

Precinct C: Central Hospital



Figure 48 – Precinct C: Central Hospital

Fox Valley Road Mixed Use Precinct

At the intersection of Fox Valley Road and Comenarra Parkway this commercial precinct will serve to build on links to the existing shops to the south of the junction and create a village centre.

A strong emphasis will be placed on creating active street frontages through retail uses and encouraging activities such as cafe dining to spill onto the street.

The retention of existing mature trees together with additional street tree planting will create attractive shaded streets on all sides.

Vehicle parking will be primarily provided below ground with at grade parking and service access for retail and commercial development.

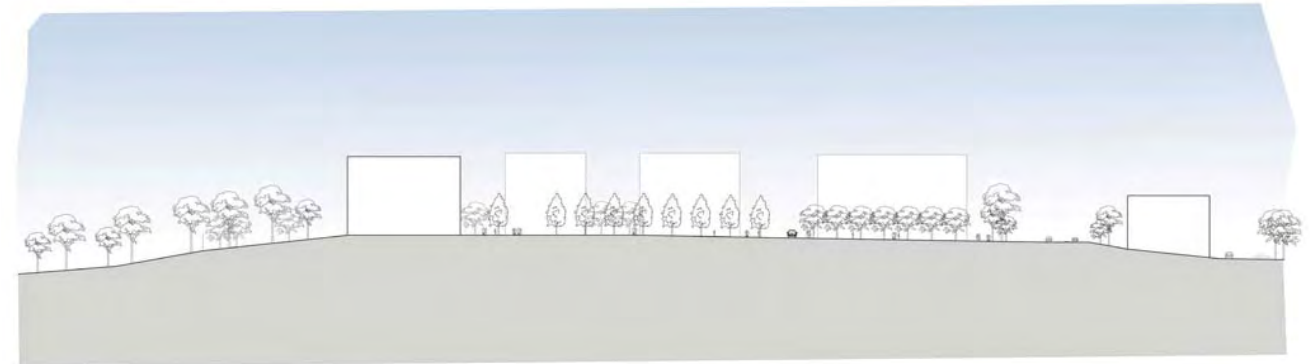


Figure 50 – Section C1



- Central pedestrian avenue
- Courtyards to provide residential amenity
- At grade car parking
- Broad pavement area with street tree planting
- Avenue tree planting
- At grade parking
- Service Access
- Existing trees retained along Comenarra Parkway.

Figure 49 – Precinct C: Central Hospital Detail (Scale: 1:2000 @ A3)



Figure 51 – Artists impression from Fox Valley Road

Precinct D: Fox Valley Road East



Figure 52 – Precinct D: Fox Valley Road East

Fox Valley Road East

This linear precinct is comprised of existing residential and commercial development supplemented with additional residential apartments and commercial buildings.

New development within this precinct will focus on maintaining a transition from individual dwellings to the north through residential apartments to commercial buildings. Commercial buildings at the intersection of Fox Valley Road and Comenarra Parkway will serve to reinforce the creation of a village centre at this junction.

Existing setbacks to Fox Valley Road have been maintained along with existing significant vegetation to ensure the current street character remains.

Direct vehicle access to Fox Valley has been limited with parking to the rear of buildings or within covered undercroft garages.

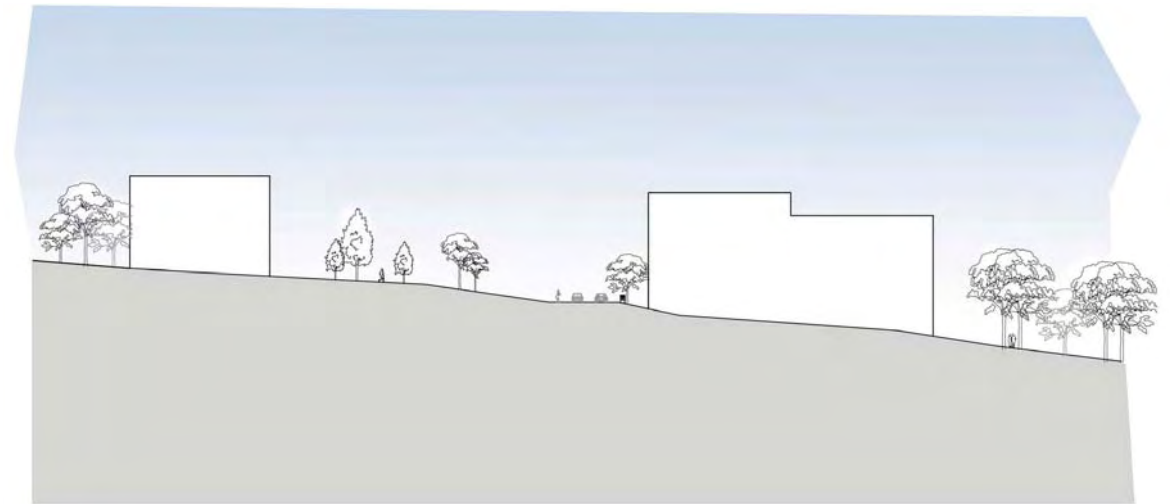


Figure 54 – Section D1



- Existing residential dwellings
- Proposed residential dwellings
- Residential apartments with basement parking
- Maintained landscape setback and vegetated spaces between buildings
- Existing vegetation retained
- Residential apartments with basement parking
- Vehicle access to rear of building
- Residential apartments with basement parking
- Existing vegetation retained
- Access to Fox Valley Road

Figure 53 – Precinct D: Fox Valley Road East Detail (Scale: 1:2000 @ A3)

Precinct E: Residential East



Figure 55 – Precinct E: Residential East

Residential East

This exclusively residential precinct will be sensitively located on this sloping woodland site. Existing valuable and protected vegetation will be retained and or managed in accordance with APZ guidelines to create a natural forest setting to the precinct.

Buildings will have landscaped frontages and tree planting to ensure an attractive street scape throughout with car parking to be within covered/undercroft garages.



Figure 57 –Section E1



- Residential villas
- On street Parking
- Residential apartments with basement parking
- Residential APZ
- Stormwater detention basin
- On street Parking
- Existing woodland managed to APZ guidelines
- Riparian boundary and Environmental Conservation Area



Figure 58 –Section E2

Figure 56 – Precinct E: Residential East Detail (Scale: 1:2000 @ A3)



Figure 59 - Section locations (not to scale)

Note: Sections are indicative of general street layout in given locations. Built form is represented only to give an impression of height and mass not architectural detail.

Carriageway dimensions subject to further investigation.

Spot heights are indicative on approximate levels and are subject to change as part of more detailed applications

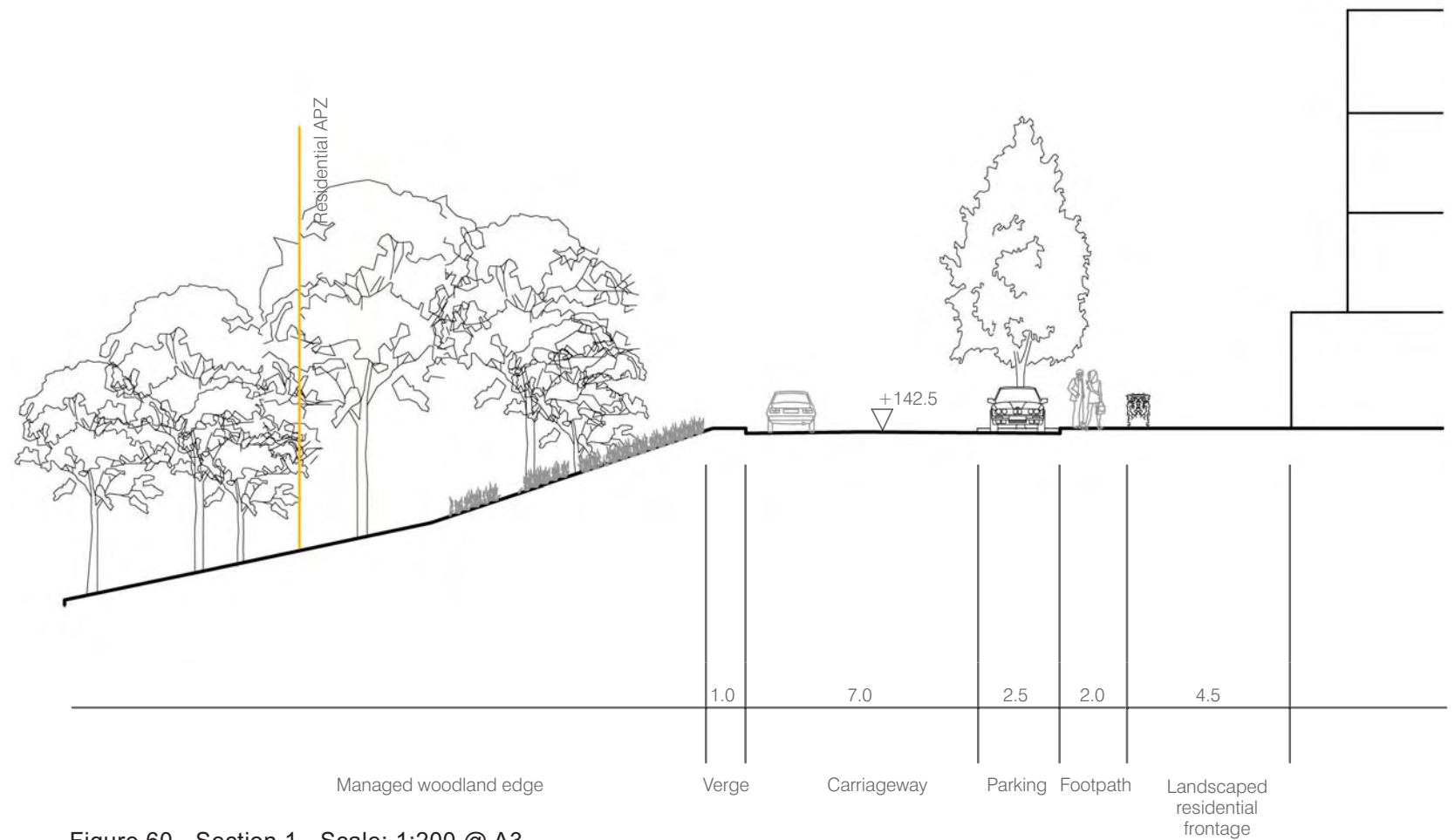


Figure 60 - Section 1 - Scale: 1:200 @ A3

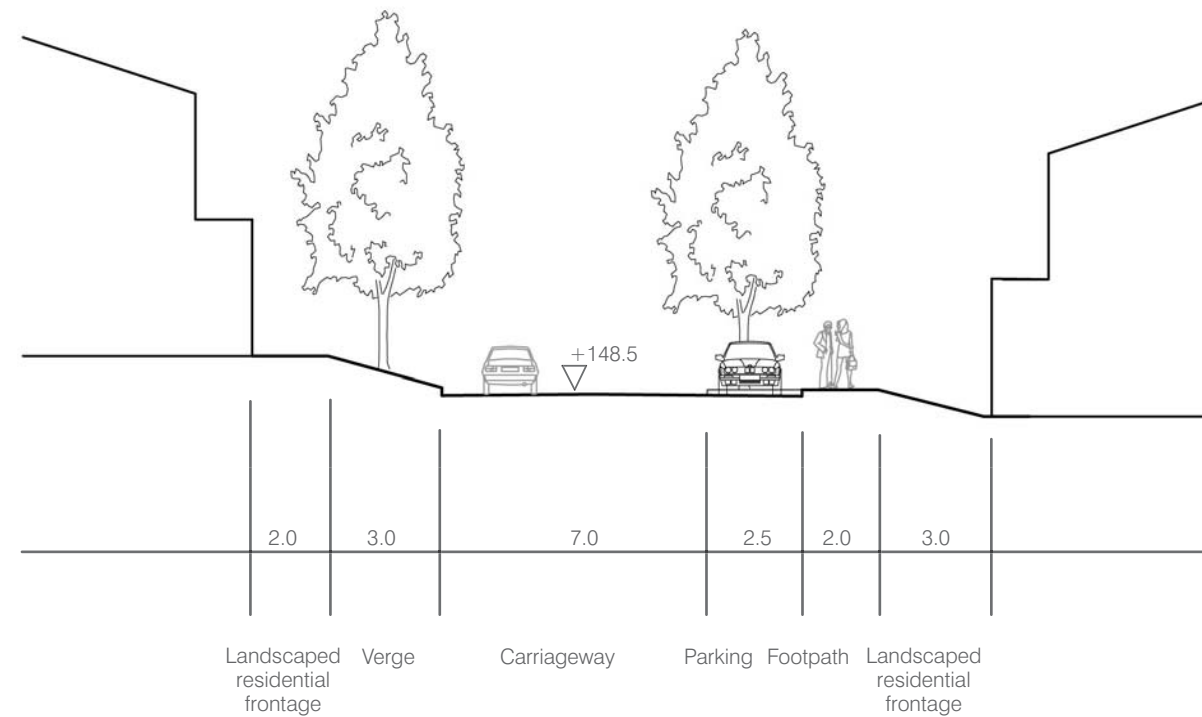


Figure 61 - Section 2 - Scale: 1:200 @ A3



Figure 62 - Section locations (not to scale)

Note: Sections are indicative of general street layout in given locations. Built form is represented only to give an impression of height and mass not architectural detail.

Carriageway dimensions subject to further investigation.

Spot heights are indicative on approximate levels and are subject to change as part of more detailed applications

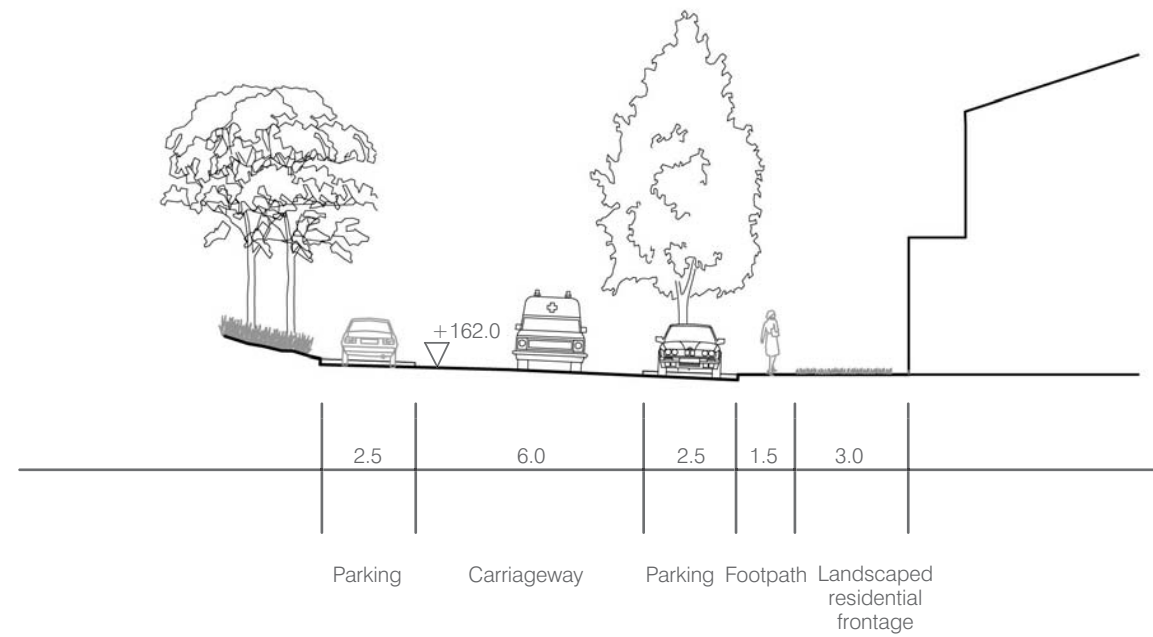


Figure 63 - Section 3 - Scale: 1:200 @ A3

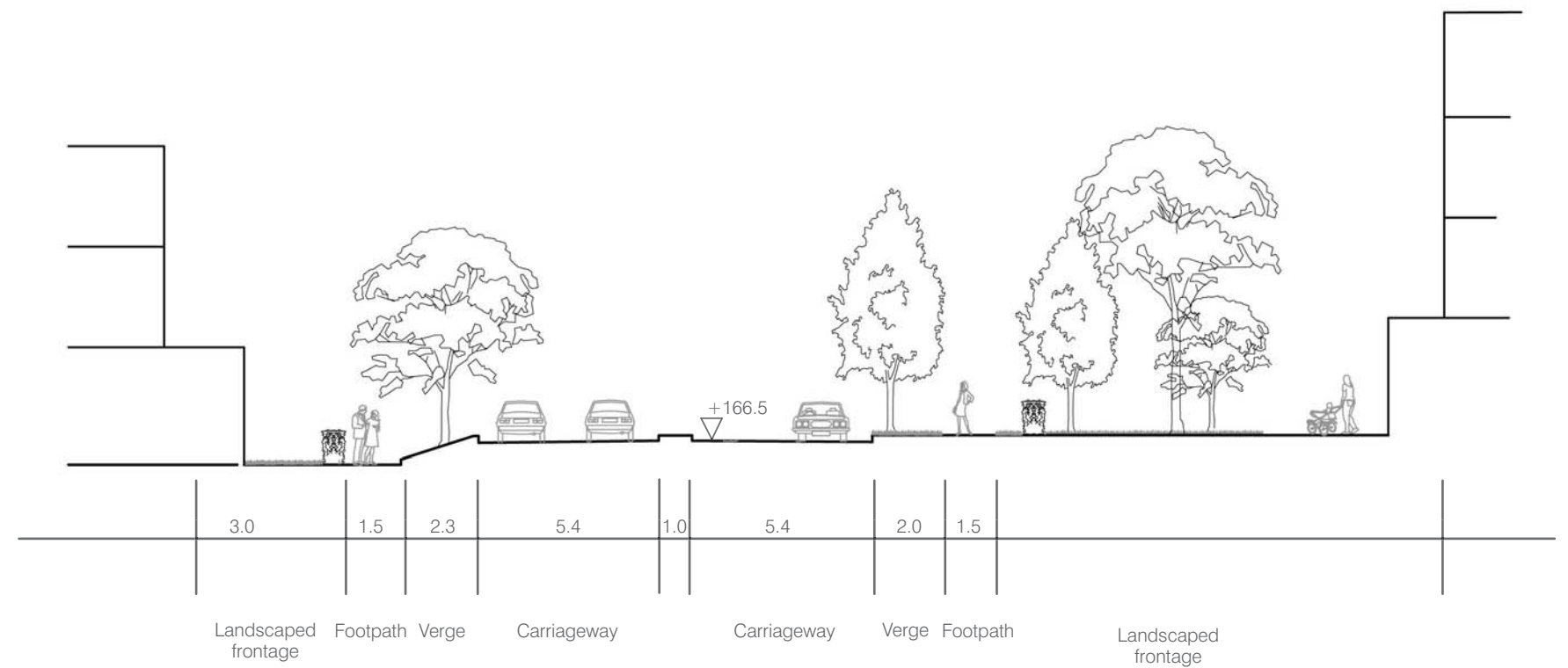


Figure 64 - Section 4 - Scale: 1:200 @ A3



Figure 65 - Section locations (not to scale)

Note: Sections are indicative of general street layout in given locations. Built form is represented only to give an impression of height and mass not architectural detail.

Carriageway dimensions subject to further investigation.

Spot heights are indicative on approximate levels and are subject to change as part of more detailed applications

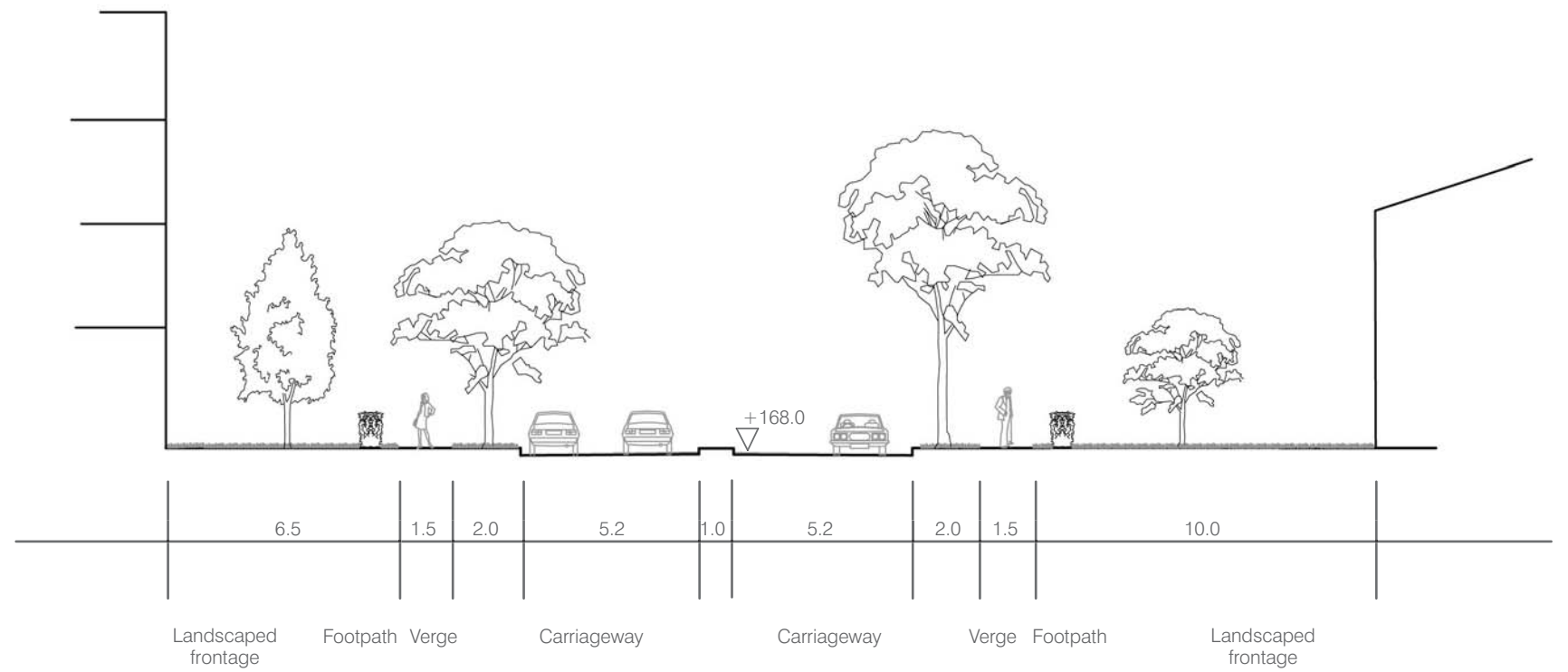


Figure 66 - Section 5 - Scale: 1:200 @ A3

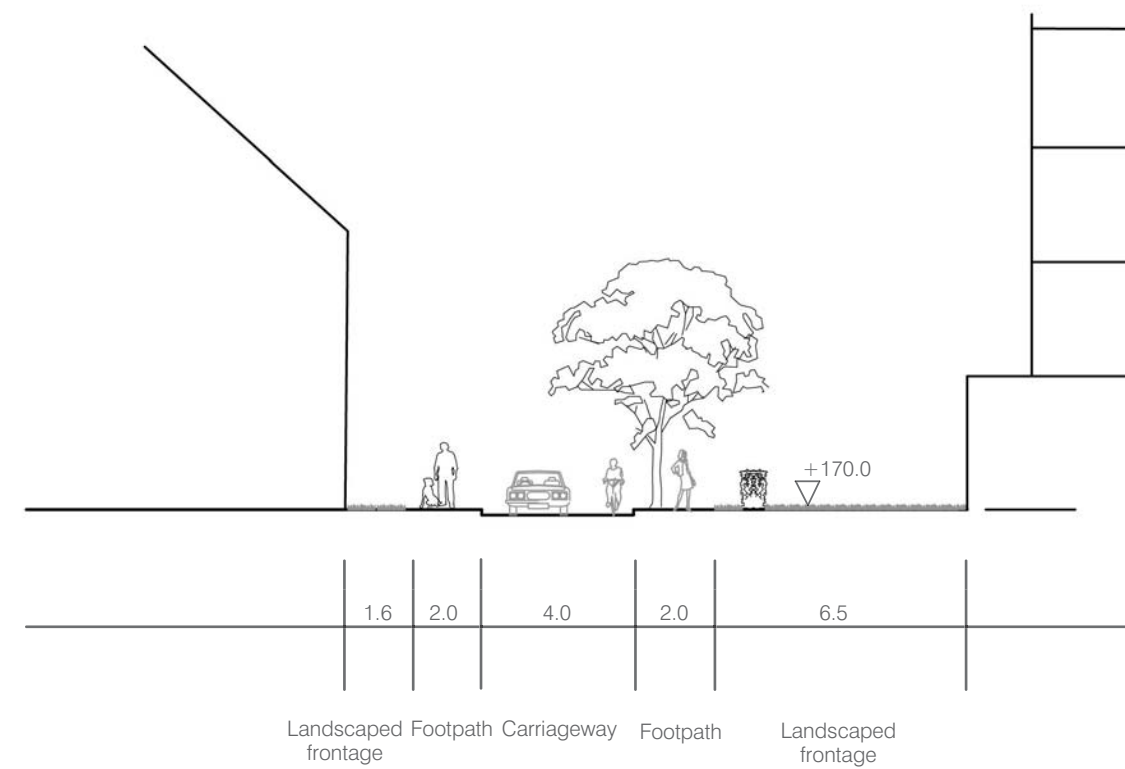


Figure 67 - Section 6 - Scale: 1:200 @ A3



Figure 68 - Section locations (not to scale)

Note: Sections are indicative of general street layout in given locations. Built form is represented only to give an impression of height and mass not architectural detail.

Carriageway dimensions subject to further investigation.

Spot heights are indicative on approximate levels and are subject to change as part of more detailed applications

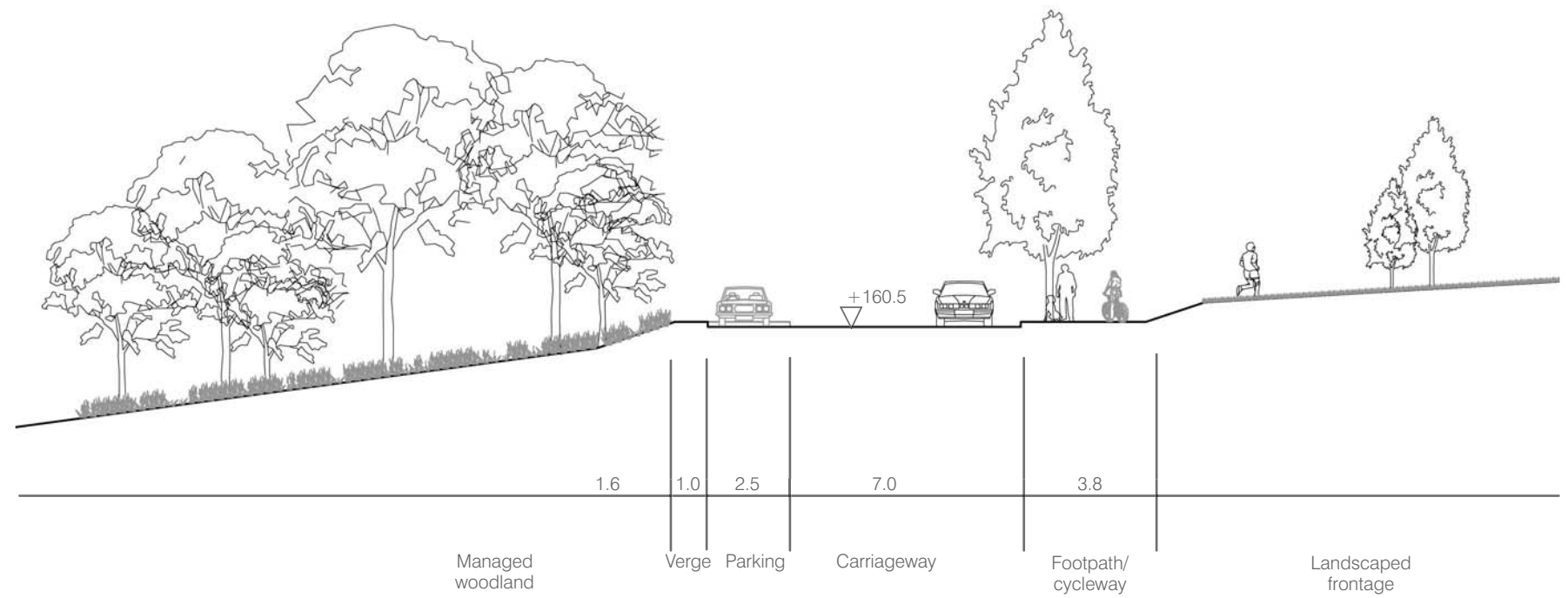


Figure 69 - Section 7 - Scale: 1:200 @ A3

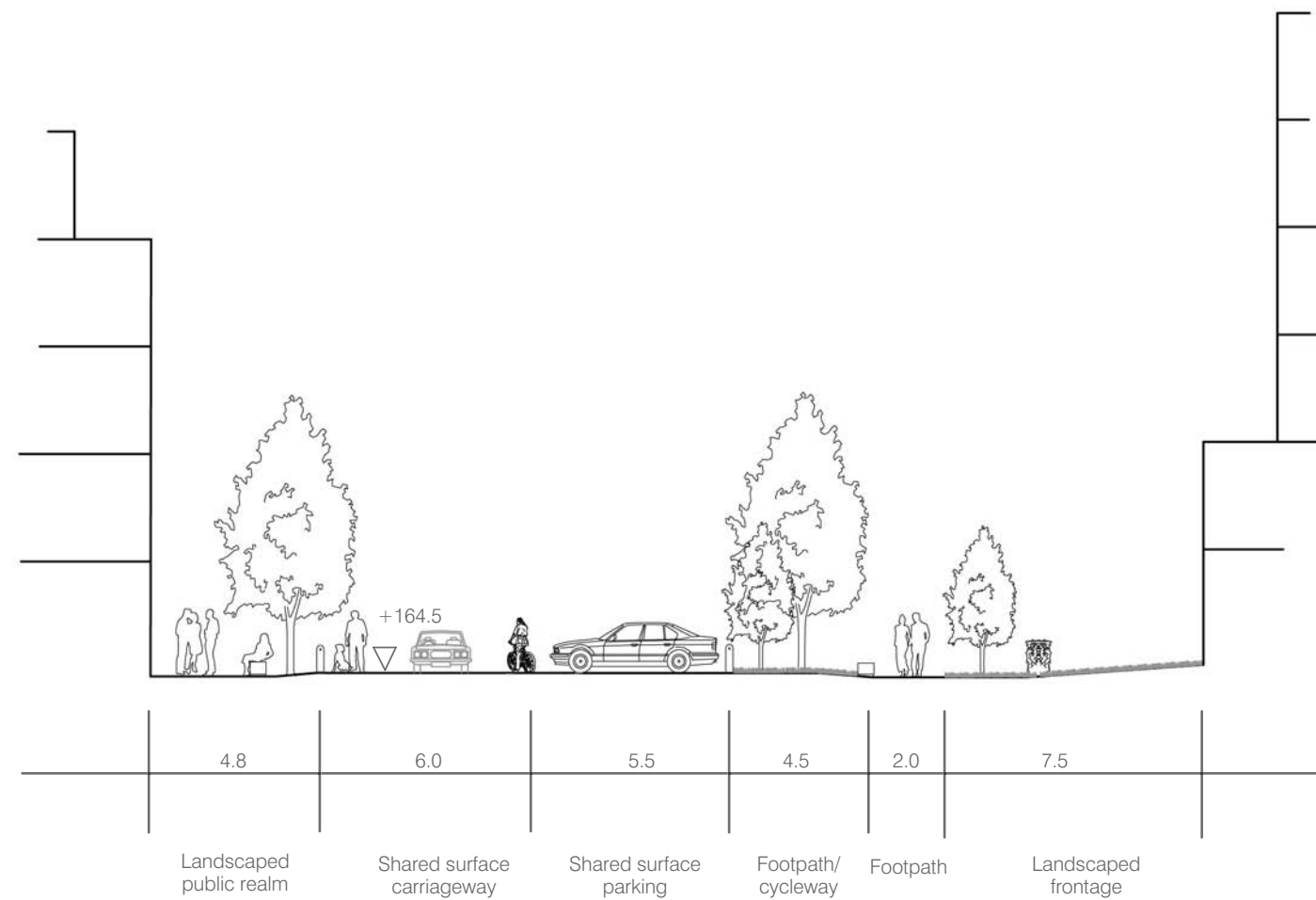


Figure 70 - Section 8 - Scale: 1:200 @ A3



Figure 71 - Section locations (not to scale)

Note: Sections are indicative of general street layout in given locations. Built form is represented only to give an impression of height and mass not architectural detail.

Carriageway dimensions subject to further investigation.

Spot heights are indicative on approximate levels and are subject to change as part of more detailed applications

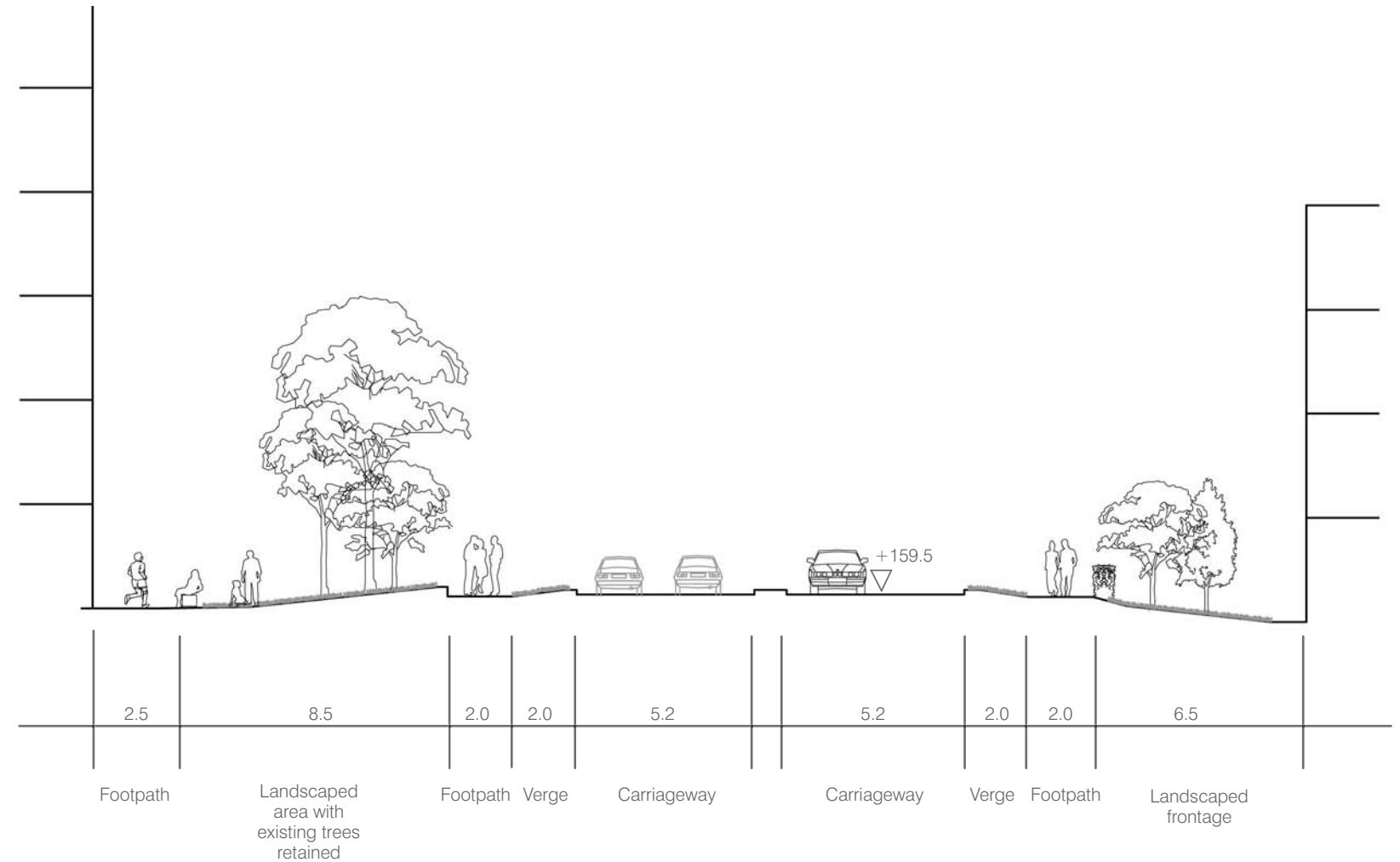


Figure 72 - Section 9 - Scale: 1:200 @ A3

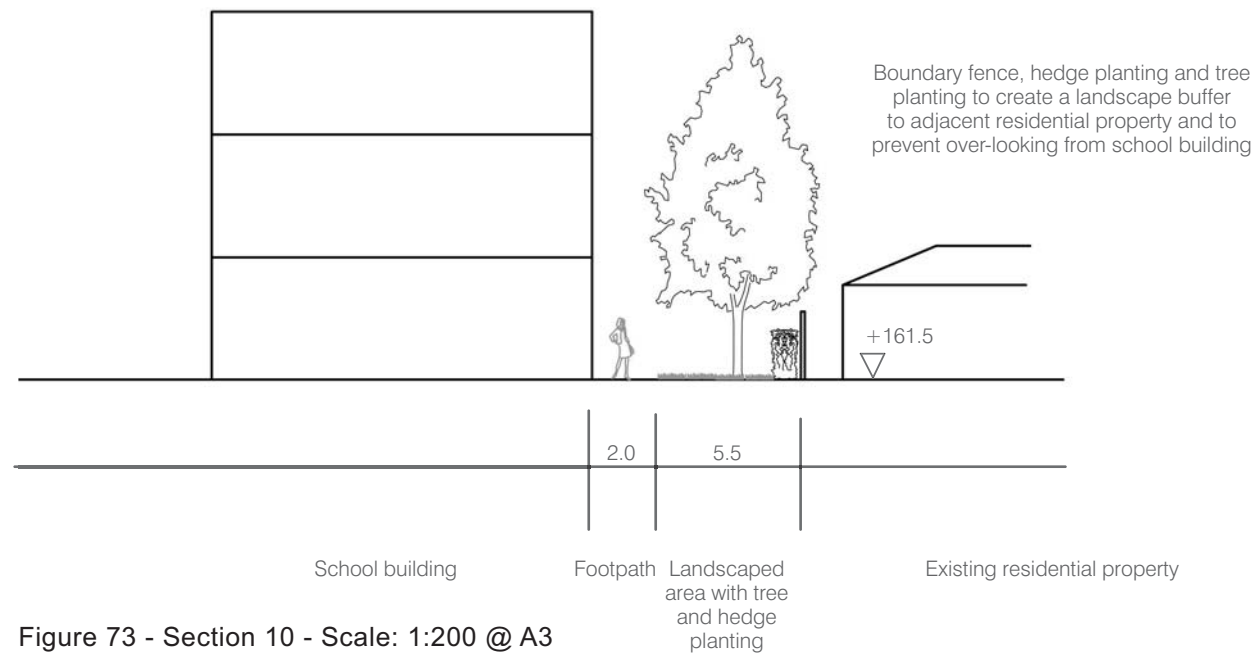


Figure 73 - Section 10 - Scale: 1:200 @ A3