

Monteath  
& Powys

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**RESPONSE TO REQUEST FOR  
INFORMATION**

DEVELOPMENT APPLICATION DA/2025/138  
20 & 20A CANTWELL ROAD,  
60 NEW ENGLAND HIGHWAY  
LOCHINVAR NSW 2321

On behalf of  
EXP Cantwell Pty Ltd

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Our Ref: 25/0603 MP:gr

30 January 2026

General Manager  
Maitland City Council  
P.O. Box 220  
MAITLAND NSW 2320

**ATTENTION: Kristen Wells**

Dear Kristen,

**RE: DEVELOPMENT APPLICATION DA/2025/138  
20 & 20A CANTWELL ROAD, 60 NEW ENGLAND HIGHWAY  
LOCHINVAR NSW 2321  
RESPONSE TO REQUEST FOR INFORMATION**

This letter has been prepared by Monteath & Powys Pty Limited (M&P) on behalf of the new landowners of Lot 1 & 2 DP 1299958 and DA/2025/138 applicant, EXP Cantwell Pty Ltd.

Matters raised within Request for Information (RFI) letters dated 11 April 2025, 06 June 2025, 16 June 2025 and email advice dated 23 December 2025 issued by Maitland City Council (Council) have effected consultation between the applicant, NSW RFS, MCC officers, and surrounding landowners resulting in an amended proposal.

The amended proposal meets the legislative provisions, as applicable to the site, while representing a commendatory land use outcome for the Lochinvar Urban Release Area and greater region.

Accordingly, please see below revised development description for DA/2025/138:

*Two (2) into One Hundred and Thirty Nine (139) Lot Torrens Title Subdivision Associated Infrastructure Works and Boundary Adjustment at 20 & 20A Cantwell Road, 60 New England Highway Lochinvar NSW.*

Further to the above, the proposal has been amended for delivery via two stages including seven proposed roads. The change in the development layout from three stages including eight roads to two stages including seven roads has resulted in the increase in proposed lots from 138 lots to 139 lots.

**PLANNING PROJECT MANAGEMENT SURVEYING SPATIAL**

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FS 559134 EMS 709938 OHS 709944

This submission responds to the matters raised within Council's RFI letters and email advice and is supported by the following updated documents:

- Appendix A.1.1 – Plan of Proposed Subdivision**
- Appendix A.2.1 – Staging Plan**
- Appendix C.1 – Concept Engineering Plans**
- Appendix D.1 – Stormwater Management Plan**
- Appendix E.1 – Landscape Masterplan**
- Appendix F.1 – Urban Design Report**
- Appendix G.1 – Streamlined Biodiversity Development Assessment Report**
- Appendix H.1 – Aquatic Ecology Assessment Report (proponent update)**
- Appendix I.1 – Waterfront Land Assessment Report (proponent update)**
- Appendix J.1 – Biodiversity Management Plan (proponent update)**
- Appendix K.1 – Aboriginal Cultural Heritage Assessment (proponent update)**
- Appendix L.1 – Statement of Heritage Impact**
- Appendix P.1 – Addendum Transport Impact Assessment Letter**
- Appendix U – Arborist Impact Assessment Report**

It is envisaged that this submission provides state agencies and Council with a comprehensive response to the design and assessment matters raised as well as further demonstration of the positive community benefit afforded to the development to support a favorable determination.

**RESPONSE TO REQUEST FOR INFORMATION LETTER – DATED 11 APRIL 2025**

**Table 1:**

ITEM	MATTER	RESPONSE
<b>Engineering Referral Response</b>		
<p><u>Road Design,</u> <u>Traffic and</u> <u>Transport</u></p>	<p>Please note that non-perimeter bushfire roads are required to have a minimum kerb to kerb carriageway width of 5.5m, while perimeter roads are to have a minimum kerb to kerb carriageway width of 8m.</p> <p>A parking width of 2.5m is to be provided alongside any roads with frontage to a residential lot, meaning that parking is generally provided outside of (and in addition to) the minimum carriageway width. This item will be considered by the NSW RFS, however there are roads that do not appear to comply with Table 5.3b of the Planning for Bushfire Protection Guidelines 2019.</p>	<p>The NSW RFS issued a conditional Bushfire Safety Authority (<b>BFSA</b>) dated 20 May 2025. The development layout has been amended to comply with Table 5.3b of the <i>Planning for Bushfire Protection Guidelines 2019</i> as well as Council’s car parking preferences.</p> <p><b>Sheet C148 of Appendix C.1</b> illustrates that Road 1 is 15m wide and roads 2 to 7 have been widened to 10.5m and 2.5m wide car parking has been provided outside of the carriageway alongside roads fronting residential lots.</p> <p>It is noted that re-referral of the application to NSW RFS is required due to the amendments to the proposal.</p>
	<p>The proposed cul-de-sac at the end of Cantwell Road and Road 2 is not supported. A loop road shall be constructed linking both roads. It may provide opportunity for one more lot or maybe two in this block.</p>	<p>The development layout has been amended to incorporate a loop road connecting Cantwell Road to Road 2, as illustrated within the amended staging plan at <b>Appendix A.2.1</b>.</p>
	<p>Four-way intersections are not recommended, the proposed layout shall be reviewed to avoid four-way intersections, otherwise, “give way” signage will be required for all proposed four-way intersections. Please provide line marking plan.</p>	<p>Please see the Addendum Traffic Impact Assessment Letter at <b>Appendix P.1</b> for design amendments and commentary in response to the matters raised.</p> <p>Line marking has been detailed within <b>Drawing</b></p>

ITEM	MATTER	RESPONSE
		<p><b>C168</b> and <b>C169</b> of the Concept Engineering Plans at <b>Appendix C.1</b>.</p>
	<p>Line marking plan shall be provided for proposed external and internal intersections including Road 1 and Cantwell Road intersection. Please see TfNSW comments in regard to School zone signage as well.</p>	<p>Please see <b>Drawing C168 and C169</b> of the Concept Engineering Plans at <b>Appendix C.1</b> for line marking and signage details.</p> <p>There is no proposed change in access arrangements to the St Joseph's College as a result of this proposed subdivision.</p> <p>There is no proposal for St Joseph's College to have access onto Road 08 and Cantwell Road, hence we disagree that School Zones should be implemented on these two roads.</p>
	<p>The plans shall provide more details about the proposed NEH intersection upgrade such as lane widths, island dimensions, kerb return radius, signalisation, and etc to allow a proper assessment of the proposed intersection upgrade.</p>	<p>See <b>Drawing C160</b> of the Concept Engineering Plans at <b>Appendix C.1</b> for additional dimensions in relation to the NEH intersection upgrade design.</p> <p>Signalisation is not proposed (as per the left-in / left-out arrangement for Station Lane).</p>
	<p>Off Road shared path is required to be constructed along Cantwell Road in accordance with Council's DCP Part F Figure 59. 2.50 metres wide shared path with has been provided along the site frontage, and it is satisfactory.</p> <p>However, safe pedestrian access is required to be provided connecting the development to New England Highway (NEH). A minimum of 1.50m wide footpath shall be provided from the site boundary to the New England Highway.</p>	<p>The proposal has been amended to include additional road widening within Lot 2 DP 1214402 to provide an extension and connection to NEH from the originally proposed road widening previously concluding at the southern boundary of Lot 1 DP 1299958.</p>

ITEM	MATTER	RESPONSE
		<p>A 2.5m wide shared path has been provided from the site (southern boundary of Lot 1 DP 1299958) boundary to NEH.</p> <p>See <b>Drawing C102</b> of the Concept Engineering Plans at <b>Appendix C.1</b>.</p>
	<p>A share path shall be provided along the drainage reserve from proposed Road 1 to the south site boundary with Lot 11 DP 1219648 in accordance with DCP Part F Figure 59.</p>	<p>Council provided confirmation to the applicant team, during the RFI meeting held on 10 July 2025, retracting the requirement for a shared path along the drainage reserve from proposed Road 1 to the south site boundary with Lot 11 DP 1219648 (St Joseph's College).</p> <p>The existing operations at St Joseph's College do not enable pedestrian access to and from the property at that location.</p>
	<p>Proposed verge construction and riparian zone regrading at Road 4 and Road 1 intersection shall be reviewed as the works are encroaching in the proposed footpath along Road 1.</p>	<p>The development layout has been amended in response to this matter as reflected within the Concept Engineering Plans at <b>Appendix C.1</b>.</p> <p>Except for Road 4, CH220-390 (approx.), final batters for all roads will be located outside of the verge.</p> <p>Batters will be located within the road reserves or lots.</p>
	<p>Road 4 cross section shows that proposed earthworks will be extended into Lot 1 DP 65706. Lot 1 DP65706 owner's consent is required to be provided for all proposed works to be undertake</p>	<p>Concept Engineering Plans at <b>Appendix C.1</b> demonstrate an updated design contained to the</p>

ITEM	MATTER	RESPONSE
	<p>into their property. Otherwise, the earthworks shall be limited to the road reserve width.</p>	<p>road corridor and excluding any encroachment into Lot 1 DP 65706.</p> <p>Accordingly, adjoining land owners consent is no longer required.</p>
	<p>Proposed works at Cantwell Road from NEH intersection to the proposed site boundary shall be shown on plans, including road widening, "v" drains, earthworks, and footpath construction.</p>	<p><b>Appendix C.1</b> details a concept design for road widening (etc.) along Cantwell Road between the development site and the New England Highway.</p>
	<p>Proposed road 6 boundary location does not comply with the design provided by CPG Estates for DA/2023/415.</p> <p>Please review proposed road layout. If the proposed layout will remain, please provide clarification and Lot 9 DP747391 &amp; Lot 12 DP1219648 owners' consent considering that stage 2 of this development goes first then Stage 8 of the CPG Estates DA/2023/415.</p>	<p>It is considered that the cross section for Road 6, including half-road construction, is consistent with the intent for the development approved under DA/2023/415 for CPG Estates.</p> <p>The proposed intersection between Road 4 and Road 6 has been amended to match with the bend in the road as approved under DA/2023/415.</p> <p>See <b>Drawing C105</b> of the Concept Engineering Plans at <b>Appendix C.1</b></p>
	<p>Subsoil line shall be provided on both sides of the Cantwell Road in accordance with Council Standard Drawing SD003, please amend proposed Cantwell Road Typical cross section (at development frontage) accordingly.</p>	<p>Subsoil line has been incorporated on the western side of the typical sections for Cantwell Road.</p> <p>See <b>Drawing C149</b> of the Concept Engineering Plans at <b>Appendix C.1</b></p>
	<p>Traffic Impact Assessment shows that around 48 (AM) and 24 (PM) non car trips are expected to use surrounding public transport services. Approximately 400 metres walking distance is required for bus stops serving a major part of the population.</p>	<p>See <b>Page 4 – item 13</b> of the Addendum Traffic Impact Assessment Letter at <b>Appendix P.1</b> for commentary in response to this matter.</p>

ITEM	MATTER	RESPONSE
	<p>The proposed east development will have bus stops. However, stage 1 and stage 3 will have to walk much more than approximately 400 metres to access those bus stops.</p> <p>Great part of stage 3 will be able to walk approximately 400 metres to get to the bus stop located at New England Highway; but stage 1 residents will still lack for bus stops service, therefore bus stops shall be provided to cover that area.</p>	
<u>Stormwater Management</u>	<p>Hydraulic longitudinal section and cross section of the proposed creek regrading shall be provided for 1% AEP storm event.</p>	<p><b>Drawing C162 – C164</b> of the Concept Engineering Plans at <b>Appendix C.1</b> illustrate the 1% flood levels (from the 2D flood model) on the watercourse cross sections.</p> <p>Flood mapping is also provided in the Stormwater Management and Flood Report at <b>Appendix D-1</b>.</p>
	<p>Basins internal batters shall be a minimum of 1 in 6 slope grade.</p>	<p>The internal and external batters for Basin 1 and Basin 2 have been reviewed.</p> <p>The current configuration was accepted by Council engineering officer (Aline Sena) via email on 05/08/25 and 27/08/25.</p>
	<p>Stormwater management assessment shall include a table showing the basin water depth for each main storm event.</p>	<p><b>Table 3-3</b> on page 5 and <b>Table 3-5</b> on Page 6 of the Stormwater Management Report at <b>Appendix D-1</b> summarise the TWL and corresponding total depth within Basin 1 and Basin 2 (respectively) during each event.</p>
	<p>Civil Engineering Plan shows Basin 1 and Basin 2 top of the Bank level at RL 26.50m and 28.80m respectively. It also shows top of Spill Way for</p>	<p>A soil and water management plan will be provided at SWC stage in accordance with standard</p>

ITEM	MATTER	RESPONSE
	<p>Basin 1 and Basin 2 at RL 26.00m and 28.15m respectively.</p> <p>For 1% AEP Event, the water level at Basin 1 is 8mm lower than the spill way level (RL25.92m) and Basin 2 is 70mm higher than the spill way level (28.22m).</p> <p>Proposed Basin 1 and Basin 2 will be used as sediment basin at least up to 80% of the development is constructed, therefore a minimum of 300mm freeboard from the spill way level is required to be provided for storms up to 1% AEP event. Proposed basin 1 and 2 shall be amended accordingly.</p>	<p>development conditions of consent.</p> <p>Preliminary soil and water calculations in accordance with the Blue Book determined storage volumes of 1435m<sup>3</sup> and 852m<sup>3</sup> for Basins 1 and 2 respectively. This correlates to a TWL of 25.40m and 27.85m.</p> <p>The spillway for Basin 1 and 2 is 26m and 28.30m, respectively. This provides 600mm and 450mm of freeboard in the 1% AEP event, satisfying the 300mm freeboard requirement.</p> <p>No further adjustment is necessary.</p>
	<p>Post development flow that will be considered is the sum of the post development basin 1 discharge flow and the post development cat 1B Flow reaching node "N_Junction 1".</p> <p>Proposed Basin 1 Discharge rates (Table 3-2) shall be amended accordingly.</p> <p>Please review the post development flow reaching node "N_Junctio 1" to ensure that it is not greater than the pre-development scenario for all major storms.</p>	<p>The post development flow has been considered downstream of the following nodes "N_Junction 1" and "N_Junction 2".</p> <p>This method factors in the differing response times of the individual upstream catchments and best calculates the peak flow at the catchment outlet and is consistent with normal time-area modelling approach.</p>
	<p>If proposed Basin 2 is not treating and/or detaining the run off from catchment 3, the pipeline conveying the catchment 3 run off shall bypass basin 2.</p> <p>Catchment 3 run off is recommended to be discharged 1 into the water course north of proposed Road. Proposed plans and post</p>	<p>The proposed civil design has been amended such that run off from Catchment 3 shall bypass Basin 2. This has been considered and amended within the stormwater management strategy within <b>Appendix D-1</b>.</p>

ITEM	MATTER	RESPONSE
	development Water Surface Elevation (flood study) shall be amended accordingly.	Catchment 3 will discharge into the watercourse to the south of Proposed Road 1 as agreed upon with Council late 2025.
	Existing and proposed stormwater drainage for NEH intersection upgrade shall be provided, it shall consider Cantwell Road runoff from the crest (CH 102.46) running towards this intersection.	<p><b>Drawing C160</b> of the Concept engineering Plans at <b>Appendix C-1</b> have noted 'pit to be removed' and 'new pit to be constructed' at the revised TP.</p> <p>Both kerb returns will grade from the crest to the KIP's at the kerb TP's in NEH, a distance of 20m with minimal catchment which is considered to be acceptable.</p>
	Drains modelling and MUSIC modelling shall be provided for assessment.	DRAINS and MUSIC modelling has been provided with the amended stormwater management strategy within <b>Appendix D-1</b> .
<u>Geotech and Earthworks</u>	<p>Proposed retaining wall heights are not supported. Single wall height cannot exceed 1.50metres high and terrace retaining wall height cannot exceed 1.0metre each in accordance with Council DCP part C.</p> <p>Proposed earthworks plan shall be amended accordingly Council's DCP and the regrading plan shall proposed indicate retaining walls up to 1.0 metre high and the ones up to 1.50 metres high.</p>	The amended development design includes single walls no greater than 1.5m in height and tiered walls are 2x 1.0m high (max), as agreed with Council's engineer.
	Civil engineering plan is proposing earthworks within the existing creek that is classified as Environmental Conservation, Council's Natural Environment & Resilience team shall be consulted in regards the proposed earthworks.	Noted.
<u>Utilities</u>	Cantwell Road will be widening and will require that the existing overhead power be relocated.	Noted.

ITEM	MATTER	RESPONSE
	The applicant provided a preliminary electrical plan showing that it will be relocated.	
	Proposed Bioretention vegetation shall be provided.	Noted.
<b>Flood Engineer Referral Response</b>		
	<p>Based on the report, the catchment boundary appears to be limited to the project development site and doesn't include upstream boundary (southern side of the project).</p> <p>It is requested to verify the catchment used for modelling purposes.</p>	Council's flood engineer refers to the catchment plan for the internal / local (DRAINS) modelling. That is not the catchment for the broader flooding in the location. Section 5 of the report outlines the boundary conditions adopted for the TUFLOW model, which do not employ a catchment plan. The boundary conditions have been added to Figures 6 & 7 to clarify.
	It is requested to provide further clarification used in the boundary conditions for the modelling and its validation with Lochinvar Creek Flood Study.	Request retracted as per Council email advice issued 29 January 2026.
	It is requested to describe the methodology used to prepare post-development vs pre-development conditions map in the report.	Request retracted as per Council email advice issued 29 January 2026.
	A Flood Report is required including but not limited to points discussed above, along with the flood impact assessment of the development.	No Flood Report required - refer Council email advice issued 29 January 2026.
	<p>New request as per email issued on 29 January:</p> <p>It is requested for the applicant to show Post Development 1% AEP extent on engineering plan.</p>	The engineering drawings at <b>Appendix C 1</b> now show the 1% flood envelope on the plan sheets.
<b>External Referral</b>		
<p>Transport for <a href="#">New South Wales</a></p>	<p><b>1. SIDRA Results</b></p> <p>TfNSW requests an electronic copy of the SIDRA model to make an informed assessment of the subject Traffic Impact Assessment.</p> <p>Of note too, is previous modelling undertaken as part of Material Public Benefit considerations under DA2018/456 – 44 Christopher Road Lochinvar. A comparative analysis between this model and the submitted SIDRA movement summaries notes significant differences in results</p>	<p>An electronic SIDRA model has been issued to council via email on 30 January 2026.</p> <p>See <b>Page 2 – item 1</b> of the Addendum Traffic Impact Assessment Letter at <b>Appendix P.1</b> for commentary in response to this matter.</p>

ITEM	MATTER	RESPONSE
	<p>on the New England Highway (NEH) / Cantwell Road / Station Lane intersection.</p>	
	<p><b>2. Strategic Design - NEH / Cantwell Road / Station Lane intersection</b></p> <p>Modification of the above intersection is proposed as part of the subject development through road widening and the restriction of right out movements from Cantwell Road. This seems to be another interim treatment as the Lochinvar Urban Release Area is progressively developed.</p> <p>The ultimate scenario has identified a concrete median in NEH restricting Station Lane and Cantwell Road approaches to left-in / left out (LILO) only.</p> <p>In order to allow TfNSW to grant in-principle support to this modified intersection arrangement, the following is required:</p> <ul style="list-style-type: none"> <li>• The radius for the swept paths shown on Drawing No. C161, Rev 5 should confirm they conform to the minimum radius used for Arterial / Collector roads as per Austroads document below (<i>AP-G3423_Design_Vehicles_and_Turning_Path_Templates_Ed4.0.pdf</i>)</li> <li>• TfNSW notes that key information, such as signage, line marking, drainage, etc., has not been provided. Please refer to the attached strategic design fact sheet for information to be provided for Strategic Designs.</li> </ul>	<p>See <b>Sheets 161 and 169</b> of the engineering drawings at <b>Appendix C 1 Lochinvar</b>.</p>
	<p><b>3. Mitigation Measures – Duplication of NEH</b></p> <p>Additional through lanes along NEH have been identified as a potential mitigation measure for the development. TfNSW confirms that it has no projects planned in this area.</p> <p>It is suggested that Council prioritise the potential internal road connection through DA/2023/415</p>	<p>See <b>Page 2 – item 3</b> of the Addendum Traffic Impact Assessment Letter at <b>Appendix P.1</b> for commentary in response to this matter.</p>

ITEM	MATTER	RESPONSE
	(25 Wyndella Road Lochinvar), which will enable safe ingress / egress for vehicles travelling to / from the east via the existing signalised intersection at NEH / Wyndella Road / Springfield Drive. This will require further SIDRA analysis assessing whether further mitigation measures are needed to this eastern signalised intersection.	
	<p><b>4. Speed Zone Review</b></p> <p>TfNSW is responsible for the review and/or approval of permanent speed zones in NSW, and these reviews are undertaken in accordance with the NSW Speed Zoning Standard. Please refer to this Standard for further information on key factors influencing speed zones.</p> <p>TfNSW recommend 'in-principle' support is sought to change and/or relocate the current speed zone prior to finalising the application. Road 8 and Cantwell may require a future 40km/h School Zone subject to access arrangements to the St Joseph's College.</p>	See <b>Page 3 – item 4</b> of the Addendum Traffic Impact Assessment Letter at <b>Appendix P.1</b> for commentary in response to this matter.
	<p><b>5. Pedestrian Footpath</b></p> <p>Council should consider a footpath connection along Cantwell Road to connect to NEH for pedestrian / cyclist access and to existing bus shelter facilities or mid-block pedestrian traffic signals.</p>	See <b>Page 3 – item 5</b> of the Addendum Traffic Impact Assessment Letter at <b>Appendix P.1</b> for commentary in response to this matter.

**RESPONSE TO REQUEST FOR INFORMATION LETTER – DATED 05 JUNE 2025**

**Table 2:**

ITEM	MATTER	RESPONSE
<b>External Referrals</b>		
<a href="#">NSW Rural Fire Service</a>	<p>Please review the General Term of Approval (GTAs) as shown on the portal. You may wish to obtain advice from your bushfire consultant confirming that requirements stipulated within the GTAs can be accommodated within the subdivision.</p> <p>As outlined in previous correspondence, the width of some roads will need to be increased to comply with Planning for Bushfire Protection.</p>	As detailed previously within this response – the proposal has been amended to address the conditions of the BFSAs issued by NSW RFS dated 20 May 2025 as demonstrated within the updated Staging Plan at <b>Appendix A.2.1</b> and the updated Concept

ITEM	MATTER	RESPONSE
	<p>You are also requested to confirm if required revegetation can comply with requirements stated in Section 7 of the RFS concurrence.</p>	<p>engineering Plans at <b>Appendix C.1</b></p> <p>In relation to Section 7 of the RFS concurrence – see <b>page R208</b> of the Urban Design Report at <b>Appendix F.1.</b></p>
<p><u>Department of Industries - Fisheries</u></p>	<p>Please provide concept design drawings for the proposed waterway crossings and advise how they have incorporated fish passage design into the structures. This should include reference to low flow channels in rock scour protection and the invert of culvert base slabs being below bed level to allow pooling through the culvert.</p> <p>The proponent should refer to sections 4.2.2 and 4.6 In-stream rehabilitation works of Fisheries Policy &amp; Guidelines or Fish Habitat Conservation and Management, available at this link <a href="https://www.dpi.nsw.gov.au/__data/assets/pdf_file/0005/634694/Policyand-guidelines-for-fish-habitat.pdf">https://www.dpi.nsw.gov.au/__data/assets/pdf_file/0005/634694/Policyand-guidelines-for-fish-habitat.pdf</a></p>	<p>See <b>Drawing C165 to C167</b> of the Concept Engineering Plans at Appendix C-1 for waterway crossing concept design details.</p>
<p><u>Department of Planning and Environment - Water</u></p>	<p>GTAs issued</p>	<p>Noted.</p>
<p><u>Ausgrid</u></p>	<p>Comments/Conditions issued</p>	<p>Noted.</p>
<p><b>Heritage Referral Response</b></p>		
<p>Councils strategic planning team have raised concern about the potential implications of the intersection and roadworks on the Holy Trinity Church. Clarifying information is requested to enable continued assessment:</p>		
	<p>The Canary Island Palm, shown for removal, is to be retained on site. The tree is to be transplanted to an alternative location within the property.</p> <p>A report from a suitably qualified landscape architect as to how the tree can be successfully transplanted will be required for assessment.</p>	<p>The Canary Island Palm is proposed to be relocated to the rear (west) of the Anglican Church by way of appropriate transplantation methods to be managed by an Arborist during the subdivision works construction phase.</p> <p>It is also noted that the existing entrance driveway</p>

ITEM	MATTER	RESPONSE
	<p>A landscape plan for the transplantation of this tree, as well as replacement planting for other removed trees is to be provided.</p>	<p>to the church has been redesigned due to the additional road widening within Lot 2 DP 1214402. See <b>Sheet L301</b> of the updated Landscape Masterplan at <b>Appendix E.1</b> and <b>Sheet C102</b> of the updated Concept Engineering Plans at <b>Appendix C.1</b></p> <p>The applicant has consulted with the Anglican Diocese in relation to the proposed relocation of the Canary Island Palm and the entrance driveway redesign and have received the Anglicans endorsement.</p>
	<p>A vibration report, outlining preventative measures for the church is required for submission.</p>	<p>The applicant will accept the imposition of a condition prior to subdivision works certificate requiring the submission of a vibration report to Council for review and endorsement</p>
	<p>The detailed landscape plan is required to be updated to include suitable tree planting along the Cantwell Road frontage of the church.</p> <p>This planting will ensure that a softening of the interface with the road and the heritage item can be achieved. A preference for native planting and planting consistent with the church is endorsed.</p>	<p>See <b>Sheet L406, Sheet L301</b> and <b>Sheet L302</b> of the updated Landscape Masterplan at <b>Appendix E.1</b> for further street tree planting placement and species details.</p>
	<p>The trees or curtilage to Nowland’s Inn shall not to be impacted by this subdivision and associated road works.</p> <p>A detailed Arborist Report (by a minimum Level 5 Arborist) is required to determine whether trees upon the Nowland Inn site will be impacted by the proposed roadworks.</p> <p>Preventative measures must be outlined. A letter from a qualified conservation engineer is also</p>	<p>An Arborist Impact Assessment Report at <b>Appendix U</b> provides an assessment of the trees within the immediate vicinity of Nowlands Inn.</p> <p>The report outlines appropriate mitigation methods to ensure the health and stability of the</p>

ITEM	MATTER	RESPONSE
	required for the Nowland Inn building and trees, confirming that the proposed works will not adversely impact the State Heritage item.	trees associated with the Nowlands Inn avoid adverse impacts as a result of the development.
	Please update the highlighted section from page 37 of the SHI.	Confirming page 37 of the amended SOHI at <b>Appendix L.1</b> has corrected this error.
<b>Submissions</b>		
	Please be advised that two submissions were received. A copy of redacted submissions is provided. You are invited to address any issues raised in the submissions.	<p>The applicant has reviewed the submissions received during the exhibition period of the application.</p> <p>The matters raised have been considered on their merits by the applicant with an intention to reach a mutually beneficial outcome for all proponents within the vicinity of the site prior to detailed design finalisation and resultant subdivision works construction commencing.</p>

**RESPONSE TO REQUEST FOR INFORMATION LETTER – DATED 16 JUNE 2025**

**Table 3:**

ITEM	MATTER	RESPONSE
<b>Ecology Referral Response</b>		
	<p>The BDAR summary section discusses Important Areas habitat mapping within the Study Area and assumed presence for Swift Parrot.</p> <p>This appears to be text carried over from a template report and is not relevant to the BDAR. It is recommended that this text is removed.</p>	The SBDAR at Appendix G-1 has been updated accordingly.
	The batters associated with the construction of Basin 2 may overlap the Tree Protection Zone (TPZ) of a tree outside the proposed subdivision footprint.	An Arborist Impact Assessment Report at <b>Appendix U</b> provides an assessment of the vegetation within the immediate vicinity of Basin 2 and confirms the

ITEM	MATTER	RESPONSE
	Please provide a report from a minimum Level 3 AQF Arborist considering whether vegetation near this basin will be impacted by the works.	proposed development will not result in any impacts.
	<p>It appears that the water course in the north-eastern portion of the subdivision will have a realigned course (see image below, noting the aquatic zone–orange–differs to the ground truthed water course location).The reshaped watercourse appears to be shifted in westerly direction.</p> <p>In order for our engineering and environment teams to adequately consider this arrangement, the following clarification is required:</p>	See responses below.
	a.Please confirm if the Flood Study has been modelled with consideration of this reconstruction.	Confirmed – the flood report for developed conditions is based on the civil design finished surface, including the proposed watercourse rehabilitation work.
	b.Please provide detailed sections for the reconstructed channel, confirming that all works will be contained within an appropriate footprint, clear of proposed roads and lots.	See <b>Sheets C162 to C164</b> of the updated Concept Engineering Plans at <b>Appendix C.1.</b>
	c. Note: A geotechnical engineer will be responsible for certifying the structural adequacy of reformed banks. This will form a condition of consent if approval is endorsed.	Noted.
	d.Please also be advised that the reconstruction of this watercourse is pending consideration from DPE-Water.	Noted.

## CONCLUSION

This letter and the associated attachments provide responses to the matters raised within the Requests for Information and email advice issued by Maitland City Council.

It has been considered that all matters raised have been appropriately addressed to provide Council with certainty that the development represents a commendatory land use outcome.

Council’s willingness to work with the applicant in progressing the application is appreciated.

Should you require any further information or clarification of the above, please do not hesitate to contact the undersigned.

Yours faithfully

**MONTEATH & POWYS PTY LIMITED**



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