



## **MINTO RENEWAL PROJECT**

# **Concept Plan Application Environmental Assessment Report**

**Prepared for  
Department of Housing, Landcom and Campbelltown City Council**

**By  
BBC Consulting Planners  
In association with**

**Woods Bagot  
Hughes Trueman**

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# Minto Renewal Project Master Plan

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## EXECUTIVE SUMMARY

### Background

The Department of Housing's (DoH) Minto estate was developed during the 1970's. The housing was built using the Radburn design principles which faces dwellings onto parks and walkways, with car access from rear laneways. Approximately 1,000 public housing dwellings were constructed on the estate, made up of 800 townhouses and 200 cottages.

The Radburn design has proven to be unsuitable for public housing communities because of poor vehicular access, unsafe rear lanes and inadequate surveillance of open spaces. A recent comparative needs study of housing estates showed Minto to be one of the four metropolitan estates with the highest level of disadvantage, relatively high unemployment and many high needs tenants.

The Minto Renewal Project was announced by the then Minister for Housing, Dr Andrew Refshauge, in 2002. Soon after the initial project announcement, Campbelltown City Council (CCC) and Landcom (acting on behalf of the Department of Planning (DoP) requested that any planning for the estate be integrated with adjoining vacant land which they were seeking to develop. The DoH, CCC and Landcom then became partners in the project.

As part of the process of implementing the Minto Renewal Project, a Master Plan has been prepared to implement the preferred renewal process which is to:

- replace and completely redesign the large lots containing the townhouses;
- develop a better street layout (get rid of the walkways and make sure all dwelling face the street);
- develop better parks and other public areas;
- upgrade the stormwater system and other utility services.

To ensure the proper implementation of the objectives of the Master Plan, a suite of planning documents has been developed, including:

1. The Master Plan has been developed as a concept plan, which will guide further planning approvals for infrastructure and subdivision.
2. A draft LEP to rezone part of land to reflect the intended Master Plan land use pattern and to ensure that the intended land use is implemented.
3. A draft DCP to complement the concept plan, mainly to provide guidance as to the residential built form character envisaged by the Master Plan.
4. A Planning Agreement to ensure that the public benefits envisaged by the project will materialise.

The Department of Housing has put in place strategies for managing the relocation of existing public housing tenants who will need to move for the implementation of the Master Plan as described in Section 3 of this report.

### **The Site**

The land to which this concept application relates includes land owned by the Department of Housing, the Department of Planning and Campbelltown City Council. It also includes some small parcels of land in private ownership with the area. The site comprises the Minto Public Housing Estate and adjoining mostly vacant land owned by Campbelltown City Council, Department of Planning and a small number of private land owners.

### **Proposed Development**

Under the proposed development, poorly performing townhouse areas are proposed to be demolished and redeveloped, whilst the more settled cottage areas will be upgraded and adjoining poorly maintained open space areas are to be incorporated as new and improved open space in the master plan. The master plan will be implemented over a ten year period and has been structured to respond to the changing property market conditions throughout this period. Upon completion it is anticipated that 30% of the final yield will be retained as public housing. DoH will replace the public housing dwellings lost from the estate (currently 683) within the Greater Western Sydney region over the life of the project to align with its projected public housing client needs and the need to maintain the total stock number in the area.

In 2002 the estate provided 1007 dwellings. This concept plan application provides for approximately 1,100 housing lots upon completion of the project, comprising generally the following:

- 49 existing public housing cottages will be upgraded and sold;
- 127 existing public housing cottages will be upgraded and retained as public housing dwellings;
- 197 new public housing dwellings will be developed; and
- 719 new lots will be sold.

In short the development includes:

- The demolition of existing dwellings and structures including roads and services;
- Alterations and additions to existing DoH dwellings to be retained on the site;
- The construction of a new subdivision with subdivision works including:
  - new streets;
  - new stormwater management works;
  - utility services; and
  - bulk earthworks;

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- Public domain improvements including new parks as part of a network of landscaped public open spaces and street trees;
- A new community facility and improvements to an existing child care centre;
- The use of land for housing and related purposes.

A planning agreement under Section 93 of the EP&A Act is proposed for the project. The details of this agreement are being resolved. It is envisaged that the agreement will include the provision and embellishment of open space, the provision of a new community centre and the upgrading of a child care centre, drainage works and road works (including landscaping) within and adjoining the site.

The Council has requested a draft statement of commitment for the project. These have been prepared and are contained in Section 5.9. The terms of this planning agreement forms part of the Statement of Commitments prepared for the project under Part 3A of the EP&A Act 1979.

### **Consultation**

There has been extensive liaison with all levels of CCC staff throughout the preparation of the master plan and other commercial aspects of the project, occurring over a number of years. A series of formal presentations have also been made to CCC councillors on the project, to keep them informed of the project's progress. Accordingly, all project stakeholders have developed a strong working relationship in support of the project.

Council and other local agencies are also now involved in a Place Management Plan being developed with the lead of the DoH which will ensure that the community receives appropriate services throughout this period of transition. The Place Management Plan is partly based on the recommendations of a Social Impact Assessment carried out as part of this environmental assessment.

The master planning process has involved extensive on-going community involvement through a representative group called the Minto Community Reference Group, which include resident representatives. The master plan has been amended to reflect concerns raised by the group and has received broad support.

### **Planning Process**

Section 75B of the Environmental Planning and Assessment Act, 1979 (the EP&A Act) provides that Part 3A of the EP&A Act applies to the carrying out of development that is declared to be a project to which this Part applies.

The Minister for Planning has confirmed the Minto Renewal Project as being a project to which State Environmental Planning Policy (Major Projects) 2005 applies and is thus declared to be a project to which Part 3A applies. The Minister has authorised the proponent to submit a concept plan for the project.

The Director General of the Department of Planning has agreed to delegate to Campbelltown City Council the functions conferred on the Director General by Part 3A of the Act. The Council has issued its Environmental Assessment Requirements for the project, a copy of which is attached as Appendix 14. This Environmental Assessment Report addresses these requirements.

### **Purpose of this Report**

This report accompanies an application for an approval for a concept plan for the development incorporated into the Minto Renewal Project Master Plan. It describes the site and its context and the proposed development and carries out an environmental assessment of the project as required by the environmental assessment requirements prepared by the Council and Part 3A of the Environmental Planning and Assessment Act 1979.

### **Environmental Assessment**

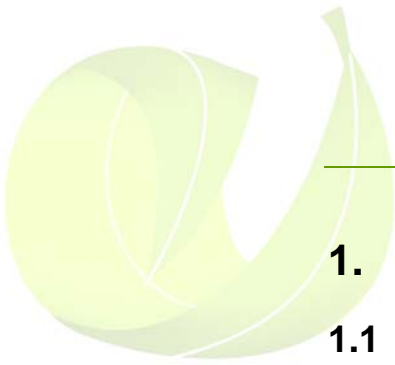
This report and appended technical reports comprises a comprehensive environmental assessment of the Minto Renewal Project. A thorough site analysis has led to the development of the Master Plan and guiding principles for future development.

The proposal demonstrates a high level of consistency with prevailing planning instruments including State and Regional Environmental Plans and the provisions of CLEP 2002.

An assessment of environmental impacts of the proposal indicates that the project and the principles guiding future development represent an excellent environmental outcome. Water sensitive urban design will combine stormwater detention and treatment ponds with open space and recreation opportunities. Positive social impacts will arise from the provision of a range of housing opportunities in an accessible and pleasant environment.

The assessment has concluded that the Site is suitable for the proposal and that the implementation of the Minto Renewal Project is consistent with the public interest.

The Minister is requested to favourably consider the application.



## 1. INTRODUCTION

### 1.1 Background to the Minto Renewal Project

The suburb of Minto (Figure 1) has developed over a number of years since the 1950s. There were two main phases of development. During the 1950s and 1960s, residential development was concentrated around the railway station in the area west of Pembroke Road, north of Redfern Road and south of Minto Road. The urban form in this part of Minto follows a distinctly grid pattern and housing is primarily detached.

During the 1970s and 1980s, development moved east of Pembroke Road towards the ridge along which runs Eagleview Road. Development occurred in stages with planned estates designed and built by the private sector and public housing authorities. The street pattern east of Pembroke Road is curvilinear with large areas reserved for public facilities and services such as schools, neighbourhood shopping and parks.

The Department of Housing's (DoH) Minto Estate was developed during this period in the 1970's. Around 1,000 public housing dwellings were constructed on the estate, made up of approximately 800 townhouses and 200 cottages. There are other DoH houses in Minto outside the estate area but these are more dispersed throughout the suburb.

A recent comparative needs study<sup>1</sup> of public housing estates showed Minto to be one of the four metropolitan estates with the highest level of disadvantage, relatively high unemployment and many high-needs tenants. DoH records indicate that the annual turnover of tenancies is 18%, almost double the metropolitan average.

The housing was built using the Radburn design principles which includes the separation of pedestrian and vehicular access resulting in dwellings facing onto parks and walkways, with access from car courts at the rear. Radburn designs have proven to be unsuitable for public housing communities because of poor vehicular access, unsafe rear lanes and inadequate surveillance of open spaces. Many of the dwellings have a high cost of maintenance and do not meet the Department's current demand for 1 or 2 bedroom dwellings. Road widths and drainage do not always meet current urban design standards. The estate is subdivided into "superlots" of hundreds of dwellings, rather than separate lots for each dwelling. This prevents the DoH from achieving tenure mix on the estate.

On 29 May 2002, Dr Andrew Refshauge MP, then Minister for Housing, publicly launched a project to regenerate the Minto Estate. Campbelltown City Council (CCC) requested that consideration be given to a combined development that included the land holdings of the Department of Planning, CCC and Landcom as well as the Department of Housing. Subsequent to the Ministers announcement DoH reports a number of actions have occurred:

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<sup>1</sup> Source: DoH (2004) Minto Renewal Project: Options Review



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## Environmental Assessment Report

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1. Tenants in Valley Vista were re-housed and the 89 townhouses were demolished;
2. Progressive rehousing and demolition of the Sarah precinct (123 townhouses) has commenced with completion due around the time of lodgement of the concept plan application;
3. Eminent urban planning practitioners conducted a peer review to ensure the master planning options met current planning objectives;
4. A project feasibility plan review, including high level social impact analysis, investigated a range of master planning options including:
  - repairing and upgrading the dwellings to current standards;
  - subdividing the estate to give separate title to all stock, and then selling off varying proportions to the private sector and using the proceeds to purchase replacement stock elsewhere, using various development methods;
  - exit from the estate by englobo sale as is, and using the proceeds to purchase replacement stock elsewhere;
5. The community has been consulted and issues raised have been considered in the feasibility plans. Independently, residents have commissioned a study of the social impacts of the Estate renewal<sup>2</sup>;
6. Engineering investigations have assessed the infrastructure costs involved in each of the options; and
7. Negotiations have been initiated with Council and Landcom regarding the nature and terms of partnership in the project.

Departmental data indicates that a total of 230 properties have been demolished since the start of the project in 2002. 18 of these have occurred in precincts other than Sarah or Valley Vista, and are attributed in part to property vandalism such as fires.

### 1.2 The Minto Renewal Project Objectives

Within the DoH's "Living Communities" vision of an enhanced community, improved services and improved housing, the project has a diverse range of social, community, financial and environmental objectives. The Minto Renewal Project Objectives include:

- *Facilitate the provision of improved social services, creating new opportunities for residents in association with other government agencies and community organisations;*
- *Work with local communities to develop local skills enhance communication and strengthen neighbourhood networks;*
- *Enhance the amenity , improve and upgrade the housing , roads layout , open space and public areas across the Minto Estate and adjoining Council land; and*

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<sup>2</sup> The *Leaving Minto: A study of the Social and Economic Impacts of Public Housing Estate Redevelopment* study produced by the Minto Residents Action Group (RAG) and Judith Stubbs in March 2005.



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- *Work with residents being rehoused to ensure that appropriate support services are provided, that needs are met, and that residents are assisted to integrate into their new communities.*

These objectives will be achieved through the implementation of a range of actions -

### **1. Facilitate the provision of improved social services, creating new opportunities for residents in association with other government agencies and community organisations.**

#### **Actions**

- Identify with the stakeholders the areas where the Minto community requires support from other agencies, Non Government Organisations, government departments, local support groups;
- Document a place management strategy and timetable to meet these needs;
- Liaise with other government agencies (eg schools, health) and local businesses (eg retail, transport) to minimise the disruption to their services during the life of the Minto project;
- Improved DoH provision of a range of support services- including ongoing tenancy management, specialist rehousing support team and community services; and
- Identify and manage social support-related risks.

### **2. Work with the local communities to develop skills, enhance communication and strengthen neighbourhood networks.**

#### **Actions**

- Support and facilitate the development and operation of community organisations that engage local residents and reinforce community bonding;
- Include in the development, community facilities where groups can meet and interact, where services can be delivered. Link the new development with facilities in surrounding areas (eg schools, retail, libraries etc);
- Engage with stakeholders including peak housing groups, community groups, local advocates and other government agencies, to assess potential social impacts;
- Seek the participation of community representatives and relevant stakeholders in project related activities;
- Review of / decisions on alternative housing management models;
- Exploring affordable housing opportunities;
- Design of community facilities and open spaces;
- Creation of employment opportunities;
- Develop and implement a communications strategy that covers all stakeholders and gives consistency of message;
- Offer information in several formats to residents and stakeholders; and
- Identify and manage consultation related risks.



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### **3. Enhance the amenity, improve and upgrade the housing, road layout, open space, and public areas across the Minto estate.**

#### **Actions**

- Plan, design and implement a viable, sustainable renewal of the Minto Estate that is responsive to community requirements;
- Align the renewal with local housing and social needs;
- Improve the integration of public & private households;
- Engage stakeholders in the planning process and gain endorsement of planning outcomes;
- Negotiate with Council to achieve viable guidelines for streetscapes, setbacks, services relocation etc;
- Design new dwellings that foster a vibrant community and reflect the principles of sustainable development;
- Stage development work to allow the estate to continue to function as a community throughout the project;
- Ensure funding is available and endorsed, confirming long term project financial feasibility for the project;
- Comply with all relevant statutory regulations, codes, standards etc (eg planning controls, design codes, safety standards etc);
- Comply with DoH standards and systems, eg: dwelling standards; OH&S requirements, QMS tender processes and systems;
- Specify quality standards for cottage upgrades and renewed areas (functional, image, infrastructure, community facilities etc);
- Pursue opportunities to enhance ecological sustainability (energy, water, BASIX etc);
- Identify and manage standard related risks (cost, time, project financial viability etc);
- To deliver the Minto project on time, on budget and to the agreed standard; and
- Identify and manage project-related risks.

### **4. Work with residents being rehoused to ensure that appropriate support services are provided, that needs are met, and that residents are assisted to integrate into their new communities.**

#### **Actions**

- Support relocating tenants during their move, and provide ongoing assistance to help them integrate into their new community;
- Establish a specialist rehousing team to support tenants in their move;
- Develop transparent principles to guide tenant retention and relocation decisions, give all tenants at least 12 months notice before rehousing them; and
- Develop and implement a communications strategy that covers all stakeholders and gives consistency of message.



## **1.3 The Relationship of this Concept Plan Application to the Minto Renewal Project**

### **1.3.1 Concept Plan Application**

As part of the process of implementing the Minto Renewal Project, a Master Plan has been prepared to implement the preferred renewal process which is to:

- replace and completely redesign the large lots containing the townhouses;
- develop a better street layout (get rid of the walkways and make sure all dwelling face the street);
- develop better parks and other public areas;
- upgrade the stormwater system and other utility services.

To ensure the proper implementation of the objectives of the Master Plan, a suite of planning documents has been developed, including:

5. The Master Plan has been developed as a concept plan, which will guide further planning approvals for infrastructure and subdivision.
6. A draft LEP to rezone part of land to reflect the intended Master Plan land use pattern and to ensure that the intended land use is implemented.
7. A draft DCP to complement the concept plan, mainly to provide guidance as to the residential built form character envisaged by the Master Plan.
8. A Planning Agreement to ensure that the public benefits envisaged by the project will materialise.

As part of the project, the Department of Housing has put in place strategies for managing the relocation of existing public housing tenants who will need to move for the implementation of the Master Plan as described in Section 3 of this report.

Section 75B of the Environmental Planning and Assessment Act, 1979 (the EP&A Act) provides that Part 3A of the EP&A Act applies to the carrying out of development that is declared to be a project to which this Part applies.

The Minister for Planning has confirmed the Minto Renewal Project as being a project to which State Environmental Planning Policy (Major Projects) 2005 applies and is thus declared to be a project to which Part 3A applies. The Minister has authorised the proponent to submit a concept plan for the project.

The Director General of the Department of Planning has agreed to delegate to Campbelltown City Council the functions conferred on the Director General by Part 3A of the Act. Consequently the application for concept



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plan approval has been submitted to, and will be processed by, the Council with the determination of the application to be made by the Minister. The Council has issued its Environmental Assessment Requirements for the project, a copy of which is attached as Appendix 14. This Environmental Assessment Report addresses these requirements.

The development contained within the Minto Renewal Project Master Plan is a project that is the subject of this application for approval of a concept plan in so far as it relates to the Site.

### **1.3.2 Draft LEP**

The Campbelltown (Urban Area) Local Environmental Plan 2002 (CLEP 2002) is the principal environmental planning instrument applying to the Site.

The zoning of the Site under this LEP generally reflects the current pattern of land use with existing parks and some vacant and underutilised land included in an open space zone. The MRP requires changes to zone boundaries to reflect the intended urban design.

A request to amend the CLEP 2002 is to be lodged with Campbelltown City Council. A suggested copy of the draft Local Environmental Plan to amend CLEP 2002 is provided in Appendix 1.

In the terms of Section 75O(3) of the EP&A Act, the proposed development is not wholly prohibited and consequently the concept plan application can be approved.

### **1.3.3 Draft DCP**

A draft Development Control Plan has been prepared as discussed with the Council to provide greater details to the provisions contained in the CLEP 2002. This draft DCP will be submitted to Council for consideration and adoption in accordance with the EP&A Act. A copy is also contained in Appendix 1. This document is to be considered as development guidelines for subsequent development on the Site following to the approval of the concept plan. It primarily provides controls over the built form following subdivision in accordance with the concept plan.

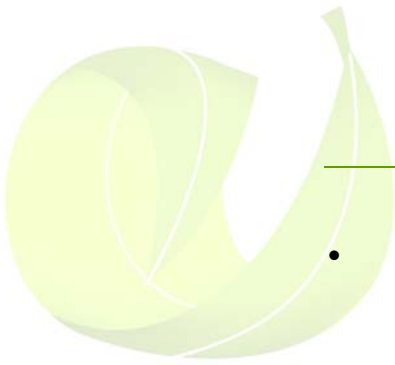
## **1.4 Development for which Approval is Sought**

### **1.4.1 Development Summary**

This report accompanies an application for an approval for a concept plan for the development incorporated into the Minto Renewal Project Master Plan as shown on Figure 3 in so far as it applies to the Site.

This Master Plan involves:

- A street system and block pattern as shown on the plans contained in the draft DCP in Appendix 1 and Appendix 13 and as described in Section 3.3;



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- The use of the land for purposes which include:
  - housing in the location shown on Figure 5 and as described in Section 3.8;
  - open space in the locations shown on Figure 3 and as described in Section 3.4;
  - community facilities including a community facility in the location shown on Figure 3 and improvements to an existing child care centre as described in Section 3.5;
- Alterations and additions to existing DoH cottages to be retained on the Site;
- Stormwater management as outlined in the Stormwater Management Strategy described in Section 3.11; and
- The demolition of dwellings as described in Section 3.13;
- Associated earthworks to create new roads and to implement the water cycle management strategy and prepare building sites.

In short the development includes:

- The demolition of existing dwellings and structures including roads and services;
- Alterations and additions to existing DoH dwellings to be retained on the site;
- The construction of a new subdivision with subdivision works including:
  - new streets;
  - new stormwater management works;
  - utility services; and
  - bulk earthworks;
- Public domain improvements including new parks as part of a network of landscaped public open spaces and street trees;
- A new community facility and improvements to an existing child care centre;
- The use of land for housing and related purposes.

It is proposed that the development will take place in accordance the objectives and principles outlined in Section 3.

### 1.4.2 Determinations for Approved Concept Plan

There are a number of elements of the development that can occur without the need for further environmental assessment. Indeed the level of environmental assessment in this report and the accompanying appendices is such that subsequent environmental assessment may not be required for the project. Specifically subsequent environmental assessment is not considered necessary for:



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- demolition of dwellings undertaken in accordance with the processes outlined in Section 3.13;
- alterations and additions to existing cottages to be retained in the manner described in Section 3.10.

### 1.4.3 Planning Agreement

A planning agreement under Section 93 of the EP&A Act is proposed for the project. The details of this agreement are being resolved. It is envisaged that the agreement will include:

- the provision and embellishment of open space;
- the provision of a new community centre and the upgrading of a child care centre;
- drainage works;
- road works (including landscaping) within and adjoining the site.

The terms of this planning agreement forms part of the Statement of Commitments prepared for the project under Part 3A of the EP&A Act 1979 (See Section 5.9 and Appendix 15).

### 1.4.4 Draft Statement of Commitments

The Council has requested a draft statement of commitment for the project. These have been prepared and are contained in Section 5.9.

## 1.5 The Site

### 1.5.1 The Site

The land to which this concept application relates (“the Site”) is the land shown on Figure 2. It includes land owned by the Department of Housing, the Department of Planning and Campbelltown City Council. It also includes some small parcels of land in private ownership with the area. The Site is the area within which development will occur.

The Minto Renewal Project will take place on the Site. There may be some associate off-site works required to connect to utility services and the like.

The site comprises the Minto Public Housing Estate (“the Estate”) and adjoining mostly vacant land owned by Campbelltown City Council, Department of Planning and a small number of private land owners.

### 1.5.2 Minto Renewal Study Area

The Master Plan covers a wider area than the Site and indicates some development principles and guidelines for land outside the Site. This land outside the site is primarily in private ownership or owned by other public authorities. Any development of this land in accordance with the principles of the Master Plan will be the subject of separate applications at the discretion of the landowners.



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### 1.5.3 Precincts

The existing Public Housing Estate comprises a number of precincts or neighbourhoods being areas characterised by similar urban form and building stock. The precincts within and immediately adjoining the site are shown on the aerial photograph forming Figure 4. These precincts are described in greater detail in Section 2.5.

### 1.6 Consultation

In the lead up to the preparation of the Master Plan, extensive consultation has been conducted with the various stakeholders, through a series of workshops. The stakeholders include the following:

- **Public housing tenants**, who currently live in the Estate.
- **Private landowners** and residents of privately owned dwellings who are keen to ensure that their amenity is protected and enhanced;
- **The NSW Department of Housing**, aims of providing an effective and efficient service to its tenants as well as realising the untapped value in the Department's land holdings.
- **Campbelltown City Council**, who is a land owner.
- **Department of Planning**: DoP is both land owner and State Planning Authority. Landcom (State -Owned Corporation) will represent DoP's interest in terms of its land holdings.
- **Businesses** such as shop keepers and employers who may be directly economically affected by the MURP;
- **Users of the area's community facilities**, public spaces and other services, the needs of users of facilities within the area, who may reside outside the area will have to be considered in the process.
- **Community Groups** representing a broad range of interests not only directly within the site, but from a broader perspective including Aboriginal groups such as the Thurawal Local Aboriginal Land Council and the Cubbitch Barta.
- **Other government agencies**: Other government stakeholders who will have a direct stake in the project due to land ownership include Sydney Water (water reservoir and pipeline easements), the NSW Department of Education and Training (school sites) and the Roads and Traffic Authority (road reserves)
- **Other organisations**: Other potential impacted organisations include bus companies, taxis, emergency services (fire / ambulance / police) NSW Health and the Area health Authority, Department of Water and Conservation and Land Management (crown land).

Copies of correspondence with a number of authorities is provided in Appendix 9.



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A number of community workshops introduced to the community the proposed renewal strategy. The comments received can largely be divided into the following three categories;

### **Safer Neighbourhoods**

- Improve lighting
- Safety for vehicles, bicycles, motor bikes
- Criminal activity reduces personal safety, muggings, dangerous alleyways
- Better safety and accessibility required in particular remove laneways
- Locate open spaces on streets not at back of properties
- No dead end streets
- Houses should face roads
- Include small police station, more police patrols
- Make it safer to walk around
- Encourage community participation and ownership

### **Parks and Community Facilities**

- Storm water problems
- More facilities including: skate park, gym, swimming pool, cinemas, parks, sporting, schools, bbqs, Banks
- Better parks, more central, visible, better lighting with roads around and houses facing
- Stop vehicular access to parks
- Make parks smaller, Good Play Equipment
- Existing community facilities are inadequate
- Paved footpaths on streets not behind houses
- Parking and toilets at the oval
- Get rid of Redfern Park – Build on it
- Need a bank
- Need a private or Catholic School
- Elderly People's community facilities
- New positive image for Minto

### **Housing Choice**

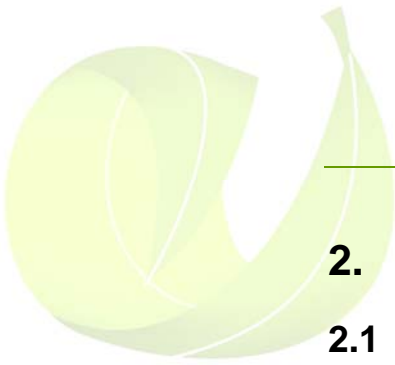
- Mix of housing types and design
- Mix of people / housing, less concentration of groups
- Mix of private and public housing
- Garage or carport for each house
- Face the street
- Have appropriate fences
- Decent sized back yards for families
- Visitor parking
- Free standing not attached housing
- Low density housing
- Better visual and acoustic privacy
- Bad – Radburn design
- Villas for older residents, more two bedroom houses



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The results of this and subsequent consultation has been considered in the preparation of the Master Plan.



## 2. SITE ANALYSIS

### 2.1 Regional Context

Minto is located approximately 5 km north of the Campbelltown CBD, the regional centre of the Macarthur Region, about 45 km from the City of Sydney. It is an established residential suburb with good road and rail access to the regional centre and elsewhere in the metropolitan area. It is in close proximity to large industrial employment zones of Minto and Ingleburn.

Improvements in road and rail infrastructure have improved accessibility to the region from elsewhere in the greater metropolitan area.

### 2.2 Local Context

Minto is surrounded by the housing areas of Ingleburn, Bow Bowling, Minto Heights and Leumeah (Figure 1). The Minto Industrial area is located immediately to the west of the residential area linking with industrial areas of Ingleburn to the north.

The residential suburb of Minto is separated from other residential areas to the north east and west. To the north Minto is separated from the suburb of Ingleburn by an open space system containing generally low lying open spaces and utilities. To the east, Eagleview Road separates Minto from the semi-rural environment of Minto Heights. To the west, the railway line separates residential and industrial areas. To the south Minto adjoins the suburb of Lumeah as part of a continuous suburban form to Campbelltown.

The suburb developed over a number of years since the 1950s. There were two main phases of development. During the 1950s and 1960s, residential development was concentrated around the railway station in the area west of Pembroke Road, north of Redfern Road and south of Minto Road. The urban form in this part of Minto follows a distinctly grid pattern and housing is primarily detached. During the 1970s and 1980s, development moved east of Pembroke Road towards the ridge along which runs Eagleview Road. Development occurred in stages with planned estates designed and built by the private sector and public housing authorities. The street pattern east of Pembroke Road is curvilinear with large areas reserved for public facilities and services such as schools, neighbourhood shopping and parks.

The Minto Housing Estate was developed during this period in the 1970's. Around 1000 public housing dwellings were constructed on the estate, made up of approximately 800 townhouses and 200 cottages.

### 2.3 Site Area and Ownership

The Site comprises all the land within the area enclosed by a thick black line on Figure 2. This refers to the area of land to which the concept plan application relates. The Site has an area of approximately 140 hectares.



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The Site includes part of the roads surrounding the Site as there will be partial reconstruction of those roads as described in Section 3.3.

The Site is smaller than the land which was the subject of the planning analysis and review leading to the preparation of the Master Plan. A wider perspective has been taken in the design of the development to ensure that the relationships to adjoining lands are understood and considered.

Generally the site is bounded by Eagleview Road to the east from Benham Road to Kyngmount Reserve in the south (excluding the reservoir site). The northern boundary is Benham Road and Ashmead Road. The Site does not include the existing residential area of Fenton.

The eastern boundary is formed generally by Guernsey Avenue from Benham Road to Ben Lomond Road. The Site does not include the existing residential areas of Campbellfield or the older persons housing located in Guernsey Avenue opposite the school. South of Ben Lomond Road, the eastern boundary is formed by Townson Avenue (excluding the Webb Place subdivision).

The southern boundary is the southern extent of the NSW Department of Housing land holdings off Pendergast Avenue.

Land ownership and the existing subdivision patterns are indicated on Figure 6. The NSW Department of Housing, the Department of Planning and Campbelltown Council own the majority of the public land within the Site. The land owned by DoP predominantly comprises the land to the east of the existing Redfern Park. The land to the east of Redfern Park comprises a traditional subdivision exhibiting a grid road pattern. In fact the subdivision is a “paper” subdivision only and has never been developed.

### **2.4 Natural Environment**

#### **2.4.1 Topography and Landform**

The Site rises gently from west to east to a north south oriented ridge along which runs Eagleview Road. Landform rises gradually from around RL55 metres in the north west of the Site up to RL 105 metres along Eagleview Road near the Sydney Water reservoir (Figure 7). The majority of the site comprises west and northwest facing slopes.

The landform is typified by broad rounded crests and ridges and gently inclined slopes. It is mostly undulating with steeper land mid slope towards the top of the ridge (Figure 8). Gradients are generally below 10%, but some slopes exceed 20% in limited locations.

Eagleview Road is the high side of the estate and provides vistas to the west to the Blue Mountains and other locations. These higher elements and their features such as the water reservoir are visible from the surrounding area.

The existing troughs and valleys very much dictate the floodways that are to be retained or incorporated into designed overland flows with stormwater detention.



#### 2.4.2 Geology and Soils

##### ***Soils***

Douglas Partners have carried out a report containing an assessment of geotechnical properties and potential ground contamination of the Site (Appendix 2).

The site is located entirely on soils Blacktown Soil Landscape Group, which include soils derived from the weathering of the underlying shales and sandstones of the Wianamatta Group. There is no evidence of slope instability on the site. The soils on the site typically have low fertility, are often strongly acidic, pose moderate erosion hazard and have a high tendency to shrink/swell movements.

The report makes a number of recommendations for foundation and earthworks construction.

##### ***Hydrogeology***

The ridge along the eastern boundary of the Site forms a water shed and it is likely that the groundwater beneath the Site flows in a similar direction to the surface water. It is expected that the main groundwater table is many metres below the more elevated eastern parts of the site although there may be localized areas of seepage. The groundwater table may be closer to the surface along the drainage depressions or on low lying parts of the Site. Groundwater levels do not appear to constrain development.

##### ***Salinity***

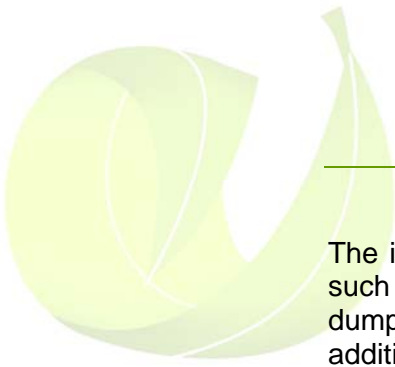
The salinity potential of the site has been investigated by Douglas Partners (Appendix 2). Urban salinity typically occurs when salts stored in the soil profile are mobilised by the movement of water. Increased levels of salt in the soil and water due to evaporation and accumulation may adversely affect vegetation and building materials.

Reference to DIPNR salinity potential mapping for Western Sydney indicates that there are no known areas of salinity within the Site. No indications of salinity were observed during the geotechnical investigations.

The investigations concluded that the proposed redevelopment is unlikely to have any significant impact on the amount of saline groundwater entering the creeks in the area. Recommendations are made to minimize the risk of salinity. These recommendations have been incorporated into the design of the development where appropriate and can be readily implemented

#### 2.4.3 Contamination

A preliminary contamination assessment has been undertaken over the Site by Douglas Partners (Appendix 2). The investigations included a review of the history of the site from available information, drilling of test bores and laboratory testing of samples.



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The investigations noted that significant filling has occurred in some parks such as Townson Oval. There is also evidence of some indiscriminant dumping of mounds of filling within some open areas and reserves. In addition some building rubble remains on the ground surface in areas where buildings have been demolished. Figure 9 shows areas of possible filling.

The testing was mostly carried out on samples of filling and indicated that there is generally a low risk of contamination on the Site. It is possible that the small mounds of filling which appear to be illegally dumped on the open areas may contain some contaminants. There are a range of disposal methods available should contamination be encountered in these mounds.

### **2.4.4 Hydrology and Catchment Features**

Figure 9 indicates the main drainage lines draining the site. Natural drainage lines have been incorporated into a constructed stormwater system which has been found to be substandard in many areas. Many residents experience flooding problems during extended wet periods. The existing pipe drainage system is undersized for the upstream flows. Improvements to the stormwater system and the provision of a system designed to modern standards of Water Sensitive Urban Design are an important element of the proposed development.

### **2.4.5 Aboriginal Culture and Heritage**

A cultural heritage assessment of the Site was undertaken in early 2003 by Navin Officer, Heritage Consultants (Appendix 3). The assessment included a literature review, field inspection and Aboriginal consultation.

The Site is located within the boundaries of the Tharawal Local Aboriginal Land Council (TLALC) and the area of custodial interest of the Cubbitch Barta Native Title Claimants Corporation (CBNTCC). Representatives of the TLALC and the CBNTCC assisted in the field inspection of the Site.

In summary no Aboriginal sites were identified in the study area during the survey. The nearest known Aboriginal sites are located over two kilometres to the east of the study area. The study concluded that the Site represents an area of low archaeological and cultural heritage sensitivity. Consequently there are no archaeological constraints on the proposed redevelopment project in the subject precincts.

### **2.4.6 European Heritage**

A report by Navin Officer contained in Appendix 3 addressed European heritage potential of the Site. The Site is part of the original land grants to Dr William Redfern (northern part) and Thomas Rose (southern part). The Redfern grant was used for a variety of rural purposes including the production of grapes, wool, fruit and dairying. The rural community was provided with a rail line in 1874 with the construction of a station at Minto.

Campbellfield House was constructed in 1820 and is associated with William Redfern. The homestead has been significantly altered but retains



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significance and is listed as a heritage item under the Campbelltown Local Environmental Plan (Urban Areas) 2002. There are no other items of cultural significance from the period of European occupation.

This heritage item and its site are located outside the Site and no works are proposed in the vicinity of the house. Consequently no further heritage assessment is required.

### **2.4.7 Flora and Fauna**

Flora and fauna investigations of the Site have been undertaken by Anderson Ecological Surveys Pty Ltd (Appendix 4). These investigations were:

- a review of the existing flora and fauna communities on the site;
- an assessment of the likely impacts of the development on threatened species, populations or ecological communities.

The surveys found that there are no threatened species or habitats present in the Site. The Site is highly disturbed with no significant flora or fauna communities. Some remnants of a Shale Sandstone Transition Forest were found in Piggott Reserve but this area was found to be highly disturbed remnant. It appears to have been largely cleared about 20 years ago and its condition is very poor due to lack of management and weed infestations. The vegetation within the reserve is however highly degraded and no longer is representative of any Endangered Ecological Community.

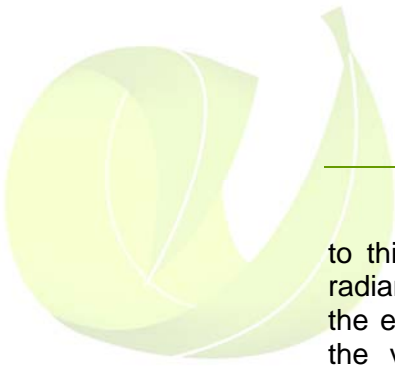
The investigations revealed no threatened fauna, with only Piggott Reserve being cited as having potential as fauna habitat. The faunal habitat within the remainder of the Site was found to be negligible due to the high levels of disturbances from residential development and associated infrastructure.

### **2.4.8 Bushfire Issues**

Developing in bushfire prone areas requires consideration of the overall threat upon a site and the way occupants of a site / dwelling(s) are able to cope in the event of a bushfire. To assess the bushfire threat that is likely to occur and affect the Site, and the eventual dwelling occupiers, a review of the elements that comprise the overall threat needs to be undertaken by Conacher Travers and is contained in Appendix 5.

Most of the Site adjoins managed private lands and managed open space to all aspects. Further to the east is the open forest vegetation of Minto Heights which could provide embers, under extreme fire event conditions. Direct impact by flame contact would be unlikely due to the separation distances provided by existing cleared and managed rural residential development.

The north eastern part of the site (the vacant land to the north of the water reservoir referred to as Piggott Reserve adjoins open forest and woodland vegetation which maintains continuity with larger areas of open forest within Minto Heights. This vegetation could provide direct flame and radiant heat



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to this part of the Site. A bushfire event could manifest in the form of radiant heat and flame attack due to the proximity of remnant vegetation to the east of Piggott Reserve. It would be expected that fire burning within the vegetation surrounding Piggott Reserve could develop significant intensities due to the total area and level of continuity. The remaining part of the Site would have little vulnerability to bushfire.

The Bushfire Assessment Report recommends certain strategies to minimise the risk of bushfire to acceptable levels including:

- the application of an asset protection zone, 20 metres in width, provided to the eastern boundary of the Site south of the reservoir will provide adequate setback to future dwellings adjoining Eagleview Road. This is the width of the road reservoir;
- the application of an asset protection zone, 40 metres in width, provided to the eastern aspect will provide adequate setback to the future dwellings in the area adjoining Eagleview Road to the north of the reservoir

The recommendations regarding the location of dwellings and asset protection zones have been incorporated into the proposed development and into the draft DCP where appropriate.

### **2.4.9 Visual and Landscape Character and Views**

There are panoramic views from the more elevated sections of the Site of the distant Blue Mountains due to the west facing landform. These views are mostly achieved from the higher parts of the site along Eagleview Road as indicated on Figure 10.

A visual assessment of the Site undertaken by Woods Bagot is contained in Appendix 6.

The Site contains a number of trees located with streets, yards and open areas. The location of these trees is shown generally on Figure 11.

## **2.5 Man Made Environment**

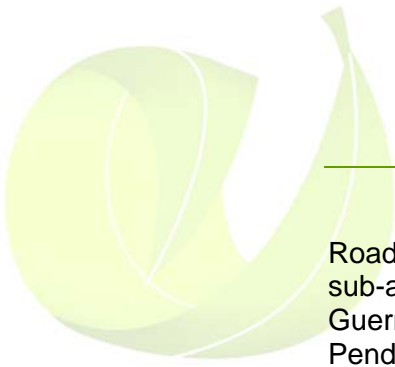
### **2.5.1 Traffic, Transport and Access**

#### ***Road Hierarchy, Traffic Flows and Intersection Operation***

Traffic conditions in the site and surrounding area have been investigated by Traffic and Transport Planning Associates whose report is contained in Appendix 7.

Good road access to surrounding areas and regional centres including the Sydney City and Campbelltown is available exists through the network of existing major roads including Pembroke Road, Eagleview Road, Campbelltown Road and the M5 Motorway.

The main vehicular and pedestrian system is comprised of a three level hierarchy. The first level comprises Ben Lomond Road and Eagleview



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Road being major collector roads feeding traffic to the State arterial and sub-arterial road network. The second level includes Benham Road, Guernsey Avenue, Townson Avenue Mortimer Street, Longhurst Road and Pendergast Avenue. Numerous access ways make up the third level. This hierarchy is illustrated in Figure 12.

The road system is characterised by wide bitumen roads, grassed verges, and narrow concrete access ways. The arrangement of roads and access ways in the public housing areas creates a series of residential blocks of irregular sizes and scale to that found within adjoining neighbourhoods. In contrast, the surrounding neighbourhoods are laid out with a simple modified grid road system including cul-de-sacs.

Vehicle access to the Site is from Ben Lomond Road, Benham Road, Townson Avenue, Eagleview Road and Guernsey Avenue. Mortimer Street and Pendergast Avenue are main feeder roads, although access off Pendergast Avenue is restricted in certain parts due to steep embankments that flank the roadway. Mortimer Road follows the contours across the slope from Guernsey Avenue to Benham Road. Pendergast Avenue follows the contours across the slope from Townson Avenue to Ben Lomond Avenue in the north.

Access to a majority of the Department of Housing NSW dwellings, particularly the townhouses, is from narrower laneways and cul-de-sacs. They provide vehicular access to the rear of almost of all the dwellings. Garages are located off these access ways.

There are number of informal dirt tracks through the open space areas. These dirt tracks provide alternative means of access to the front of the dwellings. The existence and the evidently continued use of these tracks highlights the need for either improvement for vehicular access and/or the provision of access to the front of dwellings.

Traffic controls on the road system include roundabouts and traffic signals outside the site. Speed limit is 50 km/hr except for school zones. The traffic report (Appendix 7) finds that there are no existing intersection capacity problems with the roundabouts working effectively in traffic terms. There are a number of issues on the road system including vehicle speeds, pedestrians crossing, parking at the schools and Minto Mall at peak times. The vehicle volumes along the roads in the vicinity of Minto Mall and the schools which are higher than the normally accepted environmental goals due to the intrinsic traffic generation of those uses.

Improvements in the regional road network includes the Westlink M7 which will provide improved access to Western and Northern Sydney, widening works along the south western freeway, widening of Pembroke Road and improvements to intersection of Pembroke Road and Durham Street.

### ***Public Transport***

The Site area is well-served by public transport with about 25% of the Site within 10 minutes walking distance from the Minto railway station. Public



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transport access to regional centres is substantially provided by rail. Approximately 50 daily connections are provided to Liverpool and over 100 daily connections are available to Sydney CBD. A similar frequency for return journeys is provided. The frequency of service to stations connecting Campbelltown with its neighbourhood stations is generally every 10 minutes in peak times and 15-30 minutes off peak.

Convenient links by bus are also provided. Buses to Campbelltown from Macquarie Fields and Minto are not direct and involve journey times of approximately 1 hour and 25 minutes respectively.

The public transport network is illustrated on Figure 13.

### **2.5.2 Built Form and Character**

The existing built form of the Site comprises a mixture of detached dwellings and townhouses. The predominant detached dwelling type is single storey, brick veneer construction with a tile roof. Some of the detached dwellings have frontage to the street, whilst many others were designed in accordance with the Radburn principles and face open space areas, turning their backs to the street.

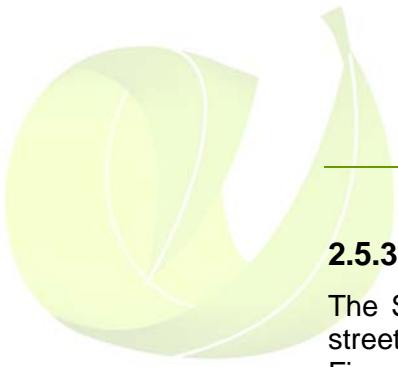
The townhouses in Minto cover a number of designs. Again, some townhouses have their frontage to the street, whilst others were designed to face open space areas or pathways.

The Department of Housing NSW housing stock lacks variety in built form and some is poorly maintained. A clear contrast in quality and variety of housing, and associated streetscapes, is readily apparent when the public housing is compared to the surrounding dwelling areas.

The Radburn designed public housing townhouses, and to a lesser extent the detached dwellings, have contributed to a number of the problems identified by residents. In particular, the typical inward orientation of such housing, with the backs of dwellings facing the street, has resulted in a lack of connection between dwellings and the street. Cul-de-sacs and laneways have become isolated and streetscapes are typified by high fences and garages. Due to the poor casual surveillance available to these streets, graffiti, rubbish dumping and other anti-social behaviour is common.

The typical dwelling frontage to public open space often results in reduced privacy and security for residents. Confusing for visitors, the absence of an obvious street address and poor relationship between dwellings and their letterboxes for these 'back to front' dwellings, contributes to the lack of identity for the area perceived by residents.

The design of these 'Radburn' buildings contributes to security problems. Entrances to dwellings are often hidden from the street and carports and garages are out of vision from dwellings, resulting in little or no casual surveillance.



#### **2.5.3 Site Precincts**

The Site contains a number of residential neighbourhoods formed by the street pattern and dwelling type. Precinct boundaries are indicated on Figure 4 and are described as follows:

##### ***Darcy Precinct***

This Precinct is located in the northern western part of the Site. Benham Road bounds the Precinct to the north, Mortimer Street on the east and south and Surgeon Park on the west. The Precinct comprises predominantly detached cottage dwellings on relatively large lots. The dwellings are accessed from either Benham Road, Mortimer Street or via one of the four access ways. This Precinct includes Surgeon Park.

The Precinct is relatively flat with the steeper slopes located in the eastern part. Overland flow paths dissect the Precinct, causing local stormwater problems for some of the houses. This situation is to be rectified in the proposed development.

Planting and landscaping comprises mainly parks and street plantings of native species. Street trees are inconsistently planted along Benham Road and Mortimer Street. Clumps of trees are dispersed throughout the open space areas and in between dwellings.

##### ***Caroline Precinct***

Caroline Precinct is located in the mid-western side of the Site bounded by Guernsey Avenue on the west and Mortimer Street to the south. Its northern and eastern boundary is bordered by Surgeon Park and Darcy. The Precinct comprises an almost 50/50 mix of detached houses and attached dwellings. The dwellings are accessed from Guernsey Avenue, Mortimer Street or one of seven access ways (Bowman, Spencer, Gilbert, McCann, Caroline, Gee, and Piper Ways). Access to the attached dwellings is from the access ways only.

The Precinct is relatively flat so that internal and external views are limited. The existing planting is mainly native and is confined generally to the parks and streets. Street trees are inconsistently planted along the main roads.

##### ***Erskine Precinct***

Erskine Precinct is located in the central-northern part of the Site, and is separated from the remainder of the estate by Mortimer Street. The eastern edge of the Precinct abuts an existing privately owned residential area within Fenton (outside the Site).

The Precinct is comprised of townhouse style public housing. These dwellings are accessed from Mortimer Street or one of 5 access ways: Mahan, Erskine, Balmain, Lyons, and Madeira Ways. The existing access ways are narrower than Council requirements, and will require upgrade for retention in any subdivision and development of the Precinct.

The Precinct slopes to the west affording views as well as providing visual interest to the Precinct. The landscape planting is mainly native and is



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confined mostly to the parks and streets. Street trees are inconsistently planted along the main roads. There is one major services easement bisecting the Precinct.

### ***Sarah Precinct***

This Precinct is located in the central western part of the Site south of Caroline and Erskine Precincts. Mortimer Street, Redfern Park, and Guernsey Avenue form the northern, eastern southern and western boundaries. The eastern edge of the Precinct abuts Redfern Park and there are a number of, both formal and informal, pedestrian pathways that link the precinct with the Park. The Precinct is adjacent to Sarah Redfern Schools.

The Precinct incorporates predominantly attached dwellings and a small number of detached dwellings. Access to the dwellings is mainly from Calton, Durban, Wangoola and Sarah Ways. A Youth Centre and Community Services Buildings are located at Guernsey Road within Sarah.

The Precinct slopes towards the west and the northwest, affording some local views. The landscape planting is mainly native and is confined mostly to the parks and streets. Street trees are inconsistently planted along the main roads.

### ***Piggott Precinct***

Piggott Precinct is the most easterly precinct. It is bounded by Longhurst Road to the west, Ashmead Road to the north and Eagleview Road to the east. Its southern boundary comprises the vacant land within the Eagleview Precinct and the water reservoir.

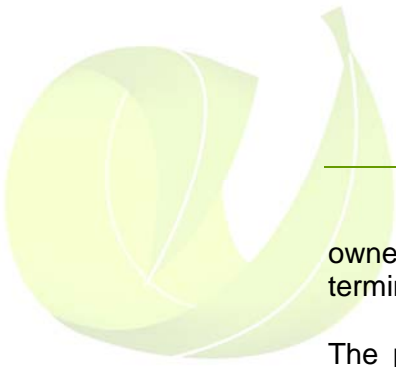
The Precinct accommodates a mix of land uses including a water reservoir tank, vacant land and a large lot residential subdivision. These lots address and gain access from Longhurst Road. The Precinct is located on the western side of the north south ridge that follows the course of Eagleview Road in this location. As such the Precinct is elevated and enjoys good district views to the west.

The dwellings in this precinct are large and elevated, capitalising on both the size of the lots and the views enjoyed to the west. The houses are therefore prominent within the Longhurst Road streetscape. They are privately owned and are excluded from the land to which this application relates.

The vacant land to the north of the water reservoir (Piggott Reserve) contains a large area of degraded scrubland.

### ***Eagleview Precinct***

Eagleview Precinct comprises the majority of the vacant and undeveloped land within the Site. It accommodates Redfern Park on its western side and the majority of the area consists of an undeveloped subdivision between the Park and Eagleview Road. With the exception of two privately



## Minto Renewal Project Master Plan Environmental Assessment Report

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owned dwellings within the northern part of the Precinct at the current termination of Longhurst Road, there is no development within the Precinct.

The precinct enjoys an elevated position with good district views to the east. Small areas of the Precinct are steeply sloping which will require attention in any development of the Precinct to ensure that slope does not present a physical constraint. There is negligible vegetation and no formal landscaping within the precinct, including Redfern Park. The precinct is crossed by a network of informal pedestrian pathways (“goat tracks”) worn into the grassland and there is evidence of illegal dumping of waste in places.

### ***Valley Vista Precinct***

This Precinct is located within the central eastern part of the Site. It is bounded by Ben Lomond Road, Longhurst Road and Eagleview Road. To the west it is adjacent to Campbellfield which is a private residential area and does not form part of the site. The Precinct includes some vacant land located in its eastern side.

All dwellings within this precinct have been demolished. The Precinct enjoys an elevated position which slopes to the west and the North West and enjoys district views from the upper slopes. The landscape planting is mainly native and is confined mostly to the parks and streets. Street trees are inconsistently planted along the roads.

### ***Goodwin Precinct***

Goodwin Precinct is located south of Ben Lomond Road on the western side of the Site. Ben Lomond Road bounds the Precinct to the north, Pendergast Avenue on the east, Townson Avenue on the west, and Goodwin Avenue to the south. The Precinct consists of attached dwellings with no detached dwellings. Access to the existing dwellings is from the numerous terminating access ways off Goodwin Place. The Precinct slopes towards Townson Reserve to the west.

The Precinct slopes to the west and the north west affording some views from the upper slopes. There are two parks in the Precinct; Townson Reserve located at the corner of Ben Lomond Road and ‘Kids Park’ located at the corner of Goodwin Crescent and Pendergast Avenue. Townson Reserve is a sports field with amenities used for a range of sports and is the home base for local groups. Kids Park is owned by a community organisation. Planting is mainly native and is confined to the existing parks and streets. Street trees are inconsistently planted along the main roads.

### ***Dunlop Precinct***

This Precinct forms the western boundary of the Site south of Ben Lomond Road, and is separated from the remainder of the Site by Pendergast Avenue. The eastern edge of the Precinct includes vacant land along Eagleview Road. Ben Lomond Reserve is located to the east of the Precinct and Kyngmount Reserve is in the south of this Precinct. The Precinct is bounded by private housing to the south and Pendergast Avenue to the west.



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The Precinct consists only of attached dwellings with no detached houses. Access to the existing dwellings is primarily from Pendergast Avenue, Emancipist, Bigge, Grant, Jury, Dunlop, Moran, and Hewson Ways. Many dwellings in Dunlop are in a poor state of repair.

The Precinct enjoys an elevated position, falling to the west and the North West. Thus local views are afforded from the lower slopes and long distance views from the upper slopes. The topography provides visual interest and relatively good solar access to the existing and future dwellings. Planting is mainly native and is confined mostly to the existing parks and streets. Street trees are inconsistently planted along the main roads. However Pendergast Avenue is lined with some prominent, established trees in places.

### ***Friendship Precinct***

This Precinct is located in the south west part of the Site between Pendergast Avenue and Townson Avenue. The precinct consists predominately of detached dwellings, however, there are some townhouses. Access to existing dwellings is from Pendergast Avenue and Townson Avenue. A small pocket of newly constructed low cost housing off Webb Place does not form part of the Site. The Precinct falls to the north west affording some views from the upper slopes. Planting is mainly native and is dispersed throughout existing the parks and streets. Street trees are inconsistently planted along the main roads.

### **2.5.4 Character of Adjoining Precincts**

There are a number of areas immediately adjoining the Site that are important in a consideration of the site context. These are as follows:

#### ***Fenton Precinct***

Fenton Precinct comprises an established privately owned residential area, including some scattered public housing dwellings. It is located to the east of Erskine in the northern part of the Site. The precinct is built around Fenton Crescent and Longhurst Road which effectively establish a cul-de-sac loop forming the only vehicle access out of the Precinct. There is the potential to integrate this precinct into areas to the south.

The precinct accommodates large, generally well maintained and landscaped detached dwellings on large lots, presenting attractive streetscapes. The Longhurst Road reserve continues south into Eagleview Precinct to link with Longhurst Road in Valley Vista Precinct.

#### ***Campbellfield Precinct***

Campbellfield Precinct comprises an area of 130 privately owned detached dwellings adjoining the central part of the Site to the east of the Minto Mall and immediately to the north of Ben Lomond Road. The Precinct is undulating with some external views to the west. Landscaping is yet to be very apparent as street tree and garden planting has yet to become established, generating the image of a recently established development. The precinct is currently at the gateway to the northern part of the Site off Ben Lomond Road.



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### ***Schools Precinct***

The Schools Precinct is a large parcel of land that is bound by Durham Street to the north, Pembroke Road to the west and Guernsey Avenue to the east. The southern boundary comprises the Minto Mall and Campbellfield Precinct. The precinct comprises Passfield Park Special School and Sarah Redfern Primary and High Schools and accommodates the playing fields and recreation facilities of the schools. The Sarah Redfern School includes a library open to the general public. The Precinct also includes a Catholic Church and adjacent open land owned by the Church originally intended as a school site. Redfern Cottage, a heritage building, is located adjacent to the Church land in the southern tip of the Precinct. The precinct thus represents a focus of education activity and plays an important role in the Minto community.

### ***Commercial Precinct***

The commercial precinct comprises the Minto Mall and surrounding Service Industry activities, fast food restaurants and on grade car parks. The Precinct is dominated by the Minto Mall. The mall was constructed in 1981 and refurbished/extended in 1993/1994. It has a building area of 18,263 square metres within a site area of 6.33 hectares and accommodates K-Mart, Coles and Franklins as well as a number of specialty shops. The car park can accommodate 1,000 cars. The style of the mall is dated and existing landscaping, particularly within the car parking areas is poor or non-existent creating a poor visual impression from surrounding streets and for those shoppers visiting the Mall.

To the west of the Mall is a string of commercial and service industrial premises comprised of fast food restaurants (McDonalds and the like) and car service centres. The Precinct is 400 metres directly to the east of the Minto Railway Station and thus enjoys convenient access to the CityRail network.

## **2.5.5 Existing Open Space**

There are a large number of open space areas in the Suburb of Minto – including the publicly accessible Sarah Redfern School sports grounds. Together these areas provide a total of 72.2 hectares of open space. Based on the 2001 population Census of 11,334 people, this equates to a provision of 6.42 hectares of open space per 1,000 persons within the Suburb of Minto. The spaces are well distributed.

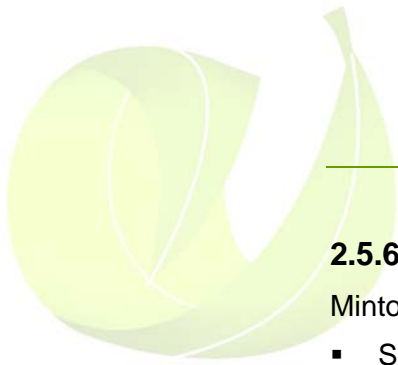
There is approximately 28 hectares of open space within the Site as shown on the following table and Figure 14. Approximately 10 hectares of this space is in the form of playing fields (including Sarah Redfern School Ovals) and approximately 13 hectares is undeveloped. Other smaller parks within the Public Housing Estate such as Nore Reserve (now demolished), Surgeon Park and Scarborough Park have very little embellishment. There is considerable opportunity to rationalise underutilised and poorly designed and located open spaces with the Site.

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**Table 2.1 Open Space in the Area**

PARK NAME	AREA (HA)	FUNCTION			
		Local open space		District open space	
		Local park	Undeveloped	Sport	Passive'
<b>Site</b>					
Benham Childcare	0.20	0.20			
Nore Reserve	0.60	0.60			
Surgeon Park	1.26	1.26			
Mitcherson Reserve	1.58		1.58		
Ben Lomond Reserve	1.77		1.77		
Kyngmount Reserve	2.02		2.02		
Scarborough Park	2.39	2.39			
Redfern Park	3.35		3.35		
Townson Reserve	3.84			3.84	
Sarah Redfern School Ovals	6.30			6.30	
Eagleview Reserve	2.20		2.20		
Piggott Bushland Reserve	1.96		1.96		
Kids Community Park	0.47		0.47		
<b>Sub-total</b>	<b>27.94</b>	<b>4.44</b>	<b>13.35</b>	<b>10.14</b>	<b>0.00</b>
<b>Minto</b>					
Inch Reserve	0.01		0.01		
Longhurst Reserve	0.0251		0.0251		
Ashmead Reserve	0.0282		0.0282		
Murray Reserve	0.0505	0.0505			
Bunker Reserve	0.08		0.08		
Salter Reserve	0.1595	0.1595			
Soiland Reserve	0.2543	0.2543			
Porter Reserve	0.3992		0.3992		
Etchell Reserve	0.6351		0.6351		
Rose Park	1.28		1.28		
Byram Reserve	1.82		1.82		
Jersey Reserve	1.9		1.9		
Passfield Park	4.04		4.04		
Pembroke Park	7.43				7.43
Kayess Park	7.67			7.67	
Victoria Park	9.34			9.34	
Coronation Park	9.75			9.75	
Sub-total	44.8719	0.4643	10.2176	26.76	7.43
<b>TOTAL</b>	<b>72.81</b>	<b>4.91</b>	<b>23.57</b>	<b>36.90</b>	<b>7.43</b>



# Minto Renewal Project Master Plan

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### 2.5.6 Community Facilities

Minto's Community facilities are located at four 'hubs' –

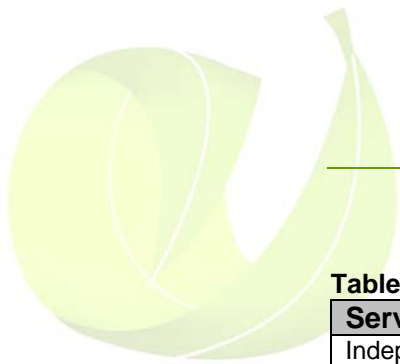
- Surrey Street group at the old town centre of Minto near the railway station;
- Burnside centre (including the Youth Centre) in the Renewal Area;
- PCYC on Minto Road to the north of the Renewal Area; and
- Sarah Redfern Primary and High Schools.

The key community facilities identified within the Renewal Area and just outside the Renewal Area in the Suburb of Minto, include –

**Table 4.1: Key Community Facilities**

<b>Minto Renewal Area</b>	<b>Suburb of Minto</b>
Minto Family Care (Burnside) (Guernsey Avenue)	The Police and Community Youth Club (PCYC) (Minto Road)
Minto Youth Centre (Guernsey Avenue)	South West Multicultural Community Centre (within PCYC)
Minto Library (grounds of Sarah Redfern School)	Minto Community Centre and Hall (Surrey Street)
Sarah Redfern Community Hall (Sarah Redfern School).	Macarthur District Temporary Family Care.

There are many service providers working within or for the residents of Minto, which aim to help those who may be socially or economically disadvantaged. The assistance of the key service providers in Minto is summarised in the following table. It is noted that the following table is not comprehensive, detailing the key service providers in Minto, and reference should be made to Appendix 10 for more details.



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**Table 4.2: Summary of Assistance Offered by Key Service Providers and NGOs to the Minto Community related to the MRP**

Service Provider	Services
Independent Tenant Advocate (SWRTA)	<ul style="list-style-type: none"> <li>▪ Provides ongoing support to tenants during relocation, educates tenants regarding the process, its implications and their rights, and advocate on their behalf with the Department and service providers.</li> </ul>
Residents Action Group Minto	<ul style="list-style-type: none"> <li>▪ A critical conduit to the community and advocate of community issues.</li> </ul>
Burnside	<ul style="list-style-type: none"> <li>▪ <i>Minto Community Care</i> a skills development program which focuses on building a better community for the residents of Minto.</li> <li>▪ <i>Minto Family Centre</i> delivers services which aim to build families confidence and skills and to make Minto a supportive, safe and friendly place to bring up children.</li> </ul>
Franciscan Friars	<ul style="list-style-type: none"> <li>▪ The Friars informally act to improve community strength and social capital through community based initiatives (eg BBQs, emotional support, Soup Kitchen at KoKo's Place every Wednesday night, etc).</li> </ul>
Brown Sisters	<ul style="list-style-type: none"> <li>▪ The Sister's act similarly to the Friars and offer assistance to those who need their help.</li> </ul>
South West Multicultural and Community Centre	<ul style="list-style-type: none"> <li>▪ The Centre also provides community development services (including for NESB) and provides emergency services, including food and basic necessities.</li> </ul>
Macarthur Diversity Services	<ul style="list-style-type: none"> <li>▪ Provide outreach to the Renewal Area including Pacific Islander communities.</li> </ul>
The Daystar Foundation	<ul style="list-style-type: none"> <li>▪ Providing support for children and an opportunity for children to discuss their concerns with volunteers and teachers present at breakfast clubs.</li> </ul>
Kids Community Park	<ul style="list-style-type: none"> <li>▪ Events which bring the community together (eg Christmas in the Park);</li> </ul>
Animation Project (St Vincent de Paul Society)	<ul style="list-style-type: none"> <li>▪ Encourages communities to help initiate positive social change</li> <li>▪ Provides support and resources to encourage those who may be socially disadvantaged to raise awareness within the community and make their voices heard.</li> </ul>
Remembering Minto Project (auspiced by ICE (Information and Cultural Exchange))	<ul style="list-style-type: none"> <li>▪ Community development activities, built around assisting the community compile and record the memories of those living in the public housing communities in Minto.</li> </ul>



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An analysis of the current provision of community services and facilities indicates –

- The Renewal Area is relatively well serviced by a wide range of community services and facilities, particularly in terms of children's services;
- There are many NGOs working hard to support and develop the Minto community. Their efforts and relationship with and understanding of the community need to be recognised and accessed by the DoH.
- A fair proportion of Renewal Area residents are excluded from facilities beyond walking distance due to either access issues or cost of travel (low car ownership).
- The Burnside Family Centre in particular is identified as a key community facility, particularly for the public housing estate. It is well located, being well linked to other services and community facilities, and is well regarded. However its premises are in poor condition. There is an incorrect public perception that it is a facility solely serving the needs of public housing tenants. The name "KoKos" has social significance and value to the local community.
- Sarah Redfern School offers a unique combination of educational and community services with community use of the library, hall and playing fields. It is well located, well regarded, and readily identified as a community focal point.
- Some facilities are not ideally located. There are few facilities close to Minto Mall, the focal point of the suburb. Some facilities such as those in the vicinity of Surrey Streets or the PCYC, whilst being close to the railway station, are separated from the main residential areas of Minto. Notwithstanding this, the PCYC is well-patronised.
- The MRP provides an opportunity to rationalise and/or relocate community facilities in the area. Facilities can be planned and located to meet the needs of Minto as a whole rather than a particular part of the suburb such as the Department of Housing estates. Campbelltown City Council is currently completing a review of youth facilities and services in the LGA, both government and non-government. It is understood that this review will recommend the rationalisation of Councils physical assets due to their high number and unsustainable ongoing cost, and the development of a new model of service delivery which involves utilising a central point of administration for services. Minto is seen as an opportunity to implement this new model of provision.
- Whilst a variety of services and recreational activities operate from the PCYC (including the South West Multi-Cultural Centre) there is physical room for expansion.
- Burnside is well located to provide ongoing community support during the transition period through the implementation of the masterplan. Existing public housing tenants of the Renewal Area and other residents can continue to utilise services from those facilities which can provide a sense of stability during a period of change. New residents can use the



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services provided which can then adapt over time to the needs of new residents.

- Changes to the population and demographic composition of Minto, and consequently the community's needs, will have a number of impacts for services and facilities which are explored in Section 5 of this report. There are implications for many providers in the area, including commercial operators, Government departments, community services and non-Government organisations (NGOs). During consultation, it was apparent that many service providers were focussed on assisting the community with the immediate relocation phase and had not considered the impacts of the MRP on the services they provided beyond this phase. If not addressed, this may result in a 'gap' between service provision and community need in the future.

### **2.5.7 Availability of Utility Services**

#### ***Introduction***

The Site is developed for urban residential purposes with the exception of the vacant lands. Thus all urban utility services are available and are reticulated through the existing street network. The services were investigated as part of the Master Plan process.<sup>3</sup>

#### ***Sewer***

A 300mm-diameter sewerage trunk main runs northward along Guernsey Avenue then along Benham Road in a westerly direction. This main services the majority of the northern part of the Site. There are 225mm diameter mains located downstream of the southern catchments, along Ben Lomond Road and Townson Avenue, which converge downstream of the Site. These mains will be upgraded and/or relocated as required.

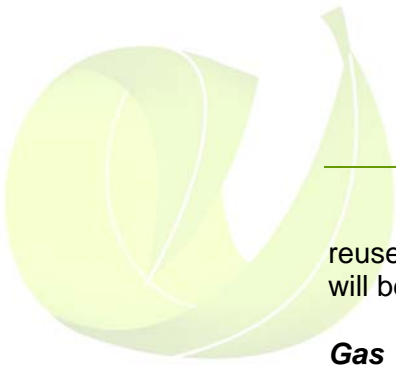
Sewer reticulation mains appear to be located along existing lot boundaries and existing roadways, much of which will be removed. There are no significant trunk mains that exist within the Site and therefore it can be assumed that the sewerage services can generally be reconstructed to alternative locations, which may be better suited to proposed development. Sewer reticulation will be retained in the cottage precinct where appropriate.

#### ***Potable Water***

A 900mm diameter trunk main runs in an east west direction from the Minto Reservoir at Eagleview Road. The water main is located within a 6-metre wide easement and serves the surrounding suburbs. The cost of relocating this main would be too excessive to be borne by the redevelopment. Consequently the main has been accommodated into the Master Plan design and is located within street reserves and parks. Water reticulation mains will be constructed to suite the proposed development with existing services made redundant unless reused. Maximum efforts will be made to

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<sup>3</sup> Investigations were undertaken by Hyder Consulting and are summarised in this report.



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reuse existing mains, particularly in the cottage precincts where dwellings will be retained.

### **Gas**

Gas mains currently serve the Site located along streets. These main sizes are typically 50mm to 75mm in diameter with the likely supply main located in Pembroke Road. The size of this main is 150mm in diameter, which suggests that further demand analysis is needed to ensure gas can be supplied to the entire redeveloped site. Gas services will be extended throughout the proposed development.

### **Telecommunications**

The existing telecommunications infrastructure consists of reticulated services within the Site. Telecommunication infrastructure does not impose any major constraints to future development. Similar to electrical infrastructure, existing telecommunication ducts and cable routes will be retained where possible, where roads are to be retained, and augmented where necessary. Additional underground conduit provision will be required for telecommunications infrastructure cabling and will be provided within streets to meet servicing authority requirements.

### **Electricity**

The existing electricity infrastructure does not impose any major constraints to future development since there are no significant mains that would be difficult to relocate. Existing ducts and cable routes will be kept in roads that are to be retained where possible. The electricity supply over the Site appears to be inadequate according to the current networks standards. New substations will be required to serve the development and will be designed and sited in accordance with authority requirements.

## **2.5.8 Water Cycle Management**

As discussed above the stormwater drainage system constructed to serve the Site is substandard in a number of areas with some residents experience flooding problems during extended wet periods particularly in the Darcy Precinct. This is one of the lowest points on the Site. In essence, the existing pipe drainage system is undersized and overland flows have not been properly accommodated. The existing hydrological system is illustrated on Figure 9.

A Water Cycle Management Plan has been prepared identifying a strategy for managing the quantity and quality of stormwater from the Site. This plan is contained in Appendix 8 and is described in Section 3.11.

## **2.5.9 Electromagnetic Radiation**

A study of the electromagnetic environment on existing residential and rural land at Minto was performed by EMC Services Pty Ltd (Appendix 12) to determine the suitability of the site for development as proposed.



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The electromagnetic radiation (EMR) levels over the entire redevelopment site emanating from the Mobile Phone Base Transceiver Site (BTS) on the adjacent Sydney Water land, Eagleview Road, Minto and all other fixed radio transmitter installations in the vicinity of the development area were measured. The power flux densities were calculated and the cumulative power flux density due to all base station transmitters at each measurement location was determined.

An assessment of the likely impact of these EMR levels within the terms of the Campbelltown City Council Development Control Plan No. 107 (Siting of Communication Facilities, Telecommunication towers) Part 1, paragraph 12 – Electromagnetic Radiation was determined.

The investigations found that the combined EMR of all existing radio communications transmitters at selected measured locations within the Minto Renewal Project were less than 30% of the Campbelltown City Council Development Control Plan No. 107 requirements for siting of communication facilities. These levels also comply with the ACAs regulations on human exposure to radiofrequency electromagnetic energy.

### 2.6 Demographic Overview

The following points summarise the demographic characteristics of the Minto Renewal Project Area (MRA) community in 2001<sup>4</sup>: -

- There were a total of 1,234 dwellings and 4,127 persons in 2001. The Census identified 834 of these households renting from a housing authority (an additional 110 households did not state their tenure).
- The population has declined slightly from 1996 – 2001 (115 people, 2.7%) and a slight reduction in the number of dwellings.
- 57.2% of the population were recorded as living at the same address five years previously. Despite Minto having a reputation of a highly mobile population, this figure is similar to that recorded for the suburb of Minto as a whole and for Campbelltown. DoH Tenant records suggest shorter lengths of tenure however.
- The population is youthful with 36.1% of the population under the age of 15 compared with 25.0% in Campbelltown and 20.0% in Sydney. Those aged over 50 years were less well represented as compared with Campbelltown and Sydney. This finding is supported in the DoH tenant records.
- Within the MRA, the largest age groups were 5-9 years at 13.6%, 0-4 at 11.8%, –10-14 at 10.7% followed by 15-19 at 9.8%. Significantly one-quarter of the MRA population is under the age of 10, yet this is a decline on the same age group for 1996, which recorded 26.9%. This decline is also suggested in school enrolment data.
- A high proportion of residents (8.3%) are indigenous Australians.

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<sup>4</sup> Note that the ABS Census Collectors Districts used to define the MRA do not exactly correspond to the boundaries of the DoH Minto Estate and consequently the data presented here is for an area slightly larger than the MRA itself.

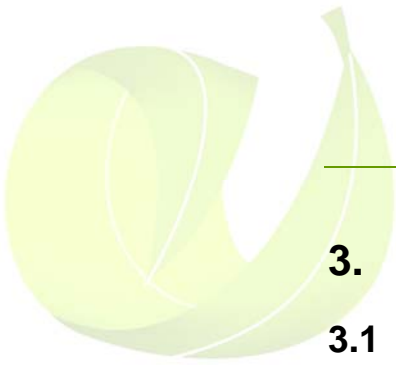


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- The percentage of residents born overseas and from non-English speaking countries was greater in the Minto suburb, but smaller in the MRA than for Campbelltown. 40% of people are bi- or multi-lingual compared with 36% in Campbelltown LGA. This suggests a multi-generational migrant community.
- 59.8% of the MRA adult population had never been married or were divorced or separated, significantly higher than recorded for Campbelltown and Sydney (51.9%, 45.4% and 43.1% in Minto suburb, Campbelltown and Sydney).
- The most common forms of family unit were couple families with children and one-parent families – 38.5% of households were one parent families in MRA (versus 24.5% in Minto suburb and 17.2% in the Campbelltown LGA).
- 1 in 4 people of working age were unemployed (24.4% unemployed MRA, 9.8% Minto suburb, 8.5% Campbelltown LGA in 2001).
- Individual and household incomes are significantly lower than in Campbelltown and Sydney (34.8% of MRA individuals earned less than \$200 per week, versus 31.2% Minto suburb, and 27.6% Campbelltown LGA).
- Occupations in production, transport and labouring occupations are the most common form of occupation with 19.6%. Clerical and service work is a comparatively high form of occupation in both the MRA and Campbelltown LGA, with approximately 30 – 35% of the workforce employed in such positions. In contrast, the white-collar professions (managerial, professional, administration) were less well represented among the residents of the MRA being 14.0% in 2001, compared to 26.8% for Campbelltown LGA and 42.0% for the Sydney SD.
- Residents of the MRA have low levels of qualifications compared to the Sydney average (although at rates similar to the Campbelltown LGA), with 51.6% not proceeding past year 10 at school (49.5% Minto suburb, 49.4% Campbelltown LGA). Over two-thirds of the MRA residents report to have no post school qualifications.
- 30% of residents do not have access to a car (18.4% Minto suburb, 10.9% Campbelltown LGA).

Variations between the demographic structures of precincts are clearly evident in the DoH tenant records, supporting a finding that Minto is not one homogenous community. More details on the demographics of the Minto Renewal Project are contained in Appendix 10.



### **3. THE PROPOSAL**

#### **3.1 The Minto Renewal Project**

There are three key strands to the Minto Renewal Project:

1. The Master Plan and associated physical renewal work which is the subject of this application;
2. The Place Management Plan, which will address social and community issues, via integrated planning and delivery of services and activities; and
3. The Management of Rehousing and Core Business (which includes tenancy management and ongoing maintenance).

The Place Management Plan and the Management of Rehousing and Core Business are summarised in the following sections and discussed in more detail in the Social Impact Assessment contained in Appendix 10. A Communications Strategy has also been prepared.

In addition the Department has developed a communication strategy to keep stakeholders informed. The strategy will be continuously updated to ensure the information about the rehousing and the general progress of the project is correct.

##### ***Minto Place Management Plan***

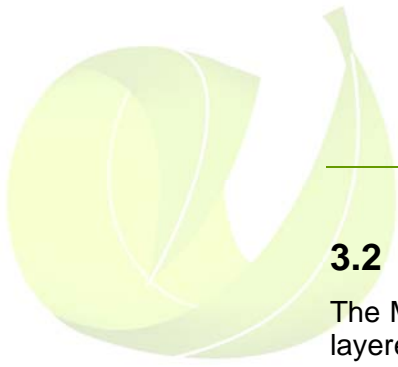
The Minto Place Management Plan (MPMP) forms one of three key strands to the Minto Renewal Project, and will address social and community issues, via integrated planning and delivery of services. The MPMP relates to the other elements of the MRP as is described in more detail in Appendix 10.

##### ***Rehousing Plan and Core Business***

The DoH acknowledges that the impact of relocation on tenants can be extremely stressful and therefore the negative effects of relocation need to be reduced. The DoH acknowledges that its processes need to be improved to ensure long-term positive outcomes for families experiencing resettlement. The DoH has revised its rehousing processes as a result of lessons learnt from both Valley Vista and Sarah precincts and in response to input from the community. Details of these processes are provided in Appendix 10.

##### ***Community Communications Strategy***

The Communications Strategy (Appendix 10) outlines the key communication objectives, messages and activities targeting the key stakeholders in the Minto Renewal Project; and will guide the development and distribution of targeted information to those stakeholders, to advise what is going to happen during the redevelopment.



### 3.2 The Minto Renewal Project Master Plan

The Master Plan will promote the development of a rich and evolving multi-layered social and physical fabric. The design will provide for a variety of built form, from detached dwellings to integrated housing positioned around open space as nodal points. The design will also incorporate a network of linked community open spaces that will accommodate a variety of open space facilities such as active and passive parks, playgrounds, recreational facilities, community facilities and landscaped stormwater detention basins.

An illustrated version of the Master plan is detailed at Figure 3. Approval is sought for the development of the Site generally in accordance with the Master Plan.

#### 3.2.1 Master Plan Aims and Objectives

The Master Plan vision aims to embrace the local cultural values and unique opportunities of Minto, in order:

- To create a new sustainable, living community for the future.
- To change the mix of residents from predominantly public housing to a sustainable public / private mix with better integration into the surrounding suburbs;
- To strengthen the sense of place and foster the community identity for Minto's existing and future residents;
- To improve the quality of local infrastructure, public open space areas and local community facilities in a pedestrian friendly environments that assist in achieving ESD principles;
- To create a vibrant local community with a distinctive and memorable neighbourhood character.

#### 3.2.2 Key Features

The Master Plan will be implemented over a ten year period and has therefore been structured to easily respond to the changing property market conditions throughout this period. However, currently it is anticipated that upon completion approximately 1,100 blocks of land will have been created by subdivision, comprising in the order of -

- 49 existing DoH cottages to be upgraded and sold;
- 127 existing DoH cottages to be upgraded and retained as public housing dwellings;
- 197 new DoH public housing dwellings to be developed; and
- 719 new private sector dwellings to be developed.

**Table 3.1** provides a summary of the anticipated changes as a result of the project per stage. Upon completion it is anticipated that 30% (currently 324 dwellings) of the final yield will be retained in public ownership. The Department will replace the public housing dwellings lost from the estate (currently 683) within the GWS region over the life of the project.



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As a consequence of the development, 650 households will be relocated. This is in addition to the 212 already relocated prior to the demolition of dwellings in Sarah and Valley Vista. A further 601 dwellings are to be demolished.

The design will provide for a variety of built form, from detached dwellings to integrated housing positioned around open space as nodal points. Three character areas are proposed within the Master Plan, based on their locations' natural and built features -

- "The Ridge" area, larger allotment sizes maintain the ridge tops "green" character with development controls ensuring appropriate native landscaping and an architectural form sympathetic to this visually prominent location.
- "The Parks" area, higher density housing close to major amenities and adjoining public open space areas, contributing to the urban character of these areas and the safety of the parks.
- "The Hills" area, housing area of varying density depending on location which forms a transition between the denser parks areas to the large ridge top allotments.

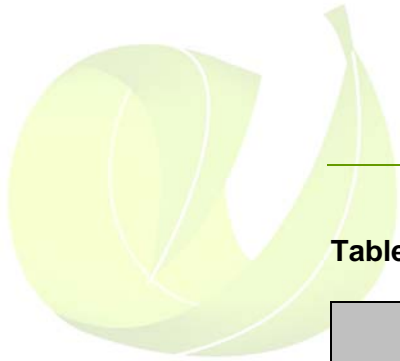
Linked public open spaces will be the focus of each residential neighbourhood and will enhance the desired green and open character of Minto.

The Master Plan is founded on the principles of Ecologically Sustainable Development (ESD). An important method of achieving sustainability will be through the provisions of BASIX, which is the Building Sustainability Index. A new stormwater management system will be integrated into the open space network to enhance natural systems to create opportunities to encourage native flora and fauna in Minto. The principles of water sensitive urban design principles will be incorporated into the development.

Existing roads and services are retained where possible to minimise overall costs. A hierarchy of streets will provide safe and convenient access, assist in orientation and enhance and strengthen the character of the development. The streets will encourage alternative modes of transport including walking and bike riding, serving as public places in their own right.

The quality and amenity of the public domain and open space will be improved by the project. A number of new parks will be provided in appropriate locations and inefficient and unsafe vacant lands developed. Townson Oval will be relocated to the north-west corner of the site to assist with stormwater detention for the project. Kids Park is to be retained in the development. Redfern Park will create a community hub for the suburb of Minto and its surrounding area.

The childcare centres located nearby and existing aged persons units on Townson and Guernsey Avenues will be retained.



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**Table 3.1: Dwellings by Precinct (as at 8<sup>th</sup> June 2005)**

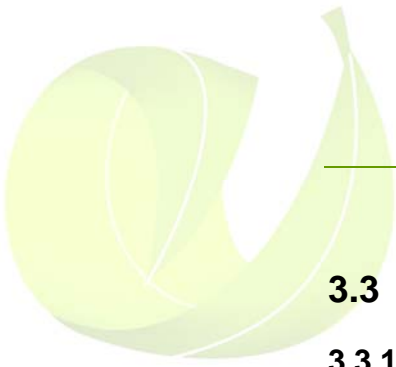
Stage	Precinct	Existing Public Houses <sup>1</sup>	Demolitions to Date	Proposed Demolitions	Retain and upgrade	New DoH dwellings	Total DoH Dwellings	Retain and Sell	New non-DoH Dwellings	Total non-DoH Dwellings	Total Dwellings	% Public Housing <sup>5</sup>
1	Valley Vista	89	89	0	0	15	15	0	73	73	88	17.05%
2	Part Sarah + Part Eagleview	77	77	0 <sup>2</sup>	0	45	45	0	120	120	165	27.27%
3a	Part Eagleview	0	0	0	0	0	0	0	11	11	11	0.00%
3b	Piggott	0	0	0	0	0	0	0	14	14	14	0.00%
4a	Erskine + Part Sarah	130	50	80	0	40	40	0	107	107	147	27.21%
4b	Caroline + Darcy	160	0	84	57	0	57	19	50	69	126	45.24%
5	Townson + Part Goodwin	15	0	15	0	12	12	0	52	52	64	18.75%
6a	Part Dunlop	139	7	132	0	30	30	0	75	75	105	28.57%
6b	Friendship + Part Goodwin	148	0	48	70	0	70	30	49	79	149	46.98%
7	Part Goodwin	160	7	153	0	35	35	0	104	104	139	25.18%
8	Part Dunlop	89	0	89	0	20	20	0	64	64	84	23.81%
		<b>1007</b>	<b>230</b>	<b>601</b>	<b>127</b>	<b>197</b>	<b>324</b>	<b>49</b>	<b>719</b>	<b>768</b>	<b>1092<sup>4</sup></b>	<b>29.67%</b>

<sup>1</sup> Dwellings at start of Minto Renewal Project in 2002. The original stock number was 1019 in the mid 1980s.

<sup>2</sup> Existing dwellings accommodating community facilities to also be demolished but are excluded from demolition numbers.

<sup>4</sup> Number of new dwellings could be higher as some lots allow for dual occupancy.

<sup>5</sup> Percentages of public housing only applies to Minto Renewal area. Proportions will be lower when spread across entire suburb.



### 3.3 Street System and Access Arrangements

#### 3.3.1 Streets

Approval is sought for streets generally in the locations as shown on the Master Plan (Figure 3). A hierarchy of streets is proposed as indicated on Figure 15 and street plans and typical cross sections will be in accordance with the details provided in Appendix 13.

The street system has been designed to accommodate buses with the bus streets indicated on Figure 16 having a 6.5m carriageway and appropriate kerb radii to facilitate bus movements. Bus stops will be provided along bus routes at a maximum interval of 400m.

The make up of the various adopted road cross sections is as follows:

	<b>Reserve</b>	<b>Roadway</b>	<b>Parking</b>	<b>Comment</b>
Access Place (up to 15 lots)	12.5-13.0	5.5-6.0	Not defined	No pathway
Access Street (Lots under 12m)	16.6	5.4	2.1	1.5 pathways
Access Street (lots over 12m)	15.2	7.2	Not defined	1.5 pathways
Access Street (shared path)	17.6	5.4	2.1 bays	1.5 pathway 1.6 2.5 shared path
Minor Collector (bus route and shared path)	18.7	6.5	2.1 bays	1.5 pathway 2.5 shared path
Swale Street	22.2	2 x 3.0	2.1 bays	5.0m swale 1.5 pathways
Oval Street (90° parking)	21.3	5.4	2.1 + 5.1 bays	4.7 manoeuvring 1.5 pathway



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Ben Lomond (on-street cycleways)	21.5	2 x 3	Nil	1.5 pathways 1.4 cycleways 1.5 median
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Other features of the street system include:

- Generally block lengths do not exceed 200m;
- Access places are only be used where five (5) or less lots front the street;
- Shared bicycle and pedestrian accessways are 2.5m wide;
- Pedestrian footpaths are to be a minimum 1.2m wide with a preferred width of 1.5m;
- Pedestrian footpaths are provided on both sides of residential streets larger than an access place.

The streets provide an important element of the public domain and a means of safe movement of vehicles, pedestrians and cycles. They are the basic element of urban structure and provide for a robust and permeable urban form.

A hierarchy of streets provides safe and convenient access, assist in orientation and enhance and strengthen the character of the development. The streets will encourage alternative modes of transport including walking and bike riding, serving as public places in their own right.

The Master Plan proposes a hierarchy of street widths based on the latest research by the UDAS, which will both enhance the desired green character of the suburb and ensure legible, unambiguous streetscapes which are easy and convenient for drivers to use.

Traffic management measures have been identified for consideration. Self-enforcing speed control can be achieved by a range of road geometry and traffic facility measures. It is apparent that detail assessment and design will be required to achieve the desirable speed control on the proposed new road system. Generally speeds on 'access streets' will be constrained by road width and parking as well and the limited length of these streets. This is not the case however with the minor collector roads and the longer sections of access streets which cross the collector roads. Indicative traffic management measures are shown on Figure 17. This figure controls speed through the use of roundabouts at intersections.

A number of alternative options exist for speed control, including central blister islands, single lane narrowing treatments, speed humps, raised intersections, etc. Each of the available options requires specific design considerations and are only suitable for certain situations. The speed control measures for each stage of the development shall be resolved during the detailed design processes.



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The future traffic distribution indicates that traffic currently travelling south to Ben Lomond Road will continue to do so within proposed road network. This route will also provide an improved connection to Pembroke Road. Therefore, provision of a connection between Monaghan Street and Guernsey Avenue will not present a new intersection demand circumstance. No perceptible increase of traffic is foreseen particularly if the provision of signals at the Pembroke Road/Durham Street intersection proceeds as requested from the RTA by Council.

### **3.3.2 Pedestrians and Cyclists**

The proposed system for pedestrians is very comprehensive with wider footpaths provided where the heavier demands will occur on the major desire lines. The existing pedestrian crossing on Moss Glen Street will be incorporated into the new Monaghan Street link with a 40 kph school times speed restriction.

Detail intersection design will provide suitable kerb ramps and control provisions while traffic management measures will have regard for speed constraint at the principal crossing locations.

The proposed network makes provision for on-road and off-road routes. The on-road provision (for commuters) will be along Ben Lomond Road connecting with the existing provision along Pembroke Road. The off-road provision will be on shared pathways along the collector road system and along the eastern side of Eagleview Road.

The off-road routes in particular will link the community facilities (eg schools, retail and open spaces) and provide ready access to/from the local streets. The proposed cycle route provisions are shown on Figure 18.

### **3.3.3 Public Transport**

Changes to the road system will require some modification to the existing bus services through the area. Discussions have been held with Interline Buses in order to best facilitate existing services through the proposed road network. The proposed will be subject to approval by the Department of Transport.

#### ***Routes 870 and 874***

These services follow the same route through the northern part of the area at present. It is envisaged that these routes will divert further southerly to use the new Monaghan Street link to connect back to the collector road to the north. This change will increase accessibility for residents without any adverse outcomes.

#### ***Route 872***

This service will most likely continue along its existing route through the northern part of the area.



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### **Route 876**

This route could potentially turn northwards from Pembroke Road to use the Monaghan Street link before travelling southerly along Guernsey Road and across Ben Lomond Road along the new collector route to Westmoreland Road.

It is apparent that the changes to the road system will be beneficial in facilitating greater penetration by buses into the area as shown on Figure 16. The proposed roundabout at the Ben Lomond Road/Collector Road intersection will assist bus movements as would the potential provision of traffic signals at the Pembroke Road/ Durham Street intersection (as favoured by Council).

Careful detail planning will be required to determine the location of bus stops within the kerbside parking treatments.

### **3.3.4 Objectives of the Movement System**

The streets have been designed and located to achieve the following objectives and provisions. These objectives and provisions will guide the preparation of subsequent applications for approval of subdivision including the construction of streets.

#### **Streets**

##### **Objectives:**

- To ensure Minto is regionally integrated;
- To create a clear hierarchy of streets related to function;
- To provide a comprehensive network of pedestrian and cycle routes ensuring convenient access to open space areas, community facilities, schools, Minto Mall and the Minto Train Station;
- To develop a street network which provides links throughout the site and to the surrounding areas, reduces travel distances and minimises impacts on residential environments;
- To provide clear and direct access to main trip generators including the Minto Mall and Minto Railway Station;
- To provide a strong connection between the northern and southern halves of the Site;
- To provide clear and distinctive gateways to the site;
- To provide streets which encourage convenient access to bus services;
- To connect with existing adjoining streets where possible.

##### **Principles:**

- Traffic calming measures are to be incorporated to ensure a safe speed environment and to denote traffic priority;
- A direct street connection is to be provided from the adjoining residential areas of the Site to Minto Mall and the Minto Railway Station along the extension of Monaghan Street;
- East / West connections across the site linking Eagleview Road with Guernsey and Townson Avenues;
- Incorporate a connection between the existing portions of Longhurst Road;



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- Install central access point at the intersection of Ben Lomond Road and Longhurst Road. Intersection to be controlled by a round about or traffic signals and shall incorporate measures to ensure safe pedestrian and bicycle crossing;
- Incorporate a central spine road in the southern portion of the site linking into Ben Lomond Road at central access point;
- Intermediate access streets shall be provided and located to ensure convenient access to all lots and open space areas for vehicles and pedestrians;
- Provide visual connections to activities and maximise views to the Blue Mountains;
- Provide one on street car parking space for every two dwellings;
- Cul-de-sacs and shall only be used in areas where the site configuration or condition precludes the use of a through street;
- Establish a pallet of street lighting and furniture including garbage bins, seating, bollards, signage etc which relate to street hierarchy and enhances the character of the development;
- Bus bays will be located in the carriageway to assist in traffic calming. Bus shelters shall be provided at high use areas;
- On street parking shall be provided on both sides of the street in streets larger than an access place;
- Adequate 90 degree angle parking shall be provided around the proposed oval to minimise impacts of event parking on surrounding residents.

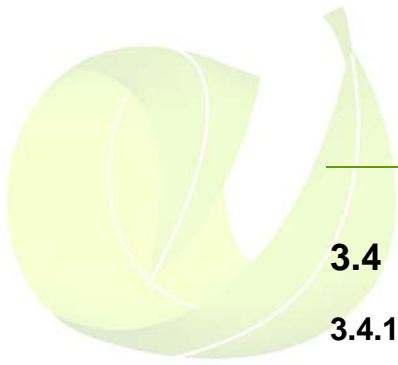
### ***Pedestrian and Bicycle Network***

#### **Objectives**

- To ensure a high quality, safe environment for walking and cycling;
- To ensure dignified and equitable access for the disabled and mobility impaired throughout the public domain;
- To ensure linkages are provided into Campbelltown Council's wider regional cycle network;
- To provide a broad network of footpaths which encourages a walkable suburb.

#### **Principles**

- Provide a continuous shared bicycle and pedestrian access way linking all major public open spaces and community facilities shall be provided;
- Provide a pedestrian footpath to all streets serving more than 8 lots;
- Provide street lighting to all streets to Australian Standards;
- Footpaths are to comply with AS 1428.1 (2001) and AS1428.2 - 5 (1998) and are to be continuous with smooth transitions in level. Pram ramps are to grade down to level with the road pavement;
- Dismount rails and bike racks shall be provided in selected areas, where necessary.



### **3.4 Public Domain**

#### **3.4.1 Open Space**

The public open spaces will provide recreation, playgrounds, habitat and vegetation corridors which will create the basis for the green and open character of Minto. The water management system will be integrated into this network to enhance natural systems and create opportunities to encourage native flora and fauna in Minto.

The public open spaces will be diverse and interesting places providing high quality public amenity. Facilities shall be incorporated for active and passive recreation for people of all ages and abilities. The parks will act as the focus of individual neighbourhoods and of the wider Minto community.

Approval is sought for the public open space in the locations shown on Figure 3. The proposed parks have the following dimensions:

<b>Park</b>	<b>Size (m<sup>2</sup>)</b>
Benham Oval (active open space)	32,197
Redfern Park	25,949
Valley Vista Park	6,689
Kids Community Park	6,035
Scarborough Park	10,390
Kyngmount Reserve	19,000
<b>TOTAL</b>	<b>100,260</b>

Over 10 hectares of embellished open space will be provided. The proposed open spaces are proposed for accessible and safe locations and they will be embellished and provided with facilities to encourage more effective use of open space.

The concepts contained in the draft DCP (Appendix 1) indicate park designs that achieve the objectives and provisions for public open spaces. This gives an indication of the intent of the Master Plan for open spaces. They are subject to change as a result of factors such as Council requirements as the intended owner of open space, the requirements for stormwater management and the need for facilities and services. The parks contain a range of recreational facilities and opportunities.

The parks have been designed and located to achieve the following objectives and provisions. These objectives and provisions will guide the preparation of subsequent approval applications for parks.

#### ***Objectives***

- To create a distinctive landscape setting;
- To ensure that public open spaces are attractive, memorable and contribute to the creation of a high quality public realm which enhances the enjoyment of the community;
- To use parks to maintain view corridors and act as orientation elements throughout the site;



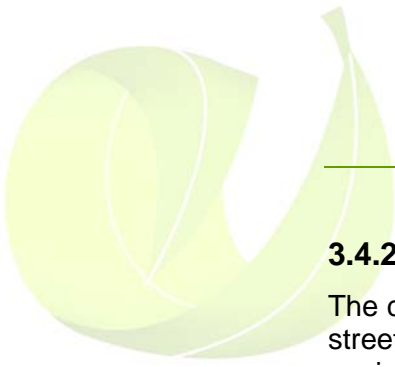
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- To strengthen the character and create a point of difference between different precincts within the site;
- To improve the level of environmental comfort of the Minto area by creating comfortable outdoor microclimates within open spaces;
- To enhance the quality of public open space by providing a full range of activities including passive and active recreation;
- To encourage community interaction and ownership by creating desirable gathering spaces, using parks central to residential areas as neighbourhood focus;
- To create a large public open space as a focus for the whole of the Minto community with the potential to contain a wide range of facilities including a community centre provided as part of the project;
- To encourage planting and landscape treatments which build the environmental value of the site including biodiversity and native fauna habitat;
- To utilise open space for integrated storm water system incorporating water sensitive urban design principles;
- To ensure safe public open spaces.

### ***Principles***

- Neighbourhood parks should be located on main internal road access and in the centre of residential areas surrounded by higher density housing;
- Utilise parks to locate wetlands and storm-water detention systems as part of the integrated water cycle system;
- Where possible incorporate and retain existing significant vegetation;
- Parks are to be of dimensions which maintain surveillance of all areas from the perimeter of the park;
- Use unobtrusive physical barrier systems to discourage undesired vehicular access into parks;
- Parks shall be linked by the shared-way loop which shall run along the perimeter of the parks;
- Pedestrian paths are to be located on desire lines to facilitate access through open space areas. A pedestrian footpath shall be provided to the full length of the perimeter of all parks;
- Provide adequate shade trees and structures to seating areas and play spaces.
- Where existing significant trees are located within park areas consider detailed grading to maintain existing ground levels and allow retention of trees;
- All lighting must conform with the relevant Australian Standards, including AS1158, AS1680 and AS2890;
- Landscaping and structures shall not create obscured areas;
- Ensure tree species selected in public areas can be maintained with a clear trunk to 2m;
- Incorporate planting of indigenous species and vegetation communities to enhance native fauna habitats.



#### 3.4.2 Street Landscaping

The character of Minto will be enhanced by the implementation of extensive street planting which will enhance the quality of the visual and physical environment and contribute to the biodiversity of the site. The landscaping of the streets will be designed to achieve the following objectives and provisions. These objectives and provisions will guide the preparation of subsequent applications for streets.

The objectives of the Master Plan in relation to street trees will be achieved through the implementation of street tree planting in accordance with the Strategy contained in the draft DCP (Appendix 1).

##### *Objectives*

- To use street planting to create comfortable micro-climates and enhance the visual character of the site;
- To use street planting to enhance the habitat value of the site for native flora and fauna by creating vegetation links across the site;
- To use street planting to increase the biodiversity of the indigenous vegetation on the site.

##### *Principles*

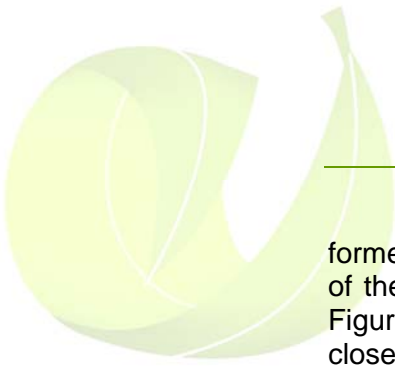
- Street trees shall be planted to both sides of all streets;
- Use predominantly indigenous species for street tree plantings to enhance existing character and diversity of native vegetation;
- Use exotic species for street tree plantings to enhance orientation and allow winter solar access as appropriate, in particular to frontages of north facing lots;
- Use species for street tree plantings which will reach a mature size appropriate to the scale of the street;
- Street tree planting shall be coordinated with subdivision layout, traffic plan and services layouts to ensure appropriate configuration with vehicle crossovers, sightlines, lighting and other services;
- Street trees to be planted between parking bays at a maximum of one per 10 spaces for 90deg parking and one per 3 spaces for parallel parking;
- Implement street tree strategy;
- 500mm planting zone between public footpath and lot boundary to be planted with species as noted in Appendix 1;
- Street trees will be advanced species.

#### 3.5 Community Facilities

The project includes the provision of community facilities which are as follows:

- a new community centre;
- upgrading an existing child care centre in the area.

The new community centre will be designed to create flexible usage of spaces. Facilities are likely to include offices, interview rooms, a multi use hall area, storage facilities, kitchen area, outdoor space, play areas, areas for family services and areas for youth services. A working group has been



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formed to provide input to the design and to advise on the role and function of the centre. A location for the community centre has been identified on Figure 3 although negotiations are continuing for an alternate location closer to Minto Mall.

### 3.6 Neighbourhood Structure

The public open spaces of Minto will be the focus of the Minto community and will enhance the desired character of the Site. Redfern Park will create a community hub for the suburb of Minto and its surrounding area. Generally the parks will be the focus of each residential neighbourhood.

Three character areas are proposed within the Site. These areas have been developed based on their location within the proposed development and its natural and built features. The three character areas are as follows:

#### 3.6.1 The Ridge

This area is zoned as Scenic Protection and is most prominent from the suburbs surrounding Minto. This area will maintain its “green” ridge top character with development controls ensuring appropriate native landscaping and an architectural form sympathetic to this visually prominent location. This treatment will also act as a transition from the residential areas to the rural residential lots to the east of Eagleview Road.

#### 3.6.2 The Parks

The areas directly adjoining public open space areas and close to major amenities shall have a strong built form at a higher density to the rest of the site. This density will contribute to the urban character of these areas and the safety of the parks through activity and surveillance.

#### 3.6.3 The Hills

The remainder of the site is the undulating hills running from Eagleview down towards the Minto Mall and Townson Avenue. These areas will be of medium density predominantly lots of 12m frontage or greater. These areas will be a transition between the denser parks areas to the large ridge top allotments. Generally the allotment sizes should vary based on topography with larger lots located on this higher and steeper slopes and smaller lots on the lower gentler slopes.

### 3.7 Land Use

Approval is sought to the following land uses across the Site, generally as shown on the Master Plan (Figure 3):

- The use of the proposed parks for the purpose of recreation and associated uses;
- The use of land for the purposes of roads;
- The use of land for the purpose of a community centre in the location indicated on Figure 3



- Housing in the areas indicated on Figure 5.

### 3.8 Housing

The application for concept plan approval envisages that the site will be developed primarily for housing including the dwelling types indicated on Figure 5. It is acknowledged that the Site can be developed for seniors living in accordance with State Environmental Planning Policy 2004 (Seniors Living). There are already two seniors living developments Minto Renewal Project Area and there is potential for more if demand warrants.

Whilst the application for concept plan approval envisages that the housing areas as identified on Figures 3 and 5 will be developed for residential purposes, it also recognises the potential for applications to be lodged in the future by subsequent owners of the land for other purposes permissible under the zoning of the land.

### 3.9 Subdivision and Built Form

The subdivision and built form will be guided by sound planning principles and the provisions of the draft DCP. The relevant controls are as follows:

- All allotments intended for detached residential housing will have a minimum site area of 300m<sup>2</sup> and be capable of containing a rectangle measuring 12 x 25 metres;
- All proposed allotments will have frontage to a street;
- Battle axe type lots will be avoided and only entertained where a street frontage can not otherwise be provided due to levels or safe street access. Such lots will have a minimum lot area of 500m<sup>2</sup> not including the access handle. Access handles will be straight and have a minimum width of 3.5m or 6m for two adjacent handles;
- Integrated housing is proposed in the locations shown on Figure 5. Each resultant integrated housing development will have a minimum site area of 225m<sup>2</sup> per dwelling with each house site capable of containing a rectangle measuring 7.5 x 25 metres;
- Dual occupancy development are proposed on “corner” allotments having a minimum site area of 600m<sup>2</sup> with each dwelling occupying a minimum site area of 300m<sup>2</sup>.

Minor variations of these requirements are permitted where demonstrated to be required as part of the detailed design of the site and related services and infrastructure.

Works associated with subdivision are described below and in the report contained in Appendix 13.

### 3.10 Alterations and Additions to DoH Houses

Approval is sought for alterations and additions to 176 dwelling houses owned by the DoH that will be retained on the site. These are located in the precincts of Caroline and Darcy and Friendship as shown on Figure 3.



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It is anticipated that some 49 of these dwellings will be sold and 127 retained by the DoH.

Alterations and additions include external and internal alterations. It is considered that these works can proceed without further environmental assessment and a determination to this effect is requested.

### 3.11 Water Cycle Management

Approval is sought for the construction of the water cycle management system in accordance with the Water Cycle Management Plan contained in Appendix 8 and as shown on Figure 19. The proposed system will be constructed in stages and will be the subject of subsequent applications consistent with the overall concept of development contained in Appendix 8.

#### 3.11.1 Objectives and Principles

The Water Cycle Management Plan seeks to achieve the following objectives and incorporates the following principles:

##### *Objectives*

- To maintain or reduce the existing quantity of storm water exiting the site;
- To increase water quality of water exiting the site;
- To mitigate flood damage to the built environment;
- To integrate the water management system such that it minimises its impact on the development of the land;
- To enhance the natural storm water systems of the site with constructed wetlands and creek systems which enhance environmental value of the site;
- To contain low flow events and ensure the street system operates safely in during high flow periods;
- To maximise opportunities for local on site detention where feasible and appropriate;
- To encourage household water storage tanks and grey water reuse systems to reduce demand on potable water supplies;
- To avoid adverse alteration to the ground-water system;
- To provide a water management system that can be economically maintained and to ensure a plan for this maintenance is implemented;
- To ensure water quality during construction is maintained.

##### *Principles*

- The storm water management system shall accommodate 1 in 100 year flood events without risk or damage;
- Design roads to cater for overland flow requirements;
- Install detention systems which ensure the downstream infrastructure can adequately manage storm water discharge;
- Install a wetland system in the northern half of the site to improve the water quality;



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- Provide structural water quality management devices including gross pollutant traps, sediment traps and litter management devices;
- Incorporate swales, buffer strips, bio retention and storage tanks as appropriate;
- Encourage areas of deep soil planting in external landscaped areas;
- Include roof water collection tanks to dwellings where feasible;
- Reduce water usage by using indigenous and low water tolerant species and efficient irrigation systems;
- Native planting should be considered as deep root planting can reduce salinity risk;
- Where drainage routes pass through a property adequate allowance shall be maintained for the passage of the storm-water;
- Each development shall provide a storm-water management plan including an erosion and sediment control plan to be submitted with the application and implemented during construction.

### 3.11.2 Water Quantity

The proposed drainage system comprises major and minor elements. The (minor) piped drainage system is to be designed to control nuisance flooding and enable effective stormwater management for the site. Council's standard requires that the minor system be designed for a 5 year ARI. The major drainage system incorporates overland flow routes through proposed roads and has been assessed against the 100 year ARI design storm event, with general safety and flooding issues being addressed for events in excess of the 100 year ARI storm. If the major system cannot meet the safety and flooding criteria, the capacity of the minor system will need to be increased.

Detention basins have been incorporated into proposed open spaces at Benham Park, Redfern Park and Scarborough Park (Figure 3) to ensure that the development does not increase downstream flows, which could potentially have adverse impacts on downstream properties. All basins were conceptually designed to be a maximum of 1.2 metres deep to avoid safety fencing and thus retain the recreational value of the open spaces that they occupy.

The adequacy and safety of the major drainage system have been assessed using a RAFTS model flowpaths along roads and pathways, while lagging links were used elsewhere. The results show that the total flows at the downstream nodes and along the Townson Avenue and Guernsey Road are generally lower in the post-developed scenario than for the pre-developed situation.

Deficiencies in the current system leading to localised flooding of dwellings will be rectified.

### 3.11.3 Water Quality

Storm runoff generated on the Site will be separated into 3 streams:



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- roof or rainwater runoff which can be captured and reused for toilet flushing or irrigation;
- road and pavement runoff can be treated by grassed swales or bio-retention swales; and
- pervious surfaces will have reduced runoff due to a portion of infiltration, and water "lost" to groundwater.

The proposed treatment train includes the following:

- rainwater tanks capturing roof runoff;
- bio-retention swales treating road, pavement and pervious surface runoff where permitted;
- gross pollutant traps.

The proposal for numerous treatment facilities has enabled the system to be designed to ensure that the removal rate for pollutants is greater than the current benchmark industry standards.

### ***Rainwater Reuse***

Re-use of rainwater is proposed for the individual dwellings on the site in accordance with the requirements of BASIX. A preliminary calculation was performed on an "average" lot and roof size for a typical house development. These calculations demonstrate that in combination with potable water use controls the reuse proposal (2,000L rainwater tank) will satisfy the 40 % reduction in water use.

The quality of roof runoff will be influenced by atmospheric deposition. The retention and reuse of rainwater will provide a small contribution to improved water quality through reduction of nutrients. It is envisaged that rainwater tanks will be provided to new dwellings and not to the renovated existing DOH cottages to be retained.

### ***Bio-retention Swales***

Bio-Retention "raingardens" are proposed for treating runoff in sub-catchments draining to Benham Oval, Redfern Park and Scarborough Park. "Flow splitting" pits will direct flows up to and including the 3-month ARI runoff to the treatment facilities. Higher flows, up to and including the 100-year ARI runoff will by-pass the treatment facilities and drain to the detention basin. A bio-retention swale has also been included for the entire length of the "swale" road from Eagleview Road.

### ***Gross Pollutant Devices***

Gross pollutant traps (GPTs) would be located at the outflow from each sub-catchment. Additionally, GPTs have been located upstream of any proposed water body or bio-retention device. Different types of GPT may be used such as Rocla's "Cleasall", the CDS Unit and Humes' "Humeceptor".

In accordance with statutory requirements, the GPTs will need to treat the maximum flow rate from their upstream catchments for all flows up to and including the 3-month ARI storm event.



### 3.12 Utility Services

All necessary utility services will be provided in accordance with relevant authority requirements as part of the subdivision construction works. These services are described in Appendix 13 and will be provided so as to meet the following objectives and in accordance with the following principles:

#### ***Objectives***

- To provide services in a cost effective, logical and efficient way;
- Ensure services remain to existing uses which will be retained;
- Services infrastructure to be designed and implemented in accordance with Australian Standards and relevant service authorities;
- To ensure all services are underground in designated service corridors;
- To rationalise existing services to ensure that design capacities are adequate to service the future community;
- To ensure the visual impact of services is minimised.

#### ***Principles***

- Locate all kiosk substations discretely along public roads and screen them with landscape;
- Provide service corridors in accordance with “shared trench” practices to facilitate the needs of services authorities and minimise space occupied by those services.

### 3.13 Demolition

Development envisaged under the Master Plan requires the progressive and managed demolition of existing dwellings on the site. As will the construction phases, the demolition of existing dwellings will be staged as discussed in Section 3.13. In the next and final stage of the project 601 properties are to be demolished.

The demolition schedule is subject to refinement. Prior to large scale demolition commencing there will be a 12 month notice period. This means that within each precinct, the demolition process will not commence until the 12 months notice period is completed. Some small scale demolition may occur sooner, where residents have decided to vacate their dwellings early.

Demolition will take place progressively within each stage. Residents will be progressively rehoused over a period of 4.5 years. The Department will be establishing a rehousing team to assist tenants through this period (refer to Appendix 10 for details).

The Department intends to retain 127 cottages in Friendship, Darcy and Caroline. These will be upgraded and existing tenants can remain. A further 49 cottages in these areas will be upgraded and sold.



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As a consequence of the development, 650 households will be relocated in addition to those already relocated prior to the demolition of dwellings in Sarah and Valley Vista.

Approval is sought for the demolition of existing dwellings and structures on the Site which are necessary for the development to proceed. The Master Plan requires the progressive and managed demolition of existing dwellings on the site.

The demolition will be in accordance with the requirements as set out under the Australian Standard AS2601 – 2001: The Demolition of Structures which is incorporated into the Occupational Health and Safety Act 2000 which is administered by WorkCover NSW.

Demolition will include:

- the removal of all improvements;
- breaking down and removing all foundations and footings;
- breaking up and removing pavements not required for the development;
- removal of debris and rubbish.

Barriers will be erected around the work area to protect the public.

A Hazardous Building Materials Management Plan will be prepared prior to demolition commencing. This report will indicate the construction materials to be demolished on-site and the mechanism for controlling and managing the demolition and disposal of possible hazardous materials. Methods used to safely demolish and dispose of any hazardous materials will be provided. The demolition process will be controlled by specific guidelines including the Occupational Health and Safety Regulation 2001 and all WorkCover requirements.

An erosion and sediment control plan will be prepared to control run off during the demolition process.

A Waste Management Plan will be prepared prior to demolition commencing. Where possible materials will be recycled for reuse on the Site.

Gas, electricity, water and sewer will be sealed at relevant Site entrance points and will be undertaken according to the relevant utility standard.

Demolition will occur in consultation with the community. A Site Management Plan will be prepared in consultation with the community to ensure the safety of the existing residents during the demolition program. This will include, but will not be limited to:

- means of providing pedestrian and vehicular access to existing dwellings including temporary access as required;
- means of managing noise and dust;
- means of advising the community of the construction program on a regular basis;



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- means of communicating with the contractor and clear procedures for registering complaints and follow-up.

The demolition program will involve consultation with the rehousing and community renewal teams.

It is considered that these works can proceed without further environmental assessment and a determination to this effect is requested.

### 3.14 Earthworks

Bulk earthworks will be undertaken on a stage by stage basis although there will be some transfer of excavated material between stages requiring short term stockpiling. Regrading works will be undertaken to modify and enhance overland flow paths and to adjust development platforms. All efforts will be made to achieve a balance of cut to fill. Indicative earthworks are described in Appendix 13.

Additional earthworks will be required for road, drainage and utility works.

### 3.15 Tree Removal

The Site contains a number of mature trees that have grown following completion of the Housing Estate. These are located in a number of areas including parks and vacant lands, in front and rear yards and occasionally along streets. The Master Plan has been prepared having regard to the location of trees. Consideration has been given to locating trees within parks where consistent with other planning objectives. Most of the trees in the cottage precincts retained as part of the Master Plan will be kept. Other trees along or adjoining streets to be retained are also likely to be less effected. It is likely that many of the trees on the higher slopes will be retained within the proposed larger 4,000m<sup>2</sup> lots.

It is inevitable that the renewal process will result in the removal of trees. This is necessary to redesign the street network and construct new dwellings. Trees to be removed will be replaced with new street trees as outlined in Section 3.4. Trees are also likely to be planted on residential lots.

The impacts of the loss of trees is discussed in Section 5.3 and 5.4.

### 3.16 Sustainability

In striving for Ecologically Sustainable Development (ESD), development should contribute to the enhancement of the natural environment and to provide land and resources in an appropriate condition for future generations.

A major aim of ESD is to decouple economic growth from increased use of resources and generation of waste. This can be achieved through more efficient use of resources – getting more value out of each unit of energy



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and mineral extracted from the ground and increasing the efficient use of water. Minimising waste in all stages of production, together with reuse and recycling of the end product, all contribute to resource efficiency and an improved ecological footprint. The Master Plan is founded on the principles of ESD.

An important method of achieving sustainability will be through the provisions of BASIX, which is the Building Sustainability Index. It comprises a web-based planning tool designed to assess the potential performance of new homes against a range of sustainability indices: Landscape, Stormwater, Water, Thermal Comfort and Energy. BASIX aims to reduce the environmental impact of these features of new development and to produce homes that are more comfortable and cheaper to run than most existing homes.

The first stage of BASIX focuses on reducing Water and Energy use. BASIX has set targets for these indices which all new development must meet. Landscape, Stormwater and Thermal Comfort indices are also activated because information relating to these indices impacts on water consumption and greenhouse gas emissions.

The BASIX online assessment requires information about the proposed development, such as site location, dwelling size, floor area, landscaped area and services. BASIX compares the proposal to average existing homes. The proposal is scored according to its potential to consume less mains supply water and energy than an average existing home.

The introduction of BASIX will result in more sustainable homes throughout NSW, homes that are appropriately designed for the environment in which they are built and which are comfortable for the people who live in them. According to the BASIX website, a typical development will meet the target for water conservation if it includes:

- showerheads and tap fittings with at least a 3A rating;
- dual flush toilets; and
- a rainwater tank or equivalent communal system of a minimum specified volume, or a connection to an appropriate recycled water supply for outdoor water use and toilet flushing and/or laundry.

A typical development will meet the target for greenhouse gas reduction if it includes:

- an efficient hot water system; and
- design features that make the most of natural heating, cooling, and lighting.

A BASIX certificate will be required to accompany any future application for a dwelling house or multi-unit housing development on the Site.



### 3.17 Safety and Security

The Master Plan adopts the principles of “Safer by Design” to ensure that the redevelopment will create an environment which feels safe and is safe for residents and visitors. The Master Plan incorporates the following objectives and principles that will guide subsequent development of the Site.

#### ***Objectives***

- Ensure design elements which encourage criminal and antisocial activity are not present within the Site;
- Ensure all areas within the public domain have high casual surveillance;
- Create a sense of ownership for the public domain, including parks and streets to encourage community guardianship;
- Make the public domain attractive to encourage use and activity and a desired sense of ownership;
- Signage to be used to make orientation and identification of public buildings and facilities clear;
- Maintain sight lines to all public areas;
- Ensure concealed areas for possible hiding are avoided;
- Ensure public and private areas are clearly defined;
- Do not provide surfaces which will attract graffiti;
- Ensure adequate lighting to maintain surveillance throughout the public domain.

#### ***Principles***

- Public open space areas must be overlooked by dwelling frontages;
- In rear access areas encourage use of garage top units to provide surveillance;
- Service areas will be secured or have surveillance;
- Land uses with after hours activities will be located on major pedestrian and vehicular access routes;
- Public amenities including toilets and telephones shall have direct access and will be clearly visible from well trafficked areas;
- Entrances to buildings will be located on public streets wherever possible. Entrances shall be appropriately lit;
- Active frontages shall be incorporated into all public buildings;
- All buildings shall have clear signage and numbering to provide clear identification and reduce excuses for loitering;
- Fences and walls in public areas should be of textured materials and have no large flat surfaces which attract graffiti.
- Use vandal resistant designs for furniture and fittings in public areas;
- Landscaping and fencing shall not obscure doors, windows or access routes;
- Ensure tree species selected in public areas can be maintained with a clear trunk to 2m;
- Avoid the use of external grills and roller doors;



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- Minimise downpipes and shelves which allow access to upper stories;
- Avoid blind corners and deep alcoves;
- Avoid tunnels and alleyways that obstruct sightlines;
- Use thresholds and changes of materials to indicate boundaries between public and private space;
- All lighting must conform with the relevant Australian Standards, including AS1158, AS1680 and AS2890.
- Avoid over lighting areas to which people should not be attracted.

### 3.18 Development Staging

#### 3.18.1 Staging of Approvals

Subsequent to the approval of the concept plan application, separate applications will be lodged for all works and development on the land, including subdivision, the carrying out of works, the erection of buildings, and any other matters for which further approvals or environmental assessment is required by the terms of the Ministers approval. As stated above, it is submitted that no further environmental assessment is required for the demolition of buildings or the alterations and additions to existing DoH cottages undertaken as part of the project.

#### 3.18.2 Staging of Development

A staging plan is shown in Figure 20. The staging plan is indicative only and further refinements are possible following detailed planning, design and costing of site preparation and infrastructure works and other considerations.

Overall the project is anticipated to take 10 years to complete from project approval, and will proceed in 8 explicitly defined stages (**Tables 3.1** and **3.2** and **Chart 3.1**). The primary purpose of breaking the project into stages is to facilitate continued functioning of the Minto community during the 10 years of the project life, retaining and fostering as far as possible the community networks currently in place between residents and amongst schools, community organisations, churches, and so on. This would not be possible if the estate were to be cleared and rebuilt in one step. The development can be paced at a rate that matches the Department's ability to arrange and support the rehousing of public tenants in other locations on the one hand, and the real estate market's ability to absorb new blocks on the other.

As a result of the staging, the population of the renewal area is anticipated to change from 3,168 people living in 1007 dwellings in 2001 to around 2914 people at the projects completion in 2016. **Table 3.2** provides a summary of the projected population levels on the Site throughout the project life. The timing in this table is indicative and is subject to adjustment depending on the approvals timeframe.

The precincts that are already vacant (ie Valley Vista, Eagleview, Sarah and Piggott) will be redeveloped first. This allows time to consult with



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tenants in the occupied precincts and give the required 12 months notification before redevelopment commences.

The parks (especially Kid's Park) will be developed as early as possible to enhance the amenity and attractiveness of the new areas for both residents and prospective purchasers.

When Townson Oval is rebuilt in the Caroline precinct, the existing oval will be closed.

Landcom sales of redeveloped properties have been estimated to proceed at an average rate of 12 blocks of land per month, or around 140 to 150 blocks per annum. Additionally the DoH will receive an estimated 3 blocks of land per month (or around 36 blocks a year). This rate of sale is based on Landcom's estimate of the likely take-up rate achievable without over-supplying the local market, drawn from their experience in new release areas in west and south-west Sydney. At this rate the sales will continue over a period of around 6 years. Landcom will sell only land, and not new homes. It is likely that other building firms will purchase blocks from Landcom and build completed homes for sale to the private market, particularly in prominent locations (such as around parks).



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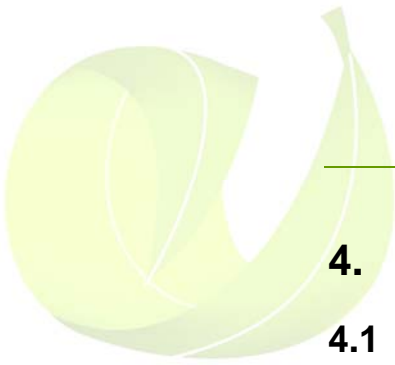
**Table 3.2: Indicative Development Staging (subject to approvals timeframes)**

Stage	Precinct	Rehousing and Demolition Period	Cottage Upgrading Rehousing	Construction Period (Road Work)	Anticipated Sales Period
Stage 1, 2 & 3a+b	Valley Vista, Sarah, Eagle View, Piggot	Complete 2005	--	December 2006 – October 2007	March 2008 – July 2009
Stage 4a+b	Erskine, Darcy/Caroline	May 2007 – May 2008	June 2007- June 2008	May 2008 – April 2009 (Cottages April 2009 – October 2009)	June 2009 – April 2011 (Cottages December 2009- June 2010)
Stage 5	Goodwin (Townson oval)	August 2007 – November 2009	--	November 2009 – May 2010	December 2010 – March 2011
Stage 6a	Dunlop (South)	September 2007 – December 2009	--	December 2009 – September 2010	February 2011- January 2012
Stage 6b	Friendship + part Goodwin	September 2007 – December 2009	May 2010 – November 2010	December 2009 – September 2010 (Cottages September 2010 - March 2011)	May 2011 – September 2012 (Cottages May 2011 – November 2011)
Stage 7	Goodwin	December 2008 - March 2011	--	March 2011 – December 2011	August 2012 – May 2013
Stage 8	Dunlop (North)	August 2009 – November 2011	--	November 2011 – August 2012	April 2013- November 2013

Note: Final timeframes will be clearly conveyed to all stakeholders

### **3.19 Off-Site Works**

As a consequence of the development for which approval is sought, there may be a need for works to be undertaken off site. This might include some off-site drainage works or other utility works to integrate into the existing network. There may be a need for off-site traffic management works. It is envisaged that these works, if required would be carried out as a condition of the relevant approval to a subsequent application following approval of the concept plan.



## **4. STATUTORY FRAMEWORK**

### **4.1 Commonwealth Considerations**

#### **4.1.1 EPBC Act**

The Commonwealth Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) commenced on 16 July 2000. The Act introduces a new assessment and approvals system for:

- actions that have a significant impact on matters of national environmental significance;
- actions that have a significant impact on the environment of Commonwealth land; and
- actions carried out by the Commonwealth Government.

Under the assessment and approval provisions of the EPBC Act, actions that are likely to have a significant impact on a matter of national environmental significance are subject to a rigorous assessment and approval process. An action includes a project, development, undertaking, activity, or series of activities.

The Act identifies seven matters of national environmental significance:

- World Heritage properties;
- National Heritage places;
- Ramsar wetlands of international significance;
- nationally listed threatened species and ecological communities;
- listed migratory species;
- Commonwealth marine areas; and
- nuclear actions (including uranium mining).

The Government is considering amendments to the EPBC Act and its regulations to include “greenhouse triggers” and “access to biological resources”.

There are no relevant World Heritage properties, National Heritage places, Ramsar wetlands, Commonwealth marine areas or Commonwealth lands on the Site.

The only matters of national environmental significance of potential relevance to the Site relate to the potential for a limited number of threatened species and endangered ecological communities. No nationally listed threatened species or ecological communities were recorded on the Site.

It is concluded therefore that there will not be a significant impact on any matters of national environmental significance arising from the development of the Site in accordance with application, and consequently the proposed



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activity is not considered to be a “controlled action” pursuant to the EPBC Act.

### 4.2 State Considerations

#### 4.2.1 State Legislation

##### ***Environmental Planning and Assessment Act 1979 (EP&A Act) and Regulation 2000***

Part 3A of the Environmental Planning and Assessment (EP&A) Act 1979 took effect on 1 August 2005 and provides an assessment and approvals process for major infrastructure and other projects where the Minister for Infrastructure and Planning is the approval authority.

The provisions of Part 3A apply to major projects where the Minister has made a declaration relating to the specific development or a class of developments to which that project belongs. The Minister may declare a development to be a major project:

- in a State Environmental Planning Policy (SEPP); or
- in an order published by the Minister in the Gazette.

State Environmental Planning Policy (Major Projects) 2005 (Major Projects SEPP) identifies development to which Part 3A applies.

The Minister for Planning has declared the Minto Urban Renewal Project to be a project to which Part 3A of the Act applies.

##### ***Threatened Species Conservation Act 1995***

The Threatened Species Conservation Act 1995 has the following objects:

- to conserve biological diversity and promote ecologically sustainable development, and*
- to prevent the extinction and promote the recovery of threatened species, populations and ecological communities, and*
- to protect the critical habitat of those threatened species, populations and ecological communities that are endangered, and*
- to eliminate or manage certain processes that threaten the survival or evolutionary development of threatened species, populations and ecological communities, and*
- to ensure that the impact of any action affecting threatened species, populations and ecological communities is properly assessed, and*
- to encourage the conservation of threatened species, populations and ecological communities by the adoption of measures involving co-operative management.*



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Anderson Ecological Surveys Pty Ltd assessed the Site with reference to the provisions of the Threatened Species Conservation Act 1995 (refer Appendix 4), and concluded that development undertaken in accordance with the application is unlikely to result in a significant impact upon threatened species, populations and endangered ecological communities.

### ***Rural Fires Act 1997***

A Bushfire Protection Assessment has been prepared by Conacher Travers (refer Appendix 5) to determine the necessary principles and requirements for the future development of the Site in relation to the *Rural Fires Act* and in accordance with *Planning for Bushfire Protection 2001*, prepared by NSW Rural Fire Service. This report assesses the capability of future residential development on the land to meet the requirements of the *Rural Fires Act* and *Planning for Bushfire Protection 2001*.

It also provides a range of recommendations for the future development and ongoing management of the Site in accordance with the land uses proposed by the Master Plan with regard to the development of bushfire prone land.

The Bushfire Protection Assessment concludes that subject to the recommendations being implemented, the development proposed under the Master Plan would be capable of achieving consistency with (or better than) the requirements of *Planning for Bushfire Protection 2001*. The requirements of *Planning for Bushfire Protection 2001* will be incorporated, where relevant, into the detailed design and siting of buildings and dwellings across the Site and the ongoing management framework.

### ***Roads Act 1993***

Section 138 of the Roads Act 1993 requires that

- (1) *A person must not:*
    - (a) *erect a structure or carry out a work in, on or over a public road, or*
    - (b) *dig up or disturb the surface of a public road, or*
    - (c) *remove or interfere with a structure, work or tree on a public road, or*
    - (d) *pump water into a public road from any land adjoining the road, or*
    - (e) *connect a road (whether public or private) to a classified road,*
- otherwise than with the consent of the appropriate roads authority.*

Consent is not required under Section 138 of the Roads Act at this stage. Future applications may trigger this Section.



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Application will need to be made to close the public roads on the Site. Application for closure of the Crown (paper) road can be made by any person. Part 4 of the Roads Act specifies the process of application, notification, decision, closure and disposal of the former road.

### ***National Parks and Wildlife Act 1974 (NPW Act)***

The NPW Act provides statutory protection for all Aboriginal 'objects' (consisting of any material evidence of the indigenous occupation of NSW) under Section 90 of the Act and for 'Aboriginal Places' (areas of cultural significance to the Aboriginal community) under Section 84. Aboriginal 'objects' are afforded automatic statutory protection in NSW whereby it is an offence (without the Minister's consent) to:

*“damage, deface or destroy Aboriginal sites without the prior consent of the Director of the National Parks and Wildlife Service.”*

The Act defines an Aboriginal 'object' as:

*“any deposit, object or material evidence (not being a handicraft for sale) relating to indigenous and non-European habitation of the area that comprises New South Wales, being habitation both prior to and concurrent with the occupation of that area by persons of European extraction, and includes Aboriginal remains.”*

The protection provided to Aboriginal 'objects' and 'sites' applies irrespective of the level of their significance or issues of land tenure. However, areas are only gazetted as 'Aboriginal Places' if the Minister is satisfied that sufficient evidence exists to demonstrate that the location was and/or is of special significance to Aboriginal culture.

A cultural heritage assessment of the Site was undertaken in early 2003 by Navin Officer, Heritage Consultants (Appendix 3). In summary no Aboriginal sites were identified in the Site during the survey. The nearest known Aboriginal sites are located over two kilometres to the east of the Site. The study concluded that the Site represents an area of low archaeological and cultural heritage sensitivity. Consequently there are no archaeological constraints on the proposed redevelopment project in the subject precincts.

### **4.2.2 Relevant State Environmental Planning Policies and Regional Environmental Plans**

#### ***State Environmental Planning Policy (Major Projects) 2005***

The State Environmental Planning Policy (Major Projects) 2005 is the principle instrument for nominating projects which are of State or regional environmental planning significance and are declared to be projects to be determined by the Minister under Part 3A. The SEPP includes three schedules which list major projects:



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- Schedule 1 containing classes of projects that are major projects. For each class, specific criteria have been nominated – for example, capital investment value, scale of operation, number of jobs or environment sensitivity or risk.
- Schedule 2 containing major projects on specified sites. This schedule lists specified sites and nominates the criteria for major projects on those sites based on the State or regional planning objectives for the particular site.
- Schedule 3 lists State significant sites along with any planning provisions to apply to that site. It also lists the major projects on the site to be determined under Part 3A. At this stage only the Opera House is sited as a State Significant site with all development (except for exempted development) to be a major project on the site.

### ***State Environmental Planning Policy No. 55 (Remediation of Land)***

SEPP 55 aims to promote the remediation of contaminated land for the purpose of reducing the risk of harm to human health or any other aspect of the environment by specifying certain considerations to be had in determining applications in general by requiring that a remediation work meet certain standards.

The study by Douglas Partners (Appendix 2) noted that there are many small mounds of filling that appear to have been dumped on the Site. Other isolated pockets of fill material may contain some contaminants. The report identifies suggested disposal methods for and contamination encountered.

### ***State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004***

BASIX is the Building Sustainability Index, the State Government's web-based planning tool designed to assess the potential performance of new homes against a range of sustainability indices, being: Landscape, Stormwater, Water, Thermal Comfort and Energy. BASIX aims to reduce the environmental impact of these features of new development and to produce homes that are more comfortable and cheaper to run than most existing homes.

The BASIX SEPP was gazetted on 25 June 2004, and operates in conjunction with the Environmental Planning and Assessment Amendment (Building Sustainability Index: BASIX) Regulation 2004 to ensure the effective introduction of BASIX in NSW. The SEPP ensures consistency in the implementation of BASIX throughout the State by overriding competing provisions in other environmental planning instruments and development control plans, and specifying that SEPP 1 does not apply in relation to any development standard arising under BASIX.

A BASIX assessment will be required to accompany any application for housing proposed in accordance with the Master Plan.



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### ***Greater Metropolitan Regional Environmental Plan No 2—Georges River Catchment***

The general aims and objectives of this plan are as follows:

- (a) to maintain and improve the water quality and river flows of the Georges River and its tributaries and ensure that development is managed in a manner that is in keeping with the national, State, regional and local significance of the Catchment,*
- (b) to protect and enhance the environmental quality of the Catchment for the benefit of all users through the management and use of the resources in the Catchment in an ecologically sustainable manner,*
- (c) to ensure consistency with local environmental plans and also in the delivery of the principles of ecologically sustainable development in the assessment of development within the Catchment where there is potential to impact adversely on groundwater and on the water quality and river flows within the Georges River or its tributaries,*
- (d) to establish a consistent and coordinated approach to environmental planning and assessment for land along the Georges River and its tributaries and to promote integrated catchment management policies and programs in the planning and management of the Catchment,*
- (e) to encourage more effective consultation between local government and State Government agencies in executing the responsibility for environmental planning within the Catchment,*
- (f) to provide a mechanism that assists in achieving the water quality objectives and river flow objectives agreed under the Water Reform Package.*

The specific aims and objectives of this plan are as follows:

- (a) to preserve and protect and to encourage the restoration or rehabilitation of regionally significant sensitive natural environments such as wetlands (including mangroves, saltmarsh and seagrass areas), bushland and open space corridors within the Catchment, by identifying environmentally sensitive areas and providing for appropriate land use planning and development controls,*
- (b) to preserve, enhance and protect the freshwater and estuarine ecosystems within the Catchment by providing appropriate development,*
- (c) to ensure that development achieves the environmental objectives for the Catchment.*
- (d) to identify land uses in the Catchment which have the potential to impact adversely on the water quality and river flows in the Georges River and its tributaries and to provide appropriate planning controls aimed at reducing adverse impacts on the water quality and river flows,*
- (e) to conserve, manage and improve the aquatic environment within the Catchment which is a significant resource base for the aquaculture industry, by providing controls aimed at reducing pollution entering the Catchment's watercourses,*



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(f) to protect the safety and well being of the local and regional community in accordance with standards and processes aimed at improving the water quality and river flows in the Catchment to enable recreation,

(g) to aid in the improvement of the environmental quality of Botany Bay in conjunction with other regional planning instruments.

The development is located within an established urban area. Measures are proposed to manage stormwater quality and quantity during construction and operation as outlined in the Water Cycle Management Plan contained in Appendix 8. This includes improvements in stormwater treatment and management on the site. The Site will be fully serviced and existing services upgraded or replaced as required. This will be to the benefit of downstream receiving waters and comply with the aims, objectives and provisions of this REP.

### 4.2.3 Relevant Draft State Environmental Planning Policies and Regional Environmental Plans

#### ***Draft State Environmental Planning Policy No. 66 – Integration of Land Use and Transport***

The NSW Government has exhibited a package of planning guidelines and policies for public comment, collectively known as the Integrating Land Use and Transport Policy Package (“the policy package”). The policy package, prepared by the then Planning NSW in association with Transport NSW and the Roads and Traffic Authority, applies primarily to the Sydney Greater Metropolitan Region, and has been developed with the primary aim of reducing car dependency and providing more equitable access to jobs and services.

The policy package has been prepared in order to implement strategies and achieve the aims identified in earlier strategies including Shaping Our Cities (the metropolitan planning strategy for the Greater Metropolitan Region of Sydney), Action for Air (the State Government’s air quality management plan), Action for Transport 2010 (the NSW transport plan), and the National Greenhouse Strategy. Further, the policy package applies to a wide range of development types and aims to achieve a range of social, environmental and economic goals including equity, improved neighbourhood amenity and lower road congestion.

The package comprises the following components:

- *Draft State Environmental Planning Policy No. 66 – Integration of Land Use and Transport* (“draft SEPP 66”);
- *The Right Place for Business and Services: Planning Policy* (“the Planning Policy”);
- *Improving Transport Choice: Guidelines for planning and development* (“the Guidelines”); and
- *Employment and Journey to Work Patterns in the Greater Metropolitan Region*.



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Draft SEPP 66 aims to:

*“...ensure that urban structure, building forms, land use locations, development designs, subdivision and street layouts help achieve the following planning objectives:*

- (a) improving accessibility to housing, employment and services by walking, cycling, and public transport,*
- (b) improving the choice of transport and reducing dependence solely on cars for travel purposes,*
- (c) moderating growth in the demand for travel and the distances travelled, especially by car,*
- (d) supporting the efficient and viable operation of public transport services,*
- (e) providing for the efficient movement of freight.”*

Draft SEPP 66 covers most commercial development and large scale residential development in the Greater Metropolitan Region. Development to which the draft SEPP relates “generally comprises” development having a gross floorspace of more than 1,000 square metres and includes, but is not limited to the following:

- (g) residential subdivisions that create more than 500 lots; and*
- (h) residential flat buildings containing more than 300 units;*

While project will facilitate a residential subdivision of more than 500 lots, the number of additional dwellings envisaged by the development is less than 500 additional dwellings. Nevertheless, the provisions of the SEPP have been considered.

The draft SEPP contains “guiding provisions” for:

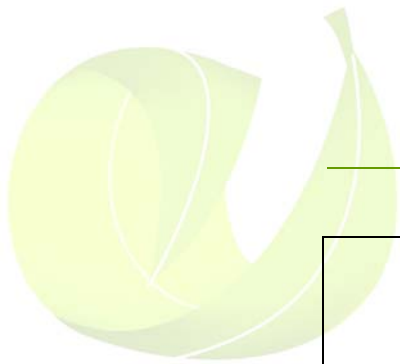
- the preparation of environmental planning instruments (primarily local environmental plans, for example where there has been an application to rezone land);
- the approval of development control plans, master plans and precinct plans; and
- the consideration of applications.

Clause 8 sets out requirements for environmental planning instruments, development control plans, master plans and precinct plans, while Clause 9 deals with DAs. The provisions in Clauses 8 and 9 are very similar and compliance of the Master Plan with the provisions is considered in the following table:



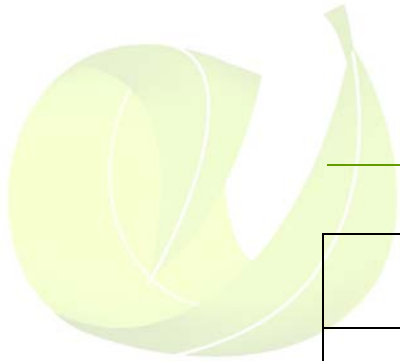
**Table 4.1: Compliance with Clauses 8 and 9 of Draft SEPP 66**

<b>Consideration</b>	<b>Requirement</b>	<b>Comment</b>
<b>Aim and objectives of SEPP</b>	The instrument, plan, or development should further the aim and objectives of the SEPP.	The Master Plan land use locations, development designs, subdivision and street layouts help to further the aims and objectives of the draft SEPP. Public transport routes are to be provided, as are extensive pedestrian and cycle networks.
<b>Consistency with policy package</b>	The instrument, plan or development should be consistent with the policy, or, instead, if the plan or development is inconsistent, should be justified by a detailed strategy or plan which clearly supports the inconsistency, and that will further the aim and objectives of the SEPP.	The relevant sections of the Policy Package are the draft SEPP and “Improving Transport Choice – Guidelines for Planning and Development” (“the Guidelines”). The consistency of the Master Plan with the Guidelines is addressed in a separate table.
<b>Consultation (also ref CI 11)</b>	Adequate consultation should be undertaken with the Director-General of Transport NSW and appropriate planning agencies, transport agencies and transport providers.	It is anticipated that consultation will occur with relevant authorities as part of the process of consultation for the Draft LEP.
<b>Transport implications (also ref CI 12)</b>	Transport implications must be considered at a number of stages in the process, that is: when considering traffic studies prepared to support a plan or development proposal; when preparing planning instruments; when determining DA's; and when Transport NSW and other bodies are being consulted (see above).	Transport implications have been considered in the Master Plan layout and are addressed in the accompanying Transport Report.



## Minto Renewal Project Master Plan Environmental Assessment Report

	<p>Any consideration of a study of the traffic or transport implications of a rezoning proposal, development control, master, or precinct plan, or of a DA, should include consideration of the extent to which the study has:</p> <ul style="list-style-type: none"> <li>assessed the accessibility of the site by a range of transport modes; and</li> <li>proposed “reasonable ways” of minimising travel demand, especially by car, and maximising the share of travel by modes other than car.</li> </ul>	<p>The Master Plan complies with initial transport objectives for the Site, which includes:</p> <ul style="list-style-type: none"> <li>location of dwellings within 400 metres of an existing or likely future bus route; and</li> <li>provision of an appropriate network of cycle and pedestrian routes within the site and provision for their interconnection to adjoining areas to foster travel by these modes</li> </ul>
	<p>Before approving a plan or determining a DA, the consent authority:</p> <ul style="list-style-type: none"> <li>should ensure that road safety and road traffic issues is considered in the wider transport context, including managing the demand for car travel;</li> <li>must not adopt planning provisions, or impose conditions of development consent, that would be inconsistent with the aims and objectives of the SEPP, unless such inconsistency can be justified.</li> </ul>	<p>Regional road safety and transport issues are considered in the Transport Strategy Report, and specific recommendations are made. In addition, public transport access has been carefully provided for, to link in with the regional bus network.</p> <p>In relation to inconsistency with the SEPP aims and objectives, it is concluded that the Master Plan furthers those aims and objectives.</p>
	<p>When being consulted on plans or DAs, Transport NSW and other agencies are required to consider the wider transport context, including managing the demand for travel, especially by car.</p>	<p>Noted.</p>
<p><b>Minimise travel demand (also ref CI 13)</b></p>	<p>An urban form and structure that encourage walking, cycling and public transport.</p>	<p>The urban form and structure is interconnective and allows an efficient and permeable movement system within the Site and provision for their interconnection to adjoining areas. Further, a bus route which allows access within 400m to that route has been identified.</p>



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	Parking standards/requirements that set maximum limits and are designed to discourage car use in areas with good public transport access.	This provision is more relevant to trip-end locations such as employment areas.
	Minimum residential densities (with average gross residential densities of at least 15 dwellings per hectare) that will help achieve a passenger threshold for viable public transport services. However, the Minister may make an LEP with provisions that will allow a lower density of development if the departure can be justified by reasons that specifically address any departure from the planning objectives of this Policy.	Gross residential densities will be increased as a consequence of the development.
	Building forms and subdivision design and layout that encourage and are supportive of walking, cycling and the use of public transport.	As mentioned previously, provision of an appropriate network of cycle and pedestrian routes is proposed within the site and provision for their interconnection to adjoining areas to foster travel by these modes. Street sections shown in the Master Plan demonstrate that the streets will be attractive and pleasant walking environments. Further, buses are accommodated in the street system.
	Employment or floorspace densities in commercial or employment areas that reflect the accessibility of the area by suitable public transport services.	Not applicable.
	Provision of adequate trip-end facilities for cyclists such as secure bicycle parking	Not applicable.
	Suitable provision for taxis	Not applicable.



## **Minto Renewal Project Master Plan Environmental Assessment Report**

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The previous table indicates that the proposal demonstrates a high level of consistency with the relevant provisions of draft SEPP 66. All attempts have been made in the Master Plan to design a structure of road, bus, pedestrian, and cycle networks which aim to reduce dependency on private motor vehicles by encouraging alternative transport modes.

The following table, overleaf, assesses the proposal in relation to the Planning Principles and Housing Principles contained in the Guidelines.



**Table 5.3: Compliance with Improving Transport Choice – Guidelines for Planning and Development**

<b>Consideration</b>	<b>Requirement</b>	<b>Comment</b>
Planning Principles	Concentrate in centres: high density housing, employment, facilities, within walking distance of major public transport nodes.	Provision of additional housing opportunities in Campbelltown is generally being planned for town centres and close to major transport nodes. The density on the site respects its location in relation to public transport and the character of the surrounding area. Refer above comment.
	Mixed use in centres: a mix of housing, employment, facilities, etc, in accessible centres.	Refer above comment.
	Align centres within corridors: concentrate high density, mixed use centres along major public transport corridors.	Refer above comment. Bus routes have been identified and designed within the Site.
	Link public transport with land use strategies: plan public transport infrastructure in conjunction with land use strategies.	Discussed above
	Connect streets: provide street networks with multiple and direct connections to public transport services and efficient access for buses.	Refer above. Also, note that street sections in the Master Plan demonstrate that the streets will be attractive and pleasant walking environments. Refer above.
	Improve pedestrian access: provide walkable environments with greater priority to access for pedestrians, including people with disabilities.	
	Improve cycle access: maximise cyclists' accessibility to centres, services, facilities and employment locations.	Parking will be provided in accordance with the proposed Draft DCP.
	Manage parking supply: use the location, supply and availability of parking to discourage car use.	Consideration has been given to this issue in the Master Plan design, through the street pattern and connection points to the existing suburb. Provision is made in the Master Plan, which will facilitate safe access through an extremely attractive urban environment.
Housing Principles	Improve road management: manage road traffic flow and priority of transport modes.	The majority of households will be within 400m of the identified future bus route.
	Implement good urban design: design with an emphasis on the needs of pedestrians, cyclists	



## Minto Renewal Project Master Plan Environmental Assessment Report

Consideration	Requirement	Comment
	New residential areas should adjoin or be within the existing urban footprint or located close to major public transport stops and corridors.	The site is generally within the existing urban footprint.
	New residential areas should be substantially within 5km of an existing or programmed railway station or equivalent mass transit node.	Complies.
	A mix of housing types is desirable with higher densities focused on centres and along public transport routes.	The housing types are generally low density, with small allotments focussed in areas near public transport routes and in less environmentally or visually sensitive locations. Gross residential densities will be increased as a consequence of the development.
	A minimum gross neighbourhood residential density of 15 dwellings per hectare needs to be achieved to support reasonable bus services (at least one every 15 mins). Development should be staged in a contiguous manner and with adequate roads and footpaths to make the early provision of bus services feasible.	The street system complies with these requirements.
	Councils should work closely with local bus operators at the planning stage for new development, to provide services as soon as possible after the first residents move in.	Noted.
	In new residential subdivisions, at least two entrances to the major road network should ideally be provided to avoid circuitous bus routing. Aim to have over 95% of dwellings within a 400m safe walk from an existing or potential bus route, and not more than 500m from the nearest or nearest potential bus stop.	Noted.
	Neighbourhood employment opportunities, such as home offices and teleworking, should be encouraged by zoning, for example, and by the provision of additional phone lines to all new dwellings	Home offices will be permissible.
	Direct and safe pedestrian and cycle connections should be provided to schools, shops and bus stops, through interconnected street networks or pedestrian and cycle links.	Pedestrian and cycle paths link into the surrounding network.
	Footpaths should be adequately lit on at least one side of	This is proposed and will be addressed in any applications



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### Consideration

### Requirement

the street.

Provision of shared pedestrian/cycle paths should be encouraged on major travel desire lines, particularly to schools and shops.

Building setbacks should be minimised, especially on footpaths and at bus stops, while still providing privacy for occupants.

In multi-unit buildings, entrances should be oriented to the street. Front porches, bays and balconies should be encouraged.

### Comment

for roads and public domain works.

It is proposed that all internal roads be designed to a width that would allow use by both cyclists and pedestrians.

The building setbacks will vary according to lot size and dwelling type. This is addressed in Draft DCP for the site.

See above comment.



The Master Plan generally complies with the above requirements.

### **4.3 Zoning and Development Controls**

#### **4.3.1 Permissible Uses**

The proposed development is permissible under Part 3A.

#### **4.3.2 Other Relevant Provisions of CLEP 2002**

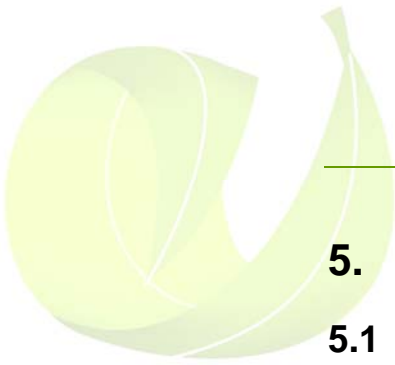
The proposed development is consistent with all relevant provisions of the CLEP2002.

### **4.4 Relationship to Proposed Rezoning**

While the project displays a high level of consistency with the CLEP 2002, it is proposed to seek an amendment to CLEP 2002 to achieve the following:

- to rezone land to reflect the proposed Master Plan layout and specifically the changes to the open space zones;
- to reclassify land zoned open space from community land to operational land as required to implement the master plan;
- to change the definition of “integrated housing” in the CLEP 2002 to allow smaller minimum lot sizes for integrated housing;
- to change the provisions of clause 34 in so far as it related to the Site to allow smaller lot sizes for dual occupancy development.

A request to amend the CLEP 2002 will be lodged with Campbelltown City Council, and a copy of a draft amending LEP is contained in Appendix 1. The existing zoning of the Site is shown on Figure 21.



## **5. ENVIRONMENTAL ASSESSMENT**

### **5.1 Introduction**

The following environmental assessment has been undertaken having regard to the Environmental Assessment Requirements issued by Campbelltown City Council on 21 October 2005, a copy of which is contained in Appendix 14.

### **5.2 Statutory Planning Considerations**

Compliance of the project with the provisions of CLEP 2002 and relevant SEPPs, REPs and draft instruments is discussed in Section 4 of this SEE.

The analysis demonstrates that the Master Plan is consistent with all relevant provisions of CLEP 2002, with the exception of the zoning of certain land and certain development standards. To address this, an application to rezone the Site accompanies the Master Plan DA. A Draft LEP rezones land and amends other provisions of the CLEP 2002 to enable development in accordance with the Master Plan (Appendix 1).

A draft Development Control Plan has been prepared to guide the development of dwellings subsequent to the approval of the project. A copy of the draft DCP to be submitted for consideration for adoption by the Council is contained in Appendix 1.

### **5.3 Impacts of the Development on the Natural Environment**

#### **5.3.1 Geology**

Section 2.4 of this report addresses topography, geology and landslip risk, as outlined in the Geotechnical Study carried out by Douglas Partners (refer Appendix 2).

The Geotechnical Study and Preliminary Desktop Assessment concludes that the Site is suitable for the proposed development. The report found that there is no evidence of slope instability. There is some evidence of filling on the site. The Geotechnical and Contamination Assessment Report contained in Appendix 2 contains recommendations for construction of the proposed development.

#### **5.3.2 Contamination**

A preliminary contamination assessment has been undertaken over the Site by Douglas Partners (Appendix 2). The investigations noted that significant filling has occurred in some parks such as Townson Oval. There is also evidence of some indiscriminate dumping of mounds of filling within some open areas and reserves. In addition, some building rubble remains on the ground surface in areas where buildings have been demolished.



## Minto Renewal Project Master Plan Environmental Assessment Report

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The testing indicated that there is generally a low risk of contamination on the Site. It is possible that the small mounds of filling which appear to be illegally dumped on the open areas may contain some contaminants. There are a range of disposal methods available should contamination be encountered in these mounds.

### 5.3.3 Flooding

The Site is close to the top of the local water catchments and is not susceptible to significant flooding problems except for localized flooding due to deficiencies in the stormwater management system on the site.

### 5.3.4 Flora, Fauna and Ecology

Anderson Ecological Surveys Pty Ltd assessed the Site with reference to the provisions of the Threatened Species Conservation Act 1995 (refer Appendix 4), and concluded that development undertaken in accordance with this application is unlikely to result in a significant impact upon threatened species, populations and endangered ecological communities.

### 5.3.5 Impacts on the Landscape

The Site contains a number of mature trees that have grown following completion of the Housing Estate. These are located in a number of areas including parks and vacant lands, in front and rear yards and occasionally along streets. The Master Plan has been prepared having regard to the location of trees. Consideration has been given to locating trees within parks where consistent with other planning objectives. Most of the trees in the cottage precincts retained as part of the Master Plan will be kept. Other trees along or adjoining streets to be retained are also likely to be less effected. It is likely that many of the trees on the higher slopes will be retained within the proposed larger 4,000m<sup>2</sup> lots.

It is inevitable that the renewal process will result in the removal of trees. This is necessary as a consequence of the bulk earthworks to regrade parts of the Site, to redesign the street network and construct new dwellings.

Trees to be removed will be replaced with new street trees as outlined in Section 3.4. Trees are also likely to be planted on residential lots.

The loss of trees will have a visual impact similar to typical new residential development. In time however the vegetated character of the area will return and will be improved by the proposed landscaping. In this regard advanced growth street trees with a minimum height of 4 metres will be used to establish the street character.

### 5.3.6 Bushfire

A Bushfire Protection Assessment has been prepared by Conacher Travers (refer Appendix 5) to determine the necessary principles and requirements for the future development of the Site in relation to the *Rural Fires Act* and in accordance with *Planning for Bushfire Protection 2001*, prepared by



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NSW Rural Fire Service, and to Direction G20 relevant to the preparation of draft LEPs. The report assesses the ability of future residential development on the land to meet the requirements of the relevant legislation and guidelines, and also provides a range of recommendations for the future development and ongoing management of the Site in accordance with the land uses proposed by the application with regard to the development of bushfire prone land. The recommendations are contained in the report at Appendix 5. These refer to measures that can be incorporated into development proposed on lots created in accordance with the application.

The Bushfire Protection Assessment concludes that subject to the recommendations being implemented, the development proposed under the Master Plan would be capable of achieving consistency with (or better than) the requirements of *Planning for Bushfire Protection 2001*. The requirements of *Planning for Bushfire Protection 2001* will be incorporated, where relevant, into the detailed design and siting of buildings and dwellings across the site and the ongoing management framework.

### **5.3.7 Energy Use and Ecologically Sustainable Development**

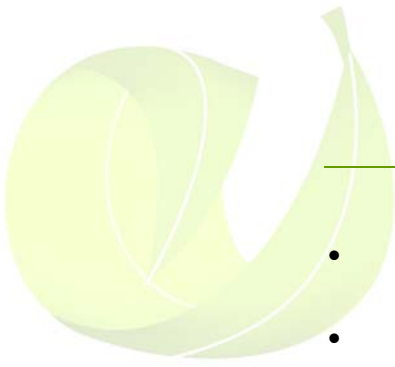
Energy use is addressed through the provisions of SEPP (BASIX) 2004, as discussed in Section 4 of this report.

The principles of Ecologically Sustainable Development (ESD), as defined in the Protection of the Environment Administration Act 1995 (PoEA Act), are:

- the “precautionary principle” – which states that “if there are threats of serious or irreversible environmental damage, lack of full scientific certainty should not be used as a reason for postponing measures to prevent environmental degradation”;
- “inter-generational equity” – namely that “the present generation should ensure that the health, diversity and productivity of the environment are maintained or enhanced for the benefit of future generations”;
- the “conservation of biological diversity and ecological integrity”; and
- “improved valuation, pricing and incentive mechanisms” – to ensure that environmental factors are “included in the valuation of assets and services”.

The proposed Master Plan layout and principles are consistent with the principles of ecologically sustainable development in terms of the natural environment. Proper consideration of the four principles of ESD indicates that the proposed Master Plan layout and principles provide an appropriate and balanced outcome in terms of ESD, given that:

- the proposal does not involve threats of serious or irreversible environmental damage; it makes more efficient use of zoned and serviced urban land;



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- the proposal includes appropriate measures to prevent environmental degradation including water cycle management;
- the health, diversity and productivity of the environment will not be significantly or relevantly reduced by the proposed activity, particularly given the present developed state of the Site;
- the proposal does not adversely affect any valuation, pricing and incentive mechanisms associated with environmental factors either on the subject site or in the locality.

The project therefore illustrates high levels of compliance with ESD principles in relation to the natural environment.

Compliance with social and economic ESD principles should also be considered. Initiatives include:

- an enhanced sense of community and safety through the provision of attractive streetscapes, pedestrian and cycle paths, and public open space; and
- a range of lot sizes for housing choice and affordability.

### **5.4 Impacts of the Development on the Built Environment**

#### **5.4.1 Context and Setting**

The issue of context and setting has been significant to the development and refinement of the Master Plan. The context of the Site and its setting is discussed in Section 2 of the SEE.

Surrounding land uses residential development to the north south and west and rural residential development to the east. The Master Plan respects the character of the surrounding area. The development of an essentially low density residential subdivision is consistent with the nature of surrounding uses.

#### **5.4.2 Visual Impacts**

The Minto Renewal Project is located on the western facing hillside between Eagleview Road and Pembroke Road. Due to the elevated location of the eastern part of the site and the sloping topography of the site it can be seen from many locations in the surrounding Campbelltown area. The purpose of this viewscape analysis, of the proposed development, is to illustrate its potential visual impact of the these surrounding areas.

The proposed development will impact on views as a consequence of the loss of trees as discussed in Section 5.4.2 and the construction of new streets, dwellings and parks.

The impacts of the development on views has been assessed in a report prepared by Woods Bagot contained in Appendix 6.



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The existing development does not include street tree planting. It is considered that extensive new planting proposed for the streets and public open space areas will greatly reduce the visual impact of the development over time and will return the site to a similar visual condition to the existing over the next 10 to 20 years.

In addition Fenton will be retained as existing and the cottage precincts of Darcy, Caroline and Friendship will only be only partly redeveloped allowing the retention of many of the existing trees. Additional street tree planting will be undertaken in the cottage precincts to further enhance the existing vegetation. These areas will break up the visual appearance of the new development areas during the establishment and maturing of the plantings in the new development areas.

The development will be staged over approximately ten years which will mean that early stages will be becoming established as later stages are cleared minimising the impact of the removal of existing vegetation and any one time. By the time the final stages are complete the first stages will already be reaching maturity.

The visual impact of the development will be similar from all significant viewpoints. The assessment contained in Appendix 6 determined that close views of the site are minimal from the surrounding areas due to existing vegetation, topography and development. The site can not be seen from Pembroke Park and it should also be noted that similarly, it is not possible to see the site from the Campbelltown Road Exit of the M5 at Leumeah. From the eastern side of the site the ridge along Eagleview road obscures the site.

The most significant views of the site are achieved on the opposite side of the valley to the west and further on the hills to the west of the M5 Motorway. These views are distant and the site generally blends into the wider vista of the Campbelltown area.

The extent of impact from these distant views will be minimised by the following:

- Retention of existing vegetation where possible across the site;
- Controls limiting the colours and materials utilised in the development to natural tones;
- The implementation of an extensive street tree planting strategy, open space planting and controls for vegetation within properties;
- The staging of the project will ensure only a section of the site at any given time will be in a cleared state.

In the short term the newly developed areas will have some impact on the views of the site however, over time the plantings will mature and the site will return to a character not dissimilar to that existing at present.



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It is considered that this development will have less impact than other current developments in the Campbelltown area and the design controls to be employed will minimise the impact in both the short and long term, maintaining the green character of the area in the future.

### 5.4.3 Traffic and Public Transport Impacts

The Road Traffic and Transport Assessment undertaken by Transport and Traffic Planning Associates contained in Appendix 7 addresses the traffic impacts of the proposed development. This includes traffic generated by the proposed development and the ability of the road network to accommodate additional traffic. If all lots proposed in the Master Plan are developed for housing as proposed, it is likely that there will be a net increase of 108 dwellings over the present number of dwellings on the Site. This relates to an additional 238 vehicle trips generated.

The impacts of the changing character of trips from each stage of the development has been assessed. Trips from residential precincts have been allocated to the road network which has been designed to provide efficient and effective vehicle movement on roads designed for the proposed traffic volumes. The report concludes that the projected traffic generation outcome will not compromise the traffic related environmental capacity goals of either the existing roads or the proposed new roads in the area. It is also apparent that there will be no unsatisfactory intersection capacity or control issues arising from the development.

Specific consideration has been given to the proposed connection from Guernsey Avenue to Pembroke Road at Mongahan Street. This local connection will improve movement within the Site and create a legible street system at the school and Minto Mall that is not apparent at the present. Facilities will be provided for crossing from the shopping centre to the school. The new street will provide clearly defined paths of travel for vehicles, pedestrians and cyclists. Consideration has been given to the traffic generated along this route. Ben Lomond Road will continue to be main collector road with vehicles travelling south to this road. The provision of signals at Pembroke/Durham Street intersection, as requested by Council from the RTA will also assist in managing traffic in the area such that the additional movement along the link to Stafford Street will not serve a collector role and will not carry significant volumes of through traffic. Its role will be in improving local access and in clarifying access arrangements to the shopping centre and school.

Changes to the road system will be beneficial in facilitating greater penetration by buses into the area. Roads have been designed to accommodate buses and discussions have been held with the local bus company in this regard. The proposed roundabout at the Ben Lomond Road/Collector Road intersection will assist bus movements. Careful detail planning is proposed to determine the location of bus stops within the kerbside parking treatments.



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Provision is made for pedestrians and cyclists and the movement of traffic will be adequate controlled by proposed traffic management measures as indicated in the report and in Section 5.4.

### **5.4.4 Adequacy of Utility Services**

All utility services are available or can be made available to the Site.

### **5.4.5 Aboriginal Heritage Impacts**

A cultural heritage assessment of the Site was undertaken in early 2003 by Navin Officer, Heritage Consultants (Appendix 3) as discussed in Section 2.4. No Aboriginal sites were identified in the study area during the survey. The study concluded that the Site represents an area of low archaeological and cultural heritage sensitivity. Consequently the proposed development will have no significant impacts on cultural heritage.

### **5.4.6 European Heritage**

A report by Navin Officer contained in Appendix 3 addressed European heritage potential of the Site. The Site is part of the original land grants to Dr William Redfern (northern part) and Thomas Rose (southern part). The Redfern grant was used for a variety of rural purposes including the production of grapes, wool, fruit and dairying. The rural community was provided with a rail line in 1874 with the construction of a station at Minto.

Other than Campbellfield House which is located outside the Site, there are no other items of cultural significance from the period of European occupation. No works are proposed in the vicinity of the house. Consequently the proposed development will have no impact on items of heritage significance.

### **5.4.7 Crime Prevention Through Environmental Design**

Crime Prevention Through Environmental Design (CPTED) is an important inter-agency crime prevention program that reduces crime opportunity through effective town planning, urban design and place management. The NSW Police Service program, known as "Safer by Design", is based upon the principles of CPTED.

Safer By Design guidelines will be taken into account during the application assessment process. The guidelines cover principles such as access control, opportunities for surveillance and space management which are intended to minimise the crime risks with particular areas.

The Safer By Design guidelines have been taken into consideration in the formulation of the project.

It is intended that the incorporation of a network of attractive and functional pedestrian, bicycle and public transport paths through the Site will encourage active use and ownership. The Master Plan proposes a layout incorporating accessible pathways, appropriate lighting, and the opportunity



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for passive surveillance. No rear lane ways are proposed, and either the front of dwellings or the road edge will front the public domain.

It is noted that the application does not seek approval for any construction (other than internal alterations to existing DOH cottages. Subsequent applications will be lodged in relation to the construction of open space, roads and housing, at which time crime prevention can be considered in more detail.

## 5.5 Social and Economic Impacts in the Locality

### 5.5.1 Introduction

The social and economic impacts of the development are relevant to the determination of the application. The process of preparing the Master Plan and the project application and the implementation of the development will have a social impact. A Social Impact Assessment has been prepared to consider those impacts and is contained in Appendix 10.

Social impact assessment is the analysis of social changes and impacts on community that are likely to occur as a result of a particular development, planning scheme, or government policy decision.

### 5.5.2 Anticipated Final Population Profile of the MRA

The Minto Renewal Project will result in the progressive demolition and replacement of existing dwelling stock with a mix of public and private housing. Estimates of population change within the public housing estate have been made and are shown in **Table 5.1**. As can be seen, the population is expected to decline in the short term before rising as the demolitions decline and the redevelopment gains momentum.

**Table 5.1: Population Estimates**

Year	Dwellings	Population
2001	1007	3168 <sup>6</sup>
pre 2005	777	2340
2005-06	777	2314
2006-07	747	2201
2007-08	642	1871
2008-09	651	1876
2009-10	643	1833
2010-11	707	1994
2011-12	820	2287
2012-13	956	2637
2013-14	1092	2979
2014-15	1092	2947
2015-16	1092	2915

<sup>6</sup> ABS Occupancy Rate for MRA (3.15) applied to number of DoH dwellings



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Assumptions have been made on the age structure of the new population based on the DIPNR age based population projections for NSW released in 2005. **Table 5.2** indicates the predicted population in relevant age groups. This means that relative to Campbelltown, Minto will remain a more youthful population as a consequence of the development proposed with the Minto Renewal Project and other potential development in the locality.

**Table 5.2: Projected Age Structure of the MRA**

Age Category	2001		2011		2016	
	No.	%	No.	%	No.	%
0-4	311	9.8%	224	11.2%	328	11.3%
5-9	327	10.3%	236	11.8%	338	11.6%
10-14	297	9.4%	182	9.1%	260	8.9%
15-19	287	9.1%	177	8.9%	237	8.1%
20-44	1155	36.4%	699	35.1%	1038	35.6%
45-65	623	19.7%	386	19.4%	551	18.9%
65+	170	5.4%	90	4.5%	162	5.6%
<b>Total</b>	<b>3170</b>		<b>1994</b>		<b>2914</b>	

The key characteristics of the demographic profile of the MRA following redevelopment have been predicted based on details regarding proposed dwelling mix, split of public and private housing and target markets provided by the Department of Housing and Landcom. Upon completion of all stages in 10 years the demographic structure is likely to be as follows:

- The population size is expected to remain static or decline marginally.
- With a continued emphasis on young couples and families, the age profile is predicted to remain biased towards the younger age and less significant towards the older age groups in comparison to Campbelltown and Sydney.
- The high proportion of people born overseas or from culturally and linguistically different backgrounds will remain significant. However from experience from the Campbellfield Estate it is possible that this demographic characteristic will be defined by people of a particular cultural origin.
- Household structure will change, with a fall in the proportion of single unemployed parents and an increase in other household types.
- The strong emphasis on blue-collar occupations will remain, but it is likely that residents will be more educated and in higher positions, resulting in residents with higher income levels.
- Children are more likely to remain at school for longer and obtain more qualifications.
- It is likely that more money will be available to spend on transport leading to an increase in car ownership and funds for travel by public transport modes.



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This suggests a population profile closer to that of the Campbelltown LGA. The existing MRA demography noted in this report is likely to be typical for at least the medium term. Many existing needs will continue to exist in the short to medium term. Open space and in particular community services and facilities should be flexible enough to adapt to the changes as and when they occur.

### **5.5.3 Assessment of Social Impacts**

The identification of key issues and scoping of potential impacts was undertaken based on background research (such as a literature review), compilation of a demographic profile, a review of key policies and relevant reports, and the outcomes of previous community consultation activities supplemented by interviews with key informants. The SIA has followed an iterative process, whereby impacts have been identified, mitigation measures have been developed, and these have been included in the description of the proposal in Section 3.

The initial Stages of the MRP resulted in a number of social impacts related to the planning and initial implementation of the project to date. These impacts are discussed in detail in Appendix 10 with their associated mitigative mechanisms in acknowledgement that if the implementation of the project is not adequate, these impacts would reoccur. These past mistakes have been acknowledged by the Department and the lessons learnt incorporated into the proposed project approach and package of mitigation mechanisms.

The social impacts and their associated mitigation responses are contained in Appendix 10.

### **5.6 Suitability of the Site**

The Minto Renewal Project has evolved following detailed consideration of the Site and its context. The Site is currently developed for urban purposes and thus its suitability for urban development is established. The redevelopment provides the opportunity to revitalise the area and create an urban form more suitable to site features and consistent with current principles of urban design.

The results of the analysis of the Site and its context have been used to determine the most appropriate pattern and scale of development across the site.

The site is therefore considered to be suitable for the range of land uses, and in the densities, configuration and with the access hierarchy for which approval is sought. The Site presents a unique opportunity to provide an environmentally responsive subdivision design.

### **5.7 Submissions**

Any relevant representations will need to be considered by the Minister in the determination of the project application.



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Submissions have been received from a number of government authorities and are contained in Appendix 9.

### 5.8 Public Interest

The development of the site in accordance with the concept plan is considered to be in the public interest in that:

- it is consistent with the objects of the Environmental Planning and Assessment Act 1979 of encouraging the economic and orderly development of land;
- it has been designed in a manner that minimises the impact on the natural and built environment;
- it incorporates a best practice master planning approach with high quality Site design consistent with principles of ecological sustainability;
- it is generally consistent with the relevant development objectives and controls contained in the CLEP 2002 as amended;
- a range of housing types will provide for a much needed improved range of housing choice and affordability; and
- the development of the Site will generate significant economic benefits from the urban renewal process.

### 5.9 Draft Statement of Commitments

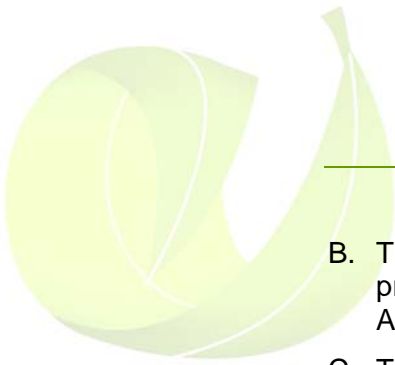
#### 5.9.1 Introduction

Under S75F(6) of the Act, the Council may require the proponent to include in an environmental assessment a statement of the commitments the proponent is prepared to make for environmental management and mitigation measures on the site. The Council has requested that the proponent prepare and submit a draft statement of commitments setting out how the project will be managed in an environmentally sustainable manner.

In submitting this draft statement of commitments, it is recognised that the application is for concept plan approval and that additional environmental assessment, including additional statements of commitment or conditions of approval, will be required prior to works commencing (other than demolition).

#### 5.9.2 General

- A. The development will be undertaken generally in accordance with the Environmental Assessment Report dated November 2005 prepared by BBC Consulting Planners Pty Ltd (including accompanying Appendices).



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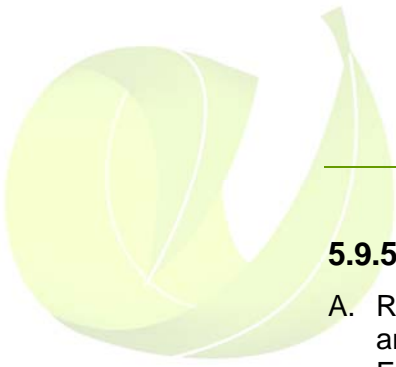
- B. The Department of Housing and Landcom are committed to the principles of sustainability as defined in the Environmental Planning and Assessment Act 1979.
- C. The proponent will continue to liaise with the local community during the development process as outlined in Appendix 10 of the Environmental Assessment Report.
- D. The proponent will continue to liaise with the Council during the development process.

### **5.9.3 During Demolition**

- A. Demolition will be undertaken in accordance with the requirements of Australian Standard AS2601 – 2001: The Demolition of Structures which is incorporated into the Occupational Health and Safety Act 2000 administered by WorkCover NSW.
- B. A Hazardous Building Materials Management Plan will be prepared prior to demolition commencing.
- C. An Erosion and Sediment Control Plan will be prepared to control run off during the demolition process.
- D. A Waste Management Plan will be prepared prior to demolition commencing. Where possible materials will be recycled for reuse on the Site.
- E. A Community Access and Safety Plan will be prepared to maintain access to, and to ensure the safety of, the existing community through the demolition process.
- F. Demolition will occur in consultation with the community and will be integrated with the strategies to be put in place to manage the process of change and rehousing on the site as outlined in Section 1.4 below.

### **5.9.4 Social Impacts**

- A. The proponent will prepare and implement the Minto Place Management Plan to develop a coordinated approach to service planning and service delivery in Minto from 2006 to 2015 as outlined in Appendix 10 of the Environmental Assessment Report.
- B. The proponent will prepare and implement a Rehousing Process including establishing a Rehousing Team within the Department of Housing and implementing a Return to Minto Policy as outlined in Appendix 10 of the Environmental Assessment Report.
- C. The proponent will prepare and implement a Communications Strategy as outlined in Appendix 10 of the Environmental Assessment Report.
- D. The proponent will obtain all necessary approvals required by State and Commonwealth legislation in undertaking the project.



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#### **5.9.5 Access and Movement**

- A. Roads will be constructed in accordance with the objectives principles and design criteria contained in Section 3.3 and Appendix 13 of the Environmental Assessment Report.
- B. Any existing roads shall be designed and modified to the objectives of the Infrastructure Master Plans in Appendix 13 of the Environmental Assessment Report and guidelines of industry and Australian Standards.

#### **5.9.6 Urban Design**

- A. Development will take place generally in accordance with design guidelines contained in the draft DCP submitted with the concept plan application.

#### **5.9.7 Water Cycle Management**

- A. Stormwater management works will be undertaken generally in accordance with the Water Cycle Management Plan contained in Appendix 8 of the Environmental Assessment Report.
- B. Any existing stormwater infrastructure to be retained shall be designed and modified in accordance with the guidelines of the major and minor stormwater system in Australian Rainfall and Runoff, Water Cycle Management Plan in Appendix 8 of the Environmental Assessment Report and Australian Standards.

#### **5.9.8 Vegetation**

- A. The proponent will undertake a survey of all trees and other site features prior to the commencement of construction of any stage of the project and will seek to retain as many trees as possible for incorporation into the new urban form.
- B. The proponent will provide landscaping to all streets and parks as outlined in the Environmental Assessment Report.

#### **5.9.9 Open Space and Community Facilities**

- A. The proponent is prepared to will enter into a planning agreement with Council to provide public facilities and amenities generally as indicated in Appendix 15.
- B. The public domain will be constructed and enhanced in accordance with the objectives and principles contained in Section 3.4 of the Environmental Assessment Report.

#### **5.9.10 Construction Management**

- A. Prior to commencing construction, a Construction Environmental Management Plan will be prepared. This Plan will include:
  - Development of a site specific soil erosion and sediment control plan,
  - Construction hours,



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- Air quality/dust control procedures,
  - Noise management procedures,
  - Waste management plan,
  - Flora and Fauna Protection Plan,
  - Community Safety Plan,
  - arrangements for temporary pedestrian and vehicular access,
  - Storage and Handling of Materials Procedures,
  - Environmental Training and Awareness,
  - Contact and complaints handling procedures,
  - Emergency Preparedness and Response.
- B. All trees on the site that are not approved for removal are to be suitably protected by way of tree guards, barriers or other measures as necessary are to be provided to protect root system, trunk and branches, during construction.



### **6. CONCLUSION**

This report and appended technical reports comprises a comprehensive environmental assessment of the Minto Renewal Project. An extensive constraints mapping exercise, which commenced in March 2003, has been undertaken by a team of over a dozen specialist consultants, and development opportunities have been identified. This report describes the process of site analysis and Master Plan preparation, and established and illustrates the Guiding Principles for future development.

The proposal demonstrates a high level of consistency with prevailing planning instruments including State and Regional Environmental Plans and the provisions of CLEP 2002.

An assessment of environmental impacts of the proposal indicates that the project and the principles guiding future development represent an excellent environmental outcome. Water sensitive urban design will combine stormwater detention and treatment ponds with open space and recreation opportunities. And positive social impacts will arise from the provision of a range of housing opportunities in an accessible and pleasant environment.

The assessment has concluded that the Site is suitable for the proposal and that the implementation of the Minto Renewal Project is consistent with the public interest.

The Minister is requested to favourably consider the application.



## **FIGURES**

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## **APPENDICES**

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