



Our Ref: MR:TM:239402

8 August 2018

General Manager
Lake Macquarie City Council
Box 1906
HUNTER REGION MAIL CENTRE NSW 2310

ATTENTION: Ms Georgie Williams

Dear Georgie,

**RE: DA 1178/2017 - PROPOSED WOOLWORTHS DEVELOPMENT.
LOT 901 DP 1222132, GEORGE BOOTH DRIVE, CAMERON PARK.**

I refer to the abovementioned project, Council's request for information (RFI) by email dated 30 April 2018 and subsequent discussions with Council staff. This submission presents a formal response to the matters raised in Council's RFI.

Following consideration of Council's RFI, the proponent has made design amendments to specifically respond to Council's RFI and undertaken additional investigations where necessary. As discussed, the proponent has commissioned the services of a number of new consultants as follows:

- Architect – Nettleton Tribe;
- Civil Engineer – Van der Meer Consulting; and
- Landscape Architect – Elke Landscape Architect.

Please be advised that in preparing the revised documentation that accompanies this submission to respond to Council's RFI:

- Rod Burrough from Van der Meer Consulting developed the revised stormwater design in consultation with Council's Greg Field; and
- Elke Haege from Elke Landscape Architect developed the revised landscaping documentation in consultation with Council's Robyn Pollock.

Importantly, please note that whilst new specialist consultants have been commissioned by the proponent to progress the project, the response documentation supplied as part of this submission is based on the architectural design and site layout as shown in the BN Group plans submitted to Council on 21 February 2018. The design changes as shown in the revised documentation that accompanies this submission is limited to specifically respond to those items raised by Council in its RFI dated 30 April 2018. All other elements of the design remain unchanged.

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In relation to each of the matters raised in Council's RFI, please note the following responses:

Council Comment:

1. **Visual Impact:** Council's Landscape Architect has advised the removal of tree vegetation within the south western perimeter fronting George Booth Drive to accommodate a pylon sign is not supported. This fringing vegetation has been incrementally cleared to accommodate batters and infrastructure. The remnant is important for visual amenity of the road corridor and screening walling, carparking and potential back of house functions to future development area. Proposed pylon signs at the intersection with Portland Drive provides adequate wayfinding. Recommendation: remove pylon signage on George Booth Drive.

The landscape plan indicate remnant bushland fringing the south western perimeter fronting George Booth Drive. The engineering plans indicate a detention basin is proposed to be built fronting George Booth Drive. This is not supported for the above reasons. The proposed carpark is vast and can accommodate tanking, with already cleared areas at the corner with Portland Drive and west along George Booth Drive able to accommodate detention. Recommendation: integrate detention with landscape design and value visual amenity provided by existing remnant bushland.

Response:

As requested, the proposed pylon sign at the south western corner of the site that fronts George Booth Drive has been removed. This is shown in the revised Architectural site plan (refer to **Appendix C**). As discussed, the proponent is also willing to accept a condition of consent that confirms that this pylon sign does not form part of the development consent.

As per Council's recommendation, the proponent has removed the proposed detention basin from the southern portion of the site. Accordingly, there will be no impact on the remnant vegetation.

The proponent considered a range of options relevant to the location of the detention basin and further civil engineering review undertaken by Van der Meer Consulting has confirmed that the detention basin is not necessary for the development. Van der Meer Consulting advise the following (refer to **Appendix A**):

- The site is located within the Cameron Grove Residential Estate at Cameron Park. Subdivision stormwater infrastructure has already been constructed and in part serve the northern and eastern portion of the subject site in accordance with the Cameron Grove subdivision approval (DA 2433/2004). The stormwater drainage catchment plan for the existing road infrastructure (prepared by Brown Consulting) is provided within the Van der Meer Consulting documents in **Appendix A**.
- The ADW Johnson Stormwater Management Report submitted to Council in February 2018 reported that the purpose of the detention basin was to ensure that the peak flow rates determined in the Brown Consulting's road and drainage plans for the subdivision are not exceeded in both the minor and major storm.

Van der Meer Consulting has amended the drainage design (refer to the plans provided in **Appendix A**). The amended layout eliminates the need for an on-site detention basin by

ensuring that no catchments draining to Northridge Drive and Portland Drive are greater in size than those previously defined by the Brown Consulting engineering design.

- The Van der Meer Consulting documentation confirms the existing and proposed catchment areas together with a comparison table.

Noting that the stormwater management plan has been revised (including removal of the detention basin), the proposed plan of subdivision prepared by ADW Johnson has been amended accordingly. This is provided in **Appendix D**.

Council Comment

2. **Landscape Design:** *It is not clear how compliant access to the Tramway is achieved from the carpark. Significant retaining is proposed as per the engineering plans. Recommendation: provide information on pedestrian access from carpark to Tramway and how landscape screening will ameliorate the visual impact of such extensive retaining.*

Vertical planting along the loading dock wall will work in theory however no planting area has been provided to support plant growth, on either engineering or landscape plans. Recommendation: provide planting area and soil volumes to support vertical climbers.

Response:

Compliant access from the carpark to the cycleway can be achieved and this is demonstrated in the attached civil engineering documentation (**Appendix A**).

Provided in **Appendix B** of this submission is revised landscaping documentation prepared by Elke Landscape Architect. The landscaping plans provide the following information as requested by Council:

- Details of landscape screening along retaining walls and batters within the site; and
- Details of planting area and soil volumes to support vertical climbers along the loading dock wall.

Council Comment

3. **Landscape and Tree Planting in Car Parks:** *The tree planting as shown within the south western side of the carpark is not supported as planting bays do not achieve a minimum width of 2m or root volume of 8m³. Tree planting is tokenistic and likely to fail given the western orientation and heat loadings from the hardstand. Given the excess of carparking there is adequate room to provide actual planting pits capable of supporting tree growth. Recommendation: provide adequate tree pits to ensure successful tree establishment and provide some amenity to the carpark setting.*

As detailed in Council's previous letter, in regard to Section 5.5 (Car Parking Rates) of Development Control Plan 2014 and the proposed over supply of car parking, control 2 requires that where the proposed number of car parking spaces is more than that specified in Table 7, detailed justification must be provided to support a variation including:

- a. *Demonstration that exceeding the designated car parking rates does not detract from the urban design outcomes (streetscape and built form) of the proposal.*

Concern is raised that the oversupply results in substandard urban outcomes through poor landscape design. To support the oversupply of car parking, the landscape response must adequately address the above issues.

Response

Provided in **Appendix B** of this submission is revised landscaping documentation that shows suitable planting bay widths and root volumes to support the proposed planting in the south western portion of the carpark. This includes the installation of trees in a continuous / connected soil zone with permeable pavement over structural support soil. It is the position of the landscape consultant that the proposed planting pit arrangement is adequate to ensure successful tree establishment and capable of supporting ongoing tree growth. This matter has been discussed between the landscape designer (Elke Haeger) and Council's Robyn Pollock.

It is acknowledged that carparking has been dealt with separately in the ADW Johnson submission dated 21 February 2018 and in our subsequent discussions. It is considered that the revised landscape design, inclusive of proposed carpark planting, offers a genuine landscape design that will contribute towards a high degree of amenity for visitors within the site as well as creating an aesthetically pleasing site when considered externally.

The revised design has been prepared in consultation with Council landscaping staff and offers a significant improvement to the previous landscape design (submitted to Council in February 2018). It is considered that Council can be satisfied that the landscaping outcome proposed will appropriately contribute towards a positive urban design outcome.

Council Comment

4. **Heritage:** *Council's Heritage Officer has reviewed the additional information and advised the Statement of Heritage Impact (SHI) has been updated to include the pylon signs and the connection of the cycleway to the proposal. The SHI states that the cycleway will be constructed in accordance with the West Wallsend Tramway Plan of Management, however, no details have been provided, other than to state that the link to the cycleway will be 3m wide in broom finished concrete.*

The submitted Statement of Environmental Effects (SoEE) states that details for the link have been provided in the revised architectural plans, however the only details provided are the width of the link, to comply with the West Wallsend Tramway Plan of Management. The landscape Plan, similarly, only mentions feature planting, with no further detail provided.

There is a substantial difference in height between the tramway corridor and the proposed parking area. A view from the cycleway to the southern elevation has not been provided, however it is visible in the 3D visualizations that substantial retaining will be required in some areas.

Details regarding these retaining walls and how they will impact on the amenity of the cycleway have not been provided. No landscaping has been proposed to soften the appearance of these walls.

The retaining basin included in the engineering plans adjacent to the heritage item has not been identified in any other plans. The impact of this basin and associated vegetation removal was not considered in the SHI. The retention basin should be integrated with landscaping and the impact on the adjacent cycleway/shared pathway needs to be addressed. The basin will most likely be fenced, which will have a detrimental impact on the cycleway, considering the close proximity. The bushland setting of the tramway should be retained as much as possible and any built elements that do not relate to the cycleway should be clearly separated.

The applicant is to provide additional information detailing the link and how it articulates with landscaping and existing levels should be provided, as well as how the impact of the retaining walls will be ameliorated.

The detention basin should be relocated to a different location, away from the cycleway, and the bushland setting retained.

Response

The heritage commentary largely raises the same items as those previously raised in the landscaping and visual impact comments. The revised documentation provided with this submission responds to the heritage commentary as follows:

- The revised landscaping documentation details the ameliorative landscape screening treatment of the proposed retaining and batters between the carpark and cycleway;
- The revised landscaping documentation provides additional detail in relation to the central pedestrian link from the cycleway into the site as follows:
 - Heritage interpretation measures will be implemented such as the use of abrasive blast finish to create a pattern to replicate a tramway shape. This is consistent with the West Wallsend Tramway Plan of Management;
 - Landscaping treatment adjacent to the linkage is shown; and
 - The link will be a 3m wide ramped pedestrian pathway with an accessibility compliant grade (refer to the civil engineering documentation provided in **Appendix A**).
- The detention basin has been removed.

In addition to the above, the revised landscaping documentation also includes other heritage interpretation measures as follows:

- Heritage interpretation internodes at various points along the cycleway as well as at the western pedestrian entry into the site inclusive of abrasive blast finished pathway treatment to the pattern of a tramway; and
- Heritage interpretation internodes at the north eastern corner of the site inclusive of pathway treatment (abrasive finish to create a tramway pattern) as well as opportunity for interpretive bench seating and signage.

It is considered that the level of detail provided in the attached documentation relevant to the central link from the cycleway into the site is suitable to allow assessment of the application to progress. As discussed with Council staff, the proponent is willing to accept a condition of development consent requiring any further details of the central pedestrian link to be provided prior to the issue of a Construction Certificate.

As also previously established with Council, construction of the approved cycleway will be consistent with the West Wallsend Tramway Plan of Management. Noting that this is already approved (DA 2433/2004), it is considered reasonable that any further detail can be confirmed with Council as a condition of consent prior to the release of a Construction Certificate. The proponent is willing to accept a condition of consent requiring construction of the cycleway (limited to the extent of the subject site Lot 901 DP 1222132) in association with the proposed development.

The proponent engaged the services of EJE Heritage to review the revised documentation and Council's commentary. EJE Heritage have prepared advice to accompany this submission (refer to **Appendix E**). The advice confirms:

- Removal of the stormwater detention basin negates any potential heritage impact upon the West Wallsend steam tram line alignment;
- The central link from the cycleway into the site is supported. It is noted that the central link will have a gentle and accessible slope (5%). The link will have a net positive impact upon the significance of the item (West Wallsend steam tram line) by creating a community link for travellers on the cycleway;
- The vegetated bank north of the cycleway (including either side of the central link) and retained remnant vegetation to the south of the cycleway will have a net positive impact on the significance of the item as they reference the character of the former steam tram line as it cut through the bush to reach outlying communities;
- Additional detail has been provided in relation to the interpretive elements proposed to reference the steam tram line whilst traversing the cycleway. Interpretive paving patterns incorporated into the surface of the cycleway (located at the central link into the site and the link to the adjacent hotel site) are entirely consistent with the Plan of Management for the tramway; and
- The opportunities identified for interpretive paving, bench seating and signage at the north eastern corner of the site (near Tenancy 22 and the bus stop pedestrian linkage into the site) as well as opportunity for interpretive paving at the western pedestrian entry into the site, whilst not within the steam tram corridor, will serve to reinforce the link between the site and the historic item aiding discovery and subsequent interpretation of the item.

EJE Heritage concludes that the amendments to the design are a superior outcome in terms of heritage considerations when compared with the previous design. The proposed works will have negligible impact upon the West Wallsend steam tram line heritage item and in turn will have many opportunities to enhance the significance of the item through the conversion of the item into a cycleway which will establish links from the cycleway to the shopping centre development and revive the former purpose of the tram line in linking settlements along its route and bringing goods and services within easy reach of those communities.

EJE Heritage recommends that the proposal be approved given the positive effect it will have to enhance the significance of the item and facilitate the interpretation of the West Wallsend steam tram line heritage item.

Council Comment

5. **Stormwater Management:** *The submitted Stormwater Management Plan shows some stormwater works are required on the land adjoining Lake Pambulong, which is owned by Hammersmith Management Pty Ltd. Owners consent is required from Hammersmith.*

Response

Land owners consent from Hammersmith Management Pty Ltd and Roche Group Pty Ltd for the proposed stormwater works on the lands adjoining Lake Pambulong was provided as **Appendix F** of the submitted Statement of Environmental Effects. The land owner's consents were issued over two parcels of land as follows:

- Lot 900 DP 1222132 (owned by Hammersmith Management Pty Ltd); and
- Lot 902 DP 1222132 (owned by Roche Group Pty Ltd).

It is noted that the stormwater design has been revised and now only proposes drainage works on adjoining Lot 2000 DP 1241946 (formerly Lot 900 DP 1222132).

Conclusion

It is considered that the information provided within this submission will allow Council to complete its assessment of the Development Application and provide a recommendation for approval to the Joint Regional Planning Panel. The proponent and its consultant team are available to meet with Council staff to discuss any of the items that form part of this submission.

Woolworths seek to deliver nationally recognised convenience shopping to this rapidly growing area. We have no doubt that the community will appreciate this also.

The following information is attached to this submission:

Appendix A – Revised Stormwater Management Documentation (van der Meer Consulting).

Appendix B – Revised Landscaping Documentation (Elke Landscape Architect).


Appendix C – Revised Architectural Site Plan (Nettleton Tribe).

Appendix D – Revised Plan of Subdivision (ADW Johnson).

Appendix E – Heritage Advice (EJE Heritage).

If you wish to discuss this matter please do not hesitate to contact me on 49785100 or mathewr@adwjohnson.com.au.

Yours faithfully,


 A handwritten signature in black ink, appearing to read 'M. Radnidge'.

Mat Radnidge

Senior Planner

ADW Johnson Pty Ltd

Hunter Office

N:\239402\Admin\Reports\Planning\LMCC RFI 300418\Response to RFI August 2018\Sub LMCC 8 Aug 2018.docx

Appendix A

REVISED STORMWATER MANAGEMENT DOCUMENTATION (VAN DER MEER CONSULTING)



Appendix B

REVISED LANDSCAPING DOCUMENTATION (ELKE LANDSCAPE ARCHITECT)

Appendix C

REVISED ARCHITECTURAL SITE PLAN (NETTLETON TRIBE)



Appendix D

REVISED PLAN OF SUBDIVISION (ADW JOHNSON)

Appendix E

HERITAGE ADVICE (EJE HERITAGE)

Our Ref: SY182016
Enquiries to: Rod Burrough



20 July 2018

Fabcot Pty Ltd
1 Woolworths Way
BELLA VISTA NSW 2153

Attention: Greg Lucas

Dear Sir,

RE: CAMERON PARK – AMENDED STORMWATER SUBMISSION

Van der Meer Consulting P/L has been requested by Fabcot P/L to prepare a Stormwater Management Plan that provides an alternate location for the on-site stormwater detention basin proposed by ADW Johnson P/L. Council as part of their development assessment has requested a civil engineer provide an alternative solution in removing the detention basin out of the fringing bushland and incorporating into the proposed car parking /landscaped areas of the centre.

The site is located within the Cameron Grove Residential Estate at Cameron Park. Subdivision stormwater infrastructure has already been constructed and in part serve the northern and eastern portion of the subject site in accordance with the Cameron Grove subdivision approval (DA 2433/2004). Stormwater drainage catchment plan for the existing road infrastructure prepared by Brown Consulting is attached to this letter.

ADW Johnson have reported in their Stormwater Management Report (SMR) dated Feb 2018 that the purpose of the detention basin was to ensure that the peak flow rates determined in the Brown's road and drainage plans for the subdivision are not exceeded in both the minor and major storm.

We have amended the stormwater drainage layout as shown on our plan DAC401 Rev E attached. We have eliminated the need for an on-site detention basin by ensuring that no catchments draining to the Northridge and Portland Drive are greater in size than those previously defined by the Brown's engineering plans. Our plan DAC410 Rev D also attached shows the existing and proposed catchments together with a catchment comparison table.

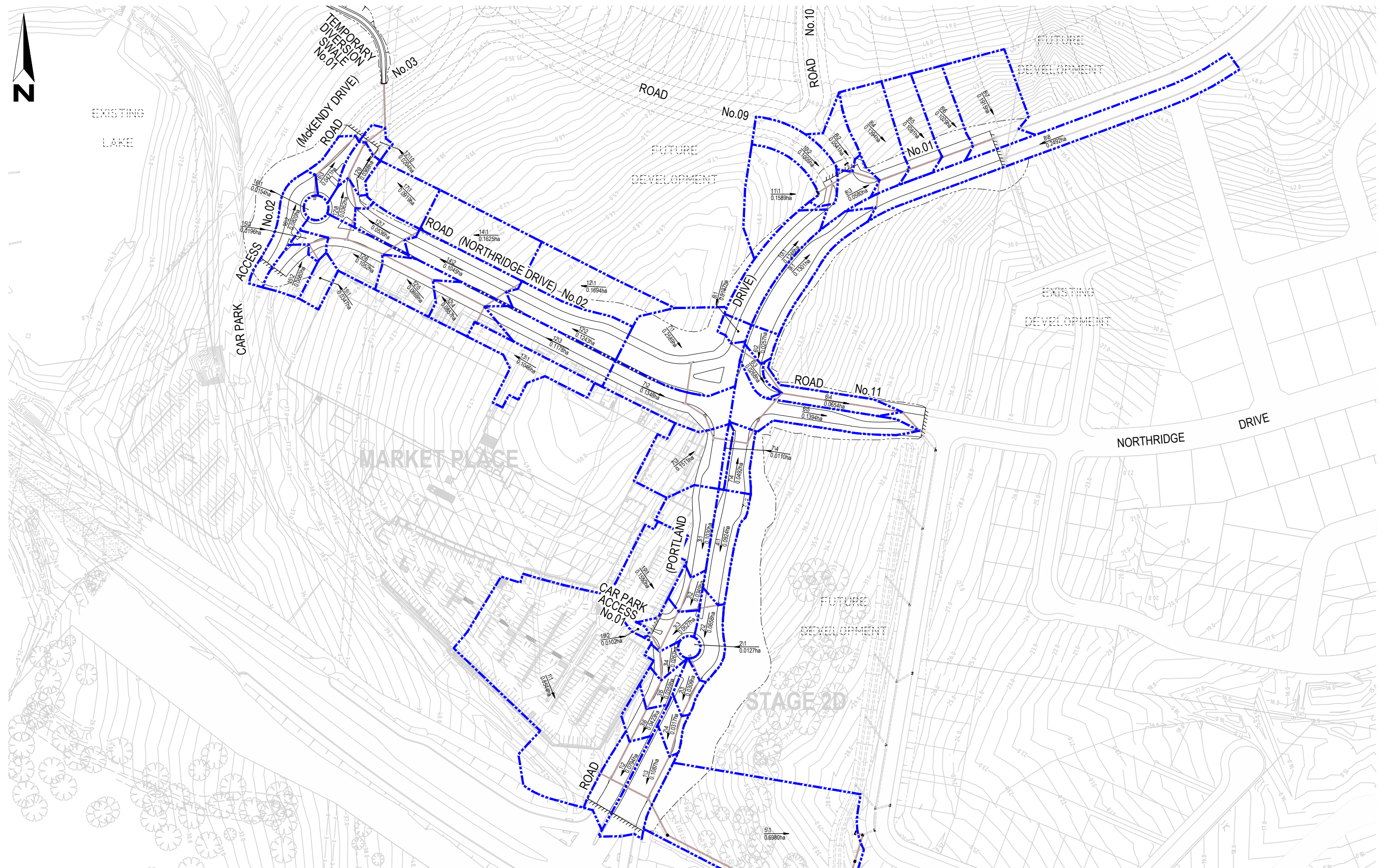
A summary of the site catchment areas and their point of discharge are listed below:

Proposed Lot 4	Portland Drive pits between George Booth Drive and the roundabout access to the centre.
Tenancy 22 (T22)	Pit 7/3 at the corner of Northridge and Portland Drives.
Loading Dock	Pit 12/4 in Northridge Drive
Site except above	Pambulong Lake via the proposed section of McKendry Drive

Should you have any queries please do not hesitate to contact us.

Yours faithfully,
Van der Meer Consulting

Rod Burrough
Manager, Civil Engineering



FOR CONSTRUCTION CERTIFICATE

Revisions						
00	AW	DD	CB	TT	12/04/13	ISSUED FOR 80% REVIEW
01	AW	DD	CB	SG	21/10/13	ISSUED FOR CONSTRUCTION CERTIFICATE
02	VP	JP	SG		16/07/14	ISSUED WITH COUNCIL AMENDMENTS
03	BL	BL	PF	SAG	25/05/15	UPDATED TO COUNCIL COMMENTS
04	BL	BL	PF	SAG	5/08/15	NOTE ADDED TO RIGID PAVEMENT PLAN REGARDING SURFACE FINISH
05	BL	BL	PF		02/09/15	UPDATED TO REFLECT COMMENTS BY GEOTECHNICAL ENGINEER
Revision Details						
First	AW	DD	CB	TT	12/04/13	
Issue	Drawn	Design	Check	Appd.	Date	

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SCALE 1:1000 (A1) SCALE 1:2000 (A3)

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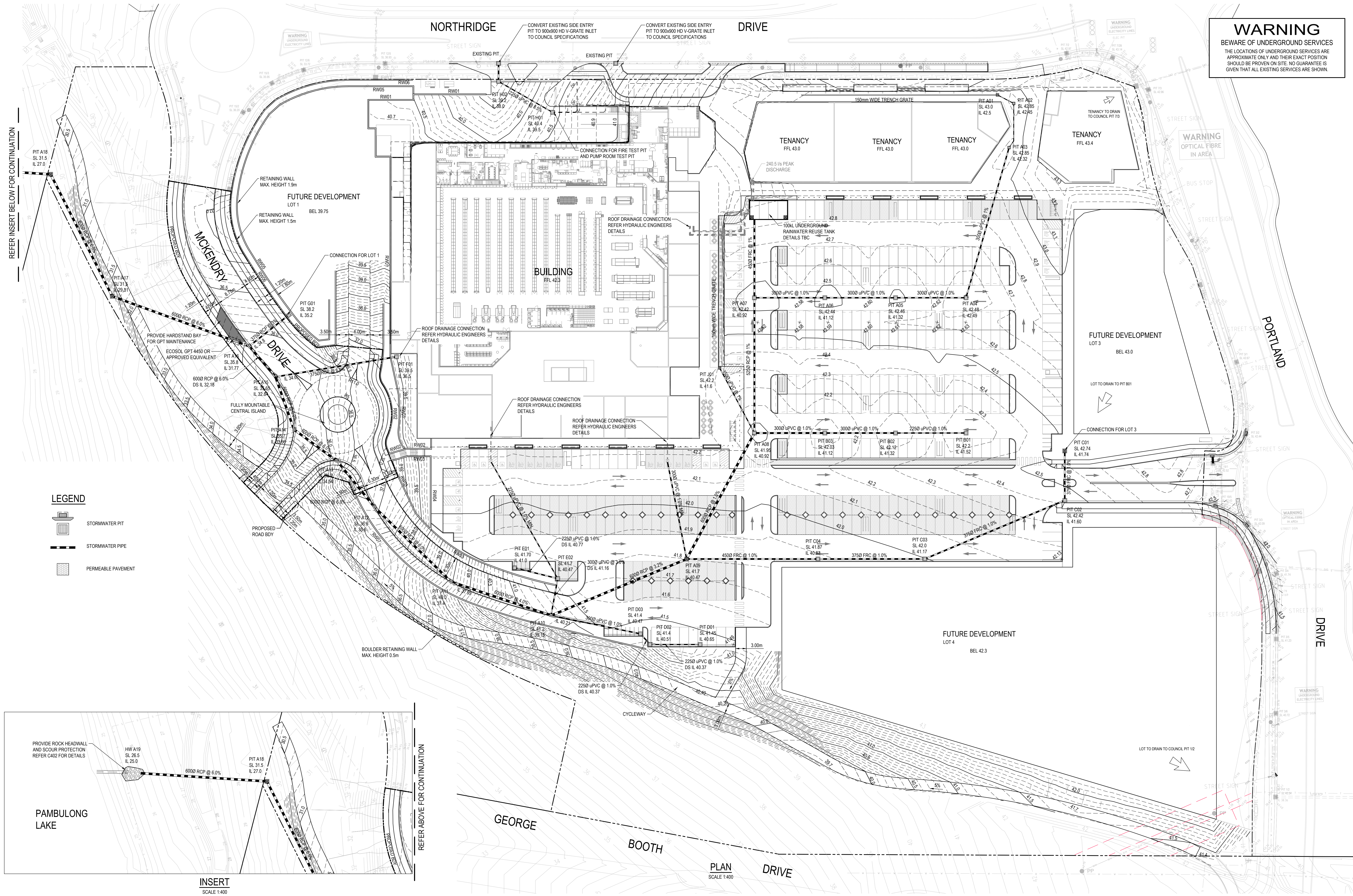
Approval:
BY: STUART GREEN
FIE Aust. CP Eng.
Manager - Urban Development
SIGN:
DATE: 2/9/15

Client:
HAMMERSMITH MANAGEMENT PTY LTD
Project:
CAMERON GROVE - LINK ROAD
ROAD & DRAINAGE DESIGN



Drawing Title:
CATCHMENT PLAN

Project No.: L05016.014 Stage: CC Milestone: 501 Revision: 05



WARNING
BEWARE OF UNDERGROUND SERVICES
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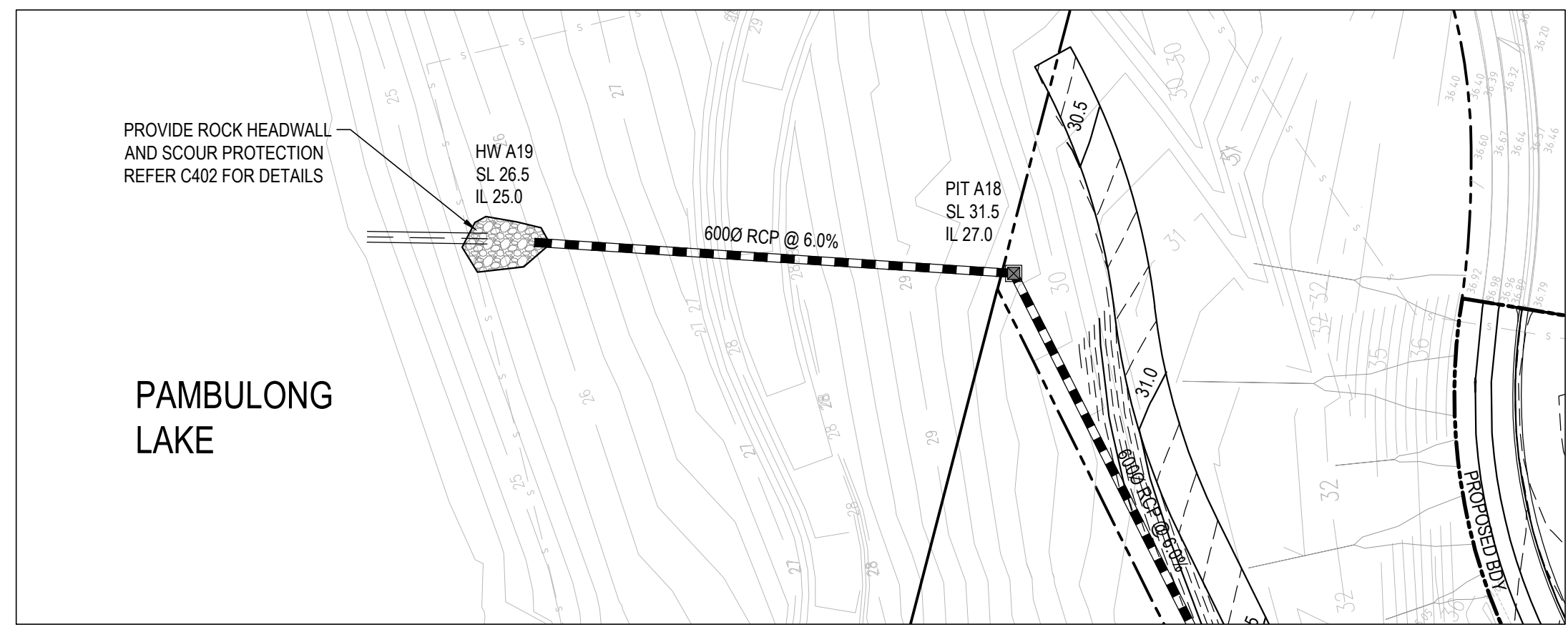
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OPTICAL FIBRE IN AREA

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UNDERGROUND ELECTRICITY LINES

WARNING
UNDERGROUND ELECTRICITY LINES

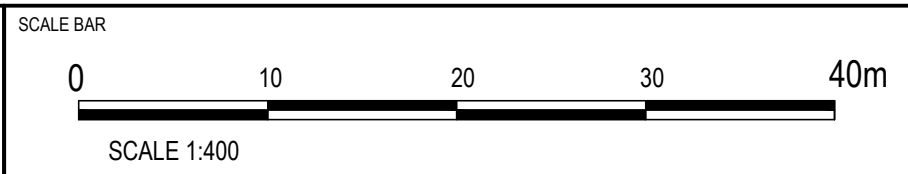
WARNING
UNDERGROUND ELECTRICITY LINES

- LEGEND**
- STORMWATER PIT
 - STORMWATER PIPE
 - PERMEABLE PAVEMENT

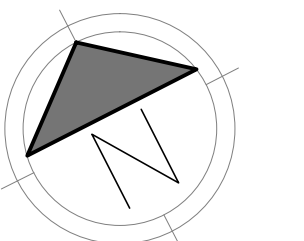


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No.	REVISION DESCRIPTION	DRAWN	DATE
E	APPROVAL ISSUE	NT	18.07.18
D	APPROVAL ISSUE	NT	17.07.18
C	APPROVAL ISSUE	NT	09.07.18
B	APPROVAL ISSUE	NT	06.07.18
A	PRELIMINARY	NT	29.06.18



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van der meer

www.vandermeer.com.au
van der Meer (NSW) Pty Ltd
A.B.N. 56 158 266 301

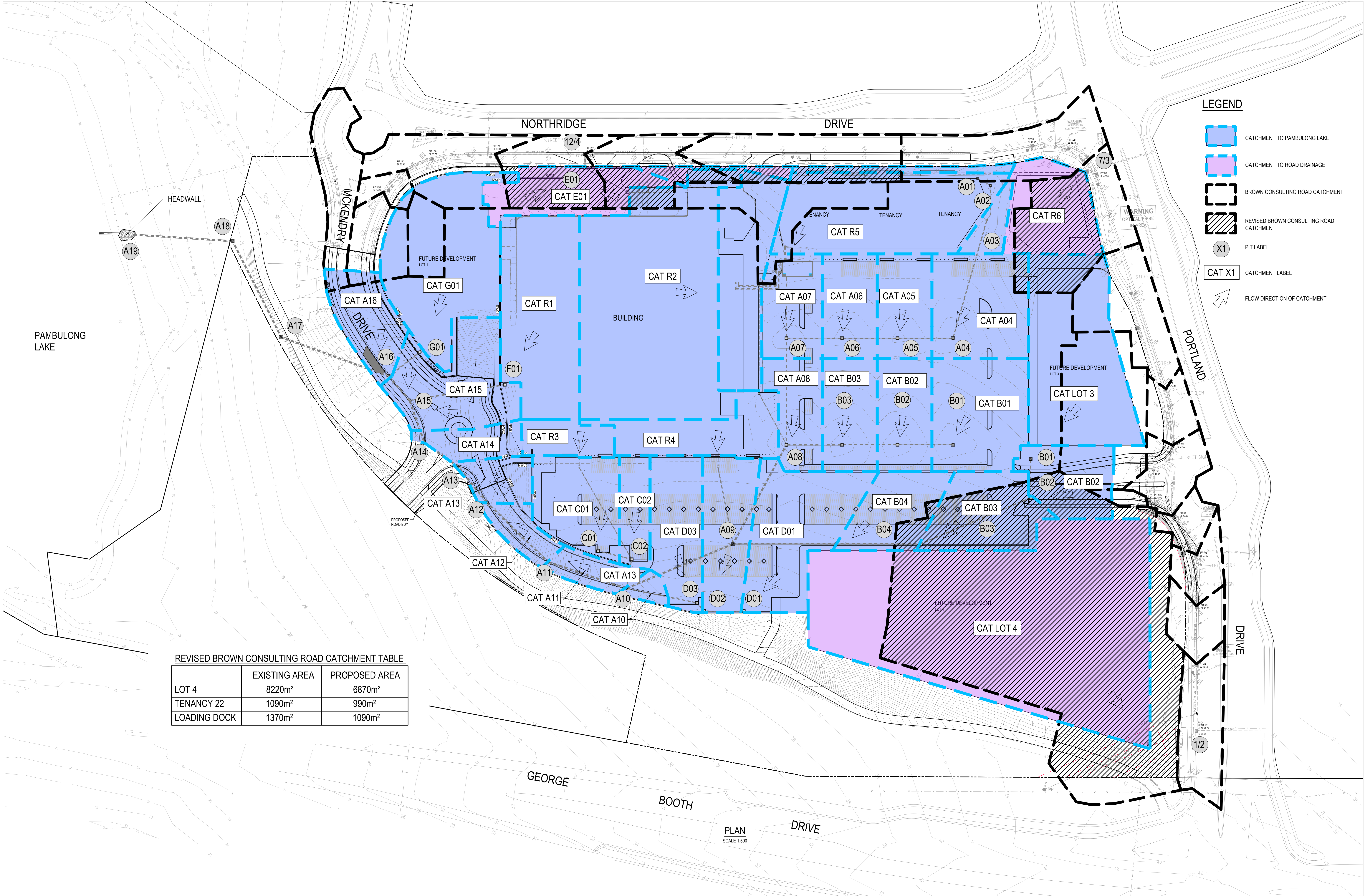
CLIENT
FABCOT PTY LTD
1 WOOLWORTHS WAY
BELLA VISTA, NSW 2153

ARCHITECT
NETTLETON TRIBE ARCHITECTS
117 WILLOUGHBY ROAD, CROWS NEST, NSW 2065

PROJECT TITLE
CAMERON PARK PLAZA
309 GEORGE BOOTH DRIVE
CAMERON PARK, NSW 2285

DRAWING TITLE
DRAINAGE LAYOUT

DRAWING STATUS			
APPROVAL ISSUE			
NOT TO BE USED FOR CONSTRUCTION			
PROJECT LEADER	DESIGNER	SIGNATURE	
RJB	NT		
DRAWN BY	SCALE	DATE	SHEET SIZE
NT	AS SHOWN	MARCH 2018	B1
JOB No.	DRAWING No.	REVISION	
SY182-016	DAC401	E	



REVISED BROWN CONSULTING ROAD CATCHMENT TABLE		
	EXISTING AREA	PROPOSED AREA
LOT 4	8220m ²	6870m ²
TENANCY 22	1090m ²	990m ²
LOADING DOCK	1370m ²	1090m ²

REVISIONS:

D	APPROVAL ISSUE	NT	18.07.18
C	APPROVAL ISSUE	NT	09.07.18
B	APPROVAL ISSUE	NT	06.07.18
A	PRELIMINARY	NT	29.06.18

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CLIENT

FABCOT PTY LTD
1 WOOLWORTHS WAY
BELLA VISTA, NSW 2153

ARCHITECT

NETTLETON TRIBE ARCHITECTS
117 WILLOUGHBY ROAD, CROWS NEST, NSW 2065

PROJECT TITLE

CAMERON PARK PLAZA
309 GEORGE BOOTH DRIVE
CAMERON PARK, NSW 2285

DRAWING TITLE

CATCHMENT PLAN

DRAWING STATUS

APPROVAL ISSUE
NOT TO BE USED FOR CONSTRUCTION

PROJECT LEADER	DESIGNER	SIGNATURE
RJB	NT	
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NT	AS SHOWN	MARCH 2018
JOB No.	DRAWING No.	SHEET SIZE
SY182-016	DAC410	B1
		REVISION
		D

D08999660

LANDSCAPE NOTES:
TREES IN CAR PARK ZONE: TREES IN CONTINUOUS / CONNECTED SOIL ZONE WITH PERMEABLE PAVEMENT OVER STRUCTURAL SUPPORT SOIL TYPE F1* (E.G. Ecotrihex, Adbrl).
- AERATION (VIA SLOTTED AGLINES) TO WHOLE PERMEABLE ZONE.
- IRRIGATION TO WHOLE ZONE VIA BOTH SURFACE RUNOFF (PASSIVE CAPTURE) AND RAINWATER SUB TERRANEAN IRRIGATION.
- ANY EDGES OR KERBS TO PERMEABLE ZONE OR TREE PITS TO BE FLUSH OR DISCONTINUOUS KERBS TO ALLOW - WATER TO PASS INTO TREE PITS AND PERMEABLE ZONE.
- TREE PIT FINISHED LEVEL TO BE 50-80mm SET DOWN FOR WATER CAPTURE AND REDUCTION OF MULCH MIGRATION.
- FALLS OF AND TO THE PERMEABLE PAVED ZONE AND SURROUNDS TO BE DESIGNED BY ENGINEER TO ALLOW SURFACE WATER TO FLOW ACCROSS PERMEABLE PAVERS.
- TREE PIT SOIL TO BE SOIL TYPE D4 + B2 (use P sensitive range) * (Leake S & Haegge E, 2014, Soils for Landscape Development, CSIRO Publishing).
- TREE SOIL VOLUME ALLOCATION: Tree pit openings are 1.4m². Permeable soil area allocation: between 5.3-5.6m² per tree. Volumes as per the Soil Volume Simulator (Haegge and Leake, 2017). Case study for 13 trees in continuous rooting zone shows adequate volume if using structural support systems, however tree pit allocation is slightly deficient 1.4m² versus 4.5m². Albeit, the design accommodates for some tree stunting. (refer to soil volume workings sheet provided in this package).
Note: With structural support soil : soil volumes can only be attributed to the non rock component. Structural support cells would allow for greater soil volume in the same place.

- TREE SPECIES/PLANTING EXAMPLES FOR TREES IN CARPARK ZONE: *Eucalyptus punctata* or *Eucalyptus capitata* or *Eucalyptus sideroxylon* or *Eucalyptus microcorys*.

SOIL KEY:
THE SOIL TYPES SHOWN ON THE PLANS CORELLATE WITH THE SOIL PERFORMANCE SPECIFICATIONS IN: Leake and Haegge, 2014, *Soils for Landscape Development*. CSIRO Publishing

FOR THIS PROJECT, VARIOUS SOIL TYPES ARE REQUIRED DEPENDING ON THE LANDSCAPE TYPE AND LOCATION. IN GENERAL:
- SOIL IN RAISED PLANTERS: SOIL TYPE E1+E2 (DEPTHS TBC)
- SOIL IN CAR PARK TREE PITS: SOIL TYPE D4+D2 (LOW PHOSPHORUS RANGE) DEPTHS TBC DEPENDING ON TREE POT SIZES.
- SOIL UNDER PERMEABLE PAVEMENT: SOIL TYPE F1 (STRUCTURAL SUPPORT SOILS) 1m DEPTH MIN.
- SOIL IN GENERAL GARDEN BEDS: SOIL TYPE D2 (TOP 300mm) AND TBC FOR B HORIZON.
- SOIL ON EMBANKMENTS: SOIL TYPE D1 (TOP 300mm) AND TBC FOR B HORIZON, LOW PHOSPHORUS RANGE.

IT IS ENVISAGED FOR THIS PROJECT THAT ALL TOPSOIL WILL BE IMPORTED AND THAT MOST SUBSOIL WILL BE DISTURBED DURING CONSTRUCTION AND ITS SUITABILITY (FOR REUSE, AMELIORATION OR OTHER) IS TO BE DETERMINED BY THE PROJECT LANDSCAPE ARCHITECT AT DETAIL DESIGN PHASE.

PHOSPHORUS SENSITIVE PLANT SPECIES HAVE BEEN SELECTED FOR THIS PROJECT. ALLOW FOR ALL SOIL TYPES TO BE WITHIN THE PHOSPHORUS SENSITIVE RANGE FOR THIS PROJECT. MULCH TYPES AND FINISHED LEVELS ARE TO BE CONFIRMED AT DETAIL DESIGN PHASE.

CIVIL ENGINEERING BASE FROM VAN DER MEER SHOWN AS UNDERLAY

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Registered Landscape Architect AILA (#001539)
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 commencing work. Do not scale this drawing. Any required dimensions not shown must be referred to the Landscape Architect for confirmation. The Contractor must not construct from this drawing unless it marked 'Issue for Construction'. The Contractor acknowledges this drawing may be one of a number of drawings which together document the landscape design and works.

Issue	Revision Description	Drawn	Check	Date
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
I	Updated For Development Application	EDH	EDH	03.08.18
H	Updated For Development Application	EDH	EDH	31.07.18
G	Updated For Development Application	EDH	EDH	30.07.18
F	Updated For Development Application	EDH	EDH	29.07.18
E	Updated For Development Application	EDH	EDH	25.07.18
D	Updated For Development Application	EDH	EDH	17.07.18
C	Updated For Development Application	EDH	EDH	13.07.18
B	Updated For internal confirmation	EDH	EDH	06.07.18
A	Draft For internal confirmation	EDH	EDH	30.05.18

Proposed new tree

Existing tree proposed for retention

Existing tree proposed for removal

Garden beds, low shrubs

Low hedges, groundcovers.

Embankment planting / Native Vegetation to be retained.

Turf and underlay. Climbing Plants

Screen plants, shrubs and hedges

Tree soil zone connected underground permeable pave over with irrigation and aeration to whole trench zone.

Development Application

Client:
Fabcot Pty Ltd

Landscape Architect:
Elke Haegge

Project:
Cameron Park Woolworths,
George Booth Drive, Cameron Park, NSW

Drawing Name:
Landscape Architectural Plan
Site Plan

This plan forms part of the Landscape DA package.

Scale:
1: 500 @A1

Scale bar:

Drawn:
EDH

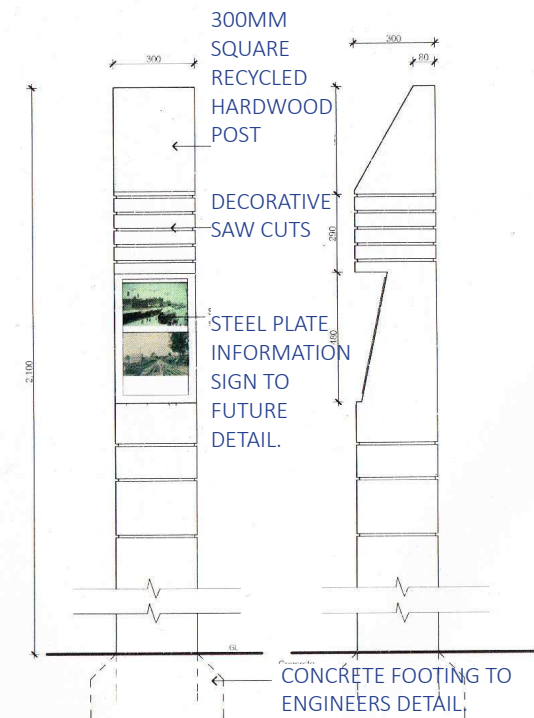
Approved:
EDH

Job Number:
1803_b

Drawing Number:
L_101

Issue:
I

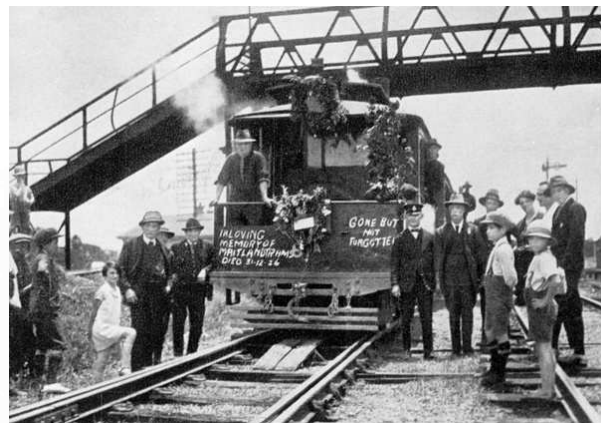
HERITAGE CONSIDERATION - INTERPRETIVE ELEMENTS
CAMERON PARK VILLAGE - LANDSCAPE ELEMENTS



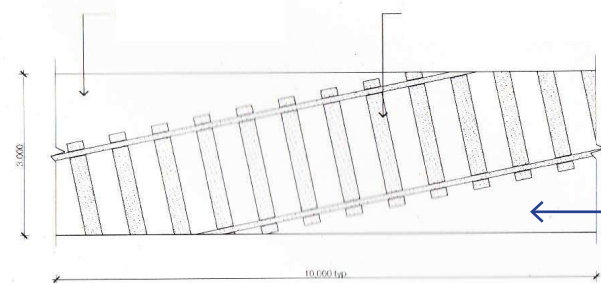
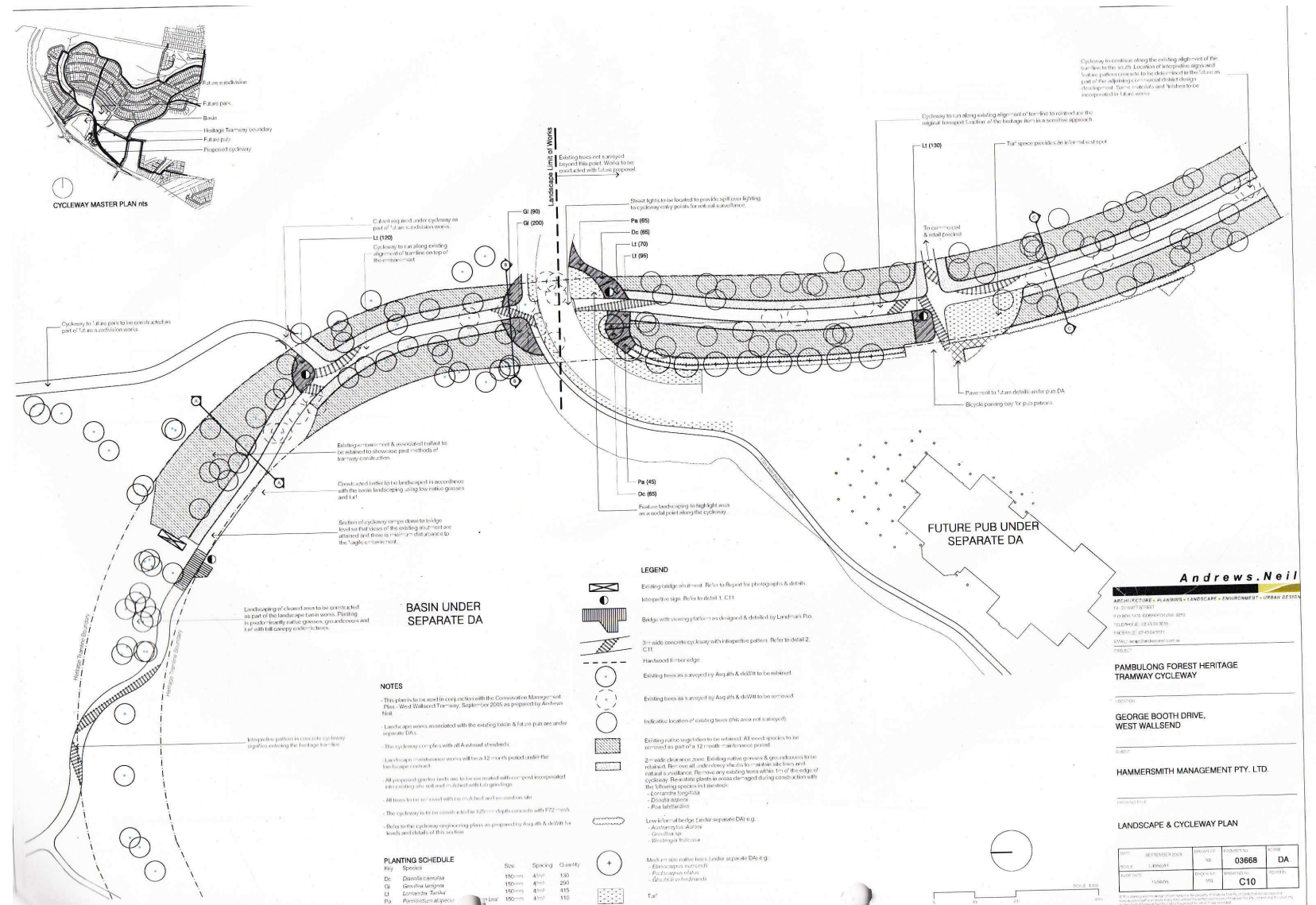
DETAIL 1 - INTERPRETIVE SIGN

PLAIN CONCRETE
WITH LIGHT
BROOM FINISH

1:10
ABRASIVE BLAST FINISH (HEAVY) TO
FORM SHAPE OF TRAMLINE. ALLOW FOR
LASER CUT STEEL TEMPLATE TO CREATE
PATTERN. USE BLACK AGGREGATE
SO THAT THE EXPOSED AGGREGATE
REPLICATES THE EXISTING BALLAST.



images provided as part of heritage study
of the Wallsend Tram



DETAIL 2- CYCLEWAY INTERPRETIVE PATTERN PLAN

Recommendations for internal co-ordination only
CONCEPT. NOT FOR CONSTRUCTION



EXAMPLES OF 'ABRASIVE BLAST FINISH (HEAVY) TO TRAM SHAPE. ALLOW FOR LASER CUT STEEL TEMPLATE TO CREATE PATTERN. USE BLACK AGGREGATE SO THAT THE EXPOSED AGGREGATE REPLICATES THE EXISTING BALLAST.'

D

Plan Extracts from
Andrews Neil- landscape
and cycleway plan +
interpretive signage.
Locations: tbc.

	"		"	"	EDH_000_00000
	"		"	"	EDH_000_00000
	"		"	"	EDH_000_00000
	"		"	"	EDH_000_00000
	"		"	"	EDH_000_00000
	"		"	"	EDH_000_00000
	"		"	"	EDH_000_00000
D	Interpretive elements - Cameron Park			EDH1	EDH1 06:07:18
C	Interpretive elements - Cameron Park			EDH1	EDH1 06:07:18
B	Interpretive elements - Cameron Park			EDH1	EDH1 23:04:18
A	Options for internal co-ordination			EDH1	EDH1 19:03:18
Issue	Revision Description			Drawn	Check Date

LEGEND:



DEVELOPMENT APPLICATION

Client:
Fabcot Pty Ltd

Project:
Cameron Park Plaza,
390 George Booth Dr., Cameron Pk

Drawing Name:

Landscape Architectural
Heritage interpretation elements.

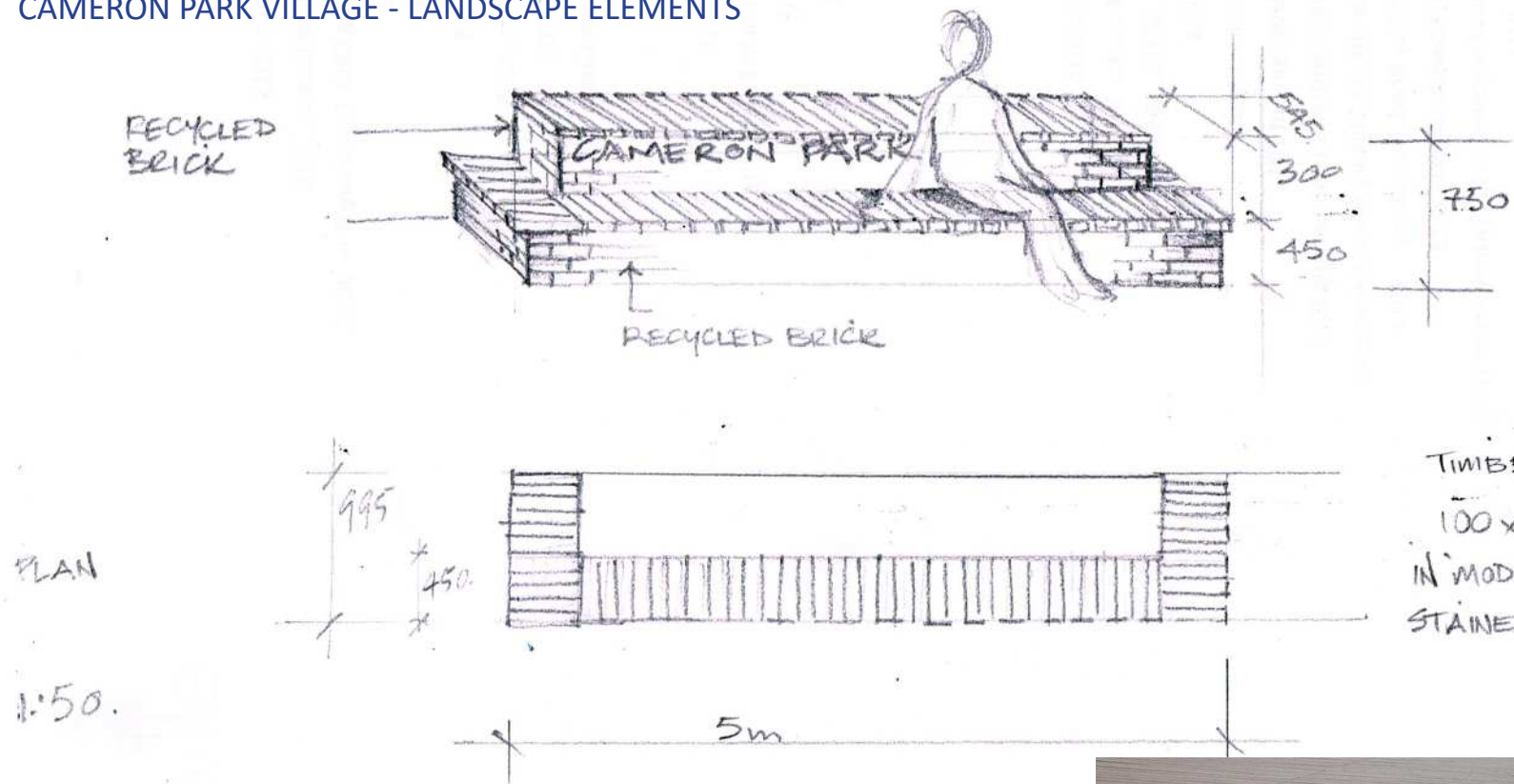
This sheet is for Development Application information only.

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Drawn:	EDH	Approved:	EDH
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Job Number:	1708 a	Drawing Number:	L 306	Issue:	D
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HERITAGE CONSIDERATION - INTERPRETIVE ELEMENTS
CAMERON PARK VILLAGE - LANDSCAPE ELEMENTS



23.04.18. Site CAMERON PARK



TIMBER
100 x 32mm x 450
IN 'MODWOOD' / 'INNOWOOD'. OR
STAINED HARDWOOD.



'Modwood' or 'Innowood'



Precedent: interpretation of timber railway sleepers. Recommend: 100mm x 32mm x 450mm in 'Modwood' or 'Innowood' or stained hardwood.



CONCEPT. NOT FOR CONSTRUCTION For Development Application only - to be detailed further post DA.

[illegible]

LEGEND:



DEVELOPMENT APPLICATION

Client:
Fabcot Pty Ltd

Project: Cameron Park Plaza,
390 George Booth Dr., Cameron Pk

Drawing Name:

Landscape Architectural
Heritage interpretation elements.

This sheet is for Development Application information only.

Scale:

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EDH	EDH
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Job Number:	1708 a	Drawing Number:	1 307	Issue:	C
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Other precedents for bollard seating along tenancies 18 to 21-
separation between car park and pathway/tenancies



bollard /
separation



Signage (inset)



CONCEPT. NOT FOR CONSTRUCTION Precedent study only

[illegible]

LEGEND:



DEVELOPMENT APPLICATION

Client:
Fabcot Pty Ltd

Project:
Cameron Park Plaza,
390 George Booth Dr., Cameron Pk

Drawing Name:		Landscape Architectural Heritage interpretation elements.	
This sheet is for Development Application information only.			
Scale:			
Scale bar:			
Drawn:	EDH	Approved:	EDH
Job Number:	1708 a	Drawing Number:	L 308 C
Issue:			



1 PROPOSED - SITE PLAN
1:1000

Parcel Table			
No.	Bearing	Length	Arc
C1	229°00'30"	24.805	50.825
C2	254°41'55"	4.2	4.23
C3	281°37'25"	21.23	21.485
C4	341°36'15"	11.585	11.62
C5	352°49'55"	22.24	22.25
C6	16°13'05"	17.76	18.14
C7	110°02'15"	26.775	26.84
C8	14°49'05"	9.3	9.315
C9	194°49'05"	20.7	20.735
C10	183°25'30"	3.645	3.65
C11	15°56'35"	13.505	13.54
C12	74°19'55"	7.08	7.865
C13	327°28'40"	4.705	4.9
C14	5°31'10"	6.4	6.435
C15	21°22'25"	11.595	11.615
C16	30°28'00"	21.13	21.14
C17	210°28'00"	23.59	23.605
C18	7°55'45"	22.545	22.725
C19	190°33'10"	16.13	16.21
C20	166°26'50"	35.905	36.28
C21	333°05'40"	1.8	1.8
C22	142°58'45"	23.51	23.91
C23	312°13'25"	52.94	53.095
C24	323°10'40"	6.305	6.31
C25	133°55'30"	20.88	21.055
C26	309°03'40"	68.83	69.045
C27	320°46'05"	7.09	7.095
C28	319°56'05"	5.035	5.04
C29	309°03'40"	67.47	67.68
C30	207°22'55"	3.625	3.73
C31	202°01'05"	14.695	15.345
C32	195°33'55"	3.47	3.56
C33	213°55'45"	6.415	6.42
C34	133°55'30"	23.08	23.27
C35	323°10'40"	5.705	5.71
C36	312°13'25"	51.635	51.785
C41	142°10'45"	40.79	40.83
C42	333°17'55"	56.65	56.77
C43	198°21'50"	15.57	15.655
C44	210°56'50"	9.62	9.63

Parcel Table			
No.	Bearing	Length	Arc
C45	196°11'20"	30.08	30.72
C46	172°49'55"	24.105	24.115
C47	166°50'00"	6.11	6.115
C48	170°39'25"	10.295	10.32
C49	190°31'40"	5.215	5.26
C50	221°22'20"	12.52	12.885
C51	341°28'30"	15	15
C54	343°30'15"	2.815	2.815
C55	246°55'35"	2.285	2.285
C56	172°13'40"	73.495	73.76
C57	223°09'10"	10.395	10.60
L1	117°00'45"	18.095	
L2	117°00'45"	12.66	
L3	207°00'45"	5.63	
L4	27°00'45"	8.305	
L5	297°00'45"	2.05	
L6	27°00'45"	7.96	
L7	297°00'45"	4.145	
L8	27°00'45"	54.205	
L9	302°02'30"	15.04	
L10	290°19'00"	5.53	
L11	117°00'45"	160.975	
L12	136°26'20"	16.065	
L13	189°04'45"	3.03	
L14	189°04'45"	2.37	
L15	189°04'45"	0.745	
L16	177°46'10"	13.465	
L17	189°04'45"	29.7	
L18	209°15'50"	5.805	
L19	297°00'45"	44.79	
L20	27°00'45"	63.11	
L21	297°00'45"	25.01	
L22	209°15'50"	0.055	
L23	299°24'00"	2.835	
L24	209°23'40"	18.085	
L25	119°24'00"	4.78	
L26	175°33'20"	1.065	
L27	175°33'20"	7.63	
L28	207°15'45"	10.6	
L29	207°15'45"	5.81	

Parcel Table			
No.	Bearing	Length	Arc
L30	133°38'45"	137.8	
L31	206°57'45"	34.44	
L32	297°00'45"	81.64	
L33	207°00'45"	11.165	
L34	297°00'05"	45.72	
L35	207°15'45"	7.395	
L36	0°46'50"	32.325	
L37	332°06'40"	7.185	
L38	341°14'50"	38.875	
L39	304°42'45"	3.49	
L40	319°44'05"	21.595	
L41	326°37'20"	20.495	
L42	301°13'40"	5.5	
L43	251°08'45"	7.03	
L44	313°50'55"	6.965	
L45	4°21'45"	3.785	
L46	275°04'20"	13.315	
L47	5°04'15"	8.4	
L48	302°02'30"	2.025	
L49	316°53'45"	4.515	
L50	324°38'25"	8.315	
L51	316°53'45"	4.515	
L52	301°13'40"	5.5	
L53	117°16'05"	28.105	
L54	117°18'40"	86.35	
L55	127°37'00"	65.145	
L56	219°29'10"	31.885	
L57	117°16'05"	7.47	
L58	117°16'05"	10.92	
L59	251°08'45"	10.45	
L60	41°34'35"	11.605	
L61	117°00'45"	22.07	
L62	187°47'35"	7.47	
L63	326°37'20"	20.495	
L64	319°44'05"	21.595	
L65	126°27'20"	17.75	
L66	251°08'45"	7.7	
L67	180°37'40"	25.725	
L68	41°34'35"	20.735	
L69	304°42'45"	13.515	
L70	302°02'30"	13.015	

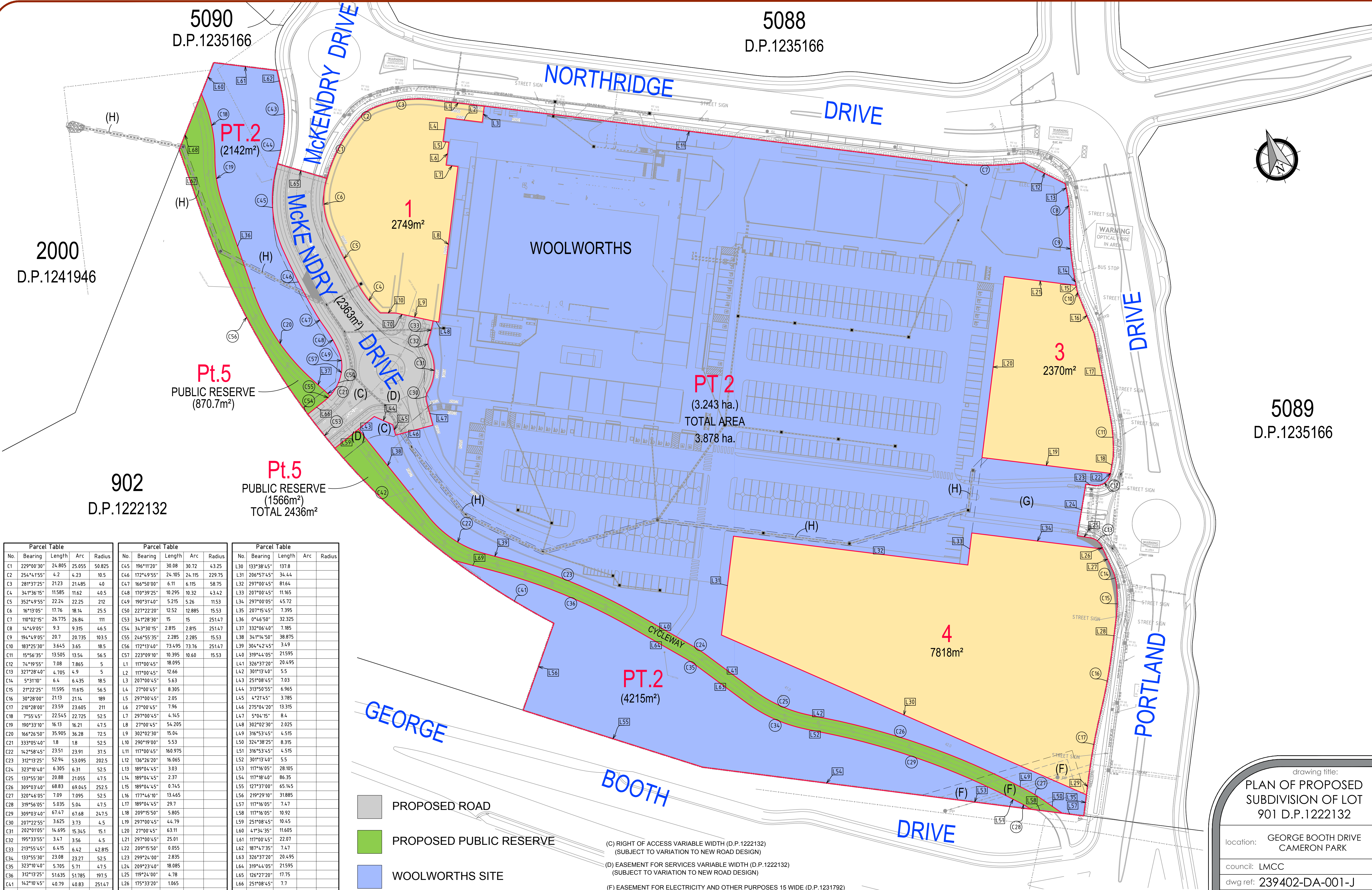
- PROPOSED ROAD
- PROPOSED PUBLIC RESERVE
- WOOLWORTHS SITE
- DEVELOPMENT LOTS

- (C) RIGHT OF ACCESS VARIABLE WIDTH (D.P.1222132) (SUBJECT TO VARIATION TO NEW ROAD DESIGN)
- (D) EASEMENT FOR SERVICES VARIABLE WIDTH (D.P.1222132) (SUBJECT TO VARIATION TO NEW ROAD DESIGN)
- (F) EASEMENT FOR ELECTRICITY AND OTHER PURPOSES 15 WIDE (D.P.1231792)
- (G) PROPOSED EASEMENT FOR ACCESS VARIABLE WIDTH (FINAL POSITION SUBJECT TO ACCESS REQUIREMENTS)
- (H) PROPOSED EASEMENT TO DRAIN WATER (FINAL POSITION SUBJECT TO DESIGN)

- NOTES:-
- BOUNDARIES HAVE BEEN DETERMINED BY PLAN DIMENSIONS ONLY, AND HAVE NOT BEEN SURVEYED. ALL BEARINGS, DIMENSIONS, AREAS AND EASEMENTS ARE SUBJECT TO FINAL SURVEY.
 - IT IS INTENDED TO DEDICATE THE EXTENSION OF PROPOSED ROAD MCKENDRY DRIVE TO COUNCIL.

ver.	date	comment	drawn	pm	level information	scale (A1 original size)	notes
J	27-07-18	EASEMENT (H) AMENDED - AMEND TABLE	RC	TC	DATUM: N/A CONTOUR INTERVAL: N/A	0 15.0 30.0m SCALE: 1:600 (FULL)	

- project management
- civil engineering
- infrastructure
- superintendency
- economic analysis
- social impact
- town planning
- surveying
- development feasibility
- visualisation
- urban design



drawing title:

PLAN OF PROPOSED
SUBDIVISION OF LOT
901 D.P.1222132

location:

GEORGE BOOTH DRIVE
CAMERON PARK

council:

LMCC

dwg ref:

239402-DA-001-J

client:

FABCOT PTY LTD

central coast office
hunter office
sydney office

ph: (02) 4305 4300
ph: (02) 4978 5100
ph: (02) 8046 7411

www.adwjohanson.com.au

Our ref: 11558-ltr-her-003.docx
Date: 7th August 2018

Lake Macquarie City Council
126-138 Main Road
Speers Point NSW 2284
PO BOX 1906 HMRC NSW 2310

ATTENTION: Georgie Williams

Dear Georgie,

RE: DA/1178/2017 at 309 George Booth Drive, Cameron Park

EJE Heritage have reviewed the following documentation which has been prepared in response to Council's request for information (RFI) dated 30th April 2018 in regards to the development application noted above.

- Revised stormwater documentation (van der Meer Consulting);
 - Cameron Park Amended Stormwater submission correspondence dated 20th July 2018
 - Cameron Grove Link Road - Road and Drainage Design, Catchment Plan L05016.014 CC 501 Rev 05. Date 02/09/2015
 - Cameron Park Plaza – Drainage Layout SY182-016 DAC401 Rev E. Date 18.07.2018
 - Cameron Park Plaza – Catchment Plan SY182-016 DAC410 Rev D. Date 18.07.2018
- Revised landscaping documentation (Elke Landscape Architect);
 - Cameron Park Woolworths – Landscape Site Plan: 1803_b L_101 Issue I. Date 03.08.2018
 - Cameron Park Woolworths – Landscape DA Details Sheet: 1803_b L_501 Issue A. Date 06.07.2018
 - Cameron Park Plaza – Landscape Heritage Interpretation Elements. 1708_a L_306 Issue D. Date 26.07.2018
 - Cameron Park Plaza – Landscape Heritage Interpretation Elements. 1708_a L_307 Issue C. Date 06.07.2018
 - Cameron Park Plaza – Landscape Heritage Interpretation Elements. 1708_a L_308 Issue C. Date 06.07.2018
- Revised architectural site plan (Nettleton Tribe partnership Pty Ltd).
 - Cameron Park Village – Proposed Site Plan. 10761 A02.01 DA Rev H. Date 01/08/2018

Matters which have been addressed in the amended documentation include the following:

- Removal of the Stormwater Detention Basin from the South East corner of the site. This measure has been undertaken and the result is that remnant bushland is able to

SYDNEY
Level 3, 27 Albert Avenue
Chatswood NSW 2067

NEWCASTLE
412 King Street
Newcastle NSW 2300

GOLD COAST
PO Box 783
Paradise Point QLD 4026

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02 4929 2353
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ABN 82 644 649 849
ACN 002 912 843

DIRECTORS
Douglas White
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Kathy Gresham
Michael Rodgers
John Streeter
Glen Spicer
Anthony Furniss
Jason Condon

PRINCIPALS
Shane Smede
Bede Campbell

ASSOCIATES
Michael Craig
Grant Shultz
Holly Nyquist
Brock Hall
Trevor Hefren
Richard Waterson
Dominic Warland



be retained between the Steam Tram Line and George Booth Drive thus increasing visual amenity and minimising the amount of land shaping adjacent to the Steam Tram Line at that point of the site near where there is an existing historic cutting. The removal of the detention basin negates any potential heritage impact upon the West Wallsend Steam Tram Line Item.

- Removal of the south west pylon sign facing George Booth Drive. The Statement of Heritage Impact revision D produced by EJE Heritage dated February 2018 concluded that the pylon sign in this location would have negligible impact upon the significance of the West Wallsend Steam Tram Line because it was not located within the curtilage of the item and was separated by enough distance and existing trees that it would hardly be visible to travellers along the Tram Line corridor. It is noted that council's concerns centred around the removal of remnant bushland fronting George Booth Drive in order to install the sign. The sign has been deleted from the proposed development and so therefore has the need to remove any remnant bushland. There will also be no impact upon the West Wallsend Steam Tram Line by the deletion of the south western pylon sign from the proposal.
- Further detail has been provided in regards to the central link from the centre of the site to the cycleway. The civil consultant has confirmed that the link will have a gentle and accessible (1:20 or 5%) slope from the cycleway to the southern extent of the proposed car park. It will achieve this by nominally building up the height of the cycleway above the existing Steam Tram Line alignment. The section of track required to be built up is in a location where there are no existing cuttings, abutments, bridges or significant embankments and no known remnant ballast. Battered banks will be used either side of the central link which will be vegetated with native species. Between George Booth Drive and the cycleway, the embankments of this section of the cycleway will be revegetated with native species to match the existing remnant bushland. All existing remnant vegetation between the cycleway and George Booth Drive will remain as is. Between the cycleway and the development, i.e. north of the cycleway, the battered banks will be vegetated to deliberately create a buffer zone to the cycleway.

The central link from the development to the cycleway is considered to have a net positive impact upon the significance of the item by creating a community link for travellers on the cycleway referencing the stops and communities which occurred along the length of the West Wallsend Steam Tram Line. The vegetated northern banks and retained remnant vegetation to the south will also have a net positive impact on the significance of the line as they reference the character of the former Steam Tram Line as it cut through the bush to reach outlying communities.

There is only one short length of retaining wall proposed in proximity to the cycleway which will occur at the boundary to the adjacent hotel site. The wall is proposed to be constructed of boulders, of a maximum height of 0.5m, which will give a naturalistic appearance which will be sympathetic with the item.

- Additional detail has also been provided in regards to the interpretation elements proposed to reference the former West Wallsend Steam Tram Line whilst traversing the approved cycleway. The details which are shown on the Landscape consultants' drawings directly reflect the intent and much of the detail of the Andrews Neil West Wallsend Tramway Plan of Management. Opportunity is provided for interpretive signage. Interpretive paving patterns incorporated into the surface of the cycleway have been shown in direct accordance with the Plan of Management and are located at the central link, and the link to the hotel site.

The landscape drawings also provide opportunity for interpretive paving, bench seating and signage at the north eastern corner of the site near tenancy T22 which is in close proximity to the bus stop pedestrian linkage to the site. In addition, opportunity for interpretive paving is provided at the western pedestrian entry to the site. These opportunities, whilst not within the Steam Tram corridor, will serve to reinforce the link between the site and the historic item aiding discovery and subsequent interpretation of the item.

In view of the above amendments to the proposed design and the conclusions of the Statement of Heritage Impact issue D (February 2018) supplied previously by EJE Heritage, we support the proposed works and are of the position that the design amendments are a superior outcome in terms of heritage considerations when compared with the previous design. The proposed works will have negligible impact upon the West Wallsend Steam Tram Line Heritage Item and in turn will have many opportunities to enhance the significance of the item through the conversion of the item to a cycleway which will establish links from the cycleway to the site, and revive the former purpose of the Tram Line in linking settlements along its route and bringing goods and services within easy reach of those communities.

EJE Heritage recommend the proposal for approval for the positive effect it will have to enhance the significance and facilitate the interpretation of the West Wallsend Steam Tram Line Heritage Item.

Yours faithfully
EJE HERITAGE

A handwritten signature in black ink, appearing to read 'Barney Collins'.

Barney Collins
Director