

Response to Submissions - 1227/2019/DA-M- 12-16 Francis St & 121 Minto Rd, Minto

During the notification of the subject application, a number of submissions objecting to the application were received. A large quantity of the submissions were copies of the same submission or similar and signed by different members of the public.

Given the number of submissions and the large portion being copies signed by different individuals, submission issues have been grouped and a response to each issue in the table below.

Response to Submissions – 12-16 Francis St & 121 Minto Rd, Minto		
Common Issue Raised	Number of Times Raised	Comment
Density	63	<p>The proposed development has been designed to comply with the Floor Space Ratio control of State Environmental Planning Policy (Affordable Rental Housing) 2009 (ARH SEPP) and the relevant height and setback controls of the Campbelltown Local Environmental Plan (LEP) 2015 and Campbelltown Development Control Plan (DCP) 2015 to provide a development that exhibits an appropriate density for the use proposed whilst also minimising the impact on adjoining properties and providing a built form that is consistent with the existing and future context of the area.</p> <p>The application is supported by a number of consultant reports detailing the developments compliance with the relevant controls of the DCP and Australian Standards which demonstrates that the density proposed is appropriate for the subject site.</p>
Traffic, Access and Carparking	79	<p>The proposed development has been designed to provide sufficient car parking and circulation space onsite to accommodate the vehicles associated with the proposed development.</p> <p>The application is supported by a Traffic Report prepared by Varga Traffic Planning that demonstrates car parking proposed is sufficient to</p>

		<p>service the development. The Traffic Report also details that the existing road network is capable of accommodating traffic generated by the development.</p> <p>In addition, a Traffic Response and Amended Diagrams were provided by Varga Traffic Planning in response to the additional information requested by Council that demonstrates the proposed development's compliance with the relevant Australian Standards. The Traffic Response and Amended Diagrams are provided as an attachment to this response.</p>
Context, setting and design	71	<p>The proposed development has been designed with regard to Clause 16A of State Environmental Planning Policy (Affordable Rental Housing) 2009 (ARH SEPP) to ensure the development is compatible with the character of the local area.</p> <p>The development has been orientated and designed to be compatible with and complement the existing low-density residential character of the area. Due to the site's shape and depth the development has been designed to present to the Francis Street and Minto Road frontages as two storey single dwellings that are reflective of the desired low-density residential nature of the area and do not adversely impact adjoining properties.</p> <p>The development has been sited and designed to provide a consistent built form within a landscaped setting that integrates the development into the surrounding locality. The development allows for large landscaped setbacks and private open space areas that afford the development and surrounding properties with a high level of residential amenity.</p> <p>In addition, car parking has been provided in a basement level to reduce the scale and intensity of the development and avoid large expanses of impervious surfaces or garage dominance on the street frontage.</p> <p>Streetscape Perspectives that include the adjoining properties have been provided as a streetscape analysis to demonstrate how the proposed development is compatible with the low-density residential character of the area. The Streetscape</p>

		Perspectives are provided in the Amended Architectural Plans provided as an attachment with this response.
Waste	25	<p>The proposed development is supported by a Waste Management Plan and subsequent Addendum Report prepared by Dickens Solutions that provides detail on the proposed waste management for the development. The report adequately demonstrates the proposed development can be serviced by Council's kerbside collection on both Francis Street and Minto Road and will not have an adverse impact on the street or adjoining properties.</p> <p>The waste storage area is contained within the basement level and a dedicated waste lift is provided to allow for the presentation of the bins to the street frontages for collection.</p>
Amenity Impacts	47	<p>The proposed development has been sited and designed to minimise impacts on the amenity of adjoining properties. This has been achieved through the design of internal layout of the development, increased setbacks and the provisions of extensive landscaping along the boundaries.</p> <p>A detailed Shadow Analysis is provided in the Amended Architectural Plans that demonstrates the proposed development does not adversely impact on the solar access to the private open space and living areas of adjoining properties.</p>
Drainage and flooding	59	The proposed development has been designed to ensure the development does not adversely impact on the existing drainage or stormwater network in the area. Amended Stormwater Plans have been prepared by SGC Engineering that demonstrates the development's compliance with Council's DCP and Engineering Specifications in relation to drainage and flooding.
Accessibility- Public transport/pedestrian use	14	<p>The subject site is located in close proximity to the following two bus stops located on Minto Road:</p> <ul style="list-style-type: none"> • 294m to Minto Rd opposite Ohlfsen Rd (Stop ID: 2566145); and • 304m to Minto Rd before Ohlfsen Rd (Stop ID: 256641).

		<p>The bus stops located on Minto Road are serviced by Routes 870, 871 and 872 which provide regular services between Liverpool and Campbelltown. In accordance with Clause 10(2) of the ARH SEPP the subject site is considered to be located in an accessible area in that it is located within 400m walking distance of bus stops that provide accessible bus services at least every hour between 6am and 9pm Monday to Friday and 8am and 6pm Saturday and Sundays.</p> <p>In addition, the application is supported by an Access Report prepared by Accessible Building Solutions which details the proposed development's compliance with the relevant access provisions of the Building Code of Australia.</p>
Property values	4	<p>The proposed development has been designed to complement the existing and future character of the area and provide visual interest from the streetscape. The provisions of a new development on the site and within the area will attract and promote further investment in the area. The proposed development is not deemed to adversely impact on property values in the area.</p>
Safety and security	6	<p>The proposed development is supported by a revised Crime Prevention Through Environmental Design (CPTED) Assessment. The CTPED Assessment reviews the design of the development and details the measures incorporated to reduce opportunities for crime on site and in the area. The CPTED Assessment concludes that the proposed development incorporates a number of crime prevention measures such as:</p> <ul style="list-style-type: none"> • The building and associated landscaping provide for high levels of natural surveillance; • The introduction of the proposed development will promote enhanced neighbourhood security and safety through the presence of new development and activity within the site that addresses both street frontages; • The design of the development delivers an activated streetscape on all frontages, reducing likelihood of anti-social behaviour;

		<ul style="list-style-type: none"> • The building and associated landscaping clearly delineate between public and private spaces; and • An appropriate maintenance and management regime will be implemented for the building and streetscape areas.
Excavation	3	<p>The proposed development involves excavation to accommodate the basement car park and the proposed built form. The excavation has been designed to minimise impact on adjoining properties and is supported by a Geotech Report prepared by STS GeoEnvironmental that provides recommendations that will be implemented during the construction of the development to ensure the impacts of the excavation are minimised.</p>