

Table 1 – Response to Submissions

Author	Submission	Issue Summary	C&A Response
Patricia Coates	Concerns about the entry & exit roads as the existing roads are now quite busy & congested.	Concerns about the entry & exit roads	The development is planned for release in five stages or precincts. At each stage, the site will have multiple accesses and comply with the emergency services requirements. The traffic study has identified effective transport management measures to minimise the impact of additional traffic from proposed residential development. In the concept plan walking and cycling networks have been developed with reference to a range of published guidelines and polices. The network is intended to provide safe and efficient routes that present alternative to car travel for journey-to-work trips.
Green Corridor Coalition	GCC agrees with the proposed redistribution of C&A conservation lands between Minmi/Link Road and the Blackhill Part 3A applications	Agrees with redistribution of conservation land between Minmi and Black Hill.	Noted and agreed.
	GCC rejects the substantial reduction of 305 hectares of western Stockrington conservation lands, in the absence of a proportional reduction in the subdivision lot yield of 3,300 on 520 hectares; this identical subdivision plan being exhibited in C&A's 2009 public submission documents. This reduction in conservation land would equate to around 60 hectares of developable land.	Reduction of conservation land should be accompanied by a reduction in lot yield on developable land.	Not agreed. The current application is a new application made in accordance with the Director General's Environmental Assessment Requirements dated 19 August 2010. However since the first application in 2006, Coal & Allied has been consistent in dialogue with the NSW Government that the Stockrington lands owned by Coal & Allied would also provide part of the RTA biodiversity offset package for the F3 to Branxton expressway (Hunter Expressway) and this proposal has been disclosed in all relevant publicly exhibited documents since. Additionally the dwelling unit yield at Minmi/Link Rd has been reduced through site constraints from a potential 6,240 du's to 3,300 du's. While that reduction could equate to a conservation land transfer reduction of over 1,000 ha, Coal & Allied has agreed that the reduction will be confined to only the RTA 305 ha. Further, approximately one third of the 520 ha development site is made up of an extensive network of open space and riparian corridors with a total area of approximately 141ha.
	GCC sees both Coal & Allied and the RTA as endeavouring to minimise their conservation offsets for both the development of 520 hectares for housing and the construction of the Hunter Expressway through the corridor. GCC has therefore resolved to call on Coal & Allied and the RTA to renegotiate the arrangements that has resulted in the loss of a substantial amount of conservation land when compensating for their separate development activities.	Both Coal & Allied and the RTA are endeavouring to minimise their conservation offsets and should renegotiate the arrangements that have resulted in the loss of a substantial amount of conservation land when compensating for their separate development activities.	Not agreed, As demonstrated above Coal & Allied has determined that it will retain the conservation offset at the appropriate level.
	GCC objective has always been to retain a substantial ecological connection between the Blue Gum Hills Regional Park (national park), and the yet to be completed Green Corridor. To this end, GCC has resolved to accept the transfer of the for-mentioned development land (30-odd lots on approx. 7 hectares) to conservation, in exchange for the loss of the 305 hectares of conservation land now being claimed by the RTA as an offset. GCC trusts the RTA will compensate C&A.	GCC wants a more extensive connection to Blue Gum Hills Regional park	Blue Gum Hills Regional Park is incorrectly referred to in the GCC letter as a national park. BGHRP is a Regional Park, having the function of protecting and conserving areas in natural or modified landscapes which are suitable for sustainable public recreation and enjoyment and as such it is not considered that the proposed development will adversely impact on the Park's viability in this regard. To support the Park's stated function, connectivity and linkages to the Park have been considered and included in the preparation of the concept plan however the proposal does not seek to provide bulk conservation outcomes around and into the Park as it provides for the delivery of significant conservation outcomes in the creation of a substantial National Park associated with the Watagan to Stockton Corridor. The plan proposes to conserve the riparian corridors and these have been subject to an appropriate ecological assessment. The riparian corridors will serve a number of functions including providing linkages to the Regional Park. GCC seeks to reduce the dwelling unit yield on the Coal & Allied land and create new parks connecting to Blue Gum Hills Regional Park. This is unacceptable to Coal & Allied, it is a new proposal and was not raised during community consultation or the urban design charrette. Coal & Allied has agreed to a conservation land offset scheme with the NSW

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			Government and this proposal is an attempt to remove more land from the proposed development area. It is also unwarranted as land is proposed for connection to Blue Gum Hills Regional Park through the Coal & Allied proposed open space area at the Minmi East Precinct and through the Council owned land East of the Regional Park
BBC Planners on behalf of Xstrata Coal Pty Ltd	Xstrata generally supports the predominantly residential development of land adjoining New Wallsend, as proposed in the exhibited Concept Plan, and supports the proposed R2 Low Density Residential Zoning of the Coal & Allied land, as proposed in the SSS Listing Study.	Generally supports the predominantly residential development proposed in the exhibited Concept Plan, and supports the proposed R2 Low Density Residential Zoning of the Coal & Allied land as proposed in the SSS Listing Study.	Noted and agreed
Joy Llewellyn Smith 13 Nords Wharf Road Nords Wharf NSW 2281	Claims of ownership on shaking ground. The land must be fully conserved whether it remains in private "ownership"/stewardship or is transformed back to public.	Whether publically or privately owned, the land should be fully conserved	<p>Coal & Allied holds Torrens Title Certificates of Title for all of the land the subject of this application. Full conservation of all Coal & Allied land is not agreed and is quite contrary to the offset arrangements and provisions of the Lower Hunter Regional Strategy and the Lower Hunter Regional Conservation Plan</p> <p>The Minmi/Link Road and Stockrington sites have been recognised for their regional significance to the Lower Hunter Region based on their inclusion in the Lower Hunter Regional Strategy (LHRS) for proposed residential development and conservation. The securing, protection and management of conservation corridors is a key focus of both the LHRS and the companion LHRCP.</p> <p>The proposed development of 520ha of Minmi/Link Road and proposed dedication of 1,561ha of lands at Minmi/Link Road and Stockrington for conservation purposes is crucial in achieving the State Government's objective of securing major conservation corridors identified in the LHRS and LHRCP, most notably the Watagan-Stockton Conservation Corridor.</p>
	VPA only Draft. Needs independent assessment as to whether just compulsory acquisition to be managed by Minister administering NPW Act.	Draft VPA requires independent assessment in regards to the management of just compulsory acquisition.	<p>The VPA has been prepared in accordance with s.93F of the Environmental Planning & Assessment Act, 1979 and will be in draft until the proposal is determined. The VPA has been publicly exhibited with all of the Environmental Assessment documentation.</p> <p>The Draft VPA has been subject to extensive negotiation and has been reviewed and commented on by Government Agencies.</p>
	Document declaring Part 3A: date unclear, was only opinion of a former Minister.	Validity of Part 3A declaration.	<p>In accordance with the EP&A Act and associated guidelines, a Preliminary Environmental Assessment (PEA) was submitted to the DoP on 15 June 2010 to assist the Director General in determining the level and scope of the environmental assessment to accompany the Concept Plan for the proposed development and the requirements of the State Significant Study.</p> <p>On 7 July 2010, the Minister for Planning determined that the development proposal for the Minmi/Link Road and Stockrington site is considered to be a Major Project under Part 3A of the EP&A Act. The Minister also determined to consider Minmi/Link Road and Stockrington site as a potential State Significant Site (SSS) under Schedule 3 of the Major Development SEPP.</p>
Compass Housing	Compass Housing Services Co Ltd (the largest regional community housing provider in Australia), is writing in support of the Minmi/Newcastle Link Road application for residential development. We currently have a major lack of affordable housing and the increase in population will further burden this. More available residential development would assist with the increasing need of housing in the lower hunter area and further I believe that the development has suggested some affordable housing would be included in this development which would be a huge benefit to the Newcastle community.	More available residential development would assist with the increasing need of housing in the lower hunter area and the development has suggested some affordable housing would be included in this development which would be a huge benefit to the Newcastle community.	Noted and agreed.
Building Liveable Communities in the Lower Hunter steering group	The Steering Group would like to take this opportunity to commend Coal and Allied for promoting liveability in the Minmi/Link Road development by: <ul style="list-style-type: none"> ▪ Facilitating safe and convenient access to 	The Steering Group commend Coal and Allied for promoting liveability in the Minmi/Link Road development by: <ul style="list-style-type: none"> ▪ Facilitating safe and convenient access to green space in the Blue Gum Hills Regional Park and the use of natural 	Noted and agreed.

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	<p>green space in the Blue Gum Hills Regional Park and the use of natural surveillance and Crime Prevention Through Environmental Design (CPTED) principles in residential areas adjacent to this Regional Park.</p> <ul style="list-style-type: none"> ▪ The placement of higher density dwellings in the Minmi East and Village Centre Precincts to facilitate equitable access to retail and community facilities for residents who are elderly or less mobile. ▪ The provision of a mixture of dwelling types to promote housing choice and affordability. <p>The retention of key areas assessed as high Aboriginal Archaeological potential and the incorporation of Aboriginal walking routes in partnership with local Aboriginal communities. It is recommended that extensive consultation and ongoing relationship building occur with the Awabakal Local Aboriginal Land Council and other Aboriginal Community Controlled Organisations.</p>	<p>surveillance and Crime Prevention Through Environmental Design (CPTED) principles in residential areas adjacent to this Regional Park.</p> <ul style="list-style-type: none"> ▪ The placement of higher density dwellings in the Minmi East and Village Centre Precincts to facilitate equitable access to retail and community facilities for residents who are elderly or less mobile. ▪ The provision of a mixture of dwelling types to promote housing choice and affordability. <p>The retention of key areas assessed as high Aboriginal Archaeological potential and the incorporation of Aboriginal walking routes in partnership with local Aboriginal communities.</p>	
	<p><u>Access to Quality Employment:</u> The Steering Group notes the provision of employment lands at the proposed Black Hill site and commends this proposal in terms of its capacity to provide local employment options for both the existing community and new residents. The Steering Group encourages the proponent to consider provision for dedicated bike lanes, walking paths and public transport infrastructure to support the use of public and active transport to access these employment lands.</p>	<p><u>Access to Quality Employment:</u> Commends the provisions of employment lands.</p> <p>Encourages the provision for dedicated bike lanes, walking paths and public transport infrastructure to support the use of public and active transport to access employment lands.</p>	<p>Noted and agreed This has been addressed within the site via a pedestrian and cycle network on and off road, including connections into designated trails in the NCC Regional Bikeway strategy. Connections beyond this are not part of this project but should form part of a wider regional pedestrian/cycle network. Public transport routes will be determined by the respective transport authorities. A bus ready network has been defined through the site connecting to surrounding major roads.</p>
	<p><u>Access to Fresh Food:</u> The Steering Group strongly recommends that provision be made for the future development of a number of community gardens and a farmers market within the development. In addition, the Steering Group encourages that the concept plan allow the continued provision of locally available affordable and fresh fruit and vegetables by identifying land suitable for small, local retail outlets in each of the development precincts.</p>	<p><u>Access to Fresh Food:</u> Recommends that provision be made for the future development of a number of community gardens and a farmers market within the development.</p> <p>Encourages that the concept plan allow the continued provision of locally available affordable and fresh fruit and vegetables by identifying land suitable for small, local retail outlets in each of the development precincts</p>	<p>Adequate open space has been provided in the Concept Plan for such uses which will be the subject of more detailed consideration at Development Application stage.</p>
	<p><u>Access to Physical Activity:</u> The Steering Group commends the developers' intention to create a "walking distance neighbourhood structure". The Steering Group notes a significant expected increase in traffic on the Newcastle Link Road and is concerned that the Link Road South Precinct, which includes the proposed Primary School site, will be inaccessible for pedestrians and cyclists living north of the Link Rd. The Steering Group recommends provisions are made for traffic calming measures and an appropriate pedestrian crossing on the Newcastle Link Road. The Steering Group is also concerned about cyclist and pedestrian access to recreation facilities located at the Nothern End of the Minmi East Precinct, at least 3.5km from the proposed Primary School site and surrounding dwellings.</p>	<p><u>Access to Physical Activity:</u> Concerned that the Link Road South Precinct, which includes the proposed Primary School site, will be inaccessible for pedestrians and cyclists living north of the Link Rd.</p> <p>Recommends provisions are made for traffic calming measures and an appropriate pedestrian crossing on the Newcastle Link Road.</p> <p>Concerned about cyclist and pedestrian access to recreation facilities located at the Nothern End of the Minmi East Precinct, at least 3.5km from the proposed Primary School site and surrounding dwellings.</p>	<p>A pedestrian and cycle network within the site will cater for movement within and through the proposed development to these facilities. In terms of traffic calming measures, the traffic study submitted with the EA has identified the need for new traffic signals on Newcastle Link Road with Minmi Road/Minmi Boulevard intersection. The new signals will be designed in accordance with the RTA requirements providing pedestrian/cyclist crossing.</p>
	<p><u>Access to Flexible and Affordable Housing:</u> Consideration should to be given to the provision of lot shape and size which will facilitate the future</p>	<p><u>Access to Flexible and Affordable Housing:</u> Consideration should to be given to the provision of lot shape and size which will facilitate the future development of homes which are</p>	<p>The concept plan has been prepared on the basis of providing a mix of housing types and sizes to cater for different segments of the residential market and to allow for residents to continue to live in the estate as they age The concept has also been designed to allow density across the site with</p>

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	development of homes which are flexible and diverse.	flexible and diverse.	foci for density around open space, the centres and facilities. A wide range of lot types is included in the concept and facilitated by the development controls. This provides extensive opportunities for diverse and flexible housing. Ultimately the types and configurations of housing constructed at Minmi will be the choice of owners and builders. The concept plan and controls within do not pose a barrier to this.
	<p><u>Access to Public Transport:</u></p> <p>The Steering Group encourages the development of a road structure which will allow for the bus access to within 400 metres of each residential lot. During early development phases, before facilities such as local food options are established, increased bus services service will be critical to link those living in new areas with retail outlets, local schools and local employment zones. There is a significant opportunity at the early stages of development to establish active and public transport 'habits', with benefits including increased social cohesion and connection.</p>	<p><u>Access to Public Transport:</u></p> <p>Encourages the development of a road structure which will allow for the bus access to within 400 metres of each residential lot.</p>	<p>It is recommended that the new residential development at Minmi/Link Road is fully integrated with the bus network. The Newcastle-Lake Macquarie Western Corridor Planning Strategy identifies public transport initiatives (bus, rail), pedestrian and cycle links for Minmi and surrounding areas. A new bus route is proposed linking the Cardiff Station, Glendale Interchange, Edgeworth, the proposed residential development, Minmi Township, and Thornton Station. The new route is proposed to run along the Minmi Road and the new Minmi Boulevard road through the development. New bus stops are proposed along the new bus route. In addition to new bus route, the need for extending the existing bus route 260 from Minmi Township to the proposed new village centre is identified. The Ministry of Transport advised that bus services were continually under review and that more frequent services would be considered as additional residential development occurs in Minmi, Cameron Park, Edgeworth and Killingworth.</p> <p>An extensive but efficient network of "bus-ready" streets extends through the concept plan providing a high standard of proximity/access to bus routes while ensuring the bus routes are efficient and not overly circuitous and slow to complete.</p>
	<p><u>Access to Childcare:</u></p> <p>The Steering Group encourages the provision of lands suitable for the location of day care services. In addition, the provision of infrastructure which would promote the use of active transport to and from day care services would be beneficial in establishing early patterns of active transport use among parents and children living in and around the development site.</p>	<p><u>Access to Childcare:</u></p> <p>Encourages the provision of lands suitable for the location of day care services.</p> <p>The provision of infrastructure which would promote the use of active transport to and from day care services would be beneficial in establishing early patterns of active transport use among parents and children living in and around the development site.</p>	<p>Actual standards of service will be decided by the take-up of the development potential by child care operators and is therefore outside the scope of the concept plan. The concept plan provides opportunities in areas that can be well serviced by public transport and form focal points in the pedestrian and cycle network.</p> <p>It is recommended in the SIA that Day Care facilities be located within the Village Centres. This application is only for a Concept plan and no specific allocations are proposed for specific uses. Provision of day care facilities will be driven by commercial terms based on supply and demand</p>
	<p><u>Access to Education:</u></p> <p>To promote the provision of centrally located Primary Schools and the use of active transport, the Steering Group recommends the investigation of a suitable Primary School site in the Link Rd North Precinct.</p> <p>Based on the proposed development of 3,300 dwellings, the NSW Department of Education predicts an additional 650 primary school enrolments. The Minmi Primary School, even with additional capacity, is not suitable to meet this demand. The current proposed school in the Link Rd South Precinct is physically and psychologically inaccessible to residents north of the Link Rd North Precinct. In addition, residents of the Link Rd South Precinct would have access to the Edgeworth Public School, which currently has capacity for additional enrolments.</p>	<p><u>Access to Education:</u></p> <p>To promote the provision of centrally located Primary Schools and the use of active transport, the Steering Group recommends the investigation of a suitable Primary School site in the Link Rd North Precinct.</p> <p>The Minmi Primary School, even with additional capacity, is not suitable to meet increased demand.</p> <p>The current proposed school in the Link Rd South Precinct is physically and psychologically inaccessible to residents north of the Link Rd North Precinct. In addition, residents of the Link Rd South Precinct would have access to the Edgeworth Public School, which currently has capacity for additional enrolments.</p>	<p>The NSW DET had previously agreed to the required number and location of Primary Schools as shown on the Concept Plan but has now made a submission which differs from that previous agreement. Coal & Allied will work with the DET to resolve this matter and include the required Primary School facilities in its Preferred Project Report.</p> <p>The intent of the development is to ensure that the Link Road South Precinct is not physically and psychologically inaccessible and that between the facility at Minmi and that in Link Road south the educational needs of the community would be served. A meeting with the new representatives of DET has been organised and the CP will be amended subject to final agreement regarding a preferred location within the overall development site.</p>
	<p><u>Access to Health Care Services:</u></p> <p>The Steering Group recommends that the proponents consider identifying suitable sites for the location of several General Practice facilities to allow for the alleviation of high levels of difficulty accessing GPs. Strain on local GP services may also be alleviated by the establishment of effective public or community transport links to health services outside of the Blue Gum Hills area. Additionally, the Steering Group recommends</p>	<p><u>Access to Health Care Services:</u></p> <p>Recommends that the proponents consider identifying suitable sites for the location of several General Practice facilities to allow for the alleviation of high levels of difficulty accessing GPs. Additionally, the Steering Group recommends provision be made for the location of Community Health Facilities in the Village Centre Precinct.</p>	<p>The SIA prepared for the Environmental Assessment recommends the location of GP services and Community Health Facilities within the Village Centres and the land use controls allow for this use. This application is only for a Concept plan and no specific allocations are proposed for specific uses. Provision of these facilities will be driven by commercial terms based on supply and demand.</p>

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	provision be made for the location of Community Health Facilities in the Village Centre Precinct.		
	<p><u>Access to Community Facilities and Public Spaces:</u> The Steering Group recommends that a multipurpose community facility be located in the Village Centre Precinct to support the provision of community services and as a community development resource.</p>	<p><u>Access to Community Facilities and Public Spaces:</u> Recommends that a multipurpose community facility be located in the Village Centre Precinct to support the provision of community services and as a community development resource.</p>	Both proposed multi-purpose centres are recommended to be located within the village precincts.
	<p><u>Access to Communication:</u> The Steering Group supports the laying of broadband cables or conduits for cables early in the development phase to ensure internet access from the early stages of development.</p>	<p><u>Access to Communication:</u> Supports the laying of broadband cables or conduits for cables early in the development phase to ensure internet access from the early stages of development.</p>	Communications conduits will be provided in accordance with requirements of the National Broadband Network (NBN). Cabling will be installed by NBN Co, however, interim arrangements may be required as timing is yet to be confirmed.
	<p><u>Community Safety:</u> The Steering Group advocates for the consideration of mechanisms through which perceived and actual safety can be increased, such as:</p> <ul style="list-style-type: none"> ▪ adequate lighting of street and public places; ▪ street and lot design and controls which encourage natural surveillance from street-house and vice versa; ▪ positioning of pathways and cycle ways so that such natural surveillance is enhanced 	<p><u>Community Safety:</u> Consideration perceived and actual safety can be increased, such as:</p> <ul style="list-style-type: none"> ▪ adequate lighting of street and public places; ▪ street and lot design and controls which encourage natural surveillance from street-house and vice versa; ▪ positioning of pathways and cycle ways so that such natural surveillance is enhanced 	<p>Community safety has been addressed in the development controls and street designs. Lighting is subject to Australian Standards and will be determined during detailed design of the individual development stages.</p> <p>The fundamental principles of CPTED have been assessed at this stage of master plan development. These features will be addressed in more detail in the project approvals phase.</p>
	<p><u>Social Cohesion and Participation:</u> Blue Gum Hills residents, particularly those living in Minmi, currently have a strong connection to community and place and high levels of social cohesion and social capital. The Steering Group would encourage the proponent to consider the early development of a centrally-located, multi-use, flexible space, such as a multi-purpose community facility in the Village Centre Precinct that encourages social interaction, is useable for a wide range of ages and is welcoming to a wide range of cultural groups.</p>	<p><u>Social Cohesion and Participation:</u> Encourage the proponent to consider the early development of a centrally-located, multi-use, flexible space, such as a multi-purpose community facility in the Village Centre Precinct that encourages social interaction, is useable for a wide range of ages and is welcoming to a wide range of cultural groups.</p>	Staging of the provision of Social Infrastructure facilities committed to by Coal & Allied will be determined in conjunction with the relevant agencies at Development Application stage, consistent with the growth in the number of residents on the estate.
	<p><u>Environmental Sustainability:</u> The Steering Group encourages the proponent to consider the following for the planning and development of the Blue Gum Hills Planning District:</p> <ul style="list-style-type: none"> ▪ Retaining as many of the established trees in the Blue Gum Hills Planning District as possible and encouraging the planting of suitable native trees in public places ▪ Ensuring the preservation and restoration of waterways in development areas 	<p><u>Environmental Sustainability:</u> Encourage the proponent to consider the following for the planning and development of the Blue Gum Hills Planning District:</p> <ul style="list-style-type: none"> ▪ Retaining as many of the established trees in the Blue Gum Hills Planning District as possible and encouraging the planting of suitable native trees in public places ▪ Ensuring the preservation and restoration of waterways in development areas 	<p>The Concept Plan has been designed to retain, preserve and enhance existing waterways and ecological corridors.</p> <p>In terms of retaining established trees, significant stands of trees have been considered in the ecological reporting, however further assessment will be undertaken at a detailed design stage in order to retain as many significant trees as possible.</p>
Agency Submissions			
Transgrid	Part of the property covered by this plan is affected by an easement (60.96 meters wide) for the Newcastle-Tomago 330kV Transmission Line (T/L). It should be noted that all proposed activities within an easement area require written approval from Transgrid. For such approval, detailed plan drawn to scale and fully dimensioned, showing property boundaries and other relevant information should be forwarded to Transgrid. It is suggested that contact is made with Transgrid so that our requirements can be addressed in the early stages of this	Part of the site is affected by an easement. All proposed activities within an easement area require written approval from Transgrid.	<p>Noted and agreed</p> <p>Transgrid will be consulted as part of the next stage of the development process to ensure easement requirements are met. No works will be undertaken within the easement without written approval from Transgrid.</p>

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	development proposal.		
	<p><u>General restrictions on development in proximity to the easement or transmission line structure:</u></p> <ul style="list-style-type: none"> ▪ Details of the proposed ground levels on the easement area are to be submitted for examination when available to ensure that adequate clearances are maintained. It should be noted that formal approval will not be given if such clearances are not maintained. This includes temporary stockpiling of earth within the easement area. ▪ Access to the transmission line and its structures shall be available at all times to Transgrid plant and personnel. In this regard a continuous and unobstructed vehicular access way shall be retained along the easement. Notwithstanding where vehicle access is not available along the easement for geographic reasons (i.e. valleys, cliffs, escarpments, rivers, watercourses etc). suitable alternative vehicle access (4.5 metres wide) shall be provided. Access gates should be installed in an agreed location. ▪ Excavation work or other alterations to existing ground levels shall not be carried out within the easement area without the prior written approval of Transgrid. Approval will not usually be granted for such work within 16 metres of any supporting structure. ▪ Utility services, whether above or below ground levels, shall not be installed within the easement area without prior approval of Transgrid. All underground services installed within 30m of a transmission line structure are required to be non-metallic. ▪ Houses, buildings or other substantial structures or parts thereof shall not be erected within the easement area. ▪ Minor structures, plant or equipment, fences or barbeques shall not be erected or installed within the easement area without the prior written approval of Transgrid. ▪ Obstructions of any type shall not be placed in the easement area within 30m of any part of a transmission line structure. ▪ Vehicles, plant or equipment having a height exceeding 4.3 metres when fully extended shall not be brought onto or used within the easement area without prior Transgrid approval. ▪ The parking of vehicles within the easement area shall be limited to types whose height when fully extended does not exceed 4.3m. Where temporary vehicular access or parking is within 16m of a transmission line structure, adequate precautions shall be taken to protect the structure from accidental damage. ▪ Trees and shrubs may be planted within the easement area provided that they are species whose mature height is less than 4 meters and do not interfere with access to any transmission line structure. ▪ Garbage, refuse or fallen timber shall not be 	<p><u>General restrictions on development in proximity to the easement or transmission line structure:</u></p> <ul style="list-style-type: none"> ▪ Ground levels are to be provided to Transgrid to ensure adequate clearances. ▪ Access to the transmission line and structures must be maintained through a vehicle access way and access gates. ▪ Excavation requires approval from Transgrid, this will not usually be granted for such work within 16 metres of any supporting structure. ▪ Utility service within the easement require approval from Transgrid. Underground services within 30m of a transmission line structure are required to be non-metallic. ▪ No buildings shall be erected within the easement. ▪ Minor structures within the easement require approval from Transgrid. ▪ No obstructions within 30m of any part of a transmission line structure ▪ Use of vehicles or equipment with a height greater than 4.3m within the easement requires prior approval from Transgrid. ▪ Adequate precautions shall be taken to protect the structure from accidental damage from temporary vehicular access or parking within 16m of a transmission line structure. ▪ Trees and shrubs within the easement must have a mature height of less than 4m and not interfere with access to any transmission line structure ▪ Garbage, refuse or fallen timber shall not be placed within the easement area. ▪ Flammable material shall not be stored within the easement area. ▪ Explosives shall not be used within the easement area without the prior written approval of Transgrid. ▪ Flammable liquid carriers, caravans and other camping vehicles shall not be parked within the easement area 	<p>Access to TransGrid infrastructure will be maintained by Coal & Allied at all times and compliance with TransGrid regulations concerning adjacent building will be followed in Development Applications.</p> <p>No development is proposed within the easements (i.e. buildings, structures). The easements form part of private lots (outside the building location envelopes), road reserve or public open space. The concept plan assumes that the existing easements are adequate for accommodating the transmission infrastructure.</p> <p>Transgrid will be consulted to ensure all easement requirements are met. No works will be undertaken within the easement without written approval from Transgrid.</p>

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	<p>placed within the easement area.</p> <ul style="list-style-type: none"> ▪ Flammable material shall not be stored within the easement area. ▪ Explosives shall not be used within the easement area without the prior written approval of Transgrid. ▪ Flammable liquid carriers, caravans and other camping vehicles shall not be parked within the easement area. 		
	<p><u>Fencing restrictions:</u></p> <ul style="list-style-type: none"> ▪ Brick, masonry walls or other substantial structures or parts thereof shall not be erected within the easement area. ▪ All other types of fencing erected within the easement area is subject to a height limitation of 2.5m. ▪ The erection of all fencing is not permitted within 30m of any part of the transmission line structure and is not permitted in a location which could create an unsafe work area for Transgrid staff. ▪ Metallic fencing within 4 metres of the overhead conductors or crossing the easement should be electrically isolated from the remainder of the fence and all fences not on the easement. ▪ All metallic fencing on the easement area is to be earth by a licensed electrician and to the satisfaction of Transgrid. ▪ Access to the transmission line structures shall be available at all times for Transgrid plant and personnel. In this regard a continuous and unobstructed vehicular access way shall be retained along the entire length of the easement. Access gates should be installed in an agreed location. ▪ Any approval to locate fencing on the easement area shall be on the clear understanding that, should Transgrid find it necessary at some time to alter or reconstruct the transmission line and require the removal of the fencing, any costs associated with such removal would not be met by Transgrid. ▪ Dogs and livestock shall not be kept within the easement area is they are likely to create a dangerous situation for Transgrid staff and thus restrict access. ▪ Prospective property owners are made aware of restrictions over properties affected by easements controlled and maintained by Transgrid. ▪ A Section 88B is placed on all properties affected by a T/L easement. 	<p><u>Fencing restrictions:</u></p> <ul style="list-style-type: none"> ▪ Brick, masonry walls or other substantial structures or parts thereof shall not be erected within the easement area. ▪ All other types of fencing erected within the easement area is subject to a height limitation of 2.5m. ▪ The erection of all fencing is not permitted within 30m of any part of the transmission line structure and is not permitted in a location which could create an unsafe work area for Transgrid staff. ▪ Metallic fencing within 4 metres of the overhead conductors or crossing the easement should be electrically isolated from the remainder of the fence and all fences not on the easement. ▪ All metallic fencing on the easement area is to be earth by a licensed electrician and to the satisfaction of Transgrid. ▪ Access to the transmission line structures shall be available at all times for Transgrid plant and personnel. In this regard a continuous and unobstructed vehicular access way shall be retained along the entire length of the easement. Access gates should be installed in an agreed location. ▪ Any approval to locate fencing on the easement area shall be on the clear understanding that, should Transgrid find it necessary at some time to alter or reconstruct the transmission line and require the removal of the fencing, any costs associated with such removal would not be met by Transgrid. ▪ Dogs and livestock shall not be kept within the easement area is they are likely to create a dangerous situation for Transgrid staff and thus restrict access. ▪ Prospective property owners are made aware of restrictions over properties affected by easements controlled and maintained by Transgrid. ▪ A Section 88B is placed on all properties affected by a T/L easement. 	<p>Compliance with TransGrid regulations concerning adjacent building will be followed in Development Applications.</p> <p>Transgrid will be consulted to ensure all easement requirements are met. No works will be undertaken within the easement without written approval from Transgrid.</p>
<p>Mine Subsidence Board</p>	<p>The Mine Subsidence Board has no objection to the proposed development. If you intend to subdivide or alter or build improvements on this property, you need Mine Subsidence Board approval. During planning and design of proposed improvements, applicants should consult with Mine Subsidence Board staff.</p>	<p>No objection to the proposed development but applicant should consult with Mine Subsidence Board staff in order to gain approval.</p>	<p>Noted and agreed.</p>
	<p>The Board's final approval is subject to the submission of plans incorporating the following design requirements:</p>	<p>The Board's final approval is subject to the submission of plans incorporating the following design requirements:</p>	<p>It is proposed to provide appropriate development based on the anticipated risk of mine subsidence. In general this comprises design to allow structures</p>

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	<ul style="list-style-type: none"> ▪ Eliminate and manage any risk of mine subsidence by suitable means to shallow mined workings, open cut areas and other areas affected by subsidence features, Restrict development over capped mine shafts and tunnel entries. ▪ Removal of any risk of mine subsidence by a suitable means, such as grouting. Alternatively, satisfy the Board by confirming through geotechnical investigations that the workings are long term stable and there is no risk of mine subsidence affecting the site. ▪ The geotechnical investigation must include a sufficient number of boreholes to the floor of the seam and numerical modelling/sensitivity analysis to demonstrate the appropriateness of the strata to support the development given the mine workings. The investigation is to contain confirmation of the depth of coal seam, height of workings, floor conditions and thickness of competent rock, as well as providing details of the pillar dimensions used in any analysis. ISG co-ordinates and the measured deviation from vertical are required for any boreholes. The report must be to the satisfaction of the Mine Subsidence Board. ▪ The final drawings to be submitted prior to commencement of construction, contain a certification by a qualified structural engineer, to the effect that any improvement constructed to meet the specification of such final drawings will be safe, serviceable and repairable taking into account the geotechnical conditions on the site. 	<ul style="list-style-type: none"> ▪ Eliminate and manage any risk of mine subsidence by suitable means to shallow mined workings, open cut areas and other areas affected by subsidence features, Restrict development over capped mine shafts and tunnel entries. ▪ Removal of any risk of mine subsidence by a suitable means, such as grouting. Alternatively, satisfy the Board by confirming through geotechnical investigations that the workings are long term stable and there is no risk of mine subsidence affecting the site. ▪ The geotechnical investigation must include a sufficient number of boreholes to the floor of the seam and numerical modelling/sensitivity analysis to demonstrate the appropriateness of the strata to support the development given the mine workings. The investigation is to contain confirmation of the depth of coal seam, height of workings, floor conditions and thickness of competent rock, as well as providing details of the pillar dimensions used in any analysis. ISG co-ordinates and the measured deviation from vertical are required for any boreholes. The report must be to the satisfaction of the Mine Subsidence Board. ▪ The final drawings to be submitted prior to commencement of construction, contain a certification by a qualified structural engineer, to the effect that any improvement constructed to meet the specification of such final drawings will be safe, serviceable and repairable taking into account the geotechnical conditions on the site. 	<p>to be safe, serviceable and repairable subject to the predicated potential subsidence.</p>
<p>NSW Planning – Heritage Branch</p>	<p>Whilst heritage has generally been adequately addressed as part of the EA process, there are several issues which need addressing.</p>	<p>Heritage has generally been adequately addressed as part of the EA process.</p>	<p>Noted and agreed</p>
	<p>The development of a Historic Heritage Management Plan should be included in the Applicant’s Statement of Commitments for the project. This is necessary for the appropriate on-going management of heritage during and after the project is active. This plan should be completed prior to works commencing. The Management Plan should include mitigation and recording strategies for unexpected archaeological finds during the project.</p>	<p>A Historic Heritage Management Plan should be included in the Statement of Commitments. This plan should be completed prior to works commencing and should include mitigation and recording strategies for unexpected archaeological finds during the project.</p>	<p>The Historic Heritage aspects of the project will be part of the Cultural Heritage Management Plan to be completed prior to any works commencing on site in areas of deemed significance.</p>
	<p>It should be made clear in the draft Statement of Commitments that the Interpretation Strategy should be undertaken using an experience interpretation consultant. This strategy should include detailed plans for development wide interpretation of built, archaeological, industrial, natural and Aboriginal heritage through a variety of mediums to better aid the community in understanding the history of Minmi and its general local.</p>	<p>It should be made clear in the draft Statement of Commitments that the Interpretation Strategy should be undertaken using an experienced interpretation consultant.</p>	<p>An experienced interpretation consultant will be engaged to undertake the interpretation strategy which will be included in the Statement of Commitments.</p>
	<p>Given the size and staged nature of the proposed archaeological program described in the Heritage Impact Assessment and in the draft Statement of Commitments, the Heritage Branch considers that the program Excavation Director should demonstrate that they meet the Heritage Council Excavation Director Criteria prior to works commencing. Additionally, the Archaeological Research Design should be approved by the Heritage</p>	<p>Given the size and staged nature of the proposed archaeological program the program Excavation Director should demonstrate that they meet the Heritage Council Excavation Director Criteria prior to works commencing. The Archaeological Research Design should be approved by the Heritage Branch prior to the commencement of the archaeological program.</p>	<p>The research design for the historic heritage excavation program will be negotiated and agreed with the Heritage Branch prior to any works commencing on site. A qualified consultant will be engaged to direct the work. This will be included in the Statement of Commitments.</p>

Author	Submission	Issue Summary	C&A Response
	Branch prior to the commencement of the archaeological program (as recommended in Section 10.3.2 of the ERM Heritage Impact Assessment.		
	A Report on the outcomes of the archaeological program should be lodged with the Heritage Branch and the relevant Local Council within 1 year of the end of the archaeological program. The requirement for this Report should be included in the draft Statement of Commitments.	A requirement for a Report on the outcomes of the archaeological program to be lodged with the Heritage Branch and the relevant Local Council within 1 year of the end of the archaeological program should be included in the draft Statement of Commitments.	The excavation report will be lodged with the Heritage Branch within one year of completion of the archaeological program. This will be included in the Statement of Commitments.
	There is no information regarding the long term storage and display of any archaeological relics uncovered as part of the archaeological program. Additional funding should be allocated for this as part of the Coal & Allied Allocation for the Minmi/Link Roads.	Additional funding should be allocated for the long term storage and display of any archaeological relics uncovered as part of the archaeological program.	Coal & Allied has committed to contribute to an Indigenous Interpretive Centre in its \$8 million allocation. Storage and display of items from the archaeological excavation will be agreed with the respective authorities/communities. Details will be incorporated into the management plan and the final excavation report when details of storage are finalised.
NSW Health – Hunter New England (HNE) Population Health, Planning and Performance division.	<p>HNE Health commends:</p> <ul style="list-style-type: none"> ▪ The location of the proposed development in close proximity to Blue gum Hills Regional Park ▪ The placement of higher density dwellings in the Minmi East and Village Centre Precincts ▪ The provision of a mixture of dwelling types ▪ The retention of key areas assessed as high Aboriginal Archaeological potential and the incorporation of Aboriginal walking routes in partnership with local Aboriginal communities. 	<p>HNE Health commends:</p> <ul style="list-style-type: none"> ▪ The location of the proposed development in close proximity to Blue gum Hills Regional Park ▪ The placement of higher density dwellings in the Minmi East and Village Centre Precincts ▪ The provision of a mixture of dwelling types ▪ The retention of key areas assessed as high Aboriginal Archaeological potential and the incorporation of Aboriginal walking routes in partnership with local Aboriginal communities. 	Noted and agreed.
	<p><u>Access to Health Services:</u></p> <p>If approved, this development will result in significant population growth in the area and in the long term will increase demand for health services. Consideration also needs to be given in relation to the availability and access to other health services, including aged care beds (particularly low care residential beds and aged care packages), health related transport, and private healthcare providers such as general practitioners, dentists and allied health.</p>	<p><u>Access to Health Services:</u></p> <p>Consideration needs to be given in relation to population growth and demand for, availability and access to health services.</p>	This has been considered in the SIA report and has been the subject of discussions with NSW Health.
	<p><u>Environmental Health:</u></p> <p>To alleviate key environmental and public health concerns the following recommendations need to be considered:</p> <ul style="list-style-type: none"> ▪ Provision of a reticulated water supply and sewerage system to alleviate environmental and public health concerns is recommended. The reticulated water supply must be of sufficient quantity and quality for the population size. An increase in population reinforces the need for the water supply to meet water quality standards that are presented in the Australian Drinking Water Guidelines. ▪ A mosquito risk assessment should be included in the planning of the urban development to ensure any potential mosquito breeding sites are identified in the terrain e.g. potential impacts of the detention basins discussed in Appendix P – Minmi Hydrology. Furthermore a mosquito management plan should also be created to 	<p><u>Environmental Health:</u></p> <p>Provision of a reticulated water supply and sewerage system to alleviate environmental and public health concerns is recommended. The reticulated water supply must be of sufficient quantity and quality for the population size.</p> <p>A mosquito risk assessment should be included in the planning of the urban development to ensure any potential mosquito breeding sites are identified in the terrain. Furthermore a mosquito management plan should also be created to reduce both nuisance biting and disease transmission to the local population.</p>	<p>Reticulated water and sewer will be provided to the development in accordance with Hunter Water requirements. Sizing of these assets will be undertaken in accordance with Hunter Water’s design requirements for the proposed land development area and use.</p> <p>Mosquito risk assessments and management are matters that will be dealt with at Development Application stage.</p>

Author	Submission	Issue Summary	C&A Response
	<p>reduce both nuisance biting and disease transmission to the local population.</p>		
	<p><u>Connectivity:</u> HNE Health notes a significant expected increase in traffic on the Newcastle Link Road, and is concerned that the Link Road South Precinct, which includes the proposed Primary School site, will be inaccessible for pedestrians and cyclists. HNE Health recommends provisions are made for traffic calming measures and an appropriate pedestrian crossing on the Newcastle Link Road.</p>	<p><u>Connectivity:</u> Recommends provisions are made for traffic calming measures and an appropriate pedestrian crossing on the Newcastle Link Road to ensure accessibility and safety for pedestrians and cyclists.</p>	<p>The traffic study has identified the need for new traffic signals on Newcastle Link Road with Minmi Road/Minmi Boulevard intersection. The new signals will be designed in accordance with the RTA requirements providing pedestrian/cyclist crossing.</p>
	<p><u>Public Transport:</u> For some primary service access, residents of the proposed development will rely on services located outside of the proposed development. To ensure equitable access to these essential services, HNE Health recommends the provision of appropriate public transport options. HNE Health notes that the nearest train station is located 8km from the proposed development and commends the plan to provide additional bus serviced to the proposed development site. To facilitate connectivity with surrounding suburbs and services, HNE Health recommends the provision of safe and convenient footpaths and cycle ways, as well as direct public transport access to</p> <ul style="list-style-type: none"> ▪ appropriate childcare and preschool facilities ▪ The West Wallsend High School ▪ The John Hunter Hospital ▪ Wallsend and Glendale bus interchanges and retail facilities. 	<p><u>Public Transport:</u> Recommends the provision of appropriate public transport options. Commends the plan to provide additional bus services to the proposed development site. recommends the provision of safe and convenient footpaths and cycle ways, as well as direct public transport access to:</p> <ul style="list-style-type: none"> ▪ Appropriate childcare and preschool facilities ▪ The West Wallsend High School ▪ The John Hunter Hospital ▪ Wallsend and Glendale bus interchanges and retail facilities. 	<p>The traffic study prepared as part of the Environmental Assessment has identified effective transport management measures to minimise the impact of additional traffic from proposed residential development. In the concept plan walking and cycling networks have been developed with reference to a range of published guidelines and polices. The network is intended to provide safe and efficient routes that present alternatives to car travel. New bus routes and timetables will be reviewed regularly by the local bus operator and NSW Transport as development progresses based on community demand. C&A has undertaken to contribute to the establishment of public transport in the early stages of development. (See C&A Allocation Schedule).</p>
	<p><u>Active Transport:</u> HNE Health recommends the placement of employment, education and leisure destinations within 400-800m easy walk of dwellings to encourage active transport. In terms of promoting active transport and reducing car dependence, HNE Health is particularly concerned about the following:</p> <ul style="list-style-type: none"> ▪ Cyclist and pedestrian access to the proposed Primary School site for residents in precincts north of Newcastle Link road. ▪ Cyclist and pedestrian access to recreation facilities located at the Northern end of the Minmi East Precinct, at least 3.5km from the proposed Primary School site and surrounding dwellings. The intention to provide a “social and cultural focus for the community” may be undermined by limited accessibility. ▪ Access to healthy food outlets and community facilities for residents of the Link Road South Precinct. The Village Centre Precinct is located at least 2kms from the proposed Primary School site and surrounding dwellings, and separated from the Link Road South Precinct by the Newcastle Link Road. 	<p><u>Active Transport:</u> HNE Health is particularly concerned about the following:</p> <ul style="list-style-type: none"> ▪ Cyclist and pedestrian access to the proposed Primary School site for residents in precincts north of Newcastle Link road. ▪ Cyclist and pedestrian access to recreation facilities located at the Northern end of the Minmi East Precinct, at least 3.5km from the proposed Primary School site and surrounding dwellings. The intention to provide a “social and cultural focus for the community” may be undermined by limited accessibility. ▪ Access to healthy food outlets and community facilities for residents of the Link Road South Precinct. The Village Centre Precinct is located at least 2kms from the proposed Primary School site and surrounding dwellings, and separated from the Link Road South Precinct by the Newcastle Link Road. 	<p>The intersection at the Link Road will be signalled to allow pedestrian traffic to cross. The extensive pedestrian and cycle network within the site further facilitates these connections.</p> <p>The traffic study has identified effective transport management measures to minimise the impact of additional traffic from proposed residential development. In the concept plan walking and cycling networks have been developed with reference to a range of published guidelines and polices. The network is intended to provide safe and efficient routes that present alternatives to car travel.</p>
	<p><u>Development Staging:</u></p>	<p><u>Development Staging:</u></p>	<p>Not agreed. The Link Rd South Precinct is within 2 km of the Minmi Village Centre retail and community facilities and within 2 km of the Edgeworth</p>

Author	Submission	Issue Summary	C&A Response
	<p>The proposed staging of the development will leave the Link Road South Precinct (Stage 2) including the proposed Primary School, isolated until the completion of the Link Road North Precinct (Stage 5) . HNE Health recommends that the plan be amended to ensure that residents have access to retail, recreation, community and education facilities during the 20 year development period.</p>	<p>Recommends that the plan be amended to ensure that residents of the Link Road South Precinct are not isolated and have access to retail, recreation, community and education facilities during the 20 year development period.</p>	<p>Shopping Centre. Education facilities will be provided as required by DET</p>
<p>Hunter Catchment Management Authority</p>	<p><u>Native Vegetation:</u> It is difficult to review the corridors for this proposal for a number of reasons:</p> <ul style="list-style-type: none"> ▪ There is not enough information on the value of regional corridors within the EA. ▪ The design layouts show riparian corridors, but no detail on these is given. ▪ The linkages between local corridors across the development site and surrounding land is not addressed. <p>Whilst it is acknowledged that the proposed transfer of the Stockrington land and the land at Minmi will significantly add to the regional corridors, no discussion has been provided of the impact of the existing roads and the proposed link road. The CMA considers the proposed F3 link road through the Stockrington land to be a significant impediment to wildlife movement. Actions to mitigate or overcome these barriers should be provided in the Concept Plan.</p> <p>The conservation lands include significant areas of cleared area or weeds. It is noted that the weeds will be addressed prior to transfer to the State through the voluntary planning agreement. Inclusion of a costed management plan including management of risk of weed invasion from cleared infrastructure corridors would be beneficial in the long term.</p> <p>The development falls within a key fauna corridor for climate change as described by the Department of Environment and Climate Change in the report <i>Fauna Corridors For Climate Change, Landscape Selection Process – Key Altitudinal, Latitudinal and Coastal Corridors for response to Climate Change,2007</i>. The CMA is concerned about the constriction of climate change retreat corridors as set out by this proposal. No assessment has been made of the viability of the corridors proposed with particular reference to climate changes retreat pathways.</p>	<p><u>Native Vegetation:</u> The CMA considers the proposed F3 link road through the Stockrington land to be a significant impediment to wildlife movement. Actions to mitigate or overcome these barriers should be provided in the Concept Plan.</p> <p>Inclusion of a costed management plan including management of risk of weed invasion from cleared infrastructure corridors would be beneficial in the long term.</p> <p>The CMA is concerned about the constriction of climate change retreat corridors as set out by this proposal. No assessment has been made of the viability of the corridors proposed with particular reference to climate changes retreat pathways.</p>	<p>The environmental assessment has tested the proposal under the NSW legislative policy framework, taking into consideration the potential ecological impacts associated with the proposal and its merits in the context of the overarching offsets. This assessment found that the retained patchwork of vegetation on site would not result in a signification impact on threatened species, populations or ecological communities know from the site or wider locality. Furthermore the landscape conservation gains sought under this proposal are consistent with the guiding Lower Hunter Regional Strategy and Lower Hunter Regional Conservation Plan.</p> <p>The F3 link road (Hunter Expressway) through the Stockrington land will be elevated above the conservation land in a number of sections providing significant areas of continued wildlife corridors.</p> <p>Coal & Allied has agreed with DECCW for the provision of a costed weed management program for the conservation estates.</p> <p>We note the CMA comment relating to climate change retreat corridors and direct the CMA to the overarching discussions relating to corridors within the EA and supporting ecological assessment. In short a matrix of corridors has been afforded throughout the Development Estate to allow faunal, genetic flow and dispersal passage, in addition, and in response to the Western Corridor Strategy, a larger corridor has been proposed along the Link Road into the wider vegetated Sugarloaf/ Stockrington area. At a landscape scale, the proposal has been considered within the Lower Hunter Regional Strategy regarding settlement patterns and Lower Hunter Regional Conservation Plan, where if realised, the proposal will contribute significant conservation lands that form an integral part of the Watagans to Stockton regional corridor. In relating this back to the broad objectives of climate change retreat corridors, this area offers both large expanses of vegetated lands spanning several habitat types and, significant to the local landscape (dominated by floodplain), altitudinal migration opportunities.</p>
	<p><u>Riparian Corridors and Stormwater:</u> The CMA supports the proposal to exclude open space and asset protection zones from riparian buffer areas. However, the Plan states " The proposed riparian corridors allow for the conveyance of stormwater design requirements and provide habitat opportunities. " It is not clear what is meant by conveyance of stormwater design requirements. More detail should be provided in this section to describe what stormwater infrastructure is proposed and how it will impact on the ecosystem of the riparian corridors.</p> <p>To improve urban stormwater management, the Hunter–Central Rivers Catchment Action Plan includes</p>	<p><u>Riparian Corridors and Stormwater:</u> The CMA supports the proposal to exclude open space and asset protection zones from riparian buffer areas. However it is not clear what is meant by "conveyance of stormwater design requirements". More detail should be provided in this section to describe what stormwater infrastructure is proposed and how it will impact on the ecosystem of the riparian corridors.</p> <p>Principles from the Hunter-Central Rivers Catchment Action Plan should be considered in water cycle planning.</p>	<p>A matrix of vegetated areas will be retained throughout the site within riparian corridors and public open space. This will provide ongoing habitat opportunities for tolerant faunal groups.</p> <p>All stormwater from the development site will be treated before discharge to the riparian corridors. This treatment would include detention to manage runoff peaks and water quality treatment. All treatment will use Water Sensitive Urban Design facilities, and treatment criteria will be in accordance with Council guidelines.</p>

Author	Submission	Issue Summary	C&A Response
	<p>the following guiding principles. It is recommended these are considered in the water cycle planning.</p> <ul style="list-style-type: none"> ▪ The reuse of stormwater before it enters rivers and estuaries should be supported where appropriate (i.e. better collection and infiltration of rainwater) and better management of stormwater itself (e.g. constructed wetlands, temporarily storing stormwater). ▪ The hydrological regimes of waterways impacted by stormwater should be managed to mimic appropriate cycles. For example, downstream peak discharges, low flows and drying cycles should be managed to ensure that they do not impact downstream waterways and wetlands. ▪ Urban planning should have a catchment based approach to stormwater management. 		
	<p><u>Impact of Rezoning:</u> Within the development land several riparian corridors have been proposed. The EA indicates there is potential to rezone these areas to E2. However, there is no commitment to protect these areas through appropriate zoning. It is recommended that these areas be zoned E2 – Environmental Management</p>	<p><u>Impact of Rezoning:</u> It is recommended that a commitment is made that Riparian Corridors be zoned E2 – Environmental Management.</p>	<p>Noted and agreed. In addition as an E2 zone the Riparian Corridors should be transferred to the ownership of a public authority. Boundaries of the E2 zones can only be established when the plans of subdivision for each stage are approved.</p>
	<p><u>Surface Water and Groundwater Quality:</u> The CMA is concerned about the information provided for Water Sensitive Urban Design (WSUD). Although the WSUD report highlights the value of the Hexham wetlands downstream of the development it does not outline WSUD information to sufficiently assess whether the Hexham wetlands will receive water from the development at the required standard for quality, quantity and frequency. The CMA notes the rainfall increase prediction over the next 100 years.</p>	<p><u>Surface Water and Groundwater Quality:</u> Information provided for Water Sensitive Urban Design (WSUD) does not outline WSUD information to sufficiently assess whether the Hexham wetlands will receive water from the development at the required standard for quality, quantity and frequency.</p>	<p>A WSUD strategy for management of stormwater quality and quantity has been developed for the site that nominates:</p> <ul style="list-style-type: none"> ▪ On-lot treatment of stormwater quantity and quality, before discharge to the road stormwater system; ▪ In flatter areas, vegetated swales along the identified main flow routes, consisting of open channel systems, which are used to remove sediment and suspended solids; ▪ Precinct scale co-located detention/ bio-retention basins to treat the quantity and quality of stormwater flows. These systems would essentially comprise a dry basin (to provide detention function) combined with bio-retention (to provide water quality treatment function) situated in the invert of the basin. The bio-retention system would potentially need to be lined in areas to prevent contamination of groundwater; ▪ Gross pollutant traps and other structural measures, at critical locations as required, before discharge to the detention systems <p>The results of numerical modelling has shown that the proposed WSUD strategy together with the flood plain management adequately satisfies the requirements of the NCC and LMCC DCP's and the NSW Floodplain Development Manual for management of stormwater quantity, quality and flooding at the Minmi Link Road site. The nominated treatment strategy can be further enhanced during ensuing stages of development, once further clarity is provided for site layouts.</p>
	<p>The Concept Plan often uses the term "where possible" and "potential". Some indication of what this constitutes would be useful. That is, what is the threshold condition for when the intentions for environmental protection of the Concept Plan are overruled in favour of the development?</p>	<p>Clarification of the terms "where possible" and "potential". What is the threshold condition for when the intentions for environmental protection of the Concept Plan are overruled in favour of the development?</p>	<p>The terms "where possible" and "potential" are used in the documents where conflicting agency requirements do not provide clear direction for developers on the location of the relevant threshold. It should be noted that this proposal is for a Concept Plan only, and such issues will be resolved at Development Application stage</p>
<p>Ambulance Service of New South Wales</p>	<p>Having reviewed the proposal the Ambulance Service of NSW has no objections.</p>	<p>No objections.</p>	<p>Noted and accepted.</p>
<p>DECCW</p>	<p><u>Conservation Lands Proposed for Transfer to DECCW</u> One outstanding issue is the potential impacts from</p>	<p><u>Conservation Lands Proposed for Transfer to DECCW</u> DECCW wishes to meet with the proponent to better ascertain which</p>	<p>An audit of the proposed conservation lands has been completed and Coal & Allied is working with DECCW regional staff on implementing required site</p>

Author	Submission	Issue Summary	C&A Response
	<p>contamination and former mining activities on the conservation offset lands. It is in relation to this matter that the Department requests further consultation with the proponent prior to a determination of the application and execution of a planning agreement. DECCW wishes to meet with the proponent to better ascertain which contaminants (for example, chitter – combustible material emplacements) and public safety risks from former mining activities (such as location of mining shafts) are located on the conservation lands.</p>	<p>contaminants and public safety risks from former mining are located on the conservation lands, prior to a determination of the application and execution of a planning agreement.</p>	<p>remediation as set out in the draft VPA.</p>
	<p><u>Impacts on Adjacent Conservation Areas</u> It is considered that localised impacts will occur to existing DECCW reserves, in particular Blue Gum hills Regional Park. It is noted that some of these matters can be addressed in later stages of the approvals process, however others should be resolved prior to the commencement of works. It is recommended that the proponent and DECCW's Parks and Wildlife Group reach agreement on these matters, and that these agreements are reflected in an agreed binding document, such as the Statement of Interim Management Intent (SIMI).</p>	<p><u>Impacts on Adjacent Conservation Areas</u> Localised impacts will occur to existing DECCW reserves, in particular Blue Gum hills Regional Park. Recommended that the proponent and DECCW's Parks and Wildlife Group reach agreement on these matters, and that these agreements are reflected in an agreed binding document, such as the Statement of Interim Management Intent (SIMI).</p>	<p>The proponent has committed to the development of a SIMI that would cover interface areas with DECCW estate and proposed conservation land to be dedicated to the NSWG.</p>
	<p><u>Blue Gum Hills Regional Park</u></p> <ul style="list-style-type: none"> ▪ Impacts on Infrastructure / Management Regime: The draft statement of Commitments states that \$50,000 of the ten million dollar allocation fund will go towards "Funding linkage and facilities within Blue gum Hill s Regional Park subject to discussions with Council(s) and other developers". Further financial and resource commitments would be required to BGHRP to function in a sustainable manner with sufficient recreational infrastructure to meet the needs and expectations of the increased local population. ▪ Impacts on Biodiversity / Ecological Connectivity: The EA documentation correctly identifies that the riparian / open space corridors through the development area to BGHRP are likely to only be suitable for highly mobile, less vulnerable fauna and avifauna. As a consequence, this will result in a loss of connectivity for other less mobile and threatened species. In consideration of the impacts from the current proposal and the cumulative impacts from future urban and employment development proposals within this remnant area, there is likely to be a loss of biodiversity values within the reserve, including the localised extinction / loss of populations of some flora and fauna. ▪ Development – Conservation Area Interface: <ul style="list-style-type: none"> ○ Further clarification of the intent and applicability of the proposed "Statement of Interim Management Intent" (SIMI) identified in the Statement of Commitments. The EA documentation identifies that the proponent will enter into a SIMI with DECCW to manage the immediately adjacent conservation land up to 100m from the development land boundary for a period of 5 years or until the development is completed, and that the areas of conservation land subject to the SIMI "Will revert back to DECCW / NPWS for their 	<p><u>Blue Gum Hills Regional Park</u></p> <ul style="list-style-type: none"> ▪ Impacts on Infrastructure / Management Regime: Further financial and resource commitments would be required to BGHRP to function in a sustainable manner with sufficient recreational infrastructure to meet the needs and expectations of the increased local population ▪ The riparian / open space corridors through the development area to BGHRP are likely to only be suitable for highly mobile, less vulnerable fauna and fauna. This will result in a loss of connectivity for other less mobile and threatened species. The impacts from the current proposal and the cumulative impacts from future urban and employment development proposals within this area will likely lead to a loss of biodiversity values within the reserve, including the localised extinction / loss of populations of some flora and fauna. ▪ Development – Conservation Area Interface: <ul style="list-style-type: none"> ○ Further clarification of the intent and applicability of the proposed "Statement of Interim Management Intent" (SIMI) identified in the Statement of Commitments. ○ A number of issues, including the control of human access, stormwater runoff, remediation of contaminated areas (which extend into the reserve from the development area), have not been adequately addressed in the EA documentation and require further consideration and assessment. It is expected that these issues can be dealt with during subsequent project application stages of the development. ○ All construction activities and asset protection zones should be fully contained within the development area, and not dependent on any works / management activities within the BGHRP. Further information on proposed earthworks and how that final landform will affect the reserve will also need to be provided, although this can occur at the project application stages of the development. ○ Preference for the use of perimeter roads along the boundary of the reserve. ○ Consent authorities should refer development proponents to DECCW's 'Boundary Fencing Policy' which includes procedures to guide the choice of suitable fencing and cost-sharing arrangements. 	<p>Coal & Allied has identified the location of recreational infrastructure required to support the proposed residential development and no infrastructure has been proposed in Blue Gum Hills Regional Park because such proposals were rejected by DECCW. (DECCW agreed to consider this at the Charette then rejected the idea later)</p> <p>The standard for a regional park is based on a rate of 1 per 100,000 population. The section 94 plan specifies contribution for open space and Blue Gum Hills at a rate of \$9.862 per lot (potential for up to (\$32,544,600). The proposed allocation of \$50,000 is in addition to this to fund a study focussed on providing linkages only.</p> <p>BGHRP is a Regional Park, having the function of protecting and conserving areas in natural or modified landscapes which are suitable for sustainable public recreation and enjoyment and as such it is not considered that the proposed development will adversely impact on the Parks viability in this regard.. To support the Parks stated function, connectivity and linkages to the Park have been considered and included in the preparation of the concept plan however the proposal does not seek to provide bulk conservation outcomes around and into the Park as it provides for the delivery of significant conservation outcomes in the creation of a substantial National Park associated with the Watagan to Stockton Corridor.</p> <p>The contamination remediation requirements at the interface with conservation areas will be determined from detailed contamination assessments at project application stages of the development. A commitment to undertake such assessments will be included in the Statement of Commitment.</p> <p>In terms of control of human access, stormwater runoff, remediation of contaminated areas, these issues can be dealt with during subsequent project application stages of the development as suggested.</p> <p>Noted and agreed by C&A regarding all construction activities and asset protection zones should be fully contained within the development area. No APZ will extend into DECCW estate. Further information on proposed earthworks and how that final landform will affect the reserve will be provided at the project application stages of the development.</p> <p>Perimeter roads have been included in the indicative Concept Plans where the proposed development adjoins areas that are to be dedicated as conservation lands</p> <p>Where boundary fencing is likely to be applicable details will be determined with DECCW at the time of preparing detailed design for DA</p>

Author	Submission	Issue Summary	C&A Response
	<p>ongoing management”.</p> <ul style="list-style-type: none"> o A number of issues, including the control of human access, stormwater runoff, remediation of contaminated areas (which extend into the reserve from the development area), have not been adequately addressed in the EA documentation and require further consideration and assessment. It is expected that these issues can be dealt with during subsequent project application stages of the development. o DECCW reconfirms that all construction activities and asset protection zones should be fully contained within the development area, and not dependent on any works / management activities within the BGHRP. Further information on proposed earthworks and how that final landform will affect the reserve will also need to be provided, although this can occur at the project application stages of the development/. o DECCW reconfirms its preference for the use of perimeter roads along the boundary of the reserve. The use of perimeter roads minimised impacts from boundary encroachment, rubbish dumping, and aids in fire management purposes. o For areas involving boundary fencing, DECCW has established policies and procedures to guide the choice of suitable fencing and cost-sharing arrangements. Consent authorities should refer development proponents to DECCW's 'Boundary Fencing Policy'. 		
	<p><u>Threatened Species and Biodiversity:</u></p> <p>The proponent proposes that the riparian, open space and remaining vegetated areas within the development area (that is, those lands not being transferred to DECCW) will be dedicated to Newcastle City Council and Lake Macquarie City Council. As these areas contain biodiversity and other environmental values, the Department of Planning should ensure that the proposed environmental management and impact mitigation measures outlined in the EA documentation are appropriately conditioned as part of any concept approval and agreed to by the end-users, in this case Newcastle and Lake Macquarie Councils.</p>	<p><u>Threatened Species and Biodiversity:</u></p> <p>The Department of Planning should ensure that the proposed environmental management and impact mitigation measures outlined in the EA documentation are appropriately conditioned as part of any concept approval and agreed to by the end-users, in this case Newcastle and Lake Macquarie Councils.</p>	<p>Noted</p>
	<p><u>Local Aboriginal Community Consultation:</u></p> <p>There is a lack of evidence from the four registered Aboriginal stakeholders in support or otherwise of the Aboriginal cultural heritage assessment process. The absence of current evidence or support from the local Aboriginal community means the assessment is incomplete. DECCW is therefore unable at this stage to determine the appropriateness or offer support for the proposed Aboriginal cultural heritage approach proposed in this assessment. It is therefore recommended that the proponent undertakes additional consultation with the local Aboriginal community and provides evidence of the consultation process and the views of the registered Aboriginal stakeholders to form a complete submission.</p>	<p><u>Local Aboriginal Community Consultation:</u></p> <p>The absence of current evidence or support from the local Aboriginal community means the assessment is incomplete.</p> <p>Recommended that the proponent undertakes additional consultation with the local Aboriginal community and provides evidence of the consultation process</p>	<p>The report is currently under review with the Local Indigenous stakeholders for comment, and their comments will be appended to final version of the report. The local Indigenous stakeholders will be consulted during the preparation of the Heritage Management Plan and throughout the development program.</p> <p>The report will be included in the Preferred Project Report.</p>

Author	Submission	Issue Summary	C&A Response
	<p>The consultation evidence request should include the local Aboriginal community views on the cultural significance of the area, the adequacy of the proposed mitigation measures detailed in the HIA and their views on the proposed Aboriginal Heritage Plan of Management. DECCW also encourages the applicant to continue to engage with the all the registered local Aboriginal stakeholders in developing appropriate cultural heritage outcomes for the life of the proposed development.</p>		
	<p><u>Aboriginal Cultural Heritage Values:</u> DECCW recommends where impacts to Aboriginal objects and places cannot be avoided, the proponent develops appropriate processes to reduce the extent and severity of impacts and using appropriate mitigation measures to achieve better outcomes for Aboriginal cultural heritage objects. Any measures proposed should be negotiated between the applicant and the local Aboriginal community. DECCW acknowledges that there is a likelihood of finding further evidence of Aboriginal occupation of the project area if the development of the employment lands proceeds. DECCW strongly recommends that the proponent provides an opportunity for the registered local Aboriginal stakeholders to monitor the initial ground disturbance activities in those areas surrounding (50m radius) all identified Aboriginal sites (previously recorded or otherwise), and in the areas described as having 'High Archaeological Potential'. DECCW also recommends that a map indicating the specific location of the areas of 'High Archaeological Potential' is provided to all registered Aboriginal stakeholders and all contractors prior to any ground disturbance work commencing. If new Aboriginal object(s) are uncovered due to the development and/or monitoring activities, the object(s) identified must be recorded and registered with DECCW as part of the assessment process and in accordance with the requirements of Section 89A of the NPW Act. The management of any new sites or existing sites impacted upon by the development should be included in the information provided to DECCW. This includes completing an Aboriginal Site Impact Recording Form for all sites which are partially or wholly impacted by the works following approval. Please also note that penalties now apply to corporations for failing to fulfil these requirements. DECCW also understands that any Aboriginal cultural material recovered from the project area during the proposed construction activities is to be collected by the registered Aboriginal stakeholders. The proponent must ensure that any proposed custodial arrangements comply with the provisions of Section 85A of the NPW Act. Accordingly, an application for a Care and Control Agreement must be lodged with DECCW in conjunction with the proposed investigation or collection works if objects are to be removed from the project area. The proponent must provide evidence of the support or otherwise of all registered Aboriginal stakeholder groups with any application for a care and control agreement</p>	<p><u>Aboriginal Cultural Heritage Values:</u> Recommends that the proponent provides an opportunity for the registered local Aboriginal stakeholders to monitor the initial ground disturbance activities in those areas surrounding (50m radius) all identified Aboriginal sites (previously recorded or otherwise), and in the areas described as having 'High Archaeological Potential'. Recommends that a map indicating the specific location of the areas of 'High Archaeological Potential' is provided to all registered Aboriginal stakeholders and all contractors prior to any ground disturbance work commencing. If new Aboriginal object(s) are uncovered due to the development and/or monitoring activities, the object(s) identified must be recorded and registered with DECCW as part of the assessment process and in accordance with the requirements of Section 89A of the NPW Act. The management of any new sites or existing sites impacted upon by the development should be included in the information provided to DECCW. This includes completing an Aboriginal Site Impact Recording Form for all sites which are partially or wholly impacted by the works following approval. Any Aboriginal cultural material recovered from the project area during the proposed construction activities is to be collected by the registered Aboriginal stakeholders. The proponent must ensure that any proposed custodial arrangements comply with the provisions of Section 85A of the NPW Act. Accordingly, an application for a Care and Control Agreement must be lodged with DECCW in conjunction with the proposed investigation or collection works if objects are to be removed from the project area.</p>	<p>Noted and agreed The Cultural Heritage Management Plan will outline the monitoring required for the project by the Aboriginal Stakeholders and outline a Chance Find Protocol. The management plan will also outline that any sites disturbed will require updated site cards to be registered with the DECCW. A care and control agreement will be part of the management plan, the arrangements of the care and control agreement will be negotiated with the Aboriginal community. The Cultural Heritage Management Plan will be written in light of 2010 guidelines and Code of Practise. The management plan will be created in consultation with the Aboriginal stakeholder groups thus they will be provided with a map indicating the specific locations of the high archaeological potential areas, and will ensure that consultation is included in all further aspects of the heritage works.</p>
	<p><u>Aboriginal Heritage Plan of Management (AHPM)</u></p>	<p><u>Aboriginal Heritage Plan of Management (AHPM)</u></p>	<p>Noted and agreed</p>

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	<p>DECCW acknowledges and supports the proponent's commitment to developing and implementing an AHPM for the project area. The AHPM must clearly demonstrate that effective community consultation with local Aboriginal communities has been undertaken in the development and implementation of the plan.</p> <p>DECCW encourages the proponent to maintain continuous consultation processes with the community for the entire AHPM and for the life of the project for all Aboriginal cultural heritage matters associated with the project area. Evidence of consultation and views of the community for the AHPM should be included in its final iteration.</p> <p>DECCW also recommends the AHPM includes procedures for ongoing Aboriginal consultation and involvement, management of any recorded sites within the project area, the responsibilities of all stakeholders, details of the proposed mitigation and management strategies of all sites; including any additional investigation processes, salvage activities monitoring etc.; procedures for the identification and management of previously unrecorded sites (excluding human remains), details of an Aboriginal cultural heritage education program for all contractors and personnel associated with construction activities and compliance procedures in the unlikely event that non-compliance with the AHPM is identified.</p>	<p>Acknowledge and supports the proponent's commitment to developing and implementing an AHPM for the project area.</p> <p>AHPM must clearly demonstrate that effective community consultation with local Aboriginal communities has been undertaken in the development and implementation of the plan, and continuous consultation processes with the community for the entire AHPM and for the life of the project for all Aboriginal cultural heritage matters associated with the project area</p> <p>Recommends the AHPM includes procedures for ongoing Aboriginal consultation and involvement, management of any recorded sites within the project area, the responsibilities of all stakeholders, details of the proposed mitigation and management strategies of all sites; including any additional investigation processes, salvage activities monitoring etc.; procedures for the identification and management of previously unrecorded sites (excluding human remains), details of an Aboriginal cultural heritage education program for all contractors and personnel associated with construction activities and compliance procedures in the unlikely event that non-compliance with the AHPM is identified.</p>	<p>The Cultural Heritage Management Plan will outline the monitoring required for the project by the Aboriginal Stakeholders and outline a Chance Find Protocol. The CHMP will also outline, that any sites disturbed will require updated site cards to be registered with the DECCW. A care and control agreement will be part of the management plan, the arrangements of the care and control agreement will be negotiated with the Aboriginal community.</p> <p>The Cultural Heritage Management Plan will be written in light of 2010 guidelines and Code of Practise.</p> <p>The management plan will be created in consultation with the Aboriginal stakeholder groups thus they will be provided with a map indicating the specific locations of the high archaeological potential areas, and will ensure that consultation is included in all further aspects of the heritage works.</p>
	<p><u>Significance Assessment:</u></p> <p>DECCW notes that the cultural significance of the Aboriginal cultural heritage values of the project area do not appear to have been addressed. The absence of a cultural significance assessment by the community means that DECCW is unable at this time to comment on the appropriateness of the proposed management strategies for the project area.</p> <p>DECCW strongly recommends that the proponent consults further with the local Aboriginal community to establish the cultural significance of the Aboriginal cultural heritage values of the project area to complement the archaeological significance assessment that has been conducted. Any information provided should also be used in developing Aboriginal cultural heritage management options and commitments.</p>	<p><u>Significance Assessment:</u></p> <p>The cultural significance of the Aboriginal cultural heritage values of the project area do not appear to have been addressed.</p> <p>Recommends that the proponent consults further with the local Aboriginal community to establish the cultural significance of the Aboriginal cultural heritage values of the project area to complement the archaeological significance assessment that has been conducted.</p>	<p>Reports are currently under review with the Local Indigenous stakeholders for comment, and their comments will be appended to final version of the report. Indigenous Cultural significance through consultation will be included in the final version of the reports. The local Indigenous stakeholders will be consulted during the preparation of the Heritage Management Plan, to ensure sensitivity to the cultural significance.</p>
	<p><u>Registration of aboriginal Sites:</u></p> <p>DECCW acknowledges the results of the field assessment undertaken by the proponent during October and November 2007, and the identification of the seven Aboriginal sites within the project area. A search of DECCW's Aboriginal Heritage Information Management System (AHIMS) revealed that these Aboriginal sites have not been registered with DECCW. The proponent is advised to promptly complete a DECCW site recording card for each of the sites and submit to DECCW for registration in AHIMS. Any management outcomes for the sites must be included in the information sent to DECCW. Please also note that penalties now apply to corporations for failing to fulfil these requirements.</p>	<p><u>Registration of aboriginal Sites:</u></p> <p>The Aboriginal sites identified during October and November 2007 must be registered with DECCW for registration in AHIMS. Any management outcomes for the sites must be included in the information sent to DECCW. Please also note that penalties now apply to corporations for failing to fulfil these requirements.</p>	<p>Noted and agreed</p> <p>The site cards have been forwarded to DECCW.</p>
	<p><u>Legislative Requirements:</u></p>	<p><u>Legislative Requirements:</u></p>	<p>Noted and agreed</p>

Author	Submission	Issue Summary	C&A Response
	<p>The proponent should be reminded that the requirements of the NPW Act have recently been amended in regards to Aboriginal cultural heritage. The proponent will need to be familiar with the new requirements during the development and any subsequent assessment processes.</p>	<p>The requirements of the NPW Act have recently been amended in regards to Aboriginal cultural heritage. The proponent will need to be familiar with the new requirements during the development and any subsequent assessment processes.</p>	<p>The heritage management plan will be written in accordance with the 2010 Aboriginal heritage guidelines and Code of Practice.</p>
	<p><u>Zoning:</u> All land gazetted or proposed to be gazetted under the NPW Act should be placed under the E1 zone. Only development authorised under the NPW Act should be permitted within the E1 zone. In this regard, DECCW questions the inclusion of “public utility undertaking” within the permitted without consent uses, and requests its removal. The proposed development area contains two zones, being R2 Low Density Residential and B2 Local Centre zones. DECCW requests that conservation areas within this development area (that is, riparian / wildlife corridors) be zoned E2 – Environmental Conservation.</p>	<p><u>Zoning:</u> Only development authorised under the NPW Act should be permitted within the E1 zone. In this regard, DECCW questions the inclusion of “public utility undertaking” within the permitted without consent uses, and requests its removal. Requests that conservation areas within the development area (that is, riparian / wildlife corridors) be zoned E2 – Environmental Conservation.</p>	<p>The E1 zoning will be amended to reflect the standard template provisions, which require that only those uses permitted under the NPW Act are permissible without consent, and no uses are permitted with consent. “Public utility undertaking” will be removed. This will be included in the Preferred Project Report. The final alignment of the zones for the conservation areas within the development area (i.e. riparian / wildlife corridor land) can be changed to E2 at subdivision stage when the final allotment boundaries are legally defined. This will negate the need for any rezoning should minor amendments to the subdivision plan be required as a result of the detail design process.</p>
<p>Department of Education and Training (Doc 11/59955)</p>	<p><u>School Site Selection:</u> The Department previously advised that further land use and environmental planning investigations into suitable areas for the school extension and a suitable site for the new school would be undertaken. The Department recently completed this exercise and advises accordingly: The proposed school extension site, whilst generally sited on land unsuitable for a range of uses, is accepted in the absence of a better alternative site being available. The proposed primary school site in the South Link Road Precinct is not agreed to for the following reasons: a. The site is situated on and adjacent to land mapped as bushfire prone. Locating school children on land prone to bushfire is not supported for the following reasons: i. School communities are identified in Local DisPlans as a community group likely to require special attention in relation to the impact of a source of risk (such as bushfires) and are therefore vulnerable in such circumstances. ii. Places school children and teachers in danger of being affected by life threatening bush fires, resulting in unacceptable fire and life safety risks that can be avoided through good planning. iii. Schools are identified by Emergency Management NSW as potential evacuation spaces during a State emergency. Locating the school site on bush fire prone land would likely discount the facility being used for such purpose during periods of significant bush fire threats. This represents a loss for the whole community. Good village and town planning would dictate that education facilities are sited in areas where its uses can be of significant community value in times of distress. iv. Locating school land on bushfire prone land will result in increased construction costs to meet building standards for bush fire conditions. v. Locating school on bush fire prone land requires</p>	<p><u>School Site Selection:</u> The proposed school extension site, whilst generally sited on land unsuitable for a range of uses, is accepted in the absence of a better alternative site being available. The proposed primary school site in the South Link Road Precinct is not agreed to for the following reasons: a. The site is situated on and adjacent to land mapped as bushfire prone. b. An existing site in adjacent suburb Cameron Park can capture demand in Link Road South Precinct. In addition, residents of the Link Road South Precinct would have access to the Edgeworth Public School and Edgeworth Heights Public School, which currently has capacity for additional enrolments. c. There will be physical road barriers and natural barriers requiring the school community to cross to access the site for residents located in the Link Road North Precinct and Village Centre Precinct d. Being located to the southernmost portion of the Link Road South Precinct result in an inability to efficiently or effectively capture the significant demand that would be created in the Link Road North Precinct and Village Centre Precinct Request a workshop with the Department of Planning and Coal and Allied to identify an alternative site, discuss the issues identified and move forward on this development project.</p>	<p>A meeting was organised with DET and four site options presented for consideration by DET, with options for the Minmi Village and Link Road North sites located on proposed bus route. DET have committed to provide two preferred options with final site selection to be made by DET following review of possible staging details (as per traffic analysis) as well as site constraint assessment for the two preferred sites provided by the Applicant. The constraint analysis will cover items such as underground mines, APZ's, slope / contour plans, etc. C&A will accommodate a change in location if a suitable site can be agreed with DET. The agreed amendments to the proposed school location will be included in an amended Concept Plan to be included in the PPR</p>

Author	Submission	Issue Summary	C&A Response
	<p>an Asset Protection Zone (APZ) thus requiring specific APZ requirements such as Fire Brigade access roads, alternative on-site water supply and ongoing fuel reduction maintenance to which schools neither have the expertise or budget to maintain.</p> <p>b. The Department confirms that an existing site in adjacent suburb Cameron Park can capture demand in Link Road South Precinct. In addition, residents of the Link Road South Precinct would have access to the Edgeworth Public School and Edgeworth Heights Public School, which currently has capacity for additional enrolments.</p> <p>c. There will be physical road barriers and natural barriers requiring the school community to cross to access the site for residents located in the Link Road North Precinct and Village Centre Precinct. It is noted that children in Link Road North Precinct and Village Centre Precinct would represent a significant portion of enrolments.</p> <p>d. Being located to the southernmost portion of the Link Road South Precinct result in an inability to efficiently or effectively capture the significant demand that would be created in the Link Road North Precinct and Village Centre Precinct.</p> <p>It is requested that an urgent workshop meeting with the Department of Planning and Coal and Allied is held to identify an alternative site, discuss the issues identified and move forward on this development project.</p>		
<p>Lake Macquarie City Council</p>	<p><u>Land Use:</u></p> <p>The application of the 7(2) Conservation (Secondary) Zone to the subject land signifies the ecological and biodiversity value that it contains. Further consideration should be given to the ecological attributes of the subject land and its surrounds, including the adjoining Blue Gum Hills Regional Park. Council's vegetation mapping has also identified the subject land as being an important corridor for fauna movement. If the proposal proceeds, riparian corridors should be retained and kept in an ecologically healthy and natural state as much as possible.</p> <p>Equitable access should be provided to the Blue Gum Hills Regional Park including provision for vehicular access and car parking, as well as ensuring adequate provision for pedestrian and cyclist access. Provision for an access to the Regional Park should also be provided near Newcastle Link Road, which provides a regional address.</p> <p>It is necessary to ensure that the Blue Gum Hills Regional Park maintains connectivity to other significant vegetated lands within the vicinity. In this regard, a conservation corridor should be established to link the Regional Park with surrounding vegetated land, particularly the vegetated land to the south in Lake Macquarie LGA.</p> <p>The vegetation corridor along the Newcastle Link Road should be substantially widened to accommodate possible future road widening, while also facilitating the movement of fauna.</p> <p>Council acknowledges the need to supply land for</p>	<p><u>Land Use:</u></p> <p>Further consideration should be given to the ecological attributes of the subject land and its surrounds, including the adjoining Blue Gum Hills Regional Park.</p> <p>Riparian corridors should be retained and kept in an ecologically healthy and natural state as much as possible.</p> <p>Equitable access should be provided to the Blue Gum Hills Regional Park including provision for vehicular access and car parking, as well as ensuring adequate provision for pedestrian and cyclist access. Provision for an access to the Regional Park should also be provided near Newcastle Link Road, which provides a regional address.</p> <p>A conservation corridor should be established to link the Regional Park with surrounding vegetated land, particularly the vegetated land to the south in Lake Macquarie LGA.</p> <p>The vegetation corridor along the Newcastle Link Road should be substantially widened to accommodate possible future road widening, while also facilitating the movement of fauna.</p> <p>Council is ahead of target for the release of land to accommodate the projected growth of the region without the addition of the proposed development. The proposed development is poorly positioned and disconnected from existing urban settlements.</p>	<p>BGHRP is a Regional Park, having the function of protecting and conserving areas in natural or modified landscapes which are suitable for sustainable public recreation and enjoyment and as such it is not considered that the proposed development will adversely impact on the Parks viability in this regard. To support the Parks stated function, connectivity and linkages to the Park have been considered and included in the preparation of the concept plan however the proposal does not seek to provide bulk conservation outcomes around and into the Park as it provides for the delivery of significant conservation outcomes in the creation of a substantial National Park associated with the Watagan to Stockton Corridor.</p> <p>The plan proposes to conserve the riparian corridors and these have been subject to an appropriate ecological assessment. The riparian corridors will serve a number of functions including providing linkages to the Regional Park.</p> <p>The proposed corridor is in line with the Western Corridor Study. It will be the responsibility of the RTA to mitigate the ecological impacts caused by any future proposal to widen the Newcastle Link Rd.</p> <p>The widening vegetation corridor along the Newcastle Link Road is not agreed with as this statement is contrary to the findings and provisions of the Lower Hunter Regional Strategy and the proposed residential development lies directly adjacent to the existing urban settlements of Fletcher, Minmi and Cameron Park</p> <p>With regard to the supply of land release, the developer has made the commercial decision to proceed with this proposal. The provision of additional lands in the region will provide housing choice and address housing affordability issues.</p> <p>In terms of its position, the Minmi land adjoins the existing Minmi township and is close to the emerging Glendale Town Centre and the Glendale/Cardiff renewal corridor identified in the Lower Hunter Regional Strategy (LHRS).</p> <p>The Minmi/Link Road and Stockrington site has been recognised for its</p>

Author	Submission	Issue Summary	C&A Response
	<p>housing, and in this regard, Council is ahead of target for the release of land to accommodate the projected growth of the region without the addition of the proposed development. The proposed development is poorly positioned and disconnected from existing urban settlements.</p>		<p>regional significance to the Lower Hunter Region based on its inclusion in the LHRS for proposed urban development and in the LHRCP for proposed conservation land dedications. The proposal is entirely consistent with the LHRS and LHRCP.</p> <p>Minmi/Link Road and Stockrington must be considered in the broader strategic and geographic context, rather than just which council area it falls within, in order to realise the State Government objective of securing emerging major conservation corridors.</p>
	<p><u>Heritage:</u> Recent studies associated with a proposed rezoning of land (Lot 1 DP 900357) immediately to the south of the Link Road South precinct have identified an Aboriginal Scatter site. Efforts should be made to avoid development on the identified scatter site. Information regarding the location of the site has previously been provided to the applicant.</p>	<p><u>Heritage:</u> Efforts should be made to avoid development on the identified scatter site immediately to the south of the Link Road South precinct.</p>	<p>The Heritage Management Plan will undertake an updated AHIMS search to ensure all newly identified sites in the region are considered. The avoidance of this area will be addressed at DA stage.</p>
	<p><u>Accessibility:</u> The proposed development should provide for a permeable urban environment and a range of transport modes including on and off-road cycleways, shared pathways, and less formal access points through open space areas. It is also critical that access paths facilitate efficient and logical movement between destinations, as well as providing activity and associated casual surveillance, and provision for safety. Newcastle Link Road is a significant barrier to non-car users in accessing the services, employment, and education at Edgeworth, Glendale, and Cardiff. Provision should be made for improved access from the development site to these locations. This should include additional shared pathways, on and off-road cycleways, and establishing a road network that is more able to support public transport.</p>	<p><u>Accessibility:</u> The proposed development should provide for a permeable urban environment and a range of transport modes including on and off-road cycleways, shared pathways, and less formal access points through open space areas to facilitate efficient and logical movement between destinations, as well as providing activity and associated casual surveillance, and provision for safety. Provision should be made for improved access from the development site to services, employment, and education at Edgeworth, Glendale, and Cardiff. This should include additional shared pathways, on and off-road cycleways, and establishing a road network that is more able to support public transport.</p>	<p>The pedestrian and cycle network extends to the edges of the site to adjoin the major road network that connects the proposal to other communities. Connections beyond this are the subject of regional cycleway network planning by Council.</p> <p>The collector and local access street network has been designed to accommodate future bus routes through the development. Ultimate bus routes both within and outside the site to surrounding destinations will be decided by transport authority.</p> <p>The traffic study has identified effective transport management measures to minimise the impact of additional traffic from proposed residential development. In the concept plan walking and cycling networks have been developed with reference to a range of published guidelines and policies. The network is intended to provide safe and efficient routes that present alternatives to car travel.</p>
	<p><u>Public Transport:</u> It is essential that public transport access be provided to the Glendale Regional Centre, which is the primary retail and services centre in the vicinity. Public transport should also facilitate access to other significant destinations, including the University of Newcastle and the Newcastle City Centre, within a reasonable timeframe, and with minimal need to change between services. Road infrastructure should be designed to facilitate bus services within the proposed development, and a diversity of bus routes should be established to ensure that future residents will be able to access services and facilities effectively.</p>	<p><u>Public Transport:</u> Public transport access be provided to the Glendale Regional Centre which is the primary retail and services centre in the vicinity, as well as to other significant destinations, including the University of Newcastle and the Newcastle City Centre, within a reasonable timeframe, and with minimal need to change between services. Road infrastructure should be designed to facilitate bus services within the proposed development, and a diversity of bus routes should be established.</p>	<p>The concept plan defines internal bus ready routes through the site connecting back to the major road network and therefore offering the most efficient access to these regional destinations.</p> <p>It is recommended that the new residential development at Minmi/Link Road be fully integrated with the bus network. The Newcastle-Lake Macquarie Western Corridor Planning Strategy identifies public transport initiatives (bus, rail), pedestrian and cycle links for Minmi and surrounding areas. A new bus route is proposed linking the Cardiff Station, Glendale Interchange, Edgeworth, the proposed residential development, Minmi Township, and Thornton Station. The new route is proposed to run along the Minmi Road and the new Minmi Boulevard road through the development. New bus stops are proposed along the new bus route. In addition to new bus route, the need for extending the existing bus route 260 from Minmi Township to the proposed new village centre is identified. The Ministry of Transport advised that bus services were continually under review and that more frequent services would be considered as additional residential development occurs in Minmi, Cameron Park, Edgeworth and Killingworth.</p>
	<p><u>Road Hierarchy:</u> An additional route connecting Minmi Road with Main Road, Edgeworth is needed to support ongoing development and growth in the region. The proposed collector road within the Link Road South precinct should be established as a sub-arterial road to provide an alternative route to Newcastle Link Road. This road</p>	<p><u>Road Hierarchy:</u> An additional route connecting Minmi Road with Main Road, Edgeworth is needed to support ongoing development and growth in the region. The proposed collector road within the Link Road South precinct should be established as a sub-arterial road to provide an alternative route to Newcastle Link Road.</p>	<p>The 'Link Road South' site will be accessed via Minmi Road with Northlakes Dr intersection. A new roundabout is proposed with the main access on Minmi Road. The route proposed in the concept plan has been designed based on the topography of the area and is considered to provide the most direct route possible and is subject to the proposed development to the immediate south of the Coal & Allied site where environmental constraints have been identified in preliminary studies.</p>

Author	Submission	Issue Summary	C&A Response
	<p>should also be more direct and designed with a capacity to accommodate traffic generated from future development to the south. In this respect, the road should facilitate access and be a desirable alternative route between Edgeworth and Newcastle Link Road.</p>		
	<p><u>Contamination:</u> Prior to the issue of any Construction Certificate, Council will require the submission of a detailed Phase Two Site Contamination Assessment and Remedial Action Plan prepared by a suitably qualified and experienced contaminated site consultant. It will be necessary for the contamination assessment report and remedial action plan to be reviewed by a third party, independent auditor, accredited under the provisions of the NSW Contaminated Land Management Act. Prior to the issue of a building construction certificate, it will be necessary for the land to be remediated, validated and signed off by the auditor for its intended use.</p>	<p><u>Contamination:</u> Prior to the issue of any Construction Certificate, Council will require the submission of a detailed Phase Two Site Contamination Assessment and Remedial Action Plan prepared by a suitably qualified and experienced contaminated site consultant. This will need to be reviewed by a third party, independent auditor, accredited under the provisions of the NSW Contaminated Land Management Act. Prior to the issue of a building construction certificate, it will be necessary for the land to be remediated, validated and signed off by the auditor for its intended use</p>	<p>Noted. As recommended in the Douglas Partners report of February 2011 it is proposed to undertake detailed contamination assessment and appropriate remediation prior to development.</p>
	<p><u>Acoustic</u> There will be no impact from the Cameron Park industrial area, however there may be impacts to the link road north residential zone, which may require a combination undeveloped buffer areas, barriers and acoustic treatment of dwellings to attenuate noise from the Summerhill waste operations. Barrier heights will be limited to 3 metres along the link road and 2 metres along Minmi Road south which will provide minimal attenuation to proposed and existing residential areas. This will mean that acoustic design/ treatment of dwellings will still be required. Dwellings constructed on those allotments inside the modelled exclusion contours for arterial and sub arterial roads will require acoustic certification for their design and treatment. A section 88B notation will be required as part of the subdivision approval. Other acoustic issues such as the construction and operation of commercial premises within the study zone will require individual acoustic consideration, based on their design, orientation and location.</p>	<p><u>Acoustic</u> There may be impacts from the Summerhill waste operations to the link road north residential zone, which may require a combination undeveloped buffer areas, barriers and acoustic treatment of dwellings to attenuate noise. Barrier heights will be limited to 3 metres along the link road and 2 metres along Minmi Road south which will provide minimal attenuation to proposed and existing residential areas. This will mean that acoustic design/ treatment of dwellings will still be required. Dwellings constructed on those allotments inside the modelled exclusion contours for arterial and sub arterial roads will require acoustic certification for their design and treatment. A section 88B notation will be required as part of the subdivision approval. Other acoustic issues such as the construction and operation of commercial premises within the study zone will require individual acoustic consideration, based on their design, orientation and location.</p>	<p>Detailed mitigation measures should be investigated and determined during the detailed design stage of the project.. Planning for the affected areas is not expected to start for 12 – 15 years. The area likely to be impacted is the last stage of the proposed 20 year development program During this early planning stage, detailed information regarding property lots and building design have not been confirmed and therefore, it would not be possible to provide detailed noise mitigation measures, however noise mitigation proposals for the Concept Plan are specifically outlined in the technical report.</p>
	<p><u>Social Infrastructure Audit & Provision:</u> The proposal will increase the need for hospital beds in the region and generate demand for an additional four (4) GPs, along with the need for facilities to accommodate visiting community and allied health services. A multipurpose facility (which will include a Youth Centre) and two long day child care facilities are also required for the additional population. It is recommended that to cater for the additional population, that a community health centre, two early childhood health centres, pre-schools and child care centres, and aged care facilities are provided. Whilst land use controls allow for the provision of some of these facilities, they have not been identified in the concept plan.</p>	<p><u>Social Infrastructure Audit & Provision:</u> The proposal will increase the need for hospital beds in the region and generate demand for an additional four (4) GPs, along with the need for facilities to accommodate visiting community and allied health services. A multipurpose facility (which will include a Youth Centre) and two long day child care facilities are also required for the additional population. A community health centre, two early childhood health centres, pre-schools and child care centres, and aged care facilities are provided.</p>	<p>GP's and Allied Health, multi purpose and community health facilities are all recommended in the Social Impact Assessment. This has been discussed with NSW health. Opportunities for child care centres and aged care facilities are identified in the SIA. Sufficient land provision has been made in the Village Centre and Minmi East Village to accommodate these services assuming demand exists.</p>

Author	Submission	Issue Summary	C&A Response
	<p><u>Social Impact:</u> In order to address the negative social impacts associated with the proposal, Council requests that the applicant:</p> <ul style="list-style-type: none"> ▪ Fully explores the social impacts associated with the shift in the demographic profile of the area towards an older population, and the effects of the proposal on the existing community (including its effect on Minmi which has been identified as an historic mining town in a rural setting); ▪ Reviews the benchmarks used in Table 20 to ensure that they are applicable for the area, and revise the proposed provision of services accordingly; ▪ Provides greater clarity regarding the provision of facilities, including what will be provided, the size of the facilities, the land requirements for the facilities and the services that they are envisaged to provide; ▪ Commits to maintaining all facilities for a minimum of five years, rather than a maximum of five years; ▪ Identifies land in the Concept Plan for the provision of ALL community facilities, including a community health centre, two early childhood health centres, as well as pre-schools, child care centres, and aged care facilities; ▪ Provides further details as to what the negative impacts that the proposal will have on the identity of the current residents are, as well as the specific actions that will be implemented regarding the community capacity building initiatives proposed to address these; ▪ Identifies actions to address the shortage of GPs/health services as a result of the proposal. The SOCs should include a land allocation to NSW Health for future health services; ▪ Identifies measures to address the likely gentrification of the area that will occur as a result of the proposal; ▪ Seeks further advice from the NSW Department of Education and Training, and traffic engineers, regarding the proposed location of the primary school on a major road; and ▪ Provides further details regarding the \$10 million contribution, including why the projects are considered to be 'over and above' what is reasonably necessary, as well as how the total amount is intended to be allocated. 	<p><u>Social Impact:</u> In order to address the negative social impacts associated with the proposal, Council requests that the applicant:</p> <ul style="list-style-type: none"> ▪ Fully explores the social impacts associated with the shift in the demographic profile of the area towards an older population, and the effects of the proposal on the existing community (including its effect on Minmi which has been identified as an historic mining town in a rural setting); ▪ Reviews the benchmarks used in Table 20 to ensure that they are applicable for the area, and revise the proposed provision of services accordingly; ▪ Provides greater clarity regarding the provision of facilities, including what will be provided, the size of the facilities, the land requirements for the facilities and the services that they are envisaged to provide; ▪ Commits to maintaining all facilities for a minimum of five years, rather than a maximum of five years; ▪ Identifies land in the Concept Plan for the provision of ALL community facilities, including a community health centre, two early childhood health centres, as well as pre-schools, child care centres, and aged care facilities; ▪ Provides further details as to what the negative impacts that the proposal will have on the identity of the current residents are, as well as the specific actions that will be implemented regarding the community capacity building initiatives proposed to address these; ▪ Identifies actions to address the shortage of GPs/health services as a result of the proposal. The SOCs should include a land allocation to NSW Health for future health services; ▪ Identifies measures to address the likely gentrification of the area that will occur as a result of the proposal; ▪ Seeks further advice from the NSW Department of Education and Training, and traffic engineers, regarding the proposed location of the primary school on a major road; and ▪ Provides further details regarding the \$10 million contribution, including why the projects are considered to be 'over and above' what is reasonably necessary, as well as how the total amount is intended to be allocated. 	<p>The ageing population shift is a regional trend and not influenced by this project. The Social Impact Assessment has considered the impact of the ageing population on the development form and the community infrastructure.</p> <p>Table 20 considers benchmarks identified from NSW planning and GCC standards for new communities but importantly considers this in context of local supply and usage / demographic trends. The applicability for the area is considered in the application of local supply and demand factors.</p> <p>All these factors will be considered with the appropriate authorities at the detailed design stage. There is plenty of area allocated in the two village centres proposed in the Concept Plan to accommodate all anticipated facility requirements.</p> <p>Not agreed. Sufficient land provision has been made in the Village Centre and Minmi East Village to accommodate these services assuming demand exists.</p> <p>Covered in SIA page 56 –Cultural and community well being (community structure and identity) - Encourage community capacity building initiatives and ensure that public access between the proposed and existing communities and identify opportunities for community integration and engagement between current and incoming persons. Ensure that integration and inclusion of current and future local and regional residents in community based activities that may relate to public art and events. Ensure that the current local community identity, ownership and pride are upheld and continue with the incoming population.</p> <p>The concept plan considers potential increased demand for GP's and Health Services in the SIA and the land use proposed. This has been discussed with NSW Health</p> <p>The impact of the new community on the existing community has been assessed in the SIA.</p> <p>The primary school location will be discussed at meeting with DET and DoP.</p> <p>Details of the \$8Mill Allocation have been provided as to cost and timing in the EA documentation which was based on the community and stakeholder preferences established at the design charette. Details of the allocations can be reviewed subject to agreement with community members and C&A. The Allocation will be administered by C&A based on agreement across the spectrum of Stakeholders.</p> <p>Coal & Allied has provided a statement of commitments which contains those matters which would normally be required to be provided as part of a residential development. Information on the allocation of the Coal & Allied \$8 million is contained in the relevant Concept Plan Appendix where the matters listed would not normally be required to be provided.</p>
	<p><u>Traffic:</u> The traffic report does not give a detailed analysis of the intersection of Minmi Road, Northlakes Drive, and the Minmi Road to Frederick Street link. Provide a comparison between a roundabout and traffic signals using Sidra at the intersection, showing the traffic volume at full development of the C&A land, and the full development of the land bounded by Minmi Road, Main Road, George Booth Drive, and the Newcastle Link Road. The installation of signals at this location would improve access for pedestrians across Minmi Road. However, if a</p>	<p><u>Traffic:</u> The traffic report does not give a detailed analysis of the intersection of Minmi Road, Northlakes Drive, and the Minmi Road to Frederick Street link. Provide a comparison between a roundabout and traffic signals using Sidra at the intersection, showing the traffic volume at full development of the C&A land, and the full development of the land bounded by Minmi Road, Main Road, George Booth Drive, and the Newcastle Link Road. The installation of signals at this location would improve access for pedestrians across Minmi Road. However, if a roundabout remains the preferred treatment, pedestrian signals to assist in safer pedestrian access between Northlakes and this development will be required</p>	<p>Table 3.6 of Traffic Report showed detailed modelling analysis for Minmi Road/Northlake Dr intersection. The proposed roundabout is expected to operate at a good LoS A. The analysis did not justify the need for new signals at Minmi Road/Northlake Dr intersection.</p> <p>Details of infrastructure design including access roads, internal sub-division roads and intersections will be undertaken in subsequent works application.</p> <p>The traffic study will be updated at each stage of the development based on actual yields.</p>

Author	Submission	Issue Summary	C&A Response
	<p>roundabout remains the preferred treatment, pedestrian signals to assist in safer pedestrian access between Northlakes and this development will be required.</p> <p>No details have been provided of a treatment at the intersection at Minmi Road to Frederick Street link road, at the 90 degree bend in the street near the school. The predominant movement will be along the Minmi Road to Frederick Street link, and traffic in the local streets may have difficulty getting out depending on the traffic volumes. Analyse using Sidra to determine the best intersection treatment.</p> <p>The traffic report states that Minmi Boulevard will be designed with roundabouts at the majority of the intersections. Provide roundabouts at each four way intersection on Minmi Boulevard within the LMCC LGA.</p>	<p>No details have been provided of a treatment at the intersection at Minmi Road to Frederick Street link road, at the 90 degree bend in the street near the school. The predominant movement will be along the Minmi Road to Frederick Street link, and traffic in the local streets may have difficulty getting out depending on the traffic volumes. Analyse using Sidra to determine the best intersection treatment.</p> <p>The traffic report states that Minmi Boulevard will be designed with roundabouts at the majority of the intersections. Provide roundabouts at each four way intersection on Minmi Boulevard within the LMCC LGA.</p>	
	<p><u>Pedestrians/Cyclists:</u></p> <p>Shared pathway network to be provided as per Community Planning comments. Generally a road would not require a shared pathway on both sides of the road, one side of the road is adequate provided safe road crossing provision is made. Minmi Boulevard and Collector Roads A and B have shared pathways on both sides of the carriageway. This will increase Council's maintenance costs as the asset ages.</p> <p>Shared paths provided on one side of the road are to be 3.0 metres minimum width, and marked with a separation line along its length.</p> <p>A signalised pedestrian crossing (either at an intersection or mid-block) would be required across Minmi Road in the vicinity of the Northlakes Drive intersection. This will provide safer pedestrian access between the existing residential estates on the west side of Minmi Road, and the proposed Link Road South development.</p>	<p><u>Pedestrians/Cyclists:</u></p> <p>Shared pathway network to be provided as per Community Planning comments. Generally a road would not require a shared pathway on both sides of the road, one side of the road is adequate provided safe road crossing provision is made. Minmi Boulevard and Collector Roads A and B have shared pathways on both sides of the carriageway. This will increase Council's maintenance costs as the asset ages.</p> <p>Shared paths provided on one side of the road are to be 3.0 metres minimum width, and marked with a separation line along its length.</p> <p>A signalised pedestrian crossing (either at an intersection or mid-block) would be required across Minmi Road in the vicinity of the Northlakes Drive intersection.</p>	<p>This shared pathway network has been defined in the Concept Plan.</p> <p>Shared paths should be provided on both sides of the collector roads to minimise the need for cyclists to cross these roads to access the major shared pathways. The maintenance costs of two shared pathways are not likely to be greater than a shared pathway and dedicated pedestrian pathway.</p> <p>The minimum width required under AusRoads is for a shared path is 2.0m, 2.5m (as provided) is required for commuting and local access. A 3.0m exclusive use path (as required by Council) is required for a specific commuter path only where there is frequent and concurrent use in both directions. The preferred option will be discussed with Council at Development Application stage (2x shared paths or a wider shared path and a narrower pedestrian path).</p> <p>A pedestrian crossing of Minmi Road can be provided if supported by updated traffic reports at Development Application stage. The final form of the crossing would be subject to detail design of the intersection between Northlakes Drive and the Link Road South collector road.</p> <p>Details of infrastructure design including access roads, internal sub-division roads and intersections will be undertaken in subsequent works applications.</p> <p>The traffic study will be updated at each stage of the development based on actual yields.</p>
	<p><u>Road Design:</u></p> <p>The Minmi Road to Frederick Street Link travels into the Link Road South estate, and turns 90 degrees at a four way intersection. The road, which will be a collector road eventually carrying in excess of 10,000 vehicles per day, should commence at the Minmi Road / Northlakes Drive intersection, and continue along the southern side of the proposed school site. It is not recommended for a road carrying this level of traffic to be the only road fronting the school site.</p> <p>The Minmi Road to Frederick Street Link is designed as Collector Road A. This configuration proposes an 8 metre carriageway width with a shared pathway on each side of the road. The road is to be designed to accommodate a bus route. No parking is proposed on the road as no properties (besides the school) front the road.</p> <p>The design of the Minmi Road to Frederick Street Link road pavement is to be sufficiently wide to accommodate a bus route and on road cyclists. The preferred configuration of this road will be for the traffic lanes to be 3.5 metres wide, and a 1.5 metre wide road verge on each side of the road, delineated with an edgeline, so</p>	<p><u>Road Design:</u></p> <p>The Minmi Road to Frederick Street Link, which will be a collector road eventually carrying in excess of 10,000 vehicles per day, should commence at the Minmi Road / Northlakes Drive intersection, and continue along the southern side of the proposed school site. It is not recommended for a road carrying this level of traffic to be the only road fronting the school site.</p> <p>The design of the Minmi Road to Frederick Street Link road pavement is to be sufficiently wide to accommodate a bus route and on road cyclists. The preferred configuration of this road will be for the traffic lanes to be 3.5 metres wide, and a 1.5 metre wide road verge on each side of the road, delineated with an edgeline, so cyclists can use the road verge. The total carriageway width should be 10 metres. No parking is proposed on the road as no properties (besides the school) front the road. If the road fronts any properties, it should be widened to accommodate parking</p> <p>The 'Minmi Boulevard' is designed as a divided 2 lane 2 way road, with a shared path on each side of the road. An analysis should be undertaken to determine if this road configuration is adequate, given the estimated traffic volume of this road.</p> <p>Local Roads – No restriction of parallel street parking to one side of the street – 8 metre wide roads are sufficient width to have parking staggered on the street.</p>	<p>Details of infrastructure design including access roads, internal sub-division roads and intersections will be undertaken in subsequent works application.</p> <p>With regard to analysis to determine if this road configuration is adequate, the traffic study will be updated at each stage of the development based on actual yields.</p> <p>It is noted in regard to street widths and on-street parking.</p> <p>The footpaths are located 0.5m off the boundary which is considered adequate for services. Details noted and subject to detail design at DA stage</p>

Author	Submission	Issue Summary	C&A Response
	<p>cyclists can use the road verge. The total carriageway width should be 10 metres. If the road fronts any properties, it should be widened to accommodate parking.</p> <p>The 'Minmi Boulevard' design from the concept plan design guidelines is shown on the conceptual road hierarchy plan to continue between Newcastle Link Road and the Minmi Road to Frederick Street Link. This road is designed as a divided 2 lane 2 way road, with a shared path on each side of the road. An analysis should be undertaken to determine if this road configuration is adequate, given the estimated traffic volume of this road.</p> <p>Local Roads – No restriction of parallel street parking to one side of the street – 8 metre wide roads are sufficient width to have parking staggered on the street.</p> <p>Many of the proposed road type cross sections include footpaving adjacent to property boundaries. This is within the usual allocation for underground utility services and as such should be revised. I also note that some cross sections have a 3.5m verge that includes both footpaving and street trees. Where both footpaving and street trees are proposed, Council requires a minimum verge of 4.5 m so as to avoid conflict with services.</p>	<p>Many of the proposed road type cross sections include footpaving adjacent to property boundaries. This is within the usual allocation for underground utility services and as such should be revised. . Where both footpaving and street trees are proposed, Council requires a minimum verge of 4.5 m so as to avoid conflict with services.</p>	
	<p><u>Public Transport:</u></p> <p>Bus stops are to be located at a maximum 400 metres apart. The proposed bus route from the Traffic Report has the proposed bus stop locations located much further apart than this. Each bus stop is to be compliant with Disability Discrimination requirements as mentioned in the Statement of Commitments.</p>	<p><u>Public Transport:</u></p> <p>Bus stops are to be located at a maximum 400 metres apart. The proposed bus route from the Traffic Report has the proposed bus stop locations located much further apart than this. Each bus stop is to be compliant with Disability Discrimination requirements as mentioned in the Statement of Commitments.</p>	<p>The traffic report includes a plan which shows indicative bus stops locations. Discussions will be held with the bus operator to determine the likely bus stops (within 400 m catchment) and their location.</p>
	<p><u>Landscape/Visual:</u></p> <p>The applicant has provided a comprehensive Design Guidelines to support this proposed development. They offer a high quality of urban design in its setting. However, the submitted documentations do not provide a sufficient level of detail to demonstrate the appropriateness of such development in terms of visual impact and the impacts on the existing cultural and natural landscape settings.</p> <p>The applicant does not provide a full Visual Impact Statement and an overall Landscape Master Plan that address the minimum documentation requirements of Lake Macquarie City Council DCP No.1 and Lake Macquarie Scenic Management Guidelines.</p>	<p><u>Landscape/Visual:</u></p> <p>The submitted documentations do not provide a sufficient level of detail to demonstrate the appropriateness of such development in terms of visual impact and the impacts on the existing cultural and natural landscape settings.</p> <p>The applicant does not provide a full Visual Impact Statement and an overall Landscape Master Plan that address the minimum documentation requirements of Lake Macquarie City Council DCP No.1 and Lake Macquarie Scenic Management Guidelines.</p>	<p>A detailed visual impact assessment will form part of any Development Application. The visual impact statement provided responds to the DGEAR's which overviews the Concept Plan and provides an analysis of the visual impact of the overall development. The subdivision is an indicative layout designed to interpret the potential site development.</p>
	<p><u>Visual Impacts:</u></p> <p>A brief visual analysis is included in the Design Guidelines A – Urban Design Concept Plan, A.1.3 Concept Design Overview. Council has the following concerns:</p> <ol style="list-style-type: none"> 1. The proposed 2 storey buildings in the southern part of Link Road North precinct will likely be visible from the road and from the proposed main site entry, especially those potential 2 storeys 'Traditional Character' block on the ridge west of the proposed Minmi Boulevard entry. 2. The potential visual impact when viewed from Minmi Road into Link Road South precinct is not analysed and identified. 3. Both the Newcastle Link Road and Minmi Road are 	<p><u>Visual Impacts:</u></p> <p>Council has the following concerns:</p> <ol style="list-style-type: none"> 1. The proposed 2 storey buildings in the southern part of Link Road North precinct will likely be visible from the road and from the proposed main site entry, especially those potential 2 storeys 'Traditional Character' block on the ridge west of the proposed Minmi Boulevard entry. 2. The potential visual impact when viewed from Minmi Road into Link Road South precinct is not analysed and identified. 3. Both the Newcastle Link Road and Minmi Road are important entry points to Lake Macquarie. The Visual Impact Assessment should demonstrate that the proposal's visual impact is acceptable via providing graphic evidence to illustrate the proposal. 3D models and photomontages should also be used. 	<p>All of Council concerns are details that will be provided when a subdivision application is prepared for submission for approval.</p> <p>The DGEAR's did not require a full Impact Assessment, only a Statement. All matters raised under this "Visual Impact " section are detailed design issues to be addressed under a Development Application rather than a Concept Plan. However, the visual amenity of the proposed development, particularly when viewed from existing major roads that surround and bisect the site and from within the development site, the existing Minmi Village and the Regional Park has been addressed in a number of ways as set out in the Concept Plan and Environmental Assessment.</p> <p>The Concept Plan proposes housing development up to the easement boundaries of high voltage transmission lines in accordance with accepted standards applied to those facilities throughout NSW. The health impact of HV lines is a matter that council should take up with the National Health and Medical Research Council of Australia.</p>

Author	Submission	Issue Summary	C&A Response
	<p>important entry points to Lake Macquarie. The Visual Impact Assessment should demonstrate that the proposal's visual impact is acceptable via providing graphic evidence to illustrate the proposal. 3D models and photomontages should also be used.</p> <p>4. The potential visual impacts should be considered not only from existing settlements, such as main roads and existing residential areas, but also the visual amenity within the development site. The applicant should demonstrate whether the new road works and open spaces will create pleasant visual corridors and view points to keep the existing landscape character consistence. The new Minmi Boulevard connecting the Link Road with Woodford Street should form a significant visual and cultural landscape corridor, which creates the 'gateway point' for the development and transition between the new development and existing settlement. A appreciate visual character should be established and enhanced on this corridor.</p> <p>5. Most of the site areas are currently heavily vegetated and not accessible. The existing vegetation will be largely cleared, and the land topography will be refined, due to the road works and future residential development. The visual assessment only takes the current site conditions as basis to assess the future development that will sit in completely different environment. There are too many uncertainties in this visual study.</p> <p>6. The visual assessment shall have regard to the proposed sound mitigation walls.</p> <p>Design Guidelines A – Urban Design Concept Plan:</p> <p>1. The ridgelines have not been identified on the site analysis plan. The high level of visual sensitivity of the development near the ridgelines have not been considered in the Design Guidelines.</p> <p>2. The landscape site analysis does not provide a clear evidence for the proposed locations of various development character types and building heights.</p> <p>3. Given the uncertain state of scientific understanding of health effects of high-voltage transmission lines on resident populations, it would be prudent to recognise the existence of high-voltage power lines on the site as a significant site constraint and apply the cautionary principle by not locating any housing near the power lines.</p> <p>4. A Vegetation Management Plan should be prepared for the proposed conservation areas, such as riparian corridors.</p> <p>5. A Conservation Plan should be prepared for the Aboriginal Conservation Corridor.</p> <p>Design guidelines B – Public Domain Guidelines:</p> <p>1. The development proposal should identify opportunities to integrate and link the development with surrounding public parks and open spaces, such as the Blue Gum Hills Regional park. The proposal should ensure the cycleway accesses to the park are linked with, or not far from, the proposed on-road cycleway.</p>	<p>4. The potential visual impacts should be considered not only from existing settlements, such as main roads and existing residential areas, but also the visual amenity within the development site. The applicant should demonstrate whether the new road works and open spaces will create pleasant visual corridors and view points to keep the existing landscape character consistence. The new Minmi Boulevard connecting the Link Road with Woodford Street should form a significant visual and cultural landscape corridor, which creates the 'gateway point' for the development and transition between the new development and existing settlement. A appreciate visual character should be established and enhanced on this corridor.</p> <p>5. Most of the site areas are currently heavily vegetated and not accessible. The existing vegetation will be largely cleared, and the land topography will be refined, due to the road works and future residential development. The visual assessment only takes the current site conditions as basis to assess the future development that will sit in completely different environment. There are too many uncertainties in this visual study.</p> <p>6. The visual assessment shall have regard to the proposed sound mitigation walls.</p> <p>Design Guidelines A – Urban Design Concept Plan:</p> <p>1. The ridgelines have not been identified on the site analysis plan. The high level of visual sensitivity of the development near the ridgelines have not been considered in the Design Guidelines.</p> <p>2. The landscape site analysis does not provide a clear evidence for the proposed locations of various development character types and building heights.</p> <p>3. Given the uncertain state of scientific understanding of health effects of high-voltage transmission lines on resident populations, it would be prudent to recognise the existence of high-voltage power lines on the site as a significant site constraint and apply the cautionary principle by not locating any housing near the power lines.</p> <p>4. A Vegetation Management Plan should be prepared for the proposed conservation areas, such as riparian corridors.</p> <p>5. A Conservation Plan should be prepared for the Aboriginal Conservation Corridor.</p> <p>Design guidelines B – Public Domain Guidelines:</p> <p>4. The development proposal should identify opportunities to integrate and link the development with surrounding public parks and open spaces, such as the Blue Gum Hills Regional park. The below map shows the existing pedestrian and cycle links within and surround the park. The proposal should ensure the cycleway accesses to the park are linked with, or not far from, the proposed on-road cycleway.</p> <p>Design guidelines B – Public Domain Guidelines:</p> <p>5. The development proposal should identify opportunities to integrate and link the development with surrounding public parks and open spaces, such as the Blue Gum Hills Regional park. The proposal should ensure the cycleway accesses to the park are linked with, or not far from, the proposed on-road cycleway.</p> <p>6. Street Cross-sections</p> <p>a. Collector B (Section 4-4): 1.5m wide street tree planting verge is too narrow large street trees. Min 2m is required. Bio-swale details should be provided in this stage.</p> <p>b. Local Road A: Trees cannot be planted in the middle of swales. Informal cluster of tree planting is recommended on the side of the swales.</p> <p>c. Is there any fences along the boundaries between the site and the</p>	

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	<p>2. Street Cross-sections</p> <ul style="list-style-type: none"> a. Collector B (Section 4-4): 1.5m wide street tree planting verge is too narrow large street trees. Min 2m is required. Bio-swale details should be provided in this stage. b. Local Road A: Trees cannot be planted in the middle of swales. Informal cluster of tree planting is recommended on the side of the swales. c. Is there any fences along the boundaries between the site and the Blue Gum Hills Regional Park? The proposed 4.5m offset from the Regional Park does not seem sufficient to provide protection to the wild livies. d. Access Way (Section 9-9): The section does not allow enough space for both footpath and street tree planting on one side of the street. e. Detailed solutions on WSUD principles integrated into the landscape should be included into the proposal at this stage. <p>3. The name <i>Minmi</i> is taken from an Aboriginal word for the Giant Gynea Lily. The landscape plan should include this plant to be used in the interpretation areas, and other landscape feature areas.</p>	<p>Blue Gum Hills Regional Park? The proposed 4.5m offset from the Regional Park does not seem sufficient to provide protection to the wild livies.</p> <ul style="list-style-type: none"> d. Access Way (Section 9-9): The section does not allow enough space for both footpath and street tree planting on one side of the street. e. Detailed solutions on WSUD principles integrated into the landscape should be included into the proposal at this stage. <p>The name <i>Minmi</i> is taken from an Aboriginal word for the Giant Gynea Lily. The landscape plan should include this plant to be used in the interpretation areas, and other landscape feature areas.</p>	
	<p><u>Aboriginal Heritage:</u></p> <p>The Heritage Impact Assessment by ERM was undertaken in consultation with the relevant Local Aboriginal Land Council and traditional owners. The field studies included relevant aboriginal stakeholders and field officers. Feedback from the aboriginal stakeholders and field officers appears to be verbal only, and no written assessments, responses, or comments are included in the consultation documentation.</p> <p>As this proposal is considered under Part 3A of the <i>Environmental Planning and Assessment Act 1979 (NSW)</i>, an approval of the concept plan will not require further approvals under the National Parks & Wildlife Act 1974. This requires that management of heritage sites must be determined up front with developed policies supported and followed up by the statement of commitments, which is included in the Part 3A development approval. 'The statement of commitments has to adequately define the environmental management and mitigation measures the proponent is prepared to make for the site.'</p> <p>The statement of commitments should therefore be based on a prepared heritage Conservation Management Plan (CMP) and an overall interpretation policy that define the mitigation measures and protocols in principle. Heritage Management Plan(s) and Interpretation Strategies should be prepared as the base documents for any future proposals or works and should be endorsed by the relevant stakeholders. They need to be referenced in the concept plan and guidelines as base policies. The statement of commitments by the proponent is to insure their implementation and resourcing.</p> <p>Prior to finalising the assessment by the Department and any ministerial consent being issued under Part 3A of the Act, it is advised that the proponent should prepare an Aboriginal Heritage Plan of Management (PoM) and</p>	<p><u>Aboriginal Heritage:</u></p> <p>Feedback from the aboriginal stakeholders and field officers appears to be verbal only, and no written assessments, responses, or comments are included in the consultation documentation.</p> <p>An approval of the concept plan under Part 3A will not require further approvals under the National Parks & Wildlife Act 1974. This requires that management of heritage sites must be determined up front with developed policies supported and followed up by the statement of commitments, which is included in the Part 3A development approval</p> <p>Prior to finalising the assessment by the Department and any ministerial consent being issued under Part 3A of the Act, it is advised that the proponent should prepare an Aboriginal Heritage Plan of Management (PoM) and Interpretation Strategy, a European Cultural Management Plan and Interpretation Strategy.</p> <p>Heritage recommendations in the proposed Concept Plan and Guidelines will require updating to reflect that any future proposal will need to address the adopted Aboriginal Heritage Plan of Management and Interpretation Strategy.</p> <p>The submitted Statement of Commitments for the proposal has been adjusted to satisfy Council requirements; however, such commitments should be based on an Aboriginal Plan of Management and Interpretation Strategy, which will further guide future development.</p>	<p>Noted – Coal & Allied will comply with the DECCW requirements for Aboriginal Heritage conservation</p> <p>Reports are currently under review with the Local Indigenous stakeholders for comment, and their comments will be appended to final version of the report. The local Indigenous stakeholders will be consulted during the preparation of the Cultural Heritage Management Plan.</p> <p>The finalised Heritage Assessment will be provided to the Minister prior to approval. This will be included in the Preferred Project Report.</p> <p>A Cultural Heritage Management Plan is part of the further commitments of this project and will incorporate the suggestions provided here. The CHMP will be completed prior to any works commencing on site where works have been deemed to potentially impact the proposed area of development.</p>

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	<p>Interpretation Strategy, a European Cultural Management Plan and Interpretation Strategy. They are to be part of the guiding documents for implementation in the Concept Plan and Guidelines and form the basis for subsequent proposals for the next stages. They are to be prepared in line with DECCW and Department of Planning, Heritage Branch guidelines and incorporate the recommendations of the submitted Heritage assessment by ERM, Nov 2010, however be prepared as part of this assessment process and not a condition of consent.</p> <p>Prior to ministerial consent of the concept plan, the Owner is to prepare an 'Aboriginal Heritage Plan of Management' (PoM) and linked heritage interpretation strategy in accordance with the heritage mitigation measures and recommendations outlined in the Heritage Impact Statement prepared by ERM. It is to be in line with any DECCW and Department of Planning Heritage Branch guidelines and their specific recommendations for the proposal.</p> <p>Heritage recommendations in the proposed Concept Plan and Guidelines will require updating to reflect that any future proposal will need to address the adopted Aboriginal Heritage Plan of Management and Interpretation Strategy.</p> <p>The submitted Statement of Commitments for the proposal has been adjusted to satisfy Council requirements; however, such commitments should be based on an Aboriginal Plan of Management and Interpretation Strategy, which will further guide future development.</p>		
	<p><u>Developer Contributions:</u></p> <p>The subject development area falls within the Lake Macquarie Section 94 Contributions Plan</p> <p>No.1 – Citywide – Glendale Catchment (2004) as amended, which is one of five contribution catchment plans.</p> <p>As submitted by the proponent, Council will need to realign the current contributions plan to the development proposal to determine the total facilities required by the development. Council is in the process of reviewing the five contribution plans, including the Glendale Catchment. It should be noted that the Glendale Catchment plan does not have a traffic and transportation levy, and there may be traffic and transportation facilities required, as a result of the development, which need to be provided to Council. The infrastructure required for the development can be a combination of on-site works and cash contribution.</p> <p>It is essential that the total infrastructure requirements of the entire development be agreed, including provision mechanism of a section 94 contributions plan or voluntary planning agreement, prior to lodgement of the first development application for the subject site.</p>	<p><u>Developer Contributions:</u></p> <p>Council will need to realign the current contributions plan to the development proposal to determine the total facilities required by the development. Council is in the process of reviewing the five contribution plans, including the Glendale Catchment. It should be noted that the Glendale Catchment plan does not have a traffic and transportation levy, and there may be traffic and transportation facilities required, as a result of the development, which need to be provided to Council. The infrastructure required for the development can be a combination of on-site works and cash contribution.</p> <p>Total infrastructure requirements of the entire development must be agreed, including provision mechanism of a section 94 contributions plan or voluntary planning agreement, prior to lodgement of the first development application for the subject site.</p>	<p>C&A will enter into a Planning Agreement with Council which will include Section 94 contributions based on Council's Section 94 Plan applicable at the time of development.</p>
	<p><u>Community Planning – Sporting Facilities:</u></p> <p>Sports fields, cricket wickets, tennis and netball courts, BMX track, skate park, a large children's playground within a parkland setting will be located at Cameron Park. Additional sports fields and cricket wickets are planned to augment the existing sporting complex at Edgeworth. The</p>	<p><u>Community Planning – Sporting Facilities:</u></p> <p>Sports fields, cricket wickets, tennis and netball courts, BMX track, skate park, a large children's playground within a parkland setting will be located at Cameron Park. Additional sports fields and cricket wickets are planned to augment the existing sporting complex at Edgeworth. The portion of this development located within the LM LGA will contribute to an upgrade of the</p>	<p>The potential future of the Chinaman's Gardens as a community garden will be discussed with NCC when the overall detailed design of the sports fields, parks and the Gardens are prepared for submission to NCC for this specific area.</p>

Author	Submission	Issue Summary	C&A Response
	<p>portion of this development located within the LM LGA will contribute to an upgrade of the sporting facilities at Edgeworth.</p>	<p>sporting facilities at Edgeworth.</p>	
	<p><u>Community Planning – Chinamen’s Gardens:</u> The Chinamen’s garden site will be impacted by the proposed location of a sporting field. Providing a representative portion of the Chinese Garden is not considered adequate. The proposed small street frontage, a representative portion of the Chinamen’s gardens would most probably not be maintained and gradually over time removed it would be removed. The Chinamen’s gardens could be reinstated as a community garden. Community gardens are becoming popular recreational facilities and are considered to be a legitimate use of public open space land. It is recommended that one of the sporting fields be moved to provide a community garden at the location where the previous Chinamen’s gardens were located.</p>	<p><u>Community Planning – Chinamen’s Gardens:</u> The Chinamen’s garden site will be impacted by the proposed location of a sporting field. Providing a representative portion of the Chinese Garden is not considered adequate. The Chinamen’s gardens could be reinstated as a community garden. It is recommended that one of the sporting fields be moved to provide a community garden at the location where the previous Chinamen’s gardens were located.</p>	<p>The subject area is within the NCC LGA, not the LMCC LGA. There are limited opportunities or appropriate sites for sport fields. There is some potential for sporting fields to be located in BGRP. While this option has been dismissed during discussions over the last 5 years facilities in BGHRP would help promote the park usage. Further discussions should be encouraged between NCC and DECCW. The detailed investigations as part of the project approvals, civil works and subdivision plans will provide further detail on the archaeological potential of the possible Chinamen’s garden site.</p>
	<p><u>Community Planning – Recreation Facilities:</u> The applicant has failed to demonstrate that adequate social infrastructure has been proposed to meet the needs of the new population. Social infrastructure includes a range of recreation and sporting facilities. A spectrum of recreation facilities required includes: usable parks, children’s playgrounds, sporting facilities, BMX tracks, skate parks, community gardens and a network of shared pathways. Six playgrounds would be required for an estimated population of 9,720. At least one of these playground should comprise a larger park and a larger playground designed for children with disabilities. From the information supplied in the CP, only two children’s playgrounds are proposed to be provided. This is grossly inadequate. An additional four playgrounds are required to be provided. This development with an estimated population of 9,720 requires a large skate park to be provided within this development site. A BMX track can also be provided but BMX components may be accommodated in conjunction with the skate park. BMX and skate facilities are not considered to be regional facilities they are local facilities and need to be located close to the population served. A least one large one skate park that incorporates BMX users is required to be provided for this significant new population.</p>	<p><u>Community Planning – Recreation Facilities:</u> The applicant has failed to demonstrate that adequate social infrastructure has been proposed to meet the needs of the new population. Six playgrounds would be required for an estimated population of 9,720. At least one of these playground should comprise a larger park and a larger playground designed for children with disabilities. From the information supplied in the CP, only two children’s playgrounds are proposed to be provided. This is grossly inadequate. An additional four playgrounds are required to be provided. This development with an estimated population of 9,720 requires a large skate park to be provided within this development site. A BMX track can also be provided but BMX components may be accommodated in conjunction with the skate park. At least one large one skate park that incorporates BMX users is required to be provided for this significant new population.</p>	<p>The SIA provides an assessment of the current provision, provision trends, standards in provision and based on these provides recommendations for facilities. There are eleven playgrounds proposed in the master plan and SIA to be allocated as open space and sports fields. The development responds to the identified regional trend for an ageing population profile identified a local market opportunity for the development at Minmi. The Cameron Park s94 plan notes a skate park / BMX track at a rate of 1 per 12,000 but that plan does not apply in this development. As Council note later in this submission there is a BMX/Skate park proposed for Cameron Park.</p>
	<p><u>Community Planning – Parks:</u> The applicant is required to provide two local park sites of a minimum of 0.5 ha of useable open space to serve the population within the Link Road North Precinct located within the LM LGA. The land is required for the development of a park with playground equipment. The parks are required to have no development constraints such as detention basins, drainage, power lines, significant vegetation, habitat/old growth trees, mining shafts, high risk potholes, or APZ’s. Parks are required to be of a square shaped configuration with good street frontages for passive surveillance, accessible, and centrally located to the population served.</p>	<p><u>Community Planning – Parks:</u> The applicant is required to provide two local park sites of a minimum of 0.5 ha of useable open space to serve the population within the Link Road North Precinct located within the LM LGA. The parks are required to have no development constraints such as detention basins, drainage, power lines, significant vegetation, habitat/old growth trees, mining shafts, high risk potholes, or APZ’s. Parks are required to be of a square shaped configuration with good street frontages for passive surveillance, accessible, and centrally located to the population served. The applicant has not demonstrated that there is an adequate amount of recreation infrastructure provided to meet the needs of the future population within the LM LGA. . The majority of the population is located within the LM LGA, however, the majority of the recreation and sporting facilities are</p>	<p>Within the overall development there is more open space than is required as per the schedules in the Concept Plan. The social needs of the incoming community are not subject to constraints around council boundaries. Figure A1.7.1 in the concept plan provides indicative design for the sporting area. Further details of design would be provided at project approvals phase. The design details of the parks will be further developed for the project approvals.</p>

Author	Submission	Issue Summary	C&A Response
	<p>The applicant has not demonstrated that there is an adequate amount of recreation infrastructure provided to meet the needs of the future population within the LM LGA. Of the 9,720 estimated population of the development site an estimated 4,695 are located within the NCC LGA and 5,200 located within the LM LGA. The majority of the population is located within the LM LGA, however, the majority of the recreation and sporting facilities are located within the NCC LGA. There is not an equal distribution of park and sporting facilities provided for the proposed residents within the LM LGA.</p> <p>The applicant is required to identify the proposed treatment and landscaping of all public domain areas. Indicative designs have not been prepared for all the proposed parks and the sporting area.</p> <p>Neighbourhood Park 3 - This is a local park, and BBQ facilities are not required to be provided. The playground area needs to be larger with more play equipment provided together with a water supply/bubbler and a park bench. A suitable edge treatment to separate the turf area with the native grassed/shrub area. The location of the pathway at this location forms a good interface. A pathway located around the entire play area is also preferred. For maintenance reasons, trees should be located outside the play area as tree roots are damaged when machinery is used to aerate the soft fall. To enable good sight lines through the park for Crime Prevention Through Environment Design, shrub planting is not recommended.</p>	<p>located within the NCC LGA. There is not an equal distribution of park and sporting facilities provided for the proposed residents within the LM LGA.</p> <p>The applicant is required to identify the proposed treatment and landscaping of all public domain areas. Indicative designs have not been prepared for all the proposed parks and the sporting area.</p> <p>Neighbourhood Park 3 - This is a local park, and BBQ facilities are not required to be provided. The playground area needs to be larger with more play equipment provided together with a water supply/bubbler and a park bench. A suitable edge treatment to separate the turf area with the native grassed/shrub area. The location of the pathway at this location forms a good interface. A pathway located around the entire play area is also preferred. For maintenance reasons, trees should be located outside the play area as tree roots are damaged when machinery is used to aerate the soft fall. To enable good sight lines through the park for Crime Prevention Through Environment Design, shrub planting is not recommended.</p>	
	<p><u>Community Planning – Cycleways:</u></p> <p>The Traffic Study does not provide the required cycleway network plan as required by the DGEAR.</p> <p>The CP provides a Conceptual Access & Movement plan in Figure B.1.1. This plan indicates the proposed 'off road shared pedestrian pathway/cycleway' routes. However, it does not differentiate between the pedestrian pathways and cycleways. This distinction is essential, as pathways are primarily for pedestrian use but allow cyclists under 12 year of age only, whereas off-road cycleways or shared pathways provide for pedestrian and cyclists of all ages.</p> <p>Some of these routes identified in Figure B.1.1, particularly in the Link Road South Precinct, are a spaghetti-like network that weave in and out of the drainage corridors. These routes serve more of a bush fire control purpose than a shared pathway recreational/purpose</p> <p>The CP also provides sections of the proposed roads and riparian corridors which correspond to the Conceptual Road Hierarchy plan located on page 13 of the CP. This plan together with the cross sections demonstrate there is no clear shared path network.</p> <p>Figure B.1.18 indicates a 2.5 m wide shared path along Local Road C – 13 m. Figure B.1.9 Conceptual Road Hierarchy, indicates that these roads are located along only part of the drainage corridors. The roads end for no apparent reason and so the shared paths would also end providing no continuity or connectivity to other shared paths within the development area. This discontinuity occurs at numerous locations.</p>	<p><u>Community Planning – Cycleways:</u></p> <p>The Traffic Study does not provide the required cycleway network plan as required by the DGEAR.</p> <p>The provided Conceptual Access & Movement plan does not differentiate between the pedestrian pathways and cycleways.</p> <p>Some of the routes identified in the Conceptual Access & Movement plan particularly in the Link Road South Precinct, are a spaghetti-like network that weave in and out of the drainage corridors. These routes serve more of a bush fire control purpose than a shared pathway recreational/purpose.</p> <p>The CP also provides sections of the Proposed Roads And Riparian Corridors which correspond to the Conceptual Road Hierarchy plan. This plan together with the cross sections demonstrate there is no clear shared path network. The roads end for no apparent reason and so the shared paths would also end providing no continuity or connectivity to other shared paths within the development area. This discontinuity occurs at numerous locations.</p>	<p>General recommendations have been made in the EA for the provision of shared paths for cycling and walking. Until the regional cycleway network has been finalised and approved by both Councils it is difficult to provide a definite plan. The details can be determined when the Councils have resolved the regional network and detailed design and planning can be undertaken in the C&A site as part of any future development application. It should also be recognised that the development program is expected to span 20 years and there are likely to be substantial changes to the Council requirements over this period just as there has over the last 20 years. Remaining flexible to meet future needs will be important if the benefits to the community are to be maximised.</p> <p>The cycleway network plan addresses the information provided by the Councils and reference to the BGHRP Plan of Management. The Regional cycleway network to the east of the proposed development site is still the subject of further planning. The network on the proposed site can be amended to address the final approved Regional network when available.</p> <p>Regarding proposed roads and riparian corridors, these can be distinguished, however those currently identified on the Movement Plan will be shared paths. Pedestrian paths in the street network are shown on the street sections. Detail for a concept plan with an indicative local street layout as indicated provides the basis for detailed design at DA stage.</p>

Author	Submission	Issue Summary	C&A Response
	<p><u>Connectivity within and to the site:</u></p> <p>Blue Gum Hills Regional Park (BGH Regional Park) - Figure B.1.1 of Appendix B Concept Plan Design Guidelines (CP), indicates the potential pathway connection points to the Regional Park. Some of these access points do not appear to be in accordance with the proposed path network in Figure 8.35 of the BGH Regional Park Draft Plan of Management (BGH PoM). An access point is indicated in the BGH PoM but not in the Figure B.1.1 of the CP. The BGH Regional Park Fire Management Strategy 2005 indicates the service road access points that are required for fire management purposes. The C&A \$8 Million allocation, subject item 8, will contribute \$50,000. This amount is grossly insufficient to achieve any benefit. Assuming the cost to construct a cycleway is \$500 per lineal metre, then only 100 metres would be able to be provided with \$50,000. To provide a shared pathway through the BGH Regional Park from the northern boundary to the southern boundary, an estimated distance of 1,600 metres (based on CP plans provided) an amount closer to \$800,000 would be required.</p>	<p><u>Connectivity within and to the site:</u></p> <p>Blue Gum Hills Regional Park (BGH Regional Park) –</p> <p>Some of the access points indicated in Figure B.1.1 of Appendix B Concept Plan Design Guidelines (CP) do not appear to be in accordance with the proposed path network in Figure 8.35 of the BGH Regional Park Draft Plan of Management. The C&A \$8 Million allocation, subject item 8, will contribute \$50,000. This amount is grossly insufficient to achieve any benefit. To provide a shared pathway through the BGH Regional Park from the northern boundary to the southern boundary, an estimated distance of 1,600 metres (based on CP plans provided) an amount closer to \$800,000 would be required.</p>	<p>This is noted in the concept plan to emphasize the connections are indicative and to be in accordance with the management plan. The concept plan suggests additional connections. The management plan could not have foreseen the concept plan and therefore the management plan should be able to adapt to suit its context if considered appropriate by the Park Management (DECCW).</p>
	<p><u>Heritage Railway Lines</u></p> <p>Figure B.1.1 of the CP indicates the proposed off-road cycleway route (R9) following the former coal railway across Hexham Swamp. This former railway link splits into two at the northern tip of the development site, intending through this development site.</p> <p>One of the railway corridors extends past the proposed sporting facilities providing a connection to the BGH Regional Park, where 'the historic railway embankment becomes the main non-vehicular entry into the park' GBH Regional Park PoM, page 8.32). A short connection will also provide a linkage to the proposed village centre adjoining the BGH Regional Park.</p> <p>NCC has identified that this former railway line will become an off-road cycleway leading from the north to the development site. The CP proposes a pedestrian pathway through the site, and then it will be constructed as a cycleway through the BGH Regional Park. This proposal severs this off-road cycleway link, providing no connectivity through the site.</p> <p>The second railway corridor extends along the western side of the Minmi township past the existing school and sports field. The CP proposes that this former railway also be a pedestrian pathway. This development severs this link, providing no connectivity to the proposed off-road cycleway at the north of the site.</p> <p>In relation to the proposed treatment of the heritage railway lines, the CP is in conflict in this regard. In Section B.1.1 it proposes that 'a heritage walk along the former rail line will provide pedestrian access...' (p. 2); whereas in Section A.1.7.2 the CP states 'the discussed railway corridors are to be used for pedestrian and cycle links' (p. 25).</p> <p>This development provides an excellent opportunity to extend this off-road cycleway providing a shared pathway along the two former railway lines through the development area and through the BGH Regional Park,</p>	<p><u>Heritage Railway Lines</u></p> <p>The CP is in conflict in regard to the proposed treatment of the heritage railway lines. In Section B.1.1 it proposes that 'a heritage walk along the former rail line will provide pedestrian access...' (p. 2); whereas in Section A.1.7.2 the CP states 'the discussed railway corridors are to be used for pedestrian and cycle links' (p. 25).</p> <p>This development provides an excellent opportunity to extend this off-road cycleway providing a shared pathway along the two former railway lines through the development area and through the BGH Regional Park, the existing and proposed sporting facilities and the existing school at Minmi. This development is required to construct two off-road cycleway/shared pathways along the two historic railway lines through the site and through the BGH Regional Park.</p>	<p>It is intended that relevant sections of the former coal railway lines will serve as shared pedestrian and cycleways and any inconsistencies in the CP in this regard will be addressed in the PPR.</p> <p>The Heritage railway lines will be interpreted as part of the Heritage Interpretation Strategy. This is to be included in the CHMP that will be completed prior to submission of a DA .</p>

Author	Submission	Issue Summary	C&A Response
	the existing and proposed sporting facilities and the existing school at Minmi. This development is required to construct two off-road cycleway/shared pathways along the two historic railway lines through the site and through the BGH Regional Park.		
	<p><u>Cycleway Network Plan:</u></p> <p>The applicant is required to provide a cycleway network plan. The plan needs to show how the proposed 'cycleway access has been provided within and to the site that connects to all relevant transport services, existing and proposed adjoining suburbs and other key off-site locations (e.g. schools, shops, parks, recreation and community facilities)', as in accordance with the DGEARS.</p> <p>The network plan is required to clearly demonstrate the location of the proposed pedestrian pathways (usually 1.2 metres wide), the on-road cycleways (proposed 1.5 metres wide) and the off-road shared pathways (usually 2.5 to 3.0 metres wide).</p>	<p><u>Cycleway Network Plan:</u></p> <p>The applicant is required to provide a cycleway network plan. The plan needs to show how the proposed 'cycleway access has been provided within and to the site that connects to all relevant transport services, existing and proposed adjoining suburbs and other key off-site locations. The network plan is required to clearly demonstrate the location of the proposed pedestrian pathways (usually 1.2 metres wide), the on-road cycleways (proposed 1.5 metres wide) and the off-road shared pathways (usually 2.5 to 3.0 metres wide).</p>	<p>The cycleway network plan addresses the information provided by the Councils and reference to the BGHRP Plan of Management. The Regional cycleway network to the east of the proposed development site is still the subject of further planning. The network on the proposed site can be amended to address the final approved Regional network when available. Detailed design of pathways will be included in the DA applications</p>
	<p><u>Possible Off-Road Cycleways/Shared pathways:</u></p> <p>LMCC has prepared plan identifying some possible off-road cycleways/shared pathways for discussion between the different agencies namely, the proponent, NCC, LMCC and RTA. Other off-road shared pathways include:</p> <ul style="list-style-type: none"> ▪ Cameron Park – West ▪ BGH Regional Park – South ▪ Minmi Road South to Proposed Minmi Boulevard ▪ Drainage Corridor – Link Road North Precinct ▪ Woodford Street and Minmi Road ▪ Newcastle Link Road 	<p><u>Possible Off-Road Cycleways/Shared pathways:</u></p> <p>LMCC has prepared plan identifying some possible off-road cycleways/shared pathways for discussion between the different agencies namely, the proponent, NCC, LMCC and RTA. Other off-road shared pathways include:</p> <ul style="list-style-type: none"> ▪ Cameron Park – West ▪ BGH Regional Park – South ▪ Minmi Road South to Proposed Minmi Boulevard ▪ Drainage Corridor – Link Road North Precinct ▪ Woodford Street and Minmi Road ▪ Newcastle Link Road 	<p>The cycleway network plan addresses the information provided by the Councils and reference to the BGHRP Plan of Management. The Regional cycleway network to the east of the proposed development site is still the subject of further planning. The network on the proposed site can be amended to address the final approved Regional network when available. Detailed design of pathways will be included in the DA applications</p> <p>Connectivity of the paths in the region can be included in the designs at DA stage when it would be anticipated that the Regional network would be approved. Council needs to be mindful that the proposed development program will expand over 20+ years.</p>
	<p><u>Noise Walls:</u></p> <p>Noise walls and mounds are proposed along roads where off-road shared paths are also proposed. Design consideration will need to respond to Safety by Design Principles.</p>	<p><u>Noise Walls:</u></p> <p>Noise walls and mounds are proposed along roads where off-road shared paths are also proposed. Design consideration will need to respond to Safety by Design Principles.</p>	<p>Detailed mitigation measures (eg. noise walls and mounds) will be investigated and determined during the detailed design stage of the project, once detailed information regarding any proposed roads and shared paths have been finalised.</p>
	<p><u>Bicycle Parking:</u></p> <p>Bicycle parking facilities should be provided in key destinations .e.g. at the two proposed village centres, at the proposed sporting area, the neighbourhood and other larger parks.</p>	<p><u>Bicycle Parking:</u></p> <p>Bicycle parking facilities should be provided in key destinations .e.g. at the two proposed village centres, at the proposed sporting area, the neighbourhood and other larger parks.</p>	<p>Acknowledged and will be detailed in future applications</p>
	<p><u>C&A \$8 Million Allocation:</u></p> <p>Consider amending the \$8 Million Allocation schedule by increasing Subject Item 8:</p> <p><i>Funding towards linkage and facilities within Blue Gum Hills Regional Park subject to discussions with Council(s) and other developers.</i></p> <p>from \$50,000 to \$800,000.</p>	<p><u>C&A \$8 Million Allocation:</u></p> <p>Consider amending the \$8 Million Allocation schedule by increasing Subject Item 8:</p> <p><i>Funding towards linkage and facilities within Blue Gum Hills Regional Park subject to discussions with Council(s) and other developers.</i></p> <p>from \$50,000 to \$800,000.</p>	<p>The \$50,000 allocation is proposed to be used for the purposes of preparing an assessment and feasibility report. A further \$500,000 has been allocated for the provision of cycleway links external to the development site.</p> <p>Coal & Allied will be pleased to discuss this proposal with LMCC within the total \$8 million allocation, however it should be emphasised this is not for LMCC to determine the areas of allocation. All stakeholders have been involved in determining the community needs.</p>
	<p><u>Blue Gum Hills Regional Park – Access:</u></p> <p>A CP that details all the proposed routes within the BGH Regional Park and all the access points, including service vehicle access points is required to be provided. The</p>	<p><u>Blue Gum Hills Regional Park – Access:</u></p> <p>A CP that details all the proposed routes within the BGH Regional Park and all the access points, including service vehicle access points is required to be provided to demonstrate that the proposed development has been</p>	<p>Coal & Allied recognises DECCW as the manager of this park and will be guided by DECCW requirements</p>

Author	Submission	Issue Summary	C&A Response
	<p>applicant is then able to demonstrate that the proposed development has been designed to link in with the existing and proposed development of the BGH Regional Park.</p>	<p>designed to link in with the existing and proposed development of the BGH Regional Park.</p>	
	<p><u>Blue Gum Hills Regional Park – Edge Effects:</u> Where the BGH Regional Park boundary abuts the development site, vehicle barrier fencing should be installed along this boundary to prevent unauthorised access into the park. This requirement should be undertaken as a development consent condition.</p>	<p><u>Blue Gum Hills Regional Park – Edge Effects:</u> Where the BGH Regional Park boundary abuts the development site, vehicle barrier fencing should be installed along this boundary to prevent unauthorised access into the park. This requirement should be undertaken as a development consent condition.</p>	<p>This requirement will be undertaken as a development consent condition at a future date</p>
	<p><u>Walking Tracks:</u> In accordance with Section A.1.7.2 of the CP, and in accordance with the comments under cycleways, this dot point is required to be amended to:</p> <ul style="list-style-type: none"> Assessment of the shared paths/off-road cycleway along the historical railway corridor from the Tank Paddock area to the new township through to Workshop Park in the west and Glue Gum Hill Regional Park in the east. 	<p><u>Walking Tracks:</u> In accordance with Section A.1.7.2 of the CP, and in accordance with the comments under cycleways, this dot point is required to be amended to:</p> <ul style="list-style-type: none"> Assessment of the shared paths/off-road cycleway along the historical railway corridor from the Tank Paddock area to the new township through to Workshop Park in the west and Glue Gum Hill Regional Park in the east. 	<p>Noted and agreed. The heritage railway lines will be interpreted as part of the Interpretation strategy. To be included in the CHMP that will be completed prior to submission of a DA</p>
	<p><u>Future Public Land:</u> The proposed open space land comprises drainage corridors, road buffers, land required for detention basins, and heritage open space and one park. Drainage Corridors - The CP Figure A.1.2.2 the 100 year flood line, the core riparian zone and existing lakes. The CP Figure A.1.3 Illustrative Concept Plan identifies these areas as drainage corridors. Council does not include conservation land, riparian corridors or drainage corridors as open space, therefore, these items should not be listed as an open space type in Figure B.1.3 Open Space Provision. Council may consider accepting the management responsibilities and ownership of these corridors. Council staff requires that relevant Council staff be involved in the design of the corridors to ensure easy of maintenance and access requirements are met. The zoning of these corridors should remain as residential. Passive Open Space – The CP Figure B.1.3 Open Space Provision, identifies passive open space to include heritage open space, APZ's, steep slopes, pothole risk areas, and detention and bioretention areas. These areas, containing the above constraints are not considered to be usable open space. The areas should not be zoned as open space, and should not be listed as an open space type in Figure B.1.3. Open Space Provision. The CP is very poor in legibility, and it provides plans with six different shades of green indicating the different open space types. The six shades of green make it difficult to differentiate which areas on the plan respond to the proposed open space types. For example, in Figure B.1.2 Conceptual Park and Open Spaces, several areas are shaded green beside drainage corridors within the Link Road North Precinct and Link Road South Precinct. These areas are no included as part of the 6 identified feature parks in Figure B.1.3 Open Space Provision. The purpose of these areas is unknown. Council does not accept these as open space, and request that they be included as either part of the riparian zone or drainage</p>	<p><u>Future Public Land:</u> Apart from the proposed two local parks (one within Link Road South Precinct and one within the Link Road North Precinct), all other areas noted as open space should be considered as conservation areas, drainage corridors, or road reserve. Council may consider ownership of natural areas, but these will not be included as part of the open space provision. Drainage Corridors - Council does not include conservation land, riparian corridors or drainage corridors as open space, therefore, these items should not be listed as an open space type in Figure B.1.3 Open Space Provision. Council may consider accepting the management responsibilities and ownership of these corridors. Council staff requires that relevant Council staff be involved in the design of the corridors to ensure easy of maintenance and access requirements are met. The zoning of these corridors should remain as residential. Passive Open Space - The CP Figure B.1.3 Open Space Provision, identifies passive open space to include heritage open space, APZ's, steep slopes, pothole risk areas, and detention and bioretention areas. These areas, containing the above constraints are not considered to be usable open space. The areas should not be zoned as open space, and should not be listed as an open space type in Figure B.1.3. Open Space Provision. The CP is very poor in legibility, and it provides plans with six different shades of green indicating the different open space types. The six shades of green make it difficult to differentiate which areas on the plan respond to the proposed open space types. Link Road Edge - The proposed road buffer identified in the CP Section A.4.1 comprises 5.34 ha. The land is essentially a buffer to the Link Road and not a wildlife corridor. The land also presents a maintenance liability to Council. This land should not be zoned open space and dedication to Council is not accepted. Landscaped Road Corridor - The land forms a buffer to the Link Road and is a maintenance burden on Council. The land should be offered to the RTA for ownership. This land should not be zoned open space and dedication to Council is not accepted. Heritage Open Space - This land comprises the Garden House Park and the land either side of the unformed within Link Road North Precinct. This area of land is identified in the Heritage Impact Assessment as having a high archaeological potential and it has a number of heritage sites. The</p>	<p>It is noted that Council seek all areas noted as open space should be considered as conservation areas, drainage corridors, or road reserve. This will be the subject of further detailed discussion with LMCC on transfer of ownership. Zoning and design of drainage corridors will be the subject of further detailed discussion with LMCC, as will the . Classification of open space will be the subject of further detailed discussion with LMCC This is a corridor that LMCC required within the Concept Plan and as such C&A seeks reconsideration by LMCC of the future proposed ownership. C&A will consider constructive alternatives to LMCC ownership but RTA is not an option This land is subject to a proposed LGA boundary adjustment and will likely become part of Newcastle City LGA. Discussion will be held with NCC at the appropriate time. C&A does not agree with LMCC's position here. C&A will seek a consistent zoning across all drainage / riparian corridors for the whole site. It is noted that Council will not accept the location of any APZ on any land proposed to be dedicated to the public. It is noted that Council will not accept land dedications on which are located mining remnants. It is noted that Neighbourhood Park 3 - Link Road South Precinct should be zoned 6(1), but this does not form part of the Concept plan. . The Link Road North Precinct – Local Park land is subject to a LGA change shortly. Park requirements for this area are Stage 5 of the development (est 2020-2025 for first DA)</p>

Author	Submission	Issue Summary	C&A Response
	<p>corridor.</p> <p>Link Road Edge – The proposed road buffer identified in the CP Section A.4.1 comprises 5.34 ha. The land is essentially a buffer to the Link Road and not a wildlife corridor. According to Figure 9 – Minmi Link Road & Stockrington: Residential Areas Impacted by Traffic Noise, noise walls are to be located on the land. The land also presents a maintenance liability to Council. This land should not be zoned open space and dedication to Council is not accepted.</p> <p>Landscaped Road Corridor – This area of land identified in the CP Section A.4.1 comprises 2.13 ha. This land may be the land on the northern side of the Link Road. The land forms a buffer to the Link Road and is a maintenance burden on Council. The land should be offered to the RTA for ownership. This land should not be zoned open space and dedication to Council is not accepted.</p> <p>Heritage Open Space – The CP Figure A.1.2.2.- Constraints Drainage and Open Space identifies land as 'existing heritage park/open space' as light green. This land comprises the Garden House Park and the land either side of the unformed road within Link Road North Precinct. This area of land is identified in the Heritage Impact Assessment as having a high archaeological potential and it has a number of heritage sites – Figure 5.3. The land is identified as 'E' in the CP Figure A.2 as having Aboriginal & Archaeological Heritage. This land is also identified as 'B' in a plan within Section 6.1 of the Concept Infrastructure Report (page 7 & 8). The land contains a 11kv power line and the report states that the 'power line is located within existing (unformed) road reserve and lies within proposed open space corridor'. Consequently, the land is not considered to be usable open space and should not be zoned open space.</p> <p>Drainage/Riparian Corridors</p> <p>Council would consider ownership of these corridors in accordance with Council's Biodiversity Planning Policy & Guidelines for LEP Rezoning Proposals (available on Council's website), provided the areas comply with DECCW standards for riparian corridors.</p> <p>Any land dedicated to Council must be free of weed infestation, rubbish, building debris, and any unauthorised structures on the land. Council also requires that relevant Council staff be involved in the design of the drainage corridors to ensure suitable access etc. The zoning of these corridors should remain as residential.</p> <p>APZ's</p> <p>Council will not accept the location of any APZ on any land proposed to be dedicated to the public, including open space and drainage reserves. All provision for asset protection of properties is to be contained within road reservations or private land. Council will not provide ongoing management of dedicated areas of any bushland or drainage reserves containing APZ's. Proposed treatment of APZ's require a Fire Safety Certificate indicating the endorsement of the proposed works from the Rural Fire Service.</p> <p>Heritage Infrastructure</p> <p>The proposal indicates the existence of mining heritage remnants within the development site. Council will not</p>	<p>land contains a 11kv power line and the report states that the 'power line is located within existing (unformed) road reserve and lies within proposed open space corridor'. Consequently, the land is not considered to be usable open space and should not be zoned open space</p> <p>Drainage/Riparian Corridors - Council would consider ownership of these corridors in accordance with Council's Biodiversity Planning Policy & Guidelines for LEP Rezoning Proposals (available on Council's website), provided the areas comply with DECCW standards for riparian corridors. Council also requires that relevant Council staff be involved in the design of the drainage corridors to ensure suitable access etc. The zoning of these corridors should remain as residential.</p> <p>APZs - Council will not accept the location of any APZ on any land proposed to be dedicated to the public, including open space and drainage reserves. All provision for asset protection of properties is to be contained within road reservations or private land. Council will not provide ongoing management of dedicated areas of any bushland or drainage reserves containing APZ's. Proposed treatment of APZ's require a Fire Safety Certificate indicating the endorsement of the proposed works from the Rural Fire Service.</p> <p>Heritage Infrastructure - Council will not accept land dedications on which are located mining remnants, such as disused air shafts or the like. If any mining heritage items are located in the development area within the LM LGA, these are required to be retained on private land.</p> <p>Link Road South Precinct – Local Park - If the boundary adjustment occurs, the only area of land considered open space is the Neighbourhood Park 3 - Link Road South Precinct (provided it is a minimum of 5,000 m2, has a suitable slope and no constraints that would prevent the land being developed for the purposed of a children's playground area). Only this parcel of land should be zoned 6(1).</p> <p>Link Road North Precinct – Local Park - The area for the proposed park is small and does not appear to be the minimum size of 5,000 m2 for a local park. The site is not centrally located to the precinct and it is not considered a suitable location for the development of a local park with playground equipment for this residents living within this precinct. This precinct is expected to fall in Newcastle City Council boundary following a Local Government boundary readjustment however if this were not to proceed, the submission requests that this park be relocated. A suitable location is identified in the following plan (Appendix A) which was submitted with LMCC's comments on 30 March 2009 to the previous concept plan. This concept plan has not made the recommended amendment.</p>	

Author	Submission	Issue Summary	C&A Response
	<p>accept land dedications on which are located mining remnants, such as disused air shafts or the like. If any mining heritage items are located in the development area within the LM LGA, these are required to be retained on private land.</p> <p>Link Road South Precinct – Local Park - If the boundary adjustment occurs, the only area of land considered open space is the Neighbourhood Park 3 - Link Road South Precinct (provided it is a minimum of 5,000 m2, has a suitable slope and no constraints that would prevent the land being developed for the purposed of a children’s playground area). Only this parcel of land should be zoned 6(1).</p> <p>Link Road North Precinct – Local Park The proposed neighbourhood park within the Link Road North Precinct is located on the far northern boundary of the precinct and on the boundary of the BGH Regional Park. Refer to the CP Figure A.1.8.5. This site comprises a large detention basin and it also contains an APZ. The area for the proposed park is small and does not appear to be the minimum size of 5,000 m2 for a local park. The site is not centrally located to the precinct and it is not considered a suitable location for the development of a local park with playground equipment for this residents living within this precinct. This precinct is expected to fall in Newcastle City Council boundary following a Local Government boundary readjustment however if this were not to proceed, the submission requests that this park be relocated. A suitable location is identified in the following plan (Appendix A) which was submitted with LMCC’s comments on 30 March 2009 to the previous concept plan. This concept plan has not made the recommended amendment.</p> <p>Apart from the proposed two local parks (one within Link Road South Precinct and one within the Link Road North Precinct), all other areas noted as open space should be considered as conservation areas, drainage corridors, or road reserve. Council may consider ownership of natural areas, but these will not be included as part of the open space provision.</p>		
	<p><u>Consultation:</u></p> <p>The applicant has not provided details of the consultation undertaken with LMCC in relation to the proposed dedication and management of future public land. The maintenance implications associated with the management of 110.88 ha of proposed open space is significant (CP Figure B.1.3). LMCC officers are not aware of any consultation that has been undertaken in relation to the proposed dedication and management of public land. The DGEARs has not been fulfilled, and it is critical that this consultation occur before any further work is undertaken.</p>	<p><u>Consultation:</u></p> <p>The applicant has not provided details of the consultation undertaken with LMCC in relation to the proposed dedication and management of future public land. The DGEARs has not been fulfilled, and it is critical that this consultation occur before any further work is undertaken.</p>	<p>It is anticipated that the LGA boundary will be amended in the near future at which time the proposed public area dedications can be finalised and negotiated with the respective Councils. There have been a number of discussions with LMCC regarding areas to be dedicated, including LMCC stating its preferences that have generally been built into the Concept Plan to facilitate future dedications.</p>
	<p><u>Plan of Management:</u></p> <p>Change the first sentence to:</p> <p><i>The Owner is to prepare a PoM in accordance with the Local Government Act (1993) for all community land and facilities.</i></p> <p>Amend the second dot point to:</p> <ul style="list-style-type: none"> <i>The actions arising from the PoM for a period of 5</i> 	<p><u>Plan of Management:</u></p> <p>Change the first sentence to:</p> <p><i>The Owner is to prepare a PoM in accordance with the Local Government Act (1993) for all community land and facilities.</i></p> <p>Amend the second dot point to:</p> <ul style="list-style-type: none"> <i>The actions arising from the PoM for a period of 5 years from the date</i> 	<p>Noted and agreed</p> <p>C+A do not agree with this request to amend the second dot point to “<i>The actions arising from the PoM for a period of 5 years from the date the PoM takes effect.</i>”</p>

Author	Submission	Issue Summary	C&A Response
	<p><i>years from the date the PoM takes effect.</i></p>	<p><i>the PoM takes effect.</i></p>	
<p>NSW Police</p>	<p>I wish to advise that the NSW Police Force has no objections to this development proceeding, however we would appreciate receiving ongoing details of the development and being consulted on issues that may affect policing responses such as traffic management.</p> <p>It is noted that provision has been made for a policing presence in the village and 6,000 square metres has been set aside to provide a police facility in the community which we also fully support. This facility will compliment other police stations in the Lake Macquarie and Newcastle City Local Area Commands.</p>	<p>The NSW Police Force has no objections to this development proceeding. Fully support proposal for a policing presence in the village and 6,000 square metres set aside to provide a police facility in the community.</p>	<p>Noted and agreed</p>
<p>Hunter Water Corporation</p>	<p><u>Water Delivery:</u></p> <p>The proposed development is located in South Wallsend and the Minmi/Maryland Water Supply System. Hunter Water's regional servicing strategies for this water supply system have not identified the proposed development to this extent, although 200 equivalent tenements (ET) of development in this area was identified. Hence the upgrade of the existing water supply system will be required to service the proposed development.</p> <p>As noted in previous advice from Hunter Water a developer funded water servicing strategy will need to be prepared to determine the best option for the development in line with the current and future surrounding development. The developer should continue to liaise with Hunter Water in the preparation of a water supply servicing strategy.</p> <p>There is potential that security of supply can be achieved by cross connecting the Minmi system with the water supply system in Cameron Park. Such a strategy would need to be developed in close consultation with Hunter Water due to the significant impact such a change would have on the current operation of the network. The existing network does not have sufficient capacity to cater for this development, therefore significant upgrades will be required. It is possible that initial stages of the development could connect to the existing network.</p>	<p><u>Water Delivery:</u></p> <p>Hunter Water's regional servicing strategies for the Minmi/Maryland Water Supply System have not identified the proposed development to this extent. Hence the upgrade of the existing water supply system will be required to service the proposed development.</p> <p>A developer funded water servicing strategy will need to be prepared to determine the best option for the development in line with the current and future surrounding development. The developer should continue to liaise with Hunter Water in the preparation of a water supply servicing strategy.</p> <p>There is potential that security of supply can be achieved by cross connecting the Minmi system with the water supply system in Cameron Park. Such a strategy would need to be developed in close consultation with Hunter Water due to the significant impact such a change would have on the current operation of the network. The existing network does not have sufficient capacity to cater for this development, therefore significant upgrades will be required. It is possible that initial stages of the development could connect to the existing network.</p>	<p>Coal and Allied does not propose to prepare a Water Servicing Strategy for the site. HWC should amend its current regional strategies to include the proposed developments. Cardno can assist in determining demands for the development to be incorporated into the HWC models.</p> <p>A Section 50 application will be made as part of the normal development process.</p>
	<p><u>Wastewater Transportation:</u></p> <p>The proposed development is within both the Shortland and Edgeworth Waste Water Treatment Works (WWTW) catchments. The Link Road South Precinct will be serviced by Edgeworth WWTW, whereas the remainder will be serviced by Shortland WWTW.</p> <p><i>DEVELOPMENT SOUTH OF LINK RD</i> - It is likely that the majority of development south of the Link Rd will need to be pumped directly to Edgeworth WWTW. There is currently limited capacity in the existing network to accept any additional flows; therefore developer funded upgrades may be required.</p> <p><i>DEVELOPMENT NORTH OF LINK RD</i> - The current servicing strategy for the Shortland WWTW has allowed for a development up to 350ET in this area. The development will likely connect through the existing network which consists of a number of wastewater pump stations (WWPS) including Minmi 1A, Minmi 2, Maryland 1 and Maryland 2 WWPS. There is currently limited capacity in this network; therefore it is likely that</p>	<p><u>Wastewater Transportation:</u></p> <p><i>Development south of Link Rd</i> - it is likely that the majority of development south of the link rd will need to be pumped directly to Edgeworth WWTW. there is currently limited capacity in the existing network to accept any additional flows; therefore developer funded upgrades may be required.</p> <p><i>Development north of Link Rd</i> - the current servicing strategy for the shortland WWTW has allowed for a development up to 350et in this area. the development will likely connect through the existing network which consists of a number of wastewater pump stations (WWPS) including minmi 1a, Minmi 2, Maryland 1 and Maryland 2 WWPS. There is currently limited capacity in this network; therefore it is likely that significant upgrades to this system will be required. There is currently capacity for approximately 70 et as per previous advice.</p> <p><i>Requirement for developer funded strategy</i> - it is recommended that the developer funded wastewater servicing strategy will be required to service the proposed development. The developer should continue to liaise with Hunter Water in the preparation of a wastewater servicing strategy.</p>	<p>Coal and Allied does not propose to prepare a Wastewater Servicing Strategy for the site. HWC should amend its current regional strategies to include the proposed developments.</p> <p>Appropriate capital contributions to HWC or works in kind will be provided for upgrading services at the required development stages' in accordance with the NSW government announcement on developer levies and DSP charges. HWC should amend its models and capital works program to include the proposed development.</p> <p>Cardno can assist in determining demands for the development to be incorporated into the HWC models.</p> <p>A Section 50 application will be made as part of the normal development process</p>

Author	Submission	Issue Summary	C&A Response
	<p>significant upgrades to this system will be required. There is currently capacity for approximately 70 ET as per previous advice.</p> <p><i>REQUIREMENT FOR DEVELOPER FUNDED STRATEGY</i> - It is recommended that the developer funded wastewater servicing strategy will be required to service the proposed development. The developer should continue to liaise with Hunter Water in the preparation of a wastewater servicing strategy.</p>		
	<p><u>Wastewater Treatment:</u></p> <p>The wastewater flow from the proposed development may be transferred to the Shortland and Edgeworth WWTW as described above. The proposed development (approximately 3300ET) is significant in size. Hence the development of this size will impact on planning the future upgrades at Shortland and Edgeworth WWTW. Hunter Water will endeavour to ensure sufficient capacity is available through upgrades once detailed loadings are known. Both treatment plants have capacity for initial stages; however this will need to be confirmed upon application of Section 50.</p>	<p><u>Wastewater Treatment:</u></p> <p>The development of this size will impact on planning the future upgrades at Shortland and Edgeworth WWTW. Hunter Water will endeavour to ensure sufficient capacity is available through upgrades once detailed loadings are known. Both treatment plants have capacity for initial stages; however this will need to be confirmed upon application of Section 50.</p>	<p>Potential limitations of the Shortland and Edgeworth WWTP are noted. The normal approval process via a Section 50 application will be followed.</p>
<p>RTA</p>	<p><u>Voluntary Planning Agreement:</u></p> <p>The RTA will require the developer to enter into a Voluntary Planning Agreement (VPA) for contributions towards designated State public infrastructure (State roads) prior to any subdivision approval on the subject site. Consistent with the infrastructure requirements previously considered for the proposal and other development identified in the Lower Hunter Regional Strategy the RTA requires the following for inclusion in the VPA:</p> <ul style="list-style-type: none"> ▪ Broader contributions to State road infrastructure will be required consistent with the currently exhibited draft State Infrastructure Contributions scheme. ▪ Additionally, the RTA's preference is for a works-in-kind contribution to be determined in lieu of a cash contribution. Contributions to State infrastructure do not include any of the road access requirements for the development and will be negotiated prior to any concurrence to the subdivision of the land. A clause should be included in the VPA which allows for negotiation with the RTA for these works-in-kind. ▪ An agreement should be established over the subject site which requires a traffic study to be delivered at each stage of the development This agreement could cover the aspects of the developer's contributions to State Road Infrastructure, outline the requirements of the traffic study at each stage of development and staged implementation plan. 	<p><u>Voluntary Planning Agreement:</u></p> <p>The RTA will require the developer to enter into a Voluntary Planning Agreement (VPA) for contributions towards designated State public infrastructure (State roads) prior to any subdivision approval on the subject site, to include:</p> <ul style="list-style-type: none"> ▪ Broader contributions to State road infrastructure consistent with the currently exhibited draft State Infrastructure Contributions scheme. ▪ RTA's preference is for a works-in-kind contribution to be determined in lieu of a cash contribution. A clause should be included in the VPA which allows for negotiation with the RTA for these works-in-kind. ▪ An agreement should be established over the subject site which requires a traffic study to be delivered at each stage of the development 	<p>Noted and agreed.</p>
	<p>The RTA has reviewed the Traffic and Transport Assessment dated January 2011 and considers the study to be inadequate in addressing road and traffic issues. The RTA requests that the following preliminary requirements be adopted and additional information be</p>	<p>The RTA has reviewed the Traffic and Transport Assessment dated January 2011 and considers the study to be inadequate in addressing road and traffic issues.</p> <p>The proposal will have a direct impact on the Newcastle Link Road intersection. The existing intersection is to be upgraded to traffic signal</p>	<p>The RTA proposal that Coal & Allied contribute towards a Special Infrastructure Contribution levy and in addition pay for the full upgrading of the Link Rd/Minmi Rd intersection constitutes double dipping. This was pointed out by Coal & Allied in a submission to the DoP on the SIC by letter of 7 February 2011. The reason why Coal & Allied believes the RTA is</p>

Author	Submission	Issue Summary	C&A Response
	<p>provided to enable an appropriate assessment:</p> <ul style="list-style-type: none"> ▪ The RTA will require the developer to enter into a Deed Containing Agreement (DCA) / Voluntary Planning Agreement (VPA) in relation to the scope and timing for the upgrade of the intersection of Newcastle Link Road and Minmi, Road, The following initial comments are offered for consideration in relation to the DCA / VPA: ▪ The proposal will have a direct impact on the Newcastle Link Road intersection. The existing intersection is to be upgraded to traffic signal controlled (subject to further traffic assessment). The cost of the upgrade of this intersection shall be fully funded by the developer. The intersection upgrade works required are not considered part of the broader State Road contributions outlined above. This is direct access to the development and is the proponent's responsibility to upgrade in addition to the State Infrastructure Contributions. The RTA plans to fund the upgrade of the Newcastle Link Road / Cameron Park Drive / Woodford Street intersection as part of the upgrade of the link road in association with the Hunter Expressway project ▪ The staging of the road network and the Minmi Boulevardde connection to Newcastle Link Road shall be brought forward from the staging proposed by the developer. The intersection and connection into the proposed development area shall be provided prior to the commencement of either Stage 2 or 3 (subject to modelling results), not Stage 4 as currently proposed. The analysis undertaken indicates that both intersections along the Newcastle Link Road would not function at an appropriate Level of Service. The RTA considers that providing the Newcastle Link Road / Minmi Boulevardde intersection and second connection to / from the development area would provide both the increased capacity at the intersect/on to accommodate the proposed development and an alternate access into the area. ▪ The configuration of the upgrade of the intersection will be determined when the additional information required below has been submitted and accepted by the RTA. <ul style="list-style-type: none"> ○ No direct property access shall be permitted to / from the Newcastle Link Road. All access to individual properties shall be via the local road network. ○ No additional access / intersections will be permitted onto Newcastle Link Road except for gated emergency accesses if required by emergency authorities. The RTA will not object to emergency accesses to Newcastle Link Road, provided these are required by the relevant emergency 	<p>controlled (subject to further traffic assessment). The cost of the upgrade of this intersection shall be fully funded by the developer.</p> <p>The staging of the road network and the Minmi Boulevardde connection to Newcastle Link Road shall be brought forward from the staging proposed by the developer. The intersection and connection into the proposed development area shall be provided prior to the commencement of either Stage 2 or 3 (subject to modelling results), not Stage 4 as currently proposed.</p> <p>The configuration of the upgrade of the intersection will be determined when the additional information required below has been submitted and accepted by the RTA.</p> <ul style="list-style-type: none"> ▪ No direct property access shall be permitted to / from the Newcastle Link Road. All access to individual properties shall be via the local road network. ▪ No additional access / intersections will be permitted onto Newcastle Link Road except for gated emergency accesses if required by emergency authorities. ▪ The Department of Planning should ensure that the developer is aware of the potential for road traffic noise to impact on future residential development of the site. In this regard, the developer, not the RTA, is responsible for providing noise attenuation measures in accordance with the Environmental Protection Authority's Environmental Criteria for Road Traffic Noise. 	<p>double dipping is that the SIC Appendix 1 contains an item to be funded from the SIC of 'Newcastle link Road 6 lanes and intersection upgrades - F3 to Lake Rd'. That section of Link Rd includes the above mentioned intersection</p> <p>The Traffic and Transport Assessment was prepared to respond the Director-General's Requirements (DGRs) for the subject Minmi/Link Road site. Hyder has consulted the various state and local government planning policies and instruments that may apply to this study. Hyder met with the RTA on 17 September 2010 and discussed issues and traffic works in relation to the DGRs'. In consultation with the RTA, Hyder assessed intersection configurations/layout on the Newcastle Link Road/Minmi Road.</p> <p>The traffic analysis found that without proposed Minmi/Link Road residential development, Newcastle Link Road/Minmi Road roundabout capacity would reduce. The analysis identified the need for upgrading the intersection to new traffic signals prior to stage 4 development commenced.</p> <p>Future traffic conditions on the Newcastle Link Road will be determined by a number of complex driving factors including</p> <ul style="list-style-type: none"> (a) actual trip generation rate of residential development. At this point in time, the concept plan assessment used trip generation rate as per RTA's guideline (see Section 3.6 of traffic report). (b) change in traffic contributed by Hunter Expressway (under construction and expects to open in 2013). (c) cumulative traffic growth contributed by population and employment growth predicted in the Lower Hunter Regional Strategy, Lake Macquarie Western Corridor planning strategy. <p>The traffic modelling for Minmi/Link Road site has considered the above mentioned factors contained in the RTA's traffic model. It is expected that actual development staging of the site will be determined by market demand for residential land in the Lower Hunter.</p> <p>Given the circumstances described above, it is proposed that traffic study be updated at each stage of the development based on actual traffic generation.</p> <p>Coal & Allied has offered to pay the State Infrastructure Contribution rate current at the time of future development applications, offset by land dedications and any appropriate "works-in-kind". This will be the subject of future negotiations with the NSW Dept of Planning pending the outcome of the regional infrastructure contribution determination.</p> <p>The only direct access to/from the Newcastle Link Road will be at the eastern end of the C&A property for emergency vehicle use if required by RFS and as discussed and agreed with RTA previously</p> <p>Road traffic noise on potential residential development adjacent to Link Rd has been assessed by Renzo Tonin and noise mitigation recommendations are included. The inclusion of noise walls/barriers has been included in the assessment.</p>

Author	Submission	Issue Summary	C&A Response
	<p>authority and are to RTA / Council requirements,</p> <ul style="list-style-type: none"> ○ The Department of Planning should ensure that the developer is aware of the potential for road traffic noise to impact on future residential development of the site. In this regard, the developer, not the RTA, is responsible for providing noise attenuation measures in accordance with the Environmental Protection Authority's Environmental Criteria for Road Traffic Noise, should the applicant seek assistance at a later date. 		
	<p>The RTA requires the Traffic and Transport Assessment dated January 2011 to be updated to incorporate the following requirements:</p> <ul style="list-style-type: none"> ▪ Detailed information relating to trip generation and distribution for each stage shall be provided. Trip generation from the other land uses included in the development such as retail, sporting facilities and a primary school shall be included. ▪ The operation of the intersections of Newcastle Link Road / Cameron Park Drive and Newcastle Link Road / Minmi Road shall be modelled for each stage of development. ▪ The study provides limited information on the intersection analysis (SIDRA) undertaken in support of this project. All electronic modelling files must be provided to the RTA for review for the results of this analysis to be accepted. ▪ Modelling of the proposed signalised intersection of Newcastle Link Road / Minmi Road / Minmi Boulevard shall include provision for pedestrian crossings on all legs. 	<p>The RTA requires the Traffic and Transport Assessment dated January 2011 to be updated to incorporate the following requirements:</p> <ul style="list-style-type: none"> ▪ Detailed information relating to trip generation and distribution for each stage shall be provided. ▪ The operation of the intersections of Newcastle Link Road / Cameron Park Drive and Newcastle Link Road / Minmi Road shall be modelled for each stage of development. ▪ The study provides limited information on the intersection analysis (SIDRA) undertaken in support of this project. All electronic modelling files must be provided to the RTA for review for the results of this analysis to be accepted. ▪ Modelling of the proposed signalised intersection of Newcastle Link Road / Minmi Road / Minmi Boulevard shall include provision for pedestrian crossings on all legs. 	<p>In consultation with the RTA, Hyder assessed intersection configurations/layout on the Newcastle Link Road/Minmi Road.</p> <p>The traffic analysis found that without proposed Minmi/Link Road residential development, Newcastle Link Road/Minmi Road roundabout capacity would reduce. The analysis identified the need for upgrading the intersection to new traffic signals prior to stage 4 development commenced.</p> <p>Future traffic conditions on the Newcastle Link Road will be determined by a number of complex driving factors including</p> <ul style="list-style-type: none"> (a) actual trip generation rate of residential development. At this point in time, the concept plan assessment used trip generation rate as per RTA's guideline (see Section 3.6 of traffic report). (b) change in traffic contributed by Hunter Expressway (under construction and expects to open in 2013). (c) cumulative traffic growth contributed by population and employment growth predicted in the Lower Hunter Regional Strategy, Lake Macquarie Western Corridor planning strategy. <p>The traffic modelling for Minmi/Link Road site has considered the above mentioned factors contained in the RTA's traffic model. It is expected that actual development staging of the site will be determined by market demand for residential land in the Lower Hunter.</p> <p>Given the circumstances described above, it is proposed that traffic study be updated at the commencement of each stage of the development (or an agreed alternative basis) based on actual traffic generation of completed development by C&A, other developments impacting the road and intersection as well as the impact of the Hunter Expressway..</p>
<p>NSW Industry & Investment</p>	<p>The development site overlies Late Permian Newcastle Coal Measures and Tomago Coal Measures. The residential development site itself is not covered by any current coal titles. However the proposed Stockrington conservation offset land overlies: mining lease ML1618 (Abel Mine) and exploration licence EL5497, held by Donaldson Coal Pty Ltd; mining lease ML1555 (Tasman Mine) and exploration licence EL5337, held by Newcastle Coal Company Pty Ltd; and consolidated coal lease CCL725 (West Wallsend Mine), held by Oceanic Coal Australia Limited.</p> <p>The area lies within three Mine Subsidence Districts, Newcastle, Lake Macquarie and Killingworth - Wallsend. Mineable resources have likely been exhausted within the Newcastle Coal Measures in this area. However, a recent review of regional geological data suggests there are coal seams likely to be of sufficient quality and thickness to be economic to mine within the Tomago Coal Measures.</p> <p>The Coal Advice Branch of Mineral Resources, I&I NSW has no objections to the Concept Plan provided</p>	<p>The Coal Advice Branch of Mineral Resources, I&I NSW has no objections to the Concept Plan provided underground mining remains permissible.</p>	<p>C&A note and agree with this.</p>

Author	Submission	Issue Summary	C&A Response
	<p>underground mining remains permissible. The proponent should consult with the Mine Subsidence Board on construction design parameters.</p>		
<p>Ausgrid</p>	<p>Zone substation (ZS) capacity (33kV to 11kV) for the development is presently not available. There are preliminary plans for a new ZS in the Cameron Park area during the 2017 - 2019 period which may provide additional capacity for a portion of this development. This new ZS is not a committed project. The location and development of any new ZS and related strategic network projects requires further review to determine final project scope. Any new ZS is also dependent on staging timeframe, final maximum demand of this development and any other developments which may occur in the area.</p> <p>The existing 11 kV network has limited capacity to supply the proposed development. Capacity is expected to be available for initial stages only, up to approximately 1.5MVA of maximum demand. Significant augmentation works will be required to supply the final development. The augmentation works are expected to be significant and may take up to several years from conception to construction. Detailed analysis of the development proposal will be required to determine the exact scope of Ausgrid and developer funded works.</p> <p>It is envisaged the development will be supplied via underground 11000 volt substations at multiple locations. Each new kiosk substation will require protection by a registered easement as per Ausgrid's Network Standard 141. Further, underground low voltage (415 volt) distribution network would then be reticulated throughout the development providing connection points to each lot. The underground cables are generally installed in the council road reserve or covered by an easement if located on private land. This distribution work is Contestable and would be customer / developer funded.</p> <p>If existing Ausgrid assets are found to be located within the development boundaries and located in areas other than council road reserve, these assets will need to be covered by an easement or relocated at the customer / developer's cost. Identification of these assets may require survey identification, or from Dial Before you Dig plans. A property search is advised to be undertaken to identify any easement or property issues.</p>	<p>Zone substation (ZS) capacity (33kV to 11kV) for the development is presently not available.</p> <p>The location and development of any new ZS and related strategic network projects requires further review to determine final project scope. Any new ZS is also dependent on staging timeframe, final maximum demand of this development and any other developments which may occur in the area.</p> <p>The existing 11 kV network has limited capacity to supply the proposed development. Capacity is expected to be available for initial stages only, up to approximately 1.5MVA of maximum demand. Significant augmentation works will be required to supply the final development. The augmentation works are expected to be significant and may take up to several years from conception to construction.</p> <p>It is envisaged the development will be supplied via underground 11000 volt substations at multiple locations. Each new kiosk substation will require protection by a registered easement as per Ausgrid's Network Standard 141. Further, underground low voltage (415 volt) distribution network would then be reticulated throughout the development providing connection points to each lot. The underground cables are generally installed in the council road reserve or covered by an easement if located on private land. This distribution work is Contestable and would be customer / developer funded.</p> <p>If existing Ausgrid assets are found to be located within the development boundaries and located in areas other than council road reserve, these assets will need to be covered by an easement or relocated at the customer / developer's cost. Identification of these assets may require survey identification, or from Dial Before you Dig plans. A property search is advised to be undertaken to identify any easement or property issues.</p>	<p>Limitations of the existing Zone Substations and 11kV network are noted. Cardno will liaise with Ausgrid as part of the next stage of the design process to ensure satisfactory arrangements are made for any new zone substation.</p> <p>As part of future design works further discussions will be held with Ausgrid to ensure that the site is appropriately serviced. This will be included in the Statement of Commitment</p> <p>Requirements for easements over existing and proposed electrical assets are also noted.</p>
<p>NSW Transport</p>	<p>Further consideration is needed regarding transport related constraints facing the site and the capacity to achieve the following opportunities.</p> <ul style="list-style-type: none"> ▪ "Provision for a series of inter-connected neighbourhoods and villages located on regional transportation routes" ▪ "The ability to establish a walking distance neighbourhood structure with the majority of dwellings easily accessible to daily retail needs and close to a public transport route" ▪ "Improve existing public transport services by providing more accessible and frequent bus services" 	<p>Further consideration is needed regarding transport related constraints facing the site and the capacity to achieve the following opportunities.</p> <ul style="list-style-type: none"> ▪ Provision for a series of inter-connected neighbourhoods and villages located on regional transportation routes ▪ The ability to establish a walking distance neighbourhood structure with the majority of dwellings easily accessible to daily retail needs and close to a public transport route ▪ Improve existing public transport services by providing more accessible and frequent bus services ▪ These matters should be addressed in consultation with the DoT at project application stage through conditions of consent. 	<p>These matters should be addressed in consultation with the Department of Transport at project application stage through conditions of consent.</p>

Author	Submission	Issue Summary	C&A Response
	These matters should be addressed in consultation with the DoT at project application stage through conditions of consent.		
	The draft Statement of Commitments for the proposal should include mention of the Future Regional cycle network which connects the subject site to adjoining areas	The draft Statement of Commitments for the proposal should include mention of the Future Regional cycle network which connects the subject site to adjoining areas	This is covered in the Coal & Allied Allocation and subject to the offer by C&A included in the Statement of Commitment and the C&A Allocation, plus the eventual approval of the Regional Cycle Network.
	A green travel plan for future residents of the site is requested in any conditions of consent, to further support a sustainable transport culture. Travel Demand Management (TDM) measures should be aimed at increasing the use of public transport, walking and cycling, reducing car dependency, and contributing towards meeting the mode share target for Newcastle contained within the State Plan. This aspect has been addressed in the Black Hill proposal, which is recommending a shuttle bus. How this shuttle bus service could also benefit the proposal should also be considered.	A green travel plan for future residents of the site is requested in any conditions of consent, to further support a sustainable transport culture. Travel Demand Management (TDM) measures should be aimed at increasing the use of public transport, walking and cycling, reducing car dependency, and contributing towards meeting the mode share target for Newcastle contained within the State Plan.	The traffic study has identified effective transport management measures to minimise the impact of additional traffic from proposed Minmi/Link Road development. In the concept plan walking and cycling networks have been developed with reference to a range of published guidelines and policies. The network is intended to provide safe and efficient routes that present alternative to car travel for journey- to- wok trips. Detailed traffic demand management plan should be undertaken during the project application stage.
Newcastle City Council	<u>Regional Planning</u> It is noted that the proposal is broadly consistent with the Newcastle/Lake Macquarie Western Corridor Planning Strategy.	The proposal is broadly consistent with the Newcastle/Lake Macquarie Western Corridor Planning Strategy.	Noted
	Council has concerns that the proposal, focussing on a specific land holding (albeit large), will not adequately consider the broader planning issues within the western corridor of the Newcastle LGA. More consideration needs to be given to regional connections within this strategically important area, particularly linkages to existing and future urban areas and major transport infrastructure.	The proposal will not adequately consider the broader planning issues within the western corridor of the Newcastle LGA	The DGRs required an assessment of the proposal against the Newcastle-Lake Macquarie Western Corridor Planning Study. This is undertaken in section 5.17 of the EA report. The Traffic Assessment included as Appendix M in the EA includes an Impact Assessment that describes the impacts on regional and local road network from the proposed Coal & Allied development at Minmi/Link Road. The Statement of Commitments and VPA outline measures to contribute to regional infrastructure including transport and accessibility links within the Western Corridor Study Area, and in accordance with the study. Further, an assessment of the proposal against the principles of the Study demonstrate its consistency with the Study.
	<u>Recommended Land Uses and Development Controls</u> It is noted that the proposed land use zones for the urban component of the proposal comprise the R2 Low Density Residential zone and the B2 Local Centre zone. It is also noted that it is proposed that the most appropriate zone nominated for the village centres of Minmi East Precinct and Village Centre precinct is the B2 Local Centre zone. Given that the proposed zone for the existing Minmi village centre is B1 Neighbourhood Centre, it is considered that the proposed zone for both these new centres should be reconsidered.	It is considered that the proposed zone for both the new centres should be reconsidered given that the proposed zone for the existing Minmi village centre is B1 Neighbourhood Centre.	The proposed land use zones follow extensive consultation with the NSW Department of Planning as to the most suitable zone. The quantum of additional development proposed in the application would support the proposed B2 Local Centre zone. The Retail Trade Area Analysis included in Section 7 of the Social Infrastructure Report (Appendix F) confirms that <i>“given that the primary sector is relatively isolated by the natural barrier of the surrounding undeveloped area to the east and the freeway to the west, it is likely that any supermarket facilities located in this area will largely serve residents within this limited locality.”</i>
	Given the small size of the commercial zone in the existing village of Minmi, it is proposed to zone it as B1 Neighbourhood Centre in the Newcastle LEP 2011. It is proposed that the other two remaining centres (Minmi East and Village Centre precincts) be zoned B1 Neighbourhood Centre. Further economic analysis is required to justify the proposed zones and sizes for these centres.	Further economic analysis is required to justify the proposed zones and sizes for Minmi East and Village Centre precincts	The economic analysis will require regular updating over the duration of the anticipated development program (anticipated 20+ years dependant on market demand). The proposed land use zones follow extensive consultation with the NSW Department of Planning as to the most suitable zone. The Retail Trade Area Analysis included in Section 7 of the Social Infrastructure Report (Appendix F) makes the following conclusions: <ul style="list-style-type: none">▪ The population of the main trade area is expected to increase rapidly over the next 18 years, at a rate of 630-690 persons annually.

Author	Submission	Issue Summary	C&A Response
			<ul style="list-style-type: none"> ▪ The main trade area population is expected to reach 11,330 by 2016, increasing to 17,950 in 2026. ▪ The food and grocery (F&G) market, which is most relevant for supermarkets, is \$33.7 million in 2010 million (accounting for around 39% of total retail spending), increasing rapidly to \$52.7 million by 2016, and \$89.2 million by 2026, reflecting an average annual growth rate of 6.3%, over the period 2010-26. ▪ A full line supermarket typically requires a main trade area population of 8,000-9,000 persons in order to be supportable. ▪ Given the lack of quality specialty stores, we expect approximately 72.5% of total F&G spending within the main trade area to be available to a supermarket in Minmi. ▪ A small IGA style supermarket is likely to achieve sales of around \$3.5 million in 2016, reflecting a trading level of around \$8,750 per sq.m. ▪ By 2026, when a full line supermarket is added at Minmi, the combined supermarket sales at Minmi are forecast at around \$28.4 million (in constant 2010 dollars and excluding GST), with the small IGA style supermarket achieving sales of around \$3.0 million (\$7,500 per sq.m) and the full line supermarket with sales of \$25.4 million (\$7,900 per sq.m)
	<p>It is also noted that the Newcastle Employment Lands Strategy, recently undertaken for Council, identifies Minmi as an emerging centre and recommends that the B1 Neighbourhood Centre zone be applied to this centre. However, given the projected size of this development and the forecast size of the centre to comprise 8,000m2 of commercial space, a B2 Local Centre may be appropriate for Minmi at some stage in the future.</p>	<p>Given the projected size of this development and the forecast size of the centre to comprise 8,000m2 of commercial space, a B2 Local Centre may be appropriate for Minmi at some stage in the future.</p>	<p>The proposed land use zones follow extensive consultation with the NSW Department of Planning as to the most suitable zone.</p> <p>The proposed quantum of retail floor space, and subsequent land use zoning has been supported in the Retail Analysis supported as part of the social Infrastructure Report provided as Appendix F in the EA.</p>
	<p>Council also anticipates that it may be appropriate to include the R3 Medium Density zone in areas that are in close proximity to the local or neighbourhood centres. This would give effect to the diversity of housing forms that are proposed in the development.</p>	<p>Council also anticipates that it may be appropriate to include the R3 Medium Density zone in areas that are in close proximity to the local or neighbourhood centres.</p>	<p>The proposal includes three mixed use local centres zoned Zone B2 Local Centre Zone that include as permitted uses the following higher density residential options (amongst others):</p> <ul style="list-style-type: none"> ▪ mixed use development; ▪ residential flat buildings; ▪ seniors housing; ▪ shop top housing; <p>Further, the R2 Low Density Residential Zone allows as permitted uses (amongst others)</p> <ul style="list-style-type: none"> ▪ attached dwellings; ▪ group homes; ▪ multi dwelling housing; ▪ seniors housing; ▪ semi detached dwellings; <p>As a result of the mix of residential types available across the proposed development, a range of dwelling types can be catered for to provide housing mix for the incoming population.</p> <p>We do not believe an additional R3 Medium Density Residential zone is required.</p>
	<p>The proposal states that there is potential for an E2 Environmental Conservation zone to cover riparian corridors and RE1 Public Recreation zone to cover open space and bushland areas in the future, once final subdivision alignments are known. Council considers that appropriate planning should be undertaken to enable the Conservation and Public Recreation zone boundaries to be determined before this concept plan is finalised. It is noted that the lands to be dedicated for conservation purposes in Cessnock local government area are to be zoned E1 National Parks and Nature Reserves.</p>	<p>Council considers that appropriate planning should be undertaken to enable the Conservation and Public Recreation zone boundaries to be determined before this concept plan is finalised.</p>	<p>The final alignment of the zones for the conservation areas within the development area (i.e. riparian / wildlife corridor land) can be changed to E2 at subdivision stage when the final allotment boundaries are legally defined. This will negate the need for any rezoning should minor amendments to the subdivision plan be required as a result of the detail design process.</p>

Author	Submission	Issue Summary	C&A Response
	<p>It is noted that there are a number of differences between the uses permissible with consent in the proposed zones and the exhibited Newcastle draft LEP 2011. Council is currently reviewing the draft LEP following public exhibition and further changes may occur prior to finalisation of the Plan. Council requests that further discussions be held with Council prior to finalisation of any proposed zones for the proposal.</p>	<p>There are a number of differences between the uses permissible with consent in the proposed zones and the exhibited Newcastle draft LEP 2011.</p>	<p>The proposed land use zones follow extensive consultation with the NSW Department of Planning as to the most suitable zone.</p>
	<p><u>Developer Contributions</u> The proposal's draft Statement of Commitments states ongoing consultation will occur with both Councils regarding the various contributions, additional studies, applications and works the proponent commits to undertake in association with the project.</p>	<p>Draft Statement of Commitments states ongoing consultation will occur with both Councils</p>	<p>Noted</p>
	<p>Council officers strongly encourage further discussions be held between the proponent, Council staff and the Department so that the future impacts of this proposal and the true future needs of the community are better understood before any determination of the application is made by the Minister and to secure the delivery of community facilities and open space at the appropriate time. Only after these details are known would it be appropriate to make the necessary report to the elected Council for consideration of the proposed VPA.</p>	<p>Council officers strongly encourage further discussions be held between the proponent, Council staff and the Department so that the future impacts of this proposal and the true future needs of the community are better understood before any determination of the application is made by the Minister</p>	<p>This proposal has been the subject of numerous consultations and meetings over the last five years. C&A also offered to meet with Council prior to the EA being submitted for public exhibition and this offer was not taken up by Council. C&A remains open to constructive discussions with Council and any agreement from further meetings could be included in the PPR</p>
	<p>It is noted that a draft Voluntary Planning Agreement has been prepared regarding the dedication of land for conservation purposes to the State Government.</p>	<p>Draft Voluntary Planning Agreement has been prepared regarding the dedication of land for conservation purposes to the State Government</p>	<p>Noted and also the draft VPA has been publically exhibited</p>
	<p><u>Land Acquisitions</u> Given that the proposal is for a substantial greenfield development, Council is of the opinion that the proponent, or subsequent landowners should provide, free of charge, all land required for community or public benefit, including public open space, identified recreational areas, road reserves, community facilities, schools, and emergency services, to Council, or other relevant government agencies, in order to meet the needs of the proposed population.</p>	<p>Council is of the opinion that the proponent, or subsequent landowners should provide, free of charge, all land required for community or public benefit</p>	<p>The proposal includes a significant public benefit, in the form of 1,561Ha of conservation land dedicated to the NSW Government, a \$8M allocation by Coal & Allied and the items included in the Draft VPA., SIC's and Sec94 Contributions Details of community and public benefit offered by C&A are clearly set out in the EA including limits on contributions</p>
	<p>As noted in Council's submission dated 9 April 2009 on the previous proposal, Council requests that clause 10 of the SSS Listing be amended to ensure that neither it nor any other authority, be required to purchase or compensate the applicant, or subsequent landowners, for acquisition of land for any community purpose or public benefit but that these be dedicated free of any cost at the time of issue of the relevant subdivision certificate.</p>	<p>Council requests that clause 10 of the SSS Listing be amended to ensure that neither it nor any other authority, be required to purchase or compensate the applicant, or subsequent landowners, for acquisition of land for any community purpose or public benefit but that these be dedicated free of any cost at the time of issue of the relevant subdivision certificate.</p>	<p>Coal & Allied would be willing to consider dedicating land earmarked as being for community purposes or community benefit to Council or other relevant authority, subject to the valuation of the land being offset against any required s94 contribution. Agreed provided the acquisition of land for any community purpose or public benefit is limited to that proposed within the application.</p>
	<p><u>Social and Recreational Planning</u> There is no indication within the Concept Plan (Figure A.1.2.1 – map) as to the location of community health centres and whether they are to be co-located with commercial centres to support the development of activated community hubs. The value of this approach is further confirmed by the reference to the Building Liveable Communities research (section 3.1.7) currently being undertaken by Hunter New England Area health Population Health Unit.</p>	<p>There is no indication within the Concept Plan (Figure A.1.2.1 – map) as to the location of community health centres and whether they are to be co-located with commercial centres to support the development of activated community hubs.</p>	<p>The SIA recommends location within the village centres where adequate land has been allocated to ensure facilities can be appropriately located. Details of specific locations are not appropriate to a Concept Plan other than by general identification. The allocation of land in both Minmi East village and the Village Centre has been based on the inclusion of such facilities as community health centres.</p>

Author	Submission	Issue Summary	C&A Response
	<p>Section 4 provides a proposed demographic profile based on NSW Department of Planning Household and Dwelling Projections (2008) at the Newcastle Statistical Sub-Division (SSD) and Hunter SSD levels. It is somewhat selective of the proponent (see Table 14 and Table 15) to provide demographic data based on percentages and proportional changes without indicating the total population on which the assertions are being based.</p> <p>The presentation of the demographics based on a percentage alone and then to show a proportional change based on the difference between age group proportions over 25 years is a selective interpretation of the data that does not assist in developing a clear understanding of the true demographic pressures in the future.</p>	<p>It is selective of the proponent provide demographic data based on percentages and proportional changes without indicating the total population on which the assertions are being based.</p>	<p>The total populations used for the projections are referenced in the footnote and can be found at http://www.planning.nsw.gov.au/population/pdfs/nsw_state_regional_population_projections_2006_2036_2008release.xls.</p> <p>The use of percentages is to clearly identify and highlight forecast trends. The projections are in Section 4.2.</p> <p>Section 4.1 of the SIA sets up the regional and development context prior to the population projections. The population projections in section 4.2 are based on forecast household occupancy ratio. The age profile projections use both the DOP projections and a typical profile modelled from other recent developments in the region based on the mix of housing proposed rather than development that generally in the majority are providing housing lots for standard single dwellings.</p>
	<p>The population projections outlined in Section 4.2 are a more realistic overview of the potential population of 9,720 persons.</p>	<p>The population projections outlined in Section 4.2 are a more realistic overview of the potential population of 9,720 persons.</p>	<p>These are the population projections for the development.</p>
	<p>Council has significant concerns in regards to the overall suitability of the site to be targeted for older age groups. The topography will be highly challenging for a population ageing in place and the provision of terrace or townhouse housing is also not conducive to ageing in place. Council believes that the more likely population profile will be similar to that of surrounding suburbs, as outlined in Council's previous submission (April 2009).</p>	<p>The topography will be highly challenging for a population ageing in place and the provision of terrace or townhouse housing is also not conducive to ageing in place.</p>	<p>The ageing demographic is a regional trend and this development sits within that context. The proposed demographic profile shows a median point between the DOP forecasts and similar developments within the region.</p> <p>Further detail of the building design standards that could incorporate accessibility principles and universal design will be developed at project approvals phase.</p> <p>This will be a market risk carried by C&A.</p>
	<p><u>Social Infrastructure</u></p> <p>The proposed community centre should have the capacity and flexibility for shared facilities, office spaces, meeting rooms, storage, parking, etc. The multi-purpose centre could also support a youth centre, however, it is recommended that planning focus on the provision of venues to house youth services rather than a purpose built youth facility.</p>	<p>The proposed community centre and multi-purpose centre should be adaptable for other uses.</p>	<p>Noted and agreed.</p> <p>The proposed multi purpose centres are to include community hall, community health, youth and aged facilities where appropriate.</p>
	<p>Council recommended in the 2009 submission that further discussion be held regarding the enhancement of district level facilities which could also support the development of a co-located multipurpose community centre close to a town centre. This has not occurred. Community facilities remain widely located across the proposed development and better community outcomes could be delivered in a collocated and integrated approach.</p>	<p>Council recommended in the 2009 submission that further discussion be held regarding the enhancement of district level facilities which could also support the development of a co-located multipurpose community centre close to a town centre. This has not occurred.</p>	<p>The multi purpose facilities are proposed within the village centres as a priority to service the new community. Any additional regional facility contributions would need to be offset against Sec 94 contribution requirements should there be any surplus funds following provision locally..</p>
	<p><u>Community Centres</u></p> <p>The SIA (p.33) notes that there is a need for a clause in the multi-purpose centre charter to secure access for the ongoing use of the facility by visiting/consulting community and allied health services. This statement requires further clarification in regards to the actual purpose of the community centre and ownership.</p>	<p>The statement in the SIA (p33) requires further clarification in regards to the actual purpose of the community centre and ownership.</p>	<p>It is important that a multi purpose community facility does not have its function restricted. There may be opportunities for a development and operational partnership with allied health services to ensure its multi use function is maintained. This maximises the efficiency of the facility and the overall integrated approach.</p>
	<p>If a facility is to be used on an ongoing basis by health services, then the facility should be purpose built for that use and owned by Area Health Services. It is not Council's current policy position to maintain and operate a facility predominately for State agency use.</p>	<p>A purpose built area health services building should be constructed.</p>	<p>This provides council the opportunity to re consider its current policy position and to facilitate improved funding and efficiencies for the provision of community facilities.</p>
	<p>The SIA does not provide any further information in regards to the community facilities in a number of areas,</p>	<p>The SIA does not provide any further information in regards to the community facilities in a number of areas</p>	<p>The size and design of the facilities are not required for a concept plan other than for the plan to be able to accommodate sufficient land area based on accepted facility standards per 1000 head of population proposed within the</p>

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	<p>including:</p> <ul style="list-style-type: none"> ▪ Size of the facilities. An indication of the required floorspace for a multipurpose centre would be based on a floorspace standard of 210 m2 per 1,000 persons. <p>This indicates that the community centres would require a total floorspace around 2,000m2, above the requirements for a community health centre.</p> <ul style="list-style-type: none"> ▪ The land requirements for these sites and site location, including co-location with activity hubs ▪ The timing in provision of a multipurpose centre which incorporates a Youth Centre. The Village Centre Precinct is Stage 4 and the majority of the development will have been completed with limited access to a community facility for the majority of residents. ▪ What additional services could require accommodation. ▪ Which services could be suitably co-located with a predominantly health focused centre. ▪ What governance structures and/or management models could be required for the proposed community facilities? <p>Further discussion needs to be undertaken with Council.</p>		<p>new development.</p> <p>The design details of the community facility would be determined at project approval phase.</p>
	<p>Commentary on medical and health related services (Section 5.2.4), contains a number of anomalies in regards to the identification of hospitals. This section notes the existence of eg Child and Family Health Centres at Wallsend, Maryland and Beresfield but offers no evidence of their capacity to meet demand. Maryland and Beresfield Child Health centres are already beyond capacity in meeting local demand. Council questions the need for two early childhood centres and whether this has been discussed with HNEAH.</p>	<p>Commentary on medical and health related services (Section 5.2.4), contains a number of anomalies in regards to the identification of hospitals.</p>	<p>Two early childhood centres are proposed to support the needs of the incoming population considering the regional supply / capacity issues.</p>
	<p>In regards to access to medical centres and general practitioners (GPs), local capacity is already under significant strain. Table 20 (SIA, p.40) uses the Netherlands Capacity Standard (0.4 GPs per 1,000 population with a potential increase of only 4 GPs required. Yet the Hunter Urban Division of General Practitioners identifies a preferred ratio of 1 GP per 1,200 people (or 0.83 GPs per 1,000 people) which indicates an additional eight GPs will be required to service this development. Fletcher residents³ have already reported experiencing the most difficulty in accessing a GP (42.7%) followed y Minmi (37.2%) and Maryland (35.6%). The most commonly identified reasons were waiting time/limited service capacity (66%) and closed books (18.4%) and respondents qualitative responses also indicated the high demand for closer medical centres and services.</p>	<p>In regards to access to medical centres and general practitioners (GPs), local capacity is already under significant strain.</p>	<p>It is recognised the area is already under strain and the need for GP's has been identified in the SIA. As the location of GP's is generally subject to demand if additional demand is generated this would be reflected within the supply.</p> <p>The zoning and land area in the Village Centre allow for set up of GP facilities.: Provision for GPs and allied health consulting rooms are considered in the land use controls for the village centres. These will be privately provided facilities.</p>
	<p><u>Transport Accessibility</u></p> <p>Opportunities for pedestrian, public transport and cycleway connections into neighbouring area and to centres such as Wallsend are not clarified nor clearly shown.</p>	<p>Opportunities for pedestrian, public transport and cycleway connections into neighbouring area and to centres such as Wallsend are not clarified nor clearly shown.</p>	<p>Access is provided to the edges of the site at points of logical connection to adjoining areas and along road corridors leaving the site. Connections to Wallsend would be made though the Regional Park and along Minmi Road.</p>

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	<p>This proposal has an identified primary school site is on the southern boundary of the Link Road South precinct which is to be included in Stage 2. The school site is not co-located with any other community facilities or centres, nor is it linked into a pedestrian network across the entire development that would enable school children to walk to school. There is a proposed bus route linking from the school zone to Newcastle Link Road, however, no description of how any bus route would link into the remainder of the proposed estate or nearby centres.</p>	<p>There is a proposed bus route linking from the school zone to Newcastle Link Road, however, no description of how any bus route would link into the remainder of the proposed estate or nearby centres.</p>	<p>Further discussions are planned with DET regarding the proposed location of the primary school.</p> <p>Further discussion will be held with Ministry of Transport for bus route linkages. The Ministry of Transport advised of a need to commence bus services early in the development stage to introduce public transport as an alternative and effective transport choice. The C&A Allocation also includes a substantial “start up “ allocation for bus services in the early stages of development</p>
	<p>Given the proposed location of the school, pedestrian access from the estate north of the Link Road will be virtually impossible and pedestrian links into Cameron Park should be clarified.</p>	<p>Pedestrian links from the school into Cameron Park should be clarified.</p>	<p>The location of the proposed school has been reviewed by DET and a new location is likely to be determined. This will be included in the PPR</p>
	<p>The basic grid pattern and small block sizes of the concept plan will encourage a walkable neighbourhood. However, there is a need to further emphasis within the Minmi proposal the basics of good pedestrian access and cycleways to improve the walkability of the suburb and connections to surrounding neighbourhoods</p>	<p>There is a need to further emphasise within the Minmi proposal the basics of good pedestrian access and cycleways to improve the walkability of the suburb and connections to surrounding neighbourhoods</p>	<p>The Concept Plan already shows an extensive network of paths & cycleways that comply with walkability principles.</p>
	<p><u>Childcare</u></p>		
	<p>Two long day care centres are identified and a comment in table 20 (SIA, p.41) notes that the Concept Plan provides land use controls in the village centres to facilitate commercially operated centres. However, survey respondents8 report that Minmi residents (50%) report significantly higher levels of difficulty in accessing day care services over the past 12 months than Fletcher (23.5%) and Maryland (10.5%) with the most common reasons being waiting times and services being full (66.7%).</p> <p>This suggests that the proponent may need to actively seek proposals from childcare operators for Stage 1 in order to meet local demand.</p>	<p>Proponent may need to actively seek proposals from childcare operators for Stage 1 in order to meet local demand.</p>	<p>It is noted that there may be opportunities to consider a long day care centre early in the project staging to meet existing local demand as well as incoming demand.</p>
	<p><u>Open Space</u></p> <p>The Concept Plan Land Use budget (A.4.1 – Land use summary – table) identifies 141.54 ha as open space. Of this, only 27.53 ha can be considered as useable quality open space (see Table 1) with functionality.</p>	<p>Only 27.53 ha of the proposed 141.54ha of ‘open space’ land can be considered as useable quality open space</p>	<p>The Applicant will review the open space calculation. Any adjustments will be included in the PPR</p>
	<p>The remaining 114 ha, such as the Link Road Edge, riparian corridors and passive open space (this is poorly defined) can not be considered as quality, useable open space for community use. The land proposed as edges, riparian areas, lakes and linear easements is largely inaccessible, have minimal street frontage, very limited functionality, poor passive surveillance and will be exceptionally difficult to manage.</p> <p>Extensive areas are designated as drainage corridors when they are in fact riparian areas. Areas proposed as lakes (Figure A.1.7.1 Minmi East Precinct) surrounded by residential areas also represent long term management issues which are not clarified within the Concept Plan.</p> <p>This land will represent a significant impost and financial burden to Council over the long term if it is given to Council as passive open space.</p>	<p>The remaining 114 ha is largely inaccessible, has minimal street frontage, very limited functionality, poor passive surveillance and will be exceptionally difficult to manage.</p> <p>This land will represent a significant impost and financial burden to Council over the long term if it is given to Council as passive open space.</p>	<p>A majority of the proposed open space is overlooked. The concerns of Council can be addressed at DA stage</p> <p>This is questionable as these areas generally comprise natural vegetation and add to the passive open space within the development footprint. Active recreational areas are provided elsewhere within the development. Council will receive rate income from the new residential developments that will offset any additional cost.</p>

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	<p>The Blue Gum Hills Regional Park, which is owned and controlled by National Parks and Wildlife, needs to be further consulted in regards to the levels of provision for passive open space at a district/ regional facility. Council would welcome the opportunity to be included in these discussions and recommends that Lake Macquarie Council be included.</p>	<p>The Blue Gum Hills Regional Park needs to be further consulted in regards to the levels of provision for passive open space at a district/ regional facility.</p>	<p>Coal & Allied has been discussing such park issues with DECCW as the recognised park manager</p>
	<p>A further issue is that clarification is required of exactly what is proposed just north of Minmi Reserve (not noted on the Concept Plan as a park) on Woodford Street. There appears to be a road immediately adjacent to this neighbourhood park which will be the only access point to the Minmi Extension Precinct. This has the potential to fragment and 'landlock' existing parcels of land.</p>	<p>Clarification is required of exactly what is proposed just north of Minmi Reserve (not noted on the Concept Plan as a park) on Woodford Street.</p>	<p>This linear open space connects Minmi Reserve to the proposed heritage coke oven park. There is road frontage at both ends of this park. There is also a shared pathway along the railway line through the length of this extended park. Maintenance access could be facilitated as part of the detailed design of this park at application stage. This does not compromise existing parcels of land. The CP will be amended in the PPR to show the existing reserve as park.</p>
	<p>The proposed location of the active open space (sporting fields) is not acceptable to Council. The indicated site within the Minmi East Precinct is subject to significant drainage constraints, is below an existing dam (detention basin) and there are inherent conflicts between riparian zones, wetlands, car parking areas and active open space areas. Any sportslands in these areas are highly unlikely to be suitable for any use higher than training level over time, even with extensive funding.</p> <p>There is also a high demand for fields that have appropriate flood lighting for training and the pressure for active recreation areas in the western corridor is already very high. There are no district level sporting facilities west of Waratah and Council is considering the development of available sites in Wallsend to meet the needs of communities in the Western Corridor, including the Minmi development.</p> <p>Council would appreciate the opportunity to meet with Coal and Allied to further discuss these active recreation opportunities.</p>	<p>The proposed location of the active open space (sporting fields) is not acceptable to Council.</p> <p>Council would appreciate the opportunity to meet with Coal and Allied to further discuss these active recreation opportunities.</p>	<p>The proposed location of sporting fields is in accordance with the locations agreed to at the urban design charrette. Coal & Allied is prepared to discuss alternative locations and has had preliminary consultation with Council on this matter, but no practicable alternatives which still provided facilities for new residents at the proposed Minmi/Link Rd estate have yet been suggested. C&A also offered to meet with Council prior to submitting the EA for public exhibition. Council did not take up the offer.</p> <p>C&A offered to meet with Council prior to the submission of the application for public exhibition. The offer remains open to Council</p>
	<p><u>Inconsistencies in the Documentation</u> Concept Plan: Figure A.1.1 – the key is incorrect with proposed conservation areas and development area. Figure A.1.4 – Concept Plan does not note Minmi Reserve as an existing park.</p>	<p>Figure A.1.1 – the key is incorrect with proposed conservation areas and development area. Figure A.1.4 – Concept Plan does not note Minmi Reserve as an existing park.</p>	<p>Concept Plan notations will be amended. This will be included in the Preferred Project Report.</p>
	<p><u>Conservation Planning</u> The offsetting principals provided in the Lower Hunter Regional Conservation Plan indicates that offsets will be of greater value where the offset areas are not isolated or fragmented. The Stockrington conservation estate is currently fragmented or impeded by the existing F3 freeway, powerline easements and various trails and will be further fragmented by the F3-Branxton arterial road. Further fragmentation may potentially occur by the retention of the 5(b) Special Uses (Railway) Zone within the Cessnock LGA. The offset value and ability of the proposed conservation estate to provide a functional wildlife corridor for terrestrial species is limited by this current and future fragmentation.</p>	<p>Offsets will be of greater value where the offset areas are not isolated or fragmented. The Stockrington conservation estate is currently fragmented or impeded by the existing F3 freeway, powerline easements and various trails and will be further fragmented by the F3-Branxton arterial road.</p> <p>The offset value and ability of the proposed conservation estate to provide a functional wildlife corridor for terrestrial species is limited by this current and future fragmentation.</p>	<p>The proposed conservation offsets are as agreed with DECCW, the recognised authority in this matter</p> <p>The conservation outcomes sought under this proposal are consistent with the regional framework delivered in the Lower Hunter Regional Strategy and Lower Hunter Regional Conservation Plan. This element of the proposal has been supported by the DECCW.</p> <p>If council believe this to be inadequate they should discuss further with the DECCW and RTA.</p>
	<p>Future management of the Stockrington Conservation Lands must consider the impact of the various breaks in</p>	<p>Future management of the Stockrington Conservation Lands must consider the impact of the various breaks in vegetation continuity and aim to reduce</p>	<p>This will be a matter for the NPWS to manage post dedication of the conservation land.</p>

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	vegetation continuity and aim to reduce such impacts for example through access management and natural revegetation of corridor breaks.	such impacts for example through access management and natural revegetation of corridor breaks.	Future management of the Stockrington Conservation Lands is being discussed and agreed between Coal & Allied and NPWS as future owner.
	<p><u>Riparian Zones</u></p> <p>Council disagrees with the proposed 20m total width core riparian zone between lots, recommending that the core riparian zone width be increased to 40m (i.e. 20m on each side of the watercourse from the top of the bank) with a total riparian width of at least 60m to ensure adequate protection of the watercourse. Council has applied a minimum buffer width of 40m for similar developments in the western corridor.</p> <p>Riparian zones are widely acknowledged as key wildlife corridors, especially pertinent given that the proposal will diminish wildlife corridor links. Riparian zones can provide north-south fauna linkages and fauna linkages to Blue Gum Hills Regional Park.</p>	Council disagrees with the proposed 20m total width core riparian zone between lots	The riparian zones coupled with the open space will provide a matrix of movement corridors for tolerant faunal guilds to move throughout the development and into the BGHRP.
	<p><u>Urban Forest Management</u></p> <p>Whilst the proponent proposes to dedicate land for conservation purposes as part of the current proposal, much of this land lies outside the Newcastle LGA. This will result in a net loss of tree canopy within the Newcastle LGA and the associated economic, social and environmental benefits of the reduced canopy will adversely impact on the Newcastle LGA and the existing and future residents in this locality.</p>	Dedication of the majority of conservation land outside the Newcastle LGA will result in a net loss of tree canopy within the Newcastle LGA and the associated economic, social and environmental benefits of the reduced canopy will adversely impact on the Newcastle LGA and the existing and future residents in this locality.	While some loss of vegetation will occur in residential areas, it will be replaced over time through resident planting. This effect is well known in existing residential areas. The proposed dedication by Coal & Allied of conservation offset lands is as agreed with DECCW, the recognised authority in this matter and represents a net gain for the region. That regional benefit should be the relevant consideration, rather than the local government area
	It is recommended that compensatory tree planting be carried out in accordance with Newcastle DCP Element 4.1 and where opportunity exists, the retention of habitat trees should be incorporated into the proposed design.	It is recommended that compensatory tree planting be carried out in accordance with Newcastle DCP	<p>The proposal seeks regional conservation outcomes not individual LGA results. On this basis the support afforded by DECCW and the consistency of the proposal with the goals and objectives of the Lower Hunter Regional Strategy and Lower Hunter Regional Conservation Plan confirms that at a regional scale the proposal will be successful in achieving an on balance outcome.</p> <p>While some loss of vegetation will occur in residential areas, it will be replaced over time through resident planting. This effect is well known in existing residential areas. The proposed dedication by Coal & Allied of conservation offset lands is as agreed with DECCW, the recognised authority in this matter and represents a net gain for the region.</p>
	<p><u>Biodiversity</u></p> <p>The area of EEC reserved within Stockrington Conservation Estate will ultimately be more than the area of EEC removed for the development however, for the Lower Hunter Spotted Gum Ironbark EEC, the ratio of compensatory habitat will be about 1:1.5. This ratio of compensatory habitat for an EEC is inadequate, especially in the context of the current and future fragmented nature of the Stockrington Conservation Lands. Whilst Council does not have a formal offset ratio established, the principals of the Lower Hunter Regional Conservation Plan indicate clearing or development can only proceed where offsets (and conservation actions) improve or maintain biodiversity. An offset ratio of 1:1.5 does not ensure this principal is being met; a higher offset ratio should be sought to ensure offsets result in a net improvement in biodiversity over time.</p>	The area of EEC reserved within Stockrington Conservation Estate will ultimately be more than the area of EEC removed for the development however, for the Lower Hunter Spotted Gum Ironbark EEC, the ratio of compensatory habitat will be about 1:1.5. This ratio of compensatory habitat for an EEC is inadequate,	As the advising agency, the DECCW has assessed, tested and supported this element of the proposal.

	<p>The Ecological Assessment Report provides discussion on the impact of the development on threatened fauna and flora. In many cases, for example on p111 in reference to the sooty owl, there is justification that impact will be negligible due to compensatory offset habitat at Stockrington and the Tank Paddock. All reference to the Tank Paddock should be removed in the discussions as the Tank Paddock does not form part of the compensatory offset for this development. The Tank paddock forms part of the compensatory offset for the Black Hill Development. The Tank Paddock should not be included in the consideration of the impact of this proposal on threatened fauna and flora.</p>	<p>The Tank Paddock should not be included in the consideration of the impact of this proposal on threatened fauna and flora.</p>	<p>It is not part of the Minmi proposal – Tank Paddock is included in Black Hill proposal.</p> <p>The DGEARs for Minmi/Link Rd specifically requested that the EA provide an assessment of the cumulative impacts on biodiversity of the proposed development and other development proposed in the area.</p> <p>Whilst it is noted that the Tank Paddock forms part of the Black Hill proposal, it is essential that the proposed Stockrington conservation estate is assessed holistically with proximate existing and proposed conservation reserve areas, including the Tank Paddock, in order to provide a sound assessment and to comply with the requirements of the DGEARs.</p>
	<p>P124 of the ecological assessment report indicates vegetation corridors with cross sections are illustrated in Appendix 6. There does not appear to be any mapping illustrating this information in Appendix 6.</p>	<p>Mapping at Appendix 6 is missing</p>	<p>Vegetation corridors and cross sections are included in Appendix B – Concept Plan Design Guidelines.</p>
	<p>The proposal indicates that a number of Tetratheca juncea (EPBCA listed) occur within the proposed development area. Consideration should be given to translocating these clumps to appropriate localities before disturbance occurs.</p>	<p>Consideration should be given to translocating these clumps of Tetratheca juncea to appropriate localities before disturbance occurs.</p>	<p>This may be considered by the proponent at the time of development as part of a wider contribution, however the removal of Tj associated with this proposal is minor and has been determined as not likely to have a significant impact.</p>
	<p>The proposal provides limited connectivity in conservation terms to the Blue Gum Hills Regional Park. This will result in the regional park being isolated. This point was raised in Council's original response to the proposal and does not appear to have been addressed. Expansion of the proposed riparian zones may go to some way of alleviating this impact.</p>	<p>The proposal provides limited connectivity in conservation terms to the Blue Gum Hills Regional Park. This will result in the regional park being isolated.</p>	<p>BGHRP is a Regional Park, having the function of protecting and conserving areas in natural or modified landscapes which are suitable for sustainable public recreation and enjoyment and as such it is not considered that the proposed development will adversely impact on the Parks viability in this regard.. To support the Parks stated function, connectivity and linkages to the Park have been considered and included in the preparation of the concept plan however the proposal does not seek to provide bulk conservation outcomes around and into the Park as it provides for the delivery of significant conservation outcomes in the creation of a substantial National Park associated with the Watagan to Stockton Corridor.</p> <p>Noted.</p>
	<p><u>Solar Access for Lots</u> It is recommended that compliance with the SEDA 'Solar Access for Lots Guidelines for Residential Subdivision in NSW' be demonstrated in any subsequent DA for subdivision</p>	<p>it is recommended that compliance with the SEDA 'Solar Access for Lots Guidelines for Residential Subdivision in NSW' be demonstrated in any subsequent DA for subdivision</p>	<p>Details will be provided in any future Project Application.</p>
	<p><u>Contamination</u> The Statement of Commitments notes remediation will be undertaken as part of future development applications. Council is concerned appropriate investigation has not been undertaken and remediation plans should be undertaken prior to Concept Approval or rezoning being granted. Council will not accept the transfer of potentially contaminated land as publicly owned land, including public roads, unless appropriate remediation plans are in place.</p>	<p>Council is concerned appropriate investigation has not been undertaken and remediation plans should be undertaken prior to Concept Approval or rezoning being granted.</p>	<p>The site, including areas to be dedicated as public roads, is proposed to be remediated to the relevant site use criteria.</p>
	<p><u>Blue Gum Hills Regional Park</u> The design of the proposed Concept Plan would involve the removal of majority of vegetation surrounding BGHRP. The removal of the surrounding vegetation would effectively isolate BGHRP and diminish the natural values of the site. The proposed Concept Plan significantly reduces connectivity to BGHRP thus decreasing the potential for faunal movement and</p>	<p>Council requests any future ecological study or analysis account for potential impacts on the adjoining BGHRP in regards to potential ecological impacts and impacts on future management and meeting key objectives of the Plan of Management.</p>	<p>BGHRP is a Regional Park, having the function of protecting and conserving areas in natural or modified landscapes which are suitable for sustainable public recreation and enjoyment and as such it is not considered that the proposed development will adversely impact on the Parks viability in this regard. To support the Parks stated function, connectivity and linkages to the Park have been considered and included in the preparation of the concept plan however the proposal does not seek to provide bulk conservation outcomes around and into the Park as it provides for the delivery of significant conservation outcomes in the creation of a substantial National</p>

	<p>enhancement of genetic diversity. The proposed Concept Plan would also devalue and impinge on the key objectives of BGHRP outlined in the Blue Gum Hills Regional Park Plan of Management prepared by DECC dated February 2007. Therefore, Council requests any future ecological study or analysis account for potential impacts on the adjoining BGHRP in regards to potential ecological impacts and impacts on future management and meeting key objectives of the Plan of Management.</p>		<p>Park associated with the Watagan to Stockton Corridor.</p>
	<p>The proposal does little to address the Blue Gum Hills Regional Park. It is recommended that a stronger open space link be created between the Village Centre and the Regional Park to improve access to the park from other parts of the region. This will also provide commercial opportunity to gain custom from visitors to the park, who would not otherwise visit the village centre.</p>	<p>A stronger open space link be created between the Village Centre and the Regional Park to improve access to the park from other parts of the region.</p>	<p>The riparian corridor and adjoining street (just south of the retirement site) was specifically included with this intention. This is already a strong link between the centre and the park. The primary activity areas in the park are further north and relate more strongly to Minmi East.</p>
	<p>Discussions between the and Council and NPWS suggest there may also be an opportunity for the proponent to enter into an agreement to provide local active recreational facilities within parts of the regional park, rather than the current proposed location, which acts as a corridor linking the BGHRP and Hexham Swamp Nature Reserve.</p>	<p>there may also be an opportunity for the proponent to enter into an agreement to provide local active recreational facilities within parts of the regional park, rather than the current proposed location</p>	<p>Coal & Allied recognises DECCW as the manager of this park and will be guided by DECCW requirements.</p> <p>This could be preferred however consideration needs to be made to accessibility for residents to the RP. This may result in the active recreation facilities further removed from the development. It would depend on the location within the BGHRP. While this option has been dismissed by DECCW during discussions over the last 5 years facilities in BGHRP would help promote the park usage. Further discussions should be encouraged between NCC and DECCW.</p>
<p><u>Air Quality</u></p> <p>The Air Quality Assessment prepared by GHD dated January 2011 notes the Summerhill Waste Management Facility is a potential source of odour and nuisance emissions for the proposed future residential estate. The Air Quality Assessment prepared by GHD dated January 2011 notes a 400 metre separation distance between the Summerhill Waste Management Facility and residential development was required by the then Environment Protection Authority during a public inquiry prior to commissioning of the facility. The proposed Concept Plan shows residential development will encroach upon this separation distance and may experience potential odour and nuisance emissions from the Summerhill Waste Management Facility. Therefore, Council requests the design of the proposed Concept Plan be reviewed with regard to the minimum 400 metre separation distance between the Summerhill Waste Management Facility and proposed residential development.</p>		<p>Council requests the design of the proposed Concept Plan be reviewed with regard to the minimum 400 metre separation distance between the Summerhill Waste Management Facility and proposed residential development.</p>	<p>An EIS for Summerhill Stage 2 was completed in September 2010. The EIS took into consideration the successful environmental management procedures in place at the existing facility. The EIS considered surrounding landuses, both current and proposed and examined the potential for environmental impacts to be imposed on surrounding land uses and it determined that the potential for significant impacts was low.</p> <p>The issue of potential odour impacts from the Summerhill Facility in relation to planned development to the south-west of the Summerhill site could only be determined when staging of both developments is known. Generally, buffer distances of 400m would be required between an active working landfill cell and residential development. Active cells are worked for a finite period and are mobile across the broader site.</p> <p>The issue is thus the timing of the landfill in relation to the timing of development. Given the timeframes involved in the development of both projects and the fact that the staging plans for the both projects is unclear, it cannot be determined this will be a future issue at this stage. C&A have lodged a submission with NCC proposing that the Waste Centre staging commence in the southern areas of the Centre and then work north. This would minimise any future buffer issues between the Waste Centre activities and the proposed residential development. Current staging proposals suggest that the residential development will not commence in the Waste Centre proximity until 2025 at which time it is expected that the Waste Centre will have completed operations in the vicinity of the proposed development.</p>
<p><u>Noise</u></p> <p>The noise modelling conducted in the Environmental Noise Assessment prepared by Renzo Tonin and Associates Pty Ltd dated 10 February 2011 demonstrates a significant number of the proposed residential allotments will be impacted upon by traffic noise from the surrounding arterial roads, Newcastle Link Road and F3 Freeway. The proposed residential allotments will also be impacted upon by traffic noise on collector roads, both existing and proposed, within the footprint of the Concept Plan. While noise mitigation measures such as barriers</p>		<p>While noise mitigation measures such as barriers and mounds are proposed traffic noise will still exceed the criteria for residential amenity in external areas in accordance with the Department of Environment and Climate Change's 'Environmental Criteria for Road Traffic Noise'.</p>	<p>This is noted and will be considered during the planning and design stages. Good planning practices such as locating outdoor courtyards away from the road noise source should be considered.</p> <p>The affected areas are relatively small and in particular are located in close proximity to Newcastle Link Road. Noise impacts on these small areas have been assessed in the EA and are based on long term projections for traffic on Link Rd. Traffic volumes will be assessed again at the time of detailed design for Development Applications. Current planning for the majority of the affected areas is approximately 15yrs hence.</p>

	<p>and mounds are proposed traffic noise will still exceed the criteria for residential amenity in external areas in accordance with the Department of Environment and Climate Change's 'Environmental Criteria for Road Traffic Noise'. While recommendations are made regarding noise mitigation design to protect internal areas of future residential dwellings the residential amenity of the external areas will be impacted upon and degraded by traffic noise.</p>		
	<p>The noise modelling conducted in the Environmental Noise Assessment prepared by Renzo Tonin and Associates Pty Ltd dated 10 February 2011 limits itself to assessment of noise impacts upon future residential allotments. However, the proposed development will result in increased numbers of vehicles utilising the existing road network, including Woodford Street and Minmi Road. Therefore, noise impacts from increased traffic levels within the existing local road network, as a result of the proposed increased residential density, should be assessed for existing residential dwellings within Minmi. Furthermore, the proposed development will potentially result in significantly increased levels of traffic along Minmi Road, to the east of the proposed development, as vehicles will potentially utilise Minmi Road as an alternative route to the Newcastle Link Road. Therefore, the traffic noise assessment should be extended to include potential noise impacts on existing residential dwellings, fronting Minmi Road, to the east of the proposed Concept Plan.</p>	<p>The traffic noise assessment should be extended to include potential noise impacts on existing residential dwellings, fronting Minmi Road, to the east of the proposed Concept Plan.</p>	<p>The Noise Assessment Report (Section 4.5.2) presents a general discussion about existing residential properties potentially impacted by traffic from the development. However, as stated in the report, a more detailed assessment for existing residences should be undertaken during the detailed design stage of the project, when the design of the development and traffic data is finalised. The detailed assessment will include all existing residences surrounding the development site.</p>
	<p>The Environmental Noise Assessment prepared by Renzo Tonin and Associates Pty Ltd dated 10 February 2011 notes proposed future residential dwellings may potentially be impacted upon by noise from the existing Summerhill Waste Management Facility. However, Council notes that the proposed residential allotments will encroach within the separation distance as noted above. Therefore, Council requests the design of the proposed Concept Plan be reviewed with regard to the four hundred metre separation distance between the Summerhill Waste Management Facility and proposed residential development to reduce potential noise impacts.</p>	<p>Council requests the design of the proposed Concept Plan be reviewed with regard to the four hundred metre separation distance between the Summerhill Waste Management Facility and proposed residential development to reduce potential noise impacts.</p>	<p>An EIS for Summerhill Stage 2 was completed in September 2010. The EIS took into consideration the successful environmental management procedures in place at the existing facility. The EIS considered surrounding landuses, both current and proposed and examined the potential for environmental impacts to be imposed on surrounding land uses and it determined that the potential for significant impacts was low.</p> <p>The issue of potential noise impacts from the Summerhill Facility in relation to planned development to the south-west of the Summerhill site could only be determined when staging of both developments is known. Generally, buffer distances of 400m would be required between an active working landfill cell and residential development. Active cells are worked for a finite period and are mobile across the broader site.</p> <p>The issue is thus the timing of the landfill in relation to the timing of development. Given the timeframes involved in the development of both projects and the fact that the staging plans for the both projects is unclear, it cannot be determined that this will be a future issue at this stage. C&A have lodged a submission with NCC proposing that the Waste Centre staging commence in the southern areas of the Centre and then work north. This would minimise any future buffer issues between the Waste Centre activities and the proposed residential development. Current staging proposals suggest that the residential development will not commence in the Waste Centre proximity until 2025 at which time it is expected that the Waste Centre will have completed operations in the vicinity of the proposed development</p>
	<p><u>Traffic and Transportation</u> <u>Public Transport</u></p> <p>Council supports a target of 20% mode share to public transport. More direct routes between activity centres will assist in making public transport a more attractive alternative to the use of private cars. The new bus link proposed, as a direct link between nodes, is supported, however, far greater action is required to achieve the</p>	<p>The new bus link proposed, as a direct link between nodes, is supported, however, far greater action is required to achieve the targets desired by Council and the State Government.</p>	<p>The Ministry of Transport advised that bus services were continually under review and that more frequent services would be considered as additional residential development occurs in Minmi, Cameron Park, Edgeworth and Killingworth. The C&A Allocation also includes a substantial "start up " allocation for bus services in the early stages of development</p>

	<p>targets desired by Council and the State Government. The network shown in Figure 3.9 of the Appendix M does not appear to meet the service standard criteria of 90% of dwellings to be within 400 metre of a bus route.</p>		
	<p>Before public transport can be regarded as a sustainable transport option, service levels have to be set at a basic frequency of quarter-hourly throughout the day (nominally 6am to 7pm) and half-hourly at other times. This basic frequency should apply seven days a week, with perhaps slightly later starts at weekends. Frequent services should be supported by quality road side infrastructure, constructed to meet the requirements of the Disability Standards for Accessible Public Transport (as indicated in the Statement of Commitments). Further liaison with Council and bus service operators will be required, as the development proceeds, to ensure optimal location and spacing.</p>	<p>A basic frequency of quarter-hourly throughout the day (nominally 6am to 7pm) and half-hourly at other times should apply seven days a week, with perhaps slightly later starts at weekends. Further liaison with Council and bus service operators will be required, as the development proceeds, to ensure optimal location and spacing.</p>	<p>NSW Transport, the recognised authority in this area has made a submission and Coal & Allied will comply with its requirements The Ministry of Transport advised that bus services were continually under review and that more frequent services would be considered as additional residential development occurs in Minmi, Cameron Park, Edgeworth and Killingworth. The C&A Allocation also includes a substantial "start up " allocation for bus services in the early stages of development</p>
	<p><u>Pedestrian and Bike Paths</u></p>		
	<p>The network of shared paths and bike routes in the concept plan should be based on the linking of activity centres and clear desire lines, to encourage active transport, and links with existing and proposed regional and local routes.</p>	<p>The network of shared paths and bike routes in the concept plan should be based on the linking of activity centres and clear desire lines</p>	<p>The network of shared paths and bike routes in the concept plan is based on the linking of activity centres and clear desire lines. More importantly it responds to topography in linking destinations by utilizing the riparian corridors where grades are best suited to walking and cycling.</p>
	<p>It is not clear, from the Concept Plan Design Guidelines Figure B.1.1, which paths are footways (for pedestrians and bike riders under 12) and which are to be nominated shared pathways (for use by pedestrians and cyclists of all ages) and signposted accordingly. It is also not clear how the different paths transition. A clear diagram of the shared path (minimum 2.5m width) network should be provided, along with proposed on road cycleway provision. It should also be noted that Council requires the provision of footpaths (minimum 1.2m) on both sides of local roads.</p>	<p>Delineation between footways and shared pathways needs to be made in the Concept Plan</p>	<p>The movement plan can be extended to show local streets at detail design stage at the subdivision application stage.</p>
	<p>In a greenfield development such as the Minmi proposal, opportunities to provide safe, off road share paths should be maximised.</p>	<p>Opportunities to provide safe, off road share paths should be maximised.</p>	<p>This has been done see comment below.</p>
	<p>The draft Cycling Strategy and Action Plan, which is to be exhibited publicly in mid 2011, has not anticipated the level of development indicated in the concept plan. Notwithstanding this, there are bike paths shown in the document which should be incorporated in the concept plan. These include: □ Regional route R10 – proposed on road cycle route on Minmi Rd from the existing Minmi township to the eastern extent of, paralleled by off road shared paths from the township to link to existing path at western extent of the Fletcher land development. ▪ Route R11 indicates proposed on road cycle way Woodford St through to Lake Macquarie local government area. ▪ Route R9 is the proposed off road shared path on the former rail corridor adjacent to the Tank Paddock, extending from Minmi to Hexham. The concept plan nominated the R9 route adjacent to the Tank Paddock as a heritage trail pedestrian path. Council considers that this path should be developed to shared path</p>	<p>Cycle routes in Council's yet to be exhibited Cycling Strategy and Action Plan should be included in the Concept Plan</p>	<p>C&A will prepare a submission to Council and consider its options when the Cycling Strategy and Action Plan are exhibited. Any further comment would be premature.</p>

	<p>standard, of minimum width 2.5m.</p> <ul style="list-style-type: none"> L1 is the proposed off road link north of the Tank to Balarang St Maryland. <p>Ongoing communication with Council is encouraged to determine optimal prioritisation of works. The proponent should also liaise with National Parks and Wildlife Service to ensure good connectivity with proposed paths in the Blue Gum Hills Regional Park.</p> <p>Minmi Boulevard is major road in the development and as such, should include on road provision for cyclists.</p>		
	<p>The allocation of \$500,000 to regional cycleways is supported, however it is considered that the \$50,000 allocated to subregional review of cycleways should also be allocated to actual construction. As both Newcastle and Lake Macquarie City Councils are currently reviewing their cycling networks and will address regional connectivity, agreement on routes to be funded should be achievable without further studies.</p>	<p>Money allocated to cycleway studies should be put to actual construction.</p>	<p>The allocation of the funds to specific projects will be discussed with relevant authorities at Development Application stage</p>
	<p><u>Traffic</u> Hyder Consulting Pty Ltd (January 2011) relies on 2007 survey data to assess the impacts of this development. It is recommended that the applicant undertake an extensive traffic survey in accordance with RTA and Council requirements to ascertain the true impacts of this development. Full input and output data files are to be supplied to enable a comprehensive assessment.</p>	<p>More up to date traffic surveys should be relied upon in the Hyder report.</p>	<p>Section 2.11 of Traffic Report included both 2007 and 2010 data used in critical intersections assessment. Figure 2.11 showed turning movements data for recent year 2010.</p>
	<p>The Hyder report also predicts that 7% of the vehicle trips generated by this development will utilise existing Minmi Road through Fletcher and Maryland. Utilising the figures provided by Hyder, this predicted increase equates to an approximate increase of between 16% and 20% (depending on the assumed background increase between 1% and 2% respectively) of the current traffic volumes. This increase is not considered to be minor.</p>	<p>The anticipated increase of traffic on Minmi Road through Fletcher and Maryland is not considered to be low.</p>	<p>The traffic study has identified minor traffic increase (about 7%) of AM peak one hour outbound traffic when Minmi/Link Road is fully developed. This is considered to be low.</p>
	<p>Council's Section 94 Plan 4 – Transport Facilities in Blue Gum Hills (s94 Plan 4), did not envisage such a substantial redevelopment of land around Minmi and therefore makes no allowance for the impacts of the proposed development on Minmi Road between Minmi and Wallsend. Existing intersections and traffic facilities along Minmi Road have been designed and constructed without allowance for the predicted increase and concern is expressed that these facilities may perform unsatisfactorily as a result of the C&A proposal. Accordingly, the applicant is to provide additional information for review by Council that details the effect of the abovementioned increased traffic on the full length of Minmi Road and Longworth Avenue. The applicant is also requested to offer recommendations and commitments for dealing with these anticipated impacts.</p>	<p>Council's Section 94 Plan 4 – Transport Facilities in Blue Gum Hills (s94 Plan 4), did not envisage such a substantial redevelopment of land around Minmi and therefore makes no allowance for the impacts of the proposed development on Minmi Road between Minmi and Wallsend.</p> <p>the applicant is to provide additional information for review by Council that details the effect increased traffic on the full length of Minmi Road and Longworth Avenue. The applicant is also requested to offer recommendations and commitments for dealing with these anticipated impacts.</p>	<p>The traffic increase on Minmi Road through Fletcher from proposed development would be low. It is recommended that the traffic study be updated at the commencement of each stage of the development based on actual traffic generation.</p>
	<p>The argument in the traffic report that the C&A development will have little impact on the existing Woodford St/Minmi Road traffic signals is not supported. The development of the Minmi Extension Precinct and Village Centre Precinct will have a direct and adverse impact on the operation of these intersections.</p>	<p>The argument in the traffic report that the C&A development will have little impact on the existing Woodford St/Minmi Road traffic signals is not supported.</p>	<p>The model predicted minor impact on Woodford Street/Minmi Road and Newcastle Link Road/Minmi Road intersections arising from Coal & Allied's stage 1 development.</p> <p>The development of Minmi Extension and Village Centre precincts will not have an impact on Newcastle Link Road and associated intersections.</p>

	<p>The existing Minmi Road and the proposed Minmi Boulevard and Woodford Street should be designed and constructed as a sub-arterial road. The number of intersections along these roads should be kept to a minimum in the interests of maintaining an efficient road network and improving overall road traffic safety.</p> <p>Similarly, direct vehicle access for lots to each of these roads should be prohibited.</p>	<p>The existing Minmi Road and the proposed Minmi Boulevard and Woodford Street should be designed and constructed as a sub-arterial road.</p>	<p>Details of infrastructure design including access roads, internal sub-division roads and intersections will be undertaken in subsequent works application.</p> <p>The traffic study should be updated at the commencement of each stage of the development or other agreed benchmark based on actual yields. The impacts from other traffic generating sources (other developments in the region and Hunter Expressway in particular) can also be assessed concurrently to assess the level of impact of each on Link Rd intersections</p>
	<p>It is recommended that a 20m wide landscaped buffer is provided within the Minmi Road, Woodford Street and Minmi Boulevard road reserves to buffer the proposed rear fences of lots adjacent to these roads and to improve the overall streetscape. This barrier will also serve to control vehicular and pedestrian activity about these nominated collector roads in the interests of traffic safety. Vehicle parking along these roads should be prohibited.</p>	<p>It is recommended that a 20m wide landscaped buffer is provided within the Minmi Road, Woodford Street and Minmi Boulevard road reserves to buffer the proposed rear fences of lots adjacent to these roads and to improve the overall streetscape.</p>	<p>This is not agreed. It is not necessary and should form part of the full visual impact assessment proposed at detail design stage. Road cross sections clearly show the landscaping and fence treatments on the roads noted by Council.</p>
	<p>The proposed Village Centres on Minmi Road and Minmi Boulevard should be relocated clear of the sub-arterial roads and accessed from the internal street network while being located on one side of the road only to minimise potential traffic and pedestrian conflicts and maintain road network efficiency.</p>	<p>The proposed Village Centres on Minmi Road and Minmi Boulevard should be relocated clear of the sub-arterial roads and accessed from the internal street network</p>	<p>This would destroy their commercial viability by removing visibility to passing traffic and convenience shopping which would form the bulk of the retail activity in these centres. This would affect the commercial viability of the centre.</p>
	<p>The 'Sports and Recreational Area' should be accessed directly from Minmi Road via a roundabout. In this regard, consideration could also be given to realigning the existing Minmi Road to the west so as to allow principal access to the proposed sporting fields directly off a sub-arterial road without reliance on the local road network.</p>	<p>The 'Sports and Recreational Area' should be accessed directly from Minmi Road via a roundabout.</p>	<p>This is not practical and would require the closure of the existing road. The current access road provides efficient access to the fields and reinforces the viability of the village centre and the activity and movement between the sports fields, Minmi East village and BGHRP.</p>
	<p>All dead end roads must be provided with appropriate turning facilities to the requirements of Council so as to permit the satisfactory provision of garbage and other services.</p>	<p>All dead end roads must be provided with appropriate turning facilities to the requirements of Council so as to permit the satisfactory provision of garbage and other services.</p>	<p>Noted and details to be provided in future Development Applications</p>
	<p>The small residential area located in the Minmi East Precinct adjacent to Mirvac's 'Hidden Waters' subdivision relies on access through that development across land required under that consent to be dedicated as Open Space or retained as part of their Community Association lot. It is also noted that the approved road within Mirvac's estate, intended to provide road frontage for this precinct, is not expected to be constructed until the final stages of the Mirvac development. As currently proposed, the applicant of this proposal would need to request Mirvac seek an amendment to their current approval to permit the proposed road connections to be constructed.</p>	<p>As currently proposed, the applicant of this proposal would need to request Mirvac seek an amendment to their current approval to permit the proposed road connections to be constructed.</p>	<p>Noted and already discussed with Mirvac ,</p>
	<p>The proposed bus routes are considered inadequate and therefore do not promote the use of public transport. Bus routes should not be confined to Minmi Road and Minmi Boulevard and the proposed collector road network should be extended into the residential precincts to ensure satisfactory 'ped shed' distances are achieved. In this regard, it has been ascertained, from the information provided, that a number of allotments are at least 1.2km walk from the proposed bus routes along roads that would ultimately have significantly steep gradients.</p>	<p>The proposed bus routes are considered inadequate and therefore do not promote the use of public transport.</p>	<p>NSW Transport, the recognised authority in this area has made a submission and Coal & Allied will comply with its requirements</p> <p>Details of infrastructure design including access roads, internal sub-division roads and intersections will be undertaken in subsequent works application.</p> <p>Discussion should be held with bus operator to determine the location of proposed bus routes and bus stop locations..</p>
	<p>A comprehensive pedestrian/cycle pathway network linking to the surrounding network is to be provided and clearly detailed on a revised Cycle and Pedestrian Plan. The infrastructure detailed in Figure B.1.1 is considered</p>	<p>A comprehensive pedestrian/cycle pathway network linking to the surrounding network is to be provided and clearly detailed on a revised Cycle and Pedestrian Plan.</p>	<p>This can be provided at detail design stage by adding the local street network to the plan. The Concept Plan provides sufficient detail to clearly show how the network within and beyond the site can and will be developed</p>

	inadequate. The major cycleway/pedestrian cycle pathways in Figure B.1.1. should be off-road for the sub-arterial and collector roads with on-road provision on all other local roads.		
	The applicant is requested to provide further details on how the proposed 'emergency access only' intersections with the Link Road are to be restricted to prohibit other uses.	The applicant is requested to provide further details on how the proposed 'emergency access only' intersections with the Link Road are to be restricted to prohibit other uses.	The operation of the emergency access/egress points if deemed required by RFS will be agreed in consultation with RFS and RTA at the appropriate time
	<u>Cycling and Walking</u>		
	The adopted and draft Newcastle Lake Macquarie Bike Plans make no allowance for the Coal & Allied proposal. The Concept Plan proposes off-road shared pathway facilities through Precinct 1 in association with the widening of Minmi Road. Based on the previously known and planned developments in this strategic corridor, Council's Section 94 Plan 4 – Transport facilities in Blue Gum Hills proposes on-road cycle facilities along Minmi Road to Wallsend and current s94 contribution rates are based on this design. The applicant is therefore requested to provide additional information regarding the details, feasibility, timing and funding of the extension of this suggested off-road pathway network to Wallsend.	The applicant is requested to provide additional information regarding the details, feasibility, timing and funding of the extension of the suggested off-road pathway network to Wallsend.	Coal & Allied has committed to fund cycleways and will discuss locations and staging with the relevant authorities
	The off-road cycle provisions through the proposed commercial precincts does not comply with Austroads or the RTA's NSW Bicycle Guidelines.	The off-road cycle provisions through the proposed commercial precincts does not comply with Austroads or the RTA's NSW Bicycle Guidelines.	The cycleways through the commercial areas defined by the village centres have been separated from the pedestrian pathways so that a "village" atmosphere can be created in the Village precincts providing safety to the pedestrian users of the village facilities. The road reserves (Sections A & B) are of sufficient width to accommodate amendment to the designed cross sections included in the Design Guidelines. Cross section designs will be discussed in more detail with Council at the time of preparing appropriate DA documentation
	Off road shared pathways should be constructed within the road verge and not within passive open space areas such as riparian zones. See NSW Bicycle Guidelines Section 6 and Austroads Part 14 Section 6 for further information. Further, the proposal to combine shared pathways with bush fire access tracks at the rear of some properties is not supported having regard to the objectives of Crime Prevention Through Environmental (CPTED) guidelines. However, the provision of shared pathways through identified active open space is supported.	Off road shared pathways should be constructed within the road verge and not within passive open space areas such as riparian zones. The provision of shared pathways through identified active open space is supported.	This is part of the recreational experience of these shared paths which would be diminished if they were located on the verge, provided safety and passive surveillance of the paths can be maintained.
	<u>Conceptual Road Design</u> As mentioned above, and following adopted road hierarchy, the existing Minmi Road and the proposed Minmi Boulevard and Woodford Street should be designed and constructed as a sub-arterial road as they are only one classification lower than the Link Road which has been correctly classified as arterial.	Existing Minmi Road and the proposed Minmi Boulevard and Woodford Street should be designed and constructed as a sub-arterial road as they are only one classification lower than the Link Road which has been correctly classified as arterial.	Details of infrastructure design including access roads, internal sub-division roads and intersections will be undertaken in subsequent works application. The traffic study will be updated at the commencement of each stage of the development based on actual yields. The impacts from other traffic generating sources (other developments in the region and Hunter Expressway in particular) can also be determined concurrently to assess the level of impact of each on Link Rd intersections
	It is noted that several of typical road sections contained within 'Appendix B – Concept Plan Design Guidelines' do not conform with numerous elements of Council's current requirements (Refer NDCP2005 – Element 4.11 (Subdivision) adopted 20/7/2010). As the Concept Plan proposes to dedicate all roads to Council as public road it is considered imperative that these roads are designed and constructed to Council's adopted standards.	It is noted that several of typical road sections contained within 'Appendix B – Concept Plan Design Guidelines' do not conform with numerous elements of Council's current requirements	The road cross sections are consistent across the project area and represent combination of LMCC and NCC requirements to suit the densities proposed.

	<p>The concept road design plans also show that the adopted maximum permissible longitudinal grades of 16% for local roads and 12% for collector roads and bus routes will be exceeded for a number of roads.</p>	<p>The concept road design plans also show that the adopted maximum permissible longitudinal grades of 16% for local roads and 12% for collector roads and bus routes will be exceeded for a number of roads.</p>	<p>Final road grades in some instances will differ from existing ground levels. This has been assumed in road placement in the concept plan. Detailed design will be based on new and more accurate contour surveys the results of which may require some minor amendments to the road network</p>
	<p>It is also evident from the information provided that some roads are proposed to be constructed on landform having in excess of 8m level difference over the width of the road reserve. Council is opposed to the use of excessive retaining walls or engineered batter slopes as a means of locating or constructing roads that are designed without due regard to the natural landform.</p>	<p>some roads are proposed to be constructed on landform having in excess of 8m level difference over the width of the road reserve. Council is opposed to the use of excessive retaining walls or engineered batter slopes as a means of locating or constructing roads that are designed without due regard to the natural landform.</p>	<p>Roads in selected steep areas will not have the standard cross-sections shown in the concept plan and will adopt one of the approaches shown in Appendix B Figure B.1.10.</p>
	<p>It is also considered appropriate that, should the Minister determine to approve the application, maximum (and if necessary, minimum) parameters be specified in the approval to guide the feasibility and suitability of lots and roads during the project approval and construction certificate stages of the development.</p>	<p>should the Minister determine to approve the application, maximum (and if necessary, minimum) parameters be specified in the approval to guide the feasibility and suitability of lots and roads during the project approval and construction certificate stages of the development.</p>	<p>This will be addressed at the subdivision development application stage.</p>
	<p>Assuming that the LGA boundary between NCC and LMCC is relocated to the Link Road, as is being suggested, the vast majority of the development will be located within the NCC LGA. For this reason, it is considered appropriate that all roads within the proposed NCC LGA conform to Newcastle Council requirements.</p>	<p>Assuming that the LGA boundary between NCC and LMCC is relocated to the Link Road, as is being suggested, the vast majority of the development will be located within the NCC LGA. For this reason, it is considered appropriate that all roads within the proposed NCC LGA conform to Newcastle Council requirements.</p>	<p>Detail road cross sections will be agreed with Council within the general scope of that already provided in Appendix B prior to submitting the first Development Application. Regrettably no decision has been made on the LG boundary and Coal & Allied is therefore required to attempt to satisfy both LGA's.</p>
	<p><u>Access to Summerhill Waste Management Centre</u> Council notes the brief comments regarding traffic access to the Summerhill Waste Management Centre (the SWMC) in the Traffic and Transport Report by Hyder. It is assumed these comments are offered in response to concerns regarding potential future access to the SWMC from the Link Road which have been raised in previous submissions by Council. Council does not consider that the response detailed in section 3.4 of the Hyder report adequately addresses Council's concerns.</p>	<p>Council does not consider that the response detailed in section 3.4 of the Hyder report adequately addresses Council's concerns regarding access to the SWMC.</p>	<p>Coal & Allied undertook significant consultation with NCC and LMCC through their respective representatives on the proposed Hunter Integrated Resources waste facility however it is noted that this proposal has now been abandoned.</p> <p>NCC needs to open its own discussion with the RTA on access issues on the Newcastle Link Road to and from SWMC site. C&A, as part of the consultation with HIR representatives, have undertaken numerous design options for an access road to the SHWMC from Link Rd and all have been rejected by RTA. NCC has been advised of the RTA's decisions and supporting reasons on a number of occasions.</p> <p>It is noted that NCC is currently seeking approval to an extension to the operation of the SWMF and that the application does not contain any reference to a proposed access from Newcastle Link Rd.</p>
	<p>Council has previously noted the existence of a potential Link Road access road route along the existing road reserve. Concept engineering plans identified a number of benefits of that route, including an acceptable grade and the potential to join with the existing 4-leg Link Road roundabout. However, Council is not dogmatic in insisting on that particular route, but would be willing to work cooperatively with the developer to identify a route that could manage potential future conflicts between heavy waste vehicles and light traffic or residents. For this to occur, any concept approval would need to provide sufficient flexibility for such negotiations to occur and be implemented.</p> <p>In identifying this need to maintain sufficient planning flexibility for the SWMC to develop a potential role in regional waste management infrastructure, Council notes the objects of the Environmental Planning and Assessment Act, 1979 (EP&A Act).</p> <p>Council considers that any development of the land immediately south of the Summerhill Waste Management Centre (SWMC) and Blue Gum Hills Regional Park (BGHRP) that would preclude the provision of an alternative access road into the SWMC would not be</p>	<p>Council is not dogmatic in insisting on that particular route, but would be willing to work cooperatively with the developer to identify a route that could manage potential future conflicts between heavy waste vehicles and light traffic or residents. For this to occur, any concept approval would need to provide sufficient flexibility for such negotiations to occur and be implemented.</p>	<p>Coal & Allied undertook significant consultation with NCC and LMCC through their respective representatives on the proposed Hunter Integrated Resources waste facility however it is noted that this proposal has now been abandoned.</p> <p>NCC needs to open its own discussion with the RTA on access issues on the Newcastle Link Road to and from SWMC site. C&A, as part of the consultation with HIR representatives, have undertaken numerous design options for an access road to the SHWMC from Link Rd and all have been rejected by RTA. NCC has been advised of the RTA's decisions and supporting reasons on a number of occasions.</p> <p>It is noted that NCC is currently seeking approval to an extension to the operation of the SWMF and that the application does not contain any reference to a proposed access from Newcastle Link Rd</p>

	consistent with these objects and opposes any such development.		
	<p><u>Heritage</u> <u>Aboriginal Heritage</u></p> <p>Council welcomes the applicant's commitment to the preparation of an Aboriginal Heritage Management Strategy, in accordance with DECCW requirements.</p> <p>Council will not countenance the responsibility for maintaining or managing Aboriginal cultural material uncovered during development of the Minmi Link Rd Project. A repository for artefacts and protocols for the management of cultural material must be determined during the AHMS process and discussion is to include Council.</p> <p>Council welcomes the commitment to undertake an Aboriginal Interpretation strategy - in particular the concept of incorporating traditional Aboriginal walking tracks into this strategy is supported</p>	<p>Council welcomes the applicant's commitment to the preparation of an Aboriginal Heritage Management Strategy, in accordance with DECCW requirements.</p> <p>Council will not countenance the responsibility for maintaining or managing Aboriginal cultural material uncovered during development of the Minmi Link Rd Project. A repository for artefacts and protocols for the management of cultural material must be determined during the AHMS process and discussion is to include Council.</p> <p>Council welcomes the commitment to undertake an Aboriginal Interpretation strategy - in particular the concept of incorporating traditional Aboriginal walking tracks into this strategy is supported</p>	<p>The Cultural Heritage Management Plan will be prepared in consultation with the Aboriginal stakeholder groups and DECCW. The CHMP will ensure continuing consultation through out the heritage aspects of the project. A care and control agreement for the artefacts will be part of the CHMP and the agreement will be negotiated with the Aboriginal Stakeholder groups.</p>
	<p>It is noted that 6 additional and previously unidentified Aboriginal sites have been revealed. Given the landscape units within the subject are, this tends to indicate that the Minmi Link Road lands harbour more and as yet unidentified Aboriginal sites and certainly this is predicted by the consultant in areas of high Aboriginal potential. The City of Newcastle does not support the disturbances of any Aboriginal site and questions whether just conserving sites in riparian corridors is a reasonable and culturally sensitive approach.</p>	<p>Given the landscape units within the subject are, this tends to indicate that the Minmi Link Road lands harbour more and as yet unidentified Aboriginal sites and certainly this is predicted by the consultant in areas of high Aboriginal potential. The City of Newcastle does not support the disturbances of any Aboriginal site and questions whether just conserving sites in riparian corridors is a reasonable and culturally sensitive approach.</p>	<p>Any unidentified sites that are located during fieldwork will be assessed by the archaeologist and the Aboriginal community and the significance of the sites determined and those that are highly significant or can be persevered will and only those that the community agrees with will be impacted. The communities' options and preferences on preservation methods will be considered and implemented where practical.</p>
	<p>DECCW should determine what action is required in relation to approvals under S90 of the NPWS Act. DECCW will need to determine how approvals will be managed for the stage 1 earthworks and road works, moving forward into the construction of dwellings and buildings. It is important that the approval process for disturbance of land and/or Aboriginal sites is determined at the outset and not during later stages, such as during development applications for dwellings.</p>	<p>DECCW should determine what action is required in relation to approvals under S90 of the NPWS Act.</p>	<p>Section 90 of the NPWS Act does not apply to Part 3A projects and Section 90 approvals are not required for this project.</p>
	<p><u>Non-Aboriginal Heritage</u></p> <p>A Conservation Management Plan (CMP) for the built, landscape and archaeological heritage of Minmi must be prepared with provision for opportunities to consult with Council to develop best practice heritage conservation outcomes.</p> <p>Each of the individual heritage items, eg colliery railways and archaeological sites, should be included. It should provide policy guidance to manage each item's contribution to the historical cultural landscape, in accordance with the Burra Charter of Australia ICOMOS. The CMP should provide detailed policy guidelines for management of heritage items with respect to the proposed new roads, minimise alterations to railway embankments when drainage, driveway crossovers and underground services are provided.</p>	<p>A Conservation Management Plan (CMP) for the built, landscape and archaeological heritage of Minmi must be prepared with provision for opportunities to consult with Council to develop best practice heritage conservation outcomes.</p>	<p>A Conservation Management Plan will be incorporated as part of the Cultural Heritage Management Plan to be prepared for the project prior to the submission of the initial Development Application.</p>
	<p>The Conservation Management Plan should inform the size of the former Eales shaft site/J& A Brown workshop park area to determine a boundary which reflects its historical boundary. The route of the Duckenfield No 1 (Minmi to Hexham railway) should be revealed and</p>	<p>The Conservation Management Plan should inform the size of the former Eales shaft site/J& A Brown workshop park area to determine a boundary which reflects its historical boundary.</p>	<p>Noted and will be recorded accordingly in the CMP.</p>

	reconnected to the area earmarked as open space (proposed workshop park) as part of the overall cycle way and heritage walking trail.																																																														
	A heritage trail for the town of Minmi that includes key heritage items and historic themes (eg proposed workshop park), should be incorporated into the first stage subdivision and urban design.	A heritage trail for the town of Minmi that includes key heritage items and historic themes (eg proposed workshop park), should be incorporated into the first stage subdivision and urban design.	The key items and historic themes will be reflected in the Interpretation Plan to be set out in the Cultural Heritage Management Plan to be prepared for the project.																																																												
	The research design and management approach to archaeological resources (identified as AZ1 and AZ2) needs to be endorsed by the NSW Department of Planning Heritage Branch.	The research design and management approach to archaeological resources (identified as AZ1 and AZ2) needs to be endorsed by the NSW Department of Planning Heritage Branch.	The built and historic heritage components of the Heritage Management Plan will be designed using best practise guidelines and in consultation with the Heritage Branch to ensure they are endorsed.																																																												
	The City of Newcastle does not agree to the disturbance and cutting into of the heritage listed Duckenfield No 1 railway embankment for the provision of a new road alignment and residential lots at the north of the village. This LEP listed heritage item should form a part of the heritage trail and cycle way. Relevant interpretative markers should explain the provenance of this item to the community, or as identified in the Conservation Management Plan.	The City of Newcastle does not agree to the disturbance and cutting into of the heritage listed Duckenfield No 1 railway embankment for the provision of a new road alignment and residential lots at the north of the village. This LEP listed heritage item should form a part of the heritage trail and cycle way.	The Duckenfield Railway will be part of the interpretation strategy of the proposal. Should detailed analysis determine an alternative strategy being required to maintain the integrity of the area heritage details will be included in the CMP and the Concept Plan amended accordingly. This is a design / heritage matter for detailed analysis at Development Application stage relating to the impacted areas.																																																												
	In Council's opinion the draft Statement of Commitments is pre-emptive of outcomes for European cultural heritage and the mitigation strategies may need to be revised to reflect the policies of the CMP. It should be noted that interpretation and archaeological surveys are only one means of managing heritage values. The Statement of Commitments is directed towards salvaging heritage and archaeology rather than conservation objectives enshrined in Newcastle Development Control Plan 2005, Newcastle LEP 2003 and the Burra Charter.	In Council's opinion the draft Statement of Commitments is pre-emptive of outcomes for European cultural heritage and the mitigation strategies may need to be revised to reflect the policies of the CMP.	The Concept Plan commits to conserve identified items of heritage significance within various open space areas. The Statement of Commitment includes the production of a Cultural Heritage Management Plan that will take into consideration current legislation, and guidelines, and the comments and guidance provided in this process.																																																												
	<p>The HIS provides a statement of significance for each item and levels of significance. While Council agrees in principle with the assessment and the landscape setting, a number of the findings are disputed.</p> <ul style="list-style-type: none"> Duckenfield Colliery railway group is found to reach the threshold of local significance in the consultant report. This is in conflict with the Newcastle LEP 2003 which nominates these items as state significant. No new research has been provided to support this finding. Similarly, state significant LEP status of the Duckenfield No 2 Branch line, located to the east of the town (referred to in the LEP as Former Railway Cuttings east of McInnes Street) is ignored. This discrepancy in levels of significance is an important issue in terms of how the items are managed into the future. The heritage objectives under Newcastle LEP 2003 and the Newcastle DCP Element 5.6 will only be achieved if the sites are conserved and protected and their setting maintained. The existing design concept does not enable full conservation of all heritage listed items. The items known as Duckenfield Colliery No 1 Branch Line, Duckenfield Colliery Relics, Duckenfield Colliery No 2,3,4 Branch line, former railway cuttings, will be significantly altered to the extent that it may not be possible to retain heritage significance. The setting of these items will be significantly altered and the 	<p>The HIS provides a statement of significance for each item and levels of significance. While Council agrees in principle with the assessment and the landscape setting, a number of the findings are disputed.</p>	<p>Below is the table taken from the Newcastle LEP 2003 for the heritage Items listed in the suburb of Minmi</p> <table border="1"> <tr> <td>Minmi</td> <td>Duckenfield Colliery Railway (Relics)</td> <td></td> <td></td> <td>Local</td> </tr> <tr> <td>Minmi</td> <td>Duckenfield Railway No 1 Colliery Branch Line</td> <td></td> <td></td> <td>Local</td> </tr> <tr> <td>Minmi</td> <td>Duckenfield Railway Nos 2, 3 and 4 Collieries Branch Line</td> <td></td> <td></td> <td>Local</td> </tr> <tr> <td>Minmi</td> <td>St Andrews Presbyterian Church</td> <td>19 Church Street</td> <td>Lot 1 DP 577710</td> <td>Local</td> </tr> <tr> <td>Minmi</td> <td>Former Police Station and Courthouse</td> <td>40 Church Street</td> <td>Lot 1 DP 730659</td> <td>Local</td> </tr> <tr> <td>Minmi</td> <td>John Brown's Model Farm</td> <td>33 Lenaghans Drive</td> <td></td> <td>Local</td> </tr> <tr> <td>Minmi</td> <td>Stone Ford</td> <td>33 Lenaghans Drive</td> <td>Lot 1 DP 1007615</td> <td>Local</td> </tr> <tr> <td>Minmi</td> <td>Winston Court (Residence)</td> <td>142 Lenaghans Drive</td> <td>Pt Lot 4 DP 850020</td> <td>Local</td> </tr> <tr> <td>Minmi</td> <td>Former Railway Cuttings</td> <td>East of McInnes Street</td> <td>Pt Lot 12 DP 1022524</td> <td>Local</td> </tr> <tr> <td>Minmi</td> <td>Minmi to Hexham Railway</td> <td>Minmi to Hexham</td> <td></td> <td>State</td> </tr> <tr> <td>Minmi</td> <td>Cemetery</td> <td>141 Minmi Road</td> <td>Lot 34 DP 800036</td> <td>Local</td> </tr> <tr> <td>Minmi</td> <td>Duckenfield No. 2 Colliery Air Furnace</td> <td>141 Minmi Road</td> <td>Lot 34 DP 800036</td> <td>Local</td> </tr> </table>	Minmi	Duckenfield Colliery Railway (Relics)			Local	Minmi	Duckenfield Railway No 1 Colliery Branch Line			Local	Minmi	Duckenfield Railway Nos 2, 3 and 4 Collieries Branch Line			Local	Minmi	St Andrews Presbyterian Church	19 Church Street	Lot 1 DP 577710	Local	Minmi	Former Police Station and Courthouse	40 Church Street	Lot 1 DP 730659	Local	Minmi	John Brown's Model Farm	33 Lenaghans Drive		Local	Minmi	Stone Ford	33 Lenaghans Drive	Lot 1 DP 1007615	Local	Minmi	Winston Court (Residence)	142 Lenaghans Drive	Pt Lot 4 DP 850020	Local	Minmi	Former Railway Cuttings	East of McInnes Street	Pt Lot 12 DP 1022524	Local	Minmi	Minmi to Hexham Railway	Minmi to Hexham		State	Minmi	Cemetery	141 Minmi Road	Lot 34 DP 800036	Local	Minmi	Duckenfield No. 2 Colliery Air Furnace	141 Minmi Road	Lot 34 DP 800036	Local
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	<p>concept plans do not outline appropriate management polices in regards to the setting (Article 8 Burra Charter).</p>		<p>Shaft</p> <table border="1"> <tr> <td>Minmi</td> <td>Minmi Reservoir Site</td> <td>15 Reservoir Road</td> <td>Lot 147 DP 840897</td> <td>Local</td> </tr> <tr> <td>Minmi</td> <td>Former Reservoir Residence</td> <td>17 Reservoir Road</td> <td>Lot 21 DP 793953</td> <td>Local</td> </tr> <tr> <td>Minmi</td> <td>Remains of Railway Siding</td> <td>29 Woodford Street</td> <td>Lot 148 DP 840897</td> <td>Local</td> </tr> <tr> <td>Minmi</td> <td>Dairy Cool Rooms</td> <td>29 Woodford Street</td> <td>Lot 148 DP 840897</td> <td>Local</td> </tr> <tr> <td>Minmi</td> <td>Former Railway Cuttings</td> <td>29 Woodford Street</td> <td>Lot 148 DP 840897</td> <td>State</td> </tr> </table> <p>The individual Items reviewed in the Heritage Assessment are listed as local significance. The items listed as State Significance are the Minmi to Hexham railway and the Former Railway Cuttings on Lot 148 DP 840897. The latter of these two items is north of the current development and outside the areas of footprint impact.</p> <p>It is unclear from the LEP how a set of locally significant items make up state significant railway line. The items assessed in the Heritage Assessment do follow the councils own significance assessment.</p>	Minmi	Minmi Reservoir Site	15 Reservoir Road	Lot 147 DP 840897	Local	Minmi	Former Reservoir Residence	17 Reservoir Road	Lot 21 DP 793953	Local	Minmi	Remains of Railway Siding	29 Woodford Street	Lot 148 DP 840897	Local	Minmi	Dairy Cool Rooms	29 Woodford Street	Lot 148 DP 840897	Local	Minmi	Former Railway Cuttings	29 Woodford Street	Lot 148 DP 840897	State
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	<p>Implicit in the Newcastle DCP provisions under Element 5.6, is that development must retain the rural character of Minmi, allowing for limited areas of residential development while ensuring the character is maintained via landscape separation and preservation of heritage items. While the cultural landscape is recognised as important in the HIS, the mitigation strategies are lacking a conservation based underpinning, as discussed above.</p>	<p>While the cultural landscape is recognised as important in the HIS, the mitigation strategies are lacking a conservation based underpinning, as discussed above.</p>	<p>The concept plan has sought to maintain a green buffer to the Minmi Village and to define a heritage curtilage around the town that requires proposed housing to be of a lower density and a character sympathetic to the existing housing character of the village. The network of park and riparian corridors provided around Minmi create this landscape separation. As discussed in the visual amenity principles in the concept plan most of proposed development precincts are not visible from the town, shielded by topography with the remainder screened by vegetation. Therefore the township is maintained as a distinct settlement. C&A considers the view sheds from the village have been adequately addressed</p>																									
	<p>The listed heritage items are individually significant with inherent heritage values. The items are also important for their contribution to an understanding of Minmi's history as a private town and its development. In this regard, the heritage items are significant elements of the broader cultural landscape of Minmi. As discussed, the proponent jumps to mitigation strategies designed to mitigate impacts but does not provide conservation policies to manage significance. This has compromised the HIS.</p>	<p>proponent jumps to mitigation strategies designed to mitigate impacts but does not provide conservation policies to manage significance. This has compromised the HIS.</p>	<p>The Concept Plan commits to conserve identified items of heritage significance within various open space areas. The development has conserved areas as heritage walks, pedestrian and bicycle paths as well as park areas. The interpretation of these areas includes the historically important aspects of these areas and the interpretation strategy will be further defined within the Cultural Heritage Management Plan.</p>																									
	<p>The impact analysis is fairly broad in scope and lacks details on the impacts to key sites The item groups below are listed:</p> <ul style="list-style-type: none"> ▪ Aboriginal heritage ▪ Built heritage ▪ Archaeological Heritage ▪ Visual catchment impact assessment for the court house ▪ Impact on views for Listed Heritage Items ▪ Intangible heritage values ▪ Minmi's landscape character ▪ Cultural Landscape – Link Road <p>Council lists a number of the heritage items in the Newcastle LEP and additional unlisted archaeological features identified as likely to be impacted by the development. Council's response and recommendations are included.</p>	<p>The impact analysis is fairly broad in scope and lacks details on the impacts to key sites</p>	<p>The Cultural Heritage Management Plan will include specific preservation and management measures for the heritage items within the study area.</p>																									

	<p><u>Terms of Approval – Environmental Heritage</u></p> <p>As requested in the submission made by the City of Newcastle in 2009, a Conservation Management Plan should be prepared, prior to Ministerial consent being issued under Part 3A of the Act. Where appropriate the statement of commitments will need to be revised:</p>	<p>A Conservation Management Plan should be prepared, prior to Ministerial consent being issued under Part 3A of the Act. Where appropriate the statement of commitments will need to be revised:</p>	<p>Not agreed as this is a matter that will be addressed at Development Application stage</p> <p>A Conservation Management Plan will be part of the Cultural Heritage Management Plan prepared prior to the commencement of works for each individual stage of the development .</p>
	<p>An Aboriginal Heritage Management Strategy should be prepared prior to the Minister's consent being issued, taking into consideration the views of the Aboriginal stakeholder groups previously identified during the consultation process and in accordance with the DECC requirements. It should determine protocols in the event that artefacts are uncovered. In particular this Strategy should consider a repository for the safekeeping of artefacts and protocols for management. It should provide an interpretation strategy and a set of actions for the developer to implement at each stage of the development.</p>	<p>An Aboriginal Heritage Management Strategy should be prepared prior to the Minister's consent being issued, taking into consideration the views of the Aboriginal stakeholder groups previously identified during the consultation process and in accordance with the DECC requirements.</p>	<p>Not agreed as this is a matter that will be addressed at Development Application stage</p> <p>The Cultural Heritage Report is currently under review with the Local Indigenous stakeholders for comment, and their comments will be appended to final version of the report. The local Indigenous stakeholders will be consulted during the preparation of the Heritage Management Plan.</p> <p>The finalised Heritage assessment will be provided to the minister prior to approval.</p> <p>A Cultural Heritage Management Plan is part of the further commitments of this project and will incorporate the suggestions provided here. The CHMP will be completed prior to any works commencing on site where works have been deemed to potentially impact the proposed area of development.</p>
	<p>A Conservation Management Plan (CMP) for the built, landscape and archaeological heritage of Minmi must be prepared with provision for opportunities to consult with council to develop conservation driven outcomes.</p> <p>Each of the individual heritage items, inclusive of the colliery railways and archaeological sites and other significant aspects of the historic township of Minmi, should be included. It should provide policy guidance to manage the significance of each item and to manage each item's contribution to the historical cultural landscape, and should be undertaken in accordance with the Burra Charter of Australia ICOMOS. The CMP should provide detailed policy guidelines for management of heritage items with respect to the proposed new roads, and it should provide detailed guidelines to help minimise alterations to railway embankments and other features when drainage, driveway crossovers and underground services are provided. The policy developed in the CMP should inform the statements of commitment attached to the approval.</p>	<p>A Conservation Management Plan (CMP) for the built, landscape and archaeological heritage of Minmi must be prepared with provision for opportunities to consult with council to develop conservation driven outcomes.</p>	<p>The Cultural Heritage Management Plan will outline the conservation strategies for the built, landscape and archaeological heritage.</p>
	<p>The Conservation Management Plan should inform the placement and size of the former Eales shaft site/J & A Brown workshop park area to determine a curtilage and boundary which is based on the original boundary of the coal mining operation. The former route of the Duckenfield No 1 (Minmi to Hexham railway) should be revealed and reconnected to the area earmarked as open space (proposed workshop park) to allow the community to understand the route of the railway and the location of the original coal mining venture.</p>	<p>The Conservation Management Plan should inform the placement and size of the former Eales Shaft site/J & A Brown workshop park area to determine a curtilage and boundary which is based on the original boundary of the coal mining operation.</p>	<p>Noted and agreed</p>
	<p>The Conservation Management Plan should set policies for the conservation of the courthouse precinct to ensure that development in the view corridor of the item is sympathetic to the strong heritage character invoked by the form of the building and its landscape setting.</p>	<p>The Conservation Management Plan should set policies for the conservation of the courthouse precinct</p>	<p>Noted and agreed</p>
	<p>The Conservation Management Plan should set the framework for the proposed interpretation strategies identified in the Statement of Commitments (walking trails along the historic corridor from the Tank Paddock to the new township through to the proposed workshop park,</p>	<p>The Conservation Management Plan should set the framework for the proposed interpretation strategies identified in the Statement of Commitments</p>	<p>Noted and agreed</p>

	<p>memorials, archival records, and the archaeological study of the coke ovens). Finalisation of the heritage interpretation strategy should be done in consultation with the NSW Heritage Branch and Newcastle City Council. Peer review by the NSW Heritage Branch should be sought.</p>		
	<p>The lots proposed over the northern section of the raised permanent way of the Duckenfield Colliery No 1 Branch line and the southern tip should be reduced or deleted (which ever is necessary) to enable the conservation of this significant heritage item as a complete entity. The total route through to the former Eales shaft site should be identified and incorporated into the CMP.</p>	<p>The lots proposed over the northern section of the raised permanent way of the Duckenfield Colliery No 1 Branch line and the southern tip should be reduced or deleted (which ever is necessary) to enable the conservation of this significant heritage item as a complete entity.</p>	<p>The Duckenfield Railway will be part of the interpretation strategy of the proposal. Should detailed analysis determine an alternative strategy being required to maintain the integrity of the area heritage details will be included in the CMP and the Concept Plan amended accordingly. This is a design / heritage matter for detailed analysis at Development Application stage relating to the impacted areas.</p>
	<p>The proposed research design for the potential archaeological sites identified as AZ1 and AZ2 should be peer reviewed by the NSW Department of Planning Heritage branch and Newcastle City Council.</p>	<p>The proposed research design for the potential archaeological sites identified as AZ1 and AZ2 should be peer reviewed by the NSW Department of Planning Heritage branch and Newcastle City Council.</p>	<p>The research design will be outlined in the Cultural Heritage Management Plan and will be provided to the New South Wales Heritage Branch and the Newcastle Council for their comment prior to finalisation.</p>
	<p><u>Flooding and Stormwater Management</u> The following comments only apply to differences (or continuing matters) since the last review in 2009.</p>		
	<p><u>Other Forms of Flooding</u> The plans now show sufficient levels to conclude that no parts of the proposed lots are affected by projected ocean flooding as currently understood (presently estimated to be no higher than RL 3.4m AHD), and only some of the lower portions of land in the Minmi area is lower than the highest conceivable Hunter River flood (estimated to peak at RL 6.7m AHD). This information could be included in the reporting for completeness.</p>	<p>The plans now show sufficient levels to conclude that no parts of the proposed lots are affected by projected ocean flooding as currently understood), and only some of the lower portions of land in the Minmi area is lower than the highest conceivable Hunter River flood. This information could be included in the reporting for completeness.</p>	<p>This comment is noted.</p>
	<p><u>Mapping Accuracy</u> It is again noted that the flood simulations have been based on coarse terrain level information (2m contours), when more accurate Digital Elevation Models are readily available. While the incised nature of the topography probably means estimated design flood extents are not likely to be very sensitive to terrain accuracy, it is recommended that final designs use accurate terrain information. It was also difficult to be confident about the location of proposed lots in relation to mapped flood extents since the two were not overlain in every location. It is recommended this be done, and the levels from the other forms of flooding (see Item 1 above) be accurately examined. Nonetheless, it appears that projected flooding at worst only intersects proposed lots occasionally, and then only at the edges.</p>	<p>it is recommended that final designs use accurate terrain information. It is recommended that the location of proposed lots in relation to mapped flood extents be undertaken in every location.</p>	<p>The flood mapping was based on the appropriate level of information necessary for the preparation of the concept plan. More detailed/ accurate mapping will be provided during detailed design stages of the development,</p>
	<p><u>Potential Risk to Life</u> The potential for lives to be endangered by flooding is confined to public land – mostly open space following the creek lines. The report “considers” that even though there are rapid rise times and care needs to be taken in managing this potential risk, people will be able to escape. However, the report does not give any factual information about how this conclusion was reached (eg rise times before people would be swept away). Based on other flash flood catchments in Newcastle, there could be less than 10 minutes with no effective warning, and no opportunity for</p>	<p>it is recommended that closer careful examination of water rise times and escape routes be carried out at the detailed design stage and measures implemented as required.</p>	<p>This comment is noted, and further details on evacuation planning can be provided during future detailed design stages of development. These could include orientation of roads, and minimising the opportunity for islands and entrapment, adjacent to waterways</p>

	<p>emergency services (SES) to respond and assist in time. Even though there should always be rising escape routes, it is recommended that closer careful examination of these matters be carried out at the detailed design stage and measures implemented as required. This could include ensuring there no entrapment opportunities, and installing warning signs.</p>		
	<p>it is considered that the very poor survey information which the flood study has used result in questioning of its accuracy and usefulness.</p> <p>Due to the poor level of survey accuracy the route of some watercourses could be misinterpreted. This appears to be the case for the catchment that flows under the freeway west of the existing township. It currently flows through the proposed lots rather than follow the route to the north as shown on the mapping provided. This issue needs to be further investigated by the applicant.</p>	<p>it is considered that the very poor survey information which the flood study has used result in questioning of its accuracy and usefulness.</p>	<p>In general the contour information that was used as a basis for the flood modelling is considered appropriate for the preparation of a concept design. In consideration of the planning stages of the proposal and the focus on larger less frequent flood events, it is considered that the information provided is appropriate. More detailed flood mapping will be provided during the detailed design phases of future stages of development, when better survey becomes available</p>
	<p>Ownership of the drainage reserves and detention basins will need to be canvassed with Council's asset managers.</p>	<p>ownership of the drainage reserves and detention basins will need to be canvassed with Council's asset managers.</p>	<p>It is considered that all stormwater infrastructure should be transferred into Council ownership for consistency of future management</p>
	<p><u>Stormwater Management</u></p> <p>The concept design provided for stormwater management demonstrates that the proposed development can satisfy Council's requirements for stormwater quantity and quality control.</p> <p>Proposed WSUD measures will need to be canvassed with Council's asset and maintenance managers.</p>		<p>This comment is noted, and further refinements of the Water Sensitive Urban Design facilities can be provided during future detailed design stages of development</p>
	<p>If a monitoring and sampling program is proposed then there should be a requirement that this is undertaken by the developer. If it shows that the measures are not performing as anticipated then any required improvements would need to be undertaken by the developer.</p>	<p>Any monitoring and sampling programs are proposed then this should be undertaken by the developer.</p>	<p>It is envisaged that such a monitoring program remain active for an agreed period after the construction of facilities, where after Council takes ownership for the operation and maintenance of facilities</p>
	<p><u>Coal & Allied \$10 Million Allocation</u></p> <p>Council appreciates the offer by Coal and Allied to contribute an additional \$10 million toward initiatives considered to be over and above the costs associated with providing the infrastructure and services associated with the proposal. Council would however wish to be involved in further discussions regarding the allocation of this funding contribution, and would like to emphasise that this funding contribution would be over and above contributions that would be anticipated under the Blue Gum Hills Section 94 Plan.</p>	<p>Council would wish to be involved in further discussions regarding the allocation of this funding contribution, and would like to emphasise that this funding contribution would be over and above contributions that would be anticipated under the Blue Gum Hills Section 94 Plan.</p>	<p>Noted and agreed.</p>
	<p>Council is concerned that some of the initiatives listed may only be considered as essential components of a development of this magnitude and, therefore, should not be considered to be additional to the minimum infrastructure and servicing requirements for the development. In particular, it is considered that the following items should not be considered under this scheme.</p>	<p>Some elements of the \$10 million allocation would be considered essential components of a development and therefore should not be considered to be additional to the minimum infrastructure and servicing requirements</p>	<p>Coal & Allied has provided a statement of commitments which contains those matters which would normally be required to be provided as part of a residential development. Information on the allocation of the Coal & Allied \$8 million is contained in the relevant Concept Plan Appendix where the matters listed would not normally be required to be provided</p>
	<p>Item 1 proposes to grant subsidies totalling \$4.4 million to purchasers of the proposed lots for the purpose of achieving sustainable development. As each of these lots, if developed for residential purposes, would need to conform to the requirements of 'BASIX', it is unclear exactly what additional sustainability measures are hoped</p>	<p>It is unclear exactly what additional sustainability measures under Item 1 are hoped to be achieved and how these are to be controlled and measured.</p>	<p>Coal & Allied has prepared an environmental report titled Ecologically Sustainable Development Report which supports the Concept Plan. There are a number of sustainability initiatives contained in that report which will be considered for funding from this allocation</p>

	to be achieved and how these are to be controlled and measured.		
	Item 5 proposes funds totalling \$1 million toward the provisioning of appropriate community facilities (multi purpose community building). Again, it is considered that the provision of such facilities should not be considered as additional to that required to satisfactorily support the intended population increase and, therefore, should be considered essential to the development.	The provision of community facilities should not be considered as additional to that required to satisfactorily support the intended population increase and, therefore, should be considered essential to the development.	The allocation of additional funds by C&A is in addition to the Section 94 contribution requirements towards the provision of community facilities. This is a substantial additional contribution beyond the Sec 94 requirements Coal & Allied has provided a statement of commitments which contains those matters which would normally be required to be provided as part of a residential development. Information on the allocation of the Coal & Allied \$8 million is contained in the relevant Concept Plan Appendix where the matters listed would not normally be required to be provided
	Item 16 proposes funds totalling \$500,000 toward the construction of identified regional cycleways. It is considered that these cycleways should only be considered additional if adequate provision is otherwise being made in the Concept Plan for cycle connection of this proposed estate to adjoining estates and the other destinations identified in the proponents reports (i.e. Wallsend and Glendale) such to ensure this estate is not isolated from neighbouring communities.	cycleways should only be considered additional if adequate provision is otherwise being made in the Concept Plan for cycle connection of this proposed estate to adjoining estates and the other destinations identified in the proponents reports	An extensive network of cycleways is proposed. The additional allocation was as agreed at the design charette in consultation with all interested stakeholders present at the charette which included NCC representatives.
	Council requests that additional information is provided regarding where and in what form the money is to be held; who will be responsible for authorising each initiative; and if the initial amount is to be linked to an appropriate ABS index to account for cost increases over the duration of the development. It is noted that the Statement of Commitments (SOC) at Appendix D provides details of these initiatives and identifies \$8 million worth of projects, not the full \$10 million.	requests that additional information is provided regarding where and in what form the money is to be held; who will be responsible for authorising each initiative; and if the initial amount is to be linked to an appropriate ABS index to account for cost increases over the duration of the development.	A total of \$10 million was provided by Coal & Allied for items of community benefit for the Northern Estates. \$8 million was allocated to Minmi/Link Rd and \$2 million to Black Hill. That was agreed to at the Urban Design Charette. Also agreed were the schedules of items to be funded from the allocations. Funding will be provided by Coal & Allied in accordance with the schedules as the demand for identified items requires their provision consistent with the staging of the developments. Funds will not be escalated.
	Whilst Coal and Allied have stated that these projects are considered 'over and above' what is reasonably necessary to satisfy approval requirements, many of the projects listed to be essential works required as a result of the proposal. These include: <ul style="list-style-type: none"> ▪ upgrading of the multipurpose centre ▪ enhancement of the school facilities ▪ provision of cycleway connections and wildlife crossings. 	many of the projects listed to be essential works required as a result of the proposal. These include: <ul style="list-style-type: none"> ▪ upgrading of the multipurpose centre ▪ enhancement of the school facilities ▪ provision of cycleway connections and wildlife crossings. 	Coal & Allied has provided a statement of commitments which contains those matters which would normally be required to be provided as part of a residential development Information on the allocation of the Coal & Allied \$8 million is contained in the relevant Concept Plan Appendix where the matters listed would not normally be required to be provided. If projects listed in the \$8 million allocation are already identified in the council's S94 plan and hence funded through the Coal & Allied commitment, funds from the 'over and above' allocation will be directed elsewhere
	The SOC identifies that the applicant will provide contributions for community facilities for a community hall/centre or similar building. However, the SIA identifies that two (2) community facilities will be provided. Further clarity is required as to what will be provided. The nominated sum of \$1 million will not be sufficient to deliver a multipurpose facility to meet the needs of the proposed population.	The nominated sum of \$1 million will not be sufficient to deliver a multipurpose facility to meet the needs of the proposed population.	See above
	Council has concerns in regards to the statement that the "owners involvement with the Plans of Management will be limited to the lesser of 5 years from the date the POM takes effect or until all lots are sold in each stage. The POM is to be prepared prior to the commencement of work" (Appendix D, p.10). Council would like the opportunity to further discuss the applicant's proposal to prepare a Plan of Management for all community land and facilities and the timing involved in these documents.	Council would like the opportunity to further discuss the applicant's proposal to prepare a Plan of Management for all community land and facilities and the timing involved in these documents.	Noted and agreed

	In addition, the SOC identifies that applicant will maintain all facilities for a maximum of five years. However, Council believes that these facilities should be maintained by the applicant for a minimum of five years.	Council believes that these facilities should be maintained by the applicant for a minimum of five years.	C&A does not agree to the 5 year minimum term of maintenance.
Rural Fire Service	The development must provide asset protection zones in accordance with 'Planning for Bushfire Protection 2006'. Setbacks will depend on proximity to vegetation, vegetation type and slope. The worst case scenario should be used when calculating slope and using a single slope measurement should be avoided for large areas of proposed development exposed to bushland interface.	The development must provide asset protection zones in accordance with 'Planning for Bushfire Protection 2006'.	This will be subject to further investigation at the Development Application phase.
	The service does not support the creation of isolated lots.	The service does not support the creation of isolated lots.	Noted. This will be subject to further investigation at the Development Application phase.
	The proponent is to ensure that a suitable size building envelope with the minimum APZ can be achieved for all lots where the road reserve along is not sufficient to provide the minimum setback to the bush fire hazard.	Where the road will not provide sufficient APZ, the minimum APZ must be achieved in conjunction with the building envelope on the site	Noted. This will be subject to further investigation at the Development Application phase.
	A Plan of Management shall be prepared for the maintenance of asset protection zones that are provided within land to be dedicated to Council. The plan shall include the responsible management party, methodology for management and the proposed management regime.	A Plan of Management shall be prepared for the maintenance of asset protection zones that are provided within land to be dedicated to Council.	Noted. This will be subject to further investigation at the Development Application phase.
	A restriction to the land use pursuant to section 88B of the 'Conveyancing Act 1919' shall be established for the provision of any asset protection zones located outside individual lot boundaries and not covered by the plan of management. This does not apply to asset protection zones provided by formed roads.	Land use shall be restricted by a covenant on title for the provision of APZs areas that are not on private land or covered by a Plan of Management.	Noted. This will be subject to further investigation at the Development Application phase.
	Attached garages, verandas, balconies, decks etc are required to comply with the residential APZ requirements.	Attached garages, verandas, balconies, decks etc are required to comply with the residential APZ requirements.	Agreed, however it is noted that 'non-habitable' structures/ uses are permitted within APZs where separation and defensible space can be established.
	Upon commencement, the entire 'development estate' is to be hazard reduced so that all proposed lots have the vegetation managed as an outer protection area (OPA) as outlined within Appendices 2 & 5 of 'Planning for Bushfire Protection 2006' and the NSW Rural Fire Service's document 'Standards for asset protection zones'.	Upon commencement, the entire 'development estate' is to be hazard reduced so that all proposed lots have the vegetation managed as an outer protection area (OPA)	We note the intention of this condition, however and as discussed in further detail with the service, given the scale of the development estate, we propose that the establishment of temporary APZs be tied to development precincts or to 100m (or the site boundary) surrounding development excluding nominated corridors and riparian zones. Furthermore this would include the establishment of a temporary APZ to 20m either side of the precinct access. This has been discussed with RFS and the authority has agreed with the proposal in principle. RFS to provide an amended submission to DoP In any case this would be a condition of consent and investigated further and agreed with the service at the time of development application.
	Water, electricity and gas are to comply with sections 4.1.3 and 4.2.7 of 'Planning for Bushfire Protection 2006'.	Water, electricity and gas are to comply with sections 4.1.3 and 4.2.7 of 'Planning for Bushfire Protection 2006'.	Noted. This will be subject to further investigation at the Development Application phase.
	The service has concerns with the number of dead end roads proposed for the development that are greater than 200m in length.	The service has concerns with the number of dead end roads proposed for the development that are greater than 200m in length.	Noted, however as discussed at our meeting, the concept plan is responding to topographic constraints to land development. Where ever possible dead end roads have been afforded a secondary point of ingress/ egress generally via fire trail.
	Public roads are to comply with sections 4.1.3(1) and 4.2.7 of 'Planning for Bush Fire Protection 2006'. In this regard, perimeter roads shall be a minimum of 8 metres.	Public perimeter roads shall be a minimum of 8metres	Noted. This will be subject to further investigation at the Development Application phase.
	Road widths shall comply with Table 4.1 of 'Planning for Bush Fire Protection 2006'.	Road widths shall comply with Table 4.1 of 'Planning for Bush Fire Protection 2006'.	Noted. This will be subject to further investigation at the Development Application phase.

	The RFS does not support the creation of the isolated cluster Stage5 in its current form.	The RFS does not support the creation of the isolated cluster Stage5 in its current form.	Discussed at a meeting with RFS and generally agreed to placing a secondary road/ splash crossing to allow emergency ingress/ egress to this area. Details will be provided on the concept plan to be amended for PPR submission.
	Fire trails shall comply with section 4.1.3 (3) of 'Planning for Bush Fire Protection 2006'. Fire trails are not a suitable for roads not complying with 'Planning for Bush Fire Protection 2006'.	Fire trails shall comply with section 4.1.3 (3) of 'Planning for Bush Fire Protection 2006'.	Noted. This will be subject to further investigation at the Development Application phase.
	The addition of the fire trail as discussed at the meeting at the NSW Rural Fire Service is to be incorporated into the design. This fire trail is to link the northern boundary of the 'Link Road South Precinct' with a proposed fire trail in the north western portion of the precinct.	A fire trail is to link the northern boundary of the 'Link Road South Precinct' with a proposed fire trail in the north western portion of the precinct.	Noted. This will be subject to further investigation at the Development Application phase.
	The asset protection zones required as part of the development will encompass land that will be located within an open space area. Ecological management of the open space area may conflict with that required for the APZ. In this regard, the applicant may need to liaise with the appropriate government departments to identify their management requirements do not conflict with those required for the APZ by the NSW Rural Fire Service.	The applicant may need to liaise with the appropriate government departments to identify their management requirements for open space areas do not conflict with those required for the APZ by the NSW Rural Fire Service.	Noted. This will be subject to further investigation at the Development Application phase.
	Revegetation of the property may increase bush fire risk to the proposed development and increase the required asset protection zones. Any proposed revegetation should consider the likely increase of bushfire risk resulting in increased bushfire protection measures.	Any proposed revegetation should consider the likely increase of bushfire risk resulting in increased bushfire protection measures.	Noted. This will be subject to further investigation at the Development Application phase.
NSW Office of Water	Water Licences under the Water Management Act and Water Act At present, surface water systems in this area fall within the Newcastle Water Source for areas north of the Link Road, and within the North Lake Macquarie Water Source for those areas south of the Link Road. These water sources are within the Water Sharing Plan for the Hunter Unregulated and Alluvial Water Sources. Groundwater within the area is regulated under the Water Act 1912.	Surface water systems in this area fall within the Newcastle Water Source for areas north of the Link Road, and within the North Lake Macquarie Water Source for those areas south of the Link Road. These water sources are within the Water Sharing Plan for the Hunter Unregulated and Alluvial Water Sources. Groundwater within the area is regulated under the Water Act 1912.	Noted.
	Protection of Riparian Zones The Minmi/Link Road site contains a number of streams, from first order to the fourth order Minmi Creek. The concept plan has established a significant riparian corridor along these watercourses, which the EA suggests "encompasses the intent of the Water Management Act". The Concept EA also refers to an intention to restore and rehabilitate riparian zones which are degraded. NOW supports the proposed riparian zone, however, any project AA will need to demonstrate consistency with the requirements of the Water Management Act.	NOW supports the proposed riparian zones along the creek systems, however, any project AA will need to demonstrate consistency with the requirements of the Water Management Act.	Noted
	Watercourse Crossings The Concept Plan identifies a number of road crossings if the watercourses on the site. It is also presumed that a number of crossings may be required for service infrastructure such as pipes and cables. Although Part 3A Major Projects are exempt from requiring a controlled activity approval (s91 of WMA), NOW's assessment of the proposal is required to take into account the requirements of relevant water related legislation and guidelines and this forms the basis of our advice to DoP. Although detailed designs of these crossings are not provided, it is noted that a number of proposed crossings form part of	Detention basins and water quality control structures should be located outside the riparian zone. It is also recommended that detailed design of the creek crossings required for roads and infrastructure be undertaken in accordance with NOW Guidelines for Controlled Activities (August 2010) as applicable:	In terms of riparian corridors, the requirements of the Water Management Act are noted, and while the proposal seeks to encompass the intent of the Water Management Act which is not triggered for a development being considered, under Part 3A of the EP & A Act Adequate setbacks are proposed for the Minmi/Link Rd site which cater for the proposed hydrological / drainage requirements while making due consideration to the existing ecological character of creeks. Runoff from roads will be treated using vegetated infiltration swales (bio-retention in the invert) along the identified main overland flow routes adjacent to the roads plus smaller bioretention basins upstream of local road crossings in steeper areas. In other areas the basins would be located offline, discharging to riparian corridors. The basins would provide both

	<p>the stormwater detention management for the site. This is consistent with the guidelines as the structure will impact on natural hydrologic regimes. Detention basins and water quality control structures should be located outside the riparian zone. It is therefore recommended that detailed design of these crossings be undertaken in accordance with NOW Guidelines for Controlled Activities (August 2010) as applicable.</p>		<p>detention and water quality treatment function Construction of service utility pipes and cables will be undertaken with the NOW Guidelines for Controlled Activities as applicable.</p>
	<p>Groundwater The project involves the construction of underground service infrastructure. The concept plan EA does not address the issue of groundwater interception, potential impacts on groundwater, or the protection of groundwater quantity and quality during construction of these services. Interception of groundwater and take of water is a licensable activity under relevant water legislation.</p>	<p>The concept plan EA does not address the issue of groundwater interception,</p> <ul style="list-style-type: none"> ▪ potential impacts on groundwater, or ▪ the protection of groundwater quantity and quality during construction of these services. <p>Interception of groundwater and take of water is a licensable activity under relevant water legislation.</p>	<p>The geotechnical investigation encountered low permeability soils and groundwater was generally at greater than 2 to 3 m depth with the exception of some localised areas of filling where minor seepage was encountered and not regional groundwater. Excavations for the installation of buried services is generally expected to be to less than 1.5 m depth and therefore not expected to encounter groundwater. It is possible that minor seepage into excavations shallower than this could occur from localised perched water after rainfall, however this would be easily manageable using sump pumps with no impact to the overall groundwater regime.</p> <p>All bio-retention basins can be lined, if required, to minimise any risk for groundwater contamination.</p>
	<p>Water Quality and Quantity Management It is noted that a number of detention and bio-retention structures are proposed to be located online within the watercourse and within the riparian zone. This is inconsistent with NOW guidelines for construction of in-stream structures. It is recommended that the subdivision layout be amended such that detention basins and water quality control structures are located outside the riparian corridor.</p>	<p>It is recommended that the subdivision layout be amended such that detention basins and water quality control structures are located outside the riparian corridor.</p>	<p>Runoff from roads will be treated using vegetated infiltration swales (bio-retention in the invert) along the identified main overland flow routes adjacent to the roads plus smaller bioretention basins upstream of local road crossings in steeper areas. In other areas the basins would be located offline, discharging to riparian corridors. The basins would provided both detention and water quality treatment function</p>
	<p>Recommended Conditions of Approval</p>		
	<p>Water Licensing Requirements An authorisation under the Water Act 1912 or the Water Management Act 2000 is to be obtained from the NSW Office of Water with the appropriate purpose identified for any activity relating to the taking of or interception of groundwater prior to that activity commencing.</p>	<p>An authorisation under the Water Act 1912 or the Water Management Act 2000 is to be obtained from the NSW Office of Water</p>	<p>Noted and agreed</p>
	<p>Watercourse crossings and Riparian Zone Management Any project EA prepared under this concept approval should demonstrate consistency with the NOW Guidelines for Controlled Activities (August 2010) as applicable:</p> <ul style="list-style-type: none"> ▪ Riparian corridors (and associated Vegetation Management Plans) ▪ Watercourse crossings ▪ Laying pipes and cables in watercourses ▪ Outlet structures ▪ In-stream works 	<p>Any project EA prepared under this concept approval should demonstrate consistency with the NOW Guidelines for Controlled Activities</p>	<p>Noted and agreed to comply with the Guidelines for Controlled Activities where possible. It is also noted that applications under Part 3A are not required to comply strictly with the Guideline requirements. Concurrently the Concept Plan has been designed to meet the Guideline requirements as best possible</p>
	<p>Groundwater Any project EA prepared under this concept approval must provide details of:</p> <ul style="list-style-type: none"> ▪ Proposed works likely to intercept groundwater ▪ Any proposed groundwater extraction ▪ Proposed method of disposal of waste water ▪ Potential impacts on groundwater users, including the environment ▪ Measures to prevent groundwater pollution ▪ Any groundwater dependent ecosystems in the area. 	<p>Any project EA prepared under this concept approval must provide details of:</p> <ul style="list-style-type: none"> ▪ Proposed works likely to intercept groundwater ▪ Any proposed groundwater extraction ▪ Proposed method of disposal of waste water ▪ Potential impacts on groundwater users, including the environment ▪ Measures to prevent groundwater pollution <p>Any groundwater dependent ecosystems in the area.</p>	<p>Please note the comments above regarding initial ground water findings. More detailed analysis will be provide for all future DA's</p>

	<p>Water Quality and Quantity Management Any project EA prepared under this concept approval should</p> <ul style="list-style-type: none"> ▪ Provide information on the drainage and stormwater management measures proposed for the site. ▪ Assess the impact of the proposal on the hydrology of the site and receiving waters. ▪ Include final design details of detention and bio-retention basis, including outlet structures. Design of outset structures should demonstrate consistency with NOW Guidelines for Controlled Activities (August 2010). <p>Detention basins and water quality control structures should be located outside the riparian corridor.</p>	<ul style="list-style-type: none"> ▪ Any project EA prepared under this concept approval should ▪ Provide information on the drainage and stormwater management measures proposed for the site. <p>Assess the impact of the proposal on the hydrology of the site and receiving waters. include final design details of detention and bio-retention basis, including outlet structures. Design of outset structures should demonstrate consistency with NOW Guidelines for Controlled Activities (August 2010).</p>	<p>Noted. The Water Quality and Quantity Management has been addressed in detail in the EA and associated Appendices reports</p>
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