

# **Masterplan Development for Lot 1 DP707300, Lot 5 DP740252, Part Lot 101 DP1077617, Part Lot 102 DP1077617 and Lot 8 DP258605, Kiama**

**White Constructions Pty Ltd**

**February 2021**



## Table of Contents

<b>1</b>	<b>Introduction .....</b>	<b>3</b>
<b>2</b>	<b>Location of the Site .....</b>	<b>3</b>
<b>3</b>	<b>Site Description .....</b>	<b>3</b>
<b>4</b>	<b>Purpose for Development of a Masterplan .....</b>	<b>4</b>
<b>5</b>	<b>Constraint Mapping and Masterplan Development .....</b>	<b>4</b>
<b>5,1</b>	<b>Initial Investigations .....</b>	<b>4</b>
<b>5.2.1</b>	<b>Constraints Plan .....</b>	<b>4</b>
<b>5.2.2</b>	<b>Masterplan Development .....</b>	<b>6</b>

## APPENDIX

<b>Plan 1</b>	<b>Location Plan of the Site</b>
<b>Plan 2</b>	<b>Constraints Map of the Site</b>
<b>Plan 3</b>	<b>Masterplan</b>
<b>Plan 4</b>	<b>Proposed Zoning Plan</b>
<b>Plan 5</b>	<b>Proposed Minimum Lot Size Plan</b>
<b>Plan 6</b>	<b>Proposed Height of Building Plan</b>
<b>Plan 7</b>	<b>Proposed Floor Space Ratio Plan</b>
<b>Plan 8</b>	<b>Proposed Biodiversity Plan</b>
<b>Plan 9</b>	<b>Road Network Plan</b>
<b>Plan 10</b>	<b>Preliminary Cut to Fill Plan</b>
<b>Plan 11</b>	<b>Indicative Lot Layout Plan</b>
<b>Plan 12</b>	<b>Preliminary Landscaping Plan</b>



## 1. INTRODUCTION

The purpose of this document is to describe the works undertaken and the background information used to develop a masterplan for the site.

## 2. LOCATION OF THE SITE

<b>Local Government Area: -</b>	Kiama
<b>Address of Land :-</b>	Lot 1 DP 707300, lot 5 DP740252, part lot 101 DP1077617, part lot 102 DP1077617, lot 8 DP258605 and part of road reserve, Kiama (The Site)
<b>Current Zone :-</b>	RU2 Rural Landscape, E2 Environmental Conservation, E3 Environmental Management and SP2 Historic Cemetery

The Site is generally bounded by Saddleback Mountain Road to the north, the Princess Highway motorway to the east, Weir Street to the south (except for a small section of land to the south of Weir Street that is within the existing drainage and visual catchments of the site) and a heritage listed dry stacked stone wall along the western boundary of the site.

A plan showing the location of the Site is attached in the Appendix as Plan 1.

## 3. SITE DESCRIPTION

The Site at south Kiama is approximately 40 hectare in area that adjoins existing urban development at Kiama. The site is regular in shape with a maximum plan dimension of approximately 1550m north-south and 360m east-west.

Surface elevations range from 8.5m AHD at the Munna Munnora creek crossing of the Princess Motorway to 80m at the north-western corner of the site. Surface levels fall predominantly in an easterly direction towards the Princess Motorway at grades of 1 to 4 to 1 to 40 with locally steeper sections adjacent to creek lines and drainage depressions.

There are four creeks that traverse the site generally in a west to east direction. The main creek on the site is the upper reaches of Munna Munnora Creek. It is the southernmost creek within the site and has a large catchment. It drains just south of the vehicular culvert entrance under the Princess Motorway that provides access to the historic cemetery from South Kiama Drive. Munna Munnora Creek discharges into the ocean at the southern end of Easts Beach. Munna Munnora Creek is classified as a category 2 creek under Kiama LEP 2011. All other creeks within the site are classified as class 3 creeks under Kiama LEP 2011. A tributary of Munna Munnora Creek branches off just inside the site. This tributary tracks in a westerly direction from its junction with Munna Munnora Creek. The two northerly creeks are minor creeks with limited catchment areas and separate culverts under the highway. Both these catchments drain to the open channel adjacent to Hillview Crescent where it intersects South Kiama Drive and eventually discharges to the ocean at the southern end of Kendalls Beach.

The Site has road frontage to Saddleback Mountain Road and Weir Street. A vehicular culvert also provides access from the site to South Kiama Drive immediately to the north of Munna Munnora Creek.

## **4. PURPOSE FOR DEVELOPMENT OF A MASTERPLAN**

The purpose of developing a Master Plan for the site is to demonstrate a development outcome which optimizes the potential of the site while acknowledging the identified site constraints and the recommendations of the reports and technical studies undertaken on the Site in support of a Planning Proposal to rezone the site for residential purposes.

## **5. CONSTRAINT MAPPING AND MASTERPLAN DEVELOPMENT**

### **5.1 Initial Investigation**

Before consultants were engaged to undertake studies on the site all available information for the site was compiled and strategic decisions made for the future potential development of the site. These works included

- Securing the development rights of the four property owners of the site before commissioning any studies. This was imperative to ensure vehicular access could be provided through the site between Saddleback Mountain Road and Weir Street.
- Preliminary design to ensure the physical provision of a link road between Weir Street and Saddleback Mountain Road was feasible.
- Meetings with Council and Department of Planning (Planning NSW) regarding potential rezoning of the site and understanding major issues to be addressed in any Planning Proposal for the site
- Investigating the impositions and constraints on the site under Kiama LEP 2011. The main constraints included the E3 zoned wetlands on Munna Munnora Creek, the E2 zoned Illawarra Subtropical Rainforest in the SE corner of the site, the SP2 zoned heritage cemetery in the centre of the site, dry stacked stone walls throughout the site and setback requirements for the four creeks that traverse the site.
- A decision to only include the eastern portions of part lots 101 & 102 DP1076617 in the proposal. This decision set the western extremity of the development in line with (a) the dry stacked stone wall along the western boundaries of lot 1 & 5 and (b) the end of the existing housing development along saddleback Mountain Road
- The commissioning of a preliminary flood study to provide an indication of what land was flood free and suitable for development. From this preliminary flood study and the existing E2/E3 zonings on the site a decision was made not to develop land abutting the eastern side of Munna Munnora Creek that had been included in previous proposals for this site.
- Preparation of a preliminary subdivision plan based on the compilation of the above information that could be sent to consultants for a development guide in preparation of their reports for the site.

### **5.2 Constraints Plan**

Consultants were engaged to assess the environmental and technical aspects of the site. The following studies were undertaken and the following constraints/issues were identified

#### **5.2.1 Aboriginal Archaeology**

Initially an Aboriginal Due Diligence Report was commissioned for the Site. Three Potential Aboriginal Deposits (PADs) were identified within the site. An Archaeological Report and Aboriginal Cultural Heritage Assessment were then commissioned to identify whether the site contained and Aboriginal artefacts and if so to classify the significance of them. Some low scattering of low significant artefacts were identified on site. The location of the artefacts are shown on the Site Constraints Plan which is Plan 2 in the Appendix.



#### 5.2.2 European Archaeology

This study identified and rated numerous dry stacked walls and the heritage listed cemetery within the site. Some initial recommendations were made regarding which walls should be retained and appropriate development offsets from the cemetery. The dry stacked walls and cemetery have been added to the constraints plan for the site. A more detailed heritage management plan will need to be developed and submitted for approval with any DA for the affected areas.

#### 5.2.3 Environmental Assessment (Fauna and Flora)

The study concluded that there was a section of Illawarra Subtropical Rainforest (ISR) in the SE corner of the site which is an endangered ecological community (ECC). Discussions were held with the Ecologists and it was suggested that the existing E2 zoned area in the SE corner of the site be rehabilitated and the area expanded to provide buffers and create a more sustainable area of ISR.

#### 5.2.4 Bushfire Assessment

The initial Bushfire Assessment identified that the site development can comply with the requirements of Planning for Bushfires. However in early 2020 the new Planning for Bushfire Protection (PBP 2019) was adopted. This required the review of indicative layout plans for the development. Plans in the appendix generally comply with PBP 2019. It is noted that detailed Bushfire Assessments will need to be undertaken supporting all future DA for any subdivision of the site. No Bushfire constraints were needed to be overlaid on the constraints plan for the site

#### 5.2.5 Geotechnical Assessment

The geotechnical assessment did not identify any constraints to the residential development of the site.

#### 5.2.6 Contamination Assessment

The contamination report did not identify any constraints to development of the site.

#### 5.2.7 Flooding Assessment

Following the preliminary flood assessment a more detailed flood assessment was undertaken to ensure the development could comply with the requirements of the NSW Flood Prone Development Manual. This detailed study included

- (i) The effect culvert bridge crossings of the four creeks that traverse the site
- (ii) consideration of the 1 in 100 year flood and the maximum probable flood, and
- (iii) effect on downstream flows and flood levels

The extent of flooding has been overlaid onto the constraints plan for the site.

#### 5.2.8 Water Quality Control Assessment

Preliminary MUSIC Modelling has been undertaken on the site. The modelling indicated that Council's requirements for the export of sediment and nutrients from the site can be satisfied.

### 5.2.9 Road Traffic Noise Assessment

A road traffic noise assessment report was commissioned to ascertain any requirements for building setbacks from the Princess Motorway and/or the need for noise attenuation barriers along the site boundary with the Princes Motorway. The Assessment demonstrated that minor building standards were all that was needed to satisfy noise levels for residential development within the site. No setbacks were required to be overlaid onto the constraints plan for the site.

### 5.2.10 Traffic Impact Assessment

A traffic impact assessment was undertaken for the site to ascertain if predicted traffic generated from the development would

- (i) create unacceptable impacts on existing roads or
- (ii) create the need for upgrading works to the existing road network.

The Traffic assessment showed the development would not create unacceptable impacts on the existing road network and recommended some improvements to the adjacent street networks..

A sites constraints plan has been developed from compilation of information from the above studies and reports. The constraints plan is attached as plan 2 in the Appendix. A road layout plan was then developed from the preliminary subdivision layout plan to

- (i) address issues raised in the above consultant reports
- (ii) ensure design requirements for roads could be met, and
- (iii) to guide future development of the masterplan.

The developable area and indicative road layout for the site were continually amended as studies and report were issued.

The JRPP also requested information on preliminary cut to fill plans for the site. This information was included in the original draft engineering plans for the site. The information detailed in the preliminary plans has been reconfigured to produce a color coded cut to fill plan for the site. The cut to fill plan is shown as Plan 10 in the Appendix. It is noted that these plans are based on preliminary engineering plans that may vary when detailed design work is undertaken in conjunction with any DA for subdivision of the site.

## 5.3 Masterplan Development

From the initial constraints plan and road network plan a masterplan was compiled showing suitable and unsuitable areas for development. The Masterplan is attached as Plan 3 in the Appendix.

An Indicative Lot Layout Plan was then prepared for the site based on the Masterplan. A copy of the consultant reports and Indicative Lot Layout Plan were sent to Council for comment. Council advised of the following issues that needed to be addressed

- Amended traffic assessment assuming lots >450m<sup>2</sup> being developed as dual occupancies. The traffic assessment was re run with a conservative lot yield. The analysis showed no need for any external intersection or road works.
- Concern regarding speed control along the link road through the site. An alternative layout was developed showing how speeds could be physically controlled while still providing a link road between Saddleback Mountain Road and Weir Street, and
- Concerns regarding possible flooding downstream of the site (east of the Princes Motorway). The detailed flood study was extended to include the development downstream of the site. The amended study showed that the development of the site would not adversely impact downstream flood levels.



The gateway determination for the site required that the masterplan be reviewed to

**(i) Cover the entire site**

The original masterplan did not include a layout design for part lot 102 DP1077617 and Lot 8 DP258605 which lie to the south of the Weir Street extension. A layout plan of this area in accordance with constraint planning has now been provided. See Plan 11 in the Appendix.

**(ii) Identify key principles for development of the site.**

The key development principles were not clearly included in the original Planning Proposal. These principles and how they have been used to develop the masterplan have now been included above and below.

**(iii) More fully address constraints, visual impacts, environmental outcomes, heritage outcomes and landscape outcomes**

Site constraints rational and plan development have now been explained in this document.

A review of the visual assessment of the site has been undertaken. It is noted that

- (i) The site is only visible from some sections of the Princes Motorway where the motorway has been filled and is either level or above the site. At the southern and northern approaches to the site and along the middle section of the site (adjacent to Kendall's Cemetery) the motorway is in cut and views to parts of the site are screened. Landscaping works along the motorway/site interface between Weir Street and Kendalls Cemetery will screen views to the site. It is noted that landscaping will be relatively close to the motorists and hence will screen view lines even to higher elevations within the site.
- (ii) the entire development is within a basin and is not visible from adjacent areas outside of that basin,
- (iii) the development is below the sky and tree/grassland horizon view lines from the Princes Motorway
- (iv) The visual impact of the development will be softened by the rehabilitation and vegetation of the four creeks that traverse the site, the establishment of approximately 500 street trees and the rehabilitation and expansion of the treed area in the south eastern corner of the site. The landscaping plan is shown as plan 12 in the Appendix.
- (v) Views to sections of part lot 102 DP1077617 and the steep unvegetated hill along the western portion of lot 5 DP740252 opposite the culvert entrance to the site from South Kiama Drive are more prominent from the Princes Motorway as the motorway is filled above the site. To soften the visual impact of these areas it is proposed to require a minimum lot size of 1,000m<sup>2</sup> and a maximum building height of 7.5m. It is noted that
  - these areas are in the middle view lines from the Princes Highway
  - there are grasslands and vegetated areas above these sites ,
  - they do not break the sky line, and
  - these areas are only visible from relatively short sections of the Motorway adjacent to the site.

Due to amendments to satisfy the requirements of Planning for Bushfire Protection 2019 some of the larger R5 lots in the more visually prominent sections of the site have now been left in residue as shown on the indicative layout plan for the site.

Development of the site will provide the following environmental outcomes

- Protect and rehabilitate the existing Illawarra Subtropical Rainforest (ISR) in the SE corner of the site

- Expand the area of ISR in the SE corner of the site. The extent of this expansion is detailed on the proposed zoning and the biodiversity plans for the site. These plans are attached in the Appendix as Plans 4 & 8.
- Rehabilitate the four creeks that traverse the site. The vegetated riparian corridors will not only provide habitat for fauna but also provide a vegetated linkage between the coast and the hinterlands to the west of the site, and
- Will remove grazing from the site that pollutes and causes erosion along the creek lines within the site

The masterplan for the site allows for the following heritage outcomes

- (i) Retention of the heritage cemetery with a 20m buffer to any housing and the provision of passive surveillance by facing housing towards the cemetery. Details regarding the suitability and use of the 20m buffer, fencing, rehabilitation works to the cemetery and surrounding dry stacked walls will be subject to a detailed Conservation Management Plan that will need to be submitted with any DA for works near the Cemetery.
- (ii) The retention of most of the dry stacked walls either in areas of open space or within private lands with restrictions regarding setbacks and any works near the walls. These outcomes will be reviewed when a detailed Conservation Management plan is developed for the site in conjunction with any future DA
- (iii) Three PADs have been identified on the site. Further archaeology investigations will need to be undertaken on these sites. If required amendments may need to be made to the layout of the development. The PADs are relatively small in area and the development layout could be easily amended if future works show this is required.
- (iv) A preliminary landscaping plan has been developed for the site that shows landscaping along the Princes Motorway, rehabilitation works along the four riparian zones within the site, rehabilitation works within the proposed expanded E2 zone in the SE corner of the site, landscaping within the proposed public reserve adjacent to the heritage cemetery and the provision of approximately 500 street trees within the site. In addition to these works Council may require additional playgrounds within the site that can be easily provided adjacent to any of the riparian zones within the site.

The Indicative Lot Layout Plan for the site has been continually developed and amended in accordance with the above information, reports and studies and incorporates:

- Smaller lots (>300m<sup>2</sup>) along the flatter central sections of the site with an FSR of 0.6. Any future DA for these lots would require the preparation and approval of a site specific DCP which would need to address solar access, open space and setback requirements as a minimum. Figure 1 below shows the flatter area of the site where lots >300m<sup>2</sup> are proposed. This photo is taken from within Kendall's Cemetery looking south. The area surrounded by the red dots is part of the area proposed for lots >300m<sup>2</sup>. The area surrounded by green dots is part of the Illawarra Subtropical Rainforest and Munna Munnora Creek riparian areas to be rehabilitated and expanded.





Figure 1

- Low density residential lots ( $>450\text{m}^2$ ) located over the majority of the remaining area of the site suitable for residential development. Figure 2 below shows a typical area on site where lots  $>450\text{m}^2$  are proposed. The photo is taken from within Kendall's Cemetery looking north towards Stockyard Mountain Road. The area surrounded by the purple dots signifies part of the area to be developed for residential development with lots  $>450\text{m}^2$ . In the foreground is a dry stack stone wall along the perimeter of the Cemetery and beyond the wall one of the four creeks that traverse the site. The creek riparian area will be rehabilitated in conjunction with the development of the site.



Figure 2

- 1 large lot with a split R2/E3/E2 zoning in the south east corner of the site. The owner of this lot could build on the R2 portion of the site and would be required to maintain the expanded and rehabilitated section of ISR in the SE corner of the site.
- Three sections of R5 zoned large lots ( $>1,000\text{m}^2$ ) on the more visibly exposed sections of the site with maximum building heights of 7.5m. Figure 3 below shows an area where lots  $>1,000\text{m}^2$  are proposed. The photo was taken from David Smith Drive. The area surrounded by the light blue lots signifies the area where lots are proposed to be  $>1,000\text{m}^2$ . The area surrounded by green dots signifies the approximate extent of rehabilitation works within the northern tributary of Munna Munnora Creek. The area surrounded by purple dots signifies areas where lots  $>450\text{m}^2$  are proposed to be developed.



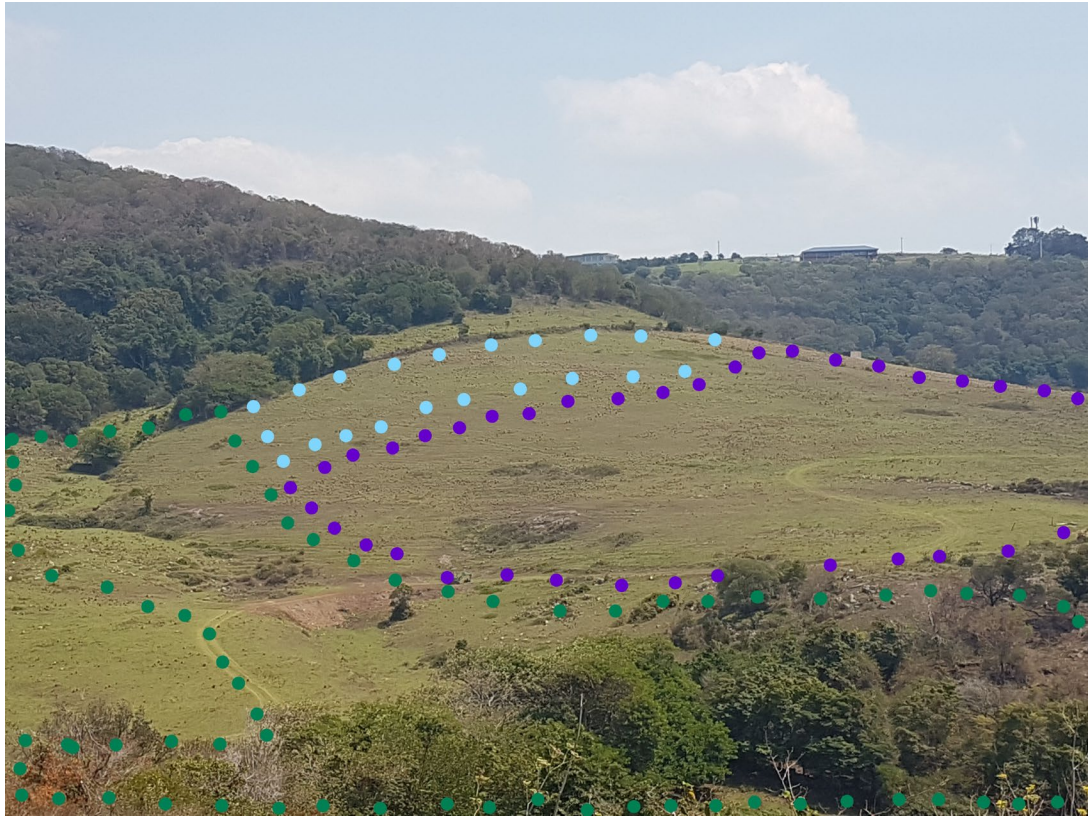


Figure 3

- A street pattern and lot layout that makes use of the existing street frontages to Saddleback Mountain Road, Weir Street and the large culvert under the Princess Motorway connecting the Site with South Kiama Drive and provides an efficient interconnected network of streets that will not only allow for the efficient use of future resident but also for the servicing of the development and the provision of multiple access points to and from the development.
- Once alternatively public road access has been provided to the historic Kendall's Cemetery negotiate with Council regarding the closure of any section of the existing public pathway to the cemetery that is not incorporated into a public road.
- Provides a limit to the developable area of the site so that the remnant rainforest in the south eastern corner of the site and the wetlands in the lower reaches of Munna Munnora Creek are not impinged by development and are provided with ample buffers to expand and protect the community's ongoing viability.
- Provisions of substantial areas of riparian vegetation around the four creeks within the site which not only satisfy the setback requirements in Kiama LEP 2011 but also will provide a width suitable to provide a corridor wider enough to support the rehabilitation of flora within the creeks and the use of the corridor as a fauna habitat and corridor for movement between the coast and the escarpment

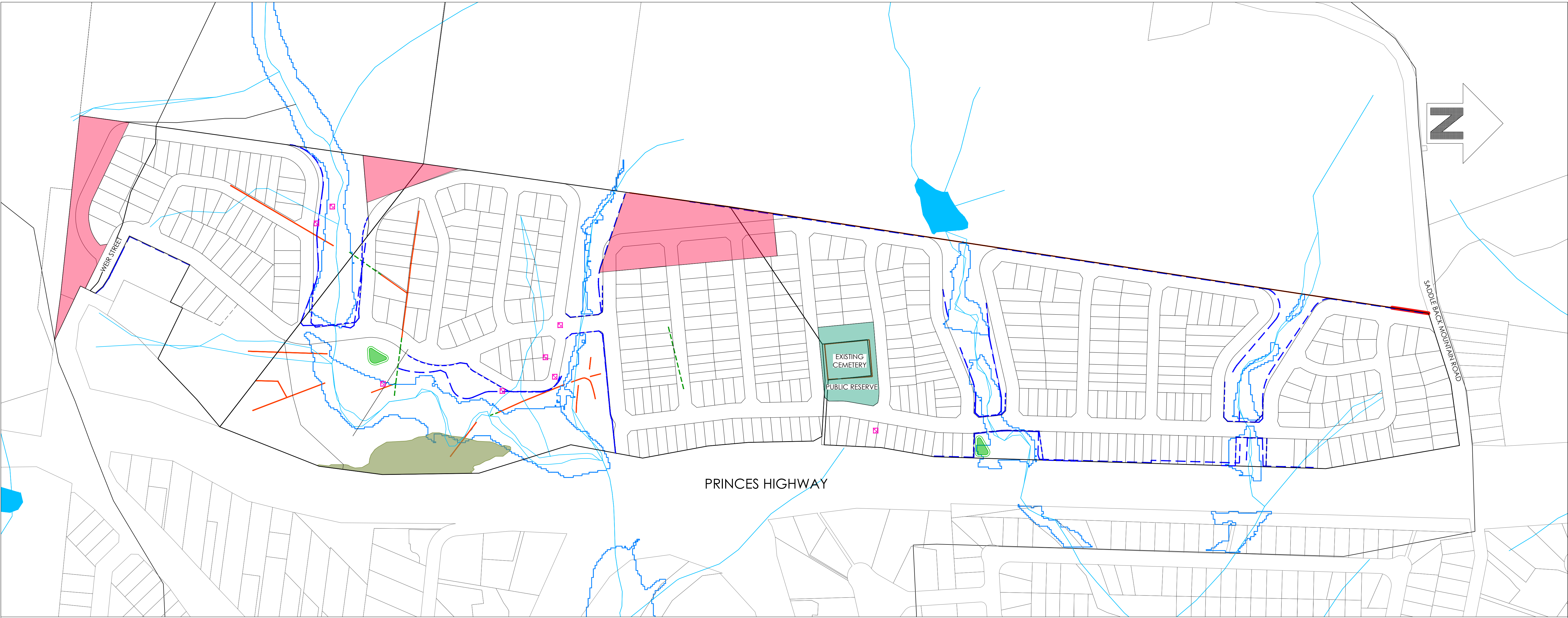
Proposed zoning plan, minimum lot size plan, height of building plan, floor space ratio plan and biodiversity plan are shown as Plans 4 to 8 in the Appendix of this report.

# Appendix



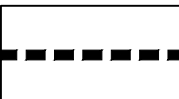
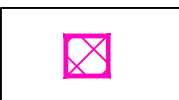
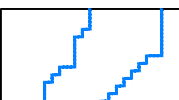

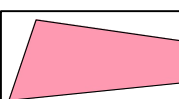






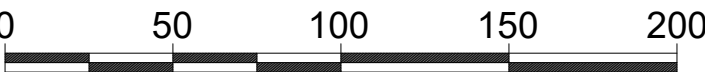


LEGEND

-  APPROXIMATE LOCATION OF HERITAGE STACKED ROCK WALLS TO BE RETAINED
-  APPROXIMATE LOCATION OF HERITAGE STACKED ROCK WALLS TO BE REMOVED
-  LOCATION OF PROPOSED RETAINING WALLS
-  LOCATION OF ARTEFACTS PRESENT
-  100yr FLOOD EXTENTS
-  VEGETATION FROM BIODIVERSITY STUDY
-  VISUALLY EXPOSED AREAS

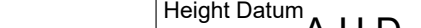

SITE CONSTRAINTS PLAN

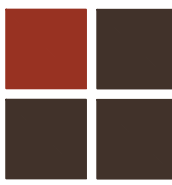
SCALE 1:2,250



SCALE: -1:2,250 @A1  
-1:4,500 @ A3

T:\Projects\15158\_South Kiama\DWG\15158\_C01\_AL T4.dwg

REV/SIONS	No.	DESCRIPTION	DRN	APP	DATE	 <div>HEAD OFFICE 345 Keira Street Wollongong NSW 2500 PO Box 5104 Wollongong NSW 2520 T 61 2 4227 4233 F 61 2 4227 4133 E info@siteplus.com.au</div>	Height Datum	A.H.D	Client Title	Dwg Title	Ref & Dwg No							
	I	PART LOT 102 ADDED	A.C	A.C	10/12/19		Drawn	A.C	WHITE CONSTRUCTIONS	PROPOSED SUBDIVISION SOUTH KIAMA LOT 1 DP707300, LOT 5 DP740252 & LOT 101 DP1077617 SITE CONSTRAINTS PLAN	15158.RZ.SC01							
	J	REVISED TO COUNCIL COMMENTS	A.C	A.C	09/01/20		Designed	A.C			Sheet No	01 of 01						
	K	REVISED ROAD RESERVE BOUNDARY	A.C	A.C	07/04/20		Checked	----			Scale	1:2,250@A1						
	L	LAYOUT AMENDED	A.C.	A.C.	21/09/20		Approved	Dwg Status			APPROVAL	Local Authority	KIAMA	Date	09/05/2018	Rev	K	A1
	M	LAYOUT AMENDED	A.C.	A.C.	10/02/21		 planning    engineering    landscape    design    management											



siteplus

Site Plus Pty Ltd ABN 73 104 315 085



planning

engineering

landscape

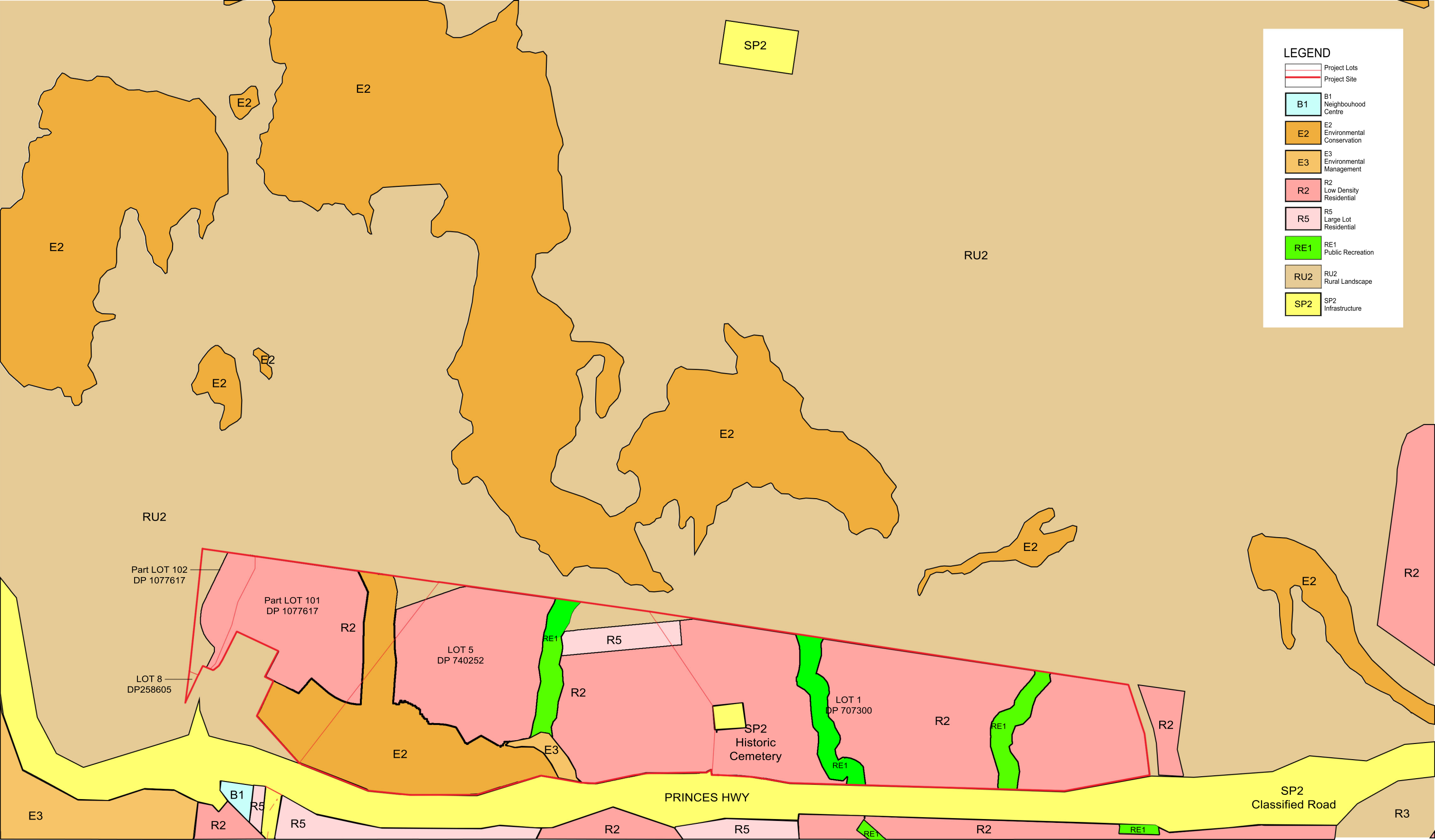
design

management

HEAD OFFICE  
345 Keira Street  
Wollongong NSW 2500  
PO Box 5104  
Wollongong NSW 2520  
T 61 2 4227 4233  
F 61 2 4227 4133  
E info@siteplus.com.au







ZONING MAP - PROPOSED  
1:3000

SP2  
Water Reticulation  
System



HEAD OFFICE  
345 Kears Street  
Wollongong NSW 2500  
PO Box 5104  
Wollongong NSW 2500  
T 61 2 4227 4233  
F 61 2 4227 4133  
E info@siteplus.com.au

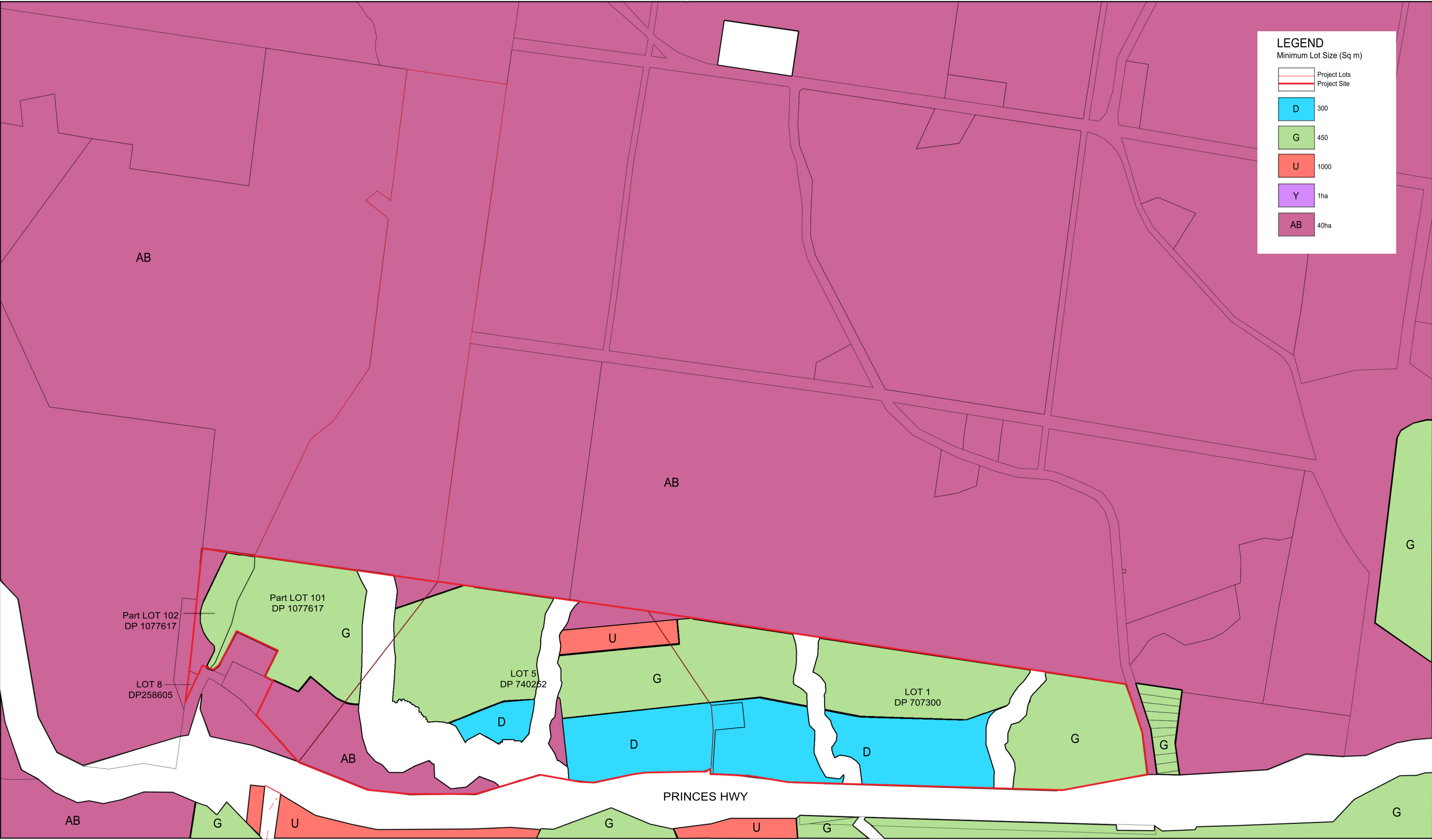
planning engineering landscape design management

H	10.02.21	planning proposal	KM	AC
G	14.09.20	planning proposal	KM	AC
F	07.04.20	planning proposal	KM	AC
E	23.01.20	planning proposal	KM	AC
D	16.10.19	planning proposal	KM	AC
C	03.12.18	planning proposal	KM	VM
B	15.11.18	planning proposal	KM	VM
A	30.05.18	planning proposal	KM	VM
issue	issue date	issue description	dwn	app

scale	AS SHOWN	project	PROPOSED SUBDIVISION, SOUTH KIAMA	dwg title	ZONING MAP - PROPOSED
date	28.05.2018	client	WHITE CONSTRUCTIONS	project no.	15158







LEGEND

Minimum Lot Size (Sq m)

Project Lots

Project Site

D

300

G

450

U

1000

Y

1ha

AB

40ha

Lot Size Map - Existing  
1:3000

siteplus

Site Plus Pty Ltd ABN 73 104 315 095

planning   engineering   landscape   design   management

HEAD OFFICE  
345 Kiera Street  
Wollongong NSW 2500  
PO Box 5104  
Wollongong NSW 2500  
T 61 2 4227 4233  
F 61 2 4227 4133  
E info@siteplus.com.au

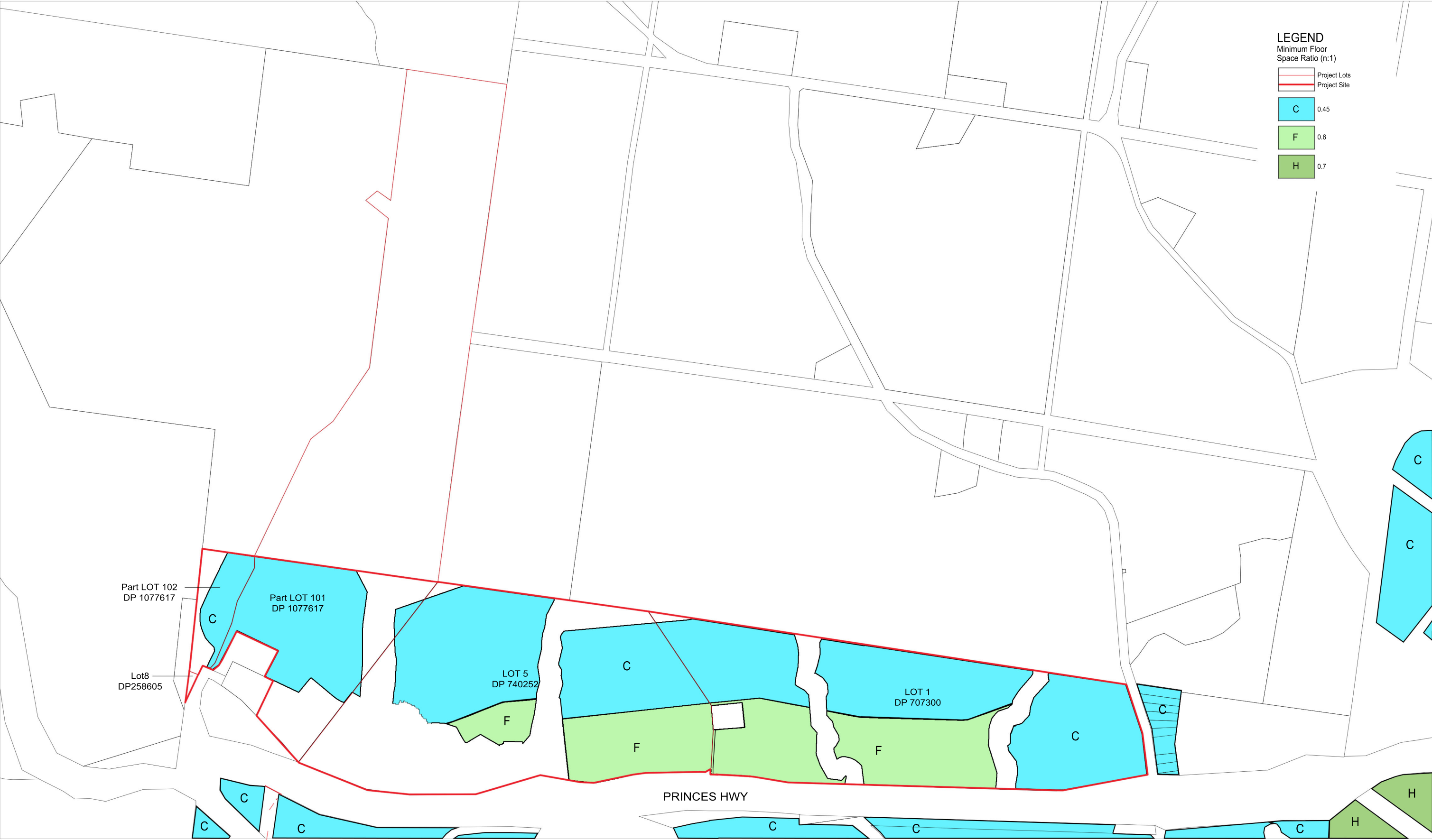
G	10.02.21	planning proposal	KM	AC
4. Layout amended				
F	14.09.20	planning proposal	KM	AC
3. Layout amended				
E	07.04.20	planning proposal	KM	AC
2. Site Boundary Revised				
D	16.10.19	planning proposal	KM	AC
C	03.12.18	planning proposal	KM	VM
1. Lot 8 DP258605 included				
B	15.11.18	planning proposal	KM	VM
A	30.05.18	planning proposal	KM	VM
issue	issue date	issue description	dwn	app
scale	AS SHOWN	project	dwg title	
AT A1		PROPOSED SUBDIVISION, SOUTH KIAMA	LOT 1 DP707300, LOT 5 DP740252 & LOT 101 DP1077617	
date	28.05.2018	client:	WHITE CONSTRUCTIONS	
		dwg no.	PM 04/09	project no.
				15158



HEIGHT OF BUILDING MAP - PROPOSED  
1:3000



G	10.02.21	planning proposal	KM	AC
S	Layout amended		KM	AC
F	14.09.20	planning proposal	KM	AC
E	07.04.20	planning proposal	KM	AC
3	Site Boundary adjusted		KM	AC
E	13.01.20	planning proposal	KM	AC
D	16.10.19	planning proposal	KM	AC
C	03.12.18	planning proposal	KM	VM
2	Lot 8 DP258605 included		KM	VM
B	15.11.18	planning proposal	KM	VM
1	Area of minimum building height labelled L changed to 1		KM	VM
A	30.05.18	planning proposal	KM	VM
issue	issue date	issue description	dwn	app
scale	AS SHOWN	project	PROPOSED SUBDIVISION, SOUTH KIAMA	dwg title
AT A1		LOT 1 DP707300, LOT 5 DP740252 & LOT 101 DP1077617	- PROPOSED	
date	28.05.2018	client:	WHITE CONSTRUCTIONS	dwg no.
				PM 08/09
				project no.
				15158



**LEGEND**  
Minimum Floor  
Space Ratio (n:1)

<div></div>	Project Lots
<div></div>	Project Site
C	0.45
F	0.6
H	0.7

Part LOT 102  
DP 1077617

Lot8  
DP258605

Part LOT 101  
DP 1077617

LOT 5  
DP 740252

LOT 1  
DP 707300

PRINCES HWY

Floor Space Ratio Map - Proposed  
1:3000

H	10.02.21	planning proposal	KM	AC
S	Layout amended			
G	14.09.20	planning proposal	KM	AC
A	Layout amended			
F	07.04.20	planning proposal	KM	AC
J	Site Boundary adjusted			
E	13.01.20	planning proposal	KM	AC
D	16.10.19	planning proposal	KM	AC
C	03.12.18	planning proposal	KM	VM
2	Lot 8 (DP258605) included			
B	15.11.18	planning proposal	KM	VM
1	Area labelled L changed to D			
A	30.05.18	planning proposal	KM	VM
issue	issue date	issue description	dwn	app

scale  
AS SHOWN  
AT A1

date  
28.05.2018

project  
PROPOSED SUBDIVISION, SOUTH KIAMA  
LOT 1 DP707300, LOT 5 DP740252 & LOT 101 DP1077617

client:  
WHITE CONSTRUCTIONS

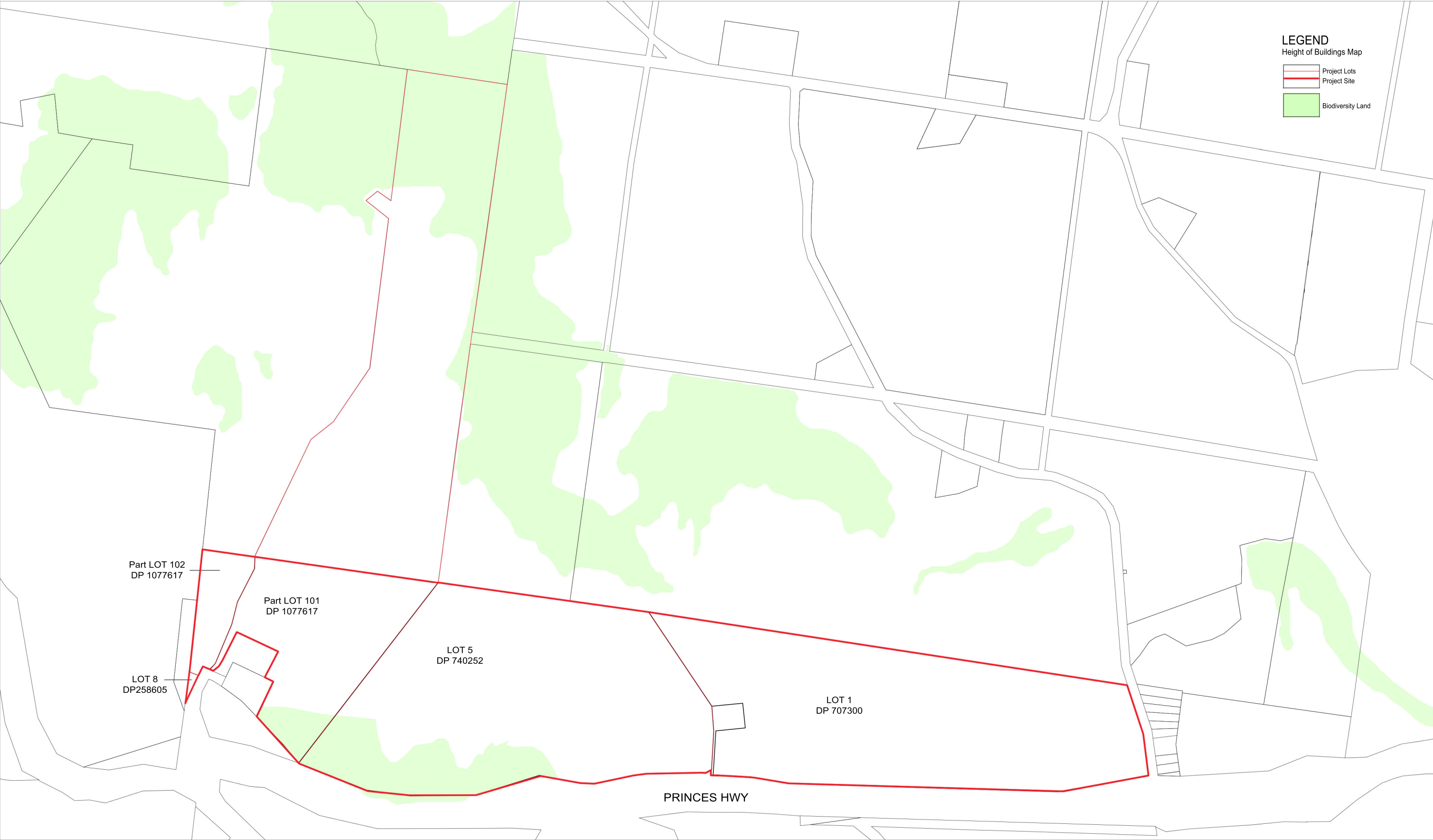
dwg title  
FLOOR SPACE RATIO MAP  
- PROPOSED

dwg no.  
PM 06/09

project no.  
15158







**LEGEND**  
Height of Buildings Map

Project Lots

Project Site

Biodiversity Land

TERRESTRIAL BIODIVERSITY MAP - PROPOSED  
1:3000

**siteplus**

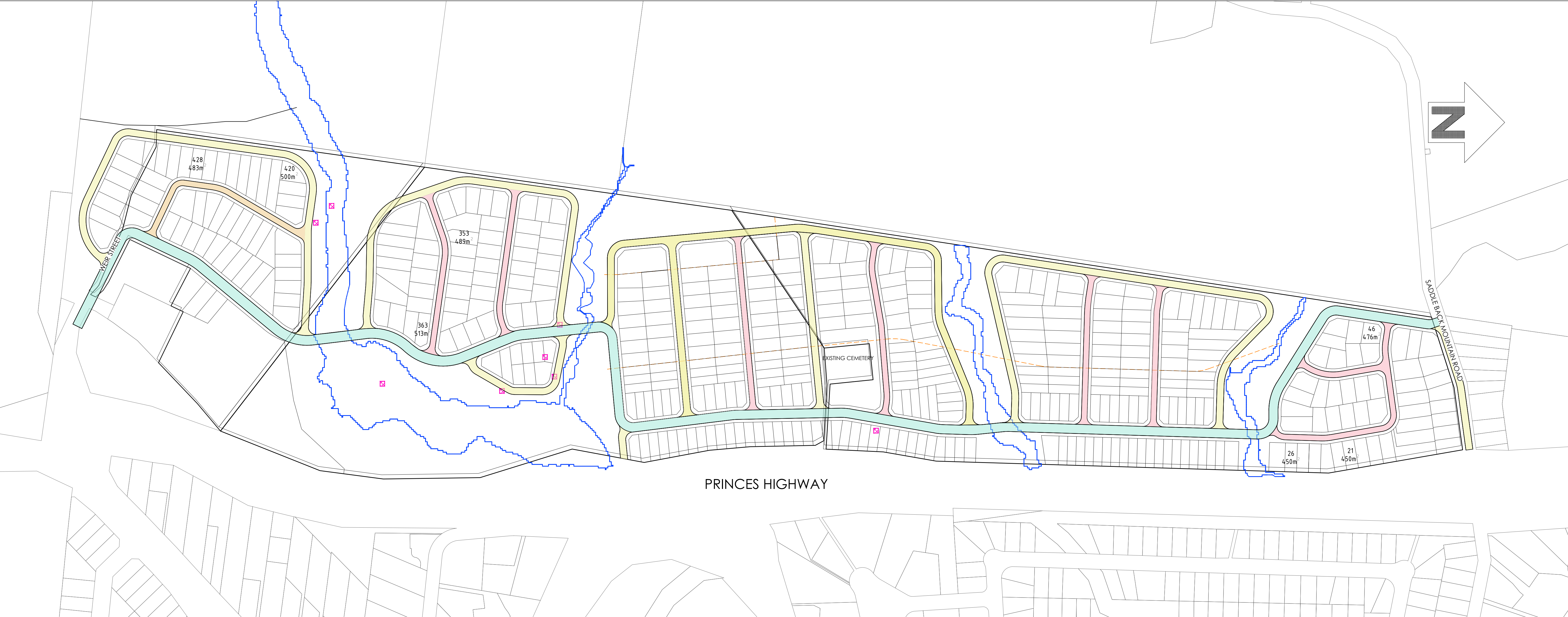
Site Plus Pty Ltd ABN 73 104 315 095

planning   engineering   landscape   design   management

HEAD OFFICE  
345 Keira Street  
Wollongong NSW 2500  
PO Box 5104  
Wollongong NSW 2500  
T 61 2 4227 4233  
F 61 2 4227 4133  
E info@siteplus.com.au



C	07.04.20	planning proposal	KM	AC
T	Site Boundary updated			
B	13.01.20	planning proposal	KM	AC
A	30.05.18	planning proposal	KM	AC
issue	issue date	issue description	dwn	app
scale	AS SHOWN	project	dwg title	
AT A1		PROPOSED SUBDIVISION, SOUTH KIAMA	TERRESTRIAL BIODIVERSITY MAP	
		LOT 1 DP707300, LOT 5 DP740252 & LOT 101 DP1077617	- EXISTING & PROPOSED	
date	28.05.2018	client:	dwg no.	project no.
		WHITE CONSTRUCTIONS	PM 09/09	15158

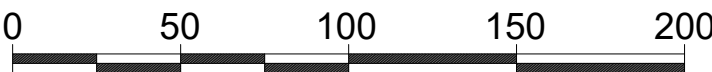


LEGEND

- SITE BOUNDARY
- PAD SITES
- ACCESS STREET
- ACCESS ROAD
- MAJOR COLLECTOR
- 100yr FLOOD EXTENTS

ROAD LAYOUT PLAN

SCALE 1:2,250



SCALE: -1:2,250 @A1  
-1:4,500 @ A3

REVISIONS	No.	DESCRIPTION	DRN	APP	DATE	<div><div><div><div></div><div></div></div><div>siteplus</div><div>Site Plus Pty Ltd ABN 73 104 315 095</div><div><div>planning</div><div>engineering</div><div>landscape</div><div>design</div><div>management</div></div></div><div><div></div><div></div></div></div>	HEAD OFFICE 345 Keira Street Wollongong NSW 2500 PO Box 5104 Wollongong NSW 2520 T 61 2 4227 4233 F 61 2 4227 4133 E info@siteplus.com.au	Height Datum A.H.D	Client Title  WHITE CONSTRUCTIONS		Dwg Title  PROPOSED SUBDIVISION SOUTH KIAMA LOT 1 DP707300, LOT 5 DP740252 & LOT 101 DP1077617 ROAD LAYOUT PLAN	Ref & Dwg No 15158.RZ.SC01 Sheet No 01 of 01 Scale 1:2,250@A1 Date 14/09/2020 Rev A A1		
	A	REVISED TO COUNCIL COMMENT	A.C	A.C	03/02/20		Drawn A.C							
	B	REVISED TO RFS & DEP. PLANNING COMMENTS	A.C	A.C	14/09/20		Designed A.C							
							Checked	Dwg Status APPROVAL		Local Authority KIAMA				
								Approved						





LEGEND

- APROXIMATE LOCATION OF HERITAGE STACKED ROCK WALLS TO BE RETAINED
- APROXIMATE LOCATION OF HERITAGE STACKED ROCK WALLS TO BE REMOVED
- LOCATION OF PROPOSED RETAINING WALLS

Preliminary Earthworks Volumes






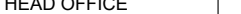
Total Cut = 79,623m³  
Total Fill = 222,088m³  
(Scope to redefine volumes at Development Application Stage)  
Approximate Pavement Volume = 31,133m³

Existing Surface

LiDAR/ALS 2003 data from the NSW Spatial Services.

SURFACE ELEVATION DATA			
NUMBER	MINIMUM ELEVATION	MAXIMUM ELEVATION	COLOR
1	-6.00	-5.00	
2	-5.00	-4.00	
3	-4.00	-3.00	
4	-3.00	-2.00	
5	-2.00	-1.00	
6	-1.00	0.00	
7	0.00	1.00	
8	1.00	2.00	
9	2.00	3.00	
10	3.00	4.00	
11	4.00	5.00	
12	5.00	6.00	
13	6.00	7.00	
14	7.00	8.00	

T:\Projects\15158\_South Kiama\DWG\15158\_C01\_AL T4\_Earthworks.dwg

REVISIONS	No.	DESCRIPTION				DRN	APP	DATE	 Site Plus Pty Ltd ABN 73 104 315 095  planning  engineering  landscape  design  management	HEAD OFFICE 345 Keira Street Wollongong NSW 2500 PO Box 5104 Wollongong NSW 2520 T 61 2 4227 4233 F 61 2 4227 4133 E info@siteplus.com.au		Height Datum	A.H.D	Client Title	Dwg Title	PROPOSED SUBDIVISION SOUTH KIAMA LOT 1 DP707300, LOT 5 DP740252 & LOT 101 DP1077617 BULK EARTHWORKS PLAN	Ref & Dwg No 15158.RZ.C02	
	H	REVISED LOT LAYOUT				A.C	A.C	15/10/19		Drawn	A.C	WHITE CONSTRUCTIONS	Dwg Status	APPROVAL	Local Authority KIAMA	Sheet No 02 of 06		
	I	PART LOT 102 ADDED				A.C	A.C	10/12/19		Designed	A.C						Scale 1:2250 @ A1	
	J	REVISED TO COUNCIL COMMENTS				A.C	A.C	09/01/20		Checked	----						Date 12.02.2021	Rev L
	K	REVISED ROAD RESERVE BOUNDARY				A.C	A.C	07/04/20		Approved							A1	
	L	REVISED TO COUNCIL AD INFO DATED 19.01.2021				D.N.	a.c	12.02.21										









LARGE PLANTING / REVEGETATION AREAS WILL BREAK UP DEVELOPMENT AND SOFTEN VIEWS FROM PRINCES HIGHWAY.

OVERALL SITE PLAN  
NTS

EXISTING VEGETATION (TO BE RETAINED AND REVEGETATED) SCREENS A LARGE PART OF THE DEVELOPMENT AND SOFTENS VIEWS FROM PRINCES HIGHWAY.

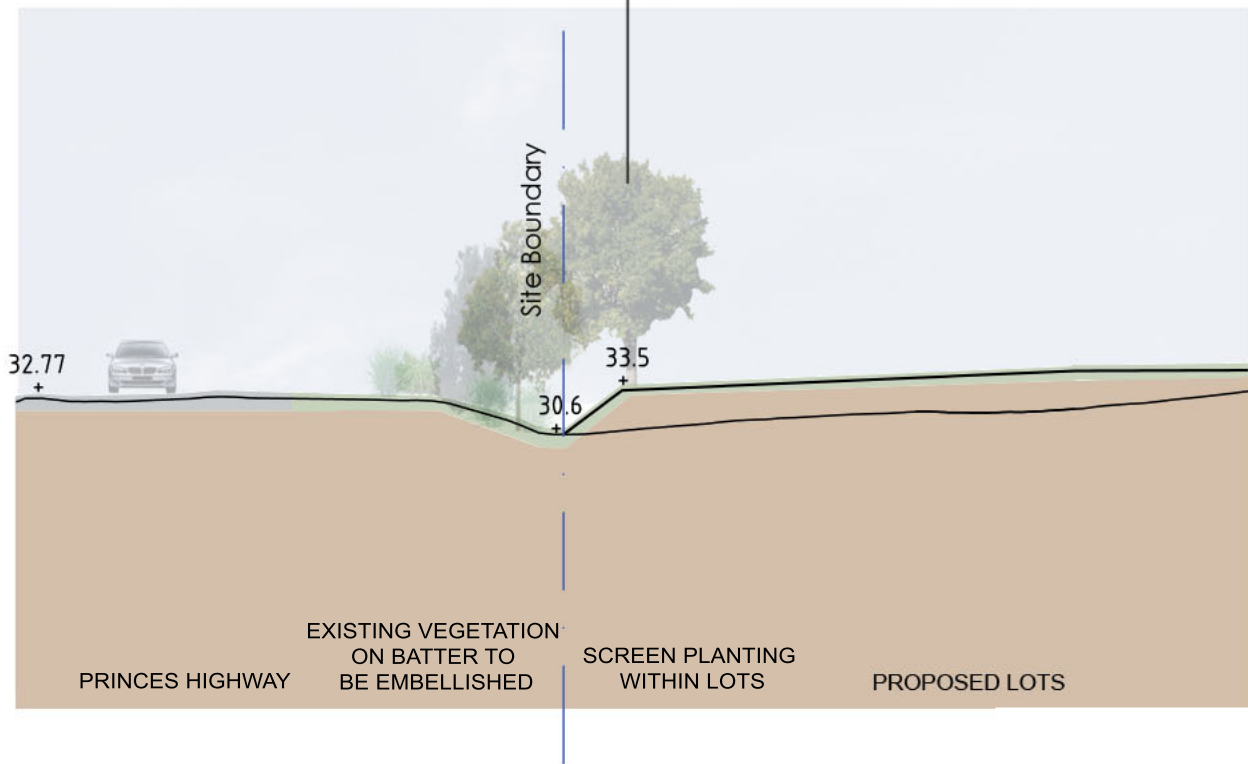
EXISTING VEGETATION ALONG PRINCES HIGHWAY TO BE RETAINED AND EMBELLISHED. WEED REMOVAL AND REVEGETATION WITH ENDEMIC SPECIES

ADDITIONAL PLANTINGS WITHIN LOTS TO SOFTEN VIEWS OVER DEVELOPMENT (IN AREAS WHERE DEVELOPMENT IS BELOW ROAD LEVEL).

LARGE PLANTING / REVEGETATION AREAS WILL BREAK UP DEVELOPMENT AND SOFTEN VIEWS FROM PRINCES HIGHWAY.



TYPICAL SECTION A-A  
1: 500



TYPICAL SECTION B-B  
1: 500

No.	DESCRIPTION	DRN	APP	DATE
A	FOR INFORMATION	K.M	A.C	31/07/19
B	LAYOUT UPDATED	K.M	A.C	13/01/20
C	SITE BOUNDARY ADJUSTED	K.M	A.C	07/04/20
D	LAYOUT AMENDED	K.P	A.C	14/09/20
E	LAYOUT AMENDED	K.P	A.C	15/02/21



Site Plus Pty Ltd ABN 73 104 315 095



planning engineering landscape design management

HEAD OFFICE  
345 Keira Street  
Wollongong NSW 2500  
PO Box 5104  
Wollongong NSW 2520  
T 61 2 4227 4233  
F 61 2 4227 4133  
E info@siteplus.com.au

CAMDEN  
12 View St  
Camden NSW 2570  
T 61 2 4655 5877  
F 61 2 4655 5024  
E camden@siteplus.com.au

Height Datum	A.H.D
Drawn	K.M
Designed	
Checked	
Approved	

Client Title

WHITE CONSTRUCTIONS

Dwg Status

APPROVAL

Local Authority

KIAMA

Dwg Title

PROPOSED SUBDIVISION  
SOUTH KIAMA LOT 1 DP707300,  
LOT 5 DP740252 & LOT 101 DP1077617  
LANDSCAPE INTERFACE PLAN

Ref & Dwg No

15158.LI

Sheet No

01 of 01

Scale

NTS

Date

31/07/2019

Rev

A1

C:\Users\Narini\AppData\Local\Temp\AcPublish\_14240\15158\_aerial.dwg