

14 November 2018

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Anthony Witherdin
Director Regional Assessment
Department of Planning and Environment
320 Pitt Street, Sydney

Dear Casey Joshua,

Huntlee Mod10 Response to Submissions

I write to you on behalf of Huntlee Pty Ltd in regard to the proposed S4.55 1A Modification Application (MOD 10) to Project Approval MP10_0137. The purpose of this letter is to provide a response to the Submissions prepared by Government Agencies, organisations and individuals. A summary of the comments raised in each submission and responses are provided in **Table 1** below.

Table 1 Response to submissions

Submissions	Response
Roads & Maritime Services (RMS)	
RMS consider the proposed interim intersection will have minimal impact to the classified road network. The works are to be designed in accordance with the Austroads Guide to Road Design 2009 (with Roads and Maritime supplements) and relevant Australian Standards to the satisfaction of both RMS and Council.	Noted. The applicant acknowledges that road works will be designed in accordance with the relevant Australian standards.
As road works are required on Wine Country Drive and the HEx Link Road (MR220), a WAD is required to be entered with RMS. Roads and Maritime would exercise its powers and functions of the road authority, to undertake road works in accordance with Sections 64, 71, 72 and 73 of the Roads Act, as applicable, for all works under the WAD. Road works to the classified road network will be subject to RMS's consent.	Noted. The applicant acknowledges that a WAD is required to be entered with RMS for the proposed classified road works and RMS concurrence is required.
Cessnock Council	
The proposed stormwater detention basin in Substage 1 and Town Centre should not be identified as public open space. It presents a risk to the public and is not usable. Further it will have implications on the approval pathway due to Huntlee's Planning Agreement with Council.	Currently the VPA does not contain any other definition which can be used to identify general detention/water quality structures rather than General Public Open Space. The approved stormwater management plans include many stormwater management structures within riparian corridors and public open space within the development. Regardless of the definition, the areas will be handed over to Council and so inclusion within the VPA ensures Council has an ability to track the area and dedication of these assets. Should Council wish to amend the VPA to identify these separately or have them removed from the VPA, Huntlee P/L is prepared to negotiate an amendment to the VPA prior to the dedication of the stormwater management structures that are the subject of this modification.
No objection to the specific North Rothbury – Huntlee accessway that has been deleted however the internal access link further to the south east should be maintained.	Access to North Rothbury from Huntlee substage 1 is planned to be maintained at Scott Street in accordance with Councils comment.
Individual and Organization	

Submissions	Response
Failed on to deliver on originally proposed commitment to protect the surrounding natural environment such as the riparian corridor leading to degradation and further fragmentation of natural habitat and negative environmental impacts. No action to waste and stormwater management. Open space is cleared of native vegetation and replaced by introduced species that hold no natural value in this area.	No change has been proposed to the riparian corridor under the Mod. General comments relating to environment, wildlife habitat and endangered species made by individuals have previously been addressed. The biodiversity impacts of the Huntlee development have been extensively and satisfactorily addressed in the rezoning process through the SEPP VPA. Northrop considers the proposed stormwater infrastructure and strategy under the Mod effectively meet the relevant provisions and will minimise the potential impact of local and downstream flooding. Waste management strategy is implemented in accordance with condition C2 and D8 of Project Approval. Landscaping design of Huntlee streets and public realm incorporates both native and exotic species.
Condition E7. The delaying of the upgrade will put lives at risk and the combination of resident movements and construction traffic is already equivalent to 750 dwellings this should not be delayed. The decreasing lot size will become a big issue with the flow waste water tanks. The tanks have a zone of influence of two meters around them, this is already an issue with the 400m² lots with driveways being built in the no go area. With small lots a tank overflow will have a greater impact on surrounding blocks with untreated waste running into neighbours' yards, keep the lots sizes over 500m².	As stated above, RMS has agreed that the roundabout does not need upgrade for safety or traffic congestion reasons by 750 dwellings. Road works will be designed in accordance with the relevant Australian standards to ensure public safety. The wastewater tanks are located in the front or rear of lots and typically fall in the setback area where buildings cannot be placed, as such this is not impacted by lot size. The tanks provide wastewater storage to minimise the risk of an overflow event occurring, the lot size will not have any impact on this.
Two More Trains For Singleton campaign group advocates that the town centre should be redesigned to allow direct pedestrian and cycle access to Braxton railway station. This access should be designed and constructed concurrently with the initial establishment of the town centre. Any approval should require that pedestrian and cycle access link to passenger rail is integrated in the road layout, and constructed before buildings are approved.	As the Braxton railway station is outside the Town Centre site and is north of Hunter Express Way, access to the station is not the subject of this modification. The Town Centre road hierarchy and network have been designed to enable shared access to surrounding areas in accordance with traffic studies and the DCP.

Yours sincerely,



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