



MN/GK
15040
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Attention: Chris

**S.75W MODIFICATION TO HUNTLEE MAJOR PROJECT APPROVALMP_10_0137
HUNTLEE NEW TOWN**

We write to you on behalf of Huntlee Pty Ltd requesting that the Department initiate amendments to Project Approval MP10_0137 pursuant to Section 75W and Clause 12 of Schedule 6A of the Environmental Planning and Assessment Act 1979 (EP&A Act). Specifically the following amendments to the Stage 1 Project Approval are sought:

- A revised residential subdivision layout of sub-stages 2-5;
- A revised street layout within sub-stages 2-5 including the realignment of the Central Avenue;
- The relocation of the proposed sports ground within sub-stages 2-5 further to the south; and
- Modifications to residential allotments within sub-stage 1.

This application identifies the consent proposed to be modified, describes the proposed modifications and provides a planning assessment of the relevant matters for consideration contained in section 75W of Schedule 6 of the EP&A Act. It should be read in conjunction with the Environmental Assessment Report (EAR) dated March 2011 and the Preferred Project Report (PPR) dated September 2012. This application is accompanied by:

- Section 75W application form;
- Revised Site-wide Masterplan and Stormwater/Flooding Plan, prepared by Daly Smith and Roberts Day (**Attachment A**);
- A revised Road Hierarchy Plan, prepared by Roberts Day (**Attachment B**);
- An Amended Landscape Masterplan, prepared by AECOM (**Attachment C**);
- A Bushfire Threat Assessment, prepared by RPS (**Attachment D**);
- An amended staging plan, prepared by Daly Smith and JBA (**Appendix E**); and
- Modified Sub-stage 1 residential subdivision plans, prepared by Andrew McNamara (**Appendix F**).

1.0 CONSENT PROPOSED TO BE MODIFIED

Project Approval MP10_0137 was granted by the Planning and Assessment Commission (PAC) on the 24th April 2013 for Stage 1 of the Huntlee New Town, comprising residential subdivision of 1,473 lots, 14 super lots, a primary school allotment and the creation of drainage and open space reserves, site preparation works and internal and external road works.

The Huntlee New Town Site is also listed under clause 27 of Schedule 3 in the *State Environmental planning Policy (Major Development) 2005* (MD SEPP) as a State Significant Site. The progression of the Huntlee New Town and the detailed design of the residential precincts within the Stage 1 approval have provided the impetus for a number of minor modifications to the approval, as it currently stands.

This application seeks consent to modify the Project Approval MP10_0137, the modifications outlined within this report are of a nature that is generally consistent with the Project Approval and are described in detail in **Section 2** of this letter.

1.1 Previous Modifications to the Project Approval

As stated, the progression of the Huntlee New Town and the detailed design of the various residential precincts within Stage 1 have provided the impetus for a number of minor modifications to the Project Approval, as it currently stands. Two previous modifications have been submitted to the Department of Planning and Environment (DoPE), and are outlined below:

- **MP10_0137 MOD 1** – Comprised the minor alterations to the approved residential lot layout and subdivision pattern within the Stage 1 Entry Village precinct and the amendment of associated conditions to reflect the plans of subdivision. The modification was approved on the 20th January 2015; and
- **MP10_0137 MOD 2** – Comprised the modification of the super lot layout within the Town Centre precinct and the addition of two laneways. The modification also included minor alterations to the Stage 1 Approval boundary to accommodate riparian and water basin detention works as well as the relocation of open space and amendment of Consent Conditions. The modification is currently with the DoPE for Assessment.

1.2 Supporting Documents

A range of supporting material is provided with this modification application, as outlined below:

- A modified site Masterplan is provided at **Attachment A** to demonstrate the proposed modifications to the lot configuration. A revised Stormwater/Flooding plan is also provided at **Attachment A** to demonstrate that the reconfigured residential lot layout within sub-stages 2-5 will not be subject to flooding or stormwater impacts (refer to **Section 2.1**). Modified sub-stage 1 subdivision plans are provided at **Attachment F** to demonstrate the amended lot layout in this area.
- A revised Road Hierarchy Plan is provided at **Attachment B** to demonstrate that the modified road layout within sub-stages 2-5 is able to comply with the Huntlee DCP. The amended road and street layout is discussed further at **Section 2.2**.
- An Amended Landscape Masterplan is provided at **Attachment C** to the relocation of the proposed sports ground and modified open space configuration within sub-stages 2-5. The Amended Landscape Masterplan forms an addendum to the PPR approved Landscape Masterplan prepared by Hassall and demonstrates that the proposed open space configuration is consistent with the Huntlee DCP. The Amended Landscape Masterplan extends onto land that is outside of the Stage 1 boundary to demonstrate that cohesive links to the future development of this area have been considered. This modification does not seek to increase the extent of the Stage 1 approval boundary.
- A Bushfire Threat Assessment (**Attachment D**) is provided to assess the potential bushfire impacts on the reconfigured residential layout of sub-stages 2-5, as discussed in **Section 3.5**. As outlined in the Project Application and the PPR, there are residential lots within sub-stages 2-5 that are bushfire affected and some permitter lots require the inclusion of Asset Protection Zones (APZ). The reconfigured lot layout within sub-stages 2-5 seeks to modify a number of bushfire affected lots and, as such requires an updated Bushfire Threat Assessment (BTA). The BTA recommends an APZ that is outside of the Stage 1 boundary however this is a temporary APZ on land that will be subject to future development, as discussed in **Section 3.5**.

- Provided at **Attachment E** is an indicative sub-staging plan that has been prepared to demonstrate the proposed modifications to the distribution of residential lots within the Stage 1 Approval boundary. The sub-staging plan relates to the *Stage 1 sub-stage layout plan* dated 12 February 2014 (here after referred to as the *Stage 1 sub-stage layout plan*), however realigns the approved sub-stage boundaries to be consistent with the modified lot configuration. The modified distribution of residential allotments within Stage 1 is outlined in **Section 3.1**.

2.0 PROPOSED MODIFICATIONS TO CONSENT

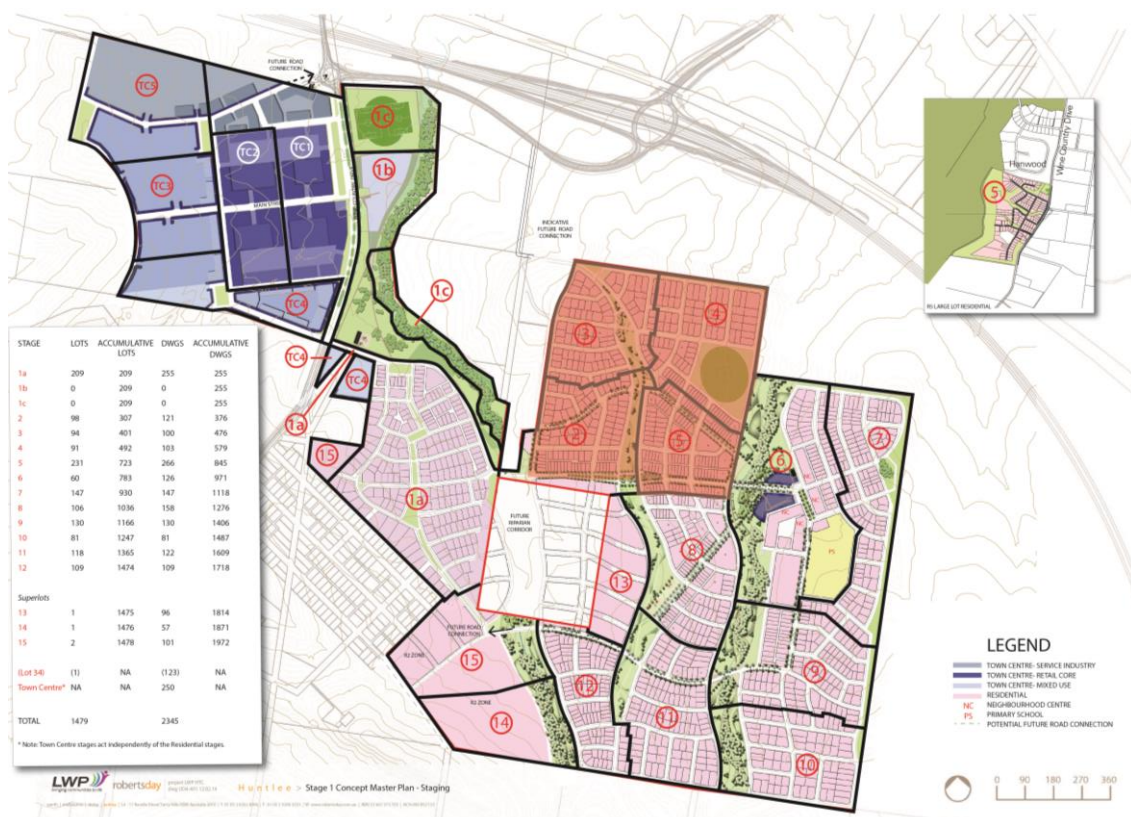
The proposed modifications to the Stage 1 Project Approval include:

- A revised residential subdivision layout of sub-stages 2-5;
- A revised street layout within sub-stages 2-5 including the realignment of the Central Avenue;
- The relocation of the proposed sports ground further to the south to better relate to the neighbourhood centre; and
- Modifications to residential allotments within sub-stage 1.

The proposed modifications are described in more detail below.

2.1 Reconfiguration of the sub-stage 2-5 Residential allotments

The modification proposes the reconfiguration of the sub-stage 2-5 residential lot layout as a result of the detailed subdivision design to improve the efficiency of road carriageways and increase access and permeability. The residential sub-stages 2-5 are identified on the *Stage 1 Sub-Stage Layout Plan* below in **Figure 1**.



The Site (sub-stages 2-5)

Figure 1 – Proposed location of sub-stages to be amended

Source: Roberts Day

As previously stated, the reconfigured lot layout is a result of the detailed design of sub-stages 2-5. The modified lot layout is shown in **Figure 2** below and a site wide Masterplan is provided at **Attachment A**. The proposed lot layout improves the efficiency of the development by creating more linear street blocks and therefore reducing the required length of roads and improving the legibility and permeability between the residential sub-stages and the Central Ridgetop Park. The proposed subdivision design provides for more contiguous curved street blocks along the Central Ridgetop Park alignment to improve the residential and built form frontage to the Parkside Avenues at the park edges.

The modified lot layout seeks to concentrate smaller lots within close proximity to the Central Ridgetop Park and along major road corridors such as the Central Avenue. The lot layout also seeks to increase the residential density in close proximity to the Village 1 Centre, to the east of the Site, by providing smaller lots in this area and lots to accommodate multi-dwelling housing. The modified lot layout provides larger lots at the precinct boundaries, particularly to the north of sub-stage 3, where longer lots are proposed to enable appropriate space for the inclusion of Asset Protection Zones (APZ) as well as dwellings, as outlined in **Section 3.5**. The proposed reconfiguration of the sub-stage 2-5 precinct will include 374 residential allotments. This number is commensurate with the number of lots approved in sub-stages 2-5, as demonstrated in **Table 1** (see **Section 2.5**).

Stormwater and flooding

A lot layout plan has been prepared by Roberts Day (see **Figure 2**) and is provided at **Attachment A**. The plan demonstrates that the 100 Year Flood Extent and the Flood Planning Level (100 Year Extent +0.5m freeboard) will not encroach on any of the modified residential allotments. In addition to this, the modified lot layout will not have any significant impact on stormwater runoff as there are no stormwater detention basins located within sub-stages 2-5.

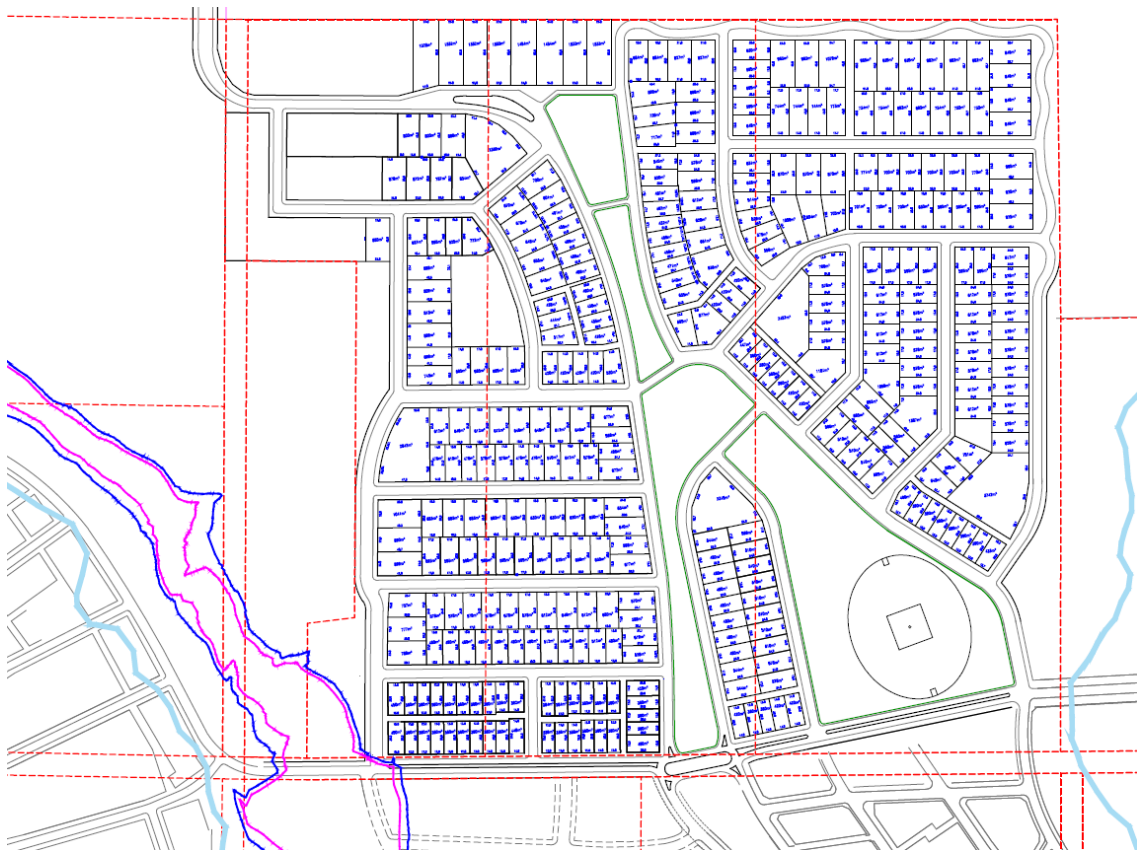


Figure 2 – Proposed subdivision layout plan, Sub-stage 2-5

Source: Roberts Day

2.2 Revised Road and street layout

The modification seeks to amend the approved road layout within sub-stages 2-5. The revised road layout has been designed to improve the length of road carriageways to be constructed and facilitate improved access. The road hierarchy and structure remain generally consistent with the existing Project Approval as the sub-stage precinct maintains the same entrance and exit points into the northern and southern ends of the precinct. An amended Road Hierarchy Plan has been prepared for sub-stages 2-5 and is provided at **Attachment B**. The Road Hierarchy Plan demonstrates that the proposed road layout is consistent with the Huntlee Development Control Plan (DCP) as outlined in **Section 3.2**.

As shown in the Road Hierarchy Plan (**Attachment B**), a wide range of carriageway types are provided to create a legible and efficient street hierarchy that is able to effectively accommodate public bus routes and local commuter traffic. The road hierarchy includes a series of rear laneways to facilitate access to higher density areas. Residential lots adjoining the end of laneways are oriented to create passive surveillance by encouraging views of the streetscape. A series of one-way streets are provided through the Central Ridge Top Park in order to increase permeability and accessibility to the open space.

Generally, the modified road layout encourages more linear street blocks and creates view corridors that have open space as terminating vistas. The linear streets improve permeability within the sub-stages, particularly to the areas of open space and create more defined street blocks. A series of curved local streets are proposed around the open space to enhance the suburban residential nature of the precinct.

The modification seeks to realign Central Avenue, on the southern boundary of the precinct, to improve the interface of the residential lots to the avenue and create a more linear road alignment, as the Central Avenue is a major road within the Stage 1 Residential precinct. The proposed road carriageway at the northern and eastern boundary of sub-stage 4 is designed as a curving street to avoid existing trees and prevent traffic safety issues. The road carriageway will provide an improved interface between the residential precinct and the vegetated areas to the north and east and will passively eliminate the potential for cars to reach high speeds.

The modified road layout has been designed to better facilitate a future connection to the HEX Northern Link Road at the northern end of sub-stage 3. The future connection will link to the main avenue road running north-south through the Site. Connection to the Northern Link Road was identified in the PPR and is only required to be provided as a second access road to Stage 1 after the construction of approximately 1500 dwellings (Hyder traffic analysis provided with the EAR). As such, connection to the HEX Northern Link Road is not proposed under this modification but will be easily accommodated into the proposed road network once required.

2.3 Amended Open Space Layout

The modification proposes to relocate the sports field, formerly in sub-stage 4, further to the south within sub-stage 5, as shown in the Landscape Concept plan below in **Figure 3** and provided at **Attachment C**. The VPA process will determine the final timing of construction and delivery of the open space. The relocation of the sports grounds will improve the proximity to the Village 1 Centre and provide improved connectivity within the Ridgetop Park. The relocation of the sports field will facilitate more direct pedestrian interaction between the sports field and the Village Centre and will increase the pedestrian activation of the field as well as the surrounding parkland areas. The relocation of the sports ground will provide a more contiguous and usable open space corridor and will allow for more efficient implementation and maintenance of the open space.

As stated in **Section 1.2**, the Amended Landscape Masterplan includes land to the north-west of the Stage 1 Approval boundary in order to demonstrate that the future development of this land will allow for a contiguous landscape connection. As stated previously, the proposed modification does not seek to increase the extent of the Stage 1 approval boundary.



Figure 3 – Landscape Concept Plan
Source: AECOM

2.4 Modification of sub-stage 1 residential allotments

In addition to the reconfigured lot layout in sub-stage 2-5, the modification seeks to amend the layout of 7 lots within sub-stage 1. The sub-stage 1 lots proposed to be modified are identified below in **Figure 4**.

Detailed subdivision plans for the sub-stage 1 lots are provided at **Attachment F** and are also shown in the Site-wide Masterplan (**Attachment A**). The modified lot layout reduces the number of lots within the street block from 11 (approved) to 9 (proposed). The proposed lots are increased in size to provide a greater level of amenity and allow for future development that may include duplex homes or attached dwelling houses.

The proposed modification to the sub-stage 1 lots is internal within the street block and will not have any impact on the street alignment or the streetscape outlook.

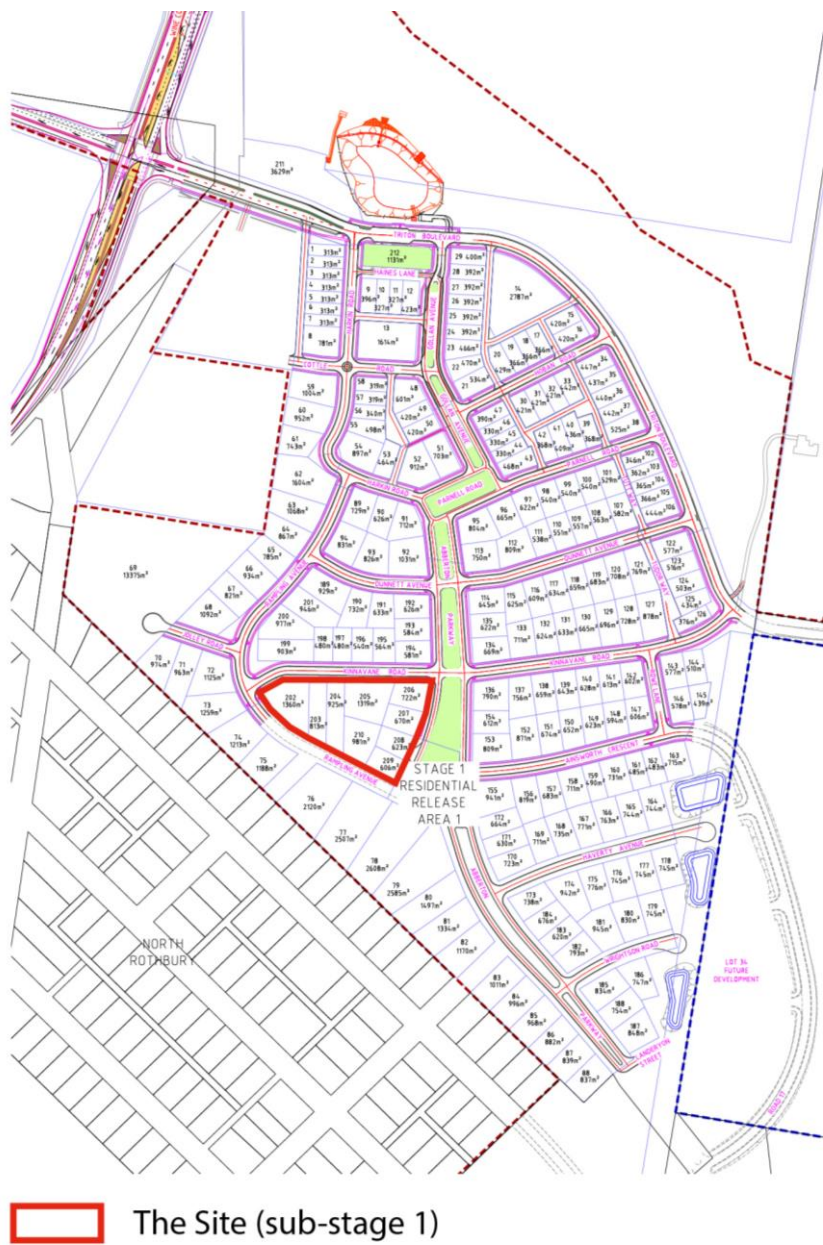


Figure 4 – Proposed lots to be modified within sub-stage 1
Source: Daly Smith

2.5 Reconciliation of sub-stage lot numbers and open space

The Stage 1 Project Application Conditions of Approval permit a maximum of 1473 lots within Stage 1. In addition to this, a *Stage 1 sub-stage layout plan* was included in the approved PPR documents and provides an indicative Masterplan layout with dwelling numbers and lot totals for each sub-stage. In the approved *Stage 1 sub-stage layout plan*, the sub-stage boundaries were applied to individual lot boundaries and, as such are unable to be replicated in the amended staging plan (**Attachment E**).

Table 1 below provides an overview of the changes to the number of residential lots approved in each sub-stage and reconciles the changes to the number of lots proposed under previous modifications. The table demonstrates that the distribution of lots within the sub-stages is consistent with the scheme approved under MP_10_0137 and provides a tracking total against the total approved number of residential lots for Stage 1.

Table 1 – Approved and modified residential and superlot tracking table

sub-stage name	No. of lots approved under MP10_0137	lots changed under MOD 1	lots changed under MOD 2	Total No. lots proposed under MOD 3	Difference (between MP10_0137 and MOD3)
1	208	+3 (211)	-	209	+1
2	98	-	-	107	+9
3	94	-	-	82	-12
4	91	-	-9 (82)	122	+31
5	111	-	-	64	- 47
5 (Large lot)	120			120	
6	60	-	-	60	-
7	147	-	-	147	-
8	106	-	-	89	-17
9	130	-	-	130	-
10	81	-	-	81	-
11	118	-	-	118	-
12	109	-	-	109	-
13 (super lot)	1	-	-	1	-
14 (super lot)	1	-	-	1	-
15 (super lot)	1	-	-	1	-
'Lot 34'	1	-	-	1	-
Town centre super lots	11	-	-	11	-
Total residential lots	1473	-	-	1438	- 35
Total super lots	14	-	-	14	

As demonstrated in **Table 1** above, the total number of lots proposed within Stage 1 has decreased by 35 lots due to the lot reconfigurations proposed under this modification and the previous modifications to the Major Project Approval. Future modifications to the Stage 1 approval will seek to further reconcile the total number and distribution of lots, in accordance with the Project Approval.

Table 2 below reconciles the various modifications to the provision of open space and the changes to the extent of the Stage 1 approval boundary as sought through the various modifications to the Major Project Application consent.

Table 2 – Changes to open space and extent of Stage 1 boundary

Development Component	Master Plan Approval	Modification 1	Modification 2	Modification 3	Total
Stage 1 Site Area	355.8Ha	No change	Addition of 8,715m ²	No change	356.67Ha (8,715m ² additional)
Open Space Area	82.5Ha	No change	Increase by 0.5Ha	Decrease by 0.5Ha	82.5Ha (no change)

As shown in **Table 2** above, the proposed relocation of the sports ground under this modification will reduce the total area of open space to align with that approved under the Stage 1 Project Application.

2.6 Modification to Conditions

The proposed modifications described above necessitate amendments to the consent conditions which are identified below. Words proposed to be deleted are shown in **~~bold strike through~~** and words to be inserted are shown in ***bold italics***.

A2. Development in Accordance with Plans and Documentation

The development will be undertaken in accordance with the following documentation:

- Project Application – Environmental Assessment Report – Huntlee Stage 1 Subdivision and Infrastructure Works (by JBA March 2011) and associated appendices as amended by;
- Project Application – Preferred Project Report – Huntlee Stage 1 Subdivision and Works (by JBA September 2012) and its associated appendices
- Statement of Commitments in aforementioned Preferred Project Report (by JBA Planning 2012)
- Amended subdivision plan “121129 Overall Lot Plan_1 to 3000” (Roberts Day Dec 2012) as to be amended in line with the additional amended subdivision concept plan “Huntlee – Stage 1 Concept Master Plan dwg UD4-401 01.02.13” (Roberts Day Feb 2013)

B) And as amended by:

- MOD 1 Application - Section 75W Modification MP_ 10_ 1037 Huntlee (by JBA Planning 2014); and
- Amended subdivision plans "PP DP1197581 sheets 1 and 2", "PP DP1197586 sheets 1 to 5", "PP DP 1197589 sheets 1 to 5" and "PP DP 1199264 sheets 1 to 4" (By Andrew David McNamara).

C) and as amended by

- MOD 2 Application Section 75W Modification MP_ 10_ 1037 Huntlee (by JBA Planning 2014); and
- ~~Amended Subdivision Plan 20406 (6) – Stage 1 – 1 to 3000 Master Plan prepared by Daly.Smith Pty Ltd 2014 dated 16/12/2014;~~

D) and as amended by

- ***MOD 3 Application Section 75W Modification MP_ 10_ 1037 Huntlee (by JBA Planning 2015) and supporting documents; and***
- ***Amended Subdivision Plan 20406 (12) – Stage 1 - 1 to 3000 Master Plan prepared by Daly.Smith Pty Ltd 2015 dated 08/07/2015;***
- ***Amended subdivision plans "PP DP1199264 sheets 1 and 3 By Andrew David McNamara; and***
- ***Amended Staging Plan prepared by Daly.Smith Pty Ltd and JBA dated 08/07/2015.***

Except as modified by the conditions of this approval

If there is any inconsistency between the above documents the more recent document shall prevail to the extent of the inconsistency.

A6. Staging Plan

- a) Development should be carried out in accordance with the Staging Plan ***shown in Figure 15 of the Preferred Project Report (JBA September 2012) prepared by Daly.Smith Pty Ltd and JBA dated 08/07/2015.***
- b) The Staging Plan can be varied with written consent of the Director General of the Department of Planning and Infrastructure, or his nominee.

3.0 PLANNING ASSESSMENT

This section demonstrates that the proposed modifications outlined in **Section 2** do not compromise the merits of the Stage 1 approval or provide any significant additional environmental impacts.

3.1 Compliance with Statutory Plans and Policies

Consistency with Stage 1 Major Project Approval

The proposed modifications are considered to be generally consistent with the Huntlee Stage 1 Major Project Approval. The modifications do not result in any increase in density or total number of residential allotments within Stage 1. While the modification seeks to increase the number of residential allotments within the sub-stage 1 precinct, the total number of lots within Stage 1 will not exceed 1,473, as per the Major Project Approval. The lot reconfiguration under this modification will provide 19 lots less than the total number currently approved.

A summary of the changes to the Stage 1 consent as proposed by this modification is provided below:

- **Masterplan and lot layout** – the modification seeks to reconfigure the lot layout within sub-stages 2-5 and seeks to modify the layout of lots within sub-stage 1 (refer **Section 2.1** and **2.4**). The reconfigured lot layout in sub-stages 2-5 also requires the modification of the road and street layout. Notwithstanding these changes, the proposed allotments and street layout are generally consistent with the Stage 1 approval and the Huntlee DCP (refer to **Section 3.2**).
- **Relocation of the sports ground** – the relocation of the sports ground and reconfigured open space network is proposed to better relate to the Neighbourhood Centre. As outlined in **Section 2.5**, the total provision of open space within Stage 1 will not change from the Major Project Approval. In addition to this, the Amended Landscape Masterplan (**Attachment C**) demonstrates that the proposed landscaping treatments are consistent with the DCP requirements.
- **Lot distribution** – the distribution of lots within the Stage 1 sub-stages is proposed to be modified as a result of the reconfigured lot layout. As demonstrated in **Section 2.5**, the proposed redistribution of lots is generally consistent with the approved *Stage 1 sub-stage layout plan* with 19 fewer lots proposed under the current lot configuration.

The proposed modification is considered to be generally consistent with the Project Approval, as outlined below:

- The modification remains within the extent of the Stage 1 Approval boundary and will not breach the concept plan approval for the broader Huntlee site or the approved State Significant Development (SSD) Site;
- The total number of residential allotments and dwellings will not exceed the number approved under the Major Project Approval;
- The proposed modification does not change the capacity of the roads or the entrance/exit points into the sub-stage 2-5 precinct and, as such, will not create any adverse traffic impacts;
- The design of the residential subdivision is generally consistent with the Huntlee DCP;
- The modification does not seek to reduce the total area of approved public open space or provision of embellishments;
- The proposed road hierarchy is consistent with the Huntlee DCP;
- The modification does not create any adverse Bushfire impacts; and
- The proposed landscape plan is generally consistent with the approved Landscape Masterplan prepared by Hassall submitted with the EAR.

State Environmental Planning Policy Major Development 2005

The Site is listed under clause 27 of Schedule 3 in the MD SEPP as a State Significant Site. The additional area to be included within the Stage 1 boundary, is zoned B4 Mixed Use under the MD SEPP with *Dwelling houses* and *roads* both permitted land uses.

Recent amendments to the MD SEPP will transfer the relevant development controls that apply to Huntlee into the *Singleton LEP 2013* and the *Cessnock LEP 2011*. These changes will not affect the existing Project Approval or subsequent modifications to this approval.

3.2 Huntlee Development Control Plan

The proposed modifications to the Stage 1 Approval, as outlined in **Section 2**, are considered to be generally consistent with the Huntlee DCP, as outlined below.

Section 4 Subdivision

The modification has been assessed against Section 4 of the DCP, which provides controls for Subdivision Design. The modification is generally consistent with the subdivision controls as outlined below:

- A revised street hierarchy drawing has been prepared by Roberts Day and is provided at **Attachment B**. The street hierarchy drawings demonstrated that Collector Street, Avenue Streets and Park Streets follow the same general alignment as envisaged in the DCP Figure 15. The proposed variation to the approved street network is consistent with the DCP controls as it will:
 - create a more permeable street network that is based on a modified, yet generally similar grid system;
 - encourage walking and cycling and reduce travel distances by creating a more legible and permeable street network that improves the efficiency of road lengths;
 - increase the connectivity between residential lots and the community facilities located in the Village 1 Centre, the Central Ridge Top Park and sporting fields;
 - better accommodate the site topography and accommodate significant vegetation along the northern and eastern boundary of sub-stage 4;
 - facilitate appropriate solar access opportunities for dwellings;
 - facilitate passive surveillance of open space, laneways and areas of the public domain and riparian corridors;
 - improve views and vistas to areas of open space and landscape features and visual create connections to nodal points and centres;
 - facilitate water sensitive urban design measures through stormwater runoff and retention;
 - not result in an increased number of road crossings of riparian corridors and will help retain existing areas of riparian connectivity;
- The modification does not compromise any required road or intersection upgrades identified in the DCP;
- A Landscape Masterplan has been prepared for the modification and is provided at **Attachment C**. The Landscape plan provides detailed road cross-sections for the proposed Local Streets, Local Park Edge Streets and one-way streets that are in accordance with the required DCP street cross-sections. The Landscape plan provides detail of the proposed street tree planting which will appropriately delineate the public and private domain and will not impact on view lines. The proposed tree planting species are durable and are generally consistent with the desired trees listed in the DCP;
- As outlined in **Section 3.6**, Asset Protection Zones will not encroach more than 1/3 of private lots;
- Not affect the provision of compliant pedestrian or cyclist networks, as outlined in the amended pedestrian and cycleway connectivity plan prepared by AECOM (**Attachment C**). The

plan is generally consistent with the DCP Figure 30 and provides both recreational pedestrian and cycle routes and shared 2.5m wide paths;

- As shown in the Road Hierarchy Drawing (**Attachment B**) the proposed road network accommodates a bus route along a collector street that is consistent with the DCP Figure 31;
- The proposed area of open space is generally consistent with DCP Figure 13 (see **Attachment C**). The amended open space layout will improve the proximity of the sporting field to the Village 1 Centre and will facilitate an improved focal point for the community. As demonstrated in **Table 1**, the proposed area of open space has increased from that approved in the Stage 1 Project Application; and
- Will not restrict the provision of utilities and services.

The modification is generally consistent with *Section 4.5, Residential Neighbourhoods* as it:

- Provides lots within walking distance of open space and maximised pedestrian connectivity;
- Provides for a legible and permeable street hierarchy that responds to the site topography;
- A number of the proposed street blocks marginally exceed 180m in length. Notwithstanding this variation, the street blocks are designed to improve pedestrian and vehicular connectivity and permeability and do not result in a poor urban design outcome due to the areas of public domain at either end of the street.
- Generally maintains a rectangular lot orientation. Any irregular shaped lots are provided to be large enough and orientated appropriately to accommodate DCP compliant dwellings;
- Provides a mix of lot sizes in appropriate locations and includes lots in accordance with the orientation and design principles outlined in Figure 32 and 33 and does not propose any battle-axe lots;
- The proposed 'Traditional Lot' sizes are all provided in excess of the required minimum lot size of 250m². All lots are provided with lot frontages in excess of 12m. A number of lots exceed the maximum 20m lot width however these lots are generally provided on the end of street blocks to provide variation in the lot typology and create larger lot sizes. Further to this, wider lot frontages are provided to larger lots on the outer edges of the sub-stages that are required to accommodate APZs and do not have frontage to extensive areas of public domain. The proposed lot layout provides a range of lot sizes with smaller lots concentrated around areas of open space and Country/larger lots around the perimeter. The lot orientation and street network design facilitates passive surveillance of public areas and encourages activation of the street frontage; and
- The proposed amendments to lots in sub-stage 1 will not create any inconsistency with the DCP in respect to lot width or size. The amended lot boundaries will not impact on the street network or the size of the street block. The future development on the lots will be subject to further approval.

3.3 Residential Subdivision and Urban Design

As stated in **Section 3.1**, the proposed modification to sub-stages 2-5 is generally consistent with the DCP controls. The sub-stages will provide 374 lots which is less than the indicated 394 lots outlined in the *Stage 1 sub-stage layout plan* approved under the PPR. However, as previously stated the Stage 1 cap of 1,473 lots will not be exceeded.

The reconfigured subdivision layout is an improved design from that originally approved as it provides for greater access and permeability within the precinct and encourages passive surveillance of streets and laneways. As previously mentioned, the revised street layout will facilitate more direct access to the Central Ridge Top Park and will increase permeability throughout the precinct. The lot layout will facilitate passive surveillance of laneways, streets and the public domain as lots are designed to cast views along laneways and provide opportunities for secondary dwellings to increase street level surveillance, as shown below in **Figure 4**.



Figure 5 – Passive surveillance view lines
Source: JBA

3.4 Open Space and Landscaping

An amended Landscape Plan has been prepared by AECOM and is provided at **Attachment C**. The Landscape plan details the proposed pedestrian and cycle paths, street tree planting and street typologies. The Landscape Masterplan provides details of the proposed parks and embellishments within the Central Ridge Top Park and open space which includes:

- The Local Sports Field;
- A formal local playground and a secondary play area;
- picnic facilities;
- airfield artistic interpretation;
- connection paths to the local sports field; and
- Detention Bio Basin.

Street trees will be provided generally in accordance with Section 4.1 of the DCP with high quality and durable trees provided to all streets, clearly delineating the public and private domains.

3.5 Bushfire

A Bushfire Threat Assessment Report (BTA) has been prepared by RPS and is provided at **Attachment D**. The BTA provides an assessment of the potential bushfire impacts on the sub-stage 2-5 residential allotments and access roads. The Assessment provides a slope assessment for a distance of 100m around the Site and an assessment of the surrounding vegetation and future land uses. The BTA provides that the site is located on bushfire prone land and contains Category 1 and 2 Vegetation as well as Vegetation Buffer lands. The Assessment recommends the implementation of Asset Protection Zones APZs and various other fire mitigation and control measures (see **Figure 5**) as outlined below:

- A 20 m wide Asset Protection Zones (APZ) is recommended to the north (in part) and east of the site between the hazards and proposed development. The APZ on the northern boundary

of the Site will be accommodated within the residential allotments and will be registered to the lot title and maintained by the land owner. These lots are large enough to comfortably accommodate the APZ and a dwelling house;

- A 25m APZ is recommended to the north (in part) and the north east of the site between the hazards and proposed development. This APZ will be accommodated within road carriageways and larger residential allotments;
- A 10m APZ is required between the hazard on Lot 34 and the site. This APZ is accommodated within the road carriageway;
- Temporary 100m APZs are required to the north west and south on Lot 38. This land will be subject to future urban development and as such will not pose a long term bushfire threat to the Site;
- Future dwellings within the site should have due regard to the specific considerations given in the BCA, which makes specific reference to the Australian Standard (AS3959 – 2009) construction of buildings in bushfire prone areas;
- Roads are to be constructed in accordance with PBP 2006 as outlined within the BTA;
- Consideration should be given to landscaping and fuel loads on site to decrease potential fire hazards on site; and
- Any proposed development is to be linked to the existing mains pressure water supply and that suitable hydrants be clearly marked and provided for the purposes of bushfire protection. Fire hydrant spacing, sizing and pressure should comply with AS2419.1, 2005.

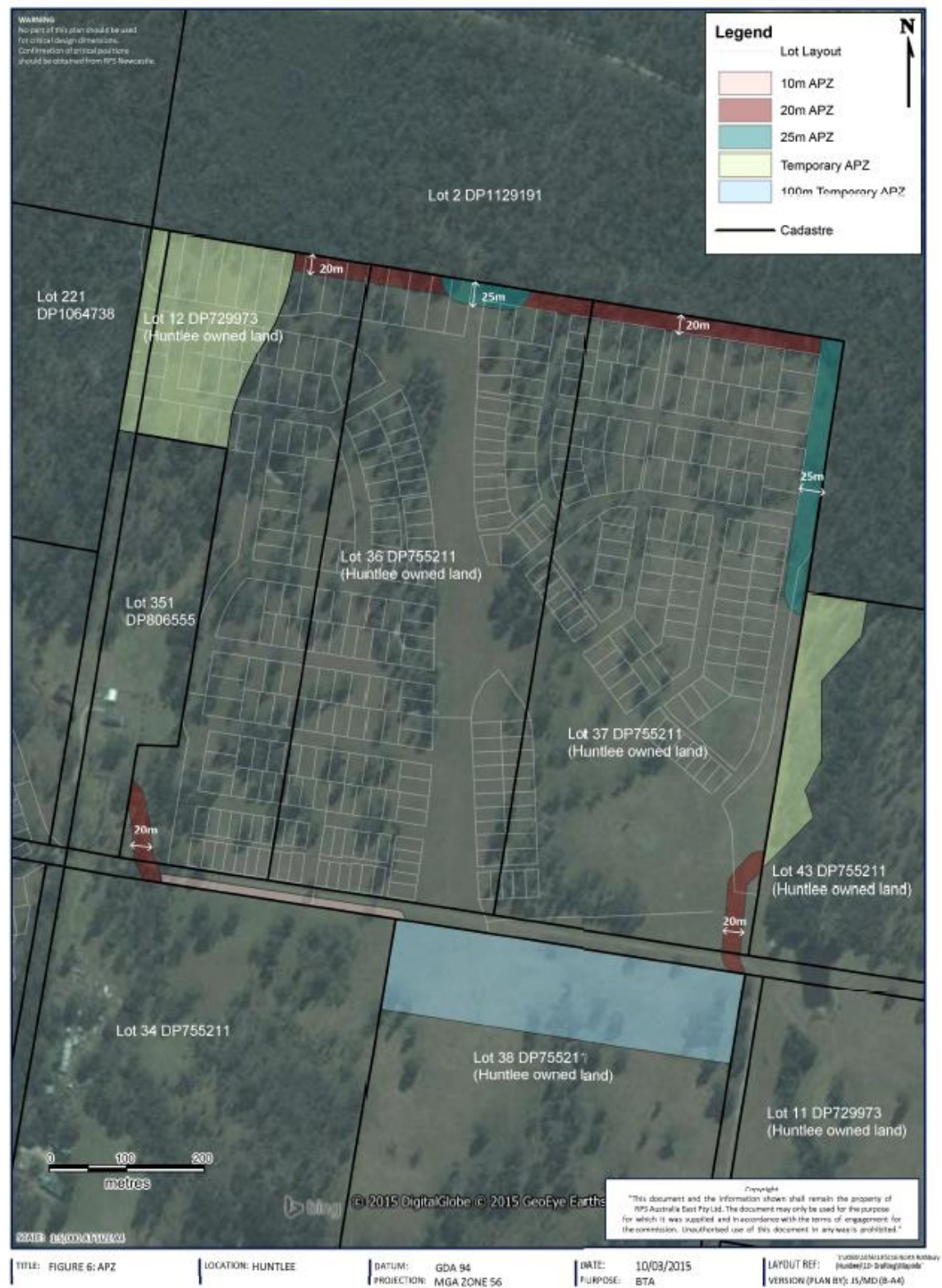


Figure 6 – Required Bushfire Asset Protection Zones
Source: RPS

3.6 Traffic

The modified lot layout will not have any significant impacts on traffic as the vehicular entrance and exit points to the precinct are maintained. As shown in **Attachment C**, the road hierarchy remains generally consistent with the approved layout and maintains significant roads and transport routes.

As noted, connection to the Northern Link Road was identified in the PPR and is required to be provided as a second access road to Stage 1 after the construction of approximately 1500 dwellings (Hyder traffic analysis provided with the EAR). The proposed road layout will facilitate an improved connection to the Northern Link Road in the future however these works are not required at this stage and are not proposed under this modification.

3.7 Services

The modification only seeks to amend the internal road layouts and therefore will not impact on the water and sewer networks which are pressurised systems. The proposed modification will not have an adverse impact on the infrastructure services provided to the residential allotments.

4.0 CONCLUSION

The proposed amendments to the Huntlee Stage 1 Major Project Approval (MP10_0137), as outlined in **Section 2** of this letter, are a result of the continual refinement and improved detailed design of the residential sub-stages of the Huntlee New Town. The proposed modification relates to the reconfiguration of the residential sub-stages 2-5 and associated road and open space network as well as the modification of lots within sub-stage 1.

The modified subdivision layout will improve the efficiency of the precinct and will provide a more efficient street block layout. The modified design will also improve access and permeability throughout the precinct and will improve view corridors towards the open space. The modification also seeks to relocate the sports field closer to the adjacent Village 1 Centre.

The modification is considered to be generally consistent with that of the Major Project Approval and will not result in any significant adverse environmental impacts in regard to bushfire, urban design or traffic impacts. The modification is consistent with the objectives and Controls in the Huntlee DCP and will result in improved residential amenity and safety.

In light of the above and significant merits, we therefore recommend that the proposed modification is supported. We trust that this information is sufficient to enable a prompt assessment of the proposed modification. Should you have any queries in relation to the above, please do not hesitate to contact me on 9956 6962 or gkirkby@jbaurban.com.au

Yours faithfully



Gordon Kirkby
Director