

**BONYRIGG NEWLEAF STAGES 8 TO 11 SUBDIVISION APPLICATION PAN 52407**  
**RESPONSE TO COUNCIL EMAIL 1 OCTOBER 2021**

Issue	Response
<p><b>Provision of Social Housing</b></p> <p>The Concept Plan approval requires a final mix of 30% public housing and 70% private housing. It has been indicated that 19.5% of the future dwellings in Stages 8-11 shall be public housing however the distribution of all approved housing within Stages 1-11 reflect a mix of 30% public housing and 70% private housing. Accordingly, further details shall be provided demonstrating how this requirement will be met. The response shall include details of the specific lots allocated as public and private housing within Stages 8-11 as well as the private / public percentage breakdown of all housing within Stages 1-11.</p> <p>In addition, the Concept Plan approval requires that dwellings are to be designed in such a way that there is no discernible difference between public and private housing. It is unclear at this point in time how the above requirement will be achieved, particularly where there does not appear to be any mechanisms in place to ensure the built form outcomes via complying development will follow a salt and pepper approach, represent an appropriate mix of dwelling typologies and uphold the principle of indistinguishability. These characteristics were identified and emphasised as of key importance to the continued development of the site at the determination of Stages 6a-7 and is certainly a key consideration for future stages to ensure the distribution of social housing remains consistent throughout the whole project and does not give effect to stigmatisation issues.</p> <p>Currently there are no exemptions or requirements included in the SEPP (Exempt and Complying Development Codes) to ensure compliance with the provisions of the Bonnyrigg Masterplan 2011 applying to the private realm. To this end, it is requested that the applicant provide measures or alternatively propose built form outcomes to guarantee and therefore confirm that future housing will be consistent with the urban design outcomes of the Concept Plan approval. In respect of the above, Council acknowledges a draft plan has been recently submitted indicating the location of social housing lots. The plan however indicates that the social housing lots are predominately contained to Stage 2 and does not include any lot above 350sqm. Moreover, the additional information is not considered to address concerns on dwelling typologies and concepts of indistinguishability.</p>	<p><b>Attachment A</b> to this response is the social/private dwelling yield plan previously provided with our June 2021 response to Council. That plan demonstrates that Stages 1 to 11 will deliver 32.2% social housing and 67.8% private housing. It is now proposed to increase, the proportion of social housing in Stages 8 to 11 by 10 dwellings, resulting in a 33.2% / 66.8% split of social / private housing for Stages 1 to 11. The plan at <b>Attachment B1</b> provides details of lots now proposed to be allocated as private housing within Stages 8-11, with <b>Attachment B2</b> being an amended social/private dwelling yield plan reflecting the increase. Whilst the proportion of social housing has been increased for Stages 1 to 11, there will be a reciprocal decrease in the proportion of social housing with future stages that would still achieve an overall 30/70 mix of social / private housing.</p> <p>The intended delivery of housing will include project home product. This applies to both social and private housing delivery.. In our view this delivery approach, by its very nature, will ensure that there is no discernible difference between social and private housing.</p> <p>Condition A4(3) of the modified Concept Plan approval for the development provides that development controls within the updated Bonnyrigg Master Plan 2011 <u>do not apply</u> to complying development under the SEPP (Exempt and Complying Development Codes). This would be the case for the proposed lots, other than proposed Lots 80, 317 &amp; 318 being superlots the subject of future development applications. The result from Stages 1 to 7 delivery has resulted in a more expensive build for houses, making them less financially attractive to the target market. Offering 'land only' sales with housing delivered via CDC approval provides flexibility and cost efficiencies to the market. The revised plan at <b>Attachment B</b> includes an additional 10 dwellings in Stage 1.</p> <p>See above comments re indistinguishability of dwellings.</p>

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<p><b>Unanticipated Future Development</b></p> <p>Given the last modification to the Concept Plan approval, there is a higher likelihood for development approval to be obtained through the complying development pathway. Concerns are raised that this pathway will result in dwellings, which may be vastly inconsistent with the vision and principles of the Concept Plan approval. In particular, there is scope for significant variation to the site coverage and private open space requirements that are stipulated within the Bonnyrigg Masterplan 2011.</p> <p>Furthermore, given only subdivision is sought, it is considered that additional forms of residential accommodation (e.g. secondary dwelling and studios) permitted under the SEPP (Exempt and Complying Development Codes) are more likely to be proposed. These residential typologies are not factored in the Concept Plan approval for future private lots created under the redevelopment. In this regard, the provision of additional population may potentially generate shortfalls in the overall delivery of open space, on street car parking and community facilities.</p> <p>Accordingly, a response shall be provided with measures to ensure approval of subdivision alone will not result in the delivery of poor quality development outcomes or additional housing above that approved for the project and reflected in the VPA.</p>	<p>Condition A4(3) of the modified Concept Plan approval for the development provides that development controls within the updated Bonnyrigg Master Plan 2011 <u>do not apply</u> to complying development under the SEPP (Exempt and Complying Development Codes). For reasons of affordability this is the preferred delivery method.</p> <p>It is intended to provide a restriction on the Use of Land limiting further development of the proposed lots, excluding superlots 80, 317 &amp; 318. Example words;</p> <p><b>1. Terms of restriction on the use of land firstly referred to in the plan</b></p> <p><i>The lot burdened must not have any additional dwellings including dual occupancies, secondary or studio dwellings (whether attached or detached) to be erected on it or permitted to remain on it.</i></p> <p>The above measure will ensure that dwelling yields remain consistent with clause A2(3) of the modified Concept Application approval.</p>
<p><b>Tree Canopy Coverage</b></p> <p>Condition B3 of the modified Concept Plan approval requires future stages of the development to achieve a tree canopy coverage of 25%. The submitted landscape plans estimate that this development will achieve an overall canopy coverage of 18% based on the mature spread of both proposed and retained trees. The applicant has advised that tree planting as part of this application and tree planting at individual lot development will achieve an overall tree canopy coverage of 25%.</p> <p>Given subdivision only is sought it is therefore unclear and uncertain how this target can be achieved in the future. Moreover, Council raises concerns with the reliance on tree canopy coverage being provided within the future proposed lots, particularly when both the Bonnyrigg Masterplan 2011 and complying development pathway provide no requirement for tree planting. In this regard, further information regarding how the tree canopy targets will be met shall be provided or alternatively the canopy coverage shall be increased to meet the 25% target.</p>	<p>Refer to revised landscape plans at <b>Attachment C</b> providing an overall canopy cover of 27%.</p> <p>It is proposed to impose a Positive Covenant that burdens each lot and refers to the approved landscaping plan. This will commit the future owners of the lots to comply with the required tree planting and maintain in perpetuity.</p>

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<p><b>Dwelling Yield</b></p> <p>Condition A4(2) of the modified Concept Plan approval contains maximum residential gross floor area and dwelling yield targets within Stages 8-18, in order to meet the overall target of 3000 dwellings. Within Stages 8-11, the target yield is 275 dwellings. It is unclear how many future dwellings are intended as part of this application. The response to Council stipulates a total of 256 dwellings are proposed, resulting in a shortfall of 19 dwellings. The Traffic report however refers to a total of 258 dwellings.</p> <p>Confirmation is therefore sought regarding the number of future dwellings to be delivered for Stages 8-11 including the breakdown of housing typologies (dwellings, medium density housing and apartments). This response will also need to address the cumulative yield shortfalls throughout Stages 1-11 and whether the anticipated yield of 3,000 is still expected to be achieved. Council is particularly concerned with any shortfall in social housing provision, which may skew the adopted ratio and potentially result in an overall reduction of social housing provided for the development.</p> <p>In addition to the above, a breakdown of the dwelling yield for each block shall be submitted. Where the yield exceeds the maximum dwellings per block as indicated on the maximum GFA / dwellings plan, it will need to be indicated that the additional dwellings will not compromise other aspects of the subdivision design (e.g. car parking provision, road hierarchy etc).</p>	<p>The Plan at <b>Attachment D</b> is the 'Block' Lot yield breakdown under the current Concept Plan approval. The table at <b>Attachment E</b> provides, as far as practical, a comparison of 'Block' lot yields from the proposed subdivision and Concept Plan approval, taking into accounts the necessary layout changes caused by the existing private lots. It includes estimated dwelling yields from future development of proposed superlots 80, 317 &amp; 318. Including the existing private lots within Stages 8 to 11 that are unavailable for redevelopment, the total dwelling yield within Stages 8 to 11 is anticipated to be 256 dwellings compared to 275 dwellings in the modified Concept Application approval.</p> <p>The amended Traffic Report at Attachment N now refers to 256 dwellings.</p>

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<p><b>Submission of Documents</b></p> <ul style="list-style-type: none"> <li>o A Masterplan Environment and Construction Management Plan shall be submitted to Council for consideration.</li> <li>o Council acknowledges that the Community Renewal Implementation Plan and Community Renewal Services Plan for the 2020/2021 financial year is yet to be submitted to Council. Please advise when Council should anticipate to receive this.</li> </ul>	<p>A Construction Environmental Management Plan for Stages 8 to 11 is provided at <b>Attachment I</b>.</p> <p>The Newleaf Communities Executive Services Report for the 2020/2021 financial year is provided at <b>Attachment J</b>.</p>
<p><b>Non-compliance with Bonnyrigg Masterplan 2011</b></p> <p>The subject application includes non-compliances with the Bonnyrigg Masterplan 2011 which have not been addressed. These are as follows:</p> <ul style="list-style-type: none"> <li>o It is unclear how future housing on lots fronting Humphries Road will be achieved in accordance with Section 3.6.</li> <li>o It appears that street tree plantings in several locations are further than 15m apart and therefore contravenes Section 4.4.</li> <li>o Proposed lot 266 and 267 are battle-axe allotments which are not considered nor contemplated in the Bonnyrigg Masterplan 2011. This subdivision pattern is not favoured given that it does not seek to maximise passive surveillance of the street and open space areas. Furthermore, in the absence of a building envelope plan for the respective lots and a joint right of way of a minimum 6m wide, Council is unlikely to support this arrangement.</li> <li>o The following lots do not meet the lot requirements stipulated within Chapter 5 of the Bonnyrigg Masterplan 2011, which are crucial to ensuring suitable solar access is achieved. In the absence of development footprints Council is not in a position to consider these non-compliances favourably.</li> </ul> <p><b>Note:</b> Assessment has been based on the scale indicated on the plans submitted to Council, which did not contain any lot dimensions.</p>	<p>The larger super-lots will be developed into 2 storey terrace style housing with rear lane access. This is consistent with the approved Structure Plan as part of Modification 5.</p> <p>The amended Landscape Plans at <b>Attachment C</b> provide for street tree plantings compliant with Section 4.4.</p> <p>The access handles to Lots 266 &amp; 267 are directly opposite proposed Lot 290, allowing for effective casual surveillance of the access to the properties. The subdivision plan has been amended (<b>Attachment H</b>) to include a common Right of Carriageway over the shared driveway. Given that the area of the lots, excluding the access handles, is in excess of 450sqm each it is not considered necessary to nominate building envelopes.</p>

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Lot No.	Minimum Width	Allotment	Minimum Allotment Depth
74	Yes		No (25m required)
75	Yes		No (25m required)
79	Yes		No (25m required)
84	Yes		No (25m required)
85	Yes		No (25m required)(both sides)*
86	Yes		No (25m required)(both sides)*
87	Yes		No (25m required)
207	Yes		No (25m required)
208	Yes		No (25m required)
241	Yes		No (25m required)
242	Yes		No (25m required)
307	No (8.5m required)		Yes
308	No (8.5m required)		Yes

\*Both sides are less than the minimum depth required

o It has been indicated in the Response to Council that the submitted solar access diagrams demonstrate that approximately 94% of the proposed lots achieved preferable solar access. Further details shall be provided with respect to this.

o Further consideration shall be given to the location of Lot 317, which is currently bounded by two higher density lots. It is considered this arrangement is likely to result in a less than optimal and piecemeal development of this portion of Humphries Road.

o Arrangements for lighting in accordance with the Lighting Plan found in the Bonnyrigg Masterplan 2011 has not been provided.

The cell depth and resulting lot depths for Lots 74, 75 & 79 are constrained due to the existing road pattern. Lots 74 & 75 having average depth of 24.65m, with Lot 79 average depth being 24.55m. The allotment depth non-compliances are negligible in terms of achieving solar access.

Lots 84, 85, 86 & 87 are optimally orientated for solar access.

Lots 207 & 208 have been amended to achieve 25m depths.

Lot 241 has an average depth of 26.8m and minimum width in the order of 15m.

These dimensions with its area of 401sqm will allow for satisfactory solar access.

Lot 242 has an average depth of 27.9m, with an orientation lending itself to good solar access.

Lots 307 & 308 have sufficient depth to allow a greater street setback for dwellings that would still achieve suitable solar access.

Preferred lot orientation is either a north-south or east-west orientation + or -20° to 30°. The updated solar access plan provided at **Attachment K** identifies those proposed lots which are considered to be within this preferred lot orientation range. The updated plan corrects the previously provided information on lots achieving preferred solar access. Note: the majority of lots not achieving preferred solar orientation over and above those previously identified are constrained by factors including private lots unable to be included as part of the DA and the orientation of the existing roads Edensor Road, Bishop Crescent, Sandilands Road, Humphries Road and the approved Road no 3 servicing Stage 7B. It is apparent that the majority of the lots unconstrained by the above factors achieves preferred lot orientation.

Lots have been adjusted accordingly. Lot 317 has now been moved to abut the corner lot 315 at Bean Crescent.

Street lighting must be provided in accordance with the relevant Australian Standard and Endeavour Energy requirements. Lighting plans for Junior Park has not been included given Council's Policy of not wanting lighting in parks.

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<p><b>Voluntary Planning Agreement</b></p> <ul style="list-style-type: none"> <li>o The VPA refers to the delivery of bus shelters along the specified locations. Accordingly, details regarding the approximate location of the bus stops shall be submitted to Council.</li> </ul>	<p>Civil Engineering Plans at <b>Attachment F</b> have been amended to include the location of bus shelters at the existing bus stop locations.</p>
<p><b>Catchment Matters</b></p> <ul style="list-style-type: none"> <li>o A flood impact assessment shall be submitted to Council modelling the proposed subdivision layout.</li> <li>o Detailed design drawings for the detention basins shall be submitted to Council for review, taking into consideration previous negotiations with Council. The basins will need to be reviewed and endorsed by Dams Safety NSW.</li> <li>o Drawings of the water quality improvement devices shall be submitted to Council.</li> </ul>	<p>A revised Water Cycle Management Plan prepared in consultation with Council is provided at <b>Attachment L</b>.</p>
<p><b>Open Space &amp; Tree Planting</b></p> <ul style="list-style-type: none"> <li>o The following matters shall be addressed regarding the Junior Play Park: <ul style="list-style-type: none"> <li>- The picnic shelter and BBQ area shall be relocated further north-west, closer to the playground and intersection of the new pathways.</li> <li>- A continuation of the path along the edge of the park on Garden Street shall be introduced, in addition to the proposed internal pathways.</li> <li>- The nature strip at the residential intersection of Joiner Street and Garden Street shall be removed.</li> <li>- All playground equipment is to be constructed of steel or mod wood, please note that Council will not support the use of genuine timber.</li> <li>- Seating and picnic tables are to be the same model as those used in Bunker Park or to Councils Open Space Technical Guidelines.</li> </ul> </li> <li>o Given that the subject site is identified in Councils Conservation Significance mapping, the development will need to demonstrate compliance with Section 3.3.3 and Appendix F the Fairfield Citywide Development Control Plan 2013 as well as the biodiversity offset scheme under the Biodiversity Conversation Act 2016.</li> <li>o The nature strips located on the residential side boundaries shall be minimised to encourage sustainable maintenance.</li> </ul>	<p>Done. See revised Landscape Plans at <b>Attachment C</b>.</p> <p>Done. See revised Landscape Plans at <b>Attachment C</b>.</p> <p>The nature strip has been retained as it assists in safety for parked vehicles adjacent to Junior Park.  Done. See revised Landscape Plans at <b>Attachment C</b>.</p> <p>Done. See revised Landscape Plans at <b>Attachment C</b>.</p> <p>The development is already the subject of Concept Approval MP 06_0046 as modified by MOD 5. The Concept Approval  The site is within an existing residential suburb, only removing trees in isolation rather than an ecological community.</p> <p>The nature strips have been designed to satisfy requirements for servicing, accessibility and street tree planting.</p>

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<p>o Trees 21, 55, 210, 239 and 237 (<i>Eucalyptus nichollii</i>) along Humphries Road are considered to be in poor condition. Accordingly, these trees shall be removed and replaced with the existing species (<i>Tristania laurina</i>). To this end, the applicant is advised to contact Council regarding valuation and payment of the compensation.</p> <p>o Trees 84, 270, 271 and 272 are <i>Syagrus romanzoffiana</i> (Cocos palms) which are considered to be undesirable species in the Fairfield LGA. These trees shall be removed and replaced with matching street trees.</p> <p>o Trees 4, 11, 175, 189, 190, 201, 274, 275, 276, 326, 334 and 342 are identified to be retained. These trees however are listed as dead or bearing significant defects. Accordingly, these trees shall be assessed for habitat value and if cannot be retained, shall be removed.</p> <p>o Further tree planting shall be included in the open space areas to increase the canopy coverage and likelihood of these trees reaching full maturity.</p>	<p>The revised Landscape Plan at <b>Attachment C</b> has been updated to record this. LAHC will contact Council separately to confirm valuation / compensation payment arrangements.</p> <p>These trees are in front of private lots that are not the subject of this DA.</p> <p>The assessment of these trees by CPS completed in August last year generally does not reflect Councils comment that they are “dead bearing or significant defects”. CPS advise that none of the trees highlighted were assessed as being dead however one tree (Tree 342) was noted as being in severe decline and may have in-fact died since the time of assessment. Otherwise, only two trees (Trees 4 &amp; 11) were noted as having notable structural defects however were still estimated to have a ‘Medium’ (15-40yrs) to ‘Long’ (40yrs +) Safe Useful Life Expectancy (SULE) – these trees are both large, locally endemic species of high significance and are generally worthy of retention despite the identified defects. Given their size, age and species classification, they are expected to have some level of habitat value. All other trees (Trees 175, 189, 190, 201, 274, 275, 276, 326 &amp; 334) were assessed as being in Fair-Good health and condition. It is recognised that Council has completed an audit of these trees since the time of the CPS assessment and determined that some have died or become defective: LAHC are prepared to accept a condition of consent requiring removal of the trees if Council thinks it appropriate.</p> <p>Done. See revised Landscape Plans at <b>Attachment C</b>.</p>
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<p><b>Environmental Management</b></p> <p>o The recommendations of the acoustic report relies upon assumptions of the dwelling construction materials and design (e.g. pitched roof). Accordingly, further advice shall be provided regarding how design assumptions shall be adhered to.</p>	<p>A restriction on the Use of Land will be created to burden the lots referenced in the approved Acoustic Report. An example is provided below;</p> <p><i>Terms of the restriction on the use of land numbered # in the plan.</i></p> <p><i>The lots burdened shall comply with the following:</i></p> <ul style="list-style-type: none"> <li>(i) <i>Construction Requirements, building element treatments are to be consistent with “Section 5.2 – Indicative building construction” and “Table 7 – Acoustic construction for treatment categories” contained within the DA Acoustic Report “Proposed Subdivision Concept at Humphries Road Bonnyrigg”, prepared by Renzo Tonin &amp; Associates, Doc reference TL543-01F02 DA Acoustic Report (r2), dated 11 November 2020.”</i></li> <li>(ii) <i>Alternative Ventilation for Habitable Rooms – For the burdened lots the provision of alternative ventilation (possibly mechanical provided there is a fresh air intake) to ensure the requirements of the Building Code of Australia (BCA) Australian Standard 1668 are met.</i></li> </ul> <p>This is the normal approach adopted by other Growth Area Councils to enforce compliance with acoustic treatment recommendations.</p>
<p><b>Traffic</b></p> <p>o Council’s concerns regarding road widths remain outstanding as it is still considered that the proposed road widths are likely to create conflict with emergency and service vehicles. The proposed road widths for all roads shall be reconsidered, including the 8m laneway intended to service the two medium density development lots. Council also notes that the Concept Plan approval includes streetscape sections for each road type, which will need to be adhered to.</p> <p>Australian Standard 2890.1.3.2.3 states that Category 1 entrances on sub-arterial, collector or local streets shall not be located closer than 6.0m from the kerb tangent. It is advised that the proposed driveway locations of lots 15, 16, 62, 66, 69, 73, 90 and 314 do not meet this standard and shall accordingly need to be considered. Please note that should the driveways be relocated to the secondary frontage, it shall need to be demonstrated to Council that future dwellings are capable of complying with the relevant controls within Section 5 of the Bonnyrigg Masterplan 2011 and the visual appearance of the</p>	<p>Please refer to TTPP letter dated 26 October 2021 at <b>Attachment M</b> which addresses this issue.</p> <p>Please refer to TTPP letter dated 26 October 2021 at <b>Attachment M</b> which addresses this issue.</p> <p>Corner Lots 62, 66, 69, 73 and 90 that do not have the required 6m from kerb tangents will have a Restriction on the use of Land stating that the future driveways will be located to the secondary street frontage. An example of this approach is the approved plans for Lot 6136 in Stage 6 (DA 422.1/2017). Site plan and elevation showing the garage on the secondary street is provided at <b>Attachment O</b>.</p> <p>Lots 15 &amp; 16 have been reconfigured to comply with the required standard.</p>



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<p>development will remain of a high quality.</p> <p>o The south-east area of the development, in particular Humphries Road and Cabramatta Road West are heavily congested during school zone times. If construction and operation of construction machinery occurs during school zone times and is expected to impede flow of traffic, adequate traffic control is required. Details regarding how this will be managed shall be submitted to Council.</p>	<p>Lot 314 is located on the inside of the road curve. As the laneway is opposite the 'entering' road, a driveway can be located as shown in the TTPP Report at <b>Attachment N</b>.</p> <p>Noted. Work in this area is limited to closing off Palisade Crescent and Humphries Road, which can be managed outside of pick-up and drop-off school hours. Details will be included as part of a Traffic Control Plan to be prepared as part of construction documentation.</p>
<p><b>Waste</b></p> <p>o Lots 266 and 267 do not have any frontage to present their bins at kerbside for collection. These two sites shall have to negotiate with their neighbours to present their bins in front of lot 265 and 268. Please address this matter</p>	<p>Bin pads have been added to the overall subdivision plan to show where these can be located. A Positive Covenant burdening Lots 266 &amp; 267 requiring bin presentation at the nominated bin pad locations will be included in the plan of subdivision. An example covenant is provided below:</p> <p><i>The registered proprietor of the lot(s) hereby burdened must present their garbage bins at the location marked "S" – "T" on the plan for collection, complying with the requirements of Fairfield City Council.</i></p> <p>Further, a Restriction as to User would also burden Lots 265 &amp; 268 preventing the construction of access driveways for these lots in the nominated bin pad locations for Lots 266 &amp; 267. An example Restriction is provided below:</p> <p><i>The owners of the lots burdened must not construct, or allow to be constructed, a road or other means of vehicular access over the boundary marked 'S' - 'T' on the plan.</i></p> <p>Identical positive covenant / Restriction as to User arrangements would also be created for proposed Lots 16, 17 &amp; 18.</p>
<p><b>External Agencies</b></p> <p>o Please refer to Transport for NSW Response at Attachment 1.</p> <p>o Please refer to the Endeavour Energy's Response at Attachment 2.</p>	<p>LAHC are continuing to work with TfNSW in respect of the design of the future road widening at the intersection of Cabramatta Road and Humphries Road. The development plans have been amended to provide for additional widening based on current advice.</p> <p>We note that Endeavour Energy advises it has no objections to the development application.</p>

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<p><b>Public Participation</b></p> <p>As part of the notification process, 2 submissions were received. The written submissions are available to view on Council's DA Tracking system through its website. It is requested that the applicant examine the submissions and provide a response in relation to the points raised.</p>	<p>Issues raised by the 2 submissions and responses to each are provided below:</p>
	<p><i>Issue:</i>  <i>Tree removal and effect on existing habitat of native birds &amp; wildlife</i></p> <p><i>Response:</i>            Whilst the development requires the removal of # trees, proposed landscaping as detailed in the landscape plans accompanying this application will result in 27% tree canopy coverage, in line with Condition B3 of the modified Concept Plan approval.</p>
	<p><i>Issue:</i>  <i>Consider requiring a roundabout at intersection of Newleaf Pde and Humphries Rd to facilitate traffic movements out of the Estate.</i></p> <p><i>Response:</i>            This intersection has been considered the response by TTPP Transport Planning dated 26 October 2021 (<b>Attachment M</b>) which in summary advises (i) the Bonnyrigg TMAP does not identify any upgrade requirement for this intersection, (ii)TTPP are not aware of any capacity issues at this intersection or that the proposed subdivision which replaces an existing low density housing development would contribute enough traffic to warrant an upgrade of the intersection and (iii) any design for a roundabout would be constrained by the existing driveways to private property and the need to provide access for right turning buses.</p>
	<p><i>Issue:</i>  <i>Consider continuation of on-road street tree planter islands as per existing section of Newleaf Pde.</i></p> <p><i>Response:</i>            These can be included as a condition of consent, however discussions with the bus operator at the time when bus routes were agreed were uncomfortable with the planter islands due to constraining the travel lanes where the buses operate.</p>
	<p><i>Issue:</i>  <i>Require double unbroken lines adjacent to planter islands to encourage drivers not to drive along centre of carriageway.</i></p> <p><i>Response:</i>            Can be conditioned, however Council's Traffic Committee has previously raised concerns with this approach.</p> <p><i>Issue:</i></p>

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	<p><i>We support the continued redevelopment of the estate to promote new housing styles and land use patterns/road network.</i></p> <p>Response: The proposal supports the continued redevelopment of the Bonnyrigg Newleaf Estate.</p>
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