

30 September 2022

2210737

Keiran Thomas
Director, Regional Assessments
Department of Planning and Environment
4 Parramatta Square, 12 Darcy Street,
Parramatta NSW 2150

Attention: Christopher Eldred, Senior Planning Officer

Dear Chris,

Huntlee – Stage 1 MP10_0137 Modification 20 – Response to Submissions

Ethos Urban has prepared this letter for Huntlee Pty Ltd regarding the section 4.55(2) Modification Application (MOD 20) to Project Approval MP10_0137, relating to the Huntlee New Town, Branxton. The purpose of this letter is to provide a response to a Request for Further Information (RFI) received on 19 September 2022 from the Department of Planning and Environment (DPE). The RFI requests a response to a single public submission received on the amended application, submitted as part of a previous Response to Submissions (RTS) and two previous RFI responses. It is noted that the RFS have been requested for comment on the RTS and previous RFI responses however no comments have been received.

It is noted that Transport for NSW do not object to the proposal.

Responses are outlined below. An additional detail of MC17 prepared by Northrop is provided at **Attachment A**.

1.0 Department of Planning and Environment

The following comments were provided by DPE (shown in *italics*) with responses addressing each outlined below.

A single public submission was received commenting on the RtS. The submission raised the following issues:

- *the revised documentation does not comply with the Huntlee DCP, specifically regarding the provision of road and services connectivity to Lot 34 DP 755211.*
- *various roads on the civil design are not conducive to future road or service connections with Lot 34 DP 755211.*

The proposed changes to the State 1 Major Project Approval remain consistent with the provisions contained in the Huntlee DCP. The modification has been designed in accordance with the controls contained within the DCP in terms of subdivision design, minimum lot sizes and complies with the relevant road widths for the surrounding road hierarchy.

Condition E8 requires and ensures that access to Lot 34 will be maintained at all times, and if adjustment to the existing right of access is required in order to construct the new public roads, this will be discussed with the owner of Lot 34. The proposed public road access to Lot 34 is shown on Modification 20 and it is noted that roads about the boundaries on three sides of Lot 34, consistent with the approved Modification 16 layout, with the access on the western boundary remaining in the same location as previously (with further detail shown).

The adjustment of the road and allotment layout in substage 13 remains consistent with the original intent of the Stage 1 Approval, as it still provides for residential development with public roads and access to open space. At this stage there are no development plans available for Lot 34 which Huntlee is aware of.

2.0 Public Submission

A single public submission was received (shown in *italics*). Responses to these comments are provided below.

The proposed subdivision layout adjoining the eastern side of Lot 34 DP755211 still does not comply with the Huntlee DCP, specifically regarding the provision of road and services connectivity to Lot 34.

The Huntlee DCP provides for a Local Park Edge Street along the riparian corridor on the east of Lot 34 (shown in **Figure 1**). Modification 20 is consistent with this road layout, providing a Local Park Edge Street in the same alignment as the DCP. The infill residential allotments east of Lot 34 are generally accessed from this Local Park Edge Street, providing consistency with the DCP. Services within the road corridors in this location can be extended into Lot 34 as required.



Figure 1 The Huntlee DCP road layout (left) and the Modification 20 road layout (right)

Source: Cessnock Council and Daly Smith

Huntlee has been communicating with various parties looking at potentially developing Lot 34, and notably no parties have proceeded to preparing any detailed plans for an actual development application submission. Based on what Huntlee is aware of to date, the latest plans provided five road connections to the surrounding road network, as per the red arrows shown below in **Figure 2**.

It is noted that in addition to those five access locations, there would be at least two more additional road connections that would be achievable which are marked as blue arrows in **Figure 2**, providing a potential seven road access locations for a potential maximum dwelling yield of 123 as noted in the original rezoning.

There are also additional other potential points of access for pedestrian connectivity to roads and open space areas surrounding Lot 34 in addition to the road network as shown by the green arrows **Figure 2**. The below illustrates there is significant road and pedestrian connectivity achievable for Lot 34 based on the proposed Modification 20 layout and considering the potential yield on Lot 34.

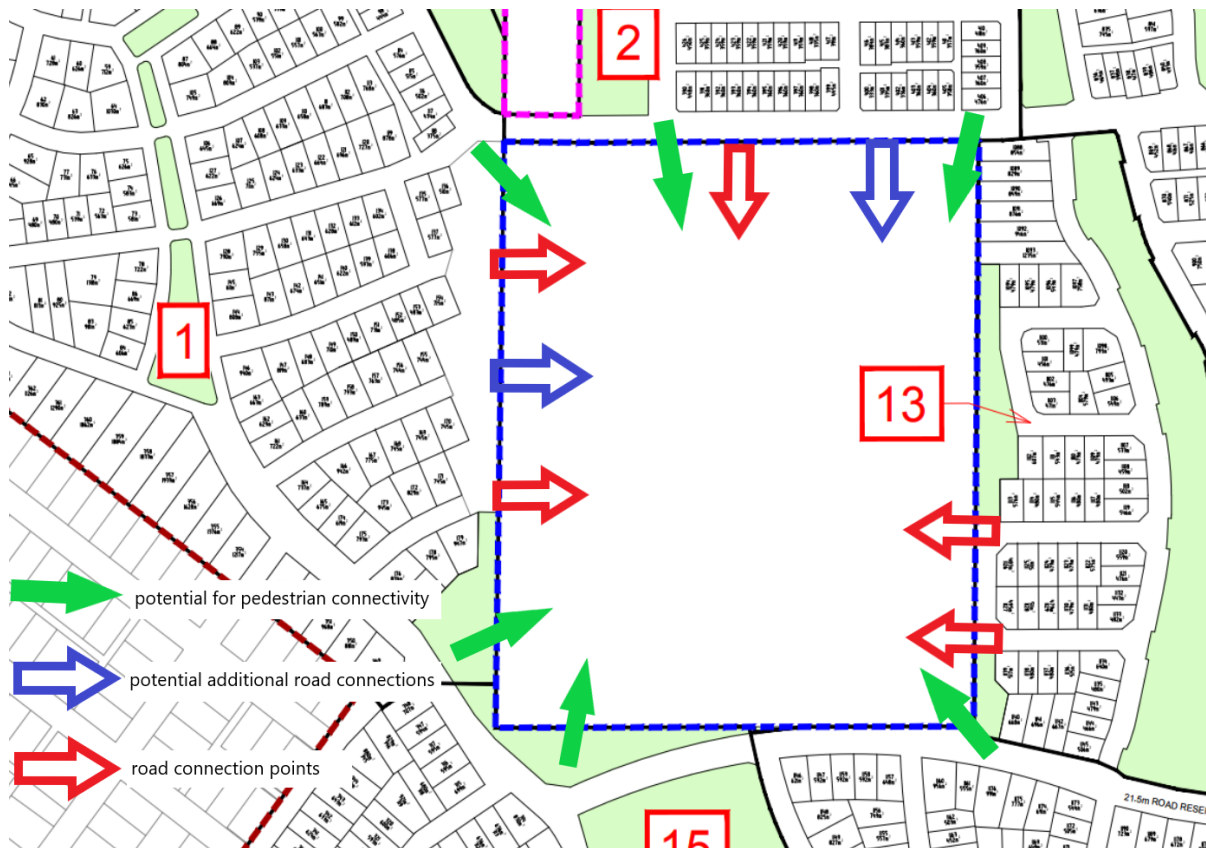


Figure 2 Potential road and pedestrian connectivity to Lot 34

Source: Huntlee

Proposed road MC43 is separated by a detention dam, which prevents access to the subject lot boundary.

Access to Lot 34 in this location is still provided by MC42 to the south. Further, access is available from Triton Boulevard to the north. The detention and water quality basin is required in order to achieve the required water quality outcomes and ensure no additional flooding downstream, and has been located in areas at the top of creek lines which extend through the eastern side of Lot 34. Numerous other road and pedestrian connection points are possible as illustrated in **Figure 2**.

Proposed road MC42 indicates potential access to Lot 34, however the parts of that road will be over 1 metre below the adjoining surface of Lot 34.

It is noted there are no design plans for Lot 34, and that this interface would need to be resolved as part of any design proposed on Lot 34.

The topography of Lot 34 and adjacent Huntlee owned land is generally falling to the west at grades of around 4% to 6%. Huntlee has considered this a potential connection point for roads into Lot 34 and it would be expected that the two parallel east-west sections of MC42 would be extended to the west into Lot 34 to continue the development cell.

The preliminary road design levels and Lot 34 levels are shown in **Figure 3** and the extension of longitudinal grades into Lot 34 is achievable with grades similar to that of the natural fall of the land.

Should the future developer of Lot 34 prefer a single road connection at the midpoint (blue arrow in **Figure 3**), the height difference between the preliminary road design and adjacent Lot 34 is approximately 700mm - this amount of excavation for road construction is not uncommon or significant and therefore would not prevent a potential future connection. The road levels in this area are designed such that stormwater can drain to the adjacent basins rather than through Lot 34 and are therefore largely fixed.

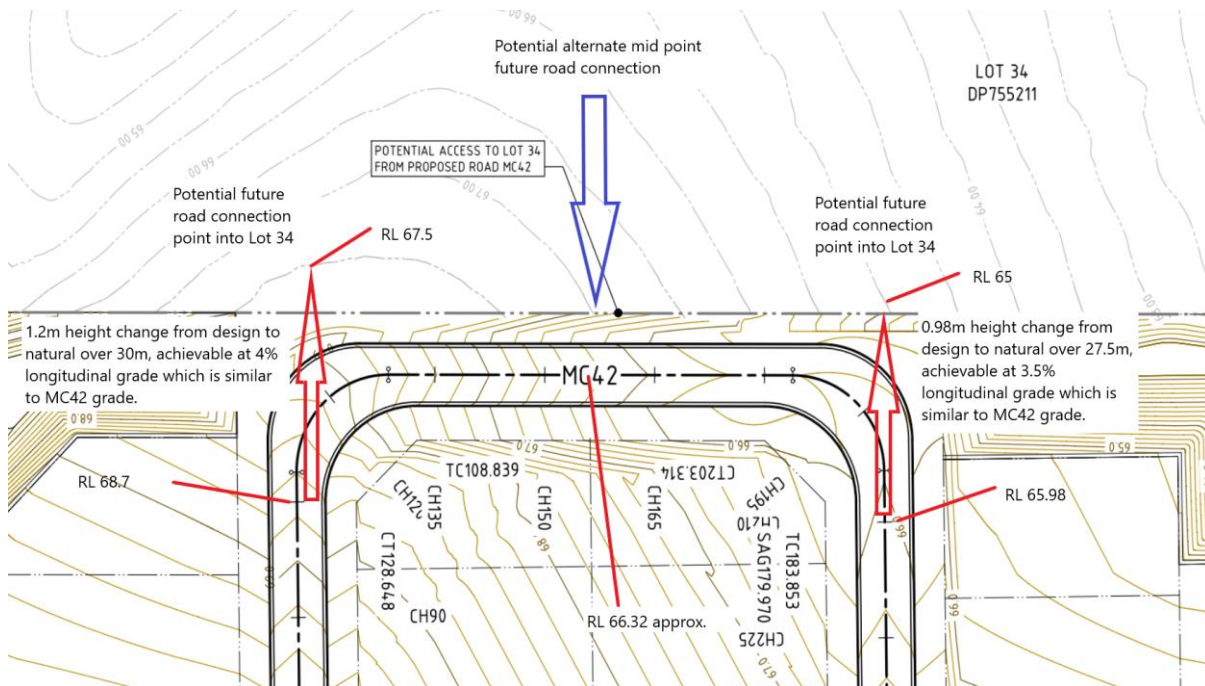


Figure 3 MC42 preliminary road design and Lot 34 level review

Source: Huntlee

The proposed extension of Abberton Parkway (road MC52) does not provide for connectivity into the south-western part of Lot 34 in accordance with the adopted Huntlee DCP. I suggest appropriate road widening and construction of a roundabout at the intersection of Abberton Parkway and Nord Way, with provisions for a road facing north-east into Lot 34, should be strongly encouraged.

Abberton Parkway continues to be generally consistent with the alignment shown in the Huntlee DCP. Any intersection at Nord Grove and Abberton Parkway would be dependent on a design within Lot 34 and further discussions with Huntlee by the landowner. As outlined above, multiple connection points are available to the western side of Lot 34. Given the central riparian corridor that exists in Lot 34, the number of lots expected on the eastern side would only likely be of the order of 30-40 lots. **Figure 2** illustrates that three road access connections are already possible which is considered more than sufficient that number of potential dwellings.

It is unclear if the intention of the revised designs will dedicate the area between Abberton Parkway and Lot 34 as 'Public Road'. If the area is not dedicated as 'Public Road' future extensions of services from Abberton Parkway into Lot 34 will be severely compromised.

The area between Abberton Parkway and Lot 34 is largely open space which will be dedicated to Cessnock City Council. Part of this area will be used as a Local Park, however as the remainder will be in Council control, this would provide

pedestrian connectivity at a minimum and still potentially road access should the future owner of Lot 34 negotiate an outcome with Council. Given the other alternative access points as illustrated previously in **Figure 2**, it would not appear necessary for such a road connection at this stage.

Mod 20 does not include any remedies to ensure connectivity along the western boundary of Lot 34, as required by the Huntlee DCP.

As illustrated in **Figure 2**, the existing road network on the western boundary of Lot 34 already has three existing public road access locations that can easily be extended. As mentioned above, there is expected to be limited development potential on the western side of Lot 34 due to the location of the north-south riparian corridor.

The proposed new road extending east off Abberton Parkway at about chainage 67 (Inset 'A' sheet 13) does not include any details of how vehicles will manoeuvre at the end of that road. Inset 'A' M20-C03.13 indicates 'new public access point for existing Lot 43'. Is this intended to be a public road for access to existing Lot 34? If the intention is for this road to terminate at the western side boundary of Lot 34, then more details are required, specifically involving the boundary and surface levels on Lot 34.

The overall Modification 20 base plan submitted as part of the original application confirms that this new road extension is to be dedicated as public road for future access to development within Lot 34, as well as including provision for short term access to the existing residence driveway, extract below in **Figure 4**.

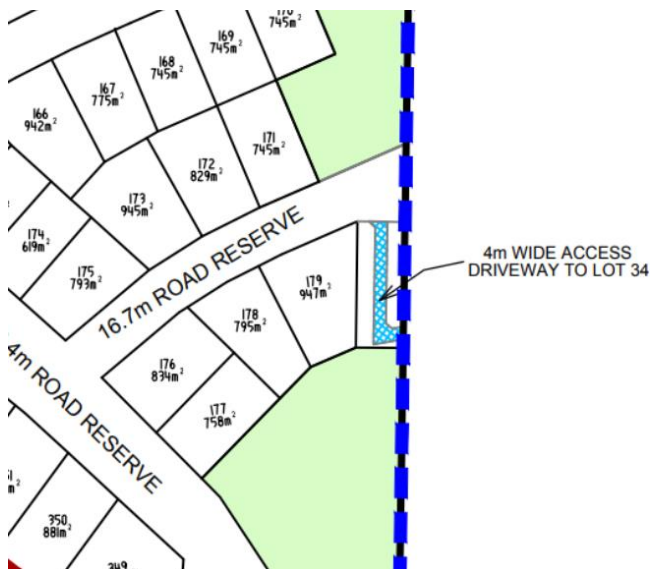


Figure 4 Western access into Lot 34 at existing driveway location

Source: Huntlee

An additional detail (**Attachment A**) has also been provided which is attached to confirm detail of the turning head and preliminary design levels which confirms future public road extension is easily achievable and is closely aligned to existing natural surface levels.

3.0 Conclusion

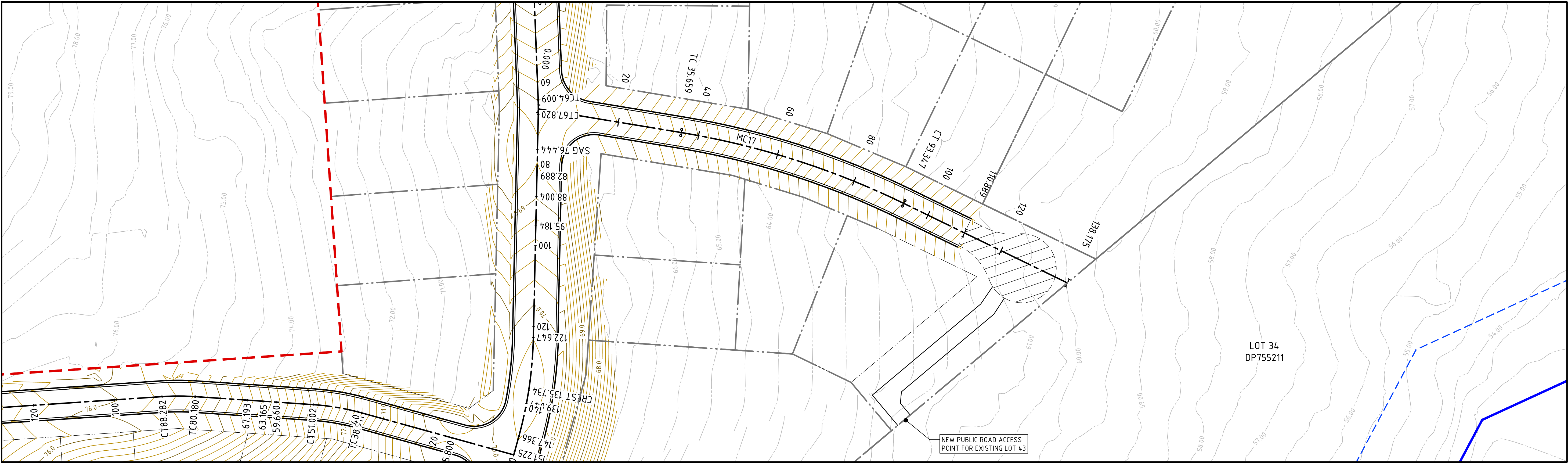
We trust that the information provided in this response addresses the matters raised by DPE, other agencies and the public, and allows the planning assessment to proceed. The amendments to the Huntlee development confirms that all major key elements of the proposed development as originally proposed and exhibited have remained mostly unchanged.

Yours sincerely,

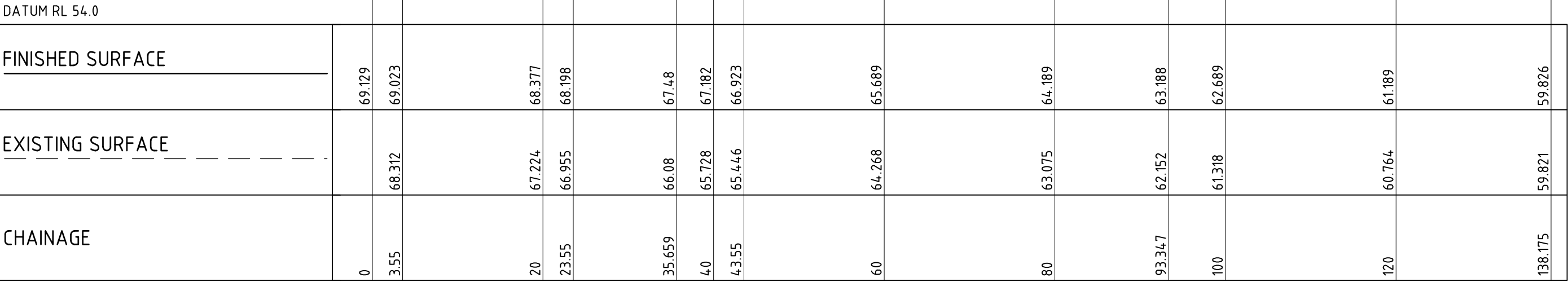


Christopher Curtis
Associate Director
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DRAWN: W.CRITTENDEN DESIGNED: W.CRITTENDEN / J.PARKINSON JOB MANAGER: B.BALCOMBE VERIFIER: B.CLARK



DESIGN GRADELINE
VERTICAL GEOMETRY
HORIZONTAL GEOMETRY



LONGITUDINAL SECTION ALONG MC17
HORIZONTAL SCALE 1:500@A1
VERTICAL SCALE 1:100@A1


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1	ISSUED FOR INFORMATION	WC	BC	BB	28.09.22




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Huntlee

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PROJECT

HUNTLEE SUBDIVISION

PROPOSED MOD 20 CIVIL WORKS

DRAWING TITLE

**CONCEPT CIVIL
ENGINEERING PACKAGE**

MC17 EXISTING LOT CONNECTION

JOB NUMBER

NL150007

DRAWING NUMBER

M20-C05.01

REVISION

1

DRAWING SHEET SIZE = A1