

Summary of Public Submissions

Huntlee Stage 1 Subdivision – EA and PPR

EA Responses

- Lack of, and inaccurate, information provided - Inadequate information for assessment, no detailed fiscal information, inaccurate responses to submissions at SSS stage
- Impact on Biodiversity and habitat corridors, Impact on *Persoonia pauciflora*
- Threatened species protection - No sufficient mitigation strategy to protect threatened species
- Loss of bushland, offsets not appropriate - offsets already government owned land
- Not ecologically sustainable design (ESD) / site is isolated
- Car dependent design / very little public transport - trains not an option due to coal, need to augment rail infrastructure to allow regular passenger trains
- Traffic / state of roads - Unacceptable amount of traffic on local roads, potholes, dirt roads, roads need upgrading, not clear on responsibility for local roads upgrading
- Access to Branxton Station - design inadequate, design and layout not centred around rail transport
- Air Quality / Pollution - no impact assessment on air quality, mines and prevailing winds, spray drift and dust from agriculture
- Utility provision / Infrastructure - No assurance of water and sewer provision, pressure on infrastructure, current power failures, no clear responsibilities
- Character- Loss of quiet village feel, damage lifestyle
- Social problems - small lots will lead to social problems
- Staging - hides overall extent, staging makes it hard to be aware of extent of proposal
- Branxton commercial area and tourism / economic impact - decimation of local commercial district, no economic impact study done, damage tourism, will impact on wine tourism with visual scar, affect Hunter Hideaway business, vermin and birds will come and destroy vines
- Cessnock LEP/DCP non-compliance - unnecessary conflicts between rural and residential uses not encouraged
- Buffer zones requested - buffer zone between residential development and areas zoned for grape production, Hunter Hideaway request conservation and open space buffer between properties
- Lack of consultation - no right of reply to response to submissions, Nth Rothbury residents not being included in decisions around them, no acknowledgement of tourist business adjacent to Village 1
- Lack of independent assessment
- Political interference - in regards to LHRS and SSS approval, not in draft of LHRS

- Cross boundary - why split town between 2 councils?
- Development not needed and not economically viable - zoned land exists elsewhere, this amount of housing is not needed in area, miners fly in and out would not live nearby
- Not in Public Interest / not enough jobs / social impact, - only in the interest of local developer, not enough jobs provided for population, no social impact assessment undertaken
- Subsidence - mine fall ins expected
- Flooding - no consultation with long term residents regarding flooding, Old Nth Rd site won't have access in a flood
- Contamination - truck loads of tyres, tailing cells, chitter dumps, fires
- Not enough Health / Police services - existing hospitals crowded and poor facilities police station 'unmanned', too busy, no resources
- Recreational facilities - No entertainment for young families
- Noise - from Singleton Army Base, from existing agricultural developments
- Heritage - no assessment of Aboriginal or European heritage done for most of the site

SUPPORT / NEUTRAL

- Step forward in growth and development of area
- Increased jobs and facilities, will benefit community
- Need for public high school in the area - prefer it in early stages of development
- Properties will be in high demand
- Benefit from affordable goods and services - Could supply of materials, equipment and other resources for Greta Train Support Facility
- Access to affordable housing - lack of housing creates pressure on housing prices, helps create a social mix
- Benefit to Hunter region's economy - provide residences and retail facilities for essential labour resources required by Pacific National
- Sustainable community with full life cycle - child care centres, schools, employment opportunities, retirement villages
- Query about 'paper road' location on plans

PPR responses

- Passenger Trains - no increase planned, request additional services should precede development, proponent should contribute financially to infrastructure for increased services (rail carriages, station upgrades, pedestrian/cycle access)

- Public transport not considered in design – no access to station, design actively discourages passenger rail as public transport option
- Pedestrian / cycleway to station - when, how? Proponent should provide
- Car reliant design - additional carbon emissions
- Sewerage in Nth Rothbury not planned
- Curb guttering in Nth Rothbury not planned
- Water runoff problem in heavy rain
- Police Ambulance services stretched - far away - heavy traffic
- Fire /Emergency Access - bad planning only one road access, need more roads
- Contamination present - not identified, will affect future stage and impact viability of Stage 1, air quality monitoring not made public, asbestos management concern
- No Offsets for Persoonia pauciflora or endangered bushland - loss of biodiversity not found in offsets, loss of habitat flora fauna, 2012 National Recovery Plan for Persoonia pauciflora not considered
- Heritage Impact - Rothbury Riot not considered / protected, Aboriginal heritage conservation fail due diligence
- Primary School - unclear who will build / or if land be donated for all schools in devt - cannot promise education facilities
- Site not appropriate for large scale development - scale is not 'village' which is misleading
- Not good planning to place 20000 people in middle of Hunter Valley - future social disaster
- Ownership change - subdivision is no longer continuous
- Impact on existing retail centres - Branxton shop precinct will be destroyed, analysis does not fully consider impact on retail in Branxton, proposal detrimental to social cohesiveness of business centre of Cessnock and Singleton
- Quiet village feel will not remain, Nth Rothbury residents lifestyle will be destroyed, current residents needs ignored
- Material is old and cannot support conclusion - Report headings unreadable - document cannot be relied upon
- Ped / cycleway to station - when, how?
- Dept Transport report referred to and not available on DP+I website
- Riparian wildlife corridor useless due to break by lot 34
- 64 Submission and Petition 2005/6 - 300 signatures against development
- Properties devalued
- Site not in original Strategy - was 91st of 92 proposed, deal illegal in court
- No Merit based assessment so far at Huntlee - Department should step aside from assessment as it is compromised and not objective
- DCP not yet approved - should not approve Stage 1 until public see final DCP and make final submissions on Stage 1, DCP should not be amended to suit the Stage 1 proposal

