

17 November 2025

General Manager
Orange City Council
135 Byng Street
ORANGE NSW 2800

ATTN: Craig Mortell – Senior Development Assessment Planner

Re: Response to Council's 2nd Request for Information dated 17 October 2025 in relation to DA 298/2025 at 3 Redmond Place, Orange

Dear Craig,

This letter has been prepared on behalf of Landcom, the proponent of the above-mentioned development application in response to Council's request for information (RFI) issued on 17 October 2025 via email.

In response to Council's comments, the development has been amended per below:

- Revised Engineering Civil Works Plan
- Revised Arborist Report
- Biodiversity Assessment Report
- Updated Landscape Plan

A response is provided in the table that follows and is identified in light blue text.

We trust the above information enables the Council to continue its assessment of the application. Please contact me on 0415 147 252 if you wish to discuss any of the matters outlined above.

Yours sincerely,

A handwritten signature in black ink, appearing to read "K. Coyne".

Kelly Coyne
Associate Director



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Item No.	Council Comment	Response
Affordable housing delivery		
1	The proposed consolidation of the 66 affordable housing dwellings within a single apartment complex remains a concern. Please outline alternative arrangements such as dispersing the dwellings throughout the estate and articulate the pros and cons of each scenario. A Social Impact Assessment should provide some analysis into the likely social outcomes of clustering verse dispersal. Matters to address include social outcomes and interaction with and between different resident groups, the avoidance of stigma or perception of social problems, financial implications of each approach and impact on project viability.	An alternative arrangement was presented to Orange City Council on 02 October 2025 that demonstrated the challenges of changing the product mix. As such, no changes are proposed to the Affordable Housing and a social impact assessment is not required.
	Unresolved-	
	10/11/2025 – Landcom is currently assisting Council to prepare a briefing paper to be presented to the Councillors on 2 nd December 2025.	
Transport for NSW		
2	Please provide a response to the referral from Transport for NSW including: • Provide an amended Road Safety Audit (RSA) for review by TfNSW. • Revise the SIDRA model to address the safety risks identified by TfNSW in their submission to the rezoning process • Respond to concerns that the Mitchell Highway / Lone Pine Avenue intersection will reduce to service (LOS) D in the AM peak – noting that TfNSW are stating a requirement for LOS C or better. • Provide justification on the volume of right turn vehicles at the intersection in the 2040 PM peak (with development). • Ensure the Redmond Place / Mitchell Highway intersection is represented in the predevelopment traffic modelling.	The GHD letter and SIDRA Model have been submitted to address TfNSW's comments. It should be noted that for the Level of Service (LoS) assessment at the Mitchell Highway/Lone Pine Avenue (Southeast) intersection in the post-development scenario, GHD inadvertently used incorrect parameters in the original TIA report. Upon reassessment using the correct parameters, the accurate post-development LoS is B, not D as previously reported.



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	• Include consideration of the existing uses (including hangar) and how additional traffic from the estate will impact the function of the Redmond Place / Mitchell Highway intersection. • Identify necessary road infrastructure upgrades to support the residential development and identify a funding mechanism (suggested through a VPA) for same.	
	Pending - GHD letter and SIDRA model have been supplied to TfNSW – Council is awaiting their response (anticipated to be late October).	
	10/11/25 – Further response to TfNSW comments (24/10/2025). A response was provided to Council on 5/11/2025.	
3	Confirm that other recommendations of the Traffic Impact Assessment and Road Safety Audit will be fully adopted, and provide detail on how temporary turning heads and safe access will be provided during staging.	Traffic Impact Assessment (TIA): No changes were proposed in GHD's report dated 21 July 2025, which summarises the updates from the planning proposal to the DA stage. The report identifies that the changes to the project's dwelling yield and road network from the planning proposal to the DA are minor. Furthermore, the detailed analysis included in the original Planning Proposal Traffic and Transport Assessment remains suitable as the basis for the DA. Road Safety Audit (RSA): Colliers' responses to the RSA recommendations are provided in Appendix A of the RSA report. The recommendations have either been incorporated into the DA plans or will be addressed at the Subdivision Works Certificate (SWC) stage. Removable Water Filled Barriers/ Reflective Posts: Council's confirmation is sought as to whether removable Water filled barriers and reflective posts can be installed at the nominated locations, as shown on the below attached mark-up, in lieu of temporary turning heads. Vehicles will be able to maintain forward access at all times, as no dead ends are proposed to be constructed.
	TIA and RSA Pending - GHD letter and SIDRA model have been supplied to TfNSW – Council is awaiting there response (anticipated to be 20 – 21 October).	



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	Water Filled Barriers – OCC Technical Services advise: we have no need for temporary turning heads considering the roads circulate. Suggestion that Landcom leave 50m road stubs (extending into next stage) within the civil contract at each stage so the contractor can work to the stubs and not the water filled barriers.	
	10/11/25 – Further response to TfNSW comments (24/10/2025). A response was provided to Council on 5/11/2025.	
Street tree and landscaping replacement species		
4	- Melaleuca quinquenervia to be replaced with Melaleuca styphelioides Reason: there are no examples of M. quinquenervia growing in Orange that the City Presentation team are aware of. This trees tolerance to frost, particularly in the proposed subdivision which is a heavy frost area is unknown. For this reason, it shall be substituted. - Melaleuca armillaris to be replaced with either Callistemon viminalis, Callistemon citrinus, Banksia marginata or similar; Reason: M. armillaris is highly susceptible to webbing caterpillar which defoliates the tree causing damage and unsightliness of the tree. - Pyrus ussuriensis to be replaced with Pyrus calleryana 'Chanticleer' Reason: P ussuriensis is a poor performing tree subject to limb failure. - Grevillea 'Bronze Rambler' to be replaced with Grevillea lanigera Reason: there are no examples of Grevillea 'Bronze Rambler' growing in Orange that the City Presentation team are aware of. This specie tolerance to frost, particularly in the proposed subdivision which is a heavy frost area is unknown. For this reason, it shall be substituted.	Noted. No impacts as a result of the species changes, as advised.
	Resolved. 17/11/25- Noted.	
5	MP01 – Mass Planting there is a significant amount of mass planting indicated on the proposed landscape, as has previously been raised, mass planted soft landscaping shall be reduce to a few key nodes. le removal of the mass planting along the edge of road and dog exercise area.	Appreciate the feedback provided by Council however, Landcom believes these small changes could notably improve the design of the park and deliver an outcome that is better aligned with the Project Objectives under the PDA.



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	Potential matter for Consent Conditions – pending final advice from Councils City Presentation Manager in terms of acceptable level of service and budget impact from associated maintenance costs. 17/11/25- Awaiting City Presentation Manager comments	
6	Note trees labelled 8 and 9 on the Oculus Landscape Plan (Drawing L003 - Table “Existing trees to be removed”) are Pyrus ussuriensis (not Populus deltoides as identified on the plans) and they are very poor specimens that have major limb failures – hence why the note above about swapping them out for a different species.	Noted, arborist has confirmed T8 as Pyrus ussuriensis and will update T8 and T9 with different species as per comment 4. The arborist report and associated plans/ reports will be updated prior to consent being issued.
	Resolved – pending update to arborist report. 17/11/25- Refer to updated arborist report dated 13th November 2025.	
7	Please provide the detailed design for the centre road tree planting and the parking lane tree planting. Suggested Stockholm Method for the centre road planting and a structural tree cell for the kerb lane tree sites.	Oculus has already allowed for structural tree cells (or Stockholm Method) in the entry road central tree planting as this is necessary to provide the ability for vehicles to cross over the (flush) median with the tree pits limited in size as agreed with Landcom and OCC. For the kerb lane tree planting, the use of structural tree cells was not assumed as the verges were designed to be continuous and relatively wide (1.8-2.1m) . Given the number of street trees in the kerbside verge, use of structural tree cells would be prohibitive in cost. It is not standard for most residential subdivisions where street trees are planted in kerbside verges to use structural tree cells, provided the verges are reasonably wide.
	Pending confirmation from Councils city presentation manager – this matter can be conditioned if required. 17/11/25- Awaiting City Presentation Manager comments.	
8	Installation of passive stormwater irrigation systems to the street tree planting. Councils city presentation manager can provide a sketch of what is required (kerb inlet to gravel pit on either side of tree about 2 metres from planting location).	We have received the preliminary costing from the QS with the sketch provided by OCC, and the cost for the installation is approximately \$560 per street tree. The project is unable to proceed with this component due to budgetary constraints.
	Noted. Will discuss with Councils city presentation manager. 17/11/25- Awaiting City Presentation Manager comments	



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9	Confirm street trees to have waterwells included. Greenwell Tree Water Saver – Black – 26 Litre Arborgreen is the product used by Council for our street tree planting program.	This is a high level of detail requested by Council. Such plastic water wells have not currently been specified but can be noted in the materials schedule. Cost would be c. \$20 per tree ex. Installation for 437 street trees, totalling \$8740.
	17/11/2025- Resolved – Refer to updated landscape plans noted in materials schedule (page 1).	
Staging and parkland delivery		
10	Clarify whether the linear park system embellishment will be delivered in one stage or incrementally, and how continuous public access will be maintained.	The park construction and equipment installation will be carried out in line with the subdivision works for each stage. As each stage progresses, the active construction areas will be fenced off, and a Traffic Management Plan will be implemented to ensure both construction and public safety.
	Resolved. 17/11/25- Noted.	
11	If staged, confirm that the public open space lots will be embellished, including delivery of playgrounds, exercise stations, community garden, boardwalks and other park infrastructure as part of each subdivision stage.	Confirming that the public open space lots will be embellished, including delivery of playgrounds, exercise stations, community garden, boardwalks and other park infrastructure as part of each subdivision stage.
	Resolved. 17/11/25- Noted.	
12	Confirm the trigger point for delivery of each stage of the parkland embellishment. i.e. stage 1 embellishment prior to the release of Lot X, Stage 2 prior to Lot Y etc...	The park has 4 stages, each stage will be delivered with a subdivision stage. Refer to staging map and letter of offer for specifics.
	Resolved. 17/11/25- Noted.	
13	The Dog Park should be reduced in size to occupy only that nominated on the southern side of the row of Lombardy Poplar trees and be fenced with a rural style mesh fence with two plain top wires and gates to match (standard leash free dog exercise areas across the LGA). The proposed black powder coated steel dog park fence and gates, FE02 and GA02 respectively, are not supported nor the extent of the dog park as proposed due to the immense aesthetic and cultural impact on the Gateway Park Memorial tree planting	Landcom believe the proposed fencing provides a better design outcome, we can also look at alternatives, but the proposed two string fence is not preferred in this context. Oculus will update the drawings as per Council markup regarding the proposed area.



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	respecting fallen soldiers. We propose the leash free dog exercise area be as per the yellow area in the image above.	
	Potential matter for Consent Conditions – pending final advice from Councils City Presentation Manager in terms of acceptable fence design and maintenance implications. 17/11/25- Awaiting City Presentation Manager comments.	
Biodiversity and environmental management		
14	Provide details of fauna salvage and relocation protocols for stag tree hollows, bushrock, and dam dewatering.	Clarification was sought from Council, who advised that no further assessment or reporting is required. A condition to be imposed for fauna salvage and relocation, requiring on-site supervision during works.
	Resolved via consent conditions 17/11/25- Noted	
15	Clarify how APZ fuel management standards will be applied along the southern wetland interface without undermining ecological values.	Clarification was sought from Council, as no Asset Protection Zone (APZ) is proposed within the identified area. While Council proposes to classify the area as consistent with the Planning for Bushfire Protection 2019 (PBP 2019), the Bushfire Assessment Report identifies that this area is not consistent with the PBP and instead proposes an alternative solution with no APZ over this area. The BFAR recommends that the open space area be subject to different management measures compared to the broader open space areas. Specifically, it is recommended that the open space be established and managed in accordance with the Oculus plan, with surface fuels maintained in a mown state. The RFS approval reflects this requirement within its conditions. This management approach applies only to the open space areas within the main part of the site and does not extend to the wetland/basin located south of the southern distributor road, which remains classified as a bushfire hazard area with no specific bushfire management measures. It is also noted that PBP 2019 does not concern itself with particular plant species, but rather the structure of vegetation in determining compliance with APZ or other

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		specified standards. Accordingly, it is recommended that a condition be imposed requiring compliance with the Bushfire Assessment Report and the RFS conditions of approval.
	Resolved via consent conditions	
	17/11/25- Noted.	
16	Confirm construction hygiene measures to address potential spread of Phytophthora cinnamomi, chytrid fungus, and exotic rust fungi.	Landcom to ensure the contractor meets the hygiene requirements. The following link sets out hygiene protocols to reduce the risk of introducing/spreading Phytophthora cinnamomi, chytrid fungus, and exotic rust fungi. https://www.environment.nsw.gov.au/sites/default/files/saving-our-species-hygiene-guidelines-200164.pdf
	Resolved – consent conditions to confirm stated approach.	
	17/11/25- Noted.	
Contamination and remediation		
19	Confirm whether Council should require or condition a Site Audit Statement from an EPA-accredited Site Auditor to independently verify the site's suitability for residential use, given the asbestos and heavy metal contamination identified. Clarify responsibilities and timing for remediation and validation works relative to subdivision staging.	Landcom will engage an independent site auditor, and a SAS will be issued as part of the SC process. The remediation will be carried out as required in Stages 3 & 4.
	Resolved – consent conditions to confirm stated approach.	
	17/11/25- Noted.	
Bushfire protection		
20	Provide a staging plan for APZ implementation, demonstrating how compliance will be achieved at each subdivision stage.	Details of the Asset Protection Zone (APZ) are provided in the submitted Bushfire Assessment Report. The NSW Rural Fire Service (RFS) has granted concurrence to the proposal, and all conditions imposed by the RFS will be fully implemented to ensure compliance with bushfire protection requirements.



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	Resolved. 17/11/25- Noted.	
21	Clarify how fuel management standards will be achieved where open space or wetlands overlap with biodiversity commitments.	To be managed as per Table 10 of the Bush Fire Assessment Report (BFAR), Landscaping provision, point 2. The assessment considered that the stormwater management basins would contain unmanaged vegetation, along with the area of native vegetation in the existing stormwater swale from the highway tailing into the proposed stormwater swale. The area/composition of these would not constitute a bushfire hazard, providing the balance of the open space area is managed in a low threat state as reflected in the landscape plans and referenced in the identified recommendation.
	Resolved. 17/11/25- Noted.	
22	Confirm maintenance responsibility for APZs located within public open space.	There are no APZs located within the public open space, and public open spaces are to follow performance solution requirements outlined in the bushfire report. Landcom will manage the open space until such time that the open space is handed over to Council, the handover will be staged.
	Resolved. 17/11/25- Noted.	
23	Provide confirmation that any changes to lot layout or road alignment will trigger an updated BAL assessment.	The BAL assessment provided assumes all vegetation on site will be managed in a low threat state, so as to not constitute a bushfire hazard. Therefore, the BAL assessment is based on vegetation located off site. Therefore, the BAL contour map will not change if the lot layout/road alignment changes. The Maximum BALs for each lot provided in Table 12 (BFAR) will need to be reviewed if the lot layout/road alignment changes.
	Resolved. 17/11/25- Noted.	
24	Confirm that all landscaping plans will be consistent with PBP Appendix 5, avoiding high-flammability species within APZs.	There is no Appendix 5 of PBP. Assuming reference is to Appendix 4 (PBP/landscaping stds). The BFSA from RFS sets the APZ standards for this development to comply with. There are no prohibited species.



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	Resolved. 17/11/25- Noted.	
Crime Prevention Through Environmental Design (CPTED)		
25	Provide detail on the timing and staging of CPTED measures, including lighting, landscaping, and fencing, to confirm these will be delivered in line with residential occupation.	The CPTED principles have been designed into the master plan. The delivery of lighting, landscaping, fencing etc. is according to the staging plan of the residential lots/ parks.
	Resolved. 17/11/25- Noted.	
26	Provide further information on how wetland boardwalks, exercise stations, and community garden will be designed and managed to minimize after-hours misuse or vandalism.	The wetland boardwalks use FRP decking as requested by Council which is vandal resistant. The exercise equipment has been selected to be robust using steel structural components. If Council has an alternative product they wish to use, we are happy to consider this. The community garden is fenced with raised garden beds which can use durable materials such as corrugated steel sheet or hardwood timber sleepers.
	Resolved. 17/11/25- Noted.	
27	Clarify how CPTED principles will be applied to the hangar building interface, noting this element is excluded from the current DA but is identified as a key activation site in the CPTED report.	The landscape design provides clear lines of sight to all side of the hangar building with pathways around and any planting in the vicinity using clear trunked trees and low-level planting only. The proposed park will increase use and passive surveillance around the building. The existing car park on the east side will be retained, as will the hardstand on the southern side.
	Resolved. 17/11/25- Noted.	
28	The extent of walkway lighting is questioned, confirm the need for (or rationalize) lighting having regard to CPTED principles.	The lighting design has been based on achieving lighting category PP3 under AS/NZS 1158.3.1:2020 - FOR PATHWAY for the key pathways through the open space corridor, through the northern and central parka, around the wetland and along



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		the shared path to the south. Our lighting consultant has deemed this the most appropriate category and nominated the extent of lighting given the intended level of use and perceived risk. Public safety is a key objective of the project, and this has been repeated many times in community feedback. If pathways are unlit, they will be perceived as unsafe to use when dark and this will not only reduce the use of open space by residents but can also promote anti-social behaviour. The current lighting design is considered appropriate and good practice.
	Resolved. 17/11/25- Noted.	
Signage		
29	Please provide the proposed design / wording for the proposed sign. Transport for NSW may potentially object to the current size or location if directly fronting the Mitchell Highway. Council also considers the location to be incongruous with the dignity of the war memorial Poplar tree line.	The 6x3 billboard size is our standard size we have across all our developments and given it's on a highway if we go smaller, it will lose its impact and readability. We have reviewed the location options and suggest where the blue line is marked. Any closer to the intersection and people would be too busy looking at the traffic/ directions. Lone Pine Ave and Dairy Creek Rd would not be suitable locations given the limited of by passers. Regarding signage design, now that we have the brand name and logo, we can start looking at the design itself. The billboard is redesigned every 6-12 months to align with S&M activities, sometimes the billboards are updated with stickers, see examples.



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	The indicated location straddles the property boundary and intrudes into the highway road reserve. Pending advice from TfNSW. Consistent with Councils approach to all real estate signage land sale signage the sign must be wholly located within the lot boundaries – may be resolved through conditions of consent. 17/11/25- Noted no issue raised from TfNSW confirmation to be resolved through conditions of consent.	
30	You are encouraged to consider alternative locations and/or redesign the signage structure to be more moderate in scale. It is noted that the current nominated location is not proximate to either the Redmond Place entrance or the Brabham Way / Mitchell Highway intersection, and is likely to appear out of place until the estate develops up to this point.	Refer to comment above. The sign does not necessarily need to be where stage 1 is located because the sign will be fixed in that location for the duration of sales activities.
	Consent condition may require removal of the sign (including footings) at the conclusion of sales and restoring the site to pre-development condition. Such removal at applicants cost. 10/11/2025 – Noted, this is acceptable.	
31	Regardless of location please clarify the orientation of the sign and whether it is single sided, double sided or illuminated or animated in any way. Our assumption is not illuminated / animated.	It will be a double-sided static billboard. Our preference would be to illuminate the board. The billboard will be placed at a similar angle to the marked out blue line (circled above in red) so both sides of traffic can view the board.
	Orientation and presentation resolved.	



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	Illumination unlikely to be supported to avoid precedent citing by others – pending further advice from TfNSW. 17/11/25- Noted. If supported by TfNSW, our preference is to maintain the illumination, however, further consideration may be given to other options, such as downward-facing, low-lumen LED lighting with timers operating during limited hours (e.g., 5 PM–9 PM), subject to TfNSW's response.	
32	Note that section 3.12 of SEPP (Industry and Employment) requires the sign be limited to a maximum period of 15 years. Please confirm the intended duration of the sign and at what point it would be expected to be removed.	The sign is temporary and will be dismantled upon completion of sales activities approx. 5 years.
	Resolved. 17/11/25- Noted.	
General matters		
33	an Unexpected Finds Protocol (for contamination and archaeology) to be implemented during construction.	Noted.
	Resolved by consent conditions. 17/11/25- Noted.	
34	A Construction Traffic Management Plan and Construction Environmental Management Plan framework provided for Council review.	Noted.
	Resolved by consent conditions. 17/11/25- Noted.	
35	A Construction Noise and Dust Management Plan to be implemented in accordance with EPA and OEH guidelines.	Noted.
	Resolved by consent conditions. 17/11/25- Noted.	
36	A Weed and Pest Management Plan prepared and implemented prior to construction, addressing priority weeds (Blackberry, Crack Willow) and feral species (rabbits, foxes, cats).	Parklands to be handed over and managed by Council.



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	Please note that handover acceptance to be contingent upon site having been managed with respect to priority weeds.	
	17/11/25- Noted, priority weeds will be managed prior to handover over Council.	
37	• P1 and P2 street lighting and stormwater pits and lines. There are many conflicts identified on the Oculus Landscape Plan between proposed street tree canopy and P1 and P2 lights as well as stormwater pit locations. Street lighting and stormwater pit locations to be resolved so that street tree plantings do not conflict with these assets. Conflicts are observed where proposed street trees are planted directly above stormwater pits and pipes.	Noted, this will be completed as part of the detailed design once we receive requirements from essential energy regarding street lighting.
	Acknowledged – fallback consent condition for detail to be provided prior to Subdivision Certificate.	
	17/11/25- Noted. To be updated as part of detailed design once we receive essential energy street lighting.	
38	• Furniture – street and park benches shall be compliant with Council's adopted styles. Oculus Landscape Plan L002 FN01, FN04, FN05 shall be substituted Outdoor Park Furniture Integrated Recycling Envire Mallee Benach with arm rest/ Envire Mallee Bench and Kakadu Seat Replas and the Premier Slimline Setting Replas.	We appreciate the feedback provided by Council however, Landcom considers that these minor changes could notably improve the design of the park and deliver an outcome that is better aligned with the Project Objectives under the PDA.
39	• FN07 bins shall be replaced with Wheelie Bin Security Stand Holder Single for 120L Bins, Galvanised Plate Seton Australia or a double headed post should a recycling bin also be provided.	
	Acknowledged – Pending final advice from Councils City Presentation Manager – possible fallback consent condition for detail to be provided to the city presentation managers satisfaction prior to Subdivision Certificate.	
	17/11/25- Noted awaiting response from City Presentation Manager.	

Following a preliminary assessment of the development and preparation of draft conditions Technical Services provided concerns. Landcom has responded with the following:

OCC COMMENT	RESPONSE 10/11/2025
- Excessive cut / fill used to divert the natural drainage line running	The proposed filling and re-diversion of the natural depression is as per the stormwater management strategy prepared for the rezoning.



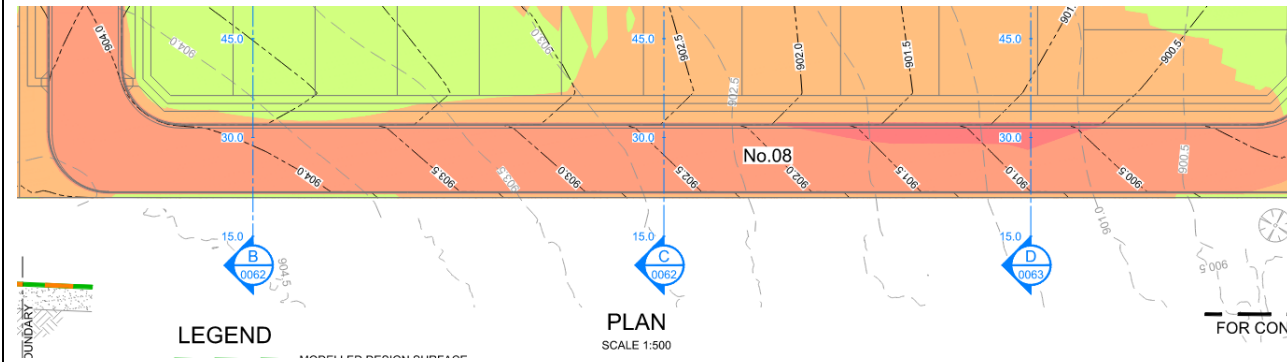
west to east parallel to Brabham Way	- The proposal delivers a well-considered outcome in terms of urban road layout and lot configuration. An open channel or swale traversing the site would significantly disrupt the subdivision layout and reduce yield. - The surface inlet structure has been revised to a headwall inlet with batters extending from Road 4. These batter works will encroach into the adjoining property at 84 Dairy Creek Road. Permission from the neighbouring landowner will be sought prior to undertaking these works. ROAD No 04 - LONGITUDINAL SECTION HORIZONTAL SCALE - 1:500 VERTICAL SCALE - 1:100 <table border="1"> <thead> <tr> <th colspan="2">FOR CONTINUATION REFER DRG. No. 0206</th> </tr> <tr> <th>HORIZ GEOMETRY</th> <th>GRADE (%)</th> </tr> </thead> <tbody> <tr> <td>R13m</td> <td>1%</td> </tr> <tr> <td>V.C. LENGTH (m)</td> <td>V.C. RADIUS (m)</td> </tr> <tr> <td colspan="2">DATUM R.L. 886</td> </tr> <tr> <td>WAE</td> <td></td> </tr> <tr> <td>DESIGN LEVEL</td> <td>EXISTING LEVEL</td> </tr> <tr> <td>CHAINAGE</td> <td></td> </tr> </tbody> </table>	FOR CONTINUATION REFER DRG. No. 0206		HORIZ GEOMETRY	GRADE (%)	R13m	1%	V.C. LENGTH (m)	V.C. RADIUS (m)	DATUM R.L. 886		WAE		DESIGN LEVEL	EXISTING LEVEL	CHAINAGE	
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- Retaining wall along western boundary of Road 4 as a result of the fill - approximately 1.5m – 2m in height.	Please refer to above.																
- Side inlet drainage structure located under Road 4 is not supported.	Please refer to above.																

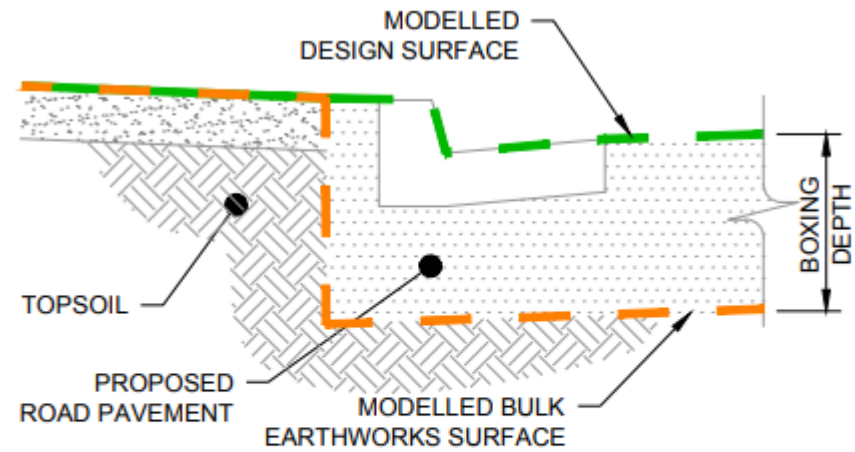


- Significant level differences between the development and neighbouring land along the common boundary of the proposed 'Interface Street' – roads 4, 7 and 8.

Road 4 – Please refer to above.

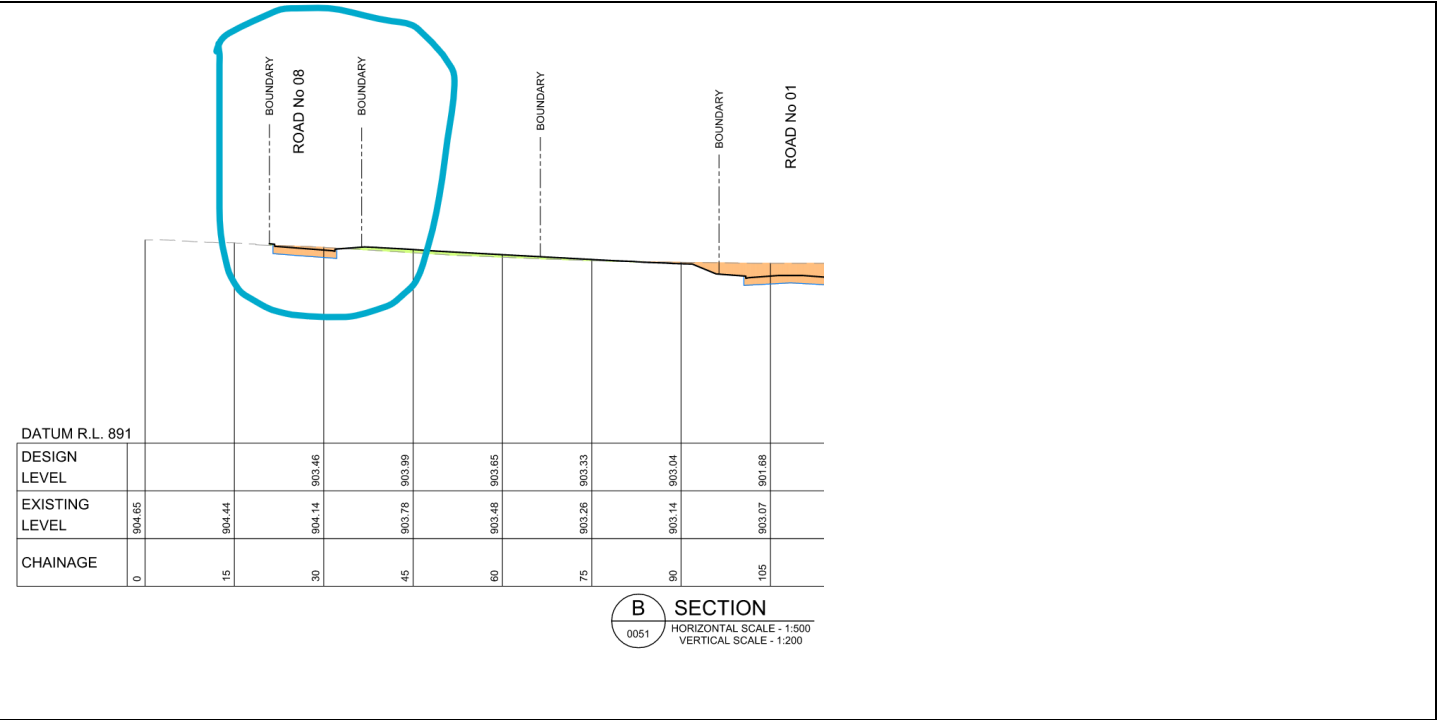
Road 7 & 8 verge levels generally match with existing; the earthworks red hatch (in cut) represents 500mm pavement boxing. As the pavement is close to the common boundary, it was misinterpreted as significant difference level discrepancy. The interface details & pavement boxing are shown in the bulk earthworks sections for each road. For example, see screenshots below for Road 8:

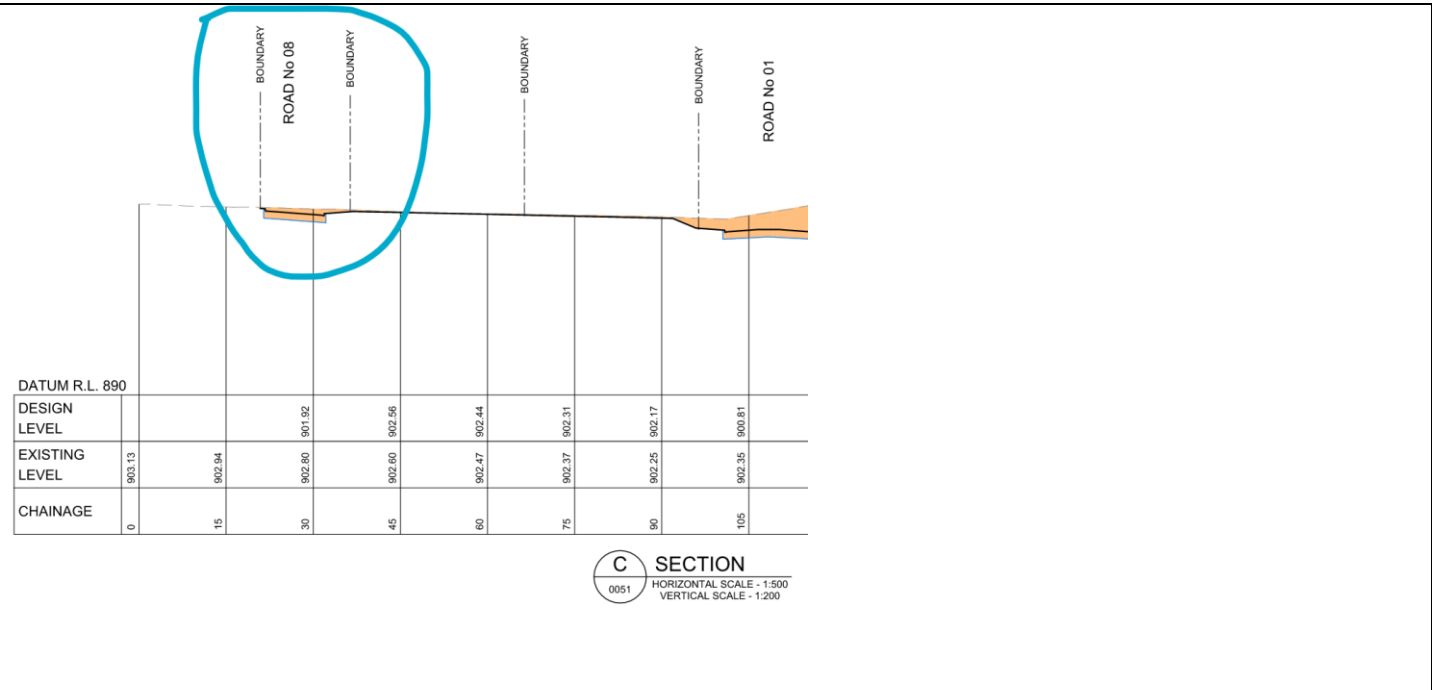


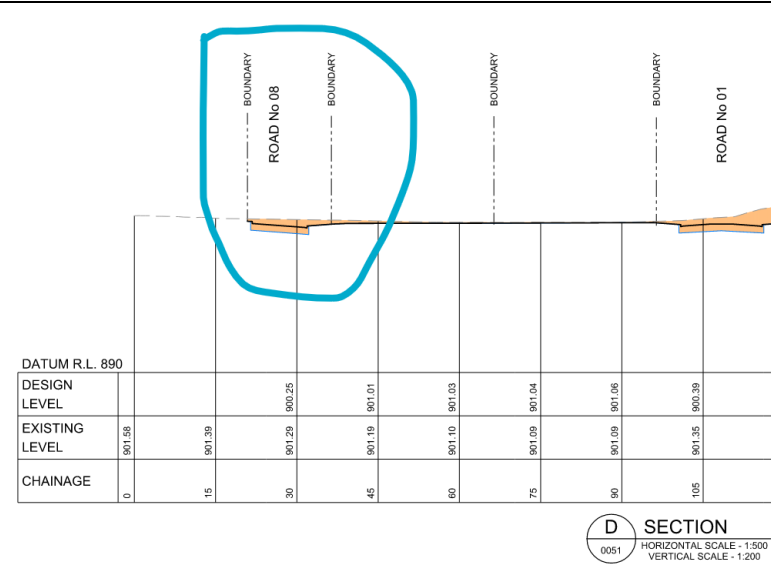


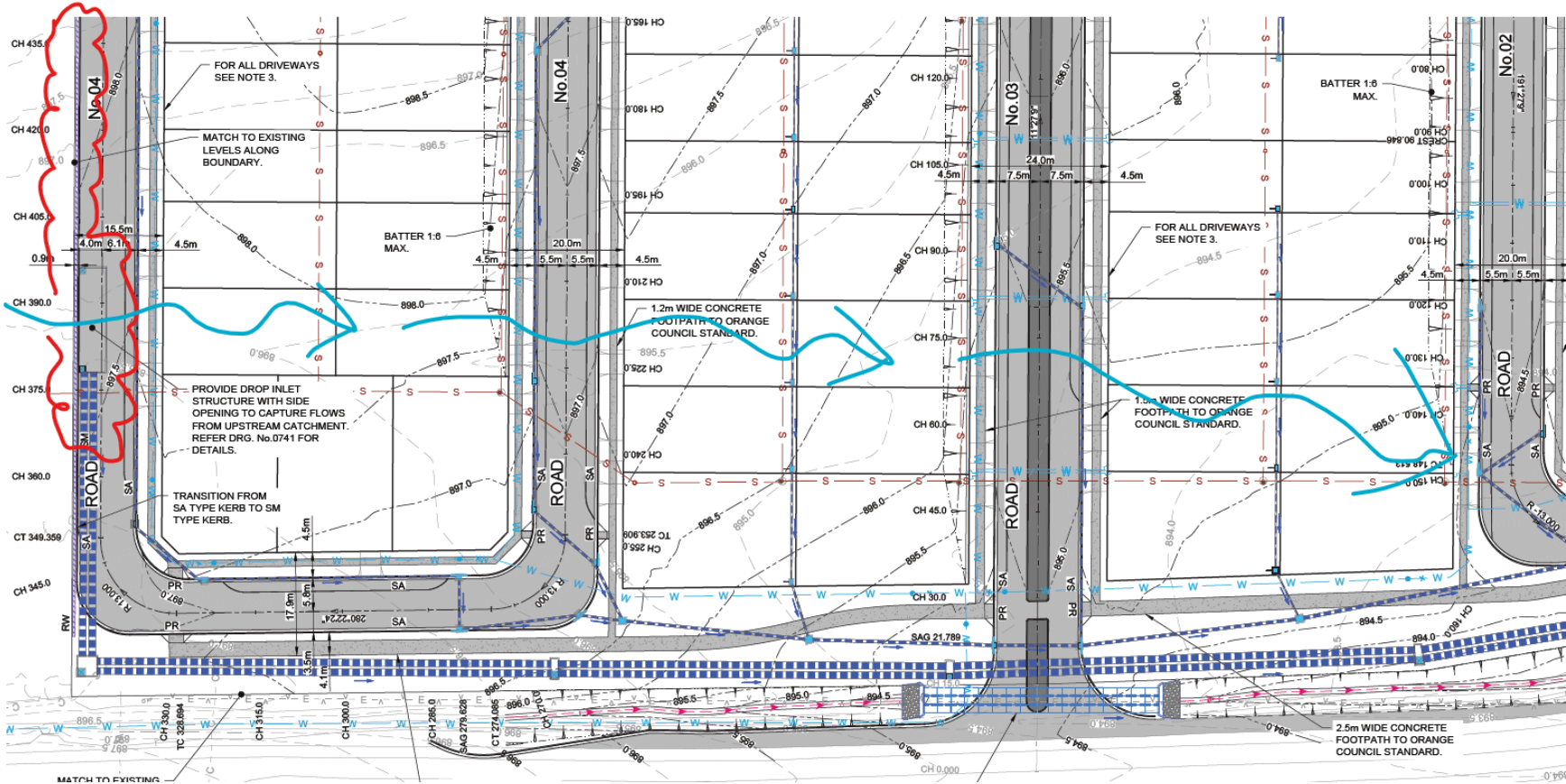
SECTION THROUGH ROAD

DETAIL 2
NTS













- Note that allotments adjacent to the 1% flow paths will require 500mm freeboard.
- 10/11/25 Response- noted, all allotments have provided 500mm freeboard to major 1% AEP flow paths, basins, channels and pond. Overland flows within internal subdivision are maintained within the road reserves as per council's subdivision code. Refer to submitted water cycle management report for detailed flood modelling.



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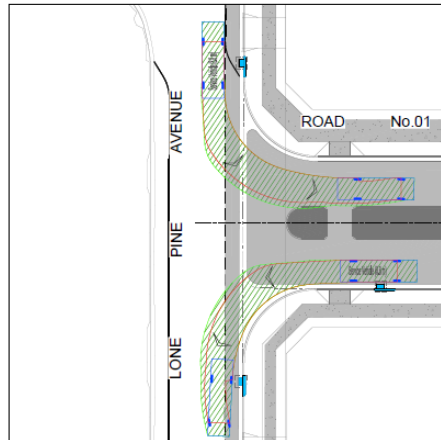
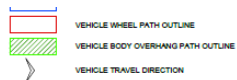
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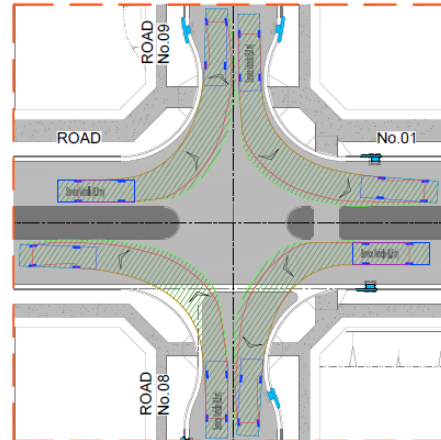
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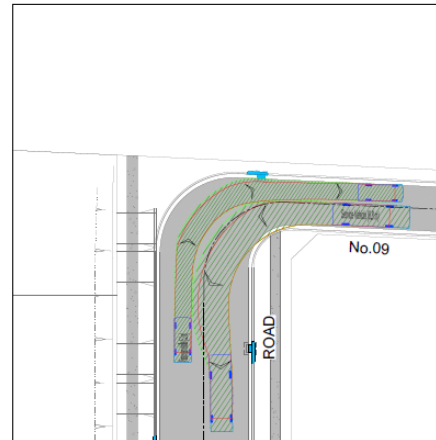
- The swept path analysis needs to demonstrate that a 12.5m heavy rigid vehicle (garbage truck / fire appliance) as used by local waste contractors can manoeuvre through the intersections. Please include clearances on both sides of vehicle.
- 10/11/2025 Response- HRV swept paths with clearance lines are added on swept paths provided in the updated civil plans.



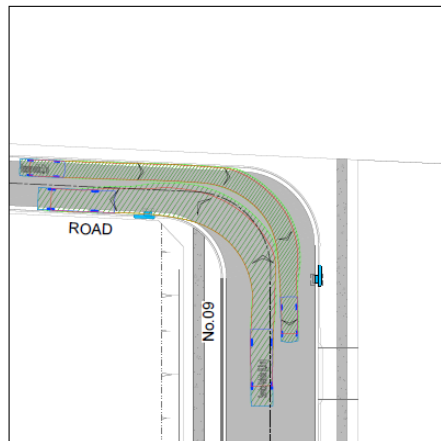
PLAN 'A'
SCALE 1:250



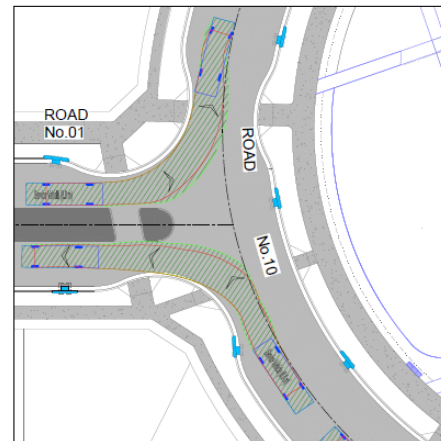
PLAN 'B'
SCALE 1:250



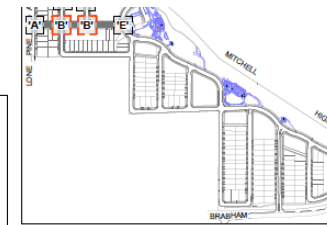
PLAN 'C'
SCALE 1:250



PLAN 'D'
SCALE 1:250

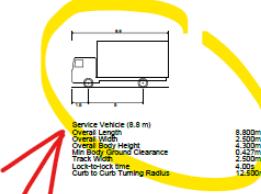


PLAN 'E'
SCALE 1:250



KEY PLAN
SCALE 1:5000

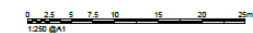
'B' - DENOTES IDENTICAL T-INTERSECTION ON NORTH SIDE OF ROAD No.01. REFER TO PLAN 'B'.



Service Vehicle (8.8 m)	
Overall Length	8.800m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.50m
Track Width	2.500m
Lockdown time	4.00s
Curb to Curb Turning Radius	12.50m

Passenger vehicle (5.2 m)	
Overall Length	5.200m
Overall Width	1.800m
Overall Body Height	1.500m
Min Body Ground Clearance	0.50m
Track Width	1.800m
Lockdown time	4.00s
Curb to Curb Turning Radius	6.300m

12.5m





- Can you confirm that NorBE is achieved in the MUSIC model without the need for 1725 kL/yr re-use from the storage pond? Stormwater re-use is not being proposed by OCC.
- 10/11/2025 Response- It is confirmed that NorBE is achieved in the MUSIC model without the need for 1725 kL/yr re-use from the storage pond. Please refer updated MUSIC model and Water Cycle Management Report.



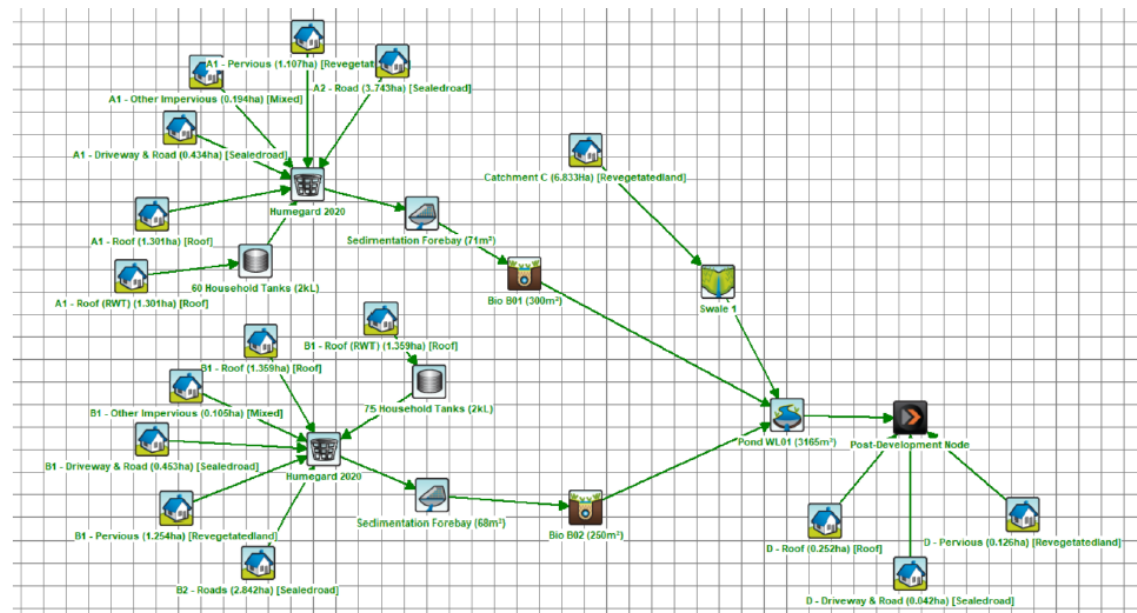
The stormwater treatment is supplemented by a total of 135 2kL rainwater tanks distributed between low density lots within the northern and southern precincts for rainwater harvesting and re-use for internal usage such as toilet flushing, car washing, general wash down and irrigation. Furthermore, re-use from the storage pond for additional irrigation or other purposes have been allowed for with an annual demand of 1725 kL/yr as PET-rain. In the absence of water reuse rates in the Orange City Council guidelines, the Blacktown City Council WSUD Developer Handbook (2020) Section 11.14.3 Non-potable reuse rates for modelling reuse tanks in MUSIC have outlined the demand rates that was used in MUSIC for modelling purposes to ensure that demand can be met. See Figure 10.

Lots	Allowance
lots > 730 m ²	allow 0.1 kL/day internal use & 55.0 kL/year as PET- Rain
lots > 520 & < 730 m ²	allow 0.1 kL/day internal use & 45.0 kL/year as PET- Rain
lots > 320 & < 520 m ²	allow 0.1 kL/day internal use & 32.0 kL/year as PET- Rain
lots < 320 m ²	allow 0.1 kL/day internal use & 25.0 kL/year as PET- Rain
row houses, villas and townhouses	allow 0.1 kL/day internal use & 20.0 kL/year as PET- Rain
apartments or home units	allow 0.0 kL/day internal use (that is, zero daily demand) & 0.4 kL/year/m ² of watered landscape areas (excluding turf) as PET- Rain (where used)

Figure 10 Water Demand allowance per lot size

4.4 MUSIC Model

The MUSIC model was built to assess the current masterplan allocation of treatment area is adequate to satisfy the NorBE guidelines. The configuration of which is shown in Figure 11 below.





- The proposed realignment of the entire length of the existing 375mm raw water main is considered un-necessary when the road alignments could be shifted to accommodate the main within road verges. The main cannot be located under travel lanes of the roadways or within allotments.
- A redesign of the north/south Road 4 with a shifted alignment and allowing for a road X section similar to Road 3 (central verge) could eliminate significant cost.
- 10/11/2025 Response: Based on available information and field observations undertaken during the preliminary site investigation, the existing 375mm raw water main appears to be relatively shallow and is likely to be impacted by bulk earthworks and road construction activities.

While Council has suggested that adjusting the road alignment may avoid the need for full realignment, our assessment indicates that even with a shifted alignment, the water main would still require adjustment and/or lowering to maintain adequate vertical clearance between the finished road subgrade and the top of the pipe. This clearance is critical to ensure the pipe's structural integrity under live construction loads and to minimise the risk of damage from heavy equipment during the works.

Further, shifting the road alignment would have broader implications for the subdivision layout — affecting lot widths, depths, and overall road network configuration. Such changes could introduce significant design and planning complications, including potential impacts on yield, servicing coordination, and the overall subdivision structure.

Please refer to the DA sewer and water plans, which indicate that the raw water main is proposed to be relocated beneath the parking lane to address these constraints.



1 Raw Waterline to be relocated under parking lane

