

ASSESSMENT REPORT

HUNTLEE NEW TOWN STAGE 1 MP 10_0137 MOD 5

1. INTRODUCTION

This report is an assessment of a request to modify the Huntlee New Town Stage 1 Project Approval (MP 10_0137). The request has been lodged by JBA Urban Planning Consultants Pty Ltd, on behalf of Huntlee Pty Ltd (the Proponent), pursuant to section 75W of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

The request seeks approval to extend the boundary of the approved Stage 1 subdivision to create 33 additional residential allotments. The proposal also includes an extension of the road network and supporting infrastructure to service the lots.

2. SUBJECT SITE

Huntlee New Town is located in the Cessnock and Singleton Local Government Areas (LGA) in the Hunter Region of New South Wales. The site is located immediately to the south of Branxton, approximately 18 kilometres (km) north of Cessnock and 23 km south east of Singleton (**Figure 1**).

The site subject of the proposed modification is situated just outside the approved Stage 1 development boundary, directly west of sub-stage 3 (**Figure 2 and 3**). Scattered remnant vegetation occurs across the site and it is identified as bushfire prone land. No other significant site features such as riparian corridors, koala habitat, steep lands, mine subsidence areas or flood prone lands were recorded on the site. The site has an area of 3.1 hectares (ha) and is located entirely within the Cessnock LGA.

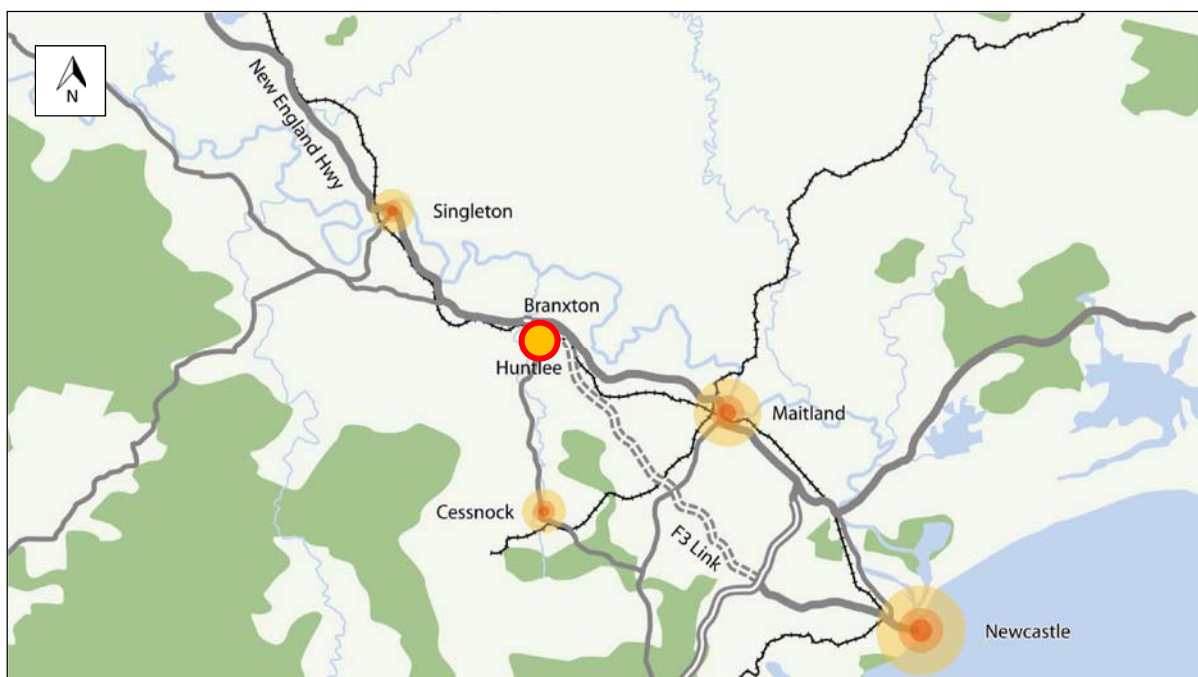


Figure 1: Regional context

3. APPROVAL HISTORY

Huntlee was rezoned in December 2010 for residential, town centre, employment and conservation uses over approximately 1,700 hectares. A Voluntary Planning Agreement (VPA) was also executed at the time the site was rezoned, to secure conservation offsets. The rezoning decision was challenged in the NSW Land and Environment Court but ultimately upheld by the Court of Appeal in December 2011.

On 24 April 2013, the Planning Assessment Commission (the Commission) granted Project Approval (MP 10_0137) for Stage 1 of the Huntlee New Town project to permit:

- site preparation works;
- construction of internal and external road networks;
- subdivision to create 1,473 residential allotments, 14 super lots, and one primary school allotment; and
- drainage and open space reserves.

The Stage 1 approval is subject to State and Local Voluntary Planning Agreements (VPA). The State VPA secures contributions for regional road upgrades and a land contribution for a new primary school. The local VPA secures monetary contributions for local services, the construction of community facilities and the delivery of open space.

Figure 2 illustrates the approved development.

The Project Approval has been modified on four occasions:

- On 29 January 2015, MP 10_0137 MOD 1 was approved under delegation for modifications to the boundaries, dimensions and orientation of the lots within the Stage 1 Entry Village (sub-stage 1a);
- On 2 April 2015, the Commission approved MP 10_0137 MOD 2 for modifications to the super lots in the Town Centre, an increase in the Stage 1 approval boundary, addition of Lot 213, amendments to the reference of the energy provider to the site and road access to the Stage 1 Entry Village;
- On 17 August 2015, the Commission approved MP 10_0137 MOD 3 for changes to the subdivision layout of sub-stages 1a and 2 to 5 (resulting in a net reduction of 29 allotments) and the relocation of public open space within sub-stages 2 to 5; and
- On 19 November 2015, the Commission approved MP 10_0137 MOD 4 for minor amendments to the subdivision layout in sub-stages 3 to 5 including modifications to pedestrian paths and lot boundaries and the inclusion of a new vehicle access lane.

4. PROPOSED MODIFICATION

On 16 March 2016, the Proponent lodged a section 75W modification application (MP 10_0137 MOD 5) seeking approval to modify the subdivision layout within Stage 1. This includes:

- extending the boundary of sub-stage 3 to include an additional 3.1ha of land, creating 33 additional residential lots (as illustrated in **Figure 3**); and
- extending the existing road network to provide vehicle and pedestrian access to the additional lots (**Figure 4**).

While the proposed modification seeks to increase the area of Stage 1 by 3.1 hectares and create 33 additional allotments, previous modifications have reduced the total number of residential lots under the Stage 1 Approval by a total of 34 lots. Accordingly, this modification would result in a net overall reduction of one lot from the original approval. The Proponent has indicated that the proposed modification is the result of ongoing detailed design of the lots approved under Stage 1.

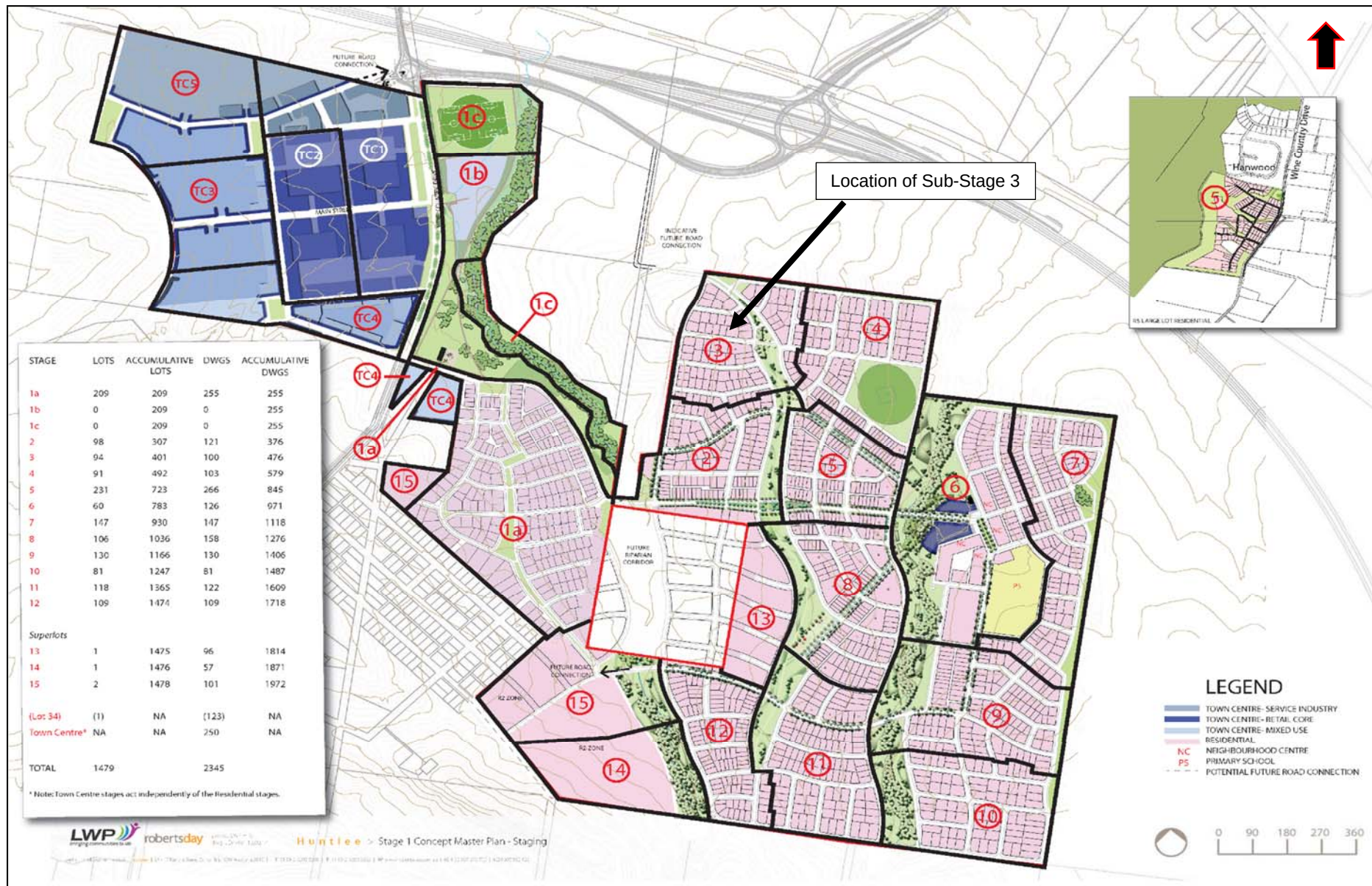


Figure 2: Original approved Huntlee Stage 1 Concept Master Plan (24 April 2013)

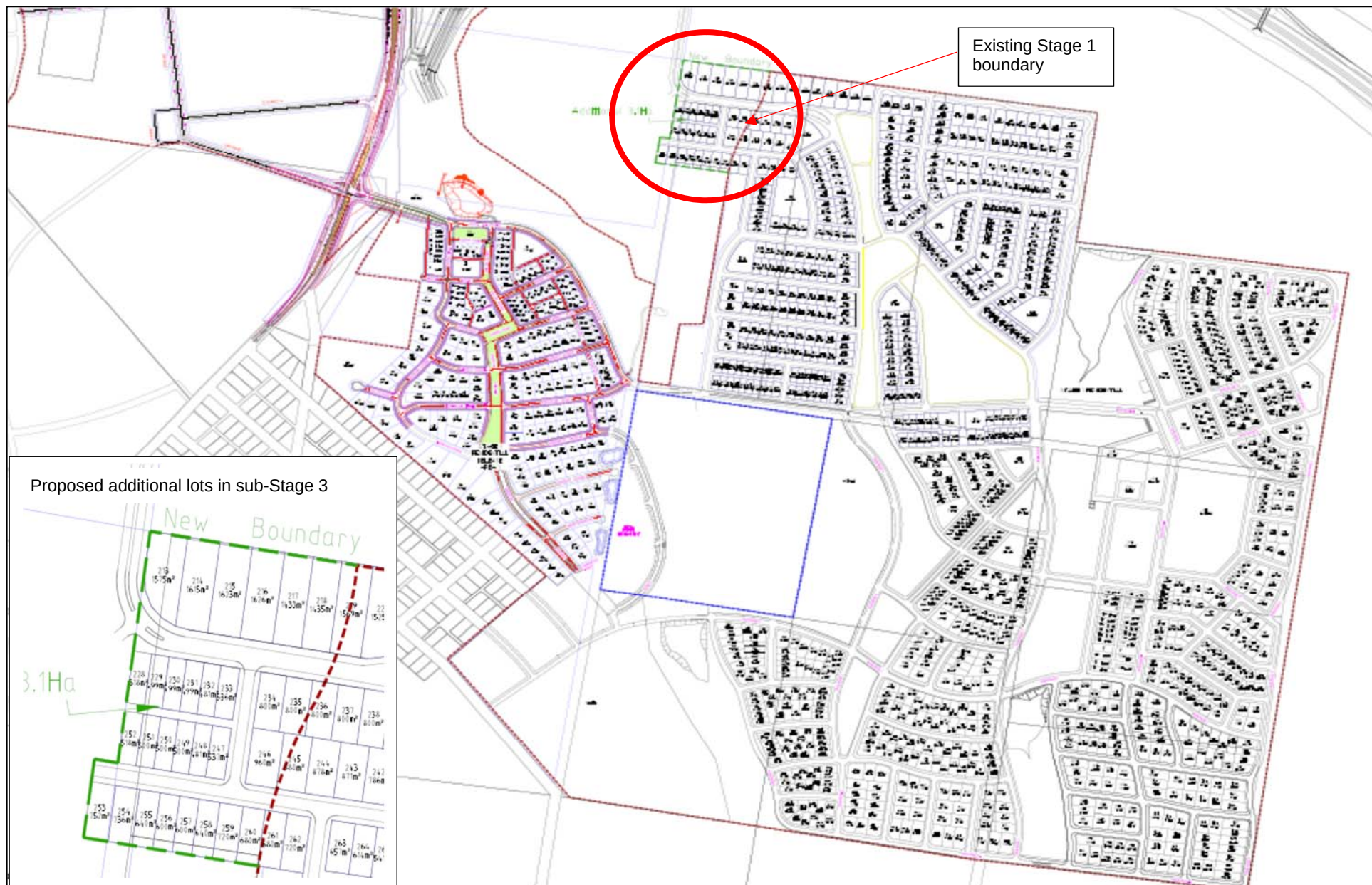


Figure 3: Proposed modifications to sub-stage 3 (Stage 1 Master Plan)

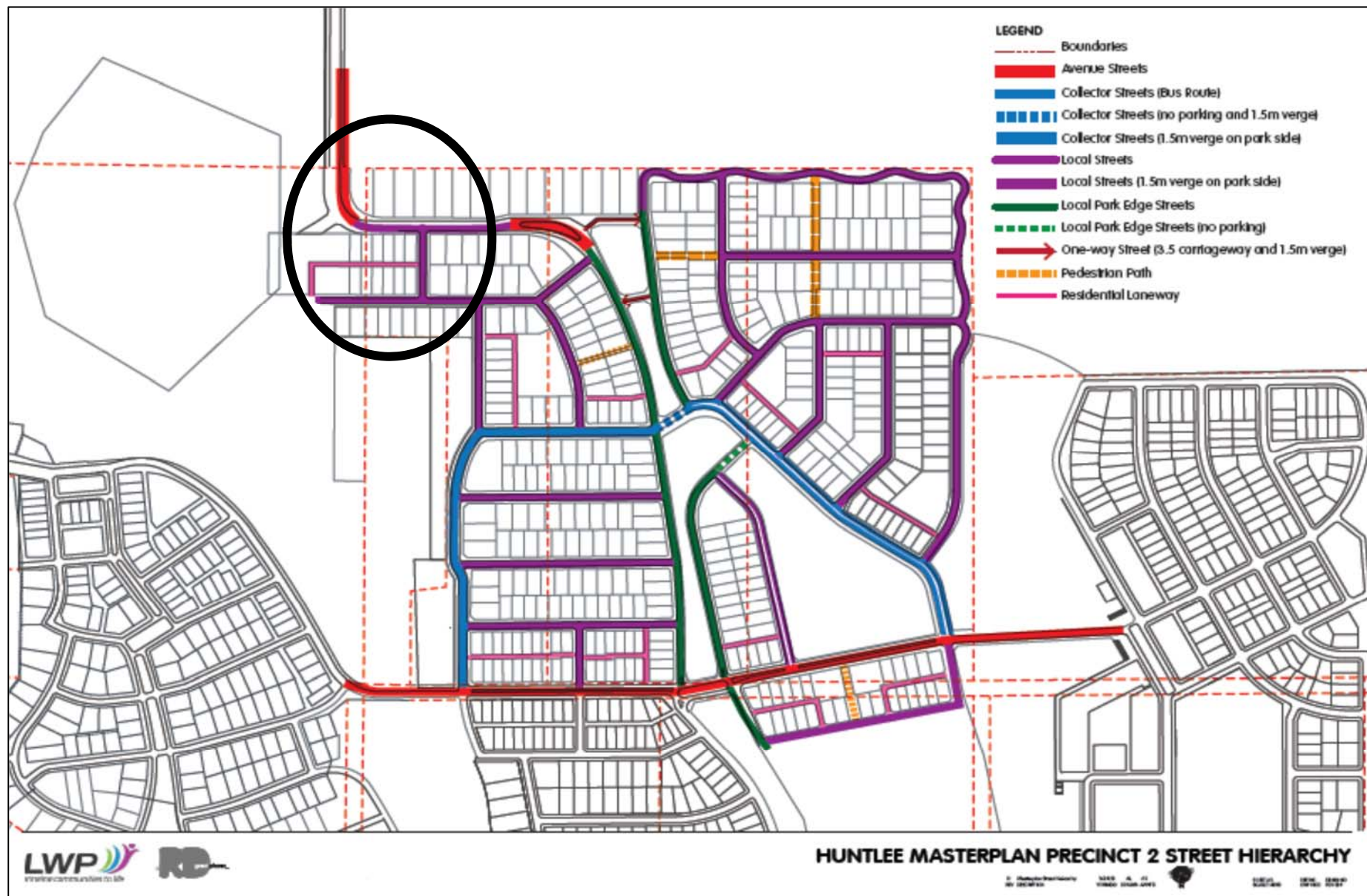


Figure 4: Amended Street Hierarchy Plan

5. STATUTORY CONSIDERATION

5.1 Section 75W

The project was originally approved under Part 3A of the *Environmental Planning and Assessment Act 1979* (EP&A Act). Although Part 3A was repealed on 1 October 2011, the project remains a 'transitional Part 3A project' under Schedule 6A of the EP&A Act, and hence any modification to this approval must be made under the former section 75W of the Act.

The Department is satisfied that the proposed changes are within the scope of section 75W of the EP&A Act, and does not constitute a new application.

5.2 Approval Authority

The Minister for Planning is the approval authority for the application. However, under delegation dated 14 September 2011, the Planning Assessment Commission may determine the application.

5.3 Permissibility

The subject site was formerly listed in the *State Environmental Planning Policy (Major Development)* (MD SEPP) as a State Significant Site. The relevant controls that applied to the site under the MD SEPP were transferred into the Cessnock Local Environmental Plan 2011(LEP).

The Department notes that the land proposed to be incorporated into the approval is zoned R1 General Residential and B4 Mixed Use. The proposed development is permissible with consent under both zones pursuant to Schedule 1, additional permitted uses Subclause (3) (2) of the LEP.

6. CONSULTATION

The Department made the modification application publicly available on its website and notified all landowners within the Project Approval site of the proposed modification in writing. The modification request was also referred to Cessnock City Council (Council), Roads and Maritime Services (RMS), Office of Environment & Heritage (OEH) and NSW Rural Fire Services(RFS) for comment.

No **public** submissions were received.

6.1 Public Authority Submissions

Council advised it generally supports the proposed amendments but raised concern about the proposed road hierarchy identifying road typologies that are not currently identified in the Huntlee Development Control Plan (DCP). Council also requested that a condition be imposed requiring the State and Local VPA's to be amended to include the additional land associated with the proposed modification.

OEH advised it has no objection as the proposed modification is unlikely to result in additional impacts to biodiversity and Aboriginal cultural heritage.

RMS advised it has no objection as the proposed modification will have no impact on the classified State road network.

RFS advised it has no objection to the proposal subject to the implementation of the measures outlined in the Bushfire Threat Assessment submitted with the proposal.

6.2 Response to Submissions

The Proponent provided a response to submissions (RTS) on 2 May 2016 to address the matters raised by Council. The RTS included an amended Street Hierarchy Plan and confirmation that the Proponent has written to Council outlining its intention to amend the Local VPA to reflect the changes contemplated as part of MOD 5.

7. ASSESSMENT

The Department has assessed the proposed amendment to the subdivision layout below. All other issues associated with the proposal are considered in **Table 1**.

7.1 Revised subdivision layout

This proposal seeks approval to extend the boundary of sub-stage 3 to include 33 additional residential lots serviced by an extension of the local road network to provide vehicle, pedestrian and cycle access (see **Figure 3**). The Proponent has submitted a revised Masterplan and a revised road hierarchy plan illustrating the proposed extension of sub-stage 3.

The additional land area falls within the Huntlee DCP boundary and the DCP contemplates residential subdivision within this part of the site (see **Figure 5**). The Department considers that the extension of the Stage 1 residential subdivision into this part of the site is acceptable given residential development is permissible and the proposal would form a logical extension of sub-stage 3 of the approval.

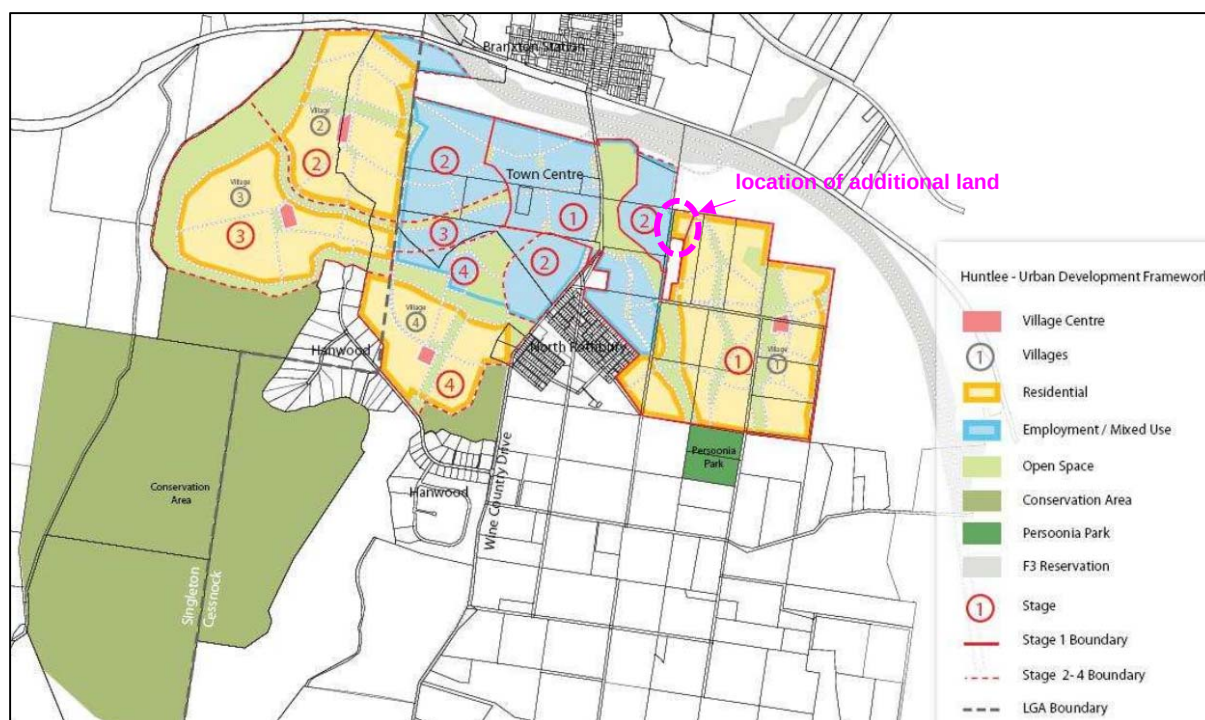


Figure 5: Extract from Huntlee DCP: Indicative Layout and Staging Plan

The Department has undertaken a detailed assessment of the expansion of sub-stage 3 and the road layout against the Huntlee DCP 2013 (see **Appendix A**). In summary, the Department is satisfied that the proposal is generally consistent with the objectives of the DCP as it would:

- provide a hierarchy of interconnected streets;
- provide a legible and permeable movement network for pedestrians and cyclists;
- provide streets of a high quality design and landscape character;
- promote passive surveillance of the public domain through the adoption of a linear street layout;

- contribute to the range of lot sizes throughout sub-stage 3;
- provide lots consistent with the minimum lot size and minimum lot frontages set out in the DCP;
- create predominantly rectangular lots and no battle axe lots.

Council expressed it generally supports the proposed modifications, subject to the street hierarchy being consistent with the Huntlee DCP.

In response to Council's concerns, the Proponent provided an amended Street Hierarchy Plan which utilises street typologies contemplated in the Huntlee DCP, namely Local Streets, Avenue Streets and Residential Laneways.

The Department is satisfied the proposed extension of the sub-stage 3 road network adopts the street typologies described in the DCP and forms a logical extension to the approved road layout for sub-stages 2-5 (approved under MOD 3). Overall, the Department is satisfied that the proposed expansion of sub-stage 3 is generally consistent with the aims and objectives of the Huntlee DCP.

7.2 Other Issues

Table 1- Assessment of Other Issues

Issue	Consideration	Recommendation
<i>Bushfire Risk</i>	• The subject site is shown on Council's Bushfire Prone Land Map as Vegetation Category 1, Vegetation Category 2 and Vegetation Buffer. • The Proponent has submitted a Bushfire Threat Assessment (BTA) report prepared by RPS (March 2016) which considers the potential bushfire threat and outlines mitigation measures required to be implemented to satisfy <i>Planning for Bush Fire Protection, 2006</i>. • The modification necessitates the creation of a temporary Asset Protection Zone (APZ) that is outside the current Stage 1 boundary, which is consistent with the approach adopted for the entire Stage 1 development, as detailed in Condition C15 of the project approval. • The Department also notes the lots along the northern edge of the site are deeper in order to accommodate space for privately managed APZs. • The Department referred the application to the RFS for comment. The RFS raised no objection to the proposal subject to the implementation of the measures outlined in the BTA. • The Department has assessed the proposed BTA and is satisfied that the proposal is acceptable on the basis that it: - o provides an appropriate level of assessment regarding the extent of bushfire threat within the revised subdivision layout; and - o proposes bushfire mitigation measures consistent with the requirements of <i>Planning for Bushfire Protection, 2006</i> to manage potential bushfire threats on the site. • Based on the findings of the BTA, the Department's assessment concludes the threat of potential bushfire can be appropriately mitigated and managed subject to compliance with the recommendations outlined in the BTA.	The Department has recommended a new condition requiring the proposal to implement and comply with the recommendations contained within the BTA.
<i>Voluntary Planning Agreements</i>	• The Department notes the Stage 1 approval is subject to State and Local Voluntary Planning Agreements (VPA). In summary, the State VPA secures contributions for regional road upgrades and a land contribution for a new primary school. The local VPA secures monetary contributions for local services, the construction of community facilities and the delivery of open space. • Council noted the proposed boundary adjustment affects the extent of land to which the State and Local Voluntary Planning Agreements (VPAs) apply. • Council requested a condition be imposed requiring the VPAs to be amended to include the additional land prior to the issue of a subdivision certificate for sub-stage 3. Council also requested that the Proponent provide written confirmation of its intention to amend the Local VPA to include land relating to MOD 5. • The Proponent has written letters to Council and the Department confirming of its intention to amend both the Local and State VPA's to reflect the changes contemplated as part of the modification. • The Department has included recommended conditions requiring the State and Local VPAs to be amended, to include the additional land subject of the	The Department has recommended new conditions requiring the VPAs to be updated to include the additional land subject of this modification.

Issue	Consideration	Recommendation
	modification application, consistent with Council's request. Subject to the recommended conditions the Department is satisfied that the VPAs would be appropriately updated.	
Biodiversity	- The land subject of this application was not included in the original Stage 1 Project Approval area. However it was included in the Ecological Assessment Report which formed part of the original approval. - In summary, the Ecological Assessment Report found the proposal was supportable based on the conservation offsets secured by the VPA executed at the time the site was rezoned under the MD SEPP. The assessment also recommended a number of conditions to mitigate and manage the potential biodiversity impacts associated with the proposal. - The Department notes the VPA requires the Developer to transfer up to 5,612 hectares of environmentally significant land for conservation purposes and to pay monetary contributions towards the conservation of <i>Persoonia pauciflora</i> (threatened species) and the management of the conservation offset lands. - The Department referred the application to OEH who advised that the proposal is unlikely to result in additional biodiversity or heritage impacts. - The Department also notes that the existing approval contains a suite of conditions which would appropriately manage and mitigate potential biodiversity impacts associated with the proposal. This includes the implementation of the mitigation measures outlined in the Ecological Assessment Report submitted with the original application. - Based on the findings of the original Ecological Assessment Report and the suite of conservation offsets secured through the VPA, the Department is satisfied that the extension of sub-stage 3 would not result in any significant biodiversity impacts beyond those already assessed and approved.	No additional conditions or amendments necessary.
Traffic/Access	- The Department notes that the proposal would result in an overall net reduction of one lot from the total number of lots originally approved. - Accordingly, this modification would not generate any additional traffic movements compared to the original approval. - Further, the Department is satisfied that the proposed road layout would not result in adverse impacts on traffic flows throughout the revised subdivision, given the vehicular access points to sub-stage 3 remain generally unchanged from the original Project Approval. - The Department also notes RMS raised no concerns about the proposal. - The Department is therefore satisfied that the proposed modification is unlikely to result in any additional traffic impacts beyond those already assessed and approved.	No additional conditions or amendments necessary.
Contamination	- The land subject of the modification was included in the Contamination Assessment which accompanied the original Project Approval. - The assessment confirmed there are no known sources of contamination on this part of the Huntlee site. - The Department also notes that the existing approval contains a suite of conditions which would appropriately manage potential contamination impacts. - Based on the findings of the original Contamination Assessment, the Department's assessment concludes the proposal is acceptable.	No additional conditions or amendments necessary.

8. CONCLUSION

The Department has assessed the modification application and supporting information in accordance with the relevant requirements of the EP&A Act. The Department's assessment concludes that the proposed modification is acceptable on the basis that:

- the expansion of sub-stage 3 results in new residential allotments which effectively replace the number of allotments previously removed from the Stage 1 Approval;
- the subdivision layout and design is consistent with the aims and objectives of the Huntlee DCP;
- bushfire risks can be appropriately mitigated and managed subject to compliance with the recommendations outlined in the Bushfire Threat Assessment;
- the proposal would not result in any detrimental impacts for residential amenity or the operation of the road network; and

- the proposal would not result in any significant biodiversity impacts beyond those already assessed and approved.

Consequently, it is recommended that the modification be approved subject to the recommended conditions.

9. RECOMMENDATION

It is RECOMMENDED that the Planning Assessment Commission, as delegate of the Minister for Planning:

- **considers** the findings and recommendations of this report;
- **approve** MP10_0137 MOD 5 under section 75W of the *Environmental Planning and Assessment Act 1979*, subject to conditions; and
- **signs** the notice of modification (**Appendix B**).

Anthony Witherdin
Acting Director
Modification Assessments

Anthea Sargeant
Executive Director
Key Sites and Industry Assessments

APPENDIX A: DCP COMPLIANCE

Huntlee Development Control Plan 2013	
Section 4 – Subdivision Design	
Section 4.1 – Street Network and Design	Compliance for MP10_0137 MOD 5
(1) The street network is to be provided generally in accordance with Figure 15.	The Overall Road Network and Hierarchy (Figure 15 of the DCP) does not contemplate residential subdivision or road infrastructure in this part of the Stage 1 site. However the Indicative Layout and Staging Plan (Figure 12 of the DCP) identifies the site for residential purposes.
(2) Road and intersection upgrades are to be generally in accordance with Figure 16 and Figure 17.	The Department is satisfied that the expanded road network does not compromise any road works identified in Figures 16 and 17 of the DCP.
(3) Streets are to be provided in accordance with the cross-sections at Figure 18 to Figure 25.	The Department is satisfied that the proposed extension of the sub-stage 3 road network will be provided generally in accordance with road finishes in Figures 18 to 25 of the DCP.
(4) “Park Edge” roads (Figure 29) should accommodate the majority of the required Asset Protection Zone within the road reserve and at the boundary of the development must also incorporate a battered slope within the road reserve to cater for potential changes in level along the site boundary.	The proposed modifications have no impact on the Park Edge roads.
(5) Alternative street designs for local streets and accessways may be permitted on a case by case basis to accommodate local features if they preserve the functional objectives and requirements of the design standards.	The Department is satisfied that the proposed extension of the sub-stage 3 road network adopts the street typologies described in the DCP and forms a logical extension to the approved road layout for sub-stages 2-5 (approved under MOD3).
(6) Where any variation to the residential street network is proposed, the alternative street network is to be designed to achieve the following principles: • a permeable network that is based on a modified grid system, • encourage walking and cycling and reduce travel distances, • maximise connectivity between residential areas and community facilities, open space and centres, • take account of topography and accommodate significant vegetation, • optimise solar access opportunities for dwellings, • provide frontage to and maximise surveillance of open space and riparian corridors, • provide views and vistas to landscape features and visual connections to nodal points and centres, and • maximise the use of water sensitive urban design measures • minimise the number of road crossings of riparian corridors and ensure riparian connectivity is maintained.	The Department is satisfied that the expansion of the road network to service the proposal additional lots in sub-stage 3 generally satisfies the principles for a variation to the residential street network set out in Section 4.1 of the DCP. The amended road structure: • creates a permeable network based on a modified grid system; • encourages walking and cycling by creating efficient pedestrian and cycle paths; • improves connectivity within the residential subdivision; • has regard to the topography of site; • maintains solar access opportunities for dwellings; • creates street frontages that maximise surveillance of open space and riparian corridors; • provides view corridors for residential blocks that end with views to open space; • facilitates water sensitive urban design outcomes through road design to assist in stormwater run-off management and retention; and • has no bearing on the number of riparian corridor crossings.
(7) Except where otherwise provided for in this DCP, all streets and intersections are to be designed and constructed in accordance with Austroads Guide to Traffic Management and	An existing condition of consent requires all roadworks to be designed and constructed in accordance with Austroads and relevant Australian standards.

Australian Standards AS 1742, 1743 and 2890.	
(8) For road works within areas identified as a salinity hazard, the following must occur as a minimum: - roads should be perpendicular to the contours as much as possible, - minimum disturbance of subsoil, - engineering designs incorporating considerations of salinity impacts are required, and - subsoil drainage is to be installed along both sides of all roads	N/A no salinity hazard identified in this part of the site.
(9) Street trees are required for all streets. Street tree planting is to: - be consistently used to distinguish between public and private spaces and - between different classes of street within the street hierarchy, - minimise risk to utilities and services, - be durable and suited to the street environment and, wherever appropriate, - include endemic species, - maintain adequate lines of sight for vehicles and pedestrians, especially around - driveways and street corners, - provide appropriate shade, and - provide an attractive and interesting landscape character and clearly define - public and private areas, without blocking the potential for street surveillance.	The previously approved Landscape Masterplan for the Stage 1 approval (as amended by plans submitted as part of Modification 3) incorporates street tree planting in this part of the site. Street trees are proposed in this part of the site along all streets and consistent with the design of the remainder of remainder of sub-stages 3 – 6 and the recommendations of the DCP. The Department also notes existing Conditions require detailed landscape plans and street tree details to be prepared in consultation with Council and in accordance with Council's published standards prior to the issue of a construction certificate for each Stage. The Department is therefore satisfied that appropriate street tree planting would be provided to the extension of sub-stage 3.
(10) Signage, street furniture and lighting is to be: - designed to reinforce the distinct identity of the development, - coordinated in design and style, - located so as to minimise visual clutter and obstruction of the public domain, - and - of a colour and construction agreed by the relevant council.	The previously approved Landscape masterplan provides that street lighting is to be designed to future detail. The Department notes an existing condition of approval requires plans for public domain embellishment, including street lighting, to Council Standards prior to the issue of a construction certificate for each Stage. The Department is therefore satisfied that appropriate street embellishment would be provided to the extension of sub-stage 3.
(11) Locating entry signage and the like within a public road reserve is subject to the relevant council's agreement.	N/A No entry signage proposed as part of the application

Section 4.2 - Pedestrian and Cycle Network	Compliance for MP10_0137 MOD 5
(1) Footpaths and cycle paths are to be provided in accordance with street sections provided in Section 4.1. Verge areas may be more generous in order to accommodate local features such as existing trees or provide visual interest	The previously approved Landscape Masterplan for the Stage 1 approval (as amended) incorporates footpaths and cycle paths in this part of the site. The landscape plan incorporates street sections consistent with those in the DCP. Existing conditions of approval require detailed plans of footpaths to Council standards, and detailed engineering plans of all road and infrastructure works, and detailed landscape plans consistent with the Masterplan prior to the issue of a Construction Certificate. The Department is therefore satisfied that appropriate paths, cycle paths and pedestrian facilities will be delivered as part of the sub-stage 3 extension.

(2) Pedestrian paths, cycle routes and facilities in public spaces are to be safe, well lit, clearly defined, functional and accessible to all.	As above.
(3) Pedestrian paths, cycle paths and pedestrian refuge islands are to be designed to be fully accessible by all in terms of access points and gradients, generally in accordance with Australian Standard 1428:1-4.	As above.
(4) Pedestrian and cycle pathways are to be constructed as part of the infrastructure works for each residential stage with detailed designs to be submitted with the construction certificate application. Concept approval would be required at DA stage.	As above.
(5) Pedestrian and cycle routes shall be in accordance with Figure 30.	Pedestrian and cycle routes are generally in accordance with Figure 30.
(6) Minimum footpath width is to be 1.5 m and a shared cycle/pedestrian path is to be 2.5 m.	The Landscape Masterplan incorporates a 2.5m cycleway in this part of the site. Footpaths will be subject to future approval, and will be designed to meet minimum requirements.

Section 4.3 – Public Transport Network	Compliance for MP10_0137 MOD 5
(1) Bus routes and bus stops are to be provided generally in accordance with Figure 31.	The proposed expansion of sub-stage 3 will not have any impact on the ability of the potential bus routes / stops to be achieved.
(2) Residential lots should be located generally within a safe walking distance of 800m from an existing or proposed bus stop.	The proposed additional 33 allotments in sub-stage 3 are within 800m of two potential bus stops.
(3) A minimum carriageway width of 3.5m is to be provided along all bus routes. Roundabouts on bus routes are to be designed to accommodate bus manoeuvrability.	N/A No proposed bus route in this part of the site.
(4) Bus stops are to be provided on-street and generally not within indented bays. Bus shelters are to be provided at key stops and installed at the subdivision construction stage.	N/A

Section 4.4 – Public Domain Works	Compliance for MP10_0137 MOD 5
4.4.1 – Public Parks and Landscape	
(1) Parks, open space areas and riparian corridors are to be provided generally in accordance with Figure 13.	The proposed modification does not impact the indicative open space network.
(2) Public parks are to: - be located as focal points within residential neighbourhoods, - be co-located with community facilities, - be generally bordered by streets on all sides with houses oriented towards them for surveillance, - be highly accessible and linked by pedestrian and / or cycle routes, - be linked to and integrated with riparian corridors where possible, - be located and designed to accommodate remnant vegetation, where possible, - where applicable incorporate interpretative signage detailing local history and environmental education themes, and - provide a range of play spaces and	N/A No public parks are proposed in this part of sub-stage 3. Approved public parks would not be affected by the modification.

opportunities and cater for a range of ages.	
(3) Street furniture is to be incorporated into the design of public and community parks and should include seating, shade structures, drinking fountains, lighting, and information signs.	N/A
(4) Riparian corridors and conservation areas are to provide opportunities for pedestrian paths and cycleways, fitness trails and additional open space in a manner that maintains the environmental significance of these areas. Themed elements such as boardwalks, eco-pathways, and educational tracks should be utilised in appropriate locations.	N/A
(5) The selection of landscape species for public open space areas should incorporate locally endemic species with low water needs.	N/A
(6) A Landscape Plan is required to accompany any DA for subdivision creating a public park and is to provide details on elements such as: • asset protection zones • earthworks • furniture • plant species and sizes (with consideration for bush fire risks) • play equipment • utilities and services • public art • hard and soft landscaping treatments • signage • any entry statements • waste facilities • any other embellishment	N/A

Section 4.4 – Public Domain Works	Compliance for MP10_0137 MOD 5
Section 4.4.2 Street Tree Planting	
(1) Street trees are required for all streets. Street tree species must be generally in accordance with the list of preferred planting species in Table 4. The tree canopy should comprise predominantly native species.	The previously approved Landscape Masterplan for the Stage 1 approval (as amended) incorporates street tree planting in this part of the site. Street trees are proposed in this part of the site along all streets and consistent with the design of the remainder of remainder of sub-stages 3 – 6 and the recommendations of the DCP. The Department also notes existing Conditions require detailed landscape plans and street tree details to be prepared in consultation with Council and in accordance with Council's published standards prior to the issue of a construction certificate for each Stage. The Department is therefore satisfied that appropriate street tree planting would be provided to the extension of sub-stage 3.
(2) Street tree planting is to be provided to all streets with an average spacing of 15 metres, with a minimum of one tree per lot frontage. Corner lots would have a minimum of two street trees. The location of street trees must complement proposed driveway locations and not compromise sight lines.	As above

(3) Landscape works in roundabout islands may include low-maintenance groundcover planting and native grasses with a mature height of up to 0.5 metres, as well as mature clear-stemmed tree planting, where sight lines are not compromised.	N/A
(4) Access streets located adjacent to arterial roads are to include landscape treatment of the verge adjoining the arterial road. Road verges provide opportunities for unifying the appearance and landscape character of the area and should be provided as a continuous design feature along the length of the arterial road.	N/A
(5) All street trees should be protected with root barriers to ensure that potential impact on infrastructure is mitigated as far as practicable.	As above

Section 4.5 – Residential Neighbourhoods	Compliance for MP10_0137 MOD 5
Section 4.5.1 Residential Character	
(1) Residential neighbourhoods are to be focused on elements of the public domain such as a school, park, retail, or community facilities that are typically within walking distance.	The proposed modification is an expansion of sub-stage 3 and maintains a walkable neighbourhood.
(2) Subdivision layout is to create a legible and permeable street hierarchy that responds to the natural site topography, the location of existing significant trees and solar design principles.	The additional residential allotments will be serviced by an extension of the sub-stage 3 road network which will ensure a consistent level of vehicle and pedestrian permeability within the subdivision.
(3) Pedestrian connectivity is to be maximised within and between each residential neighbourhood with a particular focus on pedestrian routes connecting to public open space, bus stops and railway stations, educational establishments and community/recreation facilities.	The proposed expansion represents an extension of the sub-stage 3 subdivision layout and provides legible pedestrian, cyclist and road links that provide direct access to the town centre, open space and public transport.
(4) Street blocks are to be generally 150m to 180m long. Block lengths and widths in excess of 180m may be considered where pedestrian connectivity, stormwater management and traffic safety objectives are achieved.	The proposed subdivision pattern associated with MOD5 does not seek any changes to the length of street blocks and introduces additional laneways to facilitate circulation and articulate the street blocks.
(5) Residential lots should generally be rectangular in geometry.	All the new residential lots are rectangular in shape.
(6) Battle-axe lots are not permitted.	No battle-axe lots are proposed.
(7) The orientation and configuration of lots is to be generally consistent with the subdivision principles shown at Figure 32 and Figure 33.	The proposal is consistent with the DCP in that: - new lots are oriented north-south; - lots with rear lane access are narrower; - corner lots are larger
(8) Preferred lot siting is either on a north-south or east-west orientation.	The majority of residential lots within the proposed subdivision layout are sited in a north/south orientation.
(10) Residential subdivision applications should: • Consist of a mix of dwelling types including attached dwellings, multi-dwelling housing and residential flat buildings which are located in close proximity to the town and village centres and public transport. • Incorporate a mix of lot sizes for detached dwellings to provide a range of housing choice within the lower density areas. • Provide cottage lots around open space and village centres • Provide country lots around the perimeter of	Complies. The proposed expansion of sub-stage 3 and increase in residential allotment yield will not compromise the achievement of a range of lot sizes that will cater for a diverse mix of residential building types. Country lots are provided along the perimeter of sub-stage 3. The additional allotments are orientated to encourage street and public domain activation.

the site and where environmental constraints are managed within lots (ie Flooding, bushfire APZ etc) • Be designed to provide for activation of the public domain, including streets and public open space through the orientation and design of buildings and communal spaces. • Ensure that pedestrian, cyclist and road links provide legible and direct access to the town centre, public transport and areas of public open space.	The proposed expansion represents an extension of the sub-stage 3 subdivision layout and provides legible pedestrian, cyclist and road links that provide direct access to the town centre, open space and public transport.
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Section 4.5 – Residential Neighbourhoods	Compliance for MP10_0137 MOD 5
Section 4.5.2 Minimum Lot dimensions	
(1) Minimum lot frontage and lot sizes for each dwelling type will comply with Table 5 and should be located generally in accordance with the Lot Size Map at Figure 34.	The DCP permits a wide range of lot sizes on this part of the site. The proposed additional lots vary in size from 499m ² to 1626m ² and incorporate traditional and country lots which all meet minimum lot size and minimum frontage length as specified in the DCP.
(2) Lot frontage is to be measured at the street facing building façade line, not including articulation elements.	Regular lot shapes ensure frontages are the same at the boundary and the building line.
(3) Residential subdivision is to provide for a mix of lot frontage widths to enable the development of a range of housing types and sizes.	A range of lot frontage widths are provided.
4) Lots should be rectangular. Where lots are an irregular shape, they are to be large enough and oriented appropriately to enable dwellings to meet the controls in this DCP.	All the new residential lots are rectangular in shape.
(5) Battleaxe lots are not permitted.	No battle-axe lots are proposed.

Section 4.5 – Residential Neighbourhoods	Compliance for MP10_0137 MOD 5
Section 4.5.3 Corner Lots	
(1) Corner lots are to be designed to allow dwellings to positively address both street frontages as indicated in Figure 35.	Corner lots have been designed to be slightly larger to enable future designs to address both street frontages.

Section 4.5 – Residential Neighbourhoods	Compliance for MP10_0137 MOD 5
Section 4.5.4 Country Lots	
(1) Country lots should be provided around the perimeter of the site to provide an appropriate transition to adjoining rural land uses, in terms of character, scale and density.	Country lots are incorporated along the northern perimeter of the site in accordance with the DCP
(2) Country lot dwellings should be provided on all residential lots which are affected by the 1:100 flood level and/or require bushfire asset protection zones.	Country lots are incorporated along the northern perimeter of the site as the area requires bushfire asset protection zones. Refer to discussion in Section 7.2 of the report.

Section 4.5 – Residential Neighbourhoods	Compliance for MP10_0137 MOD 5
Section 4.5.5 Residue Lots	
(1) Any development proposal including creation of residue lots for future subdivision must: • Include documentation demonstrating the proposed density to be achieved on the residue lot. • Demonstrate how the future development of	N/A no residue lots proposed

each residue lot can be consistent with the character for the local area in terms of the built form, dwelling types, bulk and scale, height and other public domain considerations. • Demonstrate that the residue lot can be serviced and accessed.	
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APPENDIX B: NOTICE OF MODIFICATION

http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=7556

APPENDIX C: SUPPORTING INFORMATION

The following supporting documents and supporting information to this assessment report can be found on the Department of Planning and Environment's website as follows:

1. Modification request

http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=7556

2. Submissions

http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=7556

3. Response to Submissions

http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=7556