

RESPONSE TO SUBMISSIONS TABLE - THE DAN LAND - MP 06_0031 (MOD 4)

Key Submission Issues	Response
Hunter New England Population Health Modifications would have minimal health impact and existing conditions are satisfactory.	Noted.
Newcastle City Council Council generally supports the proposal, subject to matters below.	Noted.
Conditions B2 & B3 - new condition relating to contributions should be included to reflect additional lots.	Noted.
Condition B10 - new condition should be included confirming developer to cover cost of road connection to Sanctuary Estate.	Noted.
New condition should be included requiring completion of Minmi Rd works prior to the release of subdivision certificate.	The imposition of the recommended condition is considered inappropriate and unnecessary. Such an approach would require the upfront construction of long lengths of the Minmi Road frontage unrelated to the staged construction and release of individual lots. It is suggested that a new condition related to the timing of works on Minmi Road is not required. Should the Department wish to impose such a condition, it is suggested that the required completion of Minmi Road works should be directly related to the release of each sub-stage of adjacent lots.
New condition should be included requiring an amended landscape masterplan be provided to the certifying authority prior to issue of a Construction Certificate, showing street trees along Minmi Rd to have a typical spacing of 10m centres in accordance with Council's requirements.	Noted.
New condition should be included requiring developer to provide appropriate fence to the rear of allotments fronting Minmi Rd prior to	Noted.

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endorsement of subdivision certificate for these lots.	
Development Guidelines should be updated (as specified within submission).	An amended version of the <i>Stage 10 Development Guidelines</i> was prepared by ADW Johnson in April 2018 (see Attachment 6). The Guidelines have been amended as requested.
NSW Rural Fire Service A bush fire assessment report shall be prepared in relation to the proposal as modified.	<i>A Bushfire Protection Assessment for the Proposed Stage 10 Subdivision (BPA)</i> was prepared by Australian Bushfire Protection Planners (see Attachment 2). The assessment resulted in the amendment of the subdivision layout to allow for additional Asset Protection Zones along the boundaries of proposed Lot 114 (one of the 2 future medium-density development lots). Details of the proposed changes are set out in the accompanying cover letter to this Table. The BPA concluded that the proposed subdivision, as modified, <i>complies with the "Deemed-to-Satisfy" specifications set out in Chapter 4 (Performance Based Control) and the aim and objectives of Planning for Bushfire Protection 2006 (p25).</i>
NSW Roads & Maritime Services Has no objection to the proposed amendments as there will be no significant impact on the classified road network.	Noted.
Condition should be included to ensure that appropriate traffic measures are in place during the construction phase to minimise impacts of construction vehicles on local road network/traffic.	Noted.
Private Submitter 1 Object to Road 12 being joined onto Stage 8 and 9 and increase in lots, due to number of cars in existing lots and traffic on Minmi Rd.	It is not clear which road the submitter is referring to. 'Road No. 3' (within Stage 10) is and always was proposed to connect to Stage 7. Stage 10 will have its own road connection to Minmi Road ensuring residents do not have to travel through other stages of the Estate to access the wider public road network. Therefore any traffic from Stage 10 on 'Road

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	<p>No. 3' is expected to be minimal and restricted to local use.</p> <p>As outlined in the s75W Application, a number of previous traffic studies have been prepared which conclude that Stage 10 will not have a significant detrimental impact on the operation of Minmi Rd.</p>
<p>Private Submitter 2</p> <p>Objects to additional access / traffic on Brookfield Avenue. Concerns about children's safety. Has approached developer seeking speed management controls but been advised this is Council's responsibility.</p>	<p>As outlined above, the connection of Stage 10 to the rest of the estate via 'Road No. 3' was always intended. However, Stage 10 will have its own road connection to Minmi Road ensuring residents do not have to travel through other stages of the Estate to access the wider public road network. Therefore any traffic from Stage 10 on 'Road No. 3' is expected to be minimal and restricted to local use.</p> <p>It is confirmed that speed management controls within the Estate can only be implemented by Council.</p>
<p>Private Submitter 3</p> <p>Objects because lot sizes are too small and will detract from the type of community brought into. As no public transport links are planned, the small lot sizes will put unacceptable pressure on capacity of Minmi Rd. Request all lot sizes be at least 450m² in line with rest of Estate.</p>	<p>As outlined in the s75W Application the proposed smaller lot sizes are considered appropriate for a number of reasons, including the release of Council's recent Planning Strategy which encourages small lot housing close to commercial centres such as the nearby Fletcher shops. Further, the concept plan for the site always envisaged higher densities within Stage 10 (with 250m² townhouse lots). Stage 10 will have its own access onto Minmi Rd, ensuring residents do not have to travel through other stages of the estate to access the wider public road network.</p> <p>Stage 10 and the smaller lots contained therein will be physically and visually separated from the remainder of the estate via vegetated parkland and gullies. Therefore, there are not expected to be any negative impacts on the lower density 'feel' of the rest of the estate.</p> <p>As outlined in the s75W Application, a number of previous traffic studies have been prepared which conclude that Stage 10 will not have a significant detrimental impact on the operation or capacity of Minmi Rd.</p>

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<p>Private Submitter 4</p> <p>Objects as the increase in lots means more cars backing onto Minmi Rd causing a traffic danger. Increase in numbers would increase the likelihood of accidents on Minmi Rd. Changing cul-de-sacs to loop roads again reduces resident safety. Development will affect property values for owners currently within the Estate.</p>	<p>The proposal does not allow any lots to have direct access to Minmi Rd – the only Minmi Rd access would be via an internal road connected via a roundabout intersection. As outlined in the s75W Application, a number of previous traffic studies have been prepared which conclude that Stage 10 will not have a significant detrimental impact on the operation or capacity of Minmi Rd.</p> <p>The proposed internal road layout, including the removal of cul-de-sacs, is largely in response to the Department's concerns about site permeability. Appropriate pedestrian paths are proposed throughout Stage 10 to allow residents safe travel throughout the Estate.</p> <p>Finally, Stage 10 is physically separated from the remainder of the Estate and its development is not expected to have any detrimental impacts upon property values.</p>