

Our Ref: AA:KC:238296

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23<sup>rd</sup> November 2010

NSW Department of Planning  
GPO Box 39  
SYDNEY NSW 2001

**ATTENTION: ANNA BRADLEY / CHRIS RITCHIE**

Dear Anna / Chris,

**RE: ALDI WAREHOUSE PROJECT AND REVISED SUBDIVISION LAYOUT  
SUBMISSION (MP 10\_0042)  
RESPONSE TO SUBMISSIONS**

**INTRODUCTION**

The Environmental Assessment Report and supporting documents for a Project Application (MP 10\_0042) for a proposed ALDI warehouse and distribution centre and revised subdivision layout, was exhibited for approximately 30 days from the 22<sup>nd</sup> September, 2010 to the 25<sup>th</sup> October, 2010. During that time submissions were received by the Department of Planning (DoP), from a number of authorities (Newcastle City Council, NSW Rural Fire Service, the Roads and Traffic Authority (RTA), and Hunter Regional Development Committee), and community members. The submissions raised issues relating to traffic, access and parking, stormwater, air quality and noise (please refer to **Appendix A - Submissions**).

The project team has reviewed the submissions made with respect to the proposal, and no changes to the development are proposed as a result of this review. The respective consultants have given consideration to, and

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addressed the issues raised in **Table 1.1** below, and a further detailed traffic consultant response is included in **Appendix B**.

## RESPONSES TO AUTHORITIES AND COMMUNITY SUBMISSIONS

The following table provides responses to the Authorities and Community submissions (**Appendix A**) regarding the Project Application (MP10\_0042) received by the Department of Planning. The detailed traffic consultant response is provided at **Appendix B**.

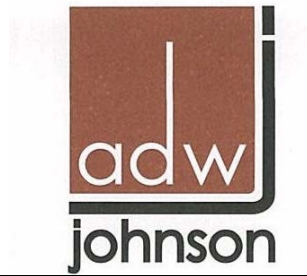
*Table 1.1 Response to Authority and Community Submissions*

NEWCASTLE CITY COUNCIL (NCC)		
ISSUE	COMMENTS	RESPONSE
Letter dated 5 <sup>th</sup> November, 2010	<p>Council's Environmental Protection section – "Compliance Services Unit" (CSU) found that the proposal was generally compliant with respect to noise, air quality, contamination, vegetation, and construction impacts, and they also reference a number of standard conditions.</p> <p>However, Council does recommend that the following be undertaken:</p> <ul style="list-style-type: none"> <li>A noise validation monitoring assessment (attended) at the nearest potentially affected three receivers with a Noise Management Plan prepared and submitted to the NSW Department of Planning prior to construction;</li> <li>A Dust Management Plan to be submitted to the NSW Department of Planning prior to construction.</li> </ul>	<p>The following responses are provided to the issues raised within Council's letter dated 5<sup>th</sup> November, 2010:</p> <ul style="list-style-type: none"> <li>Sections 7.8 and 7.10.1 – Noise and Vibration of the Draft Statement of Commitments within the EAR indicate that a validation monitoring assessment (attended) should be conducted at the nearest potentially affected three receivers. In addition, section 7.10 – Construction Impacts, of the Draft Statement of Commitments within the EAR, indicates that a Noise Management Plan will be prepared and submitted to the NSW Department of Planning prior to construction.</li> <li>Section 7.10 – Construction Impacts of the Draft Statement of Commitments within the EAR also indicates that a Dust Management</li> </ul>

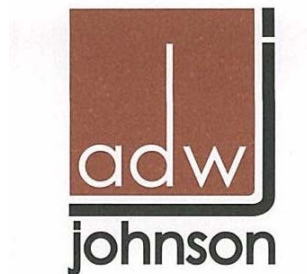
		Plan will be prepared and submitted to the NSW Department of Planning prior to construction.
Letter dated 2 <sup>nd</sup> November, 2010	<p>Council requests that the following be taken into consideration when assessing the proposed ALDI warehouse and distribution centre, and modification of the subdivision:</p> <ul style="list-style-type: none"> <li>• The ALDI development and modification is to generally comply with the Newcastle Development Control Plan 2005 (NDCP).</li> <li>• Car parking requirements do not appear to comply with the requirements of DCP Element 4.1 – Parking and Access.</li> <li>• A Stormwater discharge control volume is to be provided in accordance with DCP Element 4.5 – Water Management.</li> </ul>	<p>The following responses are provided to address the issues raised by Council in their letter dated 2<sup>nd</sup> November, 2010:</p> <ul style="list-style-type: none"> <li>• The proposed ALDI development and modification are generally compliant with the Newcastle Development Control Plan 2005 (NDCP).</li> <li>• Car parking for the proposed development has been addressed within section 6.3.3 of the EAR. Specifically the application asks the consent authority to use the RTA rate for car parking as opposed to the Council's DCP rate. Car parking is addressed in detail within the Transport and Accessibility Assessment prepared by Colston Budd Hunt &amp; Kafes Pty Ltd and also within the response to submissions letter prepared by Colston Budd Hunt &amp; Kafes attached at <b>Appendix B</b> to this report. The provision of 302 spaces is considered to satisfy the parking demands of the proposed development and a variation to Council's DCP requirements is justified.</li> <li>• Robert Bird Group have indicated that due to the results obtained from the Flood Modelling and Stormwater Management Strategy report prepared by Parsons Brinkerhoff for the subdivision, which indicates that in the zone draining to Scotch Dairy Creek (the ALDI site is within this zone) there is no requirement to provide site discharge control, onsite discharge will not be provided.</li> </ul>

	<ul style="list-style-type: none"> <li>• The development and modification is to comply with the requirements of Newcastle LEP 2003.</li> <li>• The development is to be left-in and right turn out only for trucks entering the site with dedicated acceleration and deceleration lanes in the adjoining proposed roadway entering the site.</li> </ul>	<p>The report states that given the location of the ALDI site at the bottom of the catchment, it is actually beneficial for the flood levels within the creek if no onsite discharge is provided. With the development of the land the runoff from the site will be discharged earlier into the creek, effectively forcing the early flow of this water through. This results in evening up the overall discharge rates to the creek over the time of concentration and effectively reducing the flood volumes.</p> <ul style="list-style-type: none"> <li>• The proposed development is considered to be compliant with the requirements of the Newcastle LEP 2003.</li> <li>• The response to submissions prepared by Colston Budd Hunt &amp; Kafes (<b>Appendix B</b>) indicates that the most logical direction for trucks to approach and depart the site will be via left turn in and right turn out from and to Canavan Drive. This is because Canavan Drive will provide the shortest route connecting to Weakleys Drive. The intention of this suggestion appears to be to stop heavy vehicles travelling through an adjoining future residential area north of the industrial subdivision, as discussed in paragraphs 3.41 and 3.42 of the previous report prepared by Colston Budd Hunt &amp; Kafes, submitted with the Development Application. The road network for this future residential area has not yet been constructed or approved.</li> </ul> <p>In association with the future development of the adjoining residential area, including the road connection to this area from the approved industrial subdivision, it is</p>
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	<ul style="list-style-type: none"> <li>The queue lengths for traffic in front of the boom gates is to be investigated to ensure that</li> </ul>	<p>anticipated that appropriate traffic management arrangements would be included at the intersection of Canavan Drive with Parish Drive to prevent heavy vehicles travelling through the residential area. These measures could include the geometric design of the intersection (to prevent access by heavy vehicles) and regulatory signage.</p> <p>Such measures would apply to all heavy vehicles from the industrial subdivision, including those generated by the proposed development, as provided for in the previous consent for Freeway North Business Park. This would appear to be a better way to control the movement of heavy vehicles between the two areas.</p> <p>While it is the intention for vehicles to access the site by turning left in and right out, and would be the most logical direction for vehicles to access the proposed warehouse, there may be occasions where heavy vehicles use other roads within the industrial subdivision to travel to or from the site. It is therefore considered that the first part of Council's suggested requirement is unnecessarily restrictive.</p> <p>In relation to the second part of Council's suggestion, roads within the industrial subdivision will be provided as industrial roads, with appropriate widths for access to the sites by service vehicles. Acceleration and deceleration lanes are therefore not required for access to sites within the industrial subdivision.</p> <ul style="list-style-type: none"> <li>The response to submissions prepared by Colston Budd Hunt &amp; Kafes (<b>Appendix B</b>) indicates that</li> </ul>
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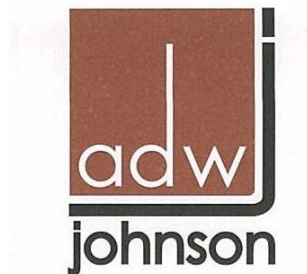
	<p>queues don't overflow onto the roadway during the peak for both the truck entry and the standard vehicle entry.</p>	<p>queuing for cars entering the car park is discussed in paragraph 3.21 of their previous report submitted with the Development Application. A boom gate will control access to and from the car park. Queuing for some five to six vehicles will be provided between Road 1 and the control point, in accordance with the Australian Standard for Parking Facilities (Part 1: Off-street car parking), AS 2890.1:2004 for a car park of the size and type proposed.</p> <p>Truck queuing is discussed in paragraph 3.17 of their previous report submitted with the Development Application. There is queuing space to accommodate some 10 b-doubles or 14 semi-trailers between Canavan drive and the gate house. By comparison, the proposed queuing area for trucks at Beresfield, within the site, prior to reaching the gate house and security point, is several times longer than at ALDI's existing distribution centres at Minchinbury and Prestons, which function appropriately.</p>
	<ul style="list-style-type: none"> <li>• Adequate turning areas and movements for the large vehicles' servicing the site is to be provided in accordance with AUSROADS design vehicles and turning path templates. Ensuring that the sweep path is totally contained within the road/driveway areas.</li> <li>• Section 94A Development Contributions is required to be paid in relation to the ALDI development in accordance with the provisions of the Newcastle City Council S94A Development Contributions Plan 2009 – Newcastle Local</li> </ul>	<ul style="list-style-type: none"> <li>• The response to submissions prepared by Colston Budd Hunt &amp; Kafes (<b>Appendix B</b>) indicates that appropriate manoeuvring areas are proposed, as shown in the swept paths attached to their previous report submitted with the Development Application, as Figures 2 and 11.</li> <li>• It is understood that Section 94A contributions will be payable to Newcastle City Council in accordance with the Newcastle City Council S94A Development Contributions Plan 2009 – Newcastle Local Government Area EXCEPT Blue Gum Hills.</li> </ul>



	<p>Government Area EXCEPT Bule Gum Hills – Adopted 12 December 2006 – Operational 15 January 2007.</p> <ul style="list-style-type: none"> <li>All subdivision roads (Stage 1) and the intersection and roundabout off Weakleys Drive providing access to the development are to be fully constructed prior to issue of a construction certificate. To ensure that damage does not result to the roads as a result of construction traffic associated with the ALDI development.</li> <li>The conditions of the subdivision are to remain.</li> </ul>	<ul style="list-style-type: none"> <li>Paragraphs 3 and 5 of the response to submissions prepared by Colston Budd Hunt &amp; Kafes (<b>Appendix B</b>) addresses this issue, highlighting the B1 condition of consent for the Freeway North Business Park (29<sup>th</sup> September, 2008), and indicating that it is not intended to commence work on the site until the roundabout is in place.</li> </ul> <p>However to provide for an efficient program, the applicant would like to have the construction certificate issued prior to the roundabout being completed. A condition could be included requiring the roundabout to be in place prior to the commencement of construction.</p> <ul style="list-style-type: none"> <li>Agreed, subject to the proposed changes as requested in the Section 75W Report (RPS – June 2010) at Appendix B of the EAR.</li> </ul>
<b>NSW RURAL FIRE SERVICE (RFS)</b>		
<b>ISSUE</b>	<b>COMMENTS</b>	<b>RESPONSE</b>
Letter dated 14 <sup>th</sup> October, 2010	<p>The NSW RFS reviewed the environmental assessment recommended the following 11 conditions:</p> <ul style="list-style-type: none"> <li>At the commencement of building works and in perpetuity the entire property shall be managed as an inner protection area (IPA) as outlined within</li> </ul>	<p>Our bushfire consultant, Australian Bushfire Protection Planners Pty Ltd, has reviewed the conditions recommended by the NSW RFS in the context of the bushfire report submitted, and notes that the conditions are in accordance with their report, and therefore it is accepted that these conditions form part of the approval – please refer to section 7.12 of the Draft Statement of Commitments within the EAR.</p> <ul style="list-style-type: none"> <li>Accepted.</li> </ul>







	<p>steel with a maximum aperture of 2mm, to prevent the entry of embers.</p> <ul style="list-style-type: none"> <li>• Roof ventilators are to be screened with aluminium, bronze or corrosion resistant steel with a maximum aperture of 2mm, to prevent the entry of embers.</li> <li>• Access doors (PA/Fire Exit and Vehicle) to the Cool building are to be fitted with seals that seal the bottom, stiles and head of the door against the opening / frame to prevent the entry of embers into the building.</li> <li>• Landscaping to the site is to comply with the principles of Appendix 5 of "Planning for Bushfire Protection 2006".</li> </ul>	<ul style="list-style-type: none"> <li>• Accepted.</li> <li>• Accepted.</li> <li>• Accepted.</li> </ul>
ROADS AND TRAFFIC AUTHORITY (RTA)		
ISSUE	COMMENTS	RESPONSE
Letter dated 8 <sup>th</sup> October, 2010	<p>The RTA does not object to the proposed development provided the following matters are addressed and included in the Department of Planning's conditions of development consent:</p> <ul style="list-style-type: none"> <li>• Prior to construction commencing, safe access to Weakleys Drive must be achieved. The RTA will not permit a temporary access to be created on Weakleys Drive to commence construction works for the subject development. Whilst it is understood the requirement to construct access to this site is the responsibility of the proponent of the Freeway North Business Park, the RTA requires that the intersection of</li> </ul>	<p>The following responses are provided to address the issues raised by the RTA in their letter dated 8<sup>th</sup> October, 2010:</p> <ul style="list-style-type: none"> <li>• The response to submissions prepared by Colston Budd Hunt &amp; Kafes (<b>Appendix B</b>) indicates that the intersection of Weakleys Drive and Canavan Drive shall be constructed as a dual lane circulating roundabout. Two lane approach and departures shall be provided on each leg.</li> </ul> <p>The response from Colston Budd Hunt &amp; Kafes (<b>Appendix B</b>) also highlights (as discussed in their previous report submitted with the Development Application (Appendix F of the EAR)) the B1. Condition –</p>



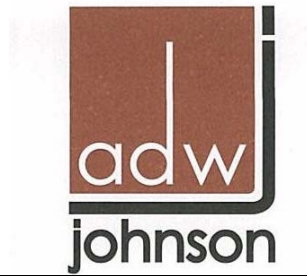
	<p>Weakleys Drive and Canavan Drive is completed prior to any works commencing on site for this project.</p> <p><i>The intersection of Weakleys Drive and Canavan Drive shall be constructed as a dual lane circulating roundabout. Two lane approach and departures shall be provided on each leg.</i></p> <p>Accordingly, a construction certificate for the subject development should not be granted until practical completion for the proposed roundabout at the intersection of Weakleys Drive and Canavan Drive has been achieved, to the satisfaction of the RTA.</p>	<p>Weakleys Drive Intersection and RTA Roadworks Requirements, within the consent for the Freeway North Business Park, dated 29<sup>th</sup> September, 2008.</p> <p>The owner of the approved Freeway North Business Park subdivision will therefore be constructing the approved road works on Weakleys Drive. A letter from the RTA dated 22<sup>nd</sup> June, 2010 provided subsequent advice to the land owner as follows:</p> <p><i>"It is noted that you propose to submit a modification to the Department of Planning's conditions of approval, to enable Hunter Land Pty Ltd to deliver the required road works on Weakleys Drive in stages to meet your subdivision / development needs.</i></p> <p><i>The RTA would not object to the modification of the Conditions of Consent, generally as you have proposed in your letter dated 9<sup>th</sup> June, 2010. The following preliminary advice is provided to enable you to make the submission:"</i></p> <p>The RTA then provided the B1. Condition of Consent again, with an amendment to point 4 which states:</p> <p><i>"A subdivision certificate is not to be released until the proponent has fully constructed all road works on Weakleys Drive to the satisfaction of the RTA, unless the works are staged to the satisfaction of the RTA or the subdivision certificate relates to road widening in Weakleys Drive. If the RTA agrees to stage the works, a subdivision certificate for Stage 1 of the development may be released after completion of the roundabout and its approaches and departures to the satisfaction of the RTA. No further</i></p>
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		<p><i>subdivision certificate is to be released for any stage of the development until the proponent has fully constructed all remaining road works in Weakleys Drive to the satisfaction of the RTA. A subdivision certificate for road widening in Weakleys Drive may be released prior to completion of any works.</i></p> <p>It is not intended to commence work on the site until the roundabout is in place. However to provide for an efficient program, the applicant would like to have the construction certificate issued prior to the roundabout being completed. A condition could be included requiring the roundabout to be in place prior to the commencement of construction.</p>
	<ul style="list-style-type: none"> <li>All works shall be undertaken at full cost to the applicant and at no cost to the RTA or Council, to RTA requirements.</li> </ul>	<ul style="list-style-type: none"> <li>It is noted that all works shall be undertaken at full cost to the applicant and at no cost to the RTA or Council, to RTA requirements.</li> </ul>
HUNTER REGIONAL DEVELOPMENT COMMITTEE		
ISSUE	COMMENTS	RESPONSE
HRDC Draft Meeting Minutes – 7 <sup>th</sup> October, 2010.	<p>The HRDC considered the issues of traffic analysis, road network, traffic management, vehicular access, car parking, pedestrians / cyclists, public transport, and road design.</p> <p>The Committee indicated that they have no objections to the proposed development provided the following matters are addressed and included in the conditions of development consent:</p> <ul style="list-style-type: none"> <li>The intersection of Weakleys Drive and Canavan Drive should be completed by the proponents of the Freeway North Business Park prior to any construction works occurring on site, that is, prior</li> </ul>	<p>The following responses are provided to address the issues raised by the Hunter Regional Developmental Committee in their draft meeting minutes dated 7<sup>th</sup> October, 2010:</p> <ul style="list-style-type: none"> <li>This matter is discussed above in the response to issues raised by the RTA, as well as in paragraphs 3 and 5 of the response to submissions prepared by Colston Budd Hunt &amp; Kafes (<b>Appendix B</b>).</li> </ul>

	<p>to issuing a construction certificate.</p> <ul style="list-style-type: none"> <li>Heavy vehicle access should comply with Australian Standards AS2890.2 – commercial vehicles and Council requirements.</li> <li>The heavy vehicle access between Canavan Drive and the gatehouse should be widened to accommodate the type of vehicles expected to use this road. Updated turning path diagrams should be provided to demonstrate that safe access can be achieved.</li> </ul> <p>The Committee noted from the turning path diagrams that vehicles appear to cross over centerlines, kerbs and medians to negotiate the road. This should be addressed to Council's satisfaction.</p> <ul style="list-style-type: none"> <li>The heavy vehicle egress should be restricted to right out only and should be emphasized through appropriate design, linemarking and signposting.</li> <li>The light vehicle access should comply with Australian Standard AS2890.1 – off street car parking and Council</li> </ul>	<p>It is not intended to commence work on the site until the roundabout is in place. However to provide for an efficient program, the applicant would like to have the construction certificate issued prior to the roundabout being completed. A condition could be included requiring the roundabout to be in place prior to the commencement of construction.</p> <ul style="list-style-type: none"> <li>Please refer section 7.5 of the Draft Statement of Commitments within the EAR. The response to submissions prepared by Colston Budd Hunt &amp; Kafes (<b>Appendix B</b>) indicates that this matter could be included as a condition of consent.</li> <li>The response to submissions prepared by Colston Budd Hunt &amp; Kafes (<b>Appendix B</b>) indicates that the turning paths attached as Figures 2, 3, 5, 6 and 10 of their previous report, submitted as Appendix F of the EAR, show that b-doubles, semi trailers and rigid trucks will be able to enter the site, circulate and exit in a forward direction. These figures show that the driveway and internal access road from Canavan Drive provide appropriate width for the simultaneous movement of service vehicles in both directions. Widening of this road is therefore not considered to be necessary.</li> <li>This matter is discussed above in the response to issues raised by Newcastle Council, as well as in paragraphs 15 to 19 of the response to submissions prepared by Colston Budd Hunt &amp; Kafes (<b>Appendix B</b>).</li> <li>The response to submissions prepared by Colston Budd Hunt &amp; Kafes (<b>Appendix B</b>) indicates that this matter could be included as a</li> </ul>
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	<p>requirements.</p> <ul style="list-style-type: none"> <li>• The Committee had concerns with the location of the boom gate at the light vehicle access and the potential for queuing onto Canavan Drive. This should be addressed to Council satisfaction.</li> <li>• Consideration should be given to an alternative separate gated access for emergency vehicles to / from Canavan Drive.</li> <li>• Street lighting should be provided at both the light and heavy vehicle accesses in accordance with Australian Standard AS1158 and to Council requirements.</li> <li>• Parking on both sides of Canavan Drive along the frontage of the site should be prohibited with appropriate signposting.</li> <li>• Parking should be in accordance with Australian Standard AS2890.1 – off street car parking and Council requirements.</li> <li>• Unobtrusive lighting should be provided on-site.</li> <li>• Bike racks, showers and change rooms should be provided on site for cyclists.</li> </ul>	<p>condition of consent.</p> <ul style="list-style-type: none"> <li>• This matter is discussed above in the response to issues raised by Newcastle Council, as well as in paragraph of the response to submissions prepared by Colston Budd Hunt &amp; Kafes (<b>Appendix B</b>).</li> <li>• We note that two points of access will be available to and from Canavan Drive for emergency vehicles.</li> <li>• The response to submissions prepared by Colston Budd Hunt &amp; Kafes (<b>Appendix B</b>) indicates that this matter is noted and could be included as a condition of consent.</li> <li>• The response to submissions prepared by Colston Budd Hunt &amp; Kafes (<b>Appendix B</b>) indicates that this matter is noted and could be included in the road works being undertaken by the land owner for the overall subdivision.</li> <li>• Agreed. Refer to Section 7.5 Draft Statement of Commitments. The response to submissions prepared by Colston Budd Hunt &amp; Kafes (<b>Appendix B</b>) indicates that a condition of consent could be included requiring the parking layout to be in accordance with AS 2890.1:2004.</li> <li>• Agreed. Refer pp 47 of EAR and Section 7.3 Draft Statement of Commitments.</li> <li>• The response to submissions prepared by Colston Budd Hunt &amp; Kafes (<b>Appendix B</b>) note that as indicated in their previous report,</li> </ul>
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	<ul style="list-style-type: none"> <li>A footpath should be provided on Canavan Drive along the frontage of the site to Council requirements.</li> <li>All roads and parking areas within the site should be sealed.</li> </ul> <p>Raised thresholds should be provided at pedestrian crossings on site.</p> <p>All of the above should be to Council requirements.</p>	<p>submitted as Appendix F of the EAR, bicycle parking is proposed to be provided in accordance with the requirements of Newcastle DCP 2005. Refer Section 7.5 Statement of Commitments. Showers and change rooms are also proposed in the development.</p> <ul style="list-style-type: none"> <li>The response to submissions prepared by Colston Budd Hunt &amp; Kafes (<b>Appendix B</b>) indicates that this matter is noted and could be included in the road works being undertaken by the land owner for the overall industrial subdivision. The decision on which side of Canavan Drive the footpath will be located will not be made by ALDI.</li> <li>The response to submissions prepared by Colston Budd Hunt &amp; Kafes (<b>Appendix B</b>) indicates that these matters are noted and could be included as conditions of consent.</li> </ul>
COMMUNITY		
ISSUE	COMMENTS	RESPONSE
Objection received by Department of Planning 25 <sup>th</sup> October, 2010	<p>Stephen and Cheryl Wright of 24 Weakleys Drive object to the proposed development for the following reasons:</p> <ul style="list-style-type: none"> <li>The effect this development will have on our personal lifestyle, leisure and business activities.</li> <li>The proposed road changes which reduce access to our property by fifty percent and will have a major economic and social impact on our personal and business amenity.</li> </ul>	<p>The following response is provided to address the issues raised by Stephen and Cheryl Wright in their letter dated 25<sup>th</sup> October, 2010:</p> <p>The response to submissions prepared by Colston Budd Hunt &amp; Kafes (<b>Appendix B</b>) indicates that the matters associated with property access do not appear to be related to the proposed ALDI distribution centre.</p> <p>In relation to traffic congestion on Weakleys Drive, Colston Budd Hunt &amp; Kafes note that there will be a series of works implemented on Weakleys Drive, in association with the</p>



	<ul style="list-style-type: none"> <li>• Our travel times and distances will be greatly increased by up to two kilometers in each direction.</li> <li>• Because of the approval of the Freeway North development and the inclusion of a concrete barrier in the middle of our road, along with the lack of designated footpaths on our side of the road, our access to services such as school buses, other public transport and out community will be even further limited once this development begins.</li> <li>• Recent infrastructure changes to our area, including Weakleys Drive Interchange and other nearby development projects have turned Weakleys Drive into a virtual parking lot during peak times and periods with delays of up to 20 minutes to the F3 roundabout. So not only will this development cost us more financially, it will dramatically increase travelling times into and out of our property. Adding further traffic to this area through this development before other traffic issues are resolved would not only inconvenience us personally but affect every other motorist utilizing Weakleys Drive.</li> <li>• We feel that the above development should only be approved when Weakleys Drive is upgraded to four lanes of traffic along its entire length and the current F3 roundabout issues are resolved.</li> </ul>	<p>Freeway North Business Park, to cater for traffic from the industrial subdivision, including the proposed ALDI development.</p> <p>As noted in their previous report, submitted as Appendix F of the EAR, the proposed development would have a lower traffic generation than that previously assessed for the site. The traffic implications of the proposed development would therefore be less than previously assessed and approved.</p> <p>Finally, Colston Budd Hunt &amp; Kafes note that the Hunter Expressway is currently under construction south of the site. Once constructed, traffic flows on Weakleys Drive are likely to reduce.</p>
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We understand that there were two (2) other submissions made that were requested to be kept confidential. At this point, without knowledge of the content of these submissions we are unable to provide a response.

## **CONCLUSION**

The matters raised in submissions to the project application (MP10\_0042) have been considered and responses provided above in ***Table 1.1***. In addition, we have provided further detailed response from Colston Budd Hunt & Kafes at **Appendix B**.

We trust that this response will be sufficient for the Department of Planning to finalise the assessment of the project application (MP10\_0042).

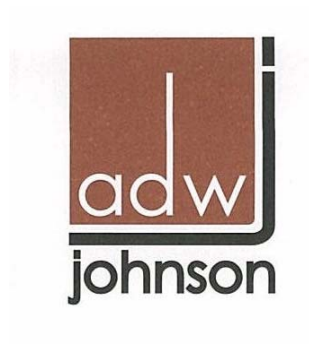
Should any further information be required please contact the undersigned.

Yours sincerely  
**ADW Johnson Pty Ltd (Hunter Office)**

A handwritten signature in blue ink, appearing to read 'Anthony Alliston', is written over a light blue rectangular background.

**ANTHONY ALLISTON**  
**SENIOR DEVELOPMENT PLANNER B.Urb.Reg.Planning (UNE),**  
**Grad.Cert.Project.Mgt (UTS)**





## APPENDIX A – SUBMISSIONS

JC:FC

Your ref: MP 10\_0042 & MP06\_0199  
Our ref: 10/X001 & 06/X014

5 November 2010

Major Projects Assessment  
Department of Planning  
GPO BOX 39  
SYDNEY NSW 2001

Attention: Anna Bradley

Dear Madam

**RE: ALDI WAREHOUSE PROJECT AND REVISED SUBDIVISION LAYOUT  
SUBMISSION MP 10\_0042**

Council has reviewed the submitted Environmental Assessment. Councils Environmental Protection section – **“Compliance Services Unit” (CSU) provides the following additional information as part of Council submission and** requests that the following also be taken into consideration when assessing the proposed Aldi warehouse and distribution centre and modification of the subdivision:

The CSU has reviewed the following documents

- Environmental Assessment, ADW Johnson Pty Ltd, 13 September 2010.
- Noise Impact Assessment, Environmental Resources Management Australia, August 2010
- Air Quality Assessment, Environmental Resources Management Australia, August 2010

**General Comments**

Noise

The proposed construction of the Aldi Foods facility has the potential to generate adverse noise impacts for nearby residential dwellings located on the western side of Weakleys Drive. The Noise Impact Assessment conducted by Environmental Resources Management dated August 2010 identified potential noise impacts associated with the construction and operation of the proposed development and associated traffic noise generated by vehicles. The Noise Impact Assessment has demonstrated the noise generated by the construction and operation of the proposed development is compliant with criteria outlined in the Department of Environment Climate Change and Water (DECCW's) *'Industrial Noise Policy'* (EPA 2000) and *'Interim Construction Noise Guidelines'* (2009). Noise resulting from traffic generation associated with the site were identified to comply with the relevant DECCW *'Environmental Criteria for Road Traffic Noise'* criteria for all periods, with levels not anticipated to increase above 2 dB(A) in comparison to existing levels.



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Email [mail@ncc.nsw.gov.au](mailto:mail@ncc.nsw.gov.au)  
[www.newcastle.nsw.gov.au](http://www.newcastle.nsw.gov.au)

Council also recommends that a noise validation monitoring assessment (attended) is conducted at the nearest potentially affected three receivers with a Noise Management Plan prepared and submitted to the NSW Department of Planning prior to construction.

#### Air Quality

The Air Quality Impact Assessment prepared by Environmental Resources Management dated August 2010 notes the proposed development has the potential to generate dust emissions in areas surrounding the site during construction, which is attributed to construction, traffic and excavation works. The assessment describes the potential air quality impacts associated with construction and operation as minimal, which can be effectively managed through mitigation and monitoring measures. Council recommends the proposed mitigation and monitoring measures are implemented and a Dust Management Plan is submitted to the NSW Department of Planning prior to construction.

#### Contamination

A Phase 1 Environmental Site Assessment prepared by Parsons Brinckerhoff Pty Ltd dated 2007 noted the site was found to be contaminated from dumped material such as building rubble, rubbish and car bodies. Remediation works are required to be conducted as part of the 90 lot subdivision work in accordance with the Phase 1 Environmental Site Assessment. The land will therefore be suitable, in terms of contamination, prior to the construction of the warehouse and distribution centre. Provided remediation is undertaken during the subdivision works the land will be suitable for the proposed development in accordance with the provisions of *SEPP No. 55 – Remediation of Land*.

#### Vegetation

##### *Threatened Species Conservation Act 1995*

The Ecological Reports by Ecohub Pty Ltd Ecological Consultants prepared in 2007, for the 90 lot subdivision; identified that the site of the proposed development is currently vegetated with Lower Hunter Spotted Gum – Ironbark Forest. A community listed as an Endangered Ecological Community in accordance with *Threatened Species Conservation Act 1995*. The site will be cleared of all existing vegetation and endemic native tree and grass species proposed to be used as replacement planting along the boundary of the site. Featured exotic and native combination planting will occur around the car park and office building. The Ecohub report (2007) indicated that the removal of the Ironbark Forest community would not compromise the integrity of the broader connected habitat to the extent that species, populations or communities would be placed at risk. This was justified on the poor health of the ecosystem located at the site compared with ecosystems at the local level, in conjunction with the intrusion of exotic species and disturbance by prior clearing activities. The integration of other conservation initiatives' with those proposed on the subject site is expected to result in a large, diverse, well connected network of habitats that will support local species, population and communities. The vegetation will be removed during the subdivision of the area and assessment of the impacts was conducted as a part of this application.

#### Construction Impacts

Environmental issues associated with the construction of the proposed warehouse and distribution facility may be addressed in the Construction Environmental Management Plan (CEMP). Environmental issues that will be required to be managed throughout the construction stage include

- Noise
- Vibration
- Sediment and Erosion
- Dust

The management of these issues should be outlined in the CEMP and can be addressed by appropriate consent conditions.

**Council's Compliance Services Unit" (CSU) requests the following Conditions be added to any consent**

- The use and occupation of the premises including all plant and equipment installed thereon, not giving rise to any "offensive noise", as defined under the Protection of the Environment Operations Act, 1997, as amended.

**Note:** Should Council consider that offensive noise has emanated from the premises, the owner/occupier of the premises will be required to submit an acoustic consultant's report recommending appropriate acoustic measures necessary to ensure future compliance with this condition and will be required to implement such measures within a nominated period. Furthermore, written certification from the said consultant confirming that the recommended acoustic measures have been satisfactorily implemented will be required to be submitted to Council before the expiration of the nominated period.

**Reason:** To ensure that appropriate noise control measures are implemented if required.

- Any proposed mechanical ventilation and/or air conditioning systems, or other mechanical services, being operated in a manner which does not give rise to "offensive noise", as defined under the Protection of the Environment Operations Act, 1997, as amended.

**Reason:** To ensure compliance with the provisions of the Protection of the Environment Operations Act, 1997, as amended.

- There being no interference with the amenity of the neighbourhood by reason of the emission of any "offensive noise", vibration, smell, fumes, smoke, vapour, steam, soot, ash or dust, or otherwise as a result of the proposed development.

**Reason:** To prevent environmental pollution, to ensure observance of appropriate public health standards and to protect the existing amenity of the neighbourhood.

- Any liquid wastes from the premises, other than stormwater being discharged to the sewers of the Hunter Water Corporation in accordance with that authority's requirements.

**Reason:** To prevent environmental pollution and to ensure observance of appropriate public health standards.

- Safe storage and handling information cards for hazardous materials being prominently displayed near any hazardous or offensive chemical which may be stored on or within the premises.

**Reason:** To assist in the safe storage and handling of hazardous materials in the public interest.

- A current hard copy inventory of the contents of the proposed flammable liquids store being kept in an appropriate secure area (e.g. office).

**Reason:** To assist staff and emergency services personnel in the event of accident or emergency.

- Proposed parking areas, service bays, truck docks, driveways, vehicular ramps and turning areas being maintained clear of obstruction and being used exclusively for purposes of car parking, loading and unloading, and vehicle access, respectively. Under no circumstances are such areas to be used for the storage of goods or waste materials.

**Reason:** To ensure the proposed/required parking, loading/unloading facilities and associated driveways are able to function efficiently for their intended purpose and are not otherwise used in a manner which detracts from the overall appearance of the development.

- All goods storage and industrial activity being confined to within the building, within areas designated for such purposes on the submitted plans or otherwise provided in accordance with the conditions of this consent.

**Reason:** To confirm the terms of consent and to ensure that storage and industrial activity is confined within a properly constructed building thereby minimising any adverse environmental impact.

- Any proposed floodlighting of the premises being so positioned, directed and shielded as to not interfere with traffic safety or detract from the amenity of the adjacent premises.

**Reason:** To ensure that the proposal does not interfere with traffic safety and to protect the existing amenity of the neighbourhood.

- No goods or advertising signs being displayed or allowed to stand on the public footpath or street.

**Reason:** To avoid interference with pedestrian traffic flow and to protect the visual amenity of the neighbourhood.

- Adequate facilities being provided in an appropriately screened location within the premises for the separate storage of recyclable and non-recyclable material, and arrangements being made for regular removal and disposal of same.

**Reason:** To prevent environmental pollution and reduce the amount of waste being disposed to landfill.

- Construction/demolition work that generates noise that is audible at residential premises being restricted to the following times:

Monday to Friday, 7:00 am to 6:00 pm;  
Saturday, 8:00 am to 1:00 pm;

With no noise from construction/demolition work to be generated on Sundays or Public Holidays.

**Reason:** To prevent 'offensive noise' from construction/demolition sites in order to safeguard the amenity of the neighbourhood

- No construction/demolition work being undertaken on a Public Holiday or on a Saturday or Sunday adjacent to a Public Holiday

**Reason:** To safeguard the amenity of the neighbourhood.

- Any excavated material to be removed from the site being assessed, classified, transported and disposed of in accordance with the Department of Environment and Climate Change's (DECC) *'Waste Classification Guidelines Part 1: Classifying Waste'*.

**Reason:** To prevent environmental pollution and to ensure observance of appropriate health standards.

- Any fill material imported into the site being Virgin Excavated Natural Material or material subject to a Resource Recovery Exemption that is permitted to be used as a fill material, in accordance with the provisions of the *Protection of the Environment Operations Act 1997* and the *Protection of the Environment (Waste) Regulation 2005*.
- Any fill material subject to a Resource Recovery Exemption received at the site must be accompanied by documentation demonstrating that material's compliance with the conditions of the exemption, and this documentation must be provided to Council officers or the Principal Certifying Authority on request.

**Reason:** To ensure that any imported fill is of an acceptable standard for environmental protection purposes.

**Reason:** To ensure that any imported fill is of an acceptable standard for environmental protection purposes.

- Appropriate erosion protection and soil stabilisation measures being designed and implemented during site works in accordance with the requirements of the *Managing Urban Stormwater: Soils and Construction 4<sup>th</sup> Edition - Vol. 1* (the "Blue Book") published by Landcom, 2004.

**Reason:** To control soil erosion and prevent sedimentation of surrounding lands.

If you require any further information please contact James Cross on 49742769



James Cross  
Senior Development Officer (Engineering)

JC:FC

Your ref: MP 10\_0042 & MP06\_0199  
Our ref: 10/X001 & 06/X014

2 November 2010

Major Projects Assessment  
Department of Planning  
GPO BOX 39  
SYDNEY NSW 2001

Attention: Anna Bradley

Dear Madam

**RE: ALDI WAREHOUSE PROJECT AND REVISED SUBDIVISION LAYOUT  
SUBMISSION MP 10\_0042**

Council has reviewed the submitted Environmental Assessment. Council requests the following to be taken into consideration when assessing the proposed Aldi warehouse and distribution centre and modification of the subdivision:

- The Aldi development and modification is to generally comply with the Newcastle Development Control Plan 2005 (NDCP).
- Car parking requirements do not appear to comply with the requirements of DCP Element 4.1 – Parking and Access
- A Stormwater discharge control volume is to be provided in accordance with DCP Element 4.5 – Water Management
- The development and modification is to comply with the requirements of Newcastle LEP 2003
- The development is to be left in and right turn out only for trucks entering the site with dedicated acceleration and deceleration lanes in the adjoining proposed roadway entering the site.
- The queue lengths for traffic in front of the boom gates is to be investigated to ensure that queues don't overflow onto the roadway during the peak for both the truck entry and the standard vehicle entry
- Adequate turning areas and movements for the large vehicles' servicing the site is to be provided in accordance with AUSROADS design vehicles and turning path templates. Ensuring that the sweep path is totally contained within the road/driveway areas



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NSW 2300 Australia  
Phone 02 4974 2000  
Facsimile 02 4974 2222  
Email [mail@ncc.nsw.gov.au](mailto:mail@ncc.nsw.gov.au)  
[www.newcastle.nsw.gov.au](http://www.newcastle.nsw.gov.au)



- Section 94A Development Contribution is required to be paid in relation to the Aldi development in accordance with the provisions of the Newcastle City Council S94A Development Contributions Plan 2009 - Newcastle Local Government Area EXCEPT Blue Gum Hills - Adopted 12 December 2006 - Operational 15 January 2007
- All subdivision roads (Stage 1) and the intersection and roundabout off Weakleys Dr providing access to the development are to be fully constructed prior to issue of a construction certificate. To ensure that damage does not result to the roads as a result of construction traffic associated with the Aldi development
- The conditions of the subdivision are to remain.

If you require any further information please contact James Cross on 49742769



James Cross  
Senior Development Officer (Engineering)

All communications to be addressed to:

Headquarters  
15 Carter Street  
Lidcombe NSW 2141

Headquarters  
Locked Bag 17  
Granville NSW 2142

Telephone: 8741 5175

Facsimile: 8741 5433

e-mail: development.assessment@rfs.nsw.gov.au



Director General  
Dept. Of Planning - Urban  
GPO Box 39  
Sydney NSW 2001

RECEIVED  
15 OCT 2010  
Director-General

Your Ref: 10/07399  
Our Ref: S10/0024  
DA10092272884 JH  
ID:72884/67137/5

**ATTENTION:** Anna Bradley

14 October 2010

Dear Ms Bradley

### **Part 3A Development for Freeway North Business Park Beresfield**

I refer to your letter dated 16 September 2010 seeking key issue and assessment requirements regarding bush fire protection for the above Part 3A Development in accordance with section 75F (4) of the 'Environmental Planning and Assessment Act 1979'.

The Service has reviewed the environmental assessment and the following conditions are recommended:

1. At the commencement of building works and in perpetuity the entire property shall be managed as an inner protection area (IPA) as outlined within section 4.1.3 and Appendix 5 of "Planning for Bush Fire Protection 2006" and the NSW Rural Fire Service's document "Standards for asset protection zones".
2. To allow for emergency service personnel to undertake property protection activities, a defensible space that permits unobstructed pedestrian access is to be provided around the building.
3. Water, electricity and gas are to comply with section 4.1.3 of "Planning for Bush Fire Protection 2006".
4. Arrangements for emergency and evacuation are to comply with section 4.2.7 of "Planning for Bush Fire Protection 2006".
5. Roofing shall be gutterless or guttering and valleys are to be screened to prevent the build up of flammable material. Any materials used shall have a Flammability Index of no greater than 5 when tested in accordance with Australian Standard AS1530.2-1993 'Methods for Fire Tests on Building Materials, Components and Structures - Test for Flammability of Materials'.

6. External doors to the Cool House and Goods Out Docks are to be sealed with draft excluders or weather strips to prevent the entry of embers.
7. Any external vents, weepholes and the like to the Cool House and Goods Out Dock are to be screened with aluminium, bronze or corrosion resistant steel with a maximum aperture of 2mm, to prevent the entry of embers.
8. Any openable windows are to be screened with aluminium, bronze or corrosion resistant steel mesh with a maximum aperture size of 2mm. Screens shall be placed over the openable part of the window to prevent the entry of embers.
9. Roof ventilators are to be screened with aluminium, bronze or corrosion resistant steel with a maximum aperture of 2mm, to prevent the entry of embers.
10. Access doors (PA/Fire Exit and Vehicle) to the Cool building are to be fitted with seals that seal the bottom, stiles and head of the door against the opening/frame to prevent the entry of embers into the building.
11. Landscaping to the site is to comply with the principles of Appendix 5 of "Planning for Bush Fire Protection 2006".

For any queries regarding this correspondence please contact Jason Hulston on 8741 5175.

Yours sincerely



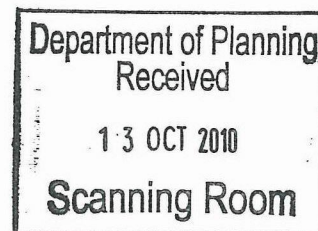
Corey Shackleton  
**A/Team Leader, Development Assessment & Planning**

The RFS has made getting information easier. For general information on 'Planning for Bush Fire Protection, 2006', visit the RFS web page at [www.rfs.nsw.gov.au](http://www.rfs.nsw.gov.au) and search under 'Planning for Bush Fire Protection, 2006'.

325DA220; I  
10/1737, 10/1764  
BK



Director, Major Project Assessment  
Department of Planning  
GPO Box 39  
SYDNEY NSW 2001



**Attention: Felicity Greenway**

**WEAKLEYS DRIVE (HW9): ALDI WAREHOUSE PROJECT, BERESFIELD (MP 10\_0042)**

Dear Ms Greenway,

I refer to your letter dated 16 September 2010 (Your reference: MP 10\_0042), received on 20 September 2010, regarding the subject project application forwarded to the Roads and Traffic Authority (RTA) for consideration.

**RTA Responsibilities and Obligations**

The RTA's primary interests are in the road network, traffic and broader transport issues, particularly in relation to the efficiency and safety of the classified road network, the security of property assets and the integration of land use and transport.

In accordance with the *Roads Act 1993*, the RTA has powers in relation to road works, traffic control facilities, connections to roads and other works on the classified road network. Weakleys Drive (HW9) is a classified (State) Road. RTA concurrence is required for connections to the road with Council consent, under Section 138 of the Act. Canavan Drive will be a local road. Council consent is required for connections to this road under Section 138 of the Act. Council is the roads authority for these roads and all other public roads in the area.

**RTA Response and Requirements**

The RTA would not object to the proposed development provided the following matters are addressed and included in the Department of Planning's conditions of development consent:

- Prior to construction commencing, safe access to Weakleys Drive must be achieved. The RTA will not permit a temporary access to be created on Weakleys Drive to commence constructions works for the subject development. While it is understood the requirement



to construct access to this site is the responsibility of the proponent of the Freeway North Business Park, the RTA requires that the intersection of Weakleys Drive and Canavan Drive is completed prior to any works commencing on site for this project.

*Comment: The intersection of Weakleys Drive and Canavan Drive shall be constructed as a dual lane circulating roundabout. Two lane approach and departures shall be provided on each leg.*

Accordingly, a construction certificate for the subject development should not be granted until practical completion for the proposed roundabout at the intersection of Weakleys Drive and Canavan Drive has been achieved, to the satisfaction of the RTA.

- All works shall be undertaken at full cost to the applicant and at no cost to the RTA or Council, to RTA requirements.

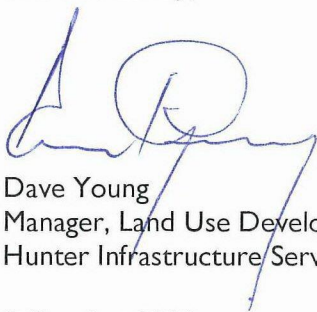
Please note that this is the RTA's response. Further advice will be provided following the meeting of the Hunter Regional Development Committee on 7 October 2010. The Committee will respond when the minutes have been finalised.

Newcastle City Council should also be consulted regarding this project.

On the Department of Planning's determination of this matter, it would be appreciated if a copy of the development consent were forwarded to the RTA for record purposes.

If further advice is required, please contact me on 4924 0240.

Yours sincerely,



Dave Young  
Manager, Land Use Development  
Hunter Infrastructure Services

8 October 2010

cc David Ryner  
Newcastle City Council

**HUNTER REGIONAL DEVELOPMENT COMMITTEE**

**DRAFT MINUTES OF MEETING 7 OCTOBER 2010**

**HELD AT RTA OFFICE**

**59 DARBY STREET, NEWCASTLE**

Meeting commenced at: 1.00pm

**Present:**

Mr David Young

Chairperson

Mr Ben Konetschnik

Roads and Traffic Authority

Mr Ian Jenkins

Roads and Traffic Authority

Mr James Cross

Council Representative

Ms Michelle Viola

Council Representative

**Apologies:**

Mr David Ryner

Council Representative

Mr Scott Henderson

Council Representative

Senior Constable Len Rees

NSW Police Representative

**Issues Considered by the Committee:**

- Traffic Analysis
- Road Network
- Traffic Management
- Vehicular Access
- Car Parking
- Pedestrians/Cyclists
- Public Transport
- Road Design

**Item 1:**

**Newcastle City Council – MP 10\_0042 – Canavan Drive, Beresfield – Aldi Distribution Centre / Warehouse**

The Committee considered the Traffic Impact Assessment prepared by Colston Budd Hunt Kafes dated September 2010 for the proposed Aldi Distribution Centre Warehouse, Canavan Drive, Beresfield.

The Committee would have **no objections** to the proposed development provided the following matters are addressed and included in Councils conditions of development consent:

1. The intersection of Weakleys Drive and Canavan Drive should be completed by the proponents of the Freeway North Business Park prior to any construction works occurring on site, that is, prior to issuing a construction certificate.
2. Heavy vehicle access should comply with Australian Standard AS2890.2 – commercial vehicles and Council requirements.
3. The heavy vehicle access between Canavan Drive and the gatehouse should be widened to accommodate the type of vehicles expected to use this road. Updated turning path diagrams should be provided to demonstrate that safe access can be achieved.
4. The Committee noted from the turning path diagrams that vehicles appear to cross over centrelines, kerbs and medians to negotiate the road. This should be addressed to Council's satisfaction.
5. The heavy vehicle egress should be restricted to right out only and should be emphasised through appropriate design, linemarking and signposting.
6. The light vehicle access should comply with Australian Standard AS2890.1 – off street car parking and Council requirements.
7. The Committee had concerns with the location of the boom gate at the light vehicle access and the potential for queuing onto Canavan Drive. This should be addressed to Council's satisfaction.
8. Consideration should be given to an alternative separate gated access for emergency vehicles to / from Canavan Drive.
9. Street lighting should be provided at both the light and heavy vehicle accesses in accordance with Australian Standard AS1158 and to Council requirements.
10. Parking on both sides of Canavan Drive along the frontage of the site should be prohibited with appropriate signposting.
11. Parking should be in accordance with Australian Standard AS2890.1 – off street car parking and Council requirements.
12. Unobtrusive lighting should be provided on-site.

13. Bike racks, showers and change rooms should be provided on site for cyclists.
14. A footpath should be provided on Canavan Drive along the frontage of the site to Council requirements.
15. All roads and parking areas within the site should be sealed.
16. Raised thresholds should be provided at pedestrian crossings on site.
17. All of the above should be to Council requirements.

**Item 2:**

**Newcastle City Council - DA/10/1100 – Minmi Road, Wallsend – Bunnings building and outdoor areas, associated car parking, driveways and loading facilities, 11 signs and landscaping**

The Committee considered a Traffic Report prepared by Traffic and Transport Planning Associates dated August 2010 for the proposed Bunnings warehouse development at Wallsend.

The Committee **objects** to the proposed development and requests that the following matters be addressed to the satisfaction of the RTA / Council and referred back to the RTA / HRDC for further consideration:

1. Traffic generation rates considered in the Traffic Report should be in accordance with the *RTA's Guide to Traffic Generating Developments*, particularly for the Saturday peak period. That is, a rate of 6.6 trips per 100m<sup>2</sup> GLFA should be adopted.
2. While passing trade trips may occur due to the location of the development, it is considered that 25-30% is too high for this type of development. A rate of 10-15% would be considered more appropriate.
3. Due to the expected level of future development in the Minmi and Fletcher areas, a minimum growth rate of 2-3% should be adopted for the analysis.
4. The Committee objects to the access on Robert Street. This access should either be removed from the proposed development or used as an emergency access and gated at both ends under normal operations.
5. It is unclear how trips have been distributed through the network. The traffic assessment should demonstrate clearly how it has been assumed vehicles would travel to and from the proposed development. It is considered this should be shown diagrammatically, rather than in a tabular format.
6. The proposed double right turn lanes on Cameron Street should be designed to ensure on-street parking for residents is retained.



7. To ensure equal lane utilisation for the proposed double right turn lanes on Cameron Street, the kerbside departure lane on Minmi Road should extend through to north of the proposed Minmi Road / site access roundabout.
8. Two southbound lanes should be provided on Minmi Road from north of the proposed roundabout access through to the Minmi Road / Cowper Street / Longworth Avenue / Cameron Street intersection.
9. Given the above requirements, the proposed roundabout at the Minmi Road / site access should be designed as a two lane circulating roundabout with 200 metre approach and departure lanes, excluding tapers, to ensure equal lane utilisation.
10. A pedestrian / cyclist path should be provided on the western side of Minmi Road between the Minmi Road / Cowper Street / Longworth Avenue / Cameron Street intersection (including the bus stop on Cowper Street) and the proposed development.
11. Pedestrian refuges should be provided on Minmi Road, close to the intersection with Sandgate Road, and on Robert Street.
12. Safe pedestrian access should be provided through the on site car parking areas to the front entry to the store, with raised thresholds provided at pedestrian crossings.
13. Street lighting should be provided at proposed Minmi Road / site access roundabout and pedestrian crossings in accordance with Australian Standard AS 1158.
14. Unobtrusive lighting should be provided on site.
15. The Committee noted that the turning path diagrams did not match the current parking layout. These should be updated to Council requirements.
16. A truck management plan should be prepared to ensure heavy vehicle deliveries occur outside trading hours to eliminate the conflict between light and heavy vehicles in the car park. It should be noted that Minmi Road / Longworth Avenue is the designated B-double route between Newcastle Road and Creek Road / Macquarie Street.
17. Clarification of the parking demands for the proposed development should be provided. It is noted the study suggests the peak demand would be 1 space per 25m<sup>2</sup> GFA. This results in a parking shortfall of 158 spaces.
18. Parking should be in accordance with Australian Standard AS2890.1 – off street car parking and Council requirements.
19. Electronic modelling files of all intersection analysis undertaken should be provided to Council and the RTA.

20. Concept layouts showing the proposed road infrastructure upgrades and vehicular access arrangements should be provided to the satisfaction of the RTA and Council.

21. Bike racks, showers and change rooms should be provided on site for cyclists.

22. All the above should be to Council requirements.

**Meeting closed at 2:45pm**

Dave Young  
Chairperson  
Hunter Regional Development Committee

13 October 2010

DRAFT



Stephen and Cheryl Wright

24 Weakleys Drive

BERESFIELD 2322

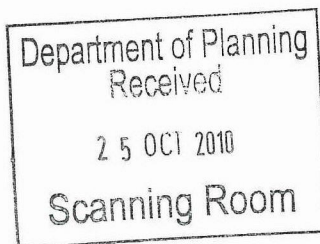
Felicity Greenway A/Manager- Industry

Major Projects Assessment

Department of Planning

GPO BOX 39

SYDNEY NSW 2001



**RE: ALDI WAREHOUSE PROJECT BERESFIELD -Project No: MP 10\_0042**

Dear Ms Greenway

Thank you for the opportunity to respond to the above development. We Stephen and Cheryl Wright of 24 Weakleys Drive cannot support the above project because of the effects this development will have on our personal lifestyle, leisure and business activities.

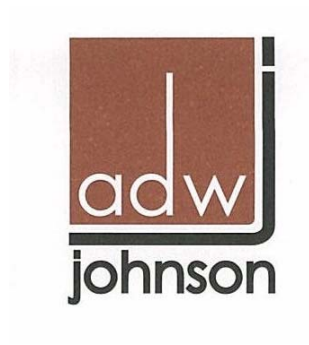
The proposed road changes for this development which reduce access to our property by fifty per cent will have a major economic and social impact on our personal and business amenity. Our travel times and distances will be greatly increased by up to two kilometres in each direction. Again because of the approval of the Freeway North development and the inclusion of a concrete barrier in the middle of our road, along with the lack of designated footpaths on our side of the road our access to services such as school buses, other public transport and our community will be even further limited once this development begins.

Recent infrastructure changes to our area including Weakleys Drive Interchange and other nearby development projects have turned Weakleys Drive into a virtual parking lot during peak times and periods with delays of up to 20 minutes to the F3 roundabout. So not only will this development cost us more financially, it will dramatically increase travelling times into and out of our property. Adding further traffic to this area through this development before other traffic issues are resolved would not only inconvenience us personally but affect every other motorist utilising Weakleys Drive.

We feel that the above development should only be approved when Weakleys Drive is upgraded to four lanes of traffic along its entire length and the current F3 roundabout issues are resolved.

Yours faithfully

Stephen and Cheryl Wright



## APPENDIX B – CONSULTANT RESPONSE - COLSTON BUDD HUNT & KAFES

# Colston Budd Hunt & Kafes Pty Ltd

as Trustee for C & B Unit Trust  
ABN 27623 918 759

Our Ref: JH\7771\jj

17 November, 2010

Transport Planning  
Town Planning  
Retail Studies

Aldi Stores (A Limited Partnership)  
ABN 90 196 565 019  
c/- APP Corporation Pty Limited  
Level 6, 53 Berry Street  
NORTH SYDNEY NSW 2060

**Attention: Andrew McSwan**  
**Email: [andrew.mcswan@app.com.au](mailto:andrew.mcswan@app.com.au)**

Dear Sir,

## **RE: PROPOSED DISTRIBUTION CENTRE, BERESFIELD**

1. As requested, we are writing regarding traffic matters raised in submissions in relation to the above development. We have previously prepared a report<sup>1</sup> which was submitted with the Part 3A application.
2. In letters dated 8 October 2010, 2 November 2010 an undated letter and the draft minutes of the Hunter Regional Development Committee meeting of 7 October 2010, the Roads and Traffic Authority, Newcastle Council, S & C Wright and the Hunter Regional Development Committee respectively have raised traffic-related matters. The matters and our responses are set out below.

### Roads and Traffic Authority

- *Prior to construction commencing, safe access to Weakleys Drive must be achieved. The RTA will not permit a temporary access to be created on Weakleys Drive to commence construction works for the subject development. While it is understood the requirement to construct access to this site is the responsibility of the proponent of the Freeway North Business Park, the RTA requires that the intersection of Weakleys Drive and Canavan Drive is completed prior to any works commencing on site for this project.*

Comment: The intersection of Weakleys Drive and Canavan Drive shall be constructed as a dual lane circulating roundabout. Two lane approach and departures shall be provided on each leg.

---

<sup>1</sup> Transport and Accessibility Assessment for Proposed Aldi Warehouse and Distribution Centre, Beresfield, September 2010.

*Accordingly, a construction certificate for the subject development should not be granted until practical completion for the proposed roundabout at the intersection of Weakleys Drive and Canavan Drive has been achieved, to the satisfaction of the RTA.*

3. As discussed in our previous report, the consent for Freeway North Business Park, dated 29 September 2008, includes the following conditions:

**B1. Weakleys Drive Intersection and RTA Roadworks Requirements**

- (1) *A roundabout and associated works shall be designed and constructed in accordance with the RTA's Road Design Guide and relevant Austroads guidelines at the proposed new access to the Freeway North Business Park on Weakleys Drive between Balook Drive and the New England Highway, approximately in the location identified in Newcastle Council's Development Control Plan for the area, to the satisfaction of the RTA. The following shall be included, as a minimum, as part of the works:*
- The roundabout shall be constructed as a 2-lane dual circulating roundabout.*
  - Two lane approach and departures shall be provided on all legs of the roundabout.*
  - The northern leg of the roundabout on Weakleys Drive shall be extended through to the two-lane section of the Weakleys Drive grade separated interchange project, currently being undertaken by the RTA. Two-lanes northbound and southbound shall be provided between the proposed roundabout and the New England Highway interchange along Weakleys Drive. A raised central concrete median shall be included in the upgrade of the road.*
  - The southern approach leg of the roundabout on Weakleys Drive shall be extended from the roundabout to the south of the proposed left in/left out access to the Freeway North Business Park. The two-lane (northbound) approach shall be extended south beyond the left in/left out intersection to an extent to ensure safe merging /diverging of traffic northbound on Weakleys Drive.*
  - The southern departure leg (southbound) of the roundabout shall be constructed as two lanes to a length of 200m from the roundabout, excluding tapers.*
- (2) *The proposed left in/left out intersection to the subject site on Weakleys Drive between the proposed roundabout and Balook Drive shall be designed and constructed in accordance with the RTA's Road Design Guide and relevant Austroads guidelines with an exclusive left turn deceleration lane outside of the proposed two lane section of Weakleys Drive.*
- (3) *There shall be no direct vehicular access to any of the proposed lots off Weakleys Drive. All vehicular access to the proposed lots shall be via the two proposed intersections on Weakleys Drive and the internal local road network.*
- (4) *The subdivision certificate is not to be released until the proponent has fully constructed all road works on Weakleys Drive to the satisfaction of the RTA.*
- (5) *All work associated with the proposed development shall be undertaken at full cost to the Developer.*
- (6) *The proponent is required to enter into a Works Authorisation Deed (WAD) with the RTA. In this regard the proponent is required to submit detailed design plans*

## Colston Budd Hunt & Kafes Pty Ltd

*and all relevant additional information, as may be required in the RTA's WAD documentation, for each specific change to the State Road network for the RTA's assessment and final decision concerning the work.*

4. The owner of the approved Freeway North Business Park subdivision will therefore be constructing the approved road works on Weakleys Drive. By letter dated 22 June 2010, the RTA has provided subsequent advice to the land owner, as follows:

*"It is noted that you propose to submit a modification to the Department of Planning's conditions of approval, to enable Hunter Land Pty Ltd to deliver the required road works on Weakleys Drive in stages to meet your subdivision/ development needs.*

*The RTA would not object to the modification of the Conditions of Consent, generally as you have proposed in your letter dated 9 June 2010. The following preliminary advice is provided to enable you to make the submission:*

### *B1. Weakleys Drive intersection and RTA Roadwork's requirements.*

- 1. A roundabout and associated works shall be designed and constructed in accordance with the RTA's Road Design and relevant Austroads guidelines at the proposed new access to the Freeway North Business Park on Weakleys Drive between Balook Drive and the New England Highway, approximately in the location identified in Newcastle Council's Development Control Plan for the area, to the satisfaction of the RTA. The following shall be included, as a minimum, as part of the works.*
  - A roundabout shall be designed and constructed as a two (2) lane dual circulating roundabout.*
  - Two (2) lane approaches and departures shall be provided on all legs of the roundabout or as determined by the RTA.*
  - The northern leg of the roundabout on Weakleys Drive shall be extended through to the two-lane section of the New England Highway/Weakleys Drive interchange. Two (2) lanes northbound and southbound shall be provided between the proposed roundabout and the interchange along Weakleys Drive. A raised concrete median shall be included in the upgrade of the road.*
  - The southern approach leg of the roundabout on Weakleys Drive shall be extended from the roundabout to the south of the proposed left in/left out access to the Freeway North Business Park. The two (2) lane (northbound) approach shall be extended south beyond the left in/left out intersection to an extent to ensure safe merging/diverging of traffic northbound on Weakleys Drive.*
  - The southern departure leg (southbound) of the roundabout shall be designed and constructed as two (2) lanes to a length of 200 metres from the roundabout, excluding tapers.*

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- *The above works may be staged, with the approval of the RTA, but must include the roundabout and the approaches/departures in Stage 1 construction. The remainder of the works (Stages 2 and 3) must be completed immediately after Stage 1 – there shall be no cessation of works.*
  - 2. *The proposed left in/left out intersection to the subject site on Weakleys Drive between the proposed roundabout and Balook Drive shall be designed and constructed in accordance with the RTA's Road Design Guide and relevant Austroads guidelines with an exclusive left turn deceleration lane outside of the proposed two lane section of Weakleys Drive.*
  - 3. *There shall be no direct vehicular access to any of the proposed lots off Weakleys Drive. All vehicular access to the proposed lots shall be via two proposed intersections on Weakleys Drive and internal local road network.*
  - 4. *A subdivision certificate is not to be released until the proponent has fully constructed all road works on Weakleys Drive to the satisfaction of the RTA, unless the works are staged to the satisfaction of the RTA or the subdivision certificate relates to road widening in Weakleys Drive. If the RTA agrees to stage the works, a subdivision certificate for Stage 1 of the development may be released after completion of the roundabout and its approaches and departures to the satisfaction of the RTA. No further subdivision certificate is to be released for any stage of the development until the proponent has fully constructed all remaining road works in Weakleys Drive to the satisfaction of the RTA. A subdivision certificate for road widening in Weakleys Drive may be released prior to completion of any works.*
  - 5. *All works associated with the proposed development shall be undertaken at full cost to the developer, to the satisfaction of the RTA.*
  - 6. *The proponent is required to enter into a Works Authorisation Deed (WAD) with the RTA. In this regard the proponent is required to submit detailed design plans and all the relevant information, as may be required in the RTA's WAD documentation, for each specific change to the State road network, for the RTA's assessment and final decision concerning the work."*
5. It is not intended to commence work on the site until the roundabout is in place. However, to provide for an efficient program, the applicant would like to have the construction certificate issued prior to the roundabout being completed. A condition could be included requiring the roundabout to be in place prior to the commencement of construction.
- *All works shall be undertaken at full cost to the applicant and at no cost to the RTA or Council, to RTA requirements.*
6. This matter is noted.



Newcastle Council

- *Car parking requirements do not appear to comply with the requirements of DCP Element 4.1 – Parking and Access*
- 7. Car parking provision is discussed in our previous report, in paragraphs 3.8 to 3.15. Part 4.1 of the Newcastle Development Control Plan 2005 (Parking and Access) indicates that warehouses should provide parking at the greater of one space per 200m<sup>2</sup> or one space per two employees. These rates compare to those in the RTA's "Guide to Traffic Generating Developments" which suggests a parking rate of one space per 300m<sup>2</sup>. The RTA guidelines also indicate that warehouse developments can include up to 20 per cent as office area without generating a higher parking requirement. The proposed ALDI warehouse includes an office component of less than 10 per cent.
- 8. The proposed warehouse and distribution centre will have the capacity to operate 24 hours per day. The proposed development could have up to some 221 employees on site during the busiest shift (the morning shift), including some 162 warehouse employees/drivers and 59 office employees.
- 9. Based on the DCP rate of one space per 200m<sup>2</sup>, the parking requirement is some 284 spaces. Based on the RTA rate of one space per 300m<sup>2</sup>, the parking requirement is 189 spaces.
- 10. The Council DCP rate for offices is one space per 50m<sup>2</sup>. If this component is treated separately, the parking requirement would be 76 spaces for the offices plus 265 spaces for the warehouse, totalling 341 spaces.
- 11. However, treating the office component separately is not considered to be appropriate, because:
  - the industrial parking rate recommended by the RTA, which is based on surveys, already includes an office component of up to 20 per cent; and
  - the Council parking rate is higher than the RTA rate by 50 per cent.
- 12. The proposed provision of 302 spaces therefore satisfies the DCP and RTA requirement for warehouses of 284 and 189 spaces respectively. It will also readily cater for the parking demands of the 221 employees on site at one time. The proposed parking provision is therefore considered appropriate.
- 13. Newcastle DCP 2005 indicates that parking for motor cycles should be provided at a rate of one space per 20 car spaces. With 302 parking spaces proposed, 15 spaces would be required for motor cycles. 15 motor cycle parking spaces will be provided in accordance with this requirement.

14. Newcastle DCP 2005 indicates that bicycle parking should be provided at a rate of one space per 20 employees, for warehouses. With a maximum of 221 employees proposed, 11 bicycle parking spaces would be required. 11 bicycle parking spaces will be provided in accordance with this requirement.
  - *The development is to be left in and right out only for trucks entering the site with dedicated acceleration and deceleration lanes in the adjoining proposed roadway entering the site.*
15. In relation to the first part of this matter, the most logical direction for trucks to approach and depart the site will be via left turn in and right turn out from and to Canavan Drive. This is because Canavan Drive will provide the shortest route connecting to Weakleys Drive.
16. The intention of this suggestion appears to be to stop heavy vehicles travelling through an adjoining future residential area north of the industrial subdivision, as discussed in paragraphs 3.41 and 3.42 of our previous report. The road network for this future residential area has not yet been constructed or approved.
17. In association with the future development of the adjoining residential area, including the road connection to this area from the approved industrial subdivision, it is anticipated that appropriate traffic management arrangements would be included at the intersection of Canavan Drive with Parish Drive to prevent heavy vehicles travelling through the residential area. These measures could include the geometric design of the intersection (to prevent access by heavy vehicles) and regulatory signage.
18. Such measures would apply to all heavy vehicles from the industrial subdivision, including those generated by the proposed development, as provided for in the previous consent for Freeway North Business Park. This would appear to be a better way to control the movement of heavy vehicles between the two areas.
19. While it is the intention for vehicles to access the site by turning left in and right out, and would be the most logical direction for vehicles to access the proposed warehouse, there may be occasions where heavy vehicles use other roads within the industrial subdivision to travel to or from the site. It is therefore considered that the first part of Council's suggested requirement is unnecessarily restrictive.
20. In relation to the second part of Council's suggestion, roads within the industrial subdivision will be provided as industrial roads, with appropriate widths for access to the sites by service vehicles. Acceleration and deceleration lanes are therefore not required for access to sites within the industrial subdivision.
  - *The queue lengths for traffic in front of the boom gates is to be investigated to ensure that queues don't overflow onto the roadway during the peak for both the truck entry and the standard vehicle entry*

21. Queuing for cars entering the car park is discussed in our previous report in paragraph 3.21. A boom gate will control access to and from the car park. Queuing for some five to six vehicles will be provided between Road 1 and the control point, in accordance with the Australian Standard for Parking Facilities (Part 1: Off-street car parking), AS 2890.1:2004 for a car park of the size and type proposed.
22. Truck queuing is discussed in paragraph 3.17. There is queuing space to accommodate some 10 b-doubles or 14 semi trailers between Canavan Drive and the gate house. By comparison, the proposed queuing area for trucks at Beresfield, within the site, prior to reaching the gate house and security point, is several times longer than at Aldi's existing distribution centres at Minchinbury and Prestons, which function appropriately.
  - *Adequate turning areas and movements for the large vehicles' servicing the site is to be provided in accordance with AUSTROADS design vehicles and turning path templates. Ensuring that the sweep path is totally contained within the road/driveway areas*
23. Appropriate manoeuvring areas are proposed, as shown in the swept paths attached to our previous report as Figures 2 to 11.
  - *All subdivision roads (Stage 1) and the intersection and roundabout off Weakleys Dr providing access to the development are to be fully constructed prior to issue of a construction certificate. To ensure that damage does not result to the roads as a result of construction traffic associated with the Aldi development*
24. This matter is discussed in paragraphs 3 to 5 above.

Wright submission

25. The matters raised in this submission relate to property access and traffic congestion on Weakleys Drive.
26. Matters associated with property access do not appear to be related to the proposed Aldi distribution centre.
27. In relation to traffic congestion on Weakleys Drive, we note that there will be a series of works implemented on Weakleys Drive, in association with the Freeway North Business Park, to cater for traffic from the industrial subdivision, including the proposed Aldi development. As noted in our previous report, the proposed development would have a lower traffic generation than that previously assessed for the site. The traffic implications of the proposed development would therefore be less than previously assessed and approved.
28. Finally, we note that the Hunter Expressway is currently under construction south of the site. Once constructed, traffic flows on Weakleys Drive are likely to reduce.

Hunter Regional Development Committee

1. *The intersection of Weakleys Drive and Canavan Drive should be completed by the proponents of the Freeway North Business Park prior to any construction works occurring on site, that its, prior to issuing a construction certificate.*
29. This matter is discussed above in paragraphs 3 to 5.
2. *Heavy vehicle access should comply with Australian Standard AS2890.2 – commercial vehicles and Council requirements.*
30. This matter could be included as a condition of consent.
3. *The heavy vehicle access between Canavan Drive and the gatehouse should be widened to accommodate the type of vehicles expected to use this road. Updated turning path diagrams should be provided to demonstrate that safe access can be achieved.*
4. *The Committee noted from the turning path diagrams that vehicles appear to cross over centrelines, kerbs and medians to negotiate the road. This should be addressed to Council's satisfaction.*
31. The turning paths attached as Figures 2, 3, 5, 6 and 10 of our previous report show that b-doubles, semi trailers and rigid trucks will be able to enter the site, circulate and exit in a forward direction. These figures show that the driveway and internal access road from Canavan Drive provide appropriate width for the simultaneous movement of service vehicles in both directions. Widening of this road is therefore not considered to be necessary.
5. *The heavy vehicle egress should be restricted to right out only and should be emphasised through appropriate design, linemarking and signposting.*
32. This matter is addressed above in paragraphs 15 to 19.
6. *The light vehicle access should comply with Australian Standard AS2890.1 – off street car parking and Council requirements.*
33. This matter could be included as a condition of consent.
7. *The Committee had concerns with the location of the boom gate at the light vehicle access and the potential for queuing onto Canavan Drive. This should be addressed to Council's satisfaction.*
34. This matter is discussed above in paragraph 21.
8. *Consideration should be given to an alternative separate gated access for emergency vehicles to / from Canavan Drive.*

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35. This matter is being addressed by other study team members. However, we note that two points of access will be available to and from Canavan Drive for emergency vehicles.
9. *Street lighting should be provided at both the light and heavy vehicle accesses in accordance with Australian Standard AS1158 and to Council requirements.*
36. This matter is noted and could be included as a condition of consent.
10. *Parking on both sides of Canavan Drive along the frontage of the site should be prohibited with appropriate signposting.*
37. This matter is noted and could be included in the road works being undertaken by the land owner for the overall industrial subdivision.
11. *Parking should be in accordance with Australian Standard AS2890.1 – off street car parking and Council requirements.*
38. A condition of consent could be included requiring the parking layout to be in accordance with AS 2890.1:2004.
12. *Unobtrusive lighting should be provided on-site.*
39. Matters associated with lighting are being addressed by other study team members.
13. *Bike racks, showers and change rooms should be provided on site for cyclists.*
40. As noted in our previous report, bicycle parking is proposed to be provided in accordance with the requirements of Newcastle DCP 2005. Showers and change rooms are also proposed in the development.
14. *A footpath should be provided on Canavan Drive along the frontage of the site to Council requirements.*
41. This matter is noted and could be included in the road works being undertaken by the land owner for the overall industrial subdivision.
15. *All roads and parking areas within the site should be sealed.*
16. *Raised thresholds should be provided at pedestrian crossings on site.*
17. *All of the above should be to Council requirements.*
42. These matters are noted and could be included as conditions of consent.

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43. We trust the above provides the information you require. Finally, if you should have any queries, please do not hesitate to contact us.

Yours faithfully,

COLSTON BUDD HUNT & KAFES PTY LTD

A handwritten signature in black ink, appearing to read 'J Hollis', written over a horizontal line.

J Hollis  
Director