

111-125 ANZAC PARADE KENSINGTON

PLANNING PROPOSAL DESIGN REPORT

DOCUMENT FOR
MALBEC & TOGA

17 DECEMBER 2015

BATESSMART™

CLIENT

MALBEC
TOGA

CONSULTANTS

Masterplan	SJB
Planning	JBA Urban

PROJECT NUMBER

S11808

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1.0 INTRODUCTION

DEVELOPMENT SUMMARY

This report has been prepared on behalf of Malbec Properties and Toga for the site at 111-125 Anzac Parade Kensington. It describes the design concept for a 25 storey residential tower with ground floor retail & mezzanine retail/commercial. It forms part of the planning proposal submission to Randwick City Council.

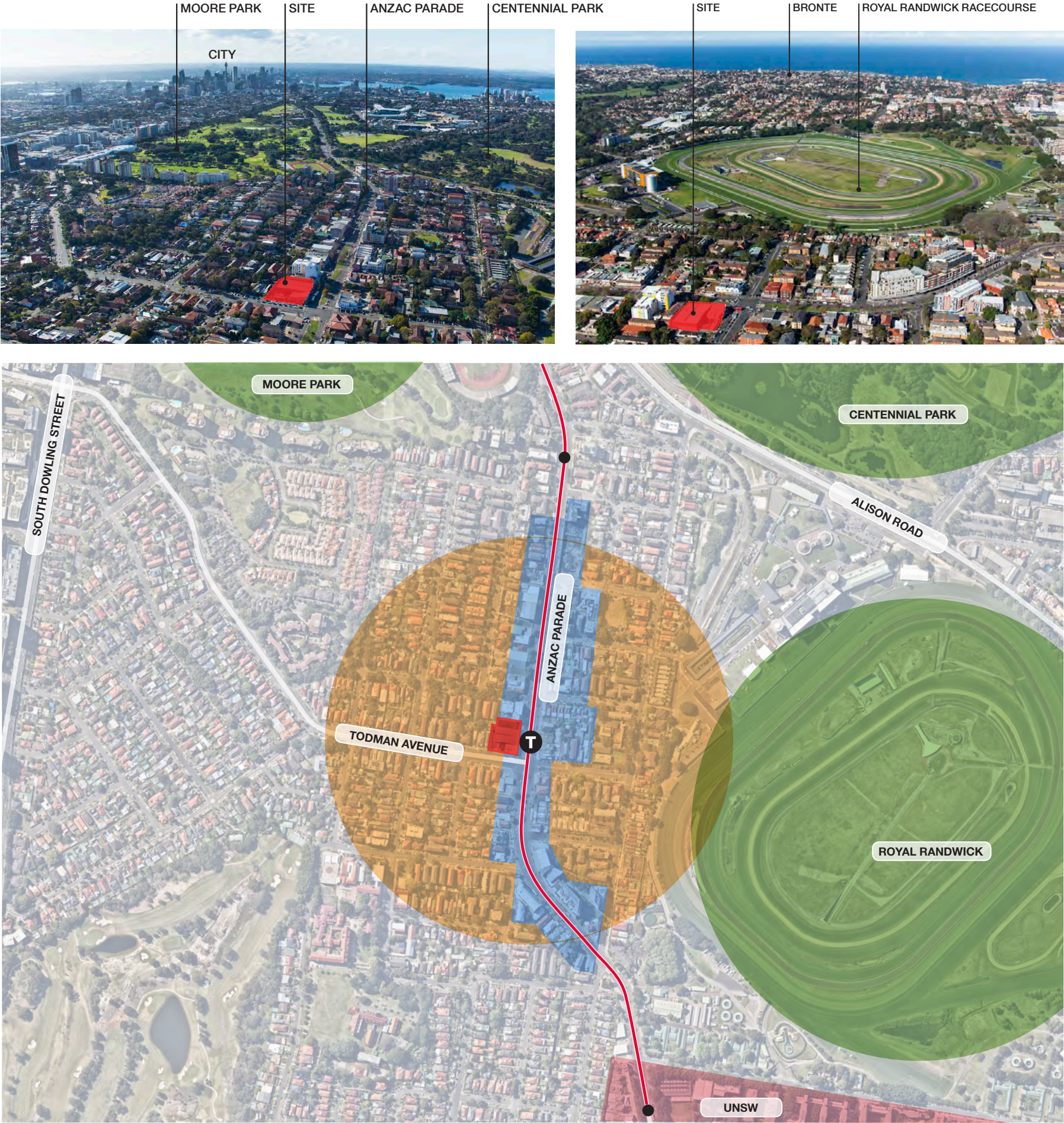
The concept is consistent with the Anzac Parade Corridor Study dated December 2015 prepared by SJB Urban Design. This report identifies the development and place-making implications of the South-East Light Rail route, which is planned to run along Anzac Parade with a number of stops at key locations. The Anzac Parade Corridor Study identifies two key sites for further analysis, including 111-125 Anzac Parade.

Total Floor Space	
Site Area	2,945 sqm
Retail + Residential GFA	20,615 sqm
Residential Mix	
Total Apartments	231 apartments
Comprising	86 one bed apartments
	133 two bedroom apartments
	12 three bedroom apartments
Carparking	
Residential	188 spaces
Visitors + Retail	33 spaces
Retail / Commercial	0 - 28 spaces
Total	221 - 249 spaces



2.0 LOCATION

The site is located in Kensington 4km South East of the Sydney CBD. It is bounded by Anzac Parade and Todman Avenue and is in close proximity to Centennial and Moore park. Royal Randwick Racecourse is to the East and the University of New South Wales is to the South. The proposed Todman Avenue Light Rail Station (to be completed in 2019) is located on Anzac Parade immediately to the East of the Site.



2.1 EXISTING CONTEXT



The site and adjacent context is comprised of a mix of uses and built forms including ageing shop-top housing. To the north of the site is a 7 storey residential building (2A Duke Street) completed in 2013, with a varied street wall that is taller on the corner of Anzac Parade and Duke Street. There is a substantial green median strip running the length of the Anzac Parade through which the light rail will be constructed.

PICTURED
1/ Corner of Todman Avenue and Anzac Parade.
2/ Todman Avenue, looking towards Anzac Parade.
3/ 2A Duke Street and 111-125 Anzac Parade (beyond).

Image: Bates Smart
Image: SJB Urban Design
Image: SJB Urban Design

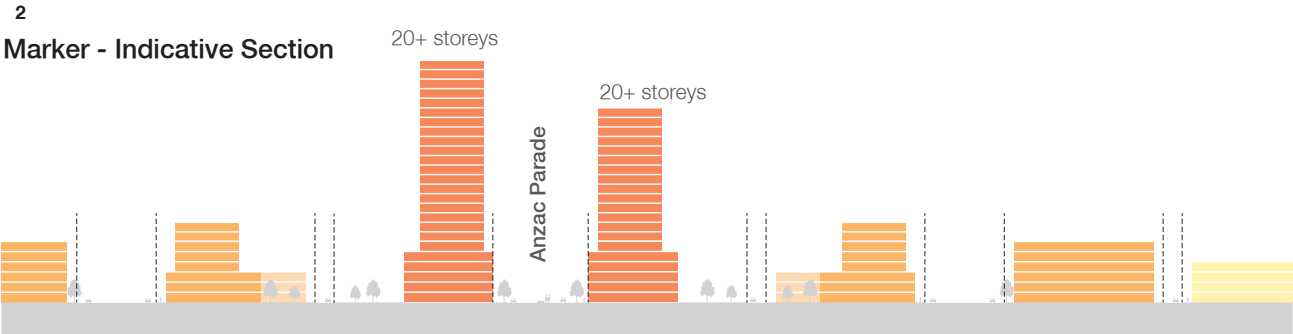
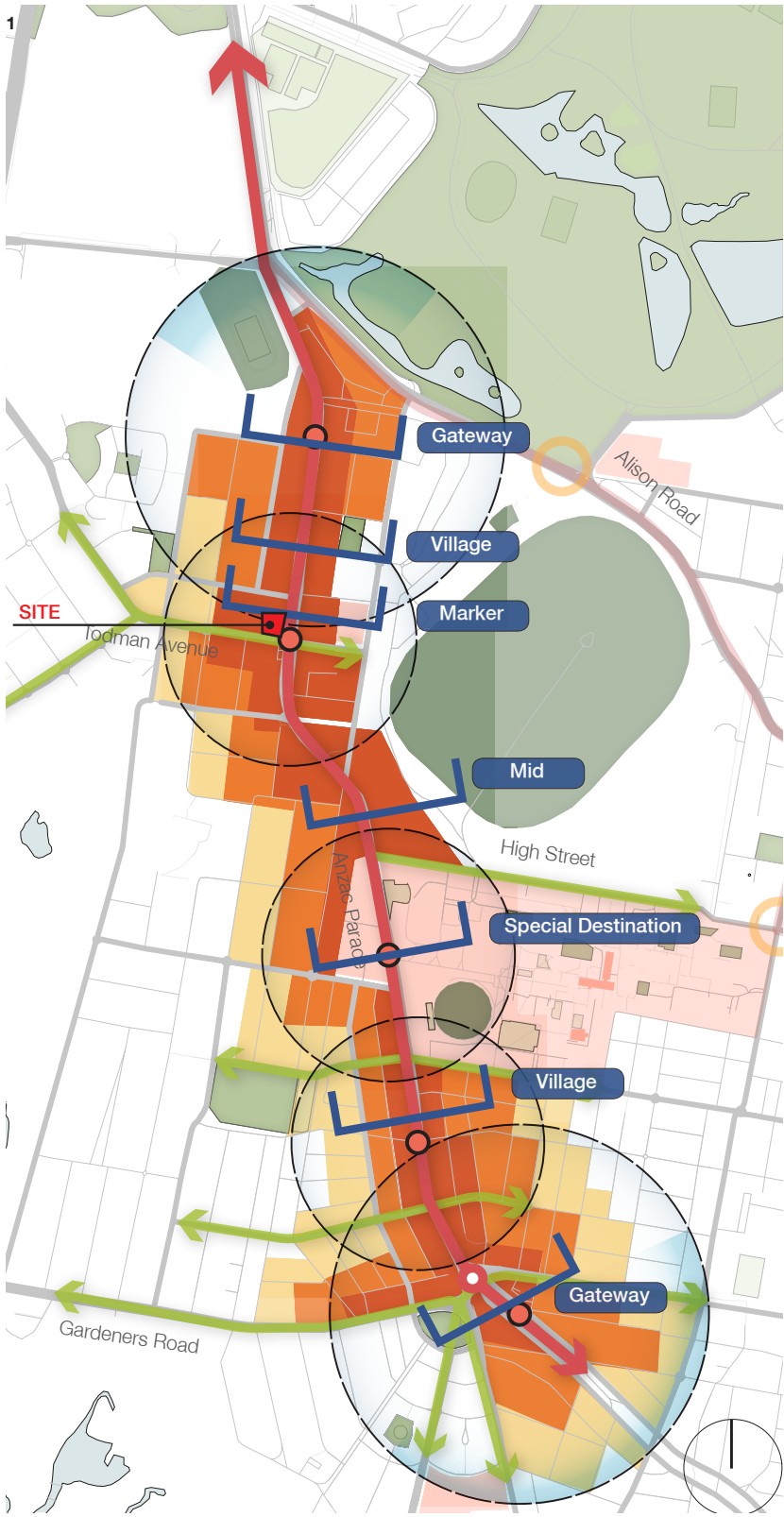
2.2 FUTURE CHARACTER

ANZAC PARADE CORRIDOR STUDY

The Anzac Parade Corridor Study has been prepared by SJB Urban Design as an analysis of the opportunities and constraints created by the addition of the South-East Light Rail route to the Anzac Parade local context. The study identifies two key sites: a Marker site at the Todman Avenue station and a Gateway site at the Kingsford light rail terminal. 111-125 Anzac Parade is located at the centre of the Marker area and is the focus of this Planning Proposal.

The study recognizes the Todman Avenue intersection as a gateway from the west with a focus on retail services and entertainment. The regenerated heart will provide increased public amenity in support of the nearby racecourse and the University of New South Wales.

The future character of the Marker reinforces the existing street grid and envisages a clear heirarchy of streets and laneways, punctuated with marker elements at the corners of key intersections. These markers vary in height between 18 to 25 storeys, which are to be woven into a consistant street edge that is typically 5-6 storeys.



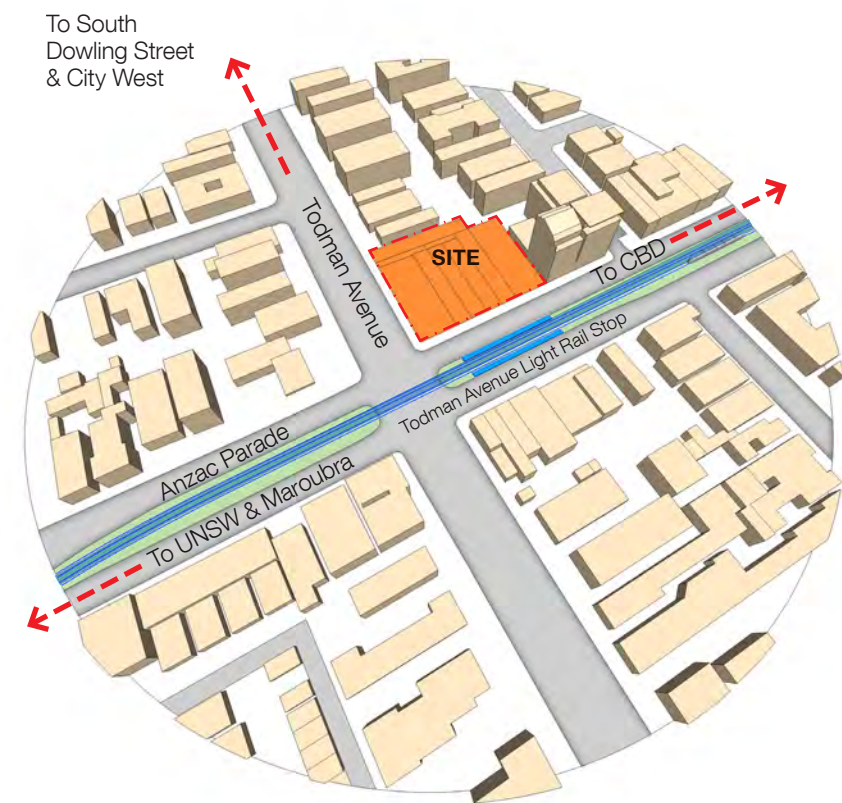
PICTURED
1/ Diagrammatic plan of the light rail route and key intersections and zones.
2/ Indicative section along Todman Avenue through Anzac Parade
3/ Future indicative massing. View across Todman Avenue towards Anzac Parade.
4/ Future indacative massing. 2A Duke Street and 111-125 Anzac Parade.

All images provided by SJB Urban Design



2.3

SITE ANALYSIS



Key Traffic Flows
----->

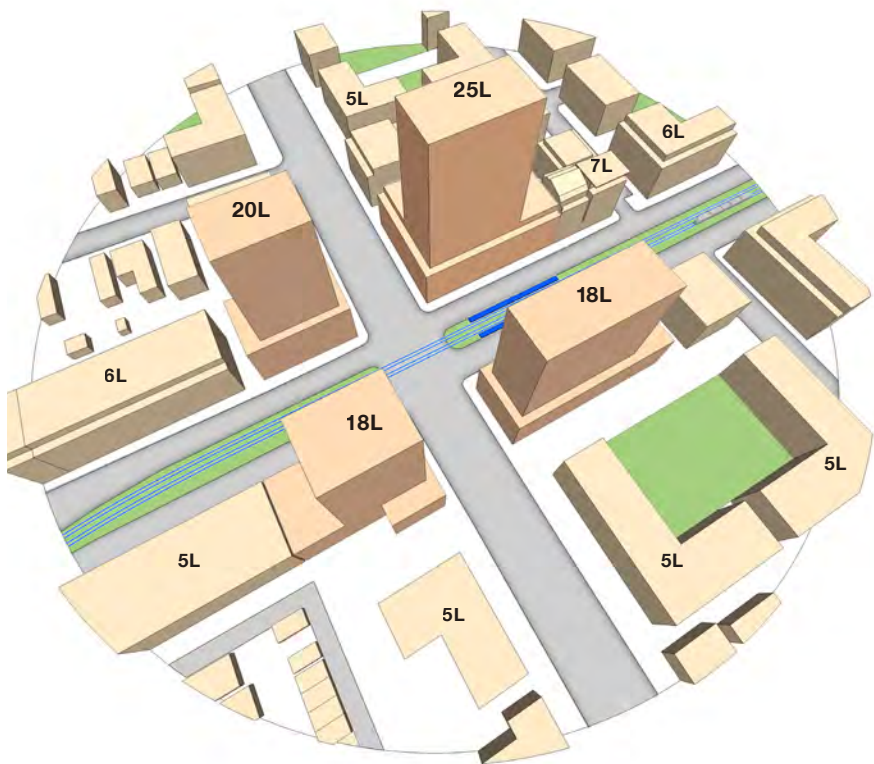
1/ SITE LOCATION / EXISTING BUILTFORM CONTEXT

- / A new light rail station is to be completed in 2019, which is expected to provide substantial regeneration to the Kensington area. The increased amenity and sustainable, efficient transport access can accommodate increased density.
- / Current older building stock at a variety of scales occupy the site, providing a mix of residential, retail, and commercial uses. There is substantial opportunity for lot consolidation, urban renewal, and subsequently increased public amenity.



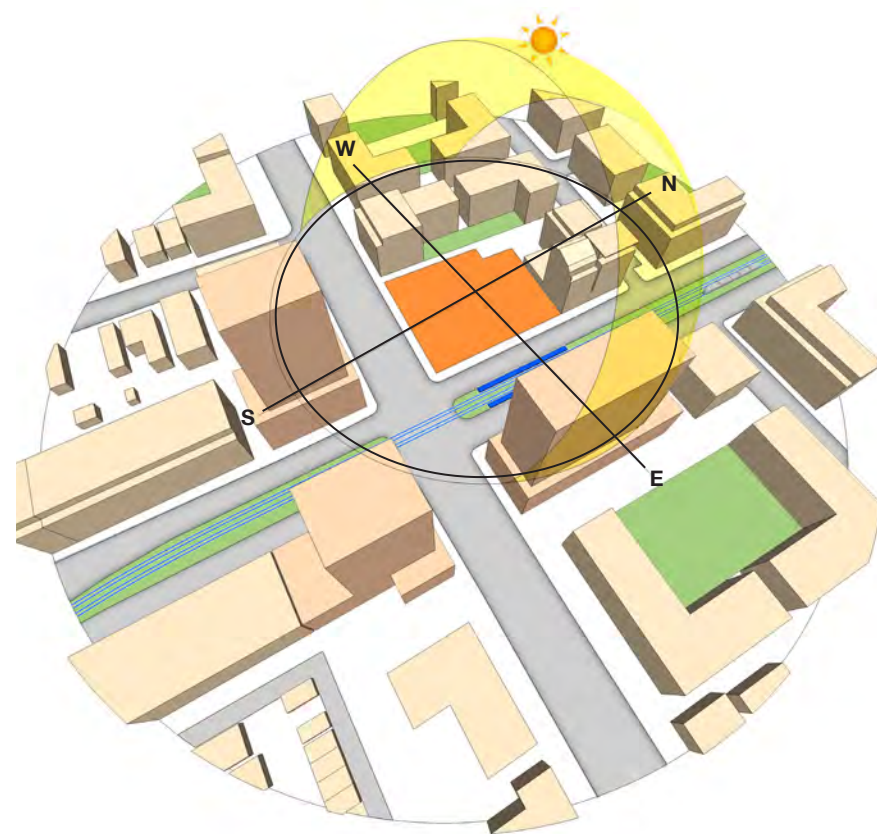
2/ CORRIDOR STUDY - FUTURE CONSOLIDATED LOTS OF MARKER / HEART

- / 111-125 Anzac Parade have been successfully consolidated, and form the largest of the proposed corner sites.



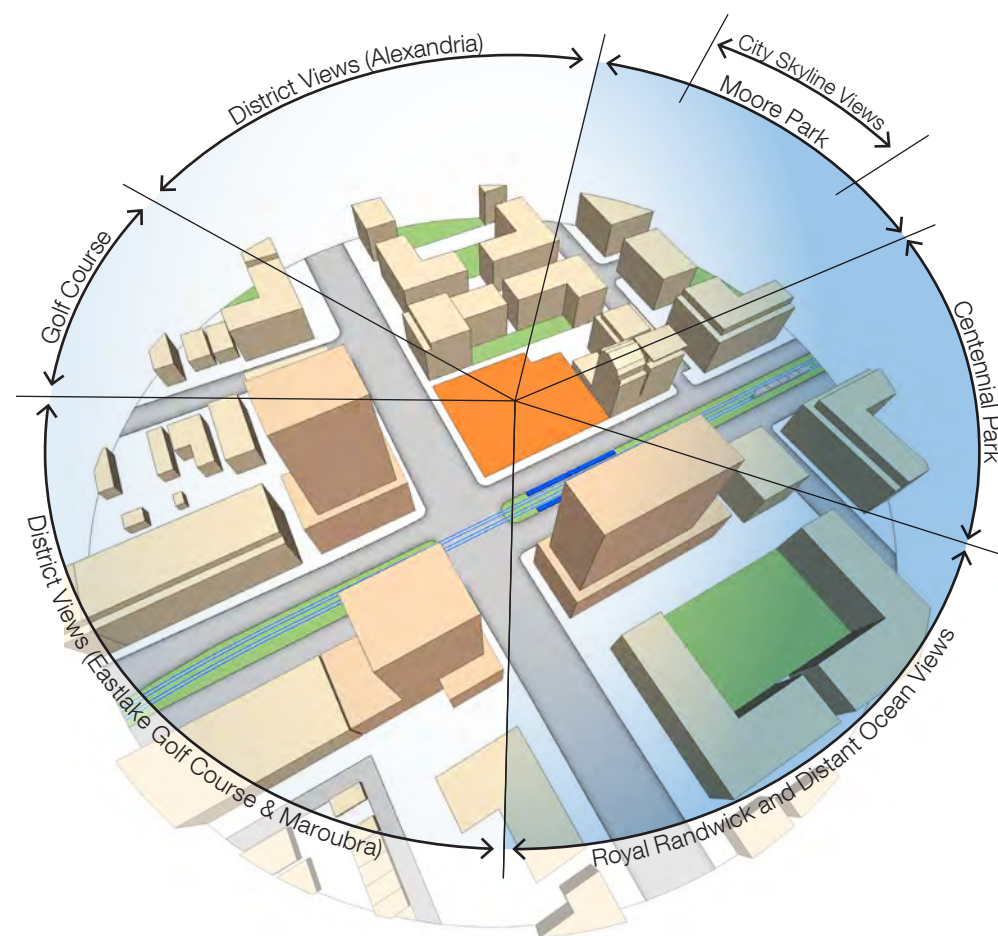
3/ CORRIDOR STUDY MASSING

- / The Anzac Parade Corridor Study massing suggests marker towers of varying heights on the corners of the Todman Avenue and Anzac Parade intersection. These vary from 18 storeys to 25 storeys in height.
- / The tallest of the four marker towers is proposed on the largest site, which is also located directly opposite the light rail station.
- / The massing creates a defined street edge that is typically between five to six storeys, and responds to the seven-storey 2A Duke Street building completed in 2013.



4/ SOLAR ORIENTATION

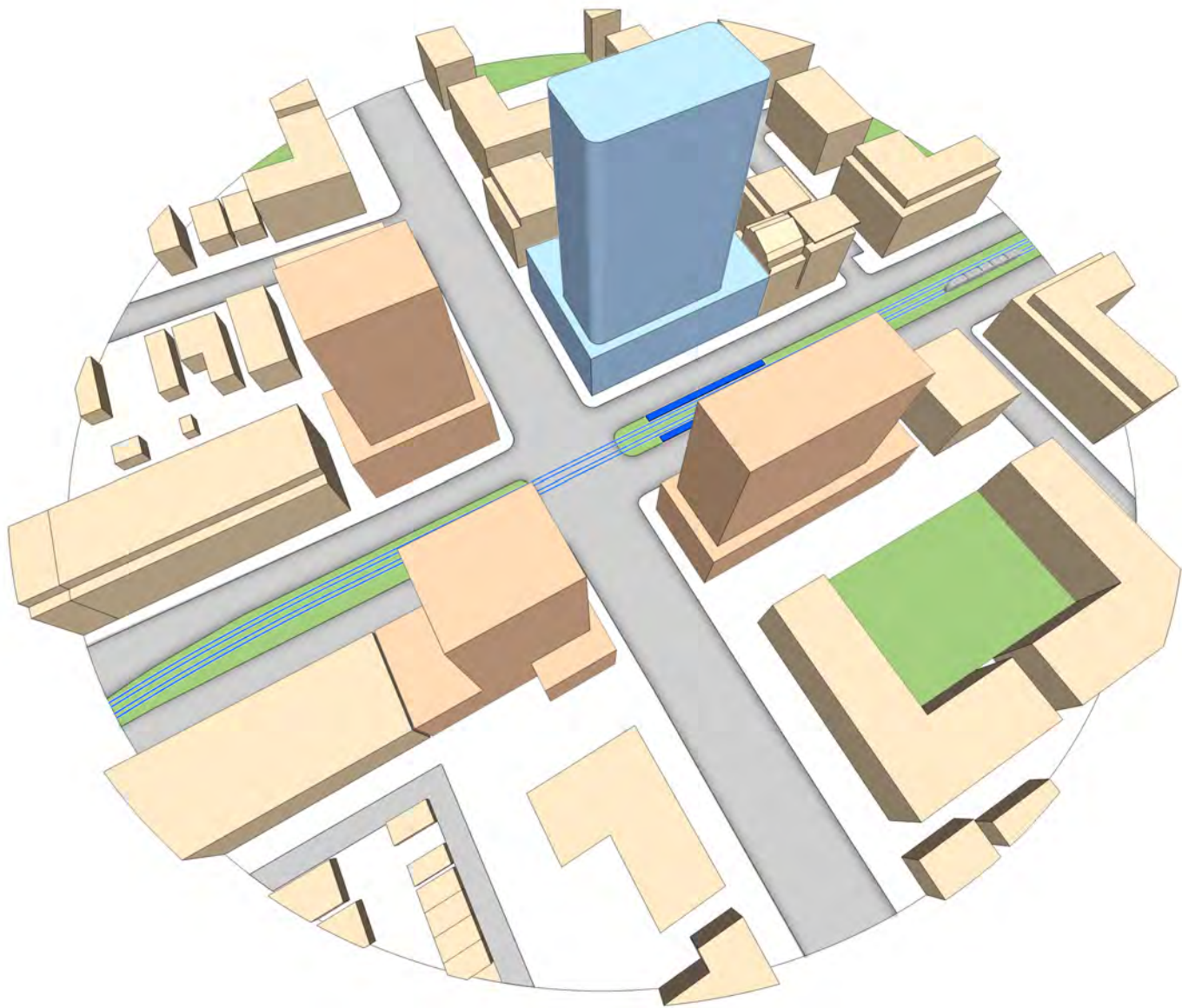
/ Anzac Parade runs North-South. A residential building along the North-South axis allows for East, West, and North facing apartments, with minimal overshadowing.



5/ VIEW OPPORTUNITIES (HIGH RISE)

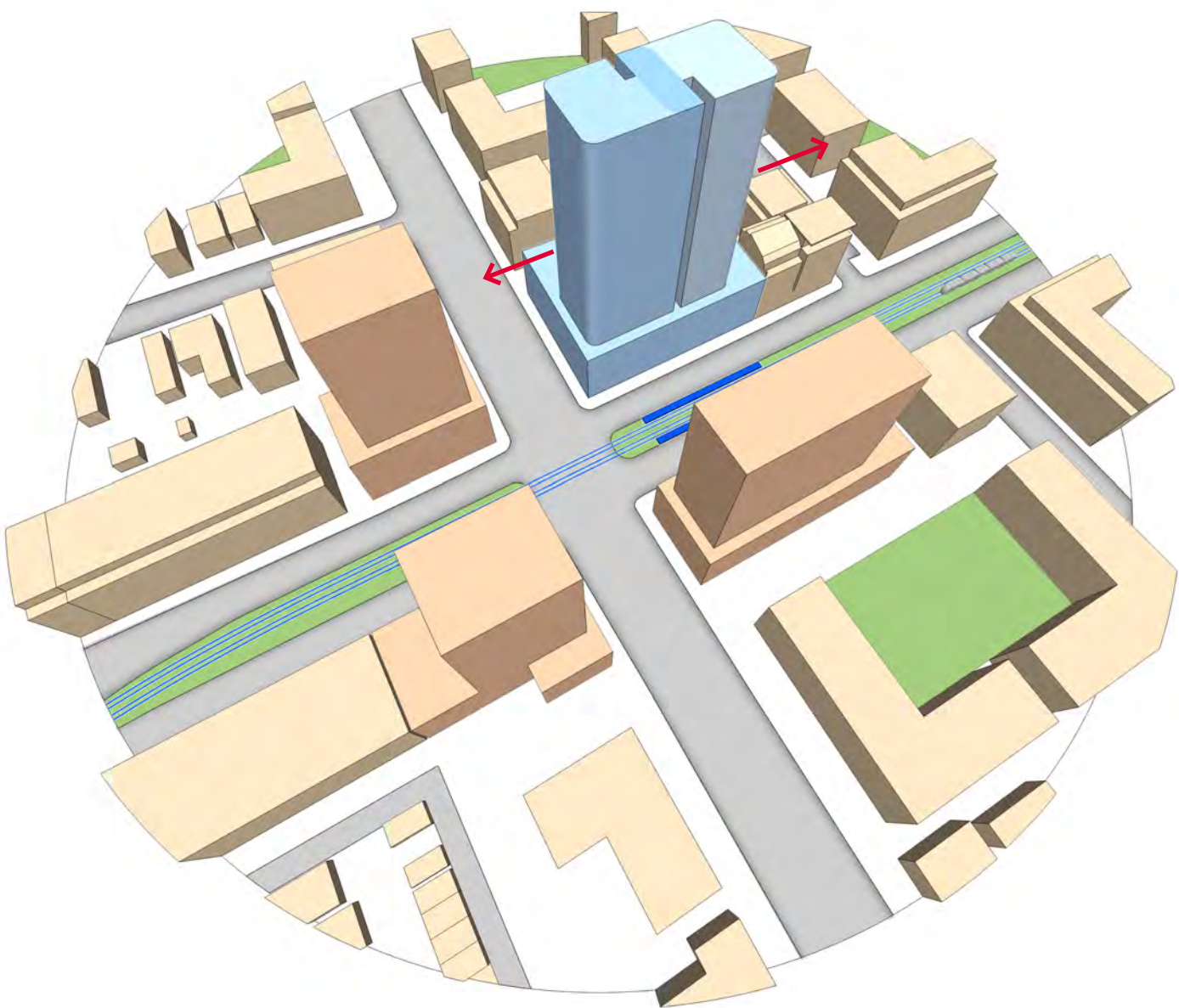
/ Significant views, including CBD views to the North, Centennial Park views to the North East, and Randwick Racecourse views to the East.

3.0 DESIGN CONCEPT



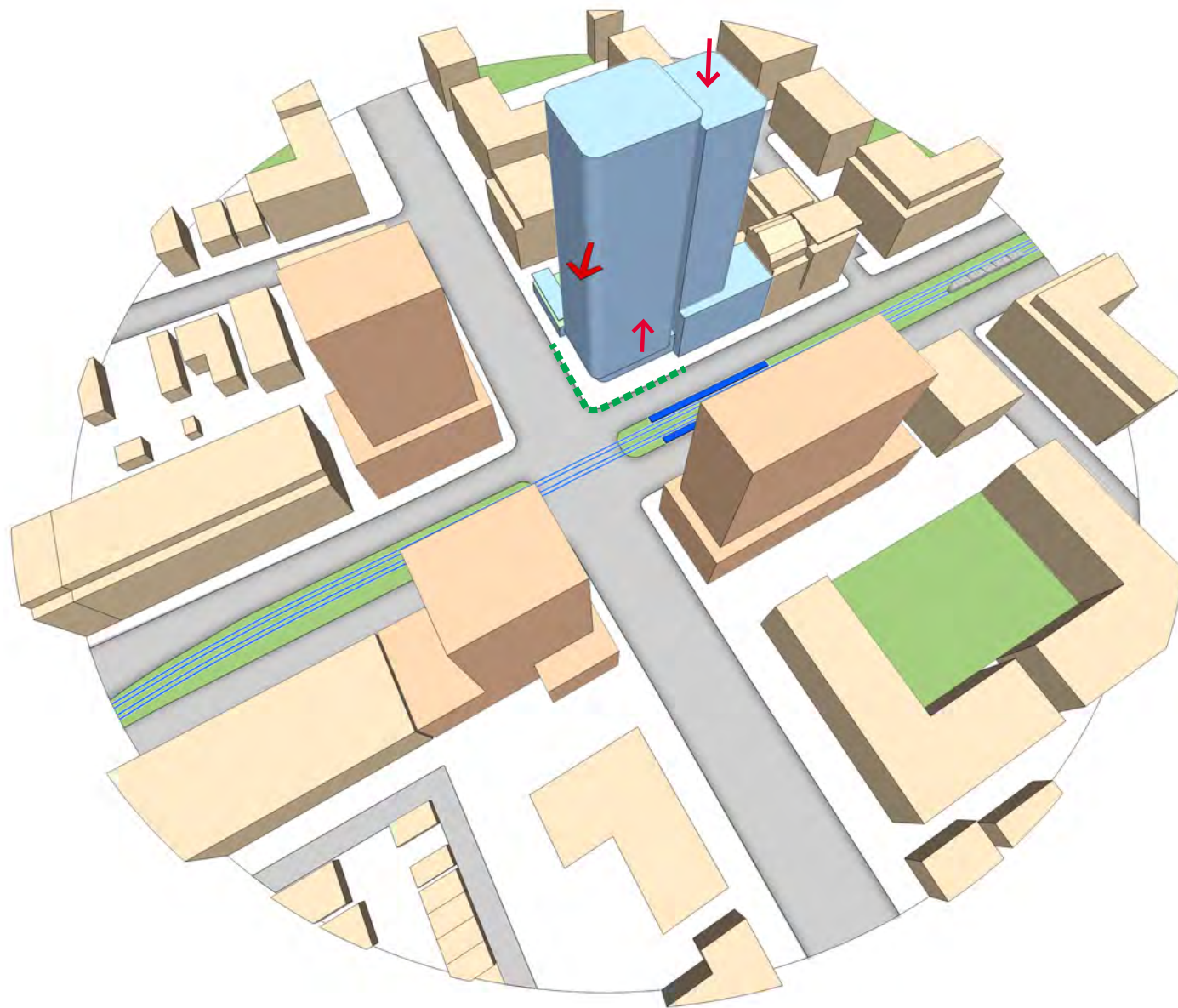
1/ SIMPLE MASSING

/ The Anzac Parade Corridor Study is an indicative masterplan, showing a simple unarticulated massing. The tower is aligned with Anzac Parade and a 5-Storey Street Wall wraps the corner, and forms a relationship with 2A Duke Street - the adjacent property to the North.



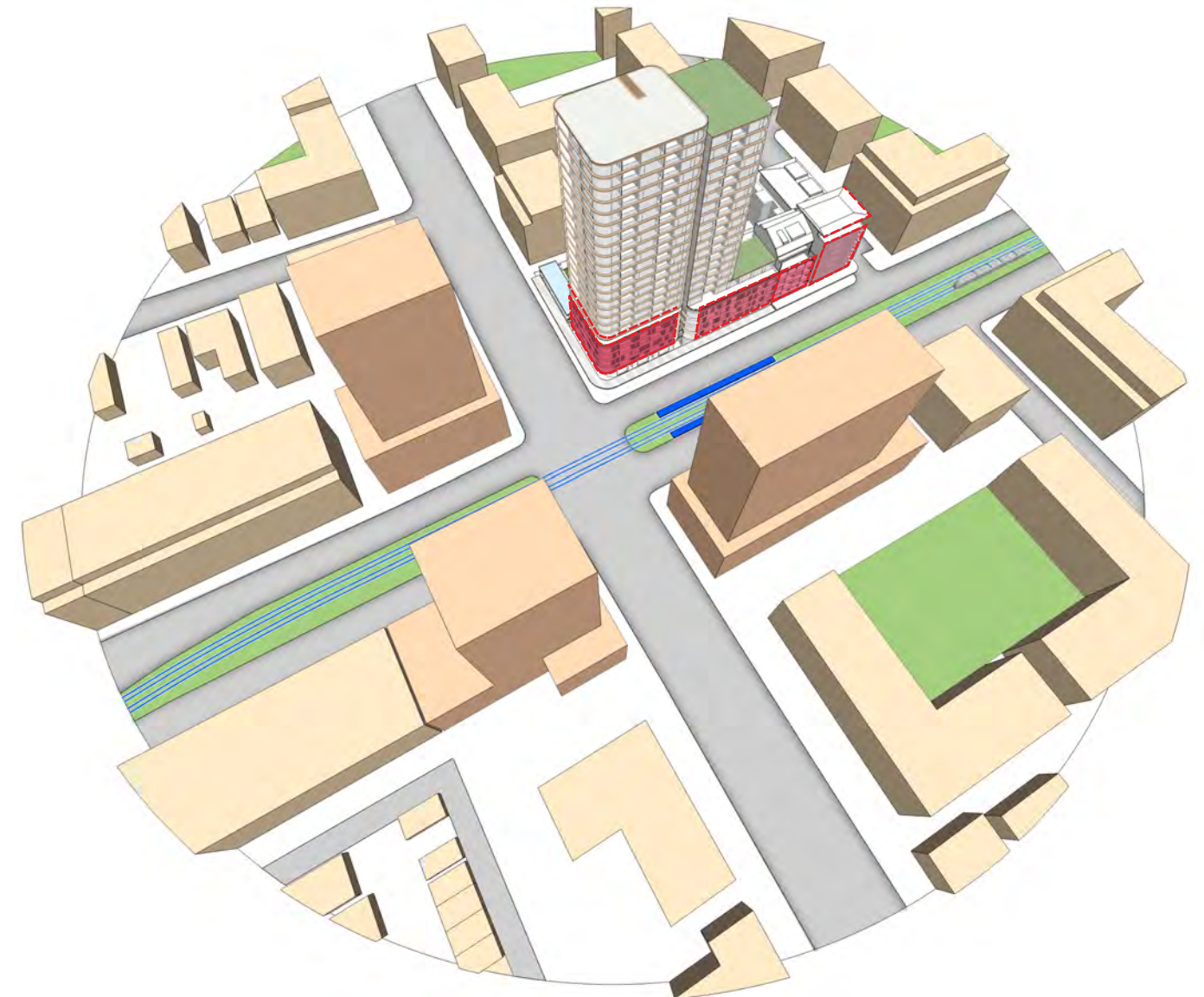
2/ ARTICULATE SIMPLE MASSING (INTERLOCKING TOWER FORMS)

/ The simple massing is articulated into two slender interlocking forms of equal proportions.
/ Vertical slots allow access to light and air in corridors.



3/ CORNER EXPRESSION

- / The two slender interlocking forms are shifted vertically to emphasise the corner and provide a hierarchy of focus.
- / The footpath depth is increased at the corner to accommodate increased pedestrian flows, resulting from the new light rail stop, and retail activation.



4/ STREET WALL RESPONDING TO 2A DUKE STREET AND FUTURE CONTEXT

- / The street edge steps up at the corner and is consistent with 2A Duke Street.

4.0 DESIGN DESCRIPTION

4.01 SITE PLAN

A new light rail station on Anzac Parade at Todman Avenue is due for completion in 2019 and provides the genesis for the revitalisation of Kensington. This scheme proposes a 25 storey tower on the largest of corner sites identified in the SJB Urban Design Anzac Parade Corridor Study.

The site plan shows the existing context with an overlay of possible future context derived from the Anzac Parade Corridor Study.

Legend

Light Rail

From Anzac Parade Corridor Study:

Future Laneway/Shareway

Future High Rise

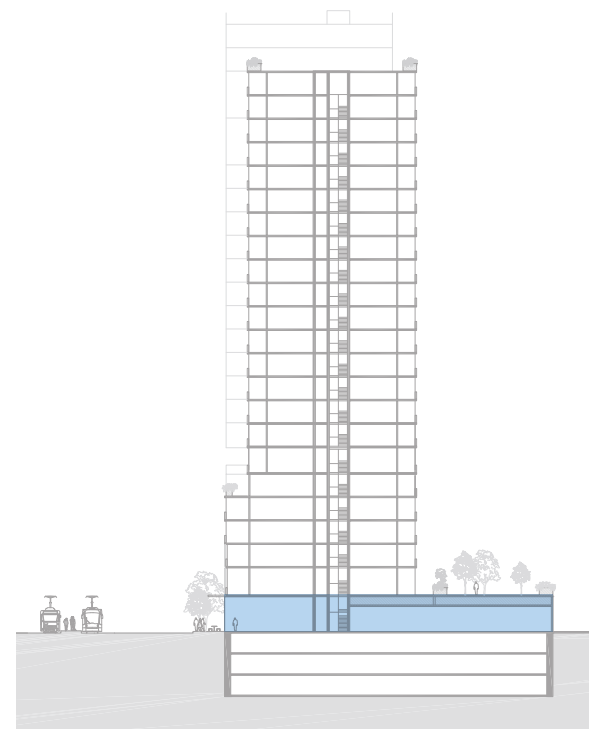
Future Low-Mid Rise

Scale 1 : 1000 @ A3



4.02 GROUND LEVEL

The Ground floor accommodates a residential lobby off Todman Avenue and provides retail activation along the entirety of the Anzac Parade frontage. A 3m setback at the prominent corner provides additional footpath depth for pedestrians circling around the corner, and greater opportunities for outdoor dining. Carparking and loading is accessed via a shareway at the rear of the site off Todman Avenue.



Plan Scale 1 : 500 @ A3

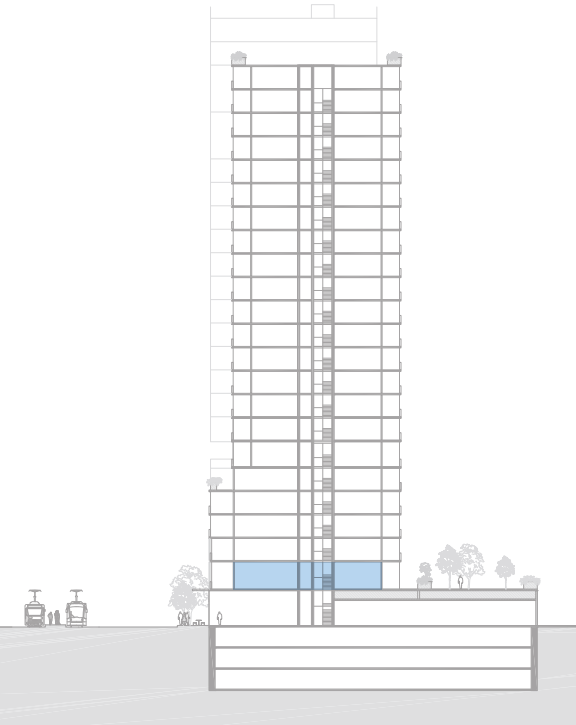


4.03 LEVEL 1

The landscaped communal courtyard at Level 01 has access to more than four hours of sun to over 50% of it's area in mid-winter. The high quality landscaping is complemented with residential amenities including a gym and outdoor pool.

At the corner of the building the retail spaces are double height, allowing for increased pedestrian activation fronting Anzac Parade.

Level 01 has 6 units, 3 of which are garden terraces, and 2 of which have larger balconies.

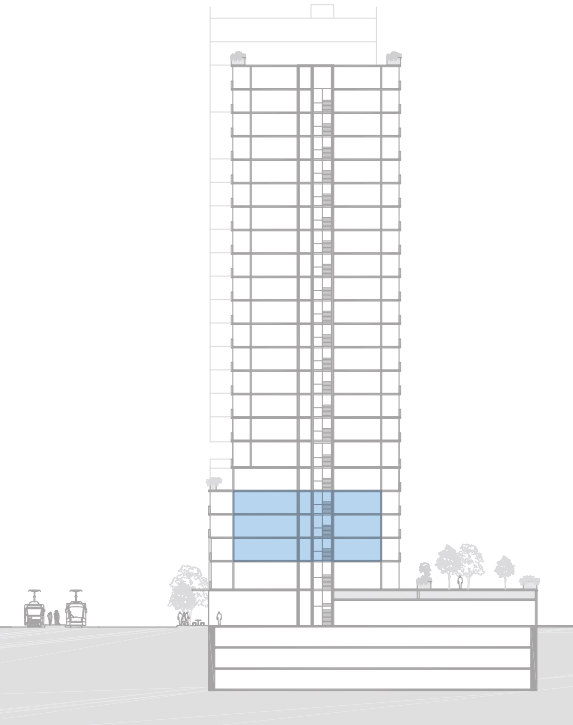


 Plan Scale 1 : 500 @ A3



4.04 LEVELS 2-4

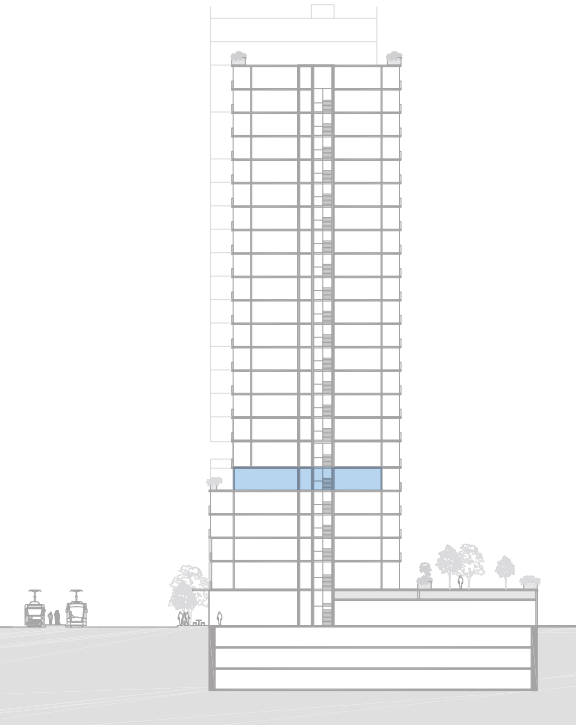
An additional lift core serves Levels 2-5; as a result each lift core serves six units. The two cores share a single waste room that creates efficiencies and allows for lift redundancy. The typical podium floorplan accommodates 12 units per level, primarily with an East or West aspect.



Plan Scale 1 : 500 @ A3



4.05 LEVEL 5
The northern portion of Level 5 is setback 3m from Anzac Parade, creating a landscaped street edge that aligns with the adjacent massing of 2A Duke Street, the building to the North. The floorplan accommodates 11 units, including 3 Three-bedroom units with substantial terraces.

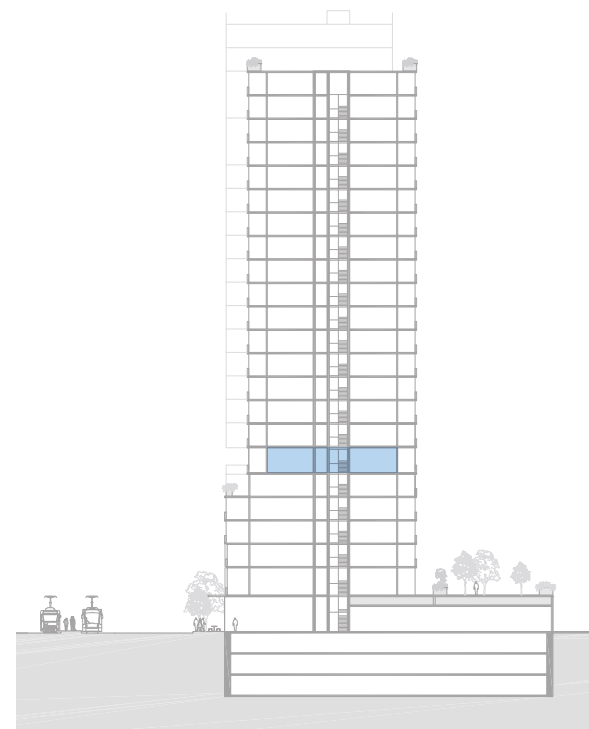


Plan Scale 1 : 500 @ A3



4.06 LEVEL 6

The corner is setback at Level 6 to define a landscaped street edge. Together, the setbacks of Level 5 and 06 create a complementary rhythm to the street edge of 2A Duke Street - the adjacent building to the north. Level 6 takes advantage of the roof of the northern end of Level 5, which is landscaped and allows for a large north-facing terrace. The floorplan accommodates 9 units, of which 4 units have expansive terraces.

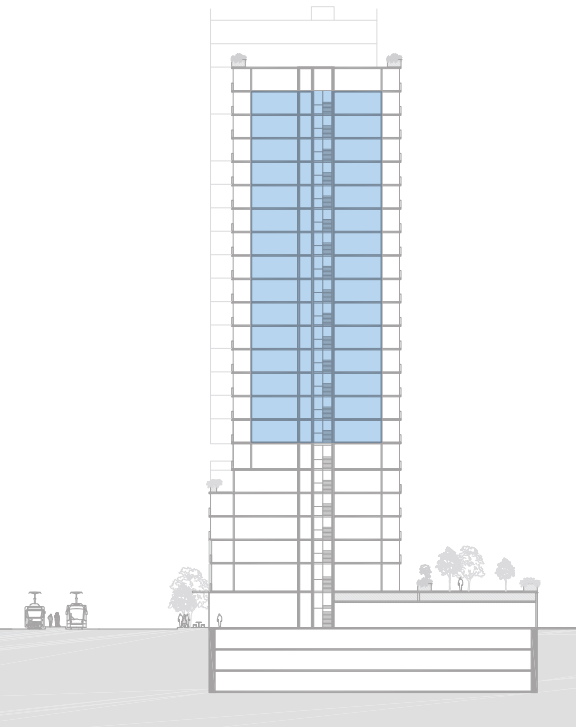


Plan Scale 1 : 500 @ A3



4.07 LEVELS 7-21 (TYPICAL)

The typical floorplan of Levels 7-21 accommodates 10 units per level. 4 units are East facing, 4 units are West facing, and 2 units are North facing. All apartments have excellent solar access throughout the year. Vertical slots on either side of the lifts provide good light and ventilation to corridors.

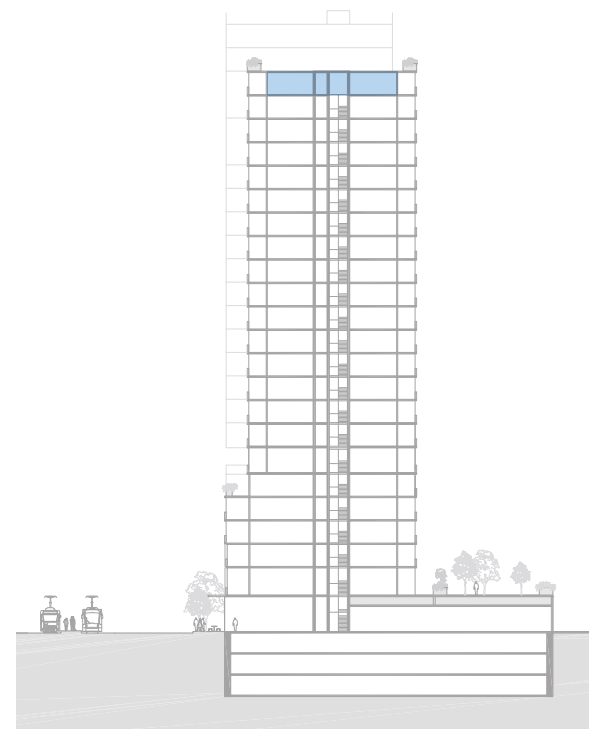


Plan Scale 1 : 500 @ A3



4.08 LEVEL 22

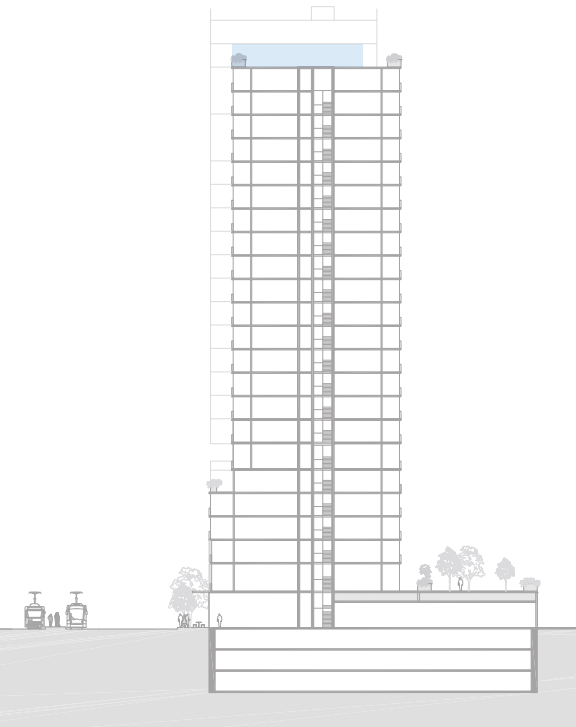
Level 22 incorporates a stair transfer, which allows Level 23 & Level 24 to setback. The floorplan accommodates 9 units.



Plan Scale 1 : 500 @ A3



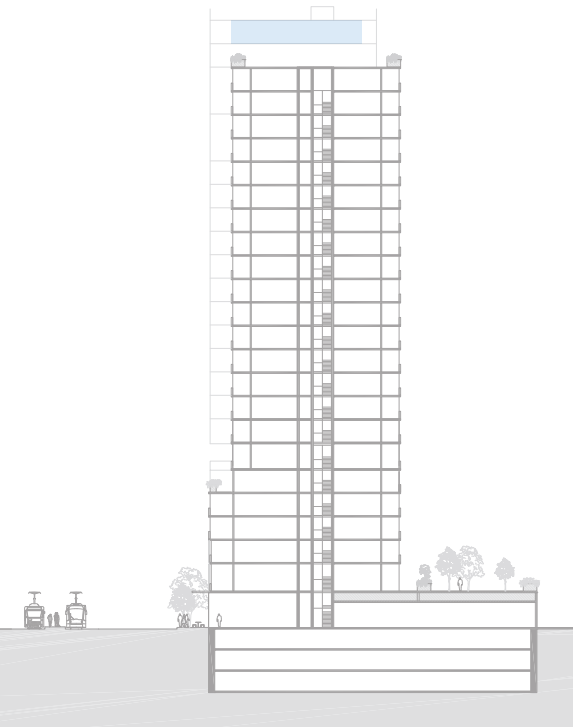
4.09 LEVEL 23
Level 23 & Level 24 are half-floors. Level 23 takes advantage of the roof of Level 22 to enjoy a large communal landscaped roof space.



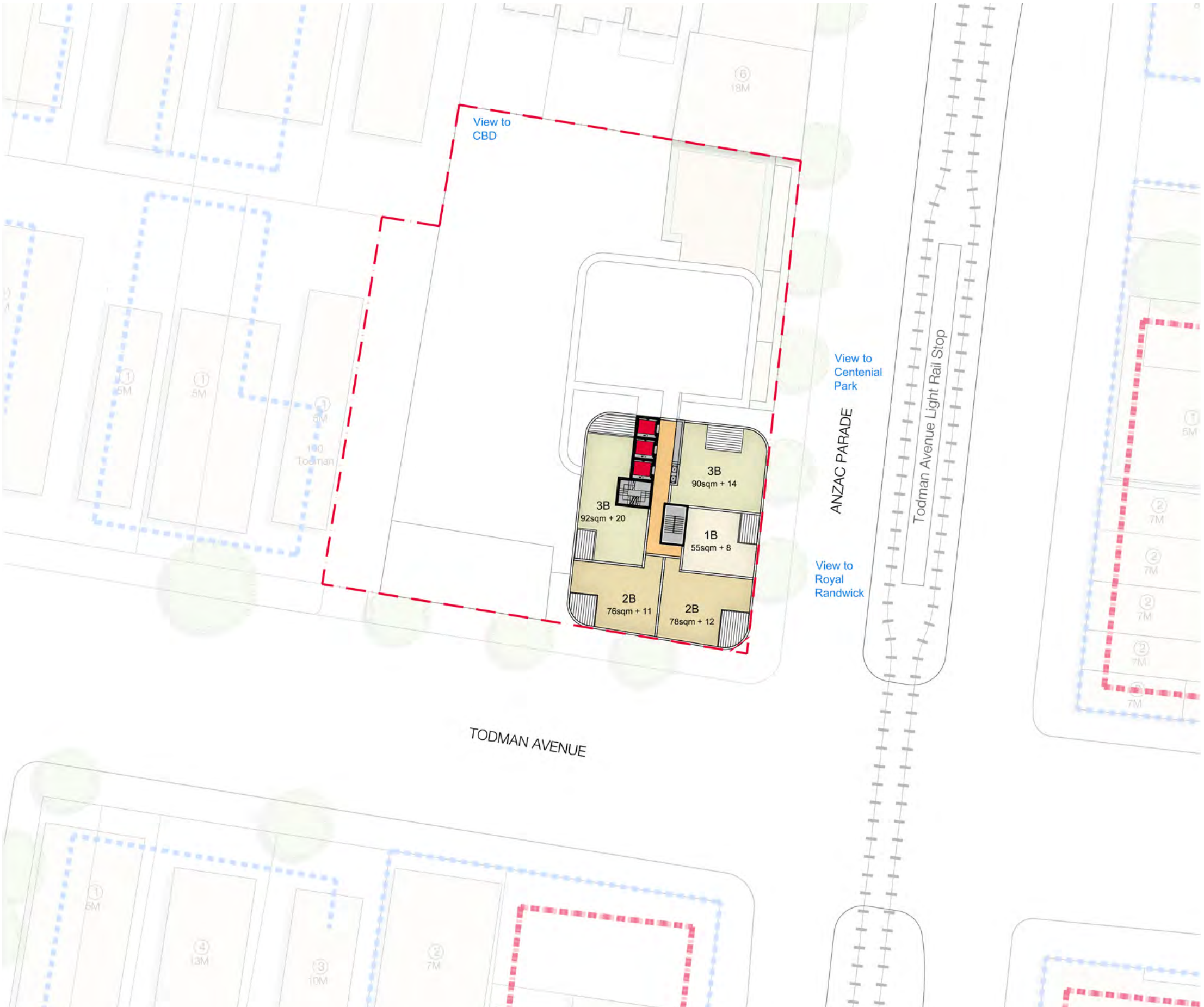
Plan Scale 1 : 500 @ A3



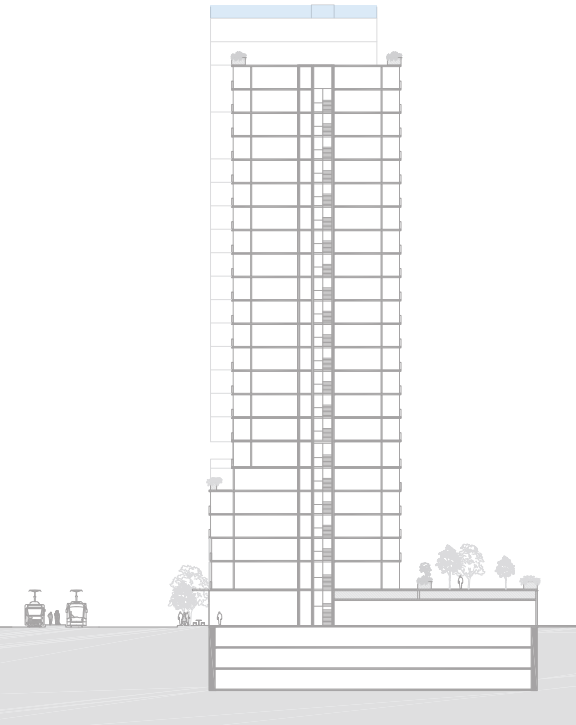
4.10 LEVEL 24
Level 24 accomodates 5 units.



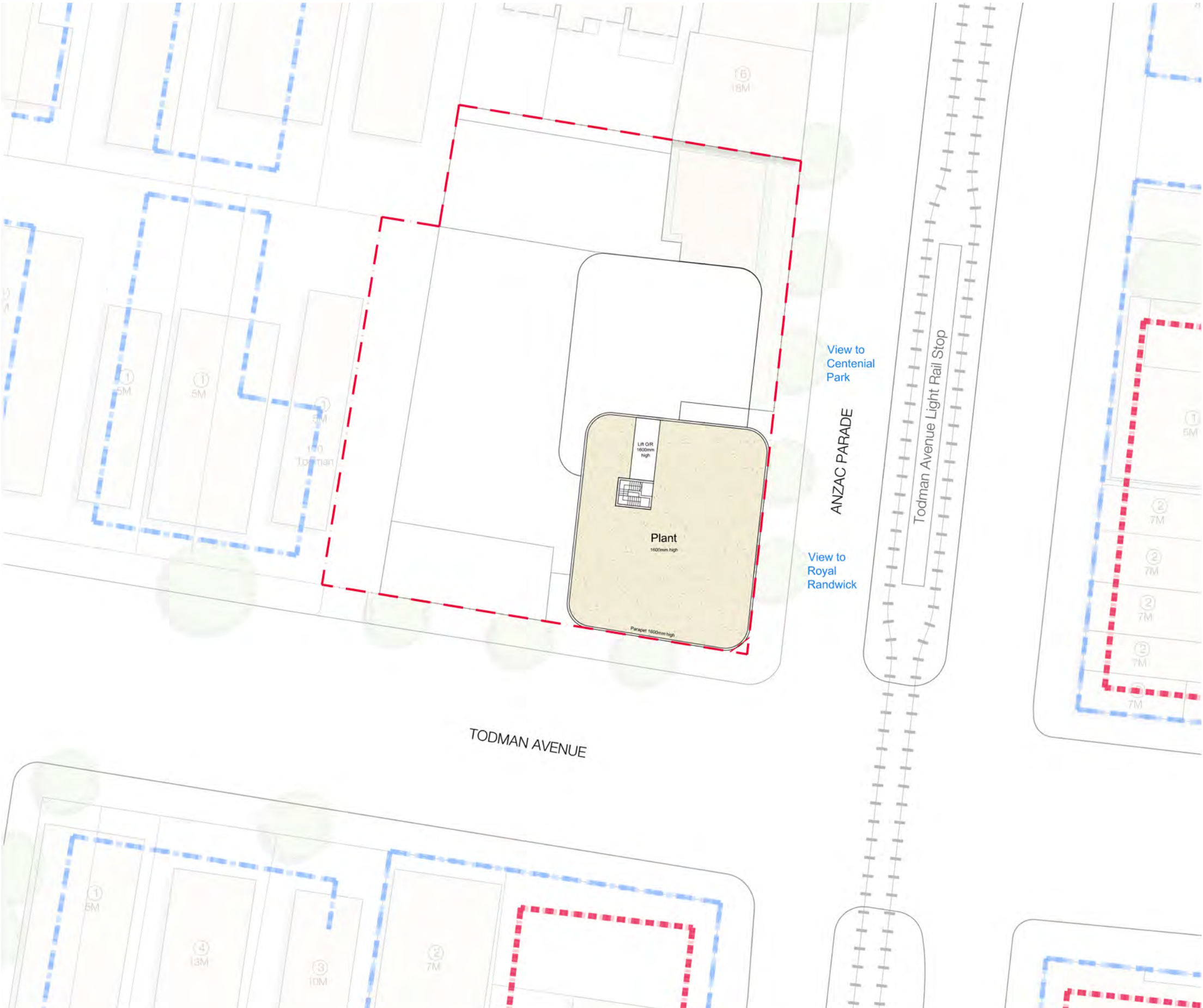
 Plan Scale 1 : 500 @ A3



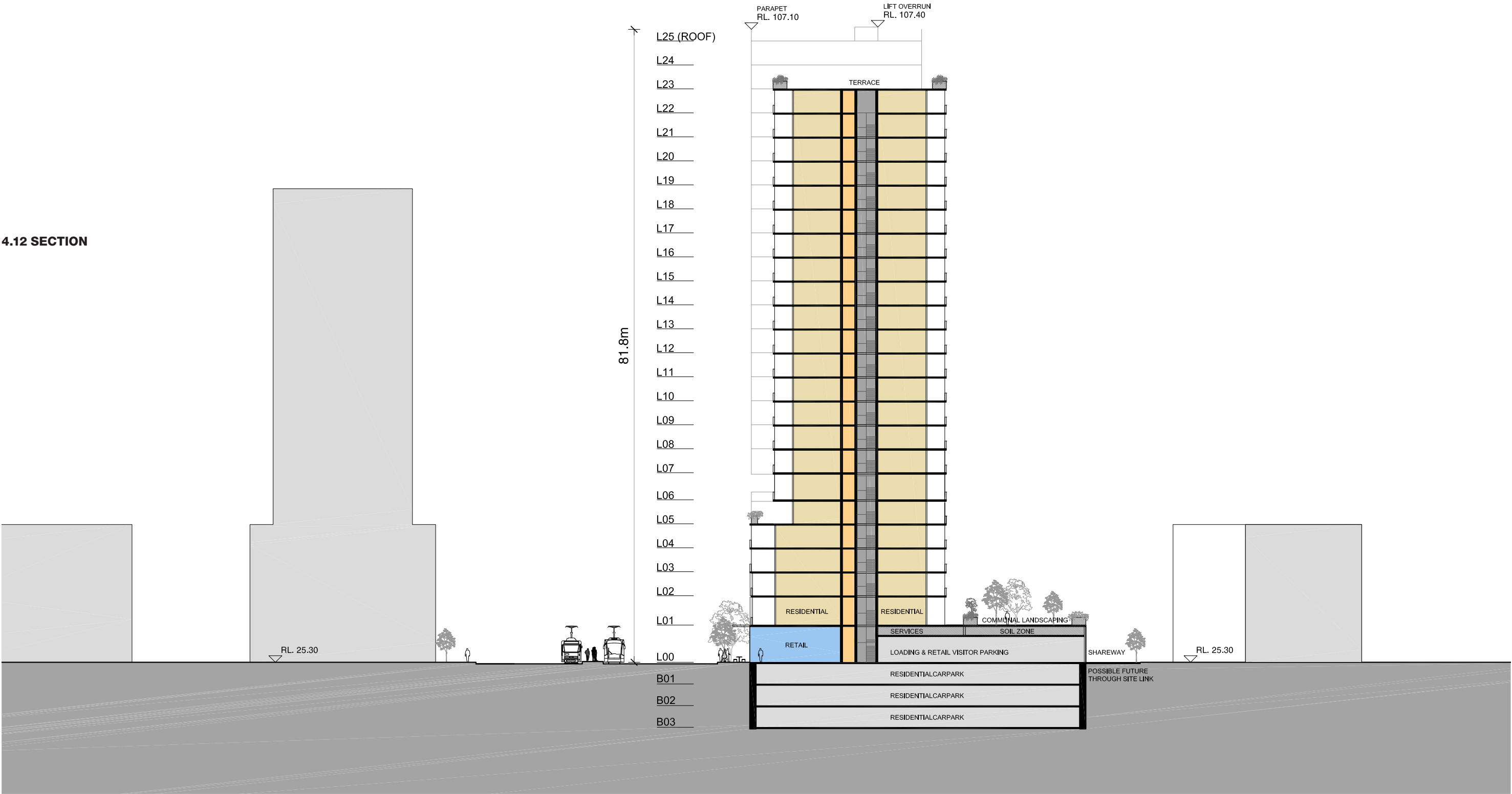
4.11 ROOF
A 1.6m high parapet shields roof plant and lift overrun.



 Plan Scale 1 : 500 @ A3



4.12 SECTION



SECTION A-A

Plan Scale 1 : 500 @ A3

5.0
AREAS

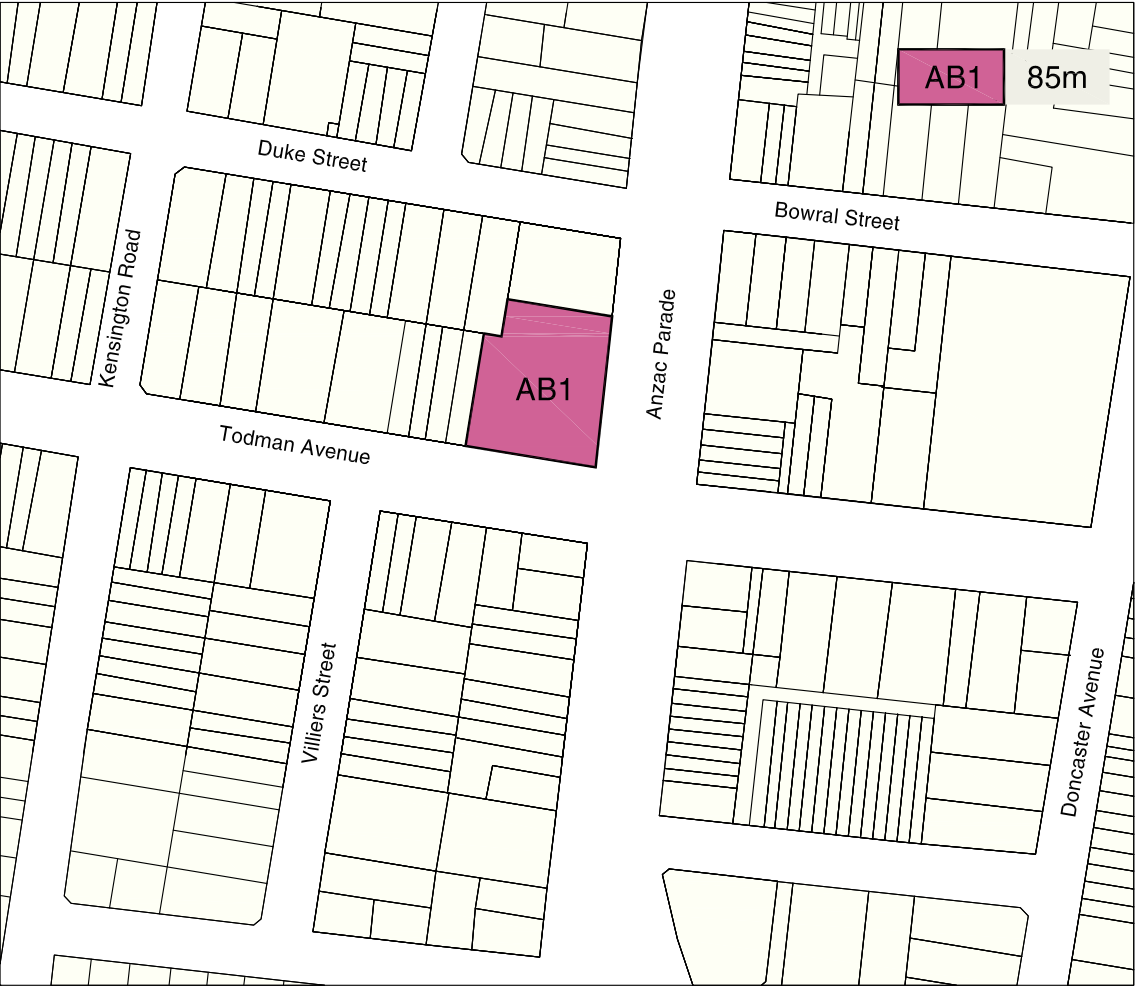
5.1 AREAS

Level	Use	Height	GEA	Residential GFA	Total Units	3-Bed	2-Bed	1-Bed	Retail GFA
Ground	Retail / Lobby	4.8	2,478	196	-	-	-	-	823
L 01	Retail / Residential	3.8	1,340	524	6	0	4	2	296
L 02	Residential	3.1	1,294	1035	12	0	8	4	
L03	Residential	3.1	1,294	1035	12	0	8	4	
L04	Residential	3.1	1,294	1035	12	0	8	4	
L05	Residential	3.1	1,200	960	11	3	5	3	
L06	Residential	3.5	872	698	9	2	3	4	
L07	Residential	3.1	1,020	816	10	0	6	4	
L08	Residential	3.1	1,020	816	10	0	6	4	
L09	Residential	3.1	1,020	816	10	0	6	4	
L10	Residential	3.1	1,020	816	10	0	6	4	
L11	Residential	3.1	1,020	816	10	0	6	4	
L12	Residential	3.1	1,020	816	10	0	6	4	
L13	Residential	3.1	1,020	816	10	0	6	4	
L14	Residential	3.1	1,020	816	10	0	6	4	
L15	Residential	3.1	1,020	816	10	0	6	4	
L16	Residential	3.1	1,020	816	10	0	6	4	
L17	Residential	3.1	1,020	816	10	0	6	4	
L18	Residential	3.1	1,020	816	10	0	6	4	
L19	Residential	3.1	1,020	816	10	0	6	4	
L20	Residential	3.1	1,020	816	10	0	6	4	
L21	Residential	3.1	1,020	816	10	0	6	4	
L22	Residential	3.1	1,020	816	9	2	4	3	
L23	Residential	3.1	601	481	5	3	1	1	
L24	Residential	3.1	601	481	5	2	2	1	
Roof	Plant	1.6	601						
TOTAL		81.9 m	27,887	19,495	231	12	133	86	1,119 sqm
						5%	58%	37%	
Total Residential GFA									19,495 sqm
Total Retail / F & B / Commercial GFA									1,119 sqm
TOTAL GFA									20,614 sqm
Total number of Apartments*									231 units
Site Area									2,945 sqm
PROPOSED FSR									7 : 1
Maximum allowable GFA									20,615 sqm
Parking									
Use		Source		Recommended Supply		Dwellings	Retail GFA	Total	
Residential		RMS Guide 2002							
1 Beds				0.6 / dwelling		86		52 spaces	
2 Beds				0.9 / dwelling		133		120 spaces	
3 Beds				1.4 / dwelling		12		17 spaces	
Resident Visitor		RMS Guide 2002		1.0 / 7 dwellings		231		33 spaces	
Retail/Commercial		RDCP 2013 (applied as maximum)		1.0 / 40sqm of GFA			1,119	0 - 28	spaces
TOTAL									221 - 249 spaces
GEA of Typical Basement Level									2,781 sqm
Number of Parking Levels									3 levels

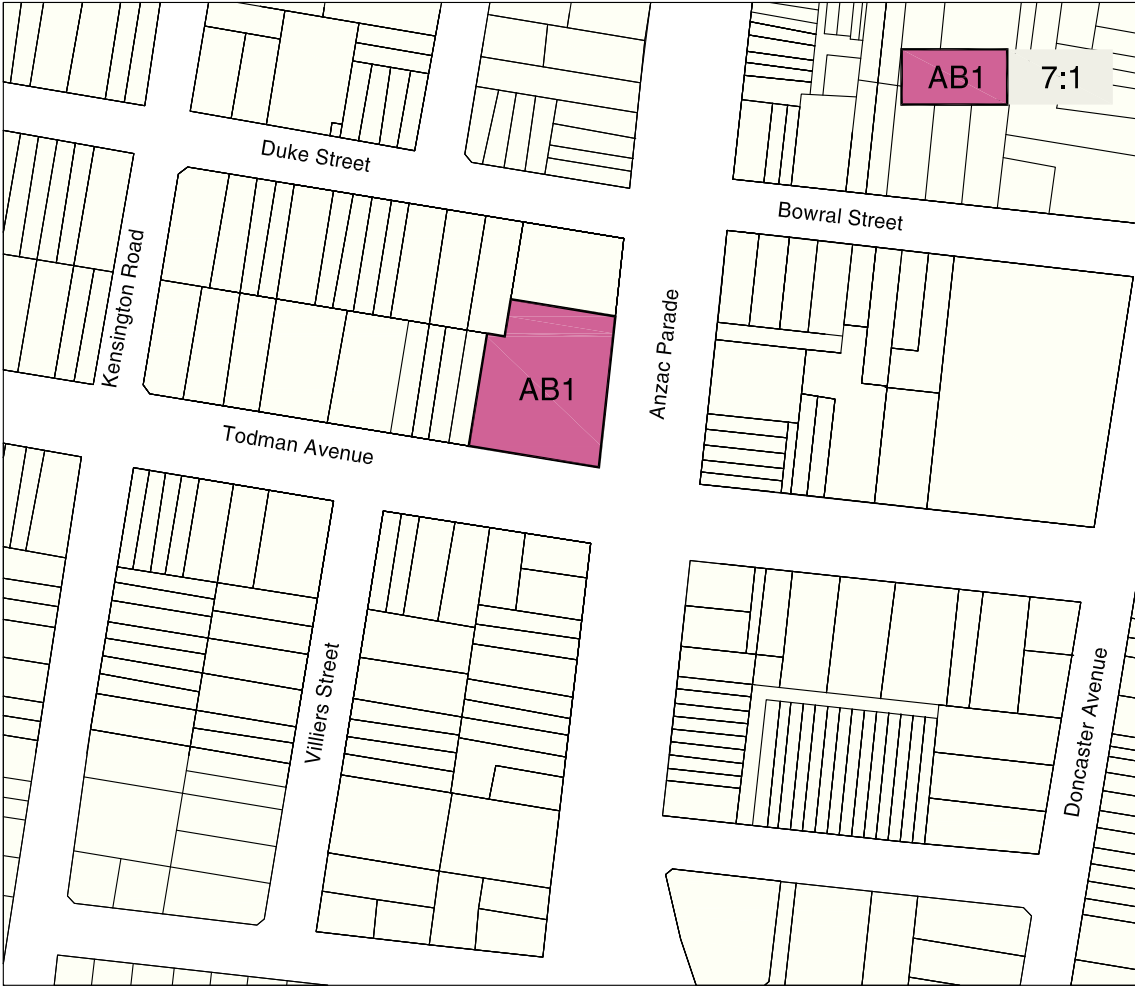
* GEA (Gross Envelope Area) includes balconies and articulation

6.0 PROPOSED LEP MAPS

6.1 HEIGHT CONTROLS



6.2 FSR CONTROLS

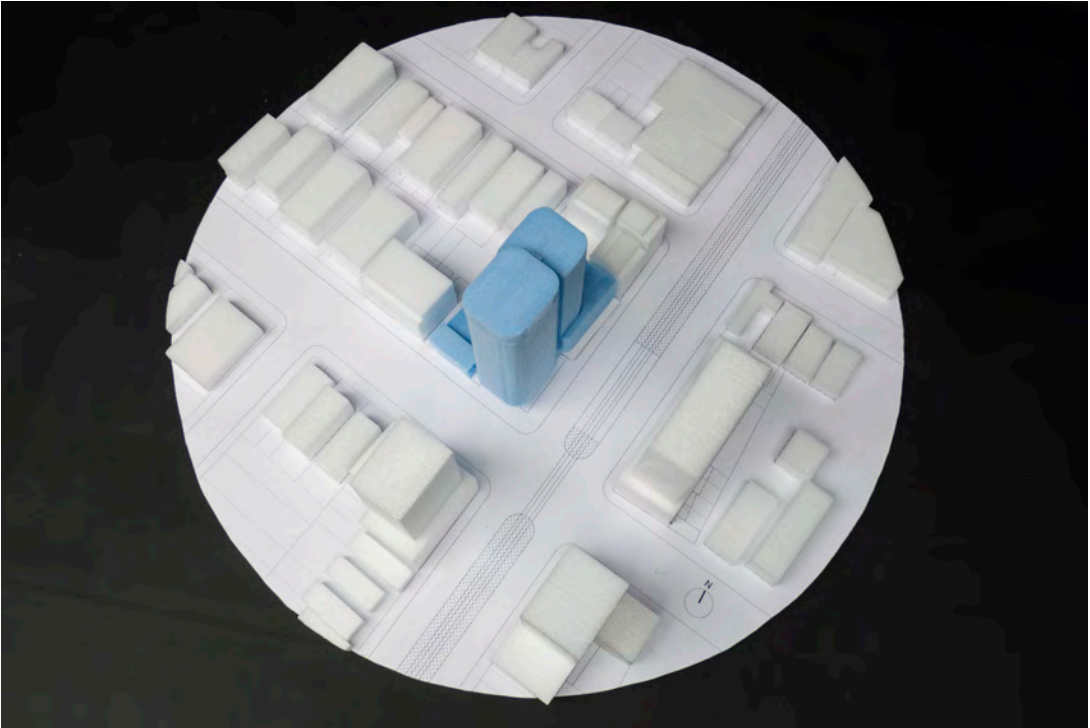
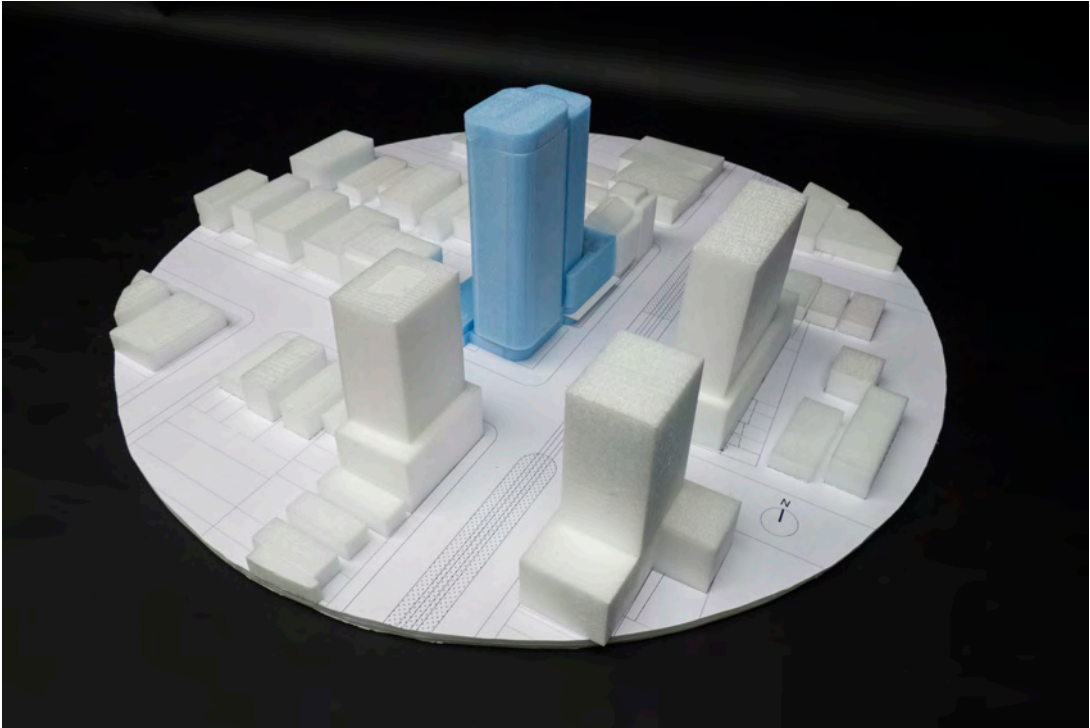


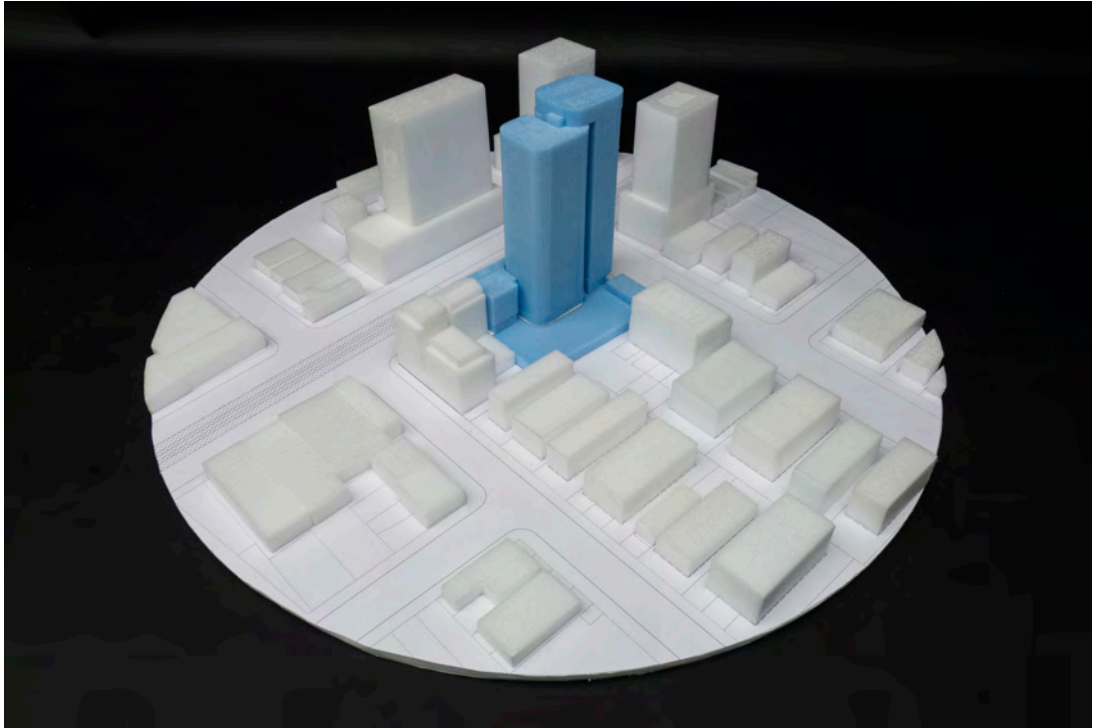
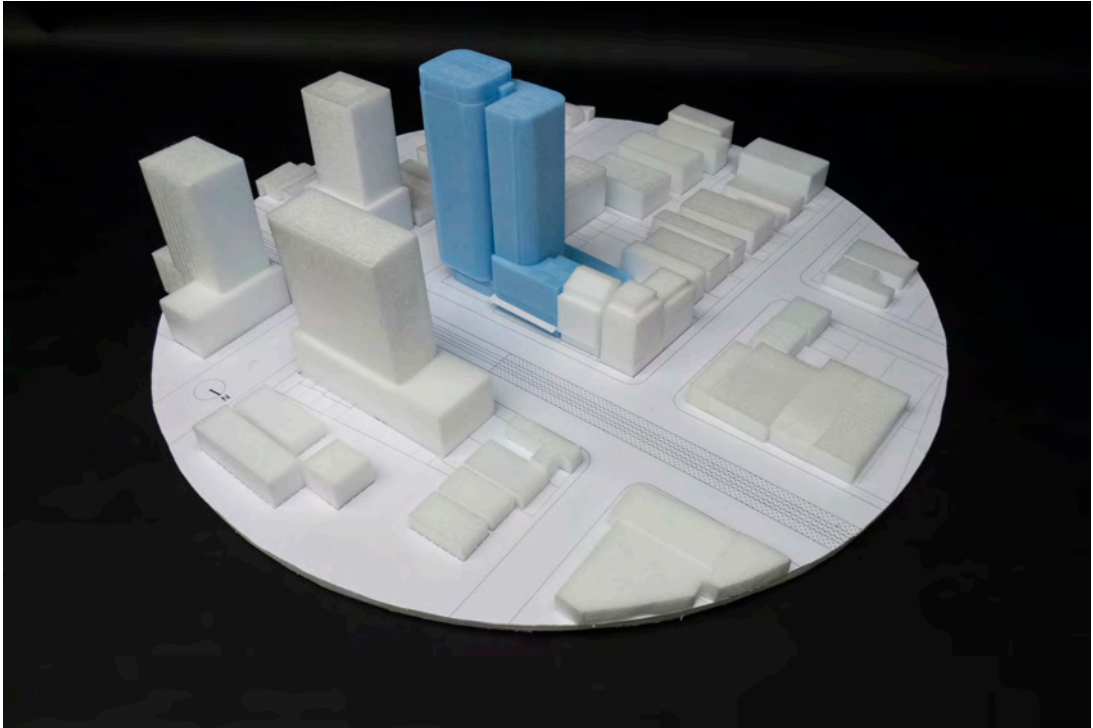
7.0 MASSING VIEWS IN CONTEXT

TOWER PERSPECTIVES



PHOTOGRAPHS OF THE MODEL





8.0 SHADOW STUDIES

8.1 SHADOW STUDIES WINTER SOLTICE 21 JUNE



21 June 9am



21 June 10am



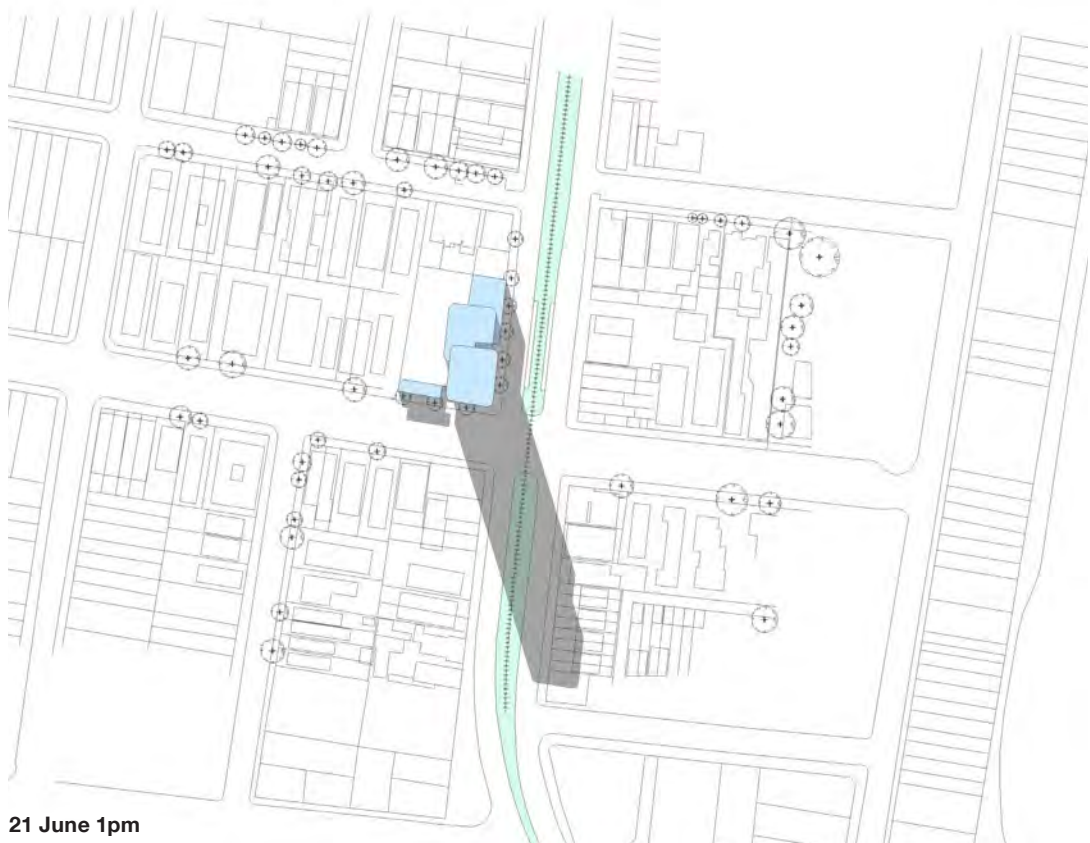
21 June 11am



21 June 12pm



21 June 12:30pm



21 June 1pm



21 June 2pm



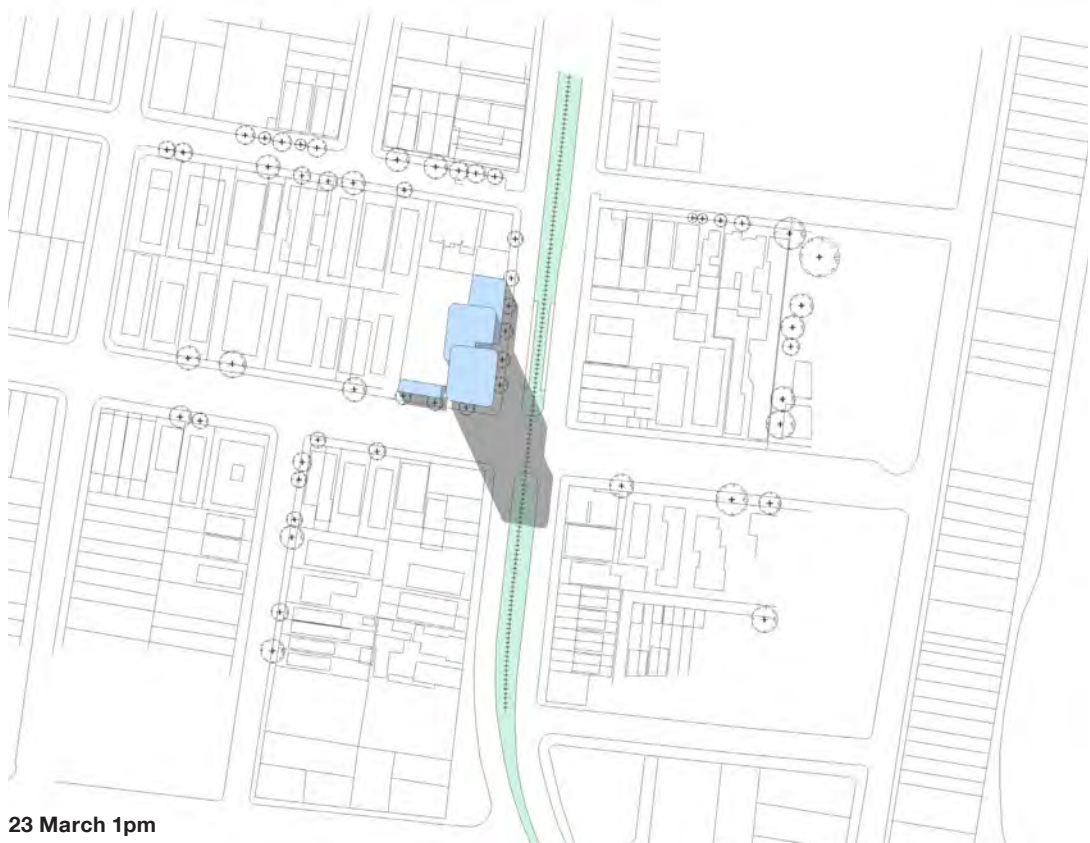
21 June 3pm

6.3 SHADOW STUDIES
EQUINOX
23 MARCH / 23 SEPTMEBER

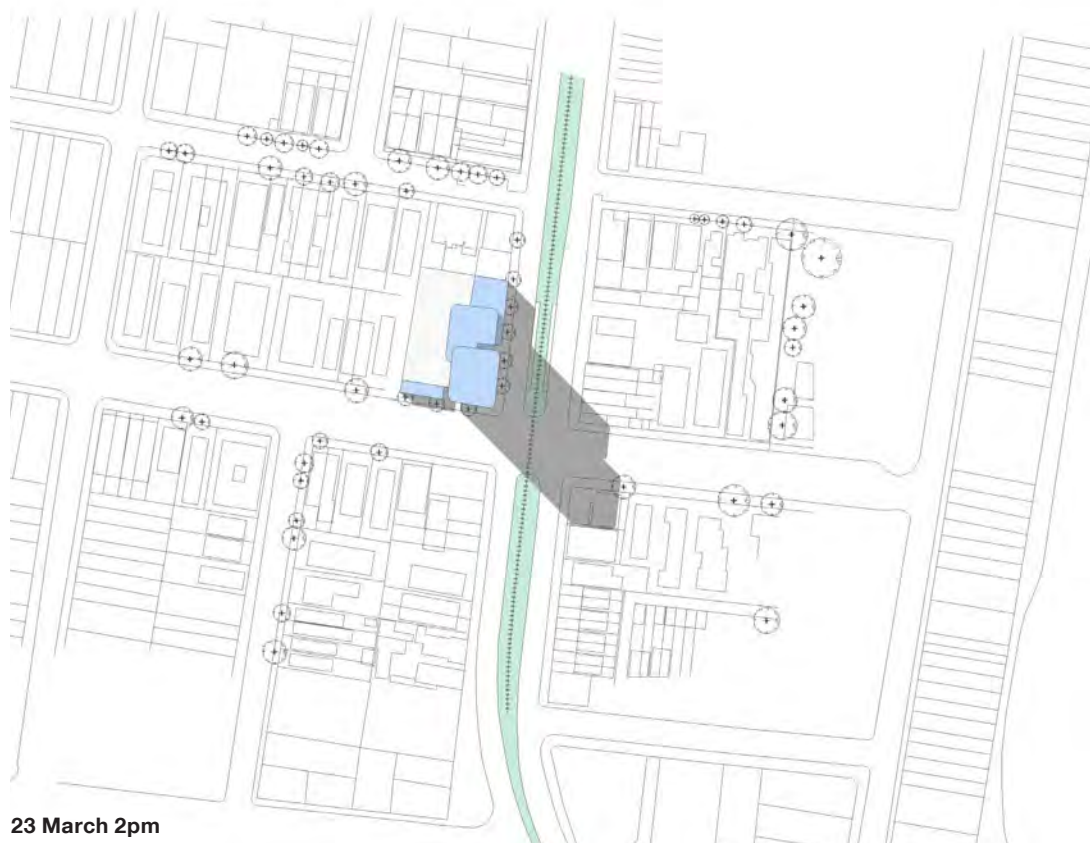




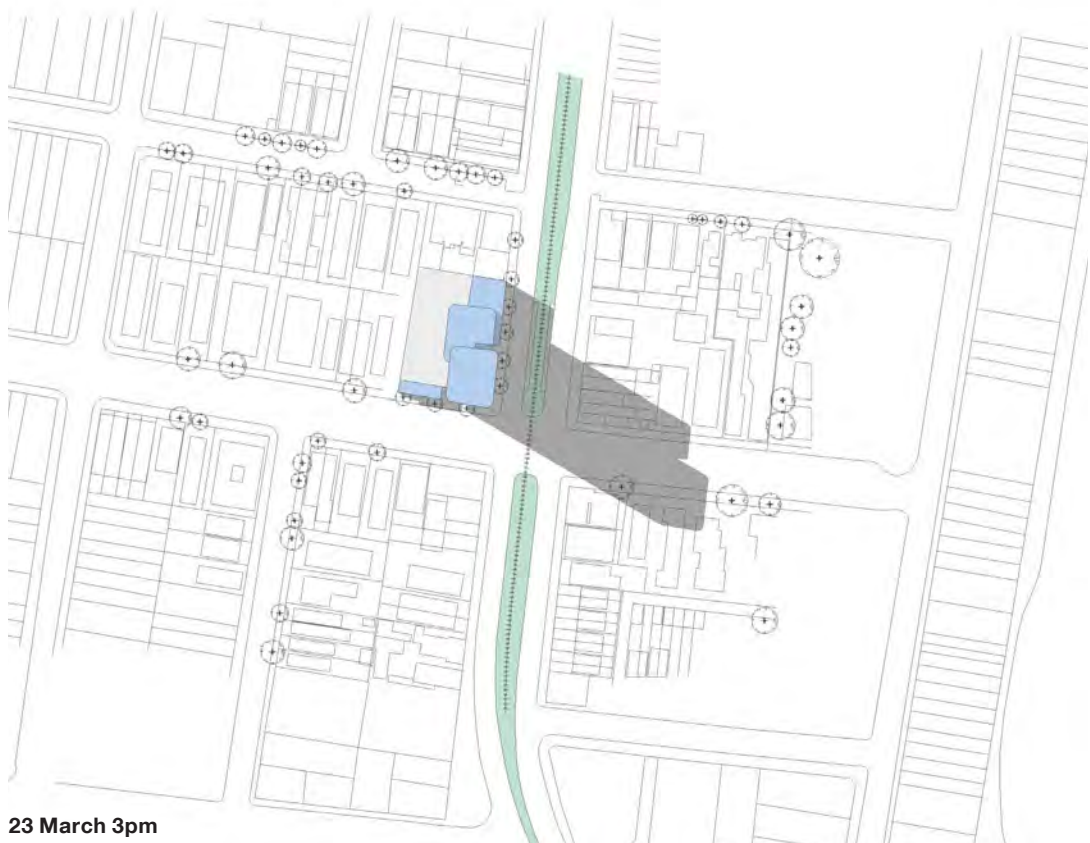
23 March 1230pm



23 March 1pm



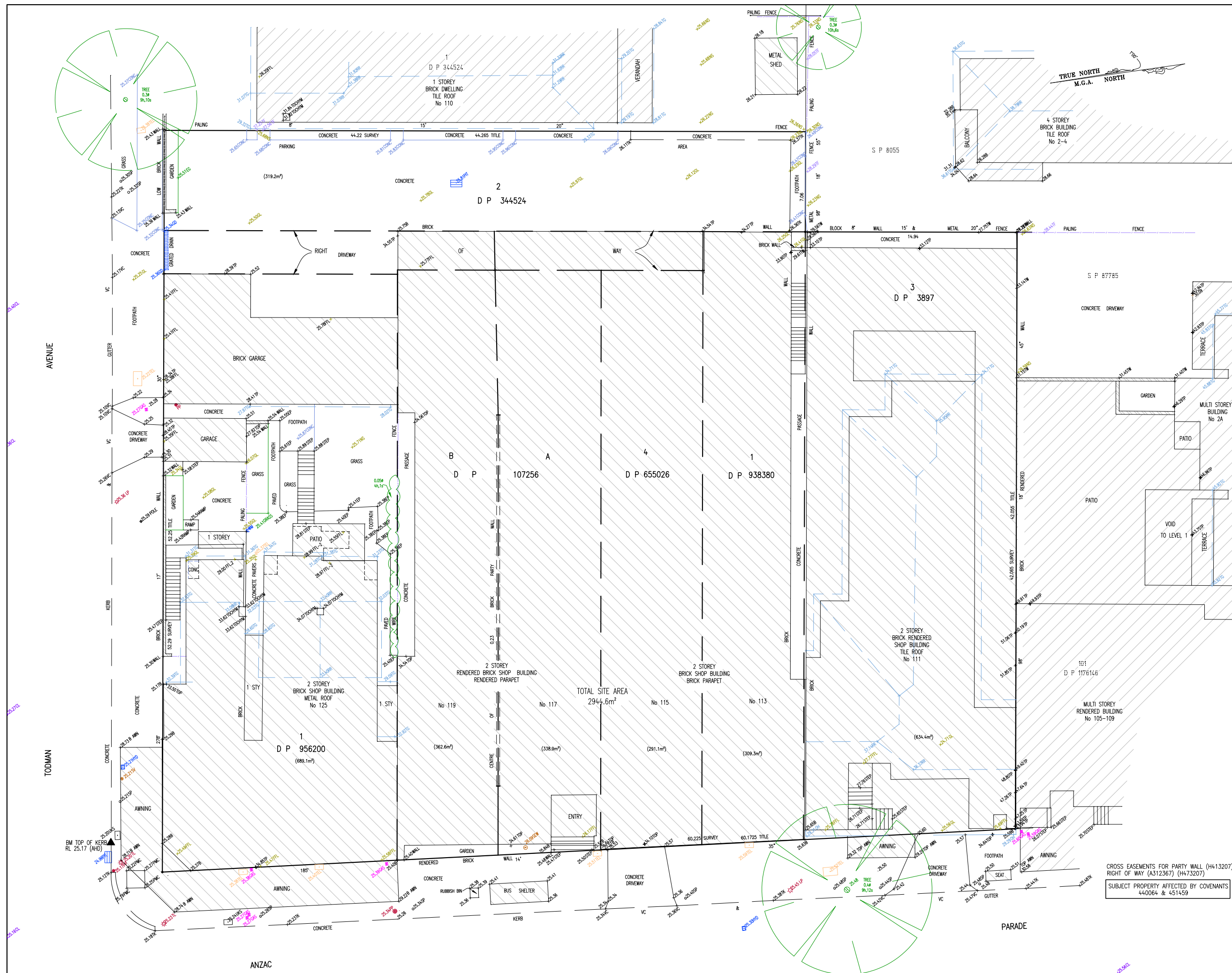
23 March 2pm



23 March 3pm

APPENDIX A

SURVEY PLAN

[illegible]

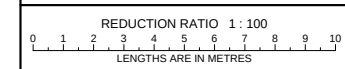
TYPICAL NOTES:

1. SHOWS OF LEVELS SHOWN ACCORDING TO (X) AND (Y) BEARINGS ARE ON NCA NORTH
2. NO BOUNDARY SURVEY HAS BEEN UNDERTAKEN.
3. BOUNDARY & DISTANCES WERE OBTAINED FROM TITLE AND/OR DEED INFORMATION SUPPLIED BY CERTIFICATE OF LANDS OWNERS.
4. RELATIONSHIP OF IMPROVEMENTS AND DATE TO BOUNDARIES IS DIAGNOSTIC ONLY AND SPECIFIC DETAILS, IF ANY, WILL REQUIRE FURTHER SURVEY.
5. STAKES SHOWN ARE BASED ON VISIBLE SURFACE INDICATORS IDENTIFIED AT THE TIME OF SURVEY AND THE RELEVANT SURVEYING DATA OF THE VARIOUS AUTHORITIES. ALL SERVICE LINES ON THIS DEED ARE BEING SHOWN UNDETERMINED. UNLESS SURVEYING PARTY IS AWARE OF POSITIVE EVIDENCE TO THE ACCURACY OR COMPLETENESS OF THE SERVICES SHOWN HEREIN.
6. ROADS & OTHER HEREDITARY WERE BEEN OBTAINED BY AN INDIRECT METHOD AND ARE ACCURATE FOR PLANNING PURPOSES ONLY.
7. ADJOINING BOUNDARIES AND DISTANCES HAVE BEEN PROVIDED FOR DIAGNOSTIC PURPOSES ONLY AND ARE NOT GUARANTEES OF TITLE.
8. THE SHAPES (A, B, SPREAD) AND (X, Y) BEARS (H) OF EACH REEF ARE INDICATIVE ONLY AND SPECIFIC DETAILS, IF ANY, WILL REQUIRE FURTHER SURVEY.

LEGEND OF SYMBOLS			
AE	— AIRCRAFT EMBELLISHMENT	NS	— NATURAL SURFACE
AP	— ALIGNMENT P/W	OPT	— OPTICS
AR	— ARCHING	PF	— PAVEN CROSSING
BAWN	— BOTTOM OF AWNING	PERD	— PERPENDICULAR CROSSING
BN	— BUILDING	PERG	— PERGOLA
BCL	— BALCONY	PP	— PERIMETER MARK
BD	— BOTTOM OF BANK	PP	— POWER POLE
BDY	— BODY	RL	— RAILWAY
BHR	— BOTTOM OF HANDRAIL	ROCK	— ROCK
BT	— BUTTRESS	RS	— RETROFLECT MARK
BU	— BOTTOM OF CURB	RR	— ROSTER ROD
BN	— BOTTOM MARK	RSN	— RETROFLECT NAIL
BOL	— BOLLARD	SEW	— SEWER
BOL	— BOLLARD	SLS	— SEWER LAMP HOLE
BOW	— BOTTOM OF BOWING MARK	SHR	— SHRUB
BSW	— BOTTOM OF STEPS	SMW	— SINKER MARK
BN	— BOTTOM OF WALL	SP	— SP
BR	— BRIDGE	SS	— STAKE SURVEY MARK
CL	— CENTRE LINE	ST	— STOP MARK
CLD	— CENTRELINE	STM	— STORM MARK
COL	— COLUMN	TOP	— TOP
CONC	— CONCRETE	TOPA	— TOP OF ARCHWAY
CORNT	— CORNER	TEL	— TELSTRA
CP	— CURB	TELP	— TELEPHONE PILLAR
DA	— DRILL DAH	TF	— TOP OF FENCE
DA	— DRILL DAH	TC	— TOP OF CUTTER
DHW	— DRILL HOLE & NINGS	TI	— TRAFFIC LIGHT
DWY	— DRIVEWAY	TO	— TOP OF CURB
EB	— EDGE OF BRIMEN	TL	— TRAFFIC LIGHT
ED	— ELECTRICITY ROD	TP	— TOP OF PARAPET
EG	— EDGE OF CONCRETE	TR	— TRAIL
EG	— EDGE OF GARDEN	TRF	— TOP OF ROOF
ED	— EDGE OF PATH	TRP	— TOP OF ROOF
ED	— EDGE OF ROAD	TRP	— TOP OF RETAINING WALL
ELC	— ELECTRICITY PIT	TS	— TOP OF STEPS
ET	— ET	TW	— TOP OF WALL
FL	— FLOOR LEVEL	TRW	— TOP OF WINDOW
GL	— GLASS DOOR	UNS	— UNKNOWN SERVICE
GL	— GAS METER	UNU	— UNDERGROUND
HPG	— HIGH POWERED GAS	UNU	— UNDERGROUND OF EASE
HR	— HANDRAIL	UNU	— UNDERGROUND OF GUTTER
HO	— HOLE	UNU	— UNDERGROUND OF AWNING
IL	— INVERT LEVEL	UNU	— UNDERGROUND OF ROAM
IP	— INSPECTION PIT	UNU	— UNDERGROUND OF CEILING
IP	— INSPECTION PIT	V	— VEHICLE
LP	— LAMP POST	VC	— VEHICLE CROSSING
ML	— MANHOLE	W	— WATER
ML	— METAL LID	WW	— WINDY

LEGEND OF SYMBOLS			
—	COMMON STIMULATOR PIPE	FW	RECYCLED WATER
E	UNDERGROUND ELECTRICITY CABLES	RW	IRREGULAR MAN
—	UNDERGROUND ELECTRICITY & OPTIC CABLES	RIA	ROADS & MARITIME PIT
—	OPTIC CABLES	S	SINK
—	PIPE SERVICE	ST	SUBURB OUTLIER
G	GS GAS LINE	SW	STORM WATER
—	GS GAS LINE & ELECTRICITY CABLES	—	TELEPHONE CABLE
—	NATURAL GAS LINE	T	TOLLOWS CREEK
—	OVERHEAD CABLES	TO	TESTING & GAS CABLES
OP1	OPTIC CABLE	U	UNKNOWN SERVICE
—	PRIVATE ELECTRICITY CABLES	V	VERNON CANYON
PS	PRIVATE SEWER	W	WATER SUPPLY
FW	PRIVATE WATER	WW	WATER MAIN

1. ALL UNDERGROUND SERVICE INFORMATION INCLUDES OF GENERAL POSITION AND SURFACE COVER DEPTHS. NOTED ON THE PLAN ARE APPROXIMATELY ONLY.
2. ALL UNDERGROUND SERVICE INFORMATION HAS BEEN COMPILED FROM SERVICE AUTHORITY PLANS PROVIDED BY THE AUTHORITIES.
3. THE LOCATION OF SERVICES BETWEEN SURVEINED POINTS (AS INDICATED) HAVE BEEN SHOWN DIAGNOMATICALLY EXACT USING THE SERVICE DRAWINGS AS PROVIDED. THE EXACT LOCATION OF THESE SERVICES BETWEEN THE SURVEINED POINTS WILL BE VERIFIED FOR ANY EXCAVATION OR PLUNGING. NO WARRANTY IS GIVEN AGAINST THE POSSIBILITY OF THE EXISTENCE OF OTHER UNCHARTED SERVICES.
4. ALL CONSTRUCTION, SERVICE, OR PLUMBING PROJECT CONSULTANTS MUST CONTACT THE RELEVANT AUTHORITIES, IN ACCORDANCE WITH STANDARD "DUTY BEFORE YOU DIG" PROCEDURES FOR ALL UNDERGROUND ANY WORKS WITHIN THE VICINITY OF THE SERVICE LINES TO VERIFY THE POSITION OF THE SERVICE LINES.



CLIENT: TOGA D & C PTY LTD

2/344524 4/655026 TITLE No: A & B/107256 3/3897 1/95200 1/938380 DATUM: A.H.D. DATE OF SURVEY: 06.05.15 SURVEYOR: LS DRAFTER: PH	REF: 150419 ISSUE: 2 ISSUE DATE: 19.05.15 SHEET SIZE: B1 SHEET 1 OF 2 SHEETS
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