

APPENDIX D – CONSIDERATION OF PUBLIC AUTHORITY SUBMISSIONS

Issue	Concerns raised	Department comments
<p>Liverpool Council</p> <p>Infrastructure and Contributions</p>	<p>Research needed on infrastructure to support increased density, including schools</p>	<ul style="list-style-type: none"> • The Department notes the VPA offer made by the Proponent and agreed by Council would include local infrastructure (Section 5.3). • State infrastructure would be provided under the SIC levy for the South West Growth Centres. Decisions about the need for and location of schools is the responsibility of the Department of Education, separate to this application.
<p>Infrastructure and Contributions</p>	<p>A Planning Agreement should be negotiated prior to approval of the modification</p>	<ul style="list-style-type: none"> • The Department agrees, and notes Council has accepted the Proponent's VPA offer in principle (Section 5.3).
<p>Infrastructure and Contributions</p>	<p>Council would not support a Planning Agreement that effectively substitutes items such as the additional open space and traffic signals for the items already in the contributions plan for Edmondson Park.</p>	<ul style="list-style-type: none"> • Noted. Council can negotiate monetary contributions and works in kind with the Proponent as part of the VPA offer.
<p>Design Guidelines</p>	<p>Querying the legality of using Design Guidelines instead of a VPA.</p>	<ul style="list-style-type: none"> • The Department notes the proposal is a modification to a transitional Part 3A project • Due to these transitional provisions, any future Part 4 DA for the site must be consistent with the Concept Plan, which, as amended, will require future applications are consistent with the Design Guidelines. • There will be an inconsistency between the relevant EPI (the SSP SEPP) and the Concept Plan, as the EPI requires a DCP and the Concept Plan does not. In this case, the Concept Plan requirement will prevail. (Section 5.2)
<p>Design Guidelines</p>	<p>Suggest the Design Guidelines are revised and incorporated into the existing DCP.</p>	<ul style="list-style-type: none"> • The Department has assessed the Design Guidelines in detail (Section 5.2). Subject to the Department's recommended changes, the Design Guidelines provide a framework that address all of the DCP requirements set by the SSP SEPP.
<p>Design Guidelines</p>	<p>The Design Guidelines should achieve the Town Centre Design Principles of the Edmondson Park South DCP 2012</p>	<ul style="list-style-type: none"> • The proposal uses alternative design criteria to the DCP (i.e. the Design Guidelines) (Section 5.5). • The Depart has assessed the design guidelines and considers they are informed by appropriate principles and objectives. • The Department's assessment demonstrates the proposed height and FSR are acceptable (or can be made so subject to conditions), notwithstanding the inconsistency with development standards. VPAs are commonly used mechanisms to transparently provide additional contributions for infrastructure.

Design Guidelines	Design Guidelines should include accurate drawings showing the terrain and proposed built form	<ul style="list-style-type: none"> The Design Guidelines do not show the terrain and built form. This is acceptable given the document is a DCP-equivalent, which would also not include terrain and specific building envelopes. Specific terrain levels and building envelopes would be the subject of Part 4 DAs to Council.
Design Guidelines	Ownership of and access to streets and open space within the Town Centre.	<ul style="list-style-type: none"> The Public Domain Plan clarifies ownership of and access to streets and public open space in the Town Centre. The RIS confirms that access and management of open space and streets would be in accordance with Council's preferences.
Design Guidelines	Quantum of communal private open space on rooftops and podiums	<ul style="list-style-type: none"> This would be considered (by Council) in the assessment of DAs for these buildings, in accordance with the Apartment Design Guide.
Design Guidelines	Ensure there is sufficient depth and setbacks for street trees in the TCC and the Residential Precinct	<ul style="list-style-type: none"> The Public Domain Plan includes indicative tree sections that include soil depths and building setbacks. Council will have the opportunity to consider street tree locations in its assessment of later DAs for buildings and the public domain.
Design Guidelines	Include measures to reduce heat build-up and noise transmission	<ul style="list-style-type: none"> The Department considers the Public Domain Plan provides a sufficient tree canopy to reduce heat build-up given the density and urban built form of the proposal. The Proponent has revised the Design Guidelines to require minimum internal acoustic performance for apartments. The road and rail noise provisions of ISEPP will apply to the proposal. This mandates acoustic standards for residential development affected by road and rail noise.
Design Guidelines	Include measures to activate and encourage ancillary measures around the periphery of the TCC, and specify that Soldiers Parade between Henderson Road and the Greenway is designated as an Activity Street	<ul style="list-style-type: none"> The Department agrees this part of Soldiers Parade should be an active street and recommends the Design Guidelines are amended to require residential, retail or commercial uses (Section 5.2).
Public Domain Plan	Increase the width of the service laneway adjacent to Campbelltown Road from 3.5 m to 5.5 m	<ul style="list-style-type: none"> The Department considers the 3.5 m indicative width is acceptable as it is one way and will be used for a limited distance.
Campbelltown Council		
Traffic and Transport	Noted the increase in dwellings will lead to an increase in traffic, particularly on Campbelltown Road (which is the council boundary).	<ul style="list-style-type: none"> The Department has considered the proposal's traffic impact in Section 5.4 and considers it acceptable. RMS will shortly commence an upgrade of Campbelltown Road into a four to six lane arterial road. RMS has received a copy of the proposal for review, including traffic modelling data. RMS has not raised any concerns about the proposal's impact on Campbelltown Road traffic performance.

Traffic Transport and	Noted it is interested to understand RMS' comments on the proposal.	<ul style="list-style-type: none"> RMS has not raised any concern with the proposal's impact on Campbelltown Road traffic performance.
Traffic Transport and	Requested copy of traffic modelling data for review.	<ul style="list-style-type: none"> RMS has been provided with a copy of the traffic modelling data for review. RMS is the relevant roads authority, and the Department considers RMS the most appropriate body to review this data.
Camden Council		
Consistency with Strategic Plans	The proposed building heights will exceed the 24m height limit at Leppington, which is a higher order centre. This is inconsistent with the centres hierarchy, in which Leppington is the higher order centre.	<ul style="list-style-type: none"> The Department notes A Plan for Growing Sydney and the draft South West District Plan emphasise centres as employment, commercial and services centres. The proposal does not affect the amount of non-residential GFA. The Department therefore considers the proposal does not change Edmondson Park's place in the centres hierarchy.
Transport for NSW (TfNSW)		
Traffic Transport and	Road connections to Campbelltown Road must be consistent with the RMS design as exhibited in the Review of Environmental Factors (REF) for the Campbelltown Road upgrade.	<ul style="list-style-type: none"> The Department notes these matters have been the subject of discussions between the Proponent, TfNSW and the Department. The Department recommends a future environmental assessment requirement for the roads / infrastructure DA requiring RMS approval of road connections to Campbelltown Road, including the length of the five lane configuration for East Town Centre Road. The Department recommends a condition of approval requiring dedication or transfer of land for the Campbelltown Road widening prior to the lodgement of the first building or public domain works DA with a frontage to Campbelltown Road.
Traffic Transport and	Further discussion will need to take place about the length of the five-lane configuration for East Town Centre Road.	
Traffic Transport and	Land dedication to Roads and Maritime Services is required for the approved ultimate road design plans for the widening of Campbelltown Road.	
Traffic Transport and	RMS will review the updated micro-simulation modelling relative to other priorities but acknowledge it is not determinative for the current modification.	<ul style="list-style-type: none"> Noted.
Traffic transport and	Retain the requirement to provide an updated microsimulation model for each significant DA in the FTC (FEAR 1.6).	<ul style="list-style-type: none"> The Department considers requiring an updated model for each DA would defeat the purpose of the Concept Plan to quantify the intensity of development and plan the internal road network accordingly.

		<ul style="list-style-type: none"> The Concept Plan sets the maximum parameters for development of the FTC. These cannot change without another modification to the Concept Plan. The Department proposes to only require an updated microsimulation model for DAs for roads and infrastructure. These DAs would consider matters such as optimal road configuration, widths and intersection controls and locations. The Department considers there is value in providing an updated microsimulation model at this stage, as it would inform and test the detailed internal road layout. The Department considers it appropriate to include a new FEAR requiring consultation with TfNSW and RMS prior to the lodgement of the infrastructure / roads DA. 	
Traffic transport	<p>Notes Bernera Road's indicative 3.5 metre lane widths would allow that road to be used as a rapid bus route but request TfNSW is consulted if that width is reduced.</p> <p>Request condition requiring the applicant to include a submission to RMS in compliance of the <i>Roads and Maritime Traffic Signal Design Guide – Section 2 (Warrants)</i>.</p>		
Traffic transport	<p>TfNSW acknowledge the removal of a previously proposed left in-left out access to Campbelltown Road and request a condition requiring consultation with RMS if this is reinstated.</p>		
Impacts from and on transport infrastructure	<p>Request the Proponent provide a report for TfNSW's review prior to the first DA demonstrating consistency with <i>Development Near Rail Corridors and Busy Roads – Interim Guidelines</i>.</p>	<ul style="list-style-type: none"> The Department considers this requirement unnecessary. The ISEPP will apply to development within the FTC. The ISEPP mandates consultation or concurrence with TfNSW and/or RMS for development within or adjacent to rail or arterial road corridors. It sets standards for acoustic performance buildings exposed to rail or road noise, and allows relevant agencies to comment on potential construction impacts on transport infrastructure. The Interim Guidelines provide detailed design recommendations to mitigate impacts of and on transport infrastructure. The ISEPP requires consideration of these guidelines in the assessment of applications that trigger the ISEPP. The Department considers the existing statutory framework adequately provides for consideration of the Guidelines in future DAs to Council. 	

Environment Protection Authority (EPA)	
Noise and vibration	<p>Suggest internal noise standards for TCC apartments to minimise impacts of active land uses and outdoor seating.</p> <p>Request updated assessment of rail noise impacts to reflect current operations and measures to ensure appropriate validation of noise mitigation measures.</p> <p>Recommend updated and targeted water quality targets, rather than generic targets.</p>
Noise and vibration	<ul style="list-style-type: none"> The Department agrees with this suggestion and requested the Proponent include internal noise measures in the Design Guidelines. The Design Guidelines now include an internal acoustic standard for apartments to achieve with windows and doors closed. This is based on an equivalent Sydney DCP 2012 provision, which the Department considers an appropriate benchmark. As discussed above, the Department considers the ISEPP adequately provides for consideration of rail noise.
Water quality	<ul style="list-style-type: none"> The Department accepts best practice water quality measurements have changed since the original Concept Plan approval. The Concept Plan approval's parameters are based on the Australian and New Zealand Environment Conservation Council (ANZECC) guidelines. These set standardised criteria for pollutant reductions. Contemporary practice is to establish site specific water quality goals based on local conditions. The Proponent argues that it would be unreasonable to change the methodology given the current water quality targets under the Concept Plan are based on ANZECC. The Department accepts the Proponent's position. It would be unreasonable to require the work involved in changing to site specific targets given the built on area doesn't change and the intensity of development (in terms of land area, impervious areas and likely run-off) hasn't significantly changed as a result of the modification.
Water quality	<ul style="list-style-type: none"> The Department's review of the <i>Liverpool Contributions Plan (Edmondson Park) 2008</i> does not indicate a nexus between the proposed modification and augmentation of water management measures, as they are based on built upon land area rather than population density. However, nothing would preclude the provision of water management measures as part of the VPA, provided both parties agreed to it.
Water management	<ul style="list-style-type: none"> The Department notes Sydney Water's advice that there is currently insufficient wastewater capacity to serve the proposed additional population. The Department therefore recommends a FEAR for the Proponent to consult with utilities providers regarding capacity prior to each DA under the Concept Plan. This is consistent with Sydney Water's advice that it will work with the Proponent to provide detailed wastewater modelling at the Section 73 certificate stage.
Water management	<ul style="list-style-type: none"> Sydney Water has confirmed the proposed additional dwellings will overload the existing network.

	system can support the additional wastewater load.	<ul style="list-style-type: none"> The Department expects the Proponent would need to augment the existing wastewater network to accommodate the additional dwellings. As discussed above, the Department recommends a FEAR requiring the Proponent to consult with utilities providers regarding capacity prior to each DA under the Concept Plan. Sydney Water's Section 73 certificate requirements can also be relied on to ensure appropriate wastewater provision.
Waste management	Suggested provisions are included to ensure operational waste management is adequately considered in future DAs.	<ul style="list-style-type: none"> The Department notes the Design Guidelines provide for loading and unloading arrangements in the TCC basement. Given the Town Centre is a greenfield site, the Department considers operational waste management (i.e. ensuring there is sufficient space for waste storage and collection) can be adequately considered by Council in its assessment of subsequent DAs.
Sydney Water		
Wastewater	The proposed additional dwellings will overload the existing network.	<ul style="list-style-type: none"> Noted.
Wastewater	The Proponent should submit a scheme plan of the proposed development and Sydney Water will review that plan.	<ul style="list-style-type: none"> As detailed above, the Department recommends a FEAR requiring the Proponent to consult with utilities providers about their approval requirements prior to lodging each DA under the Concept Plan.
Endeavour Energy		
Electricity supply	Clarifies requirements to connect the town centre to the Edmondson Park Zone Substation	<ul style="list-style-type: none"> Noted.
Electricity supply	Advises Edmondson Park Zone Substation will not have full security of supply until mid-2019. This is because augmented connections between the Prestons and Edmondson Park Zone Substations are dependent on the timing of Liverpool Council's Croatia Road upgrade and RMS' Campbelltown Road upgrade.	<ul style="list-style-type: none"> As discussed above, the Department recommends a FEAR requiring the Proponent to consult with utilities providers regarding servicing adequacy prior to the lodgement of each DA. This would ensure that development staging is coordinated with infrastructure staging.
Heritage Division		
Heritage	Requested that the Heritage Impact Statement is amended to include the following State Heritage Items: Denham Court, Horningsea Park, Glenfield Farm, Macquarie Fields	<ul style="list-style-type: none"> These items are early homesteads. The Department acknowledges these homesteads have heritage significance in demonstrating the early agricultural activity in colonial New South Wales.

	House, Varroville and Robin Hood Farm.	<ul style="list-style-type: none"> • However, these items are between one and four km from the FTC, and have, or will have substantial greenfield development separating them from the town centre (i.e. there are more immediate changes to the setting of these items than the current proposal). • The Department considers the likelihood of any direct or indirect impact on these items to be remote. Requiring an HIS amendment to consider these items would be unreasonable. • The Department understands the purpose of these conditions, but considers it premature to include them in a Concept Plan that does not give approval for construction works. • The Department considers these requirements appropriate as conditions of consent for subsequent DAs.
Archaeology	Recommend standard actions in the event of uncovering unexpected archaeological relics during construction.	
Construction impacts	Ensure appropriate protection mechanisms are provided in a Construction Environmental Management Plan.	