



15 August 2025

The Department of Planning, Housing
and Infrastructure
Attention: Renah Givney

Contact: Chris Dwyer
Our Ref: DA 52/2025/9/1
Your Ref: SSD-70748466

Dear Renah

**Request for Comment – Response to Submissions
State Significant Development SSD-70748466
Huntlee New Town - Stage 2**

Thank you for your referral of the applicant's Response to Submissions (RtS) and request for Council's comments on the Huntlee New Town – Stage 2 SSD.

Council's response to the RtS is tabulated below. In developing this response, the following documents have been reviewed:

- Council's comments on the EIS, 15 August 2024
- Response to Submissions Report – Huntlee New Town Stage 2, SSD-70748466
Ethos Urban dated 9 July 2025 Ref 2210308, including:
 - o Section 4.0 – Table 6 (response to Cessnock City Council); and
 - o Appendices A-Z and AA-DD
- Flood Impact and Risk Assessment, Northrop NL220566 Rev B dated 17 June 2024

Summary

Open Space and Contributions

Council is unable to accept land beyond its strategic requirements without a Planning Agreement in place. Any Planning Agreement may include a requirement for the developer to pay a land dedication charge to assist Council with the ongoing maintenance costs of the additional land in perpetuity.

The proposed amendments and responses provided in relation to Local Park 5, general open space and core riparian zones are not supported by Council as they do not align with Council's strategies and would result in a significant ongoing maintenance burden.

Flooding

Old North Road is impacted by a 6th order stream (Black Creek) which is located between Wine Country Drive and the proposed 35 large lot Stage 2 Concept site. The road crossing is a causeway that has recently demonstrated 6m depths of water crossing the road. Recent events have highlighted the need to provide flood safe access to and from the site using Wine Country Drive.

Consideration for an upgrade is required for any intensification purposes. In this regard the flood report does not address the proposed large lot site, and does not appear to be updated from Northrop's 2024 version.

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All other issues appear to be addressed satisfactorily, have been resolved or are under discussion, including DCP matters.

A detailed response from Council is attached at **Table 1**.

If you require any further information, please do not hesitate to contact me on telephone 02 4993 4254 or via email chris.dwyer@cessnock.nsw.gov.au.

Yours faithfully

A handwritten signature in dark ink, consisting of a stylized 'C' followed by a long, horizontal, wavy line.

Chris Dwyer
Principal Development Planner



Item	Matters Raised – 15 August 2024	Applicant Response – 9 July 2025	Comment – 15 August 2025
Council VPA			
CCC-1	The existing Huntlee Stage 1 VPA between Council and the Huntlee Developer provides land and some monetary and works in kind contributions toward district parks, sportsgrounds and a Community Hub at Huntlee. However, there is presently a shortfall in funding under the Stage 1 VPA to deliver this infrastructure. The Huntlee development has wholly generated the need for this recreation and community infrastructure and as such, Stage 2 of the development will be required to address any shortfall in funding for these facilities.	The Stage 2 SSDA should relate only to infrastructure required for Stage 2. It is noted that Mod 24 of MP10_0137 for Stage 1 introduced a framework of paying developer contributions for Stage 1 lots not covered by the VPA. It is noted that VPA negotiations relating to Stage 1 are ongoing. Moreover, Council has now prepared a draft Section 7.11 plan including Huntlee, Huntlee has provided comment on the proposal and will continue to work with Council.	The comment in Council's submission was included to highlight to the developer the additional funding required to upgrade Stage 1 open space and recreation infrastructure to the standards set out in Council's adopted Open Space and Recreation Strategic Plan (ROSSP). Huntlee Stage 2 will increase demand for open space and recreation infrastructure across the Huntlee development and therefore will be responsible for funding these necessary upgrades. Council is presently updating its Citywide Section 7.11 Contributions Plan to reflect the increased demand for infrastructure at Huntlee. The new contributions plan will apply to development within Huntlee Stage 2.
Local Infrastructure Contributions Plan			
CCC-2	Council is presently developing a contribution plan for Huntlee Stage 2 and the Huntlee Stage 1 Modification 21 area. The Department of Planning, Housing and Infrastructure (DPHI) will need to be mindful that the contribution plan will only address the strategic infrastructure required by Council to service Stage 2 of the Huntlee development. The contribution plan will not account for any additional general public open space or core riparian zone, etc. which is proposed to be dedicated to Council by the developer.	This is noted. General open space and core riparian zones contain important stormwater management infrastructure. These are best held and maintained by the relevant public authority, including Cessnock City. Moreover, there are shared user paths throughout the riparian zones and Black Creek open space that provides connected linear trails allowing people to access the open space areas and connect with nature. This is a form of recreation that can be used by the public.	Council will only accept the dedication of strategic land, i.e. land identified in an adopted Council strategy, infrastructure contributions plan, or executed VPA. Riparian areas and general public open space are considered surplus to Council's requirements and are therefore not strategically necessary. If the developer wishes to dedicate this additional land to Council, it is strongly recommended that the terms of such dedication be formalised through a Planning Agreement with Council prior to any

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	The plans submitted with the Concept Application for Huntlee Stage 2 indicate that approximately 20Ha of land will be set aside as general public open space and core riparian zone in the Cessnock portion of Stage 2 of the Huntlee development. This land is additional to Council's strategic requirements. If the developer is proposing to dedicate this additional land to Council in the future, the terms of that land dedication must be established in a Planning Agreement with Council prior to any approval being issued by DPHI which obligates Council to accept land that is not identified in a contribution plan. To be clear, in the absence of a Planning Agreement, Council will not accept land that is additional to its strategic requirements. We note that the terms of any Planning Agreement with Council may include a requirement for the payment of a 'land dedication charge' by the developer to assist Council with the ongoing cost to maintain the additional land in perpetuity. Council is presently developing a Land Dedication Policy, which is anticipated to reflect the above position.	It is acknowledged that the Village 3 area within the Cessnock City LGA will be subject to a future, separate detailed development application, and this is not anticipated for some 10 years from this Stage 2 SSD. As such, the specific detail of a planning agreement with Council is intended to occur at that time when the detailed development design for Village 3 is being resolved.	approval by the DPHI that would otherwise obligate Council to accept non-strategic land. To be clear, Council will not accept land beyond its strategic requirements without a Planning Agreement in place. It is also noted that any such Planning Agreement may include a requirement for the developer to pay a land dedication charge to assist Council with the ongoing maintenance costs of the additional land in perpetuity.
Hunter Urban Release Area			
CCC-3	Certain areas within the Huntlee New Town site in Rothbury/North Rothbury are not mapped as Urban Release Area (URA) in the mapping that accompanies the Cessnock Local Environmental Plan 2011. The areas excluded from the URA mapping are shaded green in Figure 1, attached. Council is presently seeking to amend the relevant URA maps to identify the sites shaded green in Figure 1 as URA and to ensure the URA area is appropriately 'snapped' to the cadastral boundary in the LEP maps.	Noted	Noted

SP2 Infrastructure Land			
CCC-4	A portion of land within the Huntlee Stage 2 area in the Cessnock LGA is zoned SP2 Infrastructure for the purpose of electricity generating works. While Council does not object to the ultimate use of the SP2 zoned land for residential development, the land should be rezoned to a residential land use zone, and identified as URA in the Cessnock Local Environmental Plan 2011, and on the Greenfield Housing Code Map. Reliance on s.4.38 of the Environmental Planning and Assessment Act 1979 to enable residential development on the SP2 Infrastructure Zone land is not supported by Council in this instance given the range of other omissions in relation to the land, including from the URA Map and Greenfield Housing Code Map.	Part of the SP2-zoned land will ultimately be rezoned once the infrastructure needs for Huntlee Stage 2 development are understood. At that point, a planning proposal will be lodged to amend the boundaries of that SP2 Infrastructure zone of the Cessnock LEP 2011 to reflect the proposed residential land use and the extent of infrastructure required (if needed). As this land is located in the Concept Area, it is considered that a planning proposal does not need to be progressed at this current time, as a detailed DA for Village 3 is still approximately 10 years away.	Noted. No further action required at this point, subject to a future Planning Proposal.
Subdivision Minimum Lot Size			
CCC-5	There are no minimum lot sizes provided or proposed over Huntlee stages 1 or 2 within Cessnock Local Environment Plan 2011, and this is instead proposed to be established through the Development Control Plan (DCP) and terms of the Major Project Approval. This creates confusion for future land owners wishing to subdivide, as Council is required to rely on the DCP to identify and enforce a development standard for a significant number of residential and commercial lots. This is anomalous to the remainder of the LGA and the NSW planning system generally and it is requested that a pathway to establish minimum subdivision lot sizes within the Cessnock Local Environment Plan 2011 for Huntlee be identified in consultation with Council staff.	Minimum lot size controls were not gazetted as part of the State Significant Rezoning and therefore was deemed to be unnecessary by the State Government. The determination of appropriate lot sizes is a matter for development assessment in this SSDA and it is noted that more flexible planning controls that are led by the developer and market forces create better outcomes than relying on more rigid lot size controls. This has been the case in Huntlee Stage 1 and Huntlee continues to lead the way in providing good housing diversity and affordable housing options for first home buyers. This is also evidenced by the State Governments focus on planning controls such as the Greenfield Housing Code to expedite housing delivery. Moreover, the Huntlee DCP prohibits subdivision of lots unless by way of strata or community title. Therefore, it is unnecessary to create minimum subdivision lot size development standards as this will not occur in the future. This could also be captured in a condition noting future	Noted. The same approach for Stage 1 is proposed to be adopted for Stage 2 (i.e., the designation of lot types through the DCP), to effectively guide lot sizes within the development areas.

		applications in a Concept Plan area require consistency with that Concept Plan.	
Process for amending DCP			
CCC-6	It is understood a revised Huntlee DCP is sought to be approved together with the Minister's approval for the proposed development. As the Minister would then have ownership of a DCP to be maintained and implemented by Cessnock Council, Council requests consultation with DPHI to identify the timeline and process for transfer of responsibility for the DCP to Council, to provide for management of this chapter consistent with the remainder of the Cessnock DCP.	Noted. The Applicant has provided a copy of the updated proposed Huntlee DCP to Cessnock Council prior to submission of this RTS.	The revised DCP was received by Council on 26 June 2025. The Applicant has been advised that Council will review the DCP in consultation with Singleton Council. The method of adoption and implementation of the DCP across the two LGAs is to be further discussed with the applicant, Singleton Council and DPHI.
DCP – Parking Rates			
CCC-7	The exhibited draft DCP includes parking rates for Huntlee, based on a continuation of the existing DCP requirements in this chapter. These rates are considered out of date and in conflict with Council's recently exhibited draft DCP chapter C1: Parking and Access which includes updated parking rates based on contemporary standards and tested scenarios for each land use. In order to be consistent with the updated LGA wide parking requirements included DCP chapter C1: Parking and Access, Council requests consultation with the applicant in order to update the draft Huntlee DCP chapter.	The Applicant would like to discuss with Council any proposed change to parking rates to ensure that areas such as the Town Centre core are treated appropriately.	This matter remains unresolved however, it can be discussed through the DCP review process.
Proposed changes to DCP – Clause 5.3.1 Cut and Fill			
CCC-8	Proposed Changes to DCP - 1. Clause 5.3.1 Cut and Fill Variation: The current controls stipulate the maximum extent of cut and fill permitted for specific circumstances. The controls relate to the fall across the house pad and associated maximum cut and fill. Comment: Variations to the	This has now been included in the proposed Huntlee DCP. It is noted that the proposed bulk earthworks plan has been prepared as part of the SSDA submission to inform the concept design. The plans show proposed finished surface levels when compared to the existing finished surface level.	Noted.

	maximum cut and fill is one of the most common reason for variations to the DCP. The level of exceedance of the numerical standards are in most circumstances is negligible ranging from 10mm – 300mm additional cut to 90mm – 340mm additional fill. There have been other circumstances where the exceedances have been considerable and has resulted in a redesign of the dwelling. It is worth noting there is currently a notation below the cut and fill table 3 that states "Earthworks exceeding the above controls may be permitted by Council." Given the frequency of variations being permitted by Council it may be worthwhile including a standard +/- tolerance percentage within the notes as a guide Recommendation: Clause 5.3.1 Cut and Fill to include a notation that allows for a maximum 20% +/- tolerance for cut and fill levels	This has been done to demonstrate that road design is feasible and inform developed scenario stormwater catchment design. The bulk earthworks plans provided assume that lot grading, benching and retain design across the allotments will be undertaken at the detailed design stage. Council's notation is intended to inform building pad design and is not considered applicable to the concept earthworks plans for the subdivision.	
Proposed Changes to DCP			
CCC-9	Proposed Changes to DCP - 2. Clause 5.4 Table 4 Cottage lots Variation: The current controls permit detached outbuildings within the 3m rear setback but excludes attached garages and the like, meaning attached garages require to be setback 3m from the rear property boundary. Comment: Approximately 30% of all DCP variations relate to this clause. All variations have been peer reviewed and approved. Recommendation: Clause 5.4 Table 4 Cottage lots to exclude a rear setback measurement for all ancillary structures. The 3m setback is only to be applied to the main dwelling. Other changes to consider: • Clause 5.4.3 Front setback for slayed frontages and method of measurement requiring distances to be measured at a right angle • 5.4.2 (17) Triple garages permitted a maximum 50% of total façade. Suggested +/- tolerance to allow for minor variations • 5.4.11 – Maximum floor area for outbuildings on country lots. Allow for a sliding	Clarification that the rear setback excludes detached and attached garages has now been included in the proposed Huntlee DCP.	A qualification has been added to the rear setback controls for Cottage lots to stipulate the setback only applies to the principal dwelling, not ancillary structures. This qualification has also been applied to the new "Narrow" lot type, in addition to the small traditional, traditional, large traditional and country lots. Irrespective, this can be resolved during the DCP review process if needed.

	scale for increase in floor area based on square meterage of subject lot.		
Traffic, Stormwater and Flood Engineering			
CCC-10	The DCP should be amended to be consistent with council newly adopted engineering guidelines for design and construction - Minimum road pavement widths should be 8.5m.	The Huntlee DCP has always differed from Council's standard DCP with the intention that the area specific guidelines will reflect the appropriate and desired infrastructure treatments of a unique location. Introducing a minimum pavement width of 8.5m would be inconsistent with the Stage 1 Project Area and not account for specific road classifications such as residential and commercial laneways.	It is noted that the road widths are in accordance with the DCP. This is acceptable due to crossing LGA boundaries and having consistency. Reference should be made to Cessnock Council Engineering guidelines for design and construction.
	Any turning heads should have a radius of 12m	A 12m radius for turning heads has been adopted across the Stage 1 project area. This is intended to remain consistent across the Stage 2 project area.	See above.
	Footpaths conditioned at 1.5m wide and 125mm thickness	The Huntlee DCP permits narrowed footpaths within a number of typical road classifications. It is noted that paths less than 1.5m have only been adopted on laneways or local residential streets across the stage 1 project area, notwithstanding this, 1.5m path widths will be adopted in local streets for Stage 2 areas.	See above.
	Stormwater strategy to reflect requirement for commercial and residential in terms of water quality and quantity (OSD and PSD requirements)	The stormwater management strategy has been developed with consideration to Council's quality and quantity targets. Full details on this are provided within the Physical Infrastructure Report. Items relating to flooding have been addressed independently below.	Stormwater is proposed in accordance with best practice using 10% AEP for the Minor flood event and 1% AEP for Major. This is in accordance with Australian Rainfall Runoff 2019. Reference should be made to Cessnock Council Engineering guidelines for design and construction. Feedback was provided in meetings with Northrop and appears to be adopted.

	• Minor stormwater system to cater for 1 in 10 year • Flood Impact and Risk Assessment should be amended to reflect the latest Flood Risk Manual, ARR 2019 and consider LEP clauses 5.21 & 5.22 • Flood modelling not shown for the stage 2 rural area to the south. Flood free access to Wine country drive not shown and is a concern • Report suggests all lots have a rising road evacuation route which is unclear for the rural southern lots.	The FIRA has been prepared with consideration to the latest Flood Risk Management Manual (2023) as referenced in the Methodology section of the report. The subdivision has been designed generally in accordance with LEP (5.21 and 5.22), in particular: • The majority of residential lots have been sited outside the extent of the Flood Planning Area with the exception of lots that back onto Black Creek along the western edge of the main villages. These lots are designed to accommodate a building footprint that is outside the extent of the Flood Planning area (refer to Section 6.3 of the FIRA (Northrop, 2024). • Evacuation from residential lots that located below the PMF to an area that is above the PMF is expected to be possible by proceeding in an easterly direction towards the Huntlee Town Centre for the main villages, and in a westerly direction for the large lot subdivision along Old North Road (refer to Section 6.4 of the FIRA (Northrop, 2024). Please refer to Section 6.4 of the FIRA (Northrop, 2024) and the above response to DPIE (1) for the large lot subdivision along Old North Road. • Flood effects created by the development have been assessed as part of the FIRA (Northrop, 2024) (refer to Section 5.3.4) which notes no significant adverse flood effects are created by the proposed development. • Effects of Climate Change have been considered as presented in Section 6.1 of the FIRA (Northrop, 2024). • Sensitive and hazardous development is not proposed below the modelled PMF extent. Wine Country Drive, in the vicinity of the Stage 2 Villages, is primarily prone to flooding during a local catchment flood event only. As such, Wine Country Drive is expected to remain accessible from the Stage 2 Villages during the Black Creek / Hunter River flood event (refer to Figure D4). Wine Country Drive, during a local catchment flood event, is expected to be cut only for a short period of time due to the relatively short duration events. Evacuation during a	Old North Road is impacted by a 6th order stream (Black Creek) which is located between Wine Country Drive and the proposed 35 large lot development site. The road crossing is a causeway that has recently demonstrated 6m depths of water crossing the road. Recent events have highlighted the need to provide flood safe access to and from the site using Wine Country Drive. Consideration for an upgrade is required for any intensification purposes. The flood report does not address the concept large lots to the south off Old North Road, and does not appear to be updated from Northrop's 2024 version.
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		local catchment event is less likely to be required during a Local catchment flood event as and shelter in place is expected to be suitable for the majority of lots located across the proposed villages. Refer to Section 6.4 of the FIRA (Northrop, 2024) for further details with respect to evacuation and warning time. Please refer to the above response to SC-20 for further information.	
Landscaping and Street Trees			
CCC-11	The street tree species and planting palette is consistent with Council's Tree Strategy and existing plantings within Katherine's landing, the DCP should include reference to this requirement.	The DCP has been updated to reflect Council's Tree Strategy.	Noted.
Open Space			
CCC-14	The Environmental Impact Statement (EIS) states that the finalising of detailed design of open space through consultation with Councils will be pursued at a later phase of the project for the Concept Areas. Considering this, the comments provided below are based on the overall provision of open space within Huntlee New Town – Stage 2 and sites proposed within the Huntlee Landscape Masterplan (prepared by MWLA 7/12/2023), consistent with the Villages 2 and 3 Open Space Calculation Plan (pg 17). 1. The number of lots in Huntlee Stage 2 within the Cessnock LGA is not specified, but assuming a population of 6,380 people within the Cessnock LGA component of Huntlee Stage 2 (2200 lots x 2.9 people) the provision of open space in accordance with Council's Recreation and Open Space Strategic Plan 2019 should be six local parks, one district park and one district sportsground.	Noted. Local Park 5 as originally proposed has been removed to meet Cessnock Council's request for 2 local parks only within the Cessnock LGA. The suggested location for the second local park to service Town Centre areas was not considered appropriate as these lots are expected to consist of bulky goods type development. Instead, the common green has been removed and Local Park 5 (previously Local Park 6) has been located to include other general open space areas including the former rail sheds and will be 1.94 hectares in size. This will create a focal point at the end of a rail / mine heritage walk past heritage structures culminating at the rail sheds, with mining/rail themes used to create a distinct local park. While it is located near the District Park and sports fields, it will create a highly attractive open space precinct that is adequately sized to serve the future lots within the Town Centre and Village 3 north, and contains diverse open space facilities to meet the various needs of residents and the broader community.	Council is not supportive of Local Park 5 (1.94Ha) as detailed in the updated Landscape Plan for the following reasons: - The position of the co-located District Sportsfield (DSF1) and District Playground (DP1) adequately services the central component of Stage 2 within the Cessnock City Council LGA. The updated Subdivision Yield Plan identifies a mixture of residential and medium density lots, and the location of Local Park 5 should be located further north to adequately service this population. - The proposed Local Park 5 (1.94Ha) does not align with Council's Recreation and Open Space Strategic Plan's (2019) design requirements for Local Parks, specifically the park's size, catchment, shape and road frontage. - Local Park 5 includes a number of items (Shed 1, Shed 2 and Rail Spur) that have been identified in the Updated Historic Heritage Assessment Report and graded as having a moderate to high heritage significance. Shed 1 and Shed 2 are not considered heritage items but are proposed to be retained, stabilised and conserved as part of LP5. The general

2. Considering population alone, six local parks should be provided within the Stage 2 development area. However, when catchments are considered the overall number of local parks is reduced to two. The two local parks however will service a higher population due to the density of the development. As such, additional embellishment will be required in these local parks to address increased use and population they are servicing. 3. The Huntlee Landscape Masterplan – Villages 2 & 3 Open Space Calculation Plan details: • Three local parks; Local Park 4 (0.5ha), Local Park 5 (0.36ha) and Local Park 6 (0.52ha) • A district park (2.08ha) co-located with a district sports field (7.07ha), • Three public open space sites (totalling 14.41ha) • Core riparian zone (totalling 5.5ha) 4. The position of the Local Park 4 (0.5ha) is supported as it is central to the population of Village 3, servicing a 500m catchment. 5. The position of the district park and co-located district sports field is supported. Council has some concerns with the orientation, layout and size of proposed elements within the district park and sportsfield, however note that further engagement with Council will take place regarding the design of the facility. 6. The position of Local Park 6 (0.52ha) adjacent to the railsheds and within the core riparian zone is not supported as this area is adequately serviced by the adjacent district park. 7. The position of Local Park 5 (0.36) is not supported as this area is adequately serviced by Local Park 4 and does not meet the minimum size requirements for a local park in accordance with	The proposed amendments attempt to achieve Councils requested reduction in overall open space and also consolidates the higher maintenance zones to a centralised area which will allow for more efficient maintenance practices by Council.	footprint of the rail spur between Shed 2 and Wine Country Drive is proposed to remain. ○ The Updated Historic Heritage Assessment Report (March 2025) recommends: • <i>3. As part of the detailed DA for Village 3, a Conservation Management Plan (CMP) must be developed for the Former Ayrfield No. 3 (Rothbury) Colliery, this will ensure the proposed project will progress in a timely manner and the heritage values of the site are maintained.</i> • <i>4. As part of the detailed DA for Village 3, a Heritage Interpretation Plan must be developed to inform the proposed development of open space and recreation facilities at the Former Ayrfield No. 3 (Rothbury) Colliery site (Fig 5).</i> ○ The Review of Overview Remedial Action Plan (23 June 2025) also notes that the former colliery site and associated or subsequent operations were noted to have an elevated risk of potential contamination and remedial works would generally be required to render the area suitable for the proposed development. Stantec acknowledges that several remedial options to render the site suitable for the proposed future development would be viable, and a formalised Remediation Action Plan (RAP) would need to be developed post concept DA approval. Council has further concerns over the acceptance of Local Park 5 without the opportunity to consider the associated impacts and constraints which would be further detailed in a CMP, Heritage Interpretation Plan and RAP, as it is likely both contamination and heritage items will require
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	Council's Recreation and Open Space Strategic Plan (2019). 8. The position of the second local park to service Huntlee Stage 2 should be located within the vicinity of where the common green is located, servicing both the Village 3 lots and the proposed town centre lots to the north. The common green is not supported, and should be replaced with a local park (minimum 0.5ha).		
Open Space – Unsuitable per Cessnock City Council			
CCC-15	The remaining public open space sites and core riparian zone detailed in the masterplan is not considered usable open space and Council is not supportive of accepting these spaces as recreation and open space areas for public use	General open space and core riparian zones contain important stormwater management infrastructure. These are best held and maintained by the relevant public authority, including Cessnock City. Moreover, there are shared user paths throughout the riparian zones and Black Creek open space provides connected linear trails allowing people to access the open space areas and connect with nature. This is a form of recreation that can be used by the public.	The Public Open Space identified in the updated Landscape Plan with the Cessnock City Council LGA includes POS7, POS8 and POS9 totalling 16.05Ha and Core Riparian Zone CRZ5 (2.91Ha). Council is not supportive of accepting these spaces as detailed in the updated Landscape Plan. The rationale for this includes: - POS7, POS8, POS9 and CRZ5 do not meet the design requirements for open space as detailed in Council's Recreation and Open Space Strategic Plan (2019) and are not considered fit for purpose as public open space. - POS7, POS8, POS9 and CRZ5 is excess to the open space provision requirements detailed in Council's Recreation and Open Space Strategic Plan (2019). Accepting POS7, POS8, POS9 and CRZ5 would result in a significant ongoing maintenance burden for Council. The maintenance resources required for these spaces cannot currently be provided by Council and accepting this additional land is not considered to be in the public's interest.
Water/Wastewater			
CCC-16	The documentation states that Altogether Group Pty Ltd (Huntlee Water) being a Private Network Operator under the Water Infrastructure Competition Act 2006, owns and operates the water/wastewater services for Stage 1 and for the Proposed Stage 2. I note that in February 2023	Noted, additional information has been provided within the updated Physical Infrastructure Report including a Water Servicing Assessment prepared by ADW which is provided at Appendix E of the Updated Physical Infrastructure Report (Appendix Q).	Noted.

	the EPA noted that if Stage 2 requires an extension of the current Huntlee wastewater services, or the commissioning of a similar system, that the potential environmental impacts from the operations were to be assessed in the planning process. The EPA also stated that any review should assess the need for an environment protection licence under the Protection of the Environment Operations Act. It was also recommended the Department of Planning, Housing and Infrastructure refer the proposal to the Independent Pricing and Regulatory Tribunal (IPART) for advice for an operations/activity under the WIC Act. Assuming the above EPA concerns and issues of licensing were addressed via the Physical Infrastructure Report June 2024 which was submitted with the SSD documents. This report states that Stage 2 of the development will initially see the extension of the current system as the land release expands. It is then planned to construct two additional water centres for the additional wastewater requirements (in Stage 1 MOD 21 DA area and Village 3). Also proposed is a large lot development off Old North Road which is stated to not be connected to the sewer network. This site expects to have 35-40 lots on OSSM being a minimum of 1.5 to 2 acres each proposing onsite wastewater disposal for each – AWTS with SSI. A Whitehead & Associates wastewater report is attached to the Physical Infrastructure Report.	The site for the necessary second local water treatment centre site (located within the Stage 1 DA area) has been rezoned for this intended purpose by Cessnock City Council. Future additional approvals for the construction and operation of the second water centre site will be prepared and obtained by the Water Utility operator under their WIC Act licence provisions.	
Administrative			
CCC-17	It should be noted that the application has been uploaded to the Major Projects Planning Portal in a manner that it appears only in a Singleton Shire Council search. We have concerns that this may raise question in respect to the EIS being properly exhibited the application does not show up in a Cessnock City Council search.	This matter is beyond the remit of the Applicant. It is the responsibility of DPHI.	Noted.

Procedural			
CCC-18	In order for us to be in a position to formally make our submission we are requesting the following be provided – A detailed documented timeline from the developer which outlines the dates and times for consultation with Council officers including Planning Officers, Development Engineers, Traffic Engineers, Parks, Recreation and Facilities Officers, Economic Development Officers and our Principal Development Contributions Officer	As outlined in Section 3.1 , further engagement has been undertaken between the Applicant and Cessnock City Council.	Noted.