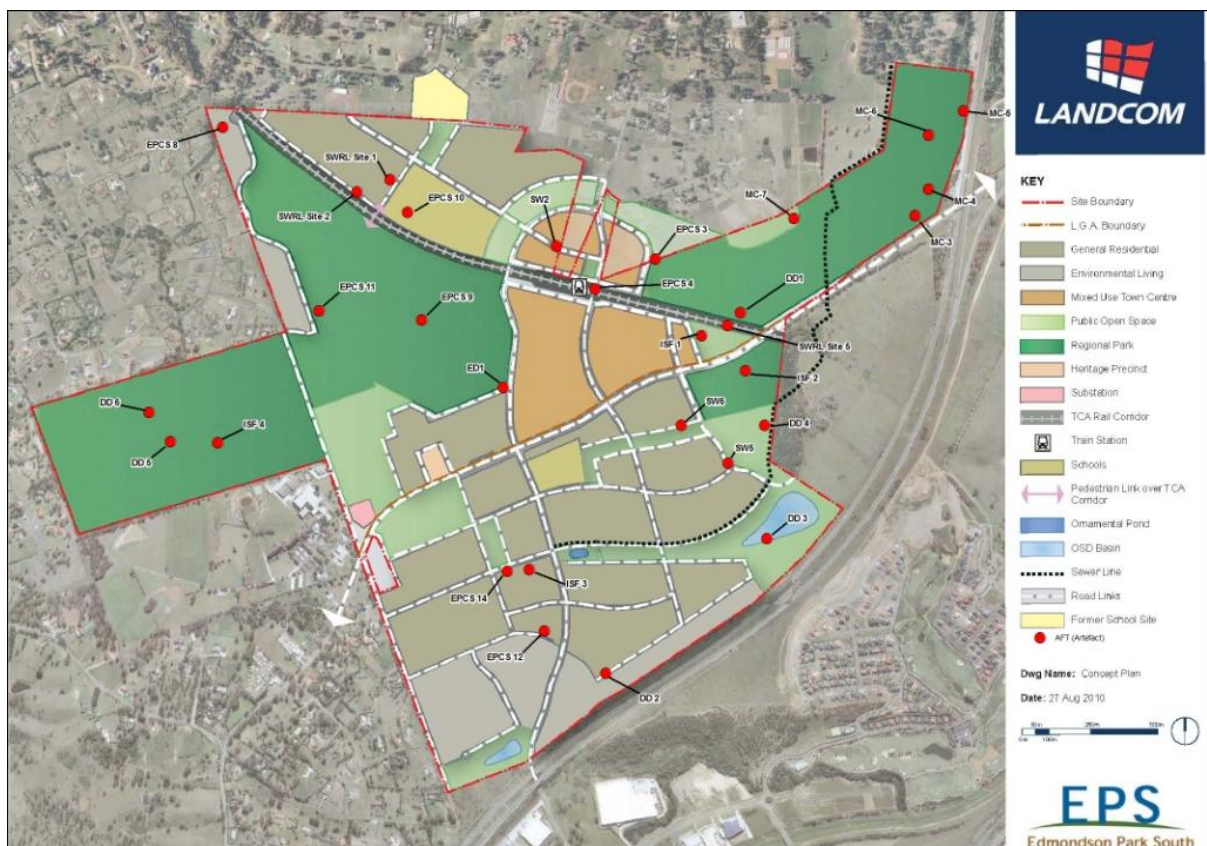


Figure 12: Concept plan proposal and recorded archaeological deposits

The following recorded archaeological deposits will be impacted by works proposed to be undertaken as part of the stage 1 project application (identified in Figure 12):

- DD4 (Moderate to High significance);
- DD3 (Moderate significance);
- EPSC 12 (Low to Moderate significance); and
- ISF 3, EPCS 14 (Low significance).

The ACHAR has recommended salvage excavation to mitigate impacts on items of Moderate significance or higher. Surface collection has been recommended for remaining artefacts identified as having Low or Low to Moderate significance which will be impacted by the concept plan and stage 1 project application. The ACHAR contains a detailed salvage methodology for excavation and collection of artefacts, to be undertaken under the supervision of an archaeologist, with opportunity for involvement of Aboriginal stakeholders.

The proponent has committed to implementing all recommended conservation and management measures recommended in the ACHAR, including identification of archaeological sites to be protected in the construction environmental management plan.

In preparing the concept plan and stage 1 project application, Aboriginal community stakeholders were identified and consulted in accordance with the draft *Guidelines for Aboriginal Cultural Heritage Impact Assessment and Community Consultation (DEC, July 2005)* and the *Interim Aboriginal Community Consultation Guidelines (DEC 2004)*. Three letters were received in response to the consultation, two being largely supportive of the proposal, subject to involvement in subsequent stages, and provision of appropriate signage and interpretation. One response objected to impacts on Aboriginal heritage sites, in particular site DD3, along the riparian corridor at the south east of the site.

Department's consideration

The Department acknowledges that the concept plan and stage 1 project application for Edmondson Park South will result in some impact on Indigenous archaeological and cultural heritage, but considers that the implementation of the mitigation and management strategies contained within the ACHAR will ensure appropriate protection of Aboriginal cultural heritage.

The Department considers that the proponent should undertake to interpret the Indigenous cultural heritage of the Edmondson Park South site. It is recommended that under the concept plan approval a requirement is included for the preparation of a Heritage Interpretation Strategy for the site. The former DECCW is identified in the SIMI as being responsible for the ongoing management of the significant archaeological deposits which are to be retained within the Regional Park, and as such the proponent will be required to liaise with the Office of Environment and Heritage as well as local Aboriginal stakeholders in developing an interpretation strategy.

It is also recommended that the detailed design of future stages of development take into account opportunities to further mitigate impacts. This has also been included as a further assessment requirement on the recommended concept plan approval.

Non-Indigenous Heritage

The non-Indigenous heritage values of the site are associated with its use as the former Ingleburn Army Camp, which is of considerable historic and social significance as the first purpose-built infantry training camp in New South Wales for World War II. Items identified as having heritage significance are listed below and shown at Figure 13:

- The Ingleburn Military Heritage Precinct, formed in the late 1990s, comprising the former Bardia Barracks entry gates and sentry boxes, Guard House and Cell Block, several former administration and dormitory buildings, and a number of memorials (listed on the Commonwealth Heritage List, Liverpool LEP and the Register of the National Estate);

- The Mont St Quentin Oval including entry gates and flagpole located to the south of Campbelltown Road (listed on the Commonwealth Heritage List, Campbelltown LEP, and the Register of the National Estate);
- The mess hall / kitchen and dining complex, dating from c1955 (listed on the Commonwealth Heritage List, Campbelltown LEP and the Register of the National Estate);
- The Lecture Hall Building - Nissen hut (listed on the Liverpool LEP); and
- Ingleburn Village established c1959 comprising 3 prefabricated cottages designed by Riley-Newsum of Britain and 2 prefabricated cottages designed by Amals Sagverks Aktiebolag of Sweden (listed on the Commonwealth Heritage List and Liverpool LEP).



Figure 13: European heritage items

The State significant site includes a schedule listing the Ingleburn Military Heritage Precinct and Mont St Quentin Oval, as well as the Riley-Newsum cottages as a movable heritage item.

The concept plan proposes the retention of items comprising the Ingleburn Military Heritage Precinct and the Mont St Quentin Oval. The concept plan provides for the proposed widening of Campbelltown Road to accommodate six lanes of traffic (with a maximum road reserve of 38.8 metres). Road widening will involve the removal of some existing trees alongside Campbelltown Road, however it is proposed to retain in situ the entry gates and flagpole adjacent to the Mont St Quentin Oval by reducing the road width in this location to 33.6 metres. The RTA has raised concern with the reduced road width, and has requested that the entry gates associated with the Mont St Quentin Oval be relocated to enable the desired width of 38.8 metres.

The Ingleburn Village is located within the area proposed to accommodate the Edmondson Park town centre. As such the Riley-Newsum prefabricated cottages are proposed to be relocated to an area of open space elsewhere in the site, and their adaptive reused is to be

investigated. The Amals Sagverks Aktiebolag prefabricated cottages located on Blaxland Road are, however, proposed to be demolished.

The Mess Hall (kitchen/ dining complex) and Lecture Hall Building (Nissen Hut) were initially proposed to be demolished by the Department of Defence prior to the sale of the site to Landcom, subject to Commonwealth approval. The Department of Defence advised that whilst it had prepared assessments for removal of these items on the basis of their poor condition and lack of viable adaptive re-use, it is unlikely that demolition will occur prior to the sale of the land. The proponent has indicated that if they are not demolished by Department of Defence, a separate approval will be sought.

A Statement of Heritage Impact (SHI) has been prepared by Tanner Architects in August 2010 to accompany the concept plan. The SHI recommends the photographic archival recording of all items to be relocated or removed, and the preparation of a Heritage Interpretation Strategy which encompasses the entire former Ingleburn Army Camp site. The demolition of two Amals Sagverks Aktiebolag prefabricated cottages, which are listed heritage items, is supported by the SHI as relocation would compromise their structural integrity and because of the large amount of asbestos cement that they contain. While the SHI does not contain an assessment of archaeological potential, archaeological supervision is recommended from the commencement of works on site (including demolition) to ensure that any potential archaeological deposits are not impacted. The proponent has committed to implementing measures recommended in the SHI.

The SHI concludes that there would be no unacceptable heritage impacts as a result of the proposed concept plan and stage 1 project application, subject to the implementation of recommended measures, and appropriate design controls.

The Department's Response

The Department does not support the former RTA's request for the relocation of the entry gates associated with the Mont St Quentin Oval to enable the widening of Campbelltown Road to accommodate a 38.8 metre road reserve. The SHI that accompanies the concept plan states that widening Campbelltown Road beyond the proposed 33.6 metres would erode the relationship between the Military Heritage Precinct and the oval. Furthermore, the Department considers that the entry gates associated with the oval are a significant element of the Mont St Quentin Oval and that their relocation may impact on its heritage values.

The Department considers that this matter requires further consideration prior to finalising the design of Campbelltown Road. Accordingly, it is recommended that the concept plan is modified such that the final design of Campbelltown Road is to respond to the heritage value of the adjoining heritage items. Further, any proposed relocation of heritage items to accommodate the road would be required to be justified through the heritage impact assessment, have regard to the implications on any conditions on the sale of the land by the Commonwealth, and requires the written endorsement of the Director-General.

The Department supports in principle the relocation of the Riley Newsum prefabricated cottages and considers this it should be undertaken in association with specialist engineers and conservation practitioners as recommended by the SHI. This is reflected as a further assessment requirement in the concept plan approval at Appendix A.

The Department supports the commitment from the proponent that the adaptive reuse of these buildings for community purposes be investigated, and in accordance with the heritage interpretation strategy that the proponent has committed to preparing.

The proponent has also committed to ensuring that any construction works to be undertaken will be supervised by a qualified archaeologist, and that any relics discovered during the

course of works will be appropriately managed in accordance with requirements under the NSW *Heritage Act 1977*.

The Department considers that further assessment requirements should be included requiring any future application to demolish or remove the Lecture Hall (Nissen Hut), the kitchen/dining complex (Mess Hall), and historic plantings, or to relocate the Riley-Newsum prefabricated cottages, is to be accompanied by a photographic archival recording of all items proposed to be relocated or demolished, in accordance with the NSW Heritage Office guideline *Photographic Recording of Heritage Items Using Film or Digital Capture (2006)*.

5.7. Flooding

Water Cycle Management Plans were prepared by J Wyndham Prince for the both the concept plan and stage 1 project application. The reports contain an assessment of flooding conditions and risks affecting the site in the pre and post development scenarios.

Concept plan

As previously noted the concept plan site straddles two catchments which drain into and form part of the Georges River Catchment. The majority of the site drains to the north and is located within the Maxwells Creek Catchment. The remainder of the site drains to the Bunburry Curran Creek catchment in a south easterly direction.

Parts of the concept plan site are identified as being flood prone. Figure 14 illustrates the areas of flood event affectation in relation to the concept plan site and its immediate surrounds.

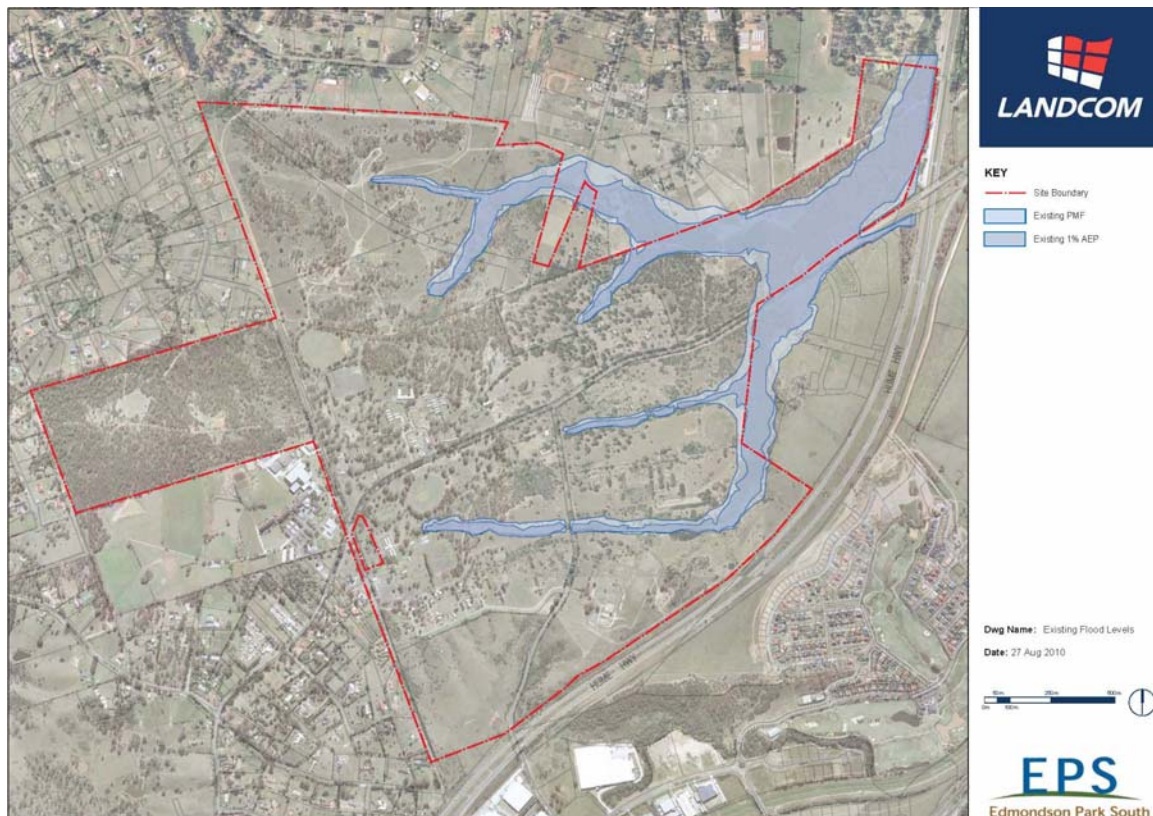


Figure 14: Existing PMF and 1% AEP flood levels

Climate change considerations

An assessment of the impacts of climate change on rainfall intensities and consequently on flood hazard was undertaken. This assessment concludes that the proposed stormwater systems will effectively manage post climate change flood hazards. This matter should be

accounted for as part of the detailed design of stormwater systems at the construction certificate stage.

Project application report

The stage 1 works includes development of land within the Maxwell Creek floodplain which is affected by flooding in during 1 in 100 year storm events. Future residential development lots will be located outside of the 1 in 100 year ARI flood area. Furthermore, in accordance with the Floodplain Development Manual (FDM) and Campbelltown Council requirements, the floor levels of dwellings will have a freeboard of at least 500mm.

The report concludes that the proposed development will comply with the relevant controls (such as the FDM) and that there are not any flooding risks associated with the stage 1 works.

The Office of Environment and Heritage and Campbelltown Council noted that flood evacuation had not been specifically addressed by the assessment. The proponent's PPR advised that the issue of flood evacuation had been addressed at the rezoning stage in 2003. Furthermore it confirmed that the majority of the site is well above the PMF.

Office of Environment and Heritage also commented on climate change rainfall increases, noting the 500mm freeboard should be retained for modelling errors and not used to account for climate change rainfall increases. The proponent has responded to this comment by reference to the NSW *Floodplain Development Manual 2005* which states that freeboard is designed to be used to account for factors including changes in rainfall patterns and ocean water levels as a result of climate change.

Department's consideration

The proposal is considered to appropriately respond to the flood hazard associated with the area. Further, given the minimal impact of flooding within the proposed residential areas flood evacuation is not considered to be a significant issue. However, to address issues raised by agencies a further assessment requirement has been included stating that future applications for dwellings must demonstrate that habitable floor levels are located above the 100 year ARI flood level plus 500mm freeboard, and appropriate flood evacuation can be provided for dwellings located below the probable maximum flood level.

5.8. Surface water, ground water quality and riparian corridors

Water Cycle Management Plans were prepared by J Wyndham Prince for the both the concept plan and stage 1 project application. The reports contain an assessment of hydrology and hydrogeology conditions affecting the site and outline proposals for riparian corridors.

The Edmondson Park precinct contains several distinct creeks including Cabramatta Creek, Maxwells Creek and Maxwells Creek North, each with associated riparian zones and areas of woodland habitat. There are also three main riparian corridors located within the concept plan site including:

- Maxwells Creek riparian corridor (located to the north of the proposed town centre)
- Central riparian corridor (southern tributary of Maxwells Creek) located within the central portion of the site; and
- Southern riparian corridor (southern tributary of Maxwells Creek) located within the southern portion of the site.

Surface and groundwater quality

Water quality measures will be provided across the development at the lot, street and precinct level. The range of measures to be used include detention basins, bio-retention

raingardens, reticulated recycled water, gross pollutants trap, water-wise landscaping practices as well as water efficient appliances and fittings.

Campbelltown Council considers that there is a need to further develop the concept of regional detention basin and rain garden treatment areas, and in this regard requires sign-off for all proposed civil infrastructure prior to the issue of an associated construction certificate. Further, for the stage 1 project application, council raised a number of issues and requested clarification on the design of the drainage system.

A private landowner of land located to the south of the site between the stage 1 subdivision area and the M5 Motorway has raised concern about the impact of the adjacent detention basin, including associated run-off and run-off from Zouch Road.

Department's consideration

The Department is generally satisfied with the assessment undertaken for the concept plan and the stage 1 project application in relation to surface and groundwater quality. However the Department recommends that a condition should be imposed on the stage 1 project application, and a further assessment requirement on the concept plan, to ensure that councils have appropriate input into the final design of water sensitive urban design infrastructure.

The Department considers that the detention basin adjacent to private land would not result in run-off as it includes a piped connection to the adjacent road drainage system. Further the drainage of Zouch Road would be addressed through the preparation of a Design Report for pavement drainage which the Proponent has committed to for stage 1. Notwithstanding, a condition is included on the recommended approval requiring the detailed design of drainage to demonstrate that it would not result in adverse impacts on adjoining properties.

Riparian corridors

The riparian corridors within the Edmondson Park precinct were previously classified through work completed for the growth centres and Liverpool Council in 2007 through the Riparian Corridor Management Study. More recently in 2008, guidelines were prepared by Office of Water and adopted under the *Water Management Act 2000* to allow for a merit process to determine the width of riparian corridors.

The assessment contained in the concept plan EA proposes changes to both the central riparian corridor and the southern riparian corridor as set out below and shown in figure 15:

- increase the width of the central riparian corridor (Corridor A) from 30m to 45m.
- decrease width of the southern riparian corridor (corridor B) from 80m to 45m and reduce it's overall length.

The existing Maxwells Creek Riparian Corridor width would be unchanged as result of the concept plan proposal.

The proposed width increase of corridor A secures the retention of additional Cumberland Plain Woodland and integration of passive open space elements. This provides for an improved ecological outcome compared to the previous design.

For corridor B, the proponent proposes to remove an existing concrete lined channel and reinstate a natural stream. The Proponent considers that a narrower corridor can accommodate adequate water flows, and provide a riparian zone and buffer in accordance with the Office of Water Guidelines. The Proponent proposes a 5 metre creek bed, with a 10m wide core riparian zone and 10 metre vegetation buffer on each side of the watercourse.

Concept plan approval is also being sought for a limited number of vehicular crossings; and culverts and pedestrian and cycle pathway crossings of the riparian corridors. These works

are intended to be carried out in accordance Road Layout and Hierarchy Plan, and the Pedestrian and Cycle Plan, in the Water Cycle Management Strategy Plan.

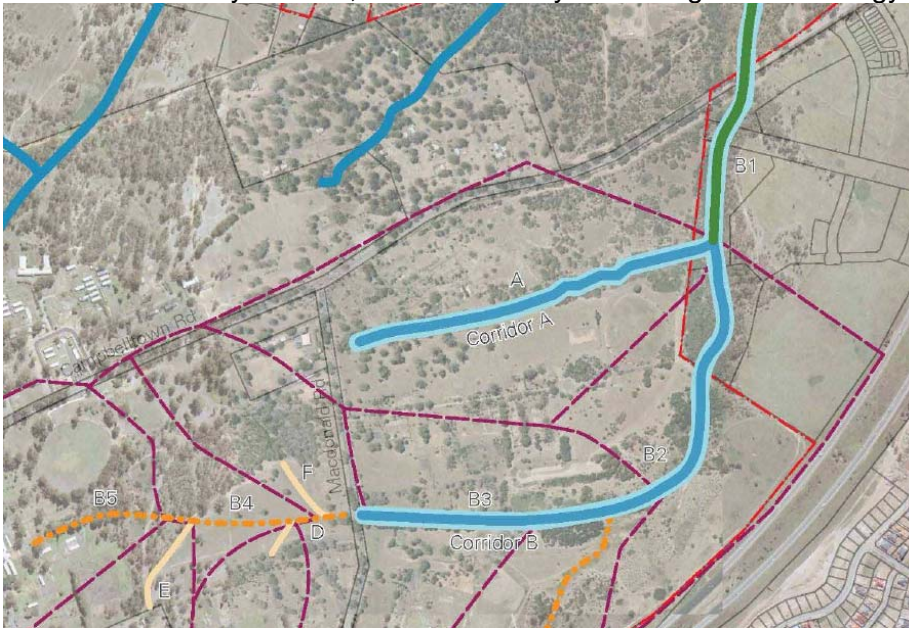


Figure 15: Riparian Corridors proposed to be amended

Submissions were received from agencies, in particular the former DECCW (now Office of Water), concerning the following riparian zone matters:

- it is not clear what minimum riparian width is proposed for Cabramatta Creek;
- Office of Water questioned whether 'corridor B' is ephemeral, and on this basis consider that it would be required to be classified as a 3rd order stream under the DWE Guideline (minimum 30m width on either side);
- the proposed restoration of the channel along riparian the southern riparian corridor, should be the size of a 1:2 to 1:5 year flow and comprise a soft engineering solution;
- detention basins, rain gardens, cycleways, playing fields, and other recreation facilities should be located outside the core riparian zone and buffer;
- the proposed rain-garden located at the western end of the southern riparian corridor, should be relocated off-line; and
- a Statement of Commitment to be included for rehabilitation of waterways.

Department's consideration

The Cabramatta Creek Riparian corridor is predominantly located with the E1 Environmental Living zone, with the exception of a small section through the E4 Environmental Living zone at the north west corner of the site. A further assessment requirement is recommended to ensure that lot layout and dwelling locations in the vicinity of Cabramatta Creek maintains an adequate buffer to the creek.

The Department considers that the proposed riparian zone configurations, as noted above and detailed in the concept plan environmental assessment, are acceptable and consistent with the merit based requirements of the relevant Office of Water guidelines. The Department also considers that the location of water quality infrastructure is appropriate having regard the significance of the associated waterway.

To address issues raised by the Office of Water, the Department recommends a further assessment requirement is included on the concept plan requiring the channel restoration along corridor B to accommodate a 1:2 to 1:5 year flow and comprise a soft engineering solution.

5.9. Bushfire

Bushfire Planning Assessments were prepared by McKinlay Morgan and Associates Pty Ltd for both the concept plan and stage 1 project application. The assessments consider the relevant requirements of *Planning for Bushfire Protection 2006* (PBP 2006).

Concept plan report

The assessment for the concept plan outlines the proposal to provide for a perimeter road system adjacent to open space and the regional park. This system will provide a separation from any proposed dwelling to a bushfire hazard of between 24 metres and 29 metres depending on the slope of the land. Asset protection zones will be located within the perimeter road system.

The assessment report concludes that the concept plan and the proposed development within the plan can be implemented to comply with the requirements of PBP 2006.

Project application report

The stage 1 project application report identifies that an area of the site located adjacent to land currently classified as bushfire prone, will be subject to development in later stages. As a result interim measures have been identified to manage potential bushfire risk.

The report notes that, as an interim measure, it would be necessary to modify 2.4ha of vegetation (currently mapped as Bushfire Prone Land Category 1) that is certified for clearing under the biodiversity certification. The modification works are required so that stage 1 dwellings can be constructed to normal buildings standards and construction costs. The report concludes that subject to satisfactory treatment and maintenance, no other bushfire protection measures would be required.

The Rural Fire Service (RFS) provided comments in relation to the stage 1 project application. RFS noted that *Planning for Bush Fire Protection 2006* requires that perimeter roads allow for two way traffic and that kerb to kerb width be a minimum of 8 metres.

The Office of Heritage and Environment noted that APZs must not be located within the regional park, and Campbelltown Council also stated a preference for the use of perimeter roads as APZs to reduce maintenance needs. In this regard, the Proponent has committed to provision of perimeter roads adjacent to open space and the regional park.

Department's consideration

It is noted that in the PPR the proponent has agreed that the width of all perimeter roads functioning as an APZ will be 8 metres. This requirement is recommended to be included as condition on the stage 1 project approval.

Future applications under the concept plan should be required to comply with *Planning for Bush Fire Protection 2006* as a further assessment requirement.

Further, a condition and further assessment requirement is recommended to ensure that APZs are located outside the regional park, and unless agreed to by the relevant council, outside any area of public open space.

Subject to the above, the assessment of bushfire hazard is considered to acceptable.

5.10. Noise

A noise and vibration impact assessment was completed and reports submitted for both the concept plan and stage 1 project application.

The site is subject to a number of different noise sources. In particular the Edmondson Park precinct is located immediately north and west of the M5 Motorway and will be bisected by the SWRL following its construction.

Background noise levels were determined by noise logging at three locations on the site during in July 2010. The background noise levels confirmed the primary noise source to be the M5 Motorway with Campbelltown Road a lesser influence on the background levels. These levels were used to determined appropriate noise goals for the assessment to be based upon.

The reports contain an assessment of a range of different categories of noise and vibration. They are each considered in more detail below and include:

- Rail noise and vibration;
- Traffic noise impact on new and existing development; and
- Construction noise.

Rail noise and vibration

Rail noise and vibration was only assessed for the concept plan application. The location of the stage 1 project application is outside the area of affectation identified for the rail link corridor. In relation to the concept plan, the assessment identified those areas where the impact from noise will require some form of mitigation. This assessment was based on worst case scenario criteria developed out of the technical reporting prepared for the SWRL proposal.

The affected areas are mapped for the 55dBA (blue) and 60dBA (red) noise levels, which are the standards set out in the Infrastructure SEPP and the Departments publication *Development Near Rail Corridors and Busy Roads – Interim Guideline*. These maps are reproduced in figures 16 and 17.

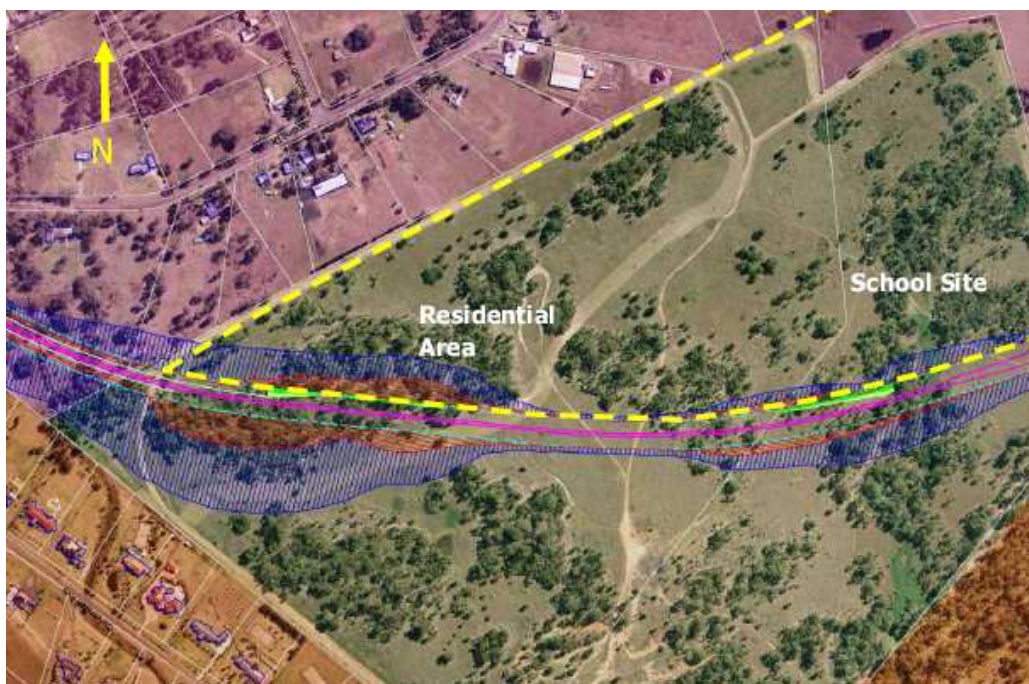


Figure 16: $L_{Aeq,9hr}$ night time noise corridors west of proposed Edmondson Park station

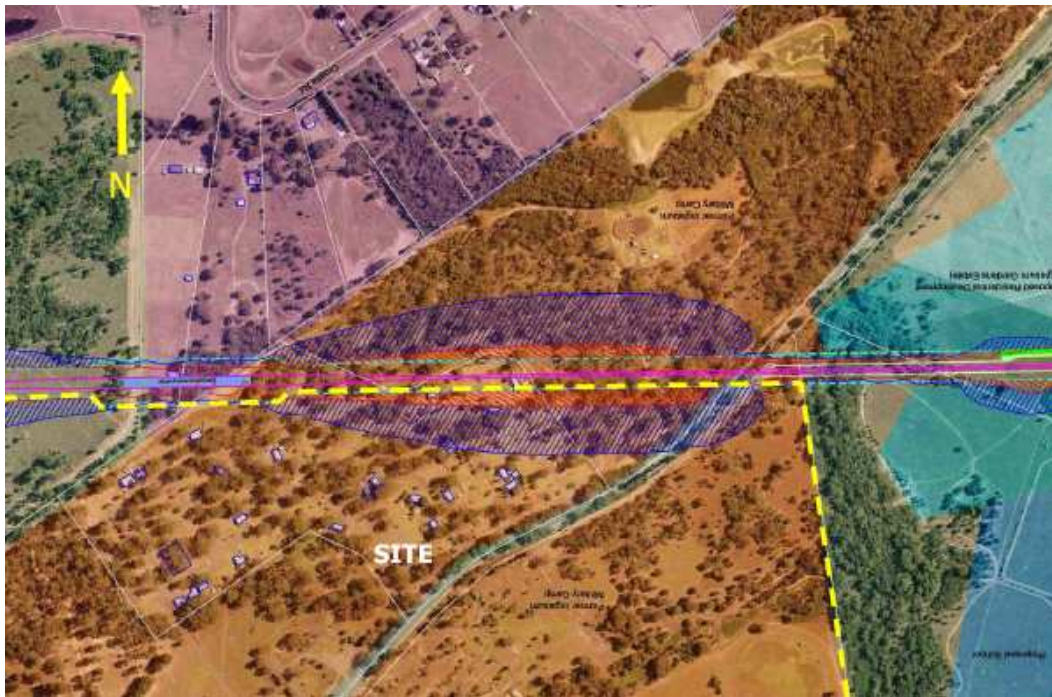


Figure 17: $L_{Aeq,9hr}$ night time noise corridors west of proposed Edmondson Park station

The assessment concluded that vibration impacts would be contained within the nominal 30 metre rail corridor. The proposals do not include any works within this area. As such no mitigation is required or recommended for vibration.

Traffic noise impacts on existing and new development

The assessment undertook modelling based on projected traffic volumes in 2026 and established noise goals following surveys of the existing noise levels. The assessment of the modelling concludes that some residences in the proximity of the M5 Motorway, Campbelltown Road and Macdonald Road may require acoustic treatments to achieve compliance with the internal noise criteria. The assessment recommends that the actual treatments be determined as part of future project applications for affected sites, but may include noise barriers, ventilation or glazing of windows, and adoption of a 'quiet house' design.

The recommendations made in the technical report have been incorporated into the statement of commitments prepared by the proponent. Each future application will be accompanied by an acoustic assessment report. The assessment will outline the mitigation measures to be used, demonstrating that they meet the noise goals adopted in the concept plan assessment, and the noise criteria set out in the *Development near Rail Corridors and Busy Roads – Interim Guideline*.

The stage 1 project application proposes the installation of a noise barrier along the edge of the M5 Motorway. This would extend the existing noise barrier by some 250m. The future location and design of dwellings will still be required to account for noise impacts to ensure future dwellings fully comply with the noise goals identified in the assessment.

RTA has advised that the proposed development should be designed to achieve required noise criteria through set backs, site and architectural treatments, and that any approval should state that noise walls are to be discouraged. However, subsequently RTA advised that it would not have any concern about a noise wall proposed along the M5 Motorway provided it is located completely outside the motorway corridor and each face is accessible for maintenance without entering any part of the freeway/motorway corridor. RTA advised that if this is not possible, further consultation would be required with RTA asset management.

Construction noise

Requirements of the noise assessment prepared for the stage 1 project application are to be incorporated into the Construction Management Plan (CMP). The assessment has predicted the impact to be within the limits of the relevant criteria. As a result, best practice mitigation measures such as controlling timing of noisy activities in vicinity of receptors and appropriate selection and maintenance of machinery have been recommended to control construction noise.

Department's consideration

The PPR submitted for the concept plan provides clarification of a number of matters raised in the submissions. The matters related to the methodology used for background noise levels and noise and vibration criteria as well as the road traffic noise data.

The proponent has made a number of commitments in relation to noise and vibration. The final SoCs (submitted with the PPRs) for the concept plan and the stage 1 project application adequately address and secure the required mitigation measures. These generally require additional details to be submitted with future detailed application to ensure noise impacts (where identified) are mitigated by appropriate levels of design mitigation.

A further assessment requirement on the concept plan is recommended to require noise assessment to be carried out for individual dwellings, in accordance with criteria identified in the concept plan.

The proposal to extend the noise barrier along the M5 Motorway as part of the stage 1 project application will assist with mitigating the noise impact for future dwellings in this location. Conditions are recommended to require further details of the noise wall to be provided prior to its construction along with consultation and endorsement of the RTA, if it is to be located within the motorway corridor.

The project application approval will ensure the recommended construction noise controls are incorporated into the CMP. Conditions and further assessment requirements are recommended to secure the fulfilment of these requirements.

5.11. Subdivision***Concept plan application***

The concept plan does not seek specific approvals for subdivision. All necessary subdivision approvals will be obtained at later stages by detailed planning applications.

A restrictive covenant will be required for lots zoned E4 Environmental Living Zone adjoining the M5 Motorway, to require the retention of the memorial forest vegetation. This has been secured through the proponent's SoC and will be required to be included in any detailed application affecting that area of the site. This matter is discussed further in Section 5.1.

Stage 1 project application

The stage 1 project application includes a request for approval to subdivide the site. The subdivision will ultimately provide for:

- 206 residential lots;
- 15 environmental living lots;
- 8 super lots for future subdivision;
- 3 public open space lots; and
- various roads.

The public open space lots and roads are to be dedicated to Campbelltown City Council upon completion of the works.

Easements have not been shown on the subdivision plans submitted with the stage 1 project application. However, locations of inter-allotment drainage easements have been shown on the engineering drawings.

The project application for stage 1 will be delivered in up to 6 sub-stages. Each of these sub-stages includes creation of residential and/or open space allotments and dedication of public roads. The works will also include associated road, drainage and utility services required to facilitate the subdivision process.

Department's consideration

Subdivision of subsequent stages will be the subject of future applications, with the subdivision pattern to be informed by a development control plan for the site, which is required to be prepared by Landcom. This is discussed further in Section 5.1.

The form of subdivision proposed by the stage 1 project application is considered to be appropriate and consistent with the relevant provisions of the State significant site listing.

5.12. Geotechnical and contamination

Preliminary geotechnical, contamination investigations and reporting have been undertaken for both the concept plan and the stage 1 project applications. Given the historic use of parts of the Edmondson Park site as a military facility, investigations were also conducted for unexploded ordnance (UXO).

Geotechnical

Potential geotechnical constraints have been identified including salinity, soil erodibility, and potential slope instability (in the southern areas of the site only). These potential constraints are not considered to restrict the proposed development of the site subject to appropriate management during the development process to minimise the potential impacts (both environmental and economical).

Office of Environment and Heritage has requested that a Salinity Management Plan should be prepared is recommended prior to commencement of development.

Department's consideration

The Department considers that the geotechnical assessment is appropriate subject to the proponent's statement of commitments, which includes a requirement to prepare a soil and water management plan prior to commencement of works, which will also address potential salinity impacts.

Contamination and Unexploded Ordnance

The reporting structure for contamination is based on the subject area being divided into two distinct sites, being the lands currently owned by Department of Defence (Defence site) and those owned by Landcom (Landcom site). Identified contaminants found on the sites are detailed within the assessment reports and included localised contamination; potential UXO; and small arms ammunition (SAA).

A number of remediation works and activities have been undertaken as part of the decommissioning and land transfer processes. Other remediation works are currently underway on the Defence site, with a Site Audit Statement to be provided prior to the sale of the land. The works undertaken to date are documented in the assessment reports accompanying the concept plan and project application for each of the sites. The works have been completed in accordance with the Contaminated Land Management Act (CLMA).

The concept plan includes remediation works on the Landcom site, and seeks approval for the carrying out of these works by determining that no further assessment is required. These works are set out within the Remediation Action Plan, which proposes that a range of materials (including fragmented fibro sheeting and other ACM impacted materials such as timber, general waste and steel) be removed from their existing locations and disposed of in a specially designated excavated area of the former rifle range. This area is proposed to be re-engineered and incorporated into the future regional park. The ongoing management of this area of encapsulated material is proposed to be undertaken in accordance with the details contained within the draft Site Environmental Management Plan – conservation zone prepared by Golder & Associates for the conservation area which will form part of the larger Regional Park.

Site Audit Statements will be prepared by the site auditor on completion of the remediation and/or management works in accordance with the requirements of the CLMA.

The concept plan also concludes that remediation of any unexpected discovery of contaminated materials or potentially explosive ordnance could be managed without further planning approvals. Accordingly, the Proponent is seeking approval for the carrying out of these works. The Proponent notes that such finds may occur where materials are obscured by topography or surface cover. The Proponent has prepared a Contamination Management Plan to identify protocols for managing unidentified contamination.

An existing sewerage treatment plant (STP) is located on a section of the Defence Lands. Landcom proposes to decommission this infrastructure and convert the area to open space (part of the regional park). Contamination investigations within this area are ongoing and the assessment recommends that a site audit statement (SAS) be obtained following the completion of all necessary works to make the site suitable for its future use and transfer of title to Office of Environment and Heritage. This requirement is backed up by the proponent's SoC for the concept plan approval. Office of Environment and Heritage has requested that the Proponent commit to a timeframe for decommissioning and remediation of existing STP and associated infrastructure. The proponent noted that it intends to decommission the STP following connection of the Bambi Kindergarten and Ingleburn North Primary School to the proposed Ash Road Carrier Stage 1.

Department's consideration

The principle of retaining some contaminated material (encapsulated material) on site is supported, subject the proposed management strategies being implemented. The SoC require all future work to be carried out in accordance with the Remediation Action Plan and Environmental Management Plan prepared as part of the environmental assessment (commitment 80).

In its submission, Office of Environment and Heritage raised concern about the long term management of the encapsulated material. The Proponent advises that draft Site Management Plan would be finalised through consultation with Office of Environment and Heritage. It is recommended that a condition of approval is imposed requiring this consultation to occur.

The matter of not requiring any further planning approvals for unidentified contamination finds is not without issue. Normally works which are likely to have a significant effect on a threatened species, population or ecological community would require consent as they are classified as category 1 works for the purposes of SEPP 55.

There is some concern that if no further approvals are required for unexpected finds that the impact on vegetation in non-certified areas, or in certified areas which are proposed under the concept plan as offsets, may not be effectively controlled. Based on the Proponent's approach any works deemed necessary by the site auditor to remediate an area would be

permitted. This could occur regardless of the degree of impact on vegetation and it would not be necessary to consider alternative approaches/techniques to minimise impacts.

There is not the same concern in allowing the proponent's approach to further approvals to be used on the remaining certified lands. Works can be undertaken in accordance with relevant documents (RAP/SEMP) and supervised by the site auditor.

The Department supports the approval of any unexpected remediation works in accordance with the unexpected finds protocol, subject to a condition requiring the Department of Planning & Infrastructure to review and approve any such remediation on non-certified lands, or lands proposed under the concept plan to offset clearing of non-certified lands, prior to commencement. The Proponent would be required to provide details of methods to limit impacts on native vegetation, and may be required to prepare a vegetation rehabilitation plan, to demonstrate how any areas to be cleared would be revegetated to an appropriate standard.

The approach for managing the decommissioning of the STP is accepted. However, in response to issues raised by Office of Environment and Heritage regarding timing, it is recommended that a modification be included within the concept plan approval to require the proponent to decommission the STP as soon as practicable following the connection of Bambi Kindergarten and Ingleburn North Primary School to the proposed Ash Road Carrier Stage 1.

Subject to the requirements outlined in the SoC and the recommended further assessment requirements and conditions of approval the proposal is considered to be acceptable in terms of geotechnical and contamination matters.

5.13. Site preparation works

Demolition

The concept plan also includes demolition of most of the existing buildings and structures including former paved roadways situated on the site, but excluding heritage items which have been identified for retention, as well as others which Defence may demolish prior to the sale of land. Landcom has sought approval for the carrying out of the demolition works by requesting that no further environmental assessment is required in relation to these aspects of the concept plan proposal. The proponent's concept plan proposal sets out details of buildings and structures to be demolished.

Additional matters related to the stage 1 project application

The stage 1 proposal seeks approval for earthworks including excavation, cut and fill. The project application does not include specific details regarding the quantity of cut and fill that will be generated by the excavation works. Preliminary information had been provided at the test of adequacy stage which demonstrated that approximately 40,000 sqm of fill material would need to be imported into the site for the stage 1 works.

The extent of cut and fill and the strategies to inform excavation will be determined as part of the detailed design process. The Proponent has committed to preparation of excavation report detailing strategies to minimise excavation works associated with site preparation and construction of dwellings.

Department's position

There is no objection to the proposed demolition. Suitable conditions can be imposed requiring appropriate environmental controls to be in place prior to any demolition works commencing.

In regards to excavation works required on the site to prepare it for future land use, further information will need to be submitted with future detailed applications. The Department supports the preparation of the excavation report, but considered that this should be provided to Council and private certifier (where relevant) prior to issue of any construction certificate. A condition has been included as part of the recommended instrument of approval for the stage 1 project application.

A further assessment requirement has also been recommended for the concept plan approval relating to cut and fill details being supplied with future detailed applications.

5.14. Construction impacts

A number of issues were raised in relation to construction impacts within the submissions to the exhibition of proposals. A number of local residents on land adjoining the stage 1 project application area (in the vicinity of Zouch Road) raised concern about the impacts of construction.

The proponent has committed to the preparation of a construction management plan (CMP) prior to commencement of construction of the stage 1 project approval. The CMP would be required to mitigate all construction related impacts including traffic; noise and vibration; air quality and dust; erosion and sediment control and vegetation.

The Transport Construction Authority (TCA) raised concerns over the potential for cumulative construction impact, should simultaneous construction of both the stage 1 project application and the SWRL occur.

The stage 1 works will be carried out in areas to the south west of Campbelltown Road, whilst the SWRL corridor runs some distance to the north of the work area. Notwithstanding the separation of the projects, it would be prudent for the preparation of the CMP to take account of the proposed timing for construction of the SWRL.

Department's consideration

Fulfilment by the proponent of the commitment to prepare a CMP is considered to be an appropriate mitigation tool for potential construction impacts. The CMP should be prepared with reference to industry best practice and relevant Australian standards.

Regarding the potential for cumulative impacts, wording has been included in the CMP condition of the recommended instrument of approval for the stage 1 project application.

5.15. Sales and Information Centre and Signage

The concept plan includes infrastructure and facilities associated with the sale of the land including (Figure 18):

- a temporary sales and information centre, including landscaping and car parking for up to 10 vehicles which is proposed to operate between 10.00am and 6pm, seven days a week over a 5 year period; and
- temporary sales signage across the site.

A number of changes were made to the proposed signage through the PPR including the reduction of the number of potential locations along Campbelltown Road for 'billboard signs' from 8 to 4 and removal of signs that were initially proposed within the Regional Park.

Two talker signs are proposed to be located in areas of open space, with the remaining signs to be located in areas of residential or commercial development. Plans for the embellishment of the Regional Park, including an entry sign will be submitted as part of a future application. Similarly, signage to the north of the rail corridor will be subject to future applications.

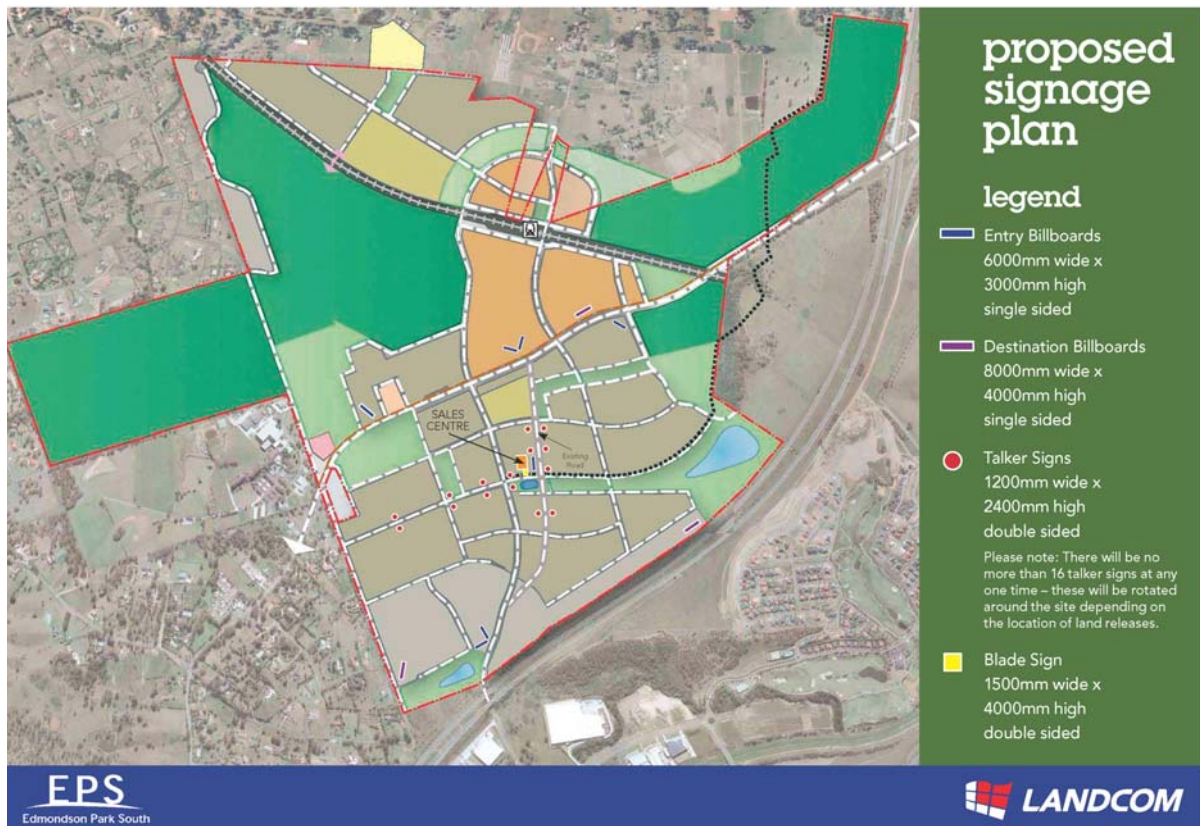


Figure 18: Signage and sales office

The sales and information signage is proposed to remain for up to 10 years. During this time the proponent intends that the proposed ‘talker signs’ are to be rotated around the site to support the staging of land release. All other signs are proposed to remain in the locations identified in Figure 18.

Landcom has sought approval for the carrying out of the sales office and signage by requesting that that no further environmental assessment is required in relation to these aspects of the proposal, under section 75P of the Act.

The Department's Response

The Department is generally supportive of the proposed signage and sales office. However, two of the talker signs are shown within the RE1 Public Recreation zone. Signage is prohibited within the RE1 Public Recreation zone, however it is permitted in the R1 General Residential, E4 Environmental Living and B4 Mixed Use zones. Accordingly the Department considers that signage should be restricted to these zones.

The Department considers that the proposed signage is suitable for a period of up to ten years, as reflected in the PPR. The Department has provided for the operation of a temporary sales and information centre on the site for a period of up to 5 years. Conditions have been included in the recommended instrument of approval requiring these uses to be removed following the completion of the use.

The Department is satisfied that subject to the preparation of a construction management plan, these elements of the proposal are adequate and do not require further assessment. This is included as a condition on the recommended instrument of approval.

5.16. Utilities

Landcom has outlined the following in relation to provision of utilities to service the stage 1 project application:

- Potable Water: There is adequate capacity to service stage 1, and will be extended by Landcom by in street pipe reticulation from Macdonald Road to each new allotment.
- Recycled water: infrastructure will be delivered by Sydney Water within a timeframe which services all stage 1 lots. This will be extended by Landcom by in street reticulation from Macdonald Road to each new allotment.
- No existing sewer infrastructure is available. As such Landcom proposes to extend the existing sewer network from the Ash Road carrier, by way of a gravity main. Environmental Living lots within stage 1 will be via a connection to existing sewer adjoining the M5 Motorway to the south of the site.
- In order to service stage 1, Landcom will be required to extend lead in mains from the Prestons zone substation along Croatia Avenue to the proposed zone substation site, which will be able to service 300 lots.
- Telecommunications: Arrangements will be made with the suitable provider to extend the exiting optical fibre network to service each new lot.
- Gas: There is an existing main with adequate capacity to service stage 1.

Landcom has also prepared an infrastructure servicing strategy to outline how utilities can be delivered for each subsequent stage.

Department's consideration

The Department considers that appropriate utility infrastructure can be provided for stage 1 subdivision. Details of infrastructure servicing for each subsequent stage will be finalised through subdivision applications.

6. CONCLUSION

The Department has assessed the Environmental Assessments, Preferred Project Reports and considered submissions in response to the proposal. The key issues relating to the proposal are ensuring a consistent and orderly planning regime is established across the Edmondson Park Precinct, mitigating potential environmental impacts including on heritage and biodiversity, provision of infrastructure and facilities, and managing construction impacts.

The Department has considered the issues relating to the proposal and supports the proposed concept plan and project applications subject to recommendations for a number of modifications, further assessment requirements, and conditions to ensure that all environmental and social impacts are minimised or managed to an acceptable level. Further project specific impacts will be assessed by the Department or other consent authorities as relevant on the basis of individual project or development applications.

Recommended modifications on the concept plan include:

- the final design of Campbelltown Road is to be determined through detailed design being carried out by RTA and with regard to the adjoining heritage items;
- preparation of a Development Control Plan (DCP);
- environmental living lots are to be located entirely outside the E1 National Parks & Nature Reserves zone;
- timing for decommissioning of the sewer treatment plant.

It is recommended that further assessment requirements on the concept plan outline requirements regarding:

- consistency of future applications with the DPC;
- future road design and consideration for impacts on the South West Rail Link;
- preparation of voluntary planning agreements for local contributions;
- consistency with Planning for Bushfire Protection and for regarding locations of APZs;
- amendment of the Conservation Agreement prior to determination of any application for residential lots, or activity which relies on this amendment;
- management of interface issues and vegetation impacts;
- provision of an easement over the sewer pipeline within the Regional Park;
- heritage interpretation and management of heritage impacts;
- provision of details of cut and fill for subsequent applications;
- compliance with flood management measures in the concept plan;
- provision of details of water sensitive urban design infrastructure with each subsequent application;
- provision of appropriate riparian buffers to Cabramatta Creek;
- the proposed channel restoration of riparian 'Corridor B'; and
- future applications for construction of buildings and associated structure.

The Department also supports the carrying out of remediation, demolition, and uses associated with the sale of land under the concept plan subject to conditions to ensure appropriate management and remediation of vegetation impacts, removal of sales office and signage within certain timeframes, archival recording of heritage items to be demolished, and management of construction impacts.

It is also recommended that the following conditions are imposed on the stage 1 project relating to:

- management of impacts on the South West Rail Line;
- payment of contributions in accordance with the Growth Centres Special Infrastructure Contributions, and local contributions as outlined in the project application;
- provision of 8 metre perimeter roads for bushfire protection, and regarding APZ locations;
- endorsement of drainage and water sensitive urban design infrastructure by council;

- rehabilitation and management of vegetation impacts and interface issues;
- provision of detailed road design to council for review and comment;
- management of construction impacts;
- management of interface issues and vegetation impacts;
- provision of further details of extent and cut and fill to council or private certifier;
- remediation of contamination;
- RTA requirements for construction of the proposed noise wall;
- requirements for provision of utilities infrastructure; and
- the amendment of the Conservation Agreement under the EPBC Act prior to the carrying out of any aspect of the proposal which is inconsistent with that agreement.

The proposal is considered to be in the public interest as it provides an area for additional urban zoned land to meet the demands of a growing population in the south west region of Sydney. It will assist in the delivery of key outcomes of the NSW State Plan, the Metropolitan Strategy and the draft South West Sub-Regional Strategy. In particular it will release residential land within the South West Growth Centre and establish the Edmondson Park Town Centre. The proposed development is considered to provide environmental, social and economic benefits to the region, subject to modifications, further assessment requirements and conditions.

7. RECOMMENDATION

It is recommended that, following the commencement of operation of *SEPP (Major Development) Amendment (Edmondson Park South) 2011* by its notification on the Parliamentary Counsel website, the Planning Assessment Commission:

- (A) **consider** all relevant matters prescribed under Section 75I of the EP&A Act, as contained in the findings and recommendations of this report;
- (B) **approve** the concept plan, subject to the conditions contained in Schedule 2 of the attached instrument of approval (**Tag B**), under Section 75O of the EP&A Act;
- (C) **determine** pursuant to section 75P1(c) of the EP&A Act that no further environmental assessment requirement is required for certain aspects of the concept plan, being remediation works, demolition, and uses associated with the sale of land, and approve the development, subject to the conditions contained in Schedule 3 of the attached instrument of approval (**Tag B**), under section 75J of the EP&A Act;
- (D) **approve** the project application, subject to the conditions contained in Schedule 2 of the attached instrument of approval (**Tag C**), under section 75J of the EP&A Act;
- (E) **determine** under Section 75P(1)(b) that future development of this site be subject to Part 4 of the Act.
- (F) **sign** the attached instruments of approval (**Tag B & C**).

Endorsed by:

Michael File
Director
Strategic Assessment

Giovanni Cirillo
Executive Director
Urban Renewal and Major Sites

Tom Gellibrand
Deputy Director General

Sam Haddad
Director-General

APPENDIX A RECOMMENDED INSTRUMENTS OF APPROVAL

APPENDIX B PROPONENT'S STATEMENTS OF COMMITMENTS

APPENDIX C ENVIRONMENTAL ASSESSMENT

See the Department's website at: <http://majorprojects.planning.nsw.gov.au>

APPENDIX D SUBMISSIONS

See the Department's website at <http://majorprojects.planning.nsw.gov.au>

APPENDIX E PROPONENT'S RESPONSE TO SUBMISSIONS

See the Department's website at <http://majorprojects.planning.nsw.gov.au>

APPENDIX F CONSIDERATION OF ENVIRONMENTAL PLANNING INSTRUMENTS

The table below provides the Department's assessment of compliance against Environmental Planning Instruments, including State Environmental Planning Policies, that substantially govern the carrying out of the development.

State Environmental Planning Policy (Major Development) 2005	
<p><i>State Environmental Planning Policy (Major Development) 2005</i> outlines the types of development declared a major project for the purposes of Part 3A of the EP&A Act. For the purposes of the SEPP certain forms of development may be considered a major project if the Minister (or his delegate) forms the opinion that the development meets criteria within the SEPP.</p>	<p>On 5 July 2010, the former Minister for Planning declared that the proposal was a major project under Part 3A of the <i>Environmental Planning and Assessment Act 1979</i> (EP&A Act) because it is development for the purpose of residential commercial or retail development with a construction investment value of more than \$100m, under Clause 13, Schedule 1 of Major Development SEPP. The former Minister also authorised the submission of a concept plan.</p>
<p><i>State Environmental Planning Policy (Major Development) 2005 (Edmondson Park South) 2010</i> rezones the Site. The amendment protects land of environmental conservation value with environmental protection zoning, identifies land appropriate for development with residential and mixed use zoning, and establishes development controls over the Site.</p>	<p>The concept plan is consistent with the SEPP Major Development Amendment through its proposed layout, land use and development controls. This is with the exception of a proposed 'landmark development' of 30 metres which exceeds the height limit of 24 metres within the town centre. The permissibility of this use would need to be addressed in subsequent approvals, either through a further amendment to the SSS listing, or through the exceptions to development standards provisions.</p>
State Environmental Planning Policy No. 55 – Remediation of Land	
<p>SEPP 55 promotes the remediation of contaminated land for the purpose of reducing the risk of harm to human health or any other aspect of the environment. The policy states that land must not be developed if it is unsuitable for a proposed use because it is contaminated.</p>	<p>The Proponent has prepared a Remediation Action Plan which concluded that the site can be made suitable for residential and commercial development through remediation. The Department of Defence will supply a Site Audit Statement and Site Audit Report confirming that all land on the site is suitable for its intended end use on completion of remediation its land prior the sale of land to Landcom, and the proposed carrying out of works.</p> <p>The Proponent has committed to implementation necessary remediation measures as discussed within section 5.12.</p>
Draft SEPP 66 – Integration of Land Use and Transport	
<p>This draft SEPP aims to ensure that urban structure, building forms, land use locations, development designs, subdivision and street layouts help achieve the following planning objectives:</p> <p>(a) improving accessibility to housing, employment and services by walking, cycling, and public transport,</p>	<p>The majority of the Site is within walking distance of the proposed Edmondson Park town centre and a station on the planned South West Rail Link. The Concept Plan delivers integrated transport and land use development, including public transport, and a network for</p>

<p>(b) improving the choice of transport and reducing dependence solely on cars for travel purposes, (c) moderating growth in the demand for travel and the distances travelled, especially by car, (d) supporting the efficient and viable operation of public transport services, (e) providing for the efficient movement of freight</p>	<p>pedestrian and bicycle transport.</p> <p>The Concept Plan has been informed by a Transport Management and Access Plan (TMAP).</p>
Draft SEPP 44 – Koala Habitat	
<p>SEPP 44 aims to encourage the proper conservation and management of areas of natural vegetation that provide habitat for koalas to ensure a permanent free-living population over their present range and reverse the current trend of koala population decline.</p> <p>SEPP 44 applies to the site as it is located in a local government area listed in Schedule 1. The supplementary ecological assessment provided in the PPR considers SEPP 44, but goes wider due to additional species that are considered potential habitat for koalas.</p>	<p>The ecological assessment provided in the Environmental Assessment Report finds that the site is not considered to represent 'Core Koala Habitat'.</p>
State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004	
<p>The SEPP aims to encourage sustainable residential development in accordance with the BASIX scheme. The BASIX SEPP will apply to new dwellings, future retirement housing and the commercial development as identified in the Concept Plan.</p>	<p>The SEPP will be applied at the Development Application stage for each dwelling / building.</p>
State Environmental Planning Policy (Infrastructure) 2007	
<p>State Environmental Planning Policy (Infrastructure) 2004 sets our requirements for referrals for 'traffic generating development, and for development adjacent to the south west rail link corridor. The SEPP also sets out requirements for noise impacts adjacent to busy roads and rail corridors.</p>	<p>The proposal is considered to be 'traffic generating development' for the purposes of the SEPP and as such the proposal was referred to the RTA. The proposal was also referred to the Railcorp and Transport Construction Authority. Consideration of noise impacts have also been considered in accordance with the SEPP and have been discussed in detail in section 5.10 of this report.</p>
State Environmental Planning Policy (Sydney Region Growth Centres) 2006	
<p>The SEPP establishes the North West and South West Growth Centres. <i>State Environmental Planning Policy (Major Development) 2005 (Edmondson Park South) 2010</i> amended the Growth Centres SEPP to establish that the Major Development SEPP sets out provisions for development within that precinct.</p>	<p>The proposal is consistent with the SEPP.</p>
Greater Metropolitan Regional Environmental Plan No 2—Georges River Catchment	
<p>The REP applies to the Georges River Catchment and sets out planning principles to be considered in consideration of rezoning and development applications. Relevant principles relate to acid sulphate soils, bank disturbances, flooding, urban stormwater, vegetated buffer areas, water quality.</p>	<p>The proposal includes appropriate water sensitive urban design infrastructure, management of flood hazard, and protection of riparian corridors which will ensure consistency with the principles of the REP.</p>

APPENDIX G SUMMARY OF RESPONSES TO AGENCY SUBMISSIONS

Agency	Issue	Response to issue
Sydney Water	<p><u>Water and recycled water</u> Sydney Water outlined various requirements in relation to the provision of water and recycled water to the proposed development.</p> <p><u>Waste Water</u></p> <ul style="list-style-type: none"> An options report and complete hydraulic modelling of Landcom's proposed wastewater strategy is required. Detailed design to be approved by Sydney Water, prior to approval. Sydney Water requires an agreement from Office of Environment and Heritage to an easement above the proposed wastewater main through the Regional Park, for maintenance and operation purposes prior to transfer to Office of Environment and Heritage. 	<p>No response required. The recommended project approval includes a requirement that the Proponent shall comply with requirements public authorities for connections to services.</p> <ul style="list-style-type: none"> An options report was provided with the PPR. The recommended project approval includes a requirement that the Proponent shall comply with requirements public authorities for connections to services. The applicant's PPR for the concept plan advised that such an easement is being created by Department of Defence prior to transfer of the land. However a further assessment requirement on the concept plan approval is recommended to ensure this occurs prior to subdivision of lots to create the regional park.
RTA	<p><u>Traffic and access</u></p> <ul style="list-style-type: none"> Minimum road reservation width is to be 38.8m - unless a bus priority lane is required by Transport NSW in which case 50m is required. To be constructed to RTA standards and at no cost to RTA. Kerbside parking on Campbelltown Rd not supported by RTA on safety grounds unless width provided for car doors to open safely. 'No Stopping' signs to be installed. For the proposed intersection to provide the main entry to the town Centre, consideration should be given to grade separation for pedestrians for pedestrian safety and traffic efficiency. For proposed three signalised intersections on Campbelltown Rd (btw Zouch Rd and Ingleburn Garden Dr) all approaches are to provide single 100m long right turn storage bay and must operate with double overlap diamond phasing. Works Authorisation Deed to be entered into with RTA for the proposed intersection works. Any additional intersections on Campbelltown Road require concurrence from RTA, and shall be supported by a traffic analysis. On safety grounds no trees shall be planted within the minimum clear zone (4 metres from kerb on Campbelltown road). This clear zone is also required to prevent trees damaging the pavement drainage on Campbelltown Road. 	<ul style="list-style-type: none"> NSW Transport subsequently confirmed a bus priority lane is not required on Campbelltown Road. It is recommended that the final design of Campbelltown Road be determined through the detailed being carried out by RTA, including any reduced road width (less than 38.8m) and kerbside parking. The Department considers that an at-grade crossing at the main entrance to the town centre would provide a higher level of pedestrian amenity in this location. RTA subsequently agreed that planning and species options for planting along Campbelltown Road can be addressed at the detailed design stage. Other matters raised by RTA have been included as further assessment requirements on the recommended concept plan approval.

Agency	Issue	Response to issue
	<ul style="list-style-type: none"> No subsequent stage to be determined until timing is identified for relocation of Macdonald Road. Any development application for the town centre must be supported by a master plan comprising a detailed traffic and transport study. 	
	<p><u>Noise</u> Noise walls to be discouraged - Setbacks, site and architectural treatments to achieve required noise criteria. Any development adjacent to or on steep or elevated land within 100m of arterial or sub-arterial roads will require an acoustic report.</p>	<p>Noted, as part of the concept plan approval a further assessment requirement has been included that requires the proponent to demonstrate that noise walls are required because other mitigation options are not feasible or do not provide adequate mitigation.</p>
	<p><u>Heritage</u> The Statement of Heritage Impact should be amended to include impacts from the 38.8m wide road reservation on Campbelltown Road.</p>	<p>It is recommended that the final design of Campbelltown Road should have regard to the heritage value of the adjoining heritage items, with and any proposed relocation of heritage items to require the written endorsement of the Director-General.</p>
<p>Office of Strategic Land</p>	<p><u>Edmondson Park town centre</u> Office of Strategic Land requested that land within its ownership of the Corporation Sole (Minister Administering the Environmental Planning & Assessment Act 1979), within the proposed town centre, is included in the area subject of the application, to ensure consistent controls across the centre.</p>	<p>The land in question, which is within the Edmondson Park town centre has been included in the SSS listing for the site. Further, it is recommended that Landcom prepare detailed controls for the entire town centre through preparation of a DCP.</p>
<p>C'wealth Department of Defence</p>	<p><u>European Heritage</u></p> <ul style="list-style-type: none"> Any approvals on the site are required to protect the Military Heritage Precinct and Mont St Quentin Oval, in accordance with the conditions on the sale of the land under the EPBC Act. Heritage listings information incorrect. Demolition of Mess Hall and Nissen Hut may not be completed by Defence prior to sale as originally intended. This is due to delays with EPBC act referrals required by DSEWPC. 	<ul style="list-style-type: none"> The proposal includes the retention of these sites. Further any relocation of items within these sites, is recommended to have regard to the implications on the conditions of sale and require the written endorsement of the Director-General. Errors were subsequently corrected by the Proponent. If these items are not demolished by Department of Defence, a separate approval process is required.
	<p><u>Housing supply</u> It is Defence policy that prior to disposal of land the Department of Families, Housing, Community Services & Indigenous Affairs is to advise of provisions to improve housing supply. The advice which would be included a condition of sale may effect the type and nature of development.</p>	<p>This matter is not considered relevant to the assessment of the proposals.</p>

Agency	Issue	Response to issue
	<p><u>Aboriginal Heritage</u> Where possible large areas of archaeological items should be incorporated in areas of open space.</p>	<p>The Proponent's approach to management of Aboriginal heritage as outlined in section 5.6 is considered appropriate. This includes the retention of all Aboriginal archaeological deposits which are of High significance within the Regional Park.</p>
	<p><u>Memorial Forest</u> Defence recommends that a condition of approval requires retention and enhancement of the Memorial Forest along the Hume Highway, as well as the installation of appropriate signage. The proposed 30 meter protection area would be sufficient.</p>	<p>The Proponent has committed to protection of the memorial forest through inclusion within open space and through a covenant on individual lots within a buffer of greater than 30m.</p>
	<p><u>Remediation</u> An Environmental Management Plan (EMP) is required to establish procedures for unexpected finds, within the lands being remediated by Department of Defence prior to sale. Appropriate means of implementing and enforcing EMPs over the long term needs to be built into any approvals.</p>	<p>The concept plan and project approvals will require EMP's to be prepared and complied with. Longer term protection of the non-certified lands will be via the SIMI and then Parklands Plan of Management to be developed by Office of Environment and Heritage as future owner.</p>
	<p><u>Sale of Land</u> Defence does not anticipate approval for commencement of any development prior to the exchange of a contract of sale.</p>	<p>Noted.</p>
<p>Campbelltown City Council</p>	<p><u>Traffic & Access</u></p> <ul style="list-style-type: none"> • The TMAP does not provide appropriate justification for selecting the proposed concept transport networks plans or a clear understanding of the precinct related impacts from the proposed staging. • Road carriageway widths for Local Roads proposed to be 7.2m – this is inconsistent with Draft Bardia DCP which requires 9m, and this variation has not been justified. <p><u>Traffic & Access – stage 1</u></p> <ul style="list-style-type: none"> • More information is required on the typical road cross sections, demonstrating sufficient road verges to accommodate services. • Criteria adopted for curve length needs to be defined for sections of road where the vertical grading exceeds 10 per cent. • Appropriate sight lines must be provided for intersections and roundabouts • Proposed finished road contours should be shown on the road drawings. • Cycleway for Road 5 is not shown in the civil drawings. 	<ul style="list-style-type: none"> • The response to submissions noted that the TMAP is consistent with Campbelltown Council's draft DCP, and with high level objectives site by the State government. • The PPR notes that 7.2m wide local roads are consistent with Liverpool's DCP, and can meet the requirements for parking and the proposed local traffic volumes. • The issues related to stage 1 can be addressed as part of the detailed design process and future applications. This has been included as a condition on the project application. • The cycleway for Road 5 will now be shown on the relevant plans as a SoC for the concept plan.

Agency	Issue	Response to issue
	<p><u>Subdivision – stage 1</u></p> <ul style="list-style-type: none"> • Council requests that the area of proposed Lot 4 (281.5) be increased (in accordance with the DCP). • Draft Bardia DCP requires that lots smaller than 450sqm be treated as integrated housing – as such these lots must be accompanied by details of appropriately designed and sited building envelopes. 	<p>The PPR increased the size of lot 4.</p> <p>The Department considers that appropriate controls can be developed for lots under 450 sqm through the preparation of a detailed controls for the site.</p>
	<p><u>Memorial Forest</u></p> <ul style="list-style-type: none"> • Council objects to the proposed rezoning of public and private open space to along E4 Environmental Living and R1 General Residential, and the impact it would have on the proposed Memorial Forest vegetation screen along the Hume Highway. • Council considers that a landscaped buffer should be protected in accordance with the draft Bardia DCP, being: revegetation of native vegetation in the Public Recreation Zone (Maxwells Creek South Riparian Park), and a 50 metre landscaped strip within the Private Recreation Zone. • Of particular concern are the proposed 52 residential allotments of approximately 1000 sqm with an approximate width of 13.5 metres, in an area where Council had previously anticipated 18 lots with a width of 40 metres. 	<p>The Department considers that the proposed approach to protection of the Memorial Forest within a 37 and 45 metres buffer to the boundary to the highway, to be implemented through a restriction on title for private lots and retention and enhancement of vegetation within the RE1 Public Recreation zone.</p> <p>The Department considers that suitable built form controls for the 900 sqm can be developed through preparation of a detailed development controls for the site.</p>
	<p><u>Landscape plan – stage 1 Subdivision</u></p> <ul style="list-style-type: none"> • Amendments required to Preliminary Plant Schedule within the stage 1 project application to ensure appropriate trees are planted in road reserves. • Clarification sought on whether the landscape plan for the stage 1 project applications accurately depicts the desired final extent of vegetation and detention basins. 	<p>The proponent has committed to prepare a detailed landscape for the stage 1 project application street and open space landscaping, including selected tree species as identified by council.</p>
	<p><u>Bambi Kindergarten</u></p> <ul style="list-style-type: none"> • Bambi Kindergarten should be retained due to historical and social significance. 	<p>The Department considers that zoning provisions for the site provide appropriate opportunities for future child care facilities to locate within the site.</p>
	<p><u>Bushfire Hazard</u></p> <ul style="list-style-type: none"> • Council prefers use of perimeter roads as APZs to reduce maintenance needs 	<p>The proponent has committed to the provision of perimeter APZ's adjoining the regional park and open space areas.</p>
	<p><u>Geotechnical</u></p> <ul style="list-style-type: none"> • Council recommends additional investigations at the time of detailed design to confirm preliminary assessments. • Commitments to management of potential slope instability should refer to the "Practice Note Guideline for Landslip Risk Management". 	<p>The proponent has committed to preparation of a soil and water management plan and detailed geotechnical investigations prior to construction, including a report to provide detailed information on sandstone.</p>

Agency	Issue	Response to issue
	<ul style="list-style-type: none"> Additional detail is required on management of development in areas of deep uncontrolled fill. Unusual findings of sandstone warrant further explanation in the documentation. <p><u>Geotechnical – stage 1</u></p> <ul style="list-style-type: none"> stage 1 project application should be amended to include quantities of fill required for site preparation works and strategies to minimise excavation. 	<p>The proponent has committed to preparation of an excavation report prior to construction detailing strategies to minimise excavation.</p>
	<p><u>Water cycle management</u></p> <ul style="list-style-type: none"> There is a need to further develop the concept of regional detention basin and rain garden treatment areas – in this regard Council requires sign off for all proposed civil infrastructure prior to the issue of an associated construction certificate. <p><u>Water cycle management – stage 1</u></p> <ul style="list-style-type: none"> Council raised a number of issues and requested clarification on the design of the drainage system. 	<p>The proponent has committed to providing further details to Council on the detention basins and rain gardens prior to commencement of construction.</p> <p>The Department considers that a condition should be imposed on the stage 1 project application requiring all stormwater infrastructure to be endorsed by council prior to construction.</p>
	<p><u>Flooding – stage 1</u></p> <ul style="list-style-type: none"> Flood liable land must be defined and mapped in accordance with the <i>Floodplain Development Manual 2005</i> (FDM), for all levels up to the probable maximum flood. Increases in rainfall intensities for future climate change scenarios should be addressed. Comments should be provided in regard to the requirements of the NSW Dam Safety Committee, and consideration given to flood evacuation requirements. 	<ul style="list-style-type: none"> The FDM was used and mapping provided in the concept plan documentation. Climate change has been considered by the proponent and the proposal found to be acceptable. The Proponent advises that the proposal has been referred to the Dam Safety Committee for comment, however it is recommended that this is included as a condition.
	<p><u>Noise Assessment</u></p> <ul style="list-style-type: none"> Clarification was sought on some aspects of the noise data used and the criteria adopted. Council noted inconsistencies between the noise assessment in the concept plan and state 1 project application. <p><u>Noise Assessment – stage 1 Project</u></p> <ul style="list-style-type: none"> The sound level used for the construction noise assessment was questioned. 	<p>The proponent's PPR addressed the noise issues raised by Council.</p>

Agency	Issue	Response to issue
	<p><u>Detailed design – stage 1</u></p> <ul style="list-style-type: none"> Interface treatment between stage 1 and future stages should be addressed, including temporary handling of localised drainage and to show structural design where major cut / fill is proposed. Further detail is required on the filling and steep batter interface adjacent to Lane 04. Detailed plans showing line marking / sign posting is required to obtain approval from Council's local traffic committee. 	<p>These details were included in the updated subdivision and roadwork plans.</p>
<p>Liverpool City Council</p>	<p><u>Developer Contributions</u> Works in kind and land dedications in lieu of payment of contributions payments is supported subject to their being carried out in accordance with the Liverpool Contributions Plan - Edmondson Park as well as Council's construction standards.</p>	<p>The Proponent has prepared an outline of a proposed voluntary planning agreement with council. A further assessment requirement is recommended to require any future application within Liverpool LGA to include an offer to enter into a VPA.</p>
<p>Rural Fire Service</p>	<p><u>Bushfire hazard</u></p> <ul style="list-style-type: none"> Perimeter roads are required to allow for two way traffic with a minimum width of 8 metres (kerb to kerb). 	<p>The proponent has agreed to this requirement in the PPRs. This is included as a condition on the stage 1 project application.</p>
<p>DET (now Department of Education and Communities)</p>	<p><u>School sites</u> Supports proposed school locations in concept plan. Is relinquishing interests in previously identified sites at Jardine Drive, McDonald Rd and Defence land off Campbelltown Rd.</p>	<p>No response required.</p>
<p>DECCW (now Office of Environment and Heritage / Office of Water)</p>	<p><u>Regional Park</u></p> <ul style="list-style-type: none"> The impacts of the road re-alignment on the high use recreational precinct within the Regional Park need to be considered. Firm process and timeframe for delivery of the Regional Park must be resolved prior to approval, or reflected in conditions of consent. The planning for the proposed cycleway and sewer pipeline should be co-ordinated to ensure that they can be accommodated within the same clearing envelope and alignment. 	<ul style="list-style-type: none"> Given the minor nature of the re-alignment, the high use precinct is unlikely to be impacted. The Department considers that the mechanism for establishment of the Regional Park is not a matter for the purposes of the applications. A condition on the project application is recommended to ensure that the planning for the sewer pipeline is done with regard for the future cycleway.

Agency	Issue	Response to issue
	<p><u>Conservation Agreement</u></p> <ul style="list-style-type: none"> Rehabilitation and revegetation of areas where removal of contaminated top soil is required will need to be of a sufficient standard to ensure that commitments in Conservation Agreement are not compromised. Further Office of Environment and Heritage require an approval role in any condition of consent in this regard. Inconsistencies with, and variation of, the Conservation Agreement would need to be justified on ecological grounds. 	<p>A condition on the stage 1 project application is recommended to require a rehabilitation plan to be endorsed by Office of Environment and Heritage prior to commencement of the works.</p> <p>The Proponent has appropriately justified variations to the conservation agreement.</p>
	<p><u>Aboriginal Heritage</u></p> <p>The proposed strategy for the management of human remains must be considered in line with standard practice.</p>	<p>This is included as a statement of commitment by the Proponent.</p>
	<p><u>Bushfire Hazard</u></p> <p>APZs not to be located within the Regional Park–this should be reflected in statement of commitments.</p>	<p>This has been included as a further assessment requirement on the concept plan.</p>
	<p><u>Contamination</u></p> <ul style="list-style-type: none"> Timeframes for decommissioning and remediation of existing sewerage treatment plant and associated infrastructure should be provided. 	<p>The proponent has committed to carrying out investigations for any remediation works, and preparation of a RAP if required. The proponent also identified in response to submissions that it intends to decommission the STP following connection of the Bambi Kindergarten and Ingleburn North Primary School to the proposed Ash Road Carrier Stage 1.</p>
	<p><u>Flooding</u></p> <ul style="list-style-type: none"> Demonstrate how safe flood evacuation to levels above the PMF would be achieved within and beyond the site. Clarification sought on whether the 0.5m freeboard has been used to accommodate impacts from of climate change. Questioned the proposed safety requirements for vehicles or pedestrians. Critical and vulnerable developments should be located in low flood risk areas. 	<ul style="list-style-type: none"> Given the minimal impact of flooding within the proposed residential areas flood evacuation is not considered to be a significant issue. Furthermore the majority of the site is well above the PMF. The NSW <i>Floodplain Development Manual 2005</i> states that freeboard is designed to account changes in rainfall patterns and ocean water levels as a result of climate change.
	<p><u>Salinity</u></p> <p>Preparation of a Salinity Management Plan is recommended prior to commencement of development.</p>	<p>The Proponent has committed to the preparation of a soil and water management plan prior to commencement of construction of stage 1, and with each subsequent application</p>

Agency	Issue	Response to issue
	<u>Remediation/ Contamination</u> Appropriate mechanisms are required for enforcement and long term management of encapsulated contaminated material.	A further assessment requirement is recommended to require the site management plan to be finalised in consultation with Office of Environment and Heritage.
	<u>Noise/ Vibration</u> Daytime noise criteria for western end of Regional Park likely to be exceeded - mitigation measures required.	The Department does not consider that it is feasible or reasonable to require noise attenuation to the regional park.
	<u>Riparian Corridors</u> <ul style="list-style-type: none"> • It is not clear what minimum riparian width is proposed for Cabramatta Creek • Office of Water questioned whether 'corridor B3' is ephemeral, and considers that if the DWE Guideline is to be applied that it should be classified as a 3rd order stream (minimum 30m width). • The proposed restoration of the channel along riparian corridor B3, should be the size of a 1:2 to 1:5 year flow and comprise a soft engineering solution. • Detention basins, rain gardens, cycleways, playing fields, and other recreation facilities should be located outside the core riparian zone and buffer. • The proposed rain-garden located riparian corridor B3, should be relocated off-line. • Water features should be lined to minimise impact on salinity. • Statement of Commitment to be included for rehabilitation of waterways. 	The Department considers that the proposed riparian widths are appropriate and are consistent with the relevant Office of Water Guideline. In relation to Cabramatta Creek, a further assessment requirement is included requiring that applications for lots adjacent to the riparian corridor to demonstrate that an appropriate corridor and buffer is protected.
C'wealth Dept. of Sustainability, Environment, Water, Population & Communities	<u>Conservation Agreement</u> An amendment to the Conservation Agreement will be required regarding the proposed boundary adjustments for the Regional Park (pursuant to clauses 7a, 9 & 12).	The Department is progressing a request to amend the conservation agreement. The recommended approvals include conditions requiring the conservation agreement to be amended by way of written agreement of the relevant parties.

Agency	Issue	Response to issue
<p>Transport Construction Agency</p>	<p><u>South West Rail Link</u></p> <ul style="list-style-type: none"> • Landcom should commit to consulting with TCA regarding the provision of utilities, re-grading of land near the station and land uses adjacent to the corridor. Reference should be made to the proposed connection of the station to sewer system. • Documentation should refer to heads of agreement with TCA. • Documentation should refer to proposed use of land on Zouch Road as part of the Biodiversity offset strategy for the rail line. • Documentation should refer to request by Landcom for TCA to provide surplus fill from for development within the town centre. • The funding of the two road bridge crossings has not been addressed. • Landcom should commit to consulting with TCA on the proposed pedestrian crossing west of the station, which is not funded or approved under the rail project. • Landcom should commit to complying with the SEPP (Infrastructure) 2007 and the Interim Guideline, in relation to rail noise. • Planned public transport must integrate with the Transport Interchange. • Landcom should commit to consulting with TCA with regard to commuter car parking, and approved sites should be identified. • Locations of electricity lines to cross the rail corridor should be identified and consideration given to joint utility crossings. <p><u>Rail Line – stage 1</u></p> <ul style="list-style-type: none"> • The proposal does not address cumulative impact should construction of the rail line be undertaken at the same time as the proposed development. 	<ul style="list-style-type: none"> • The proponent has undertaken to continue to consult with TCA regarding provision of utilities, infrastructure (including bridge crossings) and land uses near the station and rail corridor. • The Proponent has committed to work with Railcorp on options to connect the station to the sewer. • The Proponent has committed to work with Railcorp to facilitate provision of a rail traction substation on the north side of the town centre. • The two road and pedestrian bridge crossings are proposed to be funded as local infrastructure contributions. • The Proponent has committed to demonstrating compliance with the noise criteria set out in the SEPP (Infrastructure) 2007 and the Interim Guideline. <ul style="list-style-type: none"> • Cumulative impacts of construction works would be addressed through the construction management plan.
<p>NSW Transport, incl. Railcorp (now Department of Transport)</p>	<p><u>Traffic and access</u></p> <ul style="list-style-type: none"> • There should be further discussion on the whether the heritage items adjoining Campbelltown Road require a reduced road width. • Kerbside parking is not supported until safety issues are resolved with RTA. <p><u>South West Rail Link (SWRL)</u></p> <ul style="list-style-type: none"> • Prior to the commencement of any development within 25 metres of the SWRL the proponent must enter into an agreement with Railcorp to address potential impacts. 	<p>Addressed under RTA's submission.</p> <p>This is addressed as a further assessment requirement and condition of consent.</p>

