



WALTER STREET MASTER PLAN



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EXECUTIVE SUMMARY

This report has been prepared By Architecture Urbaneia P/L on Behalf of Walter Street Developments ATF/Walter Developments Trust for the sites at 3-31 Walter street.

The Report aims to address issues which relate to the proposed increase in density of the site from the current R3 Medium Density zone with .9:1 FSR and height limit of 12 m to R4 High density with an overall maximum FSR of 1.5:1 with maximum of height limits of 7-8 storey.

We have undertaken Built Form comparison analysis of the existing neighbouring developments at no 2 Artarmon road known as the Mirvac Development as well as the recent Channel 9 court approved and recently exhibited scheme increasing the height limits to maximum of 12 storey with FSR to 1.5:1.

The proposed Draft Master plan establishes the existing and future built forms around the local to establish a conforming built form which is the direct result of sound environmental analysis. The proposed Master plan with Higher density will deliver a better Residential Amenity than the existing R3 built forms which will generally run north south along the long axis facing east and west. The Master plan proposes upgrade of Walter street for best traffic outcome for the community at large in form of a VPA to be agreed upon.

The proposal seeks to widen Walter Street; improve the public domain areas through footpath regrade as well as a possible traffic light at Walter Street and Willoughby road T intersection. A Draft Traffic study of Walter street has been undertaken by The Transport Planning Partnership incorporating the current R3; channel 9 site with increase in density from 400-510 units as well as the proposed Childcare center for 225 children which is under assessment at present by council as well as the potential future increase in Density for Walter Street. The traffic assessment finds ‘that growth in the background traffic alone would result in the Walter Street intersection with Willoughby Road operating poorly. Additional development traffic arising from the redevelopment of Walter Street in accordance with the current R3 zoning for Walter Street as well as traffic from the Channel 9 site and the proposed Walter Street childcare center would trigger the need to upgrade of Walter Street intersection.’ The Draft Traffic Study/report forms part of this Draft Master Plan submission.

We have placed significant emphasis on analysing both the current built forms on the neighbouring Mirvac site which has 3;5 and 9 storey buildings as well as channel 9’s proposed amended master plan, and their current and future impacts on Walter Street to establish the best location for the proposed built forms. The solar study informs the presented Master plan with comparative built forms increasing the density whilst seeking to improve the environmental impact to the locality and the surrounding context. The Draft Master plan outlines different ways density can be increased along Walter street and proposes to forward fund and solve the present and future traffic congestion within Walter street and the T junction to Willoughby road.





1.0

THE SITE

1.1 THE SITE

METROPOLITAN CONTEXT PLAN

The proposed development is located in the Northern Sydney city of Willoughby, approximately 8.5km North of the Sydney CBD. Willoughby falls under the governance of the Willoughby City Council.

It is a majority residential area, with close proximity to the busy centres of St Leonards, Chatswood and North Sydney CBD. One of the council's immediate strategic directions is an increase in housing, to meet the growing population demand in an area in close proximity to public transport corridors and facilities and major urban centres.

The *Willoughby City Strategy 2013-2029* states that “Willoughby’s natural and built environments, the cultures of its residents and the range of services and activities make it an attractive and dynamic place to live, work and visit.”

The site is in an ideal location for higher density to meet the anticipated urban strategy targets of state and Willoughby City.



1.1 THE SITE

CONTEXT
PUBLIC TRANSPORT & PARKING PLAN

TRAINS

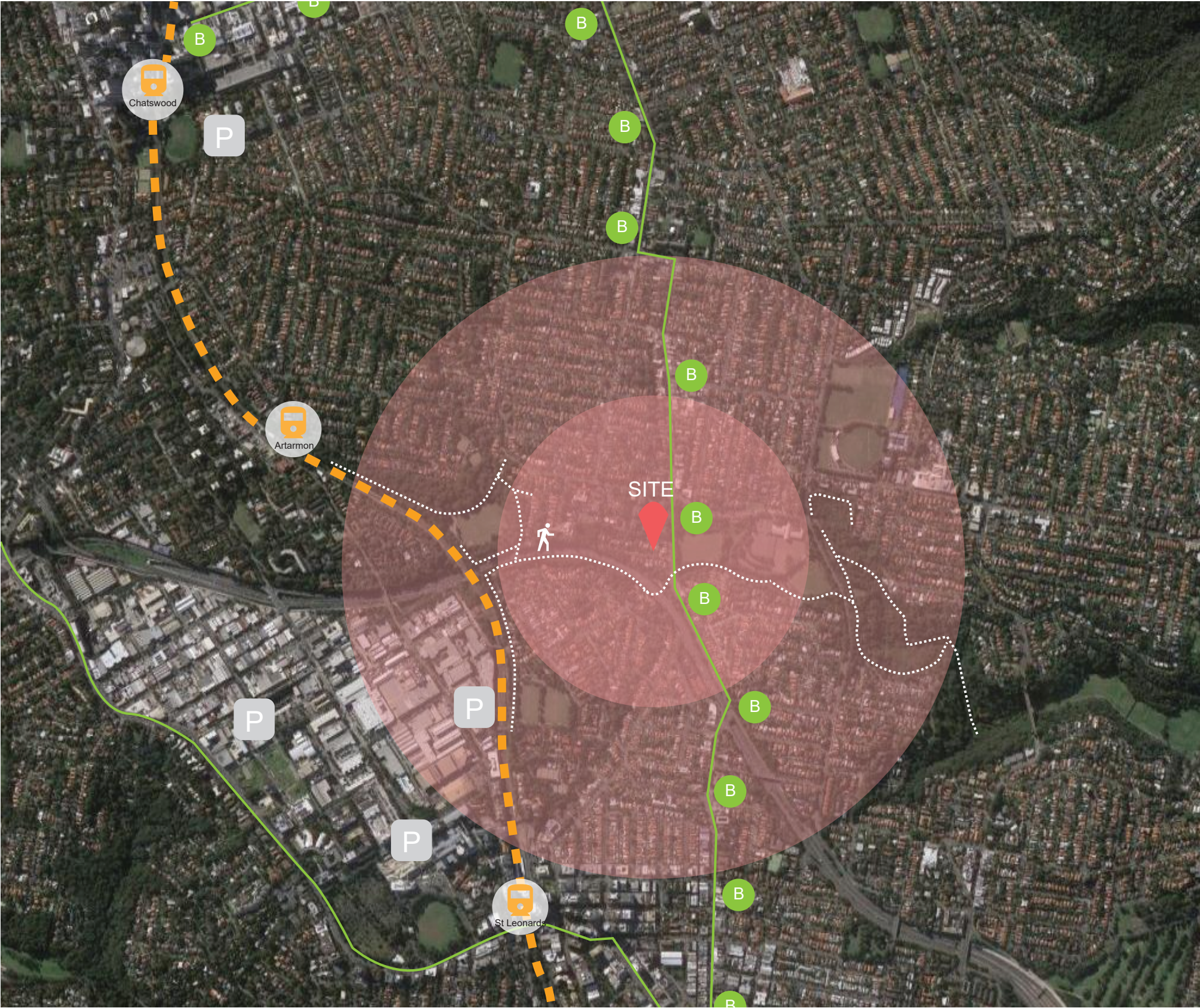
The site is located an approximately equal distance from St Leonards and Artarmon train stations, with St Leonards 1.7km away. Both stations are serviced by the T1 North Shore, Northern and Western Line.

BUSES

The site is well serviced by buses running North and South on Willoughby Road. The closest bus stop is 190m away from the intersection of Walter St and Willoughby Rd, a few minutes’ walk.

Key

-  Site
-  Bus
-  Train



1.1 THE SITE

CONTEXT
GREEN SPACE PLAN

Walter St and Willoughby Rd are directly connected to considerable green space, which is a focal point of the locality. Bicentennial Reserve Oval and Hallstrom Park are adjacent to Willoughby Rd and a few moment’s walk. The grounds are home to Incinerator Art Space and The Incinerator Cafe.

Further along the park is Willoughby Leisure Centre, North Sydney Netball Club and Flat Rock Baseball Diamond, providing considerable opportunities for sports and physical activities. Flat Rock Creek flows alongside this entire green zone.

Artarmon Reserve is located 1.6km away from Walter St. Naremburn Park is 1.4km away/

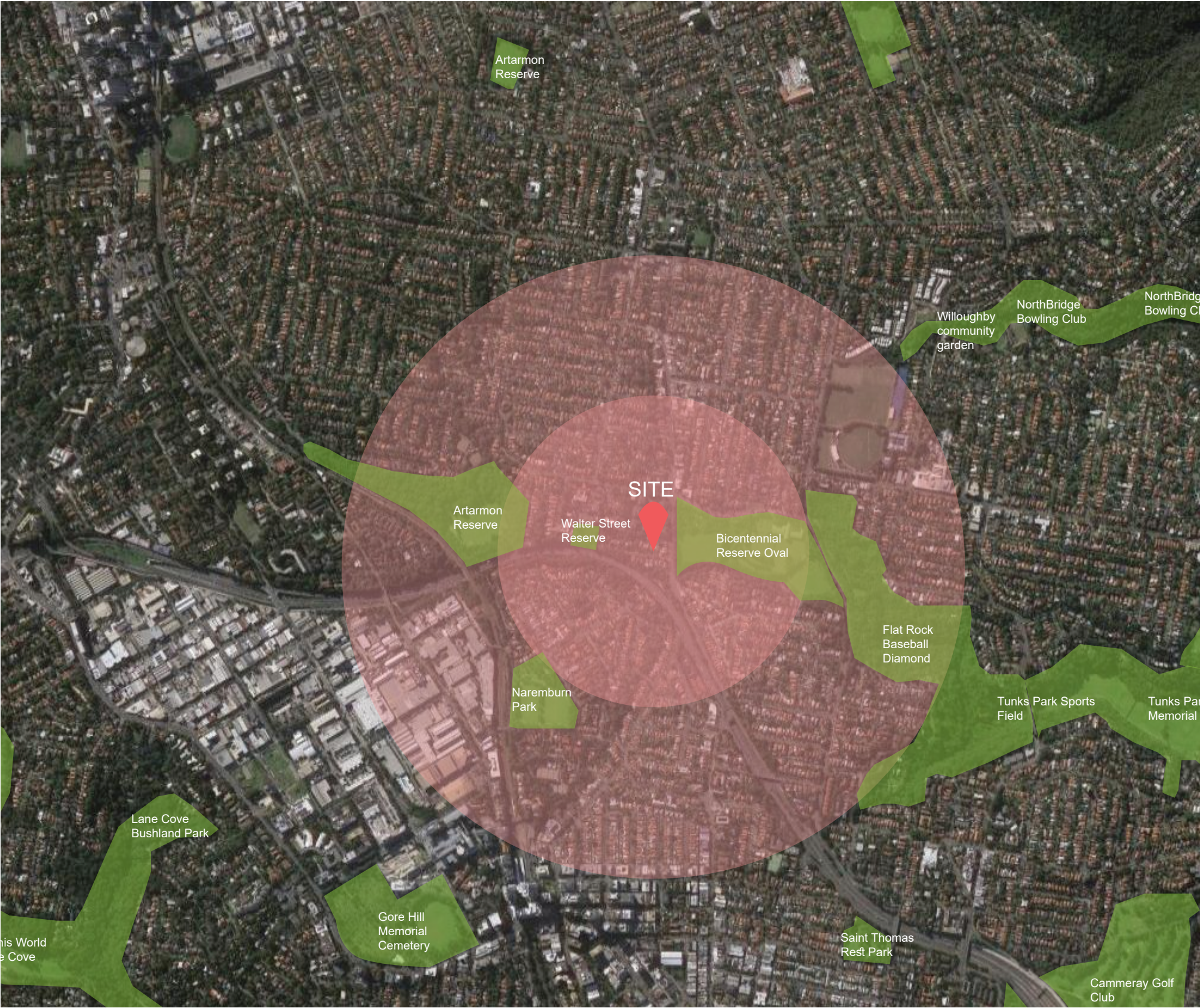
Key



Site



Open Space



1.1 THE SITE

CONTEXT CULTURAL PRECINCTS PLAN

A number of urban cultural centres are found in the suburbs nearby the site.

CHATSWOOD CBD

Chatswood CBD is arguably North Sydney’s premier civic location, due to its combination of business and commercial opportunities, cultural areas and entertainment facilities. Victoria Ave begins at the Chatswood Interchange and is a pedestrianised avenue for culture and cuisine. It leads to The Concourse, Chatswood’s entertainment centre, and continues past Westfield Chatswood.

ARTARMON

Artarmon boasts a commercial district larger than Chatswood’s, offering a variety of large and small shopping opportunities.

LANE COVE & LANE COVE WEST

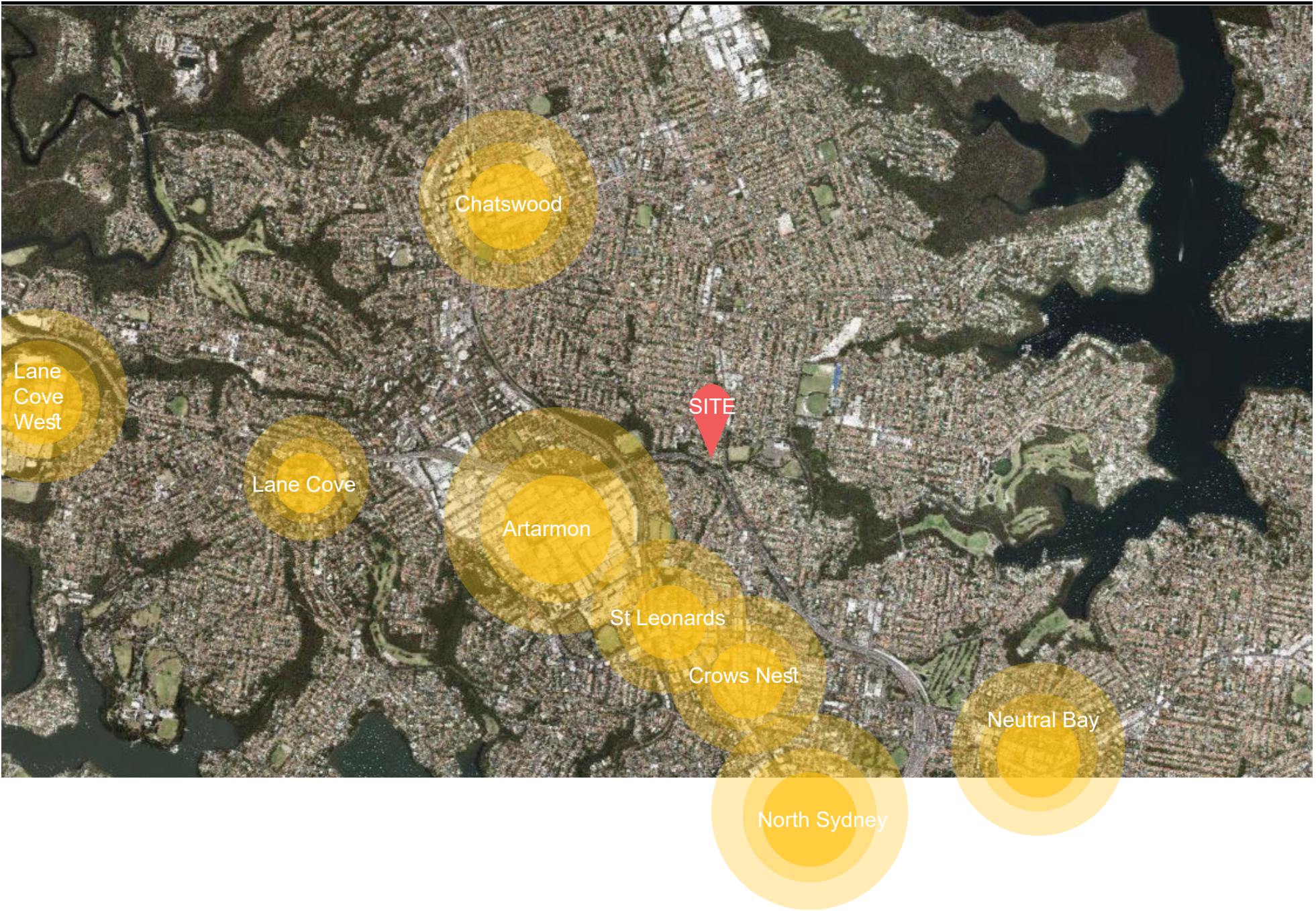
Lane Cove features an aquatic leisure centre and oval alongside its commercial district. Lane Cove West has a business park a short distance away.

CROWS NEST

A busy restaurant strip on Willoughby Rd sits behind the business CBD of Crows Nest and St Leonards.

NEUTRAL BAY

The green suburb of Neutral Bay winds down to the harbour past small streets and parks.



Key



Site



Precincts



Sydney
CBD

1.1 THE SITE

CONTEXT ROAD NETWORK PLAN

PACIFIC HIGHWAY

At over 1000kms the Pacific Highway is the central route of travel along Australia's East coast and the Pacific, as the name suggests. It intersects North Sydney by winding through St Leonards, providing vehicular traffic and visitors. This intersection connects Willoughby to the greater roadways in and out of Sydney.

WARRINGAH FREE WAY

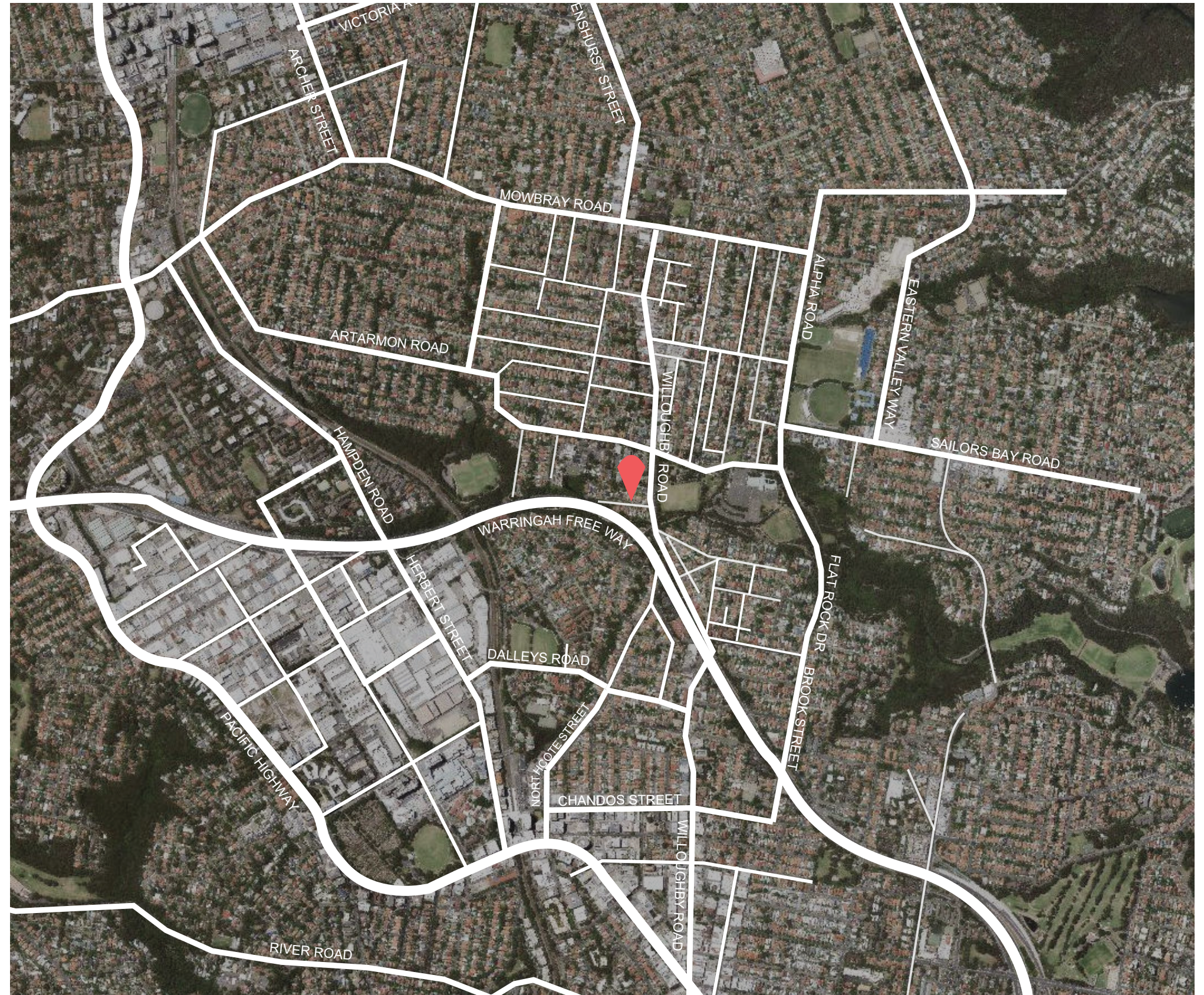
This major free way branches off the Pacific Highway after the Sydney Harbour Bridge and bends West, connecting North Sydney to the suburbs of Sydney's North-West and passing right by Walter St.

WILLOUGHBY ROAD

Willoughby's central North-South arterial road.

ARTARMON ROAD & CHANDOS STREET

Smaller roads but similarly important in the area.



1.1 THE SITE

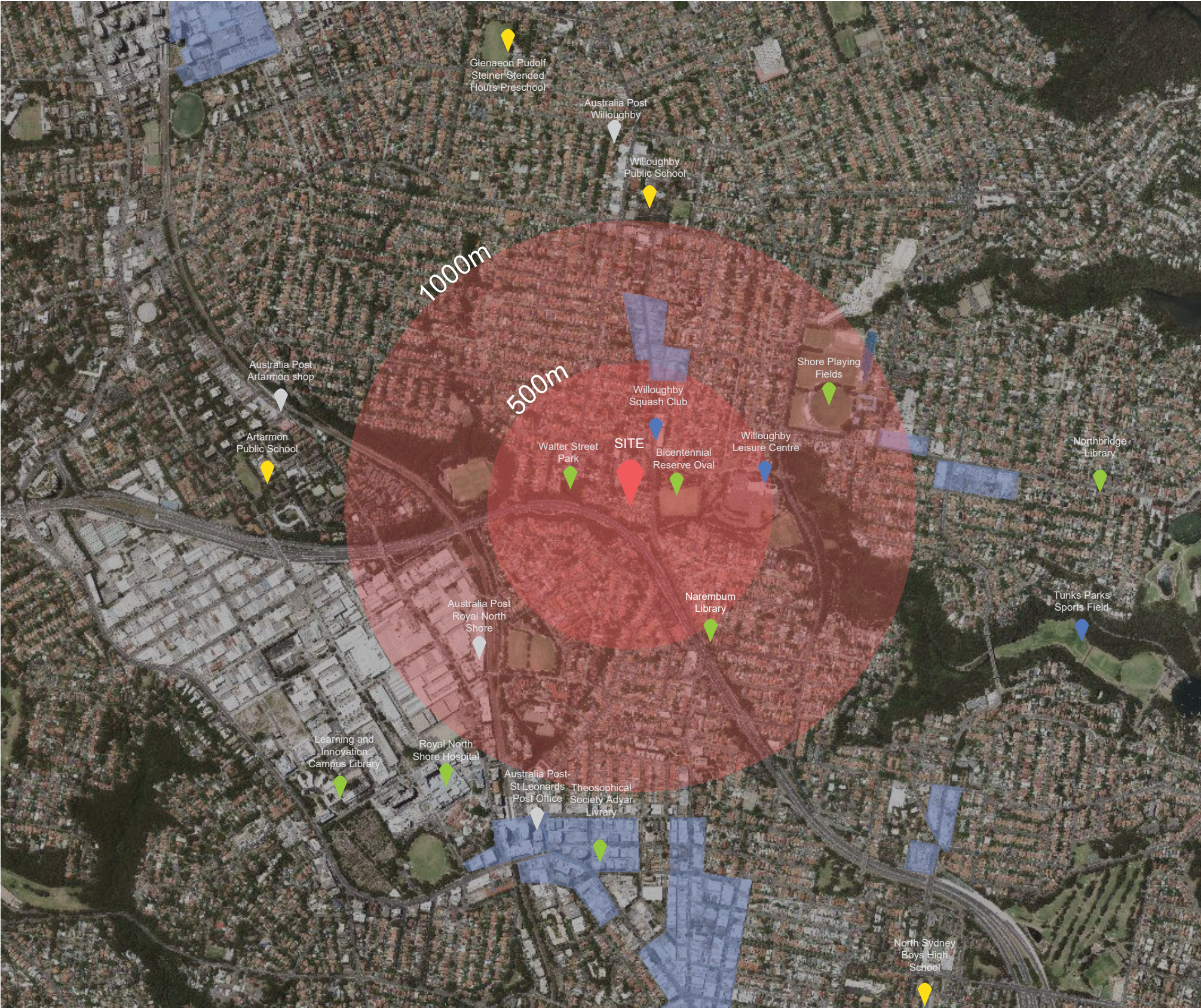
CONTEXT
LOCAL AMENITY PLAN

The site is located right in the centre of Willoughby and greater North Sydney, and has considerable amenity in most directions as shown.

It is directly connected to a major bus route and has many parks and leisure centres nearby. Schools, retail centres and hospitals are all close.

Key

- Site
- Sports and Recreation Facilities
- Community Facilities
- Schools
- Post Office
- Retail Centres



1.1 THE SITE

DEVELOPMENT PRECEDENTS IN WILLOUGHBY LOCALITY

A number of developments in the Willoughby locality have been proposed recently. They provide a context for development and will be referenced in regard to their floor space ratio and height.



A. CENTENNIAL AVE & EDDY RD, CHATSWOOD

Land Use Zone: R4

LEP height: 24m

LEP FSR: 1.5:1



B. PACIFIC HWY & VICTORIA AVE, CHATSWOOD

Land Use Zone: Varies. B3, B4 & R4

LEP height: Varies. 34m & 60m

LEP FSR: Varies. 1.7:1 & 6:1

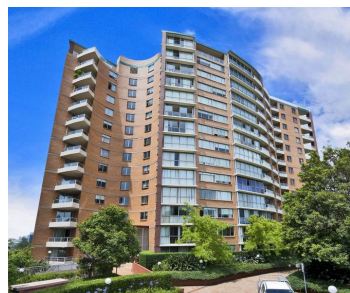


C. ALBERT AVE, ARCHER ST, JOHNSON ST & ORCHARD RD, CHATSWOOD

Land Use Zone: Varies. B4 & R4

LEP height: Varies. 34m

LEP Floor Space Ratio: 1.7:1

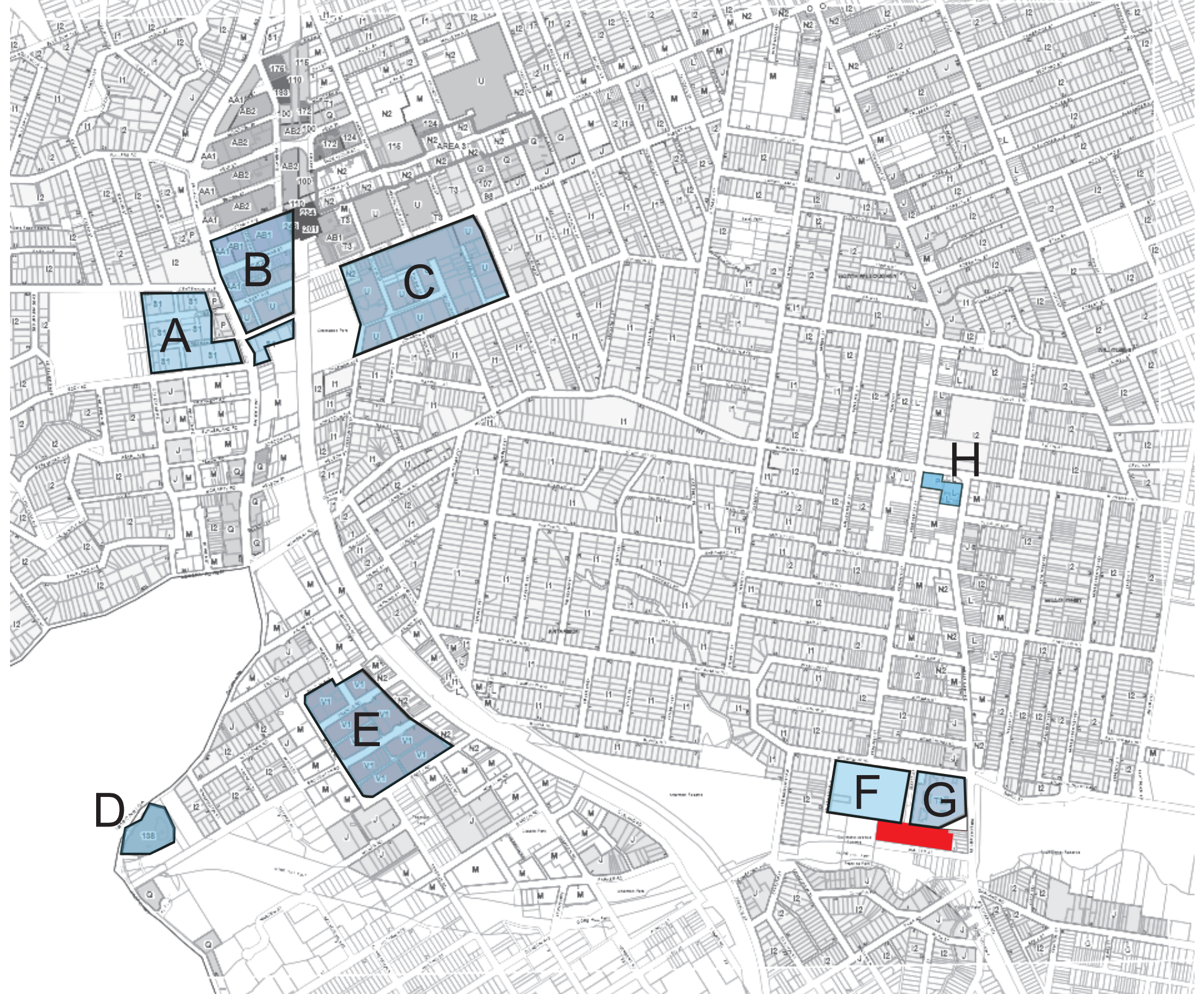


D. 421-473 PACIFIC HWY, ARTARMON

Land Use Zone: R4

LEP height: 138m

LEP Floor Space Ratio: 1.7:1



1.1 THE SITE

DEVELOPMENT PRECEDENTS IN WILLOUGHBY LOCALITY



E. HAMPDEN LN, JERSEY RD, BULLER RD & BENTON AVE, ARTARMON

Land Use Zone: R4
LEP height: 36m
LEP Floor Space Ratio: 2:1



F. 6-30 ARTARMON ROAD, WILLOUGHBY

Land Use Zone: Channel 9 (SP2)
LEP height: Unspecified
Approval:
Dwellings :400
Gross Floor Area: 35,886m2
FSR: 1.2:1
Height: Between 2 and 8 Storeys
Proposed:
Dwelling: 510
Gross Floor Area: 45,876m2
FSR: 1.5:1
Height: Between 4 and 12 storeys



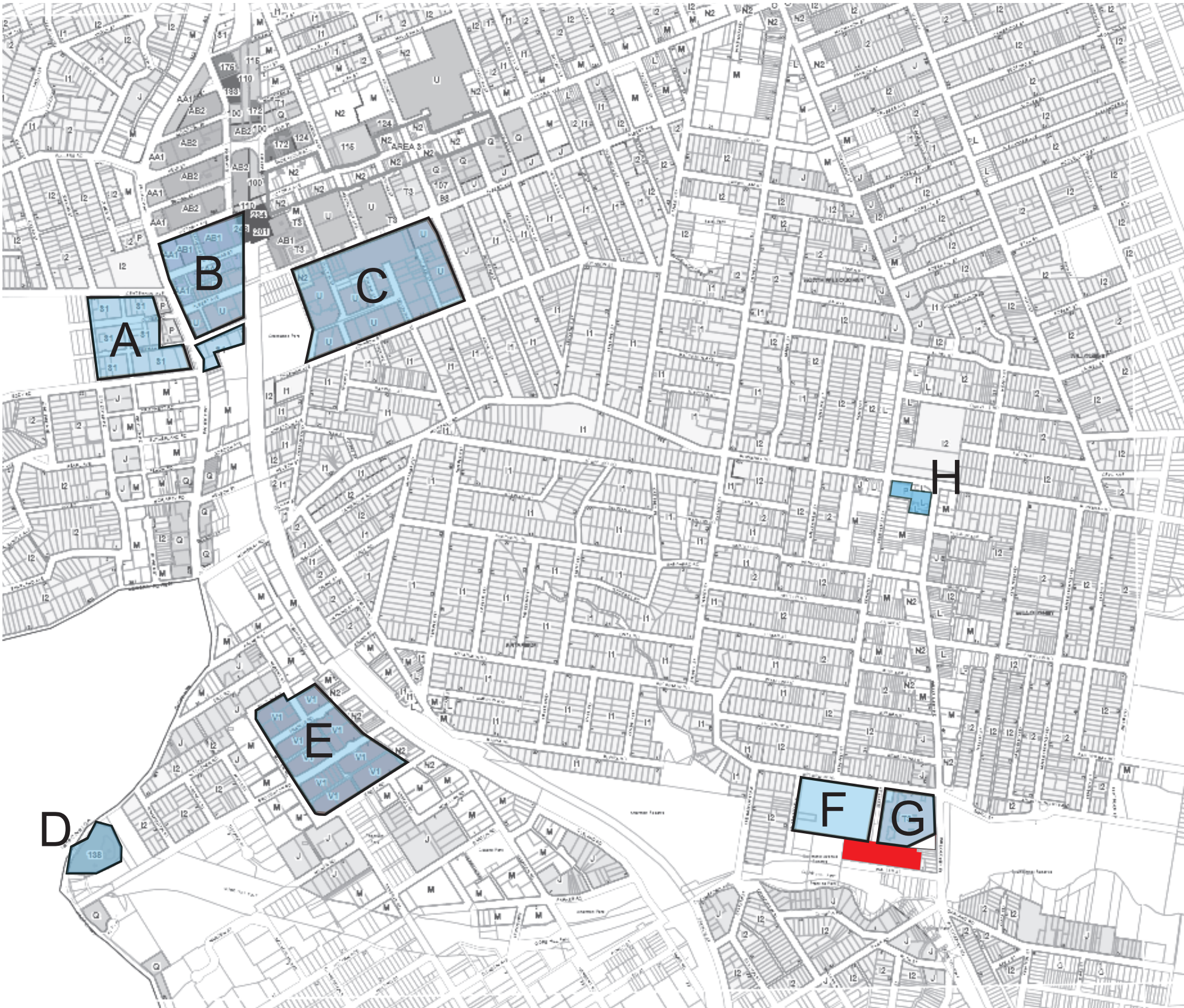
G. CORNER OF WILLOUGHBY RD & ARTARMON ROAD, WILLOUGHBY

Land Use Zone: R4
LEP height: 27m
LEP Floor Space Ratio: 1:1



H. MOWBRAY ROAD & WILLOUGHBY ROAD, WILLOUGHBY

Land Use Zone: B5
LEP height: 18m
LEP Floor Space Ratio: 2:1



1.1 THE SITE

DEVELOPMENT PRECEDENTS IN WILLOUGHBY LOCALITY



I. HERBERT ST & FRANCIS ST, NARE MBURN

Land Use Zone: R4

LEP height: 40m

LEP Floor Space Ratio: 1.5:1



1.2 EXTENT OF LAND FOR REZONING

All lots on the subject site are zoned R3 Medium Density Residential.

The proposed development will amalgamate the residential properties of Walter Street, from No. 3 to No. 31.

No. 1 Walter St is the only Walter St lot not included in the proposal, as it is part of a separate development application for a proposed child-care centre.

The residential lots of No. 450 to 460 Willoughby Road, seen here to the South of No. 462 and on the corner of Walter St and Willoughby Road, are subject to the same childcare centre development application as 1A Walter St. They are not included in the proposal.

The proposal seeks to have the included lots rezoned as R4 High Density Residential.



1.3 THE SITE

The area of the site is 12,265.3 m².

STREET FRONTAGES

The site has two street frontages. The majority of the included lots all front Walter Street, and both the site and the street are proposed to be redesigned. No. 462 Willoughby Road provides a link to the Walter Street sites at its rear, but has a considerable street frontage to the busy Willoughby Road.

GROUND PLANE AND TOPOGRAPHY

A significant fall exists from the North-West corner of the Walter Street site to the opposite South-East corner. The topography requires excavation below the existing ground level, presenting a significant challenge for siting proposed buildings.

NEIGHBOURING BUILDINGS

Upon redevelopment, the majority of Walter Street's remaining existing buildings will be on the South side of the street, these being No. 2 to 18 in the SP2 zone. The corner properties of No. 450-462 Willoughby Road will be neighbours to the newly developed No. 3-13 Walter Street will remain part of this corner zone.

GREEN ZONES

Walter St has many densely vegetated zones. These are at the end of the cul-de-sac, the rear Northern boundary and the opposite South side. The proposed development aims to respect these zones and retain existing trees on the site, while introducing substantial new green zones.



1.3 THE SITE

- No.1 Walter Street + No. 450-460 Willoughby road under 1 owner-ship;Childcare center ;
- No.462 Willoughby Road under another ownership by Aux Property Group
- No.15, Walter Street privately owned
- No.29+29a;+31 Walter Street are Privately owned

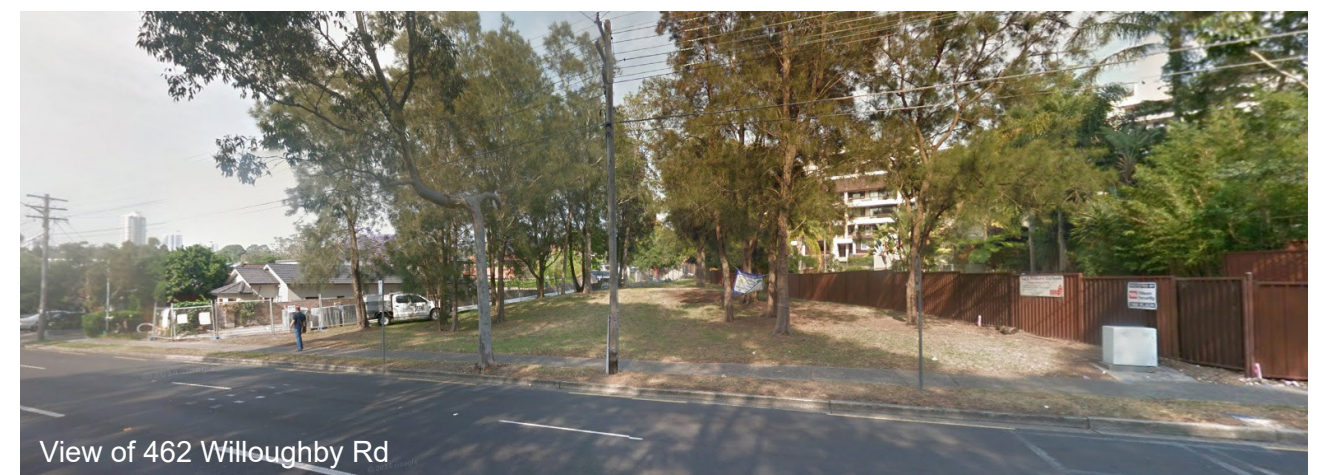
PRIMARY SITE

SECONDARY SITE



1.4 SITE DESCRIPTION

CONTEXT



1.4 SITE DESCRIPTION

EXISTING SITE



1.4 SITE DESCRIPTION

EXISTING SITE



1.4 SITE DESCRIPTION

EXISTING SITE



Walter St opposite frontage, view West



Walter St opposite frontage, view East



450-454 Willoughby Rd



456-460 Willoughby Rd

1.5 SITE ANALYSIS

SITE CONSTRAINTS

EXISTING SITE

The existing site is entirely comprised of residential lots and houses. The corner block of lots are not included in this development as they are part of the recent application for a childcare centre.

TRAFFIC ALONG WALTER STREET

A development of higher density will increase vehicular movements along Walter Street.

EXISTING TREES

Dense collections of trees are generally located along the Northern boundary.

SIGNIFICANT SLOPE

The fall from the North-West corner to the South-West corner of the Walter Street lots is significant and will determine much of the siting.

SHADED BY SOME EXISTING BUILDINGS

The existing apartments to the North cause shadows on Walter St at certain times of day. Future developments on the Channel 9 site will exacerbate the loss of sunlight.

VEHICULAR NOISE

The Gore Hill Freeway is located to the South of Walter Street and the SP2 zone.

SUN DIAGRAM

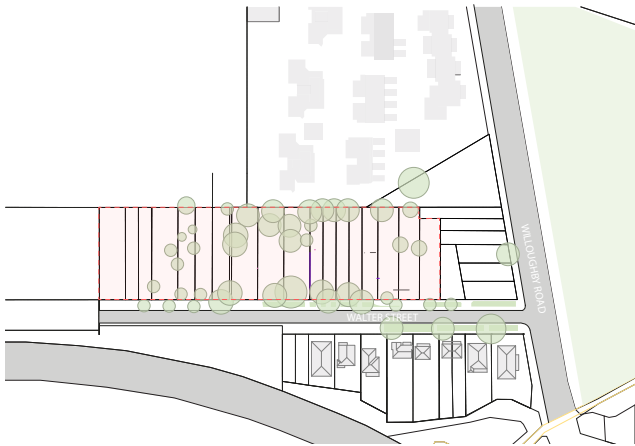
Walter street’s Northerly aspect informs the best locations of any built forms, to maximize the solar access to any future development.



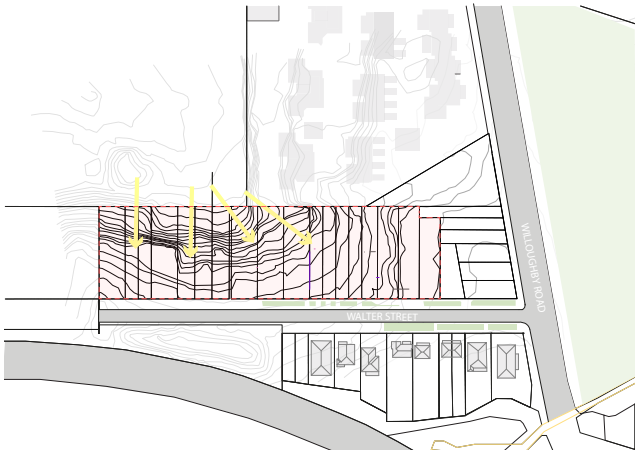
EXISTING SITE



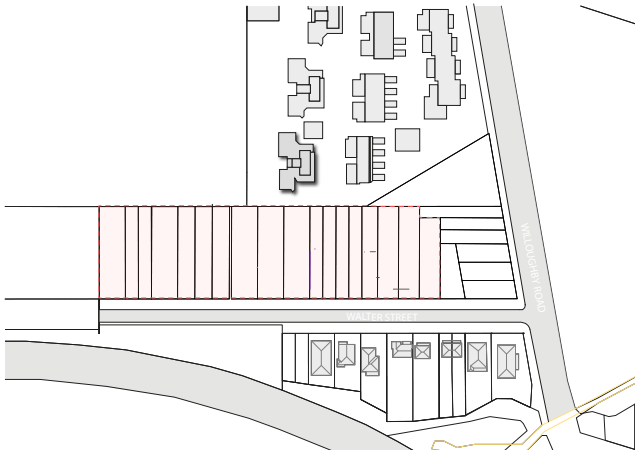
TRAFFIC ALONG WALTER STREET



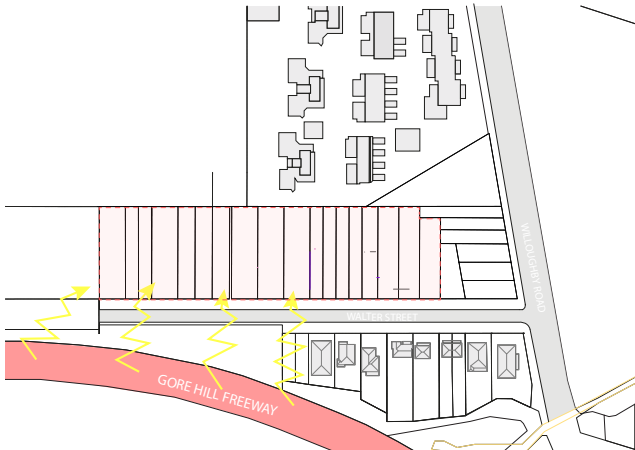
EXISTING TREES



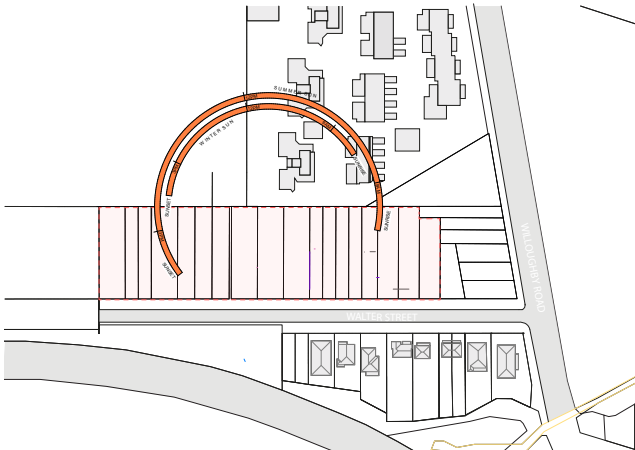
SIGNIFICANT SLOPE



SHADED BY SOME EXISTING BUILDINGS



VEHICULAR NOISE



SUN DIAGRAM

1.5 SITE ANALYSIS

SITE OPPORTUNITIES

ACCESS

Walter Street and public domain improvements will create a pedestrian-friendly roadway. A secondary connection to Willoughby Rd will be opened up via a new connection to the pedestrian and existing cycle ways.

COMMUNITY BENEFIT

A new bike track is proposed to connect Richmond Road to the west and existing bike track.

ROAD UPGRADE

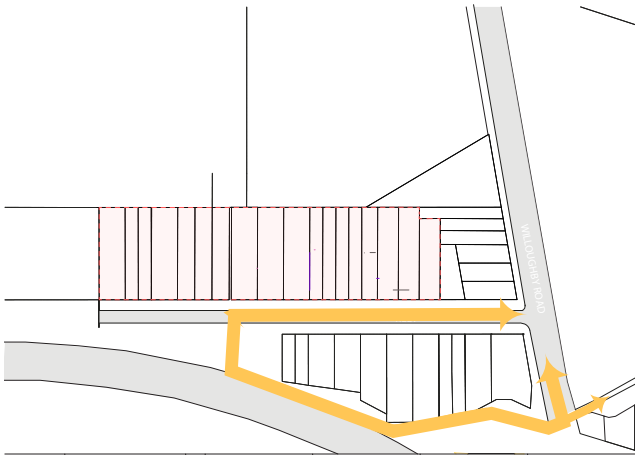
The proposed upgrades to Walter street and public domain areas will contribute directly to existing over-crowded single lane congested road way. The upgrade will provide a safe pedestrian zone by way of footpath upgrades and realignment. It is also proposed that a set of traffic lights be constructed for the Walter and Willoughby Road junction. The Draft Traffic Report is submitted. The traffic study forms part of the Proposed Master plan and Walter street upgrade.

VIEWS

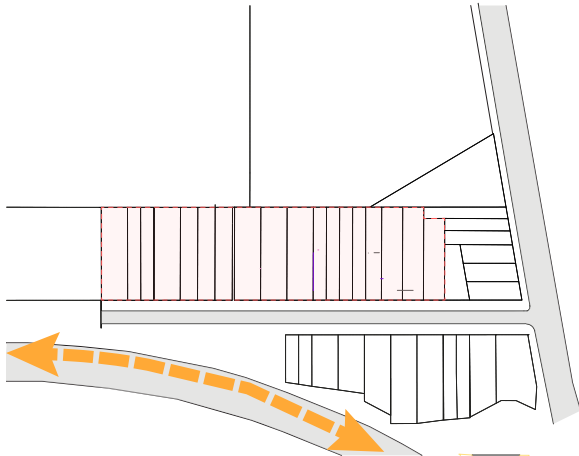
The site enjoys a Northerly aspect and views South towards Naremburn. It is considered that view-sharing principles will be maintained by the proposed Walter Street Master-plan.

SITE PERMEABILITY

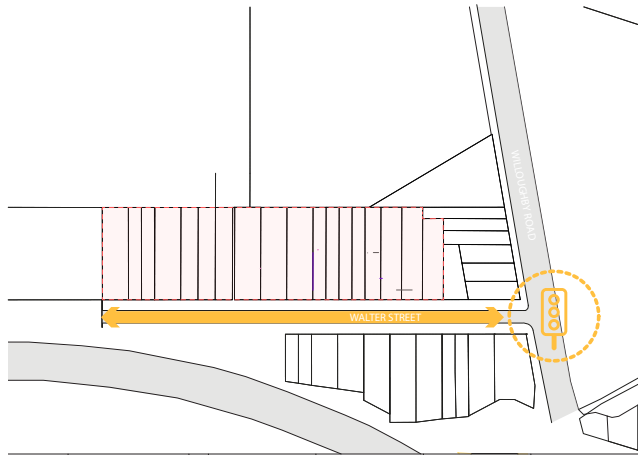
Opportunity to propose new buildings and landscape that makes the site permeable and walkable. Better site permeability also allows common areas to be shared by the residents across the site.



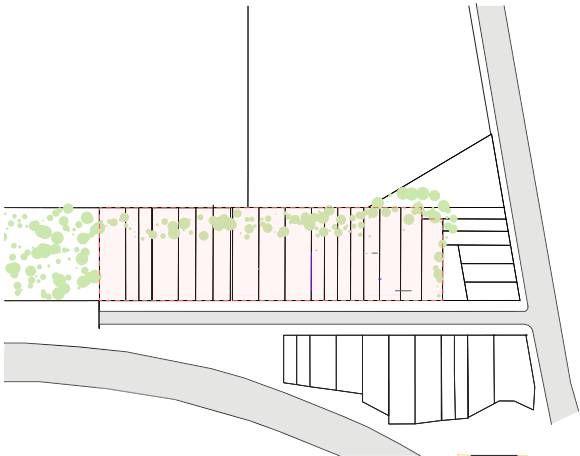
PEDESTRAIN & BIKE ACCESS



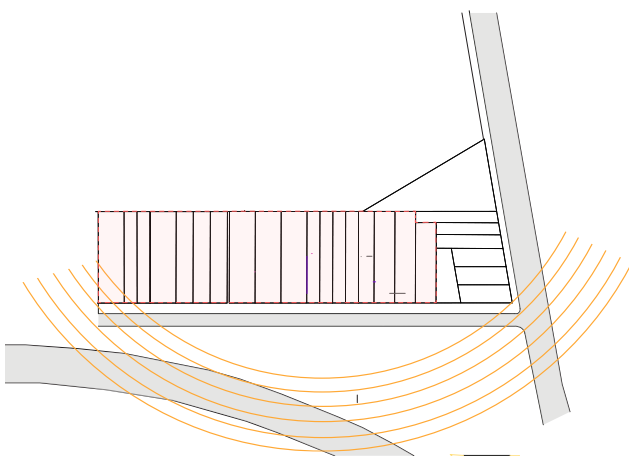
COMMUNITY BENEFIT - NEW BIKE TRACK



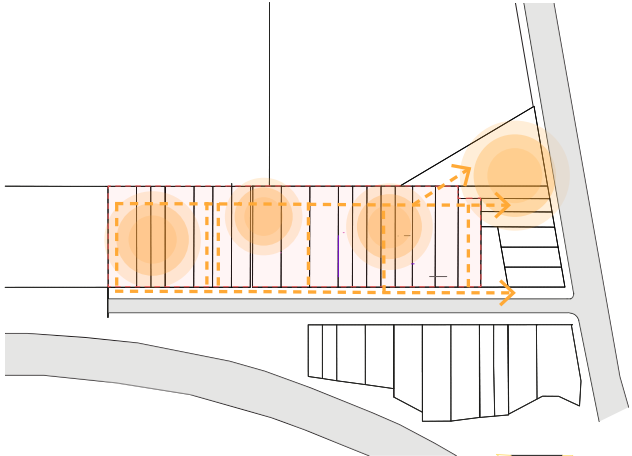
ROAD UPGRADE AND NEW TRAFFIC LIGHT



LANDSCAPE



VIEWS



SITE PERMEABILITY

2.0

PLANNING FRAMEWORK

2.1 PLANNING OVERVIEW

The following section of this report outlines the planning policies relevant to this proposal. The policies assessed within the study range in scale from broad brush state wide strategies to the more immediate local planning context. The plans addressed in this section of the report are as follows:

1. Draft Sydney Metropolitan Plan
2. Sydney North Subregion Plan
3. Willoughby City Strategy
4. Willoughby Local Environment Plan

By comparing the proposal to a comprehensive planning framework, the proposal intends to ensure an integrated urban design approach, which addresses the long term operation of the site in relation to all relevant levels of the planning hierarchy well into the future.



2.2 DRAFT SYDNEY METROPOLITAN PLAN

The Greater Sydney Region Plan reveals a vision of three cities where most residents live within 30 minutes of their jobs, education and health facilities, services and great places. This is consistent with the 10 Directions in Directions for a Greater Sydney which establish the aspirations for the region over the next 40 years and are a core component of the vision and a measure of the Plan's performance.

Particularly, the plan outlines the expected demands for housing and employment in relation to population growth. And, in turn, identifies overarching development strategies to support the above projections.

According to the plan, by 2056 there will be an additional 1.5 million people across Sydney metropolitan area, with a requirement for "725,00 new homes and 817,00 new jobs."



2.3 SYDNEY NORTH SUBREGION PLAN

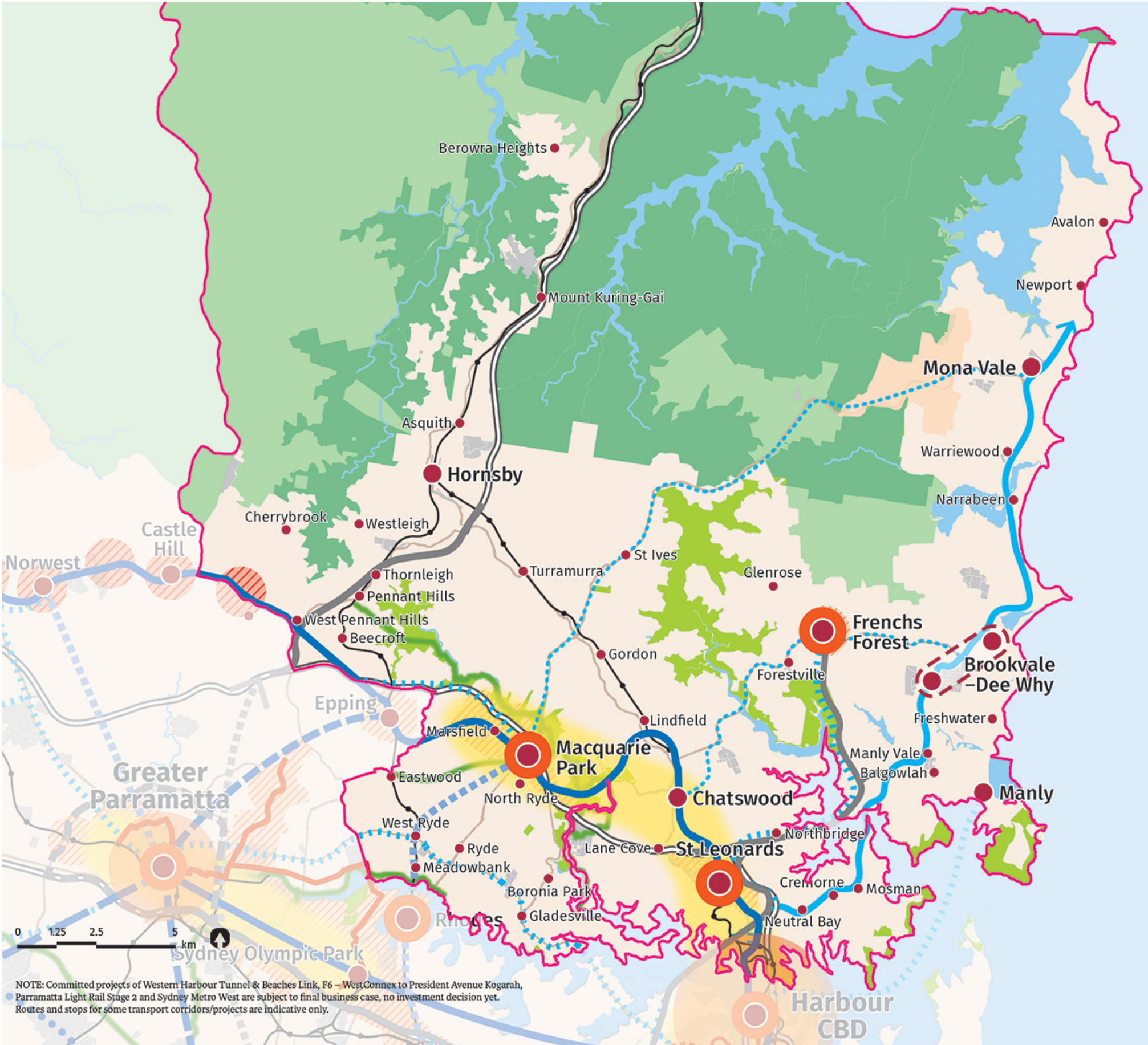
“The North District forms a large part of the Eastern Harbour City, and its economy leans to the Harbour CBD, which is the North District’s metropolitan centre. The Harbour CBD includes North Sydney and contains half a million jobs, making it the largest office market in the region.

The District’s strategic centres of Macquarie Park, Chatswood and St Leonards are part of the State’s greatest economic asset – the Eastern Economic Corridor – which contributed two-thirds of NSW’s economic growth in the 2015–16 financial year.”

Willoughby falls into the North Subregion. This subregion is identified in A Plan for Growing Sydney as an attractive place to live, work and visit with a thriving economy. Its Gross Regional Product is second only to the Central subregion’s, with North Sydney, the second largest office market in Sydney. Increases in the supply of housing and jobs will be focused on centres with good public transport. The subregion will offer a growing diversity of high amenity living and working environments.

Priorities for the North Subregion include:

- A competitive economy.
- Accelerate housing supply, choice and affordability and build great places to live.
- Protect the natural environment and promote its sustainability and resilience.



2.5 WILLOUGHBY LOCAL ENVIRONMENT PLAN

The Willoughby Local Environment Plan (LEP) is the local planning instrument providing a legal framework for all development within the Willoughby LGA. The LEP is comprised of two sections, one being written and the other a series of maps.

The following controls apply:

Floor Space Ratio

The development site falls within category 'L' and is therefore subject to a floor space ratio of 0.9:1

Height of Buildings

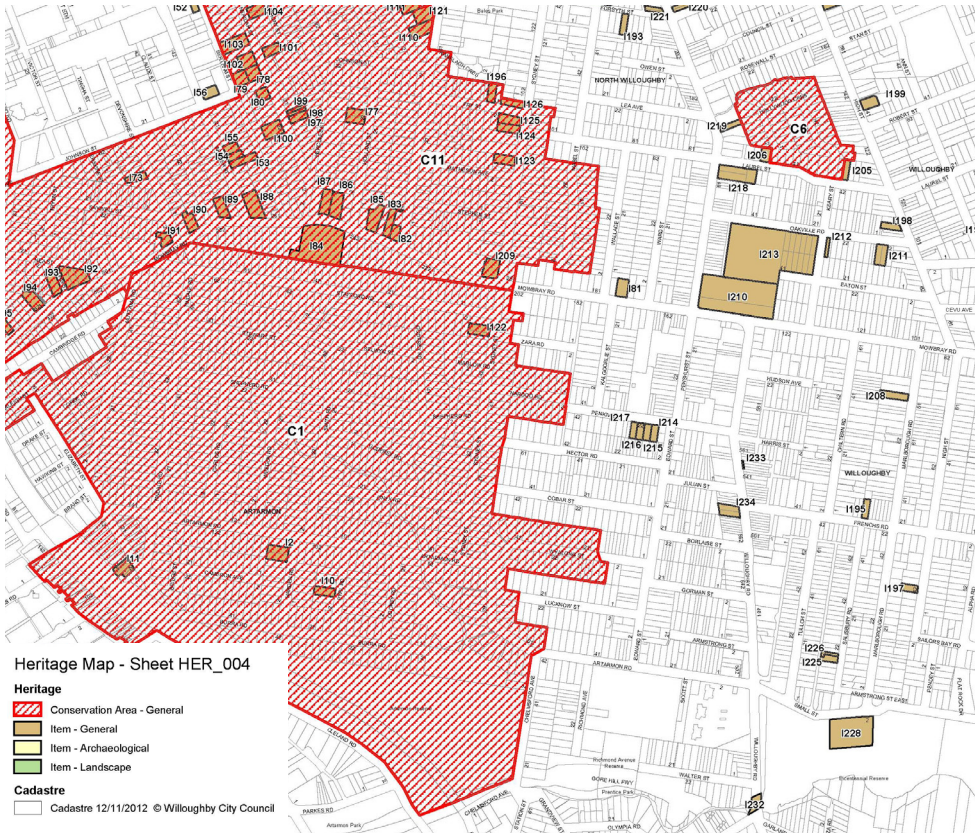
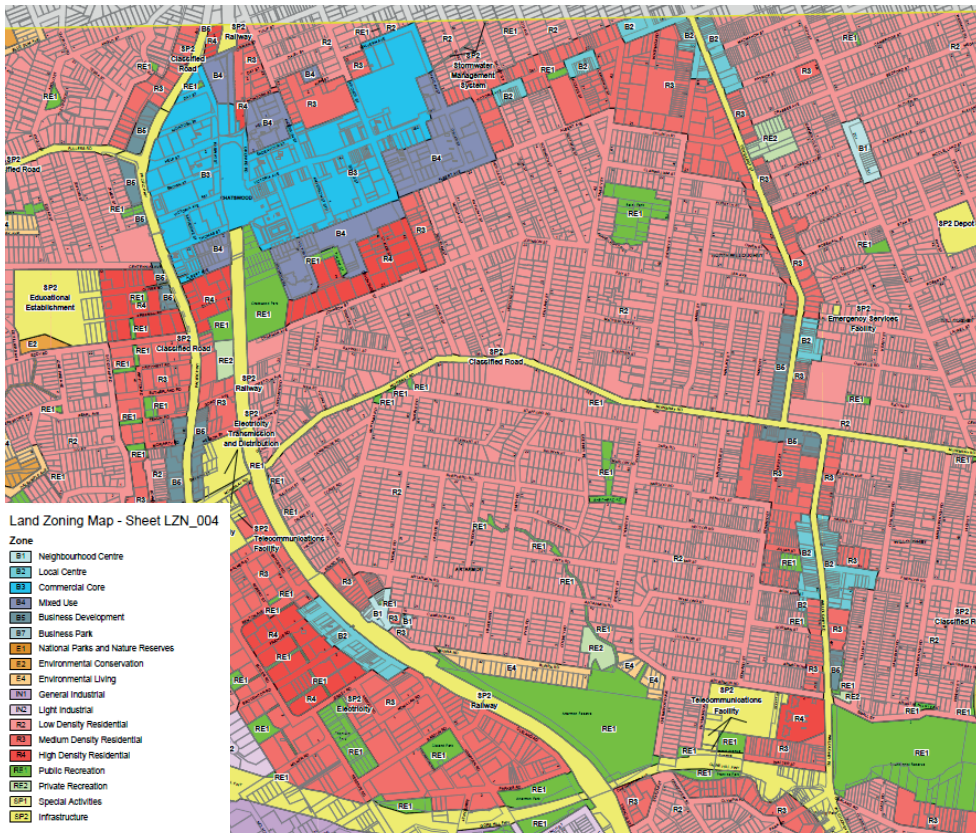
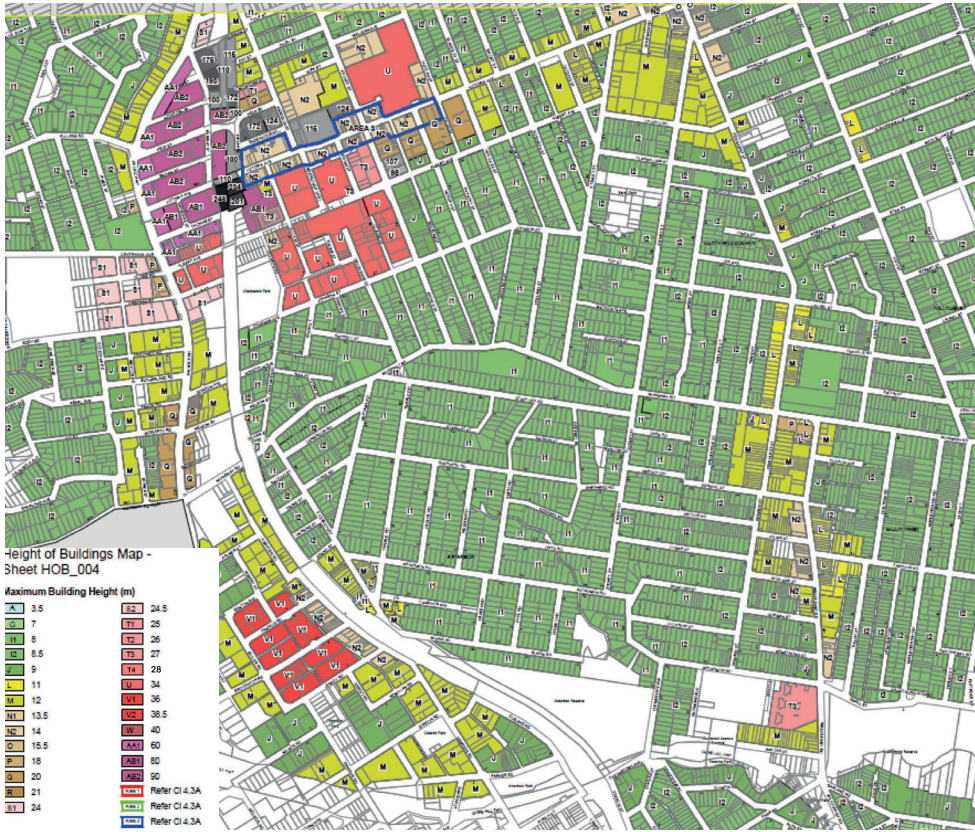
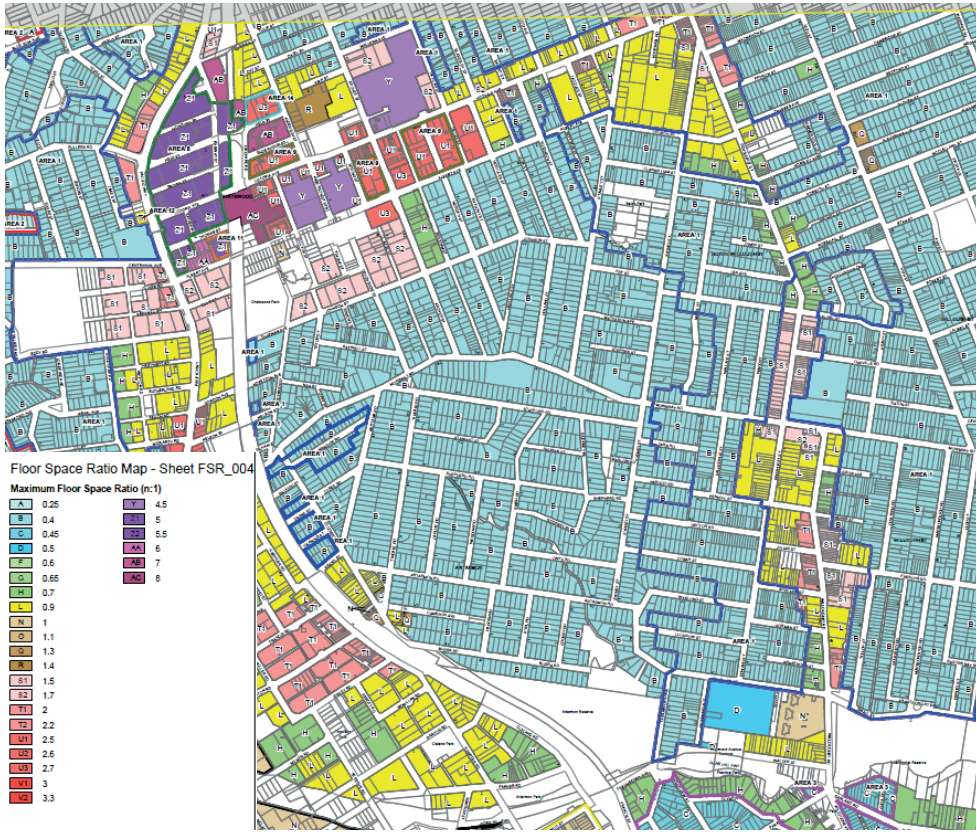
A maximum height of 12 meters applies to the development, being in category 'M.'

Land Zoning

The site is zoned 'R3,' Medium Density Residential.

Heritage

The site is not located within a conservation area and does not feature any significant archaeological, landscape or general items.





3.0

DESIGN RESPONSE

3.0 PRELIMINARY STUDY OVERVIEW

INDIVIDUAL STUDIES

The initial design undertaking was to separate the site into individual parts. The aim was to study the results of individually developing buildings according to the LEP controls, in particular the number of storeys achieved when meeting the FSR of 2:1.

Several alternative schemes were prepared for each part. The individual treatments are as follows:

SITE A. 3-13A Walter St.

SITE B. 15-19 Walter St.

SITE C. 21-27 Walter St.

SITE D. 29-31 Walter St.

MASTER PLAN STUDIES

The second stage of the design combined the individual studies into a master plan. The aim was to determine the most efficient and ideal arrangement of buildings along the site.

The combinations vary between schemes. Some combined SITE A and SITE B into a larger part and tested the results, while others combined SITE C and SITE D.

The master plan indicates the separate development application for a childcare centre at No.450-462 Willoughby Rd, but does not include it in any site calculation or suggest it is part of the proposal in any way.



3.1 EXISTING SITE



Existing Site.



3.2 R3 ZONE_APPROVED DEVELOPMENT APPLICATIONS



The site plan shows completed or ongoing development applications submitted under the current R3 zoning. The complying height is 12m and FSR is 0.9:1.

5-9 Walter St, 11-13A Walter St, 15-17 Wlater and 21-27 Walter St have been approved. The remaining sites shown has being dealt with separately by existing owners.



NO 29-31 WALTER ST.	NO 21-27 WALTER ST.	NO 15-17 WALTER ST.	NO 11-13A WALTER ST.	NO 5-9 WALTER ST.	NO 1-1A WALTER ST. & NO. 452-460 WILLOUGHBY ROAD	NO 462 WILLOUGHBY ROAD
SITE AREA : 1641 SITE COVERAGE: 618.030 (37.6%)	SITE AREA : 2447 SITE COVERAGE: 867 (35.4%)	SITE AREA : 1644 SITE COVERAGE: 630 (38.3%)	SITE AREA : 1639 SITE COVERAGE: 626.2 (38.2%)	SITE AREA : 1812 SITE COVERAGE: 601.33 (33.2%)	SITE AREA : 2250 SITE COVERAGE: 610 (27.2%)	SITE AREA : 1682 SITE COVERAGE: 449 (26.7%)
TOTAL LANDSCAPED AREA = 864.555 (52.7% OF SITE)	TOTAL LANDSCAPED AREA = 1217 (49.7% OF SITE)	TOTAL LANDSCAPED AREA = 1014 (61.7% OF SITE)	TOTAL LANDSCAPED AREA = 975.5 (59.5% OF SITE)	TOTAL LANDSCAPED AREA = 718.1 (39.6% OF SITE)	TOTAL LANDSCAPED AREA (INCLU DE OUTDOOR PLAY AREA 639.5) = 680 (58.7% OF SITE)	TOTAL LANDSCAPED AREA = 837 (49.8% OF SITE)
OF WHICH 717.972 IS DEEP SOIL (43.7% OF SITE)	OF WHICH 931.3 IS DEEP SOIL (38% OF SITE)	OF WHICH 593 IS DEEP SOIL (36% OF SITE)	OF WHICH 619.9 IS DEEP SOIL (37.8% OF SITE)	OF WHICH 472 IS DEEP SOIL (26% OF SITE)	OF WHICH 680 IS DEEP SOIL (30% OF SITE)	OF WHICH 600 IS DEEP SOIL (26.7% OF SITE)

3.3 R4 PROPOSED MASTER PLAN_ORIGINAL SUBMISSION



The master plan was submitted alongside a proposed R4 rezoning. The proposed height is 8 storeys, with maximum FSR of 2:1.

The master plan has many benefits. The previous developments were long buildings which fit into long, thin sites, and some became buried at the rear as the site sloped upwards. The master plan eliminates thin sites, allows for freedom of siting and maximises North facing apartments.

Further, the amalgamation of sites will allow for larger pockets of integrated landscape concept, which will link and unify the approach within the sites, Walter St and public domain areas.



NO 31 WALTER ST.

SITE AREA : 1641
SITE COVERAGE: 618.030 (37.6%)

TOTAL LANDSCAPED AREA =
864.555 (52.7% OF SITE)

OF WHICH 717.972 IS DEEP SOIL
(43.7% OF SITE)

NO 21-27 WALTER ST.

SITE AREA : 2447
SITE COVERAGE: 943.692 (38.5%)

TOTAL LANDSCAPED AREA =
1217.925 (49.8% OF SITE)

OF WHICH 870.859 IS DEEP SOIL
(35.6% OF SITE)

NO 15-19 WALTER ST.

SITE AREA : 2455.966
SITE COVERAGE: 951.137 (38.7%)

TOTAL LANDSCAPED AREA =
1207.282 (49.2% OF SITE)

OF WHICH 888.484 IS DEEP SOIL
(36% OF SITE)

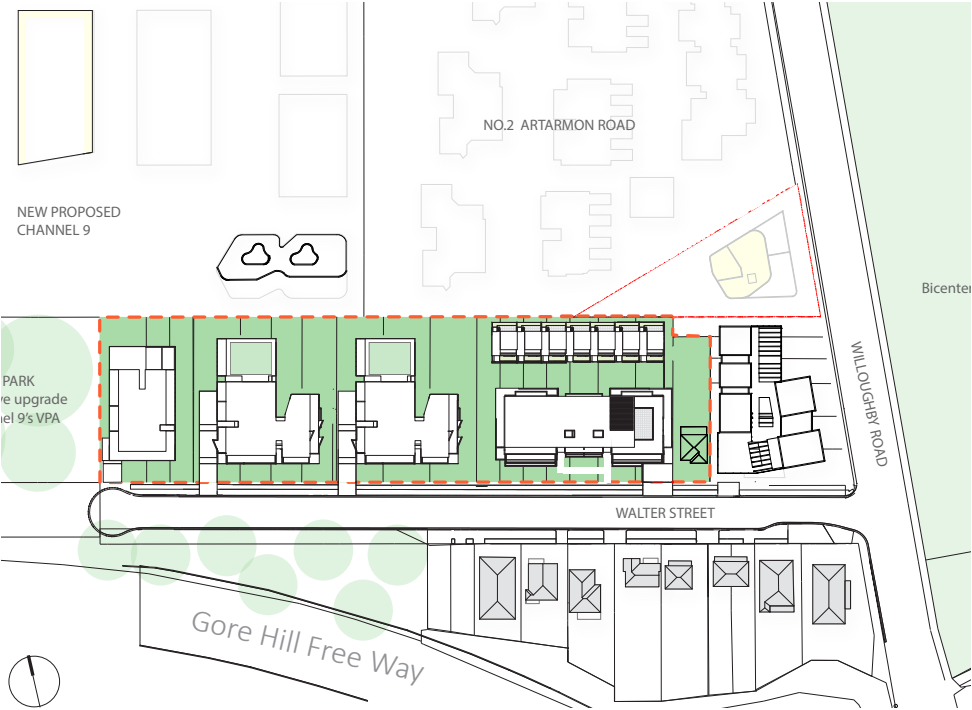
NO 3-13A WALTER ST.

SITE AREA : 4030.4
SITE COVERAGE: 1615.707 (40%)

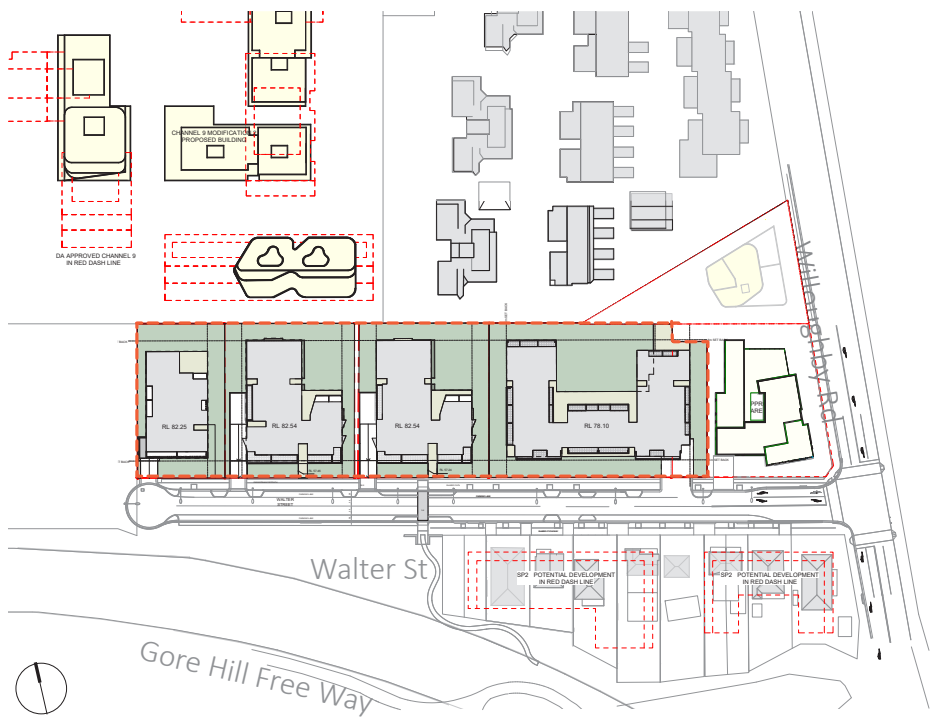
TOTAL LANDSCAPED AREA =
2066.043 (51.3% OF SITE)

OF WHICH 1258.228 IS DEEP SOIL
(31.2% OF SITE)

3.4 R4 PROPOSED MASTER PLAN_ARCHITECTUS’S
SUGGESTION



3.5 R4 PROPOSED MASTER PLAN_AMENDMENT



The chosen master plan is proposed with R4 rezoning as well based on suggestion made on Architectus’s report. The proposed height is 8 storeys, with maximum FSR of 2:1.

The master plan maintains the orientation and landscape benefits of previous study 2 schema and the same FSR, at the same time, it reduced the building coverage, lowered down the podium from level 4 to level 3, reduced the level of site A (No.3-no.13 Walter Street) from 8 levels to 7 levels and the number of levels of site E(No. 462 Willoughby Road) from 8 levels to 6levels, which are suggested in Architectus’ report.



NO. 31 WALTER STREET

SITE AREA : 1641m²
SITE COVERAGE: 618.030 m² (37.6%)
TOTAL LANDSCAPED AREA = 864 m²(52.6% OF SITE)
OF WHICH 781 m² IS DEEP SOIL (47% OF SITE)

NO. 21-27 WALTER STREET

SITE AREA : 2447m²
SITE COVERAGE: 943.692m² (38.5%)
TOTAL LANDSCAPED AREA = 1196 m²(49.8% OF SITE)
OF WHICH 1067 m² IS DEEP SOIL (44% OF SITE)

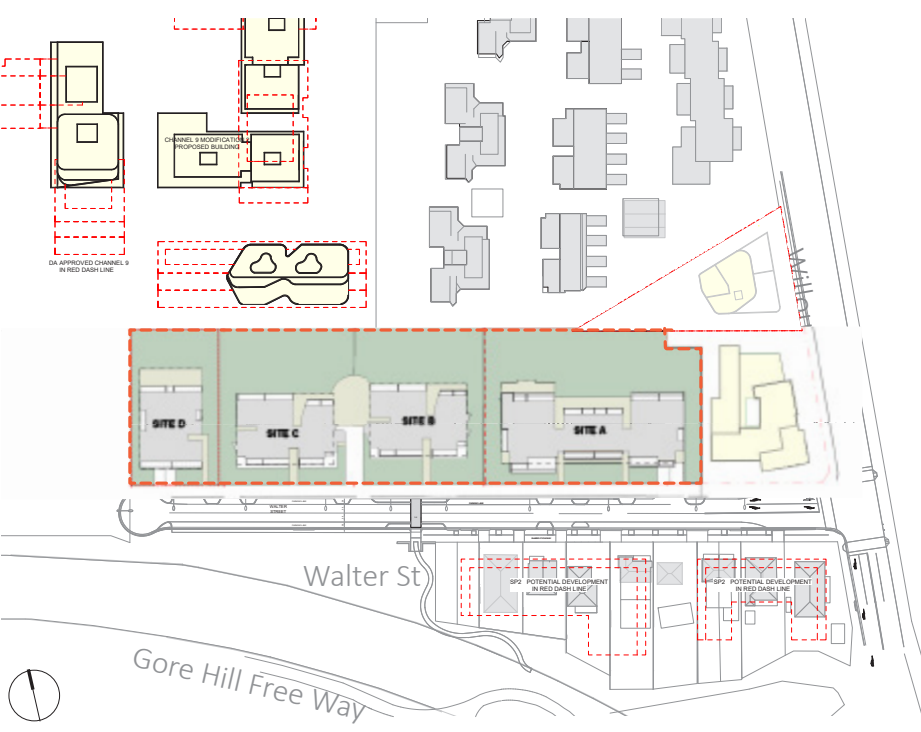
NO. 15-19 WALTER STREET

SITE AREA : 2455.966m²
SITE COVERAGE: 951.137m² (38.7%)
TOTAL LANDSCAPED AREA = 1172m²(49.4% OF SITE)
OF WHICH 1059m² IS DEEP SOIL (43% OF SITE)

NO. 3-13A WALTER STREET

SITE AREA : 4030.4 m²
SITE COVERAGE: 1510 m² (37%)
TOTAL LANDSCAPED AREA = 2132 m²(53% OF SITE)
OF WHICH 1798 m² IS DEEP SOIL (44% OF SITE)

3.5 R4 PROPOSED MASTER PLAN_AMENDMENT 2







The chosen master plan is proposed with R4 rezoning as well based on suggestion made by council. The proposed height is 7-8 storeys, with maximum FSR of 1.5:1.

The master plan maintains the orientation and landscape benefits of previous studies, at the same time, it reduced the building coverage, increased the deep soil area and reduced the level of lower part of site A (No.3-no.13 Walter Street) from 8 levels to 7 levels.



<p>↓</p> <p>SITE D: NO. 29-31 WALTER STREET</p> <p>SITE AREA : 1841m²</p> <p>SITE COVERAGE: 488.2 m² (26.5%)</p> <p>TOTAL LANDSCAPED AREA = 997.2 m² (53.9% OF SITE)</p> <p>OF WHICH 820.8 m² IS DEEP SOIL (44.6% OF SITE)</p>	<p>↓</p> <p>SITE C: NO. 21-27 WALTER STREET</p> <p>SITE AREA : 3513 m² (Including 66 m² Basement)</p> <p>SITE COVERAGE: 628.893 m² (17.9%)</p> <p>TOTAL LANDSCAPED AREA = 1,871.895 m² (53.3% OF SITE)</p> <p>OF WHICH 1,438.923 m² IS DEEP SOIL (40.9% OF SITE)</p>	<p>↓</p> <p>SITE B: NO. 15-19 WALTER STREET</p> <p>SITE AREA : 3485.988m²</p> <p>SITE COVERAGE: 813.879m² (23.3%)</p> <p>TOTAL LANDSCAPED AREA = 1,808.424 m² (51.9% OF SITE)</p> <p>OF WHICH 1,368.785 m² IS DEEP SOIL (39.3% OF SITE)</p>	<p>↓</p> <p>SITE A: NO. 3-13A WALTER STREET</p> <p>SITE AREA : 4038.4 m²</p> <p>SITE COVERAGE: 1831.2 m² (45.3%)</p> <p>TOTAL LANDSCAPED AREA = 2,888.8 m² (71.6% OF SITE)</p> <p>OF WHICH 3,294 m² IS DEEP SOIL (81.6% OF SITE)</p>
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3.6 COMPARATIVE CRITERIA

COMPARATIVE CRITERIA	R3 ZONE APPROVED	R4 ORIGINAL SUBMISSION	R4 AMENDMENT	R4 AMENDMENT 2
PROPOSED BUILT FORM				
FSR	0.9 : 1 (excludes 4% Afford. Housing)	2 : 1 (excludes 5% Afford. Housing)	2 : 1 (includes 5% Afford. Housing)	1.5 : 1 (includes 4% Afford. Housing)
HEIGHT	12 m: 4 storey	28 m 8 storey	24 m: SITE A- 6 storey plus penthouse 27 m: SITE B-D: 8 storey	24 m: SITE A- 6 storey plus penthouse 27 m: SITE B-D: 8 storey
DENSITY	119 UNITS +6 AFFORDABLE (125 TOTAL)	278 UNITS +14 AFFORDABLE UNITS (292 TOTAL)	225 UNITS +12 AFFORDABLE (237 TOTAL)	188 UNITS +7 AFFORDABLE UNITS (195 TOTAL)
SITE AREA	10,640 sqm	10,640 sqm	10,640 sqm	10,640 sqm
SITE COVERAGE	33.7 % average (38.3% approved at No.15-17)	38.7 % average ↑	38 % average ↓	26.1 % average ↓
DEEP SOIL	34 % average	36.6 % average ↑	44.5 % average ↑	55.2 % average ↑

3.6 TRAFFIC MANAGEMENT

ROAD WIDENING & WILLOUGHBY ROAD TRAFFIC LIGHTS

To accommodate for any increased vehicular traffic, a new intersection with new traffic lights is proposed for the intersection of Walter St and Willoughby Rd. This will ensure equity and safety at an already busy intersection. It is also possible that a “Left Turn Only” will accommodate the extra traffic generation.

It is proposed that Walter Street will be widened on one side to allow for 2 central lanes, with on-street parking spaces on each side of the street. The street width will go from 7.2m to 10.5m.

Detail drawing refer to civil drawing.

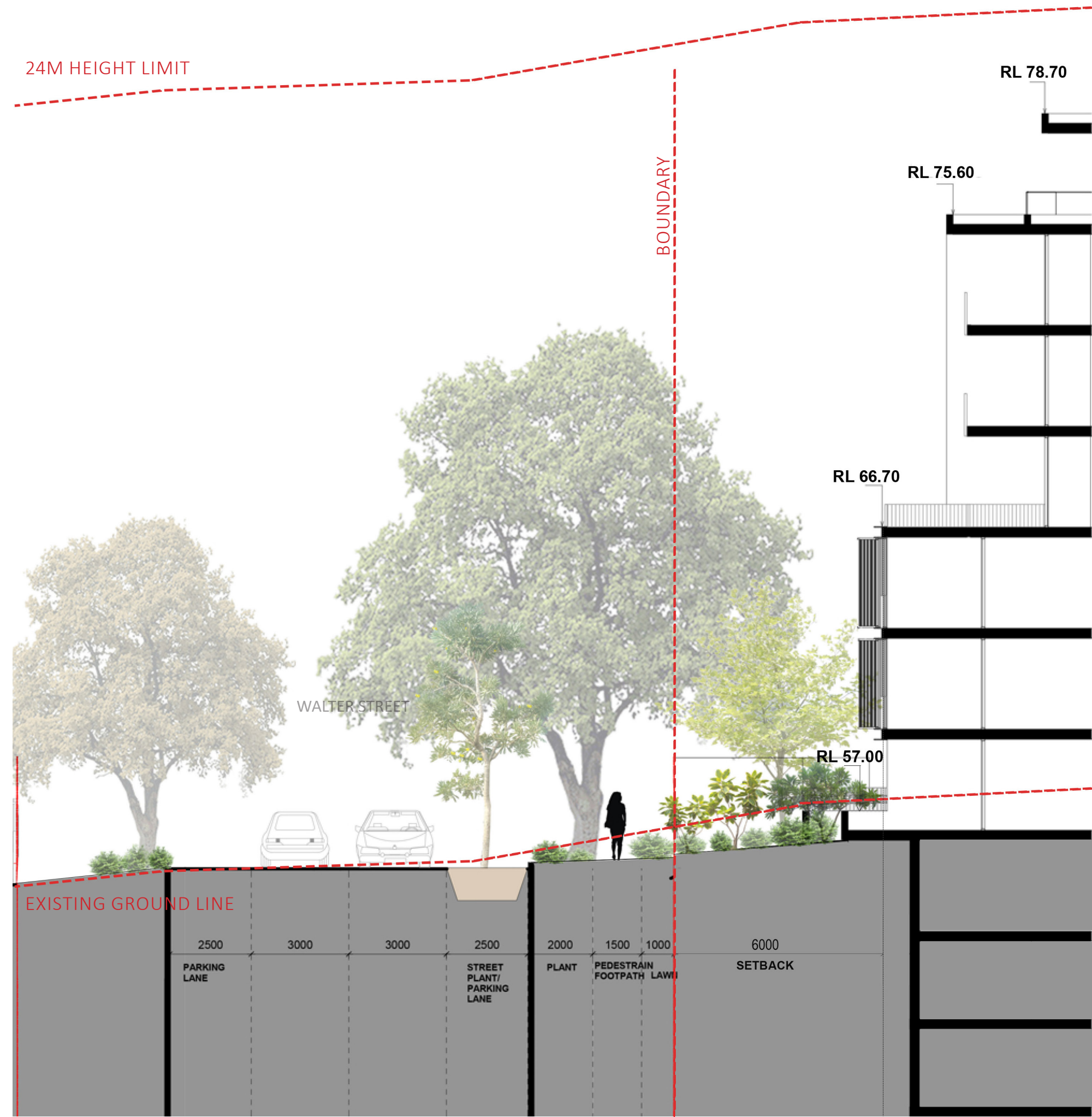


3.6 TRAFFIC MANAGEMENT

WALTER STREET SECTION

The proposal also seeks to reclaim part of the existing verge to allow for the street widening. The concept also proposes to regrade the footpaths for the safety of the community, as the existing footpaths are too steep along parts of Walter St. The public domain improvements will be a public benefit as part of the VPA contribution for the planning proposal.

Detail drawing refer to civil drawing & Landscape drawing.



3.7 GREEN ZONE & SEMI-PUBLIC OPEN SPACE

The benefit of the master plan is better integration of the built form and landscape areas. The proposal enlarges gaps between buildings and allows for greater permeability from public domain areas through the sites.





4.0

DESIGN CONCEPT

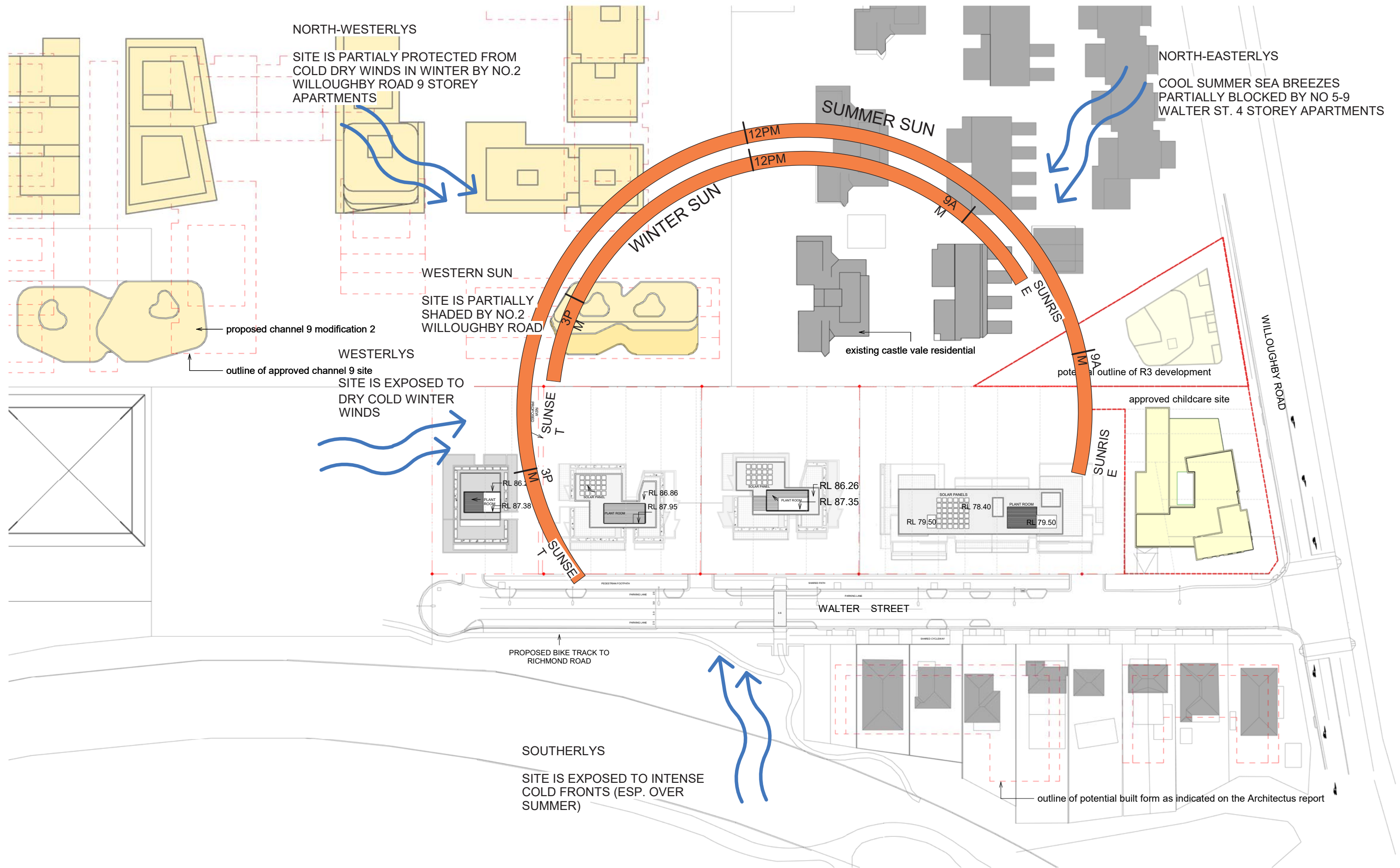


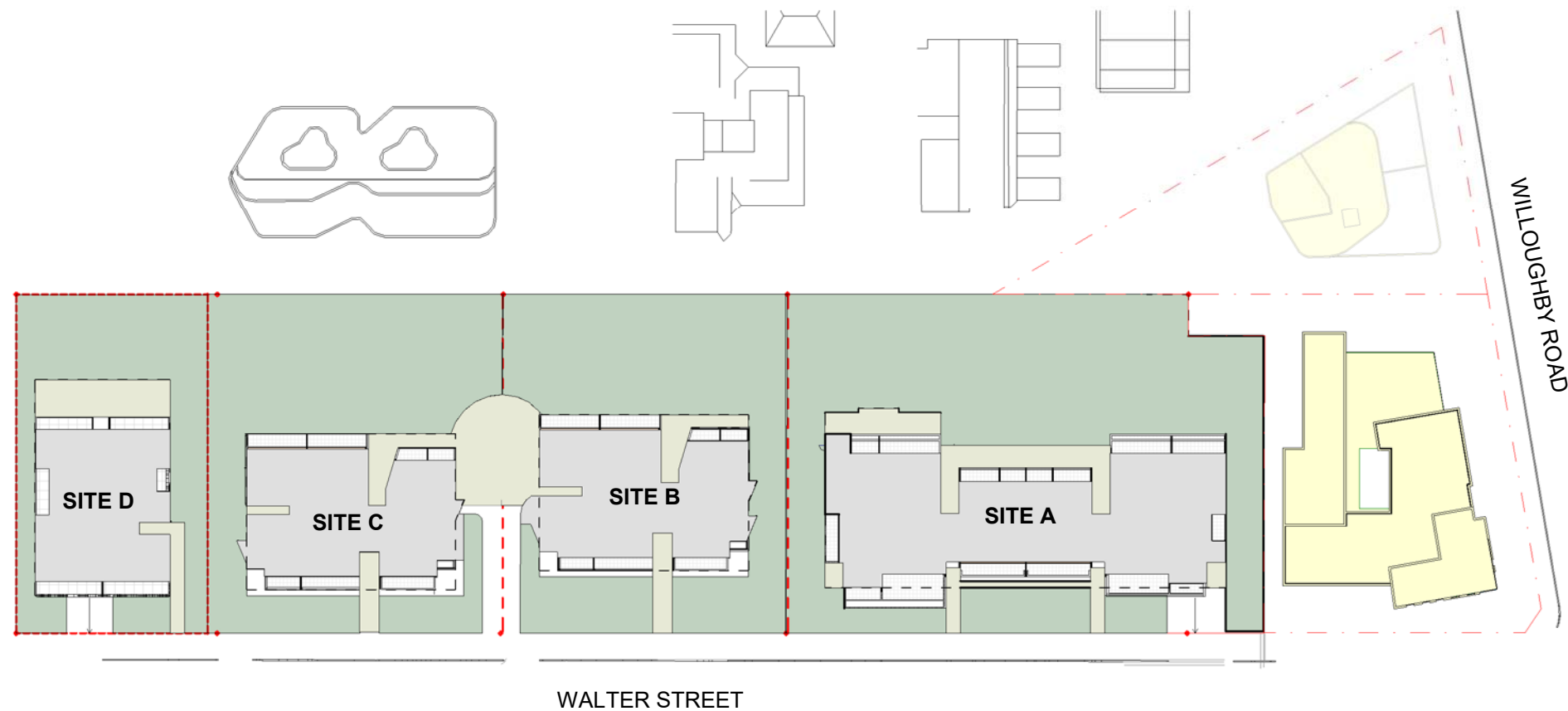


DESIGN CONCEPT

Master Plan Option 3 is the preferred option as it respects the land holdings to date, as per the schedule below.

The proposal achieves a good balance between built form, site coverage and landscape areas. It creates gaps, light and vistas along the street and the public domain areas. The proposal also meets with the SEPP 65 and ADG requirements.





SITE D: NO. 29-31 WALTER STREET

SITE AREA : 1641m²
SITE COVERAGE: 485.2 m²(**29.6%**)

TOTAL LANDSCAPED AREA =
997.2 m²(60.8% OF SITE)

OF WHICH 820.8 m² IS DEEP SOIL (**50%** OF SITE)

SITE C: NO. 21-27 WALTER STREET

SITE AREA : 2513 m² (Including 66 m² Easement)
SITE COVERAGE: 609.093 m² (**24.2%**)

TOTAL LANDSCAPED AREA =
1,671.895 m²(66.5 % OF SITE)

OF WHICH 1,439.923 m² IS DEEP SOIL (**57.3%** OF SITE)

SITE B: NO. 15-19 WALTER STREET

SITE AREA : 2455.966m²
SITE COVERAGE: 613.675m² (**25%**)

TOTAL LANDSCAPED AREA =
1,606.431 m²(65.4% OF SITE)

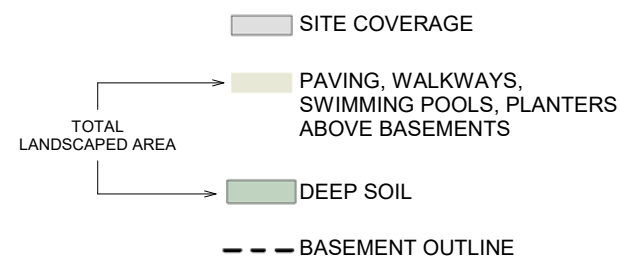
OF WHICH 1,389.795 m² IS DEEP SOIL (**56.6 %** OF SITE)

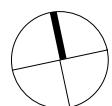
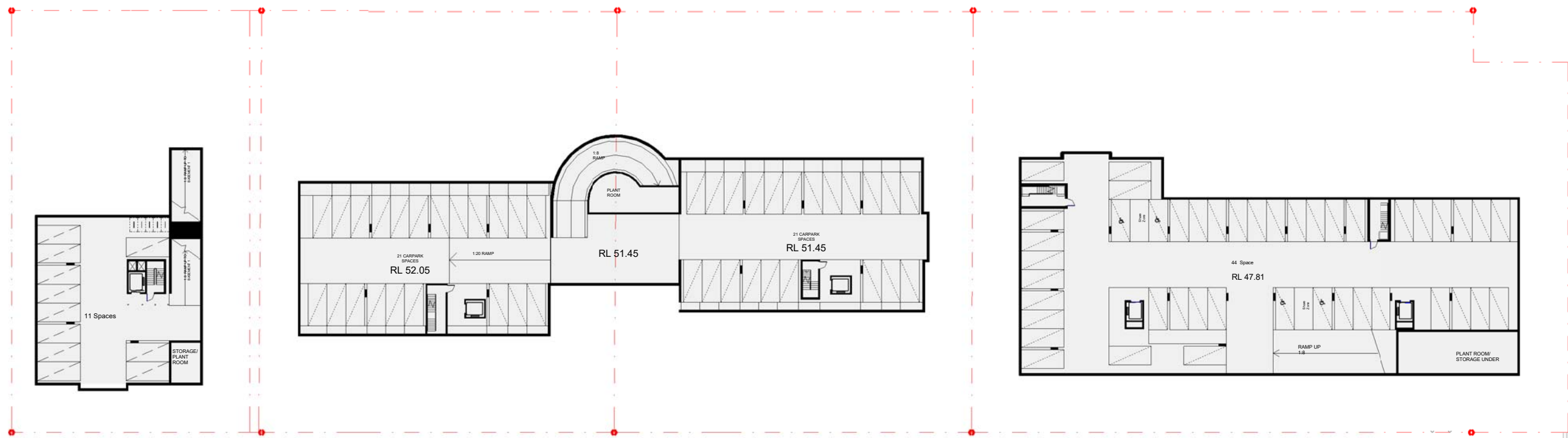
SITE A: NO. 3-13A WALTER STREET

SITE AREA : 4030.4 m²
SITE COVERAGE: 1031.2 m² (**25.6%**)

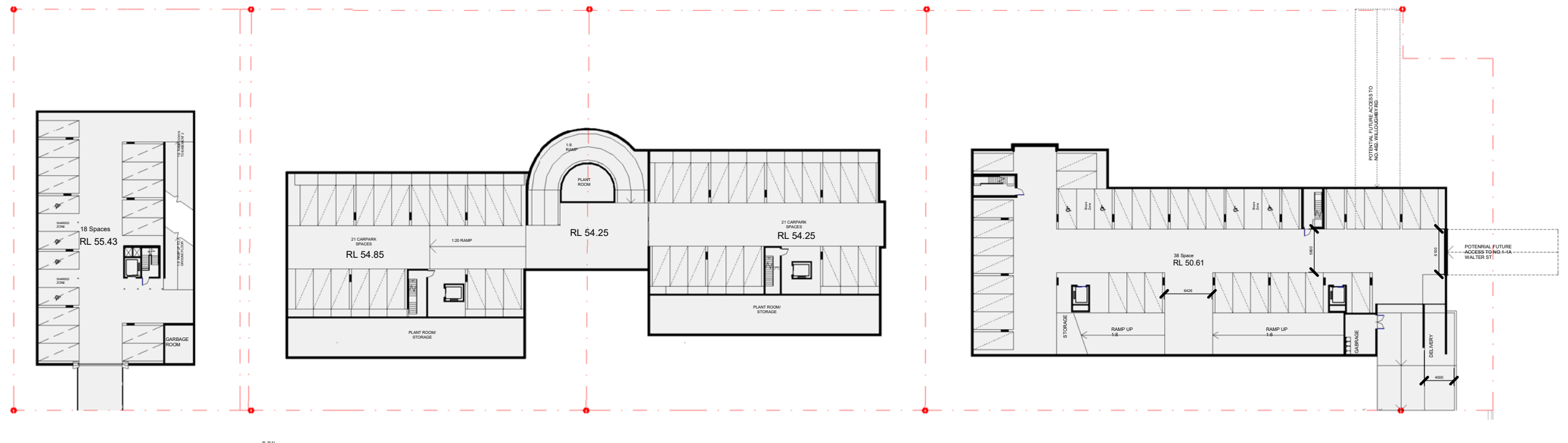
TOTAL LANDSCAPED AREA =
2,569.6 m²(63.8% OF SITE)

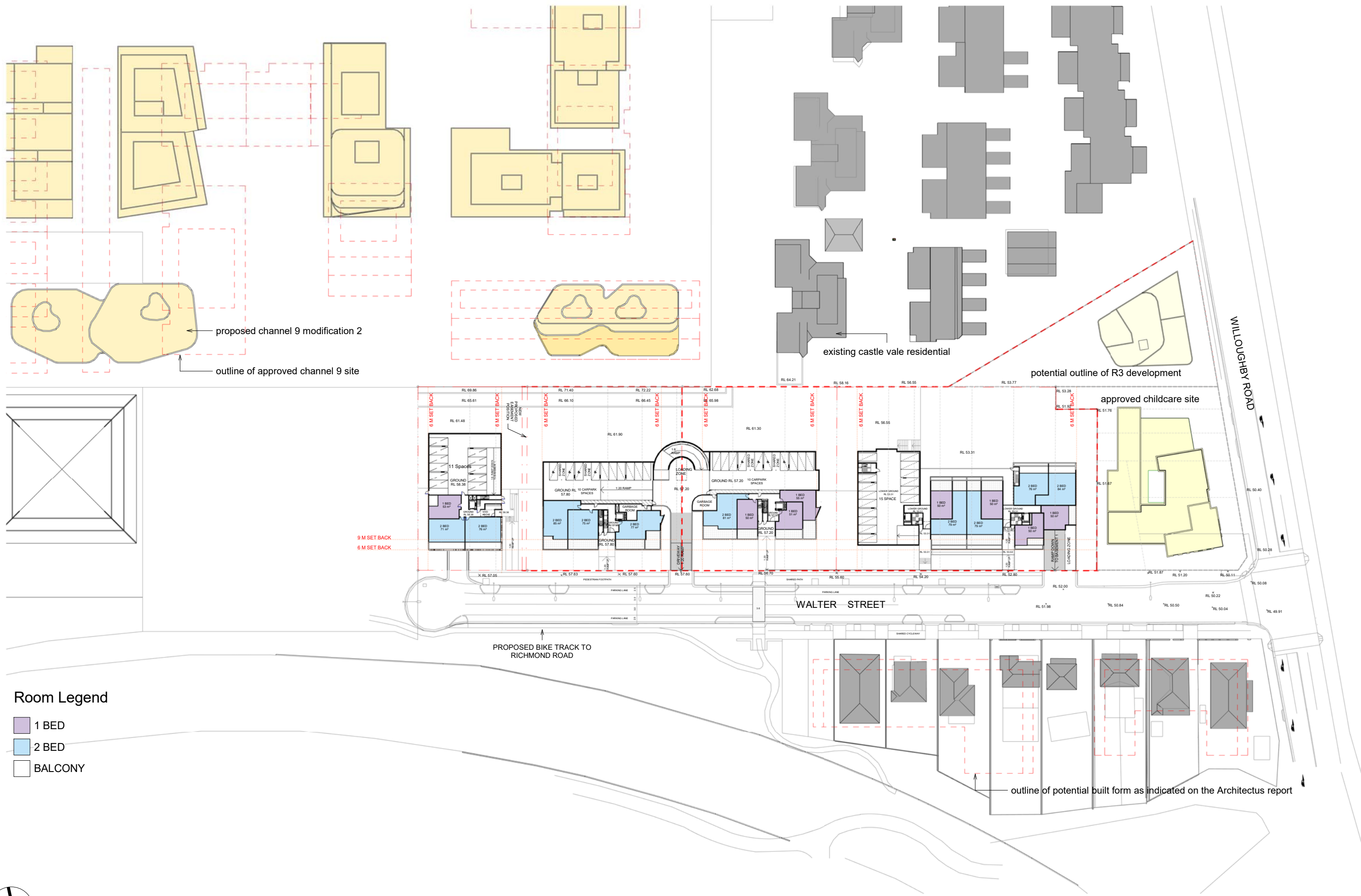
OF WHICH 2,284 m² IS DEEP SOIL (**56.7%** OF SITE)





BASEMENT 2
1 : 300 @A1







Room Legend

- 1 BED
- 2 BED
- BALCONY

LEVEL 1 - LEVEL 2
1:500 @A1



Room Legend

- 1 BED
- 2 BED
- 3 BED
- BALCONY

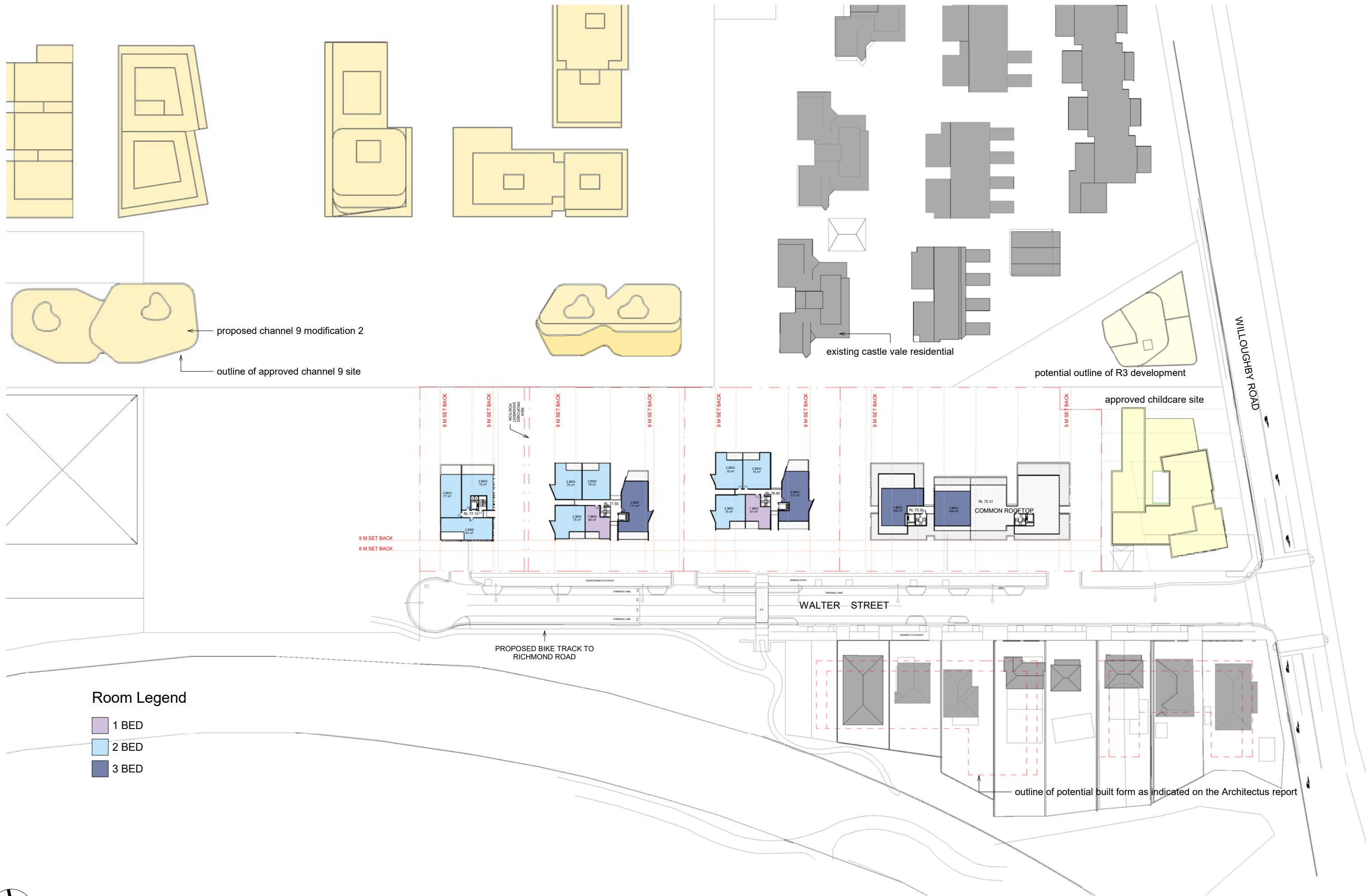
LEVEL 3
1:500 @A1



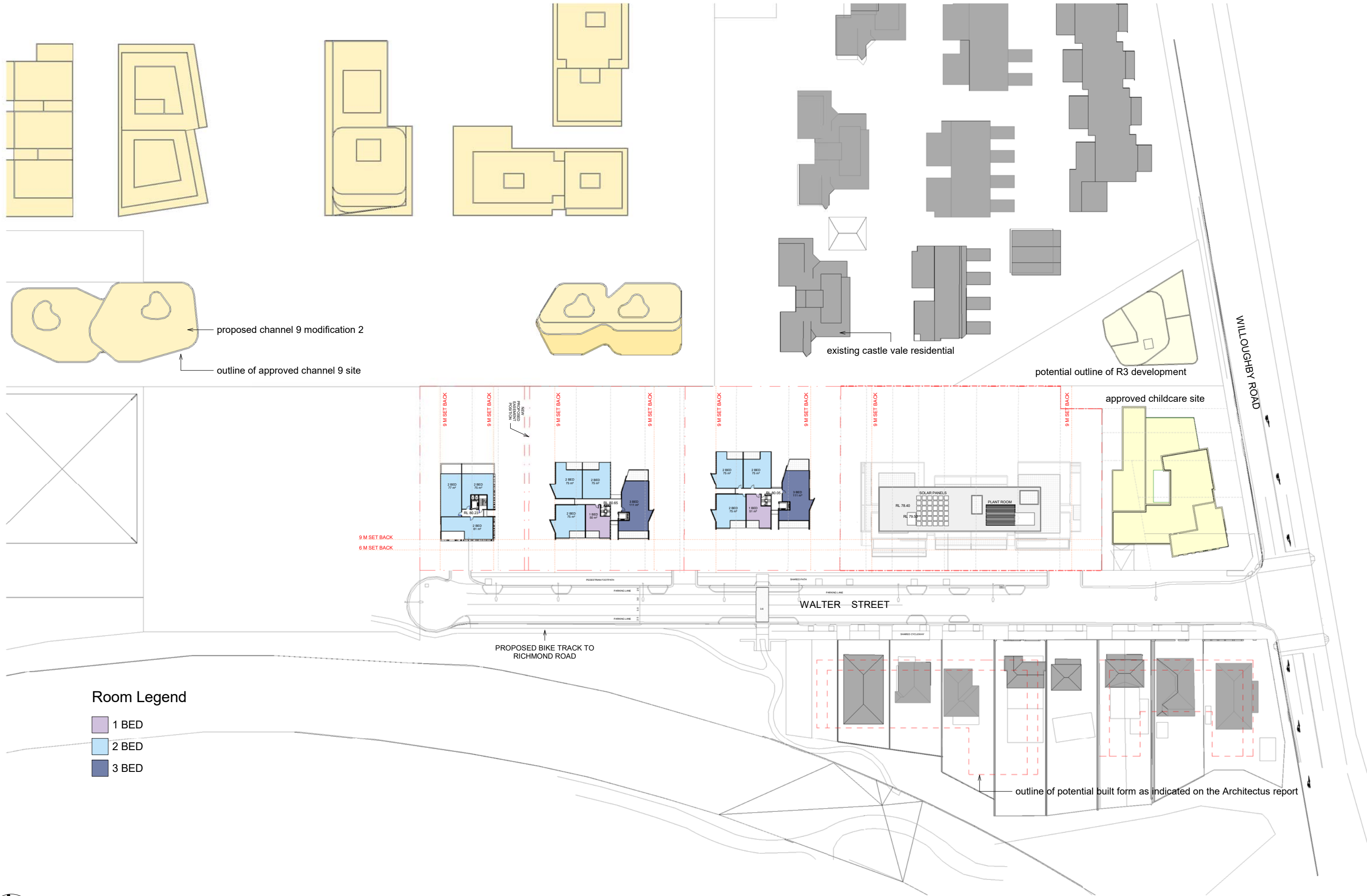
LEVEL 4
1:500 @A1



LEVEL 5
1:500 @A1

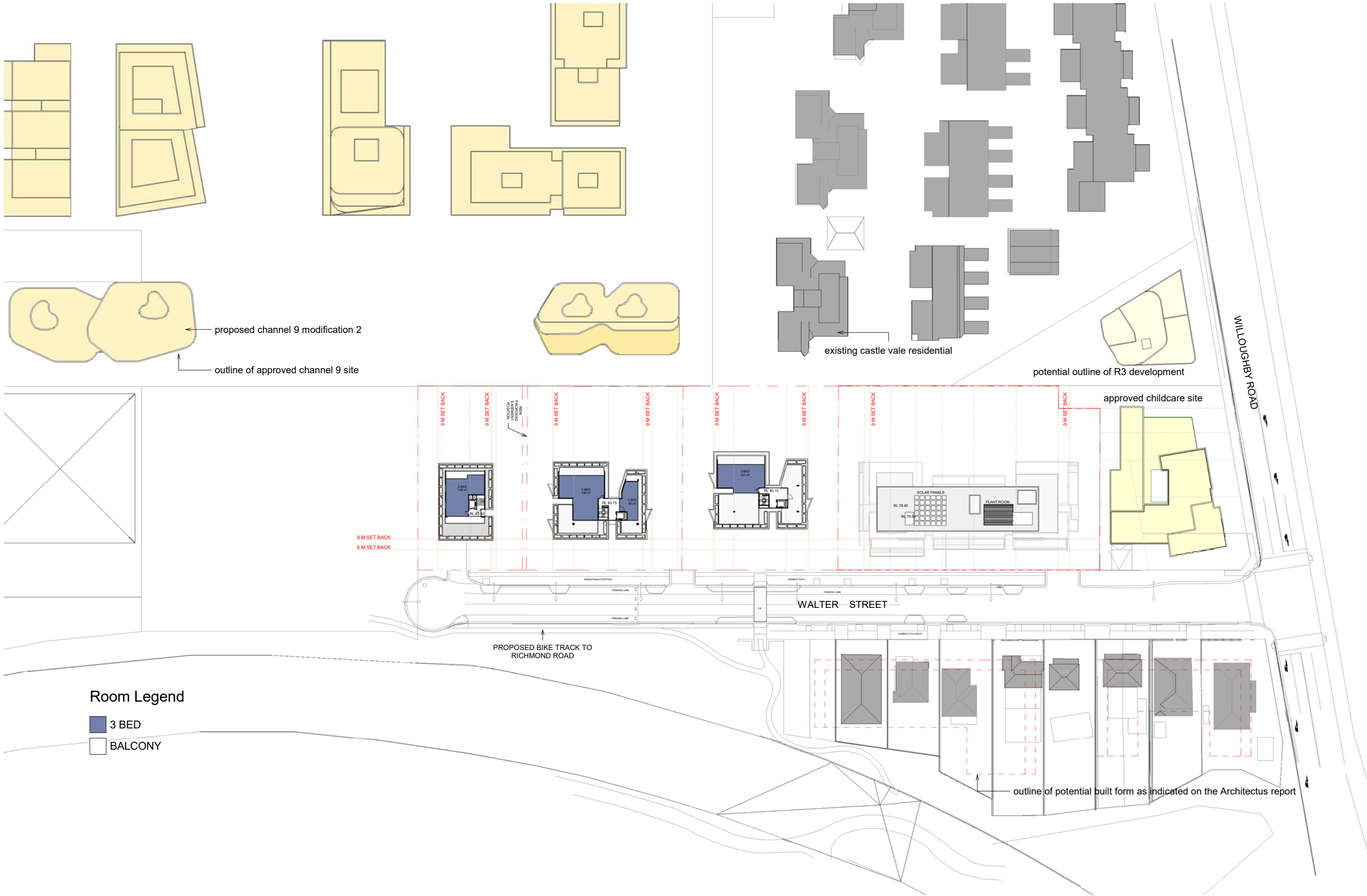



LEVEL 6
 1:500 @A1



Room Legend

- 1 BED
- 2 BED
- 3 BED



proposed channel 9 modification 2

outline of approved channel 9 site

existing castle vale residential

potential outline of R3 development

approved childcare site

WILLOUGHBY ROAD

WALTER STREET

PROPOSED BIKE TRACK TO RICHMOND ROAD

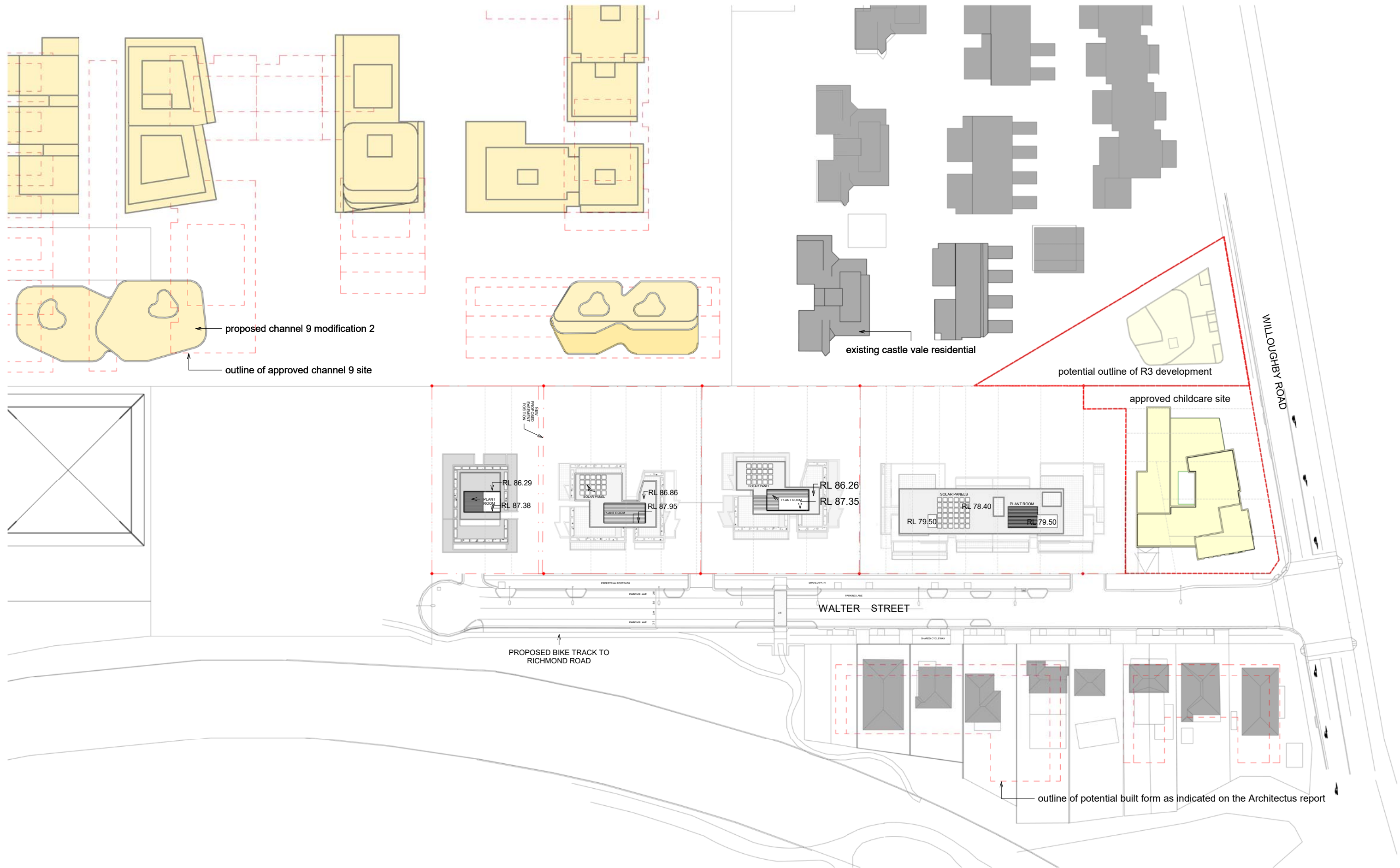
outline of potential built form as indicated on the Architectus report

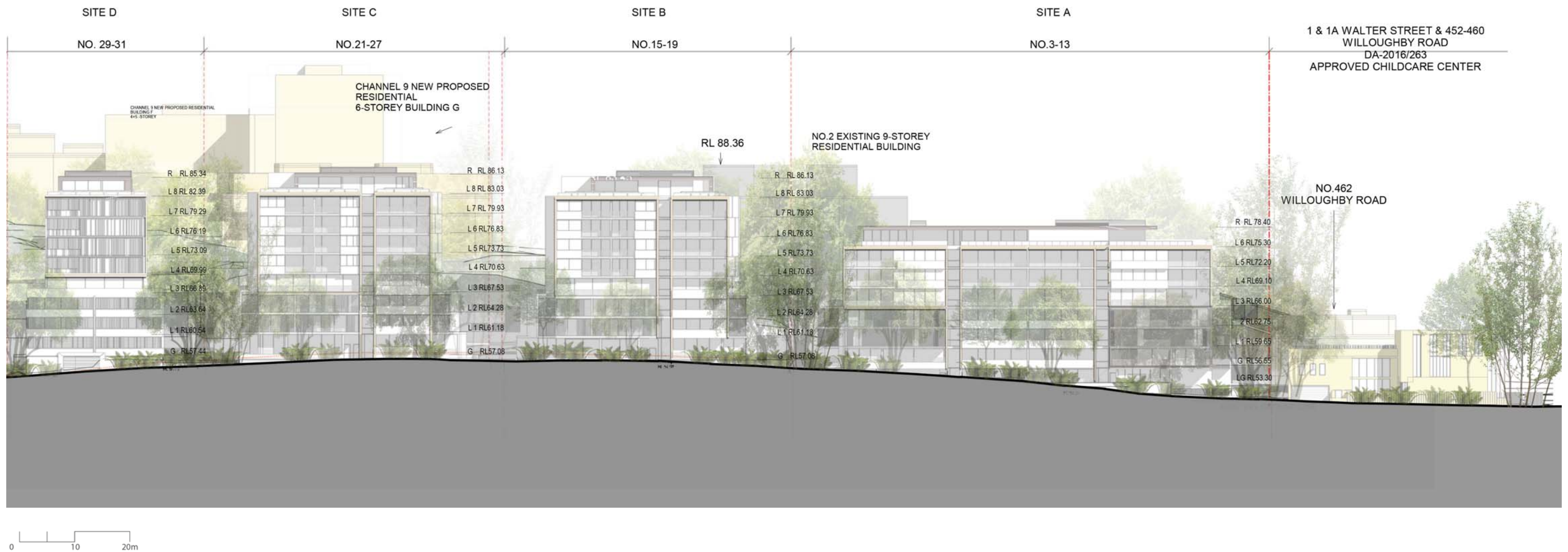
Room Legend

- 3 BED
- BALCONY

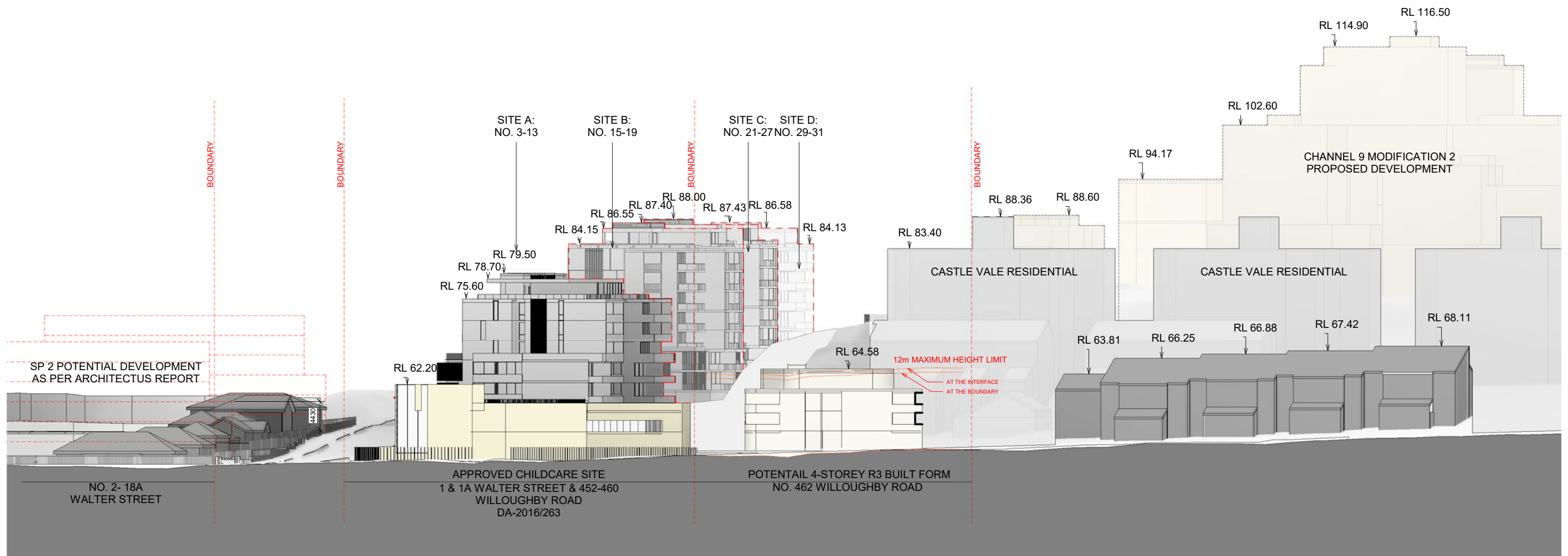
LEVEL 8

1:500 @A1



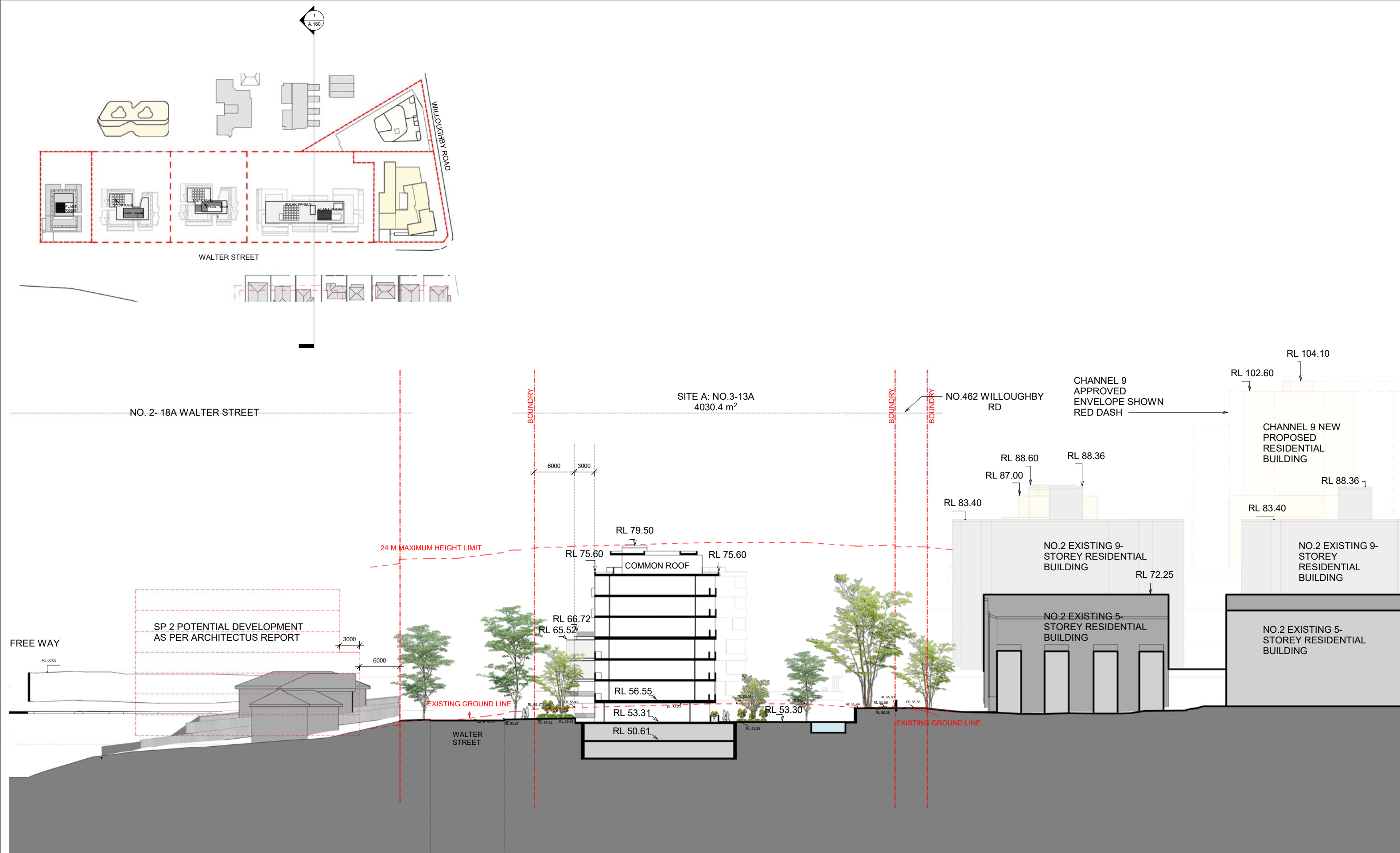


WALTER STREET SOUTH ELEVATION



WILLOUGHBY ROAD ELEVATION

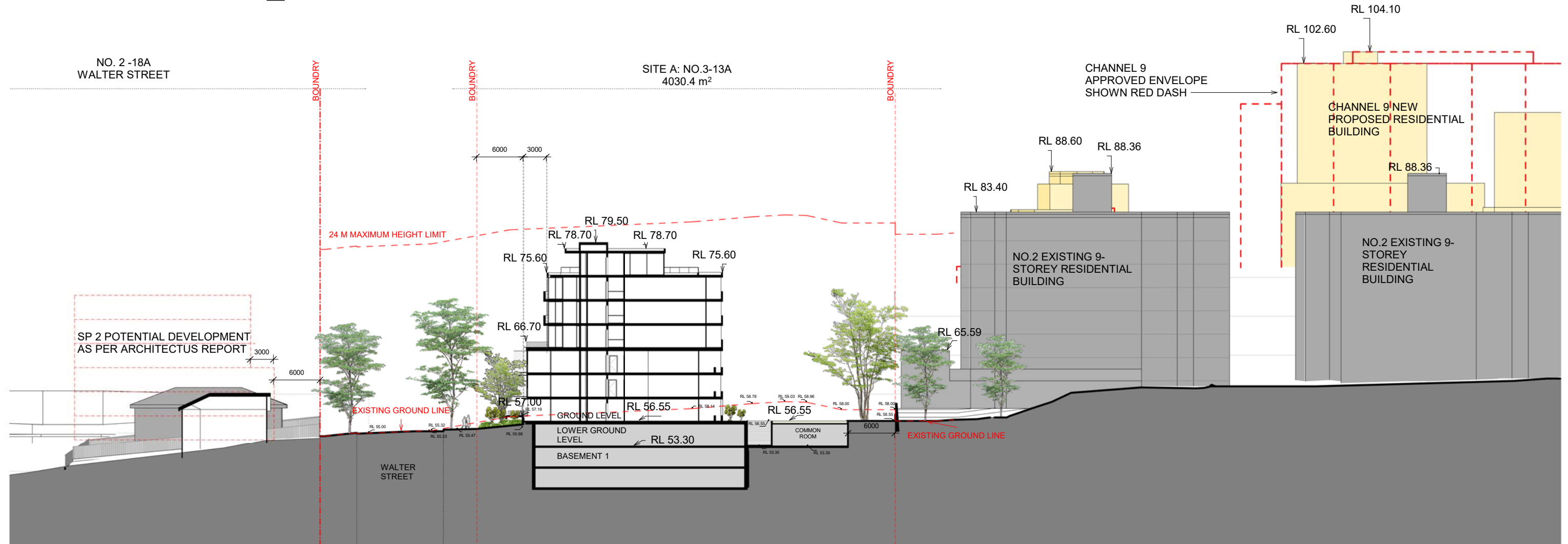
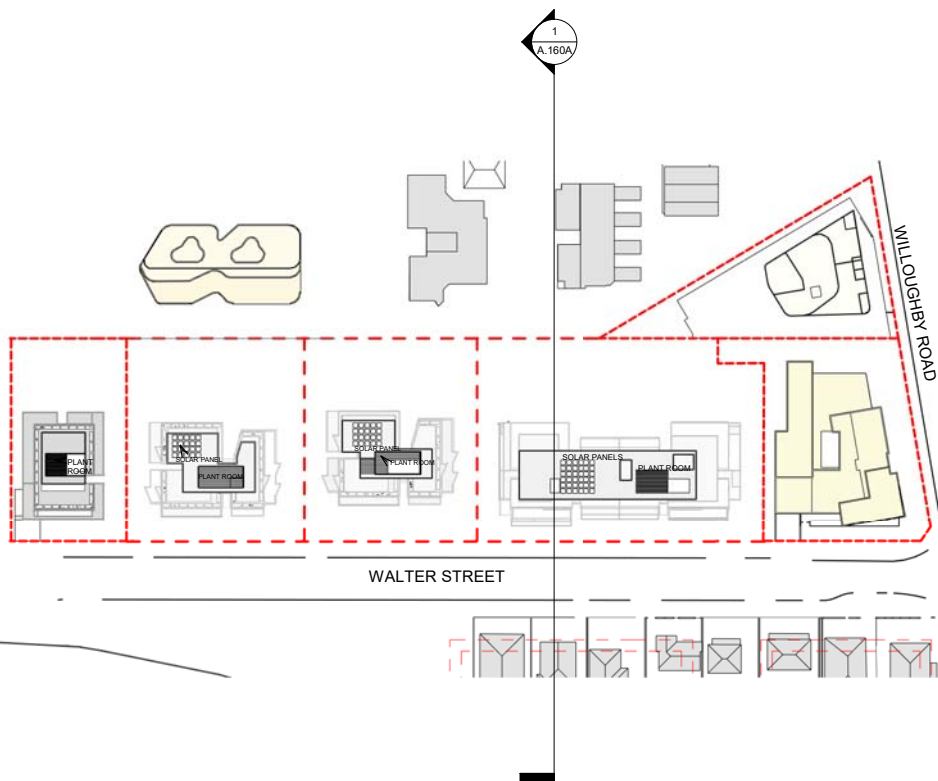
1 : 300 @A1



① SECTION A (3-13 A) 1:250 @ A1
1:500 @ A3

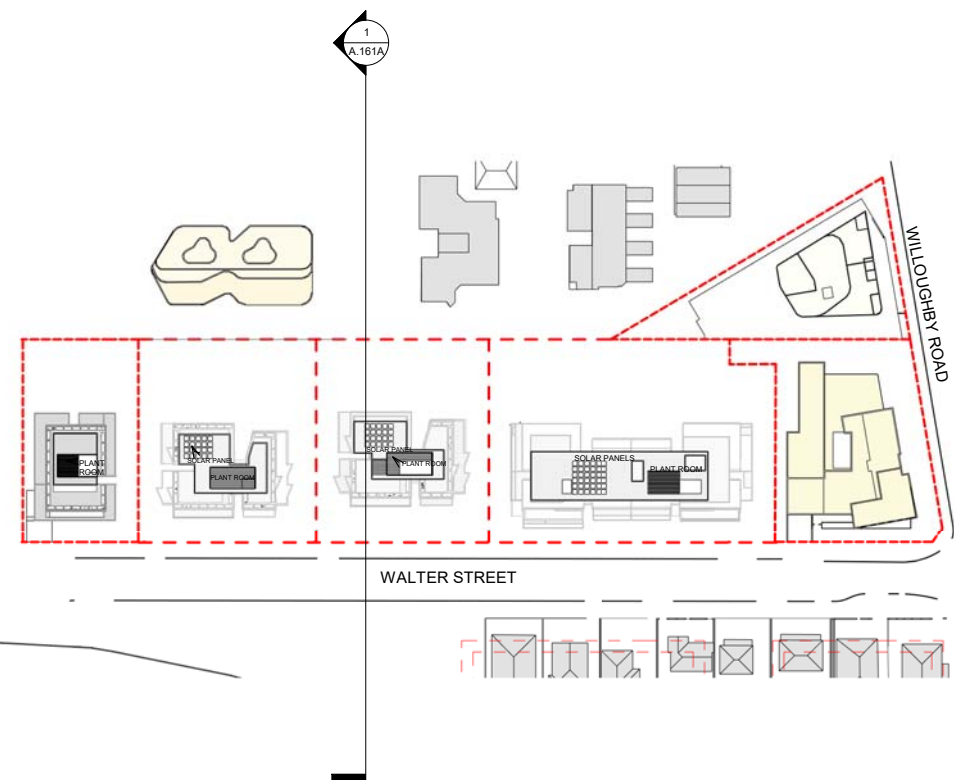
CROSS SECTION A (NO. 3- 13 A)

As indicated @A1



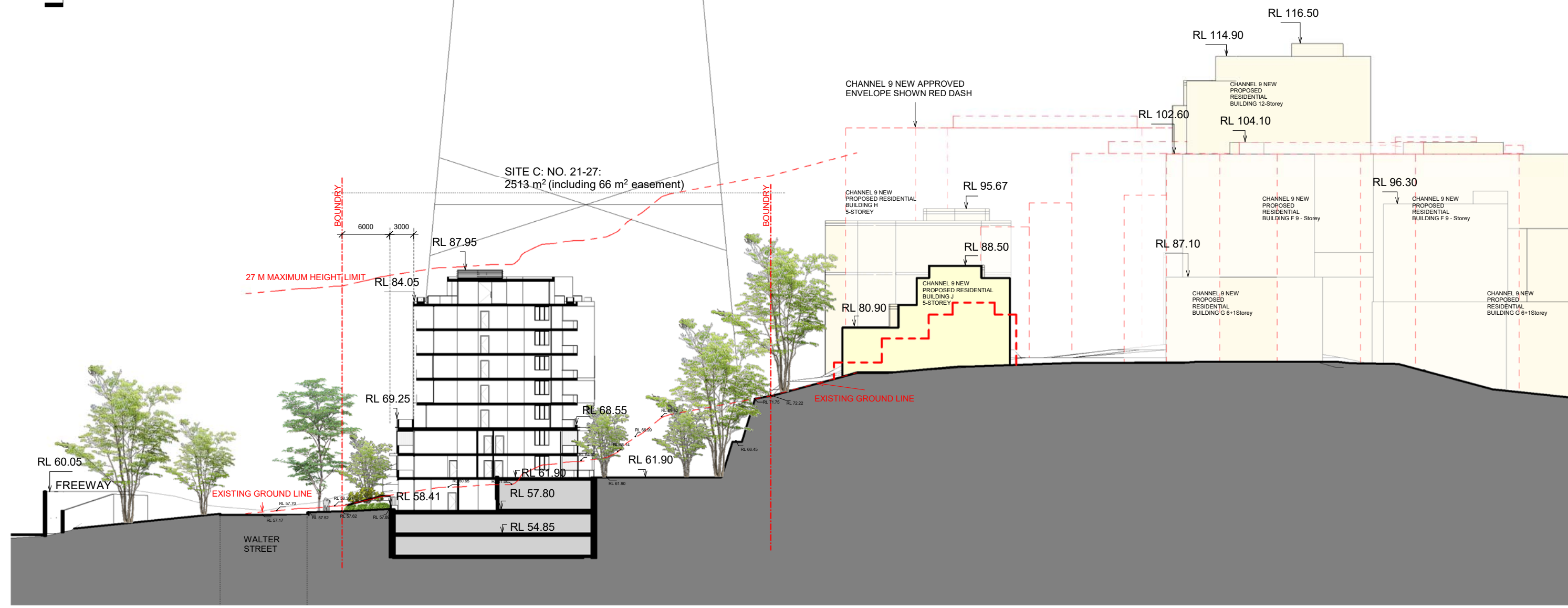
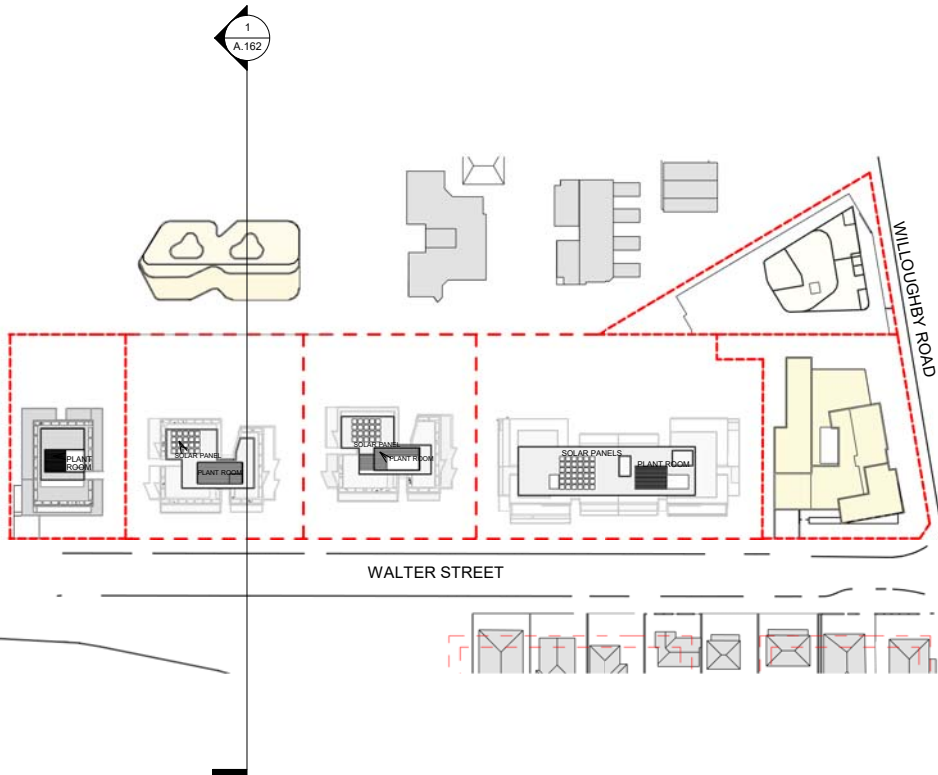
1 SECTION B 3-13A
1:250 @ A1
1:500 @ A3

CROSS SECTION B 3-13A As indicated @A1



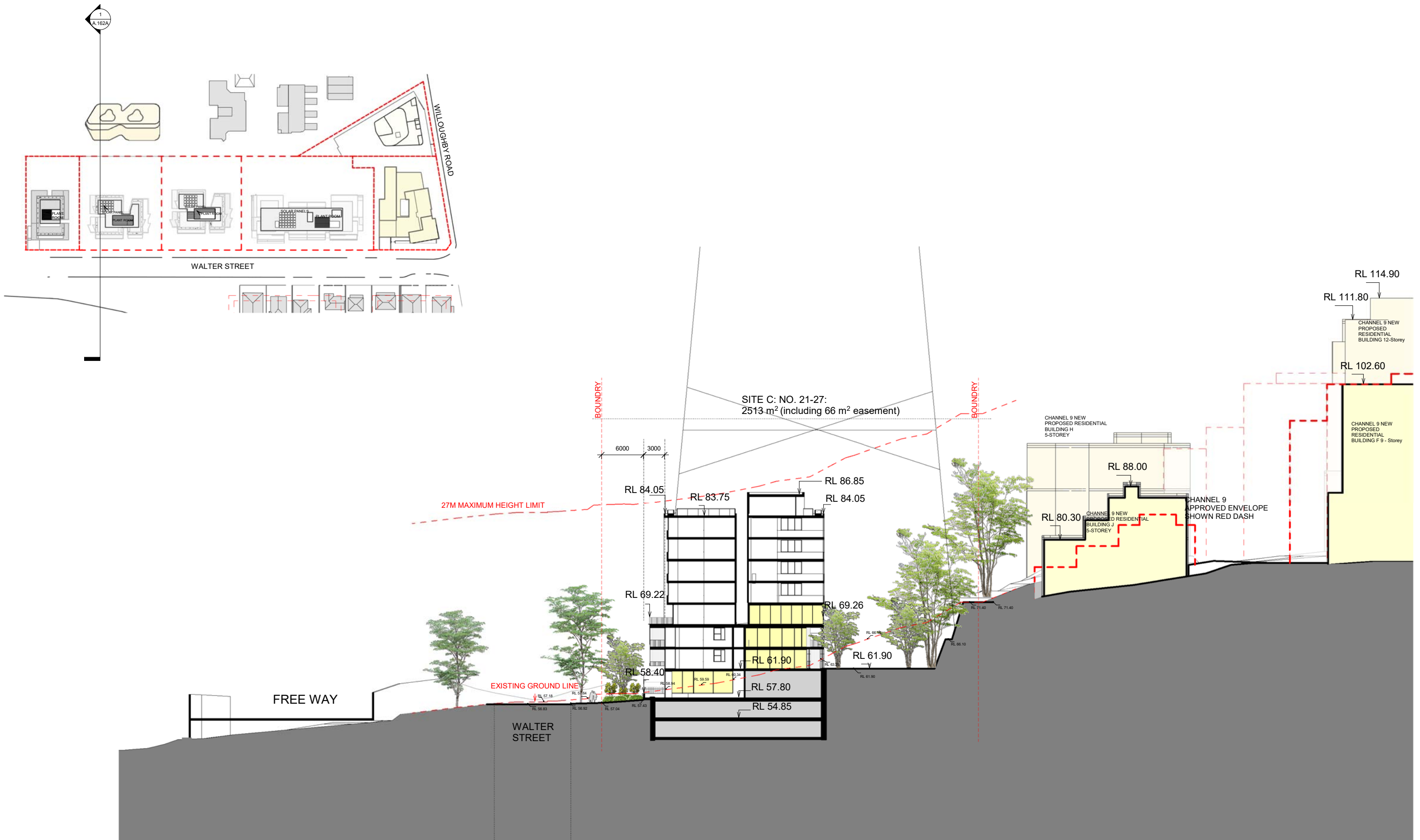
① SECTION D (15-19) 1:250 @ A1
1:500 @ A3

 CROSS SECTION D 15-19
As indicated @A1



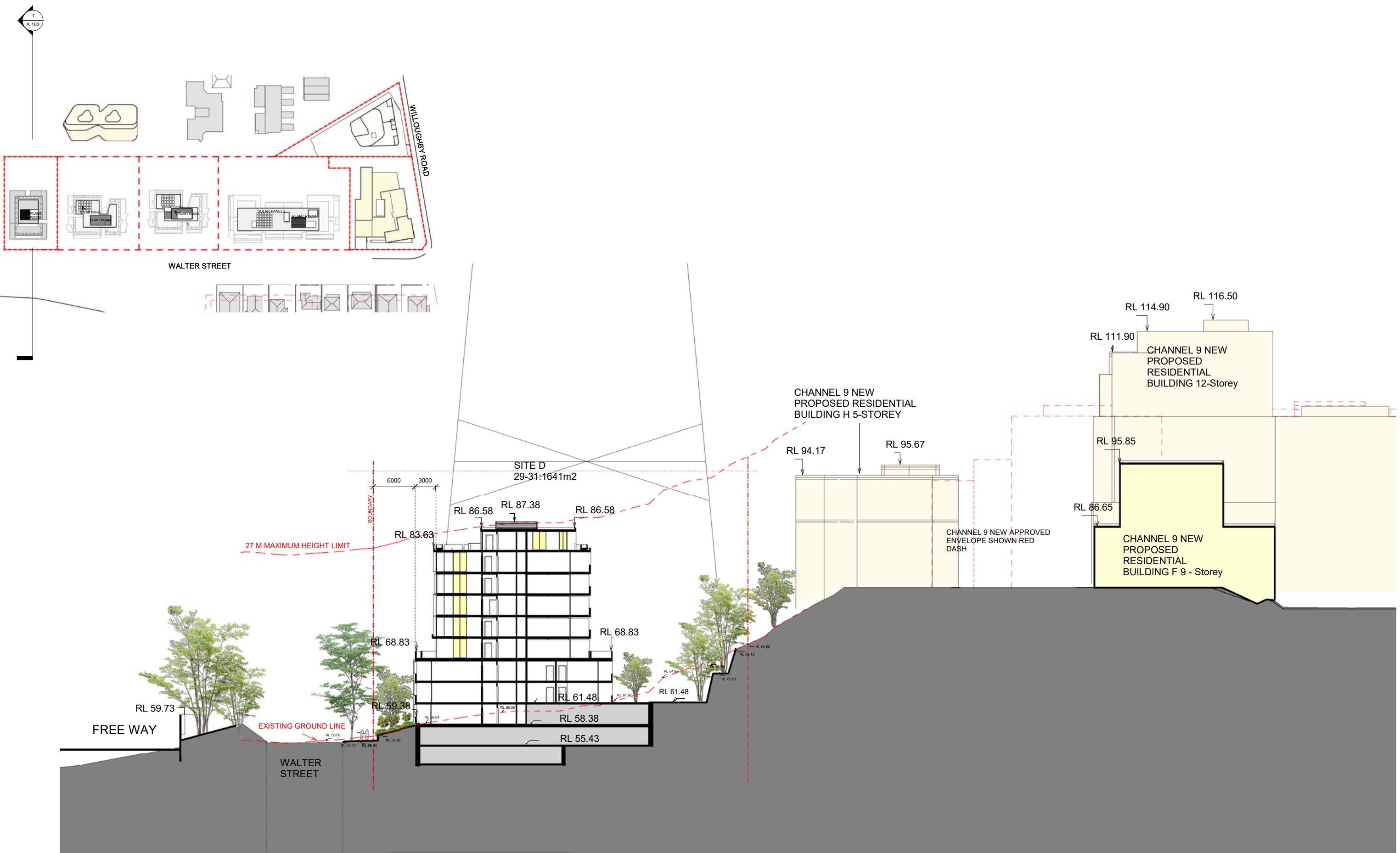
1 SECTION E (21-27) 1:250 @ A1
1:500 @ A3

CROSS SECTION E (21-27)
As indicated @A1



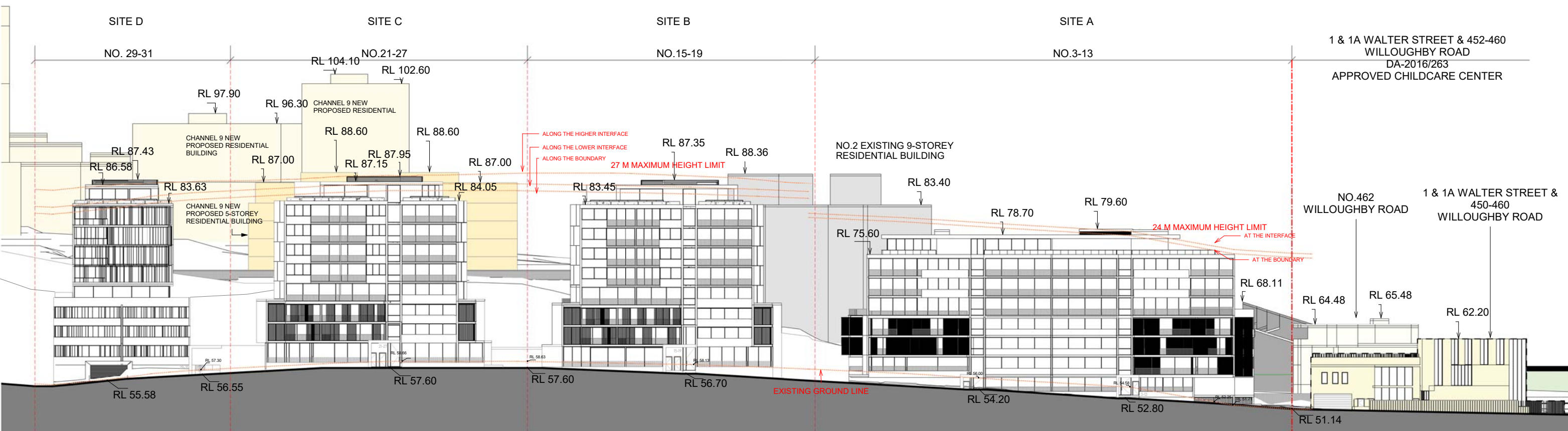
① SECTION F (21-27) 1:250 @ A1
1:500 @ A3

CROSS SECTION F 21-27
As indicated @A1




1 SECTION G (29-30) 1:250 @ A1
1:500 @ A3

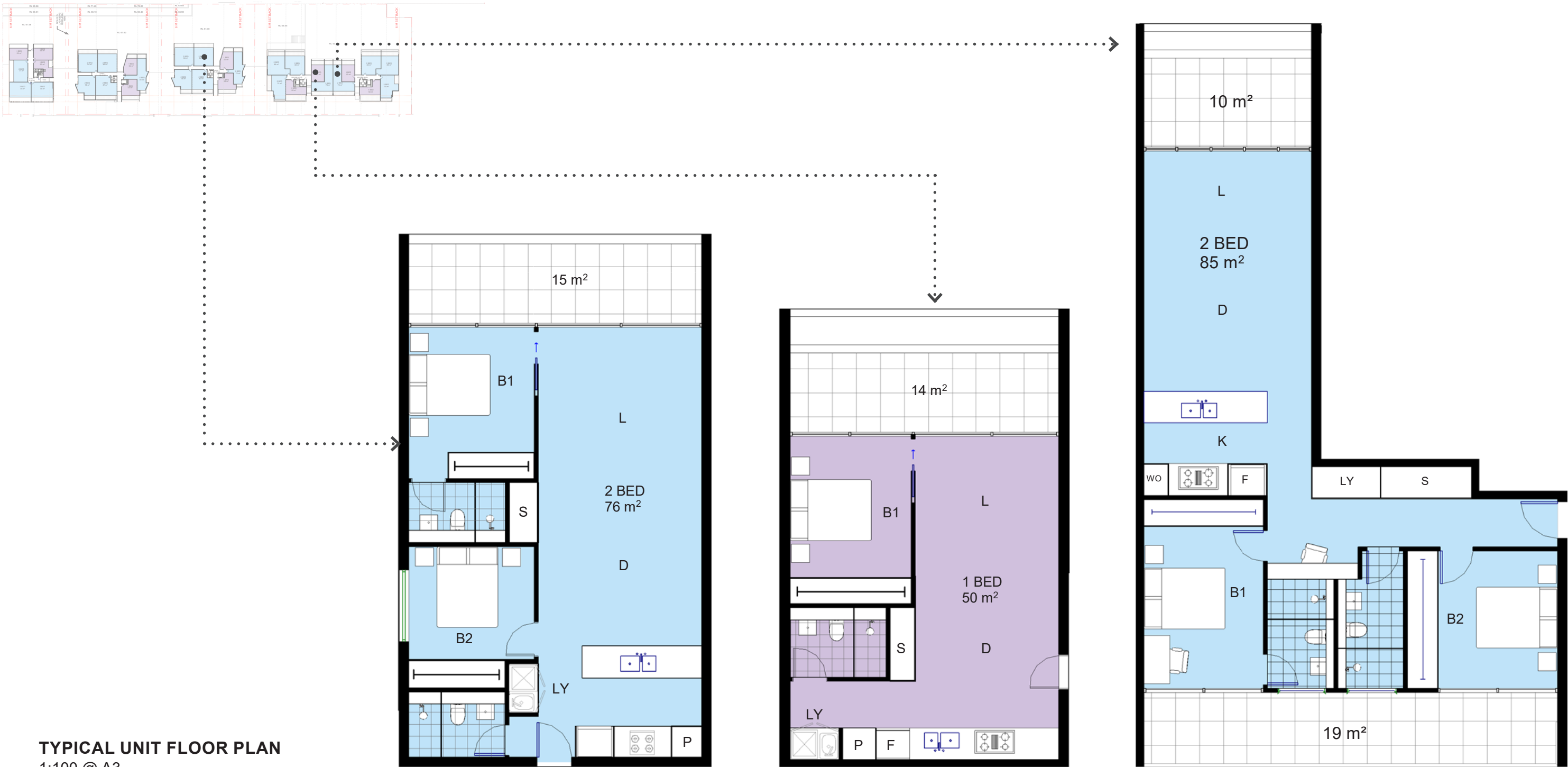
CROSS SECTION G (29-31)
As indicated @A1



SITE D					SITE C					SITE B					SITE A				
NO.29-31					NO.21-27					NO.15-19					NO.3-13A				
	1 BED	2BED	3 BED	GFA		1 BED	2 BED	3 BED	GFA		1 BED	2 BED	3 BED	GFA		1 BED	2 BED	3 BED	GFA
															LG	4	4		595
GF	1	2		239	GF	0	3		278	GF	3	1		276	GF	4	8		930
LV1	3	3		434	LV1	2	5		570	LV1	2	5		565	LV1	4	8		930
LV2	3	3		431	LV2	2	5		570	LV2	2	5		571	LV2	4	8		930
LV3	0	3		264	LV3	1	3	1	445	LV3	1	3	1	448	LV3	2	8	0	815
LV4	0	3		247	LV4	1	3	1	424	LV4	1	3	1	422	LV4	2	8	0	815
LV5	0	3		247	LV5	1	3	1	424	LV5	1	3	1	422	LV5	2	8	0	815
LV6	0	3		247	LV6	1	3	1	424	LV6	1	3	1	422	LV6			2	216
LV7	0	3		247	LV7	1	3	1	424	LV7	1	3	1	422					
LV8			1	106	LV8		0	1	211	LV8		0	1	134					
TOTAL	7	23	1	2462	TOTAL	9	28	6	3770	TOTAL	12	26	6	3682	TOTAL	22	52	2	6046
23%					21%					27%					29%				
TOTAL UNIT 31					TOTAL UNIT 43					TOTAL UNIT 44					TOTAL UNIT 76				
CAR PARKING MIN. PROPOSED					CAR PARKING MIN. PROPOSED					CAR PARKING MIN. PROPOSED					CAR PARKING MIN. PROPOSED				
39 40					55 52					56 52					97 97				
SITE AREA 1.5 FSR 4% affordable housing					SITE AREA 1.5 FSR 4% affordable housing					SITE AREA 1.5 FSR 4% affordable housing					SITE AREA 1.5 FSR 4% affordable housing				
1641 2462 98					2513 3770 151					2456 3684 147					4030.4 6046 242				
TOTAL GFA 2462					TOTAL GFA 3770					TOTAL GFA 3682					TOTAL GFA 6046				
FSR (Include 4%) 1.50					FSR (Include 4%) 1.50					FSR (Include 4%) 1.50					FSR (INclude 4%) 1.50				
SITE COVERAGE 29.6%					SITE COVERAGE 24.2%					SITE COVERAGE 25.0%					SITE COVERAGE 25.6%				
DEEP SOIL 50%					DEEP SOIL 57.3%					DEEP SOIL 56.6%					DEEP SOIL 56.7%				
SOLAR ACCESS 80.0%					SOLAR ACCESS 82.9%					SOLAR ACCESS 81%					SOLAR ACCESS 82%				
CROSS VENTILATION 83.3%					CROSS VENTILATION 95.1%					CROSS VENTILATION 95%					CROSS VENTILATION 92%				

 SCHEDULE
1 : 300 @A1

4.1 TYPICAL UNIT FLOOR PLAN



TYPICAL UNIT FLOOR PLAN
1:100 @ A3

4.2.11 PERSPECTIVES



4.2.11 PERSPECTIVES



4.2.11 PERSPECTIVES



Appendix

CONTENTS:

APPENDIX A - SUN VIEW DIAGRAM, SOLAR ACCESS & CROSS VENTILATION

APPENDIX B - SHADOW IMPACT ON SP2 SITE

APPENDIX C - AMENDED LEP MAP EXTRACTS

Appendix A

CONTENTS:

SUN VIEW DIAGRAM:

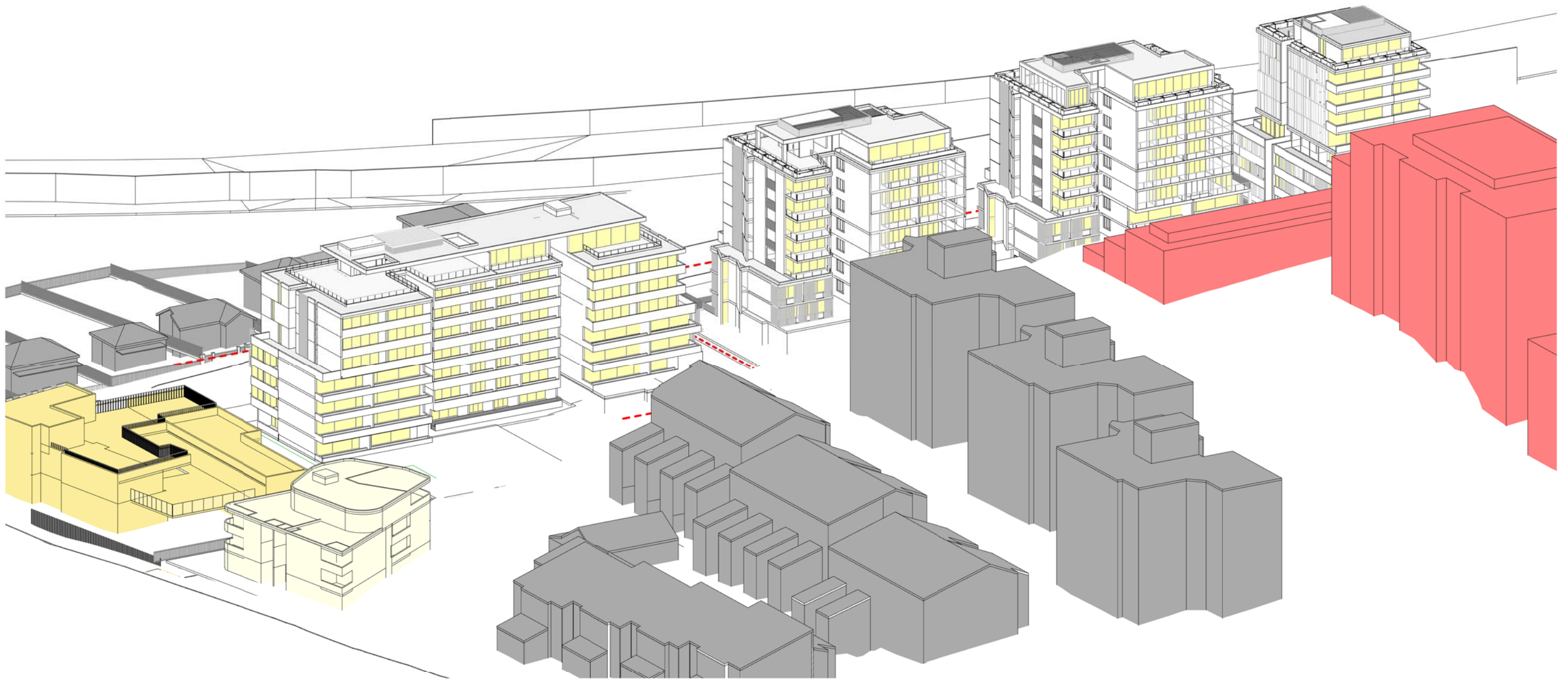
- SCENARIO 1 - VIEW FROM THE SUN - APPROVED CHANNEL 9
- SCENARIO 2 - VIEW FRO THE SUN - CHANNEL 9 MODIFICATION 2

SOLAR ACCESS:

- SITE A- NO.3-13A
- SITE B- NO.15-17
- SITE C- NO.20-27
- SITE D- NO.29-.31

CROSS VENTILATION:

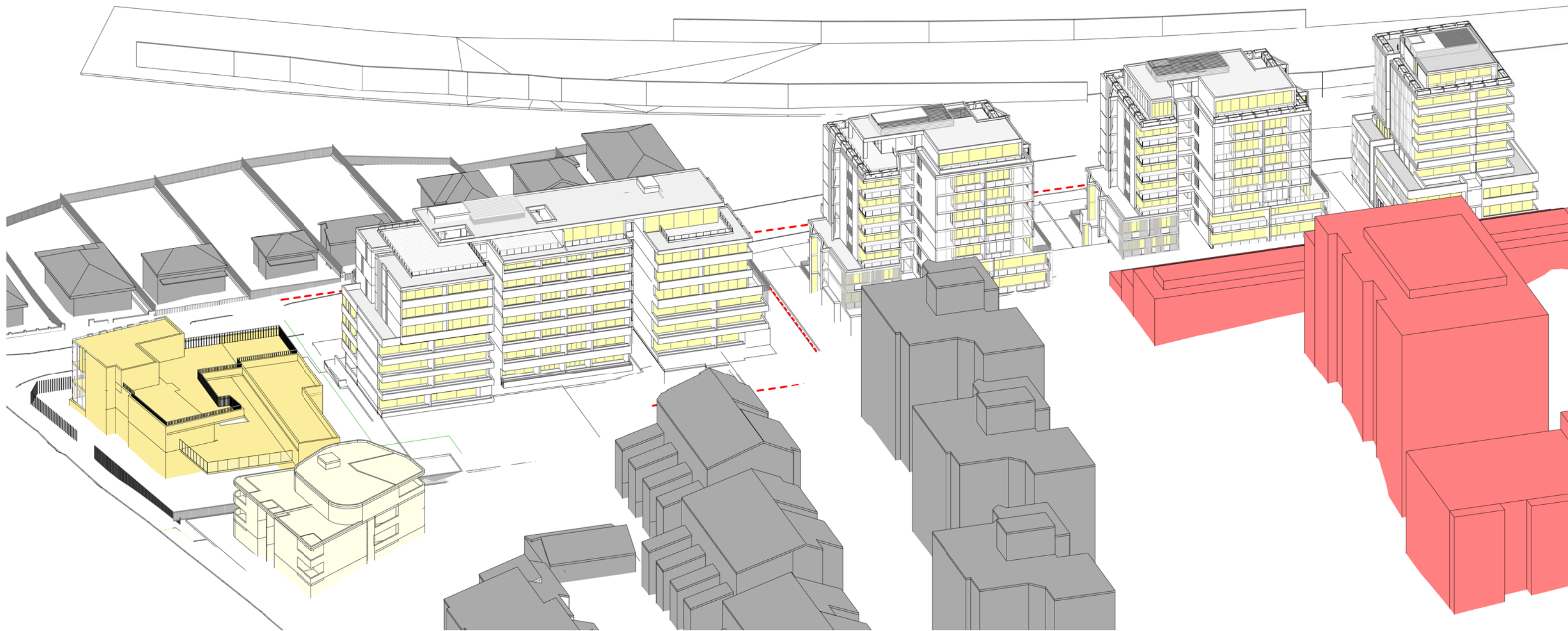
- SITE A- NO.3-13A
- SITE B- NO.15-17
- SITE C- NO.20-27
- SITE D- NO.29-.31



**WALTER ST. MASTER PLAN SOLAR ACCESS STUDY
WITH APPROVED BUILDING**
VIEW FROM THE SUN 9 AM



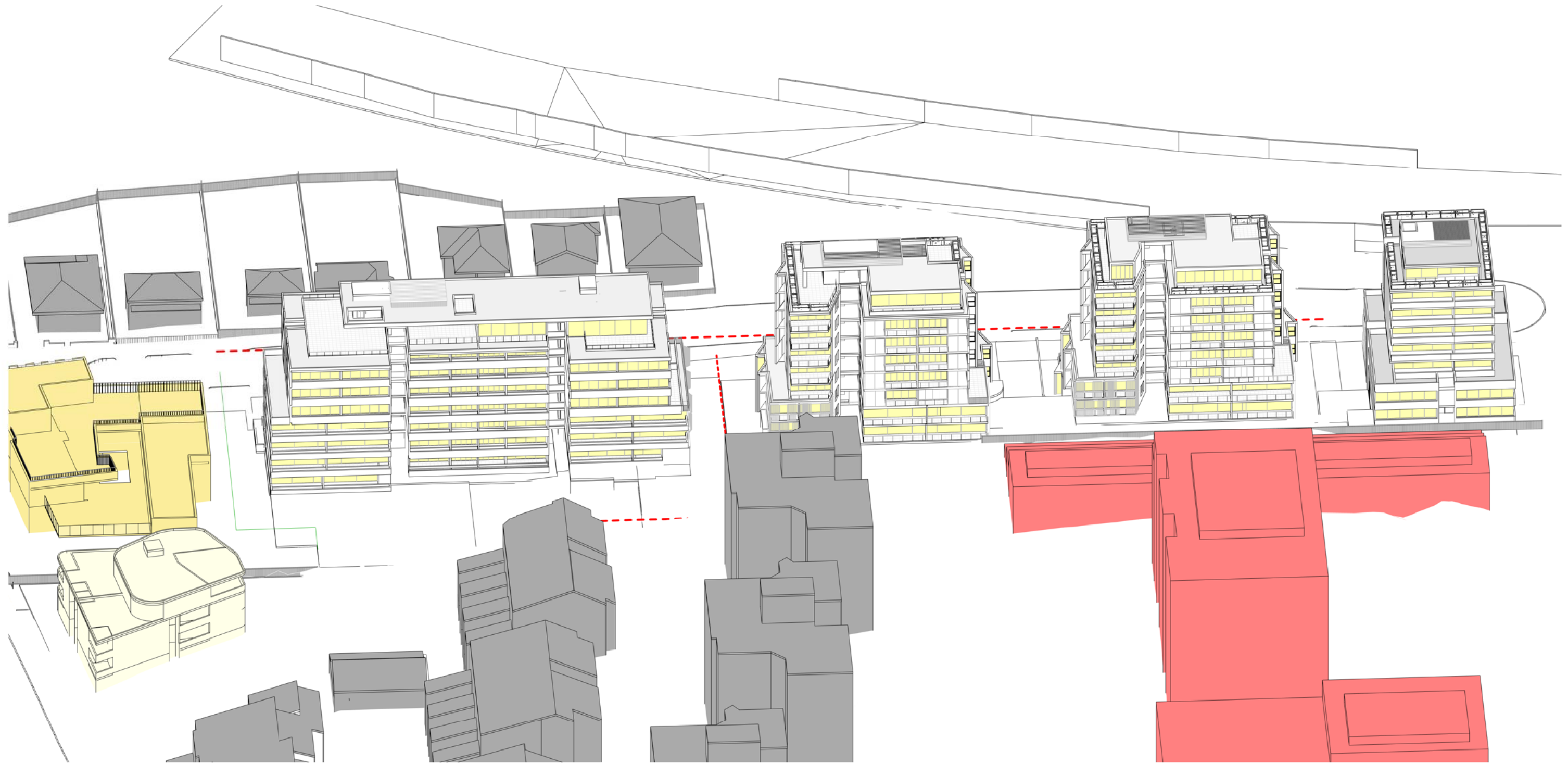
DENOTES LOCATION OF THE LIVING ROOM



**WALTER ST. MASTER PLAN SOLAR ACCESS STUDY
WITH APPROVED BUILDING**
VIEW FROM THE SUN 10 AM



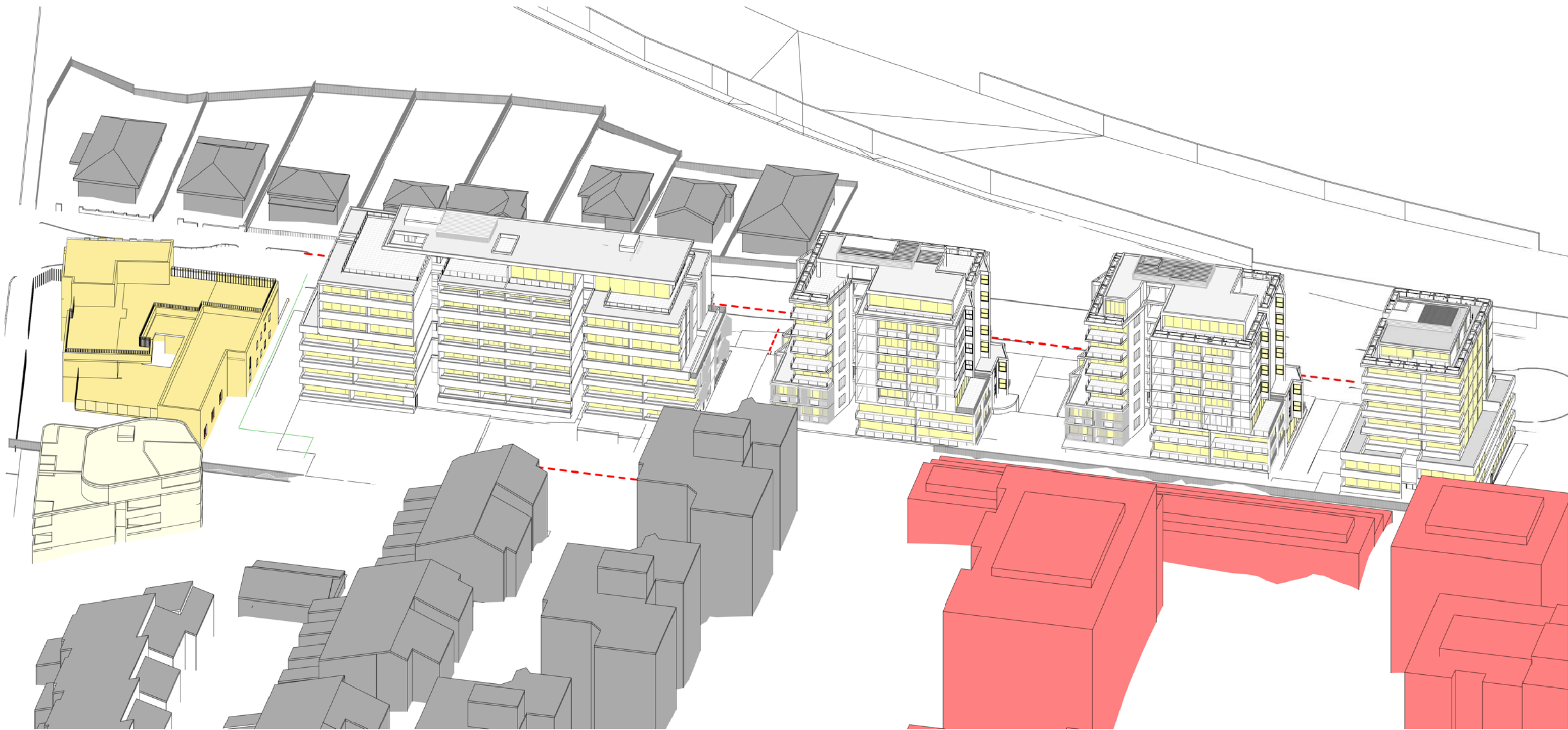
DENOTES LOCATION OF THE LIVING ROOM



WALTER ST. MASTER PLAN SOLAR ACCESS STUDY
WITH APPROVED BUILDING
 VIEW FROM THE SUN 11 AM



DENOTES LOCATION OF THE LIVING ROOM

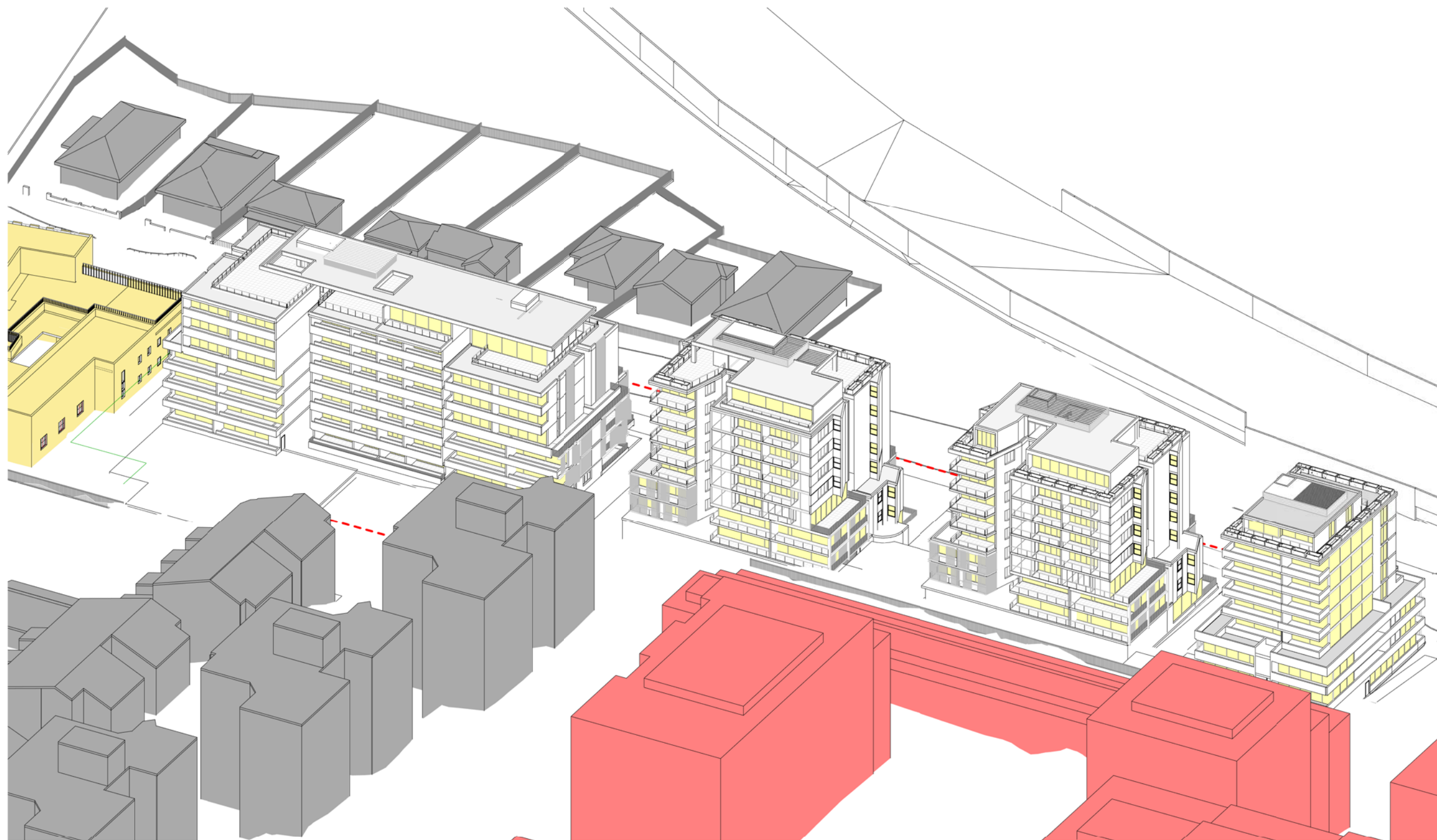


**WALTER ST. MASTER PLAN SOLAR ACCESS STUDY
WITH APPROVED BUILDING**

VIEW FROM THE SUN 12 PM



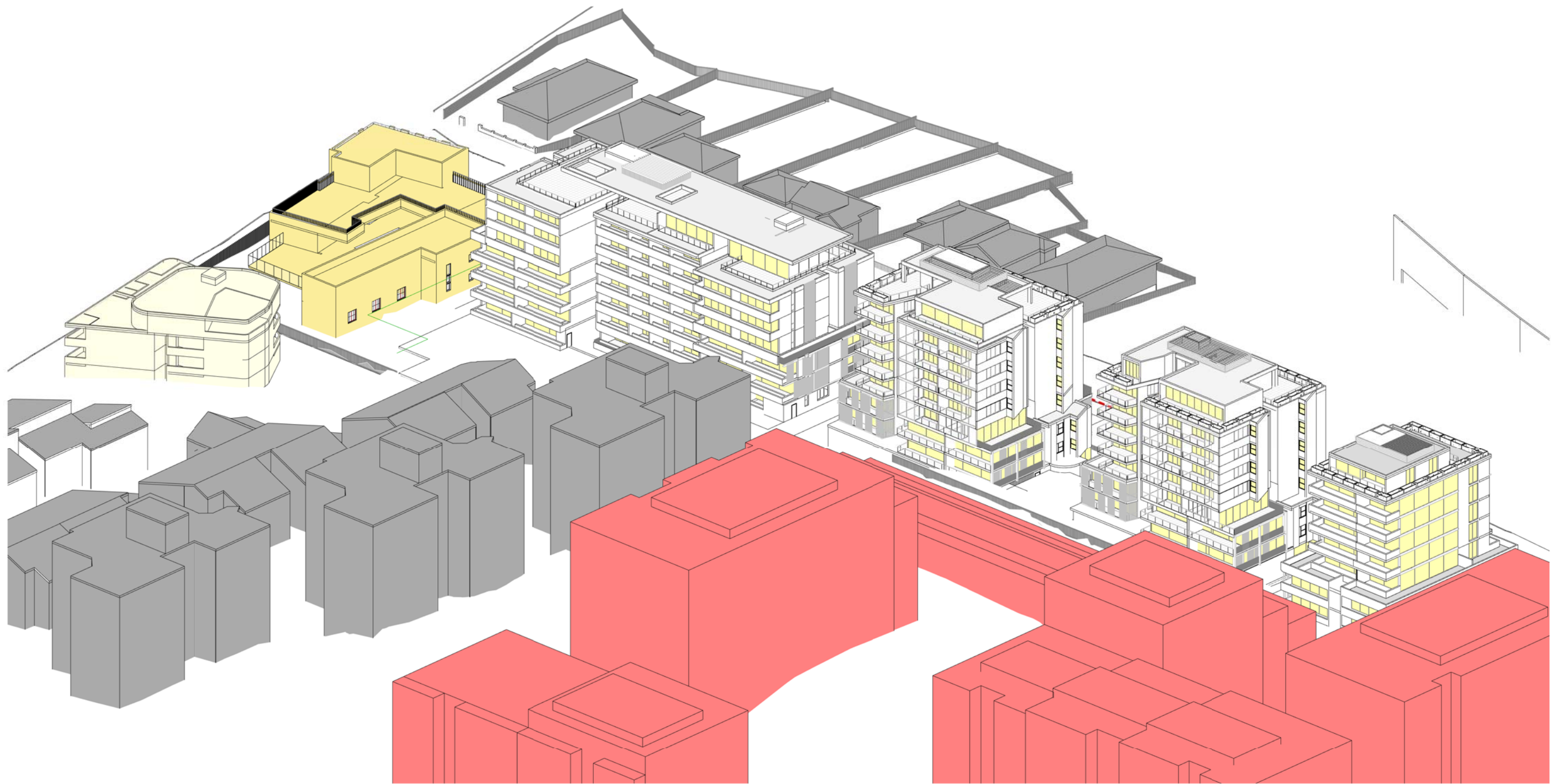
DENOTES LOCATION OF THE LIVING ROOM



**WALTER ST. MASTER PLAN SOLAR ACCESS STUDY
WITH APPROVED BUILDING**
VIEW FROM THE SUN 13 PM



DENOTES LOCATION OF THE LIVING ROOM

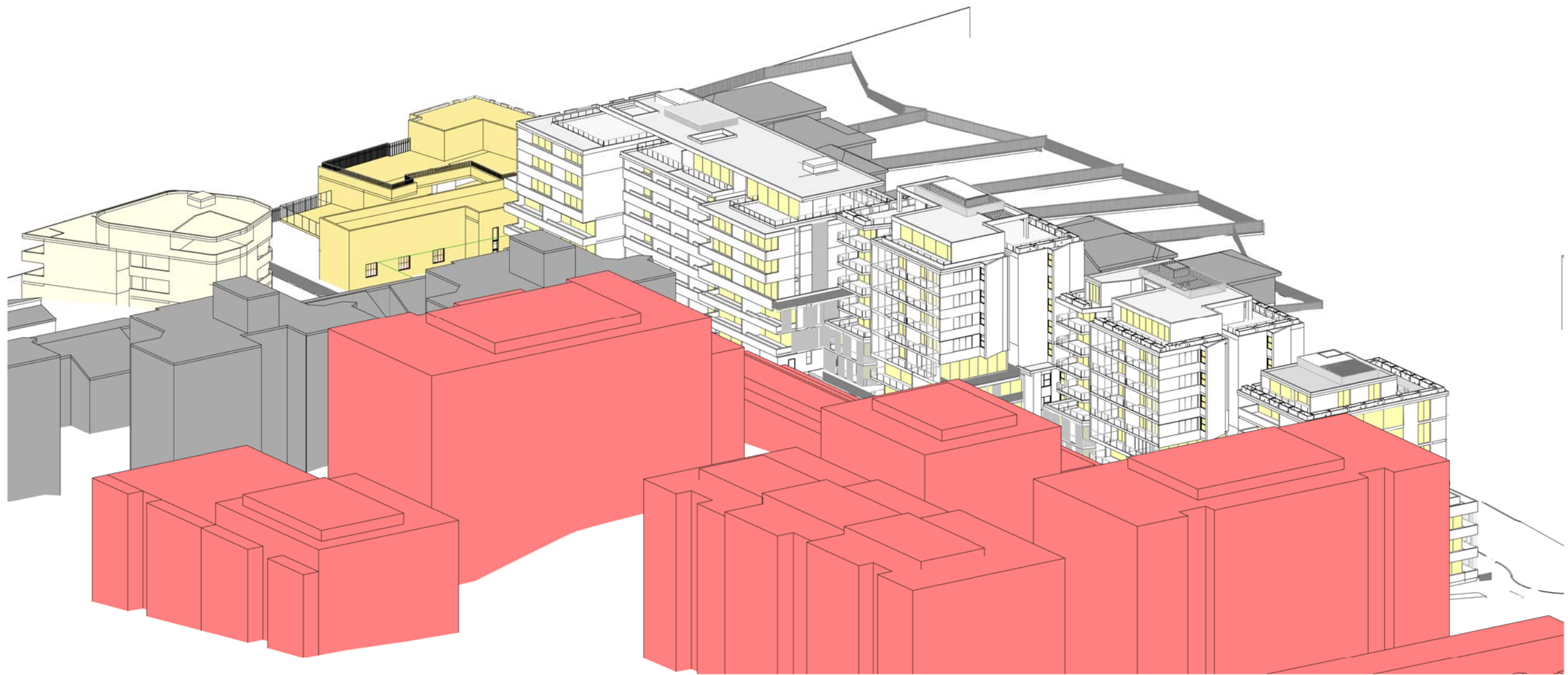


**WALTER ST. MASTER PLAN SOLAR ACCESS STUDY
WITH APPROVED BUILDING**

VIEW FROM THE SUN 14 PM



DENOTES LOCATION OF THE LIVING ROOM

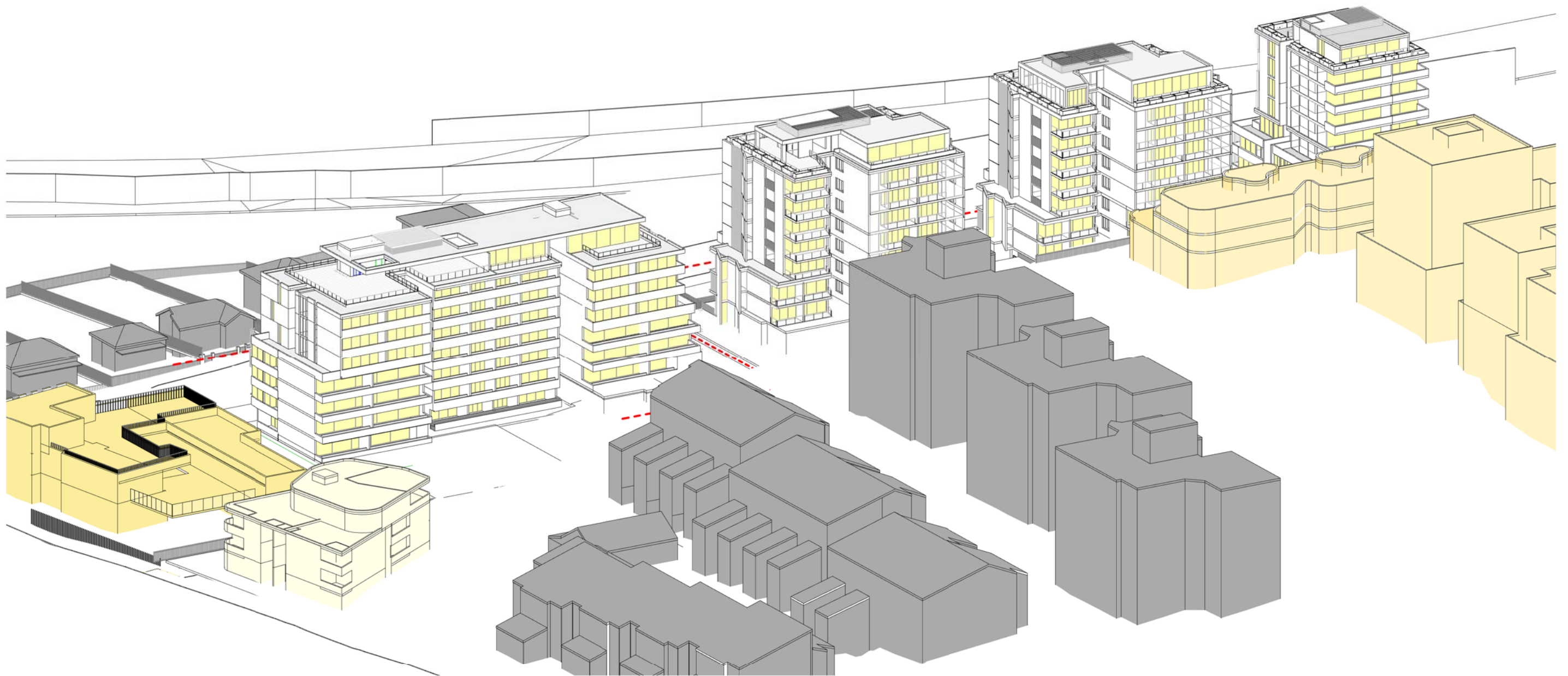


**WALTER ST. MASTER PLAN SOLAR ACCESS STUDY
WITH APPROVED BUILDING**

VIEW FROM THE SUN 15 PM



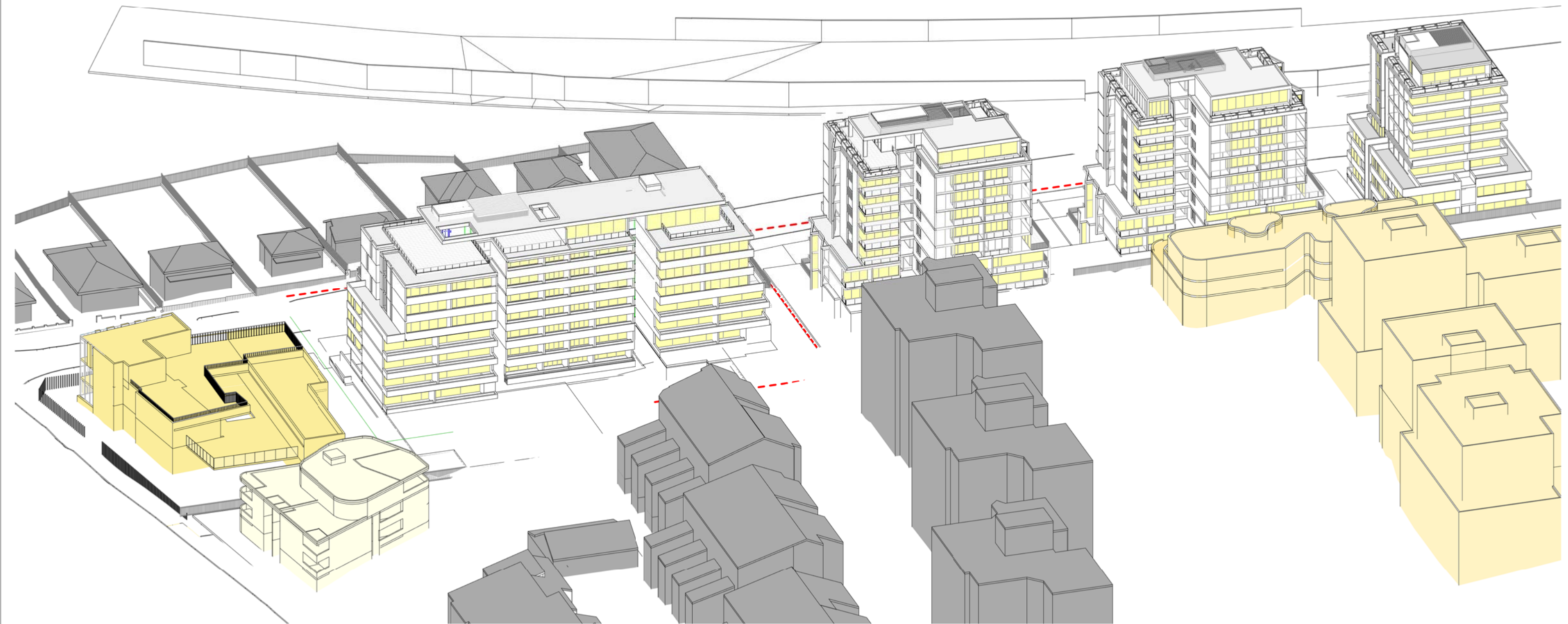
DENOTES LOCATION OF THE LIVING ROOM



**WALTER ST. MASTER PLAN SOLAR ACCESS STUDY
WITH PROPOSED BUILDING**
VIEW FROM THE SUN 9 AM



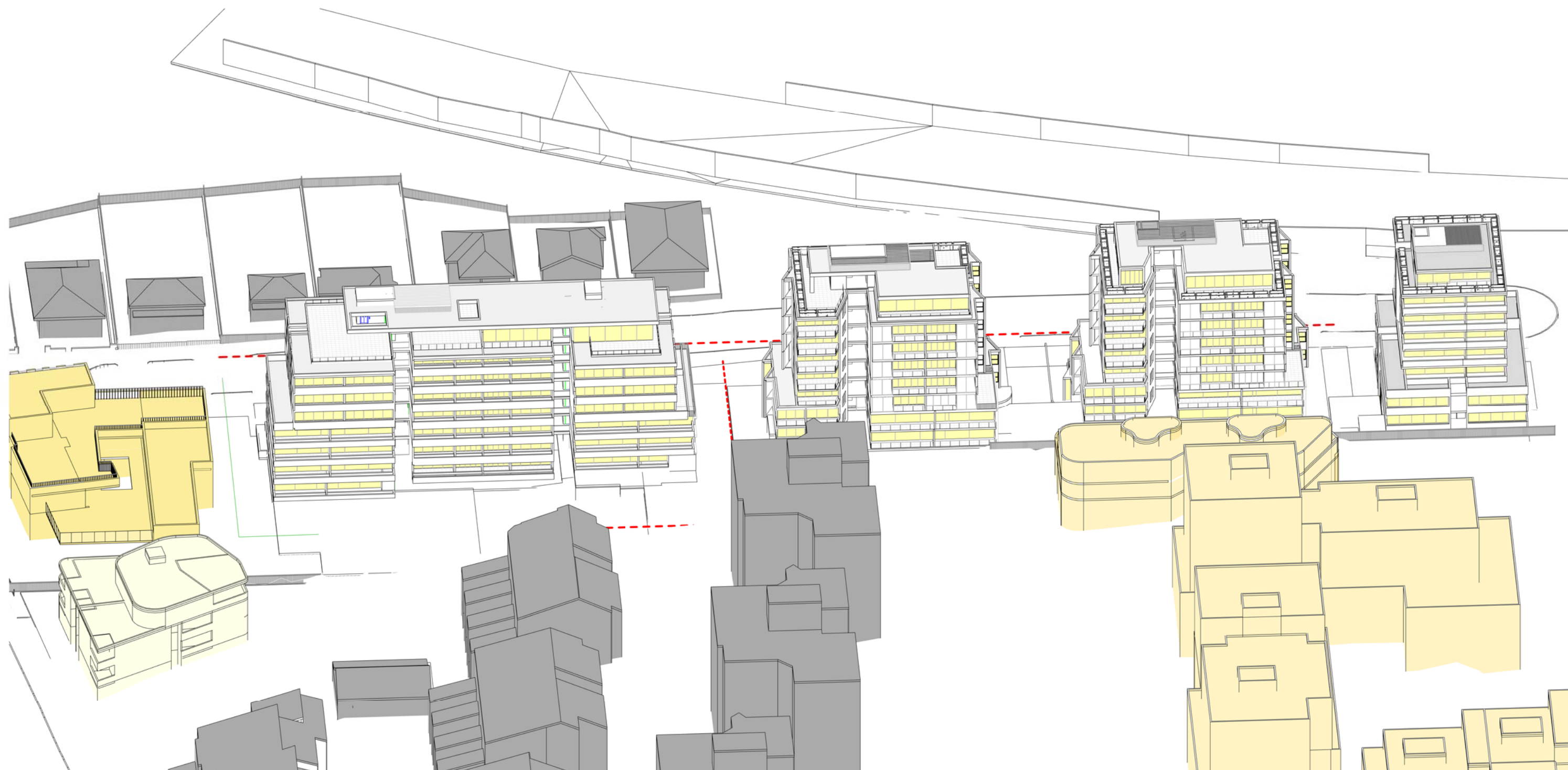
DENOTES LOCATION OF THE LIVING ROOM



WALTER ST. MASTER PLAN SOLAR ACCESS STUDY
WITH PROPOSED BUILDING
 VIEW FROM THE SUN 10 AM



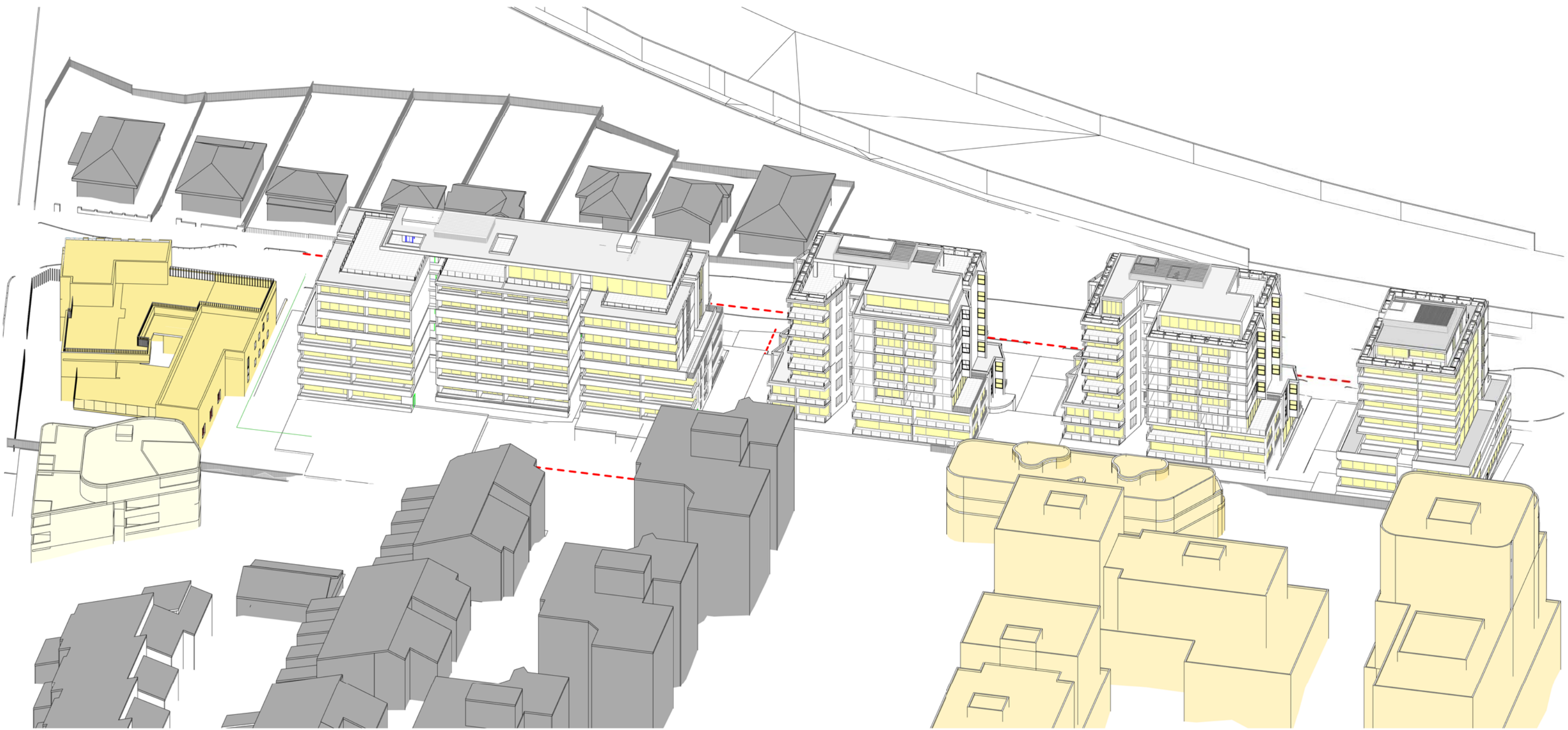
DENOTES LOCATION OF THE LIVING ROOM



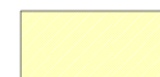
**WALTER ST. MASTER PLAN SOLAR ACCESS STUDY
WITH PROPOSED BUILDING**
VIEW FROM THE SUN 11 AM



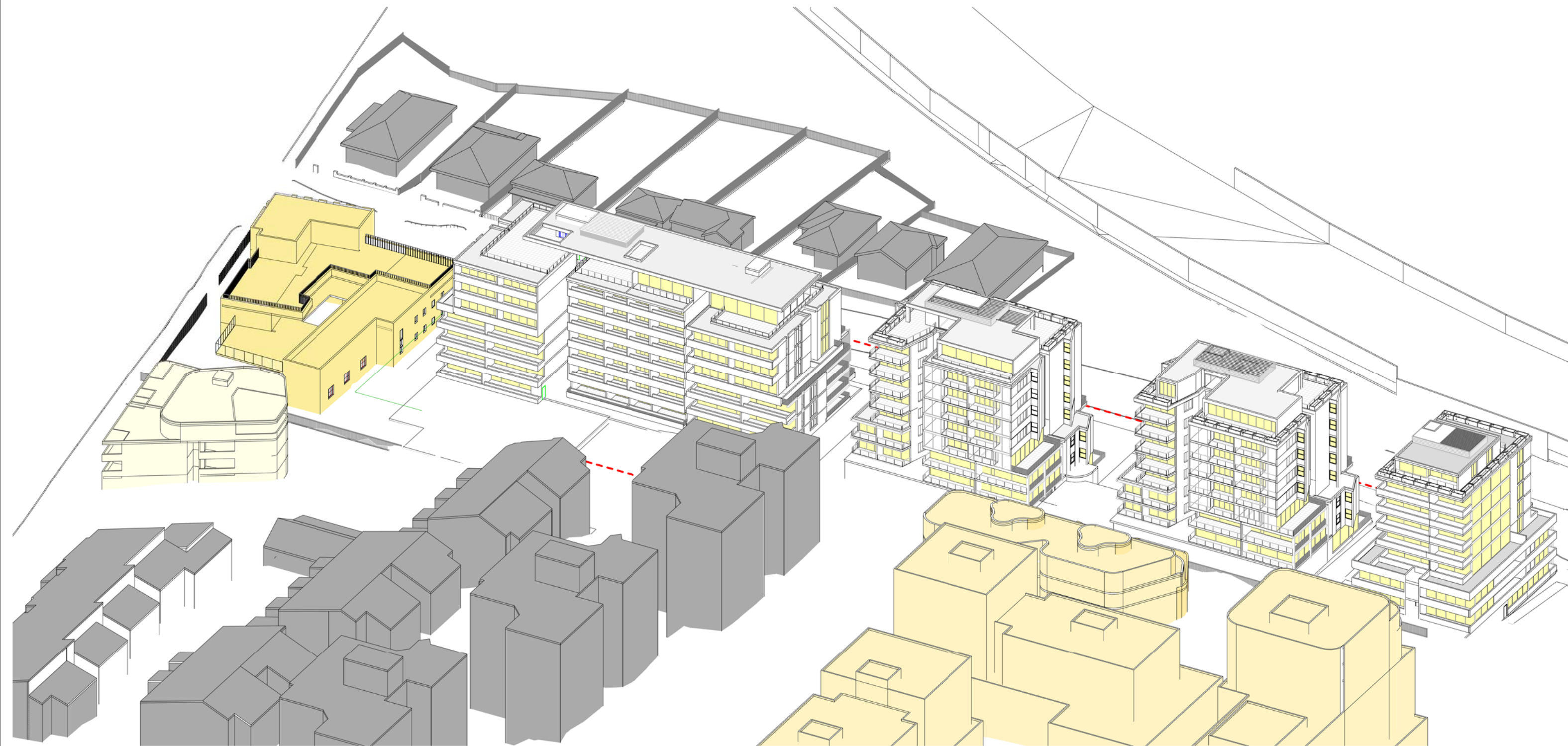
DENOTES LOCATION OF THE LIVING ROOM



WALTER ST. MASTER PLAN SOLAR ACCESS STUDY
 WITH PROPOSED BUILDING
 VIEW FROM THE SUN 12 PM



DENOTES LOCATION OF THE LIVING ROOM

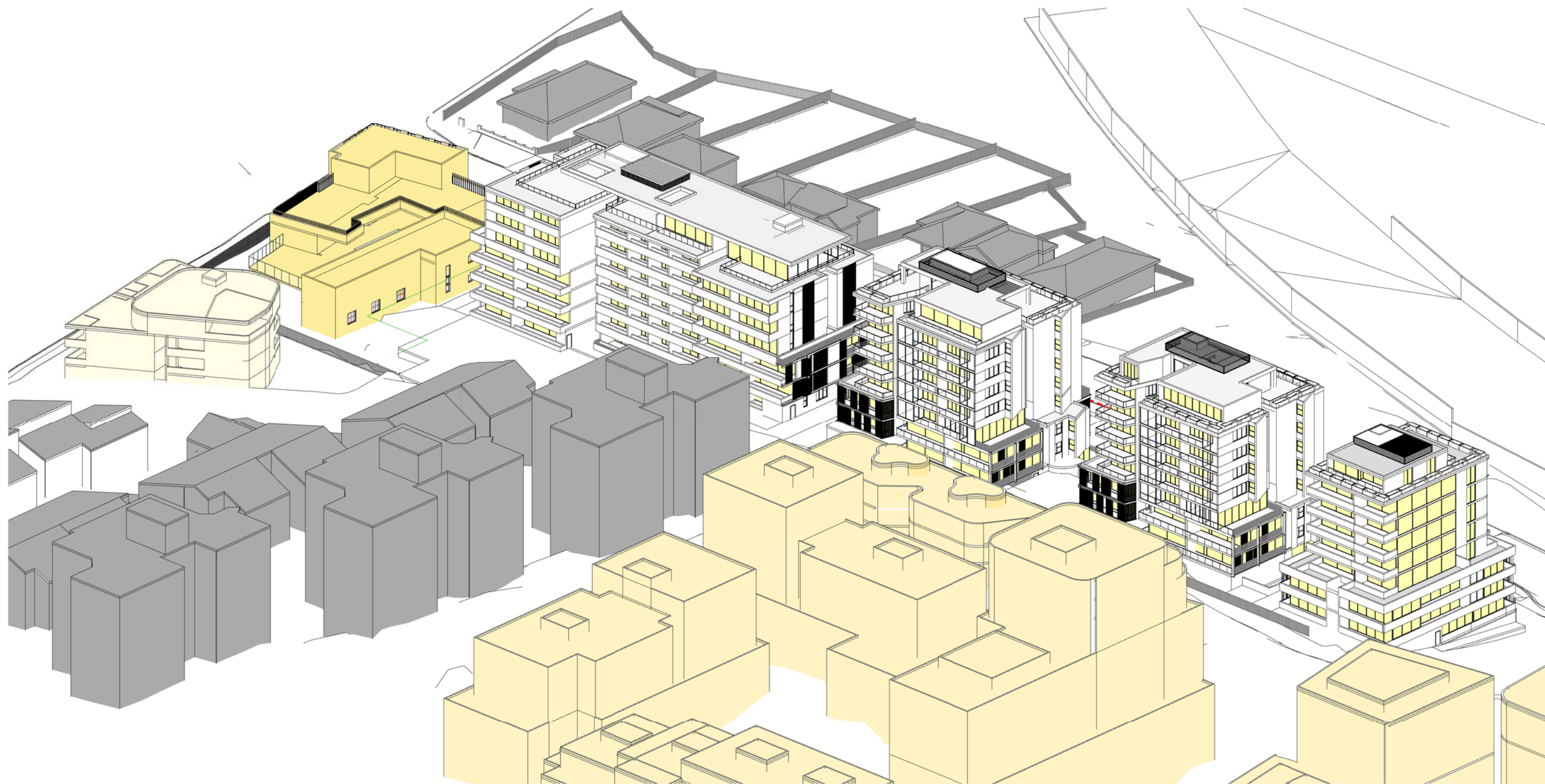


WALTER ST. MASTER PLAN SOLAR ACCESS STUDY
WITH PROPOSED BUILDING
 VIEW FROM THE SUN 13 PM



DENOTES LOCATION OF THE LIVING ROOM

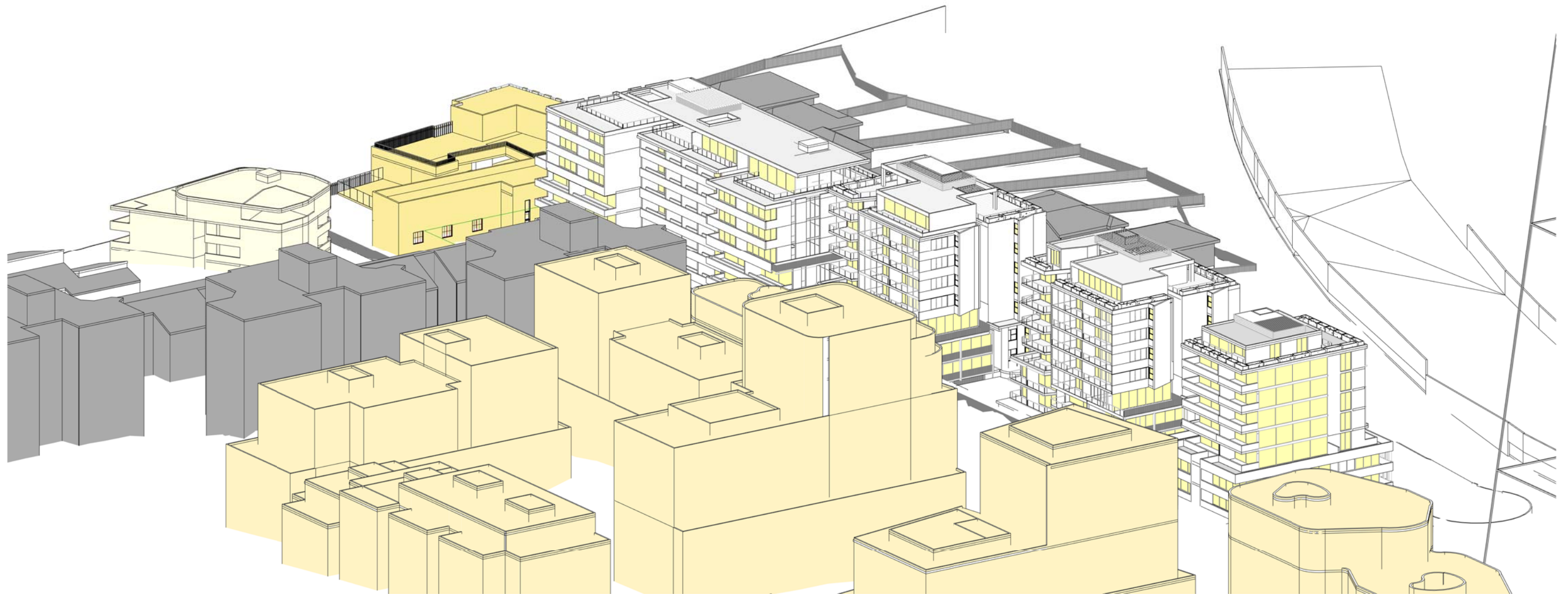
ME AS SUN PROPOSED



WALTER ST. MASTER PLAN SOLAR ACCESS STUDY
WITH PROPOSED BUILDING
 VIEW FROM THE SUN 14 PM

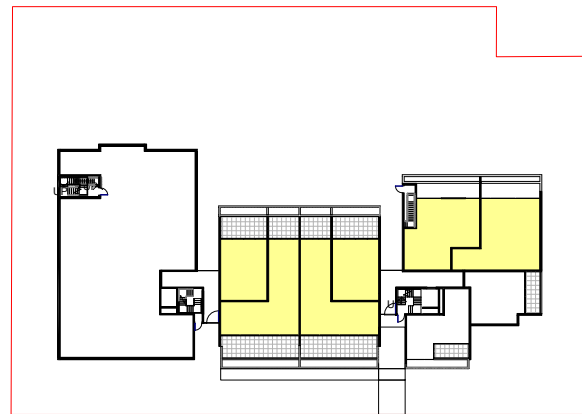


DENOTES LOCATION OF THE LIVING ROOM

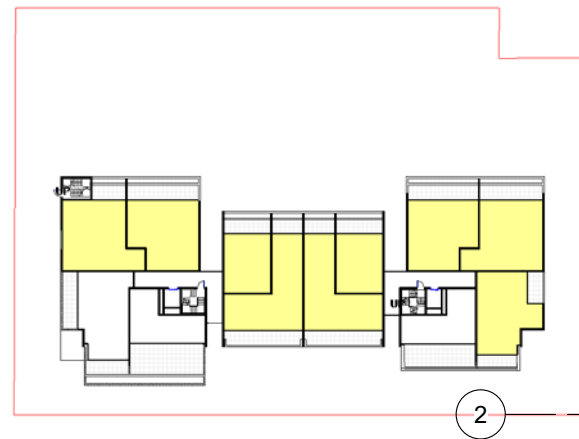


WALTER ST. MASTER PLAN SOLAR ACCESS STUDY
WITH PROPOSED BUILDING
 VIEW FROM THE SUN 15 PM

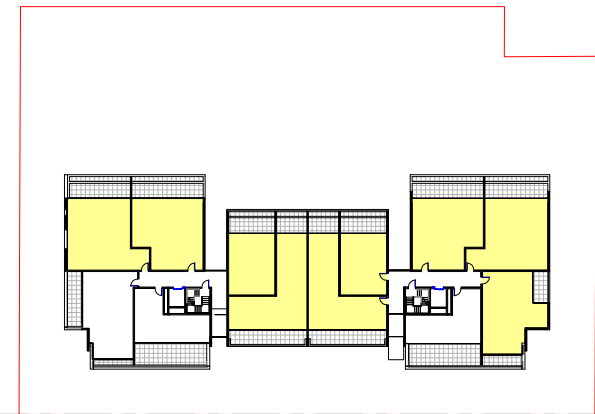




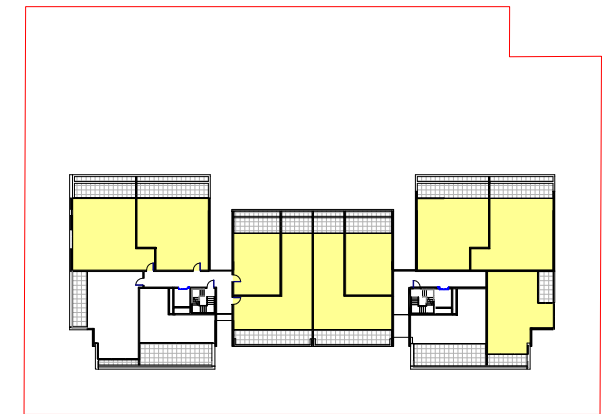
LOWER GROUND FLOOR



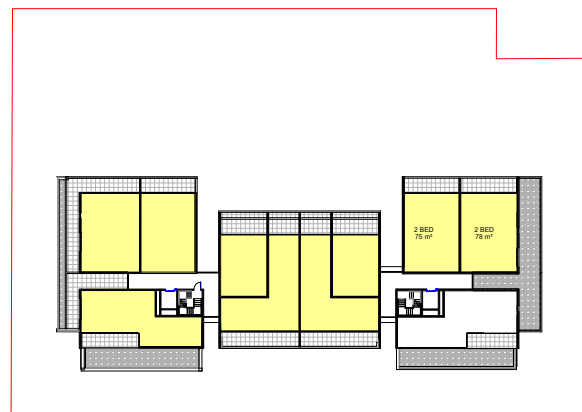
GROUND FLOOR



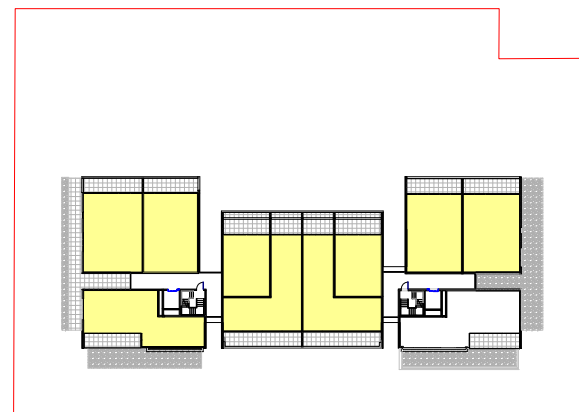
LEVEL 1



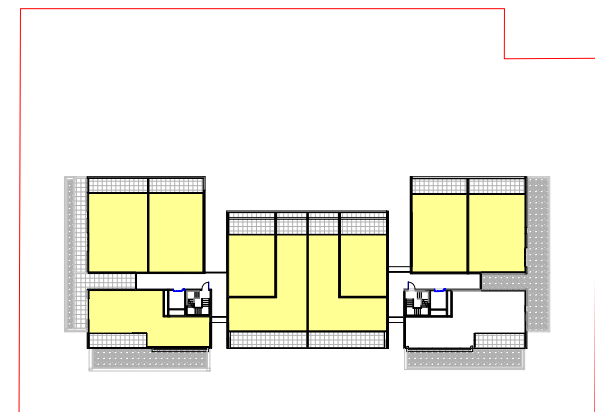
LEVEL 2



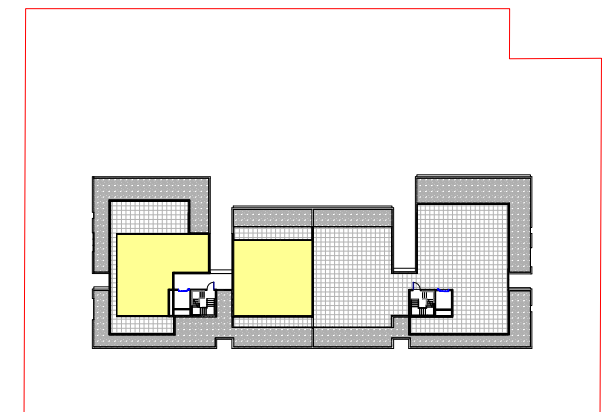
LEVEL 3



LEVEL 4



LEVEL 5

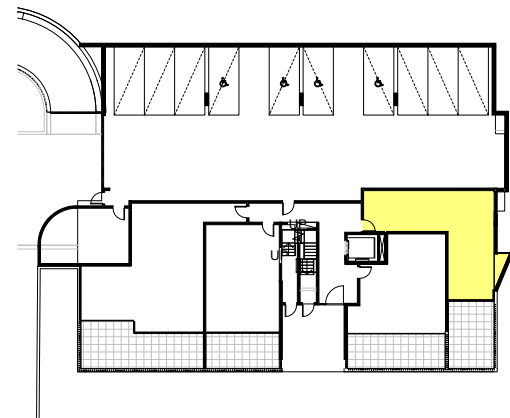


LEVEL 6

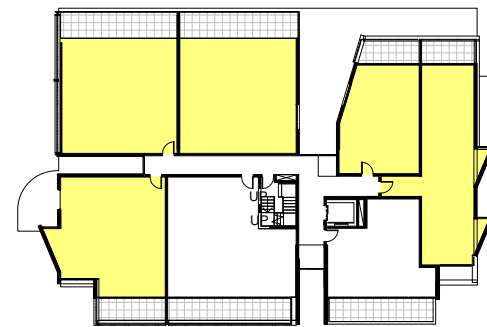
SCENARIO 1 : APPROVED CHANNEL 9

SITE A: NO.3-13A

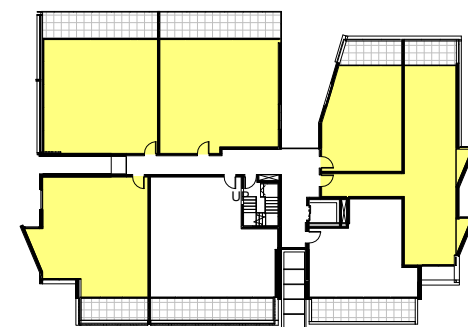
SOLAR ACCESS : $62/76 = 81.6\%$
COMPLIANT



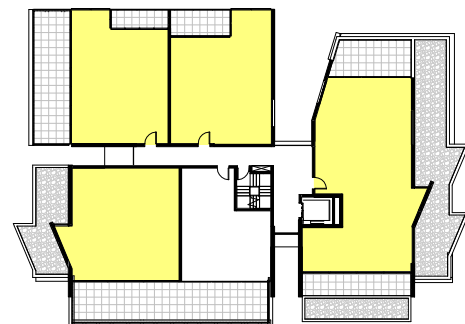
GROUND LEVEL



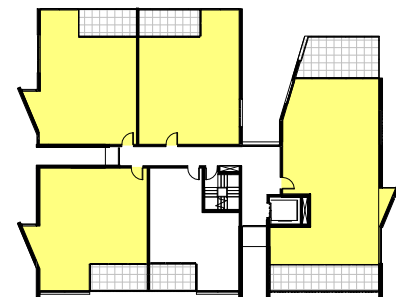
LEVEL 1



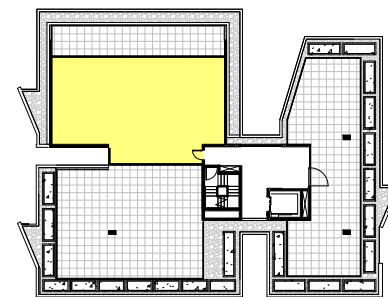
LEVEL 2



LEVEL 3



LEVEL 4 - LEVEL 7



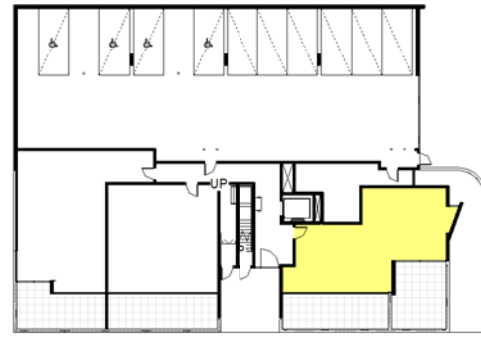
LEVEL 8

SCENARIO 1 :APPROVED CHANNEL 9

SITE B: NO.15-19 WALTER STREET

SOLAR ACCESS : 32/44 =72.7%

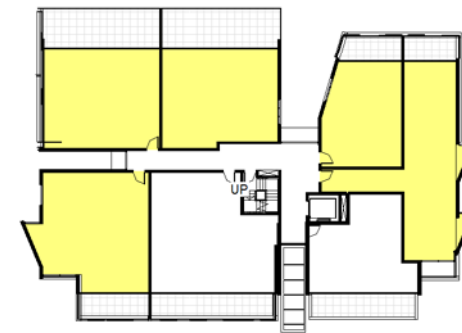
COMPLIANT



GROUND LEVEL



LEVEL 1



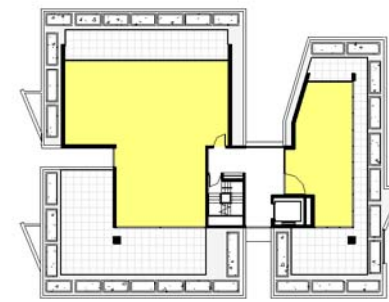
LEVEL 2



LEVEL 3



LEVEL 4 - 7



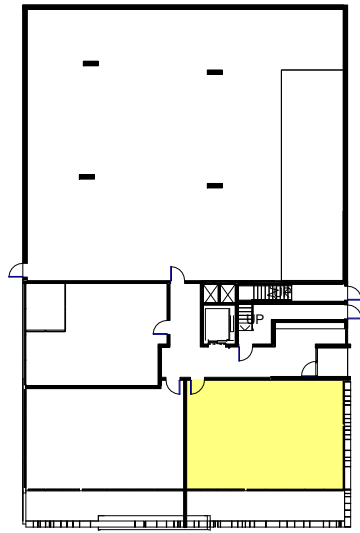
LEVEL 8

SCENARIO 1 :APPROVED CHANNEL 9

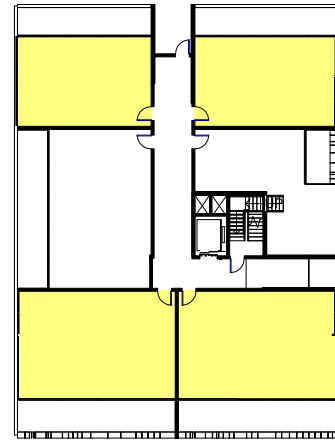
SITE C: NO.15-19 WALTER STREET

SOLAR ACCESS : 32/43 =74.4%

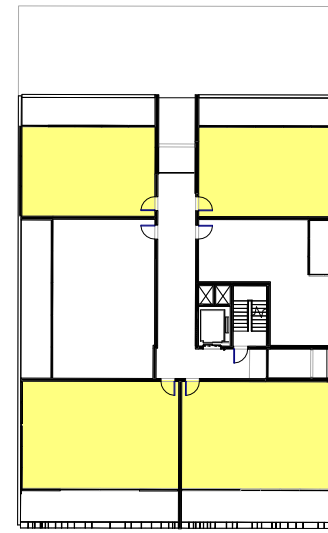
COMPLIANT



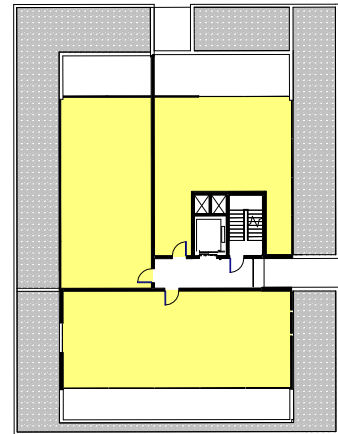
GROUND



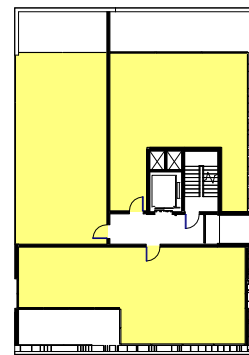
LEVEL 1



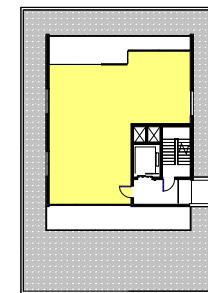
LEVEL 2



LEVEL 3



LEVEL 4

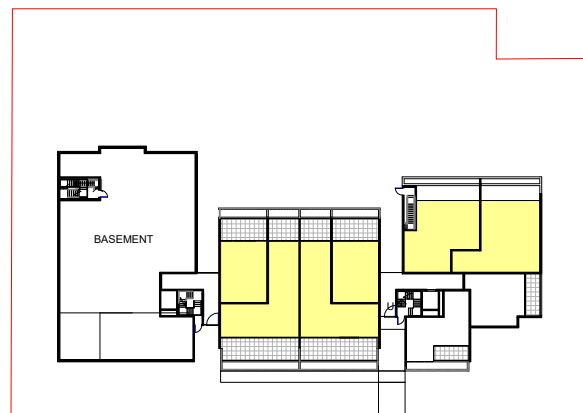


SCENARIO 2 :APPROVED CHANNEL 9

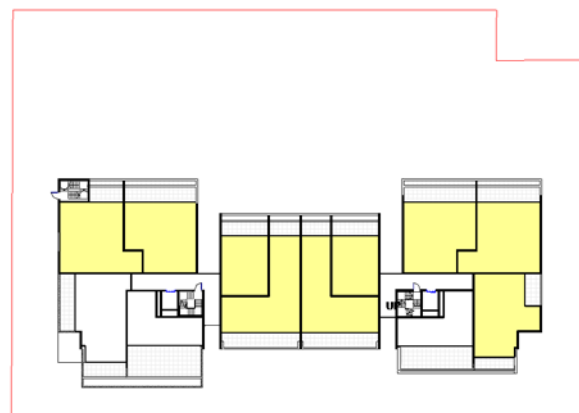
SITE D: NO.29-30 WALTER STREET

SOLAR ACCESS :24/30=80 %

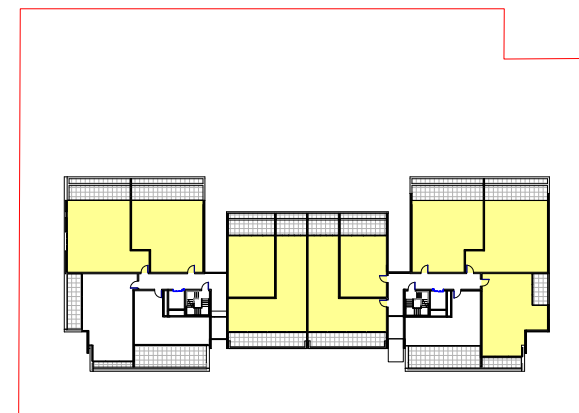
COMPLIANT



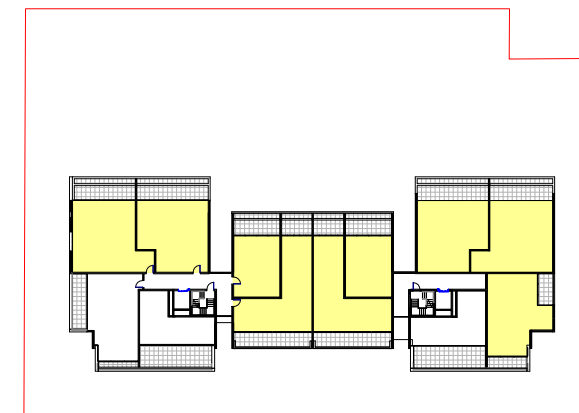
LOWER GROUND FLOOR



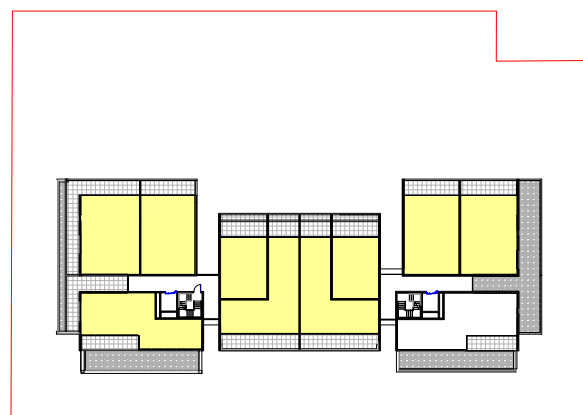
GROUND FLOOR



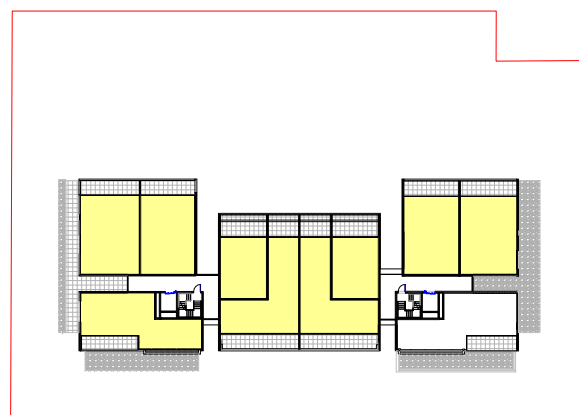
LEVEL 1



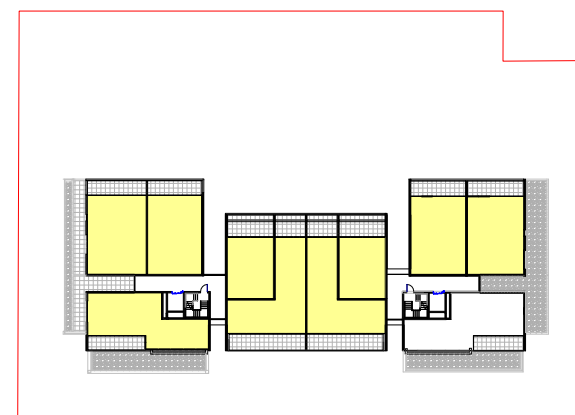
LEVEL 2



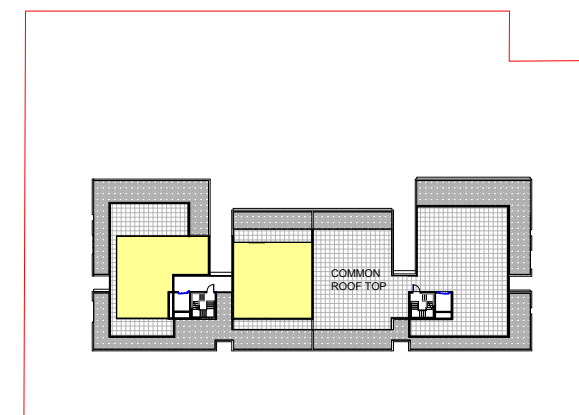
LEVEL 3



LEVEL 4



LEVEL 5

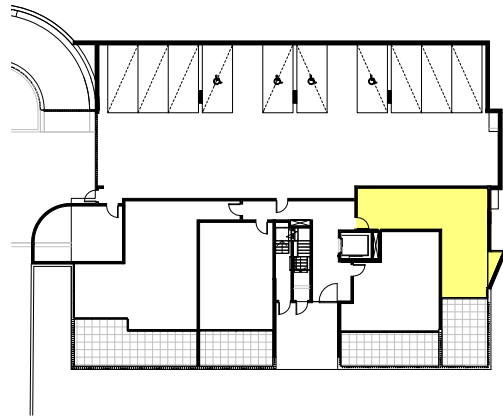


LEVEL 6

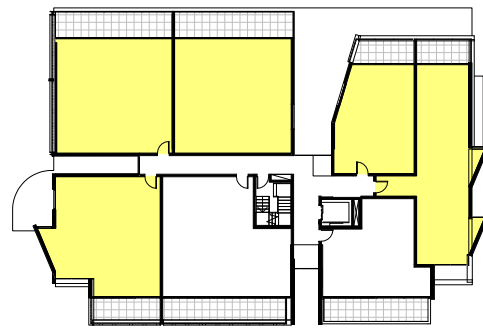
SCENARIO 2 : CHANNEL 9 MODIFICATION 2

SITE A: NO.3-13A

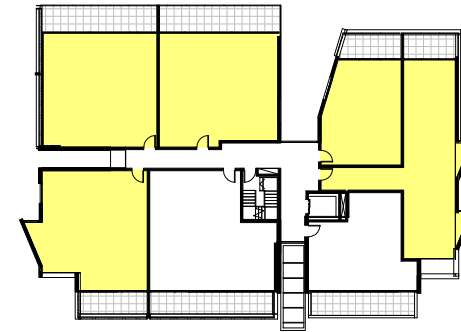
SOLAR ACCESS : $62/76 = 81.6\%$
COMPLIANT



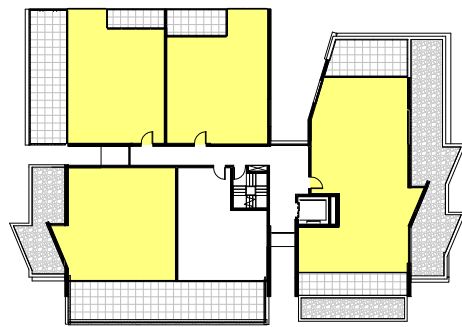
GROUND LEVEL



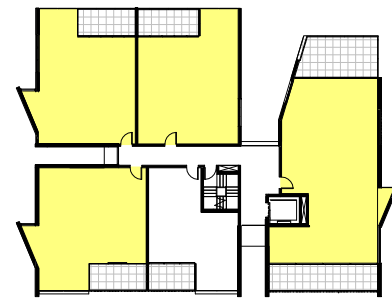
LEVEL 1



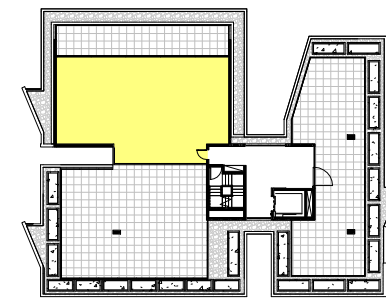
LEVEL 2



LEVEL 3



LEVEL 4 - LEVEL 7



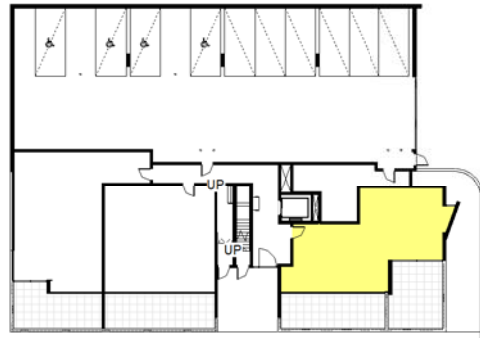
LEVEL 8

SCENARIO 2 :PROPOSED CHANNEL 9

SITE B: NO.15-19 WALTER STREET

SOLAR ACCESS :32/44= 72.7%

COMPLIANT



GROUND LEVEL



LEVEL 1



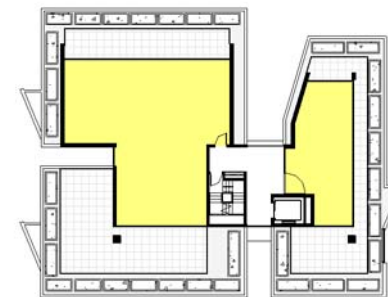
LEVEL 2



LEVEL 3



LEVEL 4 - LEVEL 7



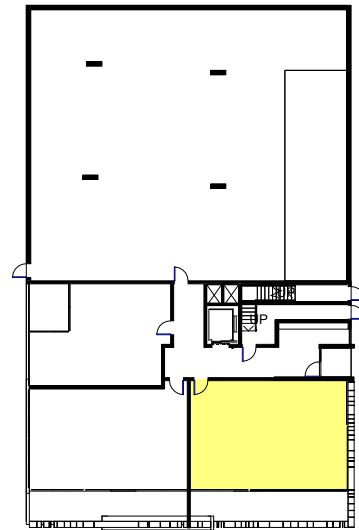
LEVEL 8

SCENARIO 2 :PROPOSED CHANNEL 9

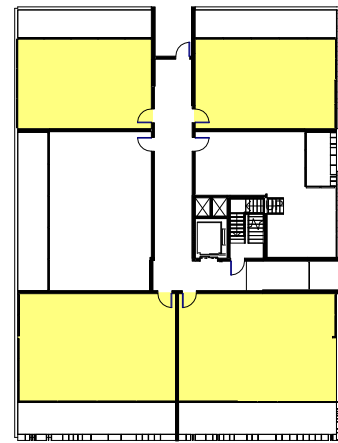
SITE C: NO.15-19 WALTER STREET

SOLAR ACCESS :32/43 = 74.4%

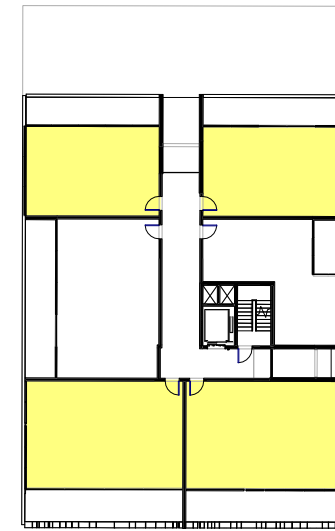
COMPLIANT



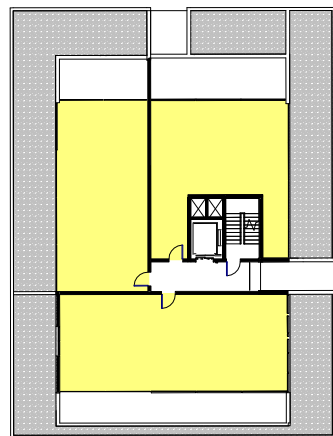
GROUND



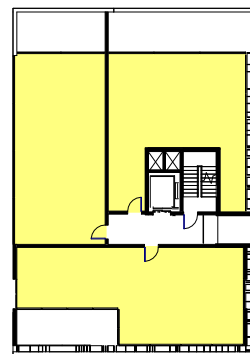
LEVEL 1



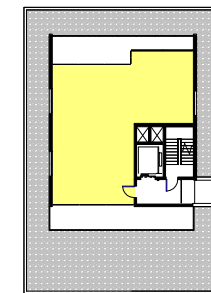
LEVEL 2



LEVEL 3



LEVEL 7



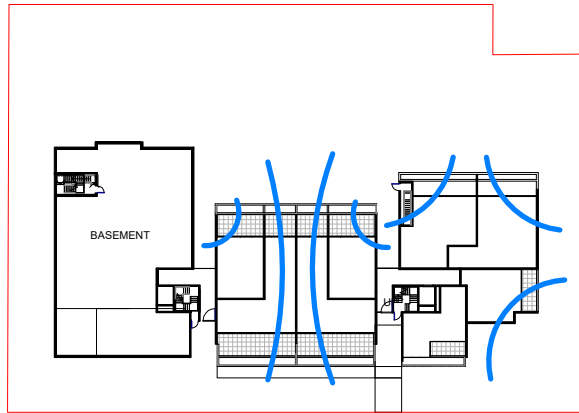
LEVEL 8

SCENARIO 2 :CHANNEL 9 MODIFICATION 2

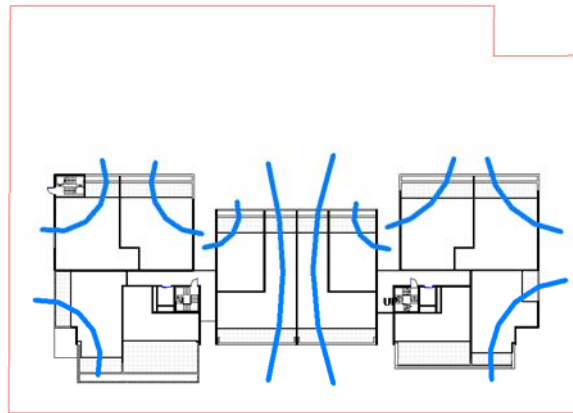
SITE D: NO.29-30 WALTER STREET

SOLAR ACCESS: 24/30 =80 %

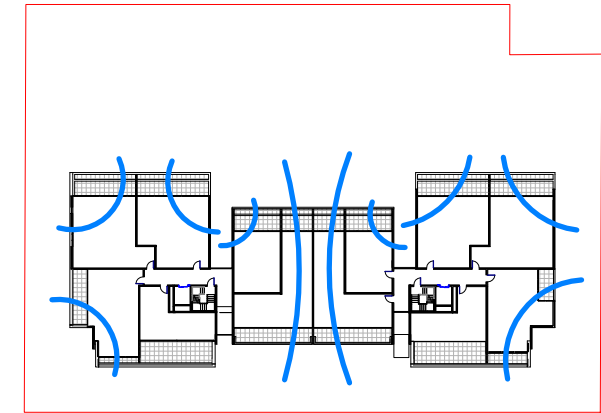
COMPLIANT



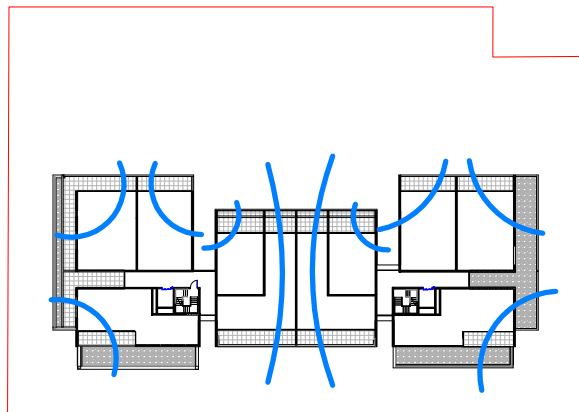
LOWER GROUND FLOOR



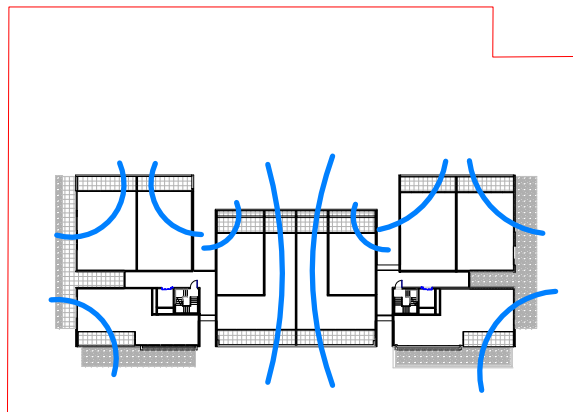
GROUND FLOOR



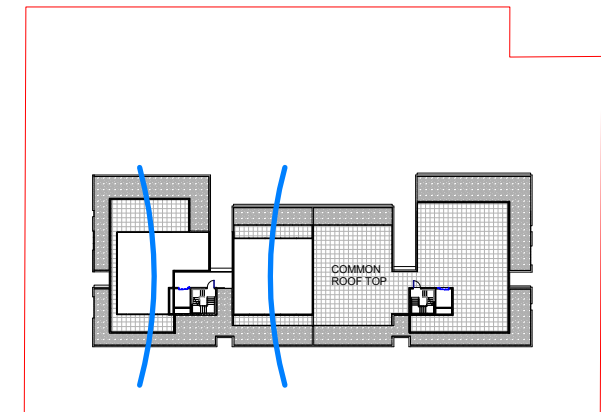
LEVEL 1 - 2



LEVEL 3



LEVEL 4 - 5

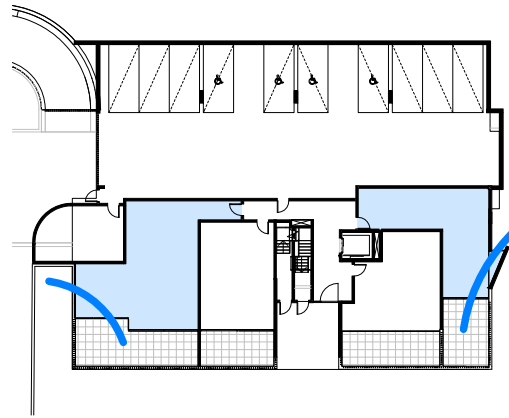


LEVEL 6

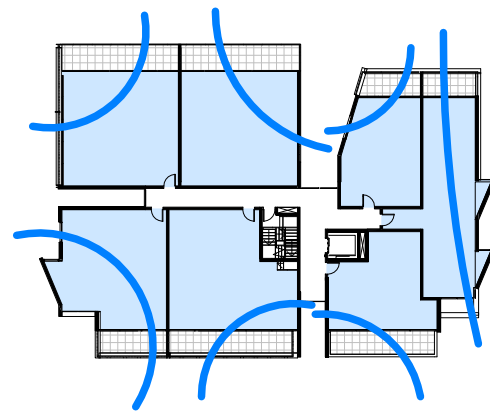
CROSS VENTILATION

SITE A: NO.3-13A

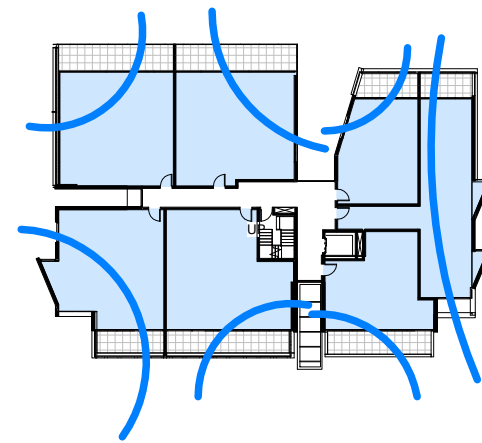
69/76 = 92.1 %
COMPLIANT



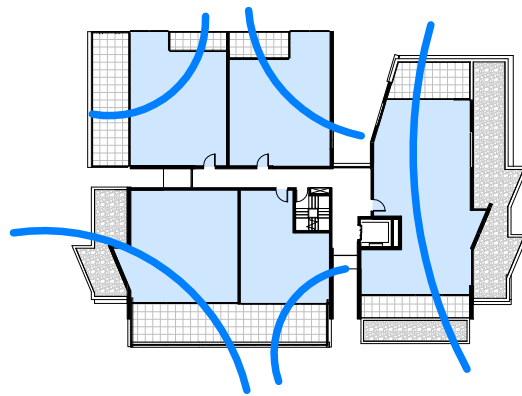
① Cross Vent -GROUND FLOOR



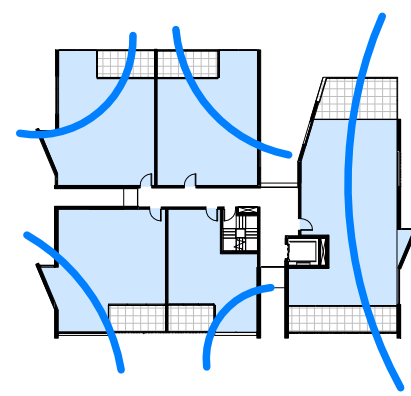
② Cross Vent - LEVEL 1



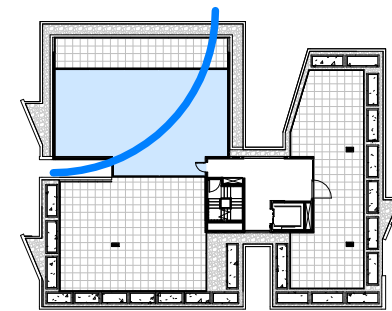
③ Cross Vent - LEVEL 2



⑤ Cross Vent - LEVEL 3



④ Cross Vent - LEVEL 4-7

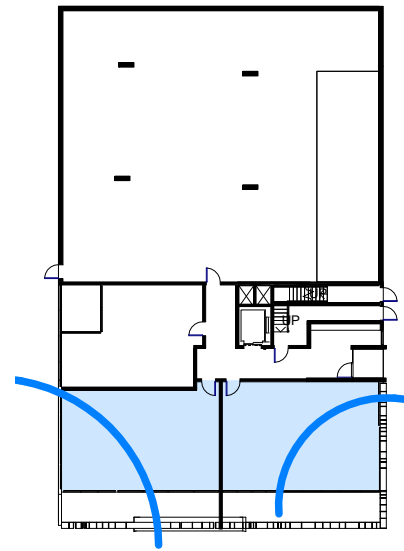


⑥ Cross Vent - LEVEL 8

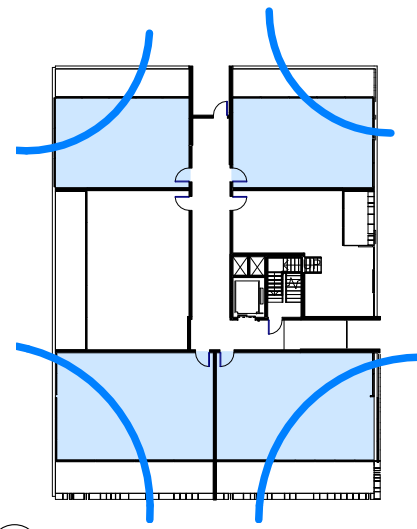
CROSS VENTILATION

SITE B: NO.15-19

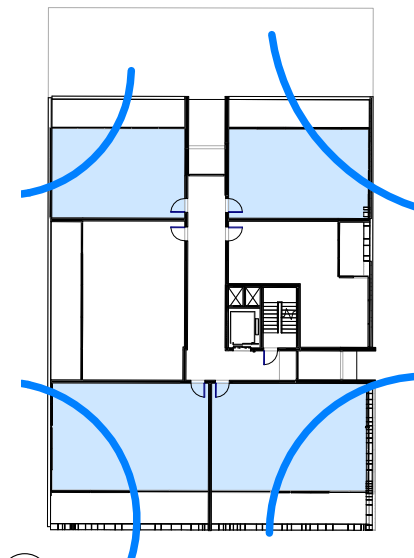
42/44 = 95.5%
COMPLIANT



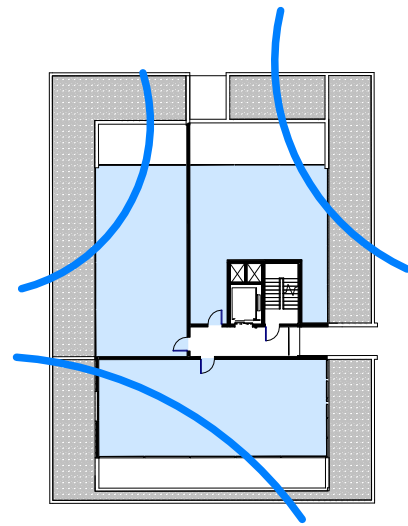
① Cross Vent - Ground Floor



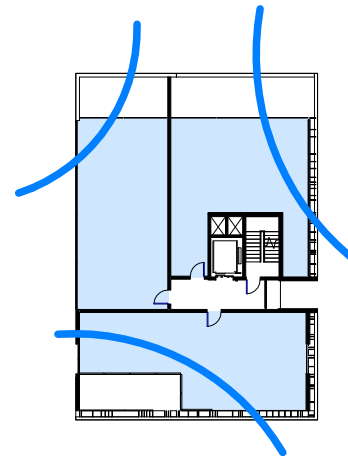
② Cross Vent - Level 1



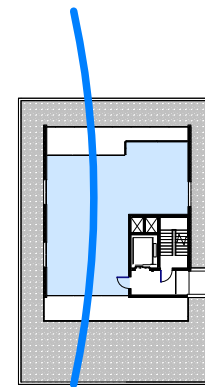
③ Cross Vent - Level 2



④ Cross Vent - Level 3



⑥ Cross Vent - Level 4 - LEVEL 7



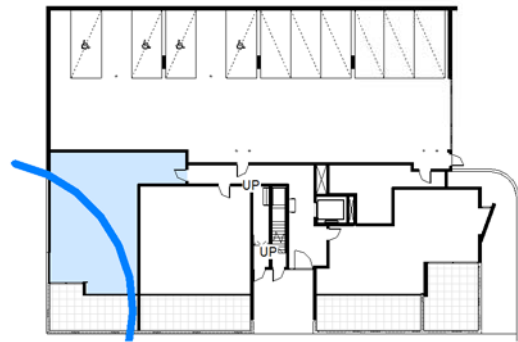
⑤ Cross Vent - Level 8

CROSS VENTILATION

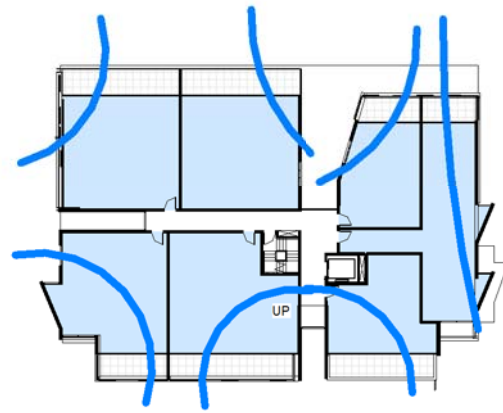
NO.29-30 WALTER STREET

SOLAR ACCESS :25/30=83.3%

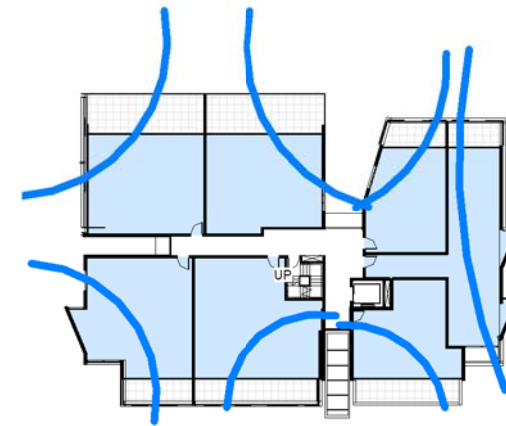
COMPLIANT



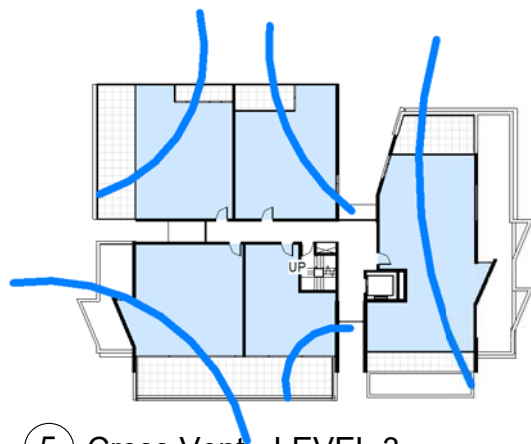
① Cross Vent -GROUND FLOOR



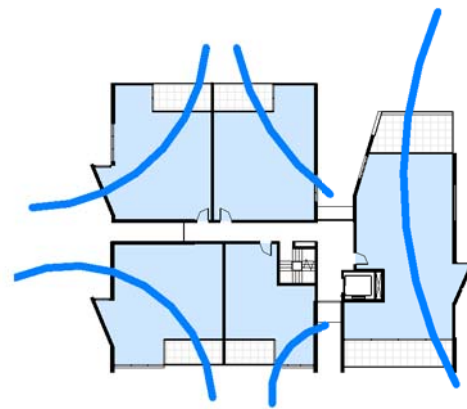
② Cross Vent - LEVEL 1



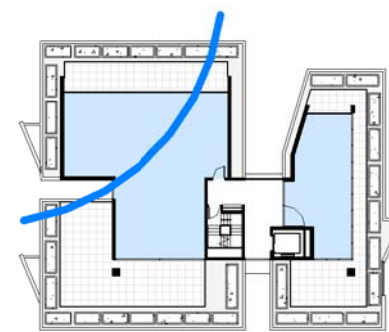
③ Cross Vent - LEVEL 2



⑤ Cross Vent - LEVEL 3



④ Cross Vent - LEVEL 4 - LEVEL 7



⑥ Cross Vent- LEVEL 8

CROSS VENTILATION

SITE C: NO.15-19

41/43 = 95.3%
COMPLIANT

Appendix B

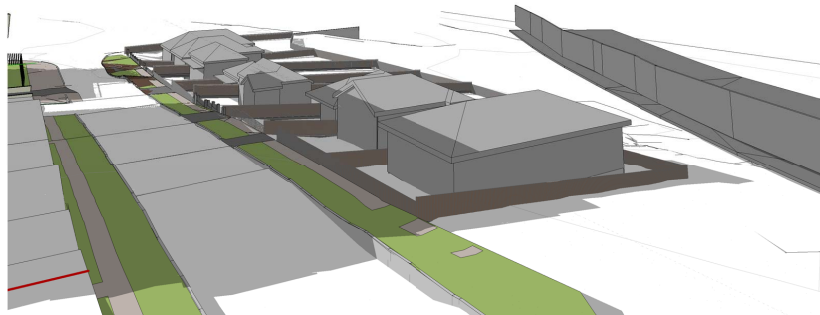
CONTENTS:

SHADOW IMPACTS ON SP2 IN MID WINTER FROM 9AM TO 3PM

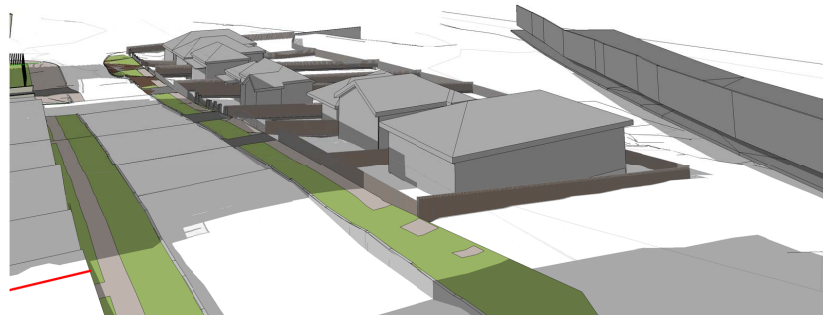
SHADOW IMPACT ON SP2 SITE
MID WINTER



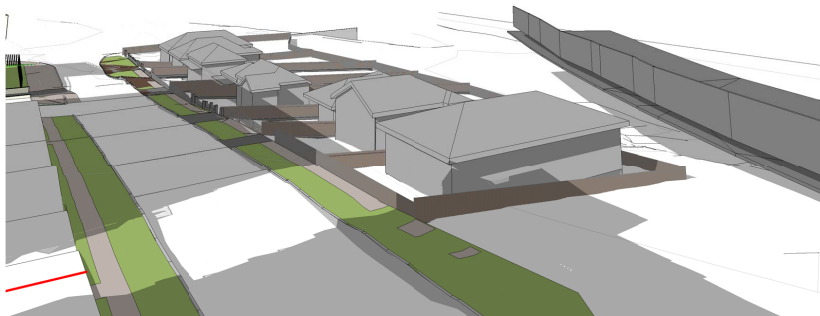
9 AM



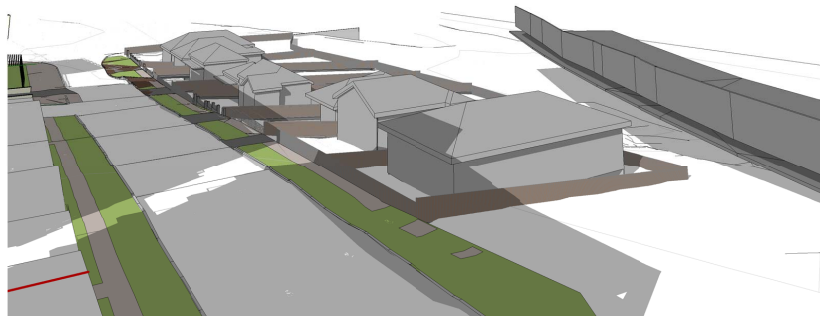
10 AM



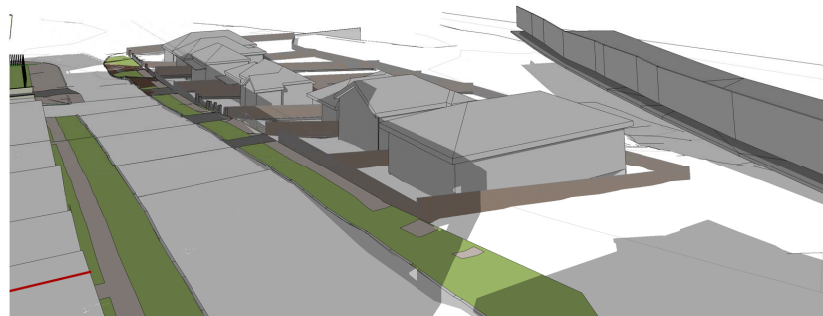
11 AM



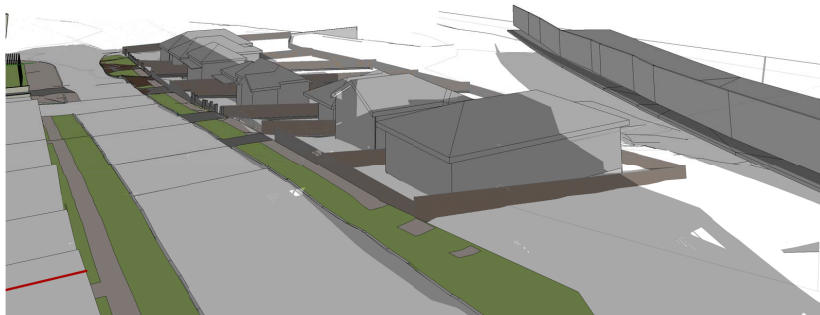
12 PM



1 PM



2 PM



3 PM

Appendix C

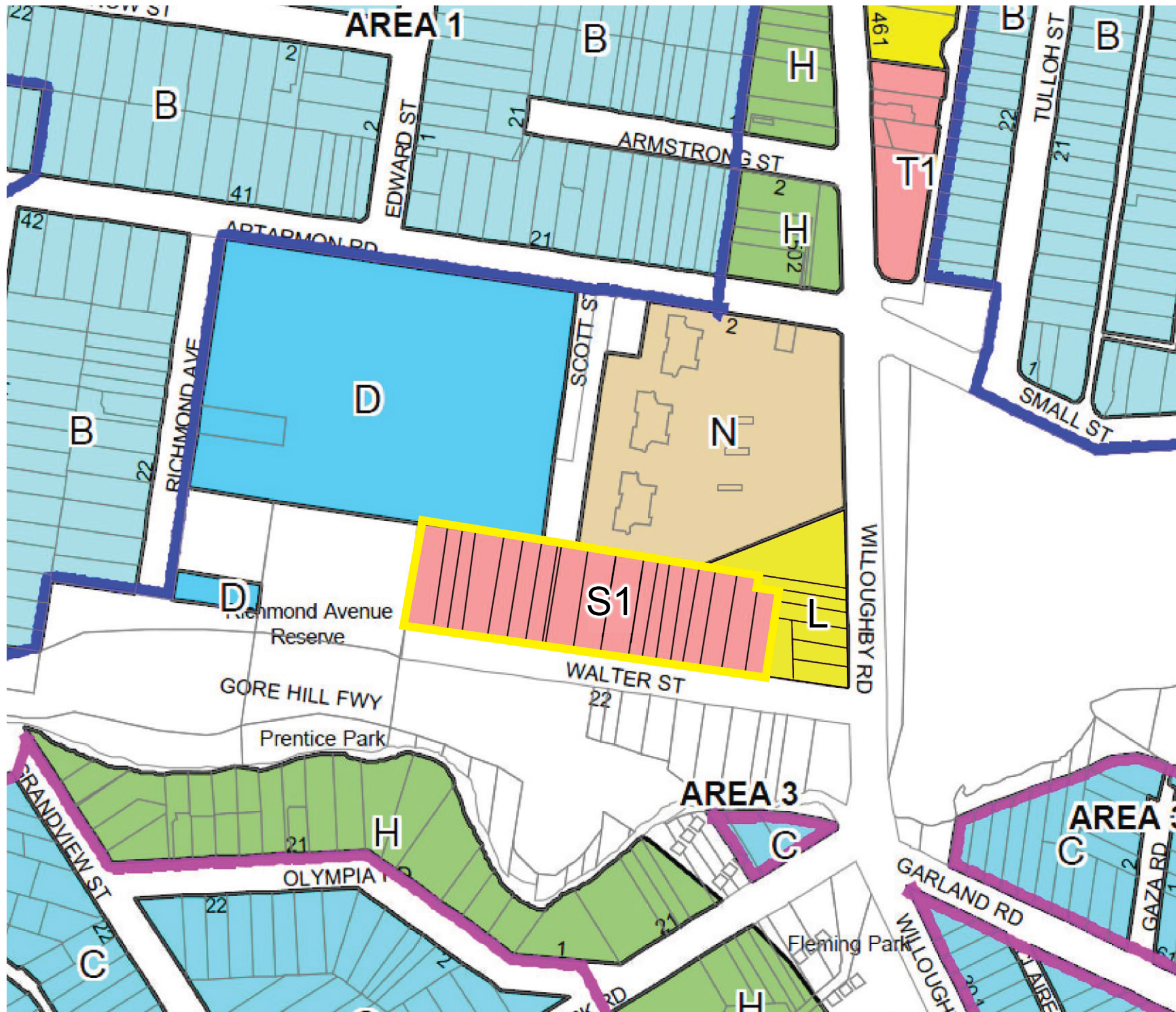
CONTENTS:

PROPOSED AMENDED LEP EXTRACT MAPS - Floor Space Ratio

PROPOSED AMENDED LEP EXTRACT MAPS - Maximum Building Height

PROPOSED AMENDED LEP EXTRACT MAPS - Proposed Zoning

PROPOSED AMENDED LEP EXTRACT MAPS_Floor Space Ratio

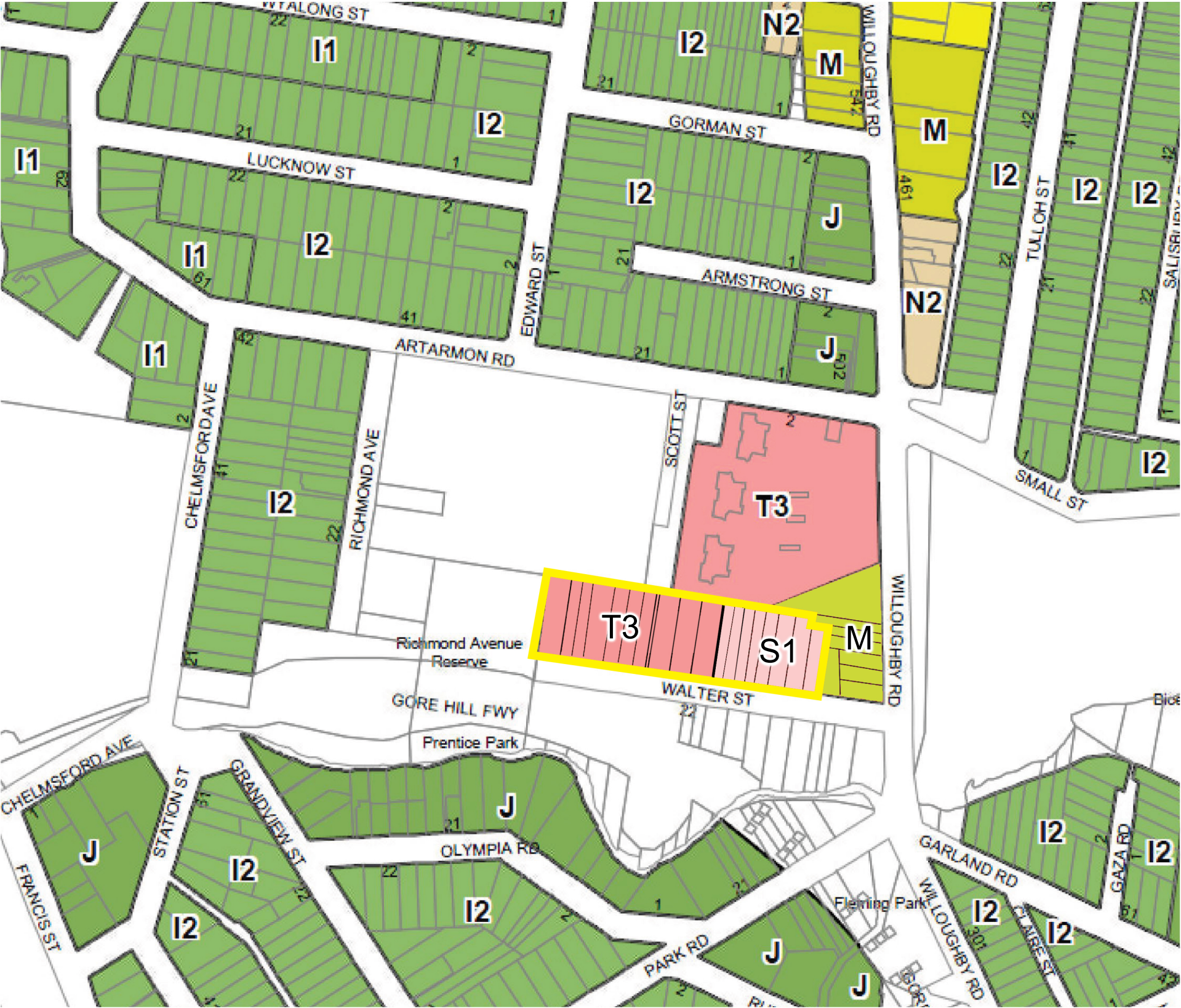


Floor Space Ratio Map - Sheet FSR_

Maximum Floor Space Ratio (n:1)	
A	0.25
B	0.4
C	0.45
D	0.5
F	0.6
G	0.65
H	0.7
L	0.9
N	1
O	1.1
Q	1.3
R	1.4
S1	1.5
S2	1.7
T1	2
T2	2.2
U1	2.5
U2	2.6
U3	2.7
V1	3
V2	3.3

PROPOSED FLOOR SPACE RATIO- 1.5:1

PROPOSED AMENDED LEP EXTRACT MAPS_Maximum Building Height

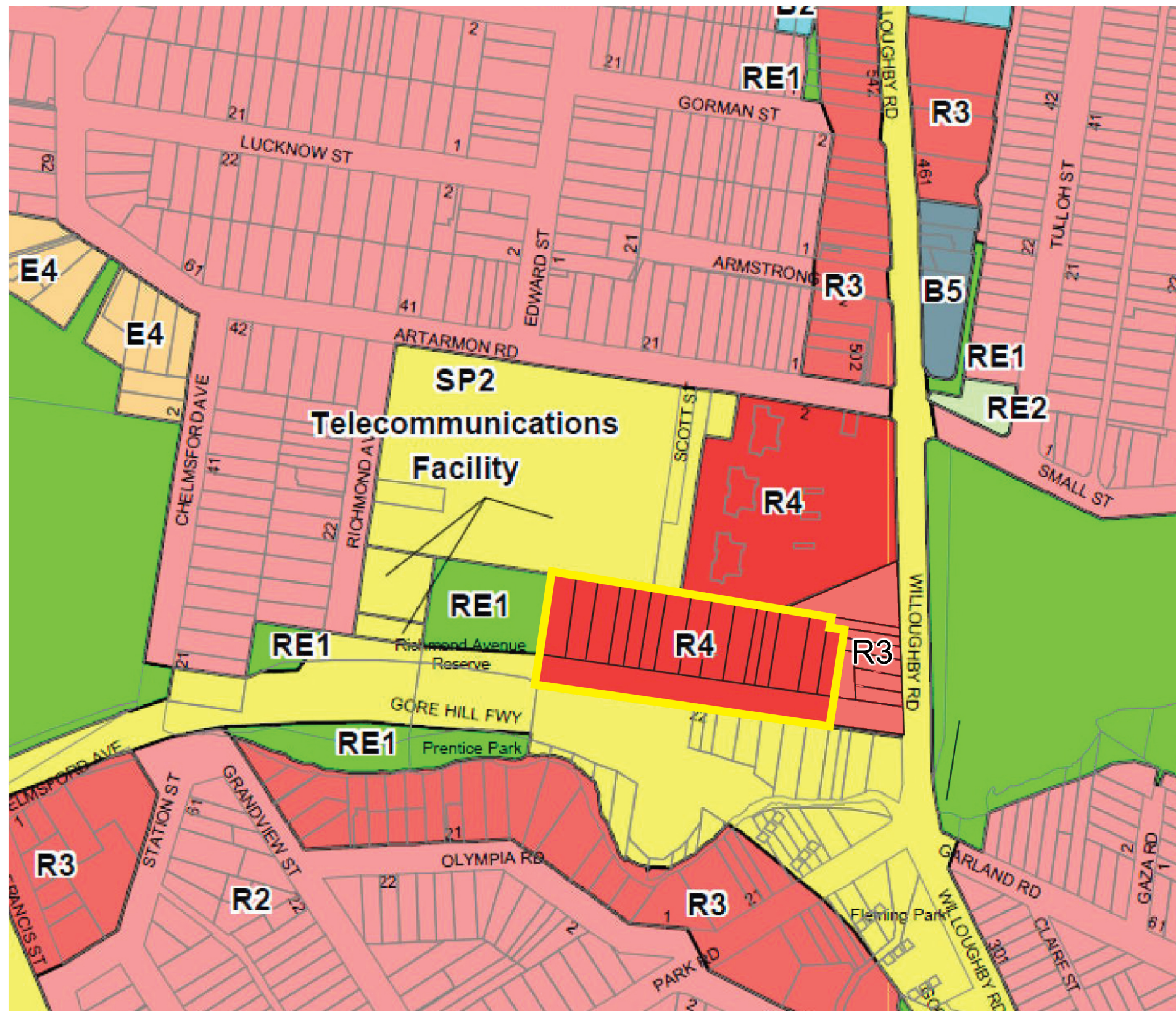


Maximum Building Height (m)

A	3.5	S2	24.5
G	7	T1	25
I1	8	T2	26
I2	8.5	T3	27
J	9	T4	29
L	11	U	34
M	12	V1	36
N1	13.5	V2	38.5
N2	14	W	40
O	15.5	AA1	60
P	18	AB1	80
Q	20	AB2	90
R	21	Area 1	Refer Cl 4.3A
S1	24	Area 2	Refer Cl 4.3A
		Area 3	Refer Cl 4.3A
		SITE	

PROPOSED MAXIMUM BUILDING HEIGHT- 24-27m

PROPOSED AMENDED LEP EXTRACT MAPS_Proposed Zoning



Land Zoning Map - Sheet LZN_004

Zone

B1	Neighbourhood Centre
B2	Local Centre
B3	Commercial Core
B4	Mixed Use
B5	Business Development
B7	Business Park
E1	National Parks and Nature Reserves
E2	Environmental Conservation
E4	Environmental Living
IN1	General Industrial
IN2	Light Industrial
R2	Low Density Residential
R3	Medium Density Residential
R4	High Density Residential
RE1	Public Recreation
RE2	Private Recreation
SP1	Special Activities
SP2	Infrastructure
	SITE

PROPOSED ZONING - HIGH DENSITY RESIDENTIAL