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Application for Modification of Major Project Approval 10_0204

Modification No. 6

Property:

Montefiore Street,
Catherine Hill Bay

Applicant:

Coastal Hamlets Pty Ltd

Date:

August 2017

Document Control Sheet

Issue No.	Amendment	Date	Prepared By	Checked By
A	Draft	07/06/2017	Ian McNicol	Ian Brown
B	Final	16/08/2017	Ian McNicol	Ian Brown

Limitations Statement

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1.0 Introduction

Coastal Hamlets Pty Ltd seeks to further amend the Catherine Hill Bay (CHB) subdivision approval MP10_0204 under Part 3A of the EPA Act 1979.

The proposed amendment is:

- Deletion of the internal road to Stage 7; and
- Upgrade of the Stage 7 perimeter road.

1.1 APPROVAL HISTORY

The project was originally lodged as a concept plan under Part 3A of the EPA Act in 2006.

An Independent Hearing and Assessment Panel (IHAP) was appointed for the project by the minister. A set of site principles was developed by the IHAP, based on these principles the overall site footprint and layout evolved from the original concept.

The overall site layout was established via the IHAP Principles as set out below. Since 2008 the layout has been modified but only within the parameters of the IHAP principles and the 2008 concept plan approval.

IHAP KEY PLANNING PRINCIPLES CATHERINE HILL BAY

1. *Any development should comply with the principles and intent contained in the NSW Government's Coastal Policy (1997) and the Coastal Design Guidelines for NSW (2003) particularly section 1.6 New Coastal Settlements: Villages and Hamlets.*
2. *Any development within Catherine Hill Bay should not prejudice the scenic, aesthetic and cultural heritage qualities of the area. In this regard the Panel considers that the aesthetic and cultural heritage qualities of the existing village and its landscape setting are of exceptional significance and should be protected.*
3. *The panel considers that the area covered by the Concept Plan at Catherine Hill Bay falls into three distinct precincts:*
 - i. *Precinct 1 – the area north of the ridgeline including:*
 - a. *The existing established village and surrounding visual catchment; and*
 - b. *Area outside the existing village's visual catchment, including denuded areas and uses/structures associated with former mining activities.*
 - ii. *Precinct 2 – the area south of the ridgeline in the vicinity of Moonee Beach; and*
 - iii. *Precinct 3 – the two areas to the north of Montefiore Street and west of the existing village.*
4. *Development should not intrude into the visual catchment of the existing Catherine Hill Bay village.*

5. *There is potential for residential development within Precinct 2 but any such development should be designed having regard to a classic McHarg landscape design analysis of the site and should include the following considerations:*
- (i) The environmental attributes of the area and sensitive view sheds including views from the beach and Montefiore Street; and*
 - (ii) The surrounding context including bush land and the conservation area.*

In particular the development design should:

- (i) be low in scale and impact and be nestled within a landscaped setting with significant tree retention;*
 - (ii) Be sensitively sited and not located on headlands, ridgelines or dunes;*
 - (iii) Be sufficiently setback from the Moonee Beach to provide visual separation from the beach;*
 - (iv) Provide for public access Moonee Beach including the provision of discreet public parking areas in locations adjacent to walking paths which provide access to the beach;*
 - (v) Provide a public road adjacent to the beachfront reserve and other interfaces between the development and the surrounding bush land; and*
 - (vi) Identify individual lots, building footprints, maximum building heights etc., to ensure an appropriate character(s) for any development and provide for a detail and approval process for all dwellings to ensure the proposed designs have regard to the sensitive coastal location.*
6. *New development to the north of the ridgeline, where appropriate, should be separated from the existing Catherine Hill Bay Village and shall not be contiguous so as to preserve the integrity and setting of the existing village.*
7. *The development should incorporate provision for pedestrian and cycle paths along the coastline connecting the development with Catherine hill bay, Middle camp to the north and Moonee beach to the south.*
8. *No objection is raised to the development of precinct 3 subject to development satisfying technical requirements in relation to matters such as emergency access and bushfire hazard, sensitively set within the landscape and have minimal visual impact on the aesthetic values of the area.*
9. *Commercial development within the area should provide only for the daily convenience needs of the community and should be located so as to be convenient but not obtrusive or impact on the scenic or heritage qualities of the area (in particular not be located on the ridge).The panel is also of the view that convenience shopping facilities (general store or the like) in the locality should be spread between Middle Camp, the existing village of Catherine Hill Bay (either in close proximity to the beach or adjacent to the existing Hotel) and the proposed development precinct to the*

south of the ridgeline. Any such development should not impact on the viability of existing commercial developments in the locality.

10. Substantial reservations are held regarding the provision of the new hotel and/or tourist accommodation within the area and it is preferable that tourist accommodation be limited to holiday rentals of the existing and proposed dwellings.
11. The proposed location of the new Rural Fire Service Headquarters and Emergency response Centre is unacceptable and should be reconsidered, as it is an inappropriate gateway/entry to the area.
12. Further consideration should be given to the adaptive reuse of the "Bin Building" and in particular opportunities should be explored to interpret the building while at the same time ensuring the safety of the public.
13. Development with the area identified by the proponent and the "Village Centre Hamlet", with the exception of the local neighbourhood shops, shall be detached, single storey residential development that is low in scale and set within the landscape. Further it shall be set back from edge of the escarpment and not protrude above the ridgeline.



Figure 1: Subdivision Design pre IHAP principles - original Concept Plan December 2006.

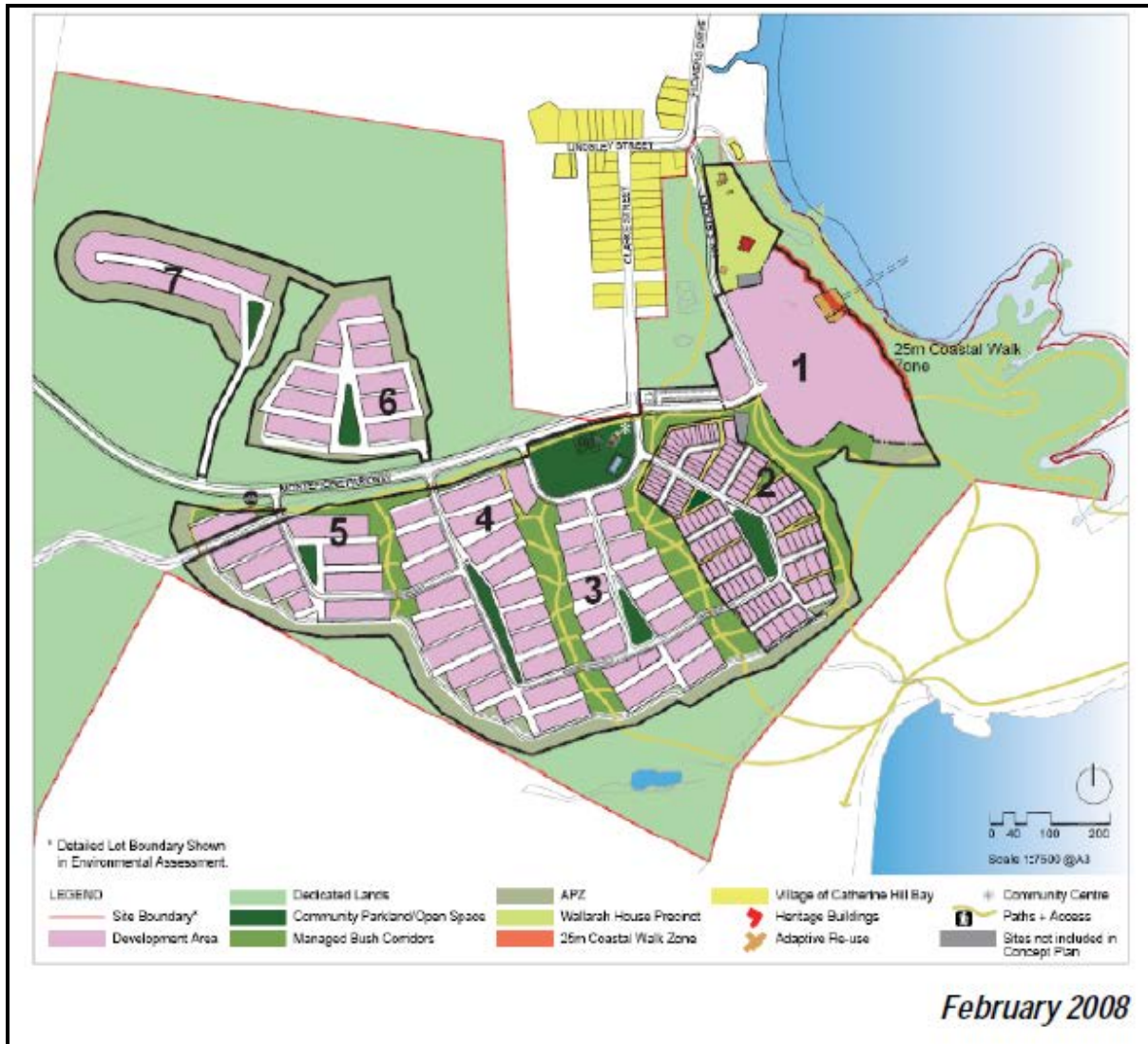


Figure 2: IHAP Principles Design – the approved Concept Plan 2008.

The table of amendments (**Table 1**) to the concept shows how the IHAP principles were applied to the site and progressively refined. The concept set the overall structure for the subdivision. The later project application dealt with the detail of subdivision and left the overall structure intact but adjusted the road pattern within the site.

Table 1: Summary of Amendments to Concept Plan Catherine Hill Bay

	December 2006	August 2007	February 2008
Concept Plan Overview	CHB village and Moonee village. Centralised and ordered design.	Relocation of the new Village Centre away from the existing CHB Village; Hamlet 1 redesigned with lowered building heights and increased separation from existing CHB village. Hamlets redesigned to be organic in form.	Hamlet 1 layout replaced with a series of urban design and built form design principles.
No. of Dwellings	Hamlet 1 – 150 dwellings and 600 dwellings in total.	Reduction in the dwelling target for Hamlet 1 to 69 and 600 dwellings in total.	Total not to exceed 600 dwellings in total.
Commercial Floor space	1400m ²	1800m ² No individual commercial floors pace to exceed 200m ² .	750 m ² , Commercial space to in Moonee villages and tourism beds deleted.
Road Pattern	Dedication of Montefiore Parkway and Hale Street as a public road.	Dedication of Montefiore Parkway as a public road.	New perimeter road to the south of Hamlets 2 to 5.
Open Space	Pocket Parks and a central 'village green'.	Reduction of the overall development footprint by pulling back from Moonee Beach and adjoining headland.	Further 15 metre setback to dwellings from the edge of the cliff walkway reserve.
Cliff Top walk.	No formal walkway or pathways provided.	Provision of coastal and cliff walkways from Catherine Hill Bay Village to Moonee Beach.	Development setback from the cliff edge by 25 metres to provide adequate width for the coastal walk and to provide a cliff stability zone.

The proposal was re-lodged as a Project Application for subdivision as MP 10_204 in 2010. The IHAP principles footprint and layout were retained. The subdivision was to be Torrens Title rather than Community Title as proposed under the concept plan. The detail of individual lots for all stages was included in the application.

The layout was further refined under the IHAP principles. The project application was approved in May 2011 by the Planning and Assessment Commission (PAC). The approval required twelve detailed amendments to the layout including:

- Lot consolidations;
- Widening and lengthening of the Montefiore Parkway green corridor;

- Additional perimeter roads;
- Prohibition of direct vehicular access to lots from Montefiore Parkway;
- Access controls on green link roads;
- Widening of the coastal reserve;
- An increase in the buffer to the SEPP 14 wetlands south of the site; and
- Further review by the Rural Fire Service.



Figure 3: Subdivision design following approval condition A7 amendments.

Since approval condition A7 was addressed a number of further modifications to the layout have been sought under s.75 of the EPA Act as follows.

Modification 1 – Approved May 2013

- Lots created for Wallarah House and the Jetty Masters Cottage;
- Accredited certifiers enabled for site;
- Minor adjustments to lots and roads in Stage 1;
- Minor vegetation removal permitted;
- Change of timing of community consultation; and
- Correct minor mis-descriptions in the approval.

Modification 2 – Approved 25/09/2014

- Remove section of perimeter road over steep land;
- Reallocate lots between Stages 1, 2 and 5; and
- Create infrastructure site for water recycling plant (1 lot – lot number 5040 (Mod 2) now shown as Lot 5045).

A site for infrastructure was created within the subdivision footprint, by rezoning, on transfer of the site planning controls from SEPP (Major Development) 2005 to LMCC LEP 2004 on 17 April 2014.

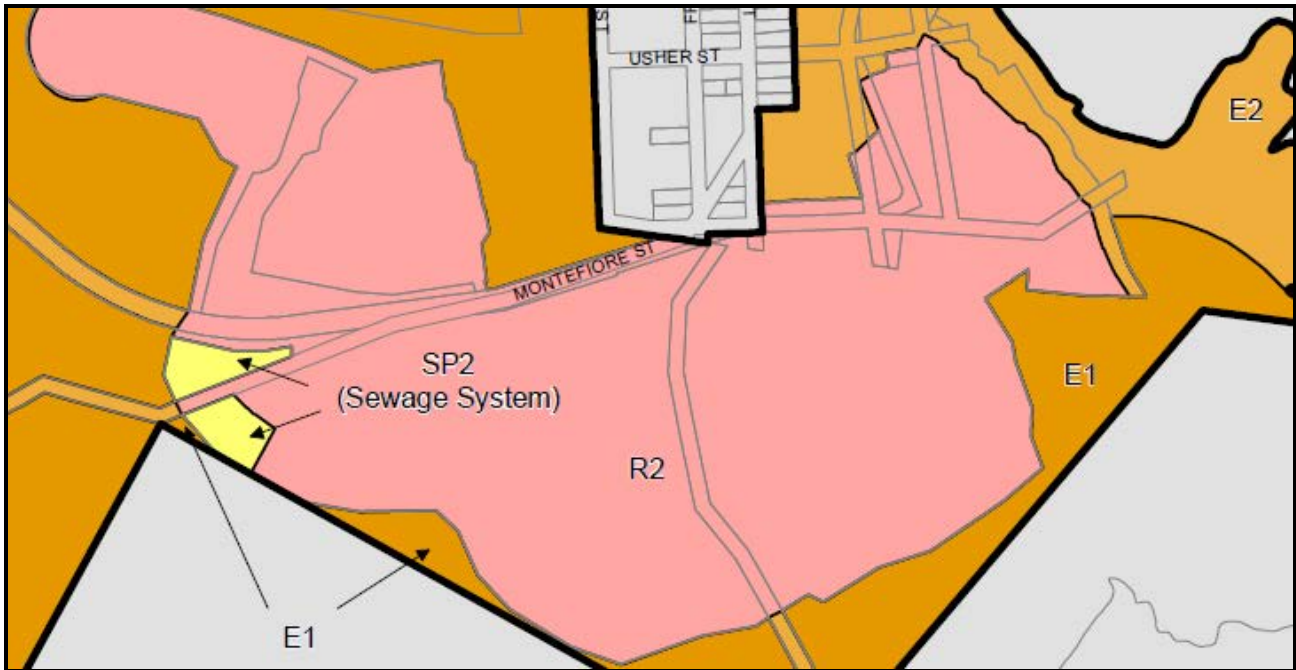


Figure 4: Extract of LMCC LEP 2004 zone mapping for South Wallarah Peninsula showing the SP2 infrastructure site.

Modification 3 – Did not proceed

Modification 4 – Approved April 2015

- Modification to the storm water management strategy;
- Reconfiguration of lots in Stages 4, 5, 6 and 7;
- Removal of 70 metres of footpath;
- Deferring of public works from Stage 2 to Stage 3; and
- Administrative amendments to conditions.

Modification 5 – Approved April 2016.

- Reduction in soft landscaping maintenance period.

Modification 6 - This proposal

- Removal of internal road from Stage 7; and
- Upgrade of Stage 7 perimeter road.

2.0 Background to the Modifications

Approval for Major Project 10_0204 was granted by the Planning and Assessment Commission (PAC) in May 2011.

The approval, in condition A7, required a range of changes to be made to the submitted subdivision plan which were then agreed by the PAC.

A change to the subdivision layout as approved by PAC is thus considered to be a modification requiring statutory approval under s.75W of the EPA Act 1979.

Statutory Situation

The relevant requirements for modification of major project approvals are found in s.75W of the EPA Act. Although this section of the Act has been repealed it still applies to major project determinations made prior to the repeal of Part 3A.

Schedule 6A of the EP&A Act sets out the transitional arrangements for the repeal of Part 3A of the Act. Clause 2 – Transitional Part 3A projects defines transitional Part 3A projects as follows:

- 75W 2 (1) *The following are, subject to this Schedule, **transitional Part 3A projects**:*
- (a) *an approved project (whether approved before or after the repeal of Part 3A),*
 - (b) *a project that is the subject of an approved concept plan (whether approved before or after the repeal of Part 3A),*

The project application was approved prior to the repeal of Part 3A and is therefore a transitional Part 3A project. Clause 3 of Schedule 6A provides that “*Part 3A of this Act (as in force immediately before the repeal of that Part and as modified under this Schedule after that repeal) continues to apply to and in respect of a transitional Part 3A project.*” Accordingly, the repealed provisions of Part 3A continue to apply to Major Project approvals, which includes matters under section 75W dealing with modifications of approvals.

75W Modification of Minister’s Approval

(1) *In this section:*

Minister’s approval *means an approval to carry out a project under this Part, and includes an approval of a concept plan.*

modification of approval *means changing the terms of a Minister’s approval, including:*

- (a) *revoking or varying a condition of the approval or imposing an additional condition of the approval, and*
- (b) *changing the terms of any determination made by the Minister under Division 3 in connection with the approval.*

(2) *The proponent may request the Minister to modify the Minister’s approval for a project. The Minister’s approval for a modification is not required if the project as modified will be consistent with the existing approval under this Part.*

75W(1) is satisfied as Major Project 10_0204 was approved prior to repeal of part 3A.

The current proposal meets the definition of “modification of approval” as the changes requested are to the conditions of approval.

The proposed modifications will not result in the development being inconsistent with original approval.

3.0 The Modification Sought

The major project approval MP10_204 provides for a subdivision of up to 550 residential lots, one retail lot, two heritage lots, nine reserves and an infrastructure lot.

The original approval provided for perimeter roads where practical but at the time of approval no detailed engineering design had been prepared for any of the subdivision roads. Standard approval practice is to undertake the detailed road design as part of the construction certificate approval process.

The south edge of Stage 3 did not have perimeter roads along an area of clear topographic constraints. Some edge lots in Stage 6 were approved without perimeter roads.

Following approval, it was found via civil engineering design that part of a proposed perimeter road in Stage 1 was impractical. A section of perimeter road adjoining Stage 1 was deleted via Modification 2 to the Project Approval.

Engineering design of Stage 7 has identified further sections of impractical perimeter road.



Figure 5: Stage 7 as approved.

As approved Stage 7 has:

- Outram Lane a perimeter road approved for bushfire access purposes (but not general public road access); and
- Raywood Close designed for general public access to lots.

Due to topographic constraints Outram Lane cannot be practically constructed. The land is in parts too steep and would require retaining walls with dimensions regarded as poor engineering practice.

A revised proposal deleting the perimeter road, refer to **Figure 6**, was discussed with the NSW Rural Fire Service (RFS). This proposal was rejected due to bushfire considerations despite adequate bushfire asset protection zones (APZs) being available for each affected lot.

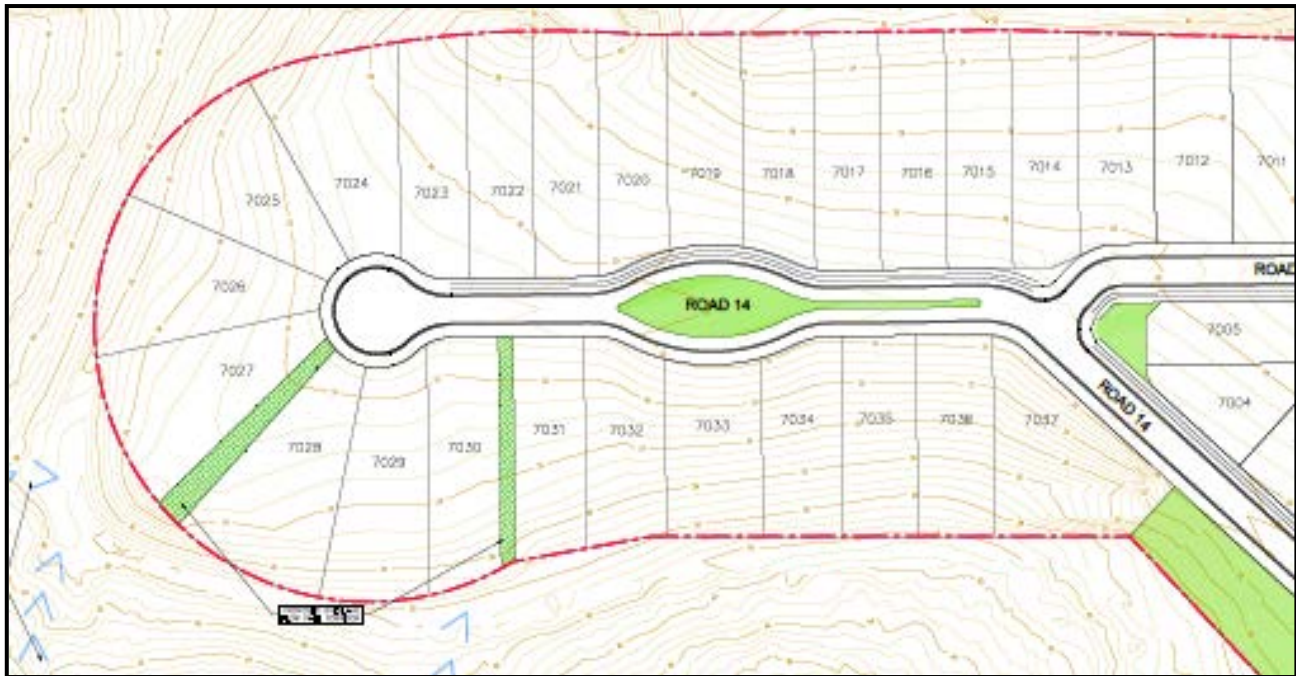


Figure 6: Rejected layout change with the impractical Outram Lane alignment deleted.

An option was developed for a realigned and upgraded Outram Lane, see **Figure 7**. The option moves the perimeter road alignment inward, away from the subdivision boundary and steeper land. The upgrading to a wider perimeter public road provides full public access to the Stage 7 lots. With all public access and bushfire requirements met by Outram Lane, Raywood Close is not needed. The plans for the revision are provided as **Appendix 1**, evidence of consultation with the RFS and Lake Macquarie City Council is provided as **Appendices 2** and **3** respectively.

No change to the conditions of approval is required. The only change required to the approval is an update of the plan references to include the proposed revised Stage 7 layout. Revised Subdivision Plans, version BA providing for the proposed layout changes, are provided as **Appendix 4**.

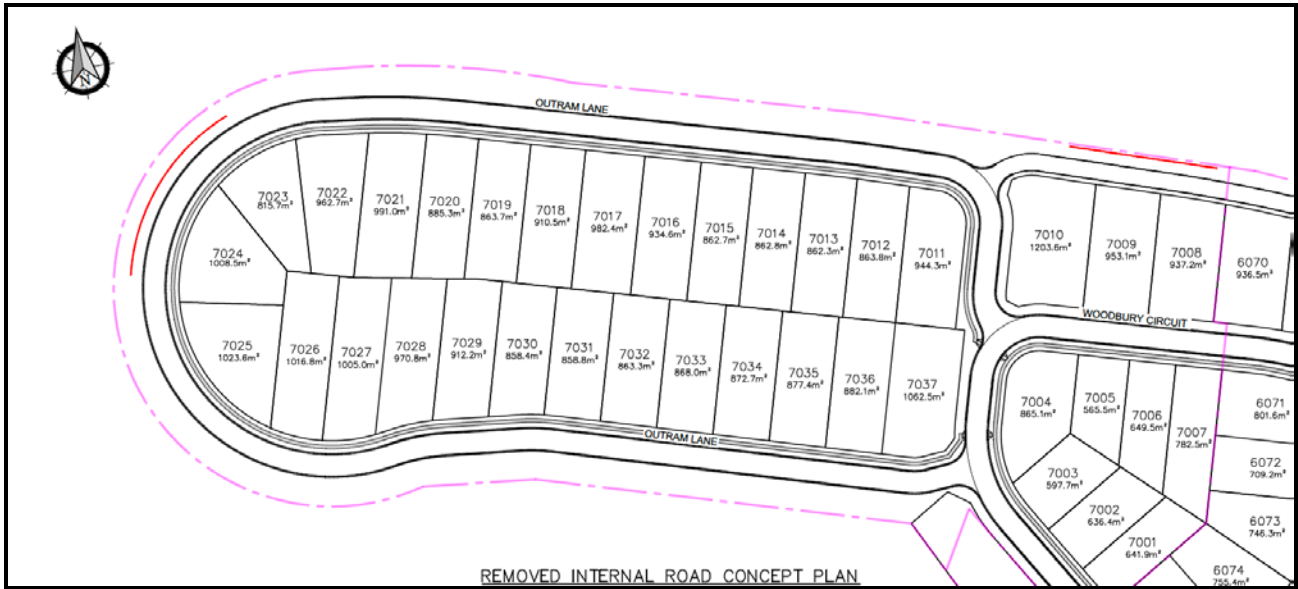


Figure 7: Proposed Stage 7 subdivision layout with the internal road removed.

4.0 Assessment

There are no changes to the overall subdivision layout as established under the IHAP principles.

The approval MP10_204 provides for public perimeter roads. As a public road, there are minimum engineering standards for width, pavement construction, grades and drainage. There is the added constraint of the adjoining conservation lands which cannot be directly affected by works.

For Outram Lane as approved, application of engineering design standards and the work constraints provides for highly impractical outcomes. To achieve the required grades and drainage, retaining walls up to 6.5 metres high are required. The topography is unsuitable for the road alignment as approved. The retaining walls would be likely to generate a long term maintenance responsibility and liability for Lake Macquarie City Council (LMCC) well out of proportion to local traffic requirements. The perimeter road requirement is unreasonable as approved.

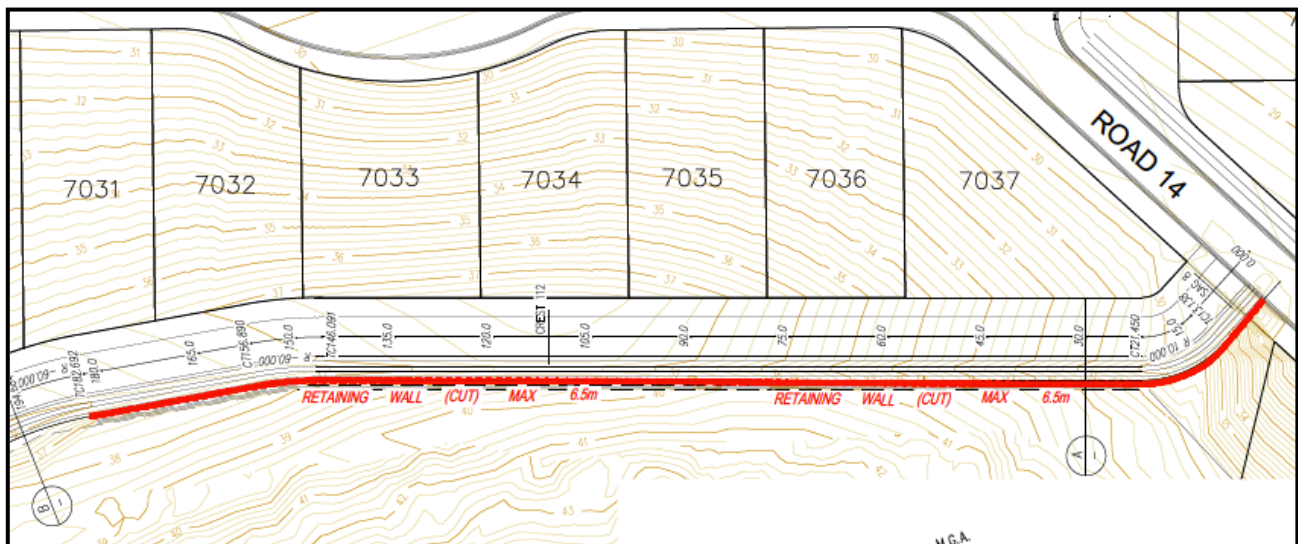


Figure 8: Location of approved road sections requiring 6.5 metre high retaining walls.

Engineering sections demonstrating the extent of required works under the current approval are provided as **Figure 9**. Some sections of Outram Road require substantial fill to achieve required grades while others require high retaining walls. The plans and sections show the poor match of road to topography as approved.

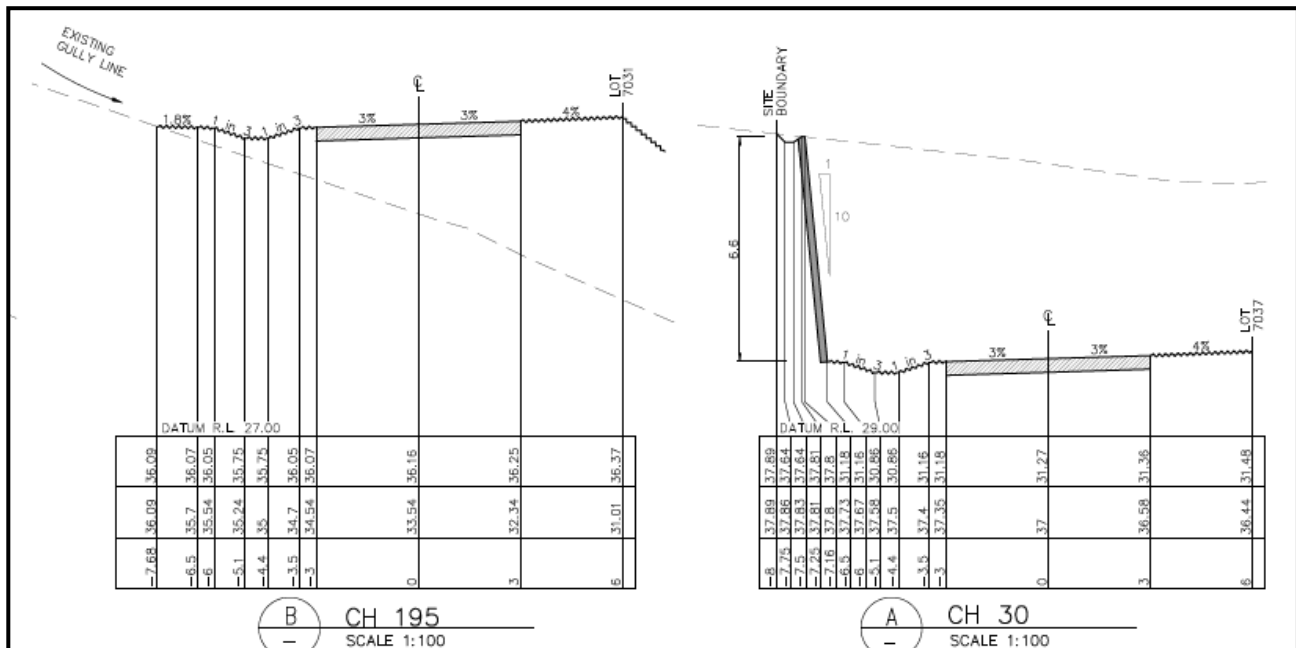


Figure 9: Engineering sections of required extent of cut fill and retaining walls as approved.

The proposed realignment of Outram Road:

- Largely removes the construction engineering problems by realigning the road to less constrained topography; and
- Provides a higher standard (wider) of perimeter road to Stage 7 under Planning for Bushfire Protection (PFBP) requirements.

The proposed removal of Raywood Close:

- Has no bushfire implications; and
- Has no access implications for individual lots in Stage 7 of the subdivision.

There are no relevant LMCC LEP 2004 or DCP considerations as the changes relate to PFBP. Similarly, there are no implications under the Catherine Hill Bay (South) DCP. No additional lots are proposed and all lots affected by the proposed changes remain over the minimum lot size of 450m².

5.0 Conclusion

The approved perimeter road alignment for Stage 7 has significant topographic constraints that lead to unreasonable construction requirements. Access to individual Stage 7 lots was via an internal public road rather than the perimeter road.

A perimeter road is a bushfire protection requirement under PFBP requirements. An option to remove the perimeter road was considered unsatisfactory despite adequate bushfire protection being available. Individual lots would still have had adequate access via an internal road. The Stage 7 lots with the perimeter road deleted could still have adequately addressed bushfire threat by employing APZs.

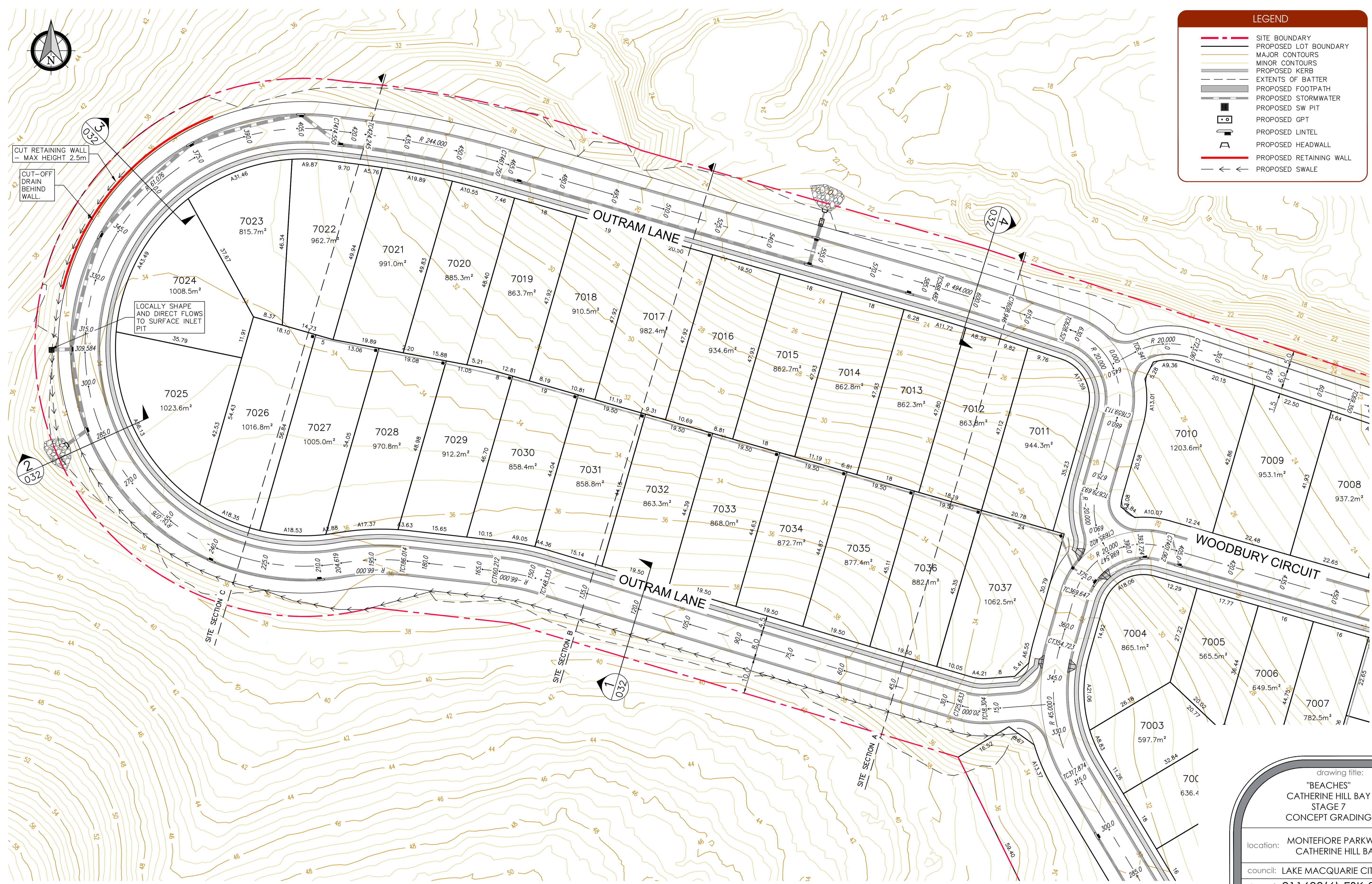
A proposed realignment of the perimeter road can address the engineering problems. Upgrading of the perimeter road can provide improved Stage 7 lot access consistent with PFBP. With an upgraded perimeter road, the internal Stage 7 road (Raywood Close) is no longer needed.

The proposed modification represents a minor change to the overall MP10_0204 approval without any significant or additional environmental consequences. The deletion of the perimeter road will provide for a reduction in earthworks and construction impacts and future maintenance requirements for Council. All bushfire protection requirements under PFBP can be achieved.

The project would remain substantially the same as originally approved but with improved perimeter roads and for Stage 7.

Appendix 1

SUPPORTING PLANS



CONCEPT PLAN
SCALE 1:500



drawing title:
"BEACHES"
CATHERINE HILL BAY
STAGE 7
CONCEPT GRADING

location: MONTEFIORE PARKWAY,
CATHERINE HILL BAY

council: LAKE MACQUARIE CITY

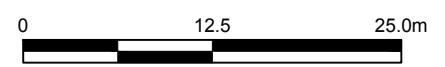
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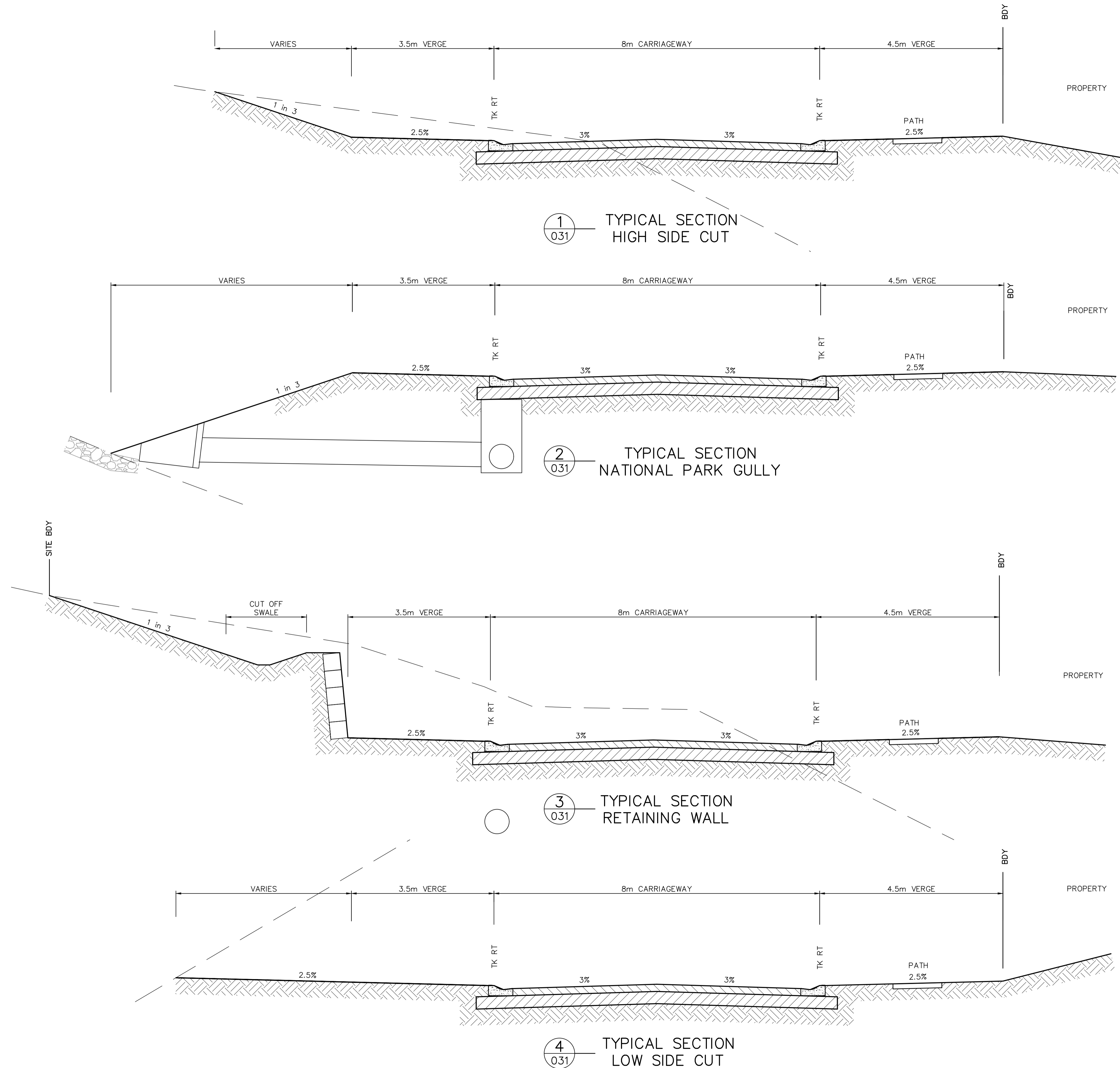
client:

central coast office ph: (02) 4305 4300
hunter office ph: (02) 4978 5100
sydney office ph: (02) 8046 7411

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ver.	date	comment	drawn	pm	level information	scale (A1 original size)	notes
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drawing title:
"BEACHES"
 CATHERINE HILL BAY
 STAGE 7
 CONCEPT GRADING

location: MONTEFIORE PARKWAY,
 CATHERINE HILL BAY

council: LAKE MACQUARIE CITY

dwg ref: 211688(6)-ESK-032

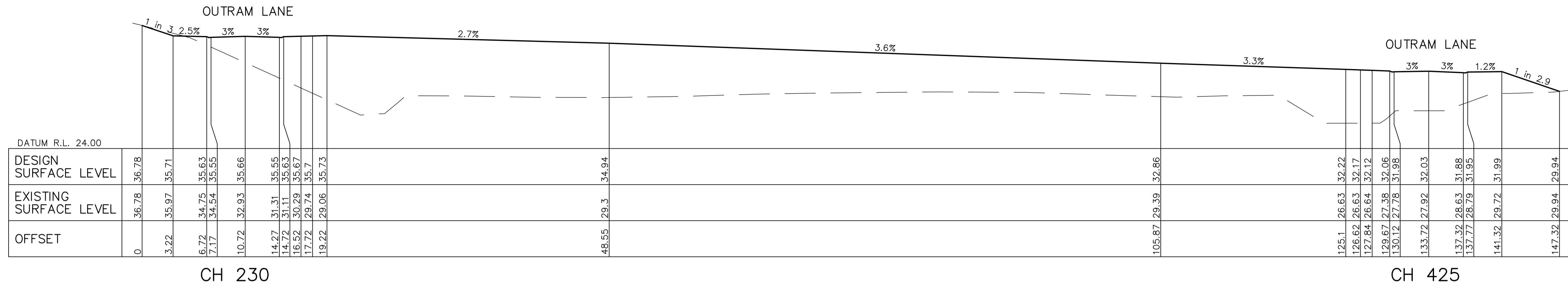
client:

ROSE
 Creating a quality way of living

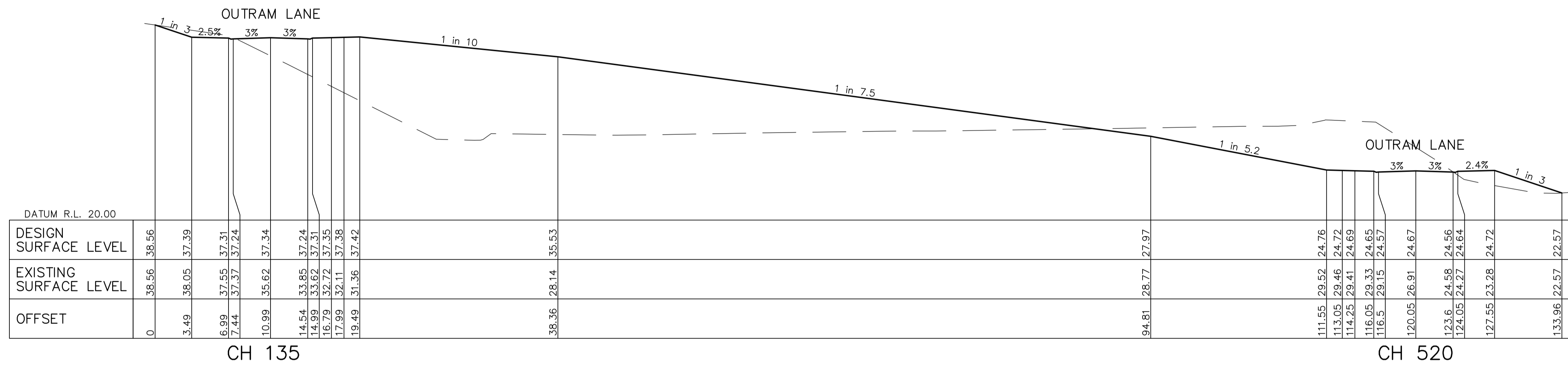
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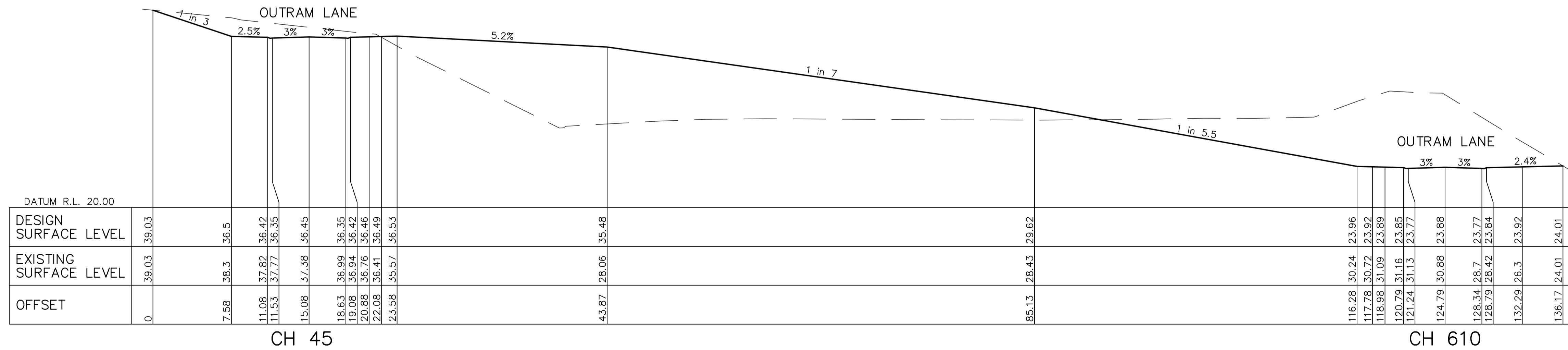
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SECTION C
REFER TO SHEET 031 FOR DETAILS



SECTION B
REFER TO SHEET 031 FOR DETAILS



SECTION A
REFER TO SHEET 031 FOR DETAILS

drawing title:
"BEACHES"
CATHERINE HILL BAY
STAGE 7
CONCEPT GRADING

location: MONTEFIORE PARKWAY,
CATHERINE HILL BAY

council: LAKE MACQUARIE CITY

dwg ref: 211688(6)-ESK-033

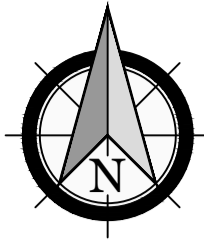
client:



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ver.	date	comment	drawn	pm	level information	scale (A1 original size)	notes
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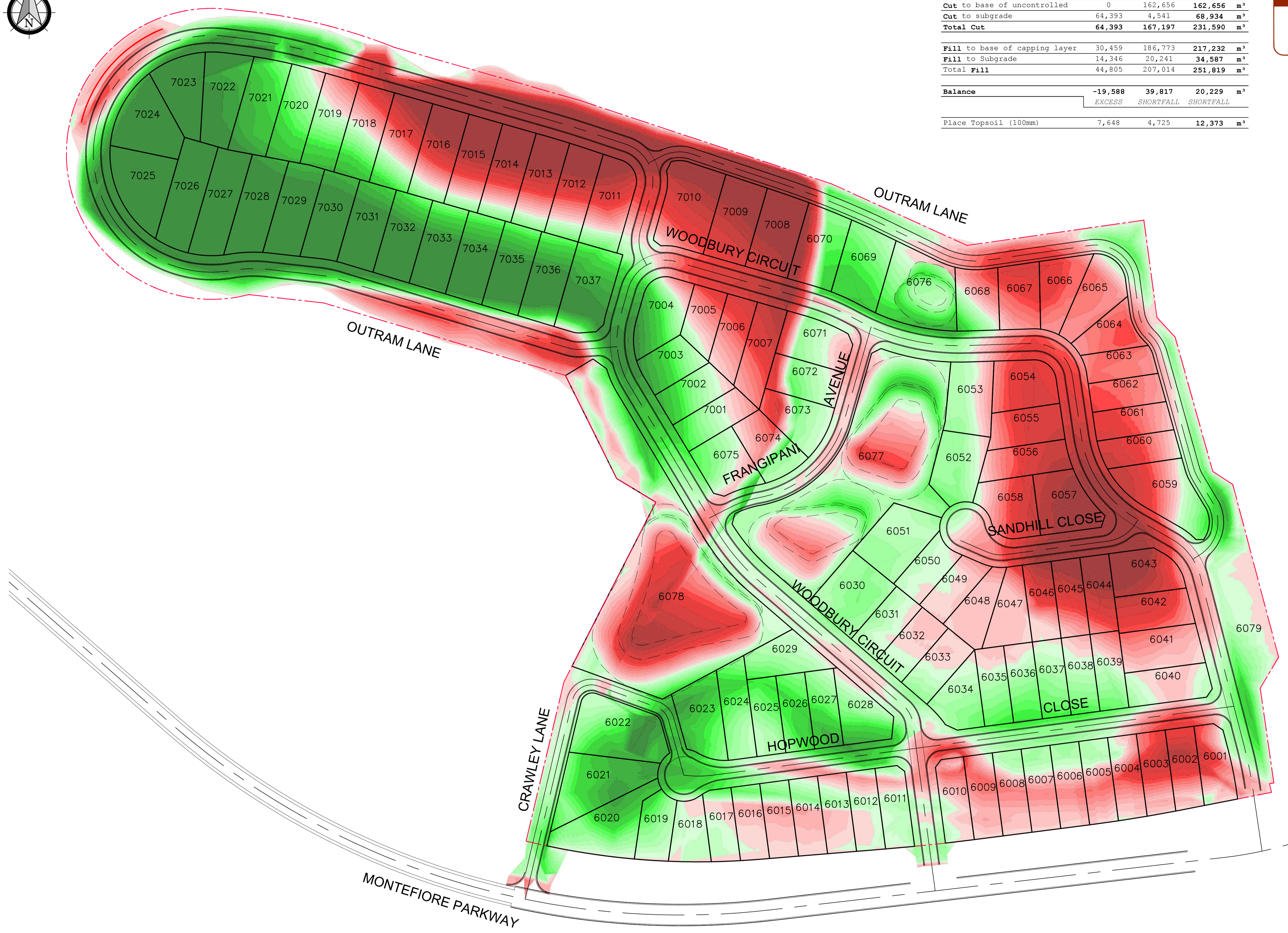
	Stage 6	Stage 7	Total
Cut to base of uncontrolled	0	162,656	162,656 m ³
Cut to subgrade	64,393	4,541	68,934 m ³
Total Cut	64,393	167,197	231,590 m³
Fill to base of capping layer	30,459	186,773	217,232 m ³
Fill to Subgrade	14,346	20,241	34,587 m ³
Total Fill	44,805	207,014	251,819 m³
Balance	-19,588	39,817	20,229 m³
	EXCESS	SHORTFALL	SHORTFALL
Place Topsoil (100mm)	7,648	4,725	12,373 m ³

LEGEND

- SITE BOUNDARY
- PROPOSED LOT BOUNDARY
- PROPOSED KERB
- EXTENTS OF BATTER

LEGEND (+ FILL - CUT)

Lower_value	Upper_value	Colour
-9.9	to -4	m
-4	to -3.5	m
-3.5	to -3	m
-3	to -2.5	m
-2.5	to -2	m
-2	to -1.75	m
-1.75	to -1.5	m
-1.5	to -1.25	m
-1.25	to -1	m
-1	to -0.75	m
-0.75	to -0.5	m
-0.5	to -0.25	m
0	to 0.250	m
0.250	to 0.5	m
0.500	to 0.75	m
0.75	to 1	m
1	to 1.25	m
1.25	to 1.5	m
1.5	to 1.75	m
1.75	to 2	m
2	to 2.5	m
2.5	to 3	m
3	to 3.5	m
3.5	to 4	m
4	to 8.55	m



CONCEPT SITE REGRADE PLAN
SCALE 1:1000

drawing title:
"BEACHES"
CATHERINE HILL BAY
STAGE 6 & 7
REGRADE PLAN

location: MONTEFIORE PARKWAY,
CATHERINE HILL BAY

council: LAKE MACQUARIE CITY

dwg ref: 211688(6)-ESK-034

client:

ROSE
Creating a quality way of living

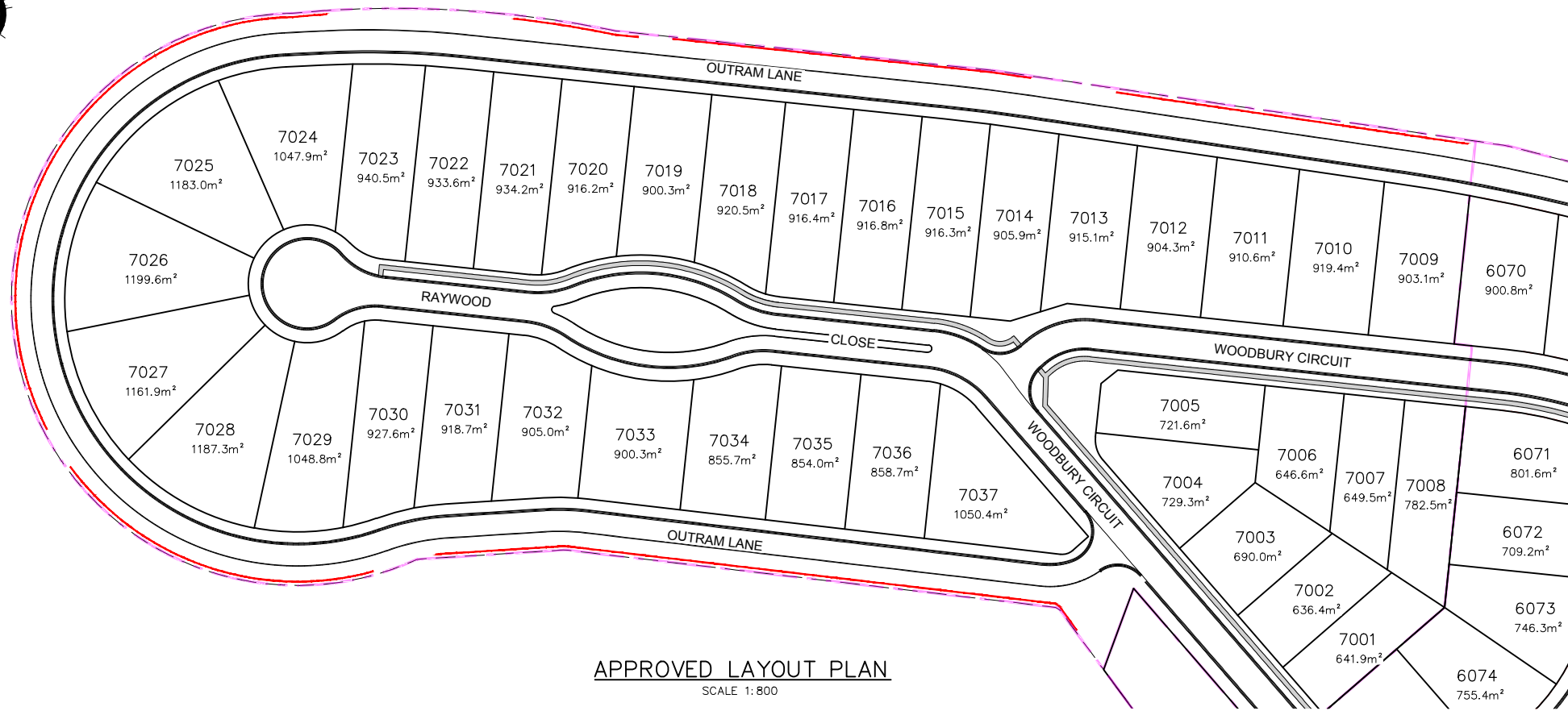
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Plotfile By: Rexx Brown Plot Date: 18/07/17 4:16:55PM Cod File: S:\211688\6\DRAWINGS\OTHER\SKETCHES\11688(6)-ESK-034.DWG
This plan includes coloured information. If you have a black and white copy you do not have all of the information. This note is coloured RED.

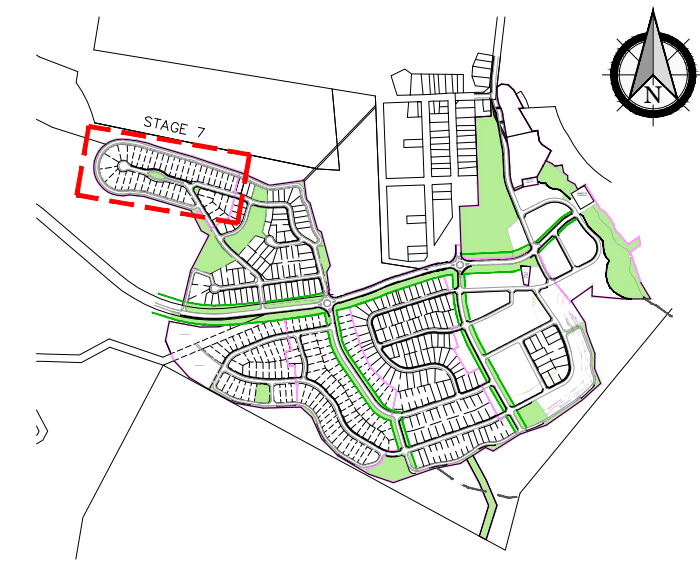
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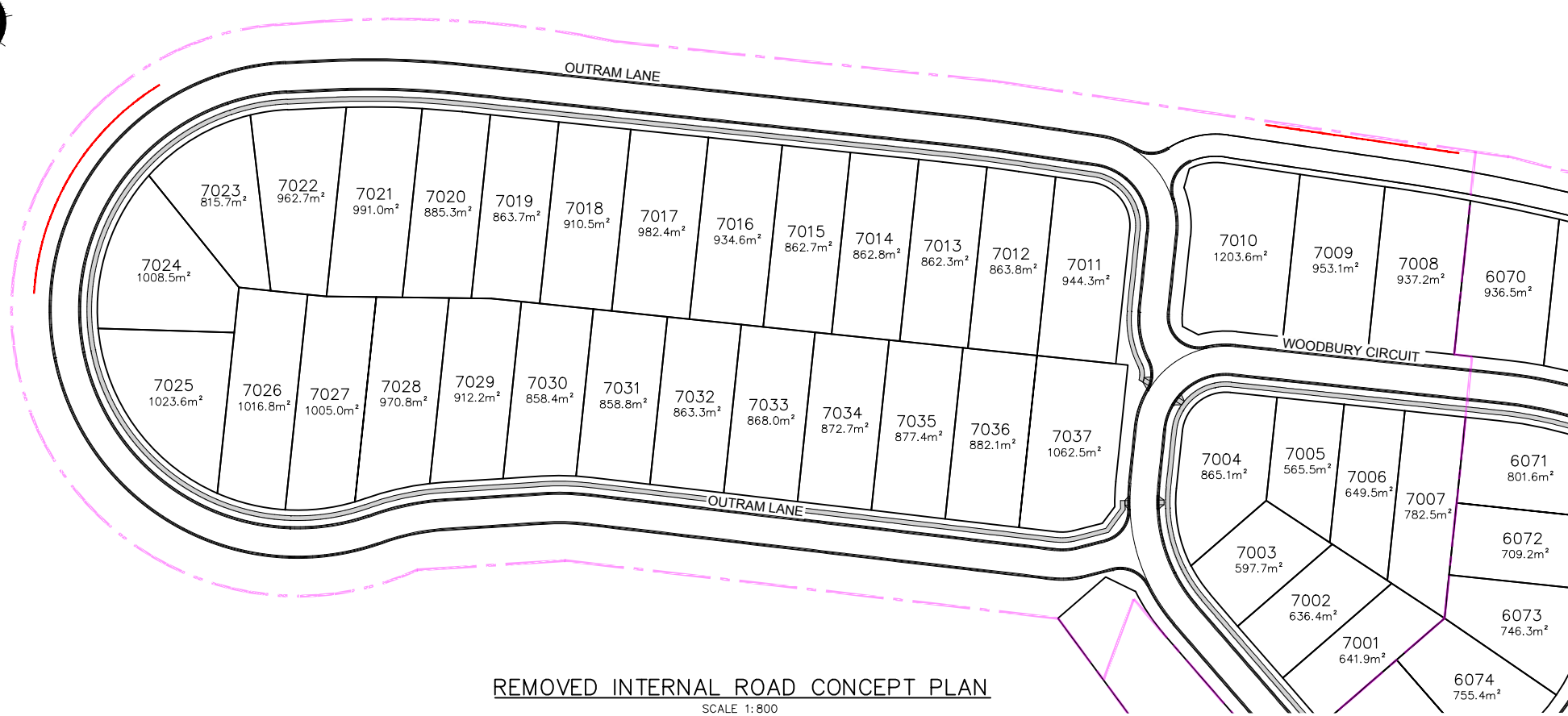
APPROVED LAYOUT PLAN
SCALE 1:800

LEGEND

- SITE BOUNDARY
- PROPOSED LOT BOUNDARY
- PROPOSED KERB
- PROPOSED FOOTPATH
- PROPOSED RETAINING WALL



OVERALL SUBDIVISION
SCALE 1:10000



REMOVED INTERNAL ROAD CONCEPT PLAN
SCALE 1:800

drawing title:
**"BEACHES"
CATHERINE HILL BAY
STAGE 7
LOT LAYOUT COMPARISON**

location: MONTEFIORE PARKWAY,
CATHERINE HILL BAY

council: LAKE MACQUARIE CITY

dwg ref: 211688(6)-ESK-037

client:

central coast office ph: (02) 4305 4300
hunter office ph: (02) 4978 5100
sydney office ph: (02) 8046 7411

www.adwjohanson.com.au

ver.	date	comment	drawn	pm	level information	scale (A1 original size)	notes
A	28.07.17	ISSUED FOR DISCUSSION	RB	IB	DATUM: N/A CONTOUR INTERVAL: 0.5m	 SCALE: 1:800 (FULL)	

Appendix 2

RFS CONSULTATION



PRE-DA ADVICE SUMMARY

Applicant: Matt Doherty

Subject: Section 75W Modification to MP 10-0204. Revised Access for Stages 6 / 7 of The Beaches, Monefiore Street, Catherine Hill Bay.
RFS Ref. DOC17/78772; PES East –PDA17/0051

Details of the proposal

SFPP

Residential subdivision Deletion of the internal spine road and modified lot layout.

Other

Bush fire protection issues discussed

Hazard Assessment

Asset Protection Zones The perimeter road forms part of the APZ required to for the separation between a building and the edge of the bush fire hazard.

Access

A perimeter road is the preferred option to separate bushland from urban areas. It provides distinct edge of the asset protection zone. Easy, safe and quick access to the bushland interface for firefighting is proposed to be removed. Clear control line from which to conduct hazard reduction or back burning operations proposed to be removed.
The internal spine road, Raywood Close, does provide a good secondary access, but an alternate access is not a requirement of *Planning for Bush Fire Protection 2006*.

Construction Standards

Services

Emergency and Evacuation Planning

Documentation / plans referenced

Approved plan of subdivision showing lot layout for Stage 7; Proposed modifications showing internal road removed and modified lot layout.

Advice Provided

- The perimeter road shall meet the acceptable solutions of S. 4.1.3 (1) of *Planning for Bush Fire Protection 2006*.
- Future dwellings shall be able to conform to the deemed to satisfy arrangements under the Nation Construction Code (NCC) – Bushfire Attack Level BAL 29 of Australian Standard AS3959 *Construction of buildings in bushfire – prone areas* at the front building setback.

Disclaimer

RFS advice is based on information provided and policy and legislative requirements applicable at the time. The advice should be copied into, or referenced in, any subsequent development application.

All efforts are made to identify issues of relevance and likely concern with the preliminary proposal. However, the comments and views in this document are based only on the plans and information submitted for preliminary assessment and discussion at the pre-DA meeting. You are advised that: -

- > The views expressed may vary once detailed plans and information are submitted and formally assessed in the development application process, or as a result of issues contained in submissions by interested parties;
- > Given the complexity of issues often involved and the limited time for full assessment, no guarantee is given that every issue of relevance will be identified;
- > Amending one aspect of the proposal could result in changes which would create a different set of impacts from the original plans and therefore require further assessment and advice; and,
- > The Pre-DA advice given does not bind Council officers, the elected Council members, or other parties to the DA process.

Signed:



Garth Bladwell
Development Assessment and Planning Officer



Jason Maslen
Team Leader,
Development Assessment and Planning

Date: 10 August 2017

Appendix 3

LMCC CONSULTATION

From: Greg Field [<mailto:gfield@lakemac.nsw.gov.au>]
Sent: Monday, 31 July 2017 1:42 PM
To: Nick Jackman
Subject: RE: CHB Stage 7

Hi Nick,

I do not have any objections to the amended layout. The road width will need to comply with the Rural Fire Service's requirement for a perimeter road, which is an 8 metre wide pavement.

Regards,



Greg Field
Chief Subdivision Engineer

Phone: 02 4921 0281
Email: gfield@lakemac.nsw.gov.au

126-138 Main Road Speers Point NSW 2284
Box 1906 HRMC NSW 2310



www.lakemac.com.au

From: Nick Jackman [<mailto:njackman@rosegroup.com.au>]
Sent: Friday, 28 July 2017 12:15 PM
To: Greg Field
Subject: TRIM: CHB Stage 7

Greg,

You may remember me discussing your thoughts on the removal of the perimeter road to stage 7 due to issues with engineering and high retaining walls. We met with Dept of Planning but they said we really needed the RFS to agree. RFS have not agreed and require the perimeter road. RFS suggested we remove the spine road and they would support this. We have prepared a design to delete the spine road but increase the width of the perimeter road. We have been able to smooth out the levels so we meet all road standards and reduce retaining walls. Whilst still a work in progress, just want to enquire if Council have any objections to this plan before we go any further. The first page is the current approval and second page the proposed layout. Stage 6 does not change.

Regards.

Nick Jackman | Senior Development Manager



ROSE Creating a quality way of living
T +61 2 8302 1407 | F +61 2 8302 1444
51 Riley Street Woollloomooloo NSW 2011 Australia

www.rosegroup.com.au

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Appendix 4

REVISED SUBDIVISION PLANS VERSION BA



LOT COUNT

STAGE	RESIDENTIAL	RESERVE	OTHER/ RETAIL	TOTAL
1	110	1	-	111
2	149	1	-	150
3	40	1	1	42
4	93	-	-	93
5	44	1	1	46
6	75	4	-	79
7	37	-	-	37
TOTAL	548			

Ver.	Date	Comment
BA	23/08/17	Stage 7 boundaries amended
AY	15/07/2016	Stage 1 boundaries amended
AX	23/03/2015	Stage 6 & 7 boundaries amended
AW	16/03/2015	Hale St intersection amended
AV	13/02/2015	Stage 3 boundary amended

- NOTES**
1. PROPOSED EASEMENTS FOR SERVICES & DRAINAGE NOT SHOWN & WILL BE SUBJECT TO FINAL DESIGN.
 2. BOUNDARIES HAVE BEEN DETERMINED BY PLAN DIMENSIONS ONLY, AND HAVE NOT BEEN SURVEYED. ALL BEARINGS, DIMENSIONS, AREAS AND EASEMENTS ARE SUBJECT TO FINAL SURVEY



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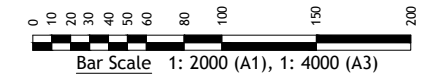
Plan of: SUBDIVISION OF LOTS 100, 101, 102, 103, 106 IN D.P.1129872
 LOT 1 D.P.1151628
 LOT 1 D.P.1141989
 LOT 1 D.P.1129299

Location: Catherine Hill Bay
 Council: Lake Macquarie

Datum: MGA Zone 56
 Origin: North Direction: Grid
 Contour Interval:

Date: 17th July 2012
 Sheet: 2 of 11
 Plan By: LB
 Project Manager: LB
 Office: Coast
 Plan Purpose: Subdivision

Version: BA (23/08/2017)
 Client: Coastal Hamlets Pty. Ltd.
 Survey: AutoCAD: 11688-SUB-002-BA-C3D
 Our Reference: 11688



NOTES
 1. PROPOSED EASEMENTS FOR SERVICES & DRAINAGE NOT SHOWN & WILL BE SUBJECT TO FINAL DESIGN.

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BA	23/08/17	Stage 7 boundaries amended
AY	15/07/2016	Stage 1 boundaries amended
AX	23/03/2015	Stage 6 & 7 boundaries amended
AW	16/03/2015	Hale St intersection amended
AV	13/02/2015	Stage 3 boundary amended



Plot Date: 23/08/17 - 16:23 Cad File: C:\TEMP\AcPublish_10088\11688-SUB-002-BA-C3D.dwg

Plan of: STAGING PLAN

Location: Catherine Hill Bay

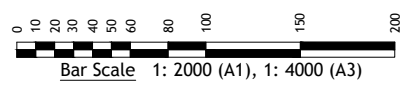
Council: Lake Macquarie

Datum: MGA Zone 56
 Origin: North Direction: Grid
 Projection: MGA Zone 56
 Contour Interval: N/A

Date: 17th July 2012
 Sheet: 3 of 11
 Plan By: LB
 Project Manager: LB
 Office: Coast
 Plan Purpose: Subdivision

Version: BA (23/08/2017)
 Client: Coastal Hamlets Pty. Ltd.
 Survey: AutoCAD: 11688-SUB-002-BA-C3D
 Our Reference: 11688

adw johnson



NOTES
 1. PROPOSED EASEMENTS FOR SERVICES & DRAINAGE NOT SHOWN & WILL BE SUBJECT TO FINAL DESIGN.

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BA	23/08/17	Stage 7 boundaries amended
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AX	23/03/2015	Stage 6 & 7 boundaries amended
AW	16/03/2015	Hale St intersection amended
AV	13/02/2015	Stage 3 boundary amended



Plan of: STAGE 1

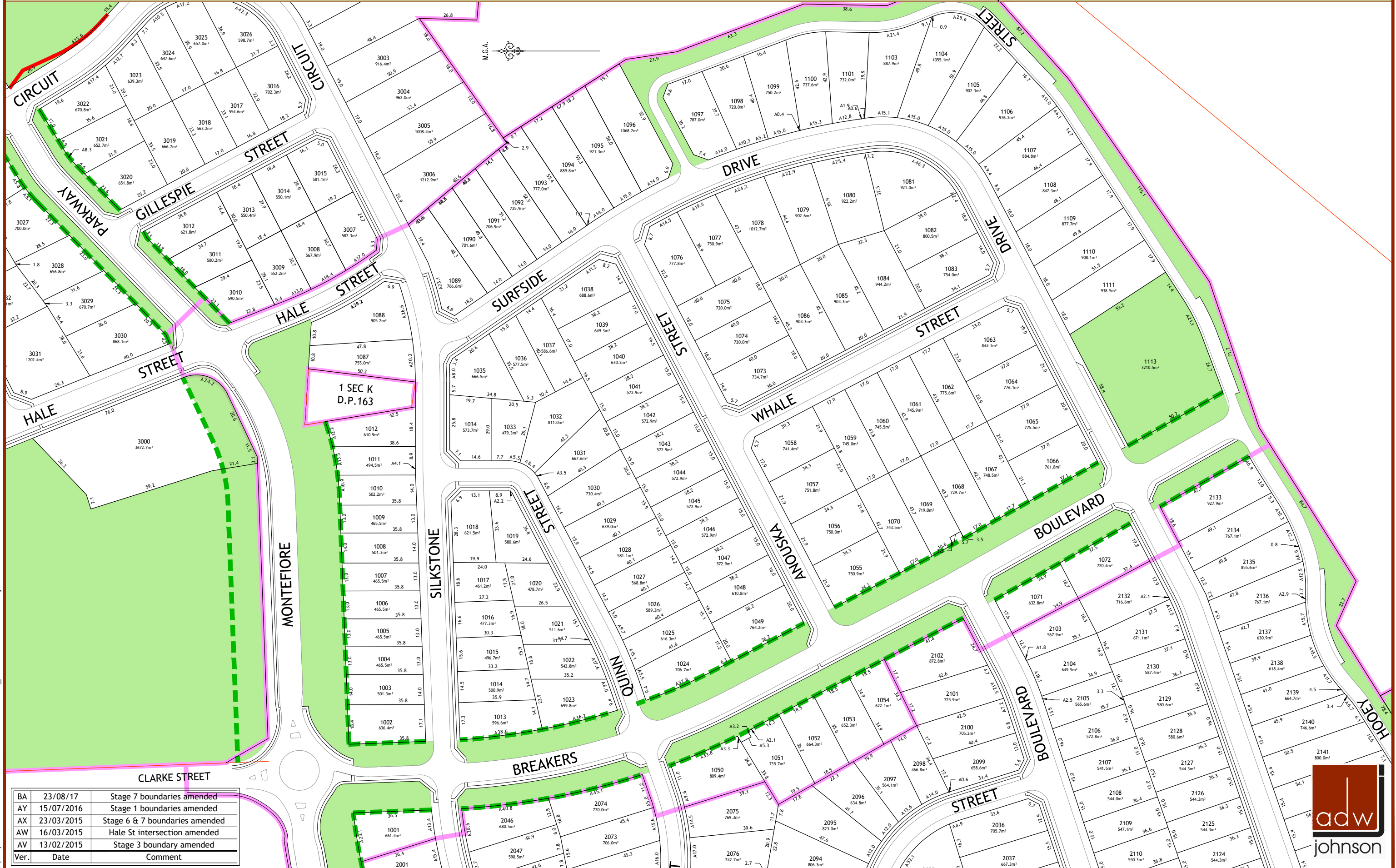
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Council: Lake Macquarie

Datum: MGA Zone 56
 Projection: MGA Zone 56
 Origin: North Direction: Grid
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Date: 17th July 2012
 Sheet: 4 of 11
 Plan By: Project Manager: LB
 Office: Coast
 Plan Purpose: Subdivision

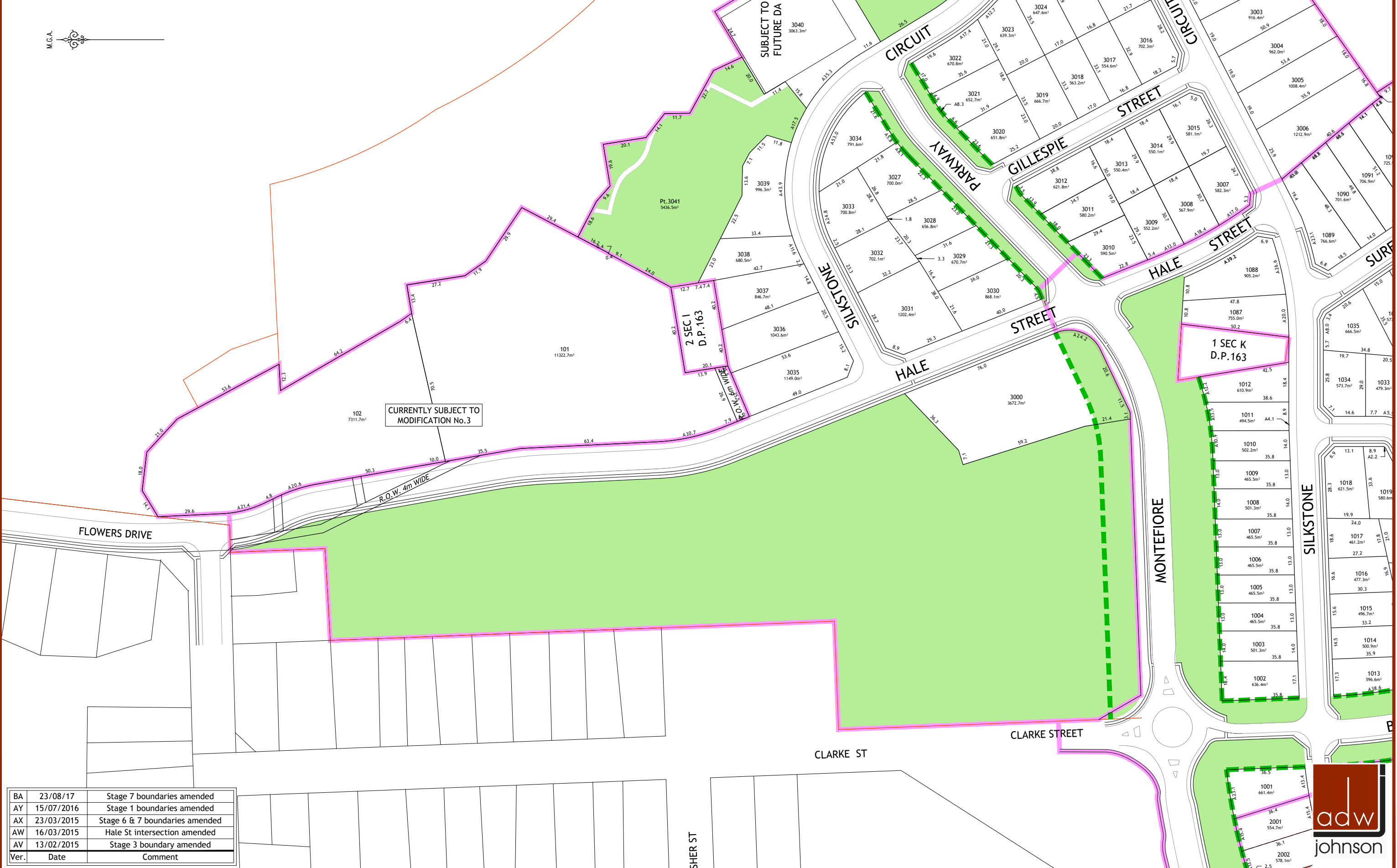
Version: BA (23/08/2017)
 Client: Coastal Hamlets Pty. Ltd.
 Survey: AutoCAD: 11688-SUB-002-BA-C3D
 Our Reference: 11688



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AW	16/03/2015	Hale St intersection amended
AV	13/02/2015	Stage 3 boundary amended

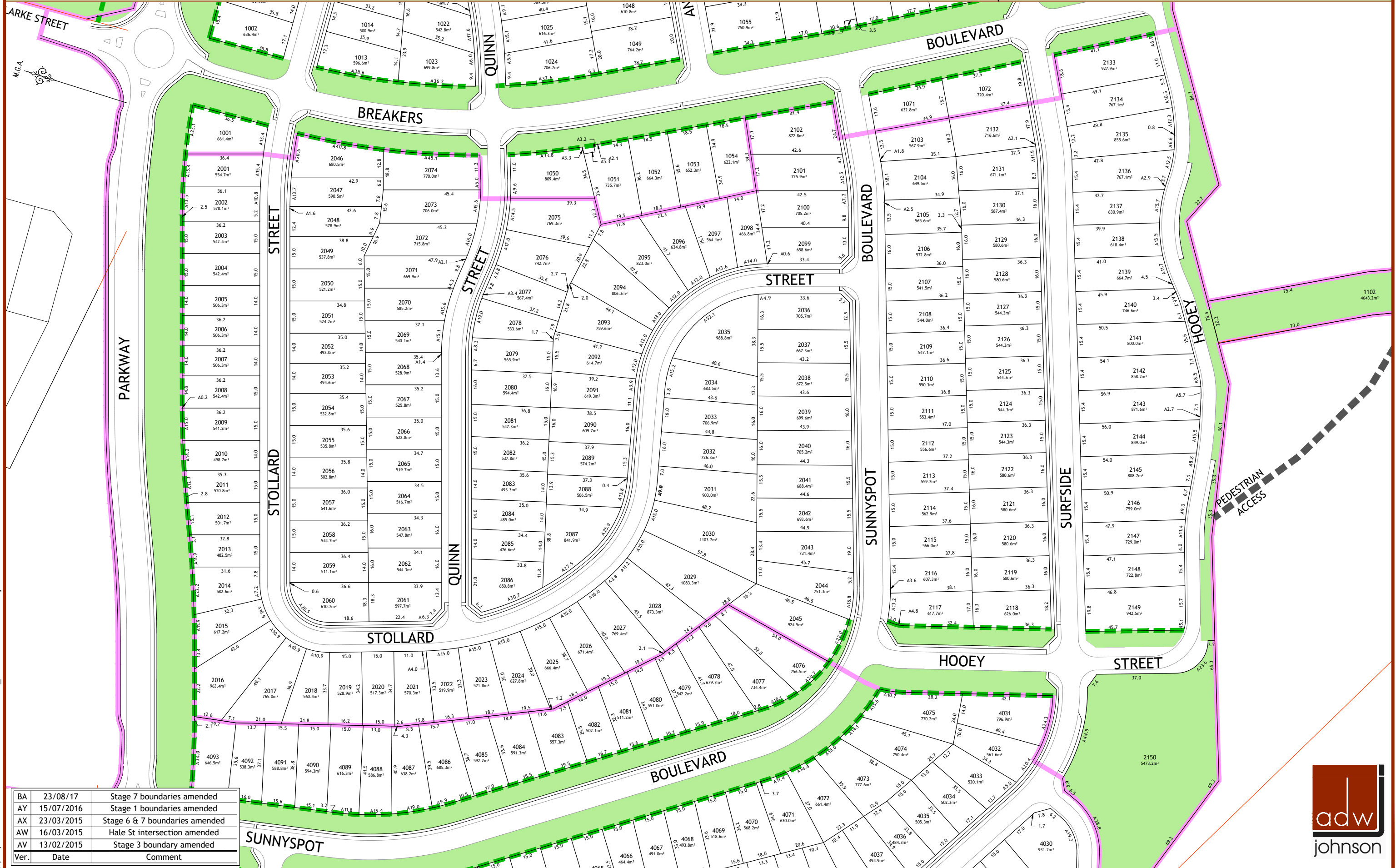




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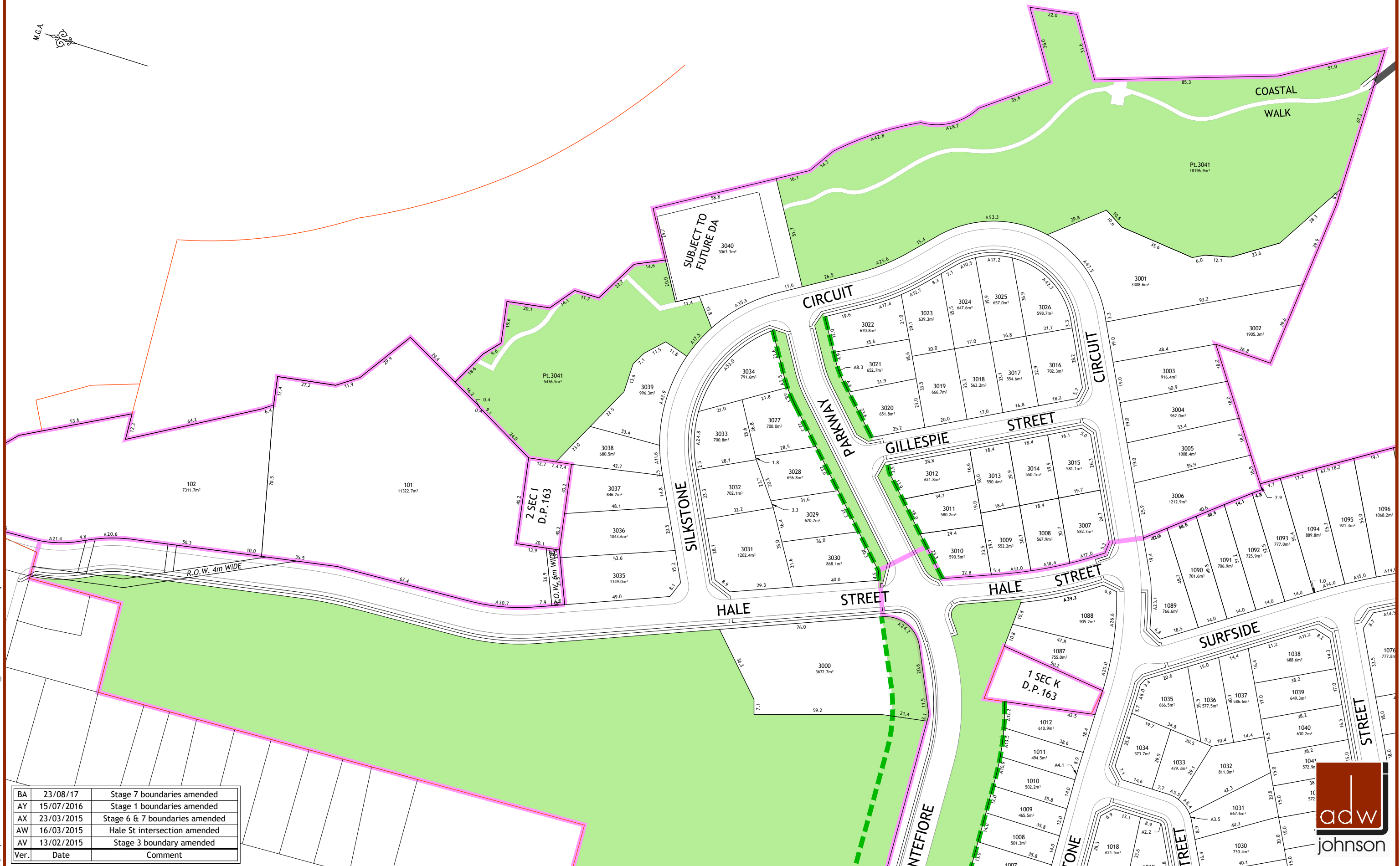
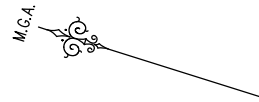
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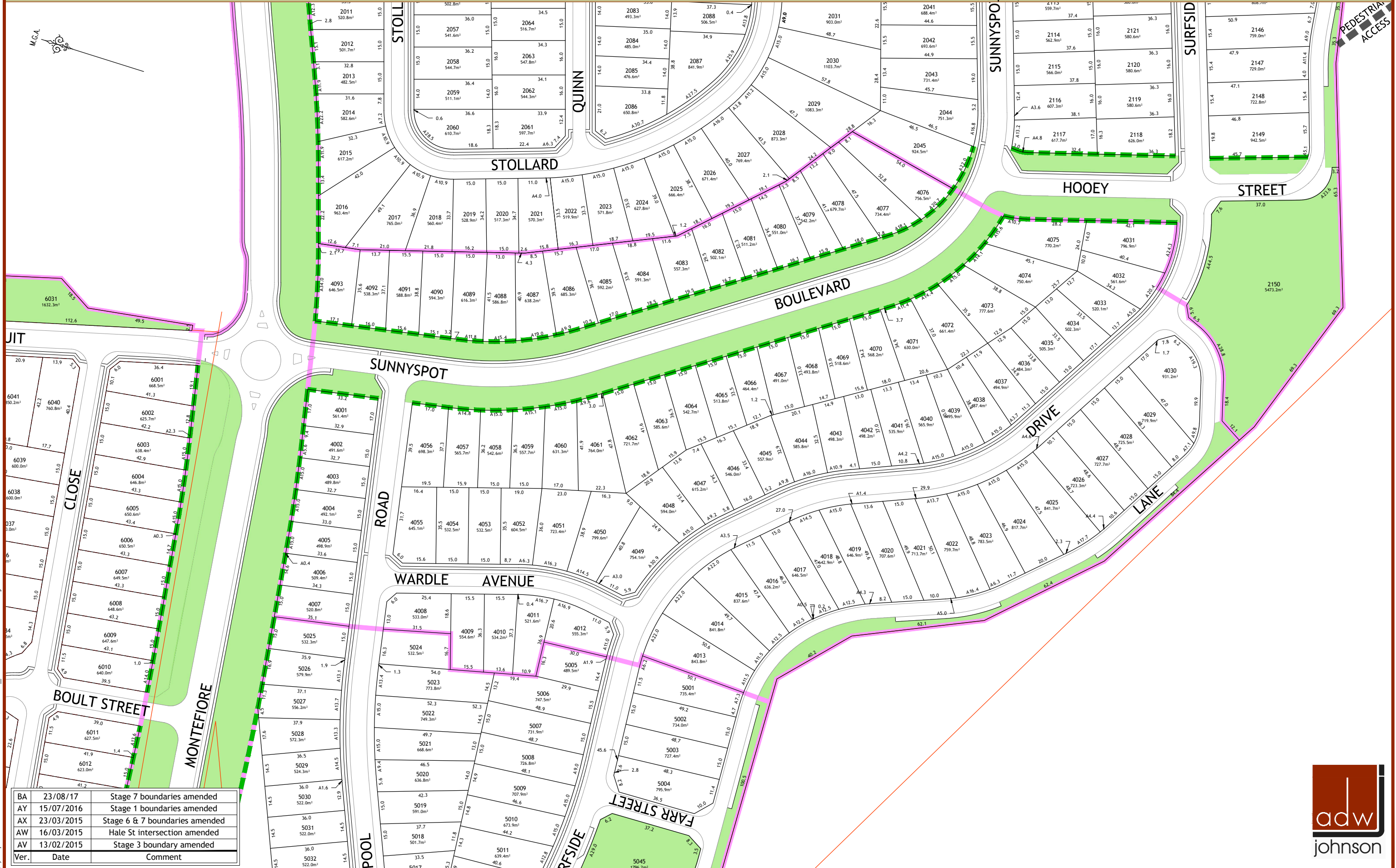




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AY	15/07/2016	Stage 1 boundaries amended
AX	23/03/2015	Stage 6 & 7 boundaries amended
AW	16/03/2015	Hale St intersection amended
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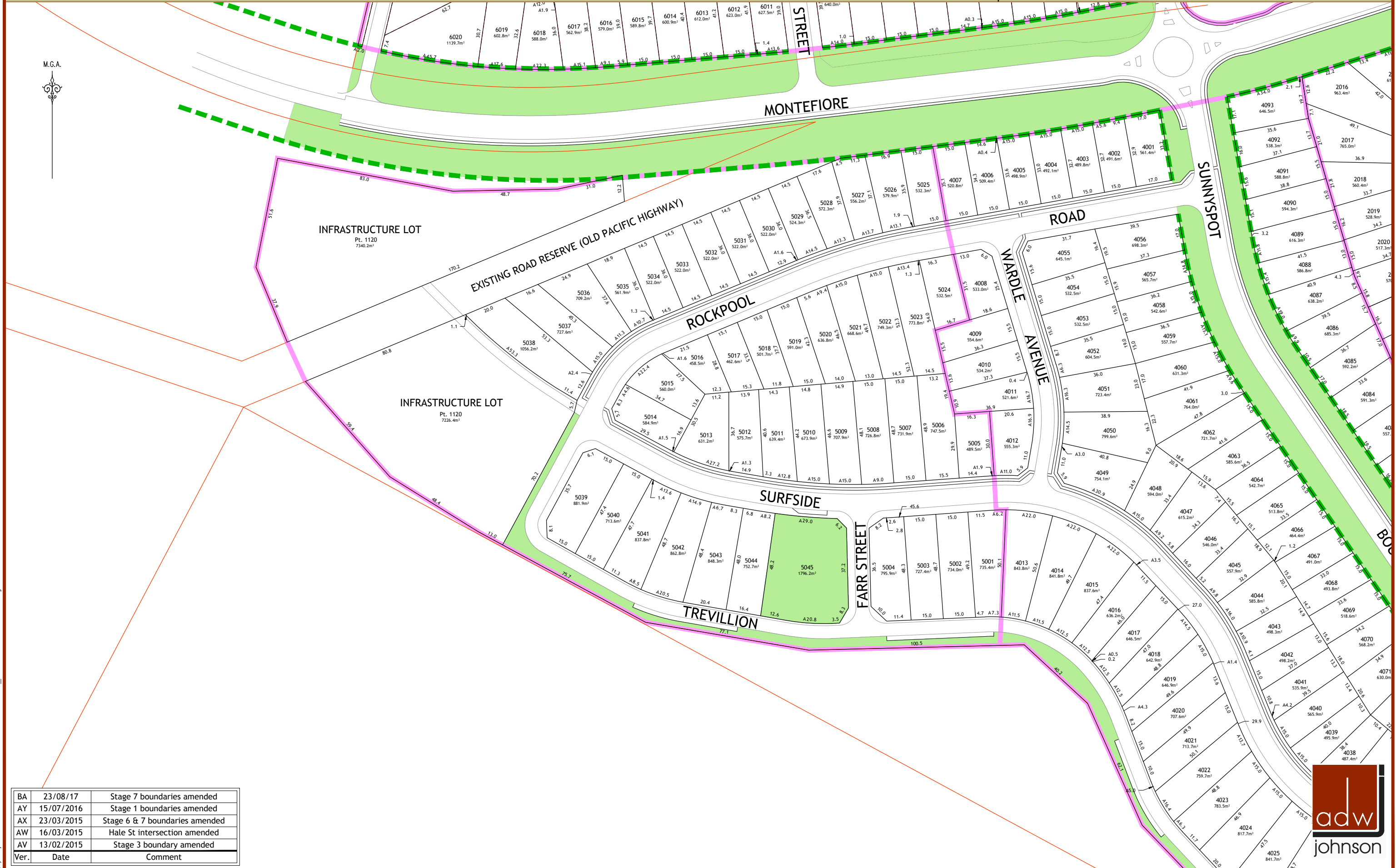




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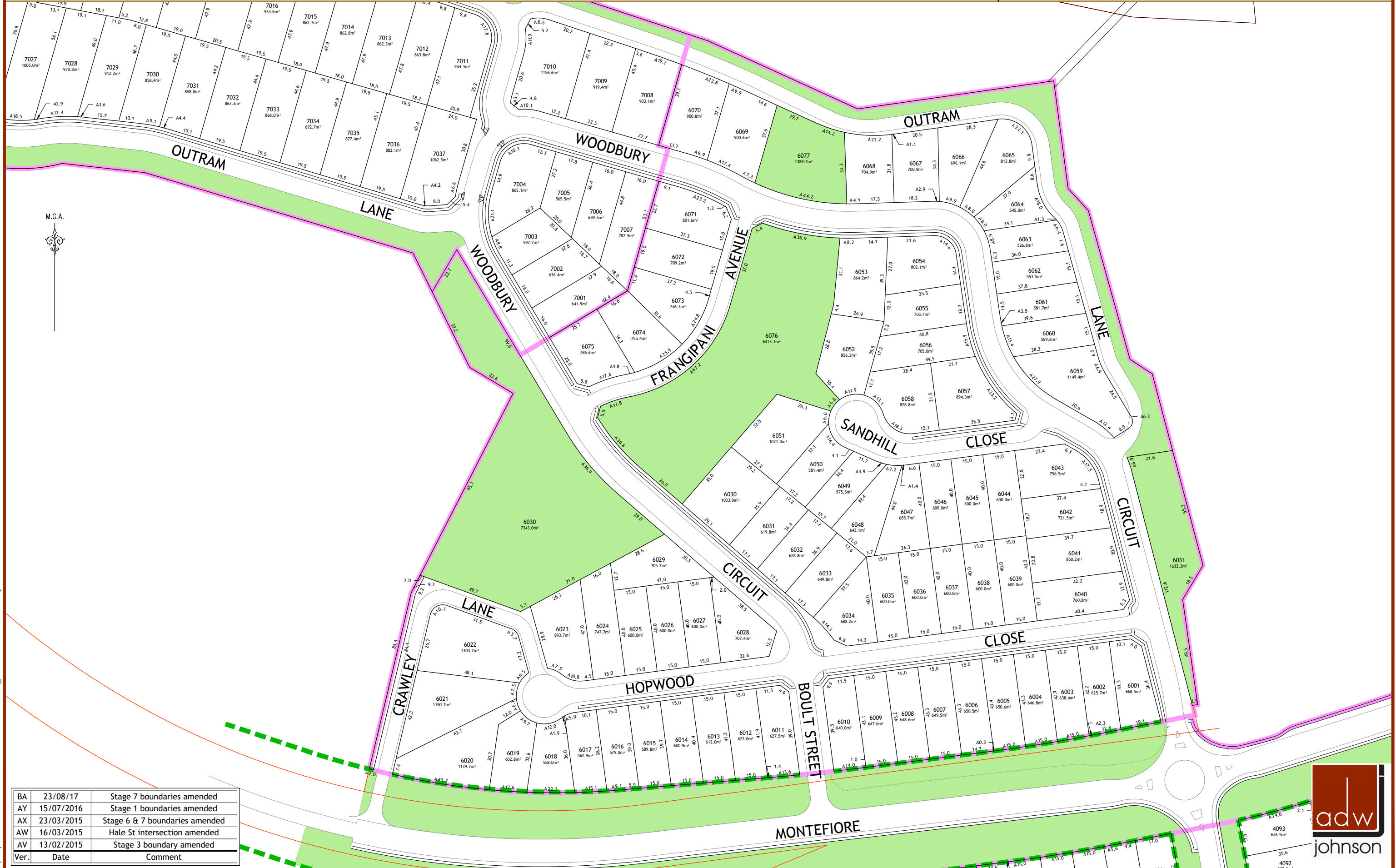




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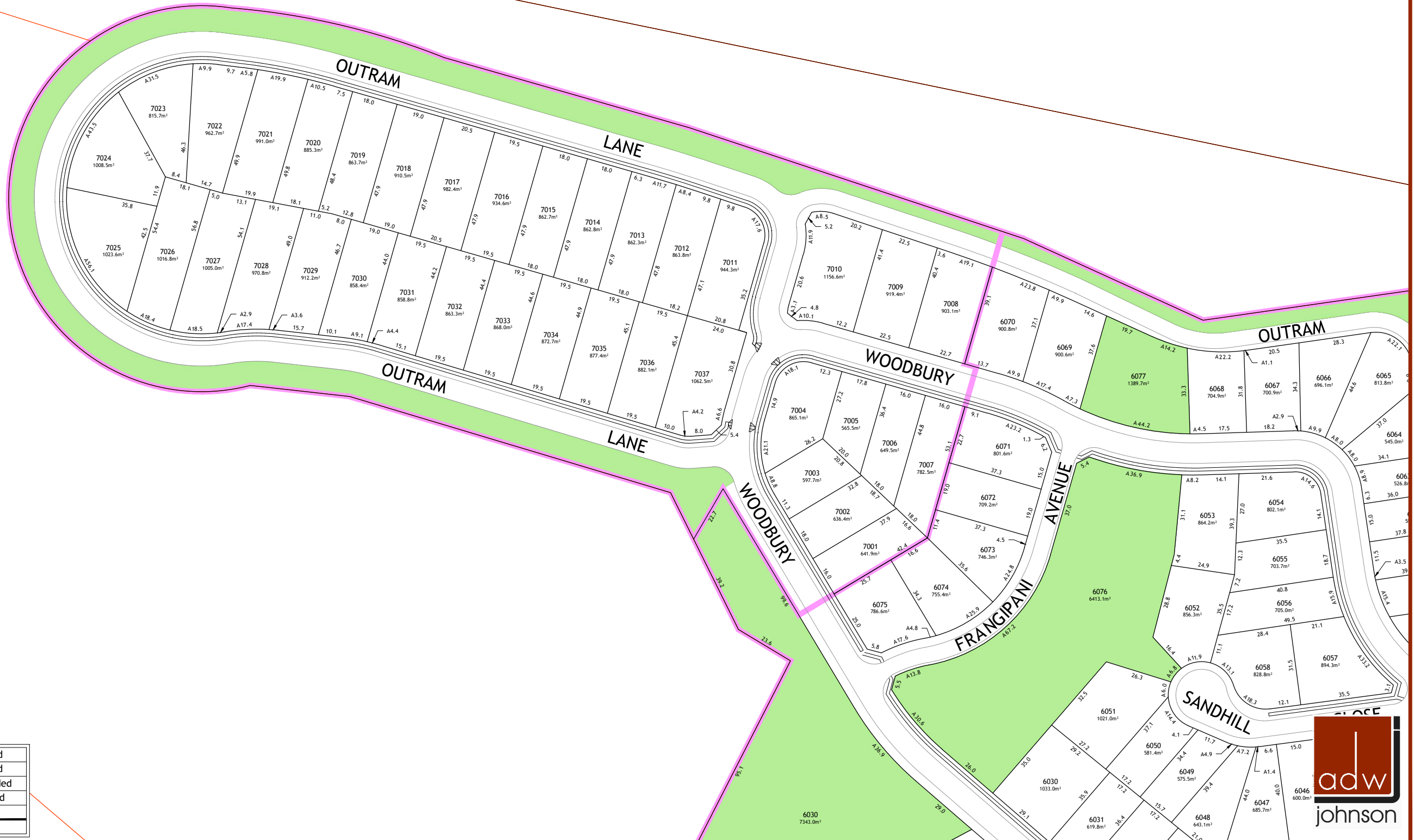
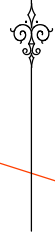


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M.G.A.



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Ver.	Date	Comment



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Plan of: STAGE 7
COMPARISON OF APPROVED AND PROPOSED LOT LAYOUT

Location: Catherine Hill Bay

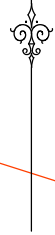
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Origin:
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Contour Interval:

Date: 17th July 2012
Sheet: 11 of 11
Plan By: KT
Project Manager: LB
Office: Coast
Plan Purpose: Subdivision

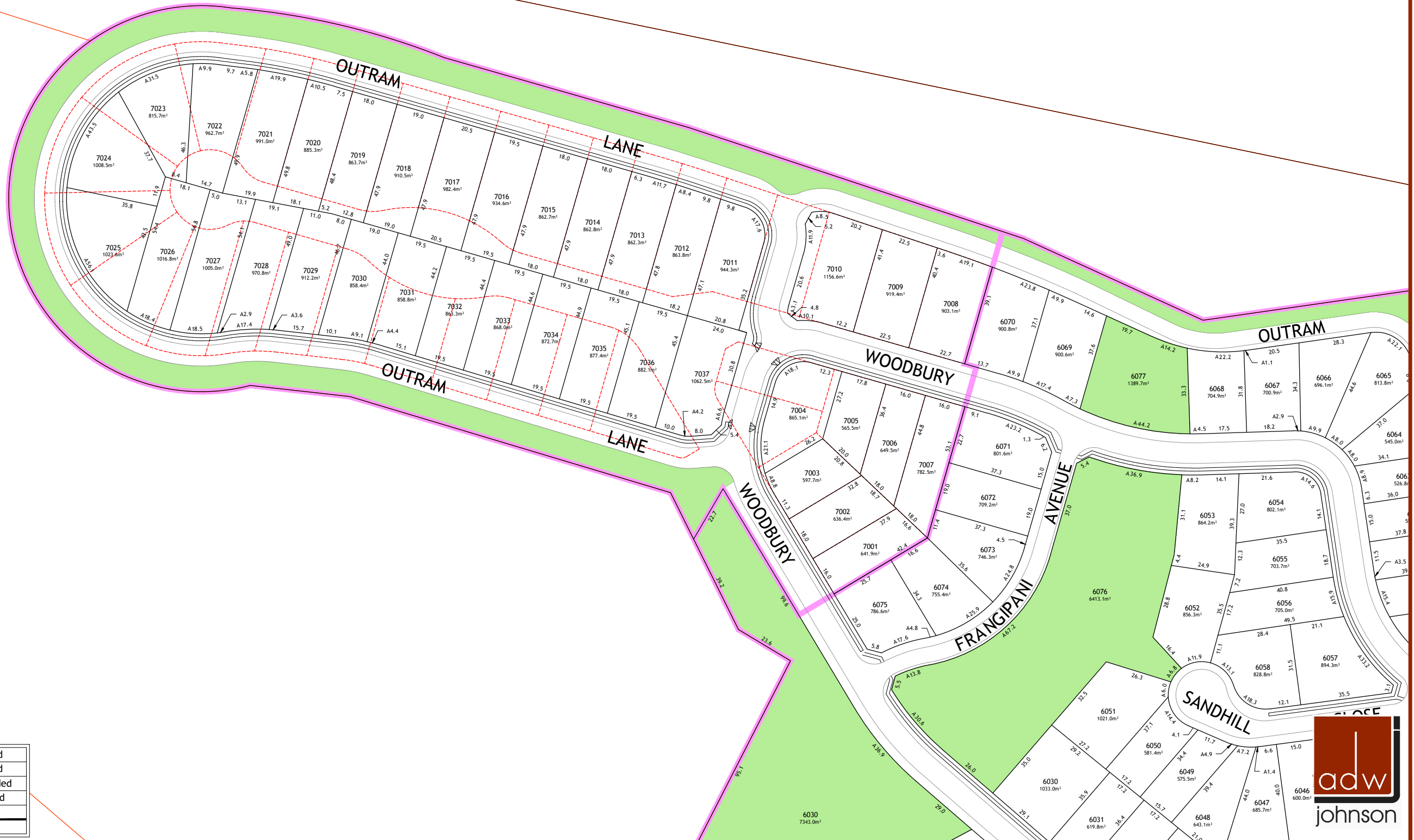
Version: BA (23/08/2017)
Client: Coastal Hamlets Pty. Ltd.
Survey: LB
AutoCAD: 11688-SUB-002-BA-C3D
Our Reference: 11688

M.G.A.



LEGEND

- PROPOSED LAYOUT
- - - CURRENT APPROVED LAYOUT



Ver.	Date	Comment
BA	23/08/17	Stage 7 boundaries amended
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AX	23/03/2015	Stage 6 & 7 boundaries amended
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AV	13/02/2015	Stage 3 boundary amended
Ver.	Date	Comment



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