

	Submission	Issues raised	Structure Plan response
1	Ambulance Service of New South Wales Contact Wayne Egan 9320-7612	Unable to comment at this stage.	Noted
2	Australian Rail Track Corporation Ltd Contact P.G.Purcell 4941-9600	No objection in principle.	Noted
		Requests that they be consulted in preparation of the Structure Plan.	ARTC were consulted during the preparation of the Structure Plan.
		ARTC has plans to realign the rail track in the area and will liaise concerning changes to the rail corridor alignment and consider options that may be beneficial to both parties.	ARTC has advised that it is supportive of both the realignment of the rail and the grade separated crossing proposed in the Structure Plan, however the future timing and funding for the project is uncertain. It was agreed that to ensure the strategic/structure planning for the site remains in line with future initiatives of the ARTC, the Structure Plan should retain the re-alignment location and Roche Group would continue to liaise with ARTC when the curve easing project is re-initiated.
3	Country Energy Contact Darren Elliott 9561-8564 mnc.planning@countryenergy.com.au	Suitable electrical supply could be provided to the area.	Noted
		All costs associated with the provision of distribution high voltage and low voltage supply would be at cost to the developer.	Noted
		Any alterations to existing transmission lines to be in consultation with Transgrid Authorities as assets are not owned by Country Energy.	Noted
4	Department of Education and Training Contact Shane Cridland, 9561-8564 shane.cridland@det.nsw.edu.au Attached: "Requirements for New School Sites"	The proposal is considered a "greenfields" proposal and would generate a demand for three new government primary schools, a government secondary school and possibly specific facilities for special needs students when fully developed.	The Structure Plan makes provision for three primary schools and one high school.
		Primary schools require three developable hectares each and a secondary school requires six hectares, with an additional hectare to be allocated for a special purpose facility preferably adjoining another government school site.	The Structure Plan is consistent with the DET's school space requirements.

		Refer to Department's School Site Selection Guidelines.	Noted
		Department prefers school sites to be centrally located within their proposed student intake areas and situated on secondary and distributor roads as it improves student safety and does not impede traffic flow on main roads.	The Structure Plan is consistent with the DET's school location preferences.
5	Department of Local Government Contact Susan Hartley 4428-4214 dlg@dlg.nsw.gov.au	DLG does not have a role in relation to Council planning functions, including the development and content of a Local Environmental Plan.	Noted
		Expects that general principles of openness, transparency and obtaining best results for the community would apply to any decisions made by Council.	Noted
6	Environment, Climate Change & Water Contact Estelle Blair 6659-8256 Attachment- General Guidance on Biodiversity and Aboriginal Cultural Heritage Considerations	A review is to be undertaken of previous reports to ensure that ecological survey of the entire structure plan area supporting native vegetation is to be consistent to enable use of DECCW's Biobanking Credit Calculator or similar tool.	Noted
		Comprehensive flora and fauna survey of the eastern (proposed conservation) areas should be undertaken if these areas may be proposed as offsets for clearing within development footprint.	A flora and fauna survey has been undertaken (refer Appendix 10).
		200 m wide strip along Brimbin Road and through to the Dawson River (in vicinity of North Coast Railway Line- Lot 149 DP 754449) supports remnant native vegetation and threatened species. The 200 m strip on Lot 1 DP 78136 at least should be identified as potential conservation land. If access to Dawson River is preserved, this can be achieved under an environmental protection zone. If Lot 1, Lots 154 and Lot 155 and part Lot 149 are being considered as potential offsets, the 200 m wide rural strip may compromise their potential for this use.	This land has been identified as E2 – Environmental Conservation on the proposed Land Zoning Map.
		Recommended that the Local Aboriginal community is consulted given changes in Purfleet- Taree Local Aboriginal Land Council.	Consultation with the local Aboriginal community has been undertaken.
		Previous Aboriginal report to be reviewed with the community and on site consultations may be required:	An Aboriginal Cultural Heritage Assessment has been undertaken which included on-site consultation (refer Appendix

			9).
		Area proposed for urban and employment lands east of the railway line should be subject to appropriate archaeological and cultural assessment consistent with DECCW standards and guidelines.	An Aboriginal Cultural Heritage Assessment and a Historical Heritage Assessment has been undertaken for the entire site (refer Appendix 9 and 11 respectively).
		The hill crest and river/watercourse terraces where Aboriginal objects were found should be set aside as parkland/conservation areas.	The Aboriginal Cultural Heritage Assessment recommends that for archaeological resources that are identified within/adjacent to the riparian conservation zones consideration should be given to the following conservation management option: 1. To reduce the public's ongoing risk of causing harm to Aboriginal objects, all objects in/adjacent to these riparian corridors should - under the terms of An Aboriginal Heritage Impact Permit - be collected and placed either in the Care and Control of the Local Aboriginal community and or into an in perpetuity conservation zone such as the nearby Brimbin Nature Reserve. If this option is pursued then interpretative signage is recommended for those riparian corridors that had retained Aboriginal object to acknowledge the importance of these zones to the Biripi people. 2. To protect the archaeologically sensitive site Brimbin 13 consideration should be given to its in situ preservation within an archaeological conservation area. The nature and size of this conservation area should be determined at the subdivision stage of the development when the likely impacts to Aboriginal objects are more precisely known 3. If at the design and subdivision stage of the development it is determined that the conservation of Brimbin 13 is not feasible and/or practicable then a detailed survey and salvage excavation of this archaeologically sensitive site should be undertaken. This

			may require the proponent to seek a s90 Aboriginal Heritage Impact Permit to allow for the authorised harm to Aboriginal objects. Refer Appendix 9 for the full report
7	Mid Coast Water	Advised that they are supportive of the recommendations of the Brimbin Storm Water Management Strategy prepared by Worley Parsons	Noted
8	NSW Fire Brigades Contact Shane Kempnich Shane.kempnich@fire.nsw.gov.au	Unlikely that Brimbin could be serviced by NSWFB's urban fire fighting resources from Taree even if substantially upgraded. A new fire station and associated resources would be necessary within Brimbin development.	A fire station has been notated on the Structure Plan.
		A new NSWFB station requires 2000m2 of land and is to be located on flat, flood free land or close to major arterial road. Sites within commercial centres are generally not desirable where this may conflict with a highly pedestrian or congested environment.	A fire station has been notated on the Structure Plan. The detailed design of the site will be addressed during the subsequent detailed design stage.
		No plans to provide new fire fighting resources for Brimbin area at this time. When development is approved, NSWFB will make submissions to fund any necessary infrastructure.	Noted
9	NSW Rural Fire Service Contact Jason Julston 8741-5555 Development.assessment@rfs.nsw.gov.au	Significant parts of the area are mapped as bushfire prone on the Greater Taree Bush Fire Prone Land Map.	Noted
		Future residential, rural residential or Special Fire Protection Purpose development on land mapped as bush fire prone must consider the requirements of <i>Planning for Bush Fire Protection 2006</i> in planning stages.	Noted
		Bush fire protection measures to be provided: - Asset protection zones in accordance with Appendix 2 of <i>Planning for Bush Fire Protection 2006</i>; - Public access in accordance with s.4.1.3 and s.4.2.7 of <i>Planning for Bush Fire Protection 2006</i>. This includes provision of internal and perimeter roads where applicable. - Water supply for fire fighting purposes in accordance with s.4.1.3	The Bushfire Protection Assessment which accompanies the Structure Plan addresses asset protection zones, access, water supply, construction standards, landscape management and emergency planning. Refer Appendix 3 for full report.

		and 4.2.7 of <i>Planning for Bushfire Protection 2006</i>. • Construction of future dwellings in accordance with Addendum Appendix 3 of <i>Planning for Bushfire Protection 2006</i> and AS3959-<i>Construction of Buildings in Bush Fire Prone Areas</i>. • Landscaping in accordance with Appendix 5 of <i>Planning for Bush Fire Protection 2006</i>. • Emergency evacuation measures in accordance with s.4.27 of <i>Planning for Bush Fire Protection 2006</i>.	
		Further consultation with NSW Rural Fire Service will be required.	Noted
10	Forests NSW Contact Jude Parr 65869718 judep@sf.nsw.gov.au	Not relevant as the closest State Forest Estate is Yarratt. Brimbin Nature Reserve is administered by DECCW (Parks Division).	Noted
11	Gloucester Shire Council Contact Glenn Wilcox 6538-5250	No comments on the development as there appears to be no direct impacts on Gloucester Shire Council area.	Noted
12	Hunter-Central Rivers Catchment Management Authority Contact Anna Ferguson 4337-1213 anna.ferguson@cma.nsw.gov.au	The <i>Hunter-Central Rivers Catchment Action Plan</i> and its targets should be addressed in the Structure Plan.	The widespread preservation of remnant bushland and riparian corridors will contribute to achieving the CAP targets of maintaining biodiversity, soils and streams.
		Where practical future development should be restricted to primarily cleared land. Where loss of vegetation is unavoidable native vegetation offsets should be used.	Noted. The development footprint is largely confined to cleared land. Preliminary calculations provided by Office of Environment and Heritage (OEH) (formerly DECCW) using the Biodiversity Certification Assessment Methodology indicate that the 256ha of impacted vegetation will be more than adequately offset by the 855ha of vegetation being set aside for conservation. Refer to Appendix 10 for Biodiversity Certification Assessment.
		Would like to see a conservation outcome that offsets the loss of native vegetation at the strategic level.	This Planning Proposal offers to provide a regional corridor within the site, meeting a strategic need for the area that land fragmentation makes impossible to achieve on neighbouring sites. A 12.2 hectare area in the southeast of the western section of the site is proposed to be replanted, creating a 200 meter wide vegetated corridor providing a necessary link

			between existing remnant vegetation to be retained as part of the overall proposal. The regional corridor will provide a connection between the Yarratt State Forest, and the Brimbin and Goonook Nature Reserves to the West and the large areas of habitat to the east of the site. This is considered to be a very important link between hinterland and coastal habitats and one that would contribute immensely to the long-term survival of several threatened species in the study area. Refer to Appendix 10 for Biodiversity Certification Assessment.
		A full assessment under the Environmental Outcomes Assessment Methodology or Biobanking may not be appropriate at this scale. An assessment using main principles and metrics would help demonstrate that the Structure Plan can achieve "improvement or maintenance" of biodiversity value. A new methodology being developed for biodiversity certification under the <i>Threatened Species Conservation Act 1995</i> could also be considered.	A Biodiversity Certification Assessment has been prepared, refer to Appendix 10.
		Areas of vegetation form part of an important biodiversity corridor from the Manning Valley to the hinterland which includes potential habitat for the New Holland Mouse as well as core koala habitat. Any remnant native vegetation that forms part of this connection should be retained and ensure that the corridor is not narrowed.	This Planning Proposal offers to provide a regional corridor within the site, meeting a strategic need for the area that land fragmentation makes impossible to achieve on neighbouring sites. A 12.2 hectare area in the southeast of the western section of the site is proposed to be replanted, creating a 200 meter wide vegetated corridor providing a necessary link between existing remnant vegetation to be retained as part of the overall proposal. The regional corridor will provide a connection between the Yarratt State Forest, and the Brimbin and Goonook Nature Reserves to the West and the large areas of habitat to the east of the site. This is considered to be a very important link between hinterland and coastal habitats and one that would contribute immensely to the long-term

			survival of several threatened species in the study area. Refer to Appendix 10 for Biodiversity Certification Assessment.
		Growth centre encompasses the headwater of Pontobark Creek and several other small waterways. A riparian buffer will need to be defined and zoned appropriately for these waterways. Private open spaces for recreation is not an appropriate zone for this purpose.	Noted. The development area is zoned R1 Residential and B4 Mixed Use. Riparian corridors have been shown notionally on the Structure Plan, however the specific alignment and width of the riparian buffers will be determined in the subsequent more detailed design phase.
13	Great Lakes Council 6591-7351 Contact Alex Caras Alex.caras@greatlakes.nsw.gov.au	Council will provide comments at a later date once the proposal is exhibited with supporting planning studies.	Noted
14	Health- Hunter New England Contact Kim Browne Kim.browne@hnehealth.nsw.gov.au Attachments "Building Liveable Communities in the Lower Hunter Region"	Greater Taree Shire has a high proportion of retirees and significant ageing population. Consideration should be given to the delivery of community services and facilities to ensure health and quality of life as well as aged accommodation, public transport, recreational activities and youth employment opportunities.	A Community Plan has been prepared and includes a community infrastructure needs assessment, aged accommodation and recreation requirements. Refer to Appendix 8.
		Need for good transport options to access health services and for people to travel to centres like Taree and Newcastle for higher level services. 4.3% of proportion of Greater Taree Local Government Area are of Aboriginal or Torres Strait Islander descent. Consideration should be given to this community.	The Structure Plan is based on walkable neighbourhood units, which will offer excellent walking and cycling amenities throughout the new town. The town centres and medium density have been located to integrate with future public transport routes to maximise convenient accessibility to Taree. A diversity of housing will be provided to cater for all socio-economic segments and household sizes/types.
		Provision should be made for private health providers eg chemists, practitioners, physiotherapists, alternate therapy providers, dentists.	The Structure Plan makes provision for a town centre in which health providers could be located for convenient access.
		Flexible use of community centres to accommodate various activities. Eg recreation use, exercise area, meeting rooms, facilities for health provision and promotion.	Noted - the specific design of community centres will occur in subsequent stages of the development process
		Promotion of the efficient and equitable provision of public services, infrastructure and amenities.	Noted - investigations have been undertaken into the infrastructure and community services required to support the Brimbin new town.
		Would appreciate being informed at each stage of the new housing	Noted

		development. This will enable an assessment of capacity in relation to the proposed increase and expected demographics of the population.	
		Provision of reticulated water and sewerage supply is recommended. Reticulated water supply must be of sufficient quantity and quality for the population size and meet water quality standards.	The Integrated Water Cycle Management Strategy (Appendix 12) details how the new town will be serviced by reticulated water and sewer to meet relevant quality standards.
		Incorporation of best practice design principles in water saving strategies such as rainwater tanks and grey water reuse will contribute to environmental sustainability and prevent risk to public health.	The Integrated Water Cycle Management Strategy (Appendix 12) details a reticulated water recycling scheme that will ensure best practice water efficiency.
		Transport strategy should address a reduction of traffic movements, including traffic movement from the mining sector, improved vehicle and pedestrian access and an upgraded public transport system within the design.	The Structure Plan is based on walkable neighbourhood units, which will offer excellent walking and cycling amenities throughout the new town, as well as interconnected street networks for legible access. The Traffic Impact Strategy (Appendix 4) addresses traffic movement, efficiency, safety and public transport.
		Ensure there is minimal impact from the proposed development on the water quality of surrounding natural waterways particularly from stormwater runoff.	The Stormwater Management Strategy (Appendix 13) details on-site stormwater detention to ensure no increase in peak flow rates following development when compared to existing site conditions and the removal of pollutants from runoff to a sufficient extent to meet both Council and State government guidelines.
		A mosquito risk assessment should be included. The inclusion and design of any dams, artificial waterways and drains should be such that the potential for these water bodies to become mosquito breeding sites is minimised.	Noted - the specific design and maintenance regime of water bodies and drains will be investigated in more detail at development stage.
		It is strongly encouraged that the design of all drains is such that they are enclosed, piped drains rather than open swales or spoon drains.	Noted - the specific design and maintenance regime of drains will be investigated in more detail at development stage.
		HNE Population health has developed a resource for building liveable communities in the Lower Hunter. The resource outlines four principles as being essential to the development of a liveable community: accessibility, sustainability, flexibility and	Noted - these principles underpin the Structure Plan.

		connectivity.	
		Connectivity and public transport access to public transport be reviewed to allow equitable access to employment, education and health services. Improved public transportation to the area will enable connectivity between the proposed development and the existing community of Taree, the creation of an environment that allows for ageing in place and a reduction in car dependency.	The Structure Plan is based on walkable neighbourhood units, which will offer excellent walking and cycling amenities throughout the new town, as well as interconnected street networks for legible access. The Structure Plan makes provision for a future public transport route to connect homes, employment, education and services. Housing diversity and appropriate community facilities will enable ageing in place.
		A bus route should be accessible to all residents within 400 m of residential lots with quality bus stops that comply with Crime prevention through environmental design principles and provide shelter/shading for passengers.	The Structure Plan makes provision for a future public transport route which will maximise accessibility to residents. However in a low density rural township such as Brimbin it may not be feasible for all dwellings to be located within 400m of bus stops - typically much higher densities are required to support such a comprehensive bus network. The specific design of bus stops will be undertaken in subsequent stages of the development and will comply with CPTED principles.
		Mixed housing affordability should be a key goal. Placement of affordable housing that maximises access to public transport and community services. Housing strategies for encouraging ageing in place should comply with these same positioning principles.	The Structure Plan makes provision for a variety of housing types, with the smaller, more affordable housing located near services and future public transport nodes to maximise accessibility.
		Open space and community facilities to be available for the whole community to use (wide range of age groups), have flexible/mixed uses and be positioned so that resident access is maximised, 400-800 m from all residential lots.	The Structure Plan offers a wide range of open space types including conservation areas, riparian corridors, active recreation reserves, neighbourhood parks, local parks, plazas and attached greens to cater for a wide range of recreation opportunities within close proximity of all dwellings.
		Footpaths and cycleways should be provided on both sides of the street and be shaded by appropriate street trees. They should link residents with destinations this is enabled by a grid street design.	The Structure Plan makes provision for a comprehensive pedestrian and cycle network. All streets will have footpaths and there will be an interconnected series of on and off street cycle paths. Local roads may not

			require paths on both sides and their low speed nature may be suitable for 'shared spaces' in some instances.
		All foreshore areas should be freely accessible to the public.	Agreed - to be addressed in subsequent more detailed design phase.
		Public domain areas should be provided with wide footpaths, shade trees and ample seating.	Agreed - to be addressed in subsequent more detailed design phase.
		Traditional neighbourhood design represented by mixed use, pedestrian friendly communities of varied population should be adopted. It is recommended that mixed use facilities include provision for retail outlets which provide affordable healthy food options.	Agreed. The Structure Plan is underpinned by the principles of TND and walkable neighbourhood units with mixed use opportunities. Refer to Appendix 2 Structure Plan Report for more discussion on this.
		A community garden should be provided.	Agreed - to be addressed in subsequent more detailed design phase.
		A public space for farmers markets be provided which would increase access to fresh, local fruit and vegetables and reduce air pollution associated with food transport.	Agreed - to be addressed in subsequent more detailed design phase.
15	Industry and Investment (includes former Dept of Primary Industries and Mineral Resource and Agricultural Divisions) Contact Rik Whitehead Rik.whitehead@industry.nsw.gov.au	Planning is to demonstrate compliance and consistency with objectives, planning provisions and relevant actions of the <i>Mid North Coast Regional Strategy</i> and all relevant SEPPs including <i>SEPP Rural Lands 2008</i> .	Consistency with relevant policies is demonstrated in Section 6.1 and 6.2 of this Planning Proposal.
		Planning for land-use compatibility within the project boundary as well as adjoining land uses should be a priority. "North Coast Living and Working in Rural Areas Handbook" is recommended.	Noted. Land use compatibility and appropriate transitions have been considered and can be addressed further in subsequent more detailed planning.
		Local food production and local agri-business opportunities be included.	Agreed. Provision has been made in the Structure Plan for a total of 410ha of Primary Production, and it is expected that much of the employment generation in the 118ha Light Industrial Area would service agriculture businesses in the region. In addition urban agriculture is being pursued in the form of community farms and community markets for local farmers.
		Local energy production may also be an activity that requires consideration	Noted. Local energy production by individuals in the form of

		within the structure plan and concept for the project.	rooftop solar panels can be promoted, however will not form a statutory requirement.
		Climate change and climate risks including severe weather events such as storms, flooding and bush fires should be factored into the planning of the new development.	A Stormwater Management Strategy (Appendix 13) has been prepared which factors in 1 in 100 year storm events and a Bushfire Protection Assessment (Appendix 3) has been undertaken. The Structure Plan has integrated the recommendations of these studies in order to ensure the new community will be resilient.
		Contact should be made with quarry operator in order to minimise possible impacts on current and future extraction at Melinga Quarry.	Noted
16	Koalas in Care Inc Contact Paul McLeod koalasic@bigpond.net.au Attachments- "Standard Koala Requirements for Development Proposals" "Standard Specific Conditions of Consent where koala usage is indicated/evident"	Cundletown, Landsdowne Road and Melinga areas have historically been koala activity areas.	Noted
		Regarding the 1661 HA of potential conservation land- is this a firm commitment or likely to be consumed by development at a later date.	The setting aside of conservation land is a formal part of the proposal. 795ha is proposed to be zoned E1 National Parks and Nature Reserve and 60ha is proposed to be zoned E2 Environmental Conservation. In addition, 299ha of the General Residential Zone has been earmarked for conservation in riparian corridors in the Structure Plan.
		12.5 hectares of potential replanting areas is miniscule in relation to the overall area- less than 0.3%. Its location is ill conceived and of dubious longevity as it borders a proposed residential area and would suffer copious edge effects. Any potential replanting areas should be located away from conflict scenarios. More suitable opportunity exists adjacent to the Kate Kelly's Crossing site.	The area identified for replanting will offer a 200m wide vegetation corridor, providing a missing link in a broader east-west wildlife corridor identified by the Office of Environment and Heritage. This replanting area will enhance the value of the Environmental Conservation areas and will be complemented with substantial conservation of riparian corridors throughout the residential areas.
		Will 193 HA of rural land on the south west portion of the Structure Plan be developed at later date. Development of rural lands will impose detrimental edge effects on the indicated potential conservation land".	The south-west portion is proposed to be zoned Large Lot Residential which would not permit any further subdivision.
		Permanent physical barriers should	Noted - access will be

		be installed on the western boundary of the site to prevent vehicular access, especially motorbikes to the Kate Kelly's crossing point into Brimbin Nature Reserve.	addressed in management plans prepared in subsequent stages of the planning process.
		Every effort to be made to protect all specimens of Eucalyptus Seeana occurring across the site.	The majority of all remnant bushland has been set aside for conservation. In the subsequent detailed design phase every effort will be made to retain as many individual tree species.
		All development activities should comply with Threatened Species Regulations especially the enforcement of exclusion zones should a koala be encountered on site.	Noted
		Taking dogs onto the construction site should be prohibited.	Noted - specific management requirements during construction will be established at DA stage.
		RATU entered onto all Title Deeds preventing owners and residents allowing dogs to enter the areas previously identified as the "Corridor of Regional Significant" or westward across Kate Kelly's Crossing into Brimbin Nature Reserve.	Noted
		Any replanting schedule is to specifically nominate species occurring within 1km of the site and tubestock propagated exclusively from seeds collected with that zone.	Noted
17	Land and Property Management Authority Contact Jaimee Vlastuin 6591-3526 Jaimee.vlastuin@lpma.nsw.gov.au	There are various Crown roads within the proposal area many with Enclosure Permits.	Noted
		An application for road closure and purchase is encouraged for any internal crown roads that will not be required for the purpose of roads.	Noted - this will be investigated further with the Council.
		Any Crown roads that are included in the proposal for the purpose for roads will be required to be transferred to Council. Concurrence to the ownership of the road must be obtained within the planning phase of the development.	Noted
		Two Crown waterways share 2 boundaries within the proposal areas being the Dawson and Lansdowne Rivers.	Noted
		LPMA encourages and supports the conservation of riparian vegetation adjacent to Crown waterways. Riparian vegetation currently exists along the majority of or all of the	Agreed - the Structure Plan retains riparian corridors.

		Dawson River frontage.	
		If any development is proposed that may impact on or involve the Crown waterway, the LPMA requires separate consultation and approval to this process.	Noted
		LPMA requests to remain informed as planning phases of this development progresses.	Noted
18	NSW Maritime Contact R Williamson 0427 751858 rwilliamson@maritime.nsw.gov.au	All jetties, pontoons and shoreline structures will need to be addressed by maritime and other agencies.	Noted - to be addressed in subsequent more detailed planning phase.
		Area of water adjacent to the site is considered a low traffic area and free of Maritime restrictions. The project has potential to create increased numbers of waterway users in a relatively unprotected feeder river.	Noted
		Riverbanks of the Dawson River- further consultation with Catchment Management Authority required.	Noted
		Commercial Activities- there will be potential for boat hire businesses to be developed which will fall under <i>Maritimes Hire and Drive Policy</i> .	Noted
19	NSW Planning-Heritage Branch Contact Bryce Thornhill-Weedon 9873-8555 Bryce.thornhill-weedon@planning.nsw.gov.au	A heritage assessment/survey of the subject area is required and should include natural areas and places of Aboriginal, historic or aboriginal significance.	A Historical Heritage Assessment and an Aboriginal Cultural Heritage Assessment have been undertaken. Refer to Appendix 11 and 9 respectively.
		Proposed zoning should permit uses that are compatible with any heritage significant site or item and that the rezoning will allow for the continued use and conservation of the heritage item.	The proposed zonings will not impact or jeopardise the recommended heritage conservation measures set out in the heritage assessments. (Refer Appendix 9 and 11)
		Identified significant views, vistas, cultural landscapes and setting should also be maintained and conserved when planning for new development areas.	The design of the new community takes advantage of landscape vistas to maximise the amenity for the community. The settlement pattern being a series of neighbourhoods framed by the existing riparian corridors further reinforces the landscape-drive approach. The design of streets, open spaces and buildings will also be controlled to respect the rural character of the area.
		Should consult lists maintained by the Department of Environment, Climate Change and Water, the National Trust of Australia, the Australian Government under the <i>Environment Protection and</i>	This has been addressed in the Historical Heritage Assessment and the Aboriginal Cultural Heritage Assessment (refer to Appendix 11 and 9 respectively).

		<i>Biodiversity Conservation Act 1999</i> and the local council in order to identify items of heritage significance.	
		Non-Aboriginal heritage items within the area affected by the proposal should be identified by field survey. This should include any buildings, works, relics (including relics underwater), gardens, landscapes, views, trees or places of non-Aboriginal heritage significance. A statement of significance and an assessment of the impact of the heritage significance of these items should be undertaken. Any policies/measures should be identified.	A Historical Heritage Assessment has been undertaken and identifies measures to preserve items of heritage significance, which has been incorporate into the proposal. Refer to Appendix 11 for the full report.
		A survey of significant existing or potential cultural landscapes, conservation areas, views and vistas should be undertaken. To be supplemented by appropriate boundary definition and identification of appropriate zoning recommendations. Issues such as whether subdivision is desirable, viability of property sizes, minimum lot sizes, retention of productive agricultural land, rural and residential uses, development in the vicinity of heritage items or areas. Possible land use conflicts should be identified and mitigation strategies and appropriate zonings formulated including Environmental (scenic or cultural) protection zones.	A Cultural Landscape Assessment will be undertaken to assist with the subsequent detailed design.
		Proposal to have regard to any impacts on places, items or relics of significance to Aboriginal people. Community consultation should take place.	Places of Aboriginal significance have been set aside in conservation areas and consultation with the local Aboriginal community has been undertaken. Refer to the Aboriginal Cultural Heritage Assessment for full explanation (Appendix 9).
		If they exist, archaeological zoning plans or archaeological management plans should also be consulted.	Noted
		No State listed items exist within the subject area.	Noted
20	NSW Police Force Contact Paul Fehon 6555-1299	Would like to have further input into detailed planning arrangements and concept of safer by design zoning issues.	Noted, proponent will continue to liaise.
		The proposal will have major implications for policing. If known timetables of development	Noted, proponent will continue to liaise.

		application would be appreciated.	
21	Roads and Traffic Authority Contact Dave Young 4924-0240	Ensure a comprehensive traffic/transport study and master plan is undertaken for the area, taking into account the potential internal and external traffic/transport impacts on the state road network in particular the Pacific Highway.	This is addressed in the Traffic Impact Study (refer to Appendix 4).
		Broad area traffic and transport planning and modelling in accordance with RTA's <i>Guide to Traffic Generating Developments</i> . Ensure study includes investigation and assessment of issues such as road hierarchy, strategic access controls, intersection locations and treatments to be provided for these connections over the expected development life of the project. Road and transport infrastructure requirements should be identified through the traffic/transport study.	This is addressed in the Traffic Impact Study (refer to Appendix 4).
		Consultation on the operation of the AusLink national network is required under Clause 89 of the Auslink Bilateral Agreement between the Commonwealth of Australia and NSW 2004-2009. RTA would object to any development proposals that would impact on the efficiency and safety of the AusLink National network. Any new connections to the Pacific Highway in this location if permitted shall be grade separated and any upgrades to existing interchanges shall be to RTA requirements.	Noted - no new connections to Pacific Highway are proposed.
		Any necessary road and transport infrastructure improvements required be funded by the developers through S94 contributions, planning, developer agreements or contribution levies.	Noted - developer contributions to be agreed in consultation with the Council and relevant Government departments.
		Development designed such that road traffic noise from the Pacific Highway is mitigated to the relevant state and local council requirements. A noise impact study to determine the likely noise attenuation measures is required.	The residential area of the Brimbin new town is approximately 5km from Pacific Highway, therefore noise mitigation is not considered necessary.
		<i>S117(2) direction (Integrating Land Use Development and Transport)</i> under <i>Environmental Planning and Assessment Act 1979</i> in relation to provision of adequate access to public transport especially for the elderly and opportunities for	The Structure Plan makes provision for a comprehensive pedestrian and cycle network. All streets will have footpaths and there will be an interconnected series of on and off street cycle paths. The Structure Plan makes

		pedestrians and cyclists connections should be considered.	provision for a variety of housing types, with more compact forms being located in close proximity of services and potential future public transport routes.
22	Telstra Contact Michael Heyer (02) 4924-9489 Michael.p.hey@team.telstra.com	Technology and services will be determined closer to the time of development commencement depending on Telstra deployment policy and any negotiations based on a commercial agreement.	Noted
		A site of approximately 20m x 20 m with street access should be set aside for a future exchange housing, preferred site would be central to commercial centre.	Noted - to be addressed in subsequent more detailed design phase.
		Will require the protection or relocation of its telecommunications infrastructure that may be impacted by activities on this site. To minimise liability due to any damage Telstra 1100 inquiry number should be contacted to obtain location of Telstra plant before commencement of construction work.	Noted
		Further discussions regarding details for network expansion are strongly encouraged once detailed planning for the development is in progress.	Noted
		Further information- www.wdbcde.gov.au/broadband/national_broadband_network/policy_state_ments www.telstrasmartcommunity.com .	Noted
23	Human Services-Housing NSW Contact Deb Kuhn 6659-2551 Attachments- "Information on Greater Taree Housing Market" "2009 Housing Market Analysis".	Encourages the provision of affordable housing within the new town.	The Brimbin new town will assist in improving housing affordability in the region by: • increasing the overall housing supply; • improving the diversity of housing types, enabling better match between household size, income level and housing type; • offering employment and services close to homes, reducing transport costs.
		There is a strong and growing demand for a range of housing types, particularly for one or two bedroom dwellings both within the broader community and amongst social housing clients.	The Structure Plan makes provision for a variety of housing types to be dispersed throughout the new town, including more compact forms.
		Supports preparation of the Structure Plan including provision for seniors living. Adequate public transport to compliment senior living should be	The Structure Plan makes provision for a variety of housing types, with more compact forms being located in close proximity

		provided.	of services and potential future public transport routes.
		A range of walking and cycle paths should be encouraged through the new town. Should also consider a cycle path to connect new town to Taree town centre.	The Structure Plan is based on walkable neighbourhood units, which will offer excellent walking and cycling amenities throughout the new town. The design and alignment of a linkage to Taree is still being investigated.