

Walter Road West Neighbourhood Centre Local Development Plan



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1.0 Using this Document

This Local Development Plan (LDP) provides the primary controls for new development in the formerly zoned Dianella Industrial Area and the existing Walter Road West Neighbourhood Centres, Figure 1.

The Local Development Plan is divided into 6 sections as outlined below:

Section 1 - Using this document - outlines the structure of the document.

Section 2 - Implementation - outlines how this document is to be used in relation to other planning documents.

Section 3 - General Development Provisions
Outlines the general development provisions for all lots.

Section 4 - Street Types - outlines the details of new streets that have to be constructed and existing streets that require upgrading.

Section 5 - Building Types - outlines 4 building types that define the height and placement of buildings, location of open space and parking.

Section 6 - Specific Development Types - outlines the specific development provisions for each lot including location of vehicle access points and new streets.



Figure 1 - Local Development Plan Area

2.0 Implementation

This Local Development Plan (LDP) has been prepared to guide development within the formerly zoned Dianella Industrial Area, in accordance with Schedule 2, Part 6, Clause 52 of the Planning and Development (Local Planning Schemes) Regulations 2015. It will be used by the City in the assessment of development and subdivision applications.

2.1 Operation

All development within this Local Development Plan is subject to the provisions of this LDP. Where there is an inconsistency between the general development provisions and the specific development provisions, the specific development provisions shall prevail.

2.2 Relationship to Scheme and Policies

This Local Development Plan is to be read in conjunction with the City's Local Planning Scheme, Local Planning Policies as well as the Residential Design Codes.

Where there is an inconsistency between the provisions of this Local Development Plan and adopted Policies, the provisions of this LDP shall prevail.

Where the Local Planning Scheme, City Policies and/or Local Development Plan do not apply; the provisions of the Residential Design Codes apply.

2.3 Residential Design Codes

- a) In accordance with the Local Planning Scheme, the Residential Density Code applicable to the LDP area is R-AC0. The Residential Design Code applicable to land zoned Local Centre is R80.
- b) The requirements of the SPP 7.3 Residential Design Codes Volumes 1 & 2 are applicable to the relevant residential component of developments, except for where the provisions are replaced or amended as identified in Section 3.0 of this LDP.

2.4 Vision

The vision for this area is to transform from an industrial area into a mixed use area with predominately residential uses in a landscaped setting.

2.5 Objectives

The LDP has the following objectives.

- a) To create a lively and dynamic urban village with a varied mix of housing, employment and retail activities;
- b) To establish an urban structure with streets, right of ways and pedestrian access ways to provide for permeable movement, green spaces and building separation;
- c) To ensure that parking and vehicle access ways do not dominate street frontages;
- d) To ensure the streets achieve total shadecover over all footpaths;
- e) To ensure that landscaping areas and tree canopy is prioritised over hard surfaces;
- f) To encourage built form that demonstrates design excellence and creates a diverse, fine-grain urban character while providing landscaped amenity;
- g) To ensure setbacks from new developments integrate and transition new development into the surrounding residential neighbourhood;
- h) To provide a high level of pedestrian amenity and safety through the provision of passive surveillance of the streetscape at all building levels and the establishment of a continuous footpaths network;
- i) To encourage the provision of new publicly-accessible spaces that are safe, attractive and surrounded by active uses that will become the focal points of the centre;
- j) To establish Walter Road West as a local 'main street' activity centre with street-focused retail and other commercial uses;
- k) To set buildings back from Walter Road West to enable public realm enhancements such as wider footpaths and street trees;
- l) To control building heights and plot ratio to ensure the desired character and proportions of the streets and to ensure an appropriate transition in scale from Elsegood Street to Walter Road West; and
- m) To ensure that lots are not subdivided into smaller lots in certain areas so that the built form controls proposed are still valid.

2.0 Implementation

2.6 Variations

Proposed variations to this Local Development Plan will be considered in accordance with the objectives of this LDP and the applicable Design Principles, Design Guidance, Acceptable Outcomes and Element Objectives of the Residential Design Codes.

2.7 Definitions

Unless otherwise defined, definitions in this document shall be as per the Residential Design Codes or the Local Planning Scheme.

Attached Townhouse: means a two storey single house or grouped dwelling with shared walls to one or more dwellings and parking accessed from a rear Right of Way.

Design Excellence: is measured against the 9 design principles outlined in State Planning Policy 7.0.

Public Plaza: means an area of 80% uncovered plaza, that is owned privately, but is always accessible to the public by way of easement or other legal agreement.

3.0 General Development Provisions

3.1 Rights-of-Way, Vehicle Access Ways and Pedestrian Access Ways

- a) Rights-of-way (ROW), vehicle access ways and pedestrian access ways (PAW) shall be incorporated into new development where indicated in the Specific Development Provisions.
- b) The area of land for right of ways, vehicle access ways and pedestrian access ways may be used in the calculation of plot ratio for development.
- c) Right of ways, vehicle access ways and pedestrian access ways shall be in accordance with the relevant street types outlined in section 4.

3.2 Vehicle Access

These provisions replace Clause 5.3.5 – Vehicular Access of the R - Codes (Volume 1) and Clause 3.8 – Vehicle Access of the R - Codes (Volume 2).

- a) No vehicle access shall be permitted from any street where a site has alternative access via a Right of Way or Vehicle Access Way.
- b) Where a site has no alternative access via a Right of Way or Vehicle Access Way, the vehicle access shall be located as indicated in the Specific Development Provisions.
- c) No more than one vehicle access point for any one site shall be permitted from a street other than a Right of Way or Vehicle Access Way.
- d) Maximum crossover widths shall be:
 - i) 3.0 metres where serving up to 15 dwellings; or
 - ii) 6 metres where serving 15 dwellings or more.

3.3 Parking

Parking provisions are in addition to Clause 5.3.3 – Parking and Clause 5.3.4 – Design of Car Parking Spaces of the R - Codes (Volume 1) and Clause 3.9 – Car and Bicycle Parking of the R - Codes (Volume 2).

- a) Parking areas shall be designed in accordance with Figure 2, Figure 3 and Figure 4 and the Specific Development Provisions.

3.4 Public Plazas

These provisions are in addition to Element 2.8 – Development Incentives for Community Benefit of the R - Codes (Volume 2).

- a) New public plazas may be provided on sites identified in the Specific Development Provisions. Public plazas shall:
 - i) Have a minimum dimension of 7 metres and not be less than 75m² in area;
 - ii) Be publically accessible at all times;
 - iii) Have a activated non-residential uses on the ground floor fronting the public plaza; and
 - iv) Be landscaped to the satisfaction of the City of Stirling.
- b) Public Plazas are to be privately owned. An easement will be required to ensure public access. The land area of the Public Plaza may be used in the calculation of plot ratio and street setbacks for development.
- c) Where a public plaza is provided in accordance with the above provisions, development is entitled to a plot ratio bonus calculated at a rate of 3m² of plot ratio area for every 1m² of public plaza provided. This plot ratio bonus may be utilised in one additional floor above the maximum building height specified for the lot in this LDP provided that any additional height is located adjacent to the primary street boundary.

3.0 General Development Provisions

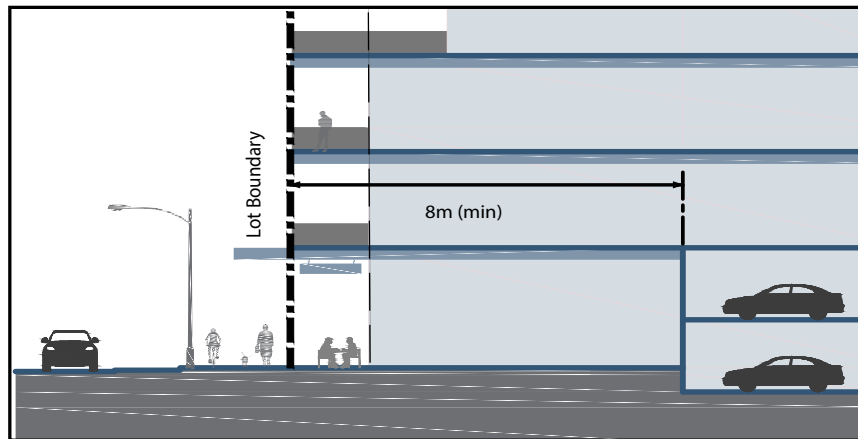


Figure 2: At grade parking, non-residential ground floor use - Attached Building Types

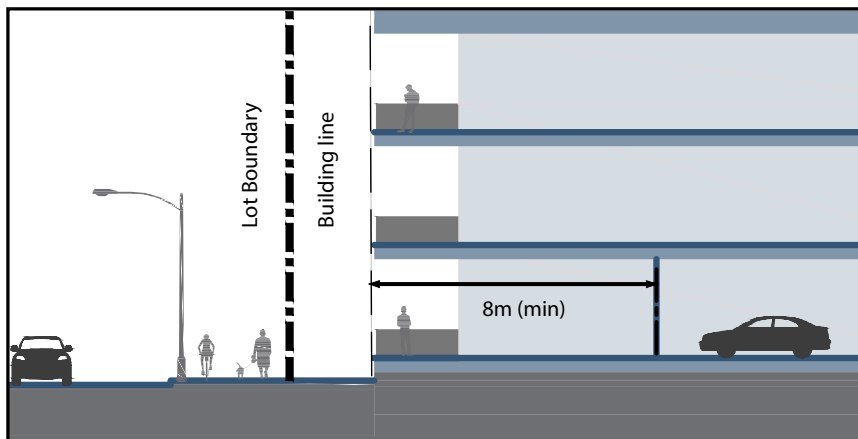


Figure 3: At grade parking, residential ground floor use

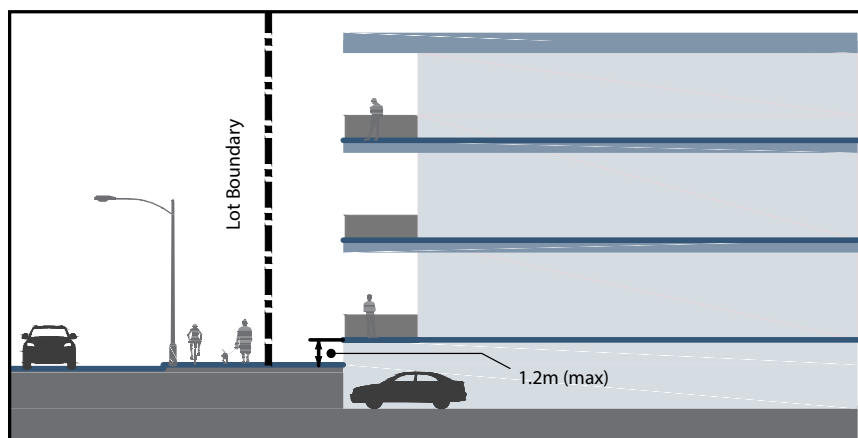


Figure 4: Below grade parking, residential or non-residential ground floor use

3.0 General Development Provisions

3.5 Landscaping and Open Space

These provisions are in addition to Clause 5.3.2 of the R - Codes (Volume 1) and Clause 3.3 – Tree Canopy and Deep Soil Areas, Clause 3.4 – Communal Open Space and Clause 4.12 – Landscape Design of the R - Codes (Volume 2).

- a) Deep Soil Zones shall be placed in the locations outlined in the Specific Development Provisions .
- b) A Landscaping Plan shall be submitted for all developments with 5 or more dwellings in accordance with the Local Planning Policy 6.6: Landscaping.
- c) Where development shares a boundary with a residential lot outside the LDP area, the adjacent setback shall contain no parking or buildings, and shall include trees (min. 90 litre at planting) at a minimum 5m spacing.
- d) Existing native trees shall be kept where possible.
- e) Shading implications shall be considered on adjoining properties on Boulton Street to ensure that trees planted within southern setback areas are maintained to an acceptable height such that they do not significantly impede direct sun access.

3.6 Public Open Space

- a) Redevelopment of existing non-residential sites to residential uses within this LDP will require the provision of a public open space contribution.
- b) No new land for public open space will be provided within the LDP area. Cash-in-lieu contributions will be required by the City for all residential development and mixed use development with a residential component, including built strata development.
- c) Cash-in-lieu contributions will be used to upgrade the following parks:
 - i) Cleveland Reserve - 64 Cleveland St;
 - ii) Boulton Reserve - 70 Boulton Street; and
 - iii) Walter Lancaster Reserve - 17 Walter Road West.

3.7 Building Outlook

These provisions are in addition to Clause 5.2.3 of the R - Codes (Volume 1) and Element 3.6 – Public Domain Interface of the R - Codes (Volume 2).

- a) All habitable rooms shall have a major opening.
- b) Each dwelling shall have habitable rooms facing all streets and Public Access Ways.
- c) All dwellings shall orientate towards and have their primary pedestrian access to the new pedestrian access ways where present.

3.8 Public Domain Interface

These provisions replace Acceptable Outcomes A3.6.2 of the R- Codes (Volume 2) at Element 3.6. for multiple dwellings. These provisions replace Deemed-to-Comply provisions C1.1-C1.2 and C1.4-C1.5 of the R-Codes Volume 1 and Element 5.2.1. for single and grouped dwellings.

- a) All development shall have either residential or non-residential uses on the ground floor fronting a street. Car parking is to be sleeved behind land uses as identified in the Specific Development Provisions and Figures 2 and 3 or off the rear ROW.
- b) At grade car parking is not permitted to front a street or public access way at the ground level.
- c) A residential building's ground level elevation may be 1.2m above natural ground level at the street level.
- d) Non residential buildings shall be level with the street.
- e) The ground level of a mixed-use building with a frontage to Walter Road West shall include a continuous solid canopy for pedestrian shelter.

3.0 General Development Provisions

3.9 Noise Attenuation

These provisions are in addition to Clause 4.7 – Managing the Impact of Noise of the R - Codes (Volume 2)

- a) Development on certain lots within this LDP area are subject to the requirements of State Planning Policy 5.4 (Road and Rail Noise) as depicted in the Specific Development Provisions.
- b) Development of lots directly abutting existing industrial uses with excessive levels of noise should include the use of noise attenuating materials and design measures.

3.10 Non-Residential and Mixed-Use Development

Non - Residential and Mixed-Use development shall be designed in accordance with Local Planning Policy 4.2: Mixed Use and Commercial Centre Design Guidelines. The provisions of this LDP shall prevail where inconsistent with this Policy.

In accordance with the Schedule 2 of the City's Local Planning Scheme No. 3, the following non - residential uses may be considered on those lots zoned R-AC0 within the LDP area:

- Consulting Rooms
- Industry- Light
- Industry – Service
- Office
- Personal Care Services
- Personal Services
- Recreation – Private

These additional non-residential uses are only permitted on the ground floor fronting a road reserve and shall be limited to a maximum plot ratio area of 250 m² per tenancy.

3.11 Residential Development

The residential zoning of this land permits single dwellings, grouped dwellings and multiple dwellings.

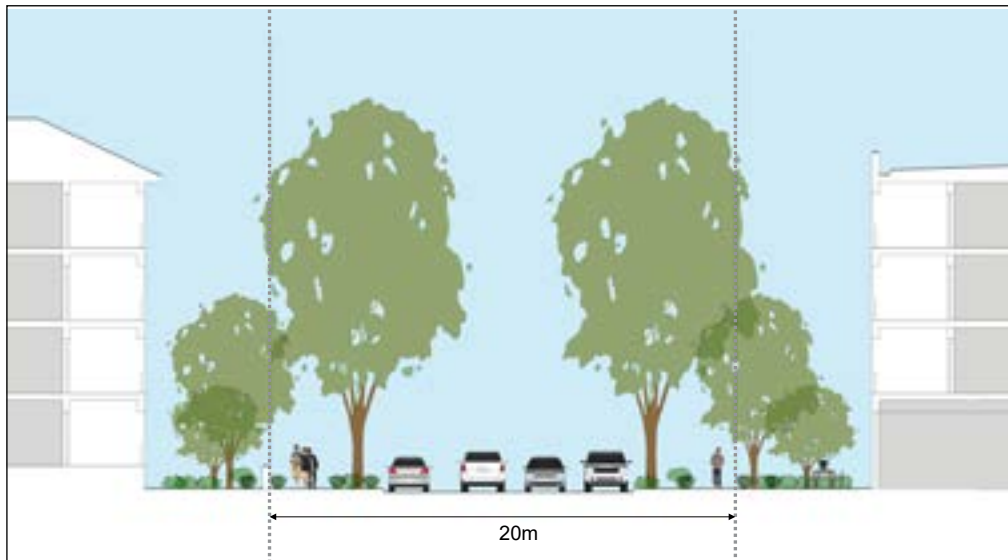
All building types would allow the construction of any type of dwelling within the setback / height / plot ratio constraints.

4.0 Street Types

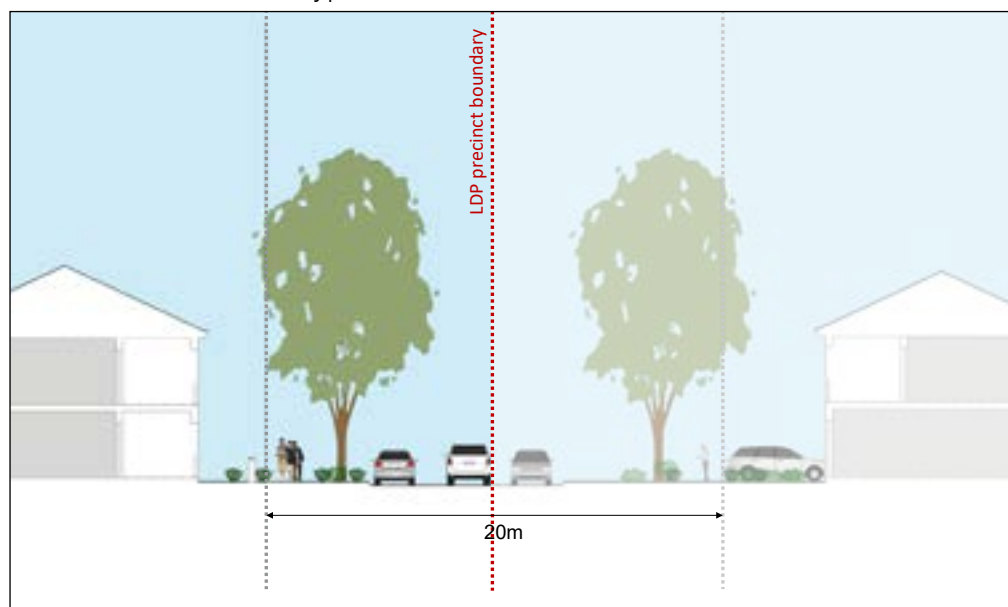
4.1 Street Types

This Local Development Plan contains a number of Street Types:

- The location of each street type is identified in the Specific Provisions.
 - All new development is required to upgrade/construct the adjoining portion of road reserve to the identified Street Type in the Specific Development Provisions as a condition of development, subdivision/built-strata approval.
 - Satisfactory arrangements (such as cash-in-lieu) may be made by the landowner
- with the City for the full cost of upgrading/constructing the adjoining portion of the existing road reserve to the standard as required by the relevant Street Type cross-section.
 - Existing street trees shall not be removed and new street trees shall be planted at a maximum linear distance of 7.0m or between each on-street car parking bay.
 - New Rights of Way, Vehicle Access Ways and Public Access Ways shall be constructed in accordance with the relevant street type.



Street Type 1 - Standard Road - 20m wide



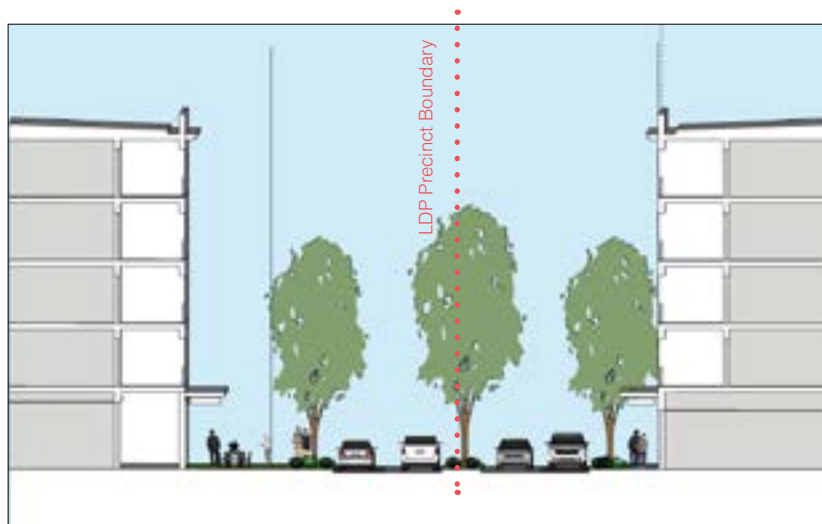
Street Type 1A - Standard Road - 20m wide

4.0 Street Types

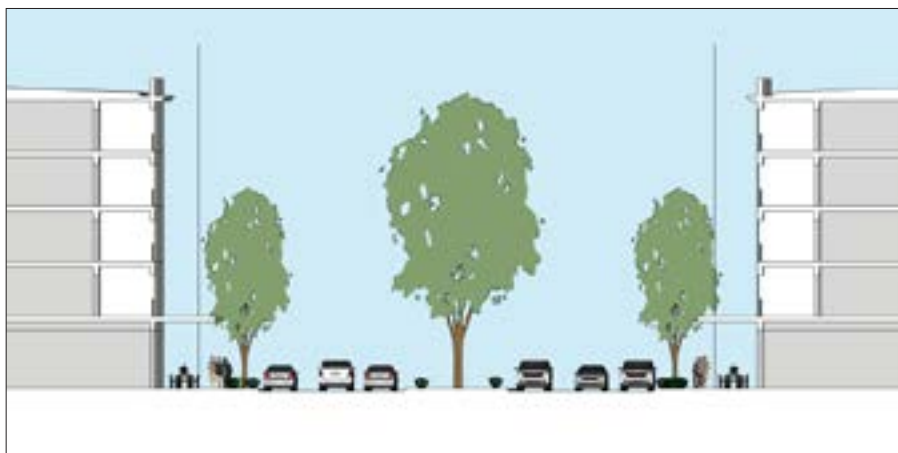


Indicative Example of Street Type 1

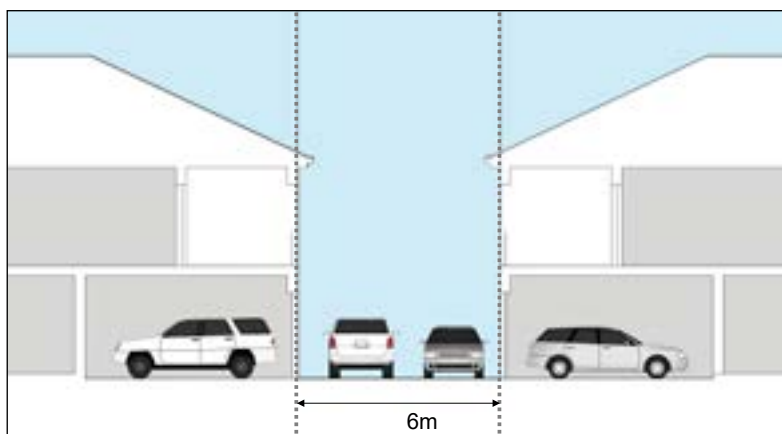
4.0 Street Types



Street Type 2 - Main Street - 20m wide



Street Type 3 - Boulevard - 30m wide



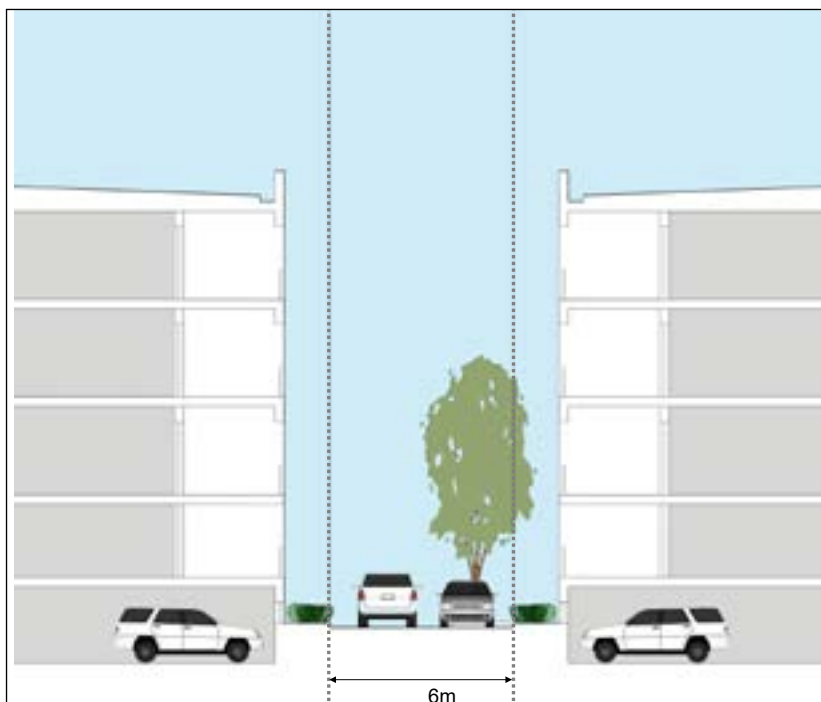
Street Type 4A - Vehicle Access Way - 6m wide
Attached Town House

4.0 Street Types

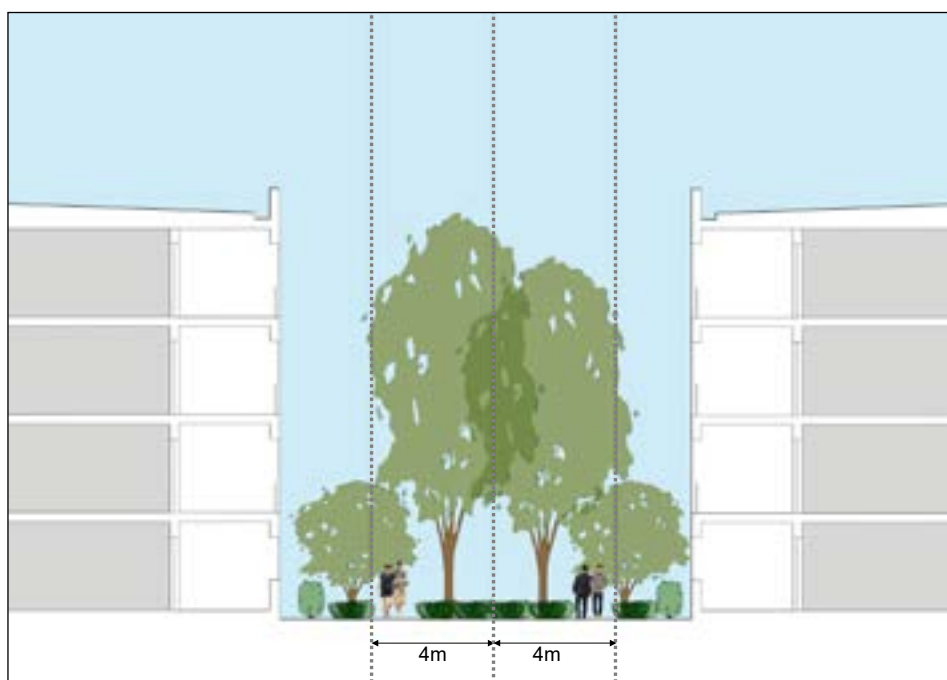


Indicative Example of Street Type 2

4.0 Street Types



Street Type 4B - Right of Way / Vehicle Access Way - 6m wide



Street Type 5 - Pedestrian Accessway - 8m wide

5.0 Building Types

These provisions replace Table 1 of Volume 1 and Table 1 of Volume 2 of the R - Codes.

- a) The Local Development Plan is categorised into:
 - i) Attached Town Houses (May include Single, Grouped and Multiple Dwellings);
 - ii) Attached Low Rise Apartments (May include Multiple Dwellings);
 - iii) Courtyard Apartments (May include Multiple Dwellings); and
 - iv) Main Street (May include Multiple Dwellings).
- b) All development and subdivision shall comply with the applicable building type which is illustrated in Figure 5 and in more detail in the Specific Development Provisions.
- c) Ground and upper level setbacks are measured from the property boundary after creation of new Right of Ways (ROW's) or Pedestrian Access Way (PAW's).
- d) Building Height is measured in storeys, with the maximum height being 4.5 metres for the ground storey and 3.5 metres for all upper storeys.



Figure 5 - Building Types

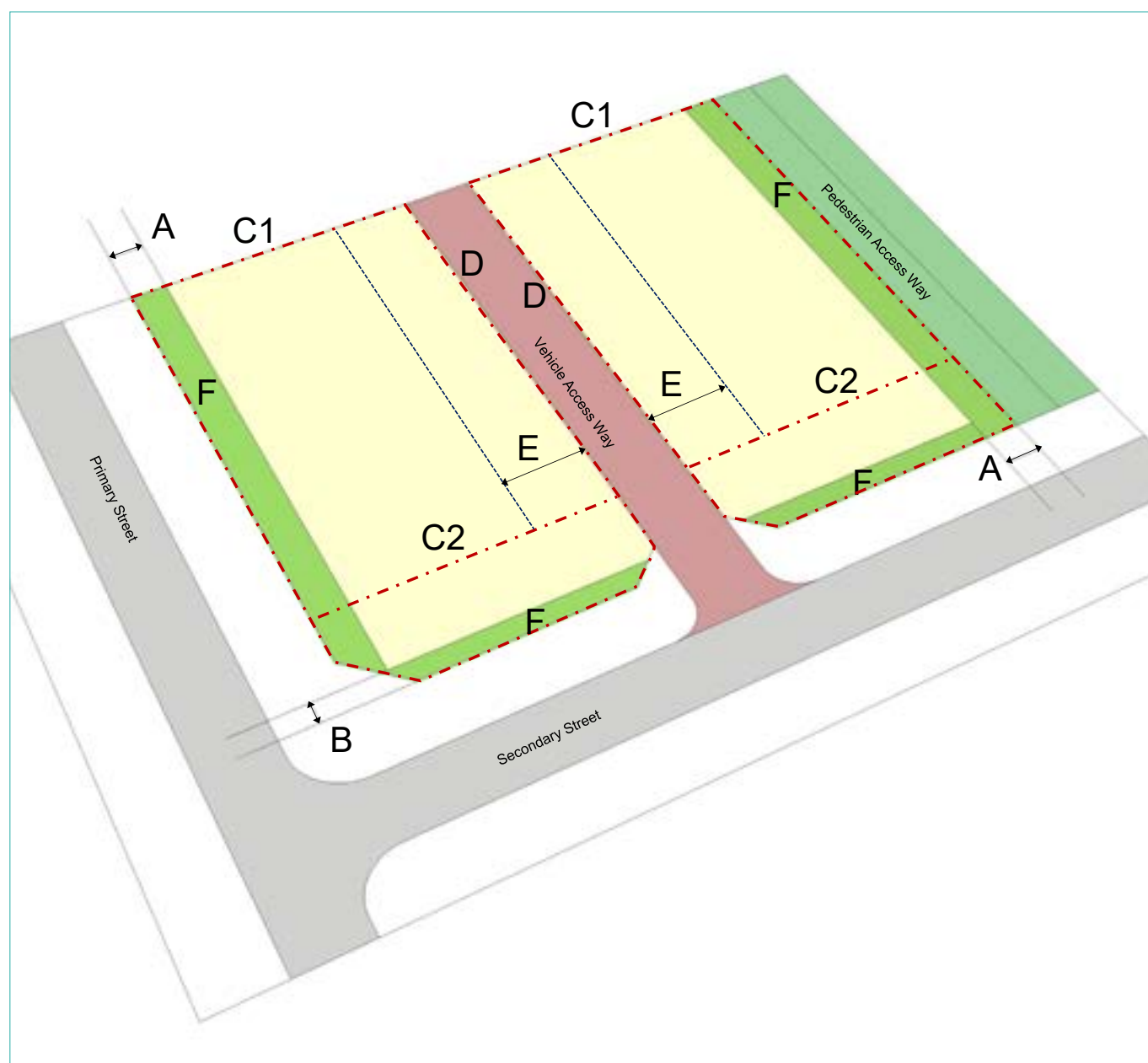
5.0 Building Types

5.1 ATTACHED TOWN HOUSES

a) Building Placement

Attached Town Houses will be oriented towards the primary street or pedestrian access way attached with walls built to the lot boundary. They may be single, grouped or multiple dwellings. Car parking will only be accessed from new vehicle access ways at the rear with ground floor private open space located between the dwelling and the garage. Building heights is limited to 2 storeys fronting Elsegood Street. 3 storeys is permitted on the southern side of the vehicle access way.

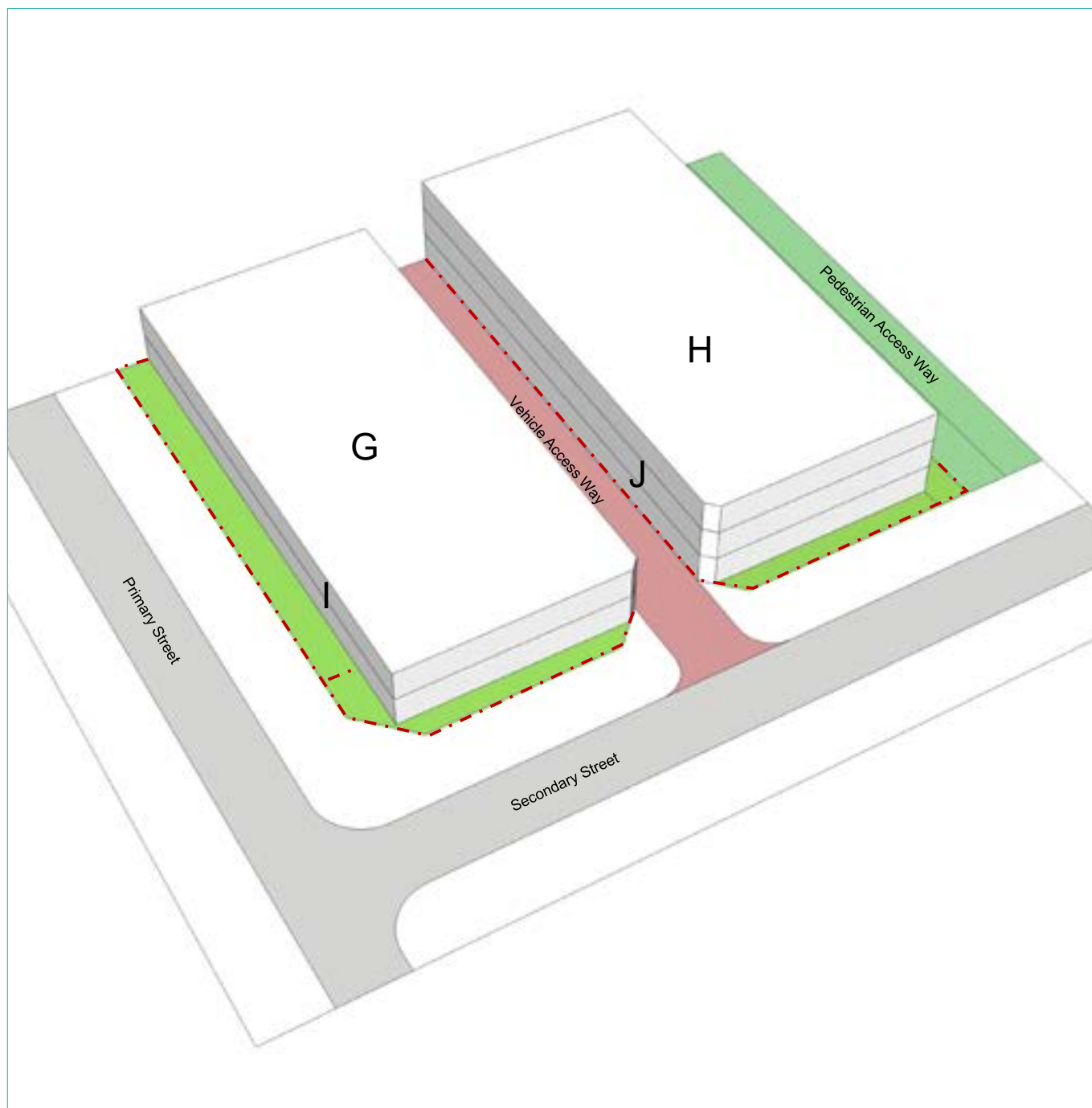
b) Building Siting



5.0 Building Types

5.1 ATTACHED TOWN HOUSES

c) Building Envelope



5.0 Building Types

5.1 ATTACHED TOWN HOUSES

d) Building Standards

Street / PAW Setbacks Areas (min)		
A	Primary Street / PAW Setback	3m
B	Secondary Street Setback	3m
Side Setback Areas		
C1	Abutting lots coded R30 and below	2m
C2	Abutting lots coded RAC0	Nil
Rear Setback		
D	Abutting Vehicle Access Way	Nil

Location of Parking Areas		
E	Maximum distance from Vehicle Access Way	8m
Deep Soil Areas, Width (min)		
F	Front & Side	3m
Plot Ratio (max)		
G	Plot Ratio (Northern Side of Vehicle Access Way)	1.0
H	Plot Ratio (Southern Side of Vehicle Access Way)	1.5
Building Height, Storeys (max)		
I	Height (Northern Side of Vehicle Access Way)	2
J	Height (Southern Side of Vehicle Access Way)	3
Lot Configuration - Green Title/Survey Strata (min)		
	Lot Size	120m ²
	Lot Frontage	6m

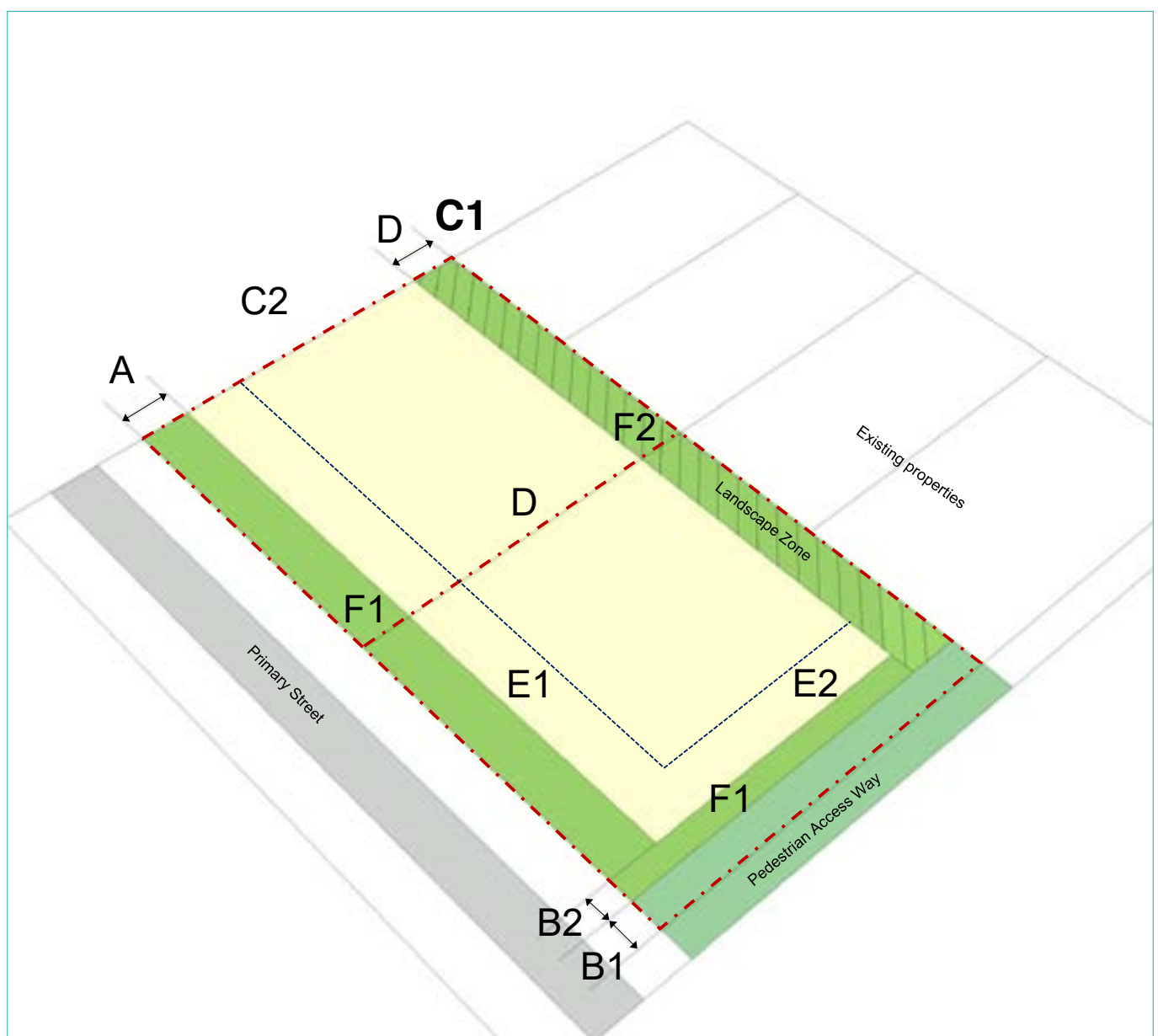
5.0 Building Types

5.2 ATTACHED LOW RISE APARTMENTS

a) Building Placement

A building type with residential uses on upper floors. Limited non-residential uses and residential uses are will be on the ground floor. Parking is only from nominated vehicle access points. Generous front setbacks are for ground floor courtyards and trees. Rear setbacks are to allow for trees and for rear facing apartments to have a landscaped outlook. Building height is limited to between 3 and 4 storeys and steps down towards existing residential properties. Green title subdivision is restricted to preserve the large lots for apartments.

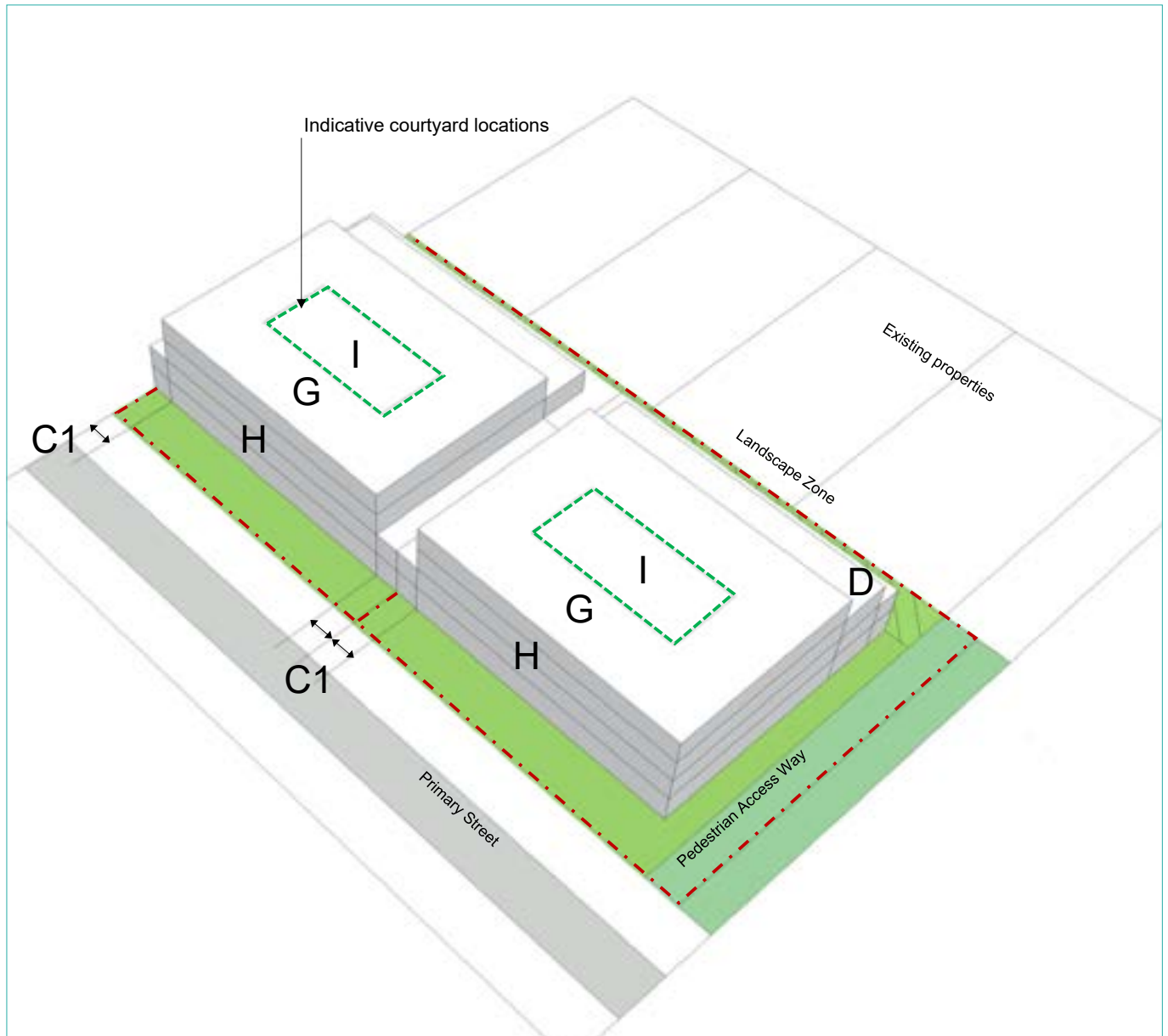
b) Building Siting



5.0 Building Types

5.2 ATTACHED LOW RISE APARTMENTS

c) Building Envelope



5.0 Building Types

5.2 ATTACHED LOW RISE APARTMENTS

d) Building Standards

Street Setbacks Areas (min)		
A	Primary Street Setback	6m
B1	Width of New PAW	4m
B2	Setback to PAW	3m
Side Setback Areas		
C1	Below 2 storeys	Nil
	Above 2 storeys	3m
C2	Abutting 1 Harold Street	3m
	Abutting 24-50 Elsegood Street	6m
Rear Setback Areas - Cleveland Street		
D	Lower levels < 2 storeys	6m
	3rd storey	9m
	4th storey	15m
Rear Setback Areas - Harold Street		
D	Lower levels < 2 storeys	9m
	3rd storey	12m
Location of No Parking Areas		
E1	Distance from Primary Street	14m
E2	Distance from PAW	9m

Deep Soil Areas, Width (min)		
F1	Front & Side	3m
F2	Rear	6m
Plot Ratio (max)		
G	Plot Ratio	2.0
Building Height, Storeys (max)		
H	6,10 and 12 Cleveland St	4
	All other Lots	3
Lot Configuration - Green Title/Survey Strata (min)		
	Lot Size	1500m ²
	Lot Frontage	35m
Central Courtyard (min)		
	Dimension	12m
	Size	140m ²
I	Location	

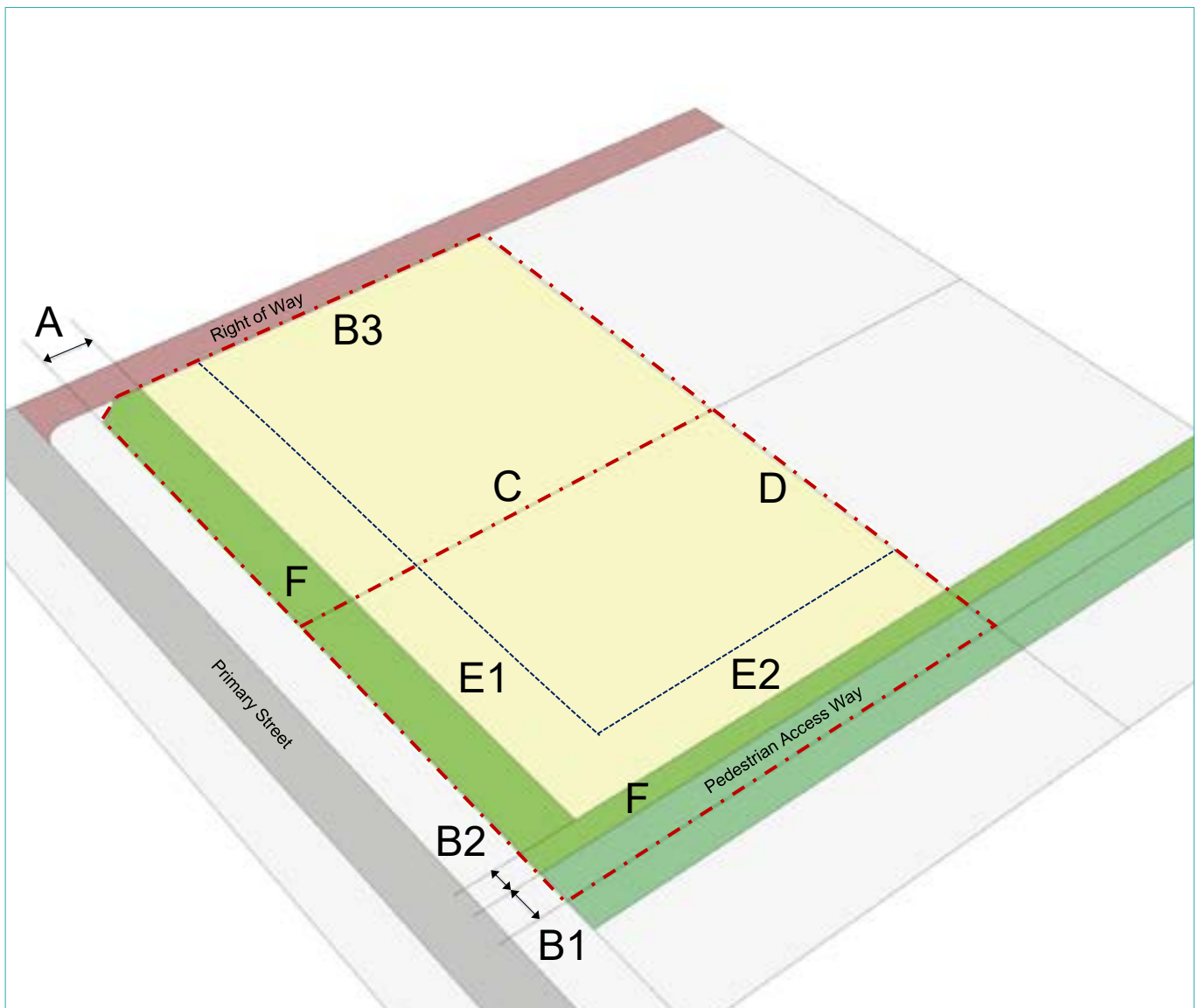
5.0 Building Types

5.3 COURTYARD APARTMENTS

a) Building Placement

A building type with residential uses on upper floors (Multiple Dwellings). Limited non-residential uses and residential uses will be on the ground floor. Parking is from new right of ways or vehicle access points. Generous front setbacks are for ground floor courtyards and trees. The use of courtyards in the centre of buildings provides areas for communal open space and access to light and cooling breezes. Building height is limited to 4 storeys. Green title subdivision is restricted to preserve the large lots for apartments.

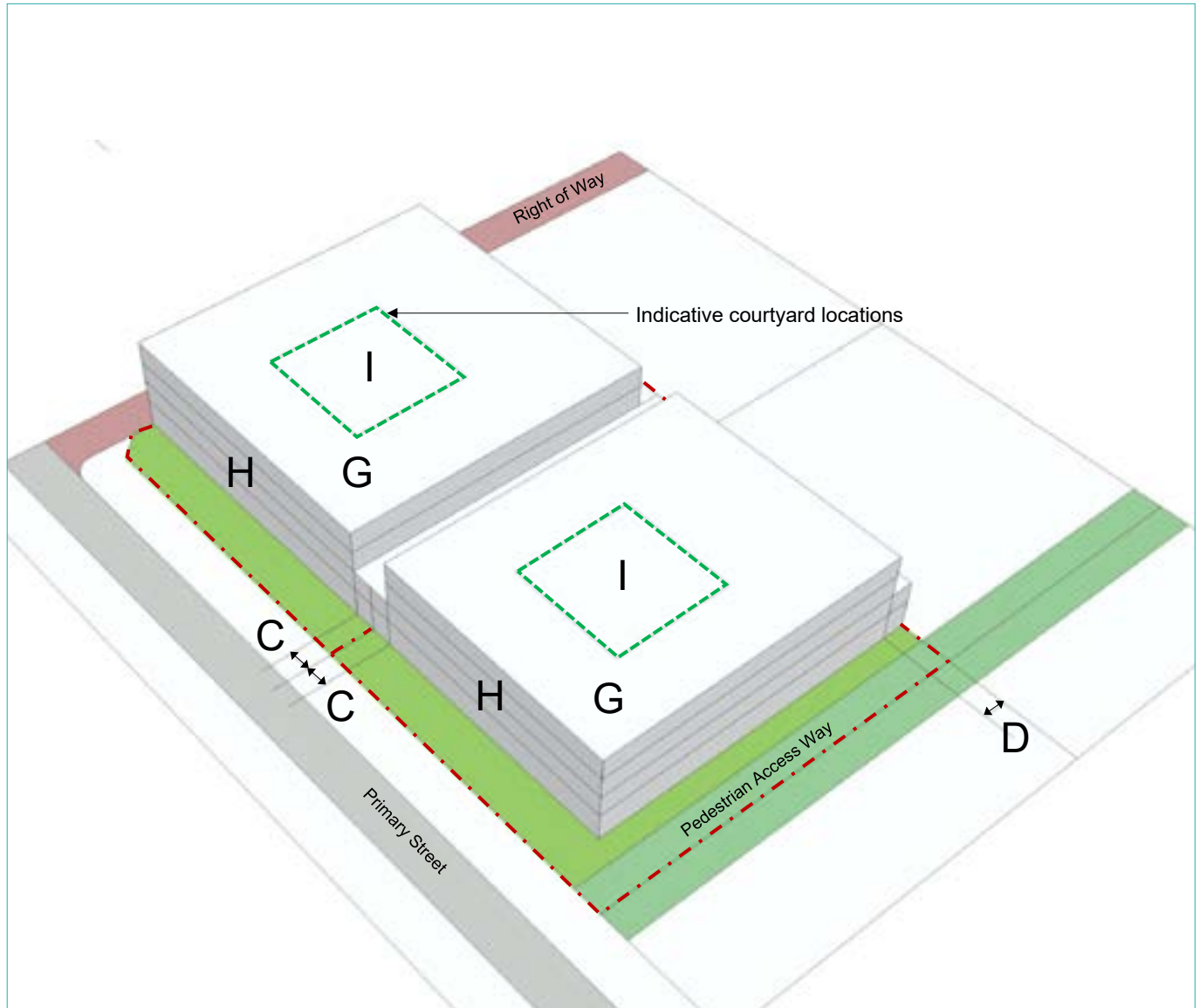
b) Building Siting



5.0 Building Types

5.3 COURTYARD APARTMENTS

c) Building Envelope



5.0 Building Types

5.3 COURTYARD APARTMENTS

d) Building Standards

Street Setbacks Areas (min)		
A	Primary Street Setback	6m
B1	Width of New PAW	4m
B2	Setback to PAW	3m
B3	Setback to ROW	2m
Side Setback (min)		
C	Lower Levels <2 Storeys	Nil
	Upper Levels >2 Storeys	3m
Rear Setback (min)		
D	Lower Levels <2 Storeys	Nil
	Upper Levels >2 Storeys	3m
Location of No Parking Areas (min)		
E1	Distance from Primary Street	14m
E2	Distance from PAW	9m

Deep Soil Areas, Width (min)		
F	Primary Street and PAW Setback Areas	3m
Plot Ratio (max)		
G	Plot Ratio	2.5
Building Height, Storeys (max)		
H	Height	4
Lot Configuration - Green Title / Survey Strata (min)		
	Lot Size	1800m ²
	Lot Frontage	40m
Central Courtyard (min)		
	Dimension	12m
	Size	140m ²
I	Location	

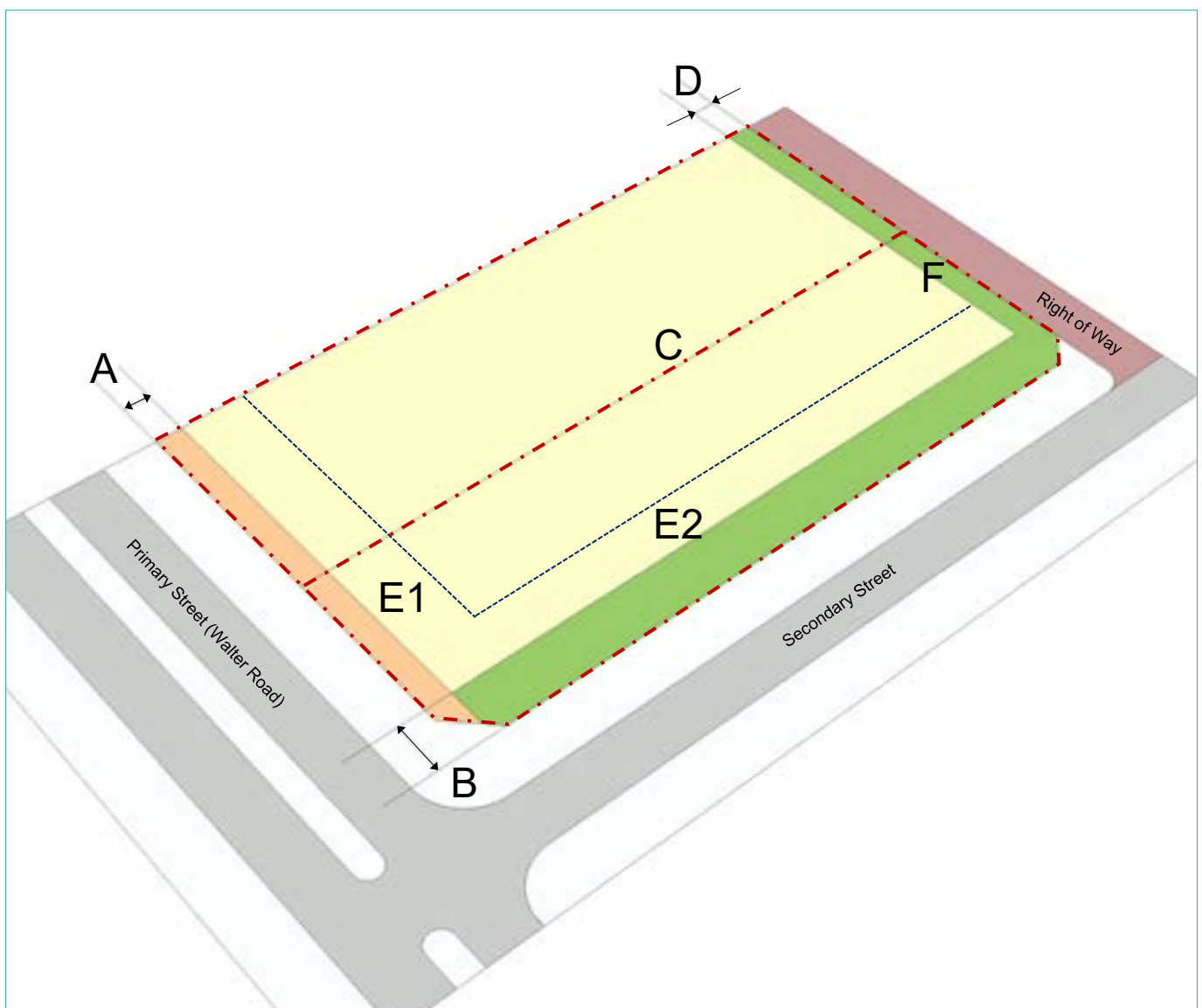
5.0 Building Types

5.4 MAIN STREET

a) Building Placement

A building type with non-residential uses on the ground floor and a mix of residential and non-residential uses on the upper floors. Parking is to be from the right of way at the rear or from Friar Place. Buildings will be setback on the ground floor to allow for wider footpaths and landscaping along Walter Road West and Grand Promenade. Building height is limited to 5 storeys. Green title subdivision is restricted to preserve the large lots for apartments.

b) Building Siting



5.0 Building Types

5.4 MAIN STREET

c) Building Envelope



5.0 Building Types

5.4 MAIN STREET

d) Building Standards

Street Setback Areas (min)		
A	Walter Rd & Grand Promenade	4.0m
B	Secondary Street	6m
Side Setback Areas(min)		
C	Side Setback	Nil
Rear Setback		
D	To Right of Way	3m
Location of No Parking Areas (min)		
E1	Distance from Primary Street	12m
E2	Distance from Secondary Street	12m
	Rear Setback	3m

Deep Soil Areas, Width (min)		
F	Right of Way	3m
Plot Ratio (max)		
G	Plot Ratio	3.0
Building Height, Storeys (max)		
H	Height	5
Lot Configuration - Green Title/Survey Strata (min)		
	Lot Size	1500m ²
	Lot Frontage	20m
Central Courtyard (min)		
	Dimension	12m
	Size	140m ²
I	Location	

6.0 Specific Development Provisions

6.1 ATTACHED TOWN HOUSE AREAS

Building Height & Plot Ratio

The following are permitted for HN 24 Harold Street and HN 25 Cleveland Street only on the southern side of the new vehicle access way:

- 3 storeys max height; and
- Max plot ratio of 1.5.

New Vehicle Access Way

Provision of mandatory new 6m wide Vehicle Access Way on HN 24 Harold Street and HN 25 Cleveland Street. Linking Cleveland Street and Harold Street. (Street Type 4A)

Vehicle Access Way shall be privately owned as common property and with a right of carriageway provided via an easement for all future lots.

New Vehicle Access Way

Provision of mandatory new 6m wide vehicle access way on HN 27 Harold Street. (Street Type 4A).

Vehicle Access Way shall be privately owned as common property and with a right of carriageway provided via an easement for all future lots.



New Pedestrian Accessway

Provision of mandatory new 4m wide PAW on HN 24 Harold Street and HN 25 Cleveland Street. PAW to link Cleveland Street and Harold Street. (Street Type 5)

Additional 4m wide PAW required from HN 19 Cleveland St to create an 8m wide PAW.

PAW shall be privately owned and can be part of common property.

6.0 Specific Development Provisions

6.2 ATTACHED LOW RISE APARTMENT AREAS

New Pedestrian Accessway

- Provision of mandatory new 4m wide pedestrian access way on HN 12 Cleveland Street. (Street Type 5)
- PAW shall be privately owned with right of access via an easement.

New Vehicle Accessways

New vehicle access points shall be from these locations.

New Pedestrian Accessway

- Provision of mandatory new 4m wide pedestrian access way on HN 18 Cleveland Street. (Street Type 5)
- PAW shall be privately owned with right of public access via an easement.

Building Height

Maximum Building Height is limited to 4 storeys for HN 6,10 and 12 Cleveland Street.

✱ Sites affected by SPP 5.4 - road and Rail Noise

New Vehicle Accessways

New vehicle access points shall be from these locations.

New Public Plaza

Possible Location of new Public Plaza at HN 12 Cleveland Street.

New Vehicle Accessways

New vehicle access points shall be from these locations.



6.0 Specific Development Provisions

6.3 COURTYARD APARTMENT AREAS

New Pedestrian Accessway

Provision of mandatory new 4m wide PAW on HN 19 Cleveland Street. PAW. (Street Type 5)

An additional 4m wide PAW will be shared with HN 25 Cleveland Street and 24 Harold Street to create an 8m wide PAW. PAW shall be privately owned and can be part of common property.



New Public Plaza

Possible Locations of new Public Plaza at HN 19 Cleveland Street

New Vehicle Access Way

Provision of mandatory new 3m wide Vehicle Access Way on HN 19 Cleveland Street. (Street Type 4B)

Provision of mandatory new 3m wide Vehicle Access Way on both HN 15 Cleveland Street and HN 14 Harold Street. (Street Type 4B)

Once all developments are completed then the Vehicle Access Way will be 6m wide and function two way.

Vehicle Access Way shall be privately owned as common property and with a right of carriageway provided via an easement for all future lots.

New Public Plaza

Possible Locations of new Public Plaza at HN 9 Cleveland Street & 12 and 12A Harold Street.



New Pedestrian Accessways

Provision of mandatory new 4m wide PAW on HN 15 Cleveland Street and HN 14 Harold Street. (Street Type 5)

Provision of mandatory new 4m wide PAW on HN 9 Cleveland Street and HN 12 & 12A Harold Street.

Once all sites have redeveloped the new 8m wide PAW will link Cleveland Street and Harold Street.

PAW shall be privately owned with right of public access via an easement.



New Vehicle Access Way

Provision of mandatory new 3m wide Vehicle Access Way on HN 9 Cleveland Street and HN 12 & 12A Harold Street. (Street Type 4B)

Provision of mandatory new 3m wide Vehicle Access Way on HN 3 Cleveland Street and HN 10 Harold Street.

Once all developments are completed then the Vehicle Access Way will be 6m wide and function as two way.

Vehicle Access Way shall be privately owned as common property and with a right of carriageway provided via an easement for all future lots.

6.0 Specific Development Provisions

6.4 MAIN STREET AREAS

Vehicle Access

Vehicle Access to both HN 231 Grand Promenade and HN 63 Walter Road West shall be from Friar Place.

New Right of Way

Provision of mandatory new 6m wide ROW (Street Type on HN 49, 51, 55, 57 and 59 Walter Road West. (Street Type 4B)

ROW shall link Cleveland Street to Friar Place.

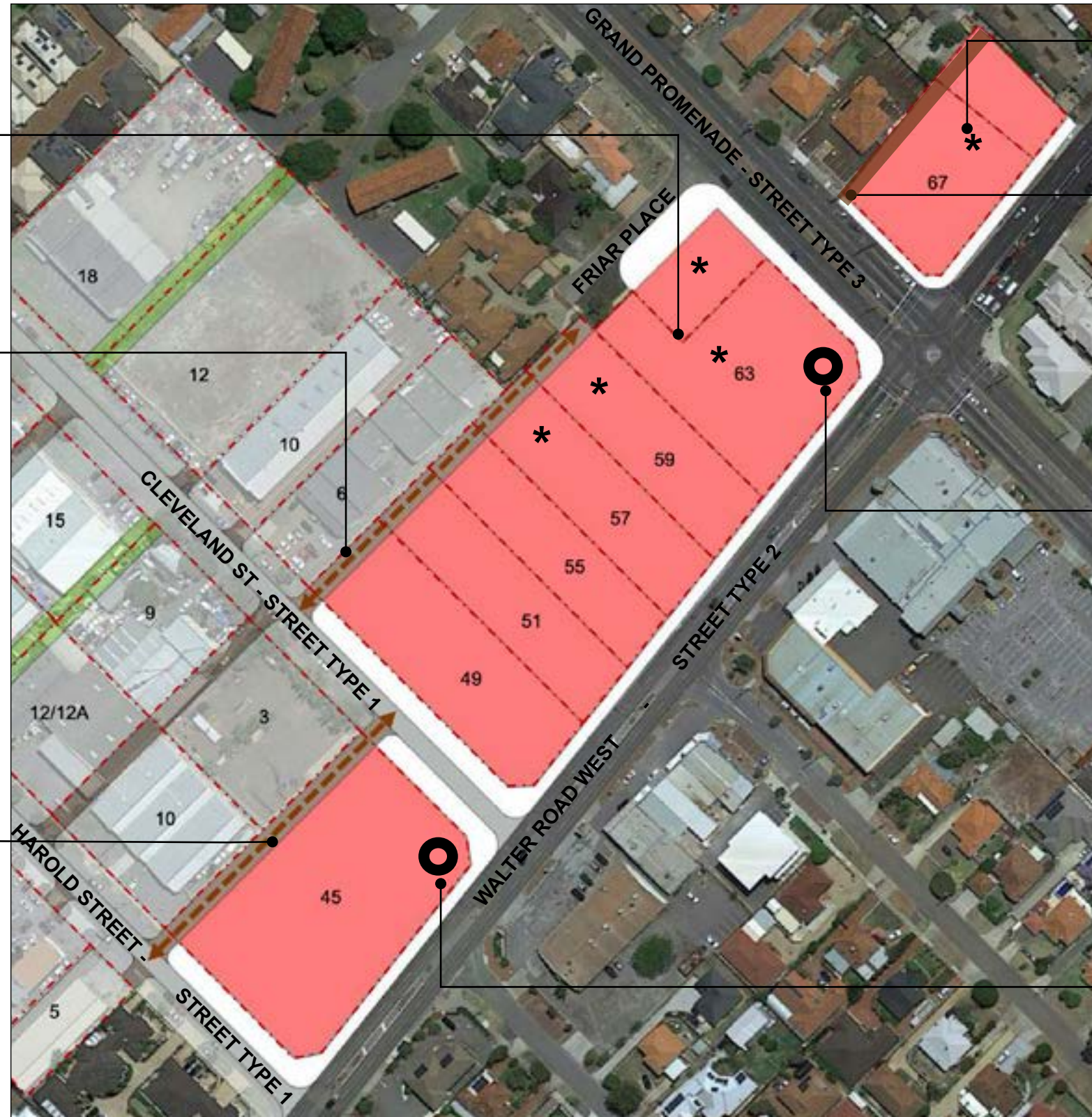
ROW shall be privately owned with right of carriageway and publicly accessible via an easement.

During redevelopment individual sites may still require access to Walter Road West (if they have no alternative access at that time) until all sites have redeveloped.

New Right of Way

Provision of mandatory new 6m wide right of way on HN 45 Walter Road West. (Street Type 4B)

ROW shall be privately owned with right of carriageway and publicly accessible via an easement.



* Sites affected by SPP 5.4
- Road and Rail Noise

New Vehicle Access Way

Provision of mandatory new 6m wide Vehicle Access Way on HN 67 Walter Road West. (Street Type 4B)

Vehicle Access Way shall be privately owned.

New Public Plaza

Possible Location of new Public Plaza at HN 63 Walter Road West.

New Public Plaza

Possible Location of new Public Plaza at HN 45 Walter Road West.

