

8 July 2019

Emma Butcher
Planning Officer
Regional Assessments
NSW Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

Dear Emma,

Re: Freeway North MOD 2 – Additional Information

Please find the following information in response to your request for additional information:

- An updated subdivision plan is attached clearly showing the number of additional lots and their sizes. The proposed subdivision will be undertaken in one (1) stage.
- An email from Newcastle City Council regarding the proposed basin location.
- Engineering Plans prepared by GCA Engineering Solutions.
- Music Modelling Report prepared by GCA Engineering Solutions.
- Bushfire Threat Assessment prepared by MJD environmental July 2019.

Part 3.01 Subdivision

Part 3.01 of the Newcastle DCP refers to subdivision and includes Council's requirements to subdivide land in the Newcastle LGA. The proposed subdivision fulfils the objective of the Plan by promoting the efficient use of an increasingly limited land resource in Newcastle and ensuring that the newly created lots have appropriate levels of amenity, services and access. The proposed lots and roads generally comply with the Newcastle DCP 2012.

The following table describes how the proposed subdivision fulfils the subdivision requirements of the DCP.

Table 1 – Summary of Compliance with Part 3.01 Subdivision

Requirements of the DCP	Compliance with Requirements
3.01.01 Site Analysis	The land is currently vacant and forms part of a subdivision for industrial land at Freeway North Business Park. Canavan Drive is fully constructed and provides access to the proposed new lots. There are no constraints to the subdivision of this land.
3.01.02 Subdivision Design	
A. Solar access	The land is zoned for industrial purposes and will create twenty-nine (29) lots within an industrial estate. The proposed subdivision will not have an impact upon solar access to allotments.
B. Services	The proposed subdivision is to occur in an existing business park. Adequate services are available to the proposed lots. All lots will be serviced prior to titles being registered with Land Titles Office.
C. Battleaxe allotments	All lots will have direct access to a public road. No battleaxe lots are proposed.
D. Community Title Subdivision	A Torrens Title subdivision is proposed. Community Title Subdivision is not proposed.
3.01.03 – Lot layout, sizes and dimensions	<p>The proposed lot sizes meet the minimum subdivision lot size requirements in industrial zones pursuant to Newcastle LEP 2012. The Newcastle LEP 2012, requires lot sizes for this land, to be a minimum of 1000m² in size. The lots proposed vary in size from 1500m² to 1.51 Ha.</p> <p>The DCP requires that lots have a minimum frontage of 25 metres. Proposed lots generally have a 25m frontage except where lots are created around bends in the road and around cul-de-sac heads.</p> <p>The proposed lots are generally rectangular in shape.</p> <p>The design of the subdivision allows for a B-Double truck to enter and exit the estate in a forward direction. The radius of the kerb of the proposed cul de sac heads is 15m. The RMS minimum radius for a B-Double is 12.5m therefore the proposed subdivision will allow for B-Doubles to access the site.</p> <p>The proposed lot sizes are an appropriate size and shape for future industrial uses. Consideration has also been given to vehicle access,</p>

	parking, manoeuvring, setbacks and other matters for industrial uses in determining the size of the proposed lots. The size of the lots allows for the largest vehicle anticipated access to the lots and manoeuvre on-site without reversing onto or off the lot.
3.01.04 Subdivision construction and bonding of work.	All lots will be serviced prior to titles being registered with the Land Titles Office.

- A Traffic Impact Assessment addressing the impact of the additional lots on the Canavan Drive intersection has been undertaken and is attached for your information.

The report concluded that the proposed modified subdivision layout for the Freeway North Business Park with two separate cul-de-sac roads connecting to a single give way priority controlled intersection to Canavan Drive can be supported as the proposal will not result in unsatisfactory operation of the local road network as the single intersection connection to Canavan Drive will operate satisfactorily as a give way priority controlled intersection.

No more than 90 industrial lots are proposed in this modification.

- Stormwater

The Stormwater design has been undertaken in accordance with Newcastle Council DCP 2012 and Technical Manual which requires 1 in 10-year events piped and 1 in 100-year events contained within the road and drainage reserve. The Q10 drainage calculations are shown on sheet C227 and the Q100 drainage calculations on sheet C228 of the detailed design.

Stormwater from the site has been treated and discharged in accordance with the Parson Brinckerhoff November 2004 Stormwater Strategy. The strategy concluded that development within the Scotch Dairy Creek catchment results in a decrease in post development flow rates in the downstream catchment compared to the pre-development flow rates, hence the provision of detention storage within the catchment is not required. The PB report also stated that there is a need for water quality measures and proposed an end of line gross pollutant trap (GPT) and sand filter. The basin design provides for water quality treatment of council roads while the lots will be required to provide their own water quality treatment in accordance with Councils DCP and the Music Model accompanying the design. This approach is consistent with previous stages of Freeway North Business Park including recently completed Stage 5 immediately adjacent and in the same catchment as the development site.

Drainage pipes are generally located under kerb and gutter with the exception of inter-allotment drainage lines and the basin drainage system which is located with the proposed drainage reserve.

Subsoils drains are to be provided on the high side of all roads and on both sides of roads in cut in accordance with Councils DCP and as shown on the typical cross section sheet C218 of the detailed design.

All pipes are required to be rubber jointed in accordance with Councils DCP 2012.

The extent, depth and velocity of the 100year overland flow paths are shown in the hydrology calculations table on Sheet C228 of the detailed design. The parameters for these meet the requirements set out in “Stability of Cars and Children in Flooded Streets”.

The entire site including all lots are in excess of 10m above 100year flood levels.

In accordance with Councils DCP inter-allotment drainage lines have been provided to all lots including those lots draining directly to the roads. Easements to drain water will be required over all inter-allotment drainage lines that traverse other lots prior to discharging into Councils drainage system.

The road, stormwater drainage system and water quality measures provided for the development and designed in accordance with the approved stormwater strategy and Councils current DCP 2012 and Technical Manual will ensure the development will not increase upstream or downstream flooding over the full range of events.

Engineering plans and the Music Modelling report is attached.

Consultation has been undertaken with Newcastle City Council regarding the proposed basin location. Council have no objection to a water quality control basin being designed and constructed in this general location subject to full compliance with Council’s DCP, Technical Manual and relevant Council standard drawings. A copy of Council’s response is attached.

- Bushfire

A Bushfire Threat Assessment for the site was undertaken and prepared by MJD environmental in July 2019.

The assessment aims to consider and assess the bushfire hazard and associated potential threats relevant to the subdivision of the land, noting that the land is zoned for industrial purposes. The report found that the development type and buildings contained therein do not strictly trigger the criteria outlined with Planning for Bush Fire Protection (PBP) 2006. In these instances, section 1.3(b) of PBP states that the provision under the BCA for fire safety

will be accepted for bushfire purposes where the aims and objectives in section 1.1 of PBP (2006) can be met.

Development on each lot will be subject to further assessment with respect to building design and the risk of ignition in the event of fire. Building design will be required to incorporate appropriate building type and firefighting standards as set out in the Building Code of Australia.

The report concludes that the *assessment against these objectives has determined the proposal is able to comply with the relevant provisions of PBP (2006).*

It is therefore requested that as a result of the recommendations included in the Bushfire Threat Assessment that the conditions relating to Bushfire protection, including the APZs be removed from the conditions of approval.

The Bushfire Threat Assessment is attached.

Please let me know if you require any further information.

Regards,
Hunter Land Pty Ltd

Tanya Gurieff
Executive Town Planner