

Our Ref: 6759
Your Ref: DA 24/14866 (PANñ474259)
10 March 2025

Bryce MacNamara
Planning Officer
Department of Planning, Housing & Infrastructure
Locked Bag 5022
Paramatta NSW 2124

Re: Request for Information Response - DA 24/14866 – 20 Selwyn Street, Mayfield East

Dear Bryce,

Please find below a response to the RFI from Department of Planning, Housing & Infrastructure dated 7th March 2025.

CITY OF NEWCASTLE COUNCIL

Flood Management

Stormwater Management

Extent of vehicular area unknown CN notes the revised stormwater plans now show that gravel areas will be stabilised with 2% cement, which is acceptable. However, the proposed "informal parking area" lacks a hardstand surface despite being subject to constant use by overnight and visitor parking. To prevent erosion and sedimentation, we recommend this area is constructed with 2% cement stabilised compacted gravel, which could be addressed by the imposition of an appropriate condition of consent. However, such a condition will require the stormwater infrastructure to be upsized accordingly to account for the additional impervious area.

RESPONSE

As detailed in the SoEE the site is staffed by 2 staff and the nature of the scaffold business is that the riggers drive from home to the sites and not the depot. The informal parking area is exactly this an area of the grassed paddock where a couple of staff cars can park. Two vehicles parking over 4000m² of land will not have an impact on erosion.

Stormwater Management Plan

A revised Stormwater Management Plan (SMP) has been submitted, showing detention, reuse, and water quality measures that comply with DCP 2023. However, invert levels for existing pits and the proposed sand filter pit are not shown. This is to be obtained through detailed design to confirm the exact layout of the retention tank and sand filter.

RESPONSE

The proposed pit the stormwater system is connecting into is shown on the detail survey with a surface level of RL 2.10 and a invert of 0.66m AHD. Based on the proposed location of the tank and sand filter there is adequate depth to accommodate tank and get adequate fall from the sand filter to the existing pit within Selwyn Street. The CC stormwater plans and 138 plans will detail this suitably providing a nominal 2.5% fall to the top of kerb making the verge a more suitable and consistent grade. If it was Council desire to keep the verge in its current state it will encourage pooling of water within the verge and behind the road pavement potentially causing long term maintenance issues for the road pavement

Driveway design and levels

CN notes the revised driveway profiles comply with CN's standard Drawing A1300, but the proposed fill would remove the existing shallow swale and shift the flow path to the new kerb and gutter. Since no detailed stormwater or flood investigation has been conducted to confirm the road profile's capacity to compensate for this loss, CN recommends the existing swale is retained. The driveways should be constructed at the same level as the swale, incorporating sags to allow water to flow over the middle. Detailed design can be reviewed and adjusted during the s138 application of the Roads Act approval process. This matter can be addressed by the imposition of an appropriate condition of consent.

RESPONSE

As shown in the image below the depression within the verge is not a drainage swale rather low areas which remain higher than the edge of the existing edge of the road pavement hence the pooling of water also shown in the image below. The site detail survey shows this as a grassed bank and not a swale drain. The proposed 138 works will install kerb and guttering and smooth out the verge and as seen in the cross sections within the draft 138 works engineering plans



Vehicle Access, Parking and Manoeuvring Management

CN notes that heavy rigid vehicles (HRVs) have been confirmed as the maximum vehicle accessing the site, and revised plans now show widened driveways that allow HRVs to enter and exit without crossing the road centreline. This is acceptable. The access grades are shown as compliant; however, some adjustments may be required to assist with drainage. Based on the existing surface levels shown on the plans, it appears that access for HRVs will still be possible if driveway levels are adjusted to match natural surface levels. These adjustments can be reviewed through the detailed design process and the s138 application. This matter can be addressed by the imposition of an appropriate condition of consent.

RESPONSE

As mentioned above with the provision of the proposed kerb and guttering it offers the opportunity to improve the verge levels and make them more consistent. If the proposed driveway were to be made to adopt current levels there would be areas lower than the kerbing making bodies of water and creating maintenance issues for Council long term. The proposed driveway longsection provided as part of the conceptual 138 documentation details that the driveway design levels are generally what the existing levels are currently. Proposed driveway 3 has the greatest among of proposed variation with the design surface being RL2.31 where the existing is RL2.01 (300mm increase in height)

Public Domain

The revised plans have been submitted by LDS showing kerb and gutter being constructed along the side of Selwyn Street, extending from the southernmost driveway to the existing kerb and gutter just north of the northernmost driveway. These works are supported by CN. The requirement for kerb inlet pits can be addressed by the required s138 application enabling the proper size and location to be confirmed. This has not been provided with the application to date. This matter can be addressed by the imposition of an appropriate condition of consent. CN does not support the proposed fill across the existing shallow swale in the road reserve due to the lack of a detailed stormwater or flood investigation. We require the existing swale to be retained and driveways constructed at the same level as the existing swale with sags to allow water to flow over the middle. This matter can also be addressed by the S138 application and an appropriate condition of consent

RESPONSE

As previously mentioned, there are no swale drains within the verge as these nominated areas by Council are higher than the edge of the road pavement. The detail survey also shows these levels and the photos in this response also show how water sits within the edge of the road pavement and not several metres back within the verge where the swale is suggested to be located. As shown on the proposed driveway cross section this low point is approximately 7m from the crown of road which puts it well past the road pavement. If a swale were to be instated we would be having a swale in the middle of the verge and new kerb and guttering at the edge of the road pavement which doesn't seem logical given that the water within the site is managed and the kerbing will transport the road water.



Land Contamination

The recently submitted regarding this issue is being still being reviewed by CN officers. Our advice will be forwarded early next week as soon as it become available.

RESPONSE

Noted

Contributions As we have previously advised the development is subject to Section 7.12 contributions. However, the applicant has not previous requested by CN submitted a Cost Summary Report prepared in accordance with Section 208 of the Environmental Planning and Assessment Regulation 2021.

RESPONSE

A costing report was lodged with the original DA dated 1/10/2024 totally \$477.400 GST incl

Reference number: PAN-474259 Consent authority's ID: DA24/14866 Additional information requested			Request related application
Pre-lodgement Review	Lodgement	Assessment	
Category 1 Fire Safety Provisions	☐  SoEE-20 Selwyn Street, Mayfield East_V1.pdf	Land Development Solutions	27/09/2024 9:00 AM
Contamination and/or remediation action plan	☐  E24.091_AR1_20SelwynStMayfieldWest_PSI FINAL.pdf  PUBLISHED	Land Development Solutions	27/02/2025 2:44 PM
	☐  E24.091_20SelwynStMayfieldWest_PSI FINAL.pdf	Land Development Solutions	19/02/2025 1:46 PM
Cost estimate report	☐  Cost Estimate Report-addendum - 20 Selwyn Street, Mayfield East.pdf	Land Development Solutions	1/10/2024 8:46 AM
	☐  Cost Estimate Report - 20 Selwyn Street, Mayfield East.pdf	Land Development Solutions	27/09/2024 9:00 AM

If you wish to discuss any of the above in greater detail, please do not hesitate to contact me.

Yours Sincerely



Jason Harman