



MN/AN  
17042  
26 May 2017

Carolyn McNally  
Secretary  
Department of Planning and Environment  
320 Pitt Street  
SYDNEY NSW 2000

Attention: Anthony Witherdin *Director – Regional Assessments*

Dear Ms McNally

**S.75W MODIFICATION TO HUNTLEE MAJOR PROJECT APPROVAL MP\_10\_0137  
HUNTLEE NEW TOWN, BRANXTON**

We write to you on behalf of Huntlee Pty Ltd requesting that the Department of Planning and Environment (DPE) initiate amendments to Project Approval MP10\_0137 pursuant to Section 75W and Clause 12 of Schedule 6A of the *Environmental Planning and Assessment Act 1979* (EP&A Act). Specifically, the following amendments to the Stage 1 Project Approval are sought:

- a revised residential subdivision layout for sub-stages 6-13;
- a revised street layout within sub-stages 6-13;
- a revised staging plan for the Stage 1 Project Approval Site;
- the relocation and reconfiguration of the school allotment into sub-stage 9; and
- the reconfiguration of open space.

This application identifies the consent proposed to be modified, describes the proposed modification and provides a planning assessment of the relevant matters for consideration contained in section 75W of Schedule 6 of the EP&A Act. It should be read in conjunction with the Environmental Assessment Report (EAR) dated March 2011 and the Preferred Project Report (PPR) dated September 2012. This application is accompanied by;

- a revised overall Stage 1 Masterplan and staging plan prepared by Daly.Smith and Associates (**Attachment A**);
- a revised Road Hierarchy Plan, prepared by Roberts Day (**Attachment B**);
- a Landscape and Public Open Space plan, prepared by AECOM (**Attachment C**);
- a Bushfire Threat Assessment, prepared by MJD Environmental (**Attachment D**); and
- a Town Centre Threshold Analysis prepared by Better Transport Futures (**Attachment E**).

**1.0 CONSENT PROPOSED TO BE MODIFIED**

Project Approval MP10\_0137 was granted by the Planning and Assessment Commission (PAC) on the 24<sup>th</sup> of April 2013 for Stage 1 of the Huntlee New Town, comprising residential subdivision of 1,473 lots, 14 superlots, a primary school allotment and the creation of drainage and open space reserves, site preparation works and internal and external road works.

The Huntlee New Town site was previously listed under Clause 27 of Schedule 3 in the *State Environmental Planning Policy (Major Development) 2005* (MD SEPP) (now known as the *State Significant Precincts SEPP 2005*) as a State Significant Site however the relevant planning controls have now been transferred into the Cessnock and

Singleton LEPS. The progression of the Huntlee New Town and the detailed design of the residential precincts within the Stage 1 approval have provided the impetus for a number of minor modifications to the approval, as outlined in **Section 1.1** below.

This application seeks consent to modify the Major Project Approval MP10\_0137 (Project Approval), with the proposed modification being generally consistent with the approval, as demonstrated at **Section 3.1**.

### 1.1 Previous Modifications to the Project Approval

As would be expected with a project the size of the Huntlee New Town, a number of modifications to the Project Approval have been required to enable the delivery of the Stage 1 approval. Seven previous modifications have been submitted to the DPE, and are outlined below:

- MP10\_0137 MOD 1 - Comprised the minor alterations to the approved residential lot layout and subdivision pattern within the Stage 1 Entry Village precinct and the amendment of associated conditions to reflect the plans of subdivision. The modification was approved on the 20<sup>th</sup> January 2015;
- MP10\_0137 MOD 2 - Comprised the modification of the super lot layout within the Town Centre precinct and the addition of two laneways. The modification also included minor alterations to the Stage 1 Approval boundary to accommodate riparian and water basin detention works as well as the relocation of open space and amendment of Consent Conditions. The modification was approved by the PAC on 2 April 2015;
- MP10\_0137 MOD3 - Comprised the redesign of the residential lots and road layout within sub-stages 2-5 as well as minor amendments to lots in sub-stage 1. The modification included the reconfiguration of the open space layout and the relocation of a sporting oval. The modification was approved by the PAC on 17 August 2015;
- MP10\_0137 MOD4 - Comprised minor modifications to the residential subdivision layout in sub-stages 3-5. The proposed modifications related to the residential lot layout and access paths as well as the addition of a vehicular laneway and one new residential allotment. The modification was approved by the PAC on 19 November 2015; and
- MP10\_0137 MOD5 - Comprised modifications to extend the Stage 1 approved boundary to include an additional 3.1 hectares of land to relocate 33 residential lots. This modification was approved by the PAC on 5 July 2016.
- MP10\_0137 MOD6 - Comprised modifications to the approved Town Centre lot layout and subdivision pattern, as well as modifications relating to contamination and remediation, the provision of utility services and intersection upgrades. This S75W modification application was submitted on 31 August 2016, and is currently under assessment.
- MP10\_0137 MOD7 - Comprised minor modifications to provide an access road to a portion of RMS owned land on the northern boundary. This S75W modification application was lodged on 31 January 2016, and is currently under assessment with the DPE.

### 1.2 Supporting Documents

A range of supporting material is provided with this modification application, as outlined below:

- A revised overall Stage 1 Masterplan prepared by Daly.Smith and Associates provided at **Attachment A** to illustrate the proposed modifications to the lot configuration.
- A revised Road Hierarchy Plan is provided at **Attachment B** to demonstrate that the modified road layout within sub-stages 6-13 is able to comply with the Huntlee DCP. The amended road and street layout is discussed further at **Section 2.2**.
- A Landscape and Public Open Space Masterplan is provided at **Attachment C** detailing the modified open space configuration within sub-stages 6-13. The Amended Landscape Masterplan forms an addendum to the PPR approved Landscape Masterplan prepared by Hassall and demonstrates that the proposed open space configuration is consistent with the Huntlee DCP. The plans only consider those areas within the Stage 1 boundary.
- A Bushfire Threat Assessment (**Attachment D**) has been prepared to assess the potential bushfire impacts of the reconfigured residential layout of sub-stages 6-13, as discussed in **Section 3.6**. As outlined in the Project

Application and the PPR, there are residential lots within sub-stages 6-13 that are bushfire affected and some perimeter lots require the inclusion of Asset Protection Zones (APZ). The reconfigured lot layout within sub-stages 6-13 seeks to modify a number of bushfire affected lots and, as such requires an updated Bushfire Threat Assessment (BTA). Consistent with the approval, the BTA recommends an APZ that is outside of the Stage 1 boundary, however, this is a temporary APZ on land that will be subject to future development as discussed in the assessment.

- Provided at **Attachment E** is a Review of the Huntlee Threshold Analysis prepared by Better Transport Futures, paying particular attention to the road network capacity and the requirement to provide certain traffic intersection and infrastructure upgrades. The assessment demonstrates that revised thresholds for intersection upgrades are appropriate.

## 2.0 PROPOSED MODIFICATIONS TO CONSENT

The proposed modifications to the Stage 1 Project Approval include:

- a revised residential subdivision layout for sub-stages 6-13;
- a revised street layout within sub-stages 6-13, including a revised road hierarchy;
- the relocation and reconfiguration of the proposed school allotment into sub-stage 9; and
- the subsequent reconfiguration of open space.

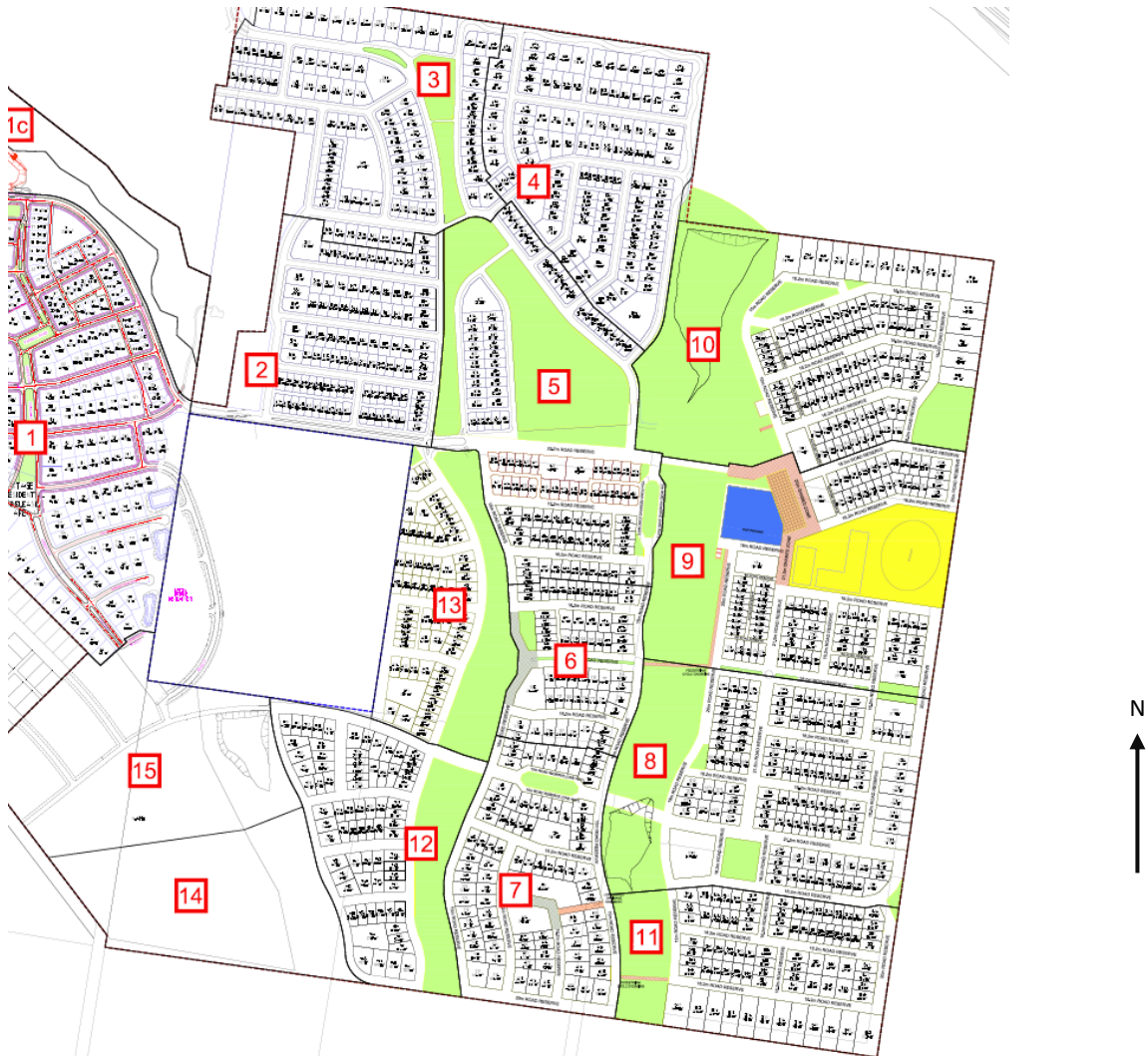
These modifications are described in detail below.

### 2.1 Project Sub-Stages

This modification application seeks to reconfigure sub-stages within the Huntlee Stage 1 Project Approval Site. Namely, it seeks to make minor amendments to the sub-stage boundaries and sub-stage sequencing. The sub-stage boundaries are reconfigured to align with the amended lot layout proposed under this modification. These minor amendments are proposed for completeness and will capture other design development changes proposed under this application and described in the sections below. It is emphasised that there will be no change to the boundary of the Stage 1 Project Approval Site.

### 2.2 Amendments to the sub-stage 6-13 residential allotments

This modification seeks to reconfigure the residential lot layout within sub-stages 6-13 and subdivide the superlot in sub-stage 13 as identified in **Figure 1** below. The proposed modifications have arisen as a result of continual design improvement and respond to the reconfigured layout of in sub-stages 2-5 approved under MOD 3 (to the north of the lots affected by this modification) and relate to the residential lot layout and include associated amendments to the road network and public open space described in **Sections 2.3** and **2.4** below. The modified lot layout is shown in **Figure 1** below and a site wide Masterplan is provided at **Attachment A**. Future development on these lots will be subject to further approval.



**Figure 1** – Location of sub-stages 6-13 within the Stage 1 approval  
Source: Roberts Day

The proposed lot layout improves the efficiency of the development by creating more linear superblocks and reducing the length of winding roads, to improve the overall legibility and permeability of the layout. The revised layout will replace curved superblocks with a more desirable grid-pattern in sub-stages 8-11<sup>1</sup>, and to the north of sub-stage 6 where lots interface with the approved linear layout of sub-stage 5 (MOD 3). Owing to the curved nature of the north/south open space corridors, contiguous curved street blocks will continue to be provided in sub-stages 6-7 and 12.

The amendments to residential allotments in the Stage 1 Project Approval site also comprises subdividing the superlot in sub-stage 13 to deliver an additional 66 lots. This will contribute to the delivery of housing in Huntlee, commensurate with the intent of this superlot.

The following drivers are noted for the revised residential layout:

- The revised lot layout will enable the delivery of a higher proportion of north/south oriented dwellings, resulting in improved amenity and sustainability outcomes.
- The revised lot layout will enable lots adjacent to the shared-zone in sub-stage 9 to accommodate vehicle access from rear laneways, rather than the primary frontage. This will segregate residential traffic and parking

<sup>1</sup> For clarity, all subsequent references to sub-stages in this modification application reference the amended staging in the masterplan at **Attachments A**, unless otherwise stated.

from the future school, and improve pedestrian safety and prevent congestion. These laneways will also provide opportunities for secondary dwellings to increase street level surveillance.

- The revised lot layout delivers larger County Lots at the Stage 1 Site boundary. These larger lots have the necessary space to accommodate both dwellings and Asset Protection Zones (APZ), as outlined in **Section 3.6** below. They will also improve the interface between the Site and surrounding semi-rural land, in providing more private and public open space in-place of roads to the precinct boundaries to soften the built form interface. The lots will also instil a character of larger, lower density lots on the edge of the precinct and smaller, higher density lots in the precinct centres, consistent with the DCP objectives.
- The revised lot layout delivers a greater range of lot types that are capable of accommodating a diverse range of dwelling types or supporting commercial or community uses, to meet the needs of the future residents living in the surrounding area.
- The revised lot layout reinforces the corners of the Stage 1 Site boundary in providing development to the precinct boundaries, which enables potential future development to the north, east and south to more easily extend from and interface with the proposal. This will allow Huntlee to grow in an organic way in the future.

The proposed reconfiguration of sub-stages 6-13 results in 34 lots less than the number previously approved. Refer to **Section 2.7** for a detailed breakdown of the numerical changes.

### 2.3 Amendments to the School Allotment

The school allotment within the Stage 1 site has been reconfigured, and 'relocated' from what was formerly sub-stage 6 to now sub-stage 9. The amended school allotment responds to the revised residential lot layout described above, and has increased from 3ha to 3.29ha. This modification seeks to improve solar access, prevent the isolation of residential lots surrounding the school, and retain the school's close proximity to open space. The revised layout will be capable of accommodating school facilities of a commensurate size and capacity as approved.

### 2.4 Revised Vehicle and Pedestrian Network

In coordination with the proposed modifications to the residential allotments, this modification seeks to amend the road network within sub-stages 6-13. The road hierarchy and structure remain generally consistent with the Project Approval, as the same entry and exit points between the sub-stages have been maintained in this modification. No modification is proposed to the entry and exit points for the Stage 1 Project Approval Site. The proposed amendments to access arrangements are shown in the updated masterplan (**Attachment A**) and the updated road hierarchy plan provided at **Attachment B**.

The amendments to the road hierarchy correspond to the revised lot layout, and seek to establish a more linear road network with associated benefits in terms of way-finding, safety, and amenity. Generally, the modified road layout encourages more linear street blocks and creates view corridors that have open space as terminating vistas. The linear streets improve permeability within the sub-stages, particularly to the areas of open space, and create more defined street blocks with improved sight lines. Curved local streets will be retained fronting the open space corridors to enhance the suburban residential nature of the precinct.

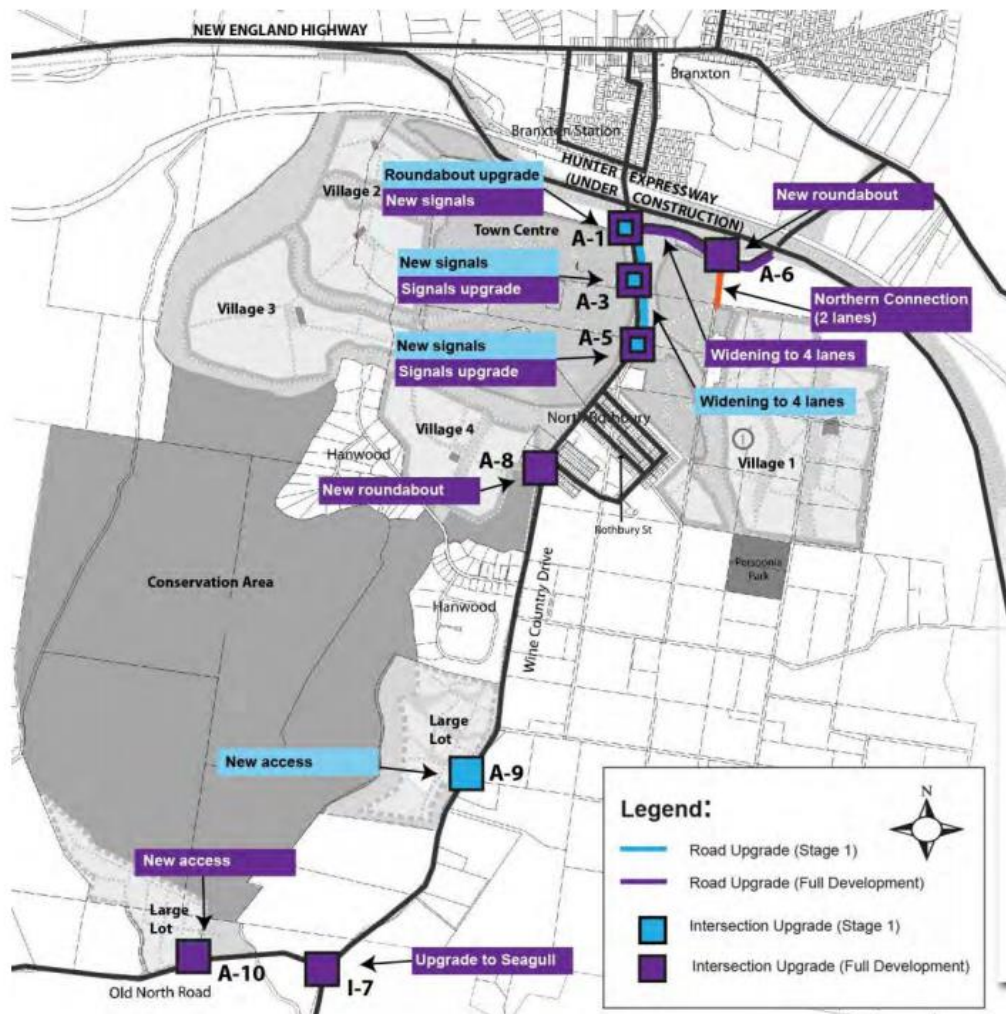
It is proposed to introduce dedicated pedestrian and bicycle shared paths, linking sub-stages 11 and 7, and sub-stages 8, 9, and 6 through the public park. These pathways improve circulation through the precinct and will particularly improve access to the future school in sub-stage 9. The segregation of pedestrian and vehicle traffic is also encouraged by introducing new vehicular laneways for dwellings adjacent to the school shared zone, which will reduce potential conflicts with residential traffic and parking.

As shown in the Road Hierarchy Plan (**Attachment B**), a wide range of road types are provided to inform a legible and efficient street hierarchy that is able to accommodate both public bus routes and local commuter traffic. The revised road network has been developed to passively eliminate the potential for cars to reach high speeds, including the introduction of roundabouts, dog-leg intersections, shared zones, and one way streets at key intersections in sub-stages 5, 6, and 7. Through careful design and appropriate traffic calming measures, a more linear road network can be provided without compromising on safety. Overall the revised road network will result in an improved residential character for the precinct.



## 2.5 Road Network Capacity

A Traffic Threshold Intersection analysis of the Huntlee Town Centre has been prepared by Better Transport Futures to analyse the threshold nominated in the MOD 6 conditions for upgrading the intersection known as 'A-1', at the junction of Wine Country Drive, Bridge Street, and the Hunter Expressway Link Road. The intersection is illustrated in **Figure 2** below. The Threshold analysis provides an assessment on the need for a fourth leg of the roundabout at this intersection to provide access to the Town Centre and reviews the threshold of 750 lots required under condition E7(a)(iii) for the upgrade of this intersection to be increased to 900 lots. The analysis builds on previous work with the RMS completed under MOD 6. This analysis accompanies the modification application at **Attachment E**, and is discussed further in **Section 3.4**.



**Figure 2 – Stage 1 Traffic Infrastructure Upgrade**

## 2.6 Open space

By virtue of the proposed modifications to the residential lot layout, the area and shape of the open space within the Stage 1 Project Approval Site has been reconfigured, and will provide for more contiguous riparian corridors. **Table 1** below reconciles the various modifications to the provision of open space in Huntlee and the changes to the extent of the Stage 1 approval boundary as sought through the various modifications to the Major Project approval. It is noted that the total area of open space has increased by 3.58ha however it is expected that this number will continue to change subject to refinement and improvement of future stages.

An extract of the Landscape Concept Plan is included at **Figure 3** below.

**Table 1** – Changes to open space and extent of Stage 1 boundary

Development Component	MP 10_0137	MOD 1	MOD 2	MOD 3	MOD 4	MOD 5	MOD 6	MOD 7	MOD 8	Total
Stage 1 site Area	355.8ha	No change	Addition of 8,715m <sup>2</sup> (356.6ha)	No change	No change	Addition of 3.1ha (359.7ha)	No change	No change	No change	359.77ha (no change)
Open Space Area	82.5ha	No change	Increase by 0.5ha (83ha)	Decrease by 0.5ha (82.5ha)	No change	No change	No change	No change	Increased by 3.58ha (86.08ha)	86.08ha (3.58ha additional)
% of open space to site area	23%		23%	23%		23%			24%	+1%

**Figure 3** – Revised landscape concept plan

Source: AECOM

## 2.7 Reconciliation of sub-stage lot numbers

When determined on 24 April 2013, the Stage 1 Project Application Conditions of Approval allowed for a maximum of 1,473 lots within Stage 1 with additional residential lots to be provided through the subdivision of the approved superlots. As a result of the ongoing design development of Huntlee, various amendments have been sought to the lot layout. As outlined below, this modification seeks to increase the total number of residential lots under the Stage 1 approval by 30 lots.

**Table 2** below provides an overview of the changes to the number of residential lots approved in each sub-stage and reconciles the changes to the number of lots proposed under previous modifications. It is noted that several of the changes to lot numbers are influenced by the proposed reshaping of the sub-stages. Notwithstanding the amendments to the number of allotments in this modification (and others), the development of Huntlee will continue to achieve the total number of dwellings (2,345) while growing the number of allotments through the subdivision of the approved superlots.

In this regard, the number of lots shown in **Table 2** below illustrates the current arrangement of lots in each sub-stage, and is not a final development summary. The number of lots will increase in future stages to be commensurate with the Project Approval.

**Table 2** – Approved and modified reconciliation of residential lots and superlots within Stage 1

Sub-Stage Name	No. of Lots Approved Under MP10_0137	Lots changed under previous approvals	Total proposed Under Mod 8	Difference (Between MP10_0137 And Mod 8)
1	208	+2 210	210	+2
2	98	+9 107	107	+9
3	94	+23 117	117	+23
4	91	+33 124	124	+33
5	111	-	114	+3
5 (Large lot)	120	-	120	-
6	60	-	60	-
7	147	-	93	-54
8	106	-	132	+26
9	130	-	92	-38
10	81	-	111	+30
11	118	-	82	-36
12	109	-	75	-34
13	1 (superlot)	-	66	+66
14 (superlot)	1	-	-	-
15 (superlot)	1	-	-	-
'Lot 34'	1	-	-	-
Town centre superlots	11	-	11	-
Town centre lots	-	+2	-	+2
<b>Total residential lots</b>	1473	1473	1,503	+30
<b>Total superlots</b>	14	-	-	-
<b>Total dwellings</b>	2345	2345	2345	-

## 2.8 Modification to Conditions

The proposed modifications described above necessitate amendments to the consent conditions which are identified below. Only those conditions subject to change have been included below. Words proposed to be deleted are shown in **~~bold strike through~~** and words to be inserted are shown in ***bold italics***.

### A1. Development Description

*Approval is granted only to carrying out the development described in detail below:*

*Subdivision of Stage 1 of the Huntlee New Town site including:*

- subdivision to create ~~1438~~ ***a maximum of 2,345 residential dwellings allotments***, 14 super lots, 1 allotment for a primary school; landscaped areas,
- drainage, public open space and recreation areas;
- associated bulk earthworks; and
- infrastructure including roads, drainage works and utility services provision.

Reason: It is proposed to amend the condition to reflect the total number of dwellings approved for Huntlee rather than the number of residential allotments. As the ongoing design development of Huntlee will result in



continual change to the location and number of allotments in particular areas, a measure of dwellings is considered to be more accurate way of enforcing the density approved under the original Project Approval.

#### A2. Development in Accordance with Plans and Documentation

The development will be undertaken in accordance with the following documentation:

- Project Application – Environmental Assessment Report – Huntlee Stage 1 Subdivision and Infrastructure Works (by JBA March 2011) and associated appendices as amended by:
- Project Application – Preferred Project Report – Huntlee Stage 1 Subdivision and Works (by JBA September 2012) and its associated appendices
- Statement of Commitments in aforementioned Preferred Project Report (by JBA Planning 2012)
- Amended subdivision plan “121129 Overall Lot Plan\_1 to 3000” (Roberts Day Dec 2012) as to be amended in line with the additional amended subdivision concept plan “Huntlee – Stage 1 Concept Masterplan dwg UD4-401 01.02.13” (Roberts Day Feb 2013)
- ...

#### I) and as amended by:

- **MOD 8 Application – Section 75W Modification to Huntlee Major Project Approval MP 10- 0137 Huntlee New Town, prepared by JBA, dated 5 May 2017 including supporting documentation;**
- **Amended Subdivision Plan 20406(0) 1 TO 3000 (MOD8) Sheet 1 of 1 Masterplan prepared by Daly.Smith Pty Ltd 2016 dated 16/01/2017.**
- **Bushfire Threat Assessment – Huntlee New Town – Stage 1 75W Modification 8 prepared by MJD Environmental Pty Ltd, dated April 2017;**
- **Landscape Masterplan: Landscape and Open Space prepared by AECOM Issue A dated 5 April 2017;**

#### A6. Staging Plan

- a) Development should be carried out in accordance with the amended Staging Plan prepare by Daly Smith Pty Ltd dated ~~26/06/2016~~ **16/01/2017**.
- b) The Staging Plan can be varied with a written consent of the Secretary of the Department of Planning and Infrastructure, or his nominee.

#### A9. Landscape Plan Modifications

- a) Detailed landscape plans are to be prepared in consultation with Cessnock Council prior to the issue of the first construction certificate for each sub stage, and are to be generally in accordance with the “Huntlee Landscape Concept Report” Hassell August 2012 as amended by Amended Landscape Masterplan prepared by AECOM Issue B dated 16 July 2015, **and Modification 8: Landscape and Public Open Space prepared by AECOM dated 5 April 2017**, subject to the following amendments:
  - (i) Provide details of car parking for each recreation area, including a sealed car park with a minimum of 35 spaces and 10 bicycle spaces for each of the two main sports field areas
  - (ii) Ensure the additional 2.8ha of active open space is consistent with the approved subdivision layout plan
  - (iii) ensure the area between Wine Country Drive road reserve and the internal road of the large lot subdivision that runs alongside the Wine Country Drive road reserve is landscaped to provide visual and noise buffer to residential lots.
- b) The detailed landscape plans should provide details regarding proposed landscaping and embellishment of the open space, recreation facilities, drainage and riparian areas for the sub stage.
- c) The landscape plans should clearly outline the proposed open space in the north east corner of the large lot area and consider the appropriate conservation of the existing *Persoonia pauciflora* plants in consultation with OEH and taking into account the recovery plan for the species prepared by OEH, outlining measures to protect the endangered species, including the required 30m buffer and habitat protection.

## E7. Road Network<sup>2</sup>

### a) Road Infrastructure Requirements

The following road infrastructure shall be provided by the proponent during the development of Stage 1 Huntlee.

- (i) *DELETED*
- (ii) Wine Country Drive shall be upgraded to 4 through lanes (2 lanes in each direction with central median) in accordance with the Huntlee Stage 2 – Wine Country Drive Upgrade plans by Northrop, dated 11 November 2016, job number NL151628, Revision 6. These works shall be completed prior to 725 dwellings for which a subdivision certificate has been issued, or 1 June 2018, whichever occurs first.
- (iii) The Wine Country Drive / HEx Link Road (A–1) intersection shall be upgraded, to a 2 lane circulating roundabout prior to ~~725~~ 900 dwellings for which a subdivision certificate has been issued, or 1 June 2018, whichever occurs first.
- (iv) RMS requires that the proponent undertake a further traffic impact assessment prior to the subdivision certificate of more than 1500 lots (dwellings), based on actual counts at the time and 10 year projections, to the satisfaction of RMS.
- (v) The Wine Country Drive / Main Street (A–3) intersection shall be traffic signal controlled, generally in accordance with the layout shown in the Addendum report dated August 2012. These works shall be completed prior to the construction of any development (besides subdivision) west of Wine Country Drive, with the exception of the sales office, and are to be constructed concurrently with the upgrade of Wine Country Drive to 4 lanes 2 way (as described in Condition E7a(ii)).  
Note: The design and construction of an Austroads Urban Type BAR / BAL intersection to be used as an interim access to the proposed sales office only until the ultimate intersection is constructed.
- (vi) The Wine Country Drive / Anvil Creek Regional Park intersection shall be a Type CHR / CHL intersection (protected right and left turn bay) and shall be restricted to left in / left out / right in movements. (Prior to opening of the park).
- (vii) The Wine Country Drive / Village Access 1 (A–5) shall be traffic signal controlled. This intersection would be required prior to 1000 dwellings for which a subdivision certificate has been issued. The fourth leg of the intersection (Link Road 1) IS NOT TO BE constructed and operational prior to the intersection being traffic signal controlled and operational. The capacity of this intersection is to be tested again prior to 1,500 for which a subdivision certificate has been issued.
- (viii) The Wine Country Drive / Large Lot access (A–9) shall be upgraded to an Austroads Type CHR / CHL intersection or seagull (Prior to any dwelling in R5 zone west of Wine Country Drive)
- (ix) HEx Link Road / Village 1 North access (A–6) intersection and link road shall be constructed during Stage 1. The intersection shall be a 2 lane circulating roundabout or traffic signals (intersection type to be determined by RMS). Further modelling will be required to provide the best outcome for the future operation of this intersection. The link road shall be one lane in each direction, allowing for a future additional one lane in each direction. (Required prior to the subdivision certificate of more than 1500 lots in Village 1).
- (x) The HEx Branxton interchange (A–11) shall be upgraded to include:
  - A continuous left turn slip lane / ramp from the northbound off ramp onto HEx Link Road.
  - A continuous left turn slip lane / ramp from the New England Highway extension to the Hex southbound on ramp.
  - Extension of the HEx southbound off ramp to cater for expected queuing.
  - Adjustments to line marking are also likely in stages to ensure appropriate operation of the interchange.

<sup>2</sup> For completeness, the wording of this condition has assumed the proposed wording considered under Mod 6, excluding where modified by this application (Mod 8).

*(Prior to 1900 dwellings for which a subdivision certificate has been issued.)*

- (xi) *The HEx Link Road shall be upgraded to 4 lanes (2 in each direction) between Wine Country Drive and the Hex interchange. (Prior to 1500 dwellings for which a subdivision certificate has been issued).*

**b) General Requirements**

- (i) *All intersections and road works shall be designed and constructed in accordance with the Austroads Guide to Road Design 2009 (with RMS supplements), RMS Traffic Signal Design 2008 and the relevant Australian Standards, to the satisfaction of RMS.*
- (ii) *All traffic signal controlled intersections shall be designed and constructed to accommodate on-road cyclists unless specified otherwise by RMS. If cyclists cannot be accommodated on road due to site constraints, and subject to agreement by RMS, adequate provision shall be made off-road.*
- (iii) *All traffic lanes on State roads and at traffic signal controlled intersections shall be 3.5 metres in width or as determined by RMS.*
- (iv) *Coordination and linking of all traffic control signals is required at full cost to the developer to RMS requirements. Appropriate pedestrian and cyclist facilities, foot/cycle paths and ramps, connecting to traffic signal controlled intersections shall be provided to the satisfaction of RMS and Council.*
- (v) *Pedestrian fencing may be required in certain areas. This will be identified as part of the design review process. Street lighting shall be provided at all intersections and pedestrian crossings to the relevant Australian Standards, or as determined by RMS.*
- (vi) *The proponent shall ensure that there is sufficient road reserve width provided along Wine Country Drive to accommodate the ultimate cross section and intersection auxiliary lanes.*
- (vii) *As road works are required on State roads and traffic signals, RMS will require the developer to enter into a Works Authorisation Deed (WAD) with RMS.*
- (viii) *Prior to the Certifying Authority issuing a construction certificate for each element(s) of the Road Improvement Works set out in condition E6(a), the developer shall enter into a WAD with RMS. The proponent shall achieve practical completion of all works under the WAD in accordance with the timing referred to in condition E8 and the WAD.*
- (ix) *A Construction Traffic Management Plan (CTMP) shall be prepared and include a Vehicle Movement Plan and Traffic Control Plans. It shall be prepared with the intention of having minimal impact to the operation of the road network during the construction of the proposed development. The CTMP shall be submitted to RMS and the Department of Planning and Infrastructure for review and approval prior to any construction activities occurring on-site.*
- (x) *All works associated with the proposed development shall be at full cost to the developer and at no cost to RMS or Council, to RMS requirements.*
- (xi) *All local roads that are to be dedicated to Council shall be designed to meet published Council standards.*

### 3.0 PLANNING ASSESSMENT

This section demonstrates that the proposed modification outlined in **Section 2.0** does not compromise the merits of the Stage 1 approval or provide any significant additional environmental impacts.

#### 3.1 Compliance with Relevant Statutory Plans and Policies

##### Consistency with Stage 1 Major Project Approval

The proposed modifications are considered to be generally consistent with the Huntlee Stage 1 Major Project Approval. The modified development retains the same activity as the approved development and the scale and density of the development is commensurate to that previously approved. The proposed modification is considered to be generally consistent with the Stage 1 Project Approval, in view of the following:

- Whilst the modification seeks to reconfigure the lot layout within sub-stages 6-13, resulting in a redistribution of dwellings between the sub-stages, this revision will not result in any increase in density or the total number of residential allotments within Stage 1. The subdivision of sub-stage 13 is commensurate with the approved use and intent of this superlot. The modification will not intensify the approved development and remains within the Stage 1 Project Approval boundary and the approved State Significant Development (SSD) Site. The proposed allotments and street layout remain generally consistent with the Stage 1 approval and the Huntlee DCP (refer to **Section 3.2**).
- The modification does not result in the creation of any additional lots, rather by virtue of the proposed modifications, this application will marginally reduce the number of lots and as such will negligibly impact traffic generation. No change is proposed to approved entrance or exit points from the precinct, and as such the modification will not adversely alter the operation of the local road network.
- Whilst the total provision of open space within Stage 1 will be greater than previously approved, the modification is commensurate with the overall location and form of approved open space areas and will deliver public benefits. In addition to this, the Landscape and Public Open Space plan (**Attachment C**) demonstrates that the proposed landscaping treatments are consistent with the DCP requirements. It is expected that this open space will be subject to further design development as the Stage 1 Project Approval is further refined.
- The modification remains capable of accommodating the necessary APZs and as such does not create any adverse bushfire impacts, as discussed further in **Section 3.2** below.

##### State Environmental Planning Policy (State Significant Precincts) 2005

The site was formerly listed under Clause 27 of Schedule 3 in State Environmental Planning Policy (*State Significant Precincts*) 2005, formerly known as *State Environmental Planning Policy (Major Development)* 2005. On 5 March 2015, the relevant controls that applied to the Huntlee New Town (Section 25 of Schedule 3 in the State Significant Precincts SEPP) were transferred into the *Cessnock Local Environmental Plan 2011* (Cessnock LEP 2011) and *Singleton Local Environmental Plan 2013* (Singleton LEP 2013) respectively. These changes will not affect the existing Project Approval or subsequent modifications to this approval.

##### Cessnock Local Environmental Plan 2011

The site is subject to the *Cessnock Local Environmental Plan 2011* (Cessnock LEP) and is zoned R1 General Residential. The future development proposed under this modification will comprise of residential development, roads, potential supporting commercial or community uses, an education facility, and recreation areas, which are all permitted with consent in the R1 zone. The proposed modification does not propose any additional development on the site and remains generally consistent with the original project approval.

##### Huntlee Development Control Plan

The proposed modification to the Stage 1 Major Project Approval, as outlined in **Section 2.0**, is considered to be generally consistent with the Huntlee DCP. The modification has been assessed against Section 4 of the DCP, which provides controls for Subdivision Design. The modification is generally consistent with the subdivision controls as detailed in **Table 3** below.

**Table 3** – Compliance with the Huntlee DCP

Provision	Comment	Compliance
<b>4.1 – Street Network and Design – Controls</b>		
4.1.1	A revised street hierarchy drawing was prepared by Roberts Day and accompanied the modification application at <b>Attachment B</b> . The revised street hierarchy applies the established principles of Collector Streets, Avenue Streets and Park Streets generally in accordance with Figure 15, albeit in a modified network that accounts for the proposed subdivision and open space layout. The proposed street network creates a more permeable street network that is based on a modified, yet generally similar grid system.	Complies.
4.1.2	The modification does not compromise any required road or intersection upgrades identified in the DCP.	Complies.
4.1.3	The detailed design of landscaped areas will remain consistent with the detailed road cross-sections and proposed street tree planting under previous approved schemes, which will be adapted where relevant to the modified sub stages.	Complies.
4.1.4	Asset Protection Zones will not encroach more than 1/3 of private lots, as was detailed in the Bushfire Threat Assessment prepared by MJD Environmental.	Capable of complying.
4.1.5	N/A	N/A
4.1.6	The proposed road network has been designed to: <ul style="list-style-type: none"> <li>▪ create a more permeable street network that is based on a modified, yet generally similar grid system;</li> <li>▪ encourage walking and cycling and reduce travel distances by creating a more legible and permeable street network that improves the efficiency of road lengths;</li> <li>▪ provide for safe and accessible routes between the future community facilities and surrounding residential areas, including shared zones and dedicated pedestrian/cycle routes;</li> <li>▪ accommodates significant vegetation the public domain, open space areas, and riparian corridors;</li> <li>▪ facilitate appropriate solar access opportunities for dwellings;</li> <li>▪ facilitate passive surveillance of open space, laneways and areas of the public domain and riparian corridors;</li> <li>▪ improve views and vistas to areas of open space and landscape features and visual create connections to nodal points and centres;</li> <li>▪ be capable of implementing future WSUD features; and</li> <li>▪ reduce the number of road crossings of riparian corridors, and improve the connectivity between environmental conservation areas.</li> </ul>	Complies.
4.1.7	To be confirmed at the detailed design stage.	Capable of complying.
4.1.8	To be confirmed at the detailed design stage.	Capable of complying.
4.1.9	The detailed design of landscaped areas will remain consistent with the detailed road cross-sections and proposed street tree planting under previous approved schemes, which will be adapted where relevant to the modified sub stages.	Complies.
4.1.10	To be confirmed at the detailed design stage.	Capable of complying.
4.1.11	N/A	N/A
<b>4.2 – Pedestrian and Cycle Network – Controls</b>		
4.2.1	The detailed design of landscaped areas will remain consistent with the detailed road cross-sections and proposed street tree planting under previous approved schemes, which will be adapted where relevant to the modified sub stages.	Complies.
4.2.2	The proposal will improve the legibility, functionality, and accessibility of walking and cycling routes within the precinct, to reduce travel distances and encourage alternate transport modes.	Complies.
4.2.3	To be confirmed at the detailed design stage.	Capable of complying.
4.2.4	N/A	N/A
4.2.5	The proposal will continue to provide shared off road cycle pathways shown in Figure 30 of the DCP, albeit in revised locations for improved access and circulation.	Complies.
4.2.6	The detailed road cross-sections will be provided in accordance with the previous approved schemes, which will be adapted where relevant to the modified sub stages.	Complies.



Provision	Comment	Compliance
<b>4.3 - Public Transport Network – Controls</b>		
4.3.1	The proposal will continue to be capable of accommodating a bus route along collector roads, generally consistent with Figure 31 of the DCP.	Complies.
4.3.2	The proposal remains capable of complying, subject to the future delivery of the bus route and confirmed bus stops.	Capable of complying.
4.3.3	The detailed road cross-sections will be provided in accordance with the previous approved schemes, which will be adapted where relevant to the modified sub stages.	Complies.
4.3.4	To be confirmed at the detailed design stage.	Capable of complying.
<b>4.4 – Public Domain Works – Controls</b>		
4.4.1	The proposed modification will alter the approved areas of open space shown in Figure 13 of the DPC, however, this amendment is commensurate with the overall location and form of approved open space areas, and will deliver significant public benefits. These public open space areas will continue to be located within focal points of the neighbourhood, co-located with the future school, linked to the riparian corridor and surrounding neighbourhood areas by pedestrian pathways, shared zones, or dedicated pedestrian/cycle routes. The detailed design of these public open space areas will remain consistent with the previous approved schemes, as will be confirmed at the DA stage.	Complies.
4.4.2	The detailed design of landscaped areas will remain consistent with the detailed road cross-sections and proposed street tree planting under previous approved schemes, which will be adapted where relevant to the modified sub stages.	Complies.
4.4.3	The proposed modification will not restrict the provision of utilities and services.	Complies.
<b>4.5 – Residential Neighbourhoods – Controls</b>		
4.5.1	<p>The proposed modification:</p> <ul style="list-style-type: none"> <li>improves the distribution and layout of residential lots around open space and other community facilities, and improves the walkability of residential neighbourhoods;</li> <li>provides for a legible and permeable street hierarchy that responds to the site topography, maximises pedestrian connectivity;</li> <li>does not seek any substantial changes to the length of street blocks and includes additional laneways, a shared zone adjoining the future school, and dedicated shared pedestrian and cycle paths to improve circulation and pedestrian safety;</li> <li>continues to provide residential lots that are rectangular in geometry, and does not comprise any battle-axe blocks;</li> <li>provides a mix of lot sizes in appropriate locations, that achieve the nominated widths and areas for various lot typologies, and are in accordance with the orientation and design principles outlined in Figures 32 and 33 of the DCP;</li> <li>delivers the desired mix of Country Lots on the periphery and superblock corners and Traditional Lots in the centre; and</li> <li>facilitates passive surveillance of public areas and encourages activation of the street frontage.</li> </ul>	Complies.
4.5.2	The proposed modification accommodates a range of lot sizes, which are consistent with the minimum dimensions.	Complies.
<b>4.6 – Town Centre – Controls</b>		
N/A	N/A – the proposed modifications pertain to sub-stages 6-13, which are located generally outside of the mixed use Huntlee Town Centre.	N/A

### 3.2 Residential Subdivision and Urban Design

The revised subdivision layout is the result of continual design improvement and remains generally consistent with the DCP controls (as demonstrated in **Section 3.1** above). The key driver of the revised subdivision layout has been to improve the overall legibility and permeability of the precinct through creating more linear superblocks and reducing the length of winding roads. This approach is consistent with the objectives for residential development in Huntlee, and delivers a number of significant benefits, including:

- a high level of amenity by delivering a higher proportion of north/south oriented dwellings, improving sight lines with open space as terminating vistas, and improving access arrangements to the future school and providing for additional public open space;

- segregated residential traffic and parking from the future school via new proposed laneways adjacent to the shared-zone, which enable vehicle access for these lots to occur from the rear laneways rather than the primary frontage;
- larger County Lots along the periphery to address APZs, as outlined in **Section 3.6** below, and improve and soften the built form interface between the precinct and surrounding semi-rural land;
- further lots capable of accommodating diverse dwelling typologies or supporting commercial or community uses, to meet the needs of people living in the surrounding area and improve housing choice;
- reinforced boundaries for the Stage 1 Site by providing development to the precinct boundaries, which demonstrates better long-term thinking that will enable potential future development to the north, east and south to more easily interface with the proposal; and
- facilitating passive surveillance of laneways, streets and the public domain as lots are designed to cast views along laneways and provide opportunities for secondary dwellings to increase street level surveillance.

The reconfigured subdivision layout is a substantially improved design from that originally approved, and will not result in any adverse environmental impacts as explored in the following sections. The layout will not result in a greater number of dwellings than previously approved, and as such does not represent an increase in the intensity of the approved residential precincts.

### 3.3 Road Network

The revised road network corresponds to the desire to improve the legibility and permeability of residential development in the region, and also represents an improved outcome in terms of way-finding, safety, and amenity. The modification has maintained the vehicular entrance and exit points to the precinct, and generally maintained the approved linkages between the sub-stages, and as such will not have any significant impacts on traffic and will not alter the operation of the local road network. As shown in **Attachment B**, the road hierarchy remains generally consistent with the approved layout and maintains significant roads and transport routes. The inclusion of appropriate traffic calming measures will continue to passively eliminate the potential for cars to reach high speeds, thereby creating a more linear road network without compromising on safety.

### 3.4 Road Network Upgrades

Better Transport Futures has prepared an Intersection & Road Upgrade Threshold Analysis Review to investigate at what stage the upgrades to the intersection known as 'A-1' should occur, and whether a fourth leg for the roundabout at this intersection is required to provide access to the Town Centre. This analysis confirms the following, which is discussed further at

#### **Attachment E:**

*"The conclusion from this updated analysis of the impacts on intersection [A-1] is that upgrade of the roundabout from 1 lane to 2 lane operation is not required for the nominated level of town centre activity and the 900 dwelling Village One residential threshold.*

*It is recommended that the staging thresholds be adjusted to acknowledge the level of town centre development that is nominated here to be part of the revised development threshold for intersection"*

Better Transport Futures provide that the existing 1 lane roundabout intersection will continue to operate at a satisfactory level of service 'C' up until (and beyond) the 900 lot threshold. Further, the assessment confirms that the fourth leg is should be added to Intersection [A-1] which will form one of two major town centre access points, with two further left in left out access points being provided for the immediate access needs of the Huntlee town centre.

### 3.5 Open Space and Landscaping

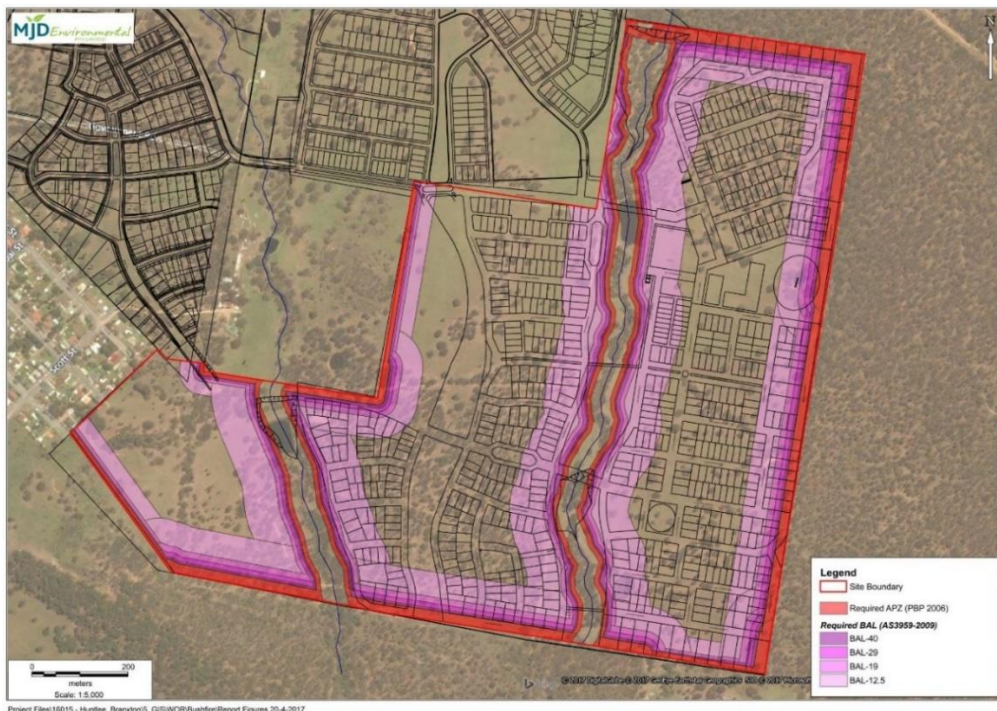
The modification seeks to increase the total quantity of open space within Stage 1 from the amount previously approved. This is facilitated by the revised subdivision layout and is detailed in the Landscape and Public Open Space plan prepared by AECOM and provided at

**Attachment C.** Street trees will be provided generally in accordance with Section 4.1 of the DCP with high quality and durable trees provided to all streets, clearly delineating the public and private domains.

### 3.6 Bushfire

A Bushfire Threat Assessment Report (BTA) has been prepared by MJD Environmental and is provided at **Attachment D**. The BTA provides an assessment of the potential bushfire impacts on the modified sub stages 6-13, and has considered the bushfire setting for sub stages 14 and 15 for completeness. The BTA provides a slope assessment for a distance of 100m around the Site and an assessment of the surrounding vegetation and future land uses. The BTA confirms that the site is located on bushfire prone land and contains Category 1 and 2 Vegetation as well as Vegetation Buffer lands. The Assessment recommends the implementation of Asset Protection Zones (APZs) (**Figure 3**), which will be accommodated in the road carriageways or large lots. These APZs are detailed below in addition to other fire mitigation and control measures:

- an APZ of 25m is required from the forest hazard to the north, north east and south-east;
- an APZ of 20m is required from the forest hazard along a portion of the eastern site boundary and the southern boundary;
- an APZ of 15m is required from the woodland hazard situated within Lot 34 DP 755211 to the west;
- an APZ of 10m is required from grassland with scattered trees to the south-east, south-west and west from Lot 66 DP 755211; and
- an APZ of 10m is required from retained riparian vegetation associated with existing creek lines traversing the site.
- Future dwellings within the site should have due regard to the specific considerations given in the BCA, which makes specific reference to the Australian Standard (AS3959 – 2009) construction of buildings in bushfire prone areas;
- Roads are to be constructed in accordance with PBP 2006 as outlined within the BTA;
- Consideration should be given to landscaping and fuel loads on site to decrease potential fire hazards on site; and
- Any proposed development is to be linked to the existing mains pressure water supply and that suitable hydrants be clearly marked and provided for the purposes of bushfire protection. Fire hydrant spacing, sizing and pressure should comply with AS2419.1, 2005.



**Figure 4** – Proposed Asset Protection Zones (shown in red)

Source: MJD Environmental

### 3.7 Services

The modification only seeks to amend the internal road layouts and therefore will not impact on the water and sewer networks which are pressurised systems. The proposed modification will not have an adverse impact on the infrastructure services provided to the residential allotments.

### 4.0 CONCLUSION

The proposed amendments to the Huntlee Stage 1 Major Project Approval (MP10\_0137), as outlined in **Section 2.0** of this letter, are a result of the continual refinement and improved detailed design for the residential sub-stages 6-13. The proposed modification relates to the reconfiguration of the residential subdivision and the associated road and open space network.

The modified layout represents an improved outcome that will benefit the amenity, legibility, permeability, and safety of future development within Huntlee, whilst also increasing the quantity of open space provided within the Project Approval Site. These modifications relate to the same activity as the approved development and will not result in the creation of any additional lots, rather by virtue of ongoing design development this modification will marginally reduce the number of lots. The scale of the modified development remains consistent with the Project Approval, and will seek to create a commensurate number of dwellings.

The modification is considered to be generally consistent with that of the previous approvals and will not result in any significant adverse environmental impacts in regard to bushfire, urban design or traffic impacts. The modification is consistent with the objectives and Controls in the Huntlee DCP and will result in improved residential amenity and safety.

In light of the above and significant merits, we therefore recommend that the proposed modification is supported. We trust that this information is sufficient to enable a prompt assessment of the proposed modification. Should you have any queries about this matter, please do not hesitate to contact me on 9956 6962 or [mnorman@jbaurban.com.au](mailto:mnorman@jbaurban.com.au).

Yours faithfully



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