

6 August 2019

Silvio Falato
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Department of Planning, Industry and Environment
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Reply by email: Silvio.falato@planning.nsw.gov.au

Dear Silvio

FREEWAY NORTH SUBDIVISION (MP06_0199 MOD 2) BERESFIELD

I refer to your email of 10 July 2019 advising Hunter Land Pty Ltd has submitted additional information regarding the modification and inviting City of Newcastle ('CN') to comment. I also refer to the Traffic Impact Assessment forwarded on 31 July to CN.

The supplementary documentation has been reviewed and the following advice is provided for your consideration:

1. Proposed Modifications

The letter prepared by Hunter Land dated 8 July 2019 does not specifically respond to the comments made in CN's previous submission regarding the proposed modifications to the Concept and Project Approvals to remove all limitations on the number of lots that may be created within the Concept Plan area.

Notwithstanding this, this issue could be addressed by modifying the text of conditions Condition A1 of Schedule 2 of the Concept Plan Approval MP06_199 and Condition A1 of Schedule 4 of the Project Approval to include a specific reference to the submitted amended plan of subdivision (No 17010, Drawing No 1, Revision 1, Date 11 June 2019) in lieu of the numerical restrictions. These modifications would achieve a similar result to the original numeric restrictions.

The proposed road and lot layout as shown on Subdivision Plan (No 17010, Drawing No 1, Revision 1, Date 11 June 2019) is satisfactory subject to the following matters relating to stormwater management being satisfactorily addressed.

2. Traffic

The Traffic Impact Assessment by Intersect Traffic relies on the NSW Roads & Maritime Service (RMS) Technical Direction TDT 13/04A (2013) which includes survey data for the older neighbouring Freeway (South) Business Park.

The table on page 2 of TDT and relating to 'Business parks and industrial estates' identifies the average for regional estates of this nature as 0.70 vehicle trips per 100m² Gross Floor Area (GFA) in the AM peak hour and 0.78 in the PM peak. In 2017 the Stevens Group commissioned an assessment of Hunter Valley Business Park Trip Rates by AECOM (21 December 2017) for the proposed 200 lot industrial subdivision at 198 Lenaghans Drive, Blackhill (DA2018/00714 – undetermined). Table 35 from that report (See Attachment 1),

confirmed that the traffic generation rates for the existing Freeway North Business Park are much closer to the RMS's regional averages than that adopted by Intersect Traffic report. Further, Table 37 from the AECOM report shows that the 35% ratio between lot size and GFA, for the Freeway North Business Park, assumed by Intersect Traffic to represent a worst-case scenario may in fact be below the actual ratio (38%) as determined by the AECOM study.

The submitted proposed subdivision plan indicates a total lot area for lots 57 to 85 of 131,619m². Applying the 2017 survey values (GFA = 0.38 x lot area) from the AECOM report gives a total GFA of around 50,000m². Using this value and applying the surveyed traffic generation rates of 0.65 (AM Peak) and 0.68 (PM peak) from the AECOM study would see the number of right turning vehicles exiting the new development area increase to around 235 in the PM peak, or approximately 150% of the Intersect Traffic estimate of 148. Applying these increased rates to the Canavan Drive catchment (125,000m²) would also increase the number of vehicles crossing this intersection along Canavan Drive by a similar percentage which would thereby further reduce suitable gap acceptance opportunities for vehicles existing the new subdivision.

Notwithstanding, the SIDRA modelling provided by Intersect Traffic, based on the lower traffic numbers submitted, indicates the intersection would operate at a Level of Service (LoS) of A and below 25% of available capacity. Adoption of the higher traffic volumes from the application of the AECOM rates is unlikely to cause the intersection to fall to within the range of LoS D to LoS F at which levels the operation of the intersection would be a concern to CN.

3. Stormwater management

A thorough assessment of the stormwater drainage design and calculations has not been undertaken as this would typically be done in association with a Construction Certificate application, however the results presented are generally accepted.

In late May 2019 the Applicant sought and was provided with CN's advice regarding the proposed bio-retention basin (See attachment 2), however the submitted concept engineering plans (GCA 18280C-C200 to C235 Rev 4 dated 17 April 2019) have not been amended to reflect CN's advice/requirements. While some of the necessary changes to the design could be made on plans to accompany a future Construction Certificate application, a couple of the comments could result in changes to the boundaries and areas of proposed Lots 623, 624 & 625.

In addition, it noted that some elements of the concept engineering plans incorrectly reference the standards of Lake Macquarie City Council. These standards are not applicable to development in the Newcastle LGA.

4. Bush fire

The Hunter Land letter seeks to remove all conditions (or, it is assumed, any part conditions) relating to bushfire protection. A review of the original application made to the Department pursuant s75W did not include such a request. Changes to the *Rural Fires Act 1997* and the Rural Fire Service's guidelines relating to bushfire protection for industrial development have been made since the Concept Plan and Project Approval were first assessed and granted consent. However, this does not remove the need entirely to consider bushfire threat and any mitigating measures as part of the Concept Plan and Project approval. The Department is encouraged to ensure appropriate conditions are maintained within the approval documents to ensure bushfire threat and appropriate mitigating measures are properly considered as part of the development.

If you have any questions in relation to the various matters raised in this letter, please contact Geof Mansfield Principal planner (Development) on 4974 2767 or by return email.

Yours faithfully

A handwritten signature in black ink, appearing to read 'Michelle Bisson', with a stylized flourish at the end.

Michelle Bisson
MANAGER REGULATORY PLANNING AND ASSESSMENT

Attachment 1

7.1 Trip rates

Trip rates per 100m² GFA were calculated for each of the Hunter Business Park sites and the Holmwood Business Park site. The total GFA area for all sites is 490,195m². The peak hour trip rates were calculated for the AM and PM peak periods for a typical weekday from the ATC data which was collected for one week between 16 and 23 September 2017. This is summarised in **Table 35**.

Table 35 Trip Rate Summary at Surveyed Sites

Site	Peak hour vehicle trips (Per 100m ² GFA)		Daily vehicle trips (per 100m ² GFA)
	AM Peak	PM Peak	
Thornton Industrial Estate	0.65	0.68	7.5
Freeway Business Park North Precinct	0.45	0.65	6.4
Freeway Business Park South / Central Precinct	0.54	0.45	6.0
Holmwood Business Park	0.86	1.11	11.6
Average of all Sites	0.63	0.72	7.9

Source: AECOM, 2017

The study found that the highest overall peak hour trip rate for Hunter Land Parks is 0.65 and 0.68 at Thornton Industrial Estate during the AM and PM peak hours respectively, which is below RMS rate of 0.7 and 0.78 for regional areas in the AM and PM peak hours. It is found that Holmwood Business Park has trip rates of 0.86 and 1.11 in AM and PM peak periods respectively. Furthermore, the Hunter park sites daily average trips found to be 7.9 vehicle trips per 100m² GFA. This is slightly higher than RMS recommended value 7.83 vehicle trips per 100m².

Table 37 Lot size to Gross Floor Area Ratio Freeway Business Park, Thornton Industrial Estate and Holmwood Business Park

Site	Total Lot Area (m ²)	Total Gross Floor Area (m ²)	Usage Ratio (%)
Freeway Business Park North Precinct	85,855	32,766	38%
Freeway Business Park South / Central Precinct	587,100	152,839	26%
Thornton Industrial Estate	585,892	192,496	33%
Holmwood Business Park	620,000	112,094	18%
Average of all Sites	1,878,847	490,195	26%

Source: AECOM, 2017