

All communications to be addressed to:

Headquarters
15 Carter Street
Lidcombe NSW 2141

Headquarters
Locked Bag 17
Granville NSW 2142

Telephone: 1300 NSW RFS
Email: csc@rfs.nsw.gov.au



Director General
NSW Planning & Infrastructure
GPO Box 39
Sydney NSW 2001

Your Ref: 10_0204 MOD 2

Our Ref: S10/0036

Attention: Jane Flanagan

14 March 2014

Dear Sir/Madam,

Modification Request – Catherine Hill Bay and Gwandalan residential subdivision

I refer to your letter dated 21 February 2014 seeking advice for the above modification.

Deletion of section of perimeter road

In our previous assessments of the subdivision the NSW Rural Fire Service provided advice on the road layout and in particular perimeter roads. In short, perimeter roads were considered of high importance for this subdivision in providing a level of protection for future residents and reducing the bushfire risk. The recent bushfires of October 2013 affected the Catherine Hill Bay area and the site, and have only highlighted the very high bushfire risk that applies to this area. Therefore, the NSW Rural Fire Service cannot support any amendment to the development that would increase the bushfire risk, including the deletion of the perimeter road.

The Rural Fire Service acknowledges the engineering difficulties in constructing the perimeter road, as detailed in the submission by ADW Johnson. However, the Rural Fire Service does not accept this as justification for the deletion of this section of road (current road no. 23). Therefore, it is considered one of the following two alternatives could be pursued.

1. The subdivision layout is amended so that a perimeter road is still provided. Given the engineering difficulties the road would be further to the west from its current location, allowing the necessary engineering works to take place within the site.
2. Lot nos. 1093 to 1101 are deleted. Road no. 1 would then become the perimeter road in this location.

Narrowing of road width of road 23 and one way circulation

Planning for Bushfire Protection 2006 has the following provision:

"Urban perimeter roads are two-way, that is, at least two traffic lane widths (carriageway 8 metres minimum kerb to kerb), allowing traffic to pass in opposite directions."

This requirement for an 8m two-way perimeter road is normally insisted on by the RFS. However, in this instance, the circumstances are slightly unusual in that these lots also have frontage to another road. The perimeter road is seen as a secondary access. Therefore, the narrower road width and one-way circulation may be accepted.

Additional connecting road (Road no.17)

This will improve access and is supported.

Amendments to lot layout

No objection

For any enquiries regarding this correspondence please contact Peter Eccleston on 1300 NSW RFS.

Yours sincerely

A handwritten signature in black ink, appearing to read 'M Streater', written in a cursive style.

Michelle Streater

Acting Team Leader, Development Assessment and Planning