

7 October 2014

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126-138 Main Road
SPEERS POINT NSW 2284

Dear Brian,

DA251/2013 Masters Windale: Response to Request for Information

1 Introduction

We write on behalf of the applicant, Hydrox Nominees in relation to the above Staged Development Application for a Masters Home Improvement Centre and bulky goods centre. The site is located adjacent to the Pacific Highway at Windale, bound by South Street to the west and Lake Road to the north.

This letter responds to Council's email request for additional information and response to a number of issues dated 5 August 2014. This letter provides a response to each of the issues raised and includes the following additional plans and technical reports:

- Amended Architectural Plans prepared by Leffler Simes Architects (**Attachment A**).
- Traffic response prepared by CBH&K (**Attachment B**).
- Stormwater and earthworks response and amended plans prepared by Mott Macdonald (**Attachment C**).
- Landscape response and amended Landscape Plans prepared by Site Image (**Attachment D**).

We trust this information is sufficient to facilitate Council's ongoing assessment of the application and timely allocation to a JRPP meeting for determination. We would be happy to meet or discuss any element of the additional information if required.

2 Design

2.1 PRESENTATION TO THE HIGHWAY

Council requested that either the trade area of the Masters Home Improvement Centre be relocated or the appearance of the nursery component be reconsidered to improve the presentation of the store to the Pacific Highway.

Drawing DA01 Issue P7 lodged with the DA showed the loading dock facing the Pacific Highway to the east. The design has since been revised with consideration of Council's comments to position the loading dock towards the South Street boundary of the site to the west of the site. The revised location of the loading dock area is set down below the level of the frontage at Pacific Highway and will not be visible to passing traffic along the Pacific Highway.

Accordingly, the presentation to Pacific Highway is improved by relocating the back of house and service area away from the primary street frontage, and by orientating the nursery component to the east. The eastern façade is proposed to be articulated through the screen wall of the nursery trading area, plants and shade sails. The selected sail shades on steel posts form a key component of the appearance of the Masters Home Improvement Centre and will articulate the roofline when viewed from Pacific Highway. **Figure 1** below shows the nursery component at the Masters Home Improvement Centre at Heatherbrae.

Further, the service lane which was previously located along the sites eastern boundary is now proposed as fire brigade access only. This also reduces the amount of hardstand surfaces when viewed from Pacific Highway.

FIGURE 1 – NURSERY COMPONENT AT HEATHERBRAE



2.2 DESIGN OF THE WESTERN FAÇADE TO SOUTH STREET

The western façade of the Masters Home Improvement Centre facing South Street has been reviewed in context of Council's request to provide an improved design response to the adjacent residential area. Further articulation has been provided through variation in parapet heights and materials. Blue FC sheet cladding is proposed with expressed joints and additional signage with iconography has also been provided. This is shown on the amended elevations provided in **Attachment A**.

2.3 SCREENING OF ROOF PLANT

Council requested that the roof plant be screened as it will be visible to elevated residential areas to the west. **Figure 2** show how the units will appear on the rooftop.

FIGURE 2 – PRESENTATION OF MASTERS STORE MECHANICAL UNITS



The mechanical plant required for Masters Home Improvement Centres consists of four separate fully enclosed air conditioning units. The units are compact, regular shaped units which present as a minor vertical extension of the roof form.

Screening the units has previously been explored on a number of Masters Home Improvement Centres and the bulk associated with the screens results in the units appearing larger and visually more obtrusive than they would otherwise be. Further, the units are setback from the edge of the building and will be at a height of over 8m above the ground which will greatly reduce their visibility from residents to the west located approximately 60m away.

In order to present the most visually appealing built form when viewed from the site and immediate surrounds, we request that council reconsider the requirement to screen the roof plant.

2.4 LOCATION OF STAGE 1B BUILDINGS

Council's letter requests that consideration be given to relocating the bulky goods tenancy buildings eastwards to front the Pacific Highway with associated parking located behind these tenancies. The retail component of the buildings would then present to the Pacific Highway rather than the proposed car parking.

The layout of the bulky goods tenancies has been considered in context of Council's request and the following points are raised:

- The area of the site which will accommodate the bulky goods tenancies is generally rectangular with a narrower width than that of the Masters Home Improvement Store portion of the site. The currently proposed car parking location associated with the bulky goods buildings will be provided in three distinct areas with 126 spaces servicing Tenancy 1-4, 261 spaces servicing Tenancies 5-

13 and 33 spaces for the restaurant. These individual parking areas and the narrow nature of the site prevent the appearance of a continuous block of car parking when viewed from the Pacific Highway.

- The parking associated with the tenancies are broken down into three aisles of parking punctuated with aisle tree planting, landscaping and pedestrian access points from the Pacific Highway. It should be noted that the Landscape Plans provided in **Attachment D** have been amended to provide enhanced tree planting within the car parking areas as discussed in Section 5. The layout provides clear accessibility to all tenancies from the highway frontage. The directional signage (discussed further at Section 2 of this letter) will clearly identify entry points to the site and these parking areas.
- Retail development especially bulky goods uses with a large floor plate require a back of house / receiving area and a retail frontage as follows:
 - Bulky goods premises are generally car orientated with most customers arriving by private vehicle to enable collection of larger goods. Accordingly, it is desirable to have on grade parking in front of the tenancy where it is visible from the road.
 - Locating car parking to the rear (or west) of the tenancies results in shop fronts which do not address Pacific Highway. This elevation becomes the back or side of the retail stores. These areas would typically be racked with stock internally and any windows facing Pacific Highway would likely be blacked out by potential tenants.
- The current design allows a continuous rear service road to access the back of house areas associated with these tenancies in a location which is generally not visible to the users of the site or passing vehicles.
- The current arrangement avoids the conflict associated with customers navigating the car park and service vehicles access the back of house areas. Positioning the building on the Pacific Highway frontage would create a conflict between customer and service vehicles at the rear that would be exacerbated by the narrow nature of this site. In accordance with Council's comments discussed in Section 4.6, conflict between customers and service vehicles is to be avoided wherever possible.
- Providing large expanses of parking to the rear of the site and adjacent to the playing fields and park land will present a safety issue. Council have requested that access to the site be allowed from the playing fields to the north west of the site. People accessing this area will be presented with the parking and service areas with little outlook and opportunity to maintain a safe environment. **Table 1** provides an assessment of this location against key CPTED considerations which demonstrates that the proposed location of the bulky goods tenancies results in an optimal safety outcome.

TABLE 1 – KEY CPTED CONSIDERATIONS

PRINCIPLE	RESPONSE
Clear sightlines between public and private places	Locating parking areas to the rear of the site would prevent clear sightlines between tenancy entrances and public areas to the west.
The internal driveway layout should encourage regular movement of vehicles across the site	The current location of the service road clearly achieves this regular and predictable movement of vehicles through clear delimitation of areas across the site. Movement of the tenancies would present considerable difficulties in accommodating a

PRINCIPLE	RESPONSE
	comprehensive and logical servicing strategy across the suite.
Maximise visibility to and from the car park.	The car park areas will be located behind the tenancy buildings and between the verge associated with the adjoining site to the west restricting clear visibility of these areas.

- We note that Council provide a comparison of the preferred layout with that at Bennetts Green. The development at Bennetts Green is part of a bulky goods cluster which is a more compact 'estate type' development with internal access roads and development which span out surrounding it. The tenancies are generally smaller with less car parking. The location of the buildings adjacent to the Pacific Highway has the effect of internalising the activity in the precinct behind.

The current layout presents the most efficient and logical location for the service road to allow for ultimate functionality of the site accommodating necessary parking, landscaping and access points and limiting conflict associated with customer and service vehicles. Accordingly, we request that Council approve the location of the bulky goods tenancies as proposed.

It should also be noted that a minor amendment to the service road has been included on the amended Architectural Plans provided in **Attachment A**. The service road continues to be located behind Tenancies 1-13 but terminates to the north of the Masters Home Improvement Centre where a turning head is provided for trucks. A separate entry point and road for Masters service vehicles is maintained to the south of the site.

2.5 CAR PARKING ADJOINING THE TRADE AREA

The Architectural Plans lodged with the DA provided thirty two spaces along the western boundary of the Masters Home Improvement Centre adjacent to the western service lane. Following review of Council's comments, this has been reduced to nineteen spaces. To further avoid conflict between customers who may be unfamiliar with the layout of the car park and service vehicles accessing the loading dock, it is proposed to nominate these spaces as dedicated staff car parking only.

The location of these spaces has been review by CBH&K in the traffic response provided at **Attachment B** which concludes:

It is proposed that the relatively small number of spaces in this area (19 spaces) be designated as staff parking. Therefore, turnover of these spaces will be very low. Combined with the low number of service vehicles, these spaces will not cause unusual safety or circulation issues.

Accordingly, the retention of these spaces on the basis that they are allocated only for use by staff members is considered acceptable.

In addition and as discussed above, the service road now terminates to the north of the Masters Home Improvement Centre where a turning head is provided for trucks. As a result, access for the bulky goods tenancies will be via the Pacific Highway and not South Street which minimised conflict with service vehicles and customers.

2.6 DETAILED DESIGN OF THE BULKY GOODS TENANCIES AND RESTAURANT

DA251/2013 is a staged Development Application pursuant to S80(4) of the *Environmental Planning and Assessment Act 1979*. As lodged, this included a Masters Home Improvement Centre and concept Bulky Goods Centre containing up to 13 tenancies and restaurant as shown in **Table 2**.

TABLE 2 – PROPOSED STAGING OF DEVELOPMENT AS LODGED

STAGE	PROPOSED
Stage 1A	<p>Stage 1A Masters Home Improvement Centre and site establishment infrastructure including:</p> <ul style="list-style-type: none"> ▪ Demolition ▪ Signage ▪ Subdivision ▪ Landscaping ▪ Civil and stormwater
Stage 1B	<p>Stage 1B Bulky Goods Centre and Restaurant including:</p> <ul style="list-style-type: none"> ▪ 13 individual Bulky Goods tenancies and a Restaurant.

Council's letter requested that design detail of the bulky goods and restaurant building be provided as part of this application.

Through review of the staging and with consideration of Council's comments, Stage 1A is proposed to be amended to include the Masters Home Improvement Centre, restaurant and revised bulky goods tenancies 1-8. This includes all associated infrastructure with these elements including the proposed access adjacent to Grove Street. This is shown in the amended Architectural Plans provided in **Attachment A**. The amended staging is shown in **Table 3**.

TABLE 3 – AMENDED STAGING OF DEVELOPMENT

STAGE	PROPOSED
Stage 1A	<p>Stage 1A Masters Home Improvement Centre, restaurant, bulky goods tenancies 1 – 8 and site establishment infrastructure including:</p> <ul style="list-style-type: none"> ▪ Demolition ▪ Signage ▪ Subdivision ▪ Landscaping ▪ Civil and stormwater
Stage 1B	<p>Stage 1B Bulky Goods Centre including tenancies 9-13.</p>

The proposed development including the proposed restaurant use continues to be consistent with the objectives of the B7 Business Park zone. The proposed uses give provision of additional employment opportunities for residents of the immediate locality and the wider local government area.

To reflect the proposed amends to the staging, additional Architectural Plans for the bulky goods tenancies and the restaurant are now provided in **Attachment A** and are requested to form part of the approval for DA251/2013.

3 Signage

Council requested that the proposed dimensions of the proposed pylon signage be reconsidered. Section 9.17 of the Lake Macquarie DCP 2014 states that pylon signs should be a maximum of 6m in height. The proposed development as lodged included five pylon signs across the site each of 12m in height.

The proposed signage strategy has now been revised with consideration of Council's comments to provide the following:

- Directional signage with a height of 2m at the South Street entry.
- Directional signage with a height of 2m at the southern most entry point on the Pacific Highway.
- Directional signage with a height of 2m at the intersection of Pacific Highway and Lake Street.
- Pylon sign with a height of 12m at the new car park entry and roundabout from Pacific Highway.
- Pylon sign with a height of 12m at the new intersection on Pacific Highway in alignment with Grove Street.

The number of pylon signs has been reduced from five to two with all other signage being directional and limited to 2m in height. This presents a coherent signage strategy for the site which will avoid proliferation of signage.

The reduced number of pylon signs are considered to be appropriate in context of the site and future development with consideration of:

- The site has a substantial main site frontage to the Pacific Highway of over 830m. The Pacific Highway is a vehicle thoroughfare for the Lake Macquarie LGA and carries high traffic volumes. The speed limit along Pacific Highway is 70km per hour and the purpose of the pylon signage is to advertise the retail offerings and give appropriate opportunity for passing trade to reduce speed and enter the site safely. Further, the pylon signs are of a reasonable height to ensure signage on the Pacific Highway frontage are visible above the verge vegetation to motorists approaching the site
- Given the scale of the proposed and concept development, the size of the pylon signs are considered appropriate in context of the surrounding urban environment. The site is of a substantial size (approximately 7.89ha) and will form a significant and large scale bulky goods precinct in the Lake Macquarie LGA. The site will accommodate 4 separate elements (being the Home Improvement Centre, tenancies 1-8, the restaurant and tenancies 9-13), the two pylon signs are deemed appropriate to advertise the built form elements on the site without cluttering the street frontage.
- The pylon signs will include other bulky goods tenancy signage along with Masters in accordance with the DCP objectives for shared signage.

- All proposed signage has an integrated theme and colour with durable, fade-proof and high aesthetic quality materials. The pylon signs are compatible with the design, scale and architectural character of the site and the building height of the Masters Home Improvement Centre at 11m.
- It is noted that the proposed pylon signs are consistent in scale and height with those currently associated with the Toyota and Mercedes retailers located to the north of the site at the corner of Pacific Highway and Oakdale Road in Gateshead and shown in **Figure 3**.
- Reduced signage at the South Street entry is now proposed in accordance with Council's comments to reflect the nature of this access point as a secondary frontage to the site and avoid any visual impacts to residential development to the west.
- It is noted that the DCP does not include provisions for directional signage but these signs are considered entirely appropriate to assist with identifying entry and exit points to the site.

It should be noted that signage for the Stage 1B buildings does not form part of this Development Application.

FIGURE 3 – SIGNAGE AT GATESHEAD



4 Traffic

4.1 PEDESTRIANS AND CYCLISTS

Council have requested that an extension to the existing footpaths provided along South Street and Lake Street be provided as part of the development. The amended Architectural Plans provided in **Attachment A** now show the following:

- A footpath along the site frontage to South Street, connecting to the existing pedestrian refuge north of Iona Street.

- A concrete footpath along the Lake Street frontage from the signals and pedestrian crossing at the Lake Street, Pacific Highway and Inner City Bypass intersection into the site from Lake Street.

Council requested that the layout of cycleway, car park, restaurant and bus stops be integrated throughout the site. The amended Architectural Plans provide improved pedestrian connectivity between the northern and southern ends of the development through provision of a pedestrian connection between the bus stop on Pacific Highway and the pedestrian/cycle path along the sites main frontage.

4.2 PUBLIC TRANSPORT

In relation to public transport, Council request that bus stops associated with Route 317 on South Street and Iona Street be upgraded to comply with disability access requirements.

The key frontage to the site is to the Pacific Highway and as noted in Council's letter, the bus stop associated with Routes 99, 349 and 350 along the Pacific Highway will be relocated by the applicant with the exact location to be determined in consultation with the RMS. The bus stops to the west of the site and associated with the residential area adjacent to South Street have limited connection to the proposed use. As stated in the Traffic Report submitted as part of the Development Application, it is unlikely that a large proportion of customers would use public transport and those that do are anticipated to arrive at the site via the main bus stop on the Pacific Highway. Accordingly, upgrade of the bus stops on South Street and Iona Street is not considered reasonable in context of this proposal.

As described in Section 4.1, a footpath is also proposed along the South Street frontage connecting with the existing crossing to improve pedestrian access in this area.

4.3 VEHICLE PARKING PROVISION

Council note that the proposed amount of parking complies with the requirements of the Lake Macquarie DCP 2014. Further information is provided below with regard to the staged provision of parking across the site:

Stage 1A

- Masters Home Improvement Centre: 402 car spaces
- Tenancies 1 - 8: 138 car spaces
- Restaurant: 37 car spaces

Stage 1B

- Bulky goods tenancies 9 - 13: 244 car spaces

Each stage provides parking to satisfy the DCP requirements and an appropriate condition of consent can be provided in this regard as appropriate.

4.4 CAR PARKING AREAS AND STRUCTURES

As discussed in Section 2.5, the car parking on the western boundary adjacent to the western service road of the Masters Home Improvement Centre is proposed to be retained for staff parking only.

The issues raised under Point 2 – 5 of Council's letter are accepted by the applicant as follows:

- *'Give way' provisions on the service road* – Give way signs have been added and are shown on the revised Site Plan.
- *Signage for heavy vehicles and customer vehicles* – A 'give way' sign has been added at the northern end of site near service road as shown on the revised Site Plan.
- *Any four-way intersections should have priority defined with give-way linemarking* – It is considered that this can be addressed by way of condition of consent.
- *Pedestrian crossings should be raised to the same level as the footpaths* – This has been achieved where appropriate. Typically the pedestrian crossings are flush at the Masters Home Improvement Centre entry point with no kerbs.
- *Disabled parking spaces allocated to the restaurant tenancy* – As discussed above, the design of the restaurant is now included in the application with the Architectural Plans provided in **Attachment A**. Two disabled spaces are allocated adjacent to the tenancy entrance which meets the relevant Australian Standards.
- *There is a pedestrian crossing which leads nowhere across the service road* – This has now been deleted from the Architectural Plans.
- *Footpath connection from South Street and Lake Street into the site* – This footpath is now provided and shown on the revised Site Plan.

4.5 VEHICLE ACCESS

In relation to vehicle access, Council note that heavy vehicles accessing the rear service road behind the proposed bulky goods store would need to use Lake Street as there is no alternative without travelling through the car park aisles. Council recommended that heavy vehicles use Lake Street to access but not exit the site.

This is addressed in the traffic response provided in **Attachment B** which states that as the Lake Street driveway would also cater for customers, the driveway would be two-way and the service road would be one-way, to the southern end of the tenancy buildings.

It was also requested that further investigation be undertaken with regard to ingress and egress from the site at Lake Street and South Street as the current road geometry was considered inadequate for the expected traffic volumes utilising the proposed development.

The traffic response provided in **Attachment B** states the following in this regard:

The Lake Street driveway will be left in/left out and will cater for two-way traffic flow. Therefore, vehicles entering the site will not be delayed. Vehicles exiting the site onto Lake Street would give way to traffic in Lake Street. Analysis of the operation of this driveway with SIDRA indicates that it will operate at level of service A, a good level of service, with average delays for the highest delayed movement of less than 10 seconds per vehicle during peak times.

Similarly, the South Street driveway will operate with average delays for the highest delayed movement of less than 10 seconds per vehicle during peak times. This represents level of service A, a good level of service.

Accordingly, no measures are considered appropriate at the Lake Street or South Street access locations.

As discussed in Section 2.4, the service road now terminates to the north of the Masters Home Improvement Centre where a turning head is provided for trucks. As a result, only service vehicles associated with Masters will access South Street with all bulky goods tenancies service vehicles exiting via the Pacific Highway.

4.6 SERVICING AREAS

The service roads and loading areas will not be accessible by customers and in accordance with Council's comments discussed at Section 4.4, appropriate signage will be provided to distinguish between customer and service access.

4.7 ON SITE BICYCLE FACILITIES

Due to the nature of the proposed uses, it is not anticipated that a large number of people will use bicycles to travel to or from the site. However, 16 bicycle racks have now been provided adjacent to the garden entry point of the Masters Home Improvement Store and are shown on the Architectural Plans provided in **Attachment A**.

5 Landscaping

Council provided a number of comments with regard to the proposed landscaping. This has been reviewed by Site Image and a landscape response and amended Landscape Plans are now provided in **Attachment D**. A summary response is provided in **Table 4** below.

TABLE 4 – RESPONSE TO LANDSCAPE COMMENTS

COUNCIL COMMENT	LANDSCAPING RESPONSE
The proposed development interface with adjoining residential land to the west and building siting/frontage to Pacific Highway is not deemed adequate from a streetscape outcome in terms of an appropriate design response	<p>The proposed landscaping scheme has been appropriately considered and designed to respond to the proposed built form and enhance the presentation of the development to the surrounding land uses and streetscapes. It provides a suitable presentation to Pacific Highway and Bennetts Green with an appropriate interface with residential houses to the west.</p> <p>A combination of tree and orderly groundcover plantings shall soften the built form and also comply with CPTED principles.</p>
An improved landscape response to internal car parking areas is required and increased landscape buffers to adjoining land uses be reviewed. Detention basin batters can accommodate tree planting to screen the service area.	<p>Additional and larger landscape bays have now been included to increase tree and groundcover areas within the car parks.</p> <p>Tree planting have also been added to the detention basin with additional landscape plantings. A planting hierarchy has been adopted using grasses, shrubs, accents and trees appropriately in response to the varied internal landscape spaces of the site.</p>
A Landscape Site Analysis plan in coordination with an Arborist Report should identify relevant screening/plant buffers abutting residential, recreation land uses and the Pacific Highway.	<p>A Landscape Site Analysis Plan has been prepared by Site Image and provided in Attachment D.</p> <p>An arborist has been engaged and an Arborist Report. Tree retention or removal will affect the proposed built form and the application is committed to reviewing the landscape plans on the</p>

COUNCIL COMMENT	LANDSCAPING RESPONSE
	basis of the arborist recommendations. Accordingly, it is requested that this form a condition of consent.
A further study should identify species worthy of retention along the boundaries abutting Pacific Highway to the east, the western boundary abutting recreation fields (Stage 1B) inclusive of buffer area to the north of nominated carpark associated to this DA. Further assessment of tree retention should be reviewed along the western boundary to the proposed western façade where a retaining wall is proposed inclusive of a 1.5m high solid acoustic fence.	As above retention of trees will be considered once the Arborist Report has been completed.
Review siting of future staged development building envelopes to present to Pacific Highway to enable a more substantial plant buffer to be established. This may reduce noise impacts and potentially reduce noise amelioration measures that have an impact on streetscape views.	This is discussed further in Section 2.4. There is limited opportunity to provide landscaping to the west of the site. The playing fields and the subject site will be separated by a fence as requested by Council with an access gate to allow entry onto the subject site. Tree planting has been provided where viable and provides a sustainable landscaping approach.
Implementing additional articulation in the form of materials, colours, green walls, in light of fragmentation of built form from street views, implementation of native canopy trees.	This is discussed further in Section 2.2. Native trees have been provided with significant canopies.
Additional landscape sections be provided to assess the interface landscape buffers provided along the sites boundaries.	Landscape sections have now been provided in Attachment D .
Review earthworks in southern bushland area to minimize removal of trees and provide compensatory planting.	This is addressed in the response provided by Mott Macdonald in Attachment C .
Resolve level changes at interface with sports fields. Provide sections to show walls, batters and planting and existing vegetation.	Sections have now been provided in Attachment D . There is minimal ability to provide significant planting within the boundary; however trees and large grasses have been planted where retaining walls do not occur to allow for a planting buffer. Existing vegetation to these areas are subject to review of the Arborist Report.

6 Sustainability: Creeks and Water Courses

6.1 WATER BODIES, WATERWAYS AND WETLANDS

Council note that the watercourse located to the south of the development is a tributary of Crokers Creek. On the basis of proximity to the watercourse, a Rehabilitation/Restoration Plan has been requested prior to approval of the DA.

While we note that the proposed development is within 20m of the riparian corridor, Crockers Creek is located on Council land and is currently in poor condition requiring rehabilitation which has not previously been prioritised or initiated. A number of construction management and erosion and sediment control measures will be in place during construction works associated with the development and will ensure that impacts on the creek are negligible.

Further consultation has been undertaken with Council in this regard with the following clarification provided by email dated 24 September 2014:

- There is to be no obligation for the applicant to maintain the riparian zone once it has been rehabilitated.
- The riparian area is owned by Council and it will remain as such once the land is subdivided.
- The works would occur concurrently with the construction works and would not be a precondition to issuing of the subdivision or release of the Construction Certificate.

Notwithstanding that the impacts on the creek as a result of the development will be minimal and based on the above arrangement, a basic Rehabilitation Plan will be provided by the applicant once approval has been obtained.

It was also requested by Council that the strategies of the proposed Plan of Management for the Jewells Coastal Wetland Park be considered with regard to the proposed Soil and Water Management Plan. The stormwater response provided in **Attachment C** provides this information.

6.2 STORMWATER MANAGEMENT (DRAINAGE SYSTEM DESIGN)

Council have requested additional information detailing how runoff from the garden area will be captured and treated.

With regards to the garden centre stormwater drainage arrangement, a silt arrestor is proposed to be placed downstream of the pit and piped network prior to connection into the main stormwater trunk line. It is envisaged that any spillages which occur within the garden centre will be captured by the silt arrestor, in an effort to prevent high nutrient contaminants entering the stormwater network. This is discussed further in the response by Mott Macdonald provided in **Attachment C**.

6.3 EROSION AND SEDIMENT

The comments relating to erosion and sediment have been reviewed by Mott Macdonald and additional information and amended plans are provided in **Attachment C**. A summary of the response is provided in **Table 5**.

TABLE 5 – RESPONSE TO EROSION AND SEDIMENT COMMENTS

COUNCIL COMMENT	EROSION AND SEDIMENT RESPONSE
<p>The area of disturbance associated with the development is over 2500m². Lake Macquarie LEP 2004, Clause 31(2)(c), requires a Soil and Water Management Plan (SWMP) for developments where the area of soil surface exposure is greater than 2500sqm.</p> <p>In addition, LMCC's DCP No.1 Section 2.1.11 (Erosion Prevention and Sediment Control) states that for developments over 2500m², a SWMP is required. The Plan does not comply with the requirements of LMCC's LEP or DCP.</p>	<p>In accordance with Clause 31(2)(c) a Soil and Water Management Plan has been submitted as the site is greater than 2500sqm.</p> <p>An amended Soil and Water Management Plan is currently being prepared and will follow under separate cover.</p>
The site is considered high risk.	This will be consideration as part of the amended Soil and Water Management Plan.
Capacity of "sediment retarding basin" is given as 582m ³ on drawing 0111 and 450m ³ on drawing 140. Please clarify.	The basin shown on drawing 0140 is for Onsite Stormwater Detention purposes for post construction (minimum required volume of 450m ³). The Sediment Retarding Basin shown on drawing 0111 (582m ³) is for water quality purposes during the construction phase of the project.
Site access would be safer on South Street rather than Pacific Highway	This has been updated on the Erosion and Sediment Plans; however this would typically be specified by the contractor undertaking the works.
Clear delineation of stages.	The stages have been defined on the amended plans.
No erosion and sediment control measures are permitted outside the site including on local and state roads. All erosion and sediment control measures must adequately prevent pollution before water leaves the site.	This has been reviewed and amended where appropriate. Additional devices have been specified downstream of the proposed development on local and state roads to provide an additional level of protection to waterways downstream of the proposed development.
Due to the dispersible nature of the soils onsite, as evidenced by the condition of the creekline to the east of the site, I am concerned that if the proposed above ground onsite detention basin holds any water on a permanent basis, it may fail. This may be due to water in basin causing soils to disperse and tunnel to the creekline especially if the height of the retained water is higher than the creekline. Construction methods for	The above ground On-site Stormwater Detention Basin is not envisaged to hold water on a permanent basis. Additional details may be presented to Council as part of the detailed design phase of the project, to alleviate any constructability concerns.

COUNCIL COMMENT	EROSION AND SEDIMENT RESPONSE
basin should address this.	
<p>The applicant shall also submit with the SWMP, a Statement of Compliance, stating that:</p> <ul style="list-style-type: none"> ▪ The Plan has been developed by an appropriately qualified professional in erosion and sediment control; ▪ The Plan complies with the requirements of a SWMP as set out in LMCC's DCP No. 1; ▪ The Plan and associated documents, calculations and drawings, have been prepared to a standard which, if properly implemented, will achieve the water release criteria of 50mg/L of Total Suspended Solids (TSS) as identified in LMCC DCP No.1 and The Blue Book (Managing Urban Stormwater – Soils and Construction. Landcom, 2004); and ▪ All erosion and sediment control measures are in accordance with the latest version of The Blue Book (Managing Urban Stormwater – Soils and Construction. Landcom, 2004) or other current recognised industry standard for erosion and sediment control for Australian conditions 	<p>Design Certification can be provided with the amended Soil and Water Management Plan.</p> <p>Whilst the plan can be designed and certified by Mott MacDonald, it is the contractor's responsibility to for the establishment and management of the site, including preparing a detailed plan and obtaining approval from the relevant authority prior to the commencement of any work. We request that this form a condition of consent.</p>

7 Senior / Disabled Access

We note Council's request for a Disability Access Audit. The applicant is committed to providing a DDA report to provide adequate access arrangements. As this is anticipated to result in only minor design detail amendments to the plans (if any), it is considered that this can be provided as a condition of consent.

8 Building

Consistent with Council's comments it is considered that the Alternative Solution required in relation to the BCA for exit travel distances can be required as a condition of consent.

9 Flooding

The requirement for all buildings to be constructed at a minimum 500mm above the 1 in 100 year flood has been assessed by Mott Macdonald. A detailed assessment has been provided in this regard in **Attachment C**.

In summary, the proposed finished floor level of the proposed development is nominated at FFL23.5m AHD which is below the minimum flood planning level of FFL 25.38m AHD as specified by Council. However, a number of on-site flood risk management measures are proposed including:

- Maintaining the FFL of the building at FFL 23.50m AHD as currently documented to improve the vehicular and pedestrian connectivity to the site from the Pacific Highway to the east; and
- Introducing a flood protection wall with a minimum height of RL25.40m AHD at the south-western boundary of the development area, alternatively provide a flood protection bund situated in the neighbouring property subject to Council's approval.

These measures will appropriately address Council's concerns with regard to flooding as the risk of flooding is considered low as the 1 in 100 year flows are contained within the existing watercourse and the introduction of a flood protection wall or bund will have negligible impact on the overall flowing of the local catchment.

10 Social Impact

A response to Council's social impact comments is provided in **Table 6**.

TABLE 6 – RESPONSE TO SOCIAL IMPACT COMMENTS

COUNCIL COMMENT	SOCIAL IMPACT RESPONSE
Acoustic	
The Social Impact Assessment recommends that service and goods vehicle delivery times be restricted to between 7am to 7pm. The requirements of the SIA are concurred with, in that service and goods vehicle delivery times be restricted to 7am to 7pm, with no access via South Street;	It is considered that a condition of consent can be imposed in this regard.
Permeability	
The site is currently traversed by local residents wishing to gain access to the Pacific Highway (to access public transport, or the other retail premises in Bennetts Green). Whilst an access pathway is provided from the sporting fields, I recommend that an additional pathway be provided adjacent to the South Street vehicle entrance, and connect with the bus stop on the Pacific Highway.	Pedestrians accessing the site from the footpath on South Street can use the dedicated pedestrian crossing and transverse the front of the Masters Home Improvement Centre and use the second pedestrian crossing to access the new pedestrian path along the Pacific Highway frontage.
The western boundary of the development site adjoins two active sports grounds. Fencing is required both during construction and site occupation. Recommend placement of permanent screening fencing, with the fencing supplemented by plantings to enhance the visual impacts of the development from the active sports area.	Fencing has now been included in the amended Architectural and Landscape Plans.
The Landscape Plans Appendix C indicates plantings of trees and shrubs along the boundary between the development site and the community land active	As discussed in Section 5, there is minimal opportunity to provide significant planting along this boundary and could present a safety issue. However trees and large

COUNCIL COMMENT	SOCIAL IMPACT RESPONSE
sports area. The plans indicate a narrow band of trees, which is inadequate to effectively screen the development buildings from the sports area.	grasses have been planted where retaining walls do not occur to allow for a planting buffer.

11 CPTED

The matters raised in relation to crime prevention and safety are noted and the applicant is accepting of the proposed conditions of consent.

12 External Authority Advice

Council state that the proposed works are within the boundaries of Lots 10-14 DP1013486 which contains an easement for a 500mm diameter cast iron reticulation main which was constructed in 1959. Hunter Water Corporation has noted failures recorded along the main as structures will be constructed either on top of or very close to the main as part of this development.

This issue has been noted and consultation with Hunter Water is being undertaken at the detailed design stage.

13 Summary

We trust this information is sufficient to address Council's request for additional information. We would be happy to discuss this as required and the undersigned can be contacted on 8233 9938.

Yours sincerely,



Sarah Houston
Senior Consultant

Attachment A: Amended Architectural Plans

Attachment B: Traffic response

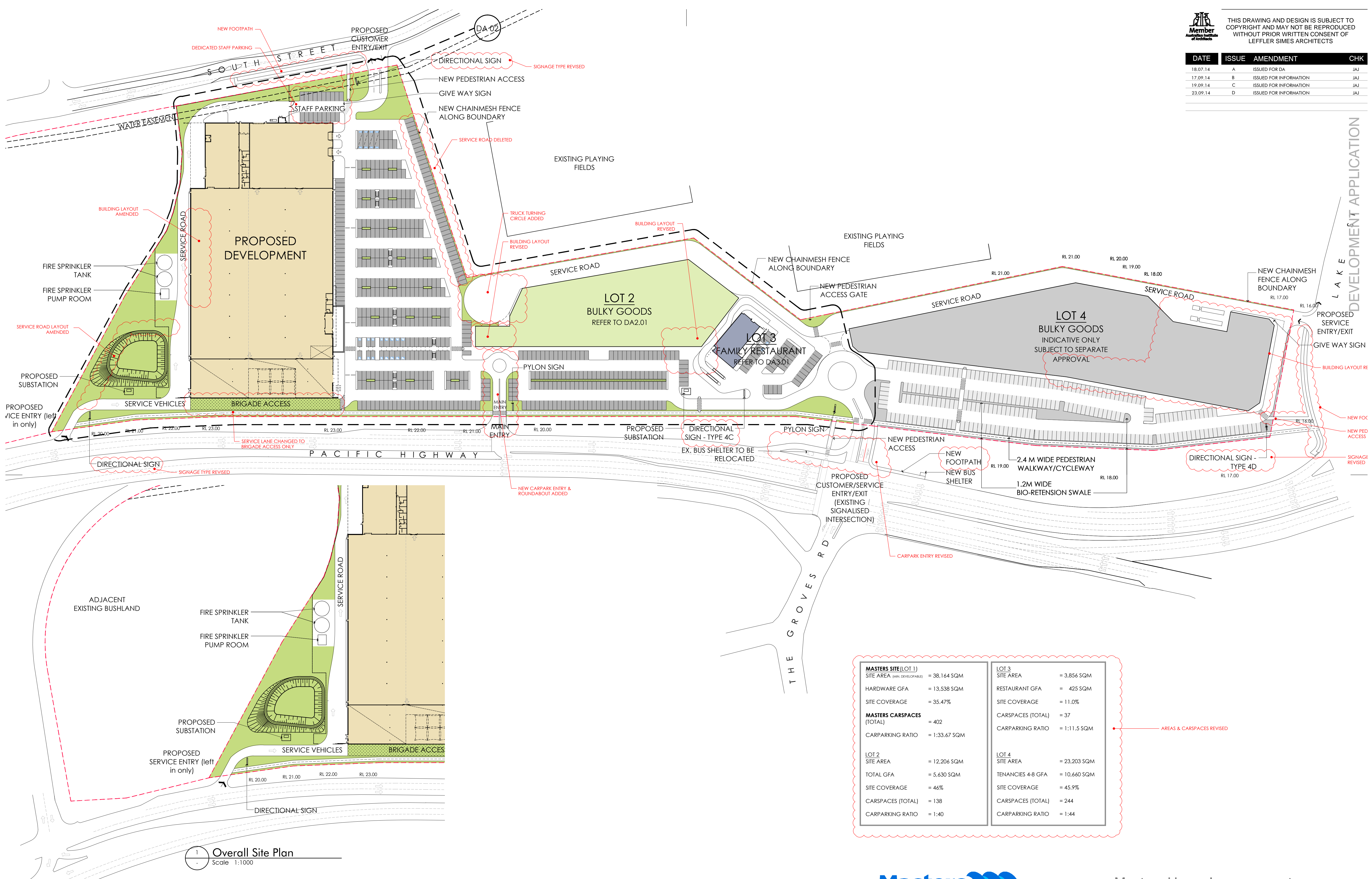
Attachment C: Stormwater and Earthworks Response

Attachment D: Amended Landscape Plans



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18.07.14	A	ISSUED FOR DA	JAJ
17.09.14	B	ISSUED FOR INFORMATION	JAJ
19.09.14	C	ISSUED FOR INFORMATION	JAJ
23.09.14	D	ISSUED FOR INFORMATION	JAJ



MASTERS SITE (LOT 1)		LOT 3	
SITE AREA (AVAIL. DEVELOPABLE)	= 38,164 SQM	SITE AREA	= 3,856 SQM
HARDWARE GFA	= 13,538 SQM	RESTAURANT GFA	= 425 SQM
SITE COVERAGE	= 35.47%	SITE COVERAGE	= 11.0%
MASTERS CARSPACES (TOTAL)		MASTERS CARSPACES (TOTAL)	
(TOTAL)	= 402	(TOTAL)	= 37
CARPARKING RATIO	= 1:33.67 SQM	CARPARKING RATIO	= 1:11.5 SQM
LOT 2		LOT 4	
SITE AREA	= 12,206 SQM	SITE AREA	= 23,203 SQM
TOTAL GFA	= 5,630 SQM	TENANCIES 4-8 GFA	= 10,660 SQM
SITE COVERAGE	= 46%	SITE COVERAGE	= 45.9%
CARPACES (TOTAL)	= 138	CARPACES (TOTAL)	= 244
CARPARKING RATIO	= 1:40	CARPARKING RATIO	= 1:44

Overall Site Plan

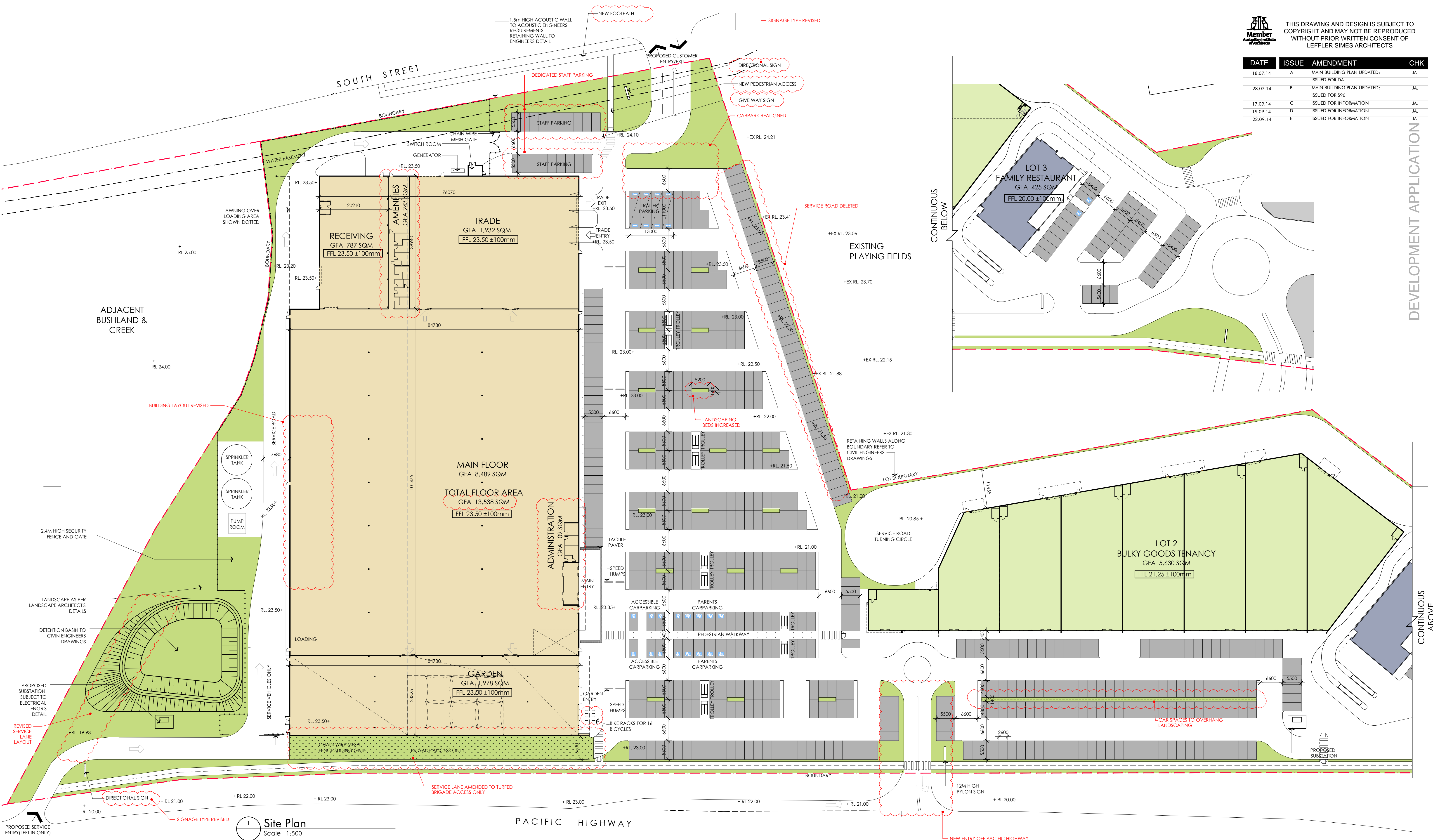


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DATE	ISSUE	AMENDMENT	CHK
18.07.14	A	MAIN BUILDING PLAN UPDATED; ISSUED FOR DA	JAU
28.07.14	B	MAIN BUILDING PLAN UPDATED; ISSUED FOR S94	JAU
17.09.14	C	ISSUED FOR INFORMATION	JAU
19.09.14	D	ISSUED FOR INFORMATION	JAU
23.09.14	E	ISSUED FOR INFORMATION	JAU



SEE ABOVE FOR
NTINUATION OF SLIP LANE

Site Plan



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110 120 150

SCALE: 1/500_@_A1



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JOB NO: 2906
DATE: FEB 2013
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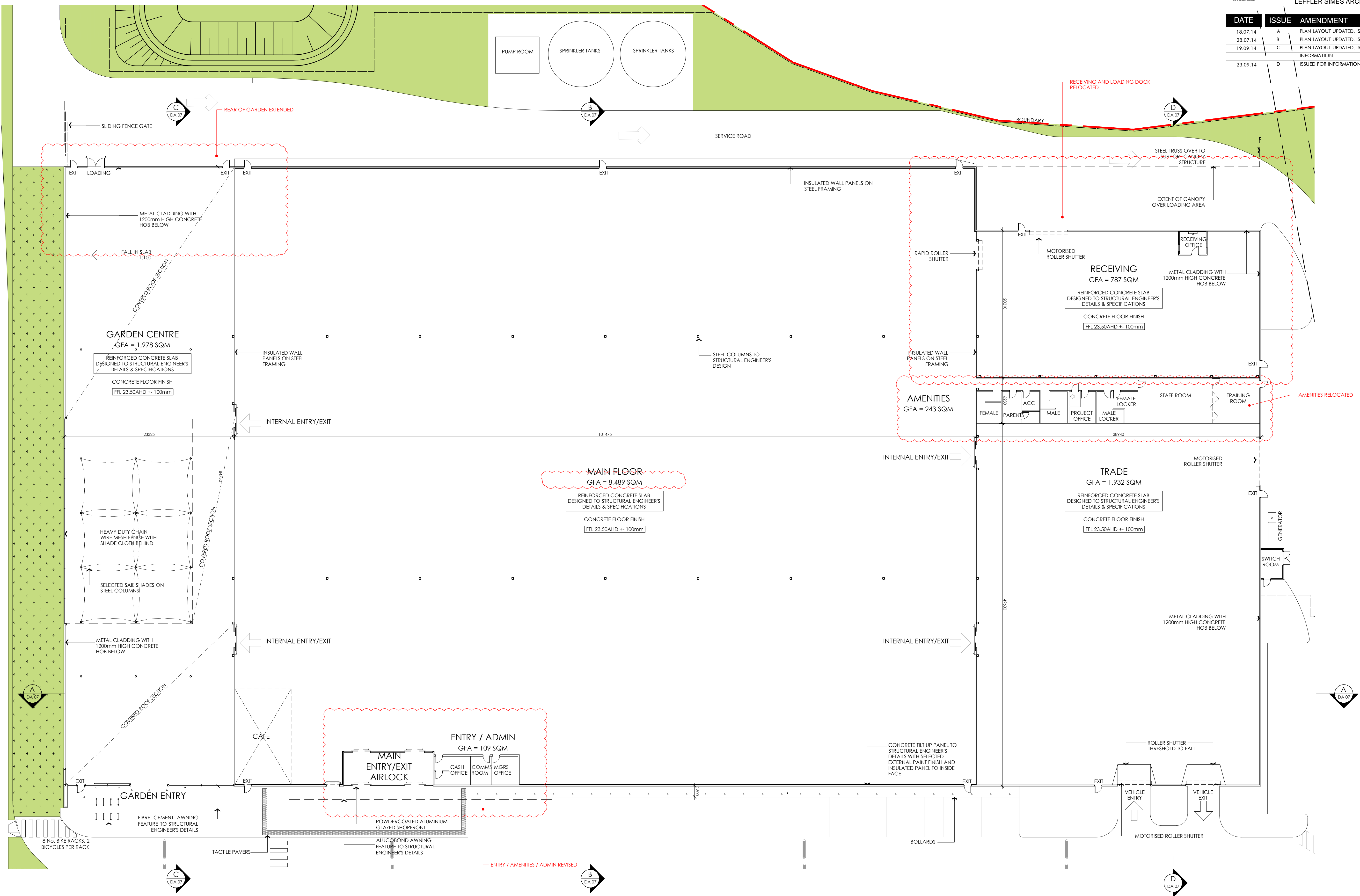
DA02/E

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18.07.14	A	PLAN LAYOUT UPDATED. ISSUED FOR DA	JAJ
28.07.14	B	PLAN LAYOUT UPDATED. ISSUED FOR \$96	JAJ
19.09.14	C	PLAN LAYOUT UPDATED. ISSUED INFORMATION	JAJ
23.09.14	D	ISSUED FOR INFORMATION	JAJ



DEVELOPMENT APPLICATION

Floor Plan

1 Floor Plan
Scale 1:250



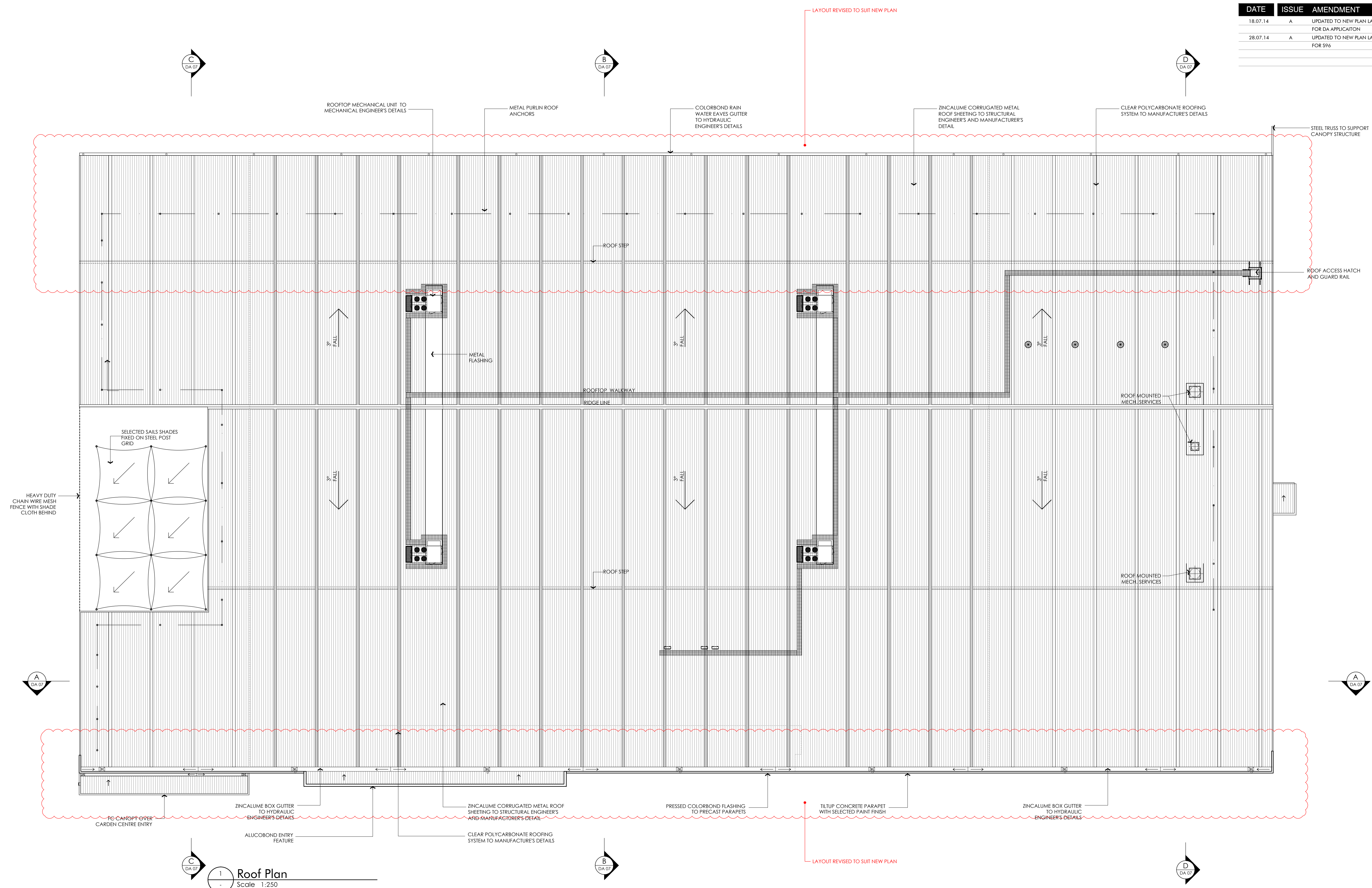
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DATE	ISSUE	AMENDMENT	CHK
18.07.14	A	UPDATED TO NEW PLAN LAYOUT. ISSUED FOR DA APPLICATION	JAJ
28.07.14	A	UPDATED TO NEW PLAN LAYOUT. ISSUED FOR S96	JAJ

DEVELOPMENT APPLICATION



Roof Plan

1 Roof Plan
Scale 1:250



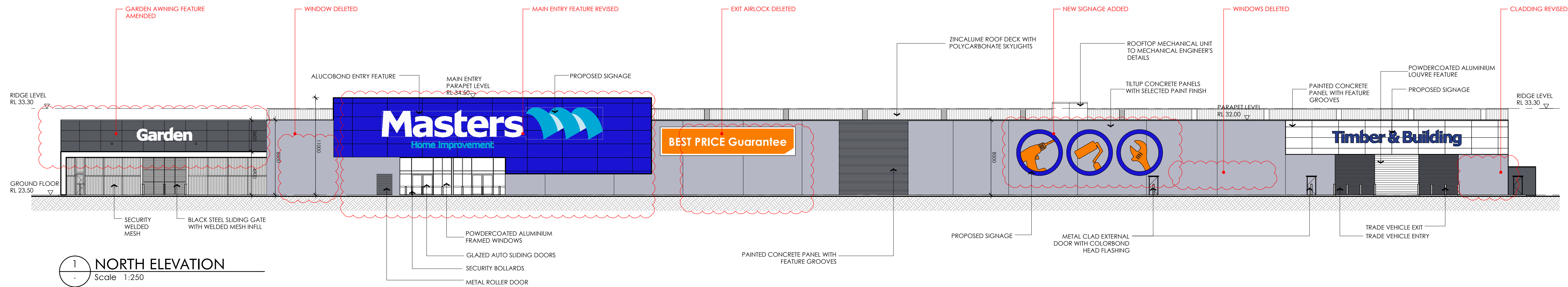
Masters Home Improvement
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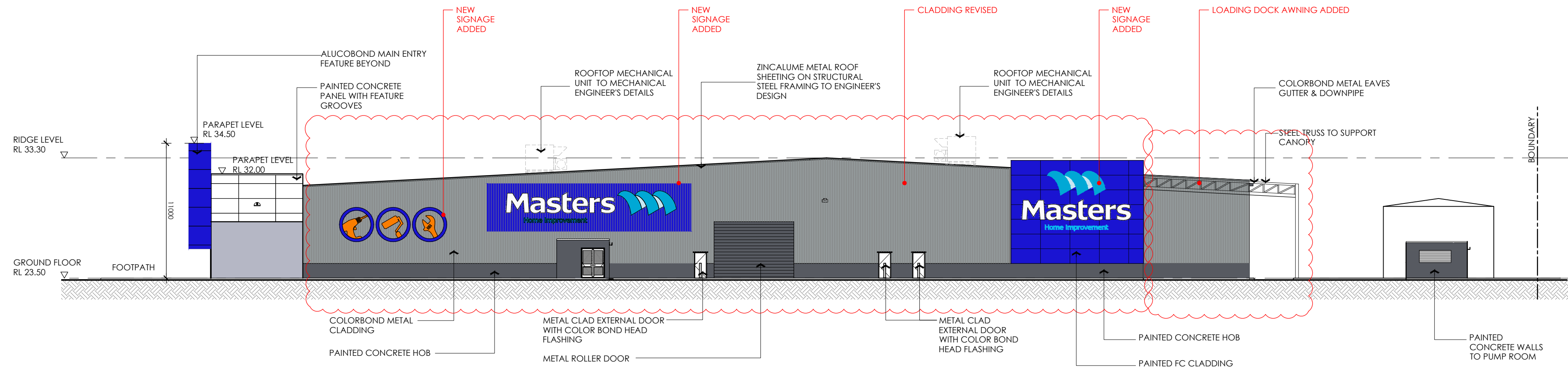
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18.07.14	A	ISSUED FOR DA	JAJ
28.07.14	B	REVISED TO SUIT PLAN UPDATE, ISSUED FOR S96	JAJ
19.09.14	C	ISSUED FOR INFORMATION	JAJ

DEVELOPMENT APPLICATION

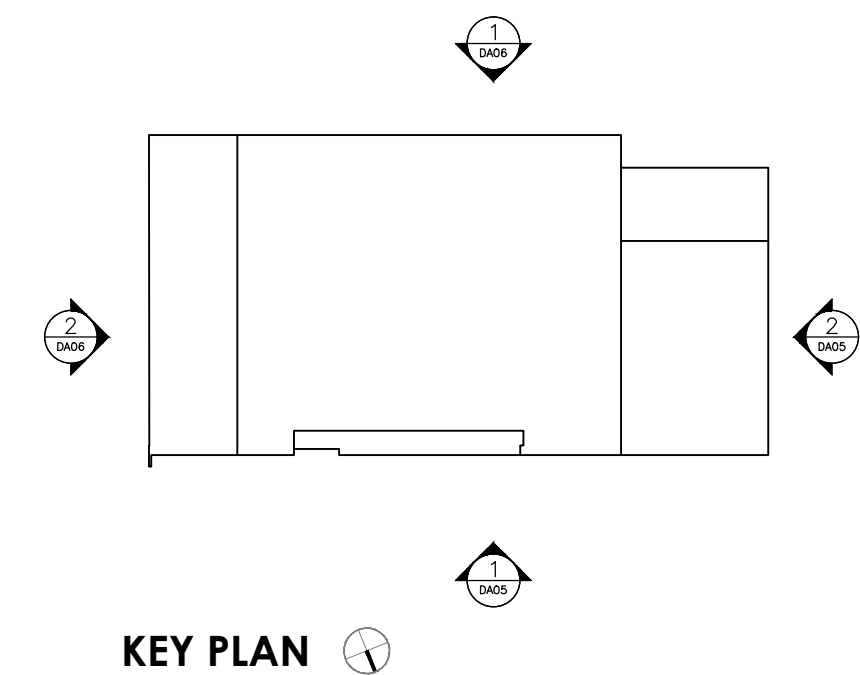


1 NORTH ELEVATION
Scale 1:250



2 WEST ELEVATION
Scale 1:250

EXACT LEVEL TO BE ADVISED
BY CIVIL ENGINEER



Elevations

5 10 20

50

SCALE: 1:250_@_A1

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DRAWN: CHW

DA-05/C

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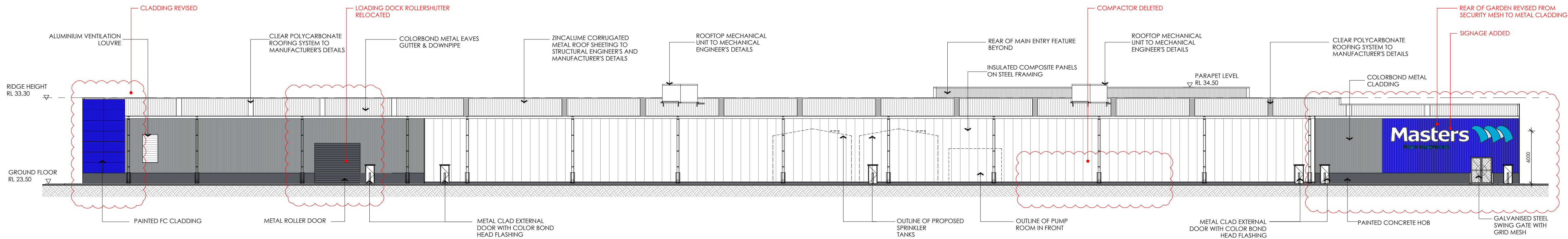




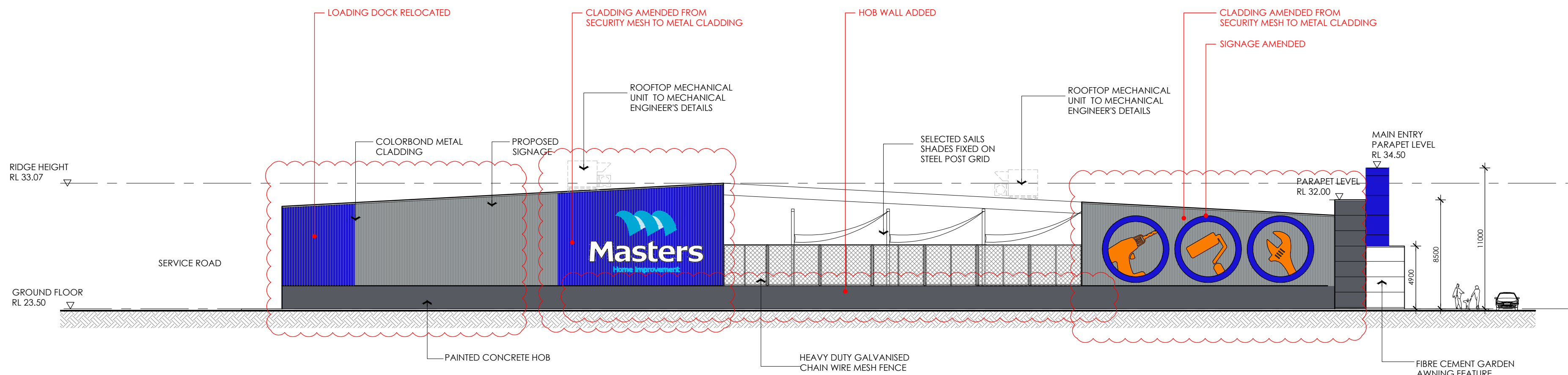
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DATE	ISSUE	AMENDMENT	CHK
18.07.14	A	ISSUED FOR DA	JAJ
28.07.14	B	REVISED TO SUIT PLAN UPDATE, ISSUED FOR S96	JAJ
19.09.14	C	ISSUED FOR INFORMATION	JAJ

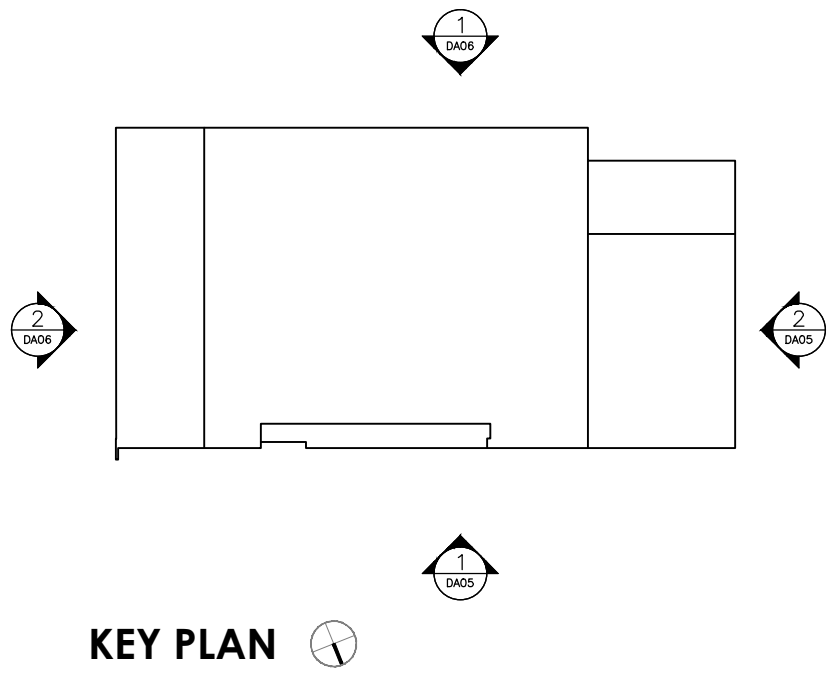
DEVELOPMENT APPLICATION



1 SOUTH ELEVATION
Scale 1:250



2 EAST ELEVATION
Scale 1:250



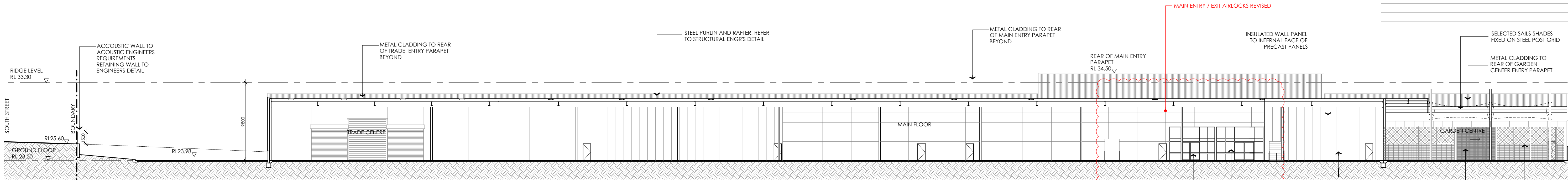
EXACT LEVEL TO BE ADVISED
BY CIVIL ENGINEER

Elevations

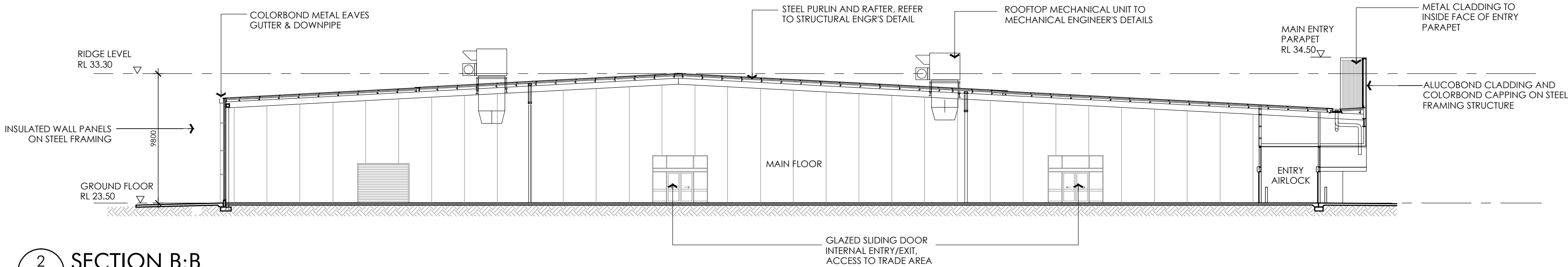


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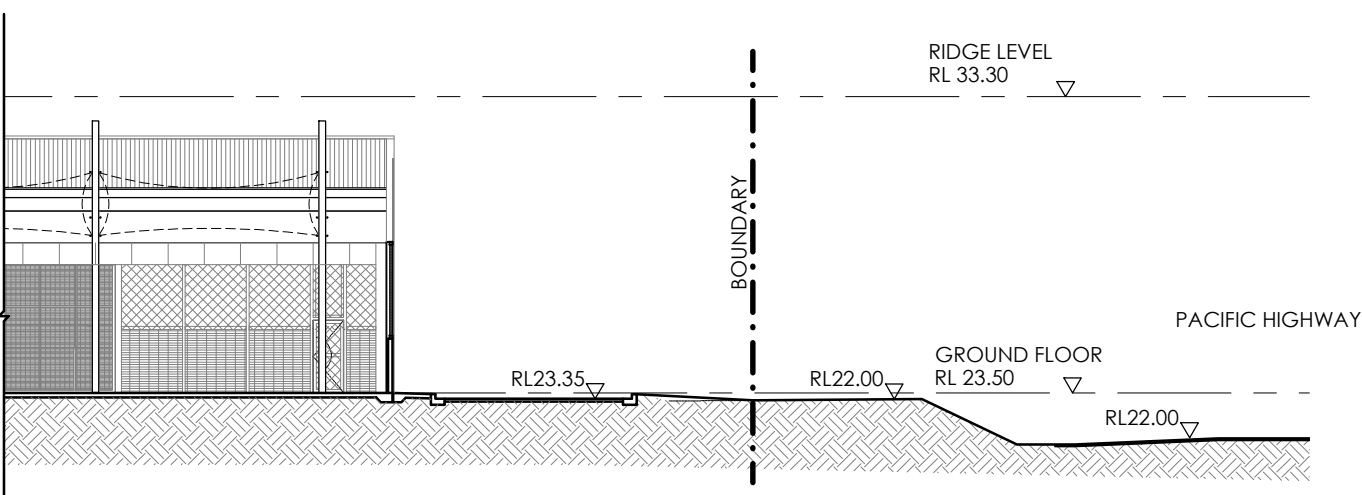
DATE	ISSUE	AMENDMENT	CHK
18.07.14	A	REVISED TO SUIT PLAN UPDATE; ISSUED FOR DA	JAJ
28.07.14	B	REVISED TO SUIT PLAN UPDATE; ISSUED FOR 596	JAJ



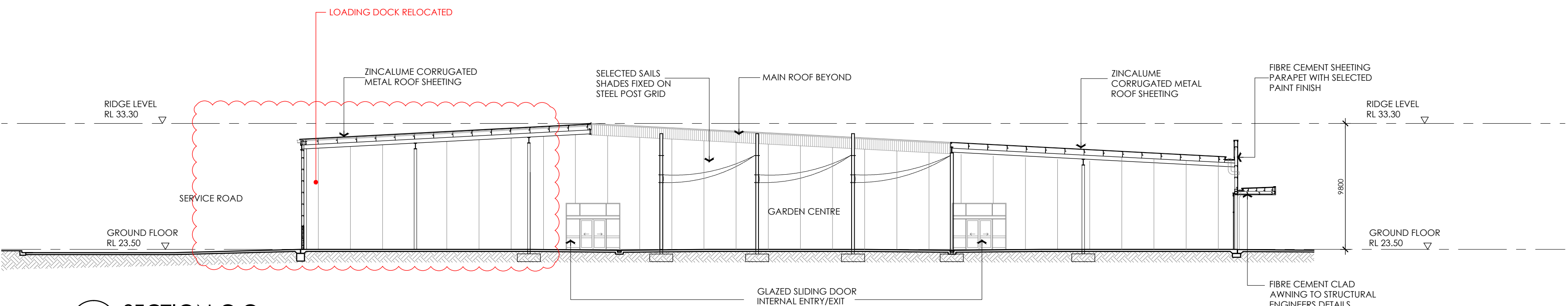
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Scale 1:250



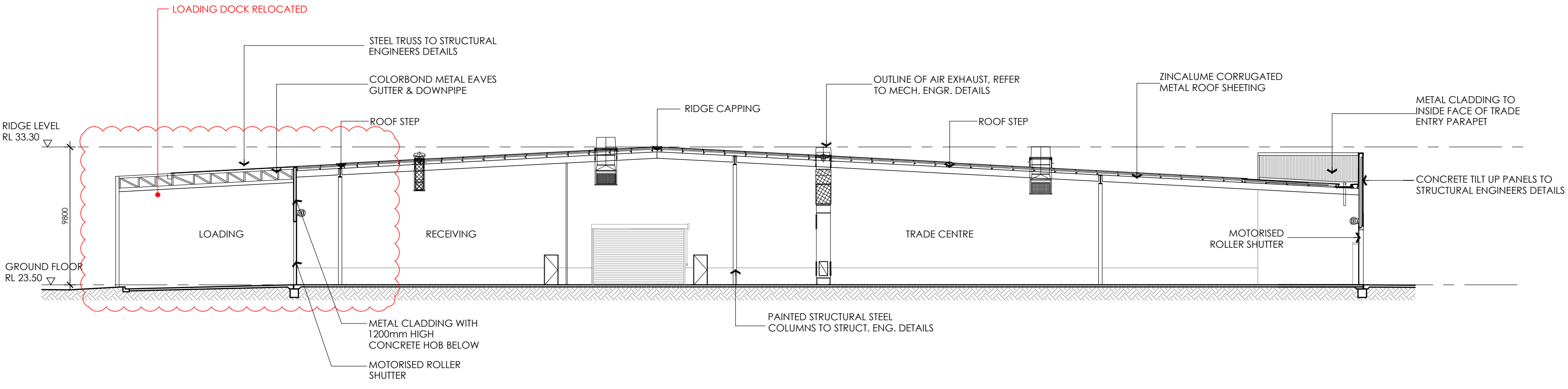
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Scale 1:250



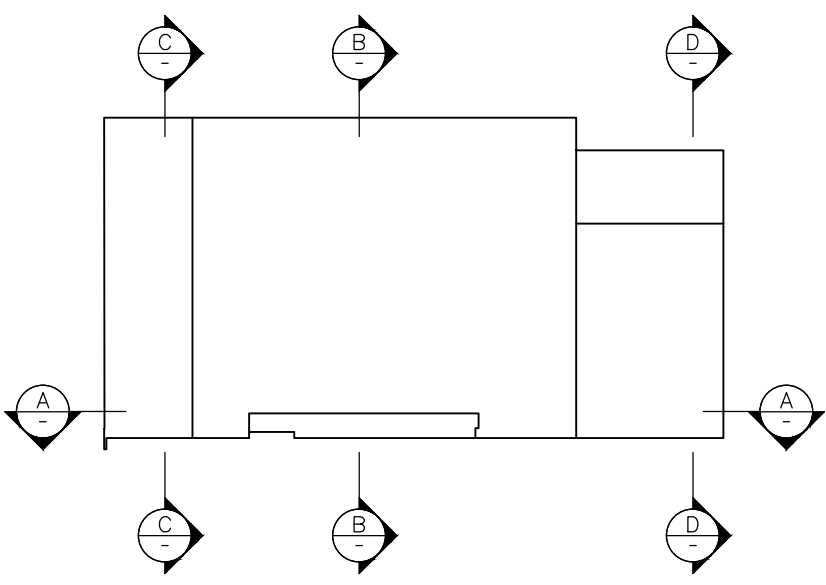
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Scale 1:250



3 SECTION C:C
Scale 1:250



4 SECTION D:D
Scale 1:250



KEY PLAN

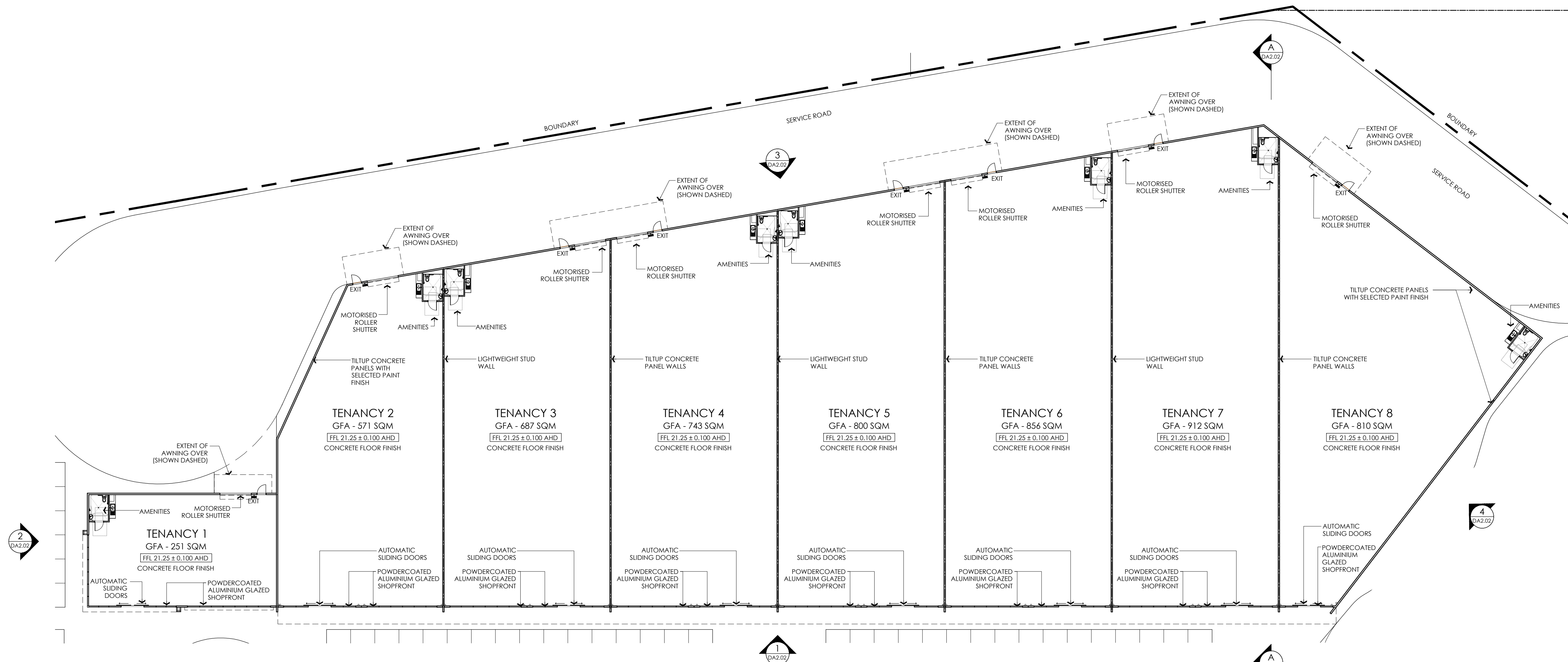
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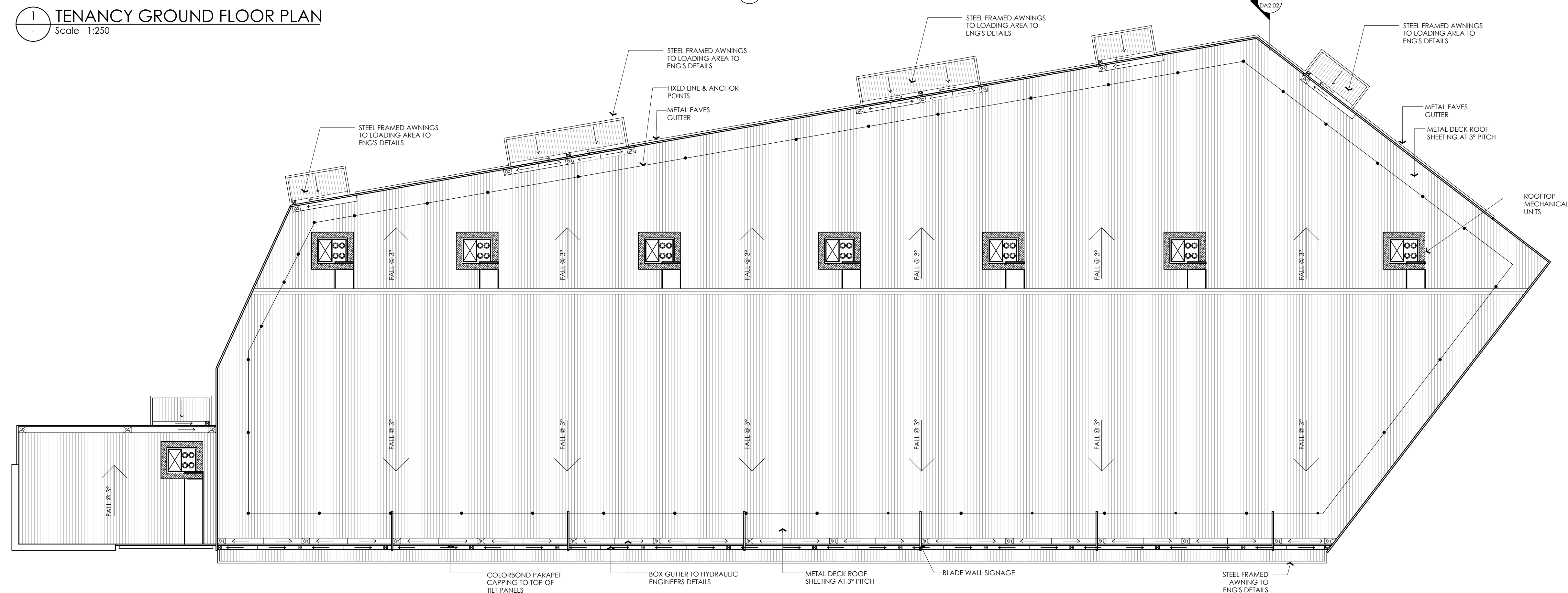
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DATE	ISSUE	AMENDMENT	CHK
17.09.14	A	ISSUED FOR INFORMATION	JAJ
23.09.14	B	ISSUED FOR INFORMATION	JAJ

DEVELOPMENT APPLICATION



1 TENANCY GROUND FLOOR PLAN
Scale 1:250



2 TENANCY ROOF PLAN
Scale 1:250

Tenancy Floor & Roof Plans

15 110 125 150

SCALE: 1:250 @ A1
1:500 @ A3 (approx.)



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JOB NO: 2906
DATE: SEP 2014
DRAWN: NJB

DA2.01/B

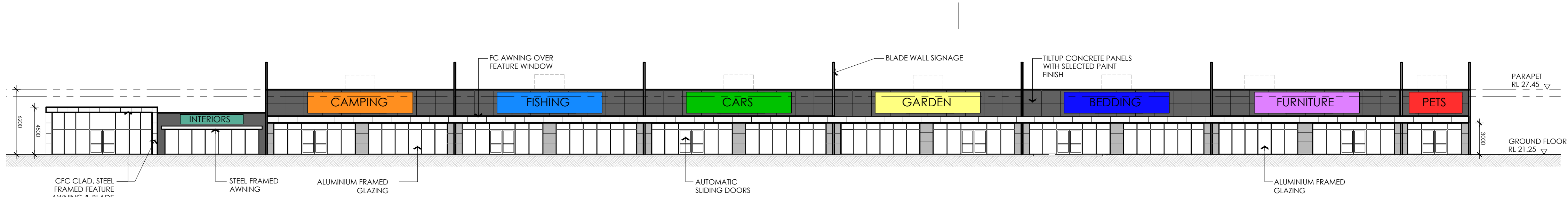
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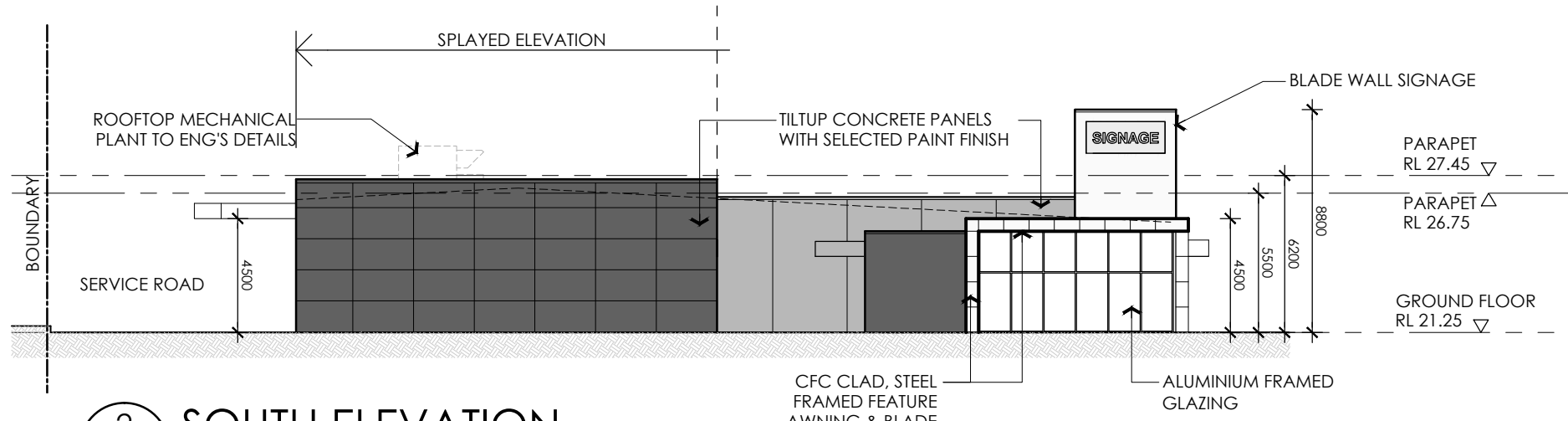
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DATE	ISSUE	AMENDMENT	CHK
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19.09.14	B	ISSUED FOR INFORMATION	JAJ
23.09.14	C	ISSUED FOR INFORMATION	JAJ

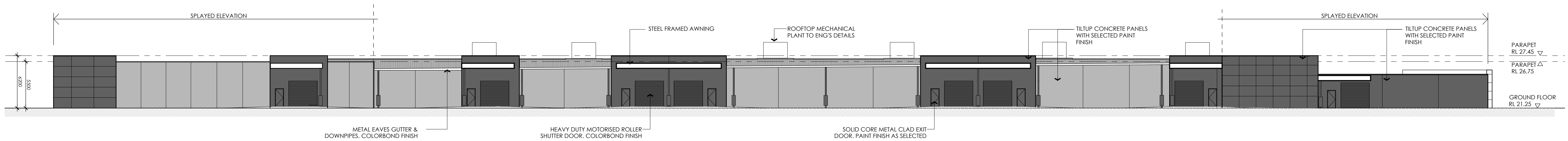
DEVELOPMENT APPLICATION



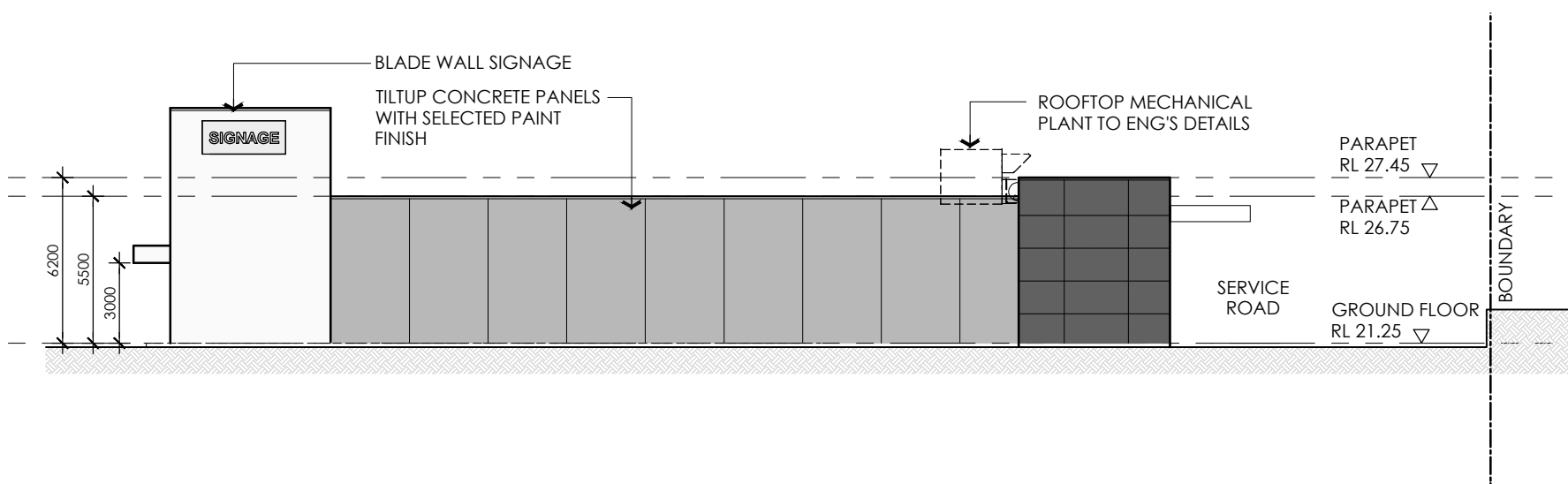
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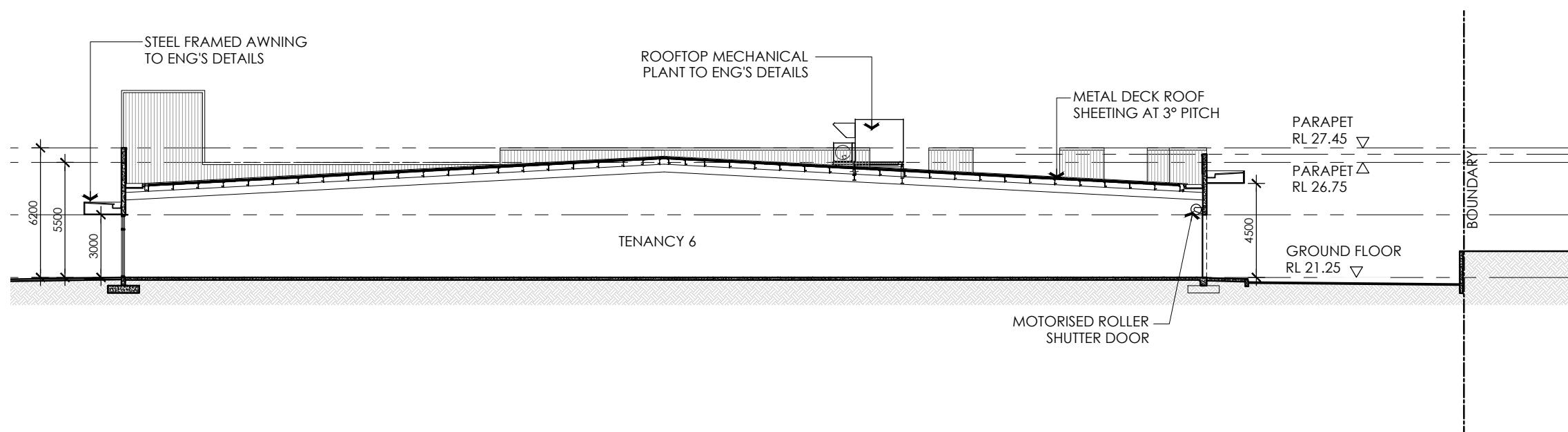
2 SOUTH ELEVATION
DA2.01 Scale 1:250



3 WEST ELEVATION
DA2.01 Scale 1:250



4 NORTH ELEVATION
DA2.01 Scale 1:250



5 SECTION A-A
DA2.01 Scale 1:250

Tenancy Elevations & Section

15 110 125 150 SCALE: 1:250 @ A1
1:500 @ A3 (approx.)



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DRAWN: CHW

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DA2.02/C

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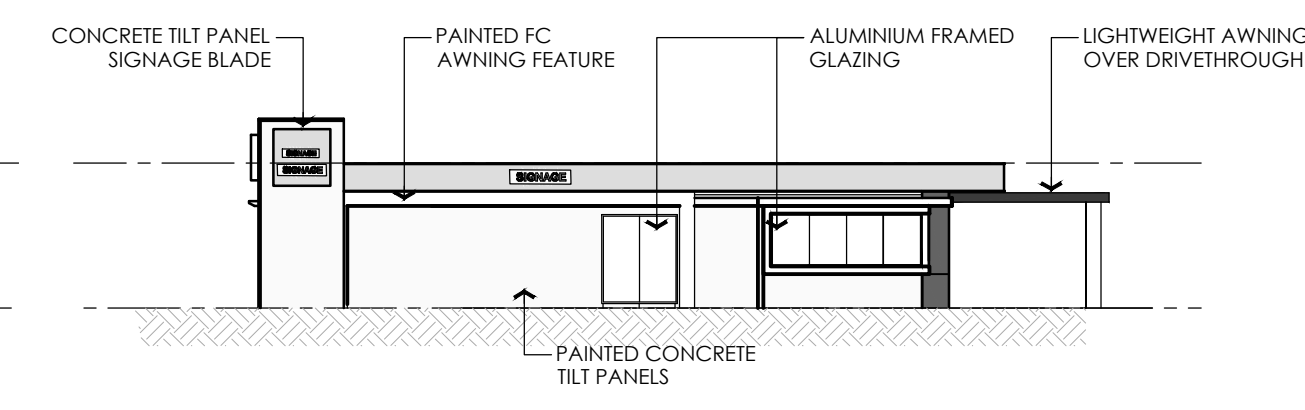
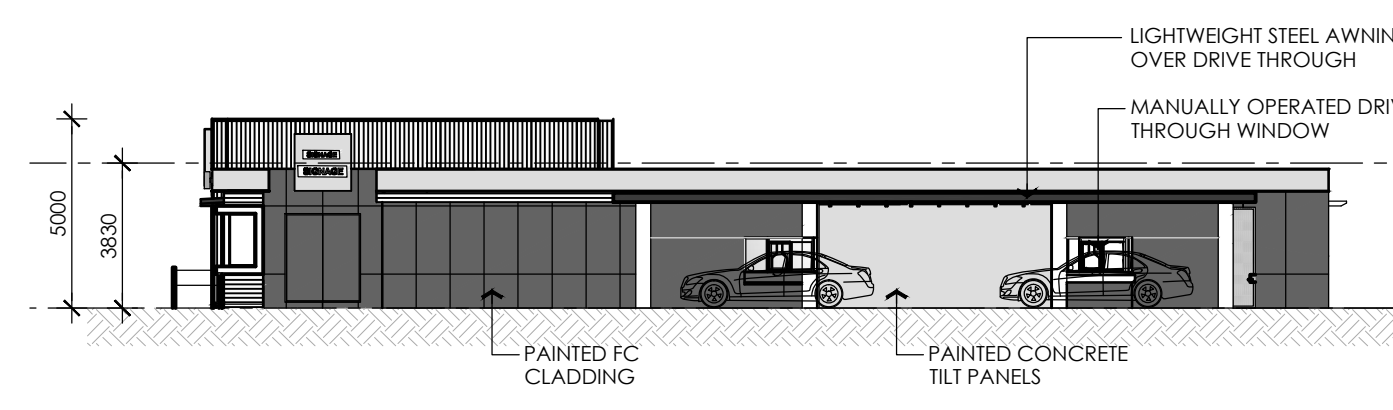
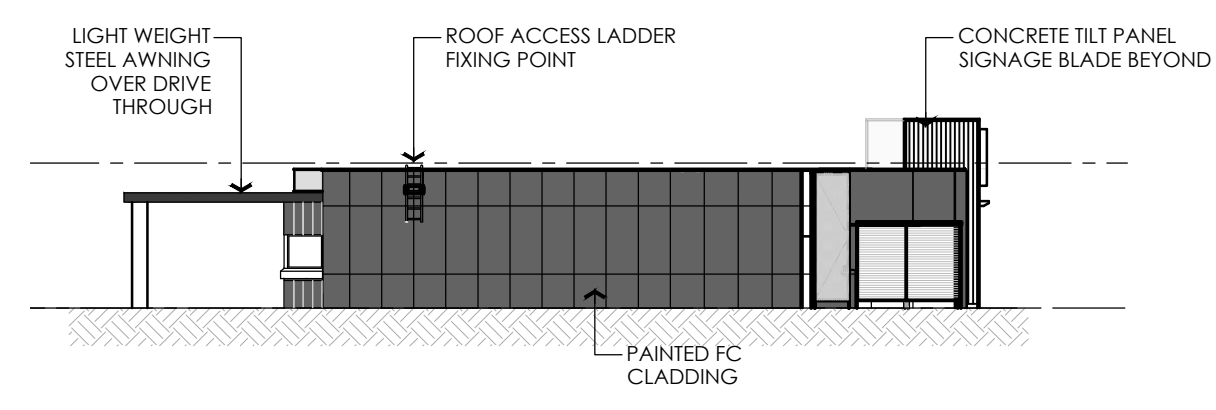
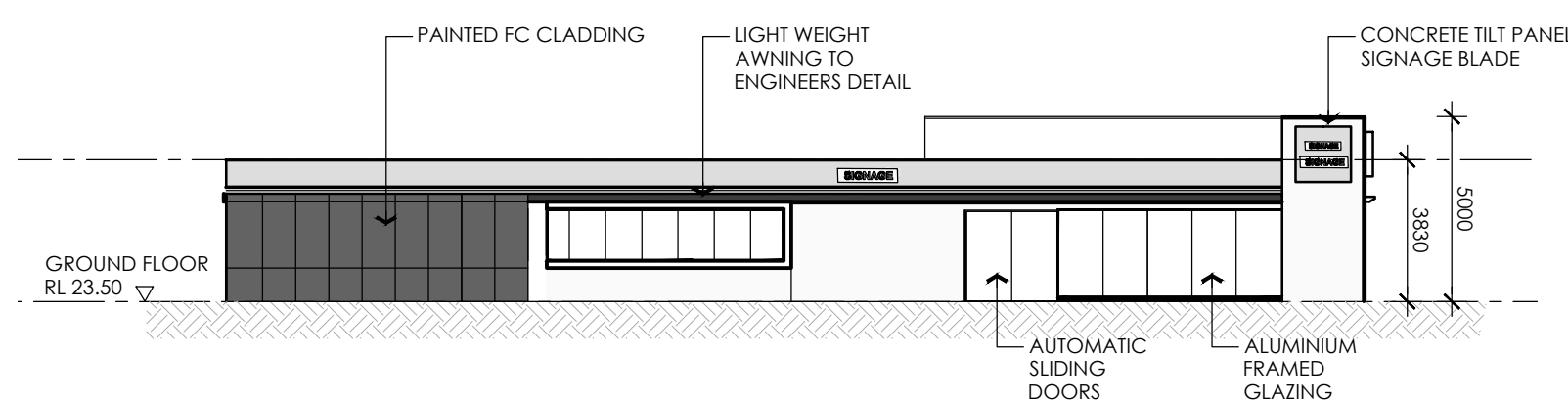
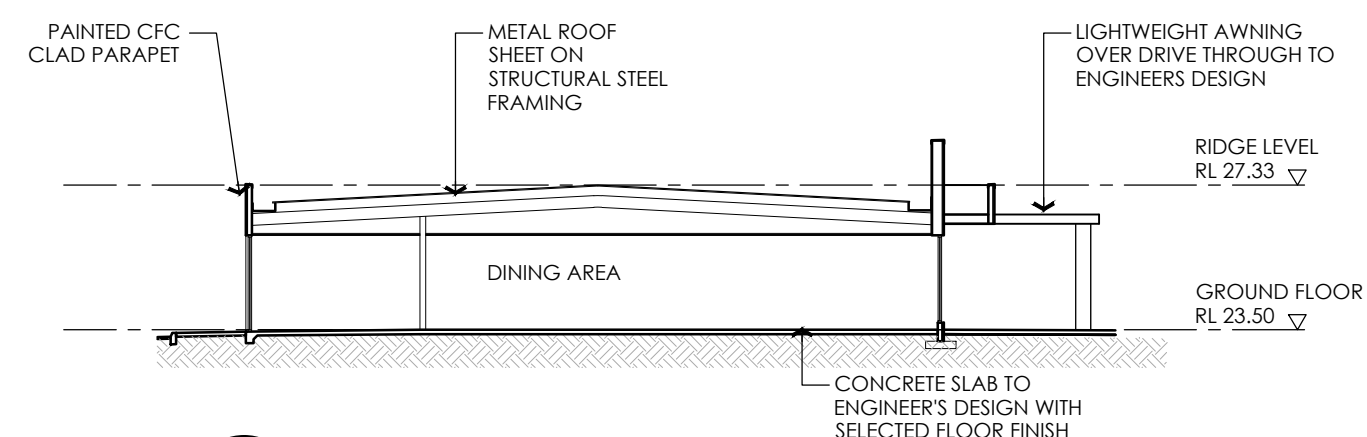
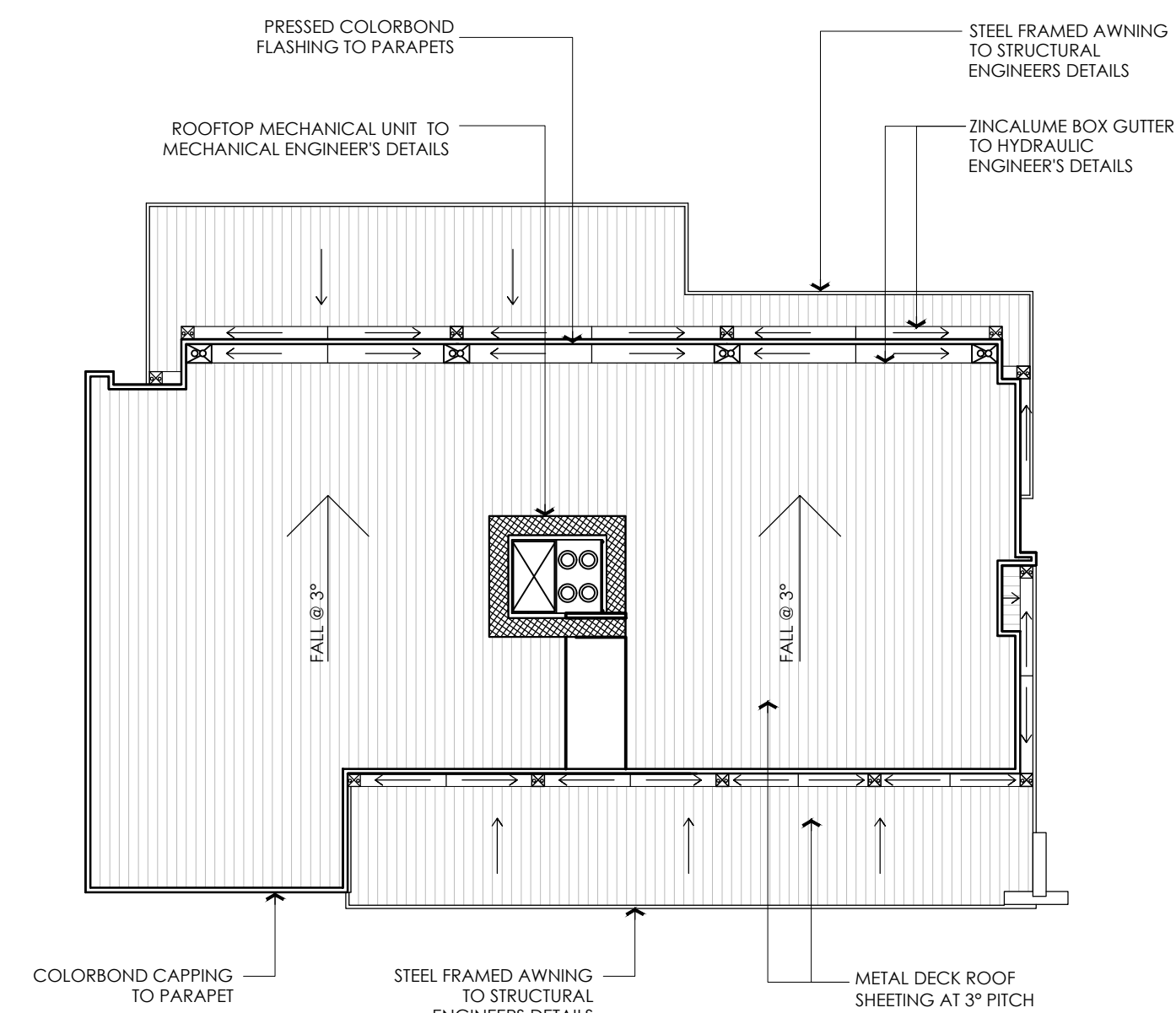
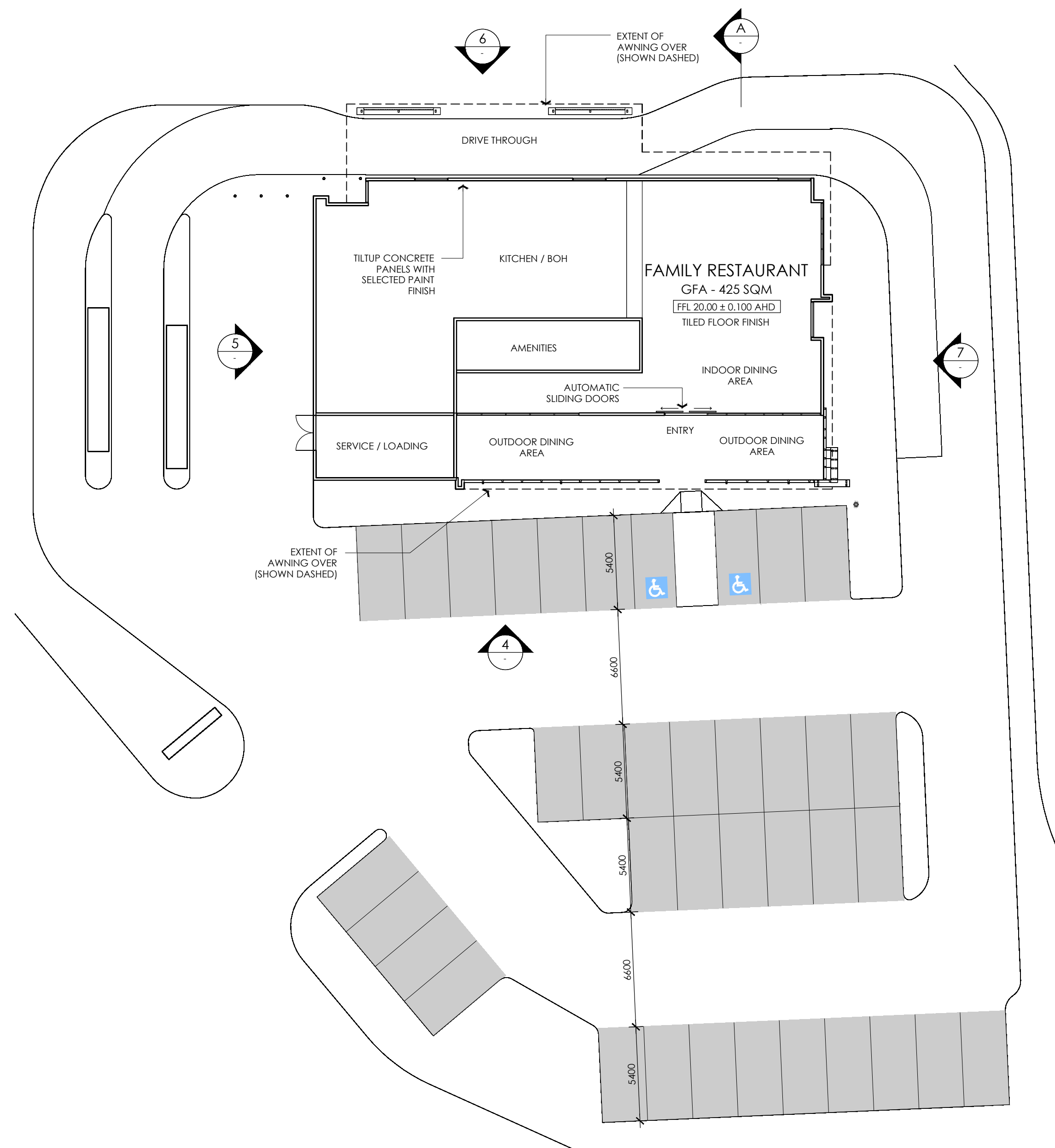




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17.09.14	A	ISSUED FOR INFORMATION	JAJ
26.09.14	B	ISSUED FOR INFORMATION	JAJ

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Family Restaurant Tenancy



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DATE: SEP 2014
DRAWN: CHW

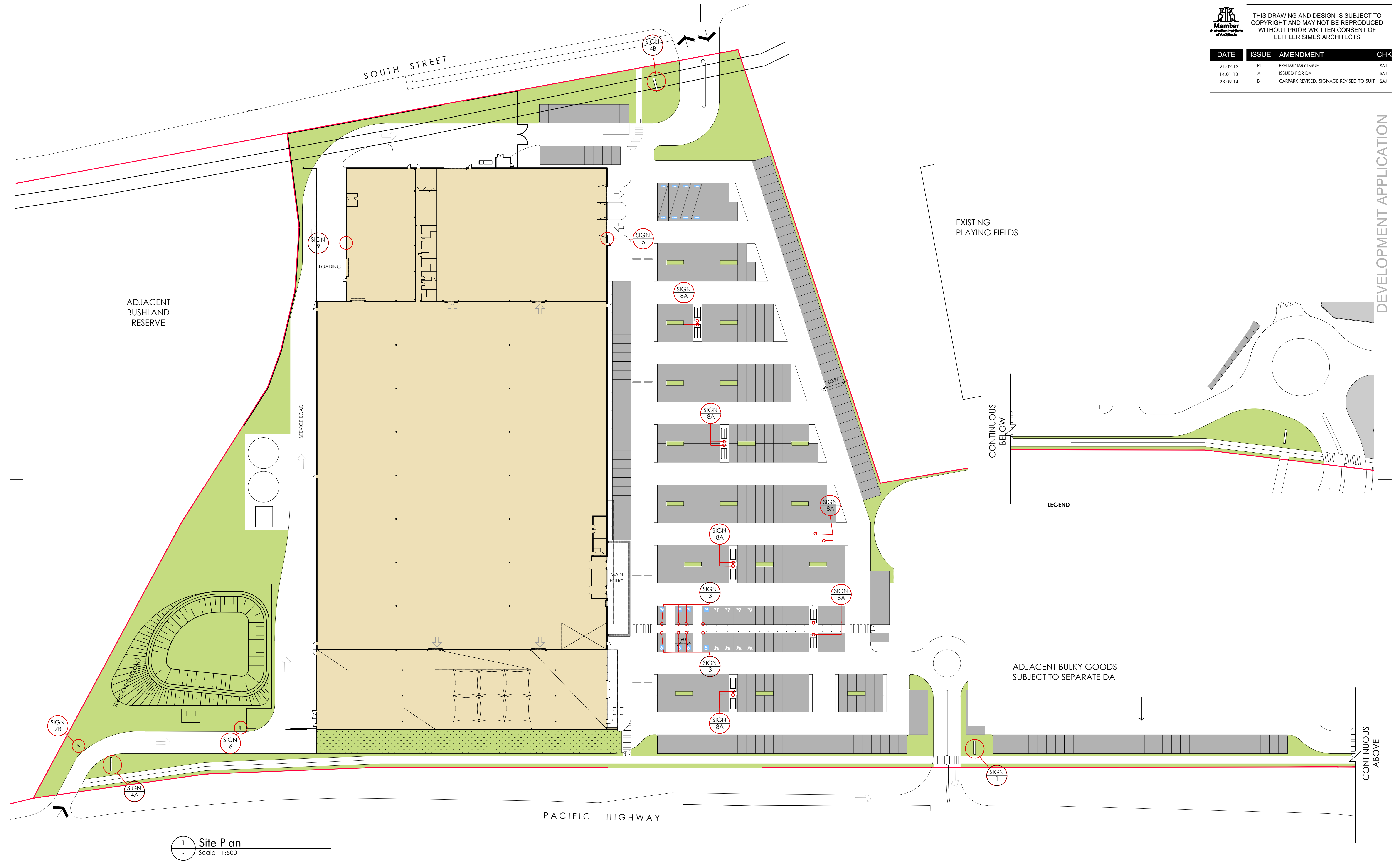
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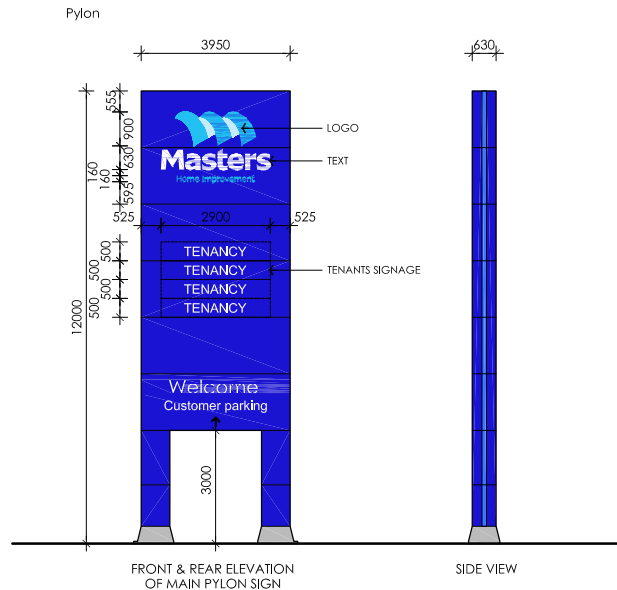
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DATE	ISSUE	AMENDMENT	CHK
21.02.12	P1	PRELIMINARY ISSUE	SAJ
14.01.13	A	ISSUED FOR DA	SAJ
23.09.14	B	CARPARK REVISED, SIGNAGE REVISED TO SUIT	SAJ



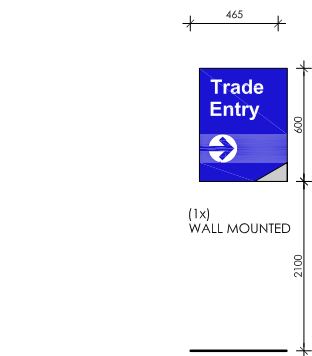
1 Site Plan
Scale 1:500

DATE	ISSUE	AMENDMENT	CHK
01.03.12	P1	ISSUED FOR APPROVAL	SAJ
14.01.13	A	ISSUED FOR DA	SAJ
23.09.14	B	DIRECTIONAL SIGNS ADDED	SAJ

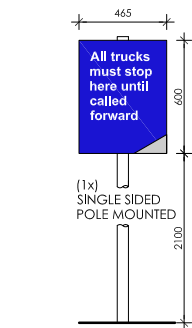


- Pylon
- 3950mm x 12000mm high X 602mm deep
 - Made from 4mm ACM Alucobond cladding in Ultramarine Blue.
 - All the lettering and logo (incl. the other tenancy) internally illuminated with LED's.
 - "Masters" is intracut 20mm opal acrylic letters
 - "Home Imp[rovement]" is intracut 10mm opal acrylic letters with translucent vinyl to face.
 - Signage specifications to be determined in conjunction with signage company
 - Returns to match colour of ACM, return size to be advised

SIGN 1 ELEVATION - MAIN PYLON SIGN
Scale 1:100

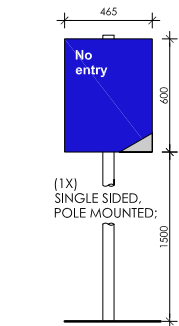


SIGN 5 TRADE ENTRY SIGNAGE
Scale 1:20

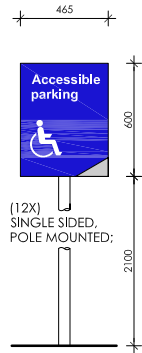


SIGN 6 TRUCK SERVICE ROAD SIGNAGE
Scale 1:20

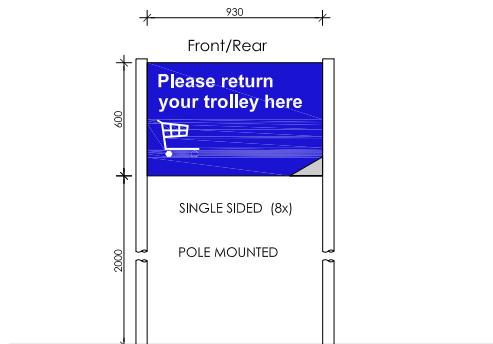
- Carpark sign, portrait
- 465mm x 600mm high
 - Type white reflective vinyl
 - Double or single-sided, freestanding sign positioned near the respective area indicated
 - Posts to be capped, Capping in aluminium to match posts. Footings to engineers specification
 - For single-sided, freestanding signs, paint entire rear panel to match Alucobond Ultramarine Blue
 - Can be single-sided, fixed to wall if needed
 - When wall mounted screw fix panel to aluminium angle, 2mm aluminium panel notched and folded all sides
 - Non Illuminated signs



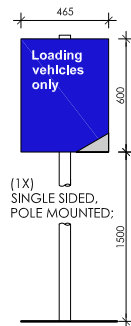
SIGN 7A SERVICE ROAD SIGNAGE
Scale 1:20



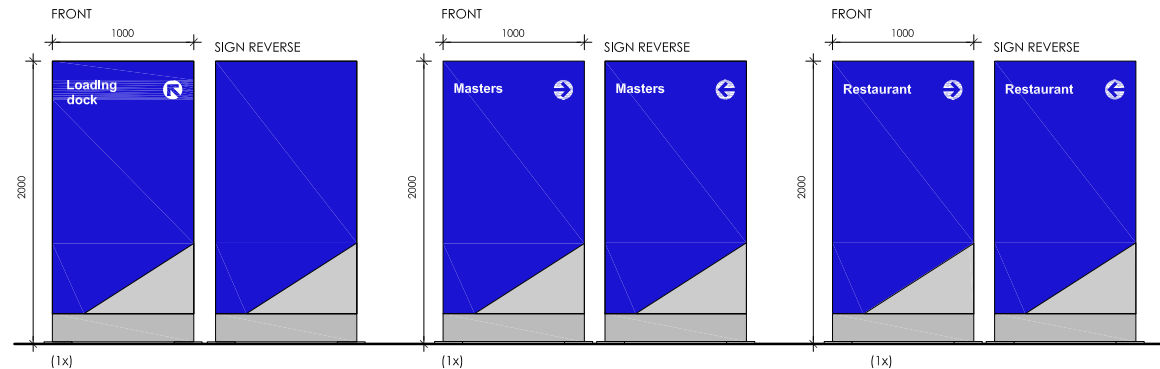
SIGN 3 ACCESSIBLE CAR PARK SIGNAGE
Scale 1:20



SIGN 8A TROLLEY RETURN SIGNAGE
Scale 1:20



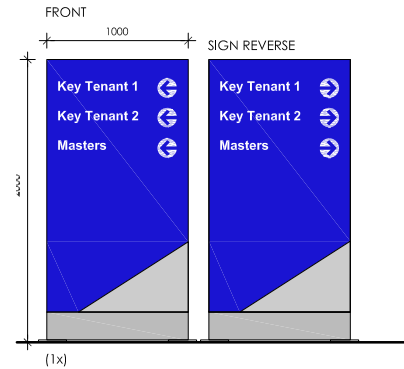
SIGN 7B SERVICE ROAD SIGNAGE
Scale 1:20



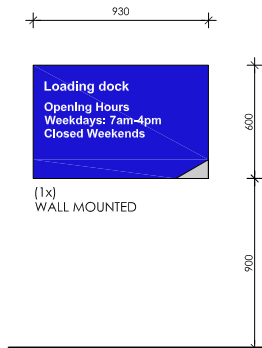
SIGN 4A DIRECTIONAL SIGN A
Scale 1:20

SIGN 4B DIRECTIONAL SIGN B
Scale 1:20

SIGN 4C DIRECTIONAL SIGN C
Scale 1:20

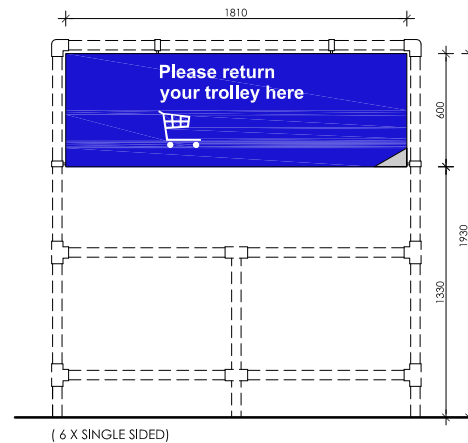


SIGN 4D DIRECTIONAL SIGN D
Scale 1:20



- Carpark sign, landscape
- 930mm x 600mm high
 - Type white reflective vinyl to face.
 - Double or single-sided, freestanding sign positioned near the respective area indicated
 - Posts to be capped, Capping in aluminium to match posts. Footings to engineers specification
 - For single-sided, freestanding signs, paint entire rear panel to match Alucobond Ultramarine Blue
 - Can be single-sided, fixed to wall if needed
 - Non Illuminated Signs

SIGN 9 LOADING DOCK SIGNAGE
Scale 1:20



SIGN 8B TROLLEY RETURN SIGNAGE
Scale 1:20

- Trolley Bay Signage
- 1810mm x 600mm high
 - Type white reflective vinyl to face.
 - Single-sided sign to be mounted on Trolley Bay steelwork
 - Paint entire rear panel to match Alucobond Ultramarine Blue
 - Non Illuminated Signs

Ancillary Signage Elevation&Detail

SCALE: As Shown@A1

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JOB NO: 2906
DATE: SEPT 2014
DRAWN: CHW

SA03/B

LEFFLER SIMES ARCHITECTS

Masters
Home Improvement

Masters Home Improvement
4B South Street, Windale, NSW

SIGNAGE STRATEGY

Colston Budd Hunt & Kafes Pty Ltd

as Trustee for C & B Unit Trust
ABN 27 623 918 759

Our Ref: JH/7678/jj

30 September, 2014

Transport Planning
Town Planning
Retail Studies

Hydrox Nominees Pty Ltd
ATF The Hydrox Property Trust
c/- Woolworths Limited
PO Box 8000
BAULKHAM HILLS NSW 2153

Attention: Luke Turner

Email: LTurner@masters.com.au

Dear Sir,

**RE: PROPOSED MASTERS, FAST FOOD AND
BULKY GOODS DEVELOPMENT, BENNETTS GREEN**

As requested, we are writing in response to traffic matters raised by Council in relation to the above development. We have previously prepared a report¹ and subsequent correspondence which was submitted with the development application.

In an email of 5 August 2014, Council has raised a number of traffic and parking matters. In response to these matters, amended drawings have been prepared for the development. The matters raised by Council, and our responses, are set out below.

- *Car parking proposed on the south-western boundary of the site adjoining the 'trade area' should be deleted as per traffic comments.*

It is proposed that the relatively small number of spaces in this area (19 spaces) be designated as staff parking. Therefore, turnover of these spaces will be very low. Combined with the low number of service vehicles, these spaces will not cause unusual safety or circulation issues.

Traffic

2.6.4 – Pedestrians and Cyclists

- 1. Concrete footpath exists on the eastern side of South Street to opposite Oxley Street. Continue this concrete footpath past the site driveway entrance on South Street to the*

¹ Traffic Report for Proposed Masters Home Improvement Centre and Bulky Goods Development, Bennetts Green, February 2013.

existing pedestrian refuge located just north of Iona Street. This provides connection to the existing public transport stops for buses and to the existing concrete footpaths within the vicinity in Windale.

The amended drawings include a footpath along the site frontage to South Street, connecting to the existing pedestrian refuge north of Iona Street.

- 2. Provide concrete footpath along the Lake Street frontage from the signals and pedestrian crossing at the Lake Street, Pacific Highway and Inner City Bypass intersection into the site from Lake Street. The landscape plans indicate that there is a pathway provided however it appears to terminate at Lake Street and not continue to the signals.*

Details of the proposed footpath are shown on the architectural drawings. A pedestrian link will be provided into the site from Lake Street, as also shown on these drawings.

- 3. Integrate layout of cycleway, carpark, future food retailing and bus stop.*

The amended drawings include improved pedestrian connectivity between the northern and southern ends of the development, within the site. A pedestrian connection is also proposed between the bus stop on Pacific Highway and the pedestrian/cycle path along the site frontage.

2.6.5 – Public Transport

- 1. Bus route 317 exists along South Street. There is a bus bay located just south of the site access on South Street which has been decommissioned, with the bus stop relocated into Iona Street. Undertaking discussions with Newcastle Buses, it is recommended that this bus stop and the adjacent one opposite be utilised as the closest public transport stops to this site. It is recommended that each site be upgraded to comply with disability access requirements. This upgrade will condition a concrete pad, seat, shelter, and Tactile Ground Surface Indicators (TGSIs).*

As noted above, a footpath is proposed along the South Street site frontage, connecting to the existing pedestrian crossing. It is not proposed to upgrade the bus stops/shelters in Iona Street, as there does not appear to be a nexus with the proposed development.

- 2. Bus routes 99, 349 and 350 exist on the Pacific Highway frontage. It is noted that it is proposed to relocate this bus stop and shelter to north of the Groves Road intersection. It does appear that the proposed location of the shelter is relatively close to the signalised intersection. The exact location can be determined with the RMS. As the shelter will be a Council asset, the shelter is to comply with Council's requirements for a new bus shelter and also comply with relevant disability legislation.*

This matter is noted.

2.6.6 – Vehicle Parking Provision

The parking requirement for the site is 680.15 ~ 681 parking spaces, with the proposal providing 790 parking spaces which satisfies the DCP parking requirement.

If the development is to be staged, the number of spaces required for each GFA is required to be provided as a minimum at the completion of each stage.

This matter is noted. The initial stage of the development (Masters plus lot 2) will provide parking to satisfy the DCP. An appropriate condition of consent could be included to address this matter.

2.6.7 – Car Parking Areas and Structures

- 1. Recommended as there is an oversupply of car parking spaces, the parking spaces that are located on the service road (adjacent to South Street) be removed and this service road be used for heavy vehicles only where it runs behind tenancies. This may have the benefit of removing the acoustic wall.*

As noted above, the small number of parking spaces in this area are proposed to be designated for employee parking.

- 2. Where the service road crosses a parking aisle, the service road should give way. This should be reinforced with signs and lines.*
- 3. Signage will need to be installed to reinforce where passenger vehicles are to travel and heavy vehicles are to travel.*
- 4. Any four-way intersections should have priority defined with give-way linemarking.*

These matters are noted and could be included as conditions of consent. The amended drawings include give way controls at the service vehicle exit near South Street and signage to reinforce the service vehicle entry from Pacific Highway.

- 5. Pedestrian crossings should be raised to the same level as the footpaths that they connect too. This will improve traffic / pedestrian safety within the site.*

This matter is noted and could be included as a condition of consent.

- 6. There does not appear to be any disabled parking spaces allocated to the restaurant tenancy.*

The amended drawings include two disabled spaces for this tenancy.

7. *There appears to be a pedestrian crossing which leads nowhere across the service road, west of the internal roundabout.*

This crossing has been removed from the amended drawings.

8. *Provide footpath connection from South Street and Lake Street into the site.*

These are shown on the amended drawings.

2.6.8 – Vehicle Access

For heavy vehicle access to the rear service road behind the proposed northern bulky goods store, heavy vehicles would need to use Lake Street as there is no practical alternative without heavy vehicles travelling through the car park aisles. It is recommended that heavy vehicles use Lake Street to access the site, but not leave the site. The heavy vehicles would be required to enter the service road by turning left off Lake Street, and this service road would be designated one-way. The heavy vehicles would leave the site via the fourth leg at the Pacific Highway / Groves Road intersection. Refer to the sketch below demonstrating the recommended movement.

Note, if the Heavy Vehicles are allowed to travel in the opposite direction, they will be sent left (west) onto local roads within the Windale suburb. Use of the local road network by heavy vehicles is not supported.

This matter is noted. As the Lake Street driveway would also cater for customers, the driveway would be two-way and the service road would be one-way, to the southern end of the lot 4 building.

The ingress and egress from the development at Lake Road and South Street will require further investigation as the current road geometry is inadequate for the expected traffic volumes utilising the proposed development. Traffic control measures will be required to assist motorists.

The Lake Street driveway will be left in/left out and will cater for two-way traffic flow. Therefore, vehicles entering the site will not be delayed. Vehicles exiting the site onto Lake Street would give way to traffic in Lake Street. Analysis of the operation of this driveway with SIDRA indicates that it will operate at level of service A, a good level of service, with average delays for the highest delayed movement of less than 10 seconds per vehicle during peak times.

Similarly, the South Street driveway will operate with average delays for the highest delayed movement of less than 10 seconds per vehicle during peak times. This represents level of service A, a good level of service.

Therefore, no measures will be required in Lake Street or South Street at the proposed access locations.

Colston Budd Hunt & Kafes Pty Ltd

2.6.10 – Servicing Areas

As mentioned, it is recommended that the servicing areas and passenger vehicle areas be separated where possible. For example, along the rear of the buildings where unloading will take place, passenger vehicles should be excluded.

It is intended that the service roads be used by service vehicles and not customers. The layout of the site effectively provides for this, as there will be no reason for customers to use the service roads.

2.6.11 – On-Site Bicycle Facilities

Provide bicycle racks at locations throughout the site.

This matter is noted. It is not anticipated that a large number of people will use bicycles to travel to or from the site. However, a condition of consent could be included to provide bicycle racks within the development.

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



J Hollis
Director

Our ref 302816
T +61 (2) 9891 5044
E james.gilligan@mottmac.com.au
Your ref

Brian Gibson
Lake Macquarie City Council
126-138 Main Road
Speers Point NSW 2284

29 September 2014

Re: DA/251/2013 Masters Windale – Council Comments

Dear Sir / Madam,

This letter has been prepared by Mott MacDonald in response to comments raised by Brian Gibson of Lake Macquarie City Council in correspondence to Luke Turner of Masters dated 5th August 2014 regarding the proposed commercial development identified as Lot 1 in the future subdivision of Lots 10, 11, 12, 13, 14 DP1013486 Pacific Highway Bennetts Green. Extracts from the correspondence have been referenced with relevant comments provided to address each item.

Traffic

Pedestrians and Cyclists

1. Concrete footpath exists on the eastern side of South Street to opposite Oxley Street. Continue this concrete footpath past the site driveway entrance on South Street to the existing pedestrian refuge located just north of Iona Street. This provides connection to the existing public transport stops for buses and to the existing concrete footpaths within the vicinity in Windale.

Noted. – To be amended on plan.

2. Provide concrete footpath along the Lake Street frontage from the signals and pedestrian crossing at the Lake Street, Pacific Highway and Inner City Bypass intersection into the site from Lake Street. The landscape plans indicate that there is a pathway provided however it appears to terminate at Lake Street and not continue to the signals.

Noted. – To be amended on plan.

3. Integrate layout of cycleway, carpark, future food retailing and bus stop.

Noted. – To be addressed by the Project Architect.

Car Parking Areas and Structures

1. Recommend as there is an oversupply of car parking spaces, the parking spaces that are located on the service road (adjacent to South Street) be removed and this service road be used for heavy vehicles only where it runs behind tenancies. This may have the benefit of removing the acoustic wall.

Noted. – To be addressed by the Project Architect.

2. Where the service road crosses a parking aisle, the service road should give way. This should be reinforced with signs and lines.

Noted. – To be amended on plan.

3. Signage will need to be installed to reinforce where passenger vehicles are to travel and heavy vehicles are to travel.

Noted. – To be updated by the Project Architect.

4. Any four-way intersections should have priority defined with give-way linemarking.

Noted. – To be amended on plan.

5. Pedestrian crossings should be raised to the same level as the footpaths that they connect too. This will improve traffic / pedestrian safety within the site.

Noted. – To be amended on plan where practicable.

6. There does not appear to be any disabled parking spaces allocated to the restaurant tenancy.

Noted. – To be updated by the Project Architect.

7. There appears to be a pedestrian crossing which leads nowhere across the service road, west of the internal roundabout.

Noted. – To be updated by the Project Architect.

8. Provide footpath connection from South Street and Lake Street into the site.

Noted. – To be amended on plan.

Water Bodies, Waterways and Wetlands

The watercourse located to the south of the development is a tributary of Crokers Creek. The sub-catchment area of Crokers Creek feeds Jewells Wetland, which is designated under SEPP No. 14. An inspection of this tributary found it to be in an extremely poor condition – incised and weed infested.

Due to the close proximity of this watercourse to the development (within 20metres), a rehabilitation/restoration plan is required to be submitted to Council for approval prior to the DA being approved. The rehabilitation/restoration plan is to be prepared by a suitably qualified professional. The following documents may be of assistance in the preparation of the plan:

- Lake Macquarie City Council (2005) Lake Macquarie Streambank and Foreshore Planting Guide. Lake Macquarie City Council.
- Rutherford, I., Jerie, K., Nicholas, M. (2000) A Rehabilitation Manual for Australian Streams, Volume 1&2. Cooperative Research Centre for Catchment Hydrology & Land and Water Resources Research and Development Corporation.

This matter is to be addressed by the Project Ecologist.

The Soil and Water Management Plan prepared by Mott MacDonald details the proposed stormwater system for the proposed development. A pit and pipe network is proposed to connect to the existing open channel drainage system along the eastern boundary adjacent to the Pacific Highway. Stormwater from the development site will drain towards Jewells Wetland. Council's DCP requires that land contained in the proposed Jewells Coastal Wetland Park, development be carried out in accordance with the proposed plan of management for the Jewells Coastal Wetland Park (Reference: Jewells Wetland Catchment Strategy, Proposed Plan of Management, Connell Wagner Pty Ltd, July 1999).

The Soil and Water Management Plan is to be updated to accommodate requirements of the proposed plan of management for the Jewells Coastal Wetland Park (Reference: Jewells Wetland Catchment Strategy, Proposed Plan of Management, Connell Wagner Pty Ltd, July 1999) – (Refer Mott MacDonald Drawing MMD-302816-C-DR-XX-0110).

The proposed Plan of Management for Jewells Coastal Wetland Park identifies the following relevant high priority strategies for the Crokers Creek sub-catchment:

- Maintain and enhance a minimum vegetated buffer 30m wide on both sides of Crokers Creek, its tributaries, and the wetland. Elsewhere the buffer width should be restored to the maximum width allowed by the existing development.

Noted - It is understood that comments regarding this matter will be provided by the Project Ecologist and Planner.

- Control potential point source discharges of nutrients.

Results from stormwater quality modelling indicate that a treatment train consisting of rainwater tanks, Enviropods, bio-retention 'raingardens' and GPTs will satisfy the required pollutant concentration reductions specified in the Lake Macquarie City Council's Stormwater Treatment Framework & Stormwater Quality Improvement Device Guidelines to control potential point sources discharge of nutrients.

- Provide on-site detention of stormwater for new subdivision development.

In addition, an above ground On-Site Detention (OSD) basin is proposed at the south-east corner of the site. This OSD has been created to control flows from the site to the discharge point as document on Civil Engineering Plan MMD-302816-C-DR-00-XX-0140

Information is sought from the proponent on how the above strategies will be addressed in the development application.

Stormwater Management (Drainage System Design)

As outlined in the DA, the home improvement centre will comprise of three key operational areas. A nursery area is proposed for the eastern portion of the building consisting of gardening products including:

- Plants
- Landscape products
- Garden tools
- Outdoor living

The design for this area shows that part of the roof area in this section is to be open with shade cloth on a fixed steel post grid to allow natural sunlight and ventilation.

The Stormwater Management Report prepared by Mott McDonald states that the nursery area will be irrigated with water collected in the rainwater tank from the roof. Due to the use of fertilizers and soil within this area it is anticipated that high levels of pollutants (nutrients in particular) will be present in the water runoff. The report, including the MUSIC model fails to incorporate these additional gross pollutants and nutrients into the water quality modelling. Additional information is required detailing how runoff from the nursery area will be captured and treated to assist with the assessment of the application.

With regards to the Garden Centre stormwater drainage arrangement, a silt arrestor is proposed to be placed downstream of the Garden Centre pit and piped network prior to connection into the main stormwater trunk line. It is envisaged that any spillages which occur within the Garden Centre will be captured by the silt arrestor, in an effort to prevent high nutrient contaminants entering the stormwater network.

Erosion & Sediment

The following information is required:

Planning Provisions

The area of disturbance associated with the development is over 2500m². Lake Macquarie LEP 2004, Clause 31(2) (c), requires a Soil and Water Management Plan (SWMP) for developments where the area of soil surface exposure is greater than 2500m². In addition, LMCC's DCP No.1 Section 2.1.11 (Erosion Prevention and Sediment Control) states that for developments over 2500m², a SWMP is required. The Plan does not comply with the requirements of LMCC's LEP or DCP.

Noted, however a Soil and Water Management Plan has been submitted as the site is greater than 2500m².

Site Risk

The site is considered high risk due to:

- Proximity to a watercourse/water body or drainage line to south of development.
- Very high - moderate soil erodibility
- High – moderate soil erosion hazard
- Dispersible soils – as no soil tests results were provided with the application, the Newcastle Soil Landscape Map identified the soils as part of the Warners Bay Soil Landscape. This soil landscape is known for its highly dispersible soils.
- Large area of disturbance

Noted. – For consideration as part of the amended Soil and Water Management Plan to be issued to Lake Macquarie City Council.

Plan Quality

The SWMP (Drawings 0110 and 0111) has been assessed. The site is considered high risk. The Plan does not comply with the requirements of LMCC's LEP or DCP. The submitted plan is not adequate as it does not provide the detail required to enable assessment of its overall ability to prevent environmental harm. Works concurrent with the submitted SWMP are unlikely to prevent environmental harm.

The applicant is required to submitted a revised SWMP in line with LMCC DCP No.1 Section 2.1.11 (Erosion Prevention and Sediment Control) and address all items listed for developments over 2500m². In addition, the applicant must address:

4. Capacity of "sediment retarding basin" is given as 582m³ on drawing 0111 and 450m³ on drawing 140. Please clarify.

The basin shown on drawing 0140 is for Onsite Stormwater Detention purposes post construction (minimum required volume of 450m³). The Sediment Retarding Basin shown on drawing 0111 (582m³) is for water quality purposes during the construction phase of the project.

5. Site access would be safer on South Street rather than Pacific Highway

Noted – To be updated on plan; however this would typically be specified by the contractor undertaking the works.

6. Clear delineation of stages

Noted – To be more clearly defined on plan

7. No erosion and sediment control measures are permitted outside the site including on local and state roads. All erosion and sediment control measures must adequately prevent pollution before water leaves the site.

Noted – To be reviewed and amended where appropriate. Please note, additional devices have been specified downstream of the proposed development on local and state roads to provide an additional level of protection to waterways downstream of the proposed development.

8. Due to the dispersible nature of the soils onsite, as evidenced by the condition of the creek line to the east of the site, I am concerned that if the proposed above ground onsite detention basin holds any water on a permanent basis, it may fail. This may be due to water in basin causing soils to disperse and tunnel to the creek line especially if the height of the retained water is higher than the creek line. Construction methods for basin should address this.

Concern noted – At present, the above ground On-site Stormwater Detention Basin is not envisaged to hold water on a permanent basis. Additional details may be presented to Council as part of the detailed design phase of the project, to alleviate any constructability concerns.

9. The applicant shall also submit with the SWMP, a Statement of Compliance, stating that:

- The Plan has been developed by an appropriately qualified professional in erosion and sediment control;
- The Plan complies with the requirements of a SWMP as set out in LMCC's DCP No. 1;
- The Plan and associated documents, calculations and drawings, have been prepared to a standard which, if properly implemented, will achieve the water release criteria of 50mg/L of Total Suspended Solids (TSS) as identified in LMCC DCP No.1 and The Blue Book (Managing Urban Stormwater – Soils and Construction. Landcom, 2004); and
- All erosion and sediment control measures are in accordance with the latest version of The Blue Book (Managing Urban Stormwater – Soils and Construction. Landcom, 2004) or other current recognised industry standard for erosion and sediment control for Australian conditions.

Noted – Design Certification can be provided with the amended Soil and Water Management Plan. Please note, whilst the plan can be designed and certified by Mott MacDonald, it is the contractor's responsibility to for the establishment and management of the site, including preparing a detailed plan and obtaining approval from the relevant authority prior to the commencement of any work.

Flooding

The DA be conditioned that all habitable/commercial buildings on the land be constructed a minimum 500mm above the 1 in 100 year design event as calculated by Mott Macdonald.

Refer to separate correspondence prepared by Mott MacDonald dated 29th September 2014, titled DA/251/2013 Masters Windale – Flood Planning Issues.

External Authority Advice

Hunter Water Corporation

The Hunter Water Corporation provided the following comment:

"Hunter Water notes that the proposed works are within the boundaries of Lots 10-14 DP1013486. However, located within Lot 10 DP 1013486 is an easement containing a 500mm diameter cast iron reticulation main constructed in 1959. There have been failures recorded along the 2.6km section of main and a 2006 condition assessment predicted rapid deterioration of this asset after 2010. From the site plan it appears that structures will be constructed either on top of or very close to the main and pose a risk to its integrity which could be severely damaged in the case of the main failing.

Accordingly, HWC has significant concerns relating to the proposed development encroaching on the easement as well as any works carried out close to the easement. Considering the nature of the development, the long term traffic loading over this main, the parallel 1979 500mm main at the customer entrance and the 1968 300mm main at the service entrance will also need to be addressed."

Noted – This matter will be reviewed with the relevant Authority as part of the detailed design phase.

We trust that this information is sufficient for your review. If you require any further information, please do not hesitate to contact the undersigned on 9891 5044.

Yours faithfully,

A handwritten signature in blue ink, appearing to read "J. Gilligan", with a stylized flourish at the end.

James Gilligan

Civil Engineer
Mott MacDonald

Our ref 302816
T +61 (2) 9891 5044
E james.gilligan@mottmac.com.au
Your ref

Council's Stormwater Engineer
City of Lake Macquarie Council
126 – 138 Main Road
Speers Point NSW 2284

29 September 2014

Re: DA/251/2013 Masters Windale – Flood Planning Issues

Dear Sir / Madam,

This letter has been prepared by Mott MacDonald in response to comments received from Lake Macquarie City Council in email correspondence dated 5 August 2014 regarding flood planning issues for the proposed commercial development identified as Lot 1 in the future subdivision of Lots 10, 11, 12, 13, 14 DP1013486 Pacific Highway, Bennetts Green.

As per the email correspondence, we note the following:

The DA be conditioned that all habitable / commercial buildings on the land be constructed a minimum 500mm above the 1 in 100 year design event as calculated by Mott MacDonald.

Mott MacDonald have previously undertaken a 1-D flooding assessment of the adjacent watercourse which was submitted to Council for review as part of the proposed Development Application (refer to the separate *Masters Windale – Flood Hazard Investigation* dated 6th March 2012 for details).

Based on the results of the study, we note the following:

- the peak flood level within the watercourse during a 1 in 100 year design storm event was observed to be RL 24.88m AHD at CH 265.505; and
- flows are contained within the existing channel banks (i.e. the developable area is not affected by flooding from the adjacent watercourse during a 1 in 100 year storm event).

Currently, the finished floor level of the proposed commercial development is nominated as FFL 23.50m AHD. While we acknowledge that this level is below the minimum flood planning level of FFL 25.38m AHD as specified by Council ($24.88 + 0.5\text{m freeboard} = 25.38$), we propose the following remediation measures to manage the on-site flood risk of the building for Council's review and in-principal approval:

- maintain the finished floor level of the building at FFL 23.50m AHD as currently documented to improve the vehicular and pedestrian connectivity to the site from the Pacific Highway to the east; and
- introduce a flood protection wall with a minimum height of RL25.40m AHD at the south-western boundary of the development area (refer attached for details), alternatively provide a flood protection bund situated in the neighbouring property, subject to Council approval.

An assessment of the proposed flood mitigation measures indicates the following:

- the risk of flooding to the proposed building is considered low as the 1 in 100 year flows are contained within the existing watercourse;
- the flood protection wall / or bund is to have a minimum height greater than or equal to the adjacent 1 in 100 year flood level within the creek plus 500mm. As such, the minimum flood planning levels for the site are satisfied as the top of the wall will provide sufficient freeboard from the top water level within the watercourse to satisfy Council's requirements; and
- the introduction of the flood protection wall or bund will have a negligible impact on the overall flooding of the local catchment, including:
 - (a) **Flood Storage** – no flood storage has been lost due to the wall being located outside the 100 year flood zone;
 - (b) **Flood Levels, Flows and Velocities** – there are no changes in flood flows due to the introduction of the wall, thus, levels and velocities remain the same; and
 - (c) **Cumulative Flooding** – the development presents no cumulative impact on flooding.

Based on the above, we respectfully request that Council provide in-principal approval of the nominated building floor level of FFL23.50m AHD and site flood protection wall or bund.

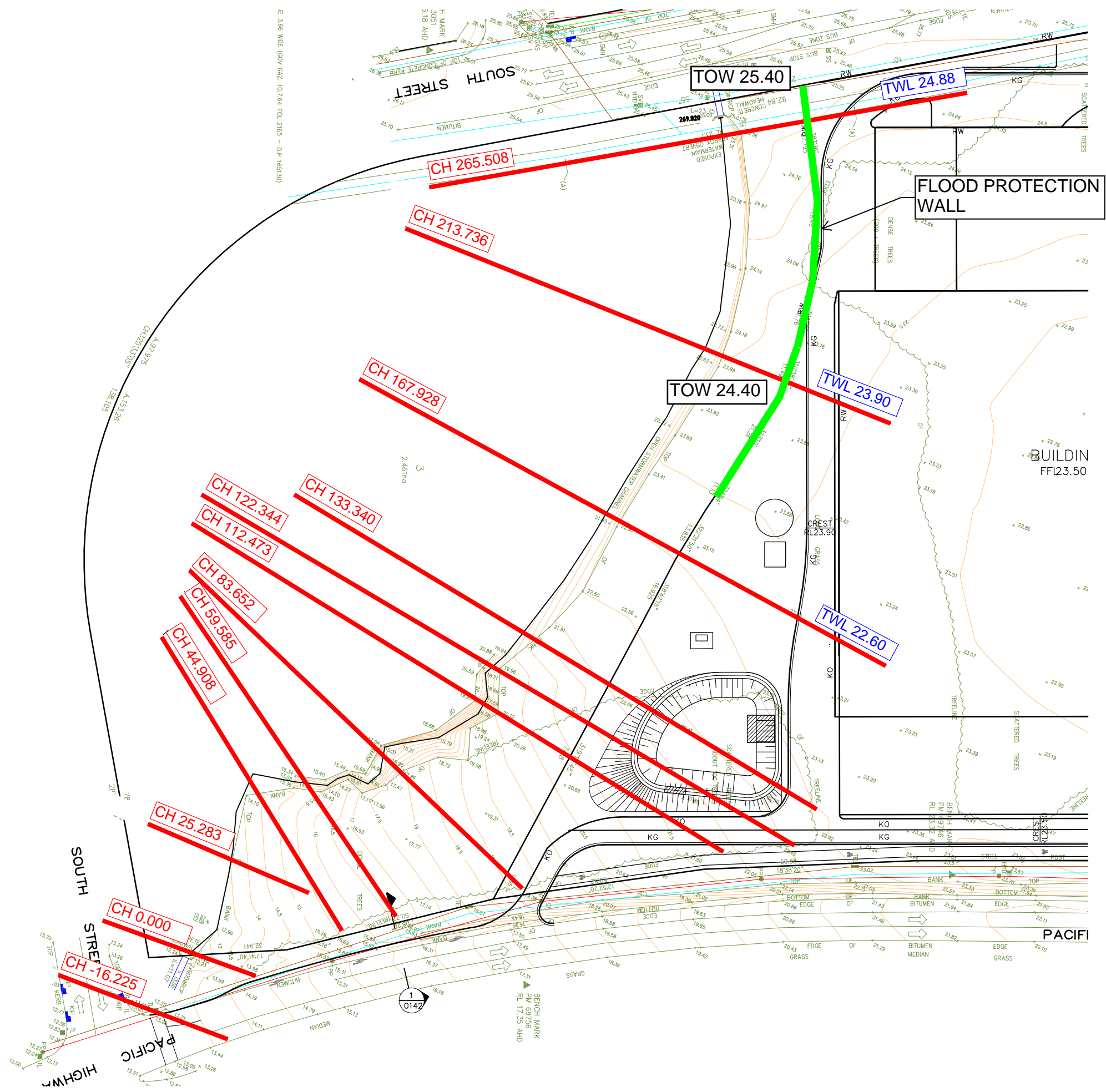
We trust that this information is sufficient for your review. If you require any further information, please do not hesitate to contact the undersigned on 9891 5044.

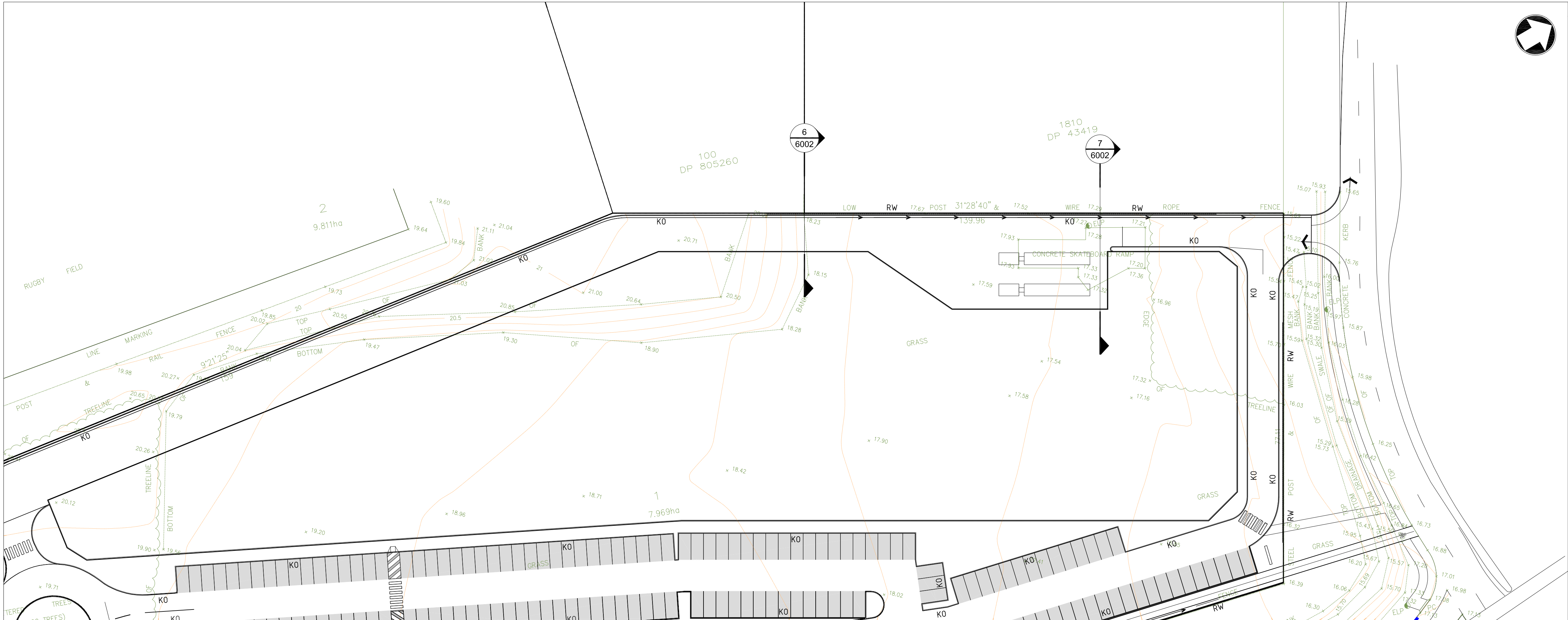
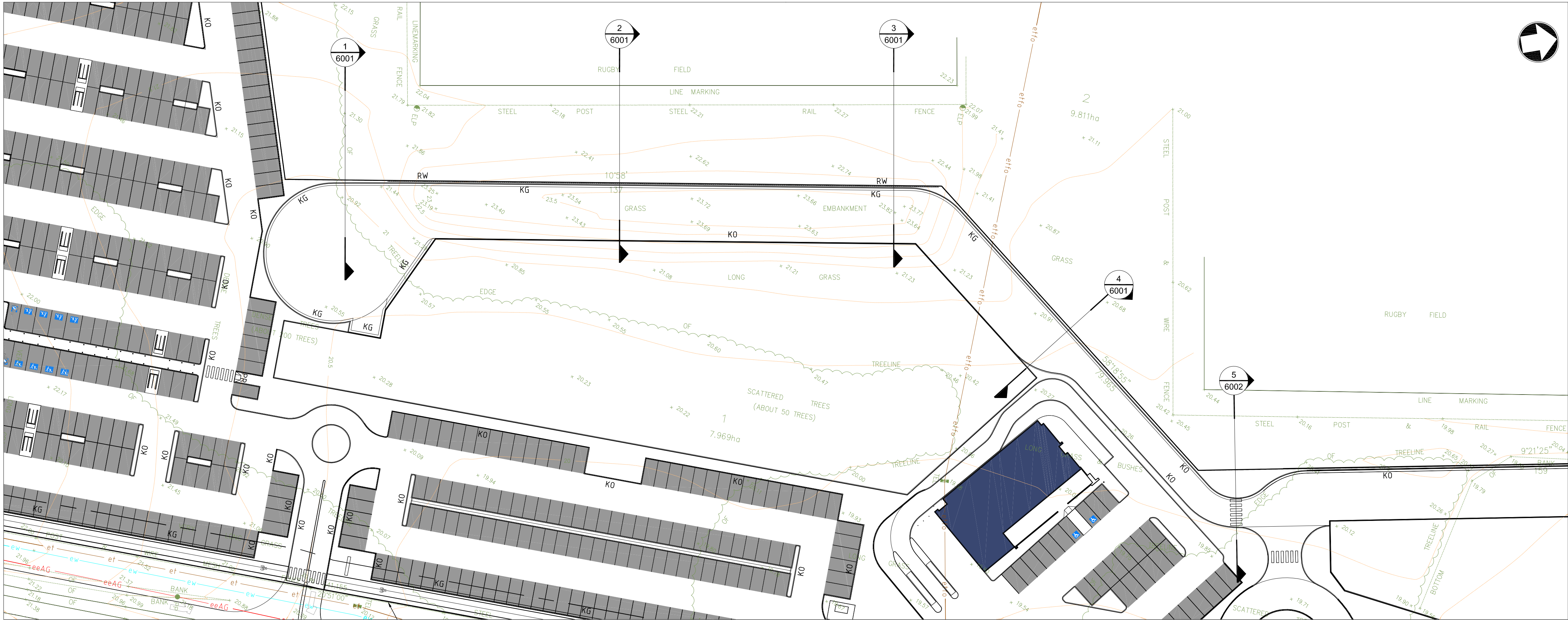
Yours faithfully,



James Gilligan

Civil Engineer
Mott MacDonald





Notes

Key to symbols

Reference drawings

P1	29.09.14	DW	Issued for Information	-	JG
Rev	Date	Drawn	Description	Ch'k'd	App'd



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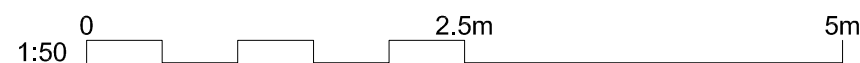
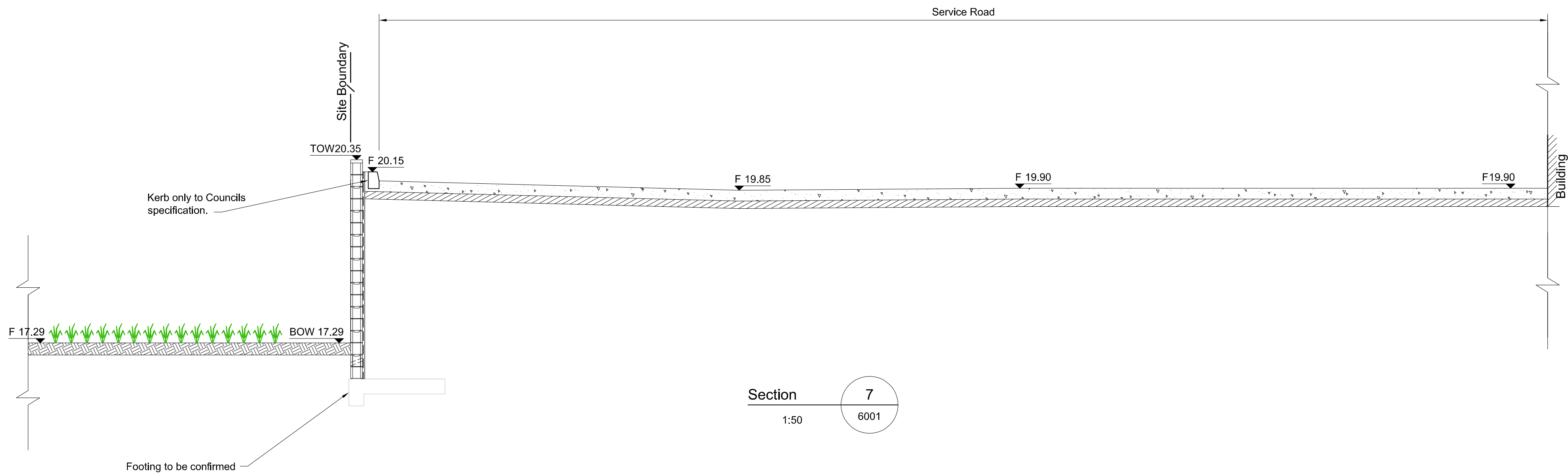
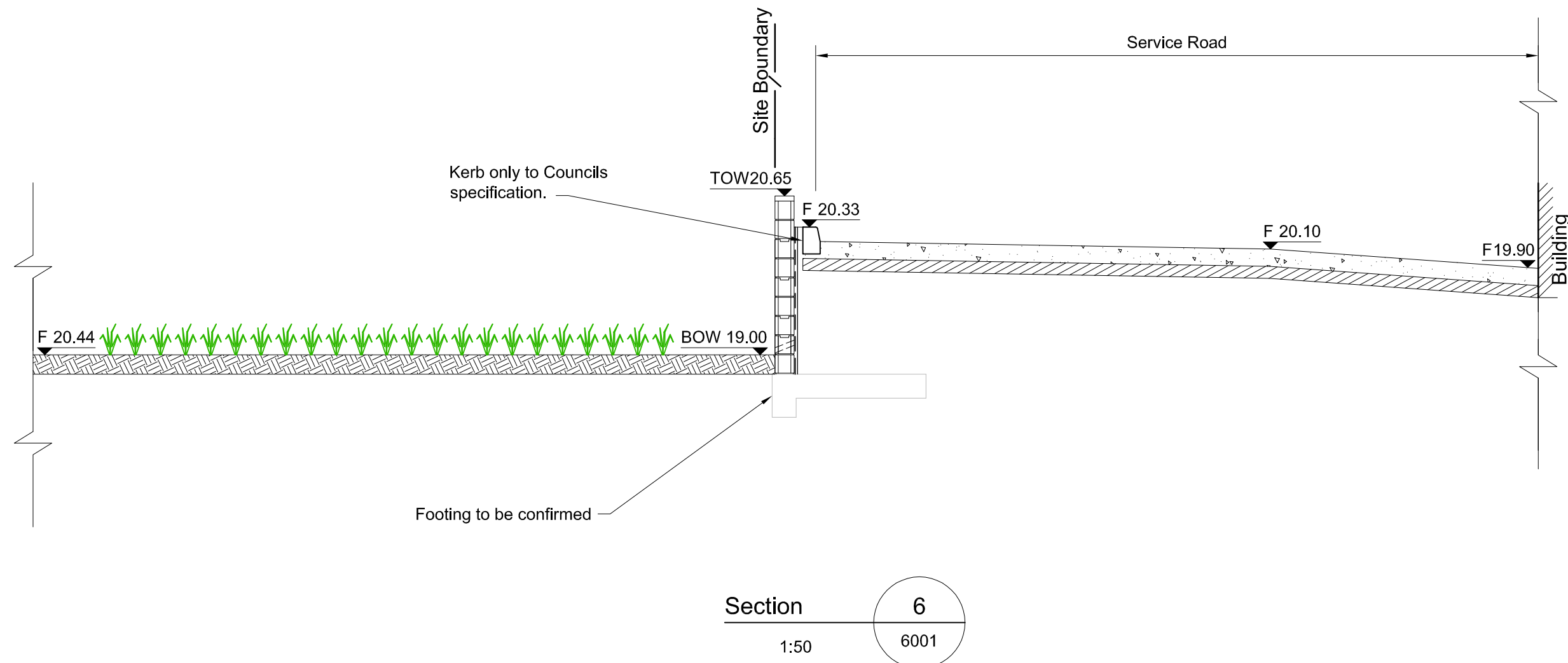
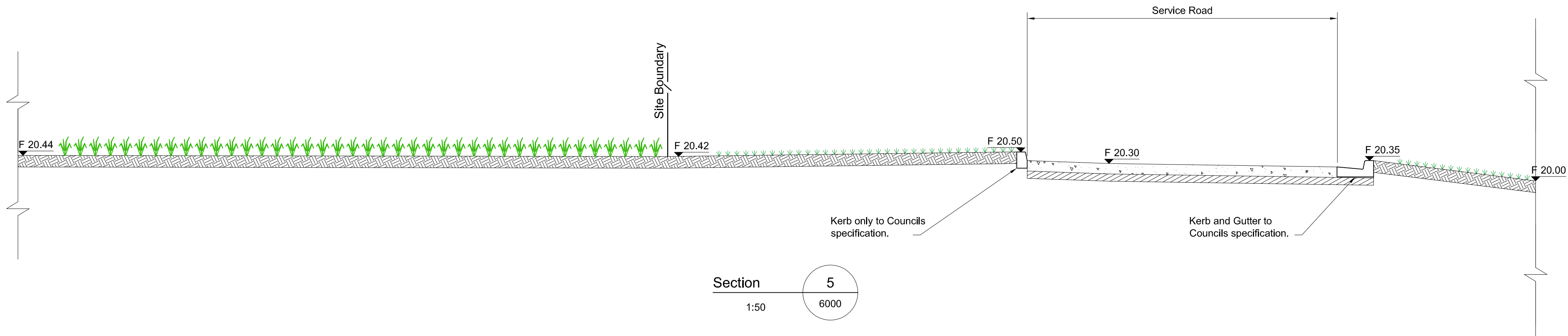
Client
Masters

Title
**Masters Windale
Service Road
Plan**

Designed	DW		Eng check	JG	
Drawn	DW		Coordination	DP	
Dwg check	JG		Approved	CJA	

Scale at A1	1:500	Status	PRE	Rev	P1
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Drawing Number
MMD-302816-C-SK-00-XX-6000



Notes

Key to symbols

Reference drawings

P1	29.09.14	DW	Issued for Information	-	JG
Rev	Date	Drawn	Description	Ch'k'd	App'd



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Client
Masters

Title
**Masters Windale
Service Road Retaining Wall
Typical Cross Sections
Sheet 2 of 2**

Designed	BMF		Eng check	JG	
Drawn	BMF		Coordination	DP	
Dwg check	JG		Approved	CJA	
Scale at A1	1:50	Status	PRE	Rev	P1

Drawing Number
MMD-302816-C-SK-00-XX-6002



Proposed Masters Development

Pacific Highway,

Windale/ Bennetts Green, NSW

Landscape Response to Council Comments

Prepared For: Masters Home Improvement

Prepared By: Site Image Landscape Architects

Issue A – October 2014

The following issues are raised: Please find Site Image responses in red.

- *The proposed development interface with adjoining residential land to the west and building siting/frontage to Pacific Highway is not deemed adequate from a streetscape outcome in terms of an appropriate design response.*

We regard the frontage landscape as adequate. A combination of tree and orderly groundcover plantings shall soften the built form and also comply with CPTEC principles.

Minimal internal landscaping regarding canopy tree planting inclusive of ground cover planting within nominated car parking areas.

Additional and larger landscape bays have now been included to increase tree and groundcover areas within the carparks.

Minimal landscape/planting buffers provided to adjoining recreation/amenity playing fields to the west and north having regard to the proposed DA development car parking layout and proposed further staged development 'Stage 1B' to the north

Additional Trees added where retaining walls are not in place to increase planting buffer to adjoining recreation/ amenity playing fields.

- *An improved landscape response to internal car parking areas, screening and softening measures of boundary treatments, fencing outcomes, streetscape amenity and increased landscape buffers to adjoining land uses be reviewed. The detention basin batters can accommodate tree planting as additional screening measures to the service area.*

In addition to the aforementioned responses, tree plantings have been added to the detention basin, and additional landscape plantings have been included. Planting hierarchy adopted using grasses, shrubs, accents and trees appropriately in response to the varied internal landscape spaces of the site.

- A full landscape site analysis as part of the landscape documentation is not present and thus the plans prepared by Site Image note that "All trees shown to be retained or removed are subject to further assessment by a qualified arborist". A landscape site analysis plan in coordination with an arborist report should identify relevant screening/plant buffers abutting residential, recreation land uses and the Pacific Highway.

Please find within revised DA documentation package, Drawing No. L701.

- In light of Council's Tree Assessment referral, a further study should identify species worthy of retention along the boundaries abutting Pacific Highway to the east, the western boundary abutting recreation fields (Stage 1B) inclusive of buffer area to the north of nominated carpark associated to this DA. Additionally further assessment of tree retention should be reviewed along the western boundary abutting South Street adjacent to the proposed footprints western façade where a retaining wall is proposed inclusive of a 1.5m high solid Acoustic Fence on top of RW.

An arboriculture assessment has been commissioned, and retention of some trees will be considered in the areas mentioned.

- Review siting of future staged development building envelopes to present to Pacific Highway. Thus this will enable a more substantial plant buffer to be established inclusive of car

parking to the western aspect of the site allowing a further setback of built form to adjoining residential and recreational land uses. This may reduce noise impacts and potentially reduce noise amelioration measures that have an impact on streetscape views.

Revised boundary to be coordinated to allow for a more substantial plant buffer.

- Facade treatments – implementing additional articulation in the form of materials, colours, green walls, in light of fragmentation of built form from street views, implementation of native canopy trees should also be considered.

Native trees have been provided with significant canopies.

- Additional landscape Sections be provided to assess the interface landscape buffers provided along the sites boundaries.

Sections have now been provided, please refer to L502.

- Review earthworks in southern bushland area to minimize removal of trees and provide compensatory planting.

Please review response by Mott McDonald civil engineers. Also subject to arborist report.

- Resolve level changes at interface with sports fields. Provide sections to show walls, batters and planting and existing vegetation.

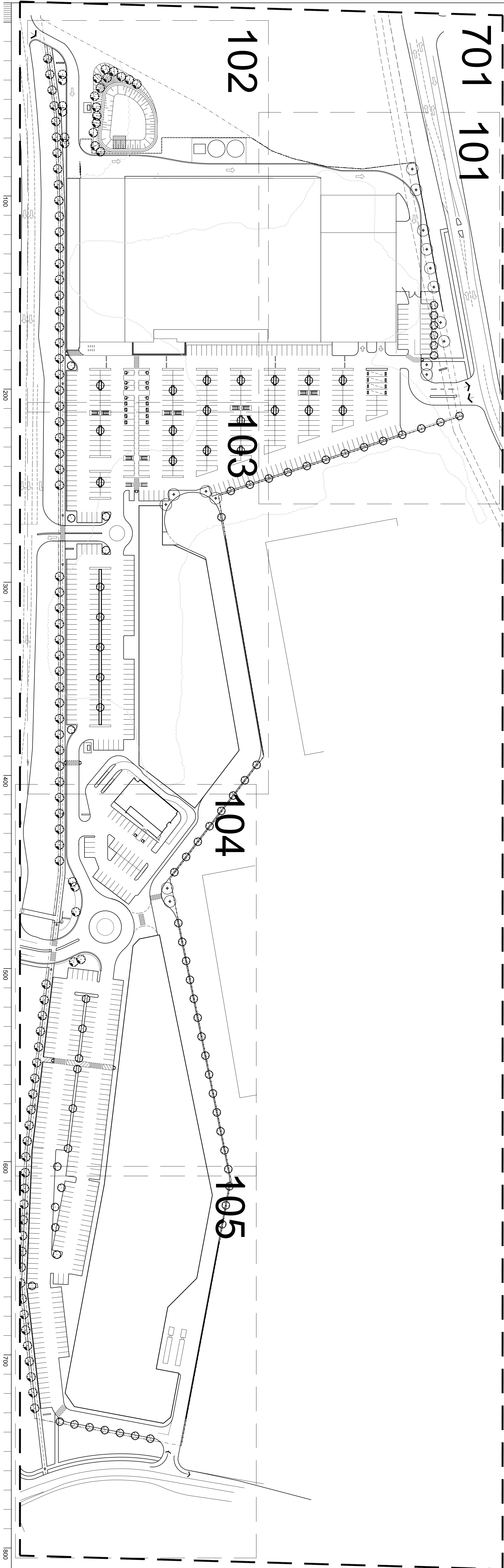
Sections have now been provided by architect as well as section 2/502 on drawing L502.

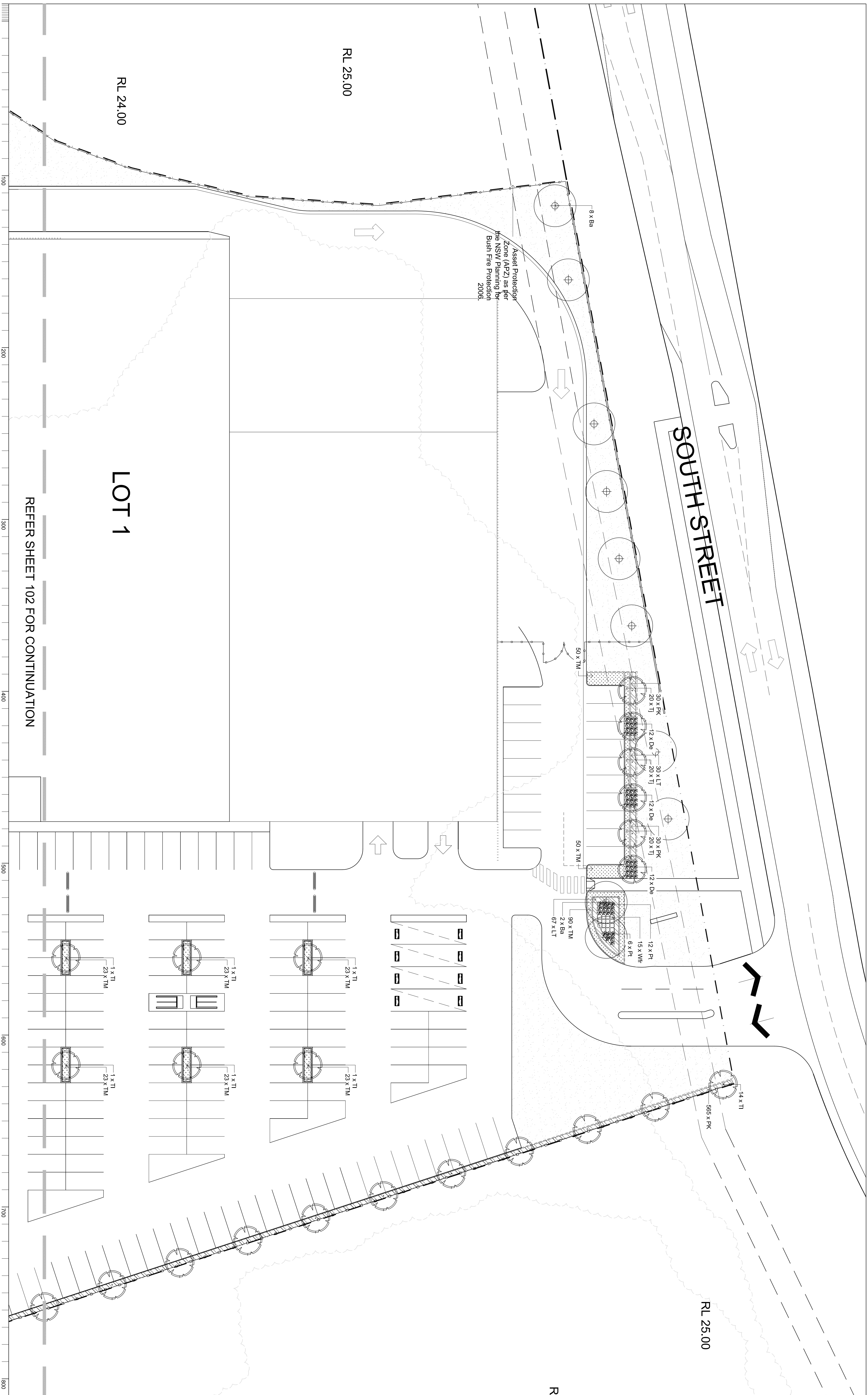
Minimal space within boundary to provide significant planting, however trees and large grasses have been planted where retaining walls do not occur to allow for a planting buffer. Existing vegetation to these areas are subject to arborist report.

DRAWING SCHEDULE

DWG NO.	DRAWING TITLE	SCALE
000	COVER SHEET	
101	LANDSCAPE PLAN	1:250
102	LANDSCAPE PLAN	1:250
103	LANDSCAPE PLAN	1:250
104	LANDSCAPE PLAN	1:250
105	LANDSCAPE PLAN	1:250
501	LANDSCAPE DETAILS	
502	LANDSCAPE SECTIONS	
701	LANDSCAPE SITE ANALYSIS	1:1000

PLANT SCHEDULE						
SS11-2409 MASTERS - WINDALE						
BOTANICAL NAME		COMMON NAME	HEIGHT	WIDTH	QUANTITY	SPACING SIZE POT SIZE
TREES						
Ba	Braehychion acerifolia	Illawarra Flame Tree	25	5	16	As Shown
Bg	Corymbia gummitera	Red Bloodwood	12	10	7	As Shown
Cm	Corymbia maculata	Spotted Gum	15	7	101	As shown
Ti	Tristanopsis laurina 'Luscious'	Water Gum	9	8	79	As Shown
SHRUBS & ACCENTS						
De	Doryanthes excelsa	Gymea Lilly	2	2	323	As shown
Pt	Platimum tenax 'Atropunpurea'	Red NZ Flax	2	1.5	117	As shown
Wtr	Westringia fruticosa	Coastal Rosemary	2	2	99	As shown
GROUNDCOVERS & GRASSES						
DB	Dianella 'Breeze'	Blue Flax Lilly	0.6	0.6	2384	5/m2
LT	Lomandra 'Tankai'	Tankaia Mai Rush	0.5	0.75	2963	5/m2
PK	Poa poliformis 'Kingsdale'	Kingsdale	0.6	0.6	1866	5/m2
Ti	Trachelospermum jasminoides	Star Jasmine	0.2	0.5	376	5/m2
TM	Themeda australis 'Wingo'	Blue Kangaroo Grass	0.3	0.6	2079	5/m2
PLANTING MATRIX						
Cap	Carex appressa	Tall Sedge	0.8	0.6	398	
DB	Dianella 'Breeze'	Blue Flax Lilly	0.6	0.6	398	
Imo	Isotelis nodosa	Knobbly Clubrush	1	0.5	796	5 Plants /m2
LT	Lomandra 'Tankai'	Tankaia Mai Rush	0.5	0.75	398	
						Tube
						Tube
						Tube

[illegible]




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The contractor shall check and verify all work on site (including work by others) before commencing the landscape installation. Any discrepancies are to be reported to the project Manager or Landscape Architect prior to the commencement of the landscape installation. The contractor shall not show shall be referred to the Landscape Architect for confirmation.

[illegible]

LEGEND	
	Site Boundary
	Proposed Tree (Refer to Plant Schedule)
	Shrubs & Accents (Refer to Plant Schedule)
	Groundcover/ Grasses (Refer to Plant Schedule)
	Turf
	Planting Matrix (Refer to Plant Schedule & Details)
	Grass Stabilisation Paving Turf
	Existing Trees Subject to Removal
	Mulch
	Timber Edge


S I T E I M A G E




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ABN 44 801 262 380

Client:	Hydrox Nominees Pty Ltd
Project:	MASTERS HOME IMPROVEMENT Pacific Highway Windale/ Bennetts Green

Drawing Number:		101	
Drawing Title:		Landscape Plan	
PRELIMINARY			
Scale:	1:250 @ A1		
Job Number:	SS11-2409	Drawing Number:	101
Issued:	F		

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<p>The contractor shall check and verify all work on site including work by others) before commencing the landscape installation. Any discrepancies are to be reported to the Project Manager or Landscape Architect prior to and show shall be referred to the Landscape Architect for confirmation.</p>		<p>Project: MASTERS HOME IMPROVEMENT Pacific Highway Windale/ Bennetts Green</p>		<p>Scale: 1:250 @ A1 Sheet: SS11-2409 Drawing Number: 102 F</p>	
<p>ARCHITECTURAL COORDINATION AS ARCHITECTURAL COORDINATION AS ARCHITECTURAL COORDINATION AS DRAFT FOR COUNCIL COMMENT AS</p>		<p>23/09/2014 20/04/2012 20/04/2012 30/03/2012 05/03/2012 01/03/2012</p>		<p>23/09/2014 20/04/2012 20/04/2012 30/03/2012 05/03/2012 01/03/2012</p>	
<p>Revision Description</p>		<p>Drawn Check</p>		<p>Issue</p>	
<p>Legend</p>		<p>Site Boundary</p>		<p>Groundcover/ Grasses</p>	
<p>Proposed Tree</p>		<p>Turf</p>		<p>Grass Stabilisation</p>	
<p>Shrubs & Accents</p>		<p>Planting Matrix</p>		<p>Paving Turf</p>	
<p>Refer to Plant Schedule</p>		<p>Refer to Plant Schedule & Details</p>		<p>Mulch</p>	
<p>Refer to Plant Schedule</p>		<p>Refer to Plant Schedule & Details</p>		<p>Timber Edge</p>	
<p>Refer to Plant Schedule</p>		<p>Refer to Plant Schedule & Details</p>		<p>Existing Trees</p>	
<p>Refer to Plant Schedule</p>		<p>Refer to Plant Schedule & Details</p>		<p>Subject to Removal</p>	

REFER SHEET 101 FOR CONTINUATION

216 x PK
7 x 11



~~REFER SHEET 103 FOR CONTINUATION~~

[illegible]



FUTURE DEVELOPMENT

FFL 20.50 ~

REFER SHEET 105 FOR CONTINUATION


Issue	Revision Description	Drawn	Check	Date
A	FOR COMMENT	NM		01.03.2012
B	DRAFT FOR COUNCIL COMMENT	BS		06.03.2012
C		NM		03.04.2012
D	ARCHITECTURAL COORDINATION	NM		13.04.2012
E	ARCHITECTURAL COORDINATION	BS		19.04.2012
F	ARCHITECTURAL COORDINATION	NM		26.09.2014
G	ARCHITECTURAL COORDINATION	NM		26.09.2014
H	ARCHITECTURAL COORDINATION	NM		26.09.2014
I	ARCHITECTURAL COORDINATION	NM		26.09.2014
J	ARCHITECTURAL COORDINATION	NM		26.09.2014
K	ARCHITECTURAL COORDINATION	NM		26.09.2014
L	ARCHITECTURAL COORDINATION	NM		26.09.2014
M	ARCHITECTURAL COORDINATION	NM		26.09.2014
N	ARCHITECTURAL COORDINATION	NM		26.09.2014
O	ARCHITECTURAL COORDINATION	NM		26.09.2014
P	ARCHITECTURAL COORDINATION	NM		26.09.2014
Q	ARCHITECTURAL COORDINATION	NM		26.09.2014
R	ARCHITECTURAL COORDINATION	NM		26.09.2014
S	ARCHITECTURAL COORDINATION	NM		26.09.2014
T	ARCHITECTURAL COORDINATION	NM		26.09.2014
U	ARCHITECTURAL COORDINATION	NM		26.09.2014
V	ARCHITECTURAL COORDINATION	NM		26.09.2014
W	ARCHITECTURAL COORDINATION	NM		26.09.2014
X	ARCHITECTURAL COORDINATION	NM		26.09.2014
Y	ARCHITECTURAL COORDINATION	NM		26.09.2014
Z	ARCHITECTURAL COORDINATION	NM		26.09.2014

S I T E I M A G E

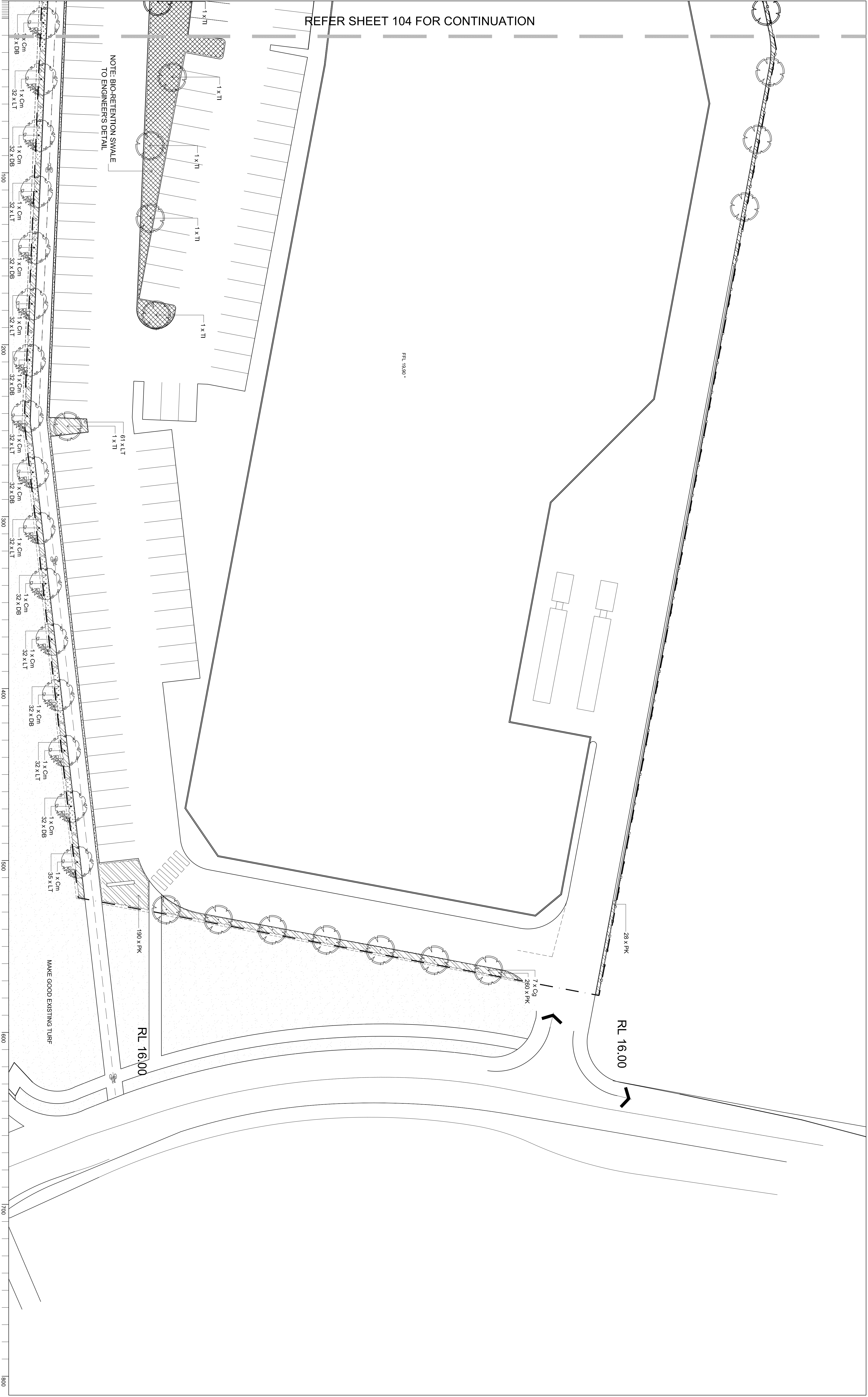
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Client: Hydrox Nominees Pty Ltd		Drawing Name: Landscape Plan	
Project: MASTERS HOME IMPROVEMENT Pacific Highway Windale/ Bennetts Green		PRELIMINARY	
Scale: 1:250 @ A1		0' 1' 2' 3' 4' 5' 6' 7' 8' 9' 10m	
Job Number: SS11-2409		Drawing Number: 104 F	



REFER SHEET 104 FOR CONTINUATION

F.F.L. 16.900 +

RL 16.00

RL 16.00

MAKE GOOD EXISTING TURF


NOTE: BIO-RETENTION SWALE
TO ENGINEERS DETAIL


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shall be referred to the Landscape Architect for confirmation.


Issue	Revision Description	Drawn	Check	Date
A	FOR COMMENT	AS	NM	30.03.2012
B	ARCHITECTURAL COORDINATION	AS	NM	13.04.2012
C	ADDITIONAL LANDSCAPING AREAS	DB	NM	20.04.2012
D	ARCHITECTURAL COORDINATION	JM	NM	20.09.2014


LEGEND

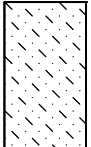
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Site Boundary
- 

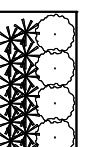
Proposed Tree
(Refer to Plant Schedule)
- 

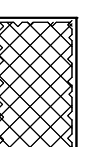
Groundcover/Grasses
(Refer to Plant Schedule)
- 

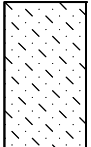
Turf
(Refer to Plant Schedule)
- 


Grass Stabilisation
- 

Paving Turf
- 

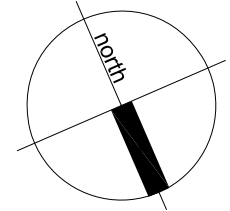
Existing Trees
Subject to
Removal
- 

Shrubs & Accents
(Refer to Plant Schedule)
- 

Planting Matrix
(Refer to Plant Schedule & Details)
- 

Mulch
- 

Timber Edge



S I T E I M A G E



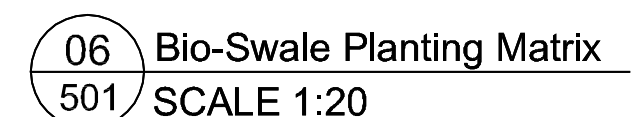
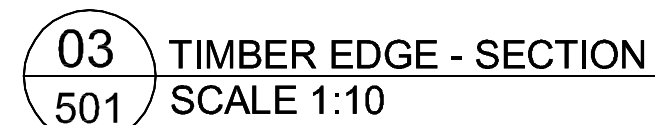
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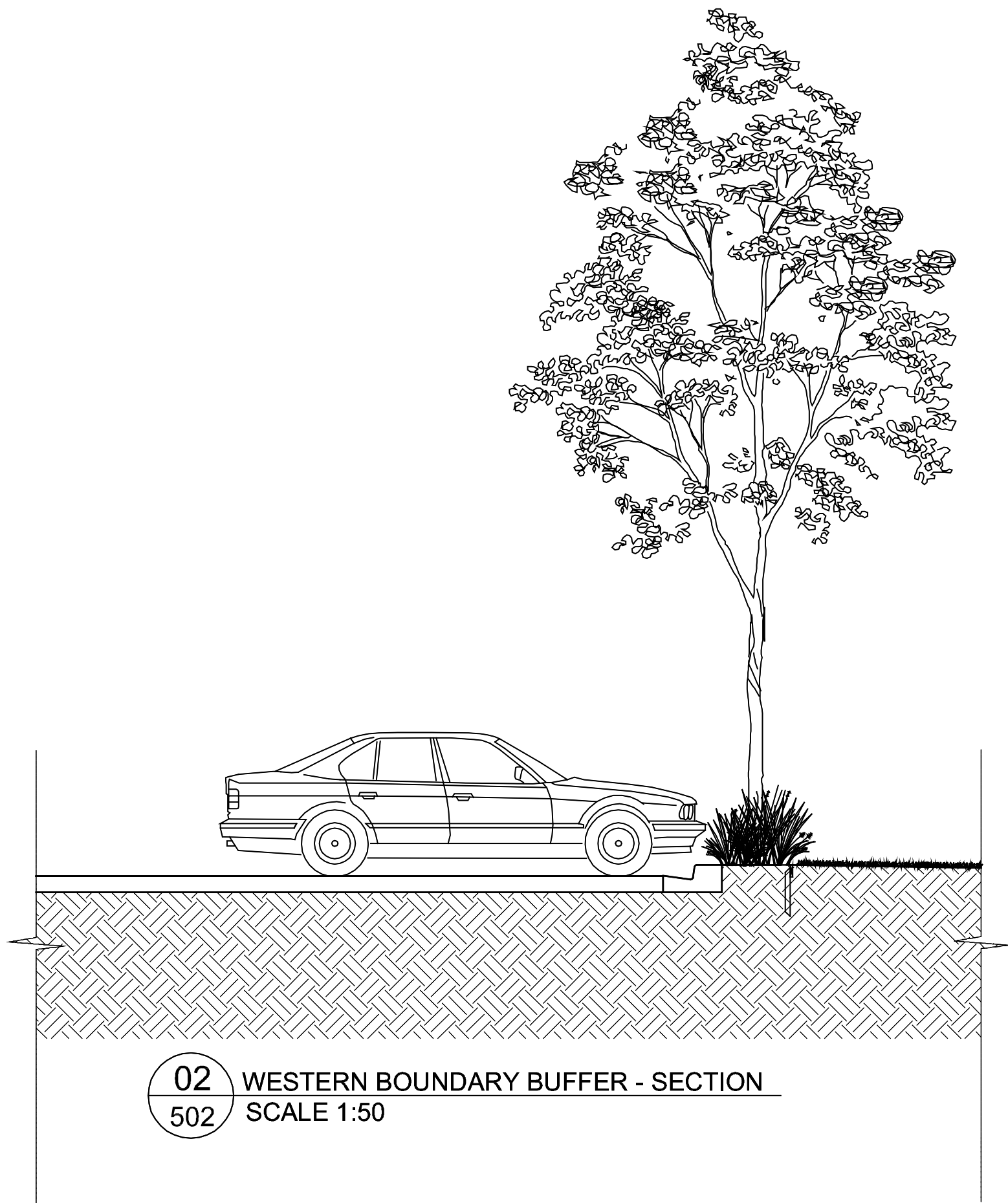
Client:
Hydrox Nominees Pty Ltd

Project:
**MASTERS HOME IMPROVEMENT
Pacific Highway
Windale/ Bennetts Green**

Drawing Name:
Landscape Plan

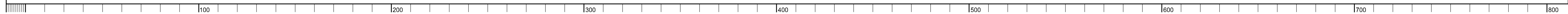
PRELIMINARY
Scale: 1:250 @ A1
Job Number: SS11-2409
Issue: D





01 EASTERN BOUNDARY BUFFER - SECTION
502 SCALE 1:50

02 WESTERN BOUNDARY BUFFER - SECTION
502 SCALE 1:50

[illegible][illegible]

Client:	Hydrox Nominees Pty Ltd
Project:	MASTERS HOME IMPROVEMENT Pacific Highway Windale/ Bennetts Green

Drawing Name: Landscape Sections			
PRELIMINARY			
Scale: As Shown	Job Number: SS11-2409		Drawing Number: 502
		Issue: A	

Revealing North Westerly Winter Wind Direction



Revealing North Westerly Winter Wind Direction