

Doc. No:

Daniel Cavallo
A/Director
Government Land and Social Projects
Department of Planning
GPO Box 39
Sydney NSW 2001

22nd December 2010

Dear Mr Cavallo,

Response to Submissions Bloomfield Concept Plan (MP 10_0021)

Please find enclosed the response to your letter dated 22 October 2010 and the public and agency submissions received as a result of the public exhibition of the above application.

Introduction

The submissions received raised a number of matters that required further clarification and consultation. The State Property Authority (SPA) and the Department of Industry and Investment (I&I) have conducted further meetings with Council to assist in clarification of specific issues and this consultation has resulted in amended advice from Council and an amended submission from I&I.

SPA has also requested supplementary consultant advice to address issues raised in the submissions and these are tabled in this response.

The attachments to this letter further support the application and as a result of the consultation, we wish to submit a revised structure plan for approval (Attachments 2 & 5). We also include some additional commitments (Attachment 6) to accompany the plan and these documents form part of the preferred project report.

The attachments include:

- o Attachment 1 – Response to submissions table.
- o Attachment 2 – Revised Structure Plan.
- o Attachment 3 – Design Controls Council DCP.
- o Attachment 4 – Colston Budd Hunt Kafes Submission.
- o Attachment 5 - A1 0.5m contour plan.
- o Attachment 6 – Draft Statement of Commitments.
- o Attachment 7 – Cardno letter detailing NSW Office of Water response.
- o Attachment 8 – I&I and Council correspondence responding to meeting.
- o Attachment 9 – Correspondence between I&I and Orange Rifle Club

The points contained in the Department of Planning Letter (DoP) dated 22 October 2010 are addressed in order 1- 8 below.

Application Clarification

SPA on behalf of I&I has submitted a concept plan application to obtain an approval that will ensure development certainty on key aspects of the site's future development. As it is a concept plan application, it is understood that there are areas of detail that will be the subject of a further application dealing with the development of the site. The key areas on which this application seeks certainty are:

- The overall urban structure including open space provision (Attachments 2 & 5).
- Access and circulation requirements (Attachments 2 & 5).
- Servicing principles and constraints.
- Development viability regarding the retail cap and amendment from 1500m² to 3,500m²
- Certainty on developer fees and levies

Through the application and consultation process matters relating to servicing and developer fees and levies have been addressed. This submission provides further information to establish the urban structure, access and circulation requirements and the retail cap increase whilst addressing issues raised during the exhibition period.

As part of this submission we enclose for approval a revised structure plan (Attachment 2) that is based on the original submission and incorporates modifications in response to key issues raised by the public exhibition process. Additionally, we enclose a supplement to the statement of commitments that addresses the outstanding issues and ensures clarity with respect to the future development of the site. These two components form the basis of the preferred project report.

Issues Raised by the Department of Planning

The issues raised in the DoP letter are addressed below:

- More detailed information that outlines the principles, controls and standards for future development within the site.

Response

Residential Development

In August 2010 Council resolved to amend its ***Development Control Plan 2004***. The revised plan was publicly exhibited until 2 November 2010. The exhibited plan contains a comprehensive range of design principles and controls relating to development.

In particular, Part 7 of DCP 2004 relates to residential development (Attachment 3). The concept plan lodged addresses the key elements of Council's DCP that relate to subdivision design. The concept plan complies and provides scope for future compliance with section ***7.2-1- Planning Outcomes for Residential Subdivision***.

Other controls in the DCP will be applied to future development applications on the site. These future controls are contained in Part ***7.7 Design Elements for Residential Development Streetscape*** and include measures to enhance and protect urban outcomes. These controls cover future development in the following areas:

- *7.7-1 Neighbourhood Character*
- *7.7-2 Building Appearance*
- *7.7-4 Setbacks*
- *7.7-5 Fences and Walls*
- *7.7-6 Visual Bulk*
- *7.7-7 Walls and Boundaries*
- *7.7-8 Daylight and Sunlight*
- *7.7-9 Views*
- *7.7-10 Visual Privacy*
- *7.7-11 Acoustic Privacy*
- *7.7-12 Security*
- *7.7-13 Public Transport*
- *7.7-14 Circulation Design*
- *7.7-15 Car Parking*
- *7.7-16 Private Open Space*
- *7.7-17 Open Space and Landscaping*
- *7.7-18 Stormwater*
- *7.7-19 Erosion and Sediment Control*

The design controls in the DCP are detailed and extensive. As they are relevant to future residential development of the site, they need to be addressed in any future applications.

Commercial Development

The development of retail use will also require design standards in accordance with those contained in the Council DCP. Council's DCP Part 8 **Development in Business Zones** is the relevant Part and it is envisaged that future development applications will be required to take into account matters that are outlined in this section of the DCP.

The specific section of the DCP that relates to the site is Part **8.7 Design Considerations for Commercial Development in the Vicinity of Distributor Roads** which sets out specific controls of relevance to the site:

PO 8.7-1 PLANNING OUTCOMES – DISTRIBUTOR ROADS

- *Buildings are setback a minimum of 10m from the distributor road boundary and 3m from all side and rear boundaries, such setbacks incorporate appropriate landscaping, car parking and manoeuvring areas.*
- *Loading and Unloading docks are not located in the setback to any public road, including the distributor road, and are suitably screened from adjoining lands.*
- *Buildings are designed in a manner commensurate with the high profile of the distributor road. Architectural features are provided to the front building façade to provide relief using such elements as verandahs, display windows, indented walls, etc. The inclusion of 3 dimensional elements is encouraged.*
- *External materials consist of non-reflective building materials.*
- *Adequate parking and on-site manoeuvring is provided and all car parking areas are embellished with landscaping including shade trees.*
- *Advertising involves Business Identification signs within the front façade and/or a pole sign comparable with the relative height of the main building on the site.*
- *Security fencing is located or designed in a manner that does not dominate the visual setting of the area.*
- *Applications are accompanied by a detailed landscape plan.*
- *Development of the land is to provide for the integrated and effective management of stormwater runoff.*
- *Development is designed to be accessed via approved local roads, in a safe and efficient manner, and incorporates any necessary upgrades of local intersections with the Distributor Road at the developers cost.*

Future development applications for retail development should address the design criteria as outlined above to ensure appropriate amenity is maintained through the development of the land.

2. Clarification of the road hierarchy and suitability to support through site movements to the future western growth areas and potential connection to existing developed areas North West of the site.

Response

In response to the query raised by DoP, I&I commissioned Colston Budd Hunt and Kafes to provide additional explanatory detail to address traffic issues raised (Attachment 4). The information provided by Colston Budd Hunt and Kafes advises:

- The proposed road hierarchy has been designed logically to prioritise various movements including car, cycling and pedestrians. The road system is designed to cater for emergency vehicles, buses and service vehicles such as garbage trucks.
- The proposed connections to the west are designed to cater for future development outside the site's boundaries and do not preclude any future modifications that may or may not be if required at some future date.
- The retail centre is located at the entry to the site and as this is the principal intersection of internal traffic movements, it will reduce traffic generation by combining trips.
- The design of the roads is based on Council's **"Geometric Road Design Guide"**. It incorporates a road hierarchy that supports through movements and prioritises traffic in order to restrict volume and speed in residential areas.

Orange City Council

Subsequent to the exhibition period further consultation with Council has resulted in a revised response from Council and we believe our subsequent amendments address concerns raised. Therefore we believe Council's initial commentary regarding the road layout was superseded by their revised response.

The proposed road hierarchy is designed to fulfil the requirements of Council and the Roads and Traffic Authority. Council's response raised a number of concerns relating to future development to the west of the site and future connectivity to this area through the site. In response to this, we now submit a revised internal collector road layout that reflects a flexible long term approach to the connectivity of through traffic movements from outside the site. The changes made result in provision for a second inter-district connecting road to the west of the site. Council's latest correspondence confirms that they support two road connections to the West.

The single connection to Forest road has been maintained as a channelised intersection in accordance with both RTA advice and Council planning (their contributions plan). It should be noted that engineering design specifications for connecting and internal roads will be required to meet Council and RTA design standards and cater for pedestrians, cycles and public transport requirements. Council and RTA have endorsed this form of intersection.

All future internal road designs that service internal traffic movements will be designed in accordance with Council's detailed design standards.

The proposed channelised intersection along Forest road is put forward as part of the initial works in line with the requirements of the RTA. It should be noted that the applicant makes no specific commitment to the timing of the through connection to the West of the site, as it believes that this connection should occur in conjunction with the development of the site itself and not in advance of the site's overall development.

3. Suitability of access arrangements from Forest Road in the vicinity of the village centre

Response

The Colston Budd Hunt and Kafes additional explanatory detail (Attachment 4) suggests that the proposed channelised intersection will operate during morning and evening peak periods with a highest average delay of less than 20 seconds per vehicle. This represents service B standards or an acceptable operating scenario.

The RTA has advised in their response to submissions that the proposed channelised intersection is acceptable provided that the intersection is designed in accordance with their standards. Council also stated (in their correspondence Attachment 8) that they agree in principle with a channelised intersection in this location to cater for the proposed development.

4. Greater details regarding the access arrangements to the adjoining Carmen Property

Response

At this stage, the future access arrangements to the Carmen Property are difficult to design due to the future internal design of the retail facility on the site. Additionally I&I are not aware of any future plans that have been lodged for the Carmen property. Notwithstanding this, it is anticipated that the future access to Forest Road in this vicinity will be limited to the intersection to be constructed as part of the redevelopment of the I&I site. Therefore the logical planning outcome for access to the Carmen property is via the proposed seagull intersection that is to be constructed as part of the I&I site's development. Presumably, any future redevelopment of the Carmen site should incur levies that contribute to this intersection.

During the development application phase where detailed design of the retail site and the intersection itself occurs, it is anticipated that provision will be made for access to the Carmen site along the southern or western boundary as indicated in figure 6 of the current application. A commitment in the statement of commitments that requires any future application to address the access possibility and provide an access opportunity to the site along the southern or western boundary will be included in the preferred project application attached.

5. Further details regarding the total quantum of open space to be provided and demonstration that the amount of open space provided is adequate for the future community and comparable with other growth areas.

Response

The latest concept has Public Open Space of 4.69 Ha – comprising the Western Boundary Park: (1.35Ha) and the Central Park + Riparian Linear Open Space: 3.34Ha. These calculations do not include the triangular shaped park at the southern end of the concept plan.

The north/south drainage line has been managed with an appropriately sized swale within the road reserve. This will connect to the primary western corridor through a more formalised central local park. These pieces connect to form green linkages that lend themselves to pedestrian access and cycle ways.

The current concept plan shows a greater area of open space compared to the sketches attached to the rezoning proposal.

The open space on the site represents 8% of the residential development area and importantly the site is located within close proximity to the major regional recreational areas. Council's latest response (Attachment 8) to I&I confirms that they believe that the proposed open space is appropriate and adequate to cater for the future needs of the residents.

6. Further information regarding the appropriateness of buffer zones to address potential land use conflicts with the adjoining NSW I&I research facility and the interface with the facility.

Response

I&I have engaged in extensive discussions with consultants over the potential impact of residential development adjacent to Institute. It has been concluded that I&I have no research current or planned which will have a negative impact on current or future residents, and all future research or other activities, will be developed with appropriate protocols to avoid impact on neighbours and future development. I&I agree with the proposed buffer zones and will be able to operate without negative impact on our activities or adjacent residents.

7. Identify any potential increased bushfire hazard and risks and any bushfire protection management measures to mitigate any increased risk.

Response

The southern boundary of the development is currently outside the risk areas as identified in the draft bushfire plans released by Council. It is understood that although the site is not mapped as bushfire prone, there is concern that I&I land to the north of the residential land could be revegetated with higher fuel loads and therefore become bushfire prone in the future. I&I will maintain ownership of this land and manage it in accordance with current

practices aimed at limiting bushfire risk. The land is currently grazed and this practice will continue.

2. The Department requests an additional A1 plan showing contours at 0.5 metre intervals, road alignments (including widths) and open space.

Response

An additional A1 plan with 0.5 metre contour intervals is provided at Attachment 5 showing the road layouts, their widths and open space.

Conclusion

In response to the DoP letter and submissions, I&I have undertaken further work to satisfy the queries raised. This submission seeks to clarify the proposal in terms of approvals sought and address concerns raised in relation to those approvals.

It should be noted that this letter should be read in conjunction with the attached **Response to Submissions** that addresses other issues raised by the submissions.

Yours Faithfully



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