



# Environmental Impact Statement

## **Infill Affordable Housing**

Lot 40 DP 1286151 (Future Lots 401 and 402)  
Block 20a, Buchan Avenue, Edmondson Park

April 2026

PREPARED FOR



*In the spirit of reconciliation, Savills acknowledges the Traditional Custodians of country throughout Australia, and their connections to land, sea and community. We pay our respect to Elders, past, present and emerging.*

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**This document has been prepared by**



**This document has been reviewed by**



Larissa Ozog	23/04/2026	Stephanie Ballango	23/04/2026
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Version No.	Date of Issue	Prepared by	Approved by
01 Draft	31/03/2026	LO	SB
02 Final	21/04/2026	LO	SB

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## EIS Declaration

### Project Details

**Project name** Edmondson Park Infill Affordable Housing Project

**Application number** SSD-99909708

**Address of the land in respect of which the development application is made** Part Lot 40 DP 1286151  
Future Lots 401 and 402  
Block 20a, Buchan Avenue, Edmondson Park

### Applicant details

**Applicant name** Landcom

**Applicant address** Level 14, 60 Station Street, Parramatta NSW 2150

### Details of person by whom this EIS was prepared

**Name** Larissa Ozog

**Address** Savills, Level 25, Governor Phillip Tower 1 Farrer Place, Sydney, NSW 2000

**Professional qualifications** Bachelor of Town Planning (BTP) (UNSW) (Hons)  
Master of Project Management (MPM) (UNSW)

### Declaration by registered environmental assessment practitioner

**Name** Scott Barwick

**Registration number** 8990

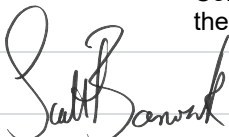
**Organisation registered with** Planning Institute of Australia (PIA)

### Declaration

The undersigned declares that this EIS:

- Has been prepared in accordance with the Environmental Planning and Assessment Regulation 2021;
- Contains all available information relevant to the environmental assessment of the development, activity or infrastructure to which the EIS relates;
- Does not contain information that is false or misleading;
- Addresses the Planning Secretary's Environmental Assessment Requirements (SEARs);
- Identifies and addresses the relevant statutory requirements for the project, including any relevant matters for consideration in environmental planning instruments;
- Has been prepared having regard to the Department's *State Significant Development Guidelines - Preparing an Environmental Impact Statement*;
- Contains a simple and easy to understand summary of the project as a whole, having regard to the economic, environmental and social impacts of the project and the principles of ecologically sustainable development;
- Contains a consolidated description of the project in a single chapter of the EIS;
- Contains an accurate summary of the findings of any community engagement, and;
- Contains an accurate summary of the detailed technical assessment of the impacts of the project as a whole.

**Signature**



**Date** 23 April 2026

# Summary

## Purpose of Report

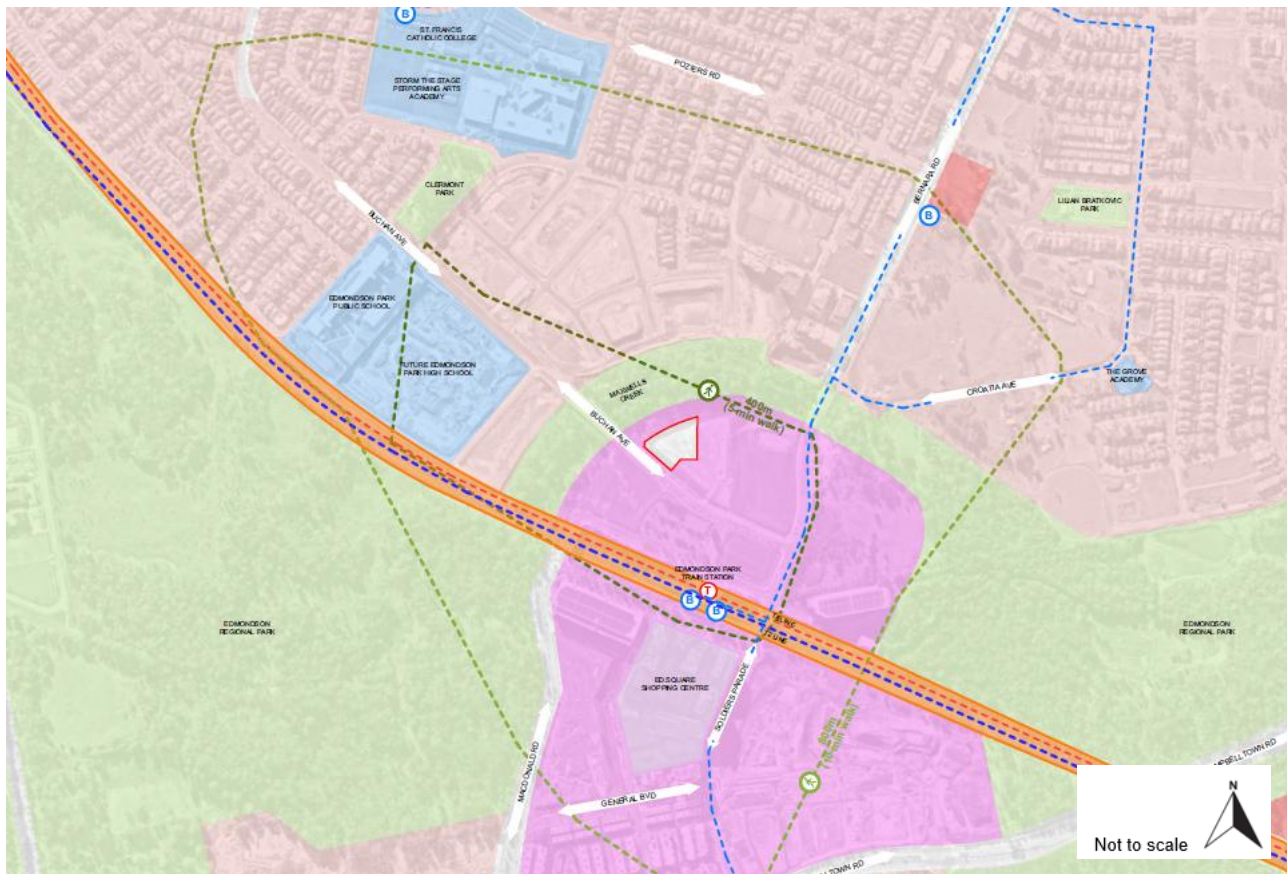
This Environmental Impact Statement (EIS) has been prepared on behalf of Landcom (the proponent) to accompany a State Significant Development (SSD) Development Application (DA) for an infill affordable housing and mixed-use development on land identified as part Lot 40 DP 1286151 comprising future Lots 401 and 402, Buchan Avenue, Edmondson Park (the site). The site is located at the intersection of new MacDonald Road and Buchan Avenue. The site is commonly known and identified as Block 20a.

The purpose of this EIS is to address the Secretary's Environmental Assessment Requirements (SEARs) for the project issued by the Department of Planning, Housing and Infrastructure (DPHI) on 26 November 2025. This EIS should be read in conjunction with the supporting documents provided at **Annexures A to KK**.

## The Site

The proposed development is located on part of a super lot known as Lot 40 in DP1286151. The extent of the site and its topography is shown in the Survey Plan at **Annexure E**. Development Application (DA) 421/2025 has been submitted to Liverpool City Council (LCC) seeking approval for the subdivision of Lot 40 into three smaller lots and a residual lot. This DA is currently under assessment, and the proposal will be sited on future Lots 401 and Lot 402 DP1259974 which will be created by this subdivision. The proposed subdivision arrangement is shown at **Figure 2**.

More broadly, the site is located within Precinct 9 of the Edmondson Park area and is on the south-eastern corner of the intersection of Buchan Avenue and the future MacDonald Road and is north of the Edmondson Park Railway Station and Edmondson Park Town Centre North as shown in the aerial photo at **Figure 1** Site and local context. The site, like most land north of the railway line, is situated in a sub-precinct identified as Town Centre North and is currently transitioning to a mixed-use town centre as land is progressively being developed.



**Figure 1 Site and local context** (source: Fuse Architects, 2026)

The site is vacant and has an approximate area of 3,385 sqm for the development site (Lot 401) and a combined site area of 3,706sqm if the lane is included. It is an irregular, fan shaped allotment and has dual street frontages comprising the following approximate dimensions:

- 42.39 metres to Buchan Avenue (considering the 7.36m splay along the north-western corner of the site),
- 83.69 metres to the future MacDonald Road (northern boundary), and
- 48m combined frontage width to the southern future laneway (Lot 402).

A future laneway to the south of the development site is to be created as a result of DA/421/2025 and will be known as Lot 402. The allotment is proposed to have an area of 321sqm and will provide direct vehicular access through to the site and forms part of this proposal. DA/421/2025 is currently under assessment.

The site is relatively free of any environmental constraints. When the initial site investigations and design development commenced, the site was mapped as Category 3 Bush Fire (Medium Risk) and a preliminary Bush Fire Assessment was prepared to inform the proposal. During the EIS preparation, bushfire mapping was updated and the bush fire designation removed, with the site no longer bush fire affected.

Nonetheless a Bushfire Protection Assessment has been prepared, and potential bushfire impacts are addressed in **Section 6.22** of this EIS and the report is attached at **Annexure FF**.

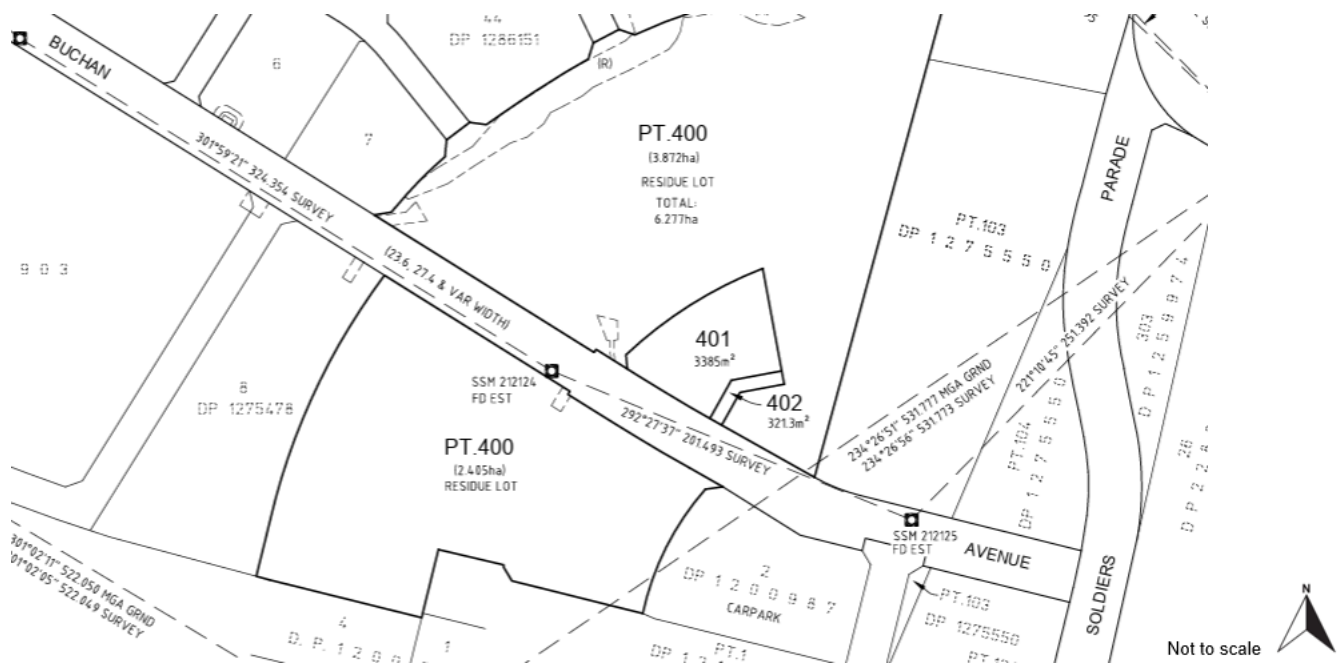


Figure 2 Extract of the proposed subdivision plan at DA/421/2025 (source: David Smith, Surveyor, 2025)

### Proposed Development

A photomontage of the proposed development is illustrated at **Figures 3** and **4** below. The proposed development seeks consent for the construction of a development comprising:

- one level of basement car parking and an at-grade, ground floor centralised parking area catering for:
  - 58 car parking spaces for the residential dwellings within the basement
  - three (3) car share spaces at ground floor
  - two (2) car parking spaces designated for the retail tenancy at ground floor
  - 176 bicycle parking spaces, and
  - 6 motorbike parking spaces.
- 172 infill affordable dwellings of which 100% will be designated affordable rental housing accommodated within:
  - a fifteen (15) storey residential flat building including a retail tenancy identified as **Building A**
  - a nine (9) storey residential flat building identified as **Building B**, and
  - four (4) x two storey attached dwelling houses (terraces) with direct access off new MacDonald Road,
- communal open space centrally located on the second floor level;
- two (2) generously sized ground floor lobbies with the lobby to Building A designed to cater for co-working arrangements, inclusive of a small office for the designated Community Housing Provider (CHP);
- One small retail tenancy (83.7sqm) on the ground floor at the corner of Buchan Avenue and new MacDonald Road;
- The provision of a public site through link and area of open space along the north-eastern side of the development;
- Construction of the future laneway at the rear to service the proposed development.

The Estimated Development Cost (EDC) is \$97,112,567.00 (excluding GST).

Landcom intends to construct the proposed development before handing it over to a Community Housing Provider (CHP) in an agreement to own and manage the development for a minimum period of 25 years.



Figure 3 Photomontage of the proposed development facing Maxwell Creek to the north (source: FUSE, 2026)



Figure 4 Photomontage of the proposed development when approaching from the south-west (source: FUSE, 2026)

## Strategic Context

The proposed development responds to the NSW Government's commitment under the National Housing Accord to deliver approximately 377,000 new well-located dwellings by 2029 of which a minimum of 3,100 dwellings will be affordable.

The proposed development is consistent with the strategic planning framework for the area and aims to deliver an improved built form outcome on the site, together with significant public benefits. The proposal is consistent with the overarching themes and requirements of key plans, policies and guidelines which include:

- National Housing Accord 2022
- NSW Housing Strategy: Housing 2041
- NSW State Priorities
- Greater Sydney Region Plan
- The Sydney Plan (Draft)
- Western Sydney District Plan
- Liverpool Strategic Planning Statement (LSPS)
- Liverpool Local Housing Strategy (LHS)
- Future Transport 2056

These policies illustrate that the Edmondson Park Precinct and Liverpool Local Government Area (LGA) are going to experience a significant increase in population. Accordingly, the proposed development will have regard to the capacity of the site, its strategic location and its size to support renewal and redevelopment of this attractive, transport orientated precinct. The development realises the need to increase housing supply in the area and provide a diversity of housing options ensuring affordability is achieved. It is considered that the proposed development will directly respond to the NSW Government's mandate to increase the provision of affordable housing in accessible locations within the State.

## Statutory Context

The proposed development is State Significant Development (SSD) satisfying the provisions of Schedule 1, Clause 26 of the *State Environmental Planning Policy (Planning Systems) 2021* (Planning Systems SEPP) as the estimated development cost (EDC) exceeds \$30 million, the development comprises 172 dwellings with 100% of the residential gross floor area (GFA) dedicated as affordable housing.

The site is zoned B4 Mixed Use under the *State Environmental Planning Policy (Precincts – Western Parkland City) 2021* (WPC SEPP). Residential flat buildings, attached dwellings, retail shops and shop top housing is permissible in the B4 Mixed Use zone.

The proposed development is subject to the provisions of the Edmondson Park Concept Plan (MP 10\_0118), which was approved in August 2011 under former Part 3A of the *Environmental Planning and Assessment Act 1979* (EP&A Act). The Concept Plan Approval has been modified several times, most recently by Modification No.5 (MOD 5) which was approved on 14 February 2025, and increased the number of dwellings from 440 to 3,030 across the precinct, changed the gross floor area (GFA) distribution and altered the maximum heights to between 12m and 50m and up to 67m for one landmark building in the precinct. The modification also resulted in changes to road layouts in the Town Centre North (TCN), amended bush fire and asset protection zones and dwelling typology. The approved changes to the overall height and FSR initiate amendments to the *State Environmental Planning Policy (Precincts – Western Parklands City) 2021* (Western Parklands SEPP). Part 2 (Provisions relating to development in Edmondson Park South Site) of the WPC SEPP will need updating specifically sections 18 and 19 relating to height and FSR where mapping will need to be amended. Amending the SEPP is a separate process which was acknowledged by the Department of Planning Housing and Infrastructure (DPHI) in the MOD 5 assessment report.

The Concept Plan Approval and MOD 5 established the *Edmondson Park Landcom Town Centre North Design Guidelines 2024* (Design Guidelines) which aim to guide future development and built form outcomes across the broader precinct. The development proposes some variations to the urban structure and design solutions suggested in the Guidelines however the design satisfies the overarching vision and principles and achieves a better design and planning outcome. The Design Guidelines state that they are "*an integrated performance framework in which to consider each development on its merits and the key feature is to facilitate innovation and creativity through enabling alternative design solutions that can demonstrate achievement of the relevant*

performance criteria or vision and principles". Areas of non-compliance with the Design Guidelines satisfy the performance criteria, vision and principles (refer to the Design Report at **Annexure I** and the Statutory Compliance Table at **Annexure C** which considers the proposal against the Design Guidelines). The proposed development is considered to be a high-quality built form outcome that has been sensitively designed to complement the character of the precinct and its transition to a medium and high density residential and mixed-use area.

The proposed development is consistent with the approved Concept Plan and MOD 5, including compliance with the approved height and gross floor area (GFA). The report discusses compliance and consistency with these provisions in more detail in sections 6.4.4 and 6.4.5.

Chapter 2, Division 1 of the *State Environmental Planning Policy (Housing) 2021* (Housing SEPP 2021) establishes the standards for infill affordable housing development. The development seeks to satisfy the key standards and provisions outlined in Division 1 although the proposal does not seek any height or floor space bonuses under the policy.

It should also be noted that pursuant to section 3B(2(f)) of the *Environmental Planning and Assessment (Savings, Transitional and Other Provisions) Regulation 2017 (Savings and Transitional Regulation)* the provisions of any environmental planning instrument do not have effect to the extent to which they are inconsistent with the terms of the approval of the concept plan. The approved Concept Plan and MOD 5 provisions prevail over any controls prescribed by any other SEPPs or EPIs in this case.

## Engagement

Landcom has undertaken early engagement with key stakeholders and the community. This has included two community drop-in sessions and various meetings with the following organisations and agencies:

- Liverpool City Council
- DPHI
- Sydney Water
- Endeavour Energy
- Community Housing Providers, and
- GoGet Car share provider.

The proposed development has also been considered by both the Landcom Design Review Panel and the State Design Review Panel (SDRP), in accordance with the *Design Excellence Strategy Landcom Town Centre North Edmondson Park* (May 2024).

Feedback received from the design review panels, the community and other agencies has informed the project and the design. Detailed responses are provided in **Section 5** and the Engagement Outcomes Report at **Annexure N** outlines the consultation and engagement process that has occurred to date. Landcom will continue to engage with key stakeholders through subsequent stages of the project.

## Assessment and environmental impacts

The proposed development has been assessed in accordance with the SEARs issued by DPHI on 26 November 2026. **Annexure A** summarises the SEARs how they are addressed throughout the EIS and supporting annexures.

The key issues outlined in the SEARs have been assessed in detail, with specialist reports informing the key findings and recommendations of the EIS (refer to **Section 6**).

The proposed development will result in the following positive social impacts:

- Optimise and increase housing supply;
- Deliver affordable housing for rent that is close to jobs, shops and public transport;
- Enable the provision of diverse and innovative housing options to support a diverse population and aim to minimise inequality;
- Encourage greater social cohesion;
- Create a well-designed development that contributes to the delivery of a high-quality public domain encouraging connectivity and reinforcing the importance of the Town Centre;
- Deliver a development that is strongly aligned to the vision for Edmondson Park and MOD 5 Concept Plan approval that will result in very limited, if any, irreversible environmental, social or economic impacts.

The economic benefits associated with the proposed development include the creation of approximately 161 full time construction jobs and permanent operational roles to manage the development and longer-term employment roles in the retail component. The future residents of the development will also contribute to the local retail and service economy.

The EIS has considered the potential amenity impacts (privacy, overshadowing, solar access, visual bulk and scale) and environmental impacts (wind, noise, stormwater, construction, waste and traffic) of the development and concludes the proposed development will not result in any unacceptable environmental impacts that cannot be appropriately mitigated or managed through conditions. All potential impacts that have been identified in **Section 6** in the report and proposed Mitigation Measures are included in the Table at **Annexure B**.

## Justification and Conclusion

In summary, the proposed development:

- Has been sensitively and carefully designed through a detailed analysis of site constraints and attributes, the streetscape and the future potential redevelopment of adjoining sites and the broader precinct;
- Will not result in any unacceptable impacts to surrounding properties or the public domain,
- Achieves a high-quality design outcome that will deliver an excellent level of internal amenity for future residents by optimising solar access, cross ventilation and providing an adequate levels of privacy for all residents;
- Is located on bio-certified land, negating the need for further assessment of any ecological impacts;
- Is located on land that is not contaminated, with a preliminary site investigation (PSI) confirming the site is suitable for its intended use;
- Will not result in any unacceptable traffic or transport network impacts;
- Provides adequate parking arrangements through a combination of private parking and car share spaces, particularly given the proximity to public transport;
- Will promote a transit orientated development utilising sustainable modes of transport given its close proximity to the Edmondson Park Train Station;
- Will not affect any European or Aboriginal heritage or archaeological artefacts;
- Is not located on flood prone land and will not impact flood behaviour on surrounding properties;
- Is not located on bushfire prone land but has been designed to consider any potential adjoining fire sources;
- Will be adequately serviced, and will allow for the augmentation of critical services and utilities;
- Has been designed to achieve a minimum 4-star green star rating and incorporates a series of ESD initiatives to ensure the development is sustainable and provides positive environmental outcomes;
- Will deliver communal landscaped area, deep soil areas and increase tree canopy coverage across the site in both the private and public domain;
- Has considered the cumulative construction and operational impacts attributed to the proposed development in association with approved nearby projects.

This EIS demonstrates that the proposed development is consistent with the applicable planning framework and will not result in any significant environmental, social, or economic impacts. There are no known site conditions that would prevent the proposed development from proceeding and all likely impacts can be appropriately mitigated.

The proposed development will result in significant public benefits and accordingly is recommended for approval.

# 1 Introduction

This Environmental Impact Statement (EIS) has been prepared by Savills Project Management Pty Ltd (Savills) on behalf of Landcom (the Applicant) in support of State Significant Development Application (SSDA) SSDA-99909708 for infill affordable housing on land identified as part Lot 40 in DP1286151 and will be located on future Lots 401 and 402 which is the subject of a Development Application (DA421/2025) currently under assessment. The site is also known as Block 20a (the site).

The proposed development is categorised as State Significant Development (SSD) under Schedule 1, Section 26 of the *State Environmental Planning Policy (Planning Systems) 2021* (Planning Systems SEPP) as the infill affordable housing component has an EDC of over \$30 million and exceeds the minimum 75 affordable housing units with a total of 172 units being delivered and 100% of the residential GFA is dedicated to affordable housing. After a scoping meeting and lodgement of the scoping report the Department of Planning, Housing and Infrastructure (DPHI) issued of Secretary's Environmental Assessment Requirements (SEARs) on 26 November 2025.

This EIS has been prepared in accordance with the requirements of Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act), Section 175 of the *Environmental Planning and Assessment Regulation 2021* (EP&A Regulation), *State Significant Development Guidelines – Preparing an EIS* (State Significant Guidelines) and the issued SEARs. A SEARs Compliance Table is provided at **Annexure A** and identifies where the SEARs have been addressed in the EIS.

The Minister for Planning and Public Spaces is the consent authority for the proposed development in accordance with section 4.5 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

The EIS is based on the Architectural Drawings prepared by FUSE Architects and other supporting technical information appended to this report. This EIS intends to inform the community, determining authority and relevant stakeholders about the proposed development, provide an environmental assessment, outline any social, economic, environmental or amenity impacts, detail any mitigation measures and the specify the benefits of the scheme.

## 1.1 Overview

As the NSW Government's land and property development organisation, Landcom has a mandate to take a lead role in improving the supply, diversity, and affordability of housing in NSW.

Landcom aims to create innovative and productive places that demonstrate global standards of liveability, resilience, inclusion, affordability, and environmental quality, and uses its sites and close working relationships with the private sector to deliver quality, socially inclusive community places, where people can grow and thrive regardless of income levels and stages of life.

In response to the NSW Government's commitment to increasing the supply of affordable housing under the National Housing Accord, Landcom has committed to delivering 1,800 affordable rental housing dwellings by 2029. As part of this commitment, Block 20a has been recognised as a suitable location for higher density infill affordable housing. This proposal is aligned with the longer-term vision for the Edmondson Park precinct which has been earmarked for future redevelopment and increased housing in the form of a transit orientated development given the accessible location of the area. The redevelopment of the site is therefore aligned with the NSW Government and Landcom's commitment to increasing the supply of affordable housing in the State.

After construction is completed, the site will be managed by a registered Tier 1 CHP. In accordance with Section 26 (1) of the EP&A Regulations the proposal must '*specify the name of a registered community housing provider*'. In accordance with this section of the regulations and prior to determination of the application Landcom will designate the preferred Tier 1 CHP. Confirmation of the procurement process and intention to satisfy Section 26 of the

Regulations is outlined at **Annexure GG**. The formal tender process to select the preferred CHP has not been finalised at this stage. As soon as a preferred CHP is selected details will be issued to DPHI.

Prior to occupation of the development the preferred Tier 1 CHP will enter into a formal agreement with Landcom to own and manage the development for a minimum of 25 years.

## 1.2 Applicant

The applicant details for this SSD DA are:

- Landcom
- Address: Level 14, 60 Station Street, Parramatta NSW 2150
- ABN: 792 68 260 688

## 1.3 Project background

### 1.3.1 Concept approval

The Edmondson Park Concept Plan (MP 10\_0118) was approved in August 2011 under the former Part 3A of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

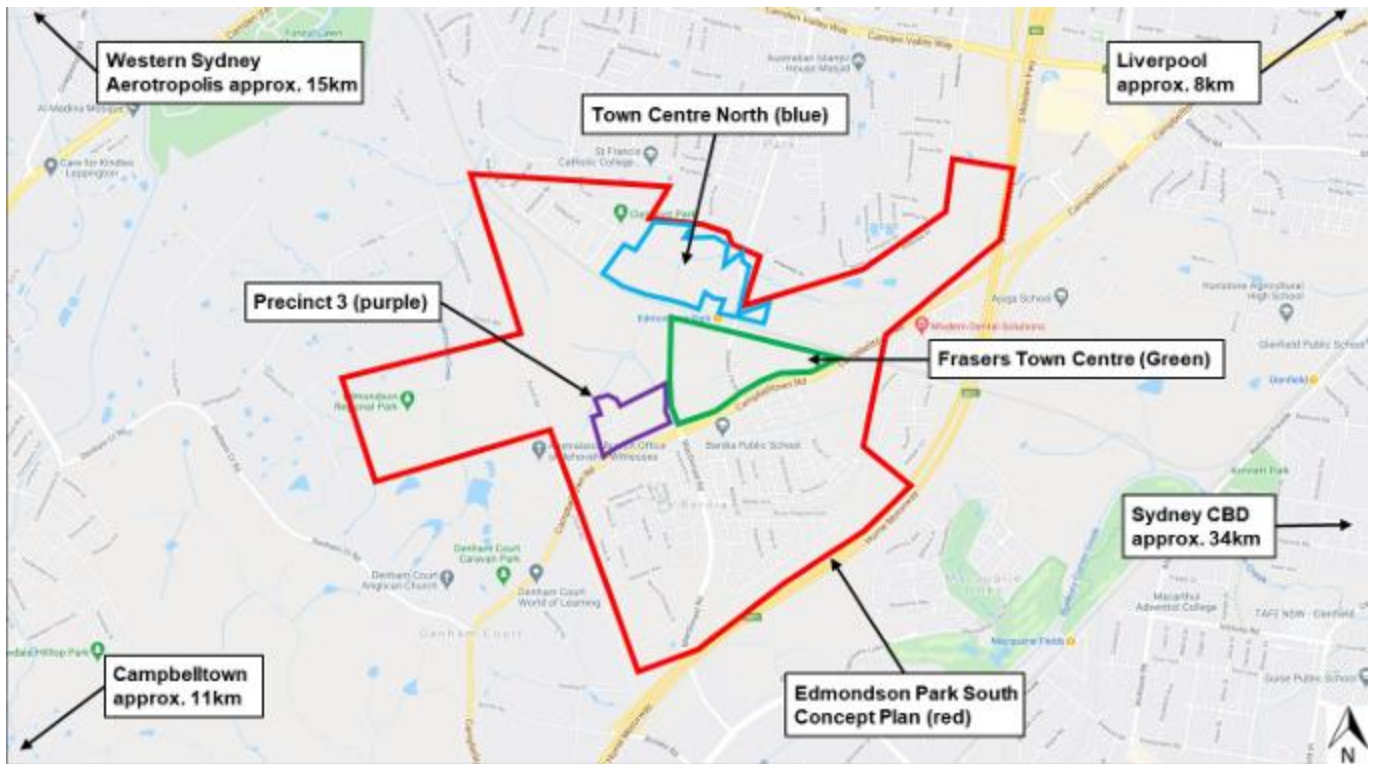
The Concept Plan aims to provide a new diverse and sustainable urban community covering an area of 605.4 hectares at Edmondson Park South. The redevelopment will accommodate a mix of land uses, a diversity of housing, a new town centre incorporating retail, business and commercial floor space with employment opportunities, multi-purpose community and education facilities, a new 150-hectare regional park, a number of other local parks, and environmental conservation areas.

The Concept Plan has been modified several times (refer **Section 1.3.3** and **Table 1**) and staged development applications have also been determined and constructed, with Edmondson Park now comprising of an established local centre with shops and supporting community services, residential dwellings and dedicated open space and ongoing upgrades to infrastructure and the public domain.

The Edmondson Park South area that forms part of the Concept Plan approval is highlighted in **Figure 5** below. The map also shows the breakdown of the broader area into smaller precincts comprising of Precinct 3, Frasers Town Centre and the Town Centre North (TCN) area.

Landcom owns the Town Centre North (TCN) area which is situated to the north of the Train Station which is currently being developed for a variety of residential and mixed-use purposes including associated infrastructure works. The subject development site is located within Precinct 9 in TCN as shown in **Figure 6** below. The Design Guidelines which have been adopted as part of MOD 5 further breakdown Precinct 9 into smaller areas to better define spaces, blocks and create site specific controls. The guidelines identify the site as part of the Station precinct.

Town Centre South also known as the Frasers Town Centre has been successfully developed by Frasers Property Australia. This area is highlighted green in **Figure 5**.



Not to scale

Figure 5 Area showing the Edmondson Park South area highlighted red and the Town Centre North (TCN) highlighted blue where the site is located (source: MOD 5 Approval, Feb 2025)

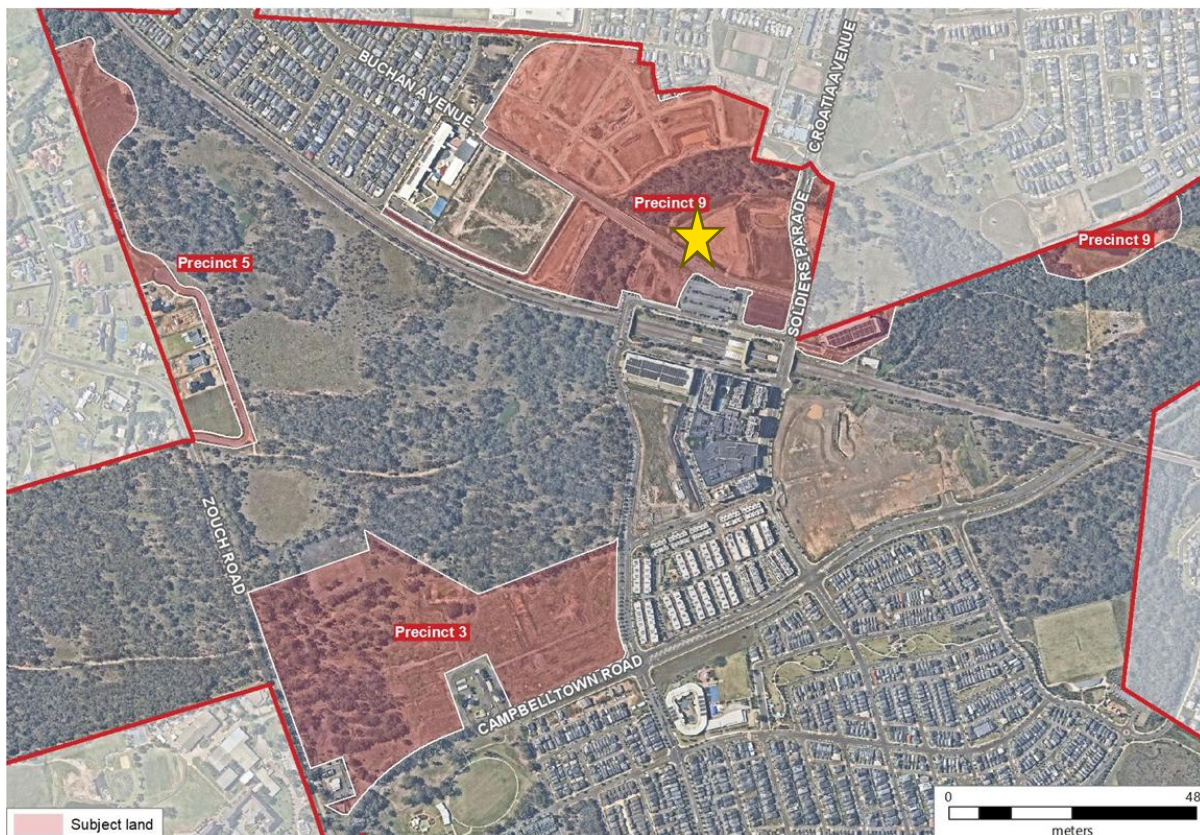


Figure 6 Map showing Precinct 9 in TCN and highlighting the subject site (source: Northrop, 2026)

### 1.3.2 Modification 5

The Edmondson Park Concept Plan was most recently modified on 14 February 2025 by MP 10\_0118 (MOD 5). MOD 5 amended the Edmondson Park Concept Plan as it applies to Town Centre North (TCN) in the following ways:

- Reducing the size of land allocated to a school site from 8ha to 6ha;
- Allowing residential use on the 2ha of land formerly identified as school land;
- Introducing a maximum gross floor area limit of 140,389m<sup>2</sup> for the Station Precinct;
- Increasing the anticipated number of dwellings from 440 to 3,030;
- Increasing maximum building heights to between 12m and 50m in nominated locations and up to 67m for one landmark building;
- Amending the Town Centre North Road layouts, bushfire asset protection zones and dwelling typology;
- Introducing car, motorcycle and bicycle parking rates;
- Introducing a Design Excellence Strategy, updating Design Guidelines and introducing a Public Domain and Landscaping Plan for the area;
- Adjusting and increasing the Concept Plan site boundary to include the Office of Strategic lands;
- Entering into a Planning Agreement and amend the Statement of Commitments.

As the site is located within TCN, the Edmondson Park Concept Plan as approved under MOD 5 applies to the proposed development. Consistency with the Concept Plan and MOD 5 is required and is considered in **Section 4.4** and **Annexure C**.

### 1.3.3 Associated development

**Table 1** summarises a series of applications relevant to the site. In addition to MOD 5, of particular relevance to this proposal is DA421/2025 which is currently under assessment with Liverpool City Council (LCC) and proposes to subdivide the approved super lot (Lot 40 DP1286151) into smaller allotments to facilitate the proposed development. Future Lot 401 is the subject development site and future Lot 402 will be the laneway providing direct access through to the development.

DA472/2018 is also applicable as this development consent approved bulk earthworks, stormwater and ancillary infrastructure services, retaining walls and road works within the precinct.

**Table 1 Associated development**

Application No.	Status/Approval Date	Details
MP 10_0118	Approved 18 August 2011	Edmondson Park South Part 3A Concept Plan was approved by the Planning Assessment Commission (PAC) and comprises of the following works: <ul style="list-style-type: none"> <li>■ Residential development comprising of 4,502 dwellings;</li> <li>■ Town centres including 35,000 – 45000sqm of commercial floor space and a single ‘landmark development’ of up to 30m in height;</li> <li>■ Protection of approximately 150ha of conservation lands;</li> <li>■ Retention of the Ingleburn Military Precinct and Mont St Quentin Oval;</li> <li>■ Upgrade of Campbelltown Road and construction of three signalised intersections.</li> </ul>
MP 10_0119	Approved 18 August 2011	Edmondson Park South Stage 1 Project Application which includes subdivision into: <ul style="list-style-type: none"> <li>■ 106 residential lots,</li> <li>■ 15 environmental living lots,</li> <li>■ 8 super lots for future subdivision, and</li> <li>■ 3 lots for future public open space and roads.</li> </ul> Stage 1 infrastructure and early works which include:

Application No.	Status/Approval Date	Details
		<ul style="list-style-type: none"> <li>■ tree removal,</li> <li>■ demolition, earthworks, excavation, cut and fill,</li> <li>■ design and construction of physical infrastructure,</li> <li>■ design and construction of staged stormwater infrastructure,</li> <li>■ erosion and sediment control to areas of roadworks, and</li> <li>■ design and construction of an ornamental pond, landscaping of road reservations and embellishment of open space.</li> </ul> <p>Infrastructure and early works outside Stage 1 Project Application Area including:</p> <ul style="list-style-type: none"> <li>■ construction of the sewer lead in from the Sydney Water carrier main at Ash Road,</li> <li>■ upgrade of overhead mains and construction of electrical lead-in feeders from the existing zone substation at Prestons,</li> <li>■ connection to utility services and existing stormwater drainage, tree removal, earthworks including excavation, cut and fill,</li> <li>■ design and construction of physical infrastructure, including roads, stormwater, drainage and utility reticulation, traffic management works, including the connection to the existing MacDonald Road,</li> <li>■ proposed new intersection to existing MacDonald Road and construction of a gravity sewer line through the future Regional Park.</li> </ul> <p><b>Note:</b> All Stage 1 Project Application works have been completed.</p>
MP10_0118 MOD1	Approved 27 January 2012	Modification to Schedule 3 Condition 1.2 to revise timing for preparation of a rehabilitation plan.
MP 10_0119 MOD1	Approved 26 November 2013	Replacement of Condition 1.9 to allow for the approval of the required rehabilitation plan prior to completion of construction of sewer carrier or pipeline works.
MP10_0118 MOD2	Approved 25 January 2017	Modifications to Concept Plan and Project Approval to provide: <ul style="list-style-type: none"> <li>■ an additional entry and destination billboards on Campbelltown Road,</li> <li>■ an alternative location for the temporary sales and information centre, and</li> <li>■ a five-year extension to the approved sales and information centre to 18 August 2021.</li> </ul>
MP10_0118 MOD3	Approved 23 May 2017	Expands the scope of approved works to include remediation works relating to the former sewage treatment plant, associated oxidation ponds and structures.
MP10_0118 MOD4	Approved 17 October 2017	Modifications to the Concept Plan in relation to the Town Centre to: <ul style="list-style-type: none"> <li>■ introduce a maximum GFA limit of 145,025m<sup>2</sup> for the Town Centre Core,</li> <li>■ increase the maximum building height in the Town Centre Core from 30m to 67.4m,</li> <li>■ increase the approximate number of dwellings in the Town Centre from 912 to 1,884,</li> <li>■ introduce maximum car parking rates and change the road network, and</li> <li>■ introduce new design guidelines and a public domain plan.</li> </ul>
MP10_0118 MOD5	Approved 25 February 2025	Modification No.5, as outlined in <b>Section 1.3.2</b> above.

Application No.	Status/Approval Date	Details
MP10_0118 MOD6	Approved 6 March 2018	Modification for the redistribution of GFA within the Town Centre South precinct
MP10_0118 MOD7	Withdrawn	Modifications to the Concept Plan in relation to the Town Centre South to: <ul style="list-style-type: none"> <li>■ nominate a proposed secondary school location,</li> <li>■ increase GFA to accommodate the secondary school, and</li> <li>■ update the Design Guidelines to provide controls for the proposed secondary school</li> </ul>
MP10_0118 MOD8	Refused by PAC overturned by LEC	The modification sought approval to reduce the car parking rate for 2 bedroom apartments in the Frasers Town Centre.
MP10_0118 MOD 9	Withdrawn	N/A
MP10_0118 MOD 10	Withdrawn	N/A
MP10_0118 MOD 11	Approved 6 May 2022	Modification to the Town Centre to; <ul style="list-style-type: none"> <li>■ amend the approved Design Guidelines to enable additional attached dwelling typologies within Precincts 2 and 3;</li> <li>■ modify the Public Domain Plan to account for the new dwelling typologies and amend the streetscape and open space.</li> </ul>
MP10_0118 MOD 12	Withdrawn	N/A
MP10_0118 MOD 13	Under assessment	This application seeks to modify the Concept Plan by; <ul style="list-style-type: none"> <li>■ Incorporating the site, previously part of Lot 2 DP1200987 (located on the corner of Buchan Avenue and Braithwaite Road) into the Edmondson Park Concept Plan (TCN);</li> <li>■ Adopting a residential yield of approximately 420 dwellings and increasing the total dwelling yield of the concept plan to 7,512 dwellings.</li> <li>■ Including site specific design guidelines.</li> </ul> The proposal seeks to amend the State Environmental Planning Policy (Precincts – Western Parkland City) 2021 by: <ul style="list-style-type: none"> <li>■ Providing a 20 storey building envelope and 67m building height control at the site;</li> <li>■ Removing the existing floor space ratio applicable to the site.</li> </ul>
MP10_0118 MOD 14	Lodged concurrently with SSDA- 88953706	Modification 14 seeks to amend the Edmondson Park South Concept plan by removing the sites at 4-5, 6-7 and 8 Buchan Avenue from the Concept Plan boundary. The modification is lodged concurrently with the SSDA for redevelopment and uplift on the sites at 4-5, 6-7 and 8 Buchan Avenue. If the modification is approved the Concept Plan will not apply to these sites.
DA472/2018	Approved 24 October 2018	Vegetation removal, proposed earthworks and road construction at Edmondson Park Town Centre North (TCN).
DA-386/2021	Approved 15 September 2022	Subdivision of existing allotment into an 8 large lot Torrens Title allotments and two resultant residue lots with associated minor

Application No.	Status/Approval Date	Details
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servicing.

### 1.3.4 Design excellence

The Design Excellence Strategy prepared by Landcom, dated January 2020 was adopted as part of MOD 5 and establishes a process to ensure design excellence is achieved for future development given the area is transitioning to higher density. The proposal satisfies the process outlined in the strategy as the proposal has been reviewed by the Landcom Design Review Panel (LDRP), the State Design Review Panel (SDRP) and a pre-SSDA meeting was held with Liverpool City Council (LCC) who considered the proposal. The feedback received from the design review panels was positive and has informed the proposed development. Feedback from the LDRP, SDRP and LCC is addressed in detail in the Design Report at **Annexure I** and addressed in more detail in **Section 6.3**.

# 2 Site and Strategic Context

## 2.1 The site

### 2.1.1 Location

The site is located in the Liverpool Local Government Area (LGA) within the Town Centre North (TCN) precinct of Edmondson Park South. The Edmondson Park South precinct includes the Edmondson Park Train Station located along the Southwest Rail Line which services the Southwest Growth Centre and connects Glenfield to Leppington. This rail line was opened in 2015 and is currently being extended as part of the Southwest Rail Link Extension (SWRLE) which aims to connect to the Western Sydney International airport. The site borders the motorway intersection with the M31, M5 and M7 and Camden Valley Way and is highly accessible to a large area of the Greater Sydney Metropolitan Area (refer to **Figure 7**).



Figure 7 Edmondson Park South location and regional context (source: Taylor Brammer, 2019)

### 2.1.2 Regional and local context

The site is strategically positioned between the Western Sydney Aerotropolis and the regional centres of Liverpool and Campbelltown/Macarthur. The site is located approximately 10km from Liverpool CBD, 14km from Campbelltown CBD and 25km the future Western Sydney International Airport (WSI) and Aerotropolis, which is earmarked to become Sydney's third CBD.

The site is well placed to leverage off the growth and job opportunities from these strategic centres and the WSI and Aerotropolis. The site is located within the South West Growth Area as identified in the Western Sydney

Region Plan and District Plan with Edmondson Park designated as a key strategic centre playing a critical role in attracting investment, business activity and jobs across Greater Sydney. The Sydney Plan (Draft) when finalised and formally adopted will replace the current *Greater Sydney Region Plan: A Metropolis of Three Cities (2018)* and associated District Plans. The intention of the Sydney Plan (Draft) is to consolidate all current strategic plans into one document and streamline processes for future strategic land use planning. The plan focuses on achieving housing targets, increasing housing diversity and choice, securing the supply of affordable housing and aligning infrastructure to planned growth. The proposed development satisfies the objectives and priorities established by the plan.

Edmondson Park is undergoing significant transition from a greenfield urban release area to a mixed-use precinct as outlined in the Masterplan that accompanied the Concept Plan approval (refer to **Figure 8**). The Masterplan designated future land uses given the nature and accessibility of the precinct. The site and its surrounds are currently made up of large super lots comprising largely cleared areas, grassed paddocks and scattered shrubs, which are undergoing progressive development. The precinct is anchored by the Train Station and retail precinct which encourage high density, transit orientated development within 400m of the station.



**● The site**

**Figure 8** The site in the broader context of Edmondson Park TCN and adjoining future land uses (source: *Edmondson Park Masterplan 2018*)

### 2.1.3 Site attributes

The site is located within the Station Precinct of the Edmondson Park South, which is currently transitioning to a mixed-use town centre surrounding the existing Edmondson Park Train Station. The site is within 250m of the train station (refer to the aerial photo at **Figure 9**). Key site attributes are summarised in **Table 2** and photographs of the current site conditions and nature of the existing area are provided at **Figure 13**. Additional site photos can be found in the Landscape Design Report at **Annexure K**.



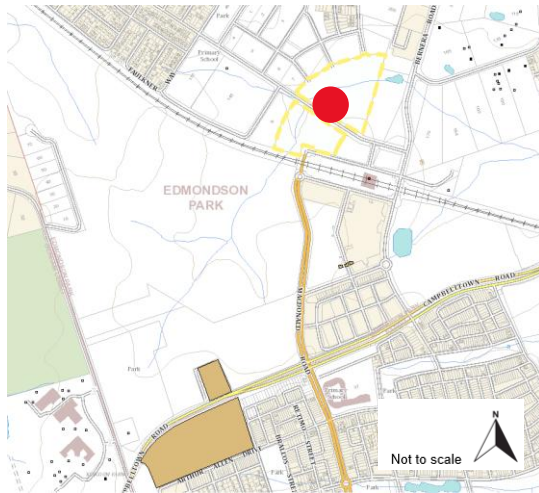
Figure 9 Aerial photo of the site and its proximity to the train station, retail centre and associated amenities (source: Taylor Brammer, 2026)

Table 2 Key features of the site and surrounds

Attribute	Site details
<b>Land ownership</b>	The site is owned by Landcom.
<b>Land configuration</b>	<p>The development site has an approximate area of 3,385 sqm comprising future Lot 401. Combined with Lot 402 the total site area is approximately 3,706sqm.</p> <p>The site is an irregular, fan shaped allotment with the following approximate frontages:</p> <ul style="list-style-type: none"> <li>■ 83.69m to the future MacDonal Road (north boundary),</li> <li>■ 42.39m to the Buchan Avenue south-western boundary considering the 7.36m splay along the north-western corner of the site, and</li> <li>■ 48m combined frontage width to the southern future laneway (Lot 402).</li> </ul> <p>Lot 402 is dedicated as a future laneway that will be delivered as a temporary roadway to service the development and will have an area of approximately 321 sqm providing vehicular access to the development.</p> <p>The subdivision application DA-421/2025 to create Lots 401 and 402 is currently under assessment with LCC.</p>
<b>Existing development</b>	The site is currently vacant, generally level and cleared of significant vegetation. Refer to site photos below.
<b>Easements and covenants</b>	The site is unencumbered of easements and covenants as evidenced by the site survey at <b>Annexure E</b> .
<b>Access and services</b>	Vehicular access to the site is proposed off Buchan Avenue and via the future laneway (Lot 402). Pedestrian access links are proposed around the site with level, at grade access for easy and convenient connectivity.

Attribute	Site details
	<p>The Infrastructure Report provided at <b>Annexure M</b> confirms that existing utilities, services and general infrastructure have the capacity to service the site and development.</p>
<p><b>Topography, soils and geology</b></p>	<p>The site is currently vacant and has been cleared in accordance with DA approval 472/2018. Grass cover is present near the southern and north-western boundaries of the site.</p> <p>The topography of the site is generally level with a fall of approximately 2.5m from the west to the east. Refer to the survey plan at <b>Annexure E</b>.</p> <p>Geotechnical information and sub-surface investigations indicate the site is anticipated to comprise a sequence of fill and natural soils underlain by shale bedrock. The natural soils are assessed to be residual soils.</p> <p>All boreholes encountered fill to depths range of 3.1m to 4.0m. The existing fill predominantly comprises silty clay of medium to high plasticity with varying composition of sand and gravel along the depth. The fill has been described as “<i>moderately to well compacted</i>”.</p> <p>In terms of salinity, fill and natural soils encountered across the site are predominantly clayey and moderately saline.</p> <p>A review of the investigations across the site has found that acid sulphate are unlikely to be encountered across the site. The Geotechnical report prepared by Geotechnique can be found at <b>Annexure Z</b>.</p>
<p><b>Groundwater</b></p>	<p>The Geotechnical Report (at <b>Annexure Z</b>) has found that the RL at the top surface of bedrock varies from 51.7m at the western end of the site to 49.8m at the eastern end. The proposed basement is to have a finished floor level of 53.30m; as such, foundations are anticipated to be reinforced with concrete bore piles. The Geotechnical Report confirms “<i>the recorded groundwater levels indicate that groundwater occurs within the shale bedrock and ranges between RL49.8 and 49.9 AHD during the monitoring period</i>”.</p> <p>The report states the soil is moderately reactive and susceptible to shrink-swell movements. Constructing on moderately reactive soil that is susceptible to shrink-swell movement requires a combination of robust foundation design, strict moisture control, and structural stiffness to prevent differential movement. This issue is addressed in the report at <b>Annexure Z</b> and discussed in more detail in <b>Section 6</b>.</p>
<p><b>Contamination</b></p>	<p>Site contamination was considered as part of the Concept Plan and supporting contamination investigations. The assessment identified localised contamination across the Edmondson Park precinct associated with the historic use of the site and concluded that remediation undertaken in accordance with the approved Remediation Action Plan (RAP) would render the site suitable for the proposed residential, open space and commercial land uses.</p> <p>A Site Audit Report prepared by JBS Environmental dated 2007 confirmed all identified contamination was remediated and a subsequent Site Audit Statement (SAS) prepared by Environ (October 2013) explicitly confirmed land remains suitable for the intended purposes.</p> <p>Notwithstanding all the investigations and reporting in relation to contamination and remediation to ensure the site is suitable for its intended use, Landcom engaged EGA Consultants in August 2025 to prepare a Preliminary Site Investigation (PSI) to support DA 421/2025, for subdivision of the larger site to create future Lots 401 and 402. This report can be found at <b>Annexure CC</b>. The PSI reviewed historical information, LCC records and reviewed publicly available contaminated land databases to ensure there were no outstanding licenses, applications or EPA notices issued for the site in accordance with environmental legislation. EGA noted that subject to the implementation of standard mitigation measures during progressive development works, the site is suitable for the proposed low scale residential land use proposed (subdivision).</p> <p>Further to this Landcom engaged Geotechnique in 2025 to conduct another detailed PSI in respect to the proposed development (refer to <b>Annexure BB</b>). The report confirms the site is suitable for the proposed development subject to the implementation of recommendations which include adopting an unexpected finds protocol, any exported material being classified and disposed of in accordance with the EPA’s <i>Waste Classification Guidelines</i> and any material being imported to the site should be appropriately validated.</p>

Attribute	Site details
<b>Stormwater and flooding</b>	<p>The Integrated Water Cycle Management Plan prepared to support the Concept Plan by J Wyndham Prince Consulting Civil Infrastructure Engineers (September 2010) provided a detailed analysis of surface water characteristics informed by hydrological and water quality modelling across the broader precinct.</p> <p>The Edmondson Park South precinct is located at the top of three catchments, and is traversed by Maxwells Creek, Bunbury Curran Creek and Cabramatta Creek. The upper catchment of the Maxwells Creek flows through the Town Centre North (TCN), with water flowing to the north-east. The subject site is not mapped as flood prone land.</p> <p>Stormwater is proposed to be managed via an on-site detention (OSD) system located in the lower ground floor level along the northeastern side of the site. The system has been designed in accordance with LCC's requirements and will connect through to new MacDonald Road. A rainwater tank has also been included adjacent to the OSD tank.</p>
<b>Aboriginal heritage</b>	<p>No Aboriginal heritage items, Aboriginal objects, or areas of archaeological potential are considered likely to be present within the site as confirmed by an AHIMS Search completed on 26 November 2024. An Aboriginal Heritage Impact Permit (AHIP) was issued for Edmondson Park South on 25 June 2015. The AHIP is valid until 25 June 2030. Under Section 90 of the <i>National Parks and Wildlife Act 1974</i>, the AHIP permitted salvage excavations, community collections and harm to certain Aboriginal objects within the permit area, including the proposed development site. These findings are confirmed by the Letter of Advice prepared by Austral Archaeology and included at <b>Annexure EE</b>.</p>
<b>European heritage</b>	<p>The site does not contain any mapped items of non-Aboriginal heritage as illustrated in <b>Figure 10</b>. The nearest mapped non-Aboriginal heritage items are:</p> <ul style="list-style-type: none"> <li>■ <i>Ingleburn Military Heritage Precinct</i>, including the <i>Bardia Barracks</i> which contains three Riley-Newman prefabricated cottages (moveable items) located to the south-west of the site.</li> <li>■ <i>Mont St Quentin Oval</i> including entry gates and former hospital gates also located south-west of the site.</li> </ul> <p>These listed items are designated local items under the Liverpool Local Environmental Plan 2008 (LLEP) and the Campbelltown Local Environmental Plan 2015 (CLEP 2015) and are also listed on the NSW State Heritage Register. The proposed development is physically removed from the items and will not impact on their heritage significance and integrity. The site is not within a Conservation area or within close proximity to an area of historic importance.</p>

**Attribute****Site details**

● The site

**Figure 10 Edmondson Park South Heritage Map** (source: NSW Planning Portal, 2026)

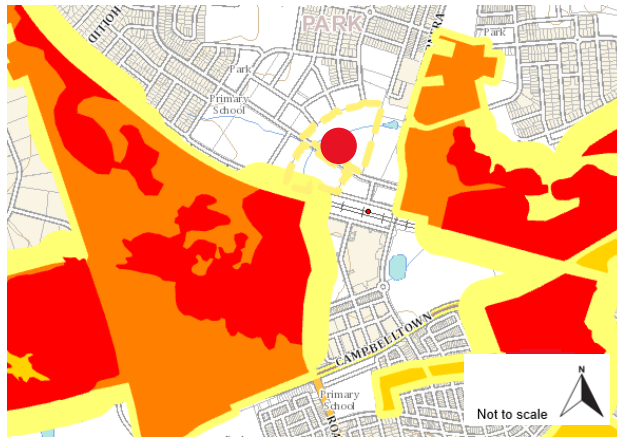
**Bushfire risk**

The site was historically mapped as Bush Fire Prone and identified as Category 3 (Medium Risk bushfire). In late 2025, bush fire mapping was updated, resulting in the site no longer being categorised as bush fire prone land as shown in **Figure 11**.

Landcom commissioned a bushfire protection assessment prior to the bush fire mapping being updated which assessed the site against the provisions of *Planning for Bushfire Protection 2019 (PBP) Guidelines*. The bushfire protection assessment was later modified when the bush fire classification was removed but found that while the site is not directly affected, a bushfire threat exists on adjoining land. The surrounding vegetation to the north is Grassy Woodlands and to the north-east there is mapped Forested Wetland vegetation which is the vegetation within the Maxwell Creek area. A precautionary approach has therefore been adopted to ensure the risk of bushfire spread remains low and the development is appropriately protected. The assessment can be found at **Annexure FF** and it recommends a series of mitigation measures to be adopted that will reduce the potential for fire risk. Measures including adopting appropriate APZ reducing the tree canopy to a maximum of 15% canopy cover across the site and developing an evacuation management plan. The proposed mitigation measures are included in the **Annexure B**.

**Attribute**

**Site details**



● The site

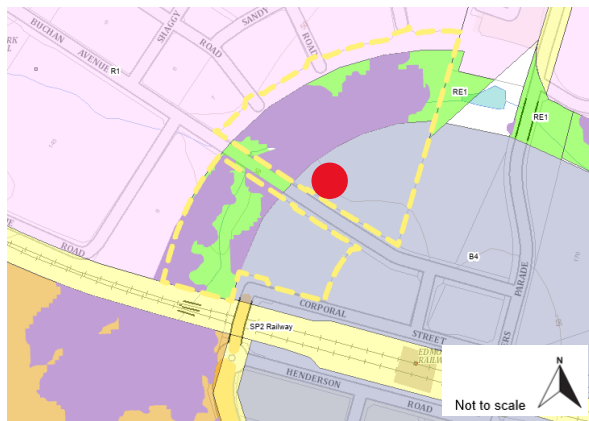
Figure 11 Bushfire prone land map (source: NSW Planning Portal 2026)

**Biodiversity**

Edmondson Park South, and the site, has been Biodiversity Certified under the now repealed *Threatened Species Conservation Act 1995*. The certification continues to apply in accordance with Part 8, Section 35 of the *Biodiversity Conservation (Savings and Transitional) Regulation 2017*.

Edmondson Park South is also covered by a Conservation Agreement under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act).

Biodiversity mapping, reproduced in **Figure 12**, confirms the site does not include any biodiversity features and no further assessment is required. This is confirmed by the Biodiversity Certification Letter prepared by Travers Ecology dated 21 January 2026 which can be found at **Annexure HH**.



● The site

Figure 12 Biodiversity mapping (source: NSW Planning Portal, 2026)

**Public transport**

The site is well serviced by public transport, with access to frequent bus and train services. It is located within 250m of the Edmondson Park Train Station, which is serviced by the T2 and T5 train lines, linking Edmondson Park to centres including the Sydney CBD (approximately 45 minutes with interchange), Liverpool (approximately 12 minutes) and Parramatta (approximately 40 minutes).

Bus stops are also located at the Edmondson Park Train Station and are serviced by a combination of routes. These provide access to Liverpool to the north and Ingleburn to the

**Attribute****Site details**

south. Route 869 provides direct access to Liverpool (approximately 40 minutes), with buses departing every 15 minutes during the AM peak hour. Additionally, residents can access Ingleburn (within 25 minutes) via the 868 and 869 bus routes. The Transport Impact Assessment at **Annexure X** provides more details of the site's proximity to public transport.

**Pedestrian and cycle facilities**

The Edmondson Park precinct is undergoing significant change and the pedestrian and cycling network will continue to improve and expand as development progresses. Footpaths are currently limited to the southern side of Buchan Avenue and provide direct connections through to the Train Station with connectivity further south to the Edmondson Square Shopping Centre. The western side of Soldiers Parade also provides a pedestrian path that links up to the Train Station and shops.

As part of the approved MOD 5 application the adopted Public Domain and Landscape Plan highlights the intended public domain design and street pattern and layout for the precinct. This includes provision made for bicycle lanes along the key streets fronting the development including Buchan Avenue and along new MacDonald Road. Connectivity around and through the precinct is to be provided with new laneways, through site links and roadways such as the new Central Spine all contributing to create a permeable and highly pedestrianized precinct. The development will encourage and enhance connectivity with the public site through link created along the eastern side of Building B and the construction of the laneway along the southern side.



Photo 1: Existing mixed-use development in the Edmondston Park Town Centre



Photo 2: Multi-deck car park adjacent to the Edmondson Park Train Station



Photo 3: the Edmondson Park Town Centre development and train station



Photo 4: the subject site facing north



Photo 5: The subject site facing north-east



Photo 6: The western boundary of the site, Buchan Avenue facing north



Photo 7: Maxwell Creek and the area designated as new MacDonald Road

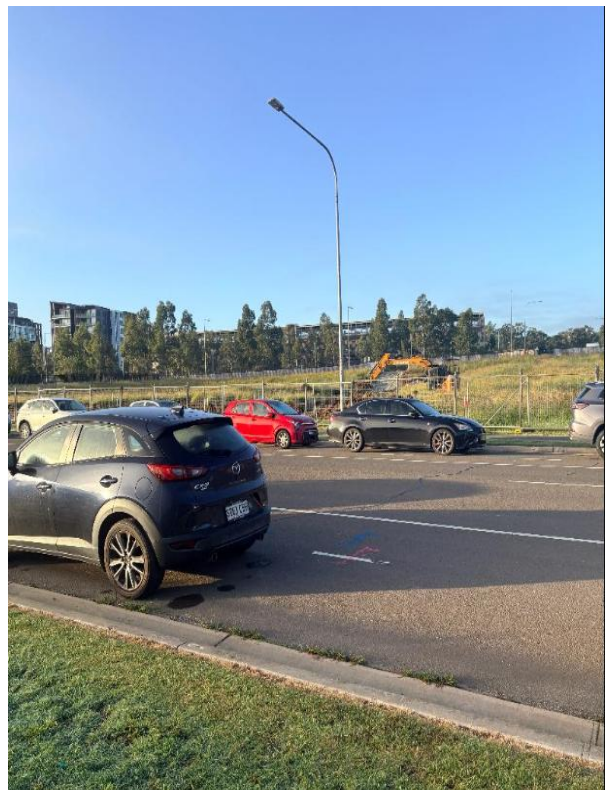


Photo 8: Buchan Avenue and development to the south with the Town Centre mixed use development and train station in the background.

Figure 13 Site photos (source: Savills, 2026)

## 2.1.4 Adjacent development

The immediate character of the adjoining area is going through a process of transition and redevelopment to form a series of residential and mixed-use developments.

The site and its neighbouring properties are largely vacant, and earthworks and remediation works are ongoing preparing the sites for future development. Other than applications for earthworks, site preparation works, associated infrastructure works and subdivision applications there have been no development approvals for buildings in the station precinct apart from the recent approval of SSDA-77211717 for the construction of a residential flat building containing 58 affordable housing units with basement parking and associated works at Block 24 (refer to the photomontage at **Figure 14**).



**Figure 14** Photomontage of the approved development at Block 24 (source: Savills, 2025)

The future blocks to the east are known as Block 20b and Block 22 which are separated by a new central roadway known as the central spine.

To the south-east is a vacant lot of land that will become future Lot 403 also known as Block 21 and is separated by the laneway (future Lot 402).

Block 19 is situated to the west of the site on the other side of Buchan Avenue (refer to **Photo 8**). Immediately to the south is the station car park, Train Station and retail shops which are separated by Buchan Avenue (refer to **Photo 5**) and known as the Frasers commercial centre.

To the north is vacant land which is designated to become the new MacDonald Road and the vegetated area beyond is Maxwells Creek (refer to **Photo 7**). The Creek and associated bushland provides separation from development. Further to the north beyond Maxwells Creek, 4-5, 6-7 and 8 Buchan Avenue, Edmondson Park are blocks that have been granted development approval to construct a series of RFB's but are currently the subject of a Planning Proposal and future application (SSD-88953706) following a successful declaration by the Housing Delivery Authority (HDA) to rezone the sites to mixed use and significantly increase the height and density of these blocks. At the time of writing this report the proposal was lodged with DPHI and was on Exhibition. As mentioned in

**Table 1** a concurrent modification to the Concept Approval (MOD 14) has been submitted to DPHI to excise and remove these sites from the Concept Plan and amend the WPC SEPP to accommodate the additional height and density.

## 2.2 Strategic planning policies

### 2.2.1 National Housing Accord

The National Housing Accord is a landmark agreement between the Commonwealth and individual states and territories to collectively address the housing supply and affordability crisis nationally. The National Housing Accord includes an initial aspirational target to build 1.2 million new well-located homes over five years from mid-2024. The Commonwealth has committed \$3.5 billion in payments to state, territory and local governments to support the delivery of new homes to reach this target.

The NSW Government's commitments under the National Housing Accord are:

- *Deliver 3,100 new affordable homes*
- *Define well located homes and measures of progress*
- *Undertake expedited zoning, planning and land release to deliver the joint commitment on social and affordable housing in well located areas*
- *Work with Local Government to deliver planning and land-use reforms that will make housing supply more responsive to demand over time, subject to further work agreed under the Accord*
- *Support the distribution of the Housing Australia Future Fund (HAFF). HAFF is a \$10 billion Australian federal investment fund established in 2023 and designed to fund around 40,000 new social and affordable homes over 5 years.*
- *Support building of a strong and sustainable CHP sector, and*
- *Ensure achievement of targets for social and affordable housing are met.*

As part of the NSW Government's commitment to increasing the supply of Affordable Housing, Landcom has pledged to deliver 1,800 affordable rental housing dwellings by 2029 which will contribute to the Government's commitments under the Housing Accord. The proposed development presents the opportunity to meet Landcom's and the NSW Government's commitments.

### 2.2.2 Greater Sydney Region Plan: A Metropolis of Three Cities

The Greater Sydney Region Plan provides the overarching strategic plan for growth and changes in Sydney (refer to **Figure 15**). It is a 20-year plan with a 40-year vision that seeks to transform Greater Sydney into a metropolis of three cities - the Western Parkland City, Central River City and Eastern Harbour City. The Greater Sydney Region Plan includes objectives and strategies for infrastructure and collaboration, liveability, productivity and sustainability. The objectives and strategies are given effect through the district plans prepared for each of the cities and strategic planning processes such as local environmental plans, local strategic planning statements and local housing strategies.

While Edmondson Park is not specifically referenced in the currently endorsed Greater Sydney Region Plan it forms part of the southwest growth centre and is within the Western Parkland City. The objectives of the Greater Sydney Region Plan and the proposed development's response to these are outlined in **Table 3**.

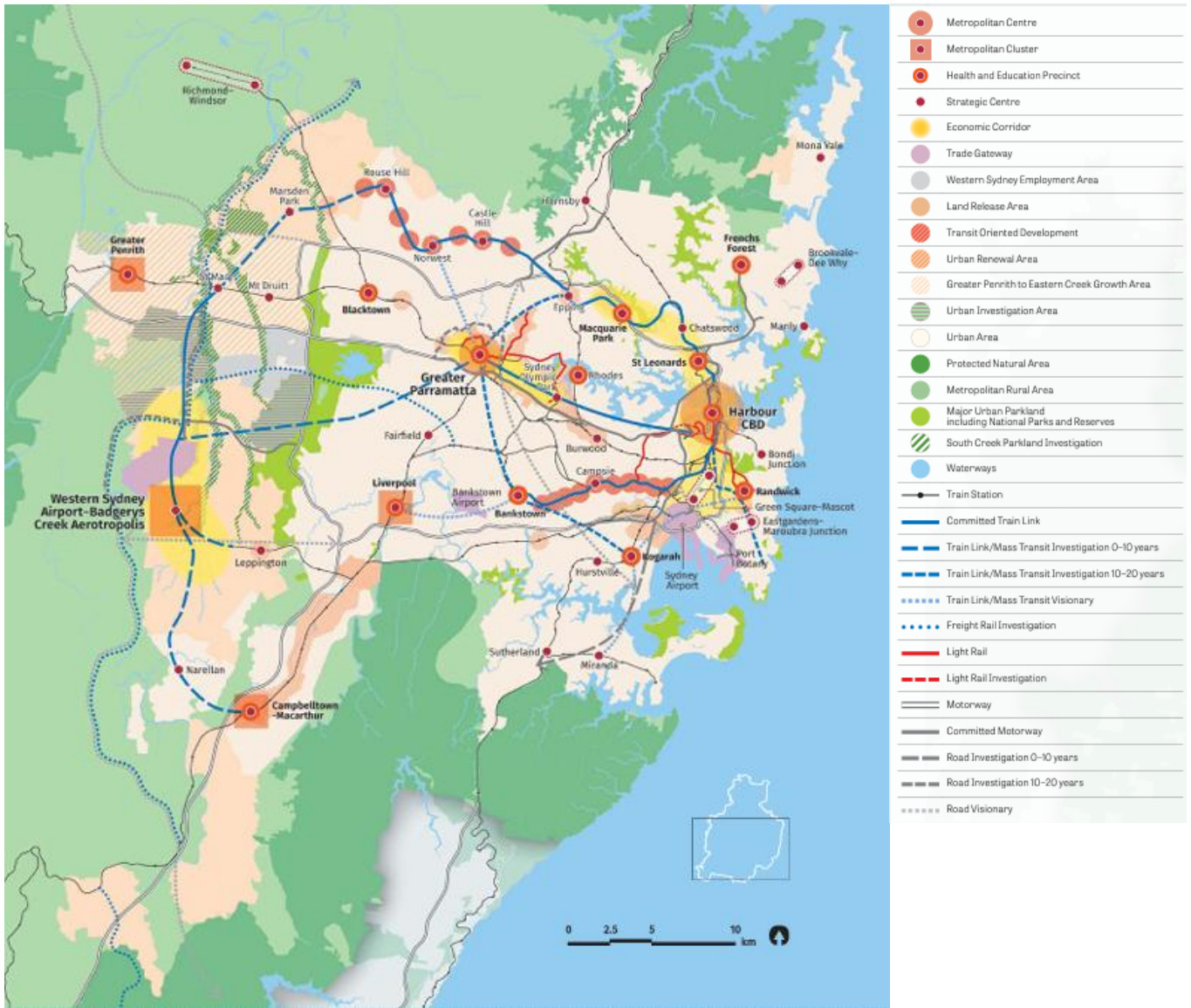


Figure 15 Greater Sydney Region Plan (source: Greater Sydney Regional Plan, 2018)

Table 3 Consistency with the Greater Sydney Region Plan objectives

Objective	Response
<b>Objective 4: Infrastructure use is optimised</b>	<p>The proposed development will optimise land that has been identified as being suitable for residential uses and will maximise the use of existing and planned infrastructure assets. The proposed development will utilise and benefit from the Edmondson Park Train Station, as well as existing and planned bus services and upgrades to the local and regional road network.</p> <p>The proposed development is within comfortable walking distance of the Edmondson Park Town Centre, and nearby community facilities, schools and public open space, as well as the proposed 150-hectare Regional Park.</p>
<b>Objective 6: Services and infrastructure meet communities changing needs</b>	<p>The proposed development will benefit from existing and future social infrastructure and services, including the future primary and secondary schools, and other social infrastructure, such as community facilities, health and other essential goods and services located within Edmondson Park South as well as surrounding centres such as Narellan, Campbelltown and Liverpool.</p>

Objective	Response
<b>Objective 7:</b> <i>Communities are healthy resilient, and socially connected</i>	The proposed scheme seeks to create a genuine community-oriented development in a highly sought after location on the fringe of the Town Centre North (TCN). The proposed development will be supported by extensive public domain works and an open space network that encourages active transport useage. As a result, there will be a number of active and passive recreation opportunities which will foster social connection, health and wellbeing.
<b>Objective 10:</b> <i>Greater Housing Supply</i>	The proposed development will contribute towards achieving LCCs dwelling target and Landcom and the NSW Government's Housing Accord commitment by the delivery of 172 affordable housing dwellings. The proposed development will also increase the supply of rental affordable housing stock and will address the concerns of a more price-conscious southwest Sydney market as well as easing housing stress in the LGA.
<b>Objective 11:</b> <i>Housing is more diverse and affordable</i>	The proposed development will contribute to the diversity of housing in southwest Sydney, which has traditionally been characterised by lower density attached and detached dwellings. The development provides for a mix of housing typologies and apartment styles.
<b>Objective 12:</b> <i>Great places that bring people together</i>	The proposed development will be constructed on a parcel of land that is well connected to a network of streets and open space to encourage a walkable and accessible community. The proximity of the Town Centre and Train Station will foster an environment of improved social and economic participation, which will be achieved through the activation of frontages with retail activity, main entrances, passive open space, and the new pedestrian site through link and open space which will increase connectivity and passive recreation.
<b>Objective 14:</b> <i>A Metropolis of three cities – integrated land use and transport creates walkable and 30minute cities</i>	The proposed development will deliver a walkable and transport orientated development maximising the accessible location.
<b>Objective 31:</b> <i>Public open space is accessible, protected and enhanced</i>	The proposed development does not remove or detract from the accessibility of existing public open spaces and is within close proximity to future designated areas of open space such as Maxwell Creek and Station Park.

### 2.2.3 The Sydney Plan (Draft)

On 7 May 2025, the NSW Government passed the *Environmental Planning and Assessment Amendment Bill, 2025*. The Bill removes outdated references to the Six Cities Region and indicates the NSW Government's intention to repeal District Plans prepared to support the Greater Sydney Region Plan: A Metropolis of Three Cities.

In response to the reforms, the NSW Government released the draft Sydney Plan in January 2026. The draft Sydney Plan's public exhibition concluded on 27 February 2026. DPHI is currently addressing the consultation outcomes and has indicated its intention to finalise the Plan by late 2026. When adopted by the NSW Government, the Sydney Plan will replace the Greater Sydney Region Plan and District Plans.

The draft Sydney Plan is a 20-year strategic land use plan to direct future growth in the Sydney Region. The long-term strategic planning commitments are outlined as a series of priorities and responses. The key priorities of the plan aim to:

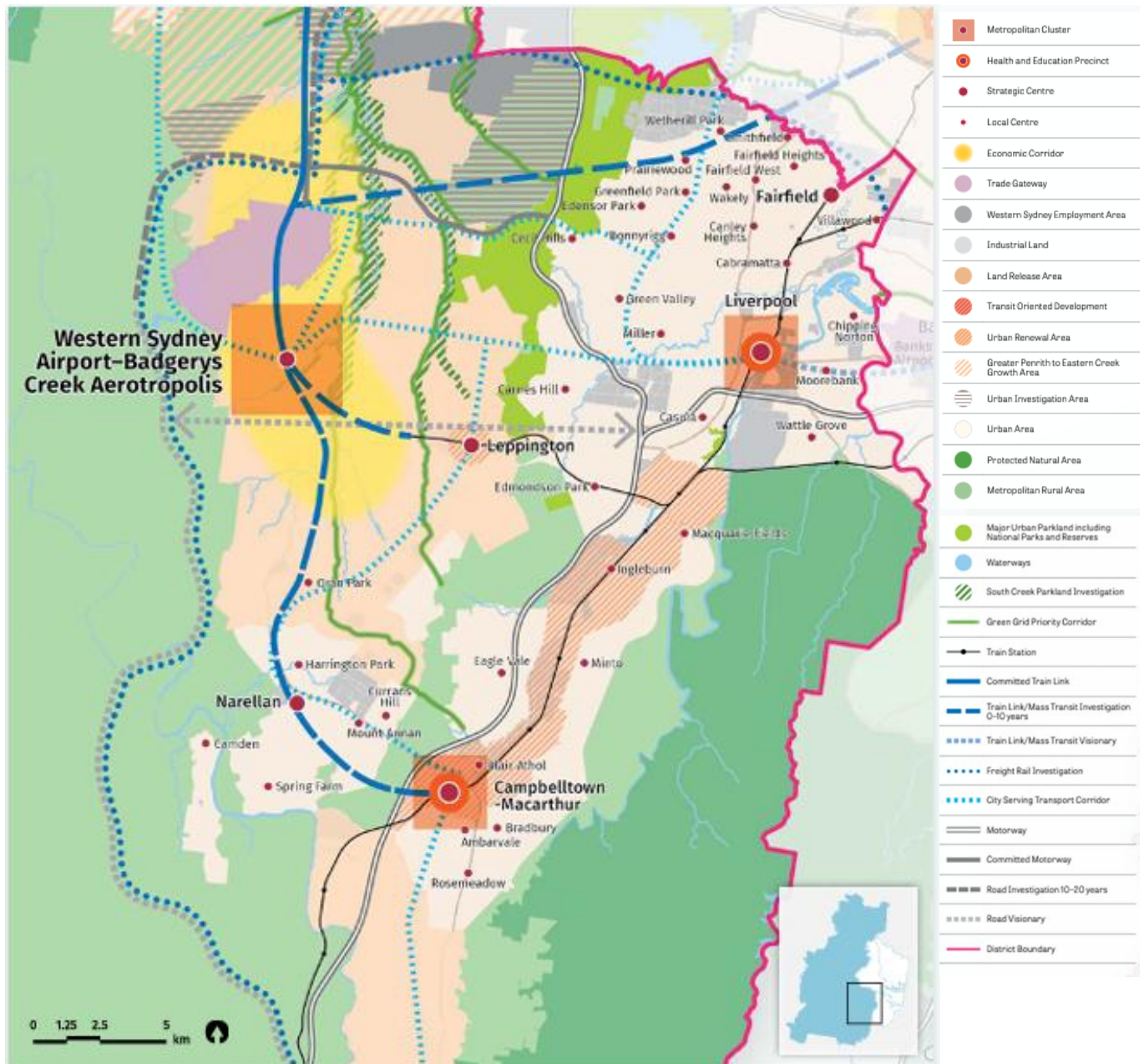
- Ensure Connecting with Country principles are embedded in the design of developments;
- Developments deliver affordable diverse housing in accessible locations;
- Encourage resilient, innovative economic growth;
- Promote connectivity;
- Support a sustainable environment;
- Build vibrant communities, and

- Ensure coordination between land use and infrastructure delivery.

These priorities are aligned with specific responses. The proposed development satisfies the draft Sydney Plan’s priorities, purpose and intent.

### 2.2.4 Our Greater Sydney 2056: Western City District Plan

The Western City District Plan (District Plan) was finalised by the former Greater Sydney Commission in conjunction with the Region Plan in March 2018 and fulfils the directions and objectives of the Region Plan at a district level (refer to **Figure 16**). The District Plan sets out planning priorities and actions for improving the quality of life for residents, which are typically given effect through planning proposals.



**Figure 16** Western Parkland City District Plan (source: Western Parkland District Plan)

Edmondson Park is located within a catchment served by Leppington Station, which includes precincts such as Leppington, Leppington East, Austral, and Edmondson Park within the Southwest and Western Sydney Airport Growth Areas. Additionally, Edmondson Park is one of the locations identified in the plan to undergo a trial of on-demand public transport, where commuters can book a bus from or near their home to a local transport hub or other centre, including hospitals.

As outlined above, the draft Sydney Plan when it is adopted will repeal the Western City District Plan. Until then, the District Plan remains applicable and the development is consistent with the plan and presents an opportunity to deliver on a number of the planning priorities, as outlined in **Table 4**.

**Table 4 Consistency with District Plan planning priorities**

Planning Priority	Response
<b>Planning Priority W3</b> <i>Providing services and social infrastructure to meet peoples changing needs</i>	Existing and planned social infrastructure and services within the broader Edmondson Park South precinct have been considered and informed Landcom's decision to redevelop the site to ensure the needs of the community are met.
<b>Planning Priority W4</b> <i>Fostering healthy, creative, culturally rich and socially connected communities</i>	The proposed development will unlock opportunities for social connections, community gathering and passive recreation through the provision of a public site through link and provision of communal open space.
<b>Planning Priority W5</b> <i>Providing housing supply, choice and affordability, with access to jobs, services and public transport</i>	The proposed development will increase the supply of high-density apartment style housing, through the delivery of 172 affordable dwellings in a highly accessible area will therefore contribute to the dwelling targets for Liverpool City Council as well as the Western Parkland City.
<b>Planning Priority W7</b> <i>Establishing the land use and transport structure to deliver a liveable, productive, and sustainable Western Parkland City</i>	The proposed development will capitalise on the location of the Edmondson Park Train Station and Western Sydney Aerotropolis by delivering a transit-oriented, high-density community, and specifically: <ul style="list-style-type: none"> <li>■ boosting housing supply in a suitable location</li> <li>■ optimising existing infrastructure, and</li> <li>■ maximising investment in new and planned infrastructure.</li> </ul>

### 2.2.5 Liverpool Local Strategic Planning Statement

*Connected Liverpool 2040* is Liverpool City Council's Local Strategic Planning Statement (LSPS) which aims to shape the City's future, help guide the development of suburbs and balance the need for housing, jobs and services as well as parks, open spaces and the natural environment. The LSPS identifies 16 planning priorities under four (4) key themes – Connectivity, Liveability, Productivity and Sustainability. These priorities are given effect through planning proposals and local development controls.

The proposed development presents the opportunity to contribute to the achievement of the planning priorities with **Table 5** highlighting the alignment with these priorities.

**Table 5 Consistency with LSPS Planning Priorities**

Planning Priority	Response
<b>Planning Priority 1 – Active and public transport reflecting Liverpool's strategic significance</b>	The proposed development capitalises on its proximity to existing and planned public and active transport within a proposed town centre location.
<b>Planning Priority 3 – Accessible and connected suburbs</b>	The site is within an accessible location creating a transit orientated development improving connectivity around the precinct.
<b>Planning Priority 6 – High-quality, plentiful and accessible community facilities, open space and infrastructure aligned with growth</b>	Edmondson Park has been through a rigorous master planning and stakeholder engagement process to identify the community infrastructure and open space required to service the existing and future communities. Landcom is delivering substantial infrastructure

Planning Priority	Response
	and community facilities throughout the precinct, and the proposed development is consistent with the vision of the approved Concept Plan and MOD 5. It will also provide critical community infrastructure through the provision of much needed affordable housing.
<b>Planning Priority 7</b> – <i>Housing choice for different needs, with density focused in the City Centre and centres well serviced by public transport</i>	The proposed development provides affordable housing in a town centre location, well serviced by public transport (within 250m of the Edmondson Park Train Station).
<b>Planning Priority 9</b> – <i>Safe, healthy and inclusive places shaping the wellbeing of the Liverpool community</i>	The proposed development aims to provide a high-quality planning and urban design outcome and considers the wellbeing of future residents. It will contribute to a vibrant, mixed-use town centre and will encourage the utilization of sustainable modes of transport and promote social cohesion, through the design.

### 2.2.6 NSW Housing Strategy: Housing 2041

The NSW Housing Strategy: Housing 2041 was released in March 2021. The Strategy sets out a long-term (20 year) strategy for better housing outcomes across NSW. High density housing and affordable housing are identified as important housing typology to expand housing choice across the state.

The proposed development is well positioned to deliver both housing choice and affordability by the proposed allocation of 100% of the residential GFA as affordable rental accommodation.

### 2.2.7 Liverpool Local Housing Strategy

The Liverpool Local Housing Strategy is consistent with Liverpool City Council's LSPS 'Connected Liverpool 2040' and sets out the priorities and actions to deliver suitable housing in the right locations to meet the needs of the Liverpool community over the next 20 years. It ensures that housing delivery protects local amenity and character, open space and ecological values and is aligned with infrastructure delivery.

The Local Housing Strategy establishes a housing vision and identifies a 6 -10-year housing target of 8,500-12,000 dwellings to be delivered by 2026 and between 20,250 and 27,250 dwellings in the following 10 - 20 years.

Edmondson Park is identified in the Local Housing Strategy as an area to deliver increased housing and accordingly the proposed development presents the opportunity to contribute to Liverpool's future housing needs, noting the Local Housing Strategy will need to be updated in response to the NSW Government's revised housing targets.

### 2.2.8 Future Transport 2056

Future Transport 2056 sets the 40-year vision, directions and principles which will guide transport investment over the longer term in NSW. The proposal includes a reasonable amount of on-site parking for residents and for the retail tenancy. It also includes 3 car share spaces which can be utilised by the broader community. The development is designed to be transit orientated and rely on sustainable and alternative methods of transport ie public transport.

The use of public and active transport will be encouraged given the reduction in onsite parking and the close proximity to the train station and bus stops which is aligned with the objectives and principles of the policy.

### 2.2.9 Strategic design policies

**Table 6** provides an overview of the proposed development's consistency with key Government Architect NSW (GANSW) policies.

Table 6 Consistency with GANSW policies

GANSW Policy	Response
<b>Better Placed, GANSW</b>	<p>Better Placed provides guidance on the quality design of urban environments. Better Placed is underpinned by seven objectives for good design including better fit, better performance, better for community, better for people, better working, better look and feel.</p> <p>The proposed development responds to the above objectives as detailed in the Design Report located at <b>Annexure I</b>.</p>
<b>Connecting with Country Framework GANSW</b>	<p>The Connecting with Country Framework provides guidance on how to respond to Country in the planning, design, and delivery of projects across NSW. Connecting with Country (CwC) principles, informed by a Walk on Country and consultation with the Aboriginal community, have been integrated into the design of the proposed development including the landscape design, as outlined in the Aboriginal Design Principles prepared by WSP at <b>Annexure G</b>.</p>

## 2.3 Planning agreement with Liverpool City Council

Condition 1.8B on the development consent for MOD 5 outlined the local contributions requirements for the Landcom Town Centre North precinct and required the following to occur;

(a) *Within 12 months of the date of this consent or prior to the determination of any development application which would result in the approval of a cumulative total of 755 dwellings within the Landcom Town Centre North Precinct (Precinct 9), whichever occurs sooner, the proponent must enter into a planning agreement under section 7.7(3) of the EP&A Act with Liverpool City Council and the Minister for Planning in accordance with the commitments contained in the letter of offer titled Edmondson Park Precincts 3, 5 and 9 Planning Agreement – Revised Letter of Offer and dated 10 February 2025 prepared by Landcom.*

(b) *If the planning agreement has not been entered into by the time required by paragraph (a), the proponent must enter into a planning agreement under section 7.7(3) of the EP&A Act with the Minister for Planning in accordance with commitments contained in the letter of offer and dated 10 February 2025 prepared by Landcom. The timeframe for a planning agreement with the Minister for Planning must be agreed to by the Planning Secretary.*

(c) *Any development application for the development involving the construction of dwellings (up to a maximum of 754 dwellings) within the Landcom Town Centre North precinct prior to the execution of a planning agreement in accordance with a) or b) above is liable for contributions under the relevant Contributions Plan.*

Landcom has offered to enter into a Voluntary Planning Agreement (VPA) with the Minister for Planning and Public Spaces and Liverpool City Council for the land to which MOD 5 applies in accordance with the consent, which includes the land to which this SSDA applies. Landcom provided a Letter of Offer to LCC which has been the subject of ongoing negotiations.

On 5 February 2025 Council received a revised Letter of Offer (LOO) from Landcom seeking "in principle" support to enter into a Planning Agreement with Council for the delivery of infrastructure, dedication of land and monetary contributions within Precincts 3, 5 and 9 in Edmondson Park. The revised offer is estimated at \$153,939,497 and comprises approximately \$138,823,058 in land and works and a total monetary contribution of \$15,116,439.

On 4 February 2026, Council resolved to endorse the public exhibition of the Draft Planning Agreement. Following formal exhibition and a review of the submissions received, no amendments have been made to the Draft Planning Agreement and Explanatory Notes. Council staff consider that the Planning Agreement for Precincts 3, 5 and 9 (VPA-45) would support delivery of much needed active and passive open space in Edmondson Park, the restoration of the Maxwells Creek riparian zone, and monetary contributions towards community infrastructure and transport improvements. A report to Council seeking the adoption and endorsement of the Planning Agreement was prepared and was considered at the Council meeting on 25 March 2026. Council at its meeting unanimously agreed to endorse the agreement.

## 2.4 Cumulative Impacts

The site is located within Edmondson Park South, which has been earmarked for urban redevelopment and the area is currently undergoing significant transformation and change.

The approval of MOD 5 to the Edmondson Park South Concept Approval confirms the ability of the area to capture greater density as the MOD permits an increase in the dwelling yield, density and height within the Town Centre North.

**Table 7** summarises the outcomes of a review of the DPHI's Planning Portal and LCCs online Development Application tracker to determine the approved and likely future developments which are relevant when considering cumulative impacts. DAs approved for single dwellings are excluded from **Table 7** on the basis that the scale of the development is not considered significant.

All the developments that have been approved in the Town Centre North (TCN) are consistent with the intended outcomes for the Edmondson Park precinct in accordance with the Concept Plan and MOD 5 which considered potential impacts on the road network, the environment and amenity of the surrounding area.

The proposed development responds to the future vision for the Edmondson Park South precinct and the adjoining and future development character of the area. The development requires some roadworks to occur in parallel or prior to the proposed development i.e. the new MacDonald Road will need to be constructed prior to the occupation and operation of the subject development. Landcom's Development Team have confirmed that this roadway is to be constructed (part of this roadway near Block 24 has been constructed and is nearing completion) and this section of the roadway is intended to be delivered by a REF (Part 5 Approval) with commencement targeted for mid-late 2026.

Table 7 Development Application Activity

DA Reference	Address	Description	Status
<b>State Significant Developments</b>			
<b>SSD-8832</b>	130-160 Jardine Drive, Edmondson Park	Concept application for St Francis Catholic College (SFCC). A temporary school with a capacity for 400 children from Kindergarten to Year 8 has been operational on site since Term 1, 2018.	Approved
<b>SSD-10365</b>	130-160 Jardine Drive, Edmondson Park	Stage 1 landscaping works comprising installation of landscaping primarily along the southern and eastern boundaries of the site and associated works including drainage and fencing.	Approved
<b>SSD-10224</b>	Lot 1 & part Lot 2 DP 1257105 at Buchan Avenue, Edmondson Park	Construction of a new core 35 primary school accommodating 1,012 students and a cold shell 40-place pre-school.	Approved
<b>SSD-62028458</b>	145 Buchan Avenue, Edmondson Park	Construction of a new high school for up to 2,000 students.	Approved

DA Reference	Address	Description	Status
<b>SSD-88953706</b>	Lots 4-5, 6-7 and 8 Buchan Avenue, Edmondson Park	HDA - Mixed use development including shop top housing, (residential flat buildings, co-living housing, affordable housing) and commercial. Concurrent rezoning to increase height of buildings.	On Exhibition
<b>SSD-93017956</b>	215 Croatia Avenue, Edmondson Park	Three (3) x 8 storey buildings comprising residential flat buildings and shop top housing with 229 apartments with 15% affordable housing, non-residential uses and construction of road infrastructure to facilitate future street network.	Preparing EIS
<b>SSD-77211717</b>	303 Croatia Avenue, Edmondson Park known as Block 24	Infill affordable housing development comprising a nine (9) storey residential flat building for 58 units with basement parking.	Approved
<b>Development Applications</b>			
<b>DA 779/2017 PPS2017SSW058</b>	Lot 1 Campbelltown Road, Edmondson Park	Construction of 104 dwellings with associated car parking.	Approved
<b>DA 265/2018</b>	190 Croatia Avenue, Edmondson Park	Subdivision and residential flat building.	Approved
<b>DA 1119/2021</b>	Lot 548 Changsha Road, 157 Ardennes Avenue and 61 Changsha Road, Edmondson Park.	22 lot subdivision with dwellings.	Approved
<b>DA 1320/2021 PPSSWC225</b>	Lot 8 Soldiers Parade & Lot 3 Bernera Road, Edmondson Park	Subdivision and construction of three (3) residential flat buildings - three to six-storeys comprising 137 flats with basement car parking.	Approved
<b>DA-458/2022</b>	164 and 170 Croatia Avenue Edmondson Park	Subdivision into four (4) super lots including construction of roads and associated infrastructure.	Approved
<b>DA 855/2022 PPSSWC278</b>	Lot 3 Faulkner Way, Edmondson Park	2 residential flat buildings, each containing a podium and 2 towers, comprising 40 terrace houses within the podiums and 226 apartment style units. Car parking for 398 vehicles, 20 motorcycle spaces and 266 bicycle parking spaces.	Under assessment
<b>DA 998/2022</b>	Lot 303 Croatia Avenue, Edmondson Park	Construction of utility services and subdivision to create Lots 1 – 3 in PPN DP1289429 to excise the proposed road and creek corridor.	Approved 2 May 2024

DA Reference	Address	Description	Status
DA 1090/2022	Lot 101 Buchan Avenue, Edmondson Park	Construction of an 8-storey residential flat building comprising of 131 apartments consisting of 2 towers above a 2-storey podium and 30 x 3 storey townhouses.	Approved
DA 1098/2022	Lot 303 Croatia Avenue, Edmondson Park	Earthworks and construction of road, dedication of road and public reserve	Approved
DA 1099/2022	164 & 170 Croatia Avenue, Edmondson Park	Mixed-use development comprising 598 apartments, 1289.90sqm of retail space, basement parking accommodating 926 car parking spaces over 4 Stages.	Appeal Upheld
DA 1245/2022	Lot 101 Buchan Avenue, Edmondson Park	Construction of a multi-dwelling housing development including 178 townhouses and associated landscaping across 3 sites.	Approved
DA 421/2025	Subdivision of Lot 40 DP1286151 Buchan Avenue	To subdivide Lot 40 into three (3) separate allotments becoming Lots 400, 401 and 402. This application will facilitate and enable the proposed development.	Under assessment
DA 499/2025	New central spine road in the Station precinct	Proposed design and construction of the new central spine road in accordance with MOD 5 and Concept Plan	Under assessment

## 2.5 Analysis of alternatives

Section 192 of the *Environmental Planning and Assessment Regulation 2021* requires an analysis of all the possible feasible alternatives to the proposed development, including the consequences of not carrying out the development.

Having considered all viable alternatives and evaluating all the potential commercial opportunities for the site, Landcom has determined to pursue development of the site to deliver an in-fill affordable housing with a small retail component.

### 2.5.1 Option 1 – Do Nothing

The 'do nothing' option was considered to be commercially and socially unviable as it will not take advantage of the site's development potential and would compromise the realisation of Landcom's and the NSW Government's Housing Accord commitments.

Landcom has commenced some earthworks and is undergoing infrastructure and roadworks within the precinct to accommodate future development in accordance with the approved Concept Approval (as modified), and as approved under the relevant DA approvals summarised in **Table 7**.

The 'do nothing' option is not a feasible option in this case and will thwart expected redevelopment outcomes and comprise the delivery of Landcom's and the NSW Government's affordable housing priorities.

## 2.5.2 Option 2 – Alternative Land Use/Design

Alternative uses that are permissible within the B4 Mixed Uses zone have not been considered given the very well-established Edmondson Park Town Centre, within which non-residential uses are concentrated to leverage on co-location opportunities and proximity to infrastructure, services and facilities. There is a high probability that out of centre non-residential uses would also not be financially feasible to develop or viable to operate. Having said that the Urban Property Groups SSDA and Planning Proposal for redevelopment in the Parkland Precinct seeks significant uplift in residential density and the integration and increase in mixed uses and additional retail/commercial floor space.

The location, size and configuration of the proposed retail tenancy has been incorporated into the development to align with the applicable Design Guidelines that require an activated street frontage on the site, while appropriately balancing development feasibility considerations.

Throughout the design process, FUSE Architects explored a series of massing and built form options (and sub-options), prior to Landcom selecting the preferred scheme which forms the basis of this SSDA. The options explored by the design team are explained below and illustrated in **Figure 17**:

**Option 1** explored a 10-storey building along the eastern side flanked by a 14-storey tower building on the corner and a 4-storey form centrally positioned. The disadvantage of this scheme is the transition of the built forms along the eastern side lack harmony and symmetry. The anticipated transition between built forms presents an inconsistency and would not transition well with future 4-7 storey development proposed to the east. The difference in scale is considered too significant and would result in a suboptimal interface.

**Option 2** investigated increasing the height of the corner tower building up to 15-storeys and reducing the eastern building to 9-storeys to create a more sympathetic interface between the building and the future adjoining development. This option included a 1-4 storey central built form. The single storey form was considered inconsistent with the adjoining buildings and would not allow for the currently proposed townhouse typology that provides greater housing choice and diversity.

**Option 3** is an earlier version of the preferred design which forms the basis of this SSDA. Option 3 includes a 15-storey tower building located on the corner, consistent with the scale of development to the west across Buchan Avenue. The 8-storey building along the eastern side of the site is more sympathetic with the adjoining future 4-7 storey scale. The central building proposes a series of two-three storey terraces fronting the future McDonald Road. A recessed four storey residential flat building in the centre completes this concept. The area above the terraces will comprise of a generous area of communal open space.

This preferred option has been altered and massaged further through detailed design process to achieve the current built form where the 8-storey component has become 9-storeys and the 4-storey rear element has been reduced down to two storeys.

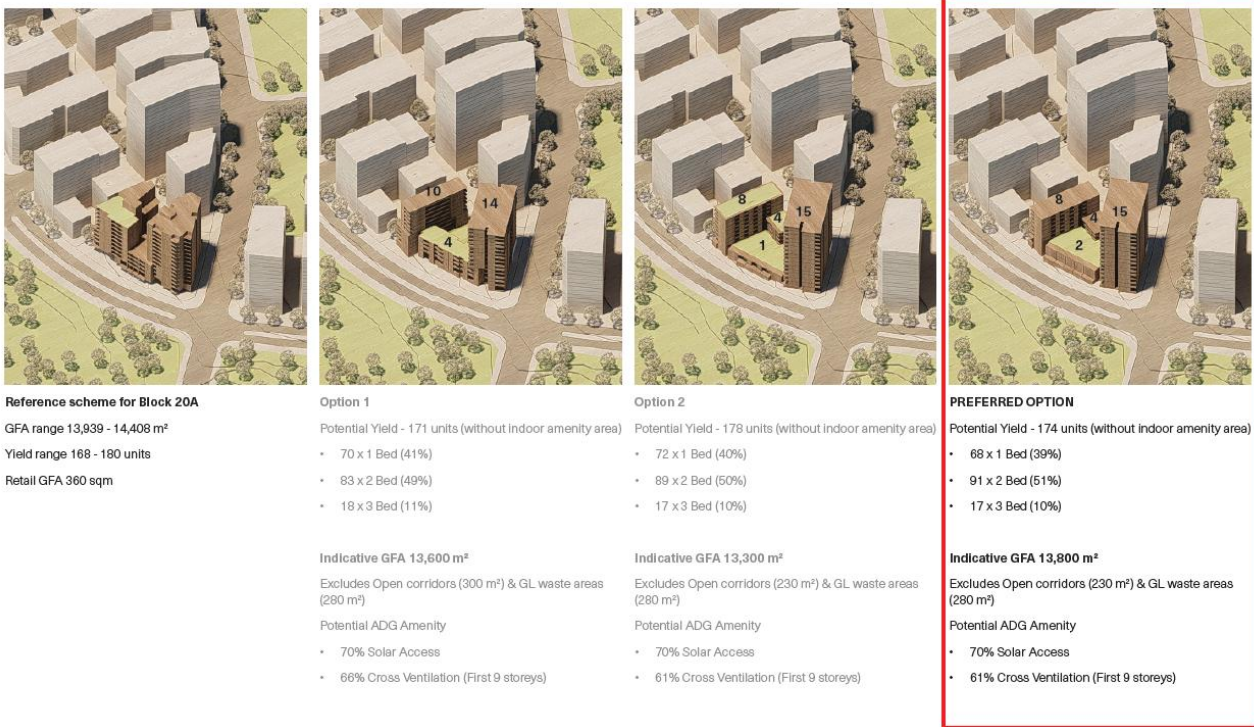


Figure 17 Initial design and massing options that were explored (source: FUSE, 2025)

### 2.5.3 Divesting the site to another entity

The option of divesting the site lacked commercial certainty, and a clear and defined commercial arrangement could not be reached which would not benefit Landcom or the community in the longer term. The provision of 100% affordable housing could only be delivered by government creates certainty. Divesting the site to a CHP is also not feasible as constructing a larger scaled development is not their core business. Divesting this site would not deliver the affordable housing outcome that is proposed.

Over the course of the project’s development, Landcom and its design team have developed iterations of the affordable housing design. FUSE Architects modelled a number of built form options and alternatives across the site taking into consideration the Design Guidelines and development standards. These iterations have been heavily influenced by the site’s irregular shape, surrounding context and known site opportunities and constraints. The proposed development is considered the optimal outcome for the site taking all these factors into account.

# 3 The Proposed Development

## 3.1 Overview

Landcom is seeking development consent to construct an infill affordable housing development as summarised in **Table 8**.

**Table 8 Summary of the proposed development**

Element	Summary of the Project								
Project Site Area	3,385 sqm for the proposed development (future Lot 401) and 321sqm for the laneway (future Lot 402)								
Site Description	Part Lot 40 DP1286151 (proposed subdivision of Lot 40 to create future Lots 401 and 402 subject to DA 421/2025 which is currently under assessment) Also known as Block 20a								
Apartments	Total of 172 apartments comprising: <ul style="list-style-type: none"> <li>1 bed: 69 (40%)</li> <li>2 bed: 83 (48%)</li> <li>3 bed: 20 (12%)</li> </ul>								
Height (RL/m/storeys)	3 buildings comprising: <ul style="list-style-type: none"> <li>Building A (15 storey) - RL107.7 (to top of plant room) RL106.5 (to top of lift) and RL106.15 (to top of parapet)</li> <li>Building B (9 storey) – RL88.5 (to top of plant room), RL88 (to top of lift) and RL86.8 (to top of parapet)</li> <li>Terraces (2 storey) – RL65.15 (to top of balustrade at communal open space)</li> </ul>								
Gross floor area (sqm)	13,896 sqm								
Setbacks	<table border="0"> <tr> <td>North</td> <td>Approximately 3m to over 6m</td> </tr> <tr> <td>South</td> <td> <ul style="list-style-type: none"> <li>6m to the future laneway</li> <li>Over 12m inclusive of the lane to Block 21</li> </ul> </td> </tr> <tr> <td>East</td> <td>5m - 6m with the building wall setback 7m to cater for the corridor from Level 2 to 9</td> </tr> <tr> <td>West</td> <td> <ul style="list-style-type: none"> <li>Min 3m with parts of the building wall recessed and setback over 6m to cater for balconies</li> <li>Upper levels setback 3m to 6m</li> </ul> </td> </tr> </table>	North	Approximately 3m to over 6m	South	<ul style="list-style-type: none"> <li>6m to the future laneway</li> <li>Over 12m inclusive of the lane to Block 21</li> </ul>	East	5m - 6m with the building wall setback 7m to cater for the corridor from Level 2 to 9	West	<ul style="list-style-type: none"> <li>Min 3m with parts of the building wall recessed and setback over 6m to cater for balconies</li> <li>Upper levels setback 3m to 6m</li> </ul>
North	Approximately 3m to over 6m								
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East	5m - 6m with the building wall setback 7m to cater for the corridor from Level 2 to 9								
West	<ul style="list-style-type: none"> <li>Min 3m with parts of the building wall recessed and setback over 6m to cater for balconies</li> <li>Upper levels setback 3m to 6m</li> </ul>								
Car parking	<ul style="list-style-type: none"> <li>58 residential spaces in a single level basement, including 17 dedicated accessible spaces</li> <li>2 x retail spaces at ground floor level</li> <li>3 x car share spaces at ground floor level</li> </ul>								
Bicycle Parking	176 spaces comprising of: <ul style="list-style-type: none"> <li>172 dedicated residential bicycle spaces</li> <li>1 x retail space dedicated for staff</li> <li>3 x retail spaces dedicated for visitors</li> </ul>								

Element	Summary of the Project
Motor bike parking	6 motorbike spaces, comprising: <ul style="list-style-type: none"> <li>■ 5 x residential spaces</li> <li>■ 1 x retail space</li> </ul>
Communal Open Space	855sqm (603sqm on Level 2 and the 252sqm site through link and open space) (25% of site area)
Landscaped area	1,555sqm (45.9%)
Public Open Space	252sqm (public site through link)
Deep Soil	272sqm of deep soil (8% of the site) areas exceeding 6m width

### 3.1.1 Development layout and details

The development is located on an irregular fan shaped allotment, and the design has catered for the unique site features with the built form exemplifying a radial form. The site plan at **Figure 18** below shows the intended built form arrangement and layout in relation to future adjoining developments and the intended urban structure of this precinct (Station Precinct) as outlined in the Design Guidelines for Edmondson Park.

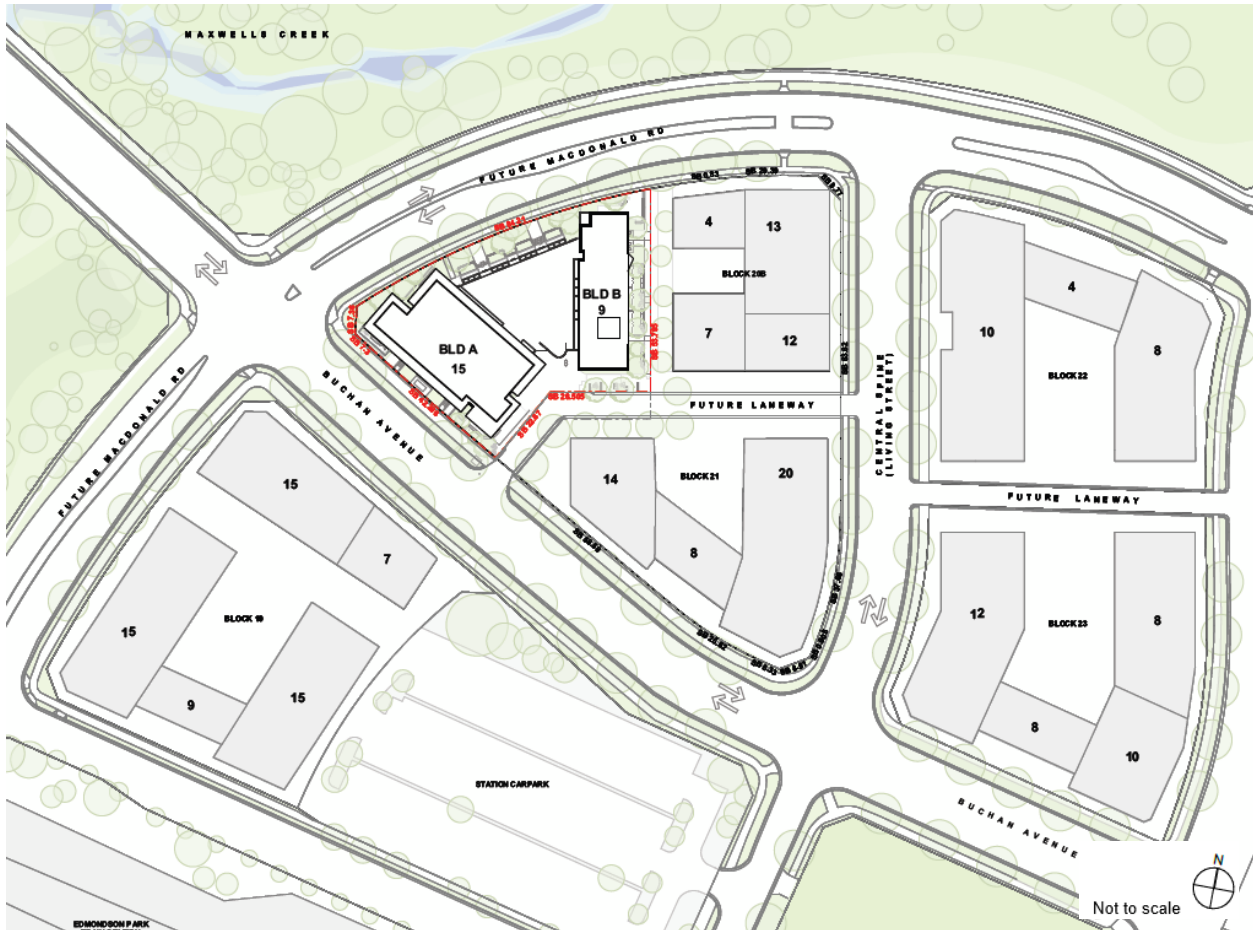


Figure 18 Site Plan showing the subject development in the context of potential future development (source: FUSE, 2026)

The following is a breakdown of the development details and its key characteristics;

#### Basement;

- 58 residential car parking spaces including 18 accessible spaces
- Parking for 172 bicycles
- 2 sets of lifts
- 2 sets of fire stairs
- 5 spaces for motorbikes
- Associated amenities such as a switch room
- OSD and Rainwater tank

#### Building A

A 15-storey tower which is located on the corner of Buchan Avenue and new MacDonal Road. The building comprises the following features;

#### Ground floor

- 83.7sqm retail tenancy
- Main entry lobby with space dedicated for co-working arrangements
- Small office designated for the CHP
- Two (2) large waste rooms with a dedicated space for the retail tenancy
- 2 x 1-bedroom apartments
- 1 x 2-bedroom apartment
- Substation located off Buchan Avenue

#### Level 1

- Two voids above the lobby and retail space
- 3 x 2 bedroom apartments
- 2 x 3 bedroom apartments with one having access from Building B
- Two rooms for fire tank services
- Access through to a storage room, pump rooms and associated services

#### Level 2

- 5 x 2 bedroom apartments
- 2 x 1 bedroom apartments
- 1 x 3 bedroom apartments
- Communal room with an area of 44sqm

#### Level 3 - 8

- 5 x 2 bedroom apartments
- 3 x 1 bedroom apartments
- 1 x 3 bedroom apartment

#### Level 9 - 15

- 5 x 2 bedroom apartments
- 3 x 1 bedroom apartments
- 1 x 3 bedroom apartment

### **Building B**

Building B is located on the eastern side of the site and comprises of a 9-storey residential flat building comprising the following features;

#### Ground floor

- Main lift lobby and entry facing the north-west off new MacDonald Road
- 4 x 1 bedroom apartments
- Public site through link and open space along the eastern side

#### Level 1

- 1 x 2 bedroom apartment
- 4 x 1 bedroom apartments

#### Level 2 - 9

- 2 x 2 bedroom apartments
- 3 x 1 bedroom apartments

### **Attached dwellings**

It is proposed to construct four (4), two storey terraces along the north-western side of the site with direct access off new MacDonald Road. The terraces include ground floor living areas with bedrooms above and comprise of 2 x 2-bedroom terraces, 2 x 3-bedroom terrace.

### **Central parking area**

- Centralised area including 2 parking spaces for the retail tenancy and 3 car share spaces
- Main driveway access to the basement off the lane
- Designated loading area off the laneway
- Bulky goods store

The detailed design and layout is represented in the Architectural plans prepared by FUSE Architects and are presented at **Annexure H**.

## 3.2 Vision and objectives

Landcom aims to create innovative and productive places that demonstrate global standards of liveability, resilience, inclusion, affordability, and environmental quality. Landcom utilises its sites and close working relationships with the private sector to deliver quality, socially inclusive community places, where people can grow and thrive regardless of income levels and stages of life.

The proposed development has the opportunity to elevate the standard of housing choice in Edmondson Park and the Liverpool LGA by creating a connected community, as well as responding to the housing affordability crisis and increasing supply for new housing in southwest Sydney. Located within walking distance of the Edmondson Park Town Centre and some 250m from the Train Station, the proposed development will be well connected to public transport, employment, community services and open space.

Landcom's objectives for the proposed development are to:

- Deliver sustainable high quality affordable accommodation;
- Create a sense of place and encourage a sense of community;
- Use robust and sustainable materials that allow for a long service life of the building and reduce ongoing maintenance costs;
- Construct a building that meets the needs of the community and serves the requirements of the area, and
- Ensure seamless integration of cultural, urban design and social objectives that align with Landcom's key principles.

## 3.3 Connecting with Country

Connecting with Country principles, informed by a Walk on Country and consultation with the Aboriginal community, have been integrated into the design of the proposed development, including the landscape design. The findings of this work, and the alignment with, the Government Architect's Connection with Country Principles, are outlined in the Aboriginal Design Principles prepared by WSP provided at **Annexure G**. The design response to the principles is included in the Architectural Design Report at **Annexure I**.

Eight (8) aboriginal design concepts were identified that have been integrated into the design and will continue to evolve as design development continues. These are summarised below:

1. *Acknowledge Country* – by creating an entry statement such as a sculptural piece.
2. *Building Identity* – through the built form design and materiality.
3. *Gathering spaces* – the creation of communal spaces and places to meet and congregate.
4. *Care for water* – integrate water features in the landscape design and communal spaces through water sensitive urban design (WSUD).
5. *Landscape* – include local endemic plants and create a habitat for kinship and maintain local identity.
6. *Wayfinding* – through connectivity, signage and design elements that enhance a sense of place.
7. *Material use* – consider the materials and prioritise recycled, repurposed and locally sourced materials.
8. *Language* – opportunity for shared language through signage and naming spaces.

The Connecting with Country process and design outcomes will continue to inform the proposed development through the detailed design process. An implementation plan and strategy is proposed to be developed prior to the detailed design being finalised and is included as a mitigation measure to ensure that CwC principles are embedded in the detailed design and through construction.

## 3.4 Project description

### 3.4.1 Land use

The proposed development comprises 172 affordable housing dwellings. Landcom proposes that all dwellings (100%) will be dedicated as 'affordable'. The building will be managed by a registered CHP selected by Landcom's Affordable Housing Panel through a tender process and under a management agreement will be made available as affordable accommodation for a minimum of 25 years. The long-term management arrangement is outlined in the letter of intent contained at **Annexure GG**.

A 83.7sqm retail tenancy is proposed within Building A located at the corner of Buchan Avenue and new MacDonald Road in accordance with the Edmondson Park Design Guidelines and one lobby area provides space for co-working arrangements for future residents.

### 3.4.2 Built form

The proposal comprises of:

- a 9-storey residential flat building along the eastern side known as **Building B**
- a 15-storey residential building along the western side, inclusive of a small retail tenancy at ground floor level and an office for the CHP as well as a spacious lobby area catering for some co-working spaces. This mixed-use building is identified as **Building A** on the architectural plans.
- 4 x 2 storey centrally located terraces with a generous area of communal open space located on Level 2.

A single level of basement car parking is proposed comprising 58 car spaces that will be accessed from the rear laneway with 5 car spaces on the ground floor (2 are dedicated for the retail tenancy and 3 being easily accessible car share spaces).

The photo montages at **Figure 3, 4 and 19** show the extent and form of the development.

The built form responds to the topography of the site and its orientation, with the main frontage along the north facing Maxwells Creek and the future Macdonald Road. The northern and western orientation will ensure the majority of apartments and the elevated area of communal open space will have an excellent orientation and outlook and will benefit from good solar access.

The retail tenancy is positioned on the north-western corner at ground floor level to address both street frontages. The location of this future retail use is in accordance with the Design Guidelines.



Figure 19 View of the proposed development at the intersection of new Macdonald Road and Buchan Avenue facing south (source: FUSE, 2026)

### 3.4.3 Landscaping

The landscape design proposes new tree planting within the site to achieve a minimum 15% tree canopy cover in accordance with the bush fire assessment advice and recommendation. The planting schedule identifies species which have been selected based on indigenous planting of the remnant Cumberland Plain and other resilient native species.

The proposal exceeds the ADG's communal open space and deep soil criteria, as noted in **Table 15** and summarised below:

- communal open space is 29.5% of the site area, exceeding the ADG's 25% requirement
- 60% (lower ground level) and 70% (upper ground level) of communal open space receives 2 or more hours of solar access between 9am and 3pm on 21 June (mid-winter), and
- 272 sqm (8% of site area) deep soil zone with a minimum dimension of 6m provided.

The proposed development presents a satisfactory landscaping outcome.

### 3.4.4 Apartment Mix

The following proposed apartment mix has been informed by consultation with CHPs:

- 1 bed: 69 (40%)

- 2 bed: 83 (48%), and
- 3 bed: 20 (12%).

### 3.4.5 Materials and Finishes

The colours of Country have informed the proposed material palette, which includes a range of durable, quality materials including blockwork, concrete and aluminium louvres.

The proposed palette comprises warm and earthy tones which draw cues from the environmental features of the precinct. They are also shaped by Connecting with Country motifs including the importance of earth, soil and the ground features which are all reflected back through the selection of varying blockwork, while still having a unique identity to achieve a contemporary architectural character.

Building A is proposed to be constructed largely of a mix of bullnose and smooth blockwork in a latte colour, Building B will be constructed of lighter materials comprising of walls, slab edges, soffits and frames constructed of concrete and infill walls with a powder coat finish in surfmist finish or similar. The terraces will be constructed of similar materials but darker hues with the walls a mix of split face and smooth face block work. Blade walls are proposed to be highlighted in darker tones while balustrades are proposed to be made of batten aluminium in monument colour or similar.

Glazing is clear and privacy screens are constructed of batten aluminium in monument colour.

The provision of rooftop vegetated areas and the perimeter of the development along the northern side comprising of trees, native landscaping and deep soil areas will soften the appearance of the built form. Front fences along the northern boundary are low and open style in accordance with the requirements for front fencing in the Design Guide.

### 3.4.6 Public Art

As part of the consultation process led by WSP (refer to **Annexure G**) with local First Nation Elders, a series of opportunities were identified to integrate public art and cultural references into the proposed development. These opportunities will be further explored and resolved during the design development phase. The development has the opportunity to include artworks in various locations/zones throughout the site.

Other potential opportunities for public art include:

- Sense of arrival - Artwork could be integrated within the main entries in the form of painting/s and sculptural elements. Consider local Aboriginal artists to co-design artworks, sculptural pieces or signage.
- Building identity – activate the building envelop with patterns, motifs, colours to express form and function.
- Public art elements could be included in signage throughout the development (directional, locational and informational).
- Artwork could be integrated on the exterior of the electricity substation structure, and
- Landscaping treatments integrating connecting with Country themes and motifs.

A Public Art Strategy and Interpretation Plan can be prepared prior to works commencing onsite and would outline all the public art elements and how they will be displayed, procured and delivered. Emphasis will be placed on local artists, and the strategy can be prepared in consultation with Council. The development consent for the redevelopment of Block 24 at Edmondson Park included a condition which required a Public Art Strategy to be developed and it is envisaged that a similar condition could be imposed.

### 3.4.7 Parking and access

The proposed development seeks parking for one level of basement car parking to accommodate:

- 58 car parking spaces for the residential dwellings
- three (3) car share spaces
- two (2) car parking spaces designated for the retail tenancy
- 176 bicycle parking spaces, and
- 6 motorbike parking spaces.

Landcom has engaged with GoGet (refer **Annexure A** in the Transport Impact Assessment at **Annexure X**). Based on GoGet data, three car share spaces will provide the equivalent of 27 car spaces (30 spaces if the physical spaces are included) in the Liverpool LGA as demand varies in every LGA.

Vehicle, pedestrian and cycle access for the proposed development will be provided along Buchan Avenue, new MacDoanld Road and through to the laneway at the rear and pedestrian site through link.

Pedestrian access is available off new Macdonald Road by providing direct access to the lobby of Building B and providing direct pedestrian access to the terrace houses. The lobby to Building A is provided off Buchan Avenue with units AG01 and AG02 having direct access off Buchan Avenue as well as connection through the central corridor providing access to the waste room and lifts to access the basement, communal open space and other areas within the development.

Connectivity through and around the site is well considered and designed so that the eastern public site through link will provide access to the rear of the development and via the laneway back to Buchan Avenue through to the Town Centre and Station.

### 3.4.8 Earthworks

Consent is sought for excavation, earthworks, site preparation and enabling works to facilitate the proposed development in accordance with the proposed Civil Drawings included and as described in the Intergrated Water Management Report at **Annexure L**. This includes the excavation of existing fill to enable construction of the lower-level basement car park.

The proposed development has been designed to minimise the amount of excavation required, and to utilise any excavated material where possible on site and/or minimise any additional export volume. The earthworks include removing the current batter along the Buchan Avenue frontage and to create an integrated coordinated public domain works along this frontage in accordance with the Public Domain and Landscape Plan and LCCs requirements.

### 3.4.9 Waste

The proposed development includes a centralised waste storage area comprising three (3) large waste storage rooms and a bulky waste storeroom, comprising:

**Waste room 1** – dedicated to residential units

- 19 x 1100L recycling bins (residential units)
- 15 x 240L Fogo Bins
- Bin Tug

**Waste room 2** – dedicated to residential units

- 19 x 1100L standard waste bins
- 3 x 240L Fogo Bins

**Waste room 3** – dedicated to retail

- 3 x 240L recycling bins
- 2 x 240L waste bins
- 2 x 240L Fogo Bins

**Bulky Waste Storeroom**

- 39.8sqm room dedicated for bulky waste.

**Figure 20** below shows the layout and location of the waste storage areas.

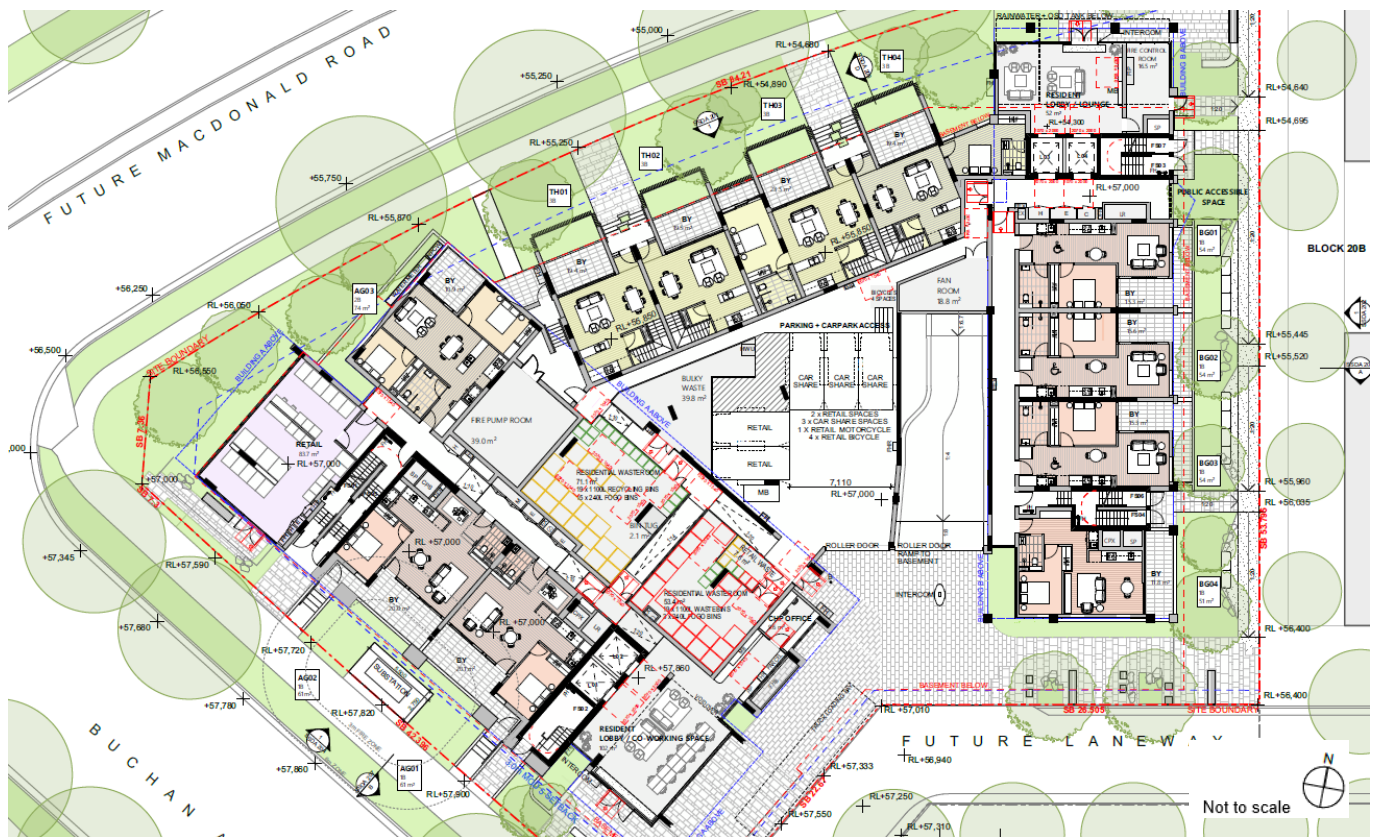


Figure 20 Proposed waste storage areas (source: Fuse Architects, 2026)

A dedicated truck loading bay off the rear laneway will enable waste vehicles to access the site and dispose of all waste with trucks being able to manoeuvre into and out of the site in a forward direction.

Apartments from Building B will transfer waste to the main area waste area in Building A via a ground floor corridor. Bins will be taken from the waste rooms out to the laneway and stored in the loading bay for collection.

Building management will be responsible for transferring recycling waste to the communal bins within the waste storage areas.

### 3.4.10 Utilities

Upgrades to all service infrastructure, with the exception of gas, are being undertaken as part of Landcom’s broader delivery of Edmondson Park. The Infrastructure Report at **Annexure M** confirms that connectivity and augmentation to services and utilities (potable water, sewer, telecommunications and electricity) is able to occur as there is ample capacity in the system to cater for the development.

### 3.4.11 Stormwater

Stormwater is proposed to be managed via an on-site detention (OSD) system located in the lower ground floor level along the northeastern side of the site as shown in **Figure 21** below. The system has been designed in accordance with LCCs requirements. A rainwater tank has also been included adjacent to the OSD tank.

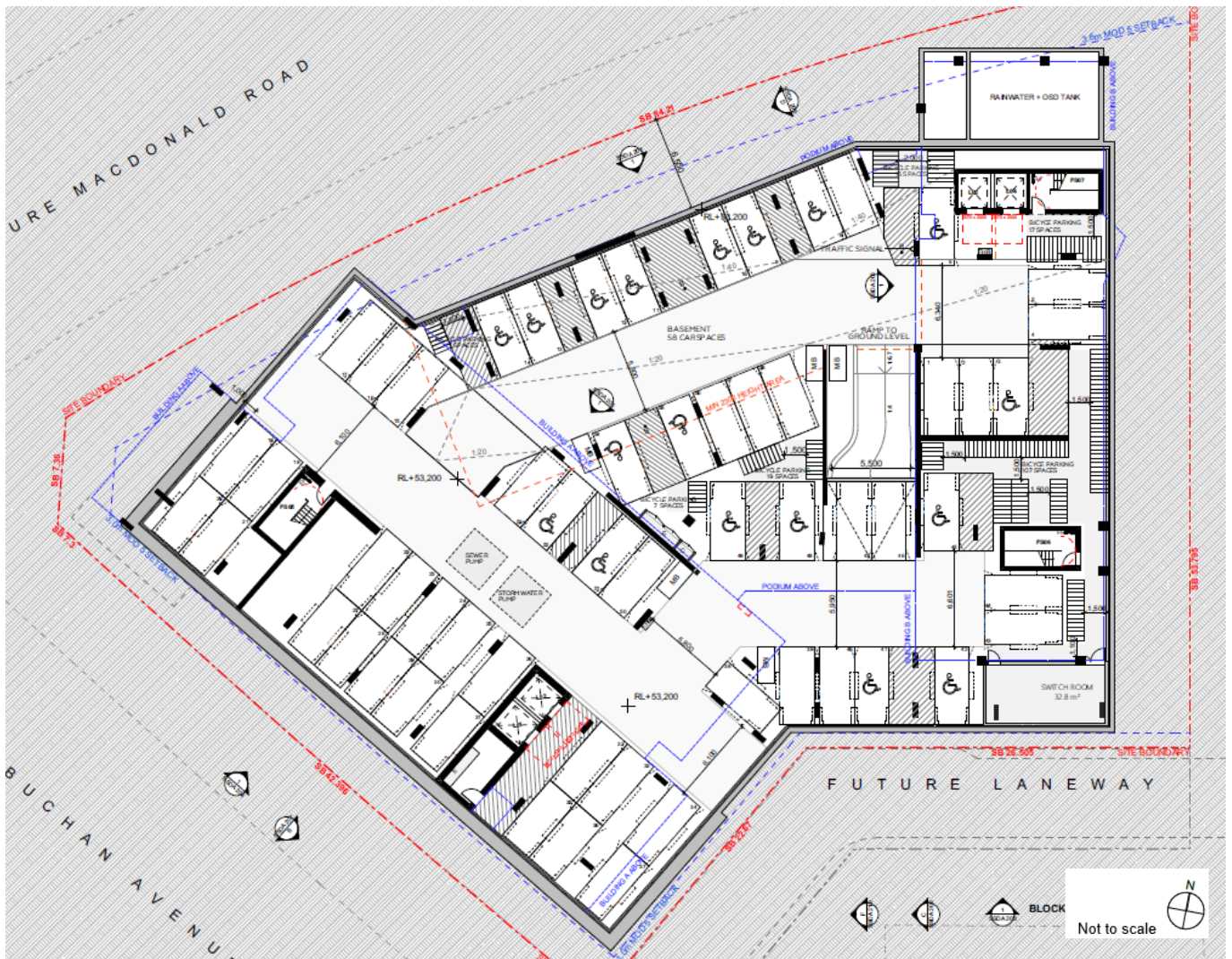


Figure 21 Proposed location of OSD Tank and Rainwater tank (source: Fuse Architects, 2026)

A vegetated, deep soil rain garden with large trees is proposed along new Macdonald Avenue, adjacent to the planting zone of the road verge. This will create a natural, informal landscape edge around the site which also softens the built form and increased the biodiversity of the street. This will also perform as a Waster Sensitive Urban Design (WSUD) element to support waterway heath and the recharging of ground aquifers.

Stormwater and drainage design will connect via pits through to new MacDonald Road and will be designed to satisfy Council's requirements.

### 3.4.12 Project staging and program

The proposed construction of the development will be staged in the following way;

- Stage 1 - CC1 (Excavation & Slab on ground)
- Stage 2 - CC2 (Structure excluding roof)
- Stage 3 - CC3 (Facade and fit out)
- Stage 4 - CC4 (Roof + Landscaping + Public Domain)

The conditions of consent will need to reflect this staging to ensure coordination and efficiency in the building and construction process.

### **3.4.13 Operational management**

Landcom is proposing to construct the building. Upon completion, the site will be divested to a designated Tier 1 CHP for a minimum term of 25 years.

# 4 Statutory context

This section outlines the key statutory requirements associated with the proposal. A detailed Statutory Compliance Table has also been provided at **Annexure C**.

## 4.1 Statutory requirements

Table 9 provides an overview of the statutory requirements related to the proposed development.

Table 9 Statutory requirements

Statutory requirement	Response
<b>Power to grant approval</b>	<p>Development consent for the proposed development is sought under 'Division 4.7 – State Significant Development' of the EP&amp;A Act.</p> <p>Section 4.36(2) of the EP&amp;A Act states that a <i>State environmental planning policy may declare any development, or any class or description of development, to be State significant development.</i></p> <p>Schedule 1 of <i>State Environmental Planning Policy (Planning Systems) 2021</i> (Planning Systems SEPP) lists development declared to be State significant. Section 26 of Schedule 1 includes:</p> <p><b>26 Housing development carried out by certain public authorities</b></p> <p>(2) <i>Development carried out by or on behalf of Landcom if –</i></p> <p>(a) <i>The development –</i></p> <p style="padding-left: 20px;">(i) <i>has an estimated development cost of more than \$30 million, or</i></p> <p style="padding-left: 20px;">(ii) <i>will result in more than 75 dwellings, and</i></p> <p>(b) <i>at least 50% of the gross floor area of the development will be used for the purposes of affordable housing.</i></p> <p>The proposed development has EDC of over \$30 million. All 172 apartments are proposed to be offered as affordable housing, resulting in 100% of the residential GFA being used for the purposes of affordable housing. The development therefore meets the requirements of Section 26(2).</p>
<b>Permissibility</b>	<p>The site is zoned B4 Mixed Use under <i>State Environmental Planning Policy (Precincts – Western Parkland City) 2021</i>. Development for RFBs, attached dwellings and retail uses (shop-top housing), is permissible with consent in the B4 Mixed Use Zone.</p>
<b>Consent Authority</b>	<p>The consent authority for this application is the Minister for Planning and Public Spaces, in accordance with Section 2.7 of the Planning Systems SEPP.</p>
<b>Crown Authority</b>	<p>Landcom is identified as a Crown authority for the purposes of the EP&amp;A Act, and accordingly the SSDA will be lodged as a Crown DA.</p>

### 4.1.1 Other approvals

The following approvals or authorisations are required to facilitate the proposed development. In accordance with Section 4.42 of the EP&A Act, the following authorisations cannot be refused if the project is approved and must be substantially consistent with the approval:

- *The Roads Act, 1993* – approval under section 138 of the Roads Act is required for components of the proposed development which will be undertaken within the future public road reserves of Macdonald Road and Buchan Avenue.

- *Water Management Act, 2000* – an activity approval under Section 91 may be required as the site is within 40m of a watercourse. The site is within 40m of Maxwell Creek. It is noted that a controlled activity approval was previously granted on for vegetation removal under DA 472/2018 (refer to **Figure 22** below) and bulk earthworks was approved on 18 December 2022 under DA 504/2021 across Precinct 9. Works in accordance with these consents are ongoing.
- *National Parks and Wildlife Act 1974* - Section 90 permit for the removal of items of Aboriginal heritage. It is noted that an existing Aboriginal Heritage Impact Permit applies to Edmondson Park South, Southwest Growth Centre development area, and therefore applies to the site. No further permits are required under the National Parks and Wildlife Act.



**Figure 22** Extent of approved vegetation removal across Precinct 9 (DA472/2018) (source: Liverpool City Council online DA Tracker)

## 4.2 Pre-conditions to exercising the power to grant consent

**Table 10** summarises the pre-conditions that are required to be satisfied by the consent authority before granting consent.

Table 10 Pre-conditions to exercising power to grant consent

Statutory Reference	Pre-Condition	Section in EIS
<b><i>Environmental Planning and Assessment (Savings, Transitional and Other Provisions) Regulation 2017</i></b>		
Schedule 2, Clause 3B	Development consent must not be granted under Part 4 of the Act for development the subject of an approved concept plan unless it is generally consistent with the terms of the approval of the concept plan.	Section 4.4 and Annexure C
<b><i>Biodiversity Conservation Act 2016</i></b>		
Section 8.4	Under Section 8.4(2), development (including State significant development) under Part 4 of the EP&A Act on biodiversity certified land does not require an assessment of the likely impact on biodiversity of development. Additionally, under Section 8.4(3), a consent authority, when determining a development application in relation to development on biodiversity certified land is not required to take into consideration the likely impact on biodiversity of the development carried out on that land.	Section 6.11 and Annexure C
<b><i>State Environmental Planning Policy (Precincts - Western Parkland City) 2021 (WPC SEPP)</i></b>		
Section 34	Development consent must not be granted unless the consent authority is satisfied that any public utility infrastructure that is essential for the proposed development is available or that adequate arrangements have been made to make that infrastructure available when required.	Section 6.21 and Annexure C
<b><i>State Environmental Planning Policy (Housing) 2021 (Housing SEPP)</i></b>		
Section 19	Section 19 of the SEPP relates to a series of non-discretionary standards relating to residential development if complied with and will prevent the consent authority from requiring more onerous standards.	Statutory Compliance Table at Annexure C.
Section 20	Development consent must not be granted to development under Division 1 of Part 2, Chapter 2 of the Housing SEPP unless the consent authority has considered whether the design of the residential development is compatible with the character of the local or the desired future character.	Statutory Compliance Table at Annexure C
Section 21	Development consent must not be granted to development under Division 1 of Part 2, Chapter 2 of the Housing SEPP unless the consent authority is satisfied that the affordable housing component will be managed for at least 15 years by a CHP as affordable housing.	Statutory Compliance Table at Annexure C.
Section 147	Development consent must not be granted to residential apartment development unless the consent authority has considered the quality of the design of the development, evaluated in accordance with the design principles for residential apartment development set out in Schedule 9, the Apartment Design Guide, and any advice received from a design review panel within 14 days after the consent authority referred the development application to the panel.	Statutory Compliance Table at Annexure C and Annexure I.

Statutory Reference	Pre-Condition	Section in EIS
<b>State Environmental Planning Policy (Resilience and Hazards) 2021</b>		
Section 4.6	<p>A consent authority must not consent to the carrying out of development unless it has considered whether the land is contaminated, and if the land is contaminated that it will be suitable for the intended purpose for which the development is proposed to be carried out.</p> <p>If remediation is required, the consent authority is satisfied that the land has or will be remediated before the land is used for that purpose.</p>	Section 6.16 Annexure BB and Annexure CC
<b>State Environmental Planning Policy (Sustainable Buildings) 2022</b>		
Section 2.1	Development must comply with the BASIX standards for new residential buildings contained in Schedule 1.	Section 6.9, Annexure V
<b>State Environmental Planning Policy (Transport and Infrastructure) 2021</b>		
Section 2.100	Applies to certain development in or adjacent to a rail corridor. Requires the consent authority to be satisfied that certain noise levels are adhered to. Section 2.99 requires referral to the Rail Authority if excavation is within 25m radius of the rail corridor. The site is physically separate from the rail corridor and does not require referral or further consideration.	N/A

### 4.3 Mandatory matters for consideration

The matters outlined in **Table 11** are required to be considered by the consent authority in deciding whether to grant development consent.

Table 11 Mandatory matters for consideration

Legislation	Matters for Consideration	Section in EIS
<b>Environmental Planning and Assessment Act 1979</b>		
Section 1.3	Relevant Objects of the EP&A Act.	Statutory Compliance Table (Annexure C) Section 7 of the EIS
Section 4.15	<p>Relevant Environmental Planning Instruments:</p> <ul style="list-style-type: none"> <li>▪ <i>State Environmental Planning Policy (Planning Systems) 2021</i></li> <li>▪ <i>State Environmental Planning Policy (Housing) 2021</i></li> <li>▪ <i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i></li> <li>▪ <i>State Environmental Planning Policy (Resilience and Hazards) 2021</i></li> <li>▪ <i>State Environmental Planning Policy (Biodiversity and Conservation) 2021</i></li> <li>▪ <i>State Environmental Planning Policy (Sustainable Buildings) 2022</i></li> </ul>	Statutory Compliance Table (Annexure C)

Legislation	Matters for Consideration	Section in EIS
	<ul style="list-style-type: none"> <li>State Environmental Planning Policy (Precincts – Western Parkland City) 2021</li> </ul>	
	Relevant proposed Environmental Planning Instruments	Local EPIs are not relevant when considering State Significant Development
	Relevant planning agreement	Sections 2.3, 5.5 and 6.24
	Development control plans	DCPs are not a matter for consideration in the assessment of State Significant Development. The <i>Edmondson Park Landcom Town Centre North Design Guidelines</i> (Design Guidelines) are relevant to consider which are addressed in Annexure C and Section 4.4.
	The regulation (where they prescribe matters related to Section 4.15)	Section 7 Annexure C
	The likely impacts of the development (environmental, social and economic)	Section 6.20 Section 7.3
	Suitability of the site for development	Section 7.4
	Any submissions made in accordance with the Act or Regs.	Section 5.2 Any submissions post exhibition will also be considered.
	The public interest	Section 7.5

## 4.4 Consistency with Concept Plan Approval

As noted above, Schedule 2, Clause 3B of *Environmental Planning and Assessment (Savings, Transitional and Other Provisions) Regulation 2017* requires that Part 4 development the subject of an approved Concept Plan must be generally consistent with the terms of the approval of the concept plan (as modified).

The proposed development is consistent with the Concept Plan approval (MP10\_0118) as modified by MOD 5. A detailed assessment against the conditions of the Concept Approval as modified is provided in the Statutory Compliance Tables at **Annexure C**, with key issues summarised as follows:

- The proposed development is for 172 residential dwellings, which will not exceed the 7,092 total approved dwellings for the Edmondson Park South area.
- The proposed development is 50m high, achieving an overall RL107.7 which is lower than the 50m (RL113.03) height limit shown on Edmondson Park South Height of Buildings plan dated November 2020. The proposed development satisfies Condition 1.3D, imposed at the time of the MOD 5 approval in relation to complying with overall height of 50m and maximum RL113.03.
- The proposed development comprises approximately 13,896sqm of GFA, which is within the maximum allowable GFA for Quadrant 2 of the Station Precinct (50,896sqm) as shown on the Edmondson Park Town Centre North – GFA Distribution Per Quadrant plan dated 29/02/2024. Based on the DPHI assessment report for MOD 5 the total site area for Quadrant 2 is approximately 19,804sqm and therefore the proposal will amount to an FSR of approximately 1.44:1 across the Quadrant.
- The proposed development has been prepared in accordance with the *Design Excellence Strategy Landcom Town Centre North Edmondson Park* (May 2024), refer section 6.3 of this report.

- The proposed development is generally consistent with the *Edmondson Park Town Centre North Design Guidelines* (October 2024), as outlined in the Statutory Compliance Table at **Annexure C**.

The proposed design and landscape strategy has considered the intended public domain and infrastructure outcomes as outlined in the *Public Domain and Landscape Plan for Edmondson Park* approved in accordance with MOD 5 and the proposed design aims to integrate and coordinate with the road infrastructure works in the immediate vicinity of the site ie to Buchan Avenue and new MacDonald Road.

## 4.5 Summary

The Statutory Compliance tables in **Annexure C** provide a detailed assessment against the relevant EPIs, the Concept Plan Approval, MOD 5 approval and the *Edmondson Park Design Guidelines*. In summary:

- The proposal is consistent with the Concept Plan Approval (as modified), including key conditions relating to height, GFA, and design excellence.
- The proposal is generally consistent with all relevant EPIs. Notwithstanding, Schedule 2, Section 3B (2)(f) of the *Environmental Planning and Assessment (Savings, Transitional and Other Provisions) Regulation 2017* states that the provisions of any environmental planning instrument do not have effect to the extent to which they are inconsistent with the terms of the approval of the concept plan.
- The proposed development is consistent with the Design Guidelines, and in particular the Performance Criteria outlined in the Part 4 - Town Centre Built Form Guidelines. Minor variations to proposed design solutions for setbacks along the northern and north-western boundary and changes to the anticipated built form outcomes for the proposed development are justified given that the design outcomes are consistent with the vision and intention of the guidelines and create a better design solution for the site (refer **Section 6.4.3**).
- The variation to the proposed urban structure as identified in the Design Guidelines is considered a better streetscape, precinct and public domain response and has been positively received by the LDRP and the SDRP.

# 5 Stakeholder Engagement

## 5.1 Overview

Landcom undertook community and stakeholder engagement for the project, the process and findings of which are outlined in the Engagement Outcomes Report which is located at **Annexure N**. Engagement was undertaken in accordance with the *Undertaking Engagement Guidelines for State Significant Projects* and Landcom's *Join In* framework.

The objectives of pre-submission consultation were to:

- identify stakeholders and seek out their views during the environmental assessment process
- provide accurate, clear and timely information to inform stakeholders about the proposed development,
- provide sufficient time for stakeholders to engage and provide feedback about the proposed development
- promote and deliver consultation activities that enabled stakeholders to participate in the planning process
- report back on issues raised and how stakeholder feedback influenced the proposed development, and
- identify and manage issues of stakeholder interest to offset potential delays to the project and consider any reputational risks.

The engagement approach reflects Landcom's commitment to prioritise transparency, inclusivity and meaningful participation. Landcom undertook four phases of engagement which are summarised below:

- **First Phase** – preparation occurred from October to mid-November 2025 and established parameters.
- **Second Phase** – awareness and invitation occurred in November 2025 and involved formal notification.
- **Third Phase** – Engagement occurred from late November to early mid-December 2025.
- **Fourth Phase** – Reporting and follow-up occurred from January to February 2026 and involved the analysis of information that was gathered from the engagement process.

## 5.2 Agencies and other key stakeholders

Table 12 summarises the outcomes of consultation undertaken with State agencies and other key stakeholders.

Table 12 Stakeholder engagement

Meeting dates	Stakeholder	Issues raised
9 October 2025	Landcom Design Review Panel (LDRP)	The LDRP's overall comments were supportive of the development. FUSE Architects have addressed the issues raised and design responses in their Design Report at <b>Annexure I</b> .
26 September 2025	Walk on Country and workshop with Indigenous Elders	The walk on Country with Uncle Paul Webb and Auntie Thelma informed the design through the recognition of a series of themes including; <ul style="list-style-type: none"><li>• <i>Truth telling</i></li><li>• <i>Identifying totems such as the Brown snake and Cabrogal worm</i></li><li>• <i>Fire theme – a burnt country</i></li><li>• <i>Views of Country due to the site's orientation and location.</i></li><li>• <i>Importance of local native vegetation</i></li></ul> Refer to the Aboriginal Design Principles report prepared by WSP at <b>Annexure G</b> .

Meeting dates	Stakeholder	Issues raised
5 November 2025	Department of Planning, Housing and Infrastructure	Formal Scoping Meeting held with DPHI. DPHI was comfortable with the proposal and confirmed that a Request for SEARs could be submitted.
19 November 2025	State Design Review Panel (SDRP)	The SDRP was generally supportive of the proposal and suggested consideration of additional design changes which have been addressed in the updated design. The issues raised and design responses are included in the Design Report at <b>Annexure I</b> .
7 November 2025	Liverpool City Council Pre SSD DA Meeting	Council provided a comprehensive written response and raised concern with the deficiency in parking spaces, suggested increasing the number of 3-bedroom units, sought greater certainty in regards to the coordination with the new infrastructure and roadworks works and highlighted stormwater drainage should be designed in accordance with Liverpool City Council's provisions and requirements. Details of the issues raised and detailed responses are provided in the Design Report at <b>Annexure I</b> .
16 January 2025	NSW Department of Climate Change, Energy, the Environment and Water.	DCCEEW was notified of the proposed development. No formal feedback has been received to date.
4 December 2024 and November 2025	GoGet Car Share	Landcom has previously engaged with GoGet car share service to incorporate car share spaces within the Block 24 development. GoGet expressed an interest to operate in Edmondson Park and as such 3 spaces have been included in the proposed development. Refer to the Transport Impact Assessment for more information in respect to the GoGet service at <b>Annexure X</b> .
	Sydney Water	Landcom's Engineering consultants discussed the available capacity and servicing strategies required for the development with Sydney Water. Sydney Water confirmed there is existing capacity and the proposed servicing strategies are reflected in the Infrastructure Report at <b>Annexure M</b> and as outlined in <b>Sections 3.4.10, 6.21</b> and at <b>Table 13</b> .
	Endeavour Energy	Landcom's Engineering consultants discussed the available capacity and servicing strategies required for the development in November 2025. Endeavour Energy confirmed that a new electrical substation will be required, which has been designed and will be located along Buchan Avenue (refer to architectural ground level plan for location).

### 5.3 Community engagement

A range of methods were used to engage and inform the community, including postcard mailouts, website updates, online surveys, social media and email. In addition, two community information sessions were held between October and December 2025.

The following formal processes occurred:

- **Letterbox distribution** – 1,179 properties were notified of the development.
- **Email campaign** – an email was sent to 2,191 registered subscribers to the customised EDM requesting feedback.
- **Social media** – a variety of posts and updates were published on the Landcom Facebook site regarding developments in Edmondson Park.
- Two **pop-up community sessions** were hosted at Edmondson Park Train Station on 25 November 2025 and 29 November 2025 with post cards being distributed to inform the broader community.
- A **media campaign** was run for 12 days and generated approximately 381 event responses.
- Free coffee from The Shed café was provided to all community members attending the pop-up sessions with over 108 community members getting involved and providing feedback.
- Placement of **information boards** around the precinct and at pop-up sessions. **Figure 23** below shows an example of one of the information boards.
- A **dedicated website** page was established encouraging comments from 17 November to 12 December 2025.



Figure 23 Example of the Information board displayed at pop-up sessions (source: Landcom Engagement Outcomes Report, 2026)

Key themes from the community are summarised below and further details provided in **Table 13**.

- Concerns about safety and crime
- Concern about property values depreciating
- Potential impacts on infrastructure and amenities
- Potential impacts on traffic and parking, and
- Opportunities for community enhancement.

Table 13 Community engagement outcomes and response

Key issue	Details	Project response
<b>Affordable Housing concentration</b>	<p>Concern regarding the proliferation of affordable housing within the Edmondson Park Precinct and the clustering of these developments is a disadvantage to the community.</p>	<p>There is a misconception regarding Affordable Housing. This type of housing is often compared to Social Housing which is vastly different. Affordable Housing caters for very low-income households. The definition of 'affordable' in this context is included at Chapter 2, Part 1, Section 13 of the Housing SEPP. The definition is extended to 'very low-income household', 'low-income household' 'moderate income household' and rates are determined in respect to the percentages of the median household income for Greater Sydney or the Rest of NSW.</p> <p>Block 20a and Block 24 which are developments catering for affordable housing and are separated by other blocks in the Precinct and by a series of roadways. The Precinct will be redeveloped and the density in the areas significantly increased by a variety of low, medium and high-rise developments with many standard commercial residential developments. The Station precinct will not be solely dedicated to affordable housing there will be a majority of blocks redeveloped privately.</p>
<b>Property value depreciation</b>	<ul style="list-style-type: none"> <li>■ Affordable housing could lower prices in the area, due to perceptions of changes in neighbourhood/community character or housing standards.</li> <li>■ Ensuring high standards for all types of housing is crucial for preserving property values and maintaining the community's appeal to current and prospective residents.</li> </ul>	<p>Affordable housing can enhance community stability, diversity and attract new residents, which can positively impact property values over time. The proposed development is thoughtfully designed with high-quality materials to ensure it fits the local character of Edmondson Park.</p> <p>The proposed development has been designed by a reputable architect and is tenure blind - a design approach in urban development where there are no visible distinctions between different types of housing ownership. The use of high-quality materials, sustainable building practices, and thoughtful landscaping all contribute to a development that will enhance the area.</p>
<b>Infrastructure and amenities</b>	<ul style="list-style-type: none"> <li>■ Current infrastructure and amenities might not support additional housing. Perceived gaps in facilities such as parks, playgrounds, shopping centres and community services.</li> <li>■ Concerns about overcrowding in schools and whether educational resources would be sufficient to meet increased demand.</li> <li>■ Importance of aligning infrastructure improvements with population growth.</li> </ul>	<p>The proposed development comprises 172 apartments, representing a modest development in comparison to the broader needs of the community. The Edmondson Park masterplan provides a substantial amount of open space, including:</p> <ul style="list-style-type: none"> <li>■ The recently upgraded Mont St Quentin Oval which has a new full-sized AFL field, new amenities building, BBQ facilities, and an all-abilities playground.</li> <li>■ 150 hectares of regional parkland which was handed over to National Parks and Wildlife Services.</li> <li>■ 50 hectares of parks, playgrounds, playing fields and reserves, walkways and cycleways. The draft Planning Agreement aims to provide a significant monetary contribution towards public amenities in the area.</li> </ul>

Key issue	Details	Project response
		<ul style="list-style-type: none"> <li>Future Station Park which is less than 100m away from the site and the regeneration of Maxwells Creek will create walking tracks and areas of passive recreation.</li> </ul> <p>The proposed housing created by this development is within the density anticipated by the Concept Plan.</p>
<b>Traffic and parking</b>	<ul style="list-style-type: none"> <li>Traffic congestion and parking availability</li> <li>An increase in population could place additional strain on local roads, potentially leading to congestion and safety risks near key areas such as the train station and Ed Square Shopping Centre.</li> <li>Parking shortages an ongoing issue that could be exacerbated.</li> </ul>	<p>Landcom has conducted a detailed Transport Impact Assessment (TIA) which accompanies the application at <b>Annexure X</b>. The TIA concludes that the development will have no significant impact on the road network and meets the traffic requirements given the close proximity of the development to the train station and associated public transport. Refer <b>Section 6.10</b> for a detailed assessment.</p>
<b>Increased housing choice and business opportunities</b>	<ul style="list-style-type: none"> <li>Benefits of the affordable housing development to provide much-needed housing options for families who might otherwise struggle to find suitable accommodation.</li> <li>Increased population could support local businesses and create a more vibrant community atmosphere.</li> </ul>	<p>The project team is dedicated to creating sustainable and affordable housing solutions that not only meet the needs of individual families but also contribute to the broader social and economic growth of Edmondson Park. Ongoing dialogue with the community will remain a focus as the project moves forward.</p>
<b>Communal outdoor spaces</b>	<p>The community is in support of new outdoor spaces including the provision of seating and areas to meet and socialise.</p>	<p>The inclusion of the eastern public site through link provides a point of connectivity and space to meet and to socialise as well as an area where passive recreation occurs for the benefit of the broader community. In addition, the retail tenancy will provide a future shop or possible café for the community and residents to meet and congregate.</p>
<b>Design and Connecting with Country</b>	<p>Residents and the community had a strong view and interest in the integration of Aboriginal motifs, themes and traditional symbols into the design</p>	<p>The Connecting with Country process has been considered and undertaken to ensure Aboriginal principles have been integrated back into the building and landscaping elements. This will be further developed through the detailed design stage. The proposed colour palette and materiality is influenced by the Aboriginal themes and principles that have been established through the Connecting with Country process.</p>
<b>Safety and security and management</b>	<p>Residents were concerned that the development may encourage an increase in crime if not well designed and managed.</p>	<p>The management of the affordable housing development will be dedicated to a CHP which is in accordance with the planning requirements and legislation. The CHP will establish a Plan of Management to ensure residents and tenants have operational requirements and follow standard procedures. The design has integrated an office for the CHP within the lobby to cater for a site manager who will ensure the day-to-day operation of the development is safe, compliant and maintained in accordance with the Plan of Management.</p>

Key issue	Details	Project response
		The development has been designed to meet Crime Prevention Through Environmental Design (CPTED) requirements and will ensure the private and public areas throughout the proposed development are safe. Appropriate security measures will be implemented including passive design, security cameras, signage and appropriate lighting.

## 5.4 Community Housing Providers

Design feedback was provided by a number of CHPs via Landcom’s Affordable Housing Delivery Panel (AHDP) as part of the tender process to appoint a CHP partner. CHPs provided input on the design of the building including materiality, basement layout, car parking and open space.

Further negotiation with the preferred CHP will occur through the detailed design stage and construction phase.

## 5.5 Liverpool City Council (LCC)

A formal pre-lodgement (SSD DA) meeting was held with LCC on 7 November 2025. Written feedback was provided to Landcom on 10 November 2025, which was considered as part of the project. The key issues are summarised below and also within the Design Report included at **Annexure I**.

Table 14 Response to key issues raised by Liverpool City Council

Key issue	Response
<b>Car parking should be provided in accordance with the Housing SEPP.</b>	<p>Liverpool City Council raised concern with the proposed car parking provision and encouraged compliance with Housing SEPP requirements. Liverpool City Council indicated it would be willing to consider a shortfall of up to 10%.</p> <p>Liverpool City Council’s concerns stem from the potential for the proposed development to convert back to private market housing after 15 years and the consequential long-term impact from the shortfall in parking.</p> <p>The proposed developments car parking provision marginally exceeds the 10% shortfall LCC has indicated it would consider. The TIA has justified the proposed parking arrangements on the basis of the site being an accessible location that is well serviced by public transport, retail facilities, local schools and open space that can be easily accessed on foot.</p> <p>Given construction costs and the atypical site area and configuration, a second basement car park is cost prohibitive. If there is less parking provided then residents are unlikely to have cars and traffic generation is minimised. This is clearly demonstrated in many developed cities with no or limited parking.</p>
<b>Increase the proportion of 3-bedroom units</b>	<p>At the time of engaging with Liverpool City Council, the proposed development comprised 18 x3-bedroom units equating to over 10% to the total dwelling yield. Council’s controls require a minimum 20% of 3-bedroom units.</p> <p>Landcom has responded to Council’s feedback by increasing the number of three-bedroom units. Twenty (20) x 3-bedroom units are now proposed, equating to 12% of the total dwelling yield. The proposed dwelling mix reflects Landcom’s market demand analysis which indicates a preference for smaller apartments.</p>

Key issue	Response
<p><b>Design</b></p>	<p>LCC was generally satisfied with the design approach and intent and noted the design is generally consistent with the Masterplan that underpins the Concept Plan approval (as modified).</p> <p>Council noted the proposed built form, urban structure slightly diverts from the approved Design Guidelines, and accordingly requested Landcom demonstrate how the proposed design would align with development proposed for the adjoining blocks. A site plan has been prepared and accompanies this SSDA to illustrate the proposed development's alignment and relationship to adjoining developments. This is explained in the Design Report at <b>Annexure I</b> and in <b>Section 6.4</b>.</p> <p>Liverpool City Council requested Landcom clarify roof top plant and services and their location and siting, noting that screening of these elements is encouraged. Rooftop plant has been included and is centralized reducing visibility.</p>
<p><b>Road network</b></p>	<p>LCC sought to better understand how the proposed development may impact the local road network. The TIA has concluded the proposed development is not expected to compromise the performance of the road network and will not adversely affect intersections in the precinct, which will all remain operating at a satisfactory Level of Service (LoS).</p>
<p><b>Stormwater and servicing</b></p>	<p>Council suggested that existing water and stormwater connections and infrastructure may need upgrading. As outlined in the Infrastructure Report at <b>Annexure M</b>, Landcoms engineering consultants have engaged with relevant utility and infrastructure providers and confirmed there is sufficient capacity in the respective networks for connection and augmentation works for the proposed development.</p>
<p><b>Contributions and Planning Agreements</b></p>	<p>LCC highlighted that the Planning Agreement offer that was formed as part of the Concept Plan was based on lower growth assumptions.</p> <p>The proposed development is consistent with the density anticipated for Precinct 9 and is in accordance with the approved Concept Plan (as modified by MOD 5). The original Planning Agreement and letter of offer has been revised and increased. The Planning Agreement was reported up to a Council meeting for support and formal endorsement on 25 March 2026. More information in regard to the Planning Agreement is detailed in <b>Sections 2.3</b> and <b>6.24.2</b>.</p>
<p><b>Public Domain Plan</b></p>	<p>Liverpool City Council required a detailed Public Domain Plan to be submitted with the SSD DA to clearly show all the landscaping elements and integration of the development with the immediate surrounds, including the integration of works with the new MacDonald Road , associated pedestrian pathways and the coordination of the proposal with roadworks and upgrades to infrastructure in the precinct and how the development will align with these features and elements.</p> <p>The Civil plans which are located within the Integrated Water Management Report at <b>Annexure L</b> show how the proposal will integrated and coordinate with roadworks and the public domain along Buchan Avenue, new MacDonald Road and the laneway at the rear. The development has been designed in consideration with the <i>Public Domain and Landscape Plan</i> approved as part of MOD 5.</p>
<p><b>Laneway</b></p>	<p>Council requested Landcom clarify the use and intention of the laneway. The laneway will be a point of secondary public access predominantly for vehicles and service vehicles but will also provide connectivity for pedestrians around the development.</p> <p>A temporary laneway is proposed to be constructed to facilitate access for the development. The laneway will have a minimum width of 6m and will</p>

Key issue	Response
	<p>not allow vehicles to stop or park along it and therefore will permit vehicles to turn and leave the road in a forward direction.</p> <p>The lane will be formed to the boundary with Blocks 20b and Block 21 and when those properties are redeveloped the laneway will be constructed to with the new central spine roadway.</p>
<b>Sustainability</b>	<p>LCC highlighted that the proposed development needs to include fire tanks, OSD, pump rooms, rainwater tanks and the like.</p> <p>The proposed development as described at <b>Section 6.5</b> and <b>Annexure U</b> includes these works.</p>
<b>Eastern site through link</b>	<p>Council sought clarification on whether the eastern site through link would be a public or private space.</p> <p>The link will be privately owned but an easement will permit public access and be an area for passive recreation encouraging connectivity.</p>
<b>Safety</b>	<p>Council noted that the proposed laneway uses suggested during pre-lodgment discussions would be largely passive and relate to building services.</p> <p>The laneway has been designed to ensure it benefits from passive surveillance from units above and from the lobby spaces. It will include lighting and security cameras for added safety. It is activated by the car park entry and exit and the pedestrian linkages that have been created around the building.</p>
<b>Privacy</b>	<p>LCC expressed concerns relating to overlooking between units and balconies.</p> <p>FUSE Architects have altered the design of apartments in response to Council's concerns by modifying apartment orientation, layout, and integrating privacy screens and associated architectural design mechanisms to ensure there will be no direct overlooking.</p>
<b>Stormwater</b>	<p>Council reiterated the need for the OSD design to be consistent with Council's detailed design for raingardens, particularly as an interim OSD is proposed. As demonstrated at <b>Annexure L</b>, the proposed OSD design and stormwater works have been designed to comply with Council's requirements.</p>

## 5.6 Engagement to be undertaken

Following submission of this SSSA, DPHI will exhibit the EIS and supporting technical reports. They will invite submissions from government agencies, Liverpool City Council (LCC) and the community. Any issues raised in submissions will be addressed through a Response to Submissions (RtS) Report to be prepared by Landcom. Landcom will continue to liaise with DPHI and key stakeholders during the assessment process.

Landcom will also continue to update its *Join In* webpage and include regular updates regarding the progress of the project through the Edmondson Park newsletter issued to a subscriber list.

# 6 Assessment and Mitigation

## 6.1 Secretary’s Environmental Assessment Requirements

Under the EP&A Act 1979, it is a requirement that a request for SEARs be made prior to the lodgement of any SSDA. SEARs were requested for the proposed development and issued by the DPHI on 26 November 2025. The SEARs identified a number of key matters to be addressed as part of the EIS. The SEARs Table at **Annexure A** outlines each of the SEARs and where they are addressed in the EIS.

Each of the technical reports that accompany the EIS also stipulate the SEARs item that it addresses.

## 6.2 Estimated development cost

WT Partnership have prepared an Estimated Development Cost (EDC) Report for the proposed development at **Annexure D**. The cost has been determined in accordance with Planning Circular PS-24 ‘Changes to how development costs are calculated for planning purposes’.

The total EDC for the project is \$97,112,567.00 (excluding GST).

## 6.3 Design quality

In accordance with the approved *Design Excellence Strategy* for Town Centre North (TCN) Edmondson Park, the Landcom DRP reviewed the proposed development on 9 October 2025.

The proposed development was also reviewed by the GANSW State Design Review Panel (SDRP) on 19 November 2025. Feedback from the SDRP was overwhelmingly positive, such that a second design review was not required.

A summary of the Landcom DRP and SDRP feedback and how this has been addressed is provided in the Design Report at **Annexure G**.

Feedback was also sought from LCC through a comprehensive pre-SSD lodgement meeting and formal advice provided. The feedback received was considered in the development of the design as summarised in **Section 5.5** above.

The proposed development has been designed in accordance with the seven objectives for good design in *Better Placed*, and the nine design principles for residential apartment development as set out in Schedule 9 of the Housing SEPP and the Apartment Design Guide (ADG) (refer to *Annexure A* and *Annexure C* of the Design Report that can be found at **Annexure I**). The development’s design philosophy is aligned with the design principles as summarised in **Table 15** below.

**Table 15 Summary of compliance with the Apartment Design Guide principles**

Design Principle	Response
<b>Design Principle 1:</b> <i>Context and Neighbourhood Character</i>	The site is located within the Edmondson Park TCN and is within the Station Precinct surrounded by currently vacant greenfield sites that are earmarked for medium to high density development. The proposed development has been informed by the Concept Approval, MOD 5 approval, <i>Design Guidelines</i> and <i>Public Domain and Landscape Plan</i> provisions. Edmondson Park is recognized as a high-density, transit-oriented town centre. The proposed built form represents an appropriate scale and form which will be consistent with the future urban character and urban structure envisaged by the Design Guide.

Design Principle	Response
	<p>The development and built form aims to satisfy the characteristics of this mixed-use precinct by providing a small retail tenancy on the key corner to assist in activating the street frontages and providing pedestrian connectivity around the site and through the precinct. The height and floor space is compliant with the MOD 5 approval and the slight variation in the urban structure and built form is considered to be a better planning and design outcome for this site providing for a diversity and mix of affordable housing options.</p>
<p><b>Design Principle 2:</b> <i>Built Form and Scale</i></p>	<p>The massing, height, bulk and scale proposed by the development has been informed by the previous Masterplan, Concept Approval (as modified) and the associated Design Guidelines which establish the foundations for built form design. The site's orientation and configuration have also dictated the form. The development incorporates three built forms which vary in height and scale to reduce the visual bulk and break up the scale. The design responds to the context by introducing a two-storey central podium form which will introduce a human scale and provide some fine granular forms with the introduction of the terrace housing component.</p> <p>The proposed development will provide a positive contribution to the public domain and adjoining streetscapes through the redistribution of heights across the site whilst the proposed scale is sympathetic to the anticipated scale of buildings on adjoining blocks.</p>
<p><b>Design Principle 3:</b> <i>Density</i></p>	<p>The location of the proposed development supports the proposed density. It has excellent access to public transport, being 250m walking distance from the Edmondson Park Train Station and in walking distance to bus stops with routes connecting to other Town Centre's in Western Sydney and the CBD.</p> <p>The proposed development will also have direct access to a shared cycle path running along Soldiers Parade. Greater up-take of public and active transport in response to reduced car parking spaces is predicted. The provision of car share spaces and extensive bicycle parking spaces is a deliberate objective of the proposed development. The Ed Park Shopping Centre and town centre adjacent to the Train Station will provide residents with access to a wide range of community and retail services.</p> <p>Density is largely dictated by the permissible floor space allowable for development in Quadrant 2 in accordance with MOD 5. The maximum permitted GFA for Quadrant 2 is 50,896sqm. The proposal has a GFA of 13,986sqm which complies. The density proposed is considered acceptable.</p>
<p><b>Design Principle 4:</b> <i>Sustainability</i></p>	<p>The proposed development delivers high amenity and liveable dwellings, incorporating passive measures to ensure the acoustic and thermal comfort of residents is enhanced, and maintenance and operational running costs are minimised.</p> <p>The proposed materiality has been selected based on reduced embodied carbon and longevity of finishes requiring less long-term maintenance. The development is targeting a 4-Star Green Star rating which is considered Best Practice and Best Performance.</p> <p>Deep soil zones are incorporated along the majority of the site perimeter. The zones along the street also incorporate raingardens as a WSUD measure to facilitate the recharge of ground water and improve the quality of run-off water. There are a number of other sustainable measures that have been implemented such as:</p> <ul style="list-style-type: none"> <li>■ EV charging stations in the basement</li> <li>■ water, energy and thermal performance of the building will exceed the performance requirements of BASIX</li> <li>■ installation of solar panels</li> <li>■ encouraging the use of alternative modes of transport by the provision of bicycle parking and reducing the reliance on motor vehicles, and</li> <li>■ selecting low-carbon materials to minimise embodied carbon in construction.</li> </ul>
<p><b>Design Principle 5:</b> <i>Landscape</i></p>	<p>The landscape design seeks to reinstate the character of the Cumberland Plain Woodland within the landscaped areas and through the selection of endemic species.</p>

**Design Principle****Response**

Additionally, the colour and textures of the landscape materiality are derived from the palette of Country. This vision will support Edmondson Park's unique character.

The communal open spaces have been carefully and sensitively designed to create passive areas of recreation and to become areas for people to meet and socialise. The spaces are at ground floor level along the eastern and northern side and up at the second-floor level where there is a generous amount of landscaped area. The proposed development provides for tree canopy cover of 17.4% which exceeds the bushfire consultant's recommendation.

Continuous street trees around the periphery of the site along the eastern site through link, northern street frontage to the new MacDonald Road and along the Buchan Avenue frontage will further contribute to tree canopy cover and increase the overall amount.

**Design Principle 6:**  
*Amenity*

Testing of floor plate configurations and massing articulation during the design process has resulted in a building which provides for generally regular-shaped, dual aspect apartments with greater access to sunlight and natural ventilation.

The apartment layouts are highly functional, efficient and comply with minimum ADG requirements for internal spaces. Internal layouts ensure that usable space is maximised and flexible. The provision of semi-internalised balconies along the eastern building will provide greater flexibility in the use of these spaces and allow for them to be utilised when there is inclement weather.

The amenity of internal spaces is complemented by high amenity private open and communal spaces, which have been designed with consideration of environmental comfort, usability and visual and acoustic privacy.

Through the proposed massing and the landscape design, the amenity of the public domain and neighbouring has been carefully considered.

**Design Principle 7:**  
*Safety*

Safety and security has been considered through the overall design and the provision of permeable and connected spaces which encourages pedestrianisation, clear linkages and activation of the spaces.

The laneway at the rear avoids any access from the road frontages of Buchan Avenue and new MacDonald Road and enhances permeability around the site and is further activated by the retail use and the lobby spaces which encourage co-working arrangements.

The main entries have been designed to maximise clear lines of sight and passive surveillance from the street, with generous, direct access paths and the adjacent planters kept low to remove hiding places. A high number of windows and balconies are located adjacent to the main entry and MacDonald Road (facing Maxwell's Creek) which will aid in passive surveillance of these spaces.

The communal open space will receive passive surveillance from apartments both within the proposal and the adjacent neighbouring buildings.

The office for the CHP will also ensure surveillance is enhanced. A clever and direct lighting strategy relying in some cases on sensor lighting, will be integrated at the detailed design stage to ensure that spaces are safe and easy to navigate. Security cameras will be installed near key entrances and the laneway to encourage safety and security is maintained.

**Design Principle 8:**  
*Housing Diversity and Social Interaction*

The proposed development contains a mix of apartment sizes and types and maximises accessibility with all apartments meeting Silver Level Liveable Housing standards. Importantly, all dwellings will be Affordable Housing delivering critical social infrastructure to the area.

The apartments and terrace houses contribute towards housing diversity and encourages a variety of housing options across the development.

The proposed development seeks to create engagement internally between residents with generous communal spaces, as well as engagement between residents and the external community through the design of the street interfaces which are intended to provide amenity and activation to the street and create spaces for information

## Design Principle

## Response

interactions. Social interaction for residents and visitors is encouraged through the adoption of a variety of design opportunities including:

- providing a retail tenancy, which is likely to become a café or shop, providing an activated frontage
- the high quality communal open spaces which encourage residents to meet and socialise and provide passive recreational opportunities
- the generously sized lobby spaces which offer co-working arrangements
- the CHP office space which will provide a space for management to operate from and for residents to discuss any issues, and
- the communal room on the second floor available for residents to book for events, functions and meetings.
- Communal open space and the pedestrian site through link along the eastern side will promote connection and spaces for interaction and passive recreation.

### Design Principle 9: Aesthetics

The built form has been designed to achieve a high-quality outcome, responding to the site geometry and also economic considerations associated with the proposed use. The development supports the vision for the future character of Edmondson Park, being inspired by nature and articulated by a diversity of architectural forms and expression.

The design envisions three (3) distinct building forms that reduce the bulk of the development while also providing visual interest through the modulation and articulation in the façade.

The materials palette is inspired by site characteristics and that of Country.

## 6.4 Built form and urban design

The proposed built form and massing has been informed by a detailed site and contextual analysis, as outlined in Section 2 of this EIS and the Design Report located at **Annexure I**. The design has been informed by the site's future urban context, particularly as Edmondson Park is undergoing a significant transition into a town centre/mixed use community. The proposed form and massing is consistent with the originally approved Masterplan that underpins the Concept Plan (as modified). The density of the development is consistent with approved Design Guidelines (Mod 5) and the development does not rely on density bonuses available under the Housing SEPP.

*The Edmondson Park Design Guidelines* as amended and updated by MOD 5 aim to inform future development and built form outcomes across the precinct. The guidelines permit flexibility and variation to the design where it can be justified that the proposal presents a better planning and urban design outcome and still satisfies the performance requirements of the guidelines. The proposal does slightly vary from the mass and form that is anticipated by the urban structure shown at **Figure 24** below but the variation is considered minor and still satisfies the principles and objectives of the guidelines. Fuse Architects tested a number of built form options in the initial design phase with the current design compliant with the height and floor space and will provide a high-quality development that will be in keeping with the scale and form of adjoining development in the Station Precinct and the proposed massing will provide better amenity and design outcomes. Creating a variety in the massing from a 15-storey building to a 9-storey and integrating some two storey townhouses providing diversity in urban design and provide advantages to the broader precinct which include;

- The 15-storey building along the key corner of the site will be consistent with the 15-storey intended scale on the southern/opposite side of Buchan Avenue, maintaining consistency in scale and form (refer to **Figure 25**).
- Increasing the tower height (within the 50m height control) provides opportunity to lower the low rise building for improved amenity to the adjacent public domain and future developments to the south.
- The 15-storey building is located on a key intersection which can cater for some additional height and scale.
- The massing reflects the changes to the GFA that has resulted in an increase in GFA from the original Concept Plan which approved a total GFA of 39,536sqm for Quadrant 2 to a total GFA of 50,896sqm for Quadrant 2. To achieve the GFA some additional height is required which wasn't reflected through to the Design Guidelines.
- The 9-storey building along the eastern side will maintain a consistent scale adjacent to the anticipated 7-storey form and the development will retain a public site through link and area of open space along the eastern side.

- The orthogonal form re-orientates dwellings to take advantage of green outlooks towards the communal open space, eastern site through link and Maxwell Creek.
- The layout of apartments and provision of services, public and communal open space is well planned and organised in the integrated built form creating a high-quality visual, design and amenity outcome.

The scale and form of the development has changed slightly from the Masterplan and Design Guidelines and adopts taller tower forms. **Figure 25** below shows the relationship of the proposed developments to the anticipated built forms on adjoining sites as envisaged by the Design Guidelines and the MOD 5 approval.



Figure 24: Urban structure and precincts within TCN – Design Guidelines (source: Willotree, 2024)



Figure 25: The relationship of the proposed built form with neighbouring properties when developed in the future (Source: FUSE, 2026)



**Figure 26 3D Perspective of Building A in the foreground and Building B in the background view from the intersection of new MacDonald Road and Buchan Avenue** (source: FUSE, 2026)

### 6.4.1 Building envelope

The built form and design outcome has been informed by the approved Concept Plan (as modified), associated Masterplan, Design Guidelines for Edmondson Park and the requirements of the Apartment Design Guide. The building envelope has been established by the maximum building height and Floor Space control. In this case, the site is located in Quadrant 2 and a maximum Gross Floor Space Ratio prevails. These key provisions have established the initial parameters from which the building envelope was developed. The building envelope has been developed to ensure the bulk and scale of the building when viewed from the street and adjoining properties is minimised and internal amenity is maximised.

This has been achieved through the following strategies:

- a number of alternative built form and potential massing options were explored as part of the master planning process for the development with the most efficient and compliant design being adopted.
- Articulating and stepping the façade along the new MacDonald Road frontage to allow for increased landscaping and a reduction in perceived visual bulk.
- Providing modulation through variations to the height and scale of the buildings on site.
- Maximising deep soil around the perimeter of the site by providing permeable area along the eastern side that will comprise a public site through link that includes soft landscaped area, vegetation and canopy trees
- Reducing building height along the eastern site boundary to respond to future adjacent development.

- Minimising the amount and degree of excavation to minimise costs by creating only one efficient basement level.
- Reconfiguring and adjusting floor plates to maximise solar access and improve outlook from every apartment outlook.
- Separation created between buildings to provide physical setbacks and soften the form by introducing

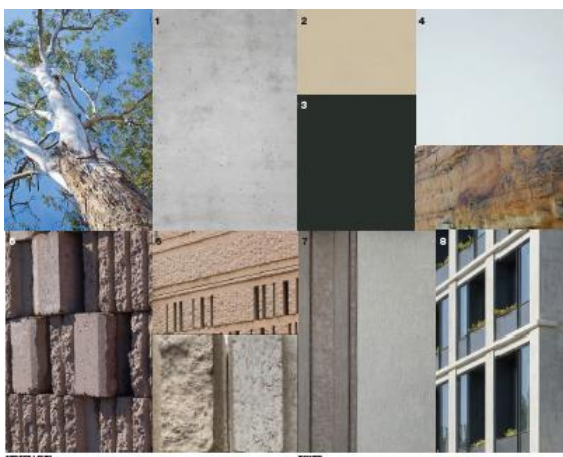
#### 6.4.2 Façade, articulation and materiality

The façade design and materiality has been amended on several occasions to ensure materials are sustainable and efficient. Originally the design of the buildings included curved façades that were of high-quality however due to the escalation in construction cost the facades had to be rationalised and simplified. The design outcome has not compromised the quality of the build and has maintained an articulated and interesting built form. All three (3) building elements vary in materiality and finishes providing articulation and modulation in built form. A number of architectural strategies were used to achieve this including:

- Expression of the development as three distinct buildings.
- Vertical articulation, through design arrangement and expression of balconies including both exposed and recessed balconies;
- The expression of Building A (15 storey tower) has occurred by a mix of deep slab projections and a higher solid to glass ratio to the facades to provide shading especially along the western elevation.
- complementary horizontal elements and expression of podium element with the introduction of blade walls to the terraces enhancing privacy and creating a human scale when walking or travelling along new MacDonald Road;
- The two-storey podium aims to ground the built form before they “feather” up the building;
- Landscaping on the second-floor podium aims to soften the massing and form and improve outlook to units and encourage natural surveillance;
- the use of different colour hues creates a cluster of development that although varied in form and finish is cohesive in overall representation;
- the proposed palette of materials (refer to **Figure 27**) has been selected to provide buildings that are robust, sustainable and will be easy to maintain.

The materiality of the scheme has been informed by the natural environment, landscape setting and inspired by the connection to country consultation and cultural connection to place. The proposed palette reflects lighter tower forms supported by a bold, early and darker podium drawing inspiration from the Wianamatta sandstone (typical to this area). Other influences are the remnant Cumberland Plains woodland and river-flat Eucalypt forest within Maxwell Creek.

The selection of materials includes raw concrete finish with a variety of split face, bullnose and smooth block work finishes, fixed aluminium privacy screens with powder coated dark monument window openings and framing.



**Figure 27 Proposed materials and finishes of the Towers and Terraces** (source: FUSE, 2026)

### 6.4.3 Setbacks

Ground and upper-level setbacks generally comply with the required setbacks prescribed in the approved Design Guidelines and building separation requirements of the ADG, with the exception of the northern-eastern boundary. Notably, both Design Review Panels were supportive of the proposed setbacks.

Along the northern and north-eastern side, some building elements will encroach on the 3.6m setback and this includes minor parts of the building wall and balconies (refer to **Figure 31** and **32**). The Edmondson Park Design Guidelines requires a minimum setback of 3.6m along the new McDonald Road frontage. Allowances are made for a 600mm 'articulation zone' permitting slight encroachments in verandas, stairs and upper balconies. The developments design along the MacDonald Road frontage is varied and highly articulated to cater for the site constraints (the curvilinear site boundary) the provision of a larger front setback of some 6m to the two storey terraces while small sections of the tower buildings which aim to maximise the building's orientation and siting. As can be seen from **Figures 28** and **29** below highlight the encroachments which are considered to be minor and will not be highly dominating as other parts of the building's façade are recessed and setback further.

The design intent is to stagger the setbacks of building forms along this side to break up the bulk and visual scale. In achieving this modulated form there are slight encroachments. The variations are considered acceptable as they are limited to balconies on the building's northern and north-western corners at the upper level. The encroachments, which are of a minor scale, satisfy the vision, intent and purpose of the approved Design Guidelines, and will not adversely affect any adjoining or surrounding developments by reducing sightlines, blocking solar access, views or providing intrusive visual impacts.

The north-western corner encroachment is also considered acceptable given the corner location of the building. While not a landmark building, the building's relationship to the corner is a strong urban design response that ensures the building reads more prominently in this location. In addition, deep soil zones and street planting will screen the lower levels of the development.

The tower building otherwise generally complies with the minimum 3.6m setback prescribed by the approved Design Guidelines.



Figure 28 Proposed 15-storey building setbacks at Ground Floor level with encroachments to the 3.6m setback highlighted (source: FUSE, 2026)

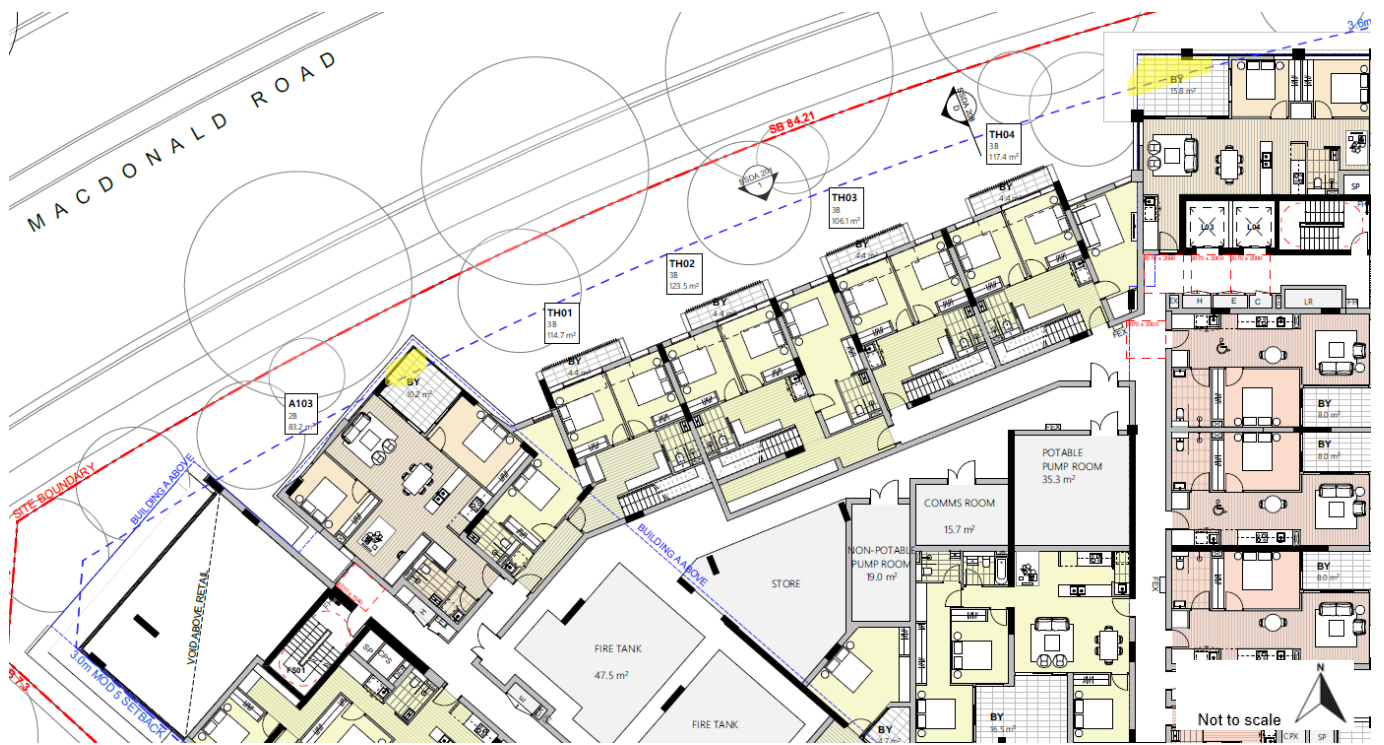


Figure 29 Proposed setbacks encroachments highlighted at Level 02 (source: FUSE, 2026)

The central two-storey terrace houses are setback significantly further than the 3.6m requirement and therefore fully compliant with the approved Design Guidelines. The blade walls are setback further than required, and the balconies and front entries to these dwellings are also recessed to create attractive and vegetated open space frontages. The terraces have been designed to be recessed behind the front facades of the RFB's which will reduce the terrace's visual dominance to street and break up the bulk, scale and form of the development. The greater setback along this side allows for some increased deep soil area and the provision of canopy trees.

Front fencing is proposed to be within the setback requirements along this side of the site and will be consistent with the Design Guidelines which require fencing to be a maximum 1.2m in height constructed of white masonry including some front hedge planting within a 0.6m zone. **Figure 30** below shows the landscaping treatment along the new MacDonal Road frontage and the landscaped front yards to the terraces.



Figure 30 Extract of the proposed ground level landscape treatment (source: Taylor Brammer, 2026)

Along the eastern side of the development the 9-storey RFB has been designed so that it is generally setback 6m to comply with the ADG side setback and separation requirements. This area will be a deep soil zone and includes permeable paving and landscaping including canopy trees. The space is aimed to be a site through link that connects through to new MacDonald Road and around the development site. The public link will be enlarged with the redevelopment of Block 20b.

The building setback to Buchan Avenue complies with, and at times, exceeds the minimum 3m side setback requirement prescribed by the approved Design Guidelines. Given this part of the development is a mixed-use building including a retail component the ADG permits a zero setback to main street frontages if they incorporate retail or commercial uses. Given the proposed façade of Building A to Buchan Avenue comprises of a mixture of the retail component, main lobby and unit entries and balconies, the setback of 3m is appropriate with entries and balconies elevated and recessed further than the 3m requirement. The provision of ground floor planter boxes and landscaping features will soften the façade appearance and will activate this elevation. The electrical substation will be located along this frontage, and it is proposed that this structure be included as part of the Public Art Strategy and be painted or treated in a creative way to reduce its dominance and ensure better integration.

Minimum building separation requirements are included in the Apartment Design Guide with the development assessed against the main controls in section 6.5 below. **Figure 31** below shows setbacks and separation distances between buildings.

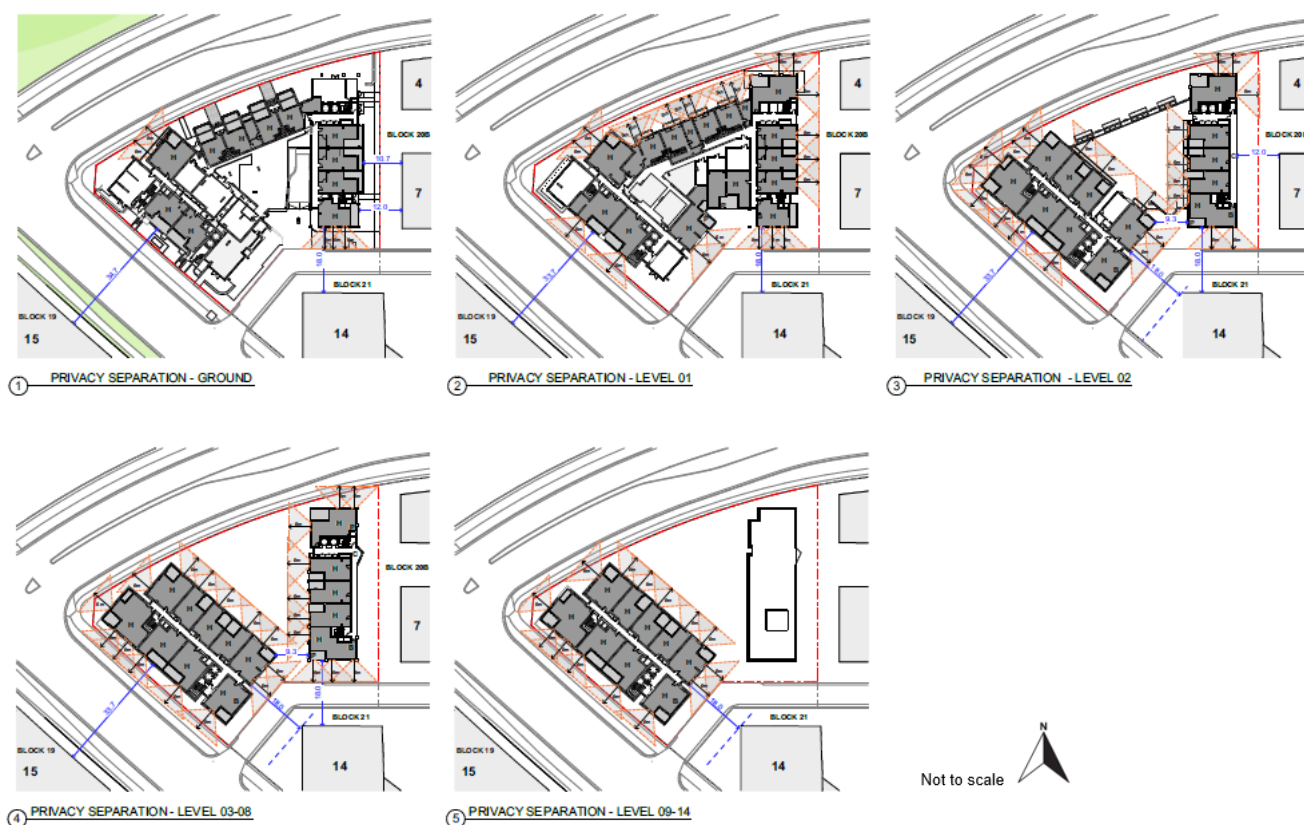


Figure 31 Building setbacks and separation distances (source: FUSE, 2026)

#### 6.4.4 Height

The proposed development complies with the maximum permissible height approved under the Concept Plan (as modified by MOD 5) and in accordance with the Design Guidelines. The proposed heights are also consistent with the future context and character for the area. Both Design Review Panels were supportive of the height, massing and built form outcome.

The proposed maximum building height for the 15-storey tower building complies with the maximum building height of 50m and maximum RL113.03 permitted under the approved MOD 5. The building achieves a maximum RL107.7 to the top of plant room and parapet height of RL106.15. Despite the development comprising of affordable housing no height bonus under the Housing SEPP is sought in this application.

The height of the 9-storey building achieves an overall height of RL88.5 (to the top of the rooftop plant). This is significantly lower than the maximum 50m height limit and maximum RL113.07. While the proposed building is lower than the maximum permissible building height, it will sit slightly higher than the future surrounding built form on Block 20b which anticipates building heights of between 4 and 13 storeys, while Block 21 to the rear (south) of the site anticipates a landmark building with a maximum of 20 storeys (achieving a height of some 67m) as depicted in MOD 5.

The differing heights will assist in creating a modulated skyline, providing varying heights throughout the precinct. It will also address the corner location and its prominent position in Precinct 9. The compliance with the height control is shown at **Figure 33** below.



Figure 32 Proposed northern elevation showing the proposed development's modulated heights (source: FUSE, 2026)

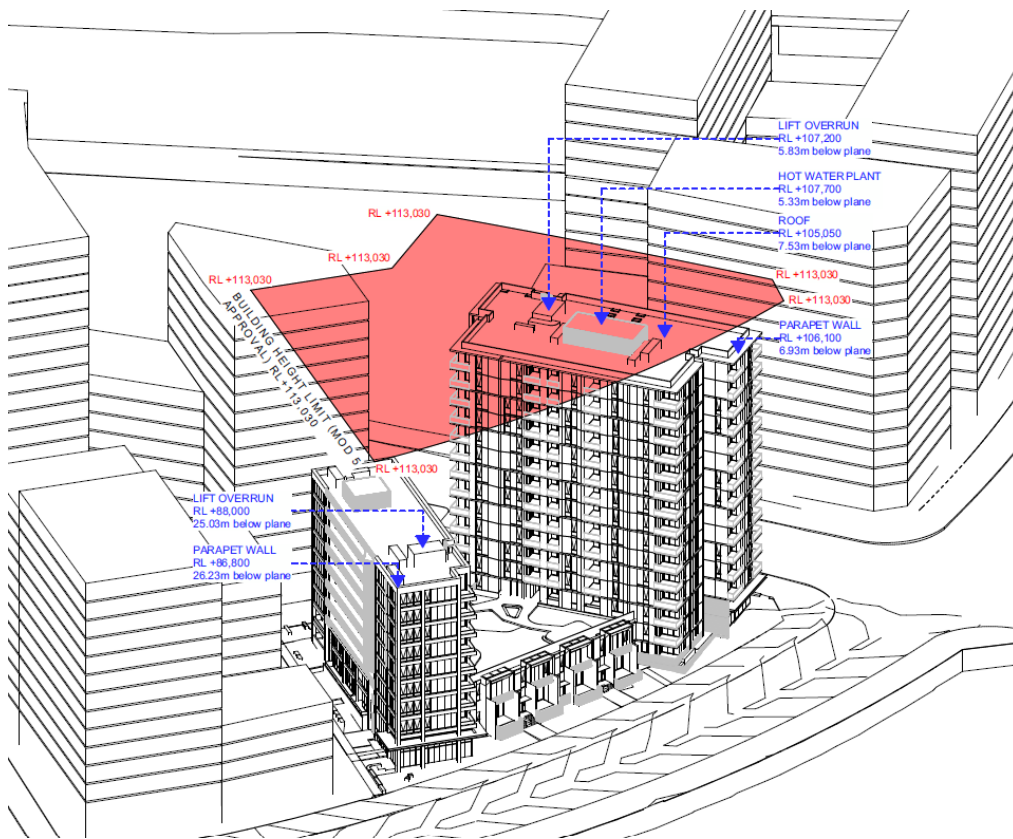


Figure 33 Building height plane showing compliance with the height control (source: FUSE, 2026)

#### 6.4.5 Gross floor area

The *State Environmental Planning Policy (Precinct - Western Parkland City) 2021* prescribes a maximum FSR of 2:1 for development in the Station Precinct portion of the Town Centre North (TCN) including the subject site. The development is no longer subject to an FSR provision following the approval of MOD 5. Instead, a total gross floor area provision is prescribed to each of the four quadrants within the Station Precinct. Refer to the statutory compliance table at **Annexure C** which explains in detail that the Concept Plan overrides EPI controls relating to former Part 3A applications.

The site falls within Quadrant 2 of the Station Precinct, which is subject to a maximum GFA of 50,896 sqm under the approved MOD 5 refer to **Figure 34** for updated GFA. The proposed development, seeking 13,896sqm of GFA, is the first application to be lodged within Quadrant 2 following approval of MOD 5. The proposed GFA equates to 27% of the total permissible GFA in Quadrant 2 which is a reasonable distribution given there will be two remaining undeveloped blocks in the Quadrant (Block 20b and Block 21) which will be able to capitalise on the remaining 73% of GFA.

**Figure 5:** Station Precinct Gross Floor Area Allocated by Quadrants

STATION PRECINCT QUADRANT	GROSS DEVELOPABLE AREA (M <sup>2</sup> )	GFA (M <sup>2</sup> )
1	11,805	31,669
2	19,768	50,896
3	26,629	47,807
4	10,955	10,017
<b>Total</b>	<b>69,157</b>	<b>140,389</b>

Note: up to 10% of the maximum GFA within each quadrant may be transferred from one quadrant to another, provided the total GFA or the Station Precinct does not exceed 140,389 sqm.



**Figure 34** GFA as amended by MOD 5 across TCN - Quadrant 2 gross floor area (GFA) within the Station Precinct is applicable to the subject site (source: Design Guidelines, 2024)

### 6.4.6 Interfaces

The building interfaces have been considered throughout the design process to ensure adjoining streets are activated, the building appearance softened and any impacts to the surrounds and public domain minimised. The proposed development has been carefully located and sited to respect the future roadworks and public domain works. The transition between the private and public domain has been carefully considered to enhance the public domain without compromising safety and security.

Condition 1.3 of the consolidated Concept Plan approval requires any development within the Landcom Town Centre North to demonstrate it is *consistent* with the Edmondson Park Town Centre North Public Domain and Landscape Plan (revision P8) dated 16 November 2020. The proposed development has been designed to consider the Public Domain and Landscape Plan by ensuring a seamless interface is achieved. The design has also considered the approved landscaping elements as part of the public domain.

Given the slope of the site toward the eastern and north-eastern side from the rear (south) there are level changes to the adjoining streets. The development has been designed to create a level and at grade entry for vehicles and pedestrians along the rear laneway. However along new MacDonald Road the terraces are raised above the roadway by 600mm. **Figure 35** below shows the treatment along this side. While the entry to the terraces and front balconies are raised above the roadway the landscaping is at grade and will soften and screen this level change. The provision of a solid balustrade to the terraces will also improve privacy and limit overlooking from the public domain. The main Lobby to Building B will be constructed at grade

Along Buchan Avenue, the retail tenancy is lower than road frontage by approximately 600mm and a ramp will provide access down to the shop. Landscaping in front of the main lobby to Building A is located at grade to have a consistent flow with the pedestrian footpath along Buchan Avenue and the introduction of co-working space within the lobby aims to assist in activating the frontage and satisfies the Design Guidelines by creating a “friendly façade” along this side. The ground floor units along this side (AG01 and AG02) are located below ground level with stairs providing access to these apartments. The balconies and front terraces to these units are setback further than the

required 3m and are larger in area to provide a spacious front terrace area with an area of approximately 20sqm. The spaces will be softened by the provision of low scale landscaping at the front.

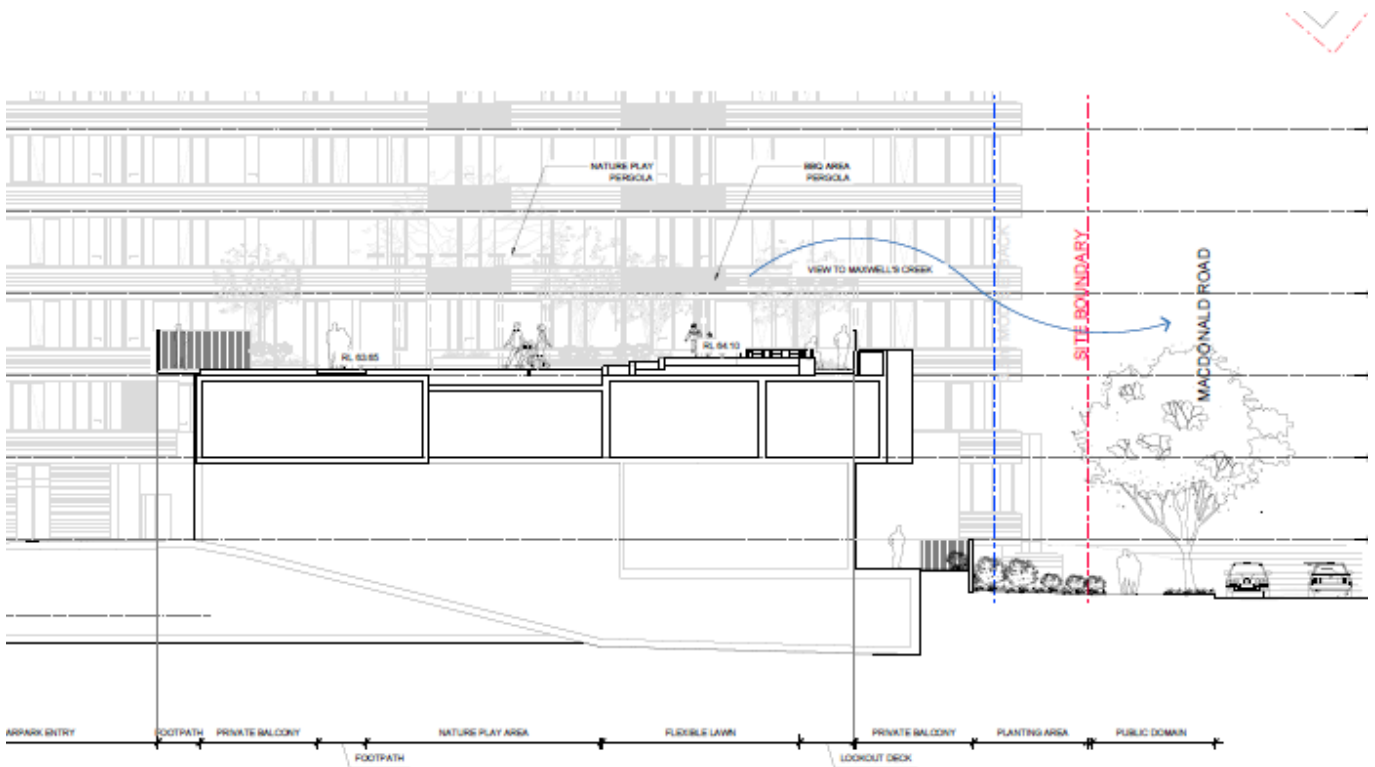


Figure 35 Northern interface with Macdonald Road (source: TaylorBrammer, 2026)

### 6.4.7 Accessibility

A Building Code of Australia (BCA) and Access Report has been prepared by Credwell Consulting and is provided at **Annexure P** and **Q**. The assessment confirms that the proposed development complies with, or is capable of compliance with, the relevant BCA and access regulations and codes, subject to adoption of the recommendations in the report. These can be managed through appropriately worded conditions of consent and through the detailed design development process. The EIS is also accompanied by a NCC Deemed to Satisfy Report which can be found at **Annexure R**.

In addition, 17 units, 10% of the development are dedicated as adaptable to meet AS4299-1995 and all units have been designed to meet the Liveable Housing Australia (LHA) Silver Level Requirements, exceeding ADG recommendations and NCC requirements. Common spaces have been designed to be accessible. This satisfies Liverpool Council's DCP requirements in respect to a minimum of 10% of the development comprising of adaptable units. In addition, every adaptable unit needs to have access to a compliant car parking space. The development provides for 18 accessible spaces each having minimum dimensions of 6m x 3.8m.

Subject to the successful implementation of the Mitigation Measures, the proposed development is supportable on BCA and access grounds.

## 6.5 Environmental amenity

The proposed development has been designed to achieve a high level of internal and external amenity for residents and to be generally compliant with relevant standards in the Apartment Design Guide (ADG) for building separation, solar access, cross ventilation, communal open space and deep soil planting. It should be acknowledged that given the awkward shape of the site, its orientation and the scale of the development there are areas of non-compliance which have been addressed and variations adequately justified through this report.

A summary of ADG compliance with key provisions is provided in **Table 16** below. The development has been carefully and sensitively designed to generally comply with the ADG provisions and satisfy the objectives of the guidelines. A detailed compliance schedule is provided in the Architectural Design Verification Statement at **Annexure F**.

**Table 16 Key ADG Compliance**

Criteria	Requirement	Proposed	Complies
Communal and public open space	Communal open space has a minimum area equal to 25% of the site area (846 sqm)	29.5%, or 998sqm.	Yes
	Developments achieve a minimum of 50% direct sunlight to the principal part of the communal open space for a minimum of 2 hours between 9am and 3pm on 21 June (mid-winter)	63% of the principal parts of the upper-level communal open space receives 3 hours of direct solar access between 12pm to 3pm which exceeds the requirement and this is largely due to the orientation of this space.	Yes
Deep soil	Minimum 7% deep soil, with minimum dimension of 6m.	653sqm provided which amounts to 18% in totality.  Deep soil areas exceeding 6m in width amount to 272sqm (8%) and deep soil areas with widths less than 6m amounts to 381sqm or 11%  Over 7% of the site is proposed to be provided as deep soil zones.	Yes
Visual privacy			

Criteria	Requirement	Proposed	Complies
		<p>careful orientation, siting and design features of this building will not create unnecessary overlooking and respects the future design and location of development on Block 20B.</p> <p>Along the western side, Building A has been designed to be setback a minimum of 3m in accordance with the Design Guidelines. This building includes a retail tenancy and is therefore considered shop top housing. The ADG permits a nil boundary setback for mixed-use developments.</p> <p>At the rear off the laneway the building setbacks are staggered having a minimum 6m setback off the lane. The Design Guidelines permit a 1m setback off the lane and the development will satisfy the guidelines. The separation distances between buildings at the rear will be more than adequate given building separation distances could be up to 18m after Block 21 is developed.</p>	
Cross ventilation	At least 60% of apartments are naturally cross ventilated in the first nine storey's of the building.	<p>72 of the 118 apartments (within first 9-storeys) (approximately 61%) of apartments are naturally cross ventilated. 73% of the development (126 of 172 dwellings across all storeys) are cross-ventilated.</p> <p>These results were independently reviewed and confirmed by Windtech who prepared a Natural Ventilation Statement which accompanies this EIS at <b>Annexure T</b>.</p>	Yes
	Overall depth of a cross-over or cross-through apartment does not exceed 18m, measured from glass line to glass line.	No cross-over or cross-through apartments are proposed.	N/A
Solar access	Living rooms and private open spaces of at least 70% of apartments receive 2 hours direct sunlight between 9am and 3pm in mid-winter	122 of 172 (71%) of apartments receive 2 hours or more solar access.	Yes
	A maximum of 15% of apartments in a building receive no direct sunlight between 9am and 3pm mid-winter	<p>33 out of 172 apartments receive no direct sunlight amounting to 19% of the total yield.</p> <p>This is largely a result of high density living and orientation. The</p>	No but acceptable as the objectives of 4A-1 are

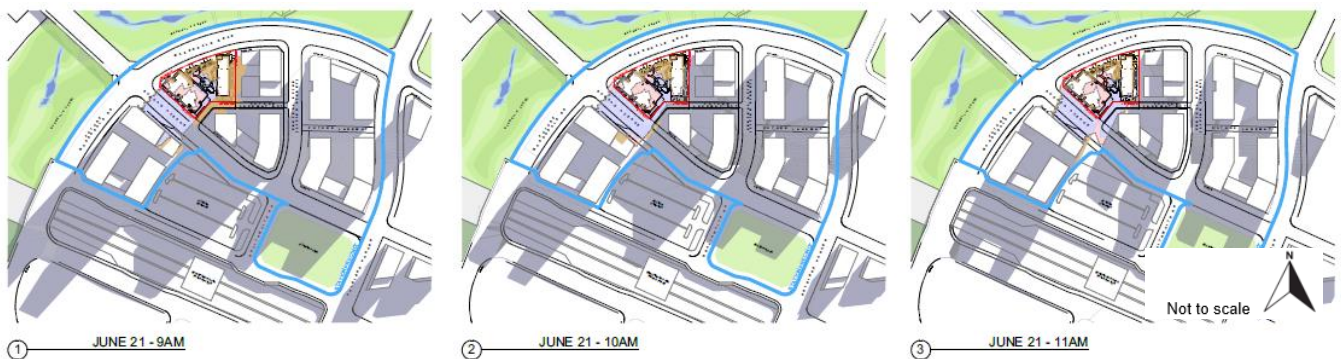
Criteria	Requirement	Proposed	Complies
		centrally located and rear apartments in Building B receive less solar access than the minimum however they achieve good outlook and generous separation distances.	achieved through the design.

### 6.5.1 Overshadowing

Annexure E of the Design Report at **Annexure I** provides detailed shadow diagrams demonstrating impacts to surrounding properties between 9am to 3pm during midwinter have been reproduced at **Figure 36** and **37**.

In midwinter the development will overshadow Buchan Avenue, the site with the future building known as Block 19 and impact the rear lane. By 2pm the development will not affect Block 19 instead overshadowing the public car park. It will however overshadow the potential future development at Block 21 from 11am onwards with the greatest impact at 2pm. This site should receive over 2hours of solar access in accordance with the ADG in midwinter.

The proposed development has been designed to minimise overshadowing to future adjoining residential development by breaking up the scale and form. However, given the orientation, size and shape of the site, there is some degree of unavoidable overshadowing to the future development to the south. While the level of overshadowing cannot be fully quantified in the absence of a detailed design for these sites, or an understanding of apartment layouts to confirm the location of habitable rooms, it is anticipated that the impact of the development will occur after 11am. Block 21 is earmarked to include the future landmark building and is subject to a maximum permitted height of 20 storeys. The height controls suggest the upper levels of the future Block 21 should obtain excellent unobstructed solar access and this would compensate for the impact at the lower levels of the building. While overshadowing will impact the future development to the south this is ameliorated by the generous separation distances, improved overall outlook and variation in the height and scale of buildings within the development providing visual relief and it is also anticipated that the future design on adjoining land will have regard to the context established by the development approved on this site.



**Figure 36** Overshadowing during midwinter (9am – 11pm) (source:FUSE, 2026)



Figure 37 Overshadowing during midwinter (12pm-3pm) (source: FUSE, 2026)

## 6.5.2 Visual Privacy and Visual Amenity

The proposal has been designed to minimise overlooking and ensure any privacy impacts are mitigated for both residents of the proposed development and future neighbouring properties. Building B has been designed so that the main entries face east along with other non-habitable areas (main corridor, study and WC) at Level 2-8 which minimises overlooking to the future development at Block 20B. Building B includes eastern facing balconies at the ground floor and Level 1. Given the 6m side setback and associated landscaping these elements will reduce any potential for overlooking.

Units in Building B located on Level 2-8 are orientated internally with balconies facing west and north-west to maximise solar access, overlook the common area of open space and to take advantage of the view through to Maxwell Creek. Building A has been orientated in a similar way where half the units have been orientated to the northern with outlook on the area of open space and Maxwells Creek. The awkward fan shaped site has created a built form that is orthogonal in form and while there is generous building separation between the two buildings (over 18m) near the new MacDonald Road frontage some units along the south are only separated by 9.3m.

Privacy screens have been included along balconies to units A104 and B106 to reduce potential for overlooking between these apartments and the inclusion of a privacy screen to the balcony of unit B205 removes the potential to overlook unit A207. This approach has been adopted and replicated at the upper levels.

Overlooking in general has been minimised, treated and appropriately managed by the implementation of a number of design measures including;

- Balconies have been designed to be recessed and will be flexible in their arrangements to act as semi-indoor spaces especially valuable in inclement weather conditions.
- Privacy screens have been implemented to reduce direct overlooking.
- Offsetting window openings between buildings.
- Integrating a variety of different window styles and sizes to reduce overlooking impacts.

The south-western elevation of Building A faces Buchan Avenue and the setback along this side is over 30m given the road, associated road reserves and boundary setbacks are taken into consideration. The setback to Block 19 is considered more than generous and overlooking is unlikely. Along the south it is anticipated that the separation

distance and setback to Block 21 is 18m which is also a reasonable amount and should not create an unreasonable amount of overlooking. New built forms surrounding the site will be able to design around existing building structures and the proposed development.

### 6.5.3 Wind Impacts

A Pedestrian Wind Environment Assessment, prepared by Windtech is provided at **Annexure S**. The assessment provides a desktop analysis on the local wind environment and wind impact of the critical outdoor areas within the proposed development site, which are:

- ground level areas and pedestrian footpath
- communal open space located on the podium rooftop, and
- private balconies.

The consultants identify that the Edmondson Park South precinct is governed by three principal wind directions that can potentially affect the proposed development. These winds prevail from the north-east, south-east, and west.

The assessment has considered the wind speed affecting the proposed development in terms of pedestrian comfort safety, applying the following criteria:

- walking (8m/s with a 5% probability of exceedance) for general circulation and pedestrian thoroughfares, e.g. footpaths, private balconies/terraces, through-site links etc.
- standing (short exposure) (6m/s with a 5% probability of exceedance) for stationary activities generally less than an hour, e.g. waiting areas, communal terraces, main entries, café seating etc, and
- sitting (long exposure) (4m/s with a 5% probability of exceedance) for stationary activities longer than an hour, e.g. outdoor cinemas, outdoor fine dining etc.

Areas were also assessed against the pedestrian safety criterion of 23m/s for the annual maximum gust.

The assessment concludes that with the inclusion of recommended wind mitigation measures, footpaths, lobbies, areas of open space and private balconies will be suitable for their intended use and wind speeds will comply with the applicable criteria for pedestrian comfort and safety. The pedestrian footpaths surrounding the site benefit from the shielding provided by the building-form of the development. Down-washing wind effects onto the pedestrian footpaths off the tower facade are expected to be minimal due to the proposed tower's setback from the footpaths and the tower's narrow projection to the prevailing winds for the region. Furthermore, the future buildings on adjoining sites, the dense vegetation within the Maxwell Creek corridor, and the canopy street trees are also expected to be effective in providing further shielding, screening and protection from winds.

The central communal open space benefits from the shielding provided by the two tower components of the proposed development to direct effects from the prevailing north-easterly and south-easterly winds. Furthermore, the future developments to the east and south of the site will provide additional shielding once constructed.

The report noted that while most private balconies are expected to be suitable for their intended use, some corner balconies and those facing Maxwell Creek in particular, will be more exposed and will be subjected to stronger side streaming wind effects and acceleration of the prevailing winds around the façade corners. The wind assessment confirmed that the recessed balconies have been well designed and given their siting will not be adversely affected by wind conditions, however the provision of lattice screens would further ameliorate anticipated impacts

The assessment recommended implementation of the following design treatments prior to construction commencement, which have already been incorporated into the development:

- selection of evergreen species for street trees and any ground floor canopy trees and densely foliating vegetation along the street frontages and hedge planting within the landscaped areas;
- selection of evergreen species within the communal open spaces to provide effective wind mitigation throughout the year;
- installation of 1.5m high impermeable screen along the northern Macdonald Road frontage of the communal open space;
- installation of impermeable lattice screens at least 1.8m high along the southern future laneway frontage to the communal open space area; and

- installation of full-height impermeable or lattice screens along one of the exposed perimeter edges of the balconies, and as proposed on the south-western private corner balconies at Building B.
- Wind tunnel assessment is recommended prior to issuing the CC to quantitatively assess the wind conditions and to ensure the proposed treatments are suitable and if they need to be extended or increased.

Subject to successful implementation of the recommended treatment measures, the wind conditions and pedestrian safety comfort levels are expected to be suitable for their intended purpose.

## 6.6 Visual impact

A visual analysis been undertaken by FUSE Architects (refer to **Annexure O**). It identifies key viewpoints from the public domain and road network and undertakes a comparative analysis of existing and proposed conditions, to determine the potential visual impacts associated with the proposed development. The analysis considered six (6) vantage points which are shown in

Figure below.



**Figure 38** the vantage points selected to conduct the view analysis (source: FUSE, 2026)

A qualitative assessment of the visual impacts and changes to landscape was undertaken with reference to the *RMS Environmental Impact Assessment Guidance Note: Guidelines for landscape character and visual impact assessment* (EIA-N04, version 2.3, dated 8 June 2023). Impacts were measured against the criteria of sensitivity (how well an area is capable to absorb change) and magnitude (the measurement of scale, form and character of a development proposal when compared to its existing condition). The visual analysis report includes a table which rates the magnitude high impact to negligible.

The 3D views of the development have been modelled to show the existing environment, proposed built form and the visual impact when the precinct is redeveloped in the future generally in accordance with the Masterplan.

**Figure 39** and **Figure 40** below provide a few view lines.



Figure 39 View from new MacDonald Road looking east (source: Fuse, 2026)



Figure 40 View from Buchan Avenue looking north-west (source: Fuse, 2026)

The analysis demonstrates that the proposed development will be highly visible from the key viewpoints given that the precinct is undeveloped and comprises of a large number of greenfield sites. This is an expected outcome given the transition that Edmondson Park is currently undergoing. The high-quality design of the building, which has been developed in response to the site attributes and the surrounding context and will contribute positively to the streetscape and built form of Edmondson Park. The proposed development is not located in proximity to any heritage items and will not negatively impact the public domain. Once the remainder of the precinct is redeveloped the subject development will not be highly noticeable or visible.

The anticipated visual impacts are consistent with what would be expected for a precinct undergoing change and transitioning to a high-medium density area. The scale and form of the development is in keeping with the Masterplan and generally in accordance with the Design Guidelines as amended by MOD 5 and as such the development will satisfy the desired future character for the area. The analysis found that in terms of magnitude the development will have a moderate effect.

The visual impact assessment concludes that the development will have a severe impact in the short term but will be negligible in the long term given that future development will obstruct the development and create a medium to high-density visual environment.

## 6.7 Public space

The subject site is not earmarked to include any public areas of open space as MOD 5 to the Concept Plan was accompanied by a *Public Domain and Landscape Plan* prepared by Taylor Brammer Architects. This plan outlined the areas to be dedicated as public open space and how street frontages are to be designed, treated and landscaped.

The Station precinct was identified as an area to promote a pedestrian orientated public domain where street fronts and building edges are activated by retail opportunities, lobbies and private terraces. At the heart of the Station Precinct is Station Park (refer to **Figure 41**). This park is aimed at providing a variety of passive recreation uses. Maxwells Creek is also earmarked for revitalisation and improvement under the public domain plan. Station Park is located approximately 100m from the subject site.



**Figure 41** Extract from the Public domain and landscaping plan highlighting the location and treatment of the proposed Station Park in the Station Precinct (refer to number 2 on the plan) (source: Taylor Brammer, 2019)

Under the Public Domain and Landscape Plan, Maxwells Creek corridor is proposed to be embellished in the future by the provision of a raised pedestrian boardwalk and viewing platform including informal walking tracks through the Cumberland Plain Woodland. New MacDonald Road will be activated through the creation and continuation of a pedestrian and cycle network inclusive of street trees and associated landscaped elements aimed to improve the pedestrian experience and promote active transport links.

More broadly, Landcom as part of the Edmondson Park redevelopment is committed to the revegetation and dedication of a 150ha publicly accessible area to become the Edmondson Regional Park.

The proposed building and landscaping is sensitively designed and aims to make a positive contribution to the public domain. The development has landscaped street setbacks and deep soil zones located along the site's road frontages, which will help to integrate with the surrounding landscaped character to Maxwell's Creek to the north and improve the interface with Buchan Avenue.

The provision of the public site through link along the eastern side of the site will contribute to areas of passive open space in the precinct as this will become a publicly accessible space providing connectivity to and around the site. The space will be some 6m wide with a total length of approximately 53m providing a continuous green space of over 300sqm. The proposed area is shown below at **Figure 42**. The space will include a path along the eastern side providing public access through to the lane or MacDonald Road and will include seating, soft landscaping and permeable elements including a row of seven canopy trees comprising of three (3) Cabbage Gums, three (3) Prickly-leaf Paperbarks and one (1) Swamp Oak tree. Low level vegetation will also be included and the area will

have stepping stones and sandstone boulders as features. The laneway which will also be a publicly accessible space will be activated by the inclusion of seating and the provision of two (2) Blueberry Ash trees.



**Figure 42** Extract from the landscape plan highlighting the location and treatment of the site through link (source: Taylor Brammer, 2026)

A mitigation measure has been included in **Annexure B** to ensure that this area is made available and accessible for the public via an easement on the title for access. Maintenance of this space will be the responsibility of the Community Housing Provider and/or Landcom.

The proposed laneway at the rear which forms part of the intended roadway and part of the future urban structure of the precinct as depicted in the Design Guidelines. The future redevelopment of the Station precinct includes the construction of a 'central spine' road and a series of laneways that provide secondary access to sites and create pedestrian connectivity around the area. The construction of the central spine is the subject of a development application (DA499/2025) which is currently under assessment with LCC. It is intended that a section of the rear laneway that connects up from Buchan Avenue to the Central Spine will be constructed to provide access to the subject site. The construction of the laneway will only facilitate access to the subject site and when blocks to the south and east are divested those developments will construct the remainder of the laneway. The design of the laneway is shown in the Civil plans as part of the Integrated Water Management Plan at **Annexure L**. The laneway will be 6m wide and should permit cars to turn around and leave in a forward direction back onto Buchan Avenue subject to the laneway not permitting any parking. This is also included as a mitigation measure.

## 6.7.1 Crime prevention

While a Crime Prevention Through Environmental Design (CPTED) assessment is not required as part of the SEARs, safety and security has been considered throughout the design process, particularly as feedback received during the community consultation raised concern about the potential increase in crime attributed to the proposed development.

The proposed development will provide opportunities for natural surveillance from the site into the adjacent public domain, including new MacDonald Road, the new laneway, Buchan Avenue and the Maxwells Creek corridor. The proposed future development will also maximise surveillance opportunities within the site.

The following measures have been embedded into the proposed development to optimise safety and security while discouraging future crime:

- Limiting unauthorised access into the different parts of the development, including:
  - secure access to basement car parking for vehicles including a boomgate and security card entry.
  - secure access to waste rooms and bicycle storage areas to ensure access by residents and building management only to these spaces.
  - restricting access to other services areas to building management only, and
  - secure gated access to the eastern side of the building from Macdonald Parade.
- Installation of lighting throughout all accessible parts of the site, including internal spaces and external areas, which is bright enough to allow for easy surveillance.
- Sensor activated lighting throughout the car park, which has the added benefit of being sustainable.
- Adoption of intuitive design measures and signage to aid wayfinding within the basement and communal areas.
- Installation of a CCTV network throughout the development.
- Implementation of a regular maintenance program, in addition to regular operational management and servicing.

Subject to the successful implementation of the Mitigation Measures, the proposed development is expected to deliver a safe and secure built form outcome which satisfies the objectives and principles of the Crime Prevention Through Environmental Design (CPTED) provisions.

## 6.8 Open Space and Landscaping

### 6.8.1 Landscaping

The built form is proposed to be softened by providing generous perimeter landscaping in deep soil zones along both street frontages and along the eastern boundary (refer to **Figure 44**). This is reflected in the Landscape Design Report at **Annexure K** and Landscape Plans at **Annexure J**. A total of 1,555sqm of landscaping is provided, which reflects 45.9% of the site area.

The proposed landscaping approach seeks to reflect and enhance the landscape setting of the site, which is adjacent to the Maxwells Creek corridor. While canopy cover and understorey planting is dictated by the bushfire constraints, careful selection and location of trees has sought to provide shade in appropriate places, including along the western façade of the building.

The planting schedule includes native species which are largely endemic to the area, with the aim of creating new habitat for native fauna. The landscape masterplan has been developed to create a series of different landscape features as described below and illustrated in **Figure 43**.

- **Native Edge** – situated along the northern, eastern and western boundaries and characterised by native plantings.
- **Social Plaza** – the areas adjoining the southern and northern lobbies by creating an inviting and pleasant area for socialisation and a meeting space.
- **Community heart** – this is the main area of communal open space for residents located on Level 2.

The plan has been derived by creating a variety of permeable areas and spaces that allow for pedestrianisation, are pleasant and create a green buffer circling the built form.

The street edges include smaller canopy trees which emphasise key entry spaces and enhance the visual appearance of the lane and activate the eastern side with a permeable site through link and area of open space. Along the ground floor lobby, seating and buffer planting is carefully located to enhance spaces.

The relationship to the public domain adjacent to the new Macdonald Road is illustrated in **Figure 45**. The intention of the landscape design is to be consistent with the design intent and outcomes of the *Public Domain and Landscaping Plan* that was endorsed as part of MOD 5.

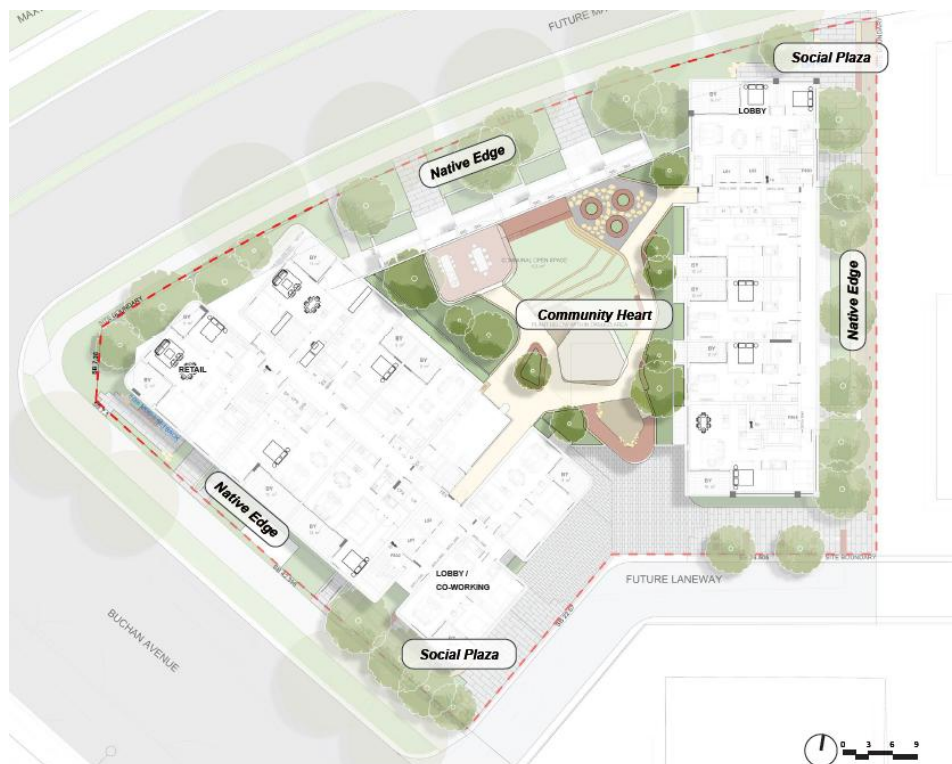


Figure 43 Landscape Masterplan (source: Taylor Brammer, 2026)



Figure 44 Ground floor landscape Masterplan (source: Taylor Brammer, 2026)

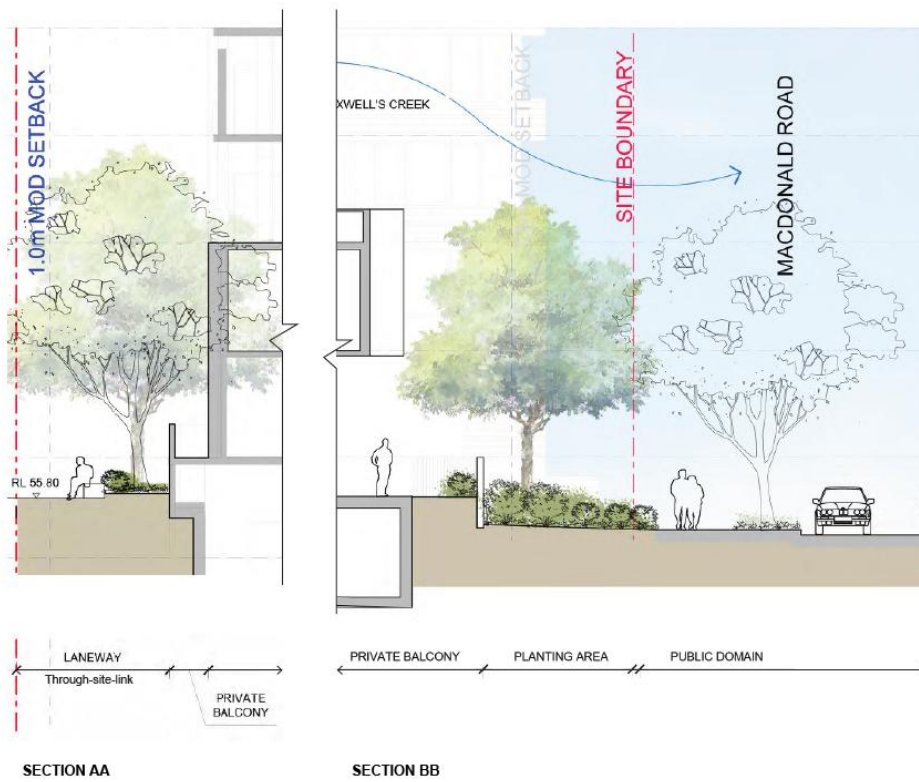


Figure 45 Landscape section to the laneway (Section AA) and to new McDonald Road (Section BB) (source: Taylor Brammer, 2026)

### 6.8.2 Deep Soil Zones and Communal Open Space

The proposed development incorporates 653sqm of deep soil around the entirety of the site, equating to 19% of the total site area (Figure 46). This satisfies the minimum Apartment Design Guide (ADG) requirements of 7% although the ADG recommends a larger area of deep soil if the site exceeds 1,500sqm in area.

Figure 46 illustrates the location of the deep soil areas and differentiates the areas which have a minimum width of 6m and areas with a width that is less than 6m. Areas compliant with the ADG provisions and have a minimum width of 6m amount to a total of 272sqm amounting to 8% while the total area with a width of less than 6m amount of 381sqm equating to 11% of the overall site area. While the ADG only recognises the areas of deep soil with a minimum width of 6m the development complies with these provisions and exceeds the minimum 7% that is required.

The total communal space area is 998sqm, equating to 29.5% of the total site area. This exceeds the ADG minimum requirement of 25%. The communal open space is proposed to be provided as two areas – approximately 393sqm on the ground floor and 605 sqm on the second floor.

This space will offer a diverse range of community focused settings and balances opportunities for social gathering with moments of privacy and retreat. Amenities such as a BBQ, communal dining area, vegetable garden, flexible lawn area for some informal recreation and a nature-based play space for families.

Figure 47 illustrates the location of the main area of communal open space, which is located on the second level above the four terrace houses. This area comprises of 595sqm amounting to approximately 18% of the site which is a continuous, generous and spacious area that includes seating, landscaped areas and a place for passive recreation.

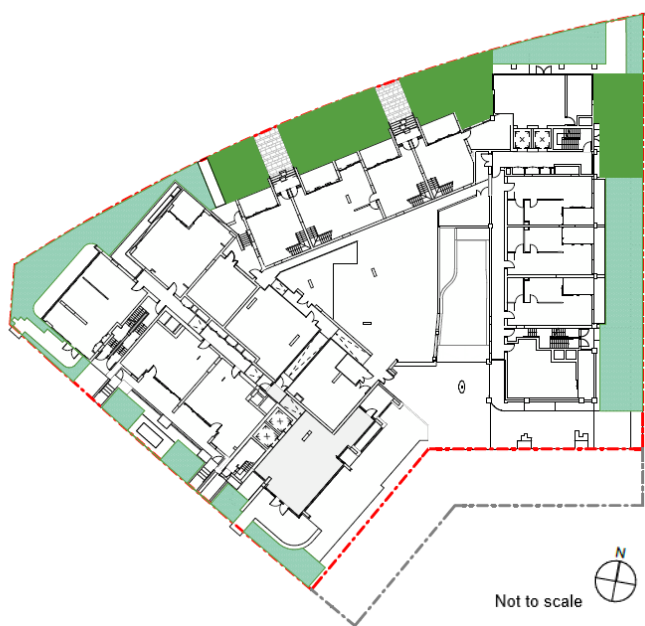


Figure 46 Proposed deep soil zones, dark green being areas exceeding 6m and light green areas less than 6m in width (source: FUSE, 2026)

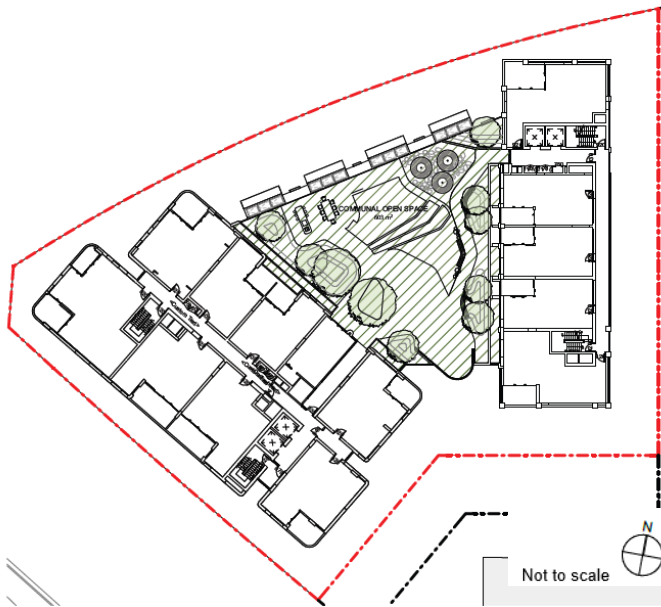


Figure 47 Proposed Communal Open Space at Level 2 (source: FUSE 2026)

### 6.8.3 Canopy Cover

The proposed development seeks to establish a total canopy cover of 589sqm which amounts to 17.4%. The canopy cover is greatest at the ground floor level as shown in

Figure 48 and amounts to 14%.

The approach to planting and tree canopy cover has been dictated by bushfire constraints. The Bushfire Assessment recommends a maximum canopy cover of 15% (Figure 48) on site (excluding street tree planting). The canopy cover restriction was developed when the site was mapped as bushfire prone and while the mapping has been recently updated to remove the constraint, the bushfire consultant has maintained this control. The State Design Review Panel (SDRP) and the Landcom Design Panel all encouraged a much higher amount and degree of canopy cover given the site is located in Western Sydney and the need for shade, cooling and protection from the elements is so important.

The proposed tree canopy cover exceeds the bushfire consultants recommended 15% canopy limit, however it is not considered to create or increase bushfire risk in any way as the bushfire risk is not directly related to any trees rather from the vegetation (grasses) on adjoining sites. This vegetation will be removed in time when redevelopment occurs on adjoining sites and the risk will be significantly reduced. The Canopy cover is greater across the site when street trees are included.

The design of the roadways and planting of street trees along new MacDonald Road and Buchan Avenue is outlined in the *Public Domain and Landscape Plan* which was approved as part of MOD 5. The approved Landscape and Public Domain Plan designates the street trees to be planted in the precinct. The following are applicable to the development;

#### Buchan Avenue

the trees to be planted along this street are *Eucalyptus ampifolia* (Cabbage Gum) and *Livistona australis* (Cabbage-tree Palm) both achieving heights of 20m. Understorey planting will comprise of a mix of *Ficinia nodosa* (Knobby Club rush), *Carex appressa* (Tall Sedge), *Melaleuca 'Mini Quini'* (Dwarf Melaleuca), *Dianella caerulea* (Flax), *Casurina 'Cousin it'* (Prostrate she oak), *Melaleuca 'Ulladulla'* (Prostrate Melaleuca), and *Juncus usitatus* (Common Rush)

## Bernera Road

Which is also known as 'New MacDonald Road' - street trees to be planted along this street and adjoining Maxwell Creek include *Melaleuca styphiloides* (Prickly paperbark), *Melaleuca inaniifolia* (snow in summer), *Eucalyptus ampifolia* (Cabbage Gum) which vary in height between 7m to 20m at maturity and understorey planting comprising of *Banksia 'Roller Coaster'* (Prostate coast banksia), *Grevillea 'Gin Gin Gem'* (prostate red spider flower) and *Eremophila 'Blue Horizon'* (Prostate Emu Bush)



Figure 48 Proposed tree canopy cover (source: Taylor Brammer, 2026)

## 6.8.4 Landscape materials

Alongside the architectural materials, landscape materials will reflect colours of Country (**Figure 49**). They will comprise natural, textured and durable materials such as sandstone, concrete with exposed aggregate, decomposed granite and pavers. Non-combustible timber has been selected for decking and seating.

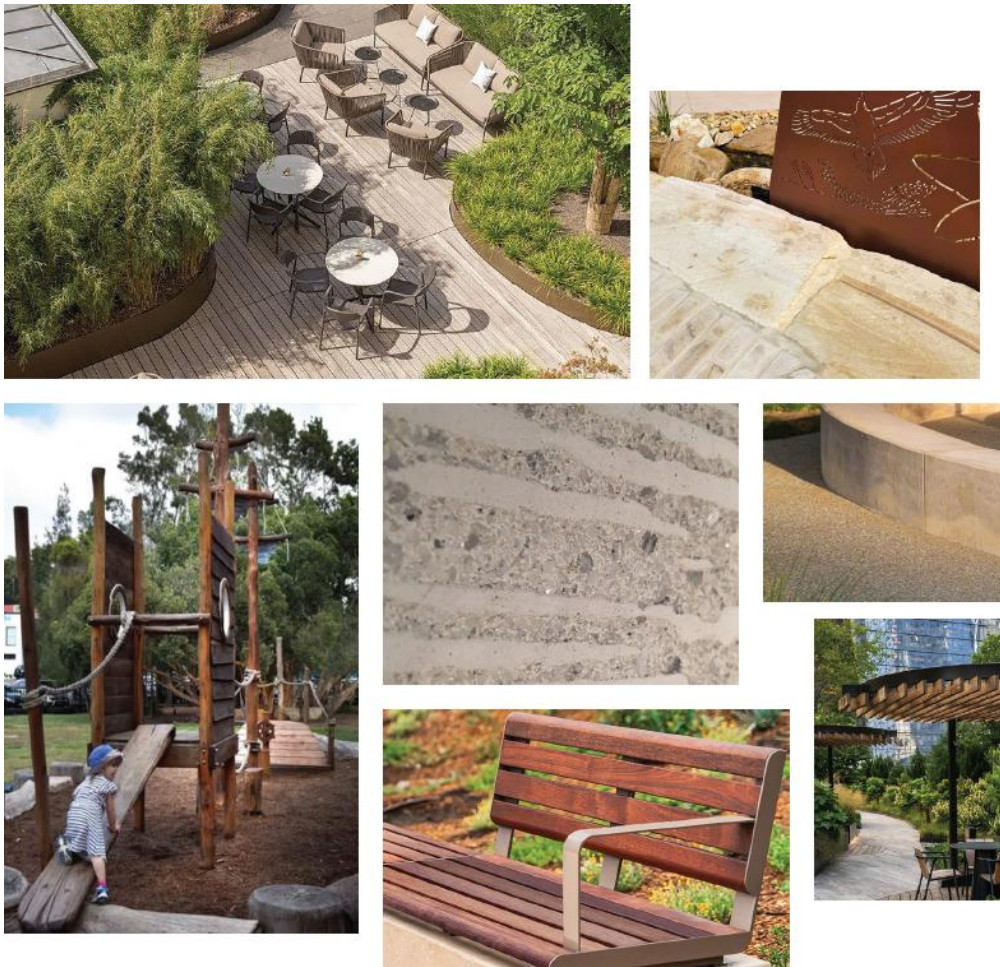


Figure 49 Proposed landscape materials (source: Taylor Brammer, 2026)

## 6.9 Ecologically sustainable development

An Ecological Sustainable Development (ESD) Report has been prepared by Northrop and is provided at **Annexure U**. The ESD Report outlines how the proposed development incorporates ESD principles and will meet relevant performance standards. The report has been prepared in response to the SEARs request which requires the ESD consultant to “*identify how ESD principles (as defined in section 193 of the EP&A regulation) are incorporated in the design and ongoing operation of the development*”.

Section 193 of the regulations establishes a number of ESD principles including the precautionary principle which seeks to focus on adaptability and resilience and avoid the risk of irreversible environmental damage, to ensure intergenerational equity is maintained and enhanced through clever design solutions where there is a commitment to preserve environmental health, diversity and productivity to the area, conserving the biological diversity and ecological integrity of the environment and to improve the valuation, pricing and adopting incentive mechanisms where possible. The ESD report confirms that the development satisfies section 193 of the Regulations in the following ways:

- *The development maintains adaptability and resilience through environmental management and building materiality.*

- *The design includes initiatives such as implementing best practice PVC and low-impact paints, sealants etc. The design includes landscaping and vegetation that will enhance a connection with nature.*
- *By planting native vegetation and reducing stormwater runoff, the project aims to enhance, conserve and support biological diversity.*
- *The development has been designed to consider whole-of-life costing rather than just capital expenditure alone.*

In accordance with the requirements of *State Environmental Planning Policy (Sustainable Buildings) 2022*, a BASIX Certificate and NATHERs report is required to accompany the application. The BASIX certificate can be found at **Annexure V** and the NATHERs can be found at **Annexure II**. Both reports confirm compliance with energy and water consumption requirements and meet minimum sustainability targets.

Section 5 of the ESD report is dedicated to the provision of a series of ESD strategies. The development will incorporate a series of energy efficiency measures through the selection of specific materials and finishes, including the integration of a green roof, utilising a highly efficient lighting system, integrating photovoltaic panels, adopting water efficiency measures including rainwater capture and reuse, utilising water efficient fixtures and fittings, including irrigation systems and implementing a series of water sensitive urban design features.

The report suggests that a detailed Waste Management plan should be prepared to ensure waste management through the construction and operational stages is appropriately managed and waste is recycled and reused where possible. The development through its design has considered low impact material selection to reduce embodied energy and procuring materials with a low carbon footprint and promotes sustainable and alternative modes of transportation. The Urban heat island effect will be negated by the provision of green roofs, light coloured roofing and provision of Canopy Trees and associated vegetation.

While the development is seeking compliance with a 4-star Green Star rating not a 5-star Green Star rating in accordance with the Design Guidelines, the 4-star rating is considered best practice and the financial viability of the project will be compromised if a higher rating is sought as a 5-star rating adds considerable cost to the project.

In conclusion the report states that by implementing the initiatives outlined in the report the project demonstrates the site's commitment to ESD principles throughout the design, construction, and operation. Additionally, the project design team has worked to optimise the sites energy performance, address key climate related risks posed to the site, align the project to the NSW Government's commitment to carbon neutrality by 2050.

## 6.10 Traffic, transport and accessibility

A Transport Impact Assessment (TIA), including a preliminary Construction Traffic Management Plan (CTMP), has been prepared by SCT Consulting and the report can be found at **Annexure X**. The report considers the traffic generated by the development including trip generation, design, layout and compliance with the Australian Standards in respect to parking spaces and the overall arrangement.

### 6.10.1 Active transport

The site is very well located within close proximity to key amenities including the train station and local retail centre which encourages active transportation. Active transport options including cycling paths and pedestrian walkways all encourage and promote active transport and reduce reliance on vehicles.

Pedestrian access between the site, the station and town centre is provided by an existing footpath network which offers continuous and legible connections. Given the precinct is in the process of transition and redevelopment there currently exists low levels of pedestrian activity. Given the low volume of active transport trips the existing and planned pedestrian and cycling infrastructure is considered to be sufficient to accommodate the demand associated by the development. The proposal aims to activate the site and its immediate surrounds by enhancing legibility through the provision of the pedestrian site through link along the eastern side, the laneway and upgraded pedestrian pathways along new MacDonald Road and Buchan Avenue.

The active transport network will expand while the precinct is in a phase of redevelopment. Continuous shared paths along Campbelltown Road and Soldiers Parade supported by additional local links in Liverpool Council's

bicycle network are proposed. Liverpool Council's endorsed bicycle network will improve access around the precinct to the station. **Figure 50** shows the dedicated cycleways that are proposed around the precinct and shows the increased permeability proposed around the subject site. The proposal is in keeping with the development of a pedestrian-friendly environment encouraging a high degree of pedestrianisation.



**Figure 50** Extract from the Edmondson Park TMAP showing bicycle paths (source: AECOM, 2020)

The TIA concludes by confirming that the development “*directly supports sustainable travel behaviour through high active-transport permeability, short walking distances to Edmondson Park Station, on site car-share provision*” and will be further enforced by a Green Travel Plan (GTP).

### 6.10.2 Public Transport

The Edmondson Park Town Centre North site is adjacent to the Edmondson Park Railway Station, on the northern side of the rail corridor. The site is located within walking distance of the station, approximately 250m. Edmondson Park Railway Station is serviced by the T2 Inner West & Leppington and the T5 Cumberland Line. The existing rail network is shown below at **Figure 51**.



Figure 51 Extract from the Edmondson Park TMAP, Mod 5 (source: AECOM, 2020)

Trains across the two lines provide access to Liverpool and the City with access within 15min across the T2 Inner West and Leppington line and up to 30min in the PM peak and more regular services in the AM peak across the T5 Cumberland Line. Hence accessibility to key centres is highly regular.

The station precinct also offers a variety of interchange facilities such as bus stops, taxi ranks, Uber stops, bicycle and storage facilities, kiss and ride zones and two commuter car parks.

In respect to bus services, the 869 operates along Croatia Avenue and provides links through to Liverpool via Edmondson Park and the station. In 2018 the NSW Government established an on-demand bus service which is a flexible alternate transport service to reduce reliance on private vehicles and encourages public transport usage.

### 6.10.3 Site access

Vehicle access to the site is proposed via the future rear laneway, accessed off Buchan Avenue. This arrangement removes the provision of any crossings from the primary street frontages enhancing a pedestrian-orientated public domain along Buchan Avenue and new MacDonald Road. Waste collection and servicing is accommodated onsite via the future laneway.

Pedestrian access is provided from both Buchan Avenue and MacDonald Road including mid-block permeability provided by the eastern site through link which will improve connectivity between the station, Town Centre and surrounding precinct. The development includes a clear design strategy to separate pedestrians from vehicle and service movements. The rear laneway will provide separate access to the ramp down to the basement parking which includes an intercom system at its entry for safety and security. Adjacent to the ramp is the at grade parking comprising 3 car share spaces and 2 dedicated spaces for the retail tenancy. The area includes a dedicated servicing bay as shown in **Figure 52** below.

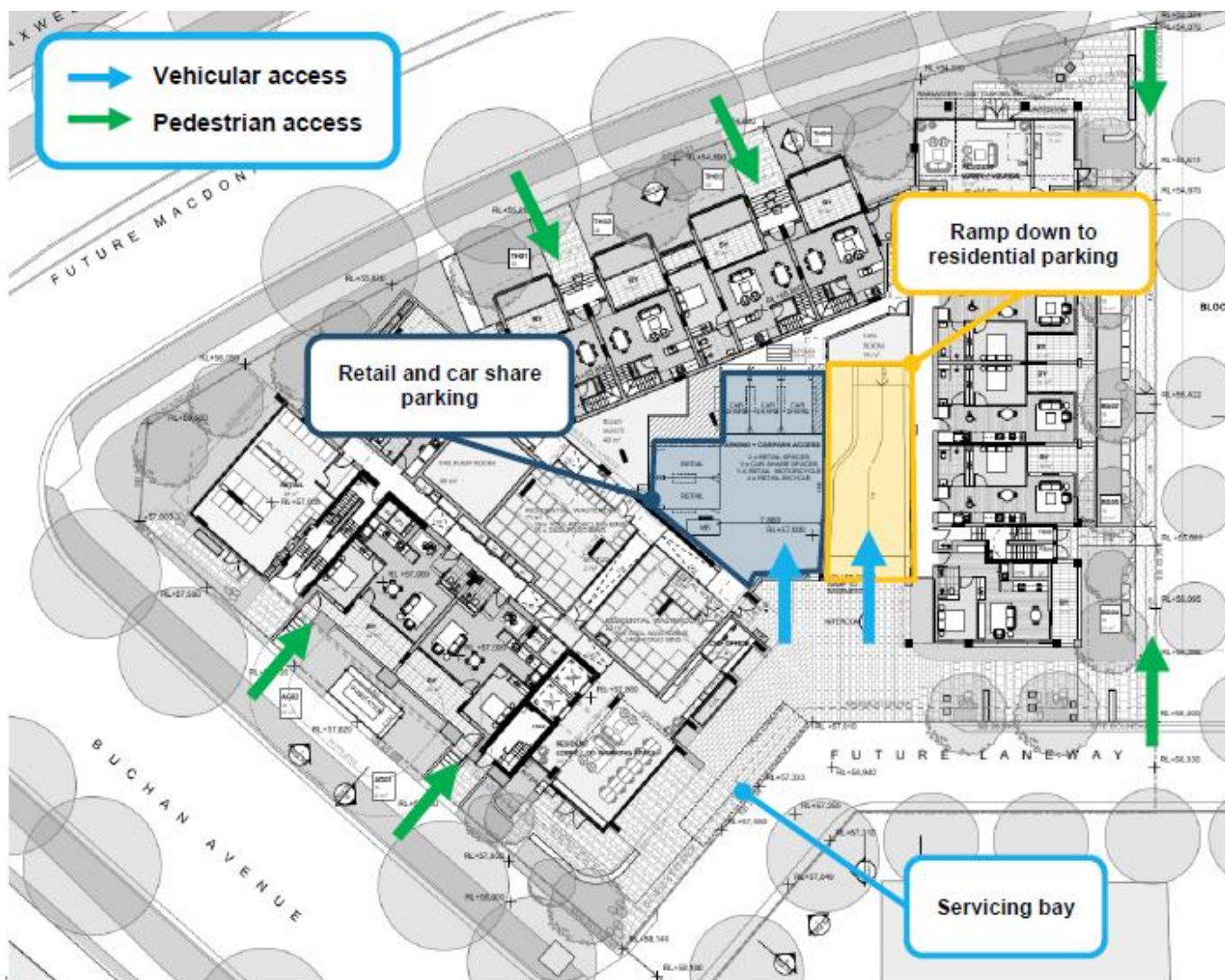


Figure 52 Proposed Site access arrangements (source: SCT, 2026)

Access to the basement is via a one-lane, two-way ramp controlled by a traffic signal system. While the system does not strictly comply with the prescriptive ramp widths the design is considered to meet the performance objectives and the basement will generate relatively low traffic volumes and movements and the potential for two-way conflicts is low risk and unlikely. Providing a traffic signalised system will effectively control vehicle movements ensuring that one direction of traffic uses the ramp at any given time.

The development of the site for residential and retail purposes and the associated traffic generation informed the original Transport Management and Accessibility Plans (TMAP) that underpinned the Edmondson Park precinct planning, including the Edmondson Park South Concept Plan.

#### 6.10.4 Traffic generation and trip generation

The TIA considers the traffic that will be generated by the development as well as considering future baseline performance. In evaluating the road transport network performance, the Level of Service (LoS) and Degree of Saturation (DoS) were examined using SIDRA Intersection software.

MOD 5 traffic modelling incorporated updated precinct land-use forecasts, revised internal road layouts and known background growth associated with school expansions, adjacent private residential redevelopments. The TIA found that *“forecast traffic volumes in 2026 reflect both increased residential yield in the precinct and maturing travel patterns as the town centre becomes fully operational and across the network, mid-block volumes in 2026 show significant directional increases consistent with the wider development of Edmondson Park and key corridors such as Bernera Road, Soldiers Parade, Buchan Avenue and Croatia Avenue exhibit higher peak-hour volumes,*

reflecting their function as primary connectors between the station precinct, the town centre and the surrounding residential neighbourhoods”.

Intersection performance under MOD 5 future year scenario has been assessed using the VISSIM microsimulation with the results representing baseline operating conditions for the precinct without the subject development. Table 4-2 in the TIA has been reproduced below at **Figure 53** showing overall LoS in the AM and PM peak periods. LoS varies at intersections from A to D.

**Table 4-2 2026 AM and PM peak hour intersection performance**

Intersection	2026 Peak Hour	Volumes (veh/hr)	Average Delay (sec)	Overall Level of Service
1. Campbelltown Road / Bernera Road	AM	3,340	44.6	D
	PM	3,641	51.7	D
2. Campbelltown Road / Soldiers Parade	AM	2,404	40.3	C
	PM	2,651	47.1	D
3. Campbelltown Road / East Town Centre Street	AM	2,910	54.4	D
	PM	3,343	42.4	D
4. Bernera Road / Primary School South	AM	1,596	10.7	A
	PM	1,924	23.2	B
5. Bernera Road / Soldiers Parade / Croatia Avenue	AM	1,437	13.3	A
	PM	1,547	16.3	B
6. Bernera Road / Buchan Avenue	AM	1,956	53.9	D
	PM	2,144	33.9	C
7. Bernera Road / Henderson Road	AM	1,810	26.1	B
	PM	1,900	18.4	B
8. Soldiers Parade / Henderson Road	AM	1,188	41.0	C
	PM	1,476	41.3	C

Source: Edmondson Park South - Concept Plan MOD 5 - Transport Management and Accessibility Plan (TMAP), AECOM 2020

**Figure 52 Mod 5 estimated AM and PM peak hour intersection performance (source: AECOM, 2020)**

Overall intersections operate within acceptable levels of service with delays largely influenced by arterial road demand and the distribution of traffic across the precincts access points.

The TIA concludes that proposed development is expected to have a negligible impact on the road network and that the MOD 5 assessment has considered the increase in residential yields across the precinct and the impact of this on intersections and traffic generation.

The TIA made the following concluding points in respect to traffic generation and its associated impacts:

- MOD 5 VISSIM modelling shows increased through-traffic and turning movements across the precinct by 2026, reflecting higher residential yields and maturing travel patterns.
- Key links such as Bernera Road, Soldiers Parade, Croatia Avenue and Campbelltown Road are forecast to experience higher peak-hour volumes consistent with their role as primary movement corridors.
- Camden Valley Way is forecast to carry approximately 4,770 vehicles in the AM peak and 5,281 in the PM peak at the Bernera Road intersection, representing typical arterial conditions for this corridor.
- Overall, intersections are expected to operate within acceptable levels of service under the 2026 baseline, with higher delays occurring at Campbelltown Road intersections during the PM peak due to commuter-direction flows.

Trip generation for the development has been evaluated by utilising the Benchmark Method outlined in the GTIA which offers a more suitable approach given the sites location close to the train station (approx. 250m) and Ed Square Shopping Centre (within 400m). The survey data which relates to high density residential flat buildings in the Sydney Metropolitan area within close proximity to public transport is more closely aligned to the subject site and proposed development. Table 6-1 in the TIA outlines the findings and outlines trip generation rates in the AM and PM peak. Vehicular trip generation by the development is considered to be minor with an additional 9 trips in the AM peak and 7 trips in the PM peak.

The Edmondson Park South Development Control Plan 2012 (EP DCP) alongside the MOD 5 approval have earmarked a series of roadworks and transport upgrades that aim to improve amenity and connectivity to/from the Town Centre to other destinations within the precinct. The planned transport infrastructure improvements are staged in accordance with the Staging Plan. Some of these upgrades are currently occurring.

### 6.10.5 Parking requirements

The development has been designed to provide one level of basement parking catering for 58 car parking spaces dedicated to the dwellings with a total of 18 of these spaces being designed as accessible spaces. Given the complex site configuration, some spaces are designed in a tandem formation and these spaces are to be dedicated to the terrace houses and to some 3-bedroom units.

At the ground floor level there is a small central at grade parking area that caters for 2 spaces dedicated to the retail component and 3 car share spaces which are easily accessible. One (1) car share space is equivalent to approximately 9 spaces so in this case the three (3) spaces contribute a total of 30 spaces (inclusive of physical spaces). The introduction of car share spaces on site will also reduce dependence on private cars. GoGet data demonstrates that 3 car spaces can provide the equivalent of 30 private spaces (inclusive of the physical spaces).

When calculating the requirement for car parking the State Environmental Planning Policy (Housing) 2021 needs to be considered, specifically section 19 (2) of the policy which include non-discretionary standards for affordable housing developments.

Section 19 (1) of the policy states that *“the object of this section is to identify development standards for particular matters relating to residential development under this division, that if complied with prevent the consent authority from requiring more onerous standards for the matters”*. Car parking provisions for redevelopments in Edmondson Park are included in the Design Guidelines for Edmondson Park which were updated by the approval of Mod 5, however these relate to private residential projects not affordable housing developments. The SEPP provisions provide standards for parking relating to affordable accommodation.

Nevertheless, the Guidelines have been considered alongside the SEPP and provide a maximum so technically the development will comply with the guidelines as it wont exceed the maximum required. **Table 17** below provides a breakdown of the parking requirements for the development.

The car park layout, access ramps, service bay, bicycle parking and accessible parking spaces have been designed in accordance with the relevant Australian Standards including AS2890.

Table 17 Compliance with parking requirements

Policy	Category	Rate	Requirement	Proposed	Comment
<b>State Environmental Planning Policy (Housing) 2022</b>					
<b>Housing SEPP</b>	Car	0.4 per 1 bed	0.4 x 69 = 27.6	58 spaces	No but considered acceptable with the shortfall justified in detail below
		0.5 per 2 bed	0.5 x 83 = 41.5	3 x car share spaces	
1 per 3 bed	1 x 20 = 20	Total = 89	Total = 61		
	Visitor	No minimum visitor parking requirement	n/a	0	Satisfactory

Policy	Category	Rate	Requirement	Proposed	Comment
	Bicycle parking	No minimum bicycle parking provisions the SEPP	n/a	176	Satisfies the Design Guidelines
	Motor bike	No minimum bicycle parking provisions in the SEPP	n/a	6	Satisfies the Design Guidelines
	Accessible	No minimum provisions	n/a	18	Satisfactory
	Retail	No minimum provisions	n/a	2	Satisfactory

### Edmondson Park Design Guidelines 2024

<b>Design Guidelines</b>	Car - Residential	1 per 1 bed 1.2 per 2 bed 2 per 3 bed	1 x 69 = 69 1.2 x 83 = 99 2 x 20 = 40 Total = 208	61	Complies with the guidelines as they establish a maximum number of parking spaces
	Visitor - residential	1 per 10 dwellings	17	0	
	Retail Staff	4.2spaces per 100sqm	3	2	
	<b>Total</b>		<b>Max 228</b>	<b>63</b>	
	Motor bike	1 per 20 car spaces	9	6	Minor deficiency considered acceptable
	Bicycle	1 per dwelling retail	172 4	172 4	Complies
	Retail- Visitor	2 plus 1 space per 100sqm GFA	3	0	Minor deficiency but acceptable

The development has been designed to cater for parking in accordance with the SEPP (Housing) and while there is a short fall in parking and non-compliance with the policy it is considered minor and acceptable for the following reasons:

1. The site is well located to take advantage of the surrounding public transport network, within 250m of the multimodal transport hub, Edmondson Park Train Station. The Station has well-maintained amenities, bike racks, sheltered bus stops, and frequent bus and train services, offering a convenient and attractive multimodal transport hub.

2. The approach to parking supports the objectives of the Liverpool LSPS, Connected Liverpool 2040, which aims to reduce car dependence (and ownership) while promoting sustainable transport options such as public transit, walking, and cycling.
3. Engagement with from CHPs on Landcom's Affordable Housing Delivery Panel has confirmed the provision of parking, whilst important to the development is offset by the proximity to the station, suitable walking and cycle arrangements, and adjacency to alternative parking infrastructure.
4. The inclusion of 3 car share spaces in the proposed development has the potential to provide for up to 27 private vehicle spaces. This provides for a flexible alternative arrangement for residents that don't have vehicles.
5. Providing a second basement for the building to accommodate additional car spaces is cost prohibitive.
6. The site configuration is awkward in creating a regular parking layout, restricting the availability of providing a functional and fully compliant parking arrangement on this site.
7. There are precedents for a reduction in car parking spaces for other affordable housing developments with good access to public transport.
8. The parking deficiency with the minimum number required by the Housing SEPP is less than a 10% non-compliance which is considered acceptable and Council has noted that a maximum 10% deficiency would be considered.
9. The development provides for 178 bicycle parking spaces and motor bike parking.
10. The new road network and roadways adjoining the site including new MacDonald Road will provide significant new and additional on-street car parking.
11. A comparable affordable housing development within Edmondson Park Town Centre North precinct (Block 24 at Croatia Avenue) was recently approved (SSDA-77211717) with a larger proportional parking shortfall relative to the Housing SEPP requirement, demonstrating support for reduced parking provisions for this type of development and within this transit orientated precinct.
12. The non-compliance with car parking requirements amounts to a shortage of one (1) space which is a 1% variation. When consulting with Liverpool Council in regard to a possible shortfall in parking, Council stated that they would consider a shortfall of up to 10% only. The non-compliance is considered acceptable given Councils advice.
13. The proposal satisfies the Connecting with NSW Strategy and is aligned with the principles in particular the mode shift objective which seeks to reduce the reliance on cars and focus on alternative modes of transport to transition to net zero emissions.

Council raised concern regarding a shortfall in parking and its impact in the future when the dwellings may be converted to private housing stock and the lack of parking will become a critical issue. In response to this concern, the non-discretionary standards in the SEPP (Housing) acknowledge that developments may pivot after 15years to private housing and the policy does not include any mechanisms to address this. There is clear evidence in established cities that developments do not provide off street parking spaces it is less likely that occupants will have vehicles and will consider alternative modes of transport. City of Sydney specifically discourages parking for that reason.

Other councils and government agencies are following this worldwide trend of discouraging the provision of designated parking for developments in accessible areas. It is uncertain if and when the development could be converted to private housing as the management contract between Landcom and the CHP is for a minimum of 25-year period.

On this basis, the proposed parking strategy is justified and is not expected to result in adverse impacts to on-street parking.

### 6.10.6 Loading & servicing

The largest vehicle able to access the loading area on ground at the rear off the laneway for waste trucks, emergency vehicles and service/delivery vehicles.

The service bay meets the required 3.5m width and 12.5m length to accommodate Heavy Rigid Vehicles (HRV) and Council's 9.9m Council waste truck. Compliance has been confirmed by swept path analysis which is included as part of the TIA (refer to **Figure 53**). The area in front of the at grade parking area on the ground floor will act as a turning area for larger vehicles up until the time the laneway is fully delivered and provides access through to the new Central Road. The turning bay provides access for vehicles to be able to turn and exit in a forward direction back out on Buchan Avenue.

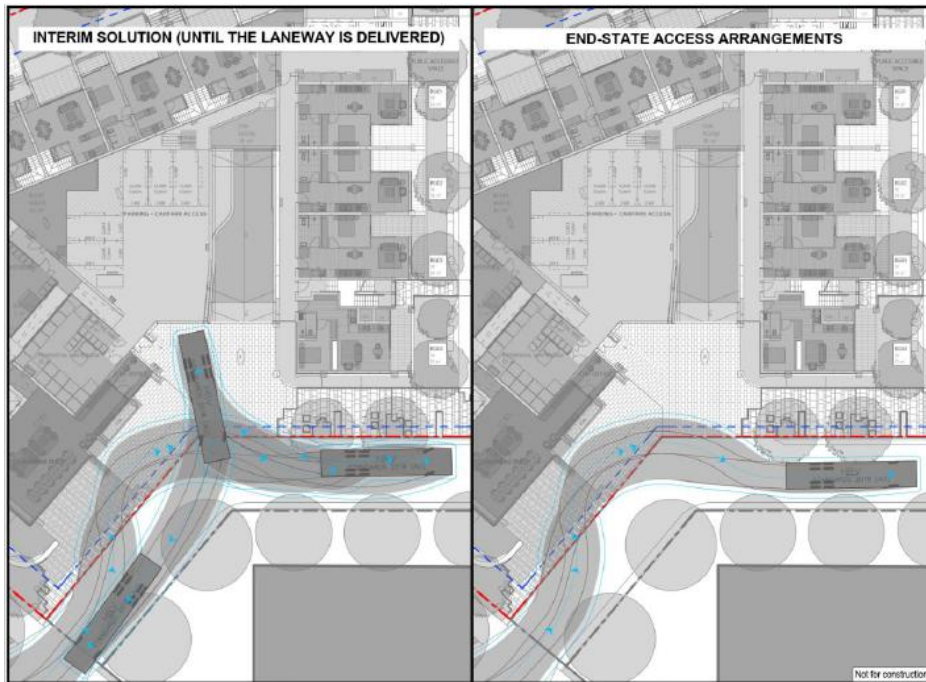


Figure 53 Extract from the TIA showing the swept path analysis of HRV at the site (source: SCT, 2026)

### 6.10.7 Green Travel Plan

A Green Travel Plan (GTP) is the development of a set of initiatives which encourages future residents to travel by public transport or active transport through the provision of:

- A highly permeable and safe walking and cycling network, connecting regional routes and major transport hubs
- Provision of adequate, safe and accessible bicycle parking opportunities
- Safe and direct access to public transport services to establish a non-car travel behaviour, and
- Limited parking provision and introduction of suitable alternatives such as carsharing to discourage private car ownership.

The SEARs request did not require the preparation of a GTP for this development likely given the site's accessible location. The TIA however has considered the provision of a Green Travel Plan and encourages the provision of a GTP after approval is granted as a GTP will encourage active and sustainable modes of transport to be utilised. The GTP would include a number of initiatives that would encourage people to use alternative modes of transport and alter their travel behaviour ultimately to reduce reliance on motor vehicles and improve sustainable transport modes.

While Edmondson Park Station has well-maintained amenities, including commuter parking, bike racks and bus connections, offering a convenient multimodal transport hub for the growing community there are additional sustainable travel initiatives that could be adopted to enhance and the transportation experience and outlined in **Table 18** below.

Table 18 Sustainable travel initiatives

Mode	Initiative
<b>Public transport</b>	<ul style="list-style-type: none"> <li>■ Provide residents with public transport information and estimated travel times to key destinations in the form of bus network maps circulated to residents or made available in shared spaces, e.g. in the building lobby or car park.</li> <li>■ Provide clear signage and wayfinding to support bus stop access.</li> </ul>
<b>Active transport</b>	<ul style="list-style-type: none"> <li>■ Provide substantial and secure bike parking facilities on site.</li> <li>■ Provide residents with maps of active transport routes around the LGA.</li> <li>■ Provide e-bike charging facilities within the bicycle parking area.</li> <li>■ Provide sufficient lighting and surveillance at the entrance and pathways within the site to safely access bicycle parking and the local walking network.</li> <li>■ Promote bicycle initiatives – such as cycle-to-work days, free bike check-up events, and bike riding lessons.</li> </ul>
<b>Car use</b>	<ul style="list-style-type: none"> <li>■ Decrease personal car dependency (car ownership) by introducing dedicated car share facilities onsite.</li> <li>■ Include EV charging stations to encourage electric or hybrid vehicles.</li> </ul>
<b>Monitoring</b>	<ul style="list-style-type: none"> <li>■ Monitor, evaluate and review the effectiveness of GTP measures (every 2-3 years).</li> <li>■ Monitor mode share and people’s sentiment to understand how to encourage sustainable travel behaviour.</li> </ul>

### 6.10.8 Construction Traffic Management

The Preliminary Construction Traffic Management Plan (CTMP) is provided at Section 7 of the TIA (refer to **Annexure X**, which outlines the likely access arrangements, traffic volumes and construction hours. It provides an initial assessment of likely impacts of construction on parking and pedestrian/cyclist access.

Given the site is within proximity of good public transport, the Preliminary CTMP states that the majority of workers are expected to arrive at the site via public transport and therefore will not need parking. Specific parking requirements based on construction staging will need to be further considered by the principal contractor under the detailed CTMP and/or a specific construction worker transport and parking strategy. The following measures could be implemented to encourage staff to utilise public transport:

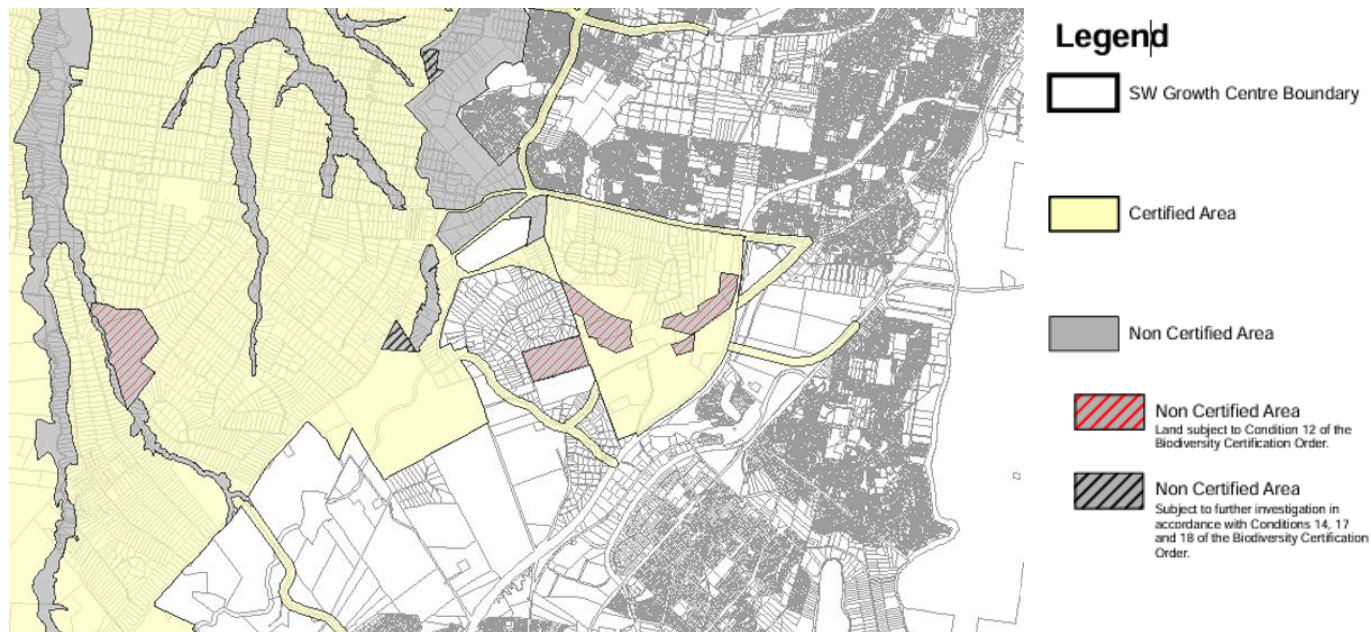
- Provision of a secure tool storage facility on-site to allow tradespeople to safely store tools required for the project, allowing them to use public transport to travel to and from the site daily.
- During the site induction phase and regular management meetings, staff could be instructed to use public transport when travelling to the site. Workers would also be informed of restricted parking conditions on-site and the surrounding road network.

The Preliminary CTMP provides a list of mitigation measures to reduce the impact of traffic movements, including the requirement to prepare a detailed CTMP prior to construction. Refer to the Mitigation Measures at Annexure D. Subject to the successful implementation of these measures, the proposed development does not pose any adverse construction traffic impacts or risks.

## 6.11 Biodiversity

In August 2017 the *Biodiversity Conservation Act 2016* (BC Act) was gazetted and repealed the *Threatened Species Conservation Act 1995* (TSC Act). However, under section 43 of the *Biodiversity Conservation (Savings and Transitional) Regulation 2017*, the repeal of the TSC Act 1995 does not affect the operation of part 7 of Schedule 7 to that Act.

Biodiversity certification for the Edmondson Park Precinct was originally initiated under the former *Sydney Region Growth Centres 2006 SEPP* which was superseded by the *State Environmental Planning Policy Precincts (Western Parkland City) 2021* and is subject to the conditions listed in the Order to Confer (NSW Government, 2007). Though the Growth Centres SEPP has been superseded, the biodiversity certification order was effective until 30 June 2025. Additionally, though the Order to Confer was made under the former *Threatened Species Conservation Act 1995* (TSC Act), it has effect under Section 8 of the BC Act. The subject land is not affected by any measures stipulated within the SEPP.



**Figure 54** Extract of the South West Growth Centre Biodiversity certified land referred to in the Biodiversity Certification Order (source: *Eco Logical*)

On 6 June 2025, the Minister for the Environment extended the biodiversity certification of the Growth Centres Environmental Planning Instruments (EPs) for a period of one year. The order was made pursuant to clause 20 of Part 7 of Schedule 7 of the Act and this will continue the operation of clause 43 of the *Biodiversity Conservation (Savings and Transitional) Regulation 2017* (NSW).

Section 8.4(2) of the BC Act describes the effect of biodiversity certification in relation to development under Part 4 of the Environmental Planning and Assessment Act 1979 (EP&A Act). This section states ‘*an assessment of the likely impact on biodiversity of development on biodiversity certified land is not required for the purposes of Part 4 of the EP&A Act 1979*’. The entire subject land is located on ‘biodiversity certified land’ under Schedule 2 of the Order to Confer. The EIS is supported by a Biodiversity Certification report confirming the status of the site which can be found at **Annexure HH**.

The subject land does not contain any mapped areas of existing native vegetation or native vegetation retention within the site boundaries.

No further assessment of impacts to biodiversity values is required under the EP&A Act.

## 6.12 Noise and vibration

An Acoustic Report has been prepared by Northrop which can be found at **Annexure Y**. The report has been prepared in response to the SEARs request and the following noise sources are considered as part of the assessment:

- Noise and Vibration Impacts towards the development
- Operational Noise Emission impacts, and
- Construction Noise and Vibration impacts from the development.

The report details the main acoustic impacts and provides a series of mitigation measures including additional sound insulation devices which may reduce impacts and attenuate noise. These are all discussed in greater detail in the sections below.

Noise and Vibration monitoring was conducted over two days in December 2025 outside the school holiday period. The monitoring established the background noise levels which is largely dominated by traffic noise along Buchan Avenue. Figure below identifies the nearest sensitive receivers that were monitored to understand the potential impacts of construction and operational noise and vibration resulting from the development and shows the noise logger (L01).

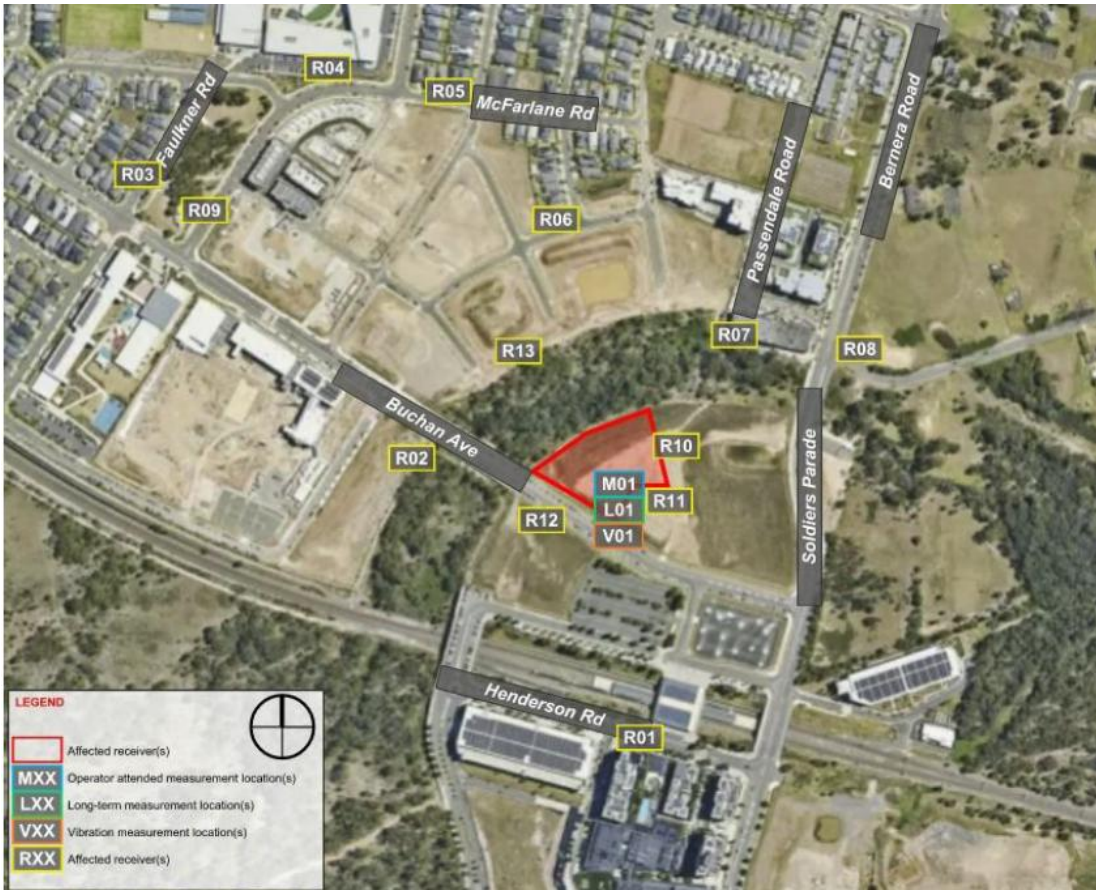


Figure 55 Identification of the sensitive receivers adjoining the site (source: Northrop, 2026)

### 6.12.1 Noise Intrusion

The report included a noise intrusion assessment which identifies the required noise mitigation required to reduce external noise which in this case comprises of traffic noise. Noise intrusion criteria is included in the Liverpool City Council Development Control Plan (LCC DCP) specifically addressed in Part 2.11 of this document and also in accordance with the Australian New Zealand Standards (AS/NZS 2107:2016). The Australian and New Zealand standard outlines design sound level ranges for specific uses and areas within dwellings and if noise levels exceed these ranges, then mitigation measures are suggested.

In this case the acoustic report suggests a number of construction measures that should be implemented which will reduce external noise levels. Specific glazing to the podium level and for both buildings is recommended. The glazing to the retail tenancy may require further upgrade to reduce noise breakout. It is also suggested that external walls and the roof be appropriately insulated to reduce noise transmission. Section 9 of the acoustic report also includes a series of specific insulation measures. These recommendations are included as part of the mitigation measures at **Annexure B**.

## 6.12.2 Standard operational noise

When conducting the noise emission assessment, the provisions of the LCC DCP and the NSW Environmental Protection Authority, *Noise Policy for Industry (2017)* (NPfI) were considered. The established an intrusive noise level which evaluates the impact of a new noise source in the environment ie the impact of the proposed development. The project intrusiveness noise levels (residential receivers only) are shown in **Figure 56** below.

Receiver	Time period	Measured RBL – L <sub>90</sub> dBA	Project intrusiveness noise level – L <sub>eq,15min</sub> dBA
Residential (R01, R03, R05 – R08)	Day	46	51
	Evening	45	50
	Night	37	42

1. Time periods defined as: Day 7am to 6pm Monday to Saturday and 8am to 6pm Sunday; Evening 6pm to 10pm Monday to Sunday; Night 10pm to 7am Monday to Saturday and 10pm to 8am Sunday

**Figure 56** Extract of the Project intrusive noise levels (source: Northrop, 2026)

The assessment considers the environment to be a suburban one, given the current residential receivers adjoining the site which are largely undeveloped. Given the neighbourhood has been earmarked for higher density redevelopment, the locality will transition to an urban environment in accordance with the classification in the NPfI. As such the amenity noise levels have been adjusted to take this into consideration (refer to Tables 12 in the Acoustic Report).

The assessment established project trigger levels (**Figure 57**) which are more stringent of the project intrusiveness noise level and project amenity noise level. The noise emission from the project should comply with the project noise trigger levels which are detailed in **Figure 56**.

Receiver ID	Land use	Time period <sup>1</sup>	Project intrusiveness noise level – L <sub>eq,15min</sub> dBA	Project amenity noise level – L <sub>eq,15min</sub> dBA	Project trigger levels – L <sub>eq,15min</sub> dBA
R01, R03, R05 – R08	Residential	Day	51	53	51
		Evening	50	43	43
		Night	42	38	38
R10 – R13	Residential (future)	Day	-	58	58
		Evening	-	48	48
		Night	-	43	43
R02 and R04	School classroom (external)	Noisiest 1 hour period when in use	-	43	43

Receiver ID	Land use	Time period <sup>1</sup>	Project intrusiveness noise level – $L_{eq,15min}$ dBA	Project amenity noise level – $L_{eq,15min}$ dBA	Project trigger levels – $L_{eq,15min}$ dBA
R09	Passive Recreation	When in use	-	48	48

1. Time periods defined as: Day 7am to 6pm Monday to Saturday and 8am to 6pm Sunday; Evening 6pm to 10pm Monday to Sunday; Night 10pm to 7am Monday to Saturday and 10pm to 8am Sunday

Figure 57 Extract of the Project noise trigger levels (source: Northrop, 2026)

The main noise sources from the development are:

- Car parking and servicing bay movements
- Operational noise breakout from retail tenancies, and
- Mechanical plant and equipment.

In determining the impact of these noise sources, a number of assumptions have been made, and the assessment can't determine noise levels from the retail area and from mechanical plant as no specific retail use is identified and the mechanical plant and equipment is yet to be selected. The assessment therefore cannot determine these components. Standard mitigation measures are recommended to reduce noise transmission from the retail use and the mechanical plant which will assist in reducing potential noise. The mitigation measures are included in **Annexure B**.

The assessment established predicted noise emissions from the development (refer to Table 16 in the Acoustic Report) and concluded that "*the noise emissions at receivers were predicted to be below the noise criteria*". This is subject to the Loading Dock being limited to a daytime use (7am to 6pm) which is intended and this requirement is included as a mitigation measure. Otherwise, the assessment does not require any additional recommendations or measures to be imposed.

### 6.12.3 Operational noise vibration

In terms of operational noise vibration noise, the main impact is perceived to be the rail activity which is within close proximity to the site. Vibration associated with rail operations can result in impacts on human comfort, amenity or at worst potential damage to buildings. Long term vibration monitoring was conducted considering the rail operations towards the development and long-term vibration measurement levels were established (refer to Table 18 of the Acoustic report).

The assessment concluded that the long-term vibration monitor results are well below the preferred vibration levels for both the daytime and nighttime. No additional recommendations are suggested.

### 6.12.4 Construction Noise

Potential noise impacts associated with the construction of the proposed development have been assessed and include the following stages of the construction:

- Early works and site establishment (SC01)
- Earthworks and excavation (SC02)
- Structural and base build works (SC03), and
- Internal fitout works (SC04).

The construction stages are referred to as SC01-SC04 for simplicity. The *NSW Interim Construction Noise Guidelines* (ICNG) outlines a range of work practices that can be adopted to reduce noise impacts from building and construction activity. The ICNG has established Noise Management Levels (NMLs) as a benchmark for assessing construction noise emissions. Details of ICNG noise limits for residential receivers are presented in Table 22 in the Acoustic Report.

Noise emissions from the construction works were predicted using Cadna-A (version 2023) noise modelling program and a conservative assessment was made where all plant and equipment is assumed to be operating at the same time. In reality not all equipment will be operating concurrently. **Figure 58** shows the predicted construction noise levels.

RECEIVER ID	RECEIVER TYPE	DAY NML	HNA	PREDICTED NOISE LEVELS							
				SC01		SC02		SC03		SC04	
				Typical	Worst Case	Typical	Worst Case	Typical	Worst Case	Typical	Worst Case
R01	Residential	56	75	47	<b>58</b>	<b>61</b>	54	<b>59</b>	51	54	
R02	School Classroom (External)	55	N/A	46	<b>57</b>	<b>60</b>	53	<b>58</b>	50	53	
R03	Residential	56	75	39	50	53	46	51	43	46	
R04	Residential	56	75	39	50	53	46	51	43	46	
R05	School Classroom (External)	55	N/A	49	<b>60</b>	<b>63</b>	56	<b>61</b>	53	<b>56</b>	
R06	Residential	56	75	54	<b>65</b>	<b>68</b>	<b>61</b>	<b>66</b>	<b>58</b>	<b>61</b>	
R07	Residential	56	75	52	<b>63</b>	<b>66</b>	<b>59</b>	<b>64</b>	<b>56</b>	<b>59</b>	
R08	Residential	56	75	46	<b>57</b>	<b>60</b>	53	<b>58</b>	50	53	
R09	Passive Recreation	60	N/A	39	50	53	46	51	43	46	

1. **Bold font** indicates an exceedance of the NML
2. When in use

**Figure 58** Extract of the Predicted construction noise levels (source: Northrop, 2026)

Based on the table above, stage SC01 (early works and site establishment) does not exceed NML for any receivers. During SC02 through to SC04 the NML is exceeded at different times often during the worst-case scenario and only occasionally during the typical scenario periods. While there were exceedances none of the residential receivers were predicted to exceed the HNA (highly noise affected) scenarios.

The assessment states that the predicted noise levels are very conservative given that construction activities are to operate concurrently which is not a realistic representation of what occurs and additionally construction activity will be distributed across the site rather than operating at the closest distance. Therefore, actual noise levels should be lower.

Where there are exceedances in noise, the ICNG provides a series of recommendations to minimise construction noise impacts which are recommended to be implemented. Sub-section 10.2.5 in the Acoustic Report outlines a series of noise mitigation measures which include a series of measures including, community consultation processes, location and utilisation of plant and equipment, selection of equipment, scheduling of activities and the like. These mitigation measures are included in **Annexure B**.

In respect to construction vibration, cosmetic building damage, structural integrity and human comfort were considered and detailed modelling was developed. It was identified that large hydraulic hammers, jackhammers, rollers and bored piling rigs can cause significant vibration and discomfort. To minimise vibration impacts towards

the closest sensitive receivers, indicative buffer distances for each identified vibration heavy construction plant as outlined in section 10.3.3 of the Acoustic report are recommended and these are included as mitigation measures.

The Acoustic Report concludes that subject to the implementation of a series of mitigation measures noise transmission from construction activities and general operational noise sources will be appropriately managed and impacts reduced to acceptable levels and adjoining land uses and residential receivers will not be severely impacted.

## 6.13 Water Management

As outlined in Section 2, the approved Concept Plan was supported by an Integrated Water Cycle Management Plan (J. Wyndham Prince, September 2010) which included hydrology and hydrogeology assessments, including groundwater quantity and water quality. During the preparation of the Integrated Water Cycle Management Plan, over thirty samples were obtained to determine the salinity of water within the overall Edmondson Park South precinct. Sufficient groundwater for testing was encountered in only one of the test pits, with the remainder of samples obtained from dams throughout the Edmondson Park South precinct, which are not located on or within proximity to the site that is the subject of this SSD DA. The results indicated:

- a few of the water samples were saline to brackish, and
- twelve of the water samples collected were marginally saline.

The water salinity testing results concluded surface water collected in dams is likely to be non-saline or marginally saline and groundwater at depths exceeding 2.5m is likely to be saline to brackish.

Notably, the Concept Plan investigations also confirmed there were no groundwater dependant ecosystems across the Edmondson Park South precinct, including the site.

The Plan identified a suite of typical land use practices to avoid salinity and manage the interaction of surface flows with groundwater systems. Those recommendations have been systematically implemented through the drainage and stormwater network across the entire Edmondson Park South precinct, and through individual developments on a site by site basis and include:

- retention and enhancement of vegetation in strategic areas,
- retention and maintenance of natural riparian corridors,
- encouraging residents to grow low water need plants (natives),
- providing sub-surface drainage to ensure that roads and lots do not create impediments to the flow of shallow water tables,
- ensuring that roof drainage is not connected to on-site recharge pits,
- maintaining good drainage and reducing waterlogging,
- avoiding infiltration from water storage bodies, wetlands and bio-retention filters through the incorporation of impermeable barriers or liners,
- providing polyethylene sheeting underground bearing slabs, effective damp courses and sub-soil drainage, and
- adopting appropriate masonry and concrete construction materials to withstand the effects from saline soils.

A site specific Intergrated Water Management Plan (IWMP) has been prepared by Xavier Knight (refer to **Annexure L**) dated 6 March 2026 which aims to address the SEARs requirements in respect to water management and details the proposed drainage design and servicing infrastructure and ensures the new stormwater and drainage system is designed to comply with Council's requirements.

The earthworks that have occurred onsite have been conducted in accordance with previous development consents and works include a series of batters along the frontage to Buchan Avenue. The site slopes towards the Maxwell Creek corridor to the north-east however the site will not drain to this waterway. The proposed road on the northern site boundary will provide the stormwater property connection to the precinct stormwater network. This road (new MacDonald Road) and stormwater network is to be delivered by others under a separate application.

The future road drainage network has been designed by IDC and will need to be completed and operational prior to the construction of Block 20a. The road drainage will service the new development via a Kerb inlet pit and property

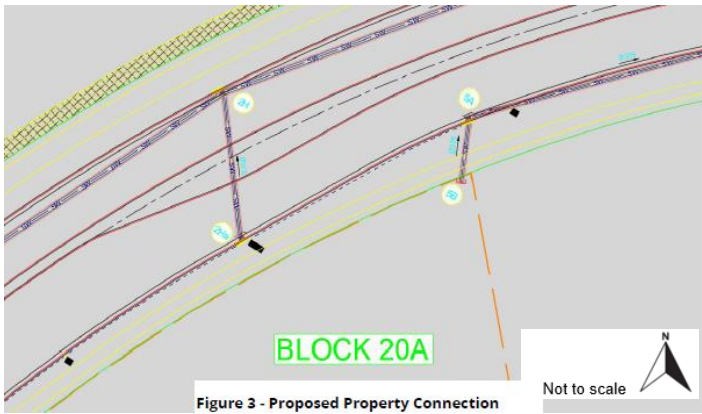


Figure 3 - Proposed Property Connection

Figure 59 Connection of the new drainage system along new MacDonald Road through to the site (source: Xavier Knight, 2026)

The proposed stormwater drainage layout within the site has been designed in accordance with Liverpool City Council's requirements in accordance with the Development Control Plan and On-Site Stormwater Detention Policy and Design Specification. Both these policies require that the post-development flows are limited to pre-development flow rate for each design storm event. The IWMP considered four ARI (5, 10, 50 and 100) year events. To be able to achieve the desired outcomes which require a reduction in flows, surface runoff will enter an OSD Tank and an orifice plate over the outlet pipe which will decrease flows before discharging to the road network. The IWMP used the DRAINS model to calculate quantity and flows.

The OSD has been carefully located at the lowest point of the site which allows for the majority of the site runoff to be captured, retained and discharged to the road drainage network.

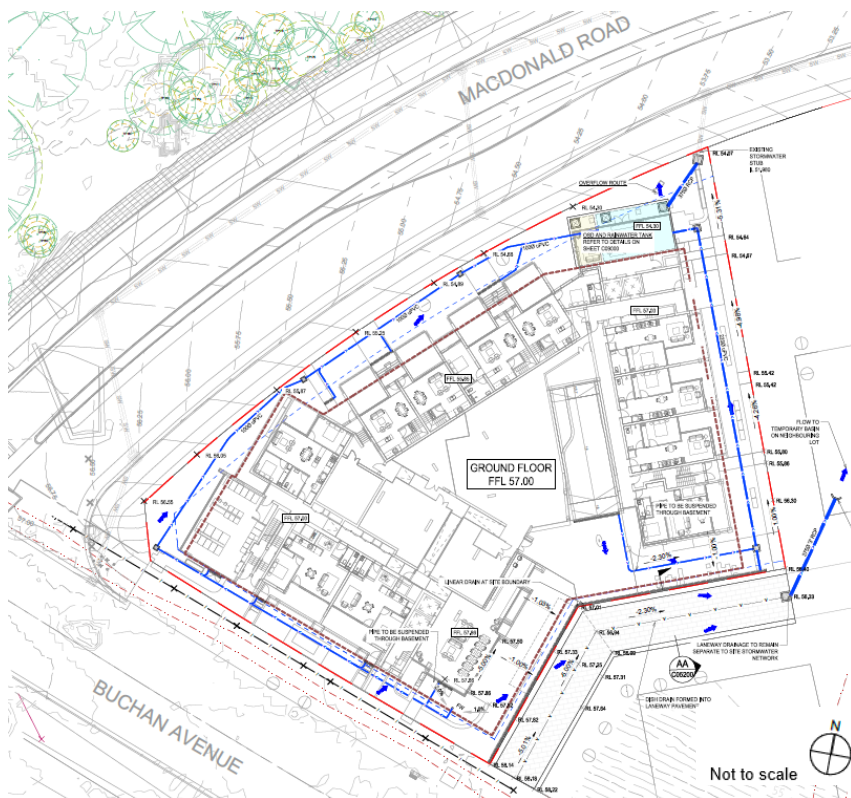


Figure 60 Stormwater management plan at ground floor (source: Xavier Knight, 2026)

As mentioned above the approved Concept Plan (as amended) was supported by an Integrated Water Cycle Management Plan (J. Wyndham Prince, September 2010) which included a detailed stormwater and drainage network for the Edmondson Park South precinct. An updated and revised Water Cycle Management Plan (2018)

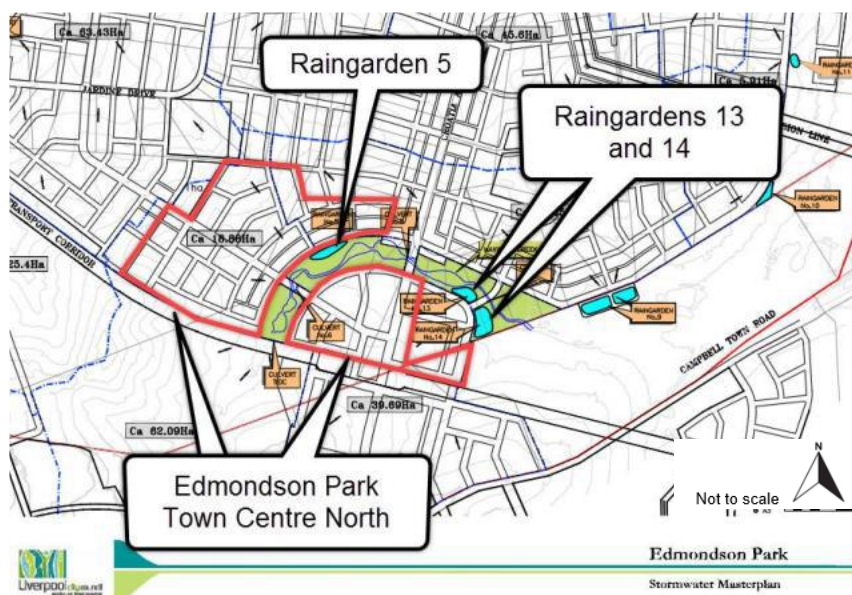
was later prepared by J.Wyndham and discussed the specific stormwater quality and quantity methods and recommended the construction of a series of raingardens and a regional detention basin to address stormwater throughout the precinct. Raingarden 5 is located within the Maxwell Creek corridor and this within close proximity to Block 20a as shown below in **Figure 61**.

Raingarden No.5 will need to be completed prior to the construction of Block 20a however the OSD tank that is proposed by Xavier Knight will be able to cater for the runoff generated by the development. The intent is that once treated the runoff from the raingardens will drain to the regional detention basin located further to the south.

Xavier Knight considered the modelling that was conducted to ensure the appropriateness and efficiency of the proposed stormwater network design which formed part of the Water Cycle Management Strategy and based on this information the drainage network “*will have sufficient treatment measures in place to meet the requirements*”.

If the precinct stormwater network is not completed prior to Block 20a being constructed Xavier Knight propose that a temporary treatment train for the catchment area in which Block 20a is adopted as designed and proposed by IDC. This temporary arrangement relies on a temporary basin to be constructed and while the temporary basin is operational the surrounding development will have minor impacts on water quality until the precinct’s full treatment train is completed.

In conclusion the stormwater drainage system has been designed in accordance with the relevant standards of Liverpool City Council and will direct stormwater runoff through to the road network system via a kerb inlet pit. Stormwater discharge will be treated through a series of rainwater gardens and temporary measures that will ensure construction can occur while the network drainage system is being constructed.



**Figure 61** Rainwater Garden locations within the Edmondson Park precinct (source: J.Wyndham, 2018)

Subject to the successful implementation of the proposed stormwater drainage design as illustrated in the civil engineering plans and the Mitigation Measures, the proposed development poses no water quality or water quantity issues.

## 6.14 Ground and water conditions

The Geotechnical report by Geotechnique dated 3 February 2026 (attached at **Annexure Z**) has been prepared to address the SEARs for the project and requires an assessment of potential impacts on soil resources and related infrastructure and riparian lands on or near the site including soil erosion and evaluating the existing and post development ground water conditions.

The methodology of the report included geotechnical investigations to examine the erodibility, reactivity and salinity of the site conditions, measuring the depth to ground water levels in boreholes within sandpipes and the collation and analyses of field and laboratory test results assess the geotechnical results and provide appropriate recommendations.

### **Site conditions**

The report makes the following comments and recommendations in respect to general site conditions.

- The site is not mapped as being affected by Acid Sulphate Soils and therefore a Salinity Management Plan and Acid Sulphate Soil Management Plan is not required to be prepared in this case.
- The assessment found that subsurface soils across the site are likely to be moderately reactive and susceptible to moderate shrink.
- The assessment found that the soils are considered to be dispersive and susceptible to excessive erosion and works should be carried out in accordance with a Soil Management Plan (SMP) to minimise erosion.
- The soils across the site are considered “moderately” saline and a Saline Soil Management Plan (SSMP) should be prepared to guide the construction activity.
- The soils across the site are determined to be of low permeability and it is recommended that development works use construction materials such as concrete, steel, brick etc.

### **Ground water**

Ground water seepage was not encountered in any of the boreholes and the depth of groundwater across the site is likely to vary from 3.9m to 5.0m (corresponding to about RL49.8 and 49.9) and this can vary due to rainfall and other weather conditions. The Geotechnical consultant suggests adopting a design ground water level at 0.5m above the observed levels for design purposes to account for these types of fluctuations.

The design of the basement and the associated bulk excavation levels had not been confirmed when the geotechnical investigations occurred however bulk excavation of up to 3.5m below the existing ground surface is anticipated. It is considered unlikely that the proposed basement excavation will encounter significant ground water inundation. Any seepage is encountered is expected to be managed using conventional sump and pump measures. The report recommends that the basement be designed as a drained basement by providing trench drainage around the perimeter of the basement walls to feed groundwater to a collection sump which is then connected to a stormwater pit for disposal. Alternatively, a pump may also be used to discharge collected water in the sump to the stormwater pit.

Based on the results of the geotechnical investigation, the proposed development is suitable given the site conditions, subject to the imposition of a series of mitigation measures proposed to minimise risk and impacts. Section 6 of the report outlines a series of recommendations and mitigation measures which are included in **Annexure B**.

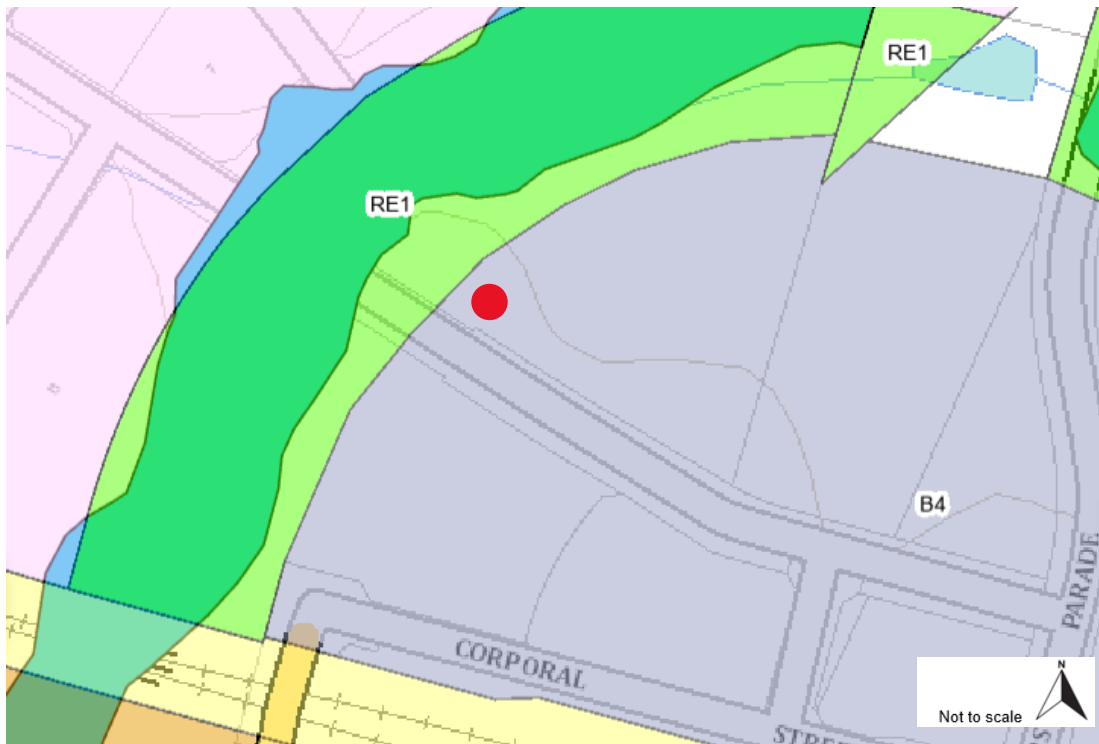
## **6.15 Flood risk**

GRC Hydro has prepared a Flood Impact and Risk Assessment to accompany the application included at **Annexure AA**. The assessment found that the site is not mapped as flood prone (refer to **Figure 62**). GRC when conducting the assessment reviewed previous flood studies including the Cabramatta Creek Flood Study and Basin Strategy Review both conducted in 2011 with an update in 2014 being a Floodmit Study. The flood mapping relies on the results of these studies however they focus on mainstream flooding and do not consider overland flow. GRC used the site survey to extrapolate more accurately site flood liability data.

The site forms part of the broader Cabramatta Creek water catchment area.

GRC analysed the LIDAR dataset dated 2019 which is a public study and takes overland flow levels into account. Overland flow and mainstream flooding were considered in conjunction with the 1% AEP and Maximum Probable Flood (PMF) level.

The proposed building is located above the mainstream flood level of RL52.2mAHD as the lobby is located at RL54.050 as shown in **Figure 63** below.



● The site

Figure 62 Flood mapping (source: Liverpool City Council)

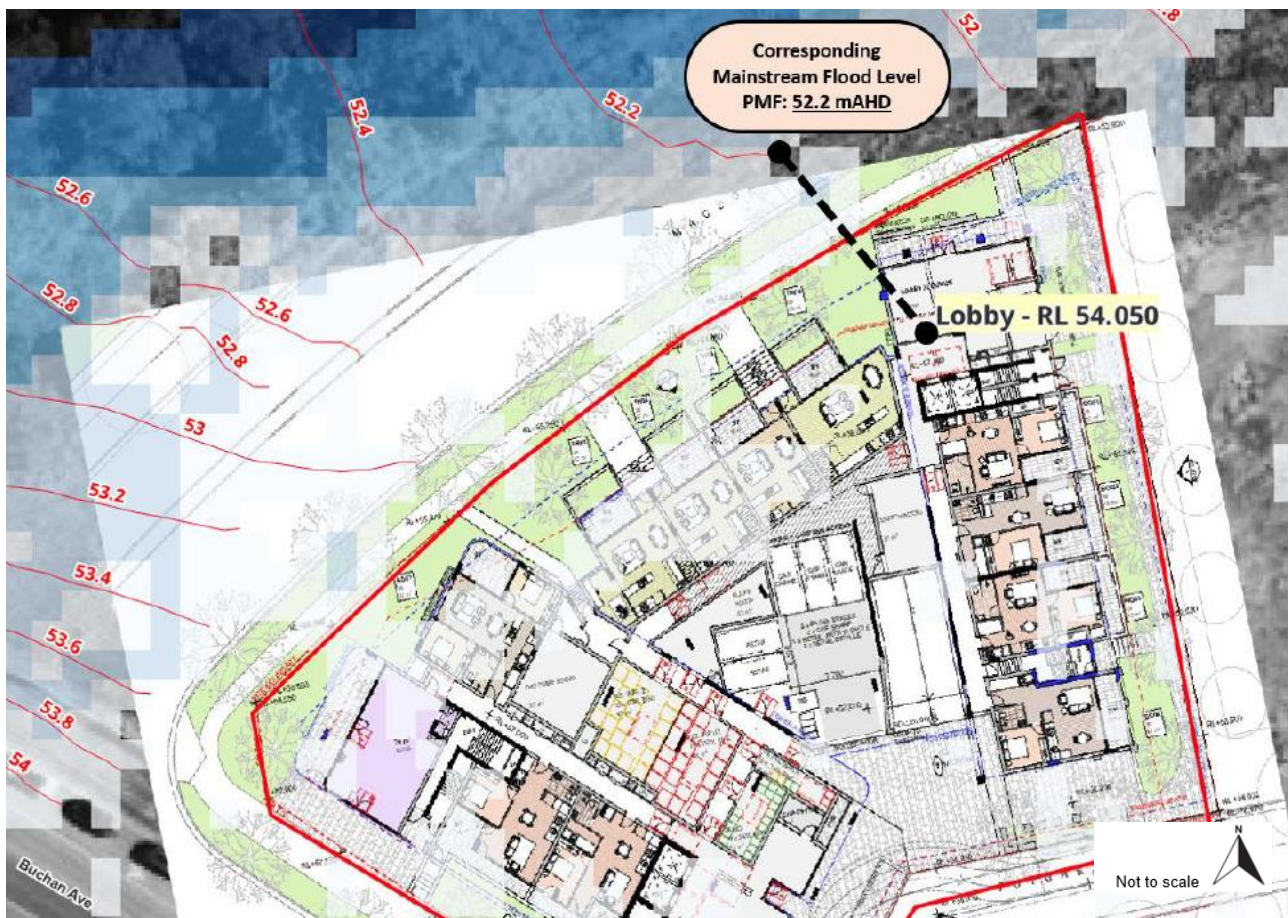


Figure 63 Proposed lobby RLs (source: GRC, 2026)

GRC concludes that “*mainstream flooding from Maxwell Creek does not pose a risk to the building and the overland flow catchment is small and not a design-critical mechanism*”.

Liverpool City Council provided formal pre-lodgement advice for the proposed development on 7 November 2025 and did not highlight flooding as a potential issue to consider in the assessment of the scheme.

Clause 26 of the WPC SEPP includes flood planning provisions. The site is not mapped in accordance with the policy and the flood impact assessment addresses the objectives of the Clause.

No additional mitigation measures are proposed in respect to this issue. Subject to the successful implementation of the Mitigation Measures, the proposed development is supportable on flooding grounds.

## 6.16 Site contamination

Site contamination was considered as part of the Concept Plan and supporting contamination investigations. The assessment identified localised contamination across the Edmondson Park South precinct associated with the historic use of the site and concluded that remediation undertaken in accordance with the approved Remediation Action Plan (RAP) would render the site suitable for the proposed residential, open space and commercial land uses. The site has been vacant since about 1956 with some trees and vegetation existing on the site until about 2015 when the land was mostly cleared before being completely cleared in 2025 and a layer of soil being laid over the site in accordance with a program of works and approvals permitting earthworks and site preparation.

A Site Audit Report prepared by JBS Environmental dated 2007 confirmed all identified contamination was remediated and a subsequent Site Audit Statement (SAS) prepared by Environ (October, 2013) explicitly confirmed land remains suitable for the intended purposes and recommended implementation of an Unexpected Finds Protocol (UFP) during development, which Landcom successfully implemented during the carrying out of physical works and earthworks in association with DA 504/2021 approval.

An Unexploded Ordnance Search (UEO) was completed in 2012, and the site was certified as UEO Works Area Release given the site’s historic military use. The certification confirmed the site is safe to use for residential purposes. No further sources of contamination have been identified at the time.

Notwithstanding all the investigations and reporting in relation to contamination and remediation to ensure the site is suitable for its intended use, Landcom engaged EGA in August 2025 to prepare a Preliminary Site Investigation (PSI) which is attached at **Annexure CC**. The PSI was commissioned to accompany the development application for residential subdivision (DA 421/2025) which is currently under assessment but is relevant and applicable to the proposed use as it covers the site. The area that the investigation covered is shown below at **Figure 64**.



**Figure 64** PSI investigation area (source: EGA, 2025)

The PSI's findings are summarised as follows:

- historical aerial imagery indicates the site has been primarily vacant land from 1947 to the present day
- there is low potential for land contaminating activities to have occurred with earthworks undertaken by Landcom under various development consents
- a review of publicly available contaminated land databases concludes the site is not the subject of any licenses, applications, notices under Section 308 of the *Protection of the Environment Operations Act, 1997*
- the site is not notified under Section 60 of the *Contaminated Land Management Act, 1997* or subject of any notifications under Section 58 of the *Contaminated Land Management Act, 1997*
- visual or olfactory evidence of contamination was not identified during the site walkover
- no significant aesthetic risk has been identified for the site, and
- following a review of Liverpool City Council's certification, EGA notes that the site is not registered as:
  - significantly contaminated land
  - subject to a management order
  - the subject of an approved voluntary management proposal, or
  - subject to an ongoing maintenance order.

Based on the desktop review and site walkover, one (1) potential area of environmental concern was identified being an onsite dam/sediment basin located along the north-eastern corner of the study area that comprised EGA's PSI coverage. However, the identified area is not located on the land that is the subject of this SSD DA and accordingly will not be affected by the proposed development. As such the mitigation measure to safely dispose of this dam by preparing a Dam Dewatering Assessment is not applicable as dewatering is not proposed as part of the works.

EGA concluded that the site is suitable for the proposed low-density (subdivision) residential land-use setting subject to the inclusion of standard mitigation measures that include implementation of an unexpected finds protocol should any contaminated matter be found and a waste classification assessment should be developed. These measures are included in **Annexure B**.

Landcom engaged Geotechnique Consultants to prepare an updated and targeted Preliminary Site Investigation (PSI) assessment of the site which can be found at **Annexure BB**. The purpose of the assessment is to provide a quantitative assessment of the environmental conditions of the site, by appraising the potential for contamination

on the basis of field observations and limited soil sampling, historical land uses and any other documentary evidence and to ensure the suitability of the site for its intended use.

On site testing included sampling taken from three (3) boreholes with borehole locations shown in **Figure 65** below.



**Figure 65** PSI investigation area (source: Geotechnique, 2026)

The assessment came to the following conclusions;

- *At the time of investigation on 20 and 21 November 2025, the site generally consisted of an undeveloped, bare field with sparse grass cover across some of the area. Fill used for grading and earthworks was spread over the site.*
- *The area appeared generally flat to undulating in parts.*
- *No suspicious odour, staining or foreign material was detected in any of the examined soils.*
- *Contaminant concentrations in the representative, in situ samples from the investigation were found to comply with the adopted SILs applicable to high density residential exposure settings (as well as recreational land use settings).*
- *The current (limited) investigation data set indicated that gross, or widespread, contamination was not present at the site.*
- *Based on the findings of the PSI, the contamination risks are considered to be low.*

The site is considered suitable for the proposed development subject to the implementation of recommendations suggested in Section 10 of the report which include adopting an unexpected finds protocol, any exported material being classified and disposed of in accordance with the EPA's *Waste Classification Guidelines* and any material being imported to the site should be appropriately validated. These mitigation measures are included at **Annexure B**.

Given the findings of the PSI there are no identified hazards or risks at the site that need further investigation or assessment and a Hazard Analysis pursuant to the *State Environmental Planning Policy (Resilience and Hazards) 2021* is not required.

## 6.17 Waste management

A Waste Management Plan (WMP) has been prepared by MRA Consulting Group to promote sustainable construction and operational waste practices for the proposed development (**Annexure DD**).

The WMP considers all expected waste sources, identifies storage areas and collection areas to ensure there are appropriate and compliant mechanisms to remove waste from the site, and identifies implementation measures to reduce, manage, reuse and recycle waste safely in accordance with Liverpool City Council's requirements. While LCC may prefer the integration of chutes this is unsuitable given the scale and nature of the development as issues such as hygiene, chute maintenance and recycling contamination are common with these type of systems and can incur significant costs to manage.

### **Construction**

Construction waste materials will be reused and recycled where possible, minimising the disposal of materials other than those that are unexpected discovered to be contaminated or are deemed unsuitable for reuse or recycling processes. Waste storage during construction operations will involve the stockpiling of reusable materials, as well as the placement of wheeled bulk bins and skips for the separation of construction materials for recycling. A bin for residual waste or contaminated material will also be made available. The WMP considers the generation of specific waste sources such as bricks, excavated materials, excess concrete and tiles and specifies how each material should be disposed of (refer to Table 3 in the WMP) and suggests the appropriate waste contractors and facilities that should be utilised during the construction process.

Waste management principles, management measures and facilities in use on the site are to be included as part of the site induction for all personnel working on the site. Consistent with standard construction practices, the appointed contractor will be required to prepare a final waste management plan outlining how construction waste will be managed. The Construction Management Plan should refine and augment the recommendations of the WMP at **Annexure DD**.

### **Operation**

The WMP outlines the expected waste generated and management measures during the ongoing operation of the proposed development, in accordance with Liverpool City Council requirements.

Council did not raise any specific issues with the proposed waste arrangements during the pre-lodgement consultation process.

The proposed development satisfies Liverpool City Council's DCP requirements and has been designed to be compliant and consistent with Liverpool City Council's *Waste Management Services For Residential Flat Buildings and Multi Dwelling Housing Fact Sheet*. While the fact sheet recommends that static compaction units should be considered for larger units to reduce the number of bins required, the proposed development has catered for large waste rooms in lieu of providing compaction units.

The proposed development generally complies with Part 1 and section 25 of the Liverpool DCP 2008 with respect to sizing, configuration and design. The proposed bulky waste store is 3sqm short of the DCP's minimum 40sqm requirement, however the proposed development's overall provision of waste storage (158sqm) far exceeds Liverpool City Council's minimum requirement of 126sqm (refer to Table 7 in the WMP for the breakdown of space required).

of the WMP provides several recommendations which include developing a more detailed waste management system and implementation of a Waste Management Recycling Method which is to be adopted by the residential and retail components of the development. A series of mitigation measures are included to ensure the management, storage and disposal of waste is conducted safely and in a systematic way.

Subject to the successful implementation of the Mitigation Measures, the proposed development is supportable on construction and operational waste grounds.

## **6.18 Aboriginal cultural heritage**

Landcom engaged Austral Archaeology to confirm whether an Aboriginal Cultural Heritage Assessment (ACHA) is required to support the proposed development in the context of the existing AHIP. Austral Archaeology's a Letter of Advice is provided at **Annexure EE**.

The Letter of Advice summarises Austral Archaeology's review of previous detailed studies prepared for Edmondson Park South, including the site are summarised below:

■ **Archaeological survey by AMBS (2010)**

This survey and study aimed to locate artefacts that had been previously recorded at the site. No artefacts were found; presumably as they had either been relocated or destroyed through the land clearing and remediation process. A previously unidentified artefact scatter was located but determined to hold low cultural and scientific significance.

■ **Aboriginal Heritage Impact Report (2011)**

This report was prepared by AMBS on behalf of Sydney Water to consider the impacts of an extension of the trunk water infrastructure through to Edmondson Park. The report included field assessment and desktop evaluations. The report found a number of recorded Aboriginal sites within and close proximity to Block 20a consisting mainly of open campsites and isolated finds.

■ **Aboriginal Cultural Heritage Assessment (ACHA) by Kelleher (2018)**

The ACHA, was prepared in response to SEARs issued by the DPHI for MOD 5 to the Concept Plan. The ACHA considers the land to which this SSD DA applies, and is accordingly relevant to the proposed development.

The ACHA indicates that three (3) previously registered AHIMS sites were identified and an AHIP issued to Landcom in 2015. However, these were destroyed and are no longer present.

The Kelleher assessment also included a visual inspection of land adjoining Maxwell Creek and found that these areas have been heavily disturbed by natural processes. Kelleher concluded that no additional Aboriginal cultural materials were identified.

The findings of the above reports demonstrate the site holds little to no archaeological potential given that the site and its surrounds have undergone a high degree of disturbance.

In the context of the investigations commissioned to date, the issuing of the AHIP and completion of works in accordance with the approved AHIP, Austral Archaeology has concluded that no further assessment of Aboriginal heritage assessment is required. The proposed development will not have any new or additional Aboriginal heritage impacts.

The Letter of Advice does recommend that an unexpected finds protocol be included as a mitigation measure. This standard practice and accordingly the recommendation has been reflected in the Mitigation Measures at **Annexure B**. Subject to the successful implementation of the Mitigation Measures, the proposed development is a satisfactory response to the site's known Aboriginal cultural heritage value.

## 6.19 Environmental heritage

The subject site is not identified as a Heritage Item and is not located within a Conservation Area. The site is not within close proximity to any heritage items and as such the development will not adversely affect the significant and integrity of the closest items.

The proposed development will not result in any impacts to non-Aboriginal heritage, and a Statement of Heritage Impact is not required.

## 6.20 Social impact

In respect to Social Impact, the SEARs state:

*"The EIS must consider social impacts and, should any significant social impacts be identified, a Social Impact Assessment must be prepared in accordance with the Social Impact Assessment Guideline for State Significant Projects".*

An assessment of social impacts is required in response to the SEAR and is in accordance with section 4.15 of the EP&A Act which requires a number of matters for consideration in the assessment and determination of a development application including “*environmental impacts on both the natural and built environments, and social and economic impacts in the locality*”.

The proposed development provides a number of social benefits to the area and community including:

- Provision of 100% affordable housing
- The affordable housing will be managed by a Tier 1 CHP and will be managed and maintained as affordable housing for a minimum of 25 years which is longer than the standard 15 years required by the Housing SEPP
- The development will improve connectivity and pedestrianisation around and through the site for the broader community.
- The development in itself will enhance connectivity and encourage much needed activation of this area
- The site is earmarked for redevelopment, and the proposal will provide a diversity of housing options and will fulfil the much-needed housing shortage in NSW
- The development includes other public benefits including a publicly accessible site through link and area of open space along the eastern side that the community can utilise as well as public domain upgrades to new MacDonald Road and Buchan Avenue
- The provision of three (3) car share spaces will be accessible to the public as well as the occupants of the development providing the community with the opportunity to use the vehicles as well. They are not to be exclusively used by residents, and
- The provision of the small retail tenancy will also service the broader community and will improve access and activate the street frontage which will also increase safety and security.

The recently approved in-fill housing development at Edmondson Park, known as Block 24 (SSD-77211717) included a Social Impact Assessment (SIA) that was prepared by BB Professional Services. The SIA and its findings are relevant to this site given the similarities in location and land use. The SIA looked at the demographic features of the locality and general characteristics of the area. In summary it found that:

- A third of households in Edmondson Park were renting (2021 Census data)
- The area had limited flats and apartments and few homes with one or two bedrooms
- Median rents in Edmondson Park are higher than the median rents in NSW and one-third of Edmondson Park renters were living in housing stress, and
- There is limited affordable housing in Edmondson Park.

The local community was actively consulted and engaged regarding the project. Key concerns raised during this process related to the affordability of the development, potential increases in crime, and the possible impact on the community’s cultural character due to the profile of future residents. These issues are summarised in **Section 5** of this report, with further details provided in the Engagement Report at **Annexure N**.

Other issues that were raised by the community included impacts during construction (noise, vibration, traffic and lack of parking), impact on property values and access to community services and facilities. Many of these impacts can be appropriately mitigated i.e. construction activity and its impact on parking and traffic can be managed through the preparation and implementation of a Construction Management Plan (a preliminary plan has been prepared and accompanies the Transport Impact Assessment at **Annexure X**). Other impacts such as an increase in crime and concerns regarding the nature of the residents is generally unfounded as affordable housing is different to social housing and public housing.

Additional benefits of the proposal to the broader community and area include:

- The development will provide inclusivity, diversity and equity in housing choice in the area
- Providing an affordable housing opportunity will eliminate housing stress for some people and this will in turn improve health and wellbeing
- Affordable housing for people in the area suffering from housing stress and on low incomes will allow them to live close to their places of work
- Businesses and services in the locality will be able to retain essential workers if they have stable affordable housing options
- The impact to community facilities is considered negligible by the increase in residents generated by the development. In fact, the slight addition in demand may enable services to operate more efficiently and more services may be made available

- The development will increase surveillance and activity in the precinct through the design which focuses on increased legibility, connectivity and provision of the public site through link to create links through to the station and Town Centre, and
- The new retail tenancy that is proposed aims to activate the street frontages.

It is also relevant to note that, once finalised, the proposed planning agreement required to be entered under the approved Concept Plan (as modified) will deliver over \$150M of community infrastructure and services to support the redevelopment of Edmondson Park. This will ensure the existing and future communities, including residents within the proposed development, will have access to high quality areas of open space, community facilities and transport infrastructure.

On balance, the proposed development will have an overwhelmingly positive social impact and will not result in any adverse or unmanageable social impacts.

## 6.21 Infrastructure requirements and utilities

A utilities and infrastructure assessment report was prepared by J.Wyndham Prince (JWP) to accompany Landcom's proposal to modify the Edmondson Park South Concept Plan (Mod 5) which has been approved and sought greater uplift in the precinct to cater for up to 3,200 dwellings. This assessment was prepared to respond to the SEARs and the assessment examined the current utility infrastructure availability to the broader precinct through Dial Before You Dig investigations and consultation with relevant utility providers to understand the existing network and the future capacity requirements to ensure connectivity occurs.

The report provided interim advice and came to the following conclusions:

- It is likely that water, recycled water and sewerage services will be available to and have sufficient capacity to serve the site.
- Electricity services will be available to and have sufficient capacity to serve the site with the provision of 4 new feeders out of the Edmondson Park Zone Substation, and
- Gas and Telecommunications services can be amplified and extended to service the development.

ADP Consultants were engaged by Landcom to prepare an Infrastructure Report (at **Annexure M**) assessing the existing infrastructure location and capacity and identifying the future works. The report considered electrical, telecommunications, water, sewer and gas infrastructure. The assessment included site investigations, consultation with authorities and utility providers and includes a review of any preliminary feedback.

The design has included an electrical substation off Buchan Avenue to cater for the increased electrical capacity required by the development.

The development is intended to operate as a fully electrified site. Accordingly, no new natural gas connections or upgrades to the existing gas network is proposed as part of the development.

Telstra in-ground services and NBN pits are located within Buchan Avenue roadway and these will be able to be extended to cater for the site by the provision of a future telecommunications pit (subject to carrier approval and design specifications).

In respect to water and sewer, services are located within close vicinity of the site. A potable water main and recycled water main are located along Buchan Avenue and a sewer main is located along the northern side of Maxwell Creek. It should be noted that sewer services are currently being constructed around the site and should be completed in the coming months.

The report confirms that all services and utilities have capacity to cater for the proposed development.

## 6.22 Bushfire risk

A Bushfire Protection Assessment (BPA) prepared by Travers Bushfire and Ecology accompanies the application (refer to **Annexure FF**). Travers provided technical advice when the site was mapped as Bushfire Prone and

defined as Category 3 (medium risk vegetation). This technical advice informed the initial design of the development.

Bushfire mapping across the Edmondson Park precinct has recently been updated and the site is no longer bushfire prone as shown in **Figure 66** below. Given the site's status, a Bush Fire Safety Authority (BFSA) under Section 100B of the Rural Fires Act 1997 (RF Act) is not required and the application does not fall within the provisions of Section 4.14 of the Environmental Planning and Assessment Act 1979 (EP & A Act). Travers in their assessment maintain that there is potential bush fire risk from neighbouring land and in accordance with the Planning for Bushfire Protection 2019 (PBP) as such they have prepared the assessment.



**Figure 66 Bush fire mapping** (source: Travers, 2026)

The table at **Figure 67** below summarises the characteristics of sites adjoining the development. The main bushfire threat to the development is from the Grassy Woodlands to the north and north-west along the Maxwell Creek corridor, despite these areas also not being mapped as bushfire prone land. There is a low threat of bushfire from the south, south-west and east as this area comprises of existing cleared lands for future development with the presence of some Grasslands. Given the threat from the Grassy Woodlands to the north and north-west, it is recommended that the proposed buildings be constructed to BAL 12.5.

Aspect	Vegetation formation	Effective slope	Minimum APZ required (BAL 29)	APZ provided	Comment
North/North-West (Maxwells Creek)	Grassy Woodlands	>0-5 Downslope	16m	32m+	The location of the proposed buildings can meet BAL-12.5. The future MacDonald Road creates an adequate setback (minimum 16m).
East (Adjoining urban land)	Grasslands	N/A	N/A	N/A	To the east is future development, existing grasslands. The future laneway and location of buildings mitigate the bushfire risk from neighbouring lands.
South (Buchan Avenue)	Managed land	N/A	12m	16m	To the south, Buchan Avenue sits, a two-way main road.

Figure 67 Characterisation of adjoining lands (source: Travers Bushfire and Ecology, 2026)

The BPA concluded that the bush fire threat to the development is low and with a potential threat coming from the Grassy Woodlands located to the north and north-west along Maxwells Creek and the development is to be managed in accordance with the Asset Protection Zones (APZs) outlined as part of the BPA.

The BPA recommends the implementation of seven (7) mitigation measures which will provide additional safety and reduce any potential fire risk. The mitigation measures are included in **Annexure B** and include the following measures:

- The development is to be managed in accordance with the APZs outlined in the BPA and all future dwellings are to be constructed to achieve BAL-12.5 compliance (AS 3959:2018)
- A detailed review of hydrant placement is to be conducted to confirm compliance with AS 2419.1:2005. All above-ground water service pipes and tanks are to be constructed of fire-resistant materials, such as metal or concrete
- A ground maintenance plan is to be prepared and shall include the ongoing bushfire management maintenance across the site
- The Landscape Plan should avoid mulch or leaf litter within the Tree Canopy understorey and gravel is a preferred finish
- If electrical reticulation and reticulated water is proposed the design must be in accordance with PBP provisions. A restriction on title should be included to prevent the use of gas connections to dwellings. Small, bottled gas is permissible for BBQs on balconies
- To prevent and mitigate floor to floor fire spread within the proposed development a fire suppression systems strategy shall be prepared and consider the provision of fire sprinklers, smoke alarms, fire blankets and fire extinguishers on each level of the building, including the carpark
- A Bushfire Emergency Management Plan and Evacuation Plan (BEEP) shall be prepared before occupation that considers an appropriate evacuation procedures for residents and visitors
- Signage shall be included along the laneway that ensures there is no parking along this roadway.

## 6.23 Aviation

The proposed development does not include, and is not adjacent to, a helicopter landing station (HLS). An assessment of impacts on HLS is accordingly not required.

## 6.24 Contributions and public benefit

### 6.24.1 Public benefit

The proposed development will increase housing diversity by delivering 172 affordable housing apartments and provide diversity in the housing market.

It is estimated that the proposed development will generate approximately 161 full time construction jobs for the duration of the works. There will also be operational jobs associated with managing and servicing the building when complete, however these numbers are yet to be determined.

The high-quality design of the building, landscaping and communal open spaces will have a positive contribution to the streetscape, responding well to the challenging site conditions and site configuration.

The proposed development will encourage active and public transport, by reducing on site car spaces, providing 3 car share spaces and capitalising on proximity to the Edmondson Park Station.

### 6.24.2 Planning Agreement

The approved Concept Plan (as modified) is subject to further Environmental Assessment Requirements (FEAR) which require Landcom to enter into a Planning Agreement for the payment of local contributions as part of future subdivision applications.

Landcom's Letter of Offer was submitted to Liverpool City Council and the Minister for Planning and Public Spaces during the assessment of MOD 5 to demonstrate that suitable provision would be made for community and public infrastructure demand generated by the future community.

The Voluntary Planning Agreement (VPA) offer included a Infrastructure Service Delivery Plan (ISDP) which provided a list of deliverables across the precinct which would be offered by Landcom as monetary contributions, works in kind and land dedication and initially included the following;

- \$12.6 million contribution for a multi-purpose community centre and library
- \$1.5 million contribution for a child-care centre
- Land dedication/works in kind for an urban site through link and area of open space
- Land dedication and works in kind for open space, recreation, drainage and riparian works, and
- Land dedication and works to local roads and streetscapes.

The Assessment Report for MOD 5 stated that the Department has carefully considered the Proponent's letter of offer and the advice provided by Council. The Department was satisfied that the community infrastructure which would be delivered through the VPA would be a significant benefit to the Edmondson Park community and would support the proposed uplift in dwelling yield of up to 3,030 dwellings.

As part of the MOD 5 approval and to ensure VPA endorsement is not unreasonably delayed, the Department recommended;

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

Since the determination of MOD 5, Landcom have been negotiating with Council in respect to the VPA. A revised offer has been submitted and is estimated at \$153,939,497 and comprises approximately \$138,823,058 in land and works and a total monetary contribution of \$15,116,439. The Draft Planning Agreement and Explanatory Notes were placed on public exhibition between 6 February 2026 and 6 March 2026.

On 25 March 2026 the matter was reported to Council seeking formal execution of the Planning Agreement for Precincts 3, 5 and 9 and Explanatory Notes. Council in the report supported the terms of the agreement because the revised offer would “*more than offset any contributions liability payable by the Proponent under the Liverpool Contributions Plan 2008 – Edmondson Park*”. Council at that meeting endorsed to adopt and enter into a final agreement and ultimately execution of the agreement.

Given the development is for a public purpose and will deliver much needed affordable housing, the imposition of a condition requiring payment of any local contributions under Section 7.11 of the EP&A Act is unreasonable. Adequate community infrastructure for future residents, including open space and community facilities will be delivered as part of the progressive development of Edmondson Park, and particularly the proposed planning agreement, which will deliver more than \$150M of infrastructure across the precinct.

### **6.24.3 State Contributions**

Social and affordable housing is exempt from the payment of any state housing and infrastructure contribution, including the Housing and Productivity Contribution.

# 7 Project justification and conclusion

## 7.1 Statutory context

The proposed development is consistent with the strategic planning framework that has been established for the Edmondson Park precinct and will contribute to Landcom and the NSW Government's commitment to deliver an additional 377,000 well-located dwellings by 2029 in accordance with the National Housing Accord.

The development is consistent with the built form outcomes anticipated for the Edmondson Park South precinct and is aligned with the commitments and desired future character for this area in accordance with the Concept Approval as amended by MOD 5. The development is generally consistent with the Design Guidelines for Edmondson Park and specifically the Station Precinct and where variations exist they are minor in nature, do not result in any adverse amenity or environmental outcomes and are appropriately justified by the provision of high quality urban design and architectural outcome.

More notably, the proposed development is permissible with consent and complies with the relevant statutory planning controls applying to the site. The detailed assessment of all relevant State and Local EPIs are outlined within **Section 4** and **Annexure C** of this EIS.

## 7.2 Environmental impacts

The EIS has assessed the potential impacts of the proposed development and demonstrates it will not result in any unacceptable environmental impacts. All potential impacts that have been identified can be mitigated highlighted in detail in **Section 6** and Mitigation Measures are provided in the Table at **Annexure B**.

In summary, the proposed development:

- Has been designed after conducting a detailed analysis of site constraints and attributes, the streetscape and future development proposed in the Station precinct. It will not result in any unacceptable impacts to surrounding properties or the public domain.
- Achieves a high-quality design outcome that will deliver an excellent level of internal amenity for future residents by optimising solar access, cross ventilation and providing privacy for all residents.
- Is on bio-certified land, with no further impacts to biodiversity that require assessment as part of the EIS.
- Will not result in any unacceptable traffic or transport impacts. Despite a shortfall in parking, the proposal provides adequate parking arrangements through a combination of private parking in the basement dedicated to the larger residential dwellings and car share spaces. Given the proximity to public transport the provision of less private parking spaces is justified. A transit orientated development is encouraged where a site is highly accessible like this one.
- Will not disturb, disrupt or affect any European or Aboriginal heritage or archaeological artefacts.
- Is not on flood liable land and will not impact flood behaviour on surrounding properties.
- Will be adequately serviced, with only minor augmentation required for all utilities, and
- Will deliver improved landscaping, deep soil and tree canopy outcomes on site.
- Any impacts in relation to construction activity (noise and vibration) can be appropriately mitigated and managed by a Construction Management Plan.

All other impacts, including wind, noise, stormwater, waste and contamination can be managed through appropriate mitigation measures.

## 7.3 Social and economic impacts

The proposed development will result in the following positive social impacts:

- Increasing the supply of much needed affordable housing.
- Encouraging social cohesion through the provision of associated amenities and communal facilities for residents including the co-working spaces, communal room and open space and the site through link along the eastern side as well as the inclusion of a small retail tenancy which will service the development and broader community.
- The development in itself will enhance connectivity and encourage much needed activation of this part of the precinct.
- The proposal will increase diversity, inclusion and provide greater equity in housing delivery.
- Will provide employment through the construction and longer-term management of the development.
- The provision of 3 car share spaces will provide an additional service for the residents and community.
- The delivery of a well-designed, high-quality development that will positively contribute to the streetscape, and character of the area.
- A development that is strongly aligned to the overall vision for Edmondson Park and the approved Concept Plan (as amended) that will result in very limited, if any, irreversible environmental, social or economic impacts.

The economic benefits associated with the proposed development include the creation of construction jobs (approximately 161 full time positions) and will provide the opportunity to create permanent operational roles to manage the development and in the use of the retail tenancy. The future residents of the development will also contribute to the local retail and service economy.

## 7.4 Site suitability

The suitability of the site for residential development and the proposed built form has been established through the previous development applications, project approvals and associated modifications. MOD 5 to the Concept Plan establishes the built form outcome for this site and the precinct and establishes development yields and associated controls for the site, in the context of the broader Edmondson Park Town Centre.

The site is constrained through an irregular shape and substantial crossfall, however these issues have all been adequately accommodated in the design, without compromising the design outcome.

The location of the site means the proposed development will be very well serviced by transport, open space and close to a variety of retail service offerings at the Town Centre.

## 7.5 Public interest

The proposed development is in the public interest as it will:

- Provide 172 affordable housing dwellings on land that has been zoned for high density residential development within a transit orientated area.
- Increase the supply of affordable housing which directly aligns with the NSW Government's priorities in accordance with the National Housing Accord 2022, Landcom's target to deliver 1,800 affordable housing dwellings, as well as meet local housing targets for Liverpool LGA by 2029.
- deliver much needed affordable housing in an area that is well located and serviced by surrounding amenities, and benefits from excellent access to public transport, open space, education facilities and recreational spaces
- deliver a building that provides a high level of amenity to residents and makes a positive contribution to the streetscape, in an area undergoing significant transition, and
- Promotes sustainability, through a reduction in private car parking, provision of car share spaces and compliance with ESD principles and objectives for this mixed-use development.
- Provides a progressive and contemporary architectural design solution which enhances solar access, natural ventilation and provides high quality internal amenity to all apartments.

## 7.6 Conclusion

This Environmental Impact Statement (EIS) has been prepared to consider the natural and built environment, social and economic impacts of the proposed development. The EIS has addressed the issues outlined in the SEARs (**Annexure A**) and is in accordance with section 190 and 192 of the EP&A Act Regulation.

Having regard to environmental and economic and social considerations, including the principles of ecologically sustainable development, the carrying out of the project is justified for the following reasons;

- The proposed development is permissible with consent and meets the relevant statutory requirements of the relevant environmental planning instruments and satisfies the height and gross floor area requirements;
- The proposal is consistent with the controls and provisions of the Concept Approval, MOD 5 application and generally consistent with the *Edmondson Park Design Guidelines* and the *Public Domain and Landscape Plan*.
- The proposed development is consistent with the planning framework for redevelopment in Precinct 9 in Edmondson Park TCN and will not result in any significant environmental, social, or economic impacts.
- The proposal will not result in adverse environmental impacts, with appropriate mitigation measures that will minimise any potential impacts;
- The proposal will facilitate the redevelopment of the site for the purposes of much needed 'affordable housing' which will deliver important social and economic benefits to the community by contributing to housing diversity;
- The proposal has provided a carefully formulated design response considering the sites context and setting;
- The proposed development is consistent with the aims and objectives of the relevant strategic framework, particularly the Western District Plan, Liverpool Local Strategic Planning Statement and Housing Strategy as well as aligning with the objectives and intent of the National Housing Accord.
- The proposed development provides a high-quality architectural design that will contribute to activating this area and contributing to a safe, secure and attractive environment.
- The proposal incorporates generous landscaping and areas of communal open space and the provision of a site through link that will enable connectivity around the site and provide a space for passive recreation.
- The proposed development is suitable for the site and is in the public interest.

There are no known site conditions that would prevent the proposed development from proceeding.

The proposed development will result in significant public benefits and accordingly is recommended for approval.

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