

### 4.3.2 Pelaw Main By-pass description

It has been determined that a link road will ultimately be required to connect the HEZ from Leggetts Drive (MR195) to John Renshaw Drive. This 'Pelaw Main By-pass' (figures 6 to 10) is proposed to run from the main entry point to the HEZ development area (on Leggetts Drive), passing approximately 500m to the south and west of the village of Pelaw Main and linking with John Renshaw Drive (MR 588) approximately 400m to the east of the BP service station at Stanford Merthyr. This has been deemed appropriate in order to avoid potential impacts on the amenity of Pelaw Main through which heavy vehicles would need to pass through with the road system in its current state.

The design and location of the proposed Pelaw Main By-pass also gives consideration to the potential future alignment of an extension of the F3 Freeway from Seahampton to Branxton.

The proposal is for 2.1km of roadway within a 100m wide corridor. The proposed corridor comprises a road allocation of 50m with a 25m buffer either side of the carriageway. This constitutes the area of vegetation impact that will be directly related to the proposed road. As the area of direct vegetation removal (i.e. within the defined road corridor) will be on average 50m wide, this 25m buffer will effectively create a 100m wide 'ecological footprint corridor'.

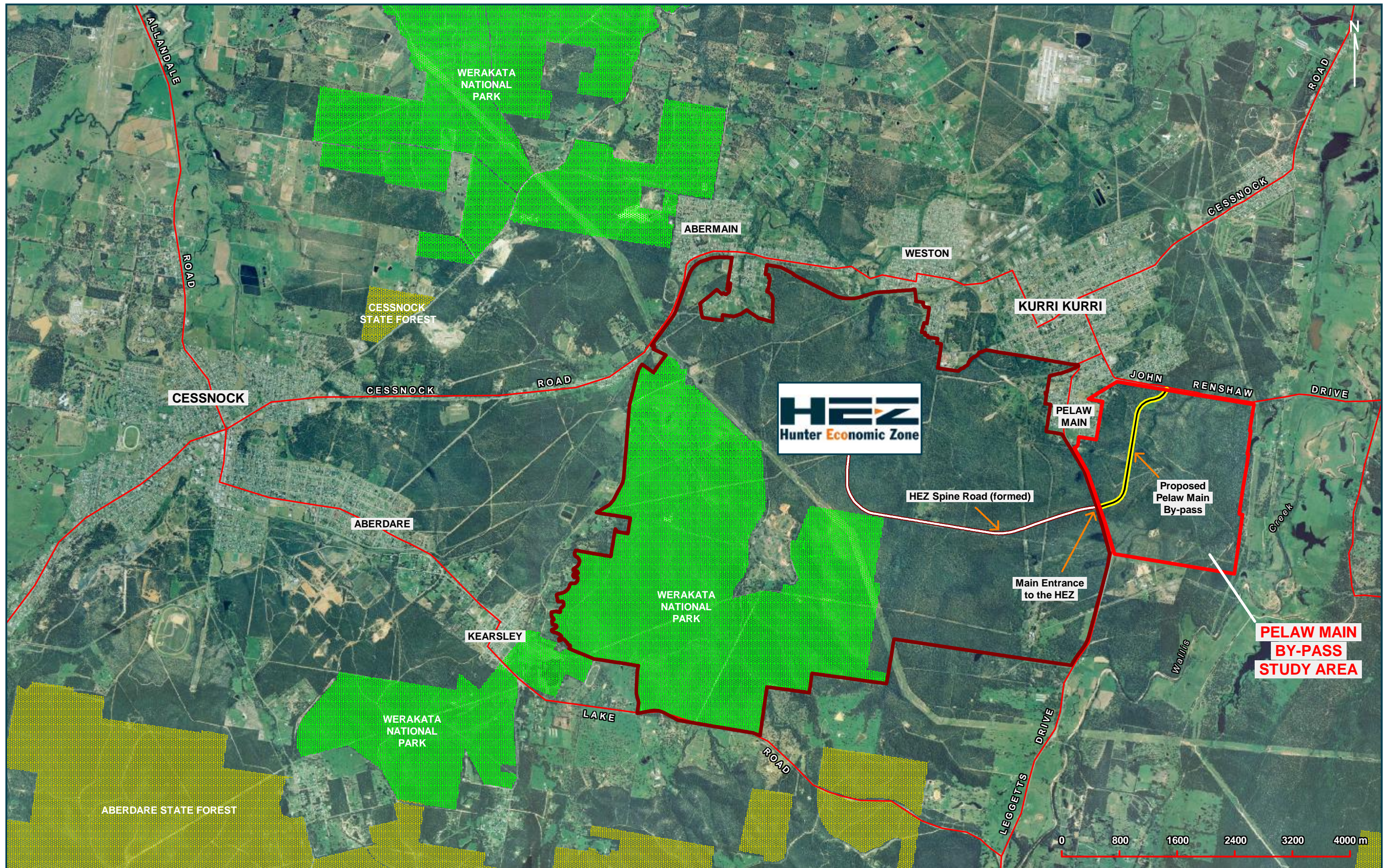
Within the 50m road corridor will be constructed a two lane road, with one lane of travel in each direction. The constructed pavement width is proposed to be 11.6m with associated catch drains and civil infrastructure.

Within the concept plan and assessment allowances have been made for:

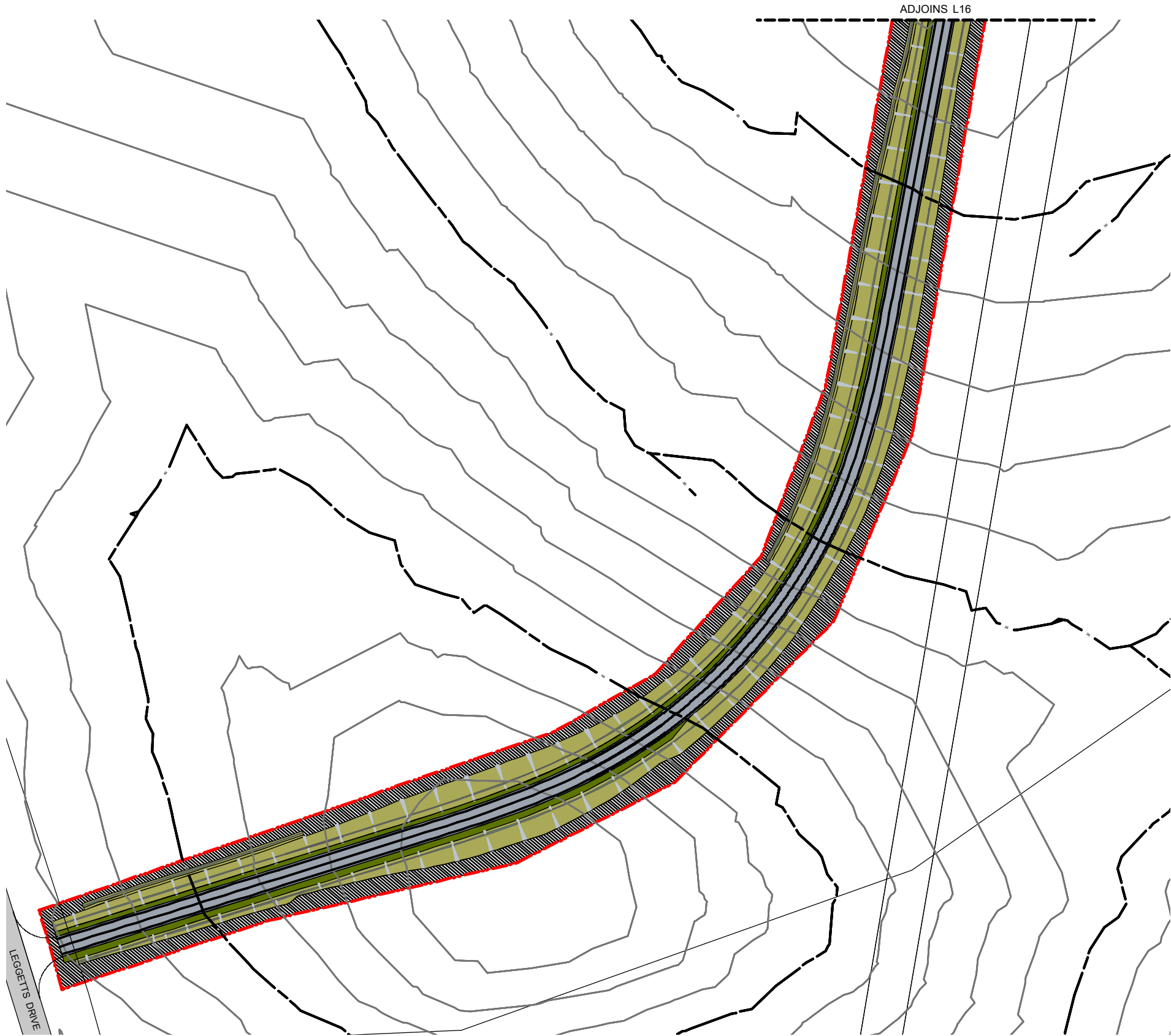
- Allowance for a breakdown bay.
- Sediment retention basins associated with the proposed road to be constructed to mitigate hydrological and water quality impacts of the proposed road.
- A works compound and temporary stockpile area required during the construction phase.

- Clearing to accommodate intersections on the two existing road interfaces. It has been calculated that the total area considered likely to require vegetation removal is 9.1ha. Given the 25m buffer and subsequent 100m ecological footprint corridor, the area likely to be directly affected by the road has been calculated to be 18.7ha.









**LEGEND**

- Proposed bitumen road
- Road verge - Reinstated native vegetation
- Batter 1 in 4 - Reinstated native vegetation
- Base of drainage swale - Native grass planting
- Works area - Retained or reinstated native vegetation
- Clearing line
- 1m contour line
- 5m contour line

**REFERENCES**

CONSULTANT	DRAWING ID	DATE OF ISSUE
HSO	23909_Basedata_7.11.08.11.06	
HSO	pelaw-main-bypass-bas21.11.07	
HSO	DESIGN.dwg	22.11.07
HEZ	SURVEY.dwg	22.11.07

**NOTES**

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Figure 7 Pelaw Main by-pass sheet 1 of 4

REV	DESCRIPTION	DATE	APPROVED
B	HEZ Part 3A Pelaw Main Bypass final issue	13.12.07	
A	HEZ Part 3A Pelaw Main Bypass for comment	07.12.07	

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Project	HEZ PART 3 APPLICATION		
Client	HEZ NOMINEES PTY LTD ATF THE HEZ UNIT TRUST		
Drawing	PELAW MAIN BYPASS ROAD		
Scale	1:1000 @ A1	2297.10	
Project No.	07502428.01	L15B	
Drawn	MP		



Figure 8 Pelaw Main by-pass sheet 2 of 4



**LEGEND**

- Proposed bitumen road
- Road verge - Reinstated native vegetation
- Batter 1 in 4 - Reinstated native vegetation
- Base of drainage swale - Native grass planting
- Works area - Retained or reinstated native vegetation
- Clearing line
- 1m contour line
- 5m contour line
- Wetland ephemeral zone - Native grass and macrophyte planting

**REFERENCES**

CONSULTANT	DRAWING ID	DATE OF ISSUE
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HSO	pelaw-main-bypass-bas21.11.07	
HSO	DESIGN.dwg	22.11.07
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Client	HEZ NOMINEES PTY LTD ATF THE HEZ UNIT TRUST		
Drawing	PELAW MAIN BYPASS ROAD		
Scale	1:1000 @ A1	2297.10	
Project No.	07502428.01	L16B	
Drawn	MP		

B	HEZ Part 3A Pelaw Main Bypass final issue	13.12.07		
A	HEZ Part 3A Pelaw Main Bypass for comment	07.12.07		
REV	DESCRIPTION	DATE	APPROVED	







LEGEND

- Proposed bitumen road
- Road verge - Reinstated native vegetation
- Batter 1 in 4 - Reinstated native vegetation
- Base of drainage swale - Native grass planting
- Works area - Retained or reinstated native vegetation
- Clearing line
- 1m contour line
- 5m contour line
- Wetland ephemeral zone - Native grass and macrophyte planting
- Wetland basin

REFERENCES

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Project HEZ PART 3 APPLICATION

Client HEZ NOMINEES PTY LTD ATF THE HEZ UNIT TRUST

Drawing PELAW MAIN BYPASS ROAD

Scale	1:1000 @ A1	2297.10 L17B
Project No.	07502428.01	
Drawn	MP	

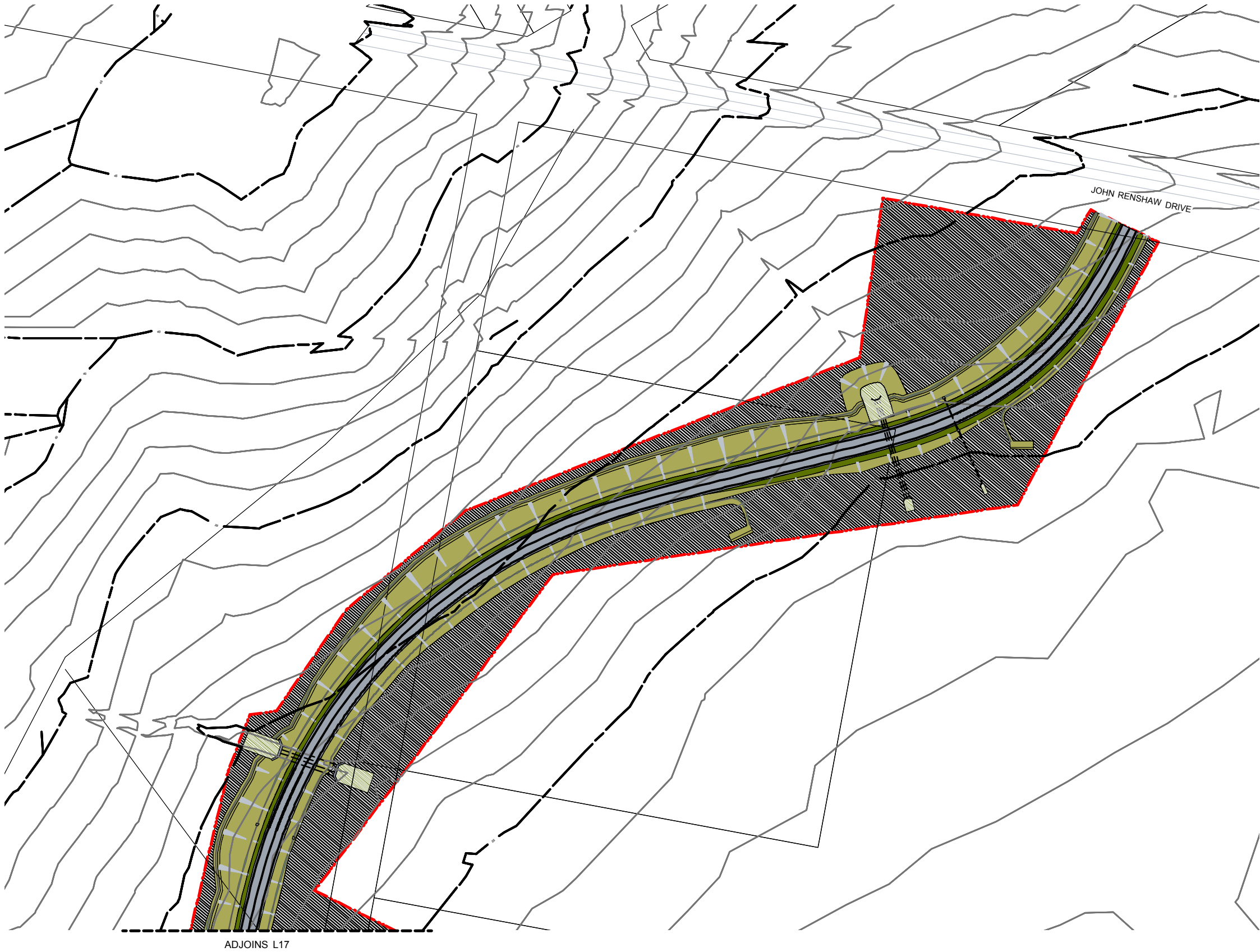


Figure 9 Pelaw Main by-pass Sheet 3 of 4

REV	DESCRIPTION	DATE	APPROVED
B	HEZ Part 3A Pelaw Main Bypass final issue	13.12.07	
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**LEGEND**

- Proposed bitumen road
- Road verge - Reinstated native vegetation
- Batter 1 in 4 - Reinstated native vegetation
- Base of drainage swale - Native grass planting
- Works area - Retained or reinstated native vegetation
- Clearing line
- 1m contour line
- 5m contour line
- Wetland ephemeral zone - Native grass and macrophyte planting

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HSO	pelaw-main-bypass-bas21.11.07	
HSO	DESIGN.dwg	22.11.07
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Figure 10 Pelaw Main by-pass sheet 4 of 4

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Client	HEZ NOMINEES PTY LTD ATF THE HEZ UNIT TRUST		
Drawing	PELAW MAIN BYPASS ROAD		
Scale	1:1000 A1	2297.10	
Project No.	07502428.01	L18B	
Drawn	MP		

### **4.3.3 Station Street Extension Description**

The proposed extension of Station Street joins the existing Station Street at the intersection of the railway line in Weston with the temporary end of Stage 2 Road and is approximately 940 metres long. (Figures 11 to 14)

The road is a 13.0m wide constructed road within a 24.0m wide road corridor. This width allows for service allocations within the road shoulder and the provision of pedestrian and cycleway facilities. This is consistent with the typical road sections prepared for the estate.

The northern extent of the proposed road is widened to accommodate a central median south of the South Maitland railway tracks that cross the path of the road extension.

The proposal extension to the road to provide linkage to Weston is located within the HEZ LEP area, and crosses the zones 1(a), 4(h), 5(b) and 7(b) zoned lands. The size of the road footprint has been minimised to reduce impacts upon the ecology of the site. An important part of the design of the Station Street extension has been to incorporate existing partially cleared and degraded areas. However in order for the road to be functional some clearing of habitat is still required.

It is expected that all vegetation within the footprint of the road will require removal to facilitate road and associated infrastructure construction.



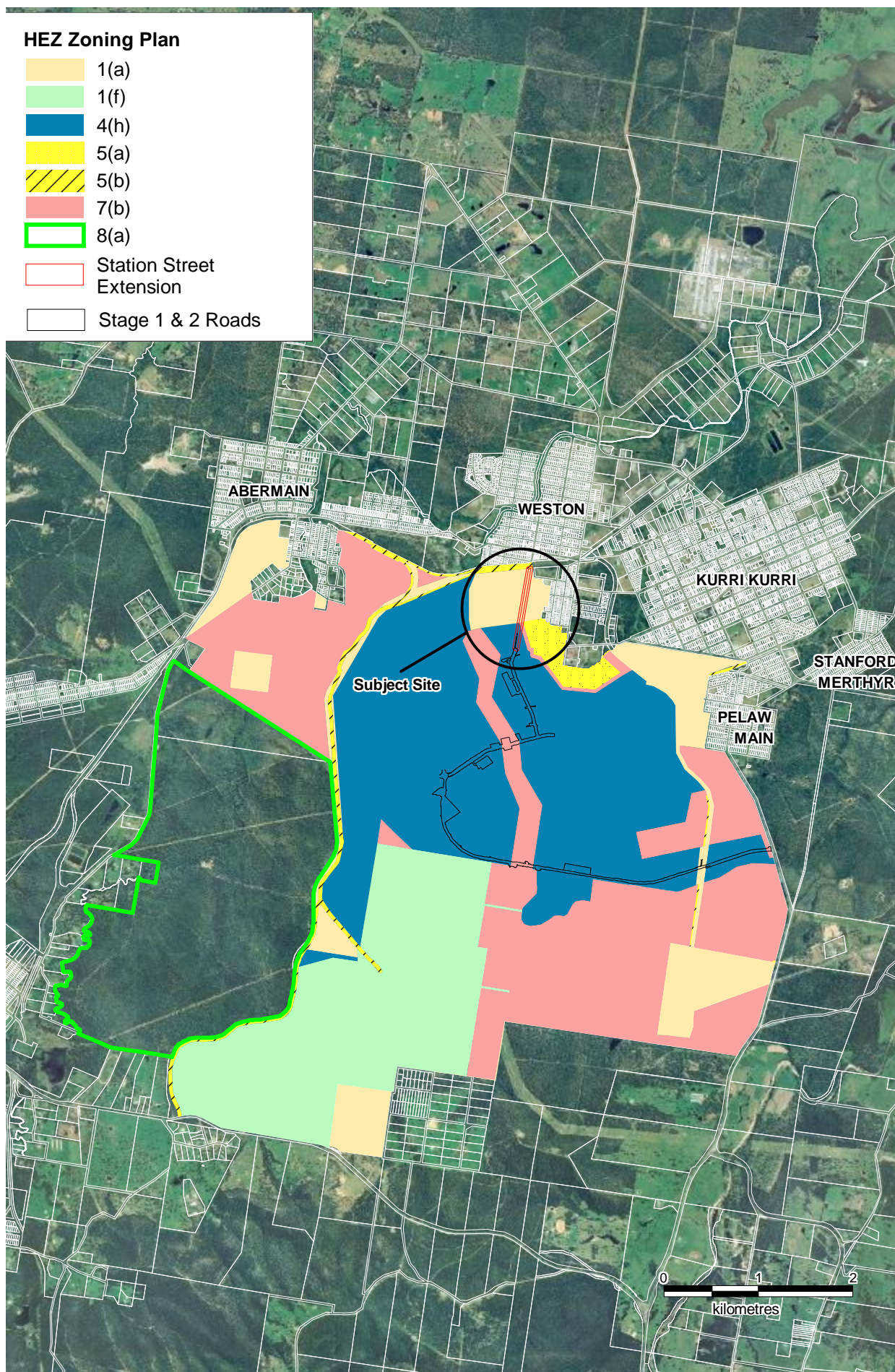


Figure 11 Station Street extension location

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PROJECT: STATION STREET EXTENSION

CLIENT: HEZ NOMINEES PTY LTD ATF THE HEZ UNIT TRUST

TITLE: STATION ST EXTENSION LOCATION

CONTOUR INTERVAL:	N/A	DATUM:	MGA Zone 56 (GDA 1984)
SCALE:	1: 48000 at A4 Size	JOB NUMBER:	23967
DATE:	4/12/2007		
DRAWN:	T. Lambert		



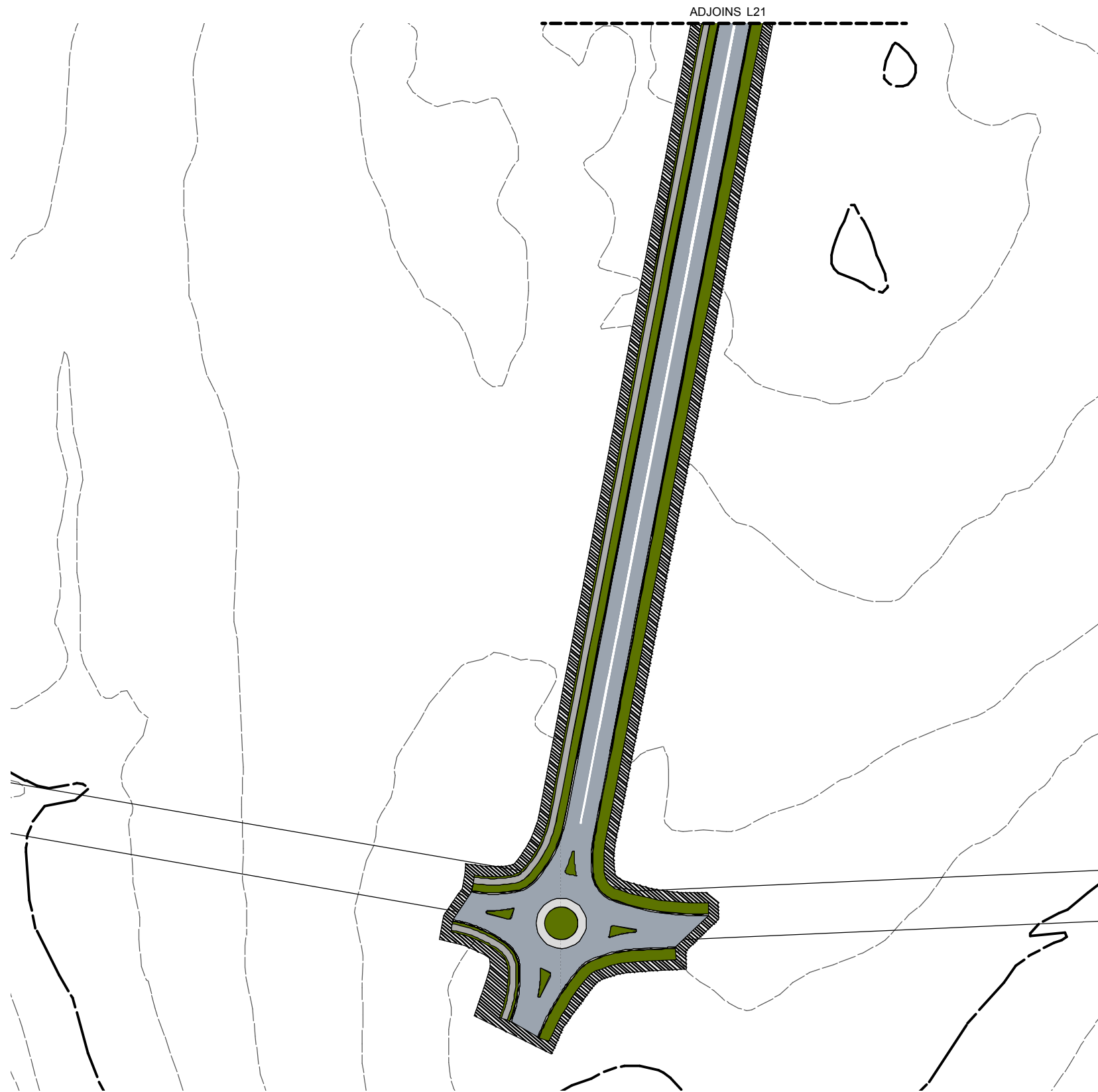


Figure 12 Station Street Extension sheet 1 of 3



**LEGEND**

- Proposed bitumen road by others
- Road verge - Reinstated native vegetation
- Works area - Retained or reinstated native vegetation
- Maximum clearing line
- 1m contour line
- 5m contour line

**REFERENCES**

CONSULTANT	DRAWING ID	DATE OF ISSUE
TTW	DESIGN.dwg	05.12.07
HSO	23909_Basedata_7.11.08.11.06	
HSO	pelaw-main-bypass-bas21.11.07	
HSO	DESIGN.dwg	22.11.07
HEZ	SURVEY.dwg	22.11.07

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Client	HEZ NOMINEES PTY LTD ATF THE HEZ UNIT TRUST		
Drawing	STATION STREET EXTENSION		
Scale	1:1000 @ A1	2297.10	
Project No.	07502428.01	L20B	
Drawn	MP		

REV	DESCRIPTION	DATE	APPROVED
B	HEZ Part 3A Station St Extension final issue	13.12.07	
A	HEZ Part 3A Station St Extension for comment	12.12.07	

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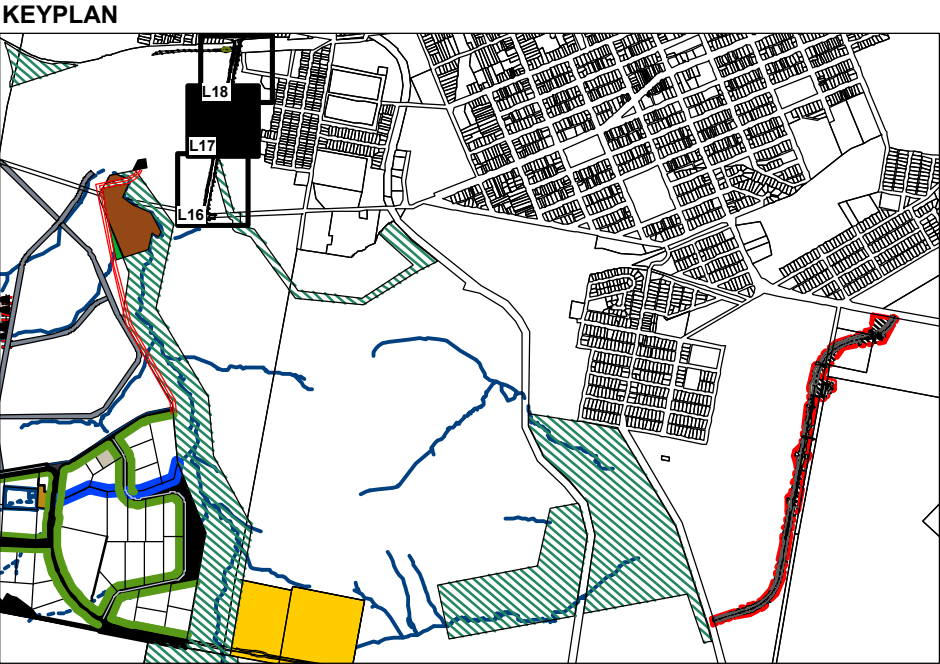
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Figure 13 Station Street extension sheet 2 of 3



**LEGEND**

- Proposed bitumen road by others
- Road verge - Reinstated native vegetation
- Works area - Retained or reinstated native vegetation
- Maximum clearing line
- 1m contour line
- 5m contour line

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**LEGEND**

- Proposed bitumen road by others
- Road verge - Reinstated native vegetation
- Rock lined drainage swale by others
- Wetland ephemeral zone  
Native grass & macrophyte planting
- Wetland basin
- Works area - Retained or reinstated native vegetation
- Maximum clearing line
- 1m contour line
- 5m contour line

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Project No.	07502428.01	L22B	
Drawn	MP		

B	HEZ Part 3A Station St Extension final issue	13.12.07	
A	HEZ Part 3A Station St Extension for comment	12.12.07	
REV	DESCRIPTION	DATE	APPROVED

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#### **4.3.4 Wall and Floor Panel facility description**

The Major Project application component for proposed lot 290 comprises the construction of an industrial building containing:

- 17,809m<sup>2</sup> of warehouse floor area;
- 9241m<sup>2</sup> of manufacturing floor area;
- 744m<sup>2</sup> of ancillary office space on level 1;

The development is proposed to be carried out over 2 stages. Stage 1 being the construction of the building and associated infrastructure, 105 car parking spaces and landscaping. Stage 2 involves the provision of an additional 103 on-site car parking spaces should demand be required.

The hours of operation of the facility are proposed to be 24 hours Monday – Saturday.

The facility will provide employment for up to approximately 75 manufacturing/warehousing staff on site. The use is intended to operate 3 shifts for the factory component with 25 staff on each shift on a 24 hour rotation basis. A further 10 office and transport staff are anticipated to distribute and deliver wall panels which would occur during working normal business hours of 9.00am to 5.00pm.

The wall and floor panel facility is subject to a detailed assessment and consideration in the accompanying project Application submission.

#### **4.3.5 Staging**

The construction and provision of trunk utility services to the land is currently underway consistent with approvals issued by Hunter Water and Energy Australia. Similarly the major road through the Precinct is completed to the northern extent of the precinct and the easterly extension towards Weston is well advanced in its construction.

The staging of the provision of further lots within the precinct will be dependant

upon market demand, however the structure of the existing road and the required additional roads is such that lots can be readily brought on line in any area of the precinct if approval is in place for the construction of the roads.

It is anticipated that the road servicing the south western section of the site and the western extension from the current HEZ Drive roundabout and the Station Street extension will have the greatest priority. The pursuit of the Pelaw main bypass will be dependant upon the final terms of the proposed Deed of Agreement with the RTA for the undertaking of road network improvements and development in the estate meeting the trigger thresholds to generate the demand for this piece of infrastructure.

#### **4.3.6 Justification**

The approval of the subdivision layout as requested provides certainty to the planning and management of the environmental considerations on the site. The subdivision layout and the linkages provides the framework for the delivery of employment generating land consistent with the objectives of the site zoning and the identification of the land as employment lands within the Lower Hunter regional Strategy.

The plan supports the delivery of the declared major project on proposed lot 290 along with the framework to support the future development of land within the estate consistent with the environmental framework established by the Concept Plan package.

The delivery of employment lands delivers the opportunity to realize the investment and employment potential identified in the original rezoning of the land to 4(h) (Hunter Employment Zone).