

Preferred Project Report

Huntlee New Town Stage 1A and Stage 1B Project Applications

Submitted to
Department of Planning
On Behalf of Huntlee Holdings

March 2009 ■ 07303

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Worley Parsons

1.0 Introduction

An Environmental Assessment Report (EAR) for the Huntlee New Town Stage 1A and Stage 1B Project Applications was publicly exhibited for a period of 8 weeks between 19 November 2008 and 16 January 2009. In response to the public exhibition, the Department of Planning has received 136 submissions.

The proponent, Huntlee Holdings Pty Ltd and its specialist consultant team have reviewed and considered the submissions. In accordance with clause 75H(6) of the *Environmental Planning and Assessment Act 1979*, this Preferred Project Report sets out Huntlee Holdings Pty Ltd's response to the issues raised, provides an update on the progress of a number of on-going planning, environmental and infrastructure studies, outlines a number of revisions to the Project Applications and provides a revised Statement of Commitments.

Submissions (Section 2.0 and Appendices A & B)

Submissions in response to the public exhibition of the two Project Applications were received from Councils, State Government agencies and authorities and the general public. The source of submissions is summarised as:

■ State Authorities and agencies	8
■ Commonwealth Agencies	0
■ Local Councils	2
■ Members of the public	126

The agency and local Councils' submissions required clarification on a number of matters including traffic and transport assumptions, infrastructure provision and funding, riparian corridor quality and buffers, and impacts of the proposal on mining activities.

Public submissions raised issues related to traffic and transport impacts, environmental impacts, infrastructure provision and delivery, character and public interest.

This Report in its entirety constitutes Huntlee Holdings Pty Ltd's response to the issues raised during the exhibition process. Copies of the submissions received from public authorities and Cessnock and Singleton Councils are attached at **Appendix C**. A detailed summary of issues raised by the community is attached at **Appendix D**.

Project Update (Section 3.0)

The Huntlee New Town site was gazetted as a State Significant Site in Schedule 3 of the Major Projects SEPP and rezoned for urban, recreation and conservation purposes on 9 January 2009.

Subsequent to the rezoning, Huntlee New Town Concept Plan was approved by the Minister for Planning on 9 February 2009 subject to conditions. The Concept Plan requires future project applications to satisfy conditions related to development staging, landscape and public domain, infrastructure delivery, traffic and transport, bushfire, stormwater, water supply and waste water servicing, riparian zones, and bus service provision. Section 2 demonstrates how the Stage 1A and 1B Project Applications satisfy these conditions relevant to the current Project Applications.

Since public exhibition of the Stage 1A and Stage 1B Project Applications, Huntlee Holdings Pty Ltd's transport consultant Better Transport Futures has assessed the potential traffic impacts of the proposed Large Lot Residential Lots located on Old Northern Road and Wine Country Drive.

In summary, that report (**Appendix E**) concludes that the Large Lot Residential Lots are anticipated to generate 255 vehicular trips during peak hours. Access arrangements into both Old Northern Road and Wine Country Drive will require local augmentation works, which would be designed to Cessnock City Council's engineering specifications. The Statements of Commitment have been revised to adopt the recommendations made by Better Transport Futures.

Revisions to the Project Applications (Sections 2.0 and 4.0)

Following public exhibition of the Project Applications, the proposed Old North Road Large Lot Residential Subdivision layout has been reconfigured to address concerns raised in submissions relating to riparian corridors and the existing overhead power lines. These lots have also been adjusted to ensure future lots do not straddle the Cessnock-Singleton LGA boundary which traverses the Old North Road Large Lot Subdivision area.

Revised Statement of Commitments (Section 5.0)

In response to the issues raised in submissions, the draft Statements of Commitments have been revised to clarify and strengthen future planning and management actions. The revised Statements of Commitments are in Section 4.0 of this report.

2.0 Concept Plan Approval

The Huntlee New Town Concept Plan was approved by the Minister for Planning on 9 February 2009 subject to conditions. **Table 1** confirms that Stage 1A and Stage 1B Project Applications' compliance with the relevant Concept Plan conditions of approval.

Table 1 – Stage 1A and Stage 1B Compliance with Huntlee New Town Concept Plan Approval

Condition No.	Condition/Requirement	Stage 1 Proposal	Compliance
B1	Maximum number of dwellings permitted under the Concept Plan is 7500.	Stage 1A and Stage 1B propose residential subdivision to accommodate 2,300 dwellings.	✓
B2	Voluntary Planning Agreements (or the like) to be executed between Huntlee Holdings and the Minister for Planning to provide for regional infrastructure.	A draft VPA has been prepared for regional infrastructure and is awaiting execution by the Minister for Planning. Revisions to the VPA to reflect changes in Government policy on regional infrastructure levies is on public exhibition.	✓
B3	Voluntary Planning Agreements (or the like) to be executed between Huntlee Holdings and Cessnock Council and Singleton Council to provide local infrastructure.	Huntlee Holdings is currently negotiating a local VPA with Cessnock City Council for local contributions. Huntlee Holdings has committed to paying contributions in line with Singleton Council's existing Section 94 developer contribution rates as previously agreed with Singleton Council.	✓
B4	Development Staging Plan to be submitted with the Stage 1A and Stage 1B project applications to address: <ul style="list-style-type: none"> ▪ Total lots approved and outstanding balance; ▪ Lots proposed for each subsequent stage and any minor revisions from the concept plan approval or previous staging plan; and ▪ Average lot sizes and areas. 	Sections 5.3, 5.4 and 5.5 articulate the proposed staging of the project. Being Stage 1, Concept Plan approval for 7,500 residential lots has been granted to date. The Stage 1A and Stage 1B Project Applications propose subdivision of the site into 1,773 residential lots to accommodate 2,300 dwellings. Average lot sizes and areas range from 200m ² (multi dwelling/duplex lots) through to 900m ² (dress circle lots). Large Lot Residential Lots are a minimum of 2,000m ² . The staging and average lot sizes are entirely consistent with the approved Concept Plan.	✓

Condition No.	Condition/Requirement	Stage 1 Proposal	Compliance
B5	<p>Urban design guidelines to be submitted for approval as part of the project or development applications for subdivision and infrastructure works for each of the neighbourhood stages and the Town Centre and should address:</p> <ul style="list-style-type: none"> ▪ Building form; ▪ Building heights; ▪ Road widths; ▪ Streetscape character; ▪ Civic spaces; ▪ Parking provision; ▪ Lighting; ▪ Water sensitive urban design; ▪ Energy efficiency; ▪ Materials and colours; ▪ CPTED principles and Safer by Design best practice models. 	<p>The Urban Design Guidelines for Stage 1 are attached at Appendix C of the EAR for the Stage 1A and Stage 1B Project Applications and should be read in conjunction with the Landscape and Public Domain Strategy (Appendix D of the Stage 1 Project Applications EAR). Combined, these two documents address building form, building heights, road widths, street character, civic spaces, car parking provision, and materials and colours.</p> <p>Energy efficiency, WSUD, lighting and CPTED have already been addressed through the layout and design established in the Concept Plan and Stage 1 Project Applications and will continue to be addressed through detailed design and future DAs.</p>	✓
B6	<p>Landscape and Public Domain Strategy for the urban areas to be submitted with the Stage 1A and 1B project applications for subdivision and infrastructure works and should address:</p> <ul style="list-style-type: none"> ▪ Recreational needs; ▪ Open space functions and linkages; ▪ Landscaping; ▪ Public domain furniture; ▪ Habitat corridors; ▪ Interface with conservation areas; ▪ Plant species; ▪ Pedestrian and cycle movements; and ▪ Site interpretation. 	<p>Appendix D of the EAR for the Stage 1A and Stage 1B Project Applications includes a Landscape and Public Domain Strategy. The Strategy addresses proposed parks and recreational areas identifying function (e.g.: village centre park, passive recreational space, neighbourhood play areas, neighbourhood parks, Persoonia Park); proposed facilities (i.e.: BBQ/shelter areas, cycle/pedestrian paths); and streetscape character. The open space areas have been located in response to (and to protect) existing vegetation and habitats, particularly in the case of East Creek Line Reserve, Entry park and Persoonia Park.</p> <p>A detailed landscape plan will be finalised prior to issue of the construction certificate for the works.</p> <p>Interface issues between the development and conservation areas are being dealt with in the Plan of Management currently under preparation by DECC.</p>	✓

Condition No.	Condition/Requirement	Stage 1 Proposal	Compliance
B7	<p>Huntlee Holdings to continue:</p> <ul style="list-style-type: none"> ▪ undertaking actions to protect <i>Persoonia pauciflora</i>; ▪ working with DECC to implement trial measures to increase <i>Persoonia</i> individuals; ▪ protecting all in situ individuals through: <ul style="list-style-type: none"> - 30m buffer around each plant; - collection of seeds and cuttings for propagation; and - translocation of plants. 	<p>Huntlee Holdings is continuing to work with DECC to protect <i>Persoonia pauciflora</i> and undertake the measures required by the Concept Plan and Deed of Agreement.</p> <p>The measures proposed have been implemented to date.</p>	✓
B8	<p>Plan of Management to be prepared in consultation with DECC for conservation lands.</p>	<p>Following transfer of the conservation lands, DECC will be responsible for preparing the Plan of Management for the conservation lands. The Regional VPA provides for a sum of money to facilitate the Plan of Management. Huntlee Holdings is continuing to work with DECC in this regard.</p>	✓
B9	<p>Infrastructure Delivery Plan to be submitted with Stage 1A and 1B project applications for subdivision and infrastructure works and should address:</p> <ul style="list-style-type: none"> ▪ water supply; ▪ sewerage; ▪ wastewater re-use; ▪ telecommunications; ▪ energy; ▪ social facilities; and ▪ education. 	<p>The provision of utility services for Stage 1 is dealt with in Section 6.5 of the Stage 1 Project Applications EAR.</p> <p>The provision of social infrastructure is addressed by the draft local VPA currently being negotiated with Cessnock Council and the commitment to pay monetary contributions in accordance with Singleton Council's existing Section 94 developer contribution rates.</p> <p>The draft regional VPA makes provision for land to be set aside for educational purposes in accordance with the Government's Infrastructure Circular.</p>	✓
B10	<p>Detailed traffic assessment required for each stage of subdivision and infrastructure works addressing:</p> <ul style="list-style-type: none"> ▪ Achieved modal split; ▪ Status of F3 Freeway to Branxton Link ▪ Capacity of surrounding road network and its ability to accommodate proposed development 	<p>A detailed traffic impact assessment has been submitted with the Stage 1A and Stage 1B Project Applications that addresses modal split, F3 Freeway-Branxton Link and existing and proposed road capacity (refer Appendix E of the EAR).</p> <p>Since exhibition, Huntlee Holdings Pty Ltd's traffic consultant has also prepared a supplementary traffic assessment for the</p>	✓

Condition No.	Condition/Requirement	Stage 1 Proposal	Compliance
		Old Northern Road and Wine Country Drive Rural residential Lots (Appendix E) which demonstrates the existing road network can accommodate the proposed development. Section 3.1 of this report addresses traffic impacts in further detail.	
B11	<p>Technical Paper demonstrating justification and assumptions of modal splits to be submitted to RTA and MoT prior to determination of Stage 1A and Stage 1B project applications. Paper is to:</p> <ul style="list-style-type: none"> Review the NSW Government strategy on alternate transport; Provide comparisons to other communities where alternate higher alternate transport use has been achieved; Review and assess current MoT and RTA technical documentation in relation to land use and transport integration strategies. 	<p>Huntlee Holdings Pty Ltd has prepared a Technical Paper addressing the matters identified in Condition B11, which is attached at Appendix F.</p> <p>Section 3.1.1 summarises the key points discussed in the Technical Paper.</p>	✓
B12	<p>Remediation and Rehabilitation Plan for Ayrefield Colliery to be prepared with relevant Government agencies within 6 months of Concept Plan approval and should address:</p> <ul style="list-style-type: none"> Remediation of coarse reject emplacement areas; Rehabilitation of fine reject emplacement areas; More detailed investigations of mine subsidence and stabilisation requirements; Remediation Action Plan for former landfill areas; Long term monitoring programs. 	Whilst not applicable to Stage 1A or Stage 1B, the Remediation and Rehabilitation Plan is currently being prepared for the relevant parts of the site.	Not applicable
B13	Preparation of Remediation Action Plan following detailed site investigations for areas of known or potential site contamination issues. RAP to be submitted with relevant application for subdivision and works within affected areas.	As outlined in Section 6.10 of the Stage 1A and Stage 1B Project Applications EAR there are no areas affected by contamination.	Not applicable

Condition No.	Condition/Requirement	Stage 1 Proposal	Compliance
B14	<p>Depth of cover Requirement</p> <p><25m Remove mine subsidence if structures are proposed</p> <p>25-50m Further geotechnical assessment to determine building type and density</p> <p>50-75m Residential buildings not to exceed two storeys and 30m length</p> <p>>75m Residential buildings not to exceed two storeys and upper storey to be limited to 30m length</p> <p>All shafts and entries to be sealed off and no structures to be built in these locations.</p>	<p>A small number of the Old Northern Road Large Residential Lots are potentially affected by mine subsidence as they have a depth of cover of <25m. This area will be rehabilitated and managed during construction works.</p> <p>There are no shafts or entries within the Stage 1 Project Applications area.</p>	✓
B15	<p>Development shall meet the aims of <i>Planning for Bushfire Protection Guidelines (2006)</i>. Proposed perimeter roads and building alignments to achieve minimum APZ and where no perimeter road proposed, APZ to be within lot boundaries.</p>	<p>APZs consistent with <i>Planning for Bushfire Protection Guidelines(2006)</i> have been identified in the Stage 1A and Stage 1B Project Applications and will be largely achieved through the design of perimeter roads, and in some instances within lot boundaries.</p>	✓
B16	<ul style="list-style-type: none"> Stormwater to be designed to satisfaction of Council. No stormwater to be discharged to natural watercourse unless no negative impacts to baseline quality. Detailed flood modelling assessment to be submitted with each application and indicate extent of 100 year storm event. All stormwater treatment basins and stormwater management controls to be located above the 100 year flood level. Stormwater quality controls shall generally meet the requirements set out in Table 1.2 of <i>Australian Runoff Quality – A Guide to Water Sensitive Urban Design</i>, Engineers Australia, 2006. 	<p>The Statement of Commitments for both Project Applications commit Huntlee Holdings Pty Ltd to designing the stormwater infrastructure in accordance with the Council’s engineering requirements.</p> <p>The Worley Parsons’ original stormwater report (Appendix F of the exhibited EAR) and supplementary report (Appendix F of this report) confirm the proposed stormwater design that will ensure water quality is maintained or improved prior to any discharge into natural watercourses.</p>	✓

Condition No.	Condition/Requirement	Stage 1 Proposal	Compliance
B17	Water supply and waste servicing strategy to be prepared in consultation with Hunter Water and shall identify water supply and waste water infrastructure.	Water supply and waste servicing strategies for Stage 1 are dealt with in Section 6.5 of the Stage 1 Project Applications EAR.	✓
B18	Subdivision should achieve the following core riparian zones: <ul style="list-style-type: none"> ■ Minimum 10m for any intermittently flowing 1st order watercourse; ■ 20m for any permanently flowing 1st order watercourse or any 2nd order water course; ■ 20m-40m (merit based assessment) for any 3rd order or greater watercourse. 	The minimum requirements for core riparian zones will be achieved in Stage 1 as confirmed in Section 3.2 of this report.	✓
B19	Details to be submitted with relevant application for subdivision and infrastructure works regarding proposed rerouting of existing major overhead power lines over Lot 102 DP 1040618.	As discussed in Sections 3.4 and 4.0 of this report, the proposed lot layout has been revised to address the overhead power lines. The overhead power lines will be diverted underground.	✓
B20	Proponent to contract a private bus operator or make other appropriate arrangements to provide bus services and achieve 70% car transport mode share. Details to be provided with future applications for each stage.	Huntlee Holdings Pty Ltd proposes to fulfil this commitment and deliver a private bus service for Stage 1 up until the State Government has met its obligations to the community of Huntlee.	✓

3.0 Response to Key Issues

This section provides a summary of the key issues raised in the submissions and a general response to those issues. The key issues raised in submissions are as follows:

- Traffic and transport impacts;
- Hydrology;
- Infrastructure provision and delivery;
- Impacts of the proposal on mining activities;
- Rural residential matters.

3.1 Traffic and Transport Matters

3.1.1 Traffic Generation and Management

Issue – Trip Generation Rates

The RTA and Cessnock City Council have questioned Huntlee Holdings Pty Ltd trip generation assumptions (particularly for the employment lands), stating they are too low. The RTA has requested the rates be reconsidered.

Response

Huntlee Holdings Pty Ltd's transport consultant, Better Transport Futures has completed a Modal Split Technical Paper that justifies the assumed trip generation assumptions adopted for Huntlee New Town (**Appendix F**).

Better Transport Futures has summarised the proposed trip generation rates and modal split on the following grounds:

- **Trip containment** – Huntlee New Town proposes a self sufficient town comprising residential, employment, retail, recreation, education, health, and leisure uses. It is expected that approximately 25% of all trips generated by the Huntlee New Town proposal will be internal to the development. This proportion(25%) is not unreasonable given Cessnock and Singleton currently experience trip containment in the order of 50%;
- **Mode Split** – traditional views of mode split in the Hunter region suggest that approximately 95% of commuters rely on private vehicles. What is not recognised is that almost 10% of these people travel as passengers and as such the Hunter region in fact exhibits a mode split in the order of 80– 85% (in favour of private vehicles). To achieve the 70:30 mode split proposed at Huntlee New Town requires a modest shift in external travel habits in the order of 10%. Over the 25 year lifespan of Huntlee New Town, this reduction is considered reasonable and achievable;
- **Employment Strategy** – Huntlee New Town proposes local jobs and activities, reducing the reliance for future residents to travel further distances;
- **Transport Demands** – Over Huntlee New Town's 25-30 year timeframe, base demands on the transport system will be reduced due to trip containment, shorter trips and mode split;
- **External Road Infrastructure Demands** – The Lower Hunter Regional Strategy is premised on existing and proposed regional road infrastructure, including notably the F3 to New England Highway link. The Huntlee New Town proposal is entirely consistent with the Lower Hunter Regional Strategy. It is noted that the Federal Government has also recently commissioned the Lower Hunter Transport Needs Study, which is also focussed on the delivery of the F3 link.

In response to the RTA's concerns, Better Transport Futures, met with RTA officers to discuss the proposal on Thursday, 5 February 2009, to clarify issues raised in the RTA's submission, including the adopted trip generation assumptions used in the exhibited traffic impact assessment.

As outlined at that meeting, the assumed trip generations rates adopted for employment purposes is considered appropriate on the basis the stated 300 trips represent the initial stages of development being considered. The Stage 1A Project Application seeks approval for the creation of two super lots being the initial areas of the Town Centre to support principally retail, educational and business uses.

Detailed design of these lots will be addressed in future development/project applications, including traffic. Reconsideration of the trip generation rates for employment purposes is not warranted at this time.

Issue – Traffic Surveys and Intersection Analysis

Key issues raised by the RTA in relation to traffic surveys and intersections relate to:

- the need for further details regarding traffic surveys undertaken along Wine Country Drive and the New England Highway;
- apparent inconsistencies between counts undertaken by Huntlee Holdings Pty Ltd and the RTA;
- the need for additional surveys and analysis to be undertaken at certain intersections; and
- the proposed design of intersection treatments at access points into the development.

Response

The traffic impact assessments undertaken for the Concept Plan and Stage 1A and Stage 1B Project Applications have concluded that up to 400 dwellings can be developed without the need for major traffic upgrade works and infrastructure. Beyond 400 dwellings however, a series of works are required including upgrade works to the New England Highway through Branxton and construction of a local link road between Wine Country Drive and New England Highway at the approval of the 1201st dwelling. The Regional Voluntary Planning Agreement negotiated between Huntlee Holdings Pty Ltd and the State Government formalises this agreement. It is considered unnecessary to undertake further investigations given the Regional VPA has been agreed.

The survey data used by Better Transport Futures to prepare the Stage 1A and Stage 1B traffic impact assessment is considered current and valid. Additional counts and further analysis of the intersections identified by the RTA is also not warranted on the basis that limited development has occurred in Branxton and in the vicinity of the Project Application areas. The inconsistencies between RTA data and Better Transport Futures' data can be attributed to abnormalities or exceptions occurring during survey days. These abnormalities in the base data are unlikely to have a significant impact on the overall findings of the traffic impact assessment.

In terms of intersection treatments, it should be noted that the exhibited traffic report only indicates the likely intersection treatments. Huntlee Holdings Pty Ltd will need to obtain the necessary approvals to undertake the required intersection treatments from Singleton or Cessnock Council (depending on the LGA) for local roads and the RTA for regional roads. The exact intersection type, dimensions and engineering standards can therefore be addressed through construction certificates for local intersections and/or Works Authorisation Deeds for works proposed along Wine Country Drive. This process has already been addressed in the Statement of Commitments and is formalised in the Regional VPA.

Issue – Large Lot Residential Lots

No traffic assessment was provided for the Large Lot Residential Lots as part of the exhibited EAR.

Response

A traffic assessment has been undertaken by Better Transport Futures (**Appendix E**). In summary, Better Transport Futures has concluded that the majority of the 255 additional trips anticipated from the 300 proposed Large Lot Residential Lots will travel along Wine Country Drive. Traffic flows are expected to reduce as the town centre develops.

The respective access arrangements to the Wine Country Drive and Old North Road estates will be augmented to accommodate right turning traffic. Access layouts will be designed and constructed in accordance with the relevant Councils' and/or RTA's requirements.

3.2 Hydrology

3.2.1 Legislative Requirements

Issue – Water Management Act, 2000

DWE has requested Huntlee Holdings Pty Ltd demonstrates how the Stage 1A and Stage 1B Project Applications satisfy the objectives of the Water Management Act, 2000.

Response

The stormwater concept designs adopted for the Stage 1A and Stage 1 B Project Applications have been established to minimise the effects of urban development and downstream flooding. A range of mitigation measures have also been recommended and incorporated into the design to protect the receiving waters of Black Creek and Anvil Creek. Combined, these measures are expected to improve water quality, therefore satisfying Water Management Act objectives which promote ecologically sustainable development for present and future development.

Water Management Act objectives are also being satisfied through:

- Enhancing and protecting the core riparian zones and buffers thereby leading to the protection, enhancement and restoration of water sources and their associated ecosystems, ecological processes, biological diversity, and water quality;
- Increasing the existing extent of riparian vegetation and rehabilitating nominated existing degraded channels providing benefits to the environment and community;
- Co-locating detention basins within road crossings therefore efficiently utilising land and minimising the loss of riparian areas; and
- Appropriately managing flows through riparian corridors to ensure riparian functions are maintained.

Importantly, the proposed range of riparian corridor works will considerably improve the current state of water courses within the Stage 1 Project Application areas.

Issue – Water Act, 1912

DWE has requested Huntlee Holdings Pty Ltd demonstrate compliance with the Water Act, 1912.

Response

Any licences or permits required to be obtained under the *Water Act, 1912* will be secured prior to works proposed to the water courses within the Stage 1A and Stage 1B Project Application areas. The Statements of Commitment have been revised to address this matter.

3.2.2 Riparian Corridors

Issue – Riparian corridor widths

The DWE has requested Huntlee Holdings Pty Ltd demonstrate compliance with the corridor widths set out in *Guidelines for Controlled Activities* (February 2008). CMA is of the view that the EAR does not adequately detail the design of the riparian corridors.

Response

DWE's *Guidelines for Controlled Activities* do not strictly apply on the basis that an approval is not required under the Water Management Act, 2000. Notwithstanding this, Huntlee Holdings Pty Ltd has considered the Guidelines as attached at **Appendix G**.

Worley Parsons' report has considered 8 watercourses that are located within the Stage 1A and 1B Project Application Areas (refer to **Figures 1-3**). Tributaries 1 and 2 are both ephemeral and located within the village neighbourhood. Six other water courses traverse the Large Lot Residential Lots.

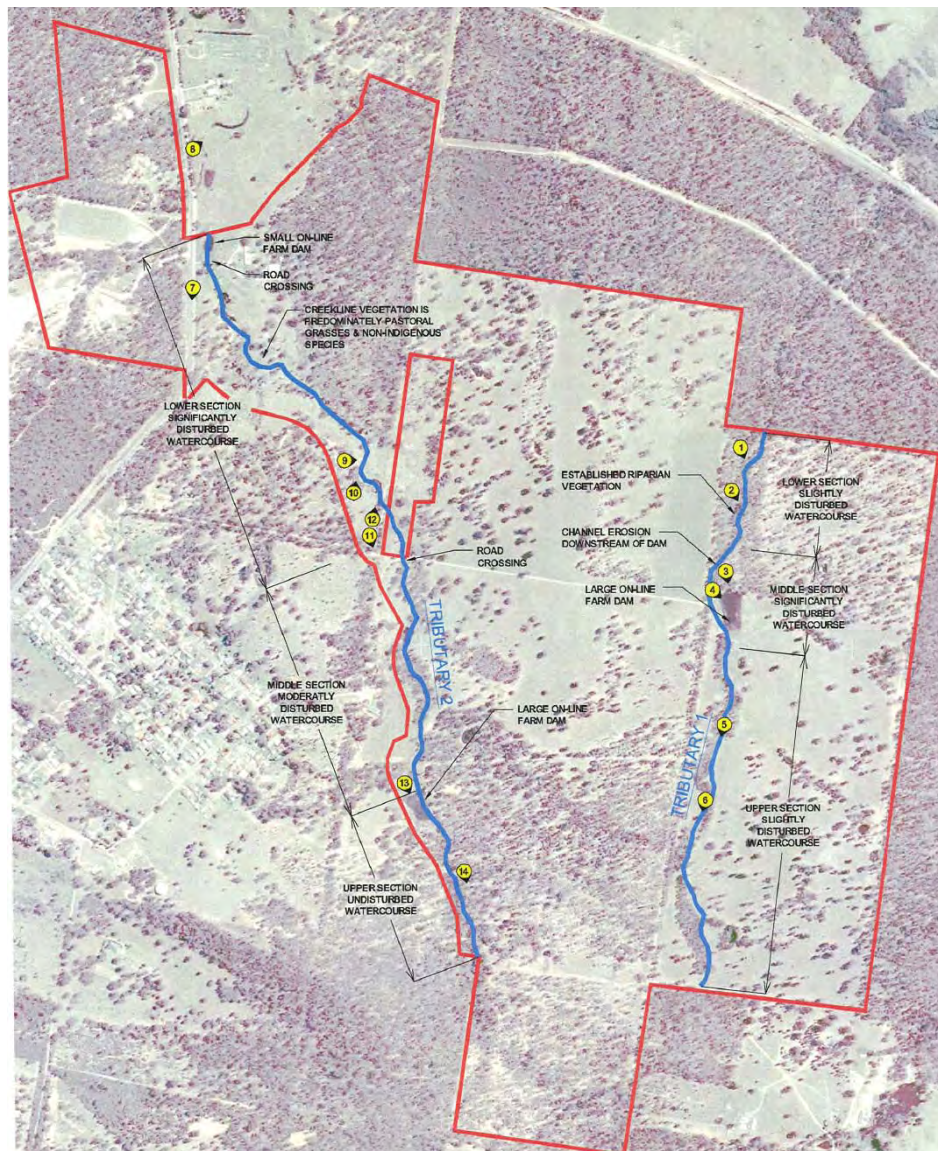


Figure 1 – Village 1 water course locations

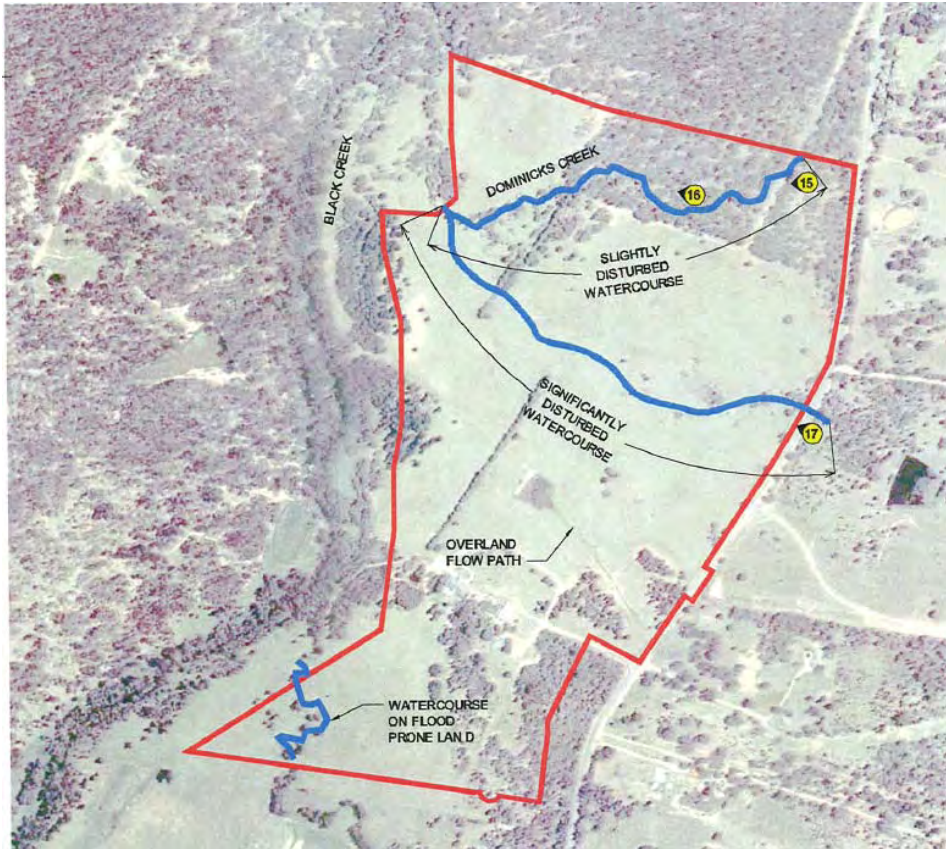


Figure 2 – Northern Large Lot Area water course locations

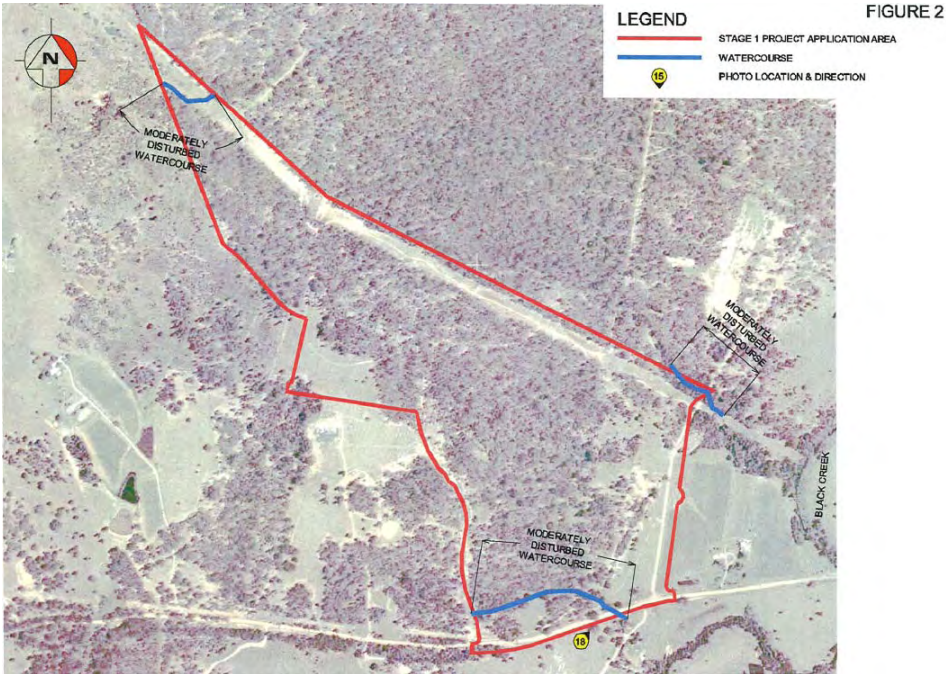


Figure 3 – Old Northern Road Large Lot Area water course locations

Table 2 below summarises the proposed core riparian zone (CRZ) widths based on Worley Parsons’ classification of the water courses within the Project Application areas and demonstrates the proposal’s compliance with DWE’s *Guidelines for Controlled Activities*.

Table 2 – Core Riparian Zones

Water Course	Classification	DWE's Required CRZ Width	Proposed CRZ width	Compliance
Village 1				
Tributary 1	2 nd order	20m	20m	Yes
Tributary 2	Varying – 1 st , 2 nd and 3 rd order	10-40m	Up to 20m	Yes*
Northern Large Lot Area				
Dominicks Creek	2 nd order	20m	20m	Yes
Tributary 1	2 nd order**	20m	20m	Yes
Tributary 2***	2 nd order	20m	20m	Yes
Old Northern Road Large Lot Area				
Tributary 1	1 st order	10m	10m	Yes
Tributary 2	1 st order	10m	10m	Yes
Tributary 3	1 st order	10m	10m	Yes

* the proposed CRZ widths comply with DWE requirements for components of Tributary 2 that have been classified 1st and 2nd order. Stretches of Tributary 2 that are 3rd order are proposed to have 20m wide CRZ which is consistent with DWE *Guidelines for Controlled Activities* which provide for merit based assessment.

** severely degraded and accessed by stock

*** outside of subdivision pattern

As outlined in Worley Parsons' original Stormwater Report (Appendix F of the exhibited EAR) and the supplementary report (**Appendix G**), additional vegetated buffers are proposed along sections of the CRZ. Huntlee Holdings Pty Ltd proposes to provide up to 10m of vegetated buffer as required by DWE *Guidelines for Controlled Activities* along healthier (i.e.: slightly disturbed and undisturbed) stretches of riparian corridor. In some instances bio-retention basins will be incorporated into the vegetated corridor and provide buffering to the CRZs. Whilst this is not in strict compliance with DWE's Guidelines, the proposed location of bio-retention basins is considered appropriate as they will protect the integrity of the CRZ from weed invasion and other edge effects from the urban areas.

Vegetated buffers are not proposed along the more disturbed sections of the water courses. The proposed rehabilitation works (including in some cases channel reconstruction) will significantly improve the environmental outcome and functions of the water courses. The enhancement and long term protection of these riparian corridors is considered an appropriate off set for maintaining reasonable areas of developable land.

Figures 4-6 illustrate the proposed water course treatments for the Neighbourhood Village 1, Northern Large Lot Area and Old Northern Road Large Lot Area respectively.

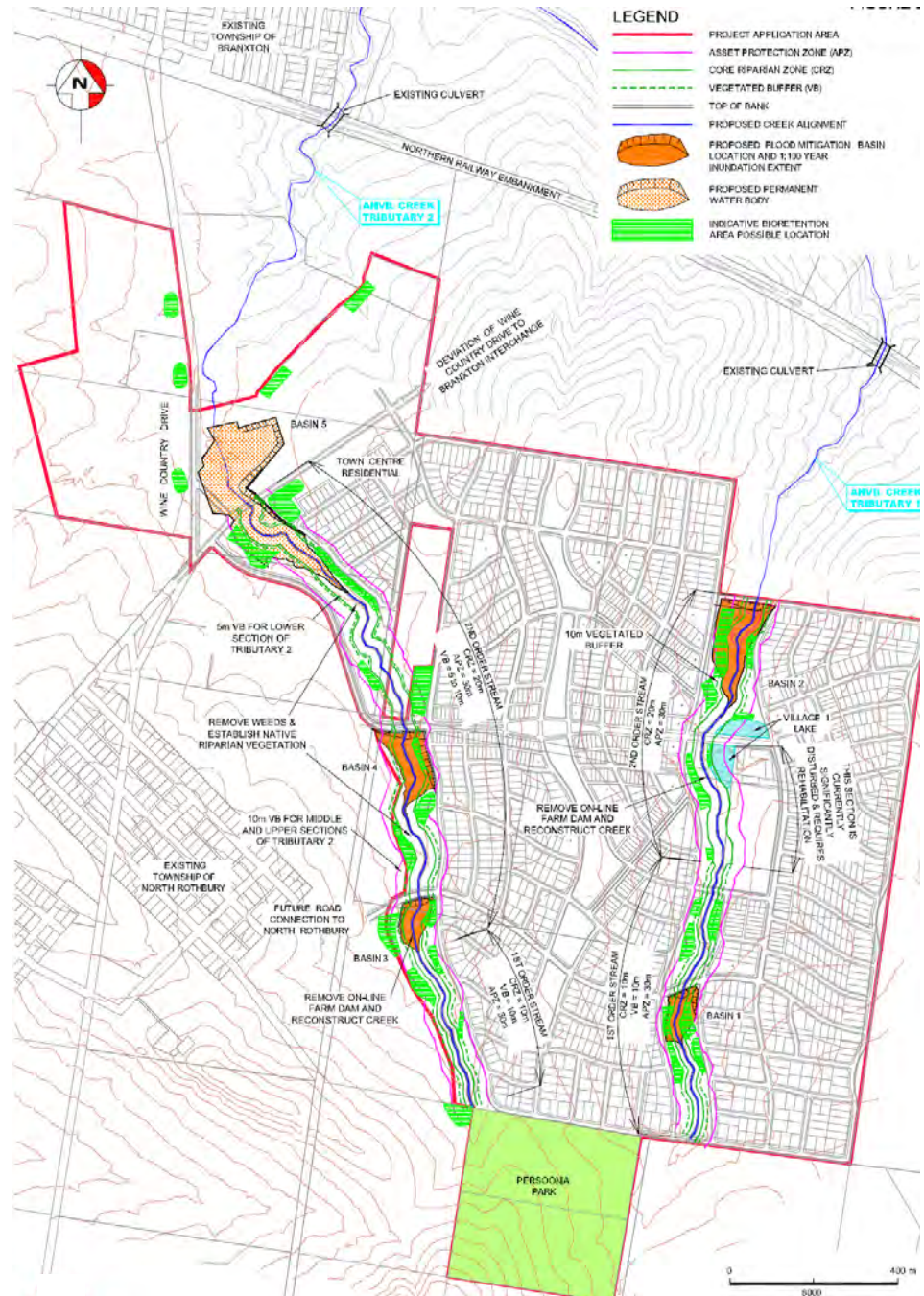


Figure 4 – Neighbourhood Village 1 proposed water course treatments

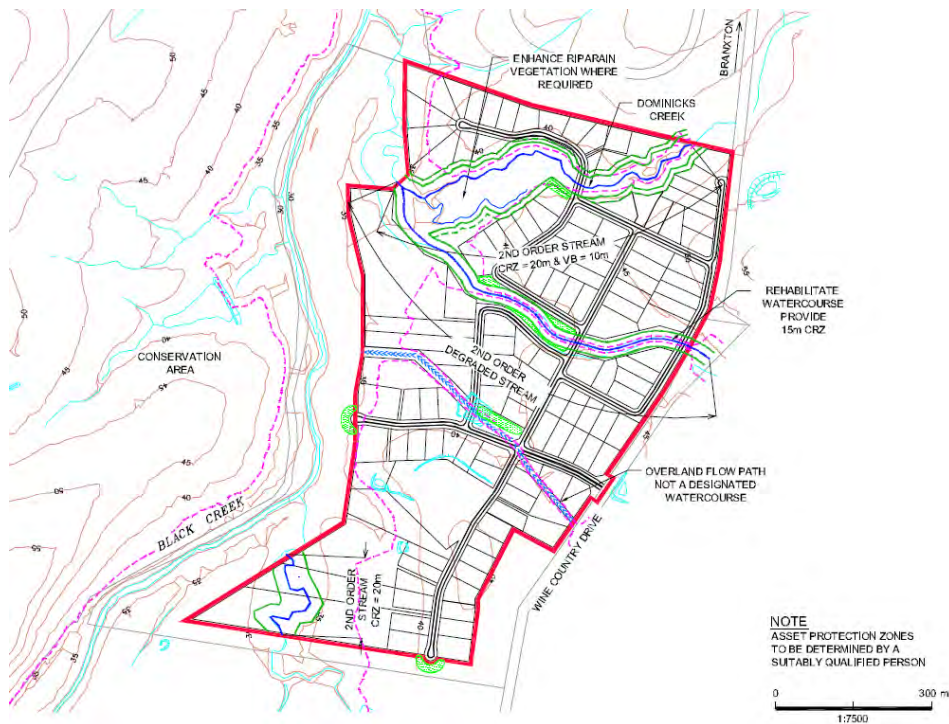


Figure 5 – Northern Large Lot Area proposed water course treatments

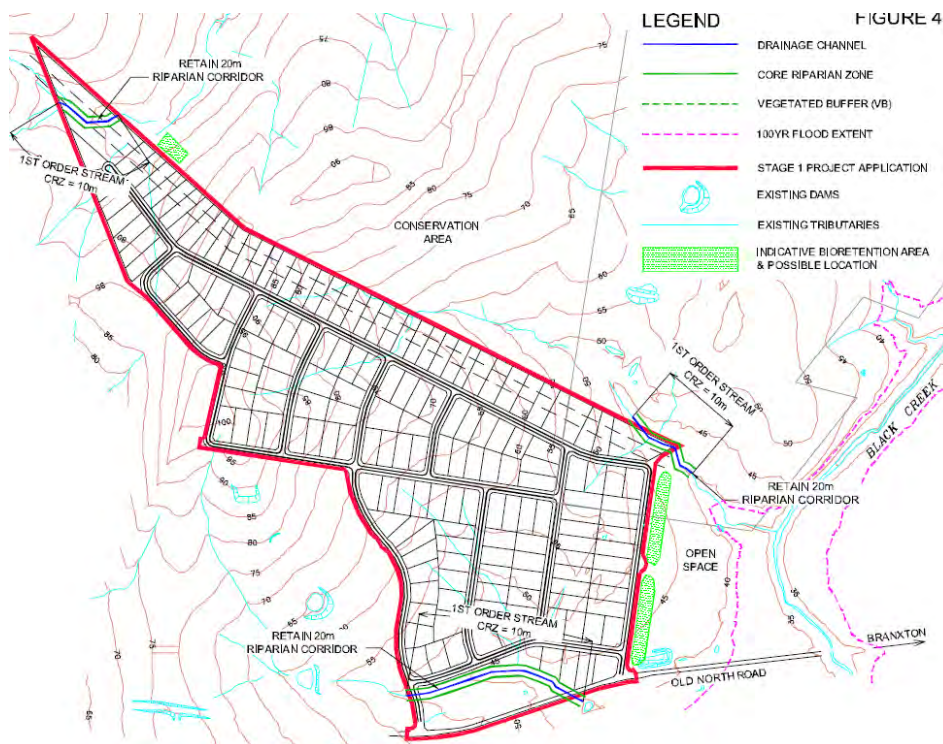


Figure 6 – Old Northern Road proposed water course treatment

Issue – Infrastructure within riparian corridors

DWE has questioned the proposed location of stormwater control measures within the riparian corridors. Singleton Council has sought clarity on the ongoing management of stormwater infrastructure.

Response

Worley Parsons' supplementary report (**Appendix G**) provides further justification for providing on line detention basins within the Stage 1 Project Application Areas.

The water quality and quantity controls adopt best practice WSUD and flood mitigation measures to:

- provide the necessary water quality treatment and retention;
- mitigate increased peak flows and duration during frequent storm events; and
- reduce likely increases in peak flows arising from the urbanisation of the catchment.

Water quality control measures will cater for up to 2 year events, whilst flood mitigation controls have been designed to reduce post development peak flows for events over the 2 year ARI peak flows and up to (and including) the 1 in 100 year event.

Having regard to the above, the benefits of providing stormwater and drainage infrastructure within the riparian corridors can be summarised as follows:

- the proposed water quality and quantity controls will be designed to ensure stormwater discharge is water quality and water quantity treated, thereby reducing the risk of increased sediments/nutrients/contaminants or bed, channel and bank erosion;
- the proposed dry basin concept for proposed Basins 1-4 would only be utilised for flood events greater than the 2 year peak event. By locating these basins where road crossings / bridges are proposed, the developments will achieve an efficient use of land and minimise disturbance areas within the riparian corridors;
- preliminary design for Basins 1-4 has confirmed that the geomorphology, sediment movement and fauna passage within the corridors is unlikely to be adversely disrupted. Further, the basins will not necessitate any additional earthworks, other than construction of embankments;
- Basin 5, the proposed permanent water body, is proposed to be constructed in the most degraded tract of Tributary 2, rather than the less degraded stretches of that water course.

DWE's suggestion that stormwater and drainage infrastructure should be located outside of the riparian corridors would necessitate a greater number of smaller detention basins (in the order of 25-30 basins) with less storage area per area of footprint, and significant earthworks to achieve adequate storage areas. Construction of up to 30 smaller basins would also result in a loss of 15-20 hectares of development area within the Tributary 1 and Tributary 2 catchments, equivalent to 5% of the total development area within these catchments.

Clearly, provision of stormwater and drainage infrastructure within the riparian corridors therefore offers an efficient use of land, whilst maintaining (and in some instances with the proposed rehabilitation works) enhancing riparian functions. Further, the large proportion of corridors will be located within open space areas and will be dedicated to Council.

In terms of maintenance and long term management of the riparian corridors, it is Huntlee Holdings Pty Ltd's intention to create an easement in favour of both Singleton and Cessnock Councils (as relevant) over the riparian corridors. Councils will therefore be responsible for maintaining and managing the riparian corridors, which is conventional practice. The Statements of Commitments have been revised to formalise Huntlee Holdings Pty Ltd's commitment to creation of the easements.

3.2.3 Groundwater Dependant Ecosystems

Issue – Assessment of groundwater dependant ecosystems (GDE)

DWE has requested further assessment of the proposal on any groundwater dependant ecosystems (GDE).

Response

The exhibited Harper Somers Sullivan Flora and Fauna Report (Appendix K of the Concept Plan EAR) did not identify any GDEs in the Stage 1A and Stage 1B Project Applications.

Notwithstanding the above, the clayey nature of the subsoil, and the underlying bedrock consisting of shales and sandstone, suggests groundwater would generally flow towards the gullied ephemeral watercourses on the site. This has been reinforced during a recent site visit, where Worley Parsons observations concluded the occurrence of alluvial floodplain outside of the Black Creek floodplain is unlikely. Accordingly, GDEs (if present) are already located within the creek channels and / or core riparian zones. As discussed in Section 3.2.2 above, the riparian zones are proposed to be retained and enhanced (where required), thereby protecting any in-situ GDEs. There is no intention / proposal to extract groundwater at all.

3.2.4 Farm Dams

Issue – Harvestable Rights

DWE has requested Huntlee Holdings Pty Ltd provide harvestable rights calculations for any proposed permanent water bodies.

Response

Harvestable rights calculations were undertaken by Worley Parsons using DWE's *Maximum Harvestable Rights Dam Calculator* and multiplied by the resulting capacity multiplier of 0.075ML/ha. The results are summarised in Table 3.

Table 3 – Water balance assessment (ML/year)

Proposed Waterbody	Project Application Area (ha)	Maximum Harvestable Rights Dam Capacity (ML)	Proposed Permanent Water Volume (ML)
Basin 5	242	18.15	30
Village 1 Lake			6.15

The proposed permanent water volume is approximately double the permitted maximum and may consequently require licensing under the *Water Management Act, 2000*. Detailed design will confirm whether a license is in fact required and as such Huntlee Holdings Pty Ltd has committed to working closely with DWE during the construction certificate stage. At an on-site meeting with DWE on 6 March 2009, DWE officers expressed support for this approach.

3.2.5 Salinity Management

Issue – Salinity

DWE has recommended stormwater planning for the site consider the potential salinity impacts within and downstream of the site.

Response

Huntlee Holdings Pty Ltd proposes to undertake site specific salinity assessments for the Stage 1A and Stage 1B Project Applications prior to commencement of construction works on the site. The assessments will identify any existing salinity hot spots and determine potential impacts of the development. The detailed civil design of the project will adopt appropriate measures if necessary.

The Statements of Commitment have been revised for both Project Applications to obligate Huntlee Holdings Pty Ltd to the preparation of the salinity management plans.

3.3 Infrastructure Provision and Delivery

3.3.1 Local Development Contributions

Issue – Large Lot Residential Development Contributions

Singleton Council has questioned whether its current Section 94 Development Contributions Plan applies to the large lot residential areas and has requested Huntlee Holdings Pty Ltd enter into a VPA with Council or amend Council's existing Contributions Plan.

Cessnock City Council has requested Huntlee Holdings Pty Ltd continue to discuss the content of the local VPA, particularly on the basis that Council perceives the Stage 1A and Stage 1B Project Applications to be inconsistent with the approved Concept Plan.

Response

As outlined in Section 6.12 of the exhibited EAR and reiterated in the Statements of Commitment, Huntlee Holdings Pty Ltd proposes to pay Section 94 Development Contributions in accordance with Council's existing Section 94 Development Contributions Plan to ensure equity and simplicity. This approach is consistent with advice received from Council to date that it would be willing to accept payment of levies in accordance with its current Section 94 Plan. This approach is also consistent with Section 94B of the EP&A Act which provides that the Minister for Planning does not need a Section 94 Plan to levy for contributions, subject to considering the Contributions Plan in place.

The objectives and permissible uses in the R5 Large Lot Residential zone that now apply to portions of the Huntlee New Town site within the Singleton LGA, clearly constitute a rural character, requiring development within the R5 zone *"to provide residential housing in a rural setting...."* and accordingly Council's Rural Residential levy should be applied to the R5 Large Lot Residential area.

At \$5129/lot, this equates to a Section 94 Development Contribution of \$518,029 for the 101 large lot residential lots proposed within the Singleton Shire. This is considered an appropriate resolution for Singleton.

In response to Cessnock City Council's concerns, it is crucial to point out that the Stage 1A and Stage 1B Project Applications are **not** inconsistent with the approved Concept Plan insofar as conservation and employment purposes are proposed. The Concept Plan Preferred Project Report specifically identified a number of modifications to the proposed conservation lands which were requested by DECC and which Huntlee Holdings Pty Ltd agreed to. The approved Concept Plan reflects the agreement reached between DECC and Huntlee Holdings Pty Ltd.

The Concept Plan proposes a maximum of 160 ha of employment, and whilst the staging plan indicates in the order of 23 ha of employment lands in Stage 1, it should be noted that the staging plan in the Concept Plan is indicative.

The Department of Planning has verbally supported a greater supply of employment lands earlier on than originally anticipated. The Stage 1A Project Application seeks only to create the super lots within which part of the employment lands will be located. Future applications will address the built form and detailed design of the super lots. To that end, the local VPA being finalised with Cessnock City Council is unlikely to require amendment.

3.3.2 Regional Development Contributions

Issue – Provision of local bus services

RailCorp has requested Huntlee Holdings Pty Ltd contribute towards the provision of bus services between the site and Telarah and Maitland Train Stations on the basis that RailCorp does not intend to improve current rail services at Huntlee New Town.

Response

Under the approved Concept Plan, Huntlee Holdings Pty Ltd is required to provide a bus service (refer Section 2 of this PPR). Huntlee Holdings Pty Ltd proposes to fulfil this commitment and deliver a private bus service in the initial period until the State Government has met its obligations to the community of Huntlee.

3.4 Large Lot Residential Lots

3.4.1 Road Design

Issue – Detailed Road Design

Singleton Council has questioned the proposed road hierarchy within the Large Lot Residential Area. Confirmation has also been sought as to whether the proposed road network in this area conforms to Council's engineering requirements for carriageway, verge and road reserve widths.

Response

All roads within the Large Lot Residential areas are proposed to be constructed as local streets. In accordance with Table 5 of the exhibited EAR, local streets have been designed to the following consistent minimum dimensions (irrespective of LGA):

- 9m carriage width;
- 3.5m verge width (both sides);
- 16m road reserve; and
- 1.2-1.5m footpath.

These dimensions are comparable to Singleton Council's engineering requirements. The proposed carriage width (9m) complies with Council's requirements for rural residential roads. The road reserve width is marginally less than Council's requirements (1m narrower), however Huntlee Holdings Pty Ltd proposes to provide generous verges that would not ordinarily be required in rural residential subdivisions. On balance, the proposed Project Application dimensions will deliver a strong public domain outcome.

Issue – Proposed Lot 139 Access

Singleton Council considers the proposed access handle arrangement for Lot 139 in the Old North Road Large Lot Residential estate inappropriate, and has recommended reconfiguration of the lots in this area.

Response

Huntlee Holdings Pty Ltd has reconfigured the large residential lots in this area of the Old North Road estate and removed the access handle from the former Lot 139 (now Lots 134 and 135) to address Singleton Council's concerns (refer **Figure 7**).

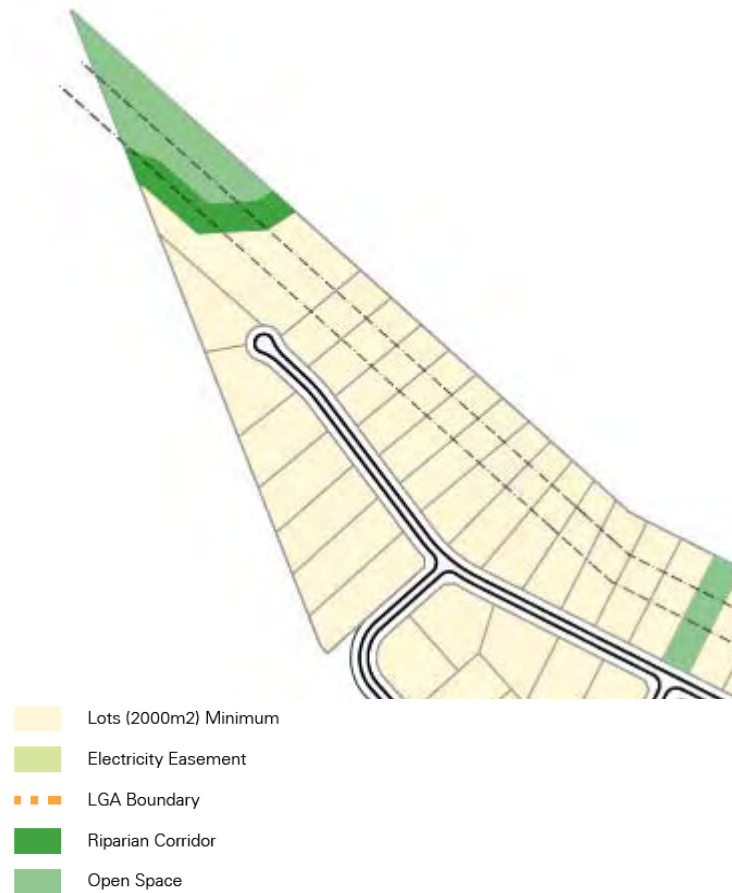


Figure 7 – Reconfigured Large Lot layout and access arrangements

Issue – Electricity Easement

Singleton Council has sought confirmation that Large Lot Residential Lots affected by the electricity easement can adequately accommodate a building envelope.

Response

Huntlee Holdings Pty Ltd has prepared drawings demonstrating the proposed lot layout can accommodate an average sized dwelling despite the location of the electricity easement across the Old North Road Large Residential Lots (refer **Figures 8 and 9**).



Figure 8 – Electrical easement location

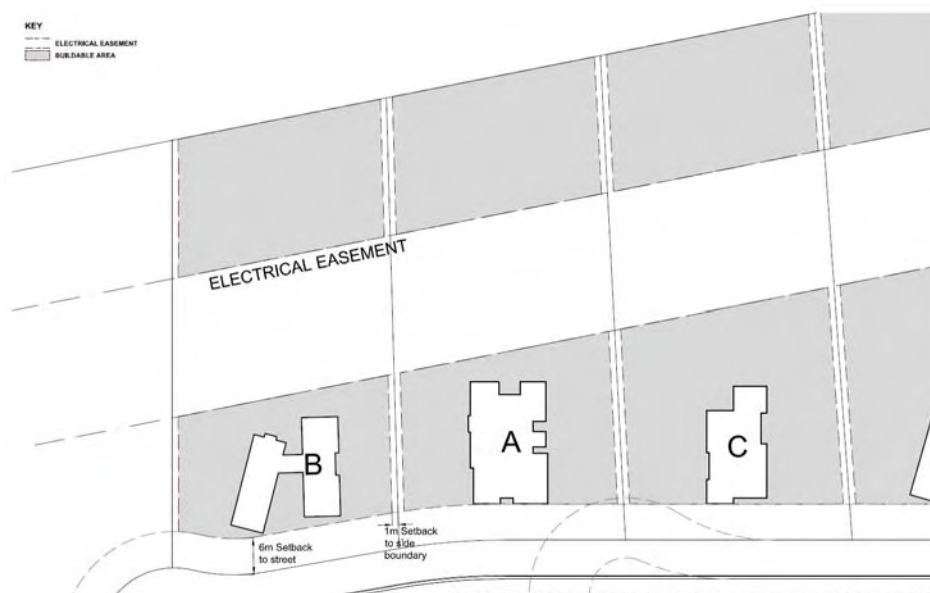


Figure 9 – Electrical easement in relation to building envelopes

3.5 Mining Impacts

3.5.1 Mining Resources and Subsidence

Issue – Existing Coal Resources

The Department of Primary Industries (DPI) has raised concern that the development may restrict access to existing mine resources and hinder future mining.

Response

The Huntlee New Town site was rezoned for urban, recreation and conservation purposes and new development controls introduced through the State Significant Site process in January 2009.

The new planning framework provides for interim uses, including mining, to be carried out on the site for specified periods as part of the remediation and rehabilitation, until the site is developed in accordance with the new land uses.

Potential future underground mining will need to treat the Stage 1A and Stage 1B development footprint the same as any nearby existing urban development.

Issue – Mine Subsidence

DPI advised that the Mine Subsidence Board should be referred copies of the application to confirm any necessary building /engineering requirements.

Response

As outlined in Section 6.10 of the EAR neither the Stage 1A nor Stage 1B Project Application Areas are subject to subsidence, with the exception of a small section of the Old North Road large lot residential area. The affected area has been investigated and it has been concluded that extensive engineering solutions are not necessary. Some minor remediation works may be required which will be outlined in detail in the Construction Management Plan committed to in the Statement of Commitments.

The detailed engineering drawings and application for the relevant construction certificate(s) will detail any required remediation works and appropriate inspection and sign off procedures to ensure subsidence is appropriately resolved.

4.0 Preferred Project

As outlined in Section 1.0 of this report, the proposed Old North Road Large Lot Residential Subdivision layout has been reconfigured to address concerns raised in submissions relating to riparian corridors and the existing overhead power lines. These lots have also been adjusted to ensure future lots do not straddle the Cessnock-Singleton LGA boundary which traverses the Old North Road Large Lot Subdivision area. **Figure 10** illustrates the revised lot layout for the Old Wine Country Drive Large Lot Residential Subdivision.



Figure 10 – Old North Road Large Lot Residential Subdivision

To that end, Tables 4 and 5 numerically summarise the key development parameters for the revised Stage 1A and Stage 1B Project Applications:

Table 4 – Stage 1A Development Summary

Development Parameter	Proposal
Village 1 neighbourhood site area (lot areas & roads)	71 ha
Maximum number of Village 1 neighbourhood residential lots	808 lots*
Village 1 landscaping/open space areas (excluding Persoonia Park)	18 ha
Persoonia Park	16.2 ha
Wine Country Drive Large Lot Residential site area (lot areas & roads)	49.1 ha
Wine Country Drive Large Lot Residential lots	128 lots
Wine Country Drive Large Lot Residential open space areas	8.7 ha
Old North Road large Lot Residential site area (lot areas & roads)	13.6 ha
Old North Road large Lot Residential lots	52 lots
Old North Road large Lot Residential open space area	2.5 ha
Employment site area	39.6 ha
Neighbourhood Village Centre site area	0.9 ha

* = 654 lots to accommodate 1200 dwellings

Table 5 – Stage 1B Development Summary

Development Parameter	Proposal
Maximum number of Village 1 neighbourhood residential lots	687 lots**
Landscaping/open space areas	17.6 ha
Old North Road large Lot Residential site area (lot areas & roads)	32.7 ha
Old North Road large Lot Residential lots	120 lots
Old North Road large Lot Residential open space area	1.2 ha

** = 687 lots to accommodate 800 dwellings

Appendix A contains a full set of the revised plans for which approval is being sought. Amended Urban Design Guidelines are also attached at **Appendix B** following the inclusion of additional controls to incorporate the full range of housing typologies permissible under the Schedule 3 provisions of the Major Projects SEPP.

5.0 Statement of Commitments

The following commitments have been compiled based on the environmental assessment undertaken in the preparation of this report and subsequently revised following public exhibition and review and consideration of issues raised in agency and community submissions. They provide a commitment by Huntlee Holdings Pty Ltd indicating the responsibilities and timing to implement measures to prevent potential environmental impacts that have been identified through assessment to ensure that the project is environmentally, socially and economically sustainable, and to outline a program of works to take forward the staged development of the Huntlee site under future project applications.

5.1 Stage 1A Project Application Statement of Commitments

Subject	Commitments	Approved by Whom	Timing
General	Huntlee Holdings Pty Ltd will carry out the development in accordance with this project Application and Environmental Assessment Report (EAR) prepaid by JBA Urban Planning Consultants and dated November 2008 and associated plans and supporting reports.		Duration of the subdivision and infrastructure works
Regional Planning Agreements	A Voluntary Planning Agreement for Stages 1A and 1B will be executed between Huntlee Holdings and the Minister for Planning to provide for the timely delivery of regional infrastructure.	Minister for Planning	The Voluntary Planning Agreement will be executed at the time the Project Application is determined.
Local Planning Agreement	A Voluntary Planning Agreement (or the like) for Stages 1A and 1B will be executed between Huntlee Holdings and Cessnock City Council to provide for the timely delivery of local infrastructure and community services.	Cessnock City Council	The Voluntary Planning Agreement will be executed at the time the Project Application is determined.
Road Works	Prior to the issue of a Subdivision Certificate in respect of land upon which the 401st Dwelling is to be developed within Stage 1A, Huntlee Holdings will enter into a Road Works Agreement with the RTA, or such other legally binding agreement as approved by the Minister in her discretion, in respect of the carrying out and completion of Road Improvement Works in Branxton in accordance with the Regional Voluntary Planning Agreement.	RTA and Cessnock City Council	Prior to relevant Subdivision Certificates

Subject	Commitments	Approved by Whom	Timing
Legislative Controls and Approvals	<p>Huntlee Holdings Pty Ltd will obtain and maintain the following licences, permits and approvals for the residential subdivision:</p> <ul style="list-style-type: none"> ▪ Relevant Council – Construction Certificates for engineering works for each stage of the subdivision. The application for Construction Certificates will contain Design Drawings submitted containing, where relevant, detailed designs relating to earthworks, drainage, Soil erosion and Sediment Control and site rehabilitation, tree clearing and site stability, road works, footpaths/cycle ways, water supply (both potable and use of reclaimed water) and sewerage works, and landscaping; ▪ Relevant Council - Road Opening Permit from Cessnock City Council as required; ▪ Relevant Council - Section 138 Consent for road works (Roads Act 1993); ▪ Energy Australia - Design Certification; ▪ Energy Australia - Notification of Arrangement; ▪ Telstra - Compliance Certificate; ▪ Hunter Water Corporation - Compliance Certificate; ▪ Relevant Council – Subdivision Certificates for each stage; and ▪ Department of Water and Energy – Water Act 1912 (where relevant and applicable). 	Various	Duration of subdivision
Final Plan of Subdivision	Huntlee Holdings Pty Ltd will prepare a final plan of subdivision and Section 88B instrument for each stage of the development in accordance with the recommendations of the Environmental Assessment and requirements of the relevant Council.	Cessnock and Singleton Councils	Prior to the issue of Subdivision Certificates
Construction Management Plan	<p>Prior to the issue of a Construction Certificate, a Construction Management Plan shall be submitted to and approved by the relevant Council. The Plan shall address, but not be limited to, the following matters where relevant:</p> <ul style="list-style-type: none"> ▪ hours of work, ▪ contact details of site manager, ▪ construction traffic management, ▪ noise and vibration management, ▪ waste management, ▪ erosion and sediment control ▪ vegetation management. 	Relevant Council where works occur	Prior to issue of construction certificate

Subject	Commitments	Approved by Whom	Timing
Vegetation Management Plan	Prior to the commencement of works, a Vegetation Management Plan must be prepared and submitted to and approved by the relevant Council. The Plan must address protective measures during the construction phase, potential impacts of the adjoining residential development and means of control, weed removal, revegetation, threatened species protection (especially Hunter Lowland Redgum Forest).	Relevant Council where works occur	Prior to commencement of works
Erosion and Sedimentation Control	<ul style="list-style-type: none"> Soil erosion and sediment control measures shall be designed in accordance with the document Managing Urban Stormwater–Soils & Construction Volume 1 (2004) by Landcom. Details are to be submitted of a Soil and Water Management Plan to the satisfaction of the Council prior to the issue of the Construction Certificate. All erosion and sediment control measures are to be effectively implemented and maintained at or above design capacity for the duration of the construction works and until such time as all ground disturbed by the works has been stabilised and rehabilitated so that it no longer acts as a source of sediment. Salinity investigations will be undertaken to categorise the level of salinity across the site prior to the detailed design of infrastructure and servicing. 	Relevant Council where works occur	Prior to issue of construction certificate
Traffic & Pedestrian Management	<p>Prior to the issue of a Construction Certificate, a Traffic and Pedestrian Management Plan prepared by a suitably qualified person shall be submitted to and approved by the Council.</p> <p>The Plan shall address, but not be limited to, the following matters:</p> <ul style="list-style-type: none"> ingress and egress of vehicles to the site, loading and unloading, including construction zones, predicted traffic volumes, types and routes, and, pedestrian and traffic management methods. 	Relevant Council where works occur	Prior to issue of construction certificate
Noise and Vibration Management Plan	<p>Prior to the issue of a Construction Certificate, a Noise and Vibration Management Plan prepared by a suitably qualified person shall be submitted to and approved by the Council.</p> <p>The Plan shall address, but not be limited to, the following matters:</p> <ul style="list-style-type: none"> Identification of the specific activities that will be carried out and associated noise sources, Identification of all potentially affected sensitive receivers including residences, schools, and properties containing noise sensitive equipment, The construction noise objective, The construction vibration criteria, Determination of appropriate noise and vibration objectives for each identified sensitive receiver, Noise and vibration monitoring, reporting and response procedures, 	Relevant Council where works occur	Prior to issue of construction certificate

Subject	Commitments	Approved by Whom	Timing
	<ul style="list-style-type: none"> Assessment of potential noise and vibration from the proposed construction activities including noise from construction vehicles and any traffic diversions, Description of specific mitigation treatments, management methods, and procedures that will be implemented to control noise and vibration during construction, Construction timetabling to minimise noise impacts including time and duration restrictions, respite periods, and frequency, Procedures for notifying residents of construction activities that are likely to affect their amenity through noise and vibration, and Contingency plans to be implemented in the event of non-compliances and/or noise complaints. 		
Construction Waste Management Plan	Prior to the issue of a Construction Certificate, the Proponent shall submit to the satisfaction of the Council a Waste Management Plan prepared by a suitably qualified person in accordance with Council requirements.	Relevant Council where works occur	Prior to issue of construction certificate
Stormwater and Drainage Works Design	Final design plans of the stormwater drainage systems within the proposed subdivision, consistent with the stormwater management objectives and controls in Section 5.4 of the Environmental Assessment and prepared by a qualified practicing Civil Engineer and in accordance with the requirements of Council shall be submitted to and approved prior to issue of a Construction Certificate.	Relevant Council where works occur	Prior to issue of construction certificate
Salinity Risk & Management Plan	A Salinity Risk & Management Plan will be prepared that addresses the regeneration of native riparian vegetation in key drainage lines within the development site (amongst other matters).	Department of Planning	Prior to issue of construction certificate
Road Design	All roads shall be designed in consultation with Council and with the relevant requirements of Council and / or Roads and Traffic Authority as appropriate. Final road design plans shall be prepared by a qualified practising Civil Engineer and submitted to the Council prior to the issue of a Construction Certificate.	Relevant Council and / or RTA where works occur	Prior to issue of construction certificate
Compliance	Prior to the issue of a Construction Certificate, the Proponent, or any party acting upon this approval, shall submit to the Department of Planning a report addressing compliance with all relevant conditions of this Part.	Department of Planning	Prior to issue of a Construction Certificate.

5.2 Stage 1B Project Application Statement of Commitments

Subject	Commitments	Approved by Whom	Timing
General	Huntlee Holdings Pty Ltd will carry out the development in accordance with this project Application and Environmental Assessment Report (EAR) prepaid by JBA Urban Planning Consultants and dated December 2007 and associated plans and supporting reports.		Duration of the subdivision and infrastructure works
Regional Planning Agreements	A Voluntary Planning Agreement will be executed between Huntlee Holdings and the Minister for Planning to provide for the timely delivery of regional infrastructure.	Minister for Planning	The Voluntary Planning Agreement will be executed at the time the Project Application is determined.
Local Planning Agreement	A Voluntary Planning Agreement (or the like) will be executed between Huntlee Holdings and Cessnock and Singleton Councils to provide for the timely delivery of local infrastructure and community services.	Cessnock and Singleton Councils	The Voluntary Planning Agreement will be executed at the time the Project Application is determined.
S94 Contributions	Huntlee Holdings will pay contributions to Singleton Shire Council in accordance with its Section 94 Developer Contributions Plan for local infrastructure and services generated by that section of the development located in Singleton LGA.	Minister for Planning	Prior to issue of relevant Subdivision Certificates
Road Works	Prior to the issue of a Subdivision Certificate in respect of land upon which the 1201st Dwelling is to be developed, Huntlee Holdings will enter into a Road Works Agreement with the RTA, or such other legally binding agreement as approved by the Minister in her discretion, in respect of the carrying out and completion of road works for the construction of a link road from the Huntlee Village 1 area to the New England Highway in accordance with the Regional Voluntary Planning Agreement.	RTA and Cessnock City Council	Prior to relevant Subdivision Certificates
Legislative Controls and Approvals	<p>Huntlee Holdings Pty Ltd will obtain and maintain the following licences, permits and approvals for the residential subdivision:</p> <ul style="list-style-type: none"> ■ Relevant Council – Construction Certificates for engineering works for each stage of the subdivision. The application for Construction Certificates will contain Design Drawings 	Various	Duration of subdivision

Subject	Commitments	Approved by Whom	Timing
	<p>submitted containing, where relevant, detailed designs relating to earthworks, drainage, Soil erosion and Sediment Control and site rehabilitation, tree clearing and site stability, road works, footpaths/cycle ways, water supply (both potable and use of reclaimed water) and sewerage works, and landscaping;</p> <ul style="list-style-type: none"> ▪ Relevant Council - Road Opening Permit from Cessnock City Council as required; ▪ Relevant Council - Section 138 Consent for road works (Roads Act 1993); ▪ Energy Australia - Design Certification; ▪ Energy Australia - Notification of Arrangement; ▪ Telstra - Compliance Certificate; ▪ Hunter Water Corporation - Compliance Certificate; ▪ Relevant Council – Subdivision Certificates for each stage; and ▪ Department of Water and Energy – Water Act, 1912 (where relevant and applicable). 		
Final Plan of Subdivision	Huntlee Holdings Pty Ltd will prepare a final plan of subdivision and Section 88B instrument for each stage of the development in accordance with the recommendations of the Environmental Assessment and requirements of the relevant Council.	Cessnock and Singleton Councils	Prior to the issue of Subdivision Certificates
Construction Management Plan	<p>Prior to the issue of a Construction Certificate, a Construction Management Plan shall be submitted to and approved by the relevant Council. The Plan shall address, but not be limited to, the following matters where relevant:</p> <ul style="list-style-type: none"> ▪ hours of work, ▪ contact details of site manager, ▪ construction traffic management, ▪ noise and vibration management, ▪ waste management, ▪ erosion and sediment control ▪ Vegetation management. 	Relevant Council where works occur	Prior to issue of construction certificate
Vegetation Management Plan	Prior to the commencement of works, a Vegetation Management Plan must be prepared and submitted to and approved by the relevant Council. The Plan must address protective measures during the construction phase, potential impacts of the adjoining residential development and means of control, weed removal, revegetation, threatened species protection (especially Hunter Lowland Redgum Forest).	Relevant Council where works occur	Prior to commencement of works

Subject	Commitments	Approved by Whom	Timing
Erosion and Sedimentation Control	<ul style="list-style-type: none"> Soil erosion and sediment control measures shall be designed in accordance with the document Managing Urban Stormwater–Soils & Construction Volume 1 (2004) by Landcom. Details are to be submitted of a Soil and Water Management Plan to the satisfaction of the Council prior to the issue of the Construction Certificate. All erosion and sediment control measures are to be effectively implemented and maintained at or above design capacity for the duration of the construction works and until such time as all ground disturbed by the works has been stabilised and rehabilitated so that it no longer acts as a source of sediment. Salinity investigations will be undertaken to categorise the level of salinity across the site prior to the detailed design of infrastructure and servicing. 	Relevant Council where works occur	Prior to issue of construction certificate
Traffic & Pedestrian Management	<p>Prior to the issue of a Construction Certificate, a Traffic and Pedestrian Management Plan prepared by a suitably qualified person shall be submitted to and approved by the Council. The Plan shall address, but not be limited to, the following matters:</p> <ul style="list-style-type: none"> ingress and egress of vehicles to the site, loading and unloading, including construction zones, predicted traffic volumes, types and routes, and, pedestrian and traffic management methods. 	Relevant Council where works occur	Prior to issue of construction certificate
Noise and Vibration Management Plan	<p>Prior to the issue of a Construction Certificate, a Noise and Vibration Management Plan prepared by a suitably qualified person shall be submitted to and approved by the Council.</p> <p>The Plan shall address, but not be limited to, the following matters:</p> <ul style="list-style-type: none"> Identification of the specific activities that will be carried out and associated noise sources, Identification of all potentially affected sensitive receivers including residences, schools, and properties containing noise sensitive equipment, The construction noise objective, The construction vibration criteria, Determination of appropriate noise and vibration objectives for each identified sensitive receiver, Noise and vibration monitoring, reporting and response procedures, Assessment of potential noise and vibration from the proposed construction activities including noise from construction vehicles and any traffic diversions, Description of specific mitigation treatments, management methods, and procedures that will be implemented to control noise and vibration during construction, Construction timetabling to minimise noise impacts including time and duration restrictions, respite periods, and frequency, 	Relevant Council where works occur	Prior to issue of construction certificate

Subject	Commitments	Approved by Whom	Timing
	<ul style="list-style-type: none"> ■ Procedures for notifying residents of construction activities that are likely to affect their amenity through noise and vibration, and ■ Contingency plans to be implemented in the event of non-compliances and/or noise complaints. 		
Construction Waste Management Plan	Prior to the issue of a Construction Certificate, the Proponent shall submit to the satisfaction of the Council a Waste Management Plan prepared by a suitably qualified person in accordance with Council requirements.	Relevant Council where works occur	Prior to issue of construction certificate
Salinity Risk & Management Plan	A Salinity Risk & Management Plan will be prepared that addresses the regeneration of native riparian vegetation in key drainage lines within the development site (amongst other matters).	Department of Planning	Prior to issue of construction certificate
Stormwater and Drainage Works Design	Final design plans of the stormwater drainage systems within the proposed subdivision, consistent with the stormwater management objectives and controls in Section 5.4 of the Environmental Assessment and prepared by a qualified practicing Civil Engineer and in accordance with the requirements of Council shall be submitted to and approved prior to issue of a Construction Certificate.	Relevant Council where works occur	Prior to issue of construction certificate
Road Design	All roads shall be designed in consultation with Council and with the relevant requirements of Council and / or Roads and Traffic Authority as appropriate. Final road design plans shall be prepared by a qualified practising Civil Engineer and submitted to the Council prior to the issue of a Construction Certificate.	Relevant Council and / or RTA where works occur	Prior to issue of construction certificate
Compliance	Prior to the issue of a Construction Certificate, the Proponent, or any party acting upon this approval, shall submit to the Department of Planning a report addressing compliance with all relevant conditions of this Part.	Department of Planning	Prior to issue of a Construction Certificate.

6.0 Conclusion

Collectively, the Stage 1A and Stage 1B Project Applications for Huntlee New Town seek approval of the site for:

- Residential subdivision of the Village Neighbourhood 1 into 1495 lots to accommodate 2000 dwellings;
- Residential subdivision of the Large Lot Residential lands into 300 lots;
- Creation of two super lots for the purposes of the town centre;
- Creation of the super lots for the purposes of the Village Neighbourhood 1 village centre;
- Construction of roads and pedestrian and cycle networks;
- Construction of public domain and open space networks;
- Rehabilitation and enhancement of the riparian corridors;
- Construction of stormwater and drainage infrastructure; and
- Installation of services and utilities.

Development is proposed to be undertaken generally in accordance with the exhibited EAR, the PPR, the supporting documentation prepared for both reports and the Statements of Commitments identified in Section 5 of this report.

Since public exhibition of the Project Applications, the Huntlee New Town Concept Plan and its accompanying State Significant Site were respectively approved and gazetted, Huntlee Holdings Pty Ltd has sought to ensure consistency with the framework documents (i.e.: the Concept Plan and State Significant Site listing) and improve the Project Applications by addressing issues raised during the statutory consultation process.

This has included:

- Reconfiguration of the Old North Road Large Lot Subdivision layout to address concerns relating to riparian corridors, the existing overhead power lines and the Cessnock-Singleton LGA boundary which traverses the area;
- Riparian corridor protection and rehabilitation;
- Analysis of the likely traffic impacts associated with the large lot residential lots on Old Northern Road and Wine Country Drive; and
- Revision of the Statement of Commitments to address a number of issues raised in agency, Councils' and community submissions.

Approval for development as outlined in the EAR and further justified in this Preferred Project Report is therefore clearly warranted without further delay.