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12 October 2020

Mr Walter Gordon
Level 11, Meriton Tower
528 Kent Street
Sydney NSW 2000

Via email: walterg@meriton.com.au

Dear Walter,

DA-82/2020| 167 NORTHUMBERLAND STREET, LIVERPOOL | POTENTIAL SITE ISOLATION – 179 NORTHUMBERLAND STREET, LIVERPOOL

We write in response to your request to provide a planning assessment summary of the site development study prepared by PTW Architects to be submitted to Liverpool City Council (**Council**) and for discussion at the Design Review Panel (**Panel**) scheduled for 27 October 2020.

It is noted that on 22 April 2020 the Council requested for further information in relation to the potential of the adjoining property at 179 Northumberland Street, Liverpool (**subject site**) to be isolated by the proposed concept development at 167 Northumberland Street, Liverpool (**Meriton Site**).

This letter provides an assessment of whether an orderly and economic use and development of the site can be achieved without amalgamation with the Meriton site for the Panel's consideration. A formal response to the letter dated 22 April 2020 will be submitted under a separate cover.

The site is located within the Liverpool City Centre and has an area of 491 sqm. The subject site currently is occupied by a two-storey commercial building with retail on the ground level and commercial offices on Level 1.

- To the south of the subject site is a two-storey commercial building with retail on the ground level and commercial offices on Level 1 at 185 Northumberland Street, Liverpool.
- To the north is a commercial development at 167 Northumberland Street, Liverpool, which is the Meriton site.
- To the west of the site is a 5-storey mixed use residential development with ground floor retail at 58 Bathurst Street, Liverpool.

In response to Council's request, PTW have prepared a revised Site Development Study (**study**) at **Attachment A** which considers redevelopment options for the subject site to achieve the B4 Mixed Use zone objectives. The options in **Attachment A** are based on the site, identified as a corner site consistent with Figure 4-6 of the Liverpool Development Control Plan 2008 for the following reasons:

- Laurantus Serviceway is a registered roadway and the site orientation presents as a corner facing lot to Northumberland Street.
- In considering the Meriton site as an opportunity site, Council relied on the view that Laurantus Serviceway is a road to establish a dual frontage for the site.

- The site when compared to the adjoining sites will be defined as a corner lot with respect to scale and form once redeveloped on its own.
- In the future, Laurantus Serviceway will become an active street, linking to the future laneway extending to the west of the site, positioned on the corner of the serviceway, the site will be defined as a maker within the Council's street and pedestrian network.

Accordingly, for comparison **Attachment B** of this letter provides (3) options with a 6m setback to Laurantus Serviceway above the podium level.

The study (**Attachment A**) includes the following three mixed use options based on the Figure 4-6 setbacks prescribed for the site, as a mid-rise corner site.

- **Option 1** – Mixed Use - Retail on the ground floor with residential above to ADG separation
- **Option 2** – Mixed Use - Retail on the ground floor, commercial on the first floor with residential above to ADG separation
- **Option 3** – Fully Commercial Development

In summary, Options 1 and 2 illustrate that the site can be redeveloped on its own to suitably accommodate two forms of mixed use development comprising a range of land uses consistent with the B4 Mixed Use zone of the Liverpool Local Environmental Plan 2008 (**LLEP 2208**), including residential accommodation compliant with the State Environmental Planning Policy No.65 (**SEPP 65**) and the Apartment Design Guidelines (**ADG**), and the Liverpool Development Control Plan 2008 (**LDCP 2008**). Furthermore, Option 3 explores a fully commercial development as an alternate option for the site that can assist in delivering employment floorspace for future small and medium businesses within the CBD, amid a large supply of residential accommodation to facilitate high standards of urban living for individuals residing within the CBD to live and work closer to home. Given the central location of the site and proximity to the public transport, Westfields, Liverpool Plaza and Council carparks it is considered that strict compliance with on-site parking is not necessary, therefore in each option presented a variation to the parking and accessibility is also sought under clause 7.3(3) of the LLEP 2008. Furthermore, in determining the buildability of the site and the options in both **Attachment A** and **B** of this letter reflect on the '*planning principles*' applicable to isolated sites.

The Land and Environment Court have established '*planning principles*' describing the desired outcome, and list of appropriate matters to consider, for the potential isolation of sites by the redevelopment of adjacent sites. These principles set out in the following cases:

- *Melissa Grech v Auburn Council [2004] NSWLEC 40 at 51; and*
- *Cornerstone Property Group Pty Ltd v Warringah Council [2004] NSWLEC 189 at 31-34.*
- *Karavellas v Sutherland Shire Council [2004] NSWLEC 251*

Each of these matters in respect of the steps established in the Planning Principles are addressed below:

1. Is amalgamation of the DA site and 179 Northumberland Street, Liverpool feasible?

- *Firstly, where a property will be isolated by a proposed development and that property cannot satisfy the minimum lot requirements then negotiations between the owners of the property should commence at an early stage and prior to the lodgement of the development application.*

Response: In accordance with the LLEP 2008, the minimum lot size requirements for 1000sqm. The site area of 179 Northumberland Street measures approximately 498sqm, and as such does not meet the minimum requirements. Attempts were made to negotiate with the owner of the land prior to lodging the development application. Details of this offer were included in Appendix I of the SEE.

- *Secondly, and where no satisfactory result is achieved from the negotiations, the development application should include details of the negotiations between the owners of the properties. These details should include offers to the owner of the isolated property. A reasonable offer, for the purposes of determining the development application and addressing the planning implications of an isolated lot, is to be based on at least one recent independent valuation and may include other reasonable expenses likely to be incurred by the owner of the isolated property in the sale of the property.*

Response: Prior to the lodgement of the DA, Meriton has attempted to negotiate with the owner of the subject site. The details of the offer were included in Appendix I of the accompanying SEE of the DA.

- *Thirdly, the level of negotiation and any offers made for the isolated site are matters that can be given weight in the consideration of the development application. The amount of weight will depend on the level of negotiations, whether any offers are deemed reasonable or unreasonable, any relevant planning requirements and the provisions of s 79C of the Environmental Planning and Assessment Act 1979.*

Response: Negotiations and a reasonable offer from Meriton were provided in Appendix I of the SEE. Despite the best efforts of Meriton to make a reasonable offer to the owner of the isolated site at the level of a market valuation, an agreement had not been able to be reached between the two parties.

2. Can orderly and economic use and development of the separate sites be achieved if amalgamations are not feasible?

- *In answering this question, the key principle is whether both sites can achieve a development that is consistent with the planning controls. If variations to the planning controls would be required, such as non-compliance with minimum allotment size, will both sites be able to achieve a development of appropriate urban form and with acceptable level of amenity.*
- *To assist in this assessment, an envelope for the isolated site may be prepared which indicates height, setbacks, resultant site coverage (both building and basement). This should be schematic but of sufficient detail to understand the relationship between the subject application and the isolated site and the likely impacts the development will have on each other, particularly solar access and privacy impacts for residential development and the traffic impacts of separate driveways if the development is on a main road.*

Response: The study prepared by PTW Architects at **Attachment A** and **B** demonstrates that a reasonable development outcome can be achieved at 179 Northumberland Street to accommodate a range of different uses, consistent with the B4 zone objectives of the LLEP 2008.

- *The subject application may need to be amended, such as by a further setback than a minimum in the planning controls, or the development potential of both sites reduced to enable reasonable development of the isolated site to occur while maintaining the amenity of both developments.*

Response: Setbacks and separation have been considered based on Council's LDCP 2008 requirements and the LLEP 2008, in doing so, the study establishes that reasonable development of 179 Northumberland Street can occur without impacting the amenity of the subject and Meriton site.

A detailed high-level summary of the development outcomes and planning assessment of each of the options is provided for Council’s consideration as follows.

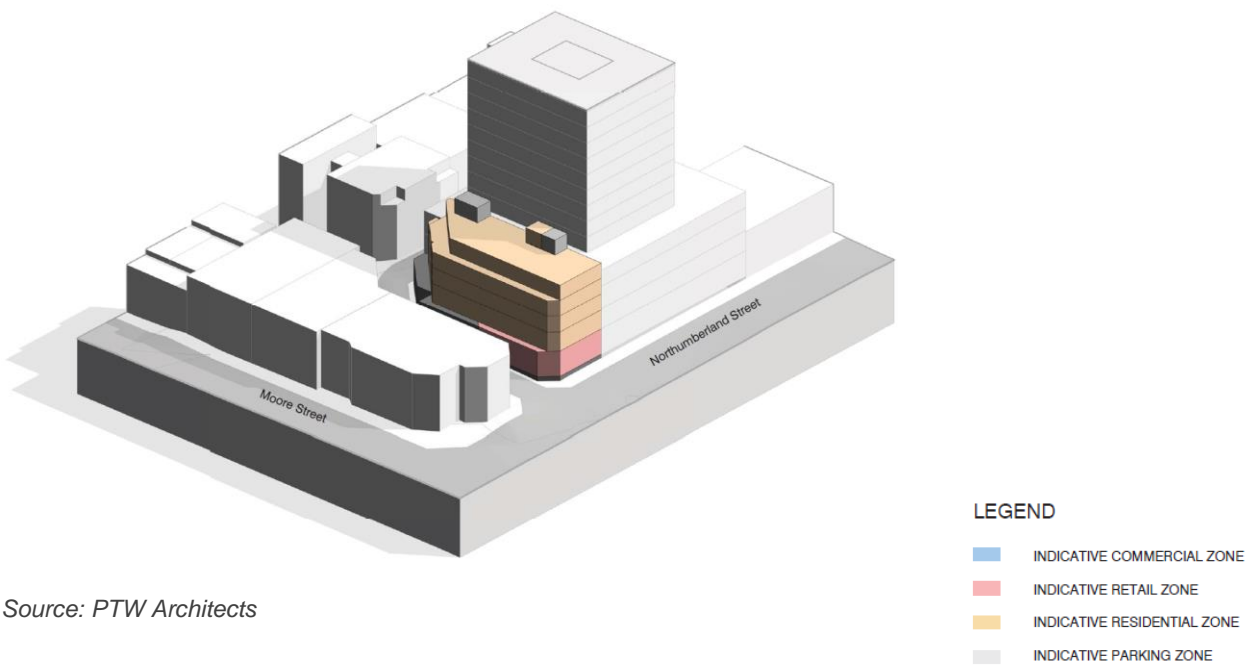
OPTION 1 – RETAIL ON THE GROUND FLOOR WITH RESIDENTIAL ABOVE TO ADG SEPARATION

Key numeric aspects of the proposal are summarised below.

Table 1 Numeric Overview

Descriptor	Proposed
Site Area	498sqm
Land Use Activity	Mixed Use Development – 2 x ground floor retail and 14 x residential apartments
Height of Building	22.8m
Gross Floor Area	1494sqm
Floor Space Ratio	3:1
Landscaped Area	169 sqm (C.O.S. on rooftop)
Parking Spaces	13 spaces (9x residential car spaces, 2 x commercial car spaces and 1 x motorcycle)

Figure 1 Option 1 – Mixed Use Development - Proposed built form and uses



1.1. ENVIRONMENTAL PLANNING INSTRUMENTS

The proposed development has been assessed in accordance with the relevant State and local environmental planning instruments, including:

- State Environmental Planning Policy No. 65 - Design Quality Residential Apartment and Apartment Design Guide (SEPP 65)
- Liverpool Local Environmental Plan 2008

1.1.1. State Environmental Planning Policy No.65 – Design Quality Residential Apartment and Apartment Design Guide (SEPP 65)

State Environmental Planning Policy No 65 (Design Quality of Residential Apartment Development) (SEPP 65) applies to development for the purposes of a building that comprises three or more storeys and four or more self-contained dwellings. Clause 28(2) of SEPP 65 specifies that when determining a development application for residential apartment development, the consent authority is to consider:

- (a) *advice obtained from the Design Review Panel, and*
- (b) *Design Quality Principles, and*
- (c) *the Apartment Design Guide (ADG).*

PTW has prepared an Isolated Site Study (refer **0**), which outlines how the design quality principles of SEPP 65 are addressed and demonstrates how the objectives in Parts 3 and 4 of the ADG have been achieved. The performance of the proposal in relation to the key numeric requirements of the ADG is discussed in **Table 2**.

Table 2 – Apartment design Guide Key Numeric Requirements

Requirement	Proposal
Communal Open Space	169 sqm (34% of the site area) is provided as communal open space is provided on the roof top. This exceeds the minimum 25% requirement of the ADG.
Deep Soil Zones	Due to the provision of basement levels within the development, no deep soil landscaping is proposed on site. While this does not meet the deep soil requirements of the ADG, it is noted that it is appropriate within the CBD context of the site. Generous soil volumes can be proposed within the roof terrace under a suitable landscape strategy.
Building Separation and Visual Privacy	The proposal complies does comply with the 12m building separation requirements to surrounding properties. (The separation changes per level from 12m -18m) Where visual privacy concerns could arise, frosted glass and privacy screens should be recommended proposed to restrict overlooking between buildings and apartments this can be achieved through detailed design, where the setback is less than the required separation between habitable to non-habitable uses.
Solar Access	71 % of apartments within the proposed development receive at least 2 hours of direct sun between 9am and 3pm on 21 June.
Natural Cross Ventilation	79% of apartments within the first nine levels of the proposed development are naturally cross-ventilated.
Floor to Ceiling Heights	Habitable rooms to all apartments within the proposed development exceed the 2.7m ceiling height requirement.
Minimum Apartment Sizes	All proposed apartments layouts comply with the requirements of the ADG with regards to room layouts.
Private Open Space	All apartment types achieve the minimum required private open space areas identified within the ADG.

Requirement	Proposal
Common Circulation	The maximum number of apartments sharing a circulation core within the proposed development is 4 apartments which is generally consistent with the ADG.
Storage	Further detailed design of apartments would achieve compliance with the storage requirements of the ADG. Where the full volume of storage space is not accommodated within the apartment, dedicated storage areas of the podium.

As demonstrated above, the proposal accords with the core requirements of the ADG.

1.1.2. Liverpool Local Environmental Plan 2008

Liverpool Local Environmental Plan 2008 (the LEP) is the primary environmental planning instrument applying to the site and the proposed development.

The site is zoned B4 Mixed Use in accordance with the LEP. The proposed development is consistent with the zone objectives as outlined below:

- *To provide a mixture of compatible land uses.*
- *To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling.*
- *To allow for residential and other accommodation in the Liverpool city centre, while maintaining active retail, business or other non-residential uses at street level.*
- *To facilitate a high standard of urban design, convenient urban living and exceptional public amenity.*

The proposed development is defined as a mixed-use development in accordance with the LEP. Mixed use development is permitted with development consent in the B4 Mixed Use zone.

The following table assesses the compliance of the proposed development with other relevant clauses in the LEP.

Table 3 LEP Compliance Table

Clause	Provision	Proposed	Complies
Clause 4.1 – Minimum Subdivision Lot Size	1000sqm	No change	N/A
Clause 4.3 – Height of Building	28m	22.8m	Yes
Clause 4.4 – Floor Space Ratio	3:1 (Area 8)	3:1	Yes
Clause 5.10 – Heritage Conservation	Not applicable	Not applicable	N/A
Clause 7.1 – Objectives for development in Liverpool city centre	(a) to preserve the existing street layout and reinforce the street character through consistent building alignments,	The proposed development will preserve the existing street layout and laneway configuration and the building will maintain a consistent	Yes

Clause	Provision	Proposed	Complies
		alignment within the precinct.	
	(b) to allow sunlight to reach buildings and areas of high pedestrian activity,	The proposed built form will allow for sunlight penetration to streets and buildings.	Yes
	(c) to reduce the potential for pedestrian and traffic conflicts on the Hume Highway,	Not applicable	N/A
	(d) to improve the quality of public spaces in the city centre,	Not applicable	N/A
	(e) to reinforce Liverpool railway station and interchange as a major passenger transport facility, including by the visual enhancement of the surrounding environment and the development of a public plaza at the station entry,	Not applicable	N/A
	(f) to enhance the natural river foreshore and places of heritage significance,	Not applicable	N/A
	(g) to provide direct, convenient and safe pedestrian links between the city centre (west of the rail line) and the Georges River foreshore.	The site is not identified to deliver any through-site links.	N/A
Clause 7.2 – Sun access in Liverpool city centre	Controls relating to sun access provisions for the city centre	Not applicable to the site.	N/A
Clause 7.3 - Car parking in Liverpool city centre	(2) (a) at least one car parking space is	9 residential spaces in accordance with RMS	Refer to discussion after Table.

Clause	Provision	Proposed	Complies
	<p>provided for every 200 square metres of any new gross floor area that is on the ground floor level of the building, and</p> <p>(b) in respect of any other part of the building—</p> <p>(i) at least one car parking space is provided for every 100 square metres of any new gross floor area that is to be used for the purposes of retail premises, and</p> <p>(ii) at least one car parking space is provided for every 150 square metres of any new gross floor area that is to be used for any other purpose.</p> <p>(3) Despite subclause (2), development consent may be granted to a development with less or no on site car parking if the consent authority is satisfied that the provision of car parking on site is not feasible.</p>	<p>rates, 2 commercial spaces in accordance with the LLEP 2008 and 1 motorcycle space and 12 bicycle spaces in accordance with LLEP 2008.</p> <p>A variation to parking is sought under clause 7.3 (3) of the LLEP 2008 - refer to discussion after table.</p>	
Clause 7.4 – Building Separation in Liverpool city centre	<p>(d) 12 metres for parts of buildings between 25 metres and 45 metres above ground level (finished) on land in Zone B3 Commercial Core or B4 Mixed Use, and</p> <p>(e) 28 metres for parts of buildings 45 metres</p>	Not applicable. The proposed built form is less than 25 metres to 45 metres. The ADG building separation rates have been applied.	Yes

Clause	Provision	Proposed	Complies
	or more above ground level (finished) on land in Zone B3 Commercial Core or B4 Mixed Use.		
Clause 7.5 – Design Excellence in Liverpool city centre	(3) In considering whether development exhibits design excellence, the consent authority must have regard to the following matters—		
	(a) whether a high standard of architectural design, materials and detailing appropriate to the building type and location will be achieved,	The study has only considered the future building envelope and land use mix for the site and any further materials and detailing would occur as part of a detailed design stage.	N/A
	(b) whether the form and external appearance of the proposed development will improve the quality and amenity of the public domain,	The proposed built form achieves the FSR yield for the site based on the site area. The proposed setbacks and the building separation allow for a mixed-use development comprising ground floor retail and residential uses to be accommodated on the site.	Yes
	(c) whether the proposed development detrimentally impacts on view corridors,	The proposed development will not impact on view corridors.	N/A
	(d) whether the proposed development detrimentally overshadows Bigge Park, Liverpool Pioneers' Memorial Park, Apex Park, St Luke's Church Grounds	Not applicable	N/A

Clause	Provision	Proposed	Complies
	<p>and Macquarie Street Mall (between Elizabeth Street and Memorial Avenue),</p> <p>(e) any relevant requirements of applicable development control plans,</p> <p>(f) how the proposed development addresses the following matters—</p> <p>(i) the suitability of the site for development,</p> <p>(ii) existing and proposed uses and use mix,</p> <p>(iii) heritage issues and streetscape constraints,</p> <p>(iv) the location of any tower proposed, having regard to the need to achieve an acceptable relationship with other towers (existing or proposed) on the same site or on neighbouring sites in terms of separation, setbacks, amenity and urban form,</p>	<p>Refer to Section 1.2 below.</p> <p>The proposed development can accommodate a mixed-use development which is permissible in the B4 Mixed Use zone.</p> <p>The proposed option provides a land use mix including residential and retail land uses.</p> <p>The site is not affected by any heritage or streetscape constraints.</p> <p>The proposed option presents a built form that will enable the site to fully achieve the FSR for the site and accommodate the necessary setbacks to allow for the orderly development of the subject and adjoining sites without detrimentally impacts on the amenity of the occupants of the buildings.</p>	<p>Refer to Section 1.2</p> <p>Yes</p> <p>Yes</p> <p>N/A</p> <p>Yes</p>

Clause	Provision	Proposed	Complies
	(v) bulk, massing and modulation of buildings,	The proposed bulk, massing and modulation of the building is consistent with the requirements of SEPP 65, ADG, LLEP 2008 and LDCP 2008.	Yes
	(vi) street frontage heights,	The street frontage heights comply with a street height less than 21m.	Yes
	(vii) environmental impacts such as sustainable design, overshadowing, wind and reflectivity,	The option has been designed to ensure the development can achieve a sustainable design and mitigate any impacts to overshadowing and wind. Reflectivity would be assessed under a detailed design concept.	Yes
	(viii) the achievement of the principles of ecologically sustainable development,	The development option would be capable of meet ESD principles.	Yes
	(ix) pedestrian, cycle, vehicular and service access, circulation and requirements,	The site is constrained by vehicular and service access and circulation requirements resulting in the need for a vehicle lift to access the basements levels of the development. A discussion on parking is provided below Table 4 . Alternative site servicing options may need to be explored, such as on-street pick up for waste may be considered as an option due to the on-site servicing constraints. The site is	Refer to discussion below Table 4.

Clause	Provision	Proposed	Complies
	(x) the impact on, and any proposed improvements to, the public domain.	<p>bounded by Laurantus Serviceway to the south and west. The laneway is 7m wide and includes two lanes, under this arrangement the laneway can allow one lane for temporary loading/unloading and the other for vehicles passing-by without impacting on traffic movements.</p> <p>It is envisaged that any future development of the site would trigger upgrades to Northumberland Street consistent with Council's Public Domain plans. This would be addressed as part of the detailed design stage.</p>	Yes
Clause 7.5A – Additional provision relating to certain land at Liverpool city centre	<p>This clause applies to land development on land that—</p> <p>(a) is identified as “Area 8”, “Area 9” or “Area 10” on the Floor Space Ratio Map, and</p> <p>(b) has a lot size exceeding 1500m², and</p> <p>(c) has 2 or more street frontages.</p>	<p>The site satisfies (a) and (c) of Clause 7.5A but does not meet (b).</p> <p>Therefore, Clause 7.5A does not apply to the site.</p>	N/A

Clause 7.3 - Car parking provision

A summary of the parking schedule for Option 1 and LLEP 2008 and RMS rates is provided in **Table 4**.

Table 4 Parking schedule and rates.

VEHICLE PARKING		Required
RESIDENTIAL (High Density RMS Rates)		
Required	0.4 per 1 bed unit	2.4
	0.7 per 2 bed unit	4.2

	1.20 per 3 bed unit	2.4
	1 per 7 units Visitor	2.0
TOTAL		11
COMMERCIAL (LLEP 2008 Rates)		
Required	1 space per 200m2 on L00	1.3
TOTAL		2
TOTAL PARKING DEMAND		13
PARKING SPACES PROPOSED		12
SHORTFALL IN PARKING		-1
BICYCLE PARKING		
RESIDENTIAL (LDCP Rates)		
Required	1 per 2 units	7.0
Visitor	1 per 10 units	1.4
TOTAL		9
COMMERCIAL (LDCP Rates)		
Required	1 per 200m2 GFA	1.3
Visitor	1 per 750m2 GFA	0.4
TOTAL		2
TOTAL BICYCLE PARKING		12
MOTOCYCLE PARKING		
Required	1 per 20 Car spaces	1

Variation to Clause 7.3 of LLEP 2008

A variation to clause 7.3 (2) of the LLEP 2008 development standard is sought for the site as it is centrally located within the CBD within proximity of public transport and public car parks including the Council-owned car park. Furthermore, due to the limited width and depth of the lot it is evident from Option 1 that the development would be required to provide additional basement levels to meet the car parking provisions of the LLEP 2008 which would not result in a feasible outcome for the redevelopment of the subject site.

Clause 7.3(3) of LLEP 2008 specifically states:

“Despite subclause (2), development consent may be granted to a development with less or no on-site car parking if the consent authority is satisfied that the provision of car parking on site is not feasible.”

Based on the option explored in the study (**Attachment A**) and in consideration of clause 7.3(3) of LLEP 2008, it is encouraged that the respective consent authority allow discretion under the LLEP 2008 to either:

- Provide opportunities for reduced parking spaces as illustrated in the options; or
- Given the central location of the site and proximity to the public transport, Westfields, Liverpool Plaza and Council car parks it is considered that strict compliance with on-site parking is not necessary, and a variation to the parking and accessibility should be supported.

1.2. DEVELOPMENT CONTROL PLAN

Liverpool Development Control Plan 2008 (the DCP) provides detailed planning controls relevant to the site and the proposal. An assessment against the relevant controls is provided in the table below.

Table 5 DCP Compliance Table

Clause	Provision	Proposed	Complies
4.2.4 Midrise Precinct	1. Construct buildings to a maximum of six storeys to the street and four storeys to the lane/serviceway frontages, with an additional two storeys set back to both frontages in accordance with Figures 4-5 and 4-6.	The proposed option includes a building consisting of 5 storeys to Northumberland Street and four storeys to Laurantus Serviceway.	Yes
	Podium (primary street) setback up to 21m: nil	Nil setback	Yes
	Podium (secondary street) setback up to 21m: nil	Varying setback to comply with ADG	Yes
	Podium (rear setback) up to 14m: nil	Varying setback to comply with ADG	Yes
	Tower setback (primary street) from 21 to 28m: 3m setback	Not applicable	N/A
	Tower setback (secondary street) from 21m to 28m: 3m setback	Not applicable	N/A
	Tower (rear setback) from 21m to 28m: 6m	Not applicable	
	2. Develop retail uses at the ground floor at street and lane/serviceway frontages (where possible).	The proposed option provides opportunities for ground floor retail use.	Yes
	3. Develop at least one level above the ground	Level 1 of the option can be converted for	Yes

Clause	Provision	Proposed	Complies
	floor for a commercial use, or that is capable of being adapted to a commercial use.	commercial uses in future (if required).	
	4. Provide parking in a basement car park. No more than one level of service (at grade) car parking is permitted and this is to be appropriately screened or sleeved.	Parking has been provided in the basement carpark. Refer to discussion below Table 4 for variation to parking spaces to clause 7.3 of the LLEP 2008.	Refer to discussion below Table 4 .
	5. Provide parking in accordance with the LLEP 2008.	Refer to discussion below Table 4 .	Refer to discussion below Table 4 .

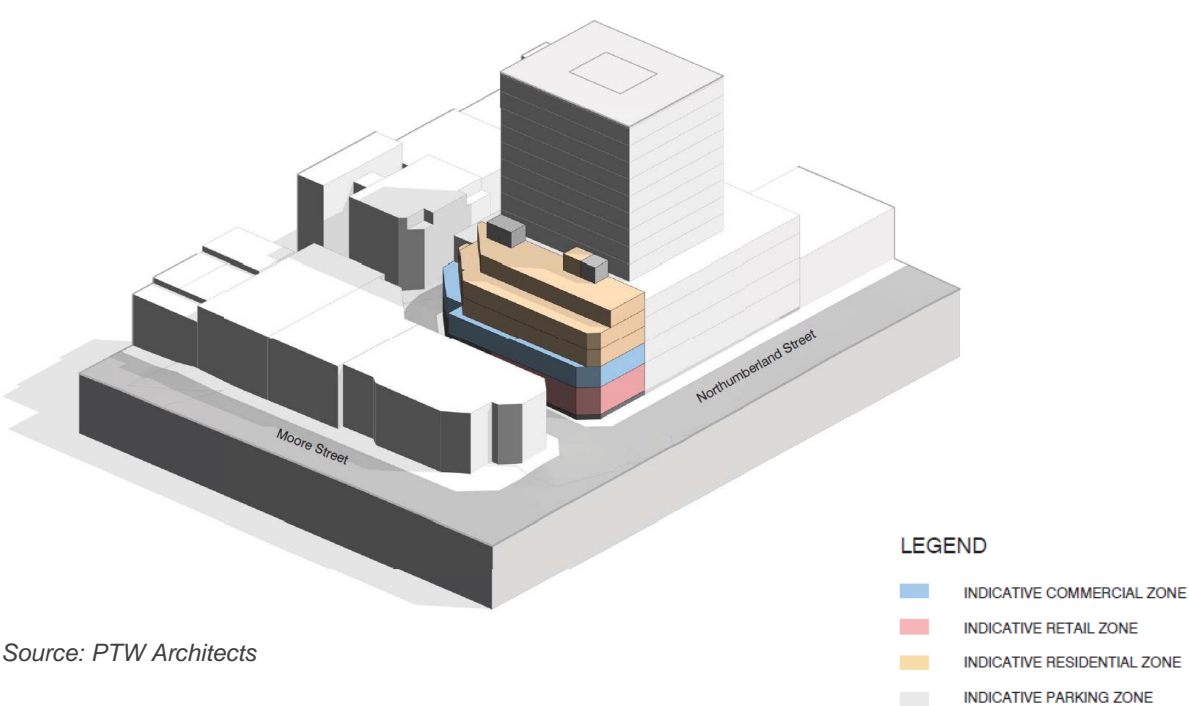
OPTION 2 - RETAIL ON THE GROUND FLOOR, COMMERCIAL ON THE FIRST FLOOR WITH RESIDENTIAL ABOVE TO ADG SEPARATION

Key numeric aspects of the proposal are summarised below.

Table 6 Numeric Overview

Descriptor	Proposed
Site Area	498sqm
Land Use Activity	Mixed Use Development – 2 x retail on ground floor, 1 x commercial and 9x residential apartments
Height of Building	22.8m
Gross Floor Area	1,494sqm
Floor Space Ratio	3:1
Landscaped Area	143 sqm (C.O.S)
Parking Spaces	13 vehicle spaces (7 x residential car spaces, 5 x commercial car spaces and 1 x motorcycle) and 13 x bicycle spaces

Figure 2 Option 2 – Mixed use Development - Proposed built form and uses



1.3. ENVIRONMENTAL PLANNING INSTRUMENTS

The proposed development has been assessed in accordance with the relevant State and local environmental planning instruments, including:

- State Environmental Planning Policy No. 65 - Design Quality Residential Apartment and Apartment Design Guide (SEPP 65)
- Liverpool Local Environmental Plan 2008

1.3.1. State Environmental Planning Policy No.65 – Design Quality Residential Apartment and Apartment Design Guide (SEPP 65)

State Environmental Planning Policy No 65 (Design Quality of Residential Apartment Development) (SEPP 65) applies to development for the purposes of a building that comprises three or more storeys and four or more self-contained dwellings. Clause 28(2) of SEPP 65 specifies that when determining a development application for residential apartment development, the consent authority is to consider:

- (a) advice obtained from the Design Review Panel, and
- (b) Design Quality Principles, and
- (c) the Apartment Design Guide (ADG).

PTW has prepared an Isolated Site Study (refer **0**), which outlines how the design quality principles of SEPP 65 are addressed and demonstrates how the objectives in Parts 3 and 4 of the ADG have been achieved. The performance of the proposal in relation to the key numeric requirements of the ADG is discussed in **Table 7**.

Table 7 – Apartment design Guide Key Numeric Requirements

Requirement	Proposal
Communal Open Space	143sqm (29% of the site area) is provided as communal open space is provided on the roof top. This exceeds the minimum 25% requirement of the ADG.
Deep Soil Zones	Due to the provision of basement levels within the development, no deep soil landscaping is proposed on site. While this does not meet the deep soil requirements of the ADG, it is noted that it is appropriate within the CBD context of the site. Generous soil volumes can be proposed within the roof terrace under a suitable landscape strategy.
Building Separation and Visual Privacy	The proposal complies does comply with the 9-18m building separation requirements to surrounding properties. Where visual privacy concerns could arise, frosted glass and privacy screens should be recommended proposed to restrict overlooking between buildings and apartments this can be achieved through detailed design.
Solar Access	78 % of apartments within the proposed development receive at least 2 hours of direct sun between 9am and 3pm on 21 June.
Natural Cross Ventilation	78% of apartments within the first nine levels of the proposed development are naturally cross-ventilated.
Floor to Ceiling Heights	Habitable rooms to all apartments within the proposed development exceed the 2.7m ceiling height requirement.
Minimum Apartment Sizes	All proposed apartments layouts comply with the requirements of the ADG with regards to room layouts.
Private Open Space	All apartment types achieve the minimum required private open space areas identified within the ADG.

Requirement	Proposal
Common Circulation	The maximum number of apartments sharing a circulation core within the proposed development is 4 apartments which is generally consistent with the ADG.
Storage	Further detailed design of apartments would achieve compliance with the storage requirements of the ADG. Where the full volume of storage space is not accommodated within the apartment, dedicated storage areas of the podium.

As demonstrated above, the proposal accords with the core requirements of the ADG.

1.3.2. Liverpool Local Environmental Plan 2008

Liverpool Local Environmental Plan 2008 (the LEP) is the primary environmental planning instrument applying to the site and the proposed development.

The site is zoned B4 Mixed Use in accordance with the LEP. The proposed development is consistent with the zone objectives as outlined below:

- *To provide a mixture of compatible land uses.*
- *To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling.*
- *To allow for residential and other accommodation in the Liverpool city centre, while maintaining active retail, business or other non-residential uses at street level.*
- *To facilitate a high standard of urban design, convenient urban living and exceptional public amenity.*

The proposed development is defined as a mixed-use development in accordance with the LEP. Mixed use development is permitted with development consent in the B4 Mixed Use zone.

The following table assesses the compliance of the proposed development with other relevant clauses in the LEP.

Table 8 LEP Compliance Table

Clause	Provision	Proposed	Complies
Clause 4.1 – Minimum Subdivision Lot Size	1000sqm	No change	N/A
Clause 4.3 – Height of Building	28m	22.8m	Yes
Clause 4.4 – Floor Space Ratio	3:1 (Area 8)	3:1	Yes
Clause 5.10 – Heritage Conservation	Not applicable	Not applicable	N/A
Clause 7.1 – Objectives for development in Liverpool city centre	(a) to preserve the existing street layout and reinforce the street character through consistent building alignments,	The proposed development will preserve the existing street layout and laneway configuration and the building will maintain a consistent	Yes

Clause	Provision	Proposed	Complies
	alignment within the precinct.		
	(b) to allow sunlight to reach buildings and areas of high pedestrian activity,	The proposed built form will allow for sunlight penetration to streets and buildings.	Yes
	(c) to reduce the potential for pedestrian and traffic conflicts on the Hume Highway,	Not applicable	N/A
	(d) to improve the quality of public spaces in the city centre,	Not applicable	N/A
	(e) to reinforce Liverpool railway station and interchange as a major passenger transport facility, including by the visual enhancement of the surrounding environment and the development of a public plaza at the station entry,	Not applicable	N/A
	(f) to enhance the natural river foreshore and places of heritage significance,	Not applicable	N/A
	(g) to provide direct, convenient and safe pedestrian links between the city centre (west of the rail line) and the Georges River foreshore.	The site is not identified to deliver any through-site links.	N/A
Clause 7.2 – Sun access in Liverpool city centre	Controls relating to sun access provisions for the city centre	Not applicable to the site.	N/A
Clause 7.3 - Car parking in Liverpool city centre	(2) (a) at least one car parking space is provided for every 200 square metres of any	7 spaces in accordance with RMS rates, 5 commercial spaces in accordance with the	Refer to discussion after Table 9

Clause	Provision	Proposed	Complies
	<p>new gross floor area that is on the ground floor level of the building, and</p> <p>(b) in respect of any other part of the building—</p> <p>(i) at least one car parking space is provided for every 100 square metres of any new gross floor area that is to be used for the purposes of retail premises, and</p> <p>(ii) at least one car parking space is provided for every 150 square metres of any new gross floor area that is to be used for any other purpose.</p> <p>(3) Despite subclause (2), development consent may be granted to a development with less or no on site car parking if the consent authority is satisfied that the provision of car parking on site is not feasible.</p>	<p>LLEP 2008 and 1 motorcycle space and 12 bicycle spaces in accordance with LLEP 2008.</p> <p>A variation to parking is sought under clause 7.3 (3) of the LLEP 2008 - refer to discussion after Table 9.</p>	
Clause 7.4 – Building Separation in Liverpool city centre	<p>(d) 12 metres for parts of buildings between 25 metres and 45 metres above ground level (finished) on land in Zone B3 Commercial Core or B4 Mixed Use, and</p> <p>(e) 28 metres for parts of buildings 45 metres or more above ground level (finished) on land</p>	Not applicable. The proposed built form is less than 25 metres to 45 metres. The ADG building separation rates have been applied.	Yes

Clause	Provision	Proposed	Complies
	in Zone B3 Commercial Core or B4 Mixed Use.		
Clause 7.5 – Design Excellence in Liverpool city centre	(3) In considering whether development exhibits design excellence, the consent authority must have regard to the following matters—		
	(a) whether a high standard of architectural design, materials and detailing appropriate to the building type and location will be achieved,	The study has only considered the future building envelope and land use mix for the site and any further materials and detailing would occur as part of a detailed design stage.	N/A
	(b) whether the form and external appearance of the proposed development will improve the quality and amenity of the public domain,	The proposed built form achieves the FSR yield for the site based on the site area. The proposed setbacks and the building separation allow for a mixed-use development comprising ground floor retail, podium level commercial and residential uses to be accommodated on the site.	Yes
	(c) whether the proposed development detrimentally impacts on view corridors,	The proposed development will not impact on view corridors.	N/A
	(d) whether the proposed development detrimentally overshadows Bigge Park, Liverpool Pioneers' Memorial Park, Apex Park, St Luke's Church Grounds and Macquarie Street	Not applicable	N/A

Clause	Provision	Proposed	Complies
	<p>Mall (between Elizabeth Street and Memorial Avenue),</p> <p>(e) any relevant requirements of applicable development control plans,</p> <p>(f) how the proposed development addresses the following matters—</p> <p>(i) the suitability of the site for development,</p> <p>(ii) existing and proposed uses and use mix,</p> <p>(iii) heritage issues and streetscape constraints,</p> <p>(iv) the location of any tower proposed, having regard to the need to achieve an acceptable relationship with other towers (existing or proposed) on the same site or on neighbouring sites in terms of separation, setbacks, amenity and urban form,</p>	<p>Refer to Section 1.4 below.</p> <p>The proposed development can accommodate a mixed-use development which is permissible in the B4 Mixed Use zone.</p> <p>The proposed option provides a land use mix including residential and retail land uses.</p> <p>The site is not affected by any heritage or streetscape constraints.</p> <p>The proposed option presents a built form that will enable the site to fully achieve the FSR for the site and accommodate the necessary setbacks to allow for the orderly development of the subject and adjoining sites without detrimentally impacts on the amenity of the occupants of the buildings.</p>	<p>Refer to Section 1.4</p> <p>Yes</p> <p>Yes</p> <p>N/A</p> <p>Yes</p>

Clause	Provision	Proposed	Complies
	(v) bulk, massing and modulation of buildings,	The proposed bulk, massing and modulation of the building is consistent with the requirements of SEPP 65, ADG, LLEP 2008 and LDCP 2008.	Yes
	(vi) street frontage heights,	The street frontage heights comply with a street height less than 21m.	Yes
	(vii) environmental impacts such as sustainable design, overshadowing, wind and reflectivity,	The option has been designed to ensure the development can achieve a sustainable design and mitigate any impacts to overshadowing and wind. Reflectivity would be assessed under a detailed design concept.	Yes
	(viii) the achievement of the principles of ecologically sustainable development,	The development option would be capable of meet ESD principles.	Yes
	(ix) pedestrian, cycle, vehicular and service access, circulation and requirements,	The site is constrained by vehicular and service access and circulation requirements resulting in the need for a vehicle lift to access the basements levels of the development. A discussion on parking is provided below Table 8 . Alternative site servicing options may need to be explored, such as on-street pick up for waste may be considered as an option due to the on-site servicing	Refer to discussion below Table 9 .

Clause	Provision	Proposed	Complies
	(x) the impact on, and any proposed improvements to, the public domain.	<p>constraints. The site is bounded by Laurantus Serviceway to the south and west. The laneway is 7m wide and includes two lanes, under this arrangement the laneway can allow one lane for temporary loading/unloading and the other for vehicles passing-by without impacting on traffic movements.</p> <p>It is envisaged that any future development of the site would trigger upgrades to Northumberland Street consistent with Council's Public Domain plans. This would be addressed as part of the detailed design stage.</p>	Yes
Clause 7.5A – Additional provision relating to certain land at Liverpool city centre	<p>This clause applies to land development on land that—</p> <p>(a) is identified as “Area 8”, “Area 9” or “Area 10” on the Floor Space Ratio Map, and</p> <p>(b) has a lot size exceeding 1500m², and</p> <p>(c) has 2 or more street frontages.</p>	<p>The site satisfies (a) and (c) of Clause 7.5A but does not meet (b).</p> <p>Therefore, Clause 7.5A does not apply to the site.</p>	N/A

Car parking provision - RMS rates

Table 9 Option 2 - Parking schedule and rates.

VEHICLE PARKING		Required
RESIDENTIAL (High Density RMS Rates)		
Required	0.4 per 1 bed unit	1.6
	0.7 per 2 bed unit	2.8

	1.20 per 3 bed unit	1.2
	1 per 7 units Visitor	1.3
TOTAL		7
COMMERCIAL (LLEP Rates)		
Required	1 space per 200m ² on L00	1.3
	1 space per 150m ² on L01	2.8
TOTAL		5
TOTAL VEHICLE PARKING		
		12

BICYCLE PARKING		
RESIDENTIAL (LDCP Rates)		
Required	1 per 2 units	5.0
Visitor	1 per 10 units	0.9
TOTAL		6
COMMERCIAL (LDCP Rates)		
Required	1 per 200m ² GFA	5.1
Visitor	1 per 750m ² GFA	1.4
TOTAL		7
TOTAL BICYCLE PARKING		
		13

MOTOCYCLE PARKING		
Required	1 per 20 Car spaces	1

Variation to Clause 7.3 of LLEP 2008

A variation to clause 7.3 (2) of the LLEP 2008 development standard is sought for the site as it is centrally located within the CBD within proximity of public transport and public car parks including the Council-owned car park. Furthermore, due to the limited width and depth of the lot it is evident from Option 1 that the development would be required to provide additional basement levels to meet the car parking provisions of the LLEP 2008 which would not result in a feasible outcome for the redevelopment of the subject site.

Clause 7.3(3) of LLEP 2008 specifically states:

“Despite subclause (2), development consent may be granted to a development with less or no on-site car parking if the consent authority is satisfied that the provision of car parking on site is not feasible.”

Based on the option explored in the study (0) and in consideration of clause 7.3(3) of LLEP 2008, it is encouraged that the respective consent authority allow discretion under the LLEP 2008 to either:

- Provide opportunities for reduced parking spaces as illustrated in the options; or
- Given the central location of the site and proximity to the public transport, Westfields, Liverpool Plaza and Council carparks it is considered that strict compliance with on-site parking is not necessary, and a variation to the parking and accessibility should be supported.

1.4. DEVELOPMENT CONTROL PLAN

Liverpool Development Control Plan 2008 (the DCP) provides detailed planning controls relevant to the site and the proposal. An assessment against the relevant controls is provided in the table below.

Table 10 DCP Compliance Table

Clause	Provision	Proposed	Complies
4.2.4 Midrise Precinct	1. Construct buildings to a maximum of six storeys to the street and four storeys to the lane/serviceway frontages, with an additional two storeys set back to both frontages in accordance with Figures 4-5 and 4-6.	The proposed option includes a building consisting of 5 storeys to Northumberland Street and four storeys to Laurantus Serviceway.	Yes
	Podium (primary street) setback up to 21m: nil	Nil setback	Yes
	Podium (secondary street) setback up to 21m: nil	Varying setback to comply with ADG	Yes
	Podium (rear setback) up to 14m: nil	Varying setback to comply with ADG	Yes
	Tower setback (primary street) from 21 to 28m: 3m setback	Not applicable	N/A
	Tower setback (secondary street) from 21m to 28m: 3m setback	Not applicable	N/A
	Tower (rear setback) from 21m to 28m: 6m	Not applicable	N/A
	2. Develop retail uses at the ground floor at street and lane/serviceway frontages (where possible).	The proposed option provides opportunities for ground floor retail use.	Yes
	3. Develop at least one level above the ground floor for a commercial use, or that is capable	Level 1 of the option is proposed for commercial uses.	Yes

Clause	Provision	Proposed	Complies
	of being adapted to a commercial use.		
	4. Provide parking in a basement car park. No more than one level of service (at grade) car parking is permitted and this is to be appropriately screened or sleeved.	Parking has been provided in the basement carpark. Refer to discussion below Table 9 for variation to parking spaces to clause 7.3 of the LLEP 2008.	Refer to discussion below Table 9 .
	5. Provide parking in accordance with the LLEP 2008.	Refer to discussion below Table 9 .	Refer to discussion below Table 9 .

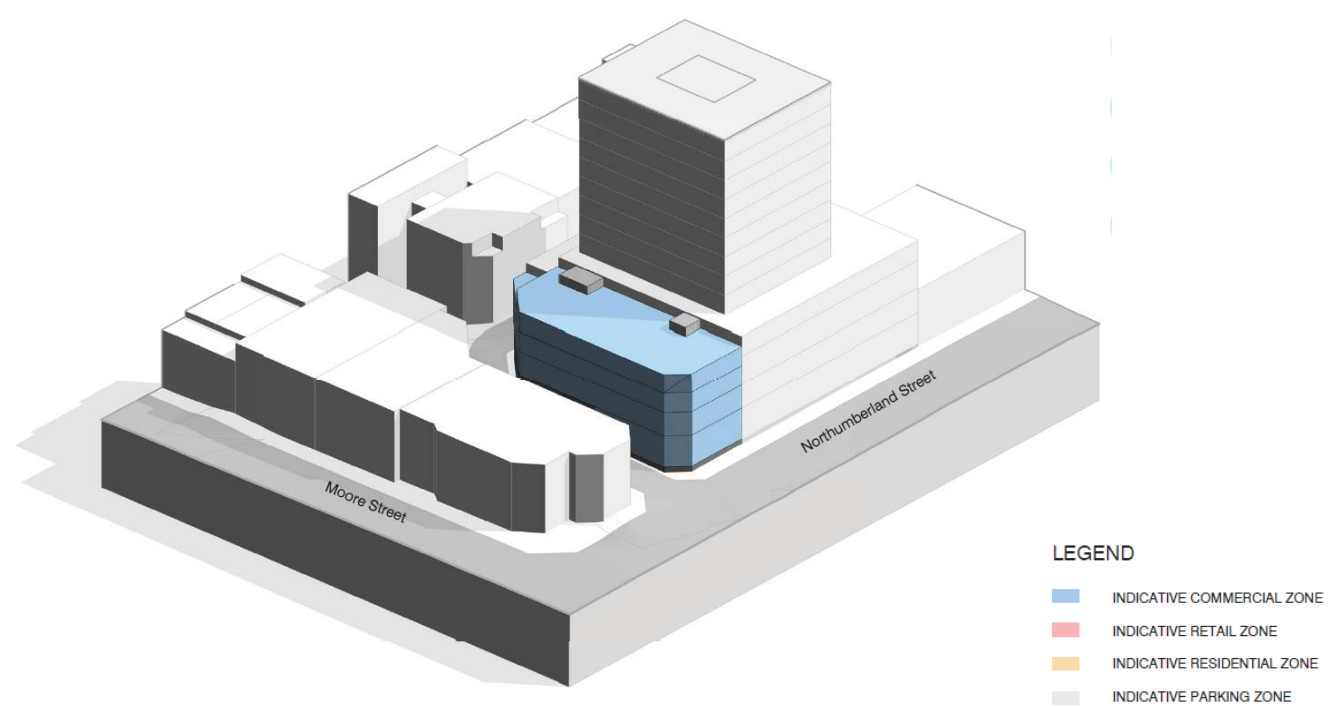
OPTION 3 – COMMERCIAL DEVELOPMENT

Key numeric aspects of the proposal are summarised below.

Table 11 Numeric Overview

Descriptor	Proposed
Site Area	498sqm
Land Use Activity	Commercial
Height of Building	17.9m
Gross Floor Area	1,494sqm
Floor Space Ratio	3:1
Landscaped Area	Nil
Parking Spaces	11 vehicle spaces (10 x commercial car spaces and 1 x motorcycle) and 10 x bicycle spaces

Figure 3 Option 3 – Commercial Development - Proposed built form and uses



Source: PTW Architects

1.5. ENVIRONMENTAL PLANNING INSTRUMENTS

The proposed development has been assessed in accordance with the relevant State and local environmental planning instruments, including:

- Liverpool Local Environmental Plan 2008

1.5.1. Liverpool Local Environmental Plan 2008

Liverpool Local Environmental Plan 2008 (LLEP 2008) is the primary environmental planning instrument applying to the site and the proposed development.

The site is zoned B4 Mixed Use in accordance with the LEP. The objectives of the B4 Mixed Use zone are listed as follows:

- *To provide a mixture of compatible land uses.*
- *To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling.*
- *To allow for residential and other accommodation in the Liverpool city centre, while maintaining active retail, business or other non-residential uses at street level.*
- *To facilitate a high standard of urban design, convenient urban living and exceptional public amenity.*

The proposed development is defined as *commercial development* in accordance with the LLEP 2008. Commercial development is permitted with consent in the B4 Mixed Use zone. However, in comparison to the two options (Options 1 and 2) explored by PTW, Option 3 provides strong arguments to support a fully commercial development on the site, including:

- Although the option does not provide a land use mix that incorporates residential use, it is recognised that the site is situated amongst sites that are more capable of delivering a greater supply of residential accommodation in accordance with SEPP 65, AGD and LLEP 2008 than the subject site as illustrated in Options 1 and 2.
- A commercial development option on the site can also help to offset the significant amount of residential floorspace anticipated for the city centre, providing necessary commercial floor space to support small to medium businesses and facilitate high standards of urban living for residents residing within the CBD to live and work closer to home.
- Option 3 provides active ground floor retail and commercial uses within proximity of public transport that can support employment opportunities within the CBD that are in walking and cycling distance, without the need to strictly comply with on-site car parking requirements of the LLEP 2008, which may result in an unfeasible development outcome for the site with the provision of three basement levels and a vehicle lift.
- The proposed floor plates can provide flexibility in supporting small to medium businesses within the city centre and allowing each level to be customised to meet the needs of the future tenants and their business requirements.
- Options 1 and 2 highlight the need for the development to comply with the SEPP 65 and ADG requirements in addition to the LLEP 2008 and LDCP 2008 to support residential uses on the site. However, in Option 3 the provisions under SEPP 65 and ADG would not apply to the commercial development, particularly with respect to setbacks and building separation requirements. As a result, this notably, aids to deliver larger and flexible floor plates that will promote an orderly and feasible development outcome for the site.

The following table assesses the compliance of the proposed development with other relevant clauses in the LLEP 2008.

Table 12 LEP Compliance Table

Clause	Provision	Proposed	Complies
Clause 4.1 – Minimum Subdivision Lot Size	1000sqm	No change	N/A
Clause 4.3 – Height of Building	28m	17.9m	Yes
Clause 4.4 – Floor Space Ratio	3:1 (Area 8)	3:1	Yes
Clause 5.10 – Heritage Conservation	Not applicable	Not applicable	N/A
Clause 7.1 – Objectives for development in Liverpool city centre	(a) to preserve the existing street layout and reinforce the street character through consistent building alignments,	No change	N/A
	(b) to allow sunlight to reach buildings and areas of high pedestrian activity,	The proposed built form will allow for sunlight penetration to streets and laneways.	Yes
	(c) to reduce the potential for pedestrian and traffic conflicts on the Hume Highway,	Not applicable	N/A
	(d) to improve the quality of public spaces in the city centre,	It is expected that any public domain works to Northumberland Street or Laurantus Serviceway would be delivered as part of the redevelopment of the site.	Yes
	(e) to reinforce Liverpool railway station and interchange as a major passenger transport facility, including by the visual enhancement of the surrounding	Not applicable	N/A

Clause	Provision	Proposed	Complies
	<p>environment and the development of a public plaza at the station entry,</p> <p>(f) to enhance the natural river foreshore and places of heritage significance,</p> <p>(g) to provide direct, convenient and safe pedestrian links between the city centre (west of the rail line) and the Georges River foreshore.</p>	<p>Not applicable</p> <p>The site is not identified to deliver any through-site links.</p>	<p>N/A</p> <p>N/A</p>
Clause 7.2 – Sun access in Liverpool city centre	Controls relating to sun access provisions for the city centre	Not applicable to the site.	N/A
Clause 7.3 - Car parking in Liverpool city centre	<p>(2) (a) at least one car parking space is provided for every 200 square metres of any new gross floor area that is on the ground floor level of the building, and</p> <p>(b) in respect of any other part of the building—</p> <p>(i) at least one car parking space is provided for every 100 square metres of any new gross floor area that is to be used for the purposes of retail premises, and</p> <p>(ii) at least one car parking space is provided for every 150 square metres of any new gross floor area</p>	10 commercial spaces in accordance with the LLEP 2008 and 1 motorcycle space and 10 bicycle spaces in accordance with LLEP 2008.	Yes, refer to discussion below Table 13

Clause	Provision	Proposed	Complies
	<p>that is to be used for any other purpose.</p> <p>(3) Despite subclause (2), development consent may be granted to a development with less or no on-site car parking if the consent authority is satisfied that the provision of car parking on site is not feasible.</p>	<p>A variation to parking is sought under clause 7.3 (3) of the LLEP 2008 - refer to discussion after Table 13</p>	
Clause 7.4 – Building Separation in Liverpool city centre	<p>(d) 12 metres for parts of buildings between 25 metres and 45 metres above ground level (finished) on land in Zone B3 Commercial Core or B4 Mixed Use, and</p> <p>(e) 28 metres for parts of buildings 45 metres or more above ground level (finished) on land in Zone B3 Commercial Core or B4 Mixed Use.</p>	<p>Not applicable. The proposed built form is less than 25 metres to 45 metres. The ADG building separation rates have been applied.</p>	Yes
Clause 7.5 – Design Excellence in Liverpool city centre	<p>(3) In considering whether development exhibits design excellence, the consent authority must have regard to the following matters—</p> <p>(a) whether a high standard of architectural design, materials and detailing appropriate to the building type and location will be achieved,</p> <p>(b) whether the form and external</p>	<p>The study has only considered the future building envelope and land use mix for the site and any further materials and detailing would occur as part of a detailed design stage.</p> <p>The proposed built form achieves the FSR yield for the site based on the</p>	<p>N/A</p> <p>Yes</p>

Clause	Provision	Proposed	Complies
	appearance of the proposed development will improve the quality and amenity of the public domain,	site area. The proposed setbacks and the building separation allow for a commercial development comprising ground floor retail, and 3 levels of commercial uses to be accommodated on the site.	
	(c) whether the proposed development detrimentally impacts on view corridors,	The proposed development will not impact on view corridors.	N/A
	(d) whether the proposed development detrimentally overshadows Bigge Park, Liverpool Pioneers' Memorial Park, Apex Park, St Luke's Church Grounds and Macquarie Street Mall (between Elizabeth Street and Memorial Avenue),	Not applicable	N/A
	(e) any relevant requirements of applicable development control plans,	Refer to Section 1.6 below.	Refer to Section 1.6
	(f) how the proposed development addresses the following matters—		
	(i) the suitability of the site for development,	The proposed development can accommodate a commercial development which is permissible in the B4 Mixed Use zone.	Yes

Clause	Provision	Proposed	Complies
	(ii) existing and proposed uses and use mix,	The proposed option provides a land use mix including commercial and retail land uses.	Yes
	(iii) heritage issues and streetscape constraints,	The site is not affected by any heritage or streetscape constraints.	N/A
	(iv) the location of any tower proposed, having regard to the need to achieve an acceptable relationship with other towers (existing or proposed) on the same site or on neighbouring sites in terms of separation, setbacks, amenity and urban form,	The proposed option presents a built form that will enable the site to fully achieve the FSR for the site and accommodate the necessary setbacks to allow for the orderly development of the subject and adjoining sites without detrimentally impacts on the amenity of the occupants of the buildings.	Yes
	(v) bulk, massing and modulation of buildings,	The proposed bulk, massing and modulation of the building is consistent with the requirements of the LLEP 2008 and LDCP 2008.	Yes
	(vi) street frontage heights,	The street frontage heights comply with a street height less than 21m.	Yes
	(vii) environmental impacts such as sustainable design, overshadowing, wind and reflectivity,	The option has been designed to ensure the development can achieve a sustainable design and mitigate any impacts to overshadowing and	Yes

Clause	Provision	Proposed	Complies
		wind. Reflectivity would be assessed under a detailed design concept.	
	(viii) the achievement of the principles of ecologically sustainable development,	The development option would be capable of meet ESD principles.	Yes
	(ix) pedestrian, cycle, vehicular and service access, circulation and requirements,	The site is constrained by vehicular and service access and circulation requirements resulting in the need for a vehicle lift to access the basements levels of the development. A discussion on parking is provided below Table 13 . Alternative site servicing options may need to be explored, such as on-street pick up for waste may be considered as an option due to the on-site servicing constraints. The site is bounded by Laurantus Serviceway to the south and west. The laneway is 7m wide and includes two lanes, under this arrangement the laneway can allow one lane for temporary loading/unloading and the other for vehicles passing-by without impacting on traffic movements.	Refer to discussion below Table 123 .
	(x) the impact on, and any proposed improvements to, the public domain.	It is envisaged that any future development of the site would trigger upgrades to	Yes

Clause	Provision	Proposed	Complies
		Northumberland Street consistent with Council's Public Domain plans. This would be addressed as part of the detailed design stage.	
Clause 7.5A – Additional provision relating to certain land at Liverpool city centre	<p>This clause applies to land development on land that—</p> <p>(a) is identified as “Area 8”, “Area 9” or “Area 10” on the Floor Space Ratio Map, and</p> <p>(b) has a lot size exceeding 1500m², and</p> <p>(c) has 2 or more street frontages.</p>	<p>The site satisfies (a) and (c) of Clause 7.5A but does not meet (b).</p> <p>Therefore, Clause 7.5A does not apply to the site.</p>	N/A

A summary of the parking schedule for Option 3 and the LLEP 2008 rates is provided in **Table 13**.

Table 13 Option 3 - Parking schedule and rates.

VEHICLE PARKING		Required
COMMERCIAL (LLEP 2008 Rates)		
Required	1 space per 200m ² on L00	1.5
	1 space per 150m ² on L01-L03	7.9
TOTAL VEHICLE PARKING		10
BICYCLE PARKING		Required
COMMERCIAL (LDGP Rates)		
Required	1 per 200m ² GFA	7.4
Visitor	1 per 750m ² GFA	2.0
TOTAL BICYCLE PARKING		10
MOTORCYCLE PARKING		Required
Required	1 per 20 Car spaces	1

Variation to Clause 7.3 of LLEP 2008

A variation to the clause 7.3(2) development standard of the LLEP 2008 is sought for the site as it is centrally located within the CBD within proximity of public transport and public car parks including the Council-owned car park. Furthermore, due to the limited width and depth of the lot it is evident from Option 3 that the development would be required to provide additional basement levels to meet the car parking provisions of the LLEP 2008 which would not result in a feasible outcome for the redevelopment of the subject site. Clause 7.3(3) of LLEP 2008 specifically states:

“Despite subclause (2), development consent may be granted to a development with less or no on-site car parking if the consent authority is satisfied that the provision of car parking on site is not feasible.”

Based on the options explored in the study (0) and in consideration of clause 7.3(3) of LLEP 2008, it is encouraged that the respective consent authority allow discretion under the LLEP 2008 to either:

- Provide opportunities for reduced parking spaces as illustrated in the options; or
- Given the central location of the site and proximity to the public transport, Westfields, Liverpool Plaza and Council carparks it is considered that strict compliance with on-site parking is not necessary, and a variation to the parking and accessibility should be supported.

1.6. DEVELOPMENT CONTROL PLAN

Liverpool Development Control Plan 2008 (the DCP) provides detailed planning controls relevant to the site and the proposal. An assessment against the relevant controls is provided in the table below.

Table 14 DCP Compliance Table

Clause	Provision	Proposed	Complies
4.2.4 Midrise Precinct	1. Construct buildings to a maximum of six storeys to the street and four storeys to the lane/serviceway frontages, with an additional two storeys set back to both frontages in accordance with Figures 4-5 and 4-6.	The proposed building will be 4 storeys in height .	Yes
	Podium (primary street) setback up to 21m: nil	Nil setback	Yes
	Podium (secondary street) setback up to 21m: nil	Nil setback	Yes
	Podium (rear setback) up to 14m: nil	Setback provided	Yes
	Tower setback (primary street) from 21 to 28m: 3m setback	Not applicable	N/A
	Tower setback (secondary street) from 21m to 28m: 3m setback	Not applicable	N/A
	Tower (rear setback) from 21m to 28m: 6m	Not applicable	N/A
	2. Develop retail uses at the ground floor at street and lane/serviceway	The proposed option provides opportunities for ground floor retail use.	Yes

Clause	Provision	Proposed	Complies
	frontages (where possible).		
	3. Develop at least one level above the ground floor for a commercial use, or that is capable of being adapted to a commercial use.	Level 1 – 3 of the option is proposed for commercial uses.	Yes
	4. Provide parking in a basement car park. No more than one level of service (at grade) car parking is permitted and this is to be appropriately screened or sleeved.	Parking has been provided in the basement carpark. Refer to discussion below Table 12 for variation to parking spaces to clause 7.3 of the LLEP 2008.	Refer to discussion below Table 13 .
	5. Provide parking in accordance with the LLEP 2008.	Refer to discussion below Table 13 .	Refer to discussion below Table 13 .

2. CONCLUSION

We have reviewed the site development study prepared by PTW Architects and undertaken an assessment of the three options at (**Attachment A**) provided with this letter. Additional options exploring a 6-metre setback to Laurantus Serviceway prepared by PTW Architects is also provided at (**Attachment B**) of this letter. It is considered that the assessment provided in this supplementary letter demonstrates that the subject site could be developed in its own right, in accordance with the relevant planning controls.

We trust that this letter satisfies your request, and if you have any questions please to not hesitate to contact me on 8233 9900 or dhoy@urbis.com.au.

Yours sincerely,

Nazia

Nazia Pokar
Senior Consultant

On behalf of
David Hoy
Director
+61 2 8233 9925
dhoy@urbis.com.au

Attachment A – Revised 179 Northumberland Street, Liverpool Site Isolation Study (Mixed-use options), prepared by PTW Architects

Attachment B - Revised 179 Northumberland Street, Liverpool Site Isolation Study (6-metre setback options), prepared by PTW Architects



ATTACHMENT A

SITE DEVELOPMENT STUDY

179 NORTHUMBERLAND ST LIVERPOOL

SITE DEVELOPMENT STUDY

2020.10.12

Figure 4-6 Mid-Rise/Corner

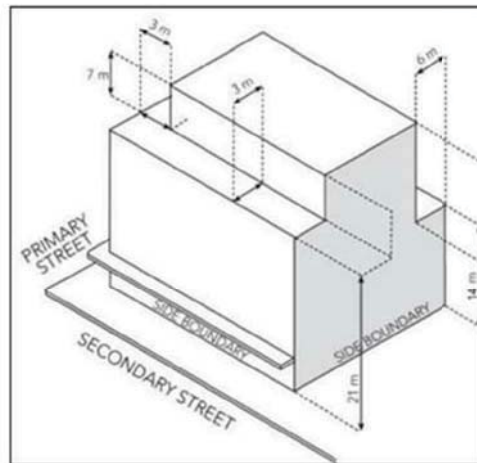
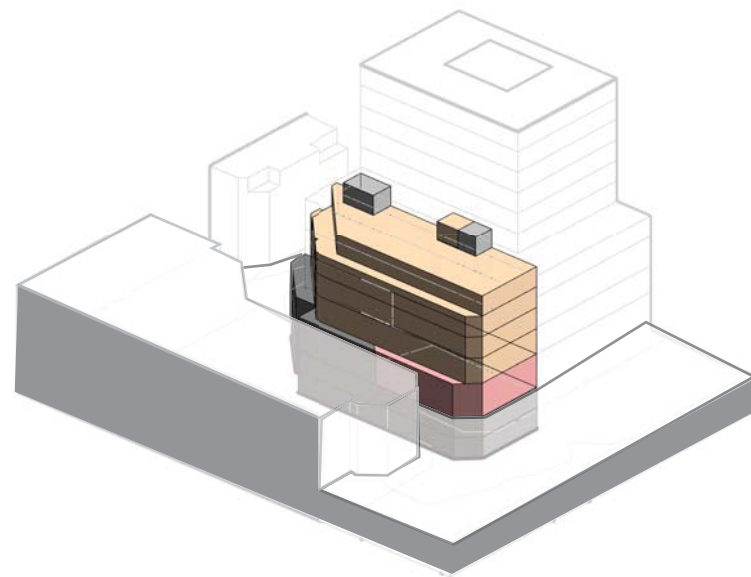
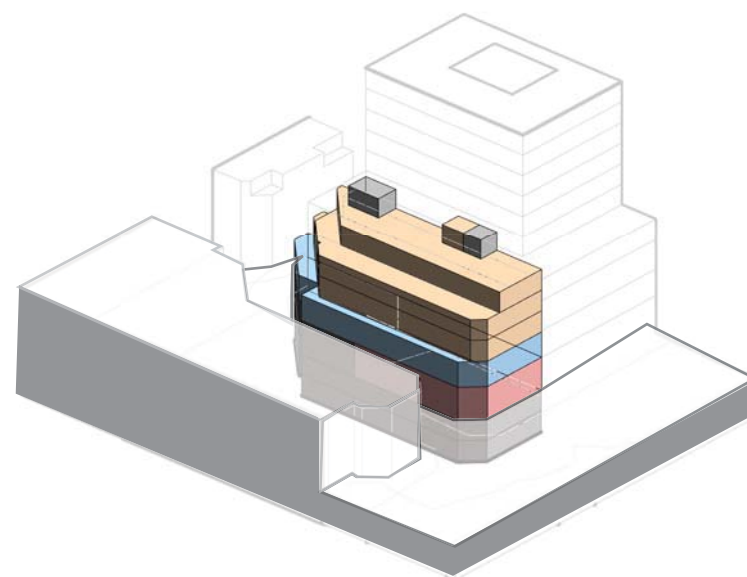


Figure 4-6: Mid-Rise/Corner
Draft Liverpool Development Control Plan 2008



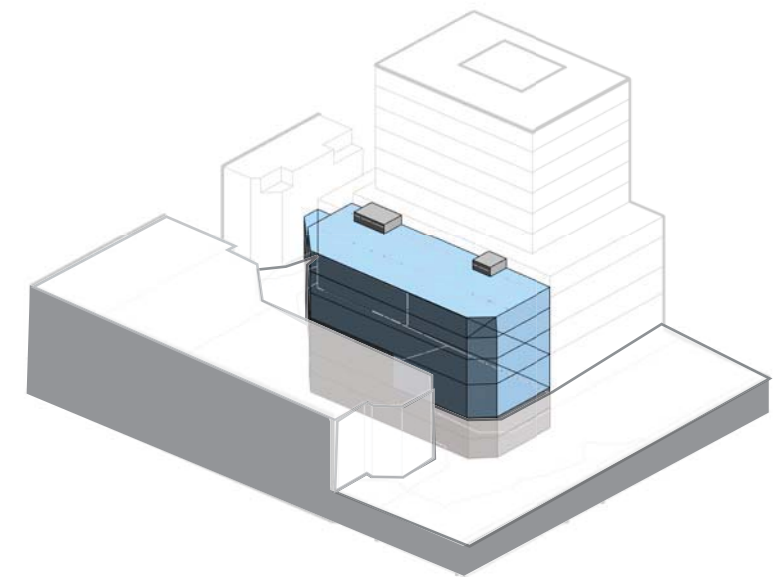
OPTION 1

Retail on Ground Floor with
Residential Above to ADG Separation
& DCP Setbacks



OPTION 2

Retail on Ground Floor, Commercial on
the first floor and Residential above to
ADG Separation & DCP Setbacks



OPTION 3

Commercial on all Levels to
DCP Setbacks

OPTION 1

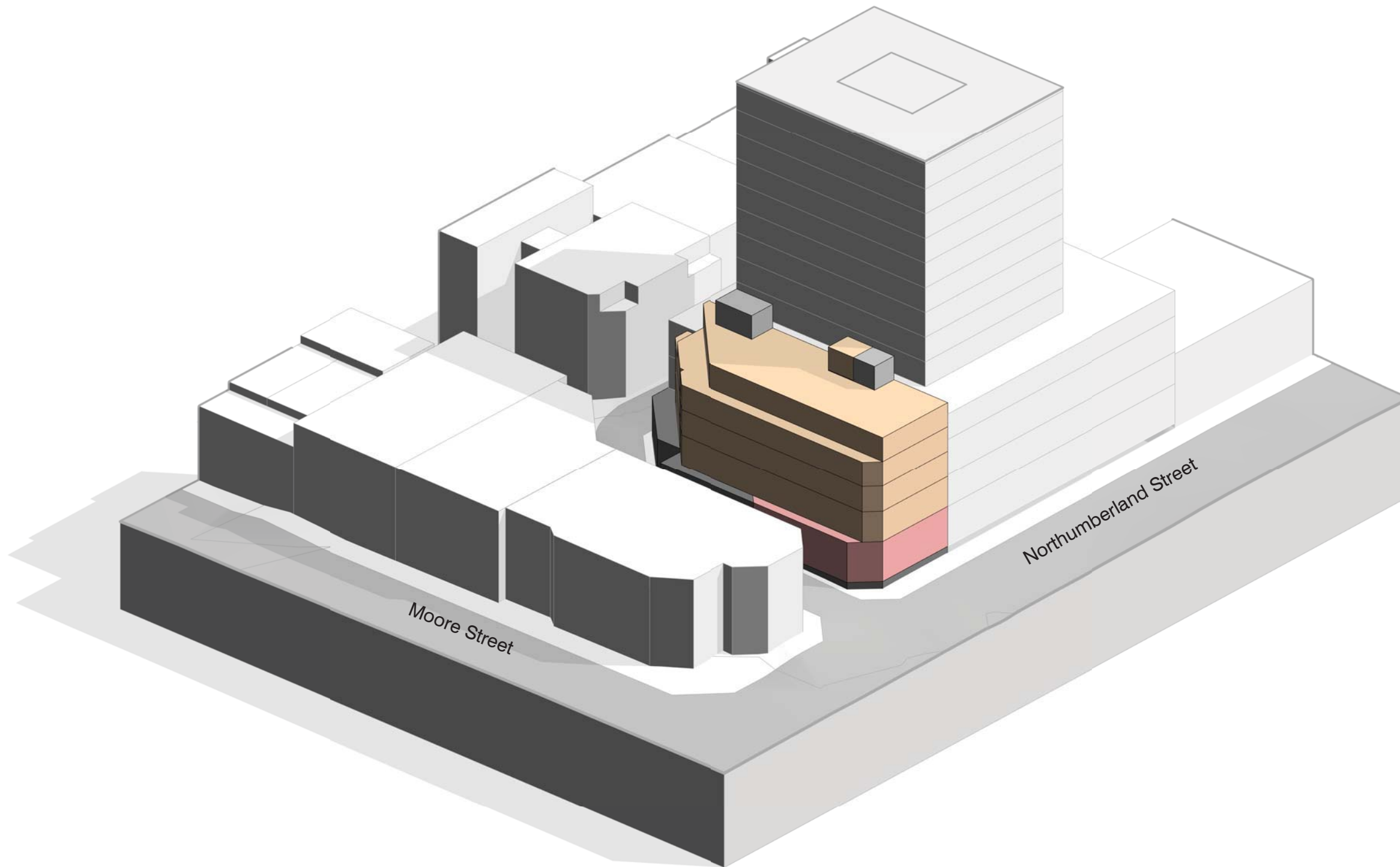
Retail on Ground Floor with
Residential Above to ADG Separation
& DCP Setbacks

SITE AREA 498 m²

GFA 1,494 m²

FSR 3:1

LEVELS 5

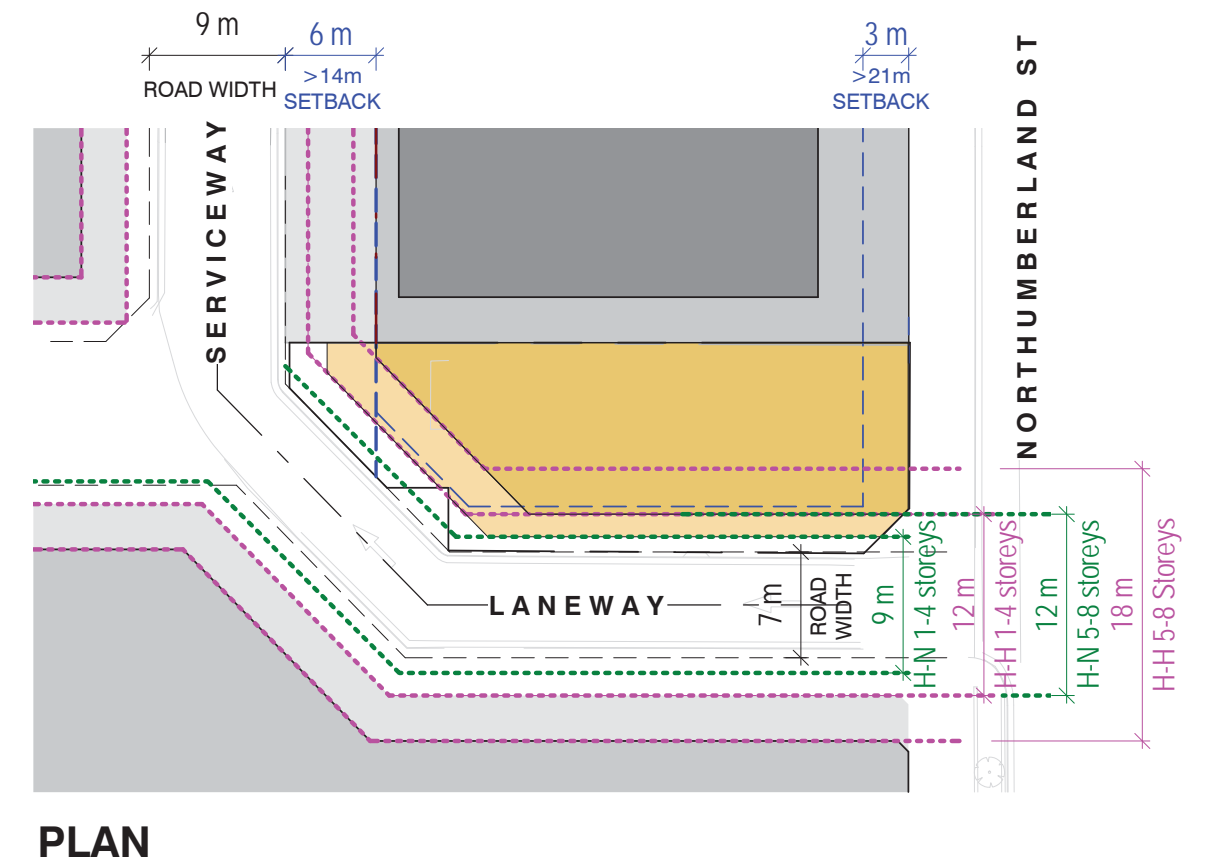
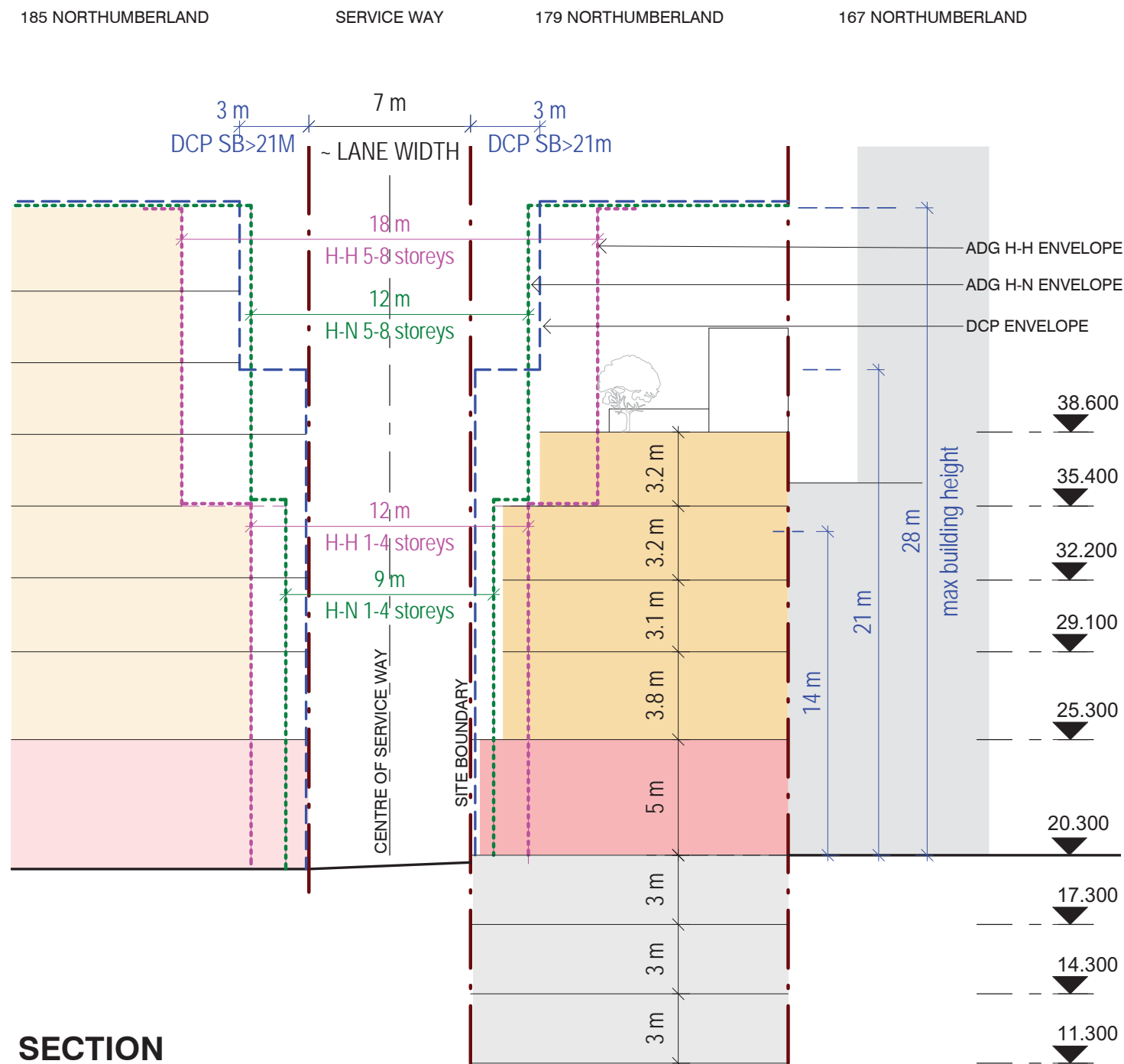


LEGEND

- INDICATIVE COMMERCIAL ZONE
- INDICATIVE RETAIL ZONE
- INDICATIVE RESIDENTIAL ZONE
- INDICATIVE PARKING ZONE

OPTION 1_SECTION & PLAN

Retail on Ground Floor with
Residential Above to ADG Separation
& DCP Setbacks

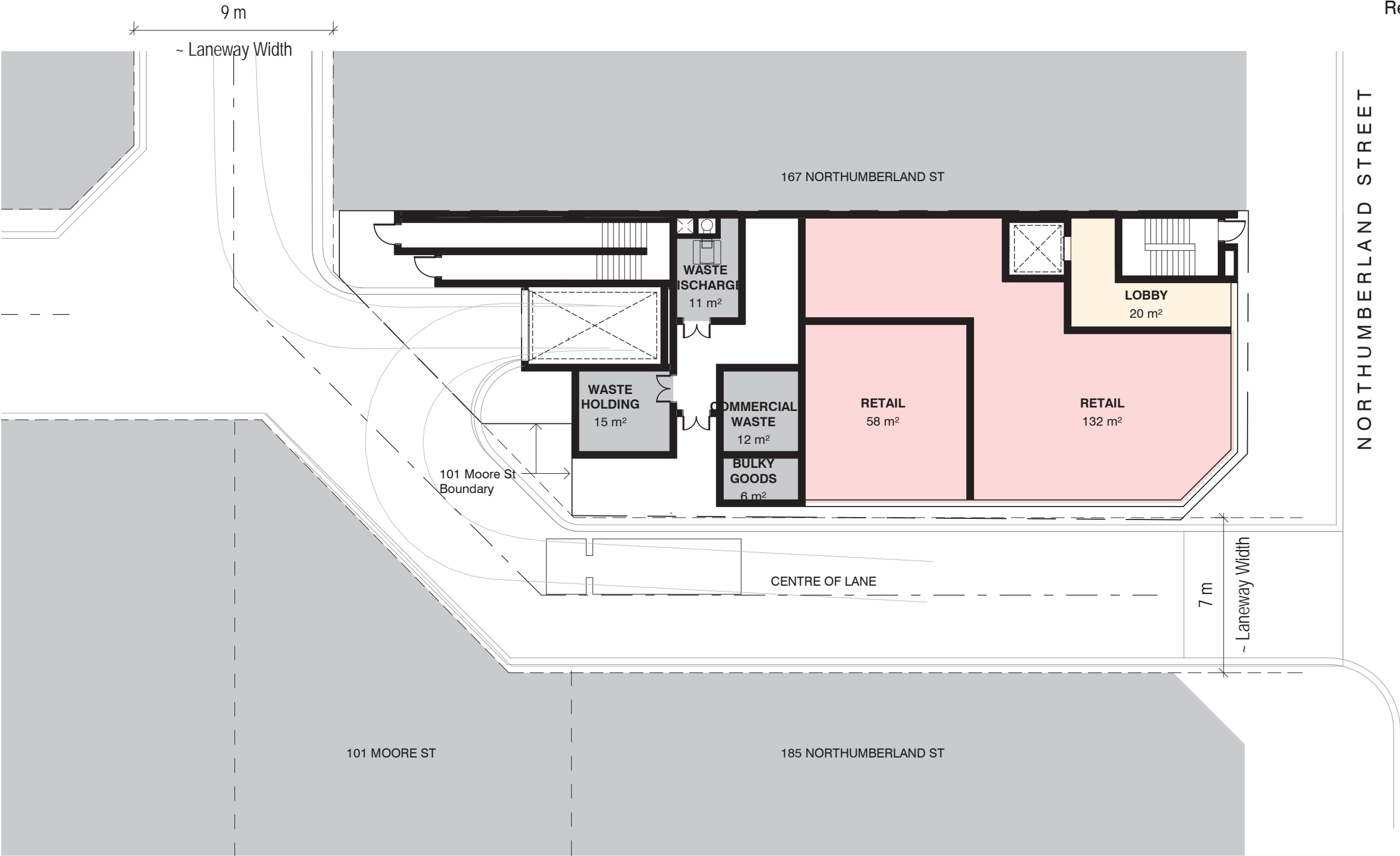


LEGEND

- INDICATIVE COMMERCIAL ZONE
- INDICATIVE RETAIL ZONE
- INDICATIVE RESIDENTIAL ZONE
- INDICATIVE PARKING ZONE
- ADG HABITABLE TO HABITABLE BUILDING SEPARATION (H-H)
- ADG HABITABLE TO NON-HABITABLE BUILDING SEPARATION (H-N)
- DCP SETBACKS

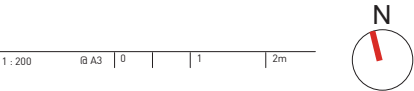
OPTION 1_GROUND PLAN

Retail on Ground Floor with
Residential Above to ADG Separation
& DCP Setbacks



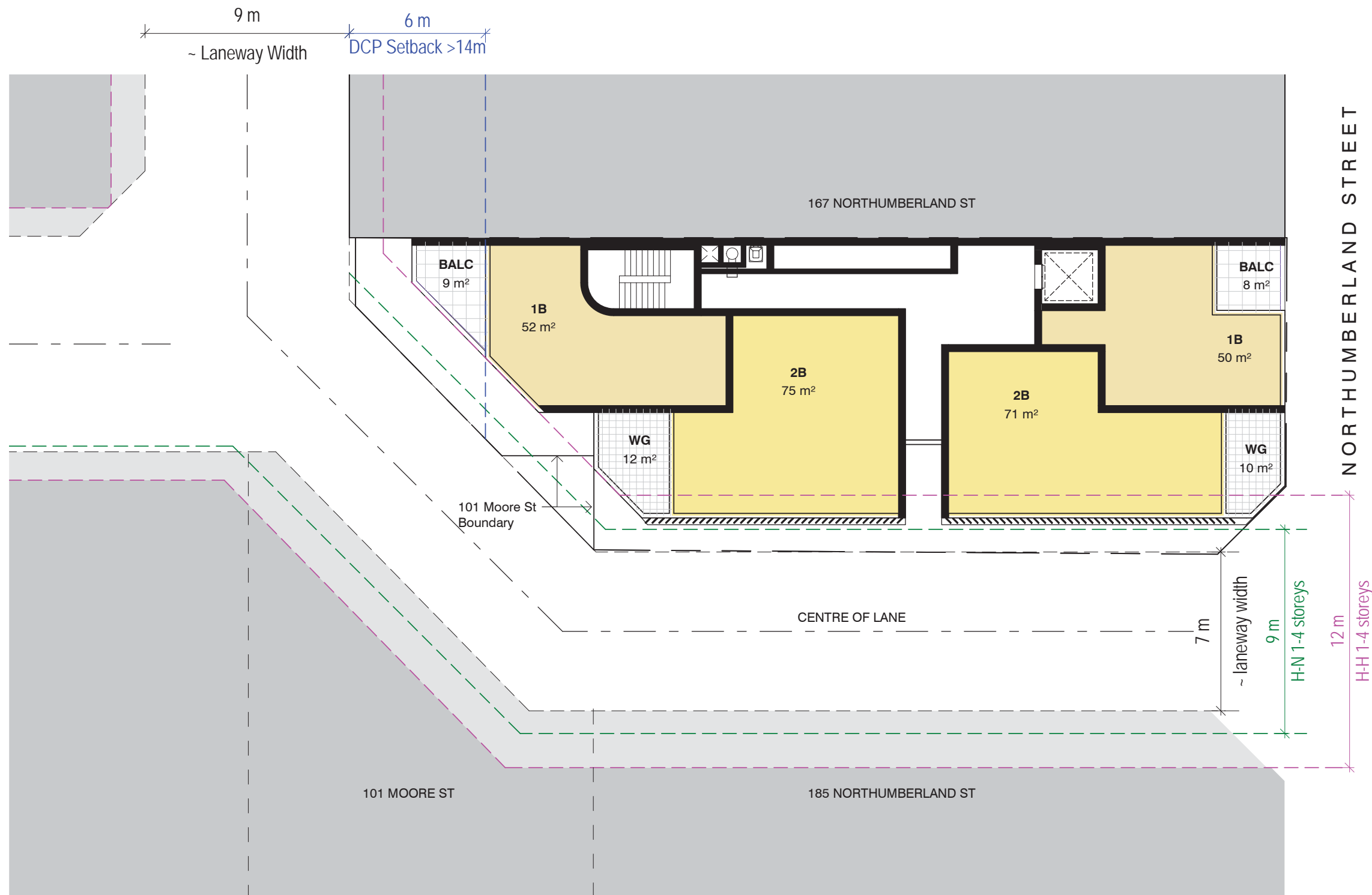
LEVEL GROUND
GFA - 265 m²

- LEGEND
- INDICATIVE COMMERCIAL ZONE
 - INDICATIVE RETAIL ZONE
 - INDICATIVE RESIDENTIAL ZONE
 - INDICATIVE PARKING ZONE
 - ADG HABITABLE TO HABITABLE BUILDING SEPARATION (H-H)
 - ADG HABITABLE TO NON-HABITABLE BUILDING SEPARATION (H-N)
 - DCP SETBACKS



OPTION 1_LEVEL 01-03 PLAN

Retail on Ground Floor with
Residential Above to ADG Separation
& DCP Setbacks

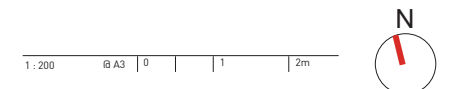


LEVEL 01-03

GFA - 320 m²

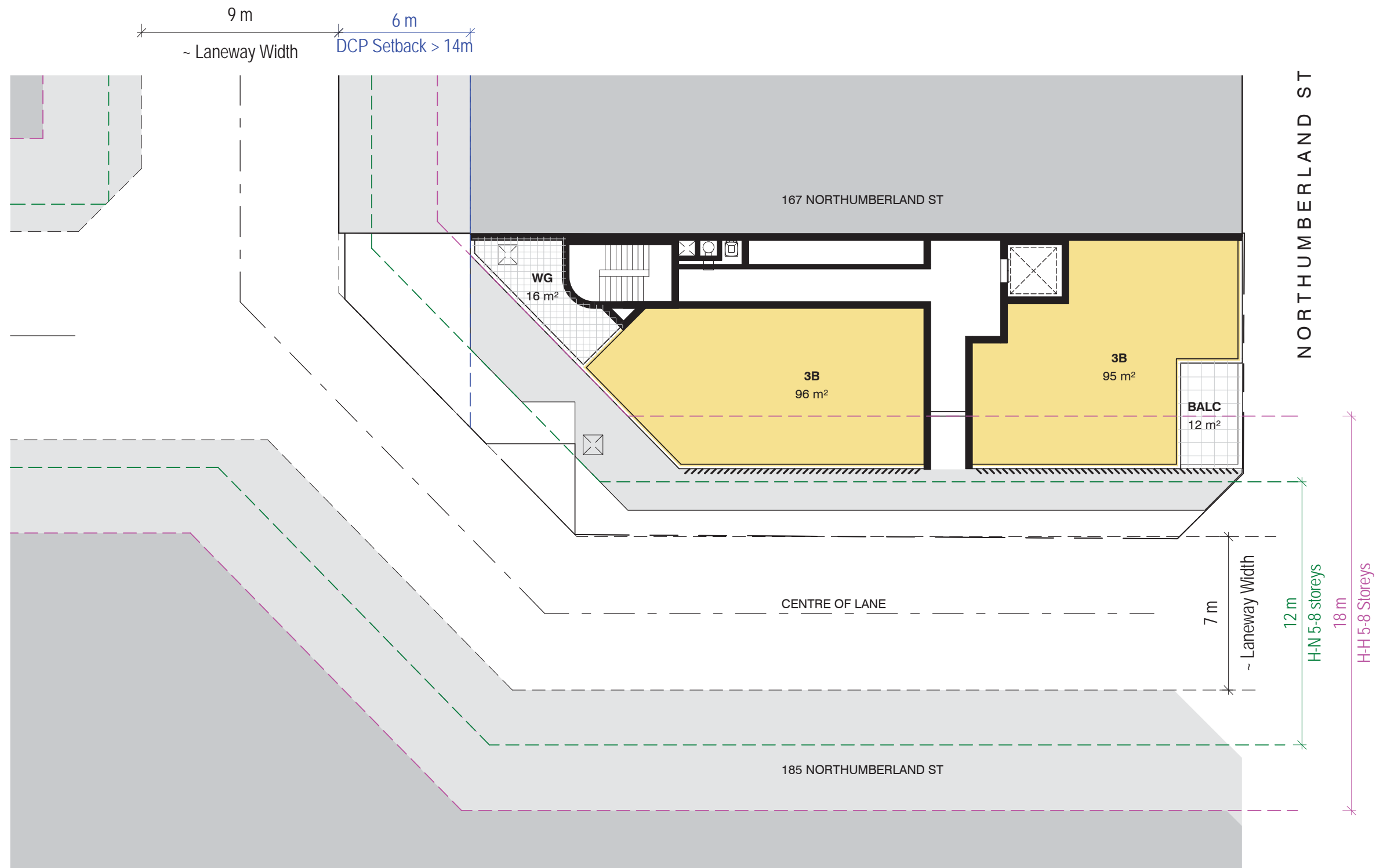
LEGEND

- INDICATIVE COMMERCIAL ZONE
- INDICATIVE RETAIL ZONE
- INDICATIVE RESIDENTIAL ZONE
- INDICATIVE PARKING ZONE
- ADG HABITABLE TO HABITABLE BUILDING SEPARATION (H-H)
- ADG HABITABLE TO NON-HABITABLE BUILDING SEPARATION (H-N)
- DCP SETBACKS



OPTION 1_LEVEL 04 PLAN

Retail on Ground Floor with
Residential Above to ADG Separation
& DCP Setbacks



LEVEL 04

GFA - 248 m²

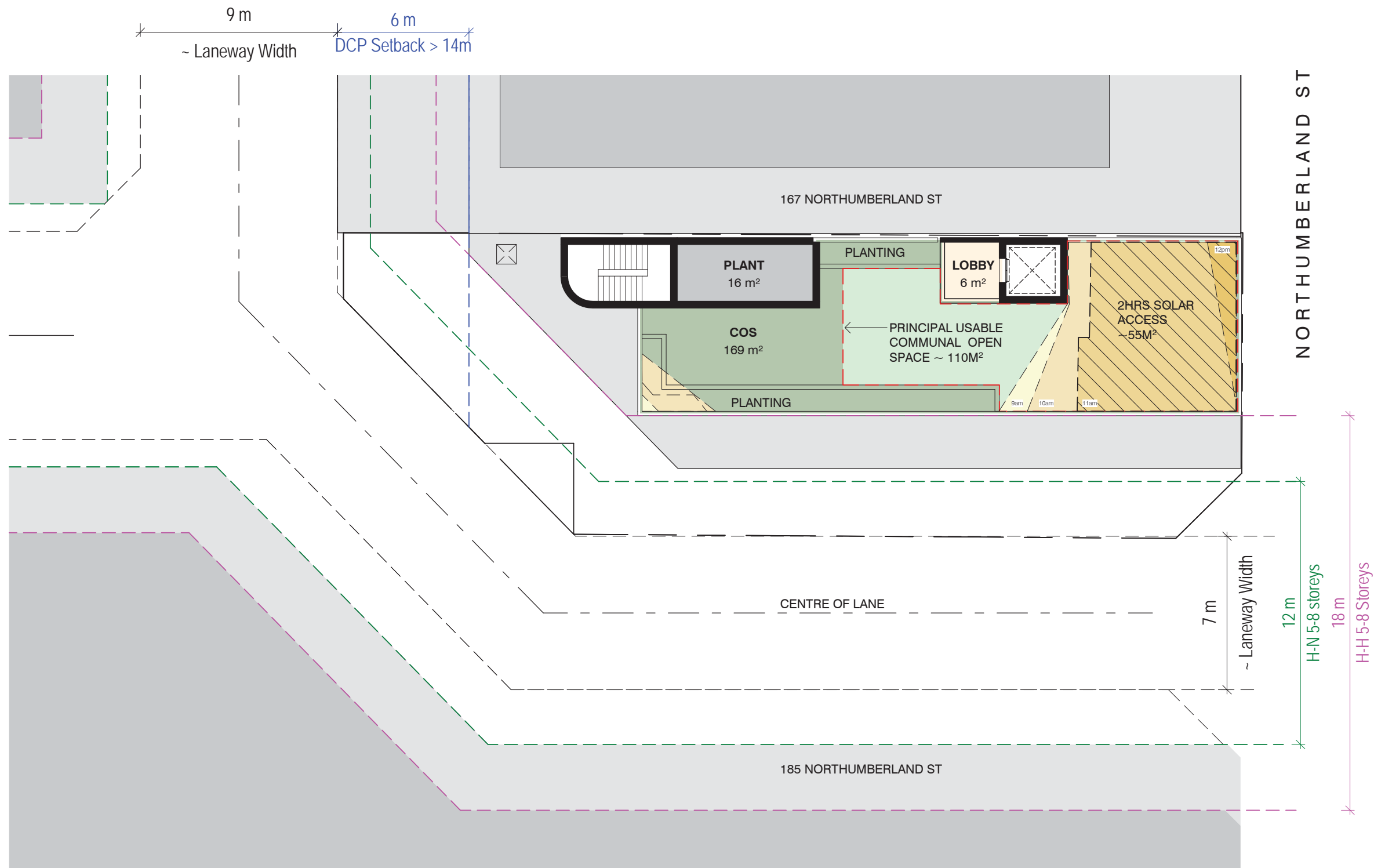
LEGEND

- INDICATIVE COMMERCIAL ZONE
- INDICATIVE RETAIL ZONE
- INDICATIVE RESIDENTIAL ZONE
- INDICATIVE PARKING ZONE
- ADG HABITABLE TO HABITABLE BUILDING SEPARATION (H-H)
- ADG HABITABLE TO NON-HABITABLE BUILDING SEPARATION (H-N)
- DCP SETBACKS



OPTION 1_ROOF PLAN

Retail on Ground Floor with
Residential Above to ADG Separation
& DCP Setbacks



COMMUNAL OPEN SPACE

SITE AREA - 498m²

REQUIRED (25% OF SITE AREA) - 125m²

PROPOSED - 169 m²

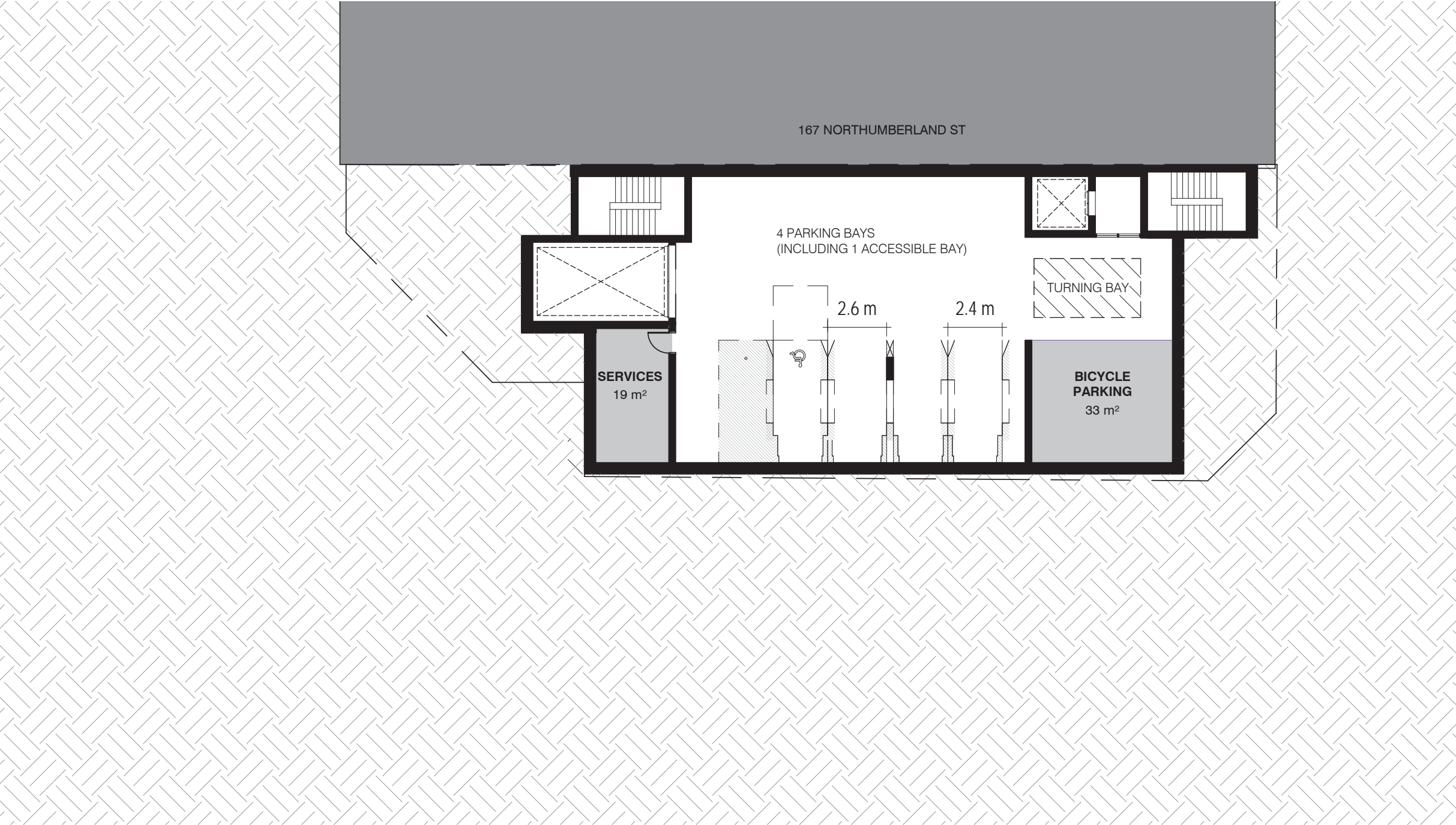
LEGEND

- INDICATIVE COMMERCIAL ZONE
- INDICATIVE RETAIL ZONE
- INDICATIVE RESIDENTIAL ZONE
- INDICATIVE PARKING ZONE
- ADG HABITABLE TO HABITABLE BUILDING SEPARATION (H-H)
- ADG HABITABLE TO NON-HABITABLE BUILDING SEPARATION (H-N)
- DCP SETBACKS



OPTION 1_LEVEL B3-B1 PLAN

Retail on Ground Floor with
Residential Above to ADG Separation
& DCP Setbacks



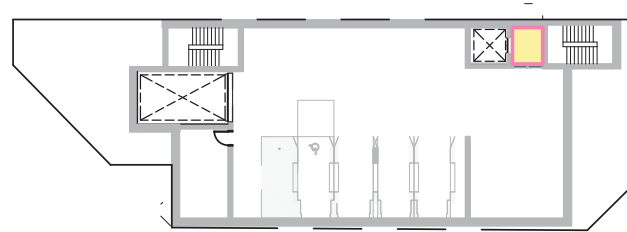
PARKING REQUIREMENT

CAR PARKING (High Density RMS Rates)		(Commercial - LEP)		MOTORCYCLE PARKING (LDGP 2008 Rates)		BICYCLE PARKING (LDGP 2008 Rates)	
0.4 space per 1 bed unit	2.4	1 space per 200m² on L00	1.3	1 per 20 car spaces	1	1 per 2 units	7.0
0.7 space per 2 bed units	4.2					1 per 10 units for visitor	1.4
1.2 spaces per 3 bed units	2.4	Total commercial	2			Total Residential	9
1 space per 7 units for visitor	2.0						
Total Residential	11	TOTAL CAR PARKING	13	TOTAL MOTORCYCLE	1	1 per 200m² GFA	1.3
						1 per 7500m² GFA for Visitors	0.4
						Total Commercial	2
						TOTAL BICYCLE	12

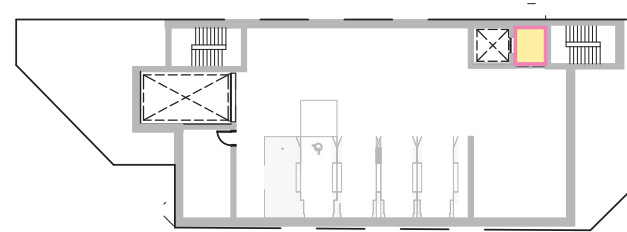


OPTION 1_GFA DIAGRAMS

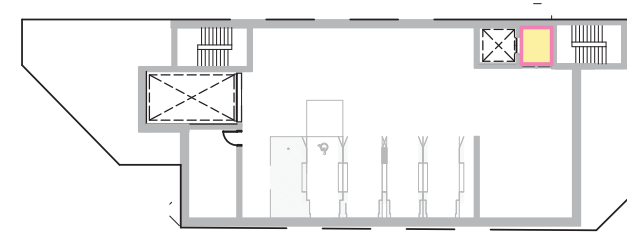
Retail on Ground Floor with
Residential Above to ADG Separation
& DCP Setbacks



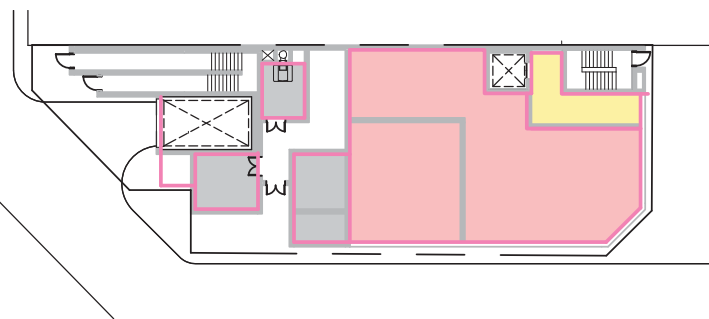
OPT1_LB3



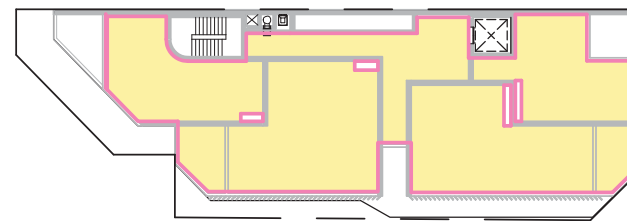
OPT1_LB2



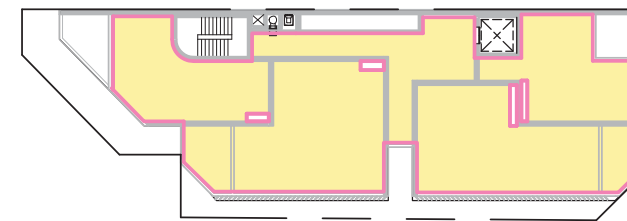
OPT1_LB1



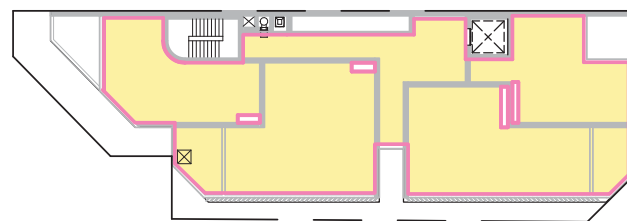
OPT1_L00



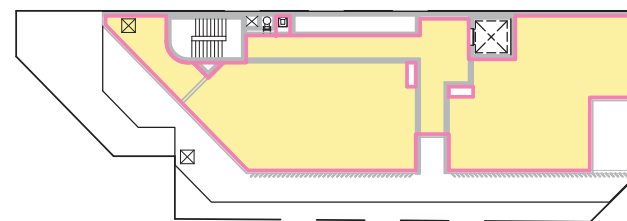
OPT1_L01



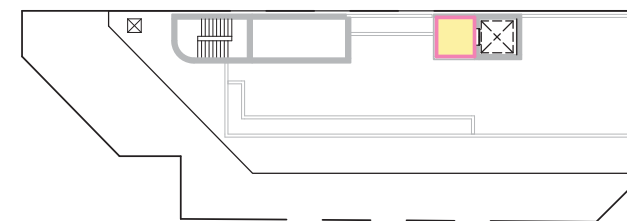
OPT1_L02



OPT1_L03



OPT1_L04



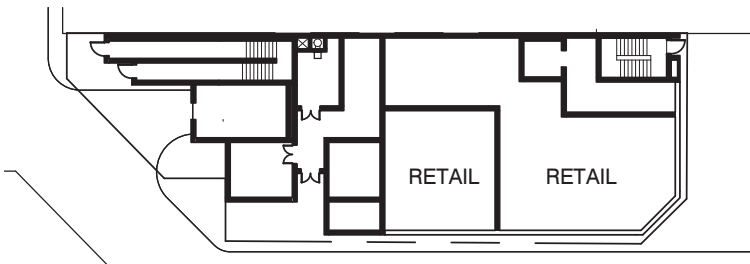
OPT1_L05

AREA_GFA OPTION 1

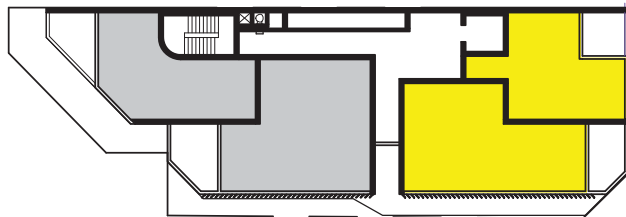
Name	Level	Area
RESIDENTIAL	LB3	5 m ²
RESIDENTIAL	LB2	5 m ²
RESIDENTIAL	LB1	5 m ²
OTHER	L00	47 m ²
RESIDENTIAL	L00	23 m ²
RETAIL	L00	195 m ²
RESIDENTIAL	L01	320 m ²
RESIDENTIAL	L02	320 m ²
RESIDENTIAL	L03	320 m ²
RESIDENTIAL	L04	248 m ²
RESIDENTIAL	L05	6 m ²
		1494 m ²

OPTION 1_SOLAR ACCESS DIAGRAMS

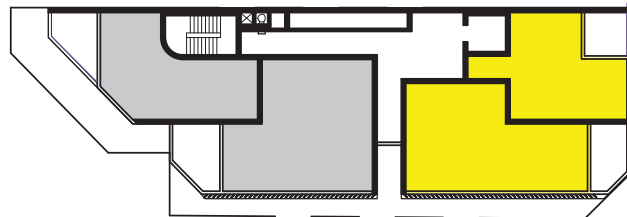
Retail on Ground Floor with
Residential Above to ADG Separation
& DCP Setbacks



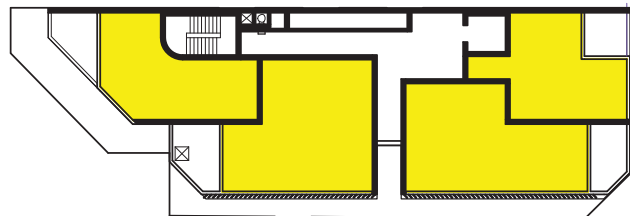
SOLA_L00



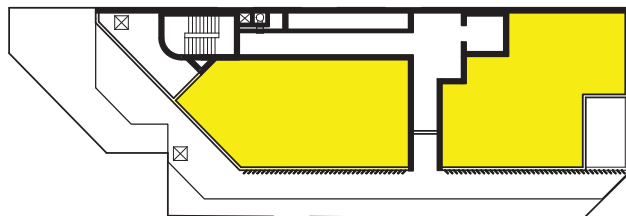
SOLA_L01



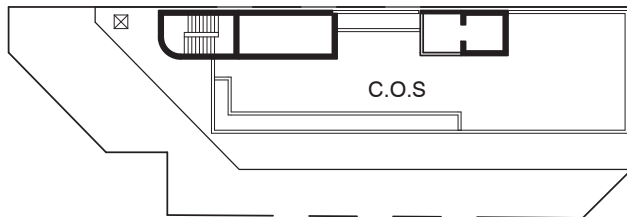
SOLA_L02



SOLA_L03



SOLA_L04



SOLA_L05

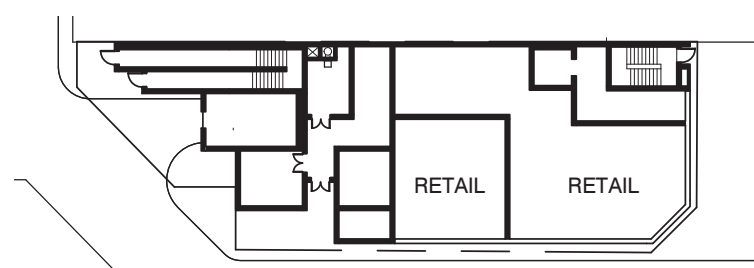
SOLAR ACCESS

TOTAL NUMBER OF UNITS: 14

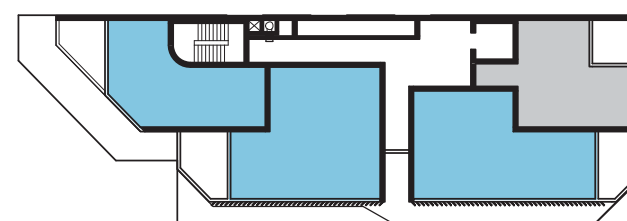
		>2HRS	<2HRS	0HRS
LEVEL 01	-	2	2	0
LEVEL 02	-	2	2	0
LEVEL 03	-	4	0	0
LEVEL 04	-	2	0	0
TOTAL	-	10	4	0
REQUIRED	=	>70%		<15%
PROPOSED	=	71%		0%

OPTION 1_CROSS VENT DIAGRAMS

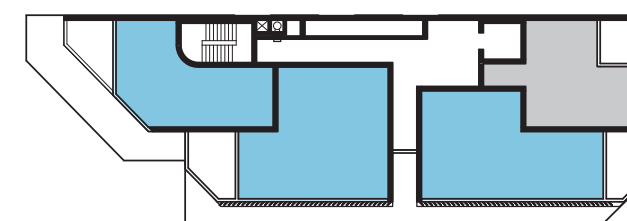
Retail on Ground Floor with
Residential Above to ADG Separation
& DCP Setbacks



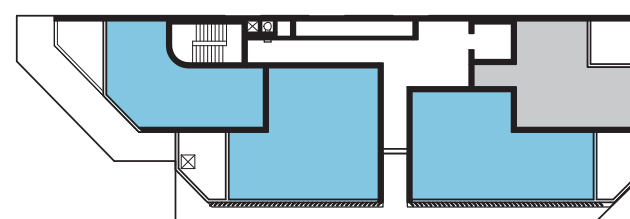
CRVT_L00



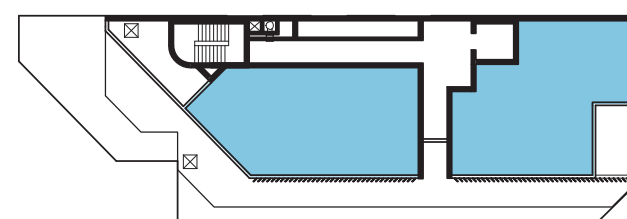
CRVT_L01



CRVT_L02



CRVT_L03



CRVT_L04

CROSS VENTILATION

TOTAL NUMBER OF UNITS: 14

LEVEL 01	-	3
LEVEL 02	-	3
LEVEL 03	-	3
LEVEL 04	-	2
TOTAL	-	11

REQUIRED	=	>60%
PROPOSED	=	79%

OPTION 2

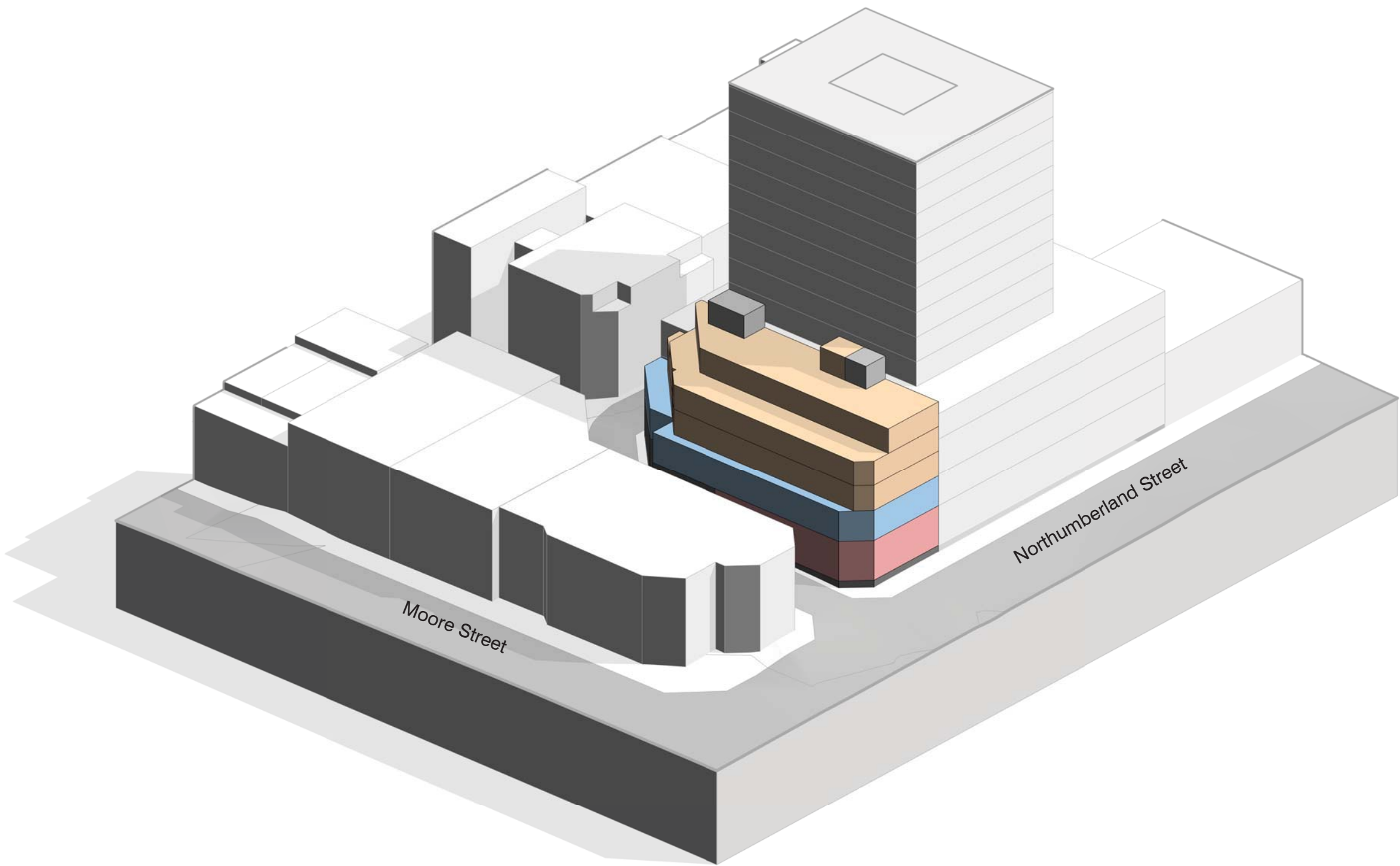
Retail on Ground Floor, Commercial on the first floor and Residential above to ADG Separation & DCP Setbacks

SITE AREA 498 m²

GFA 1,494 m²

FSR 3:1

LEVELS 5

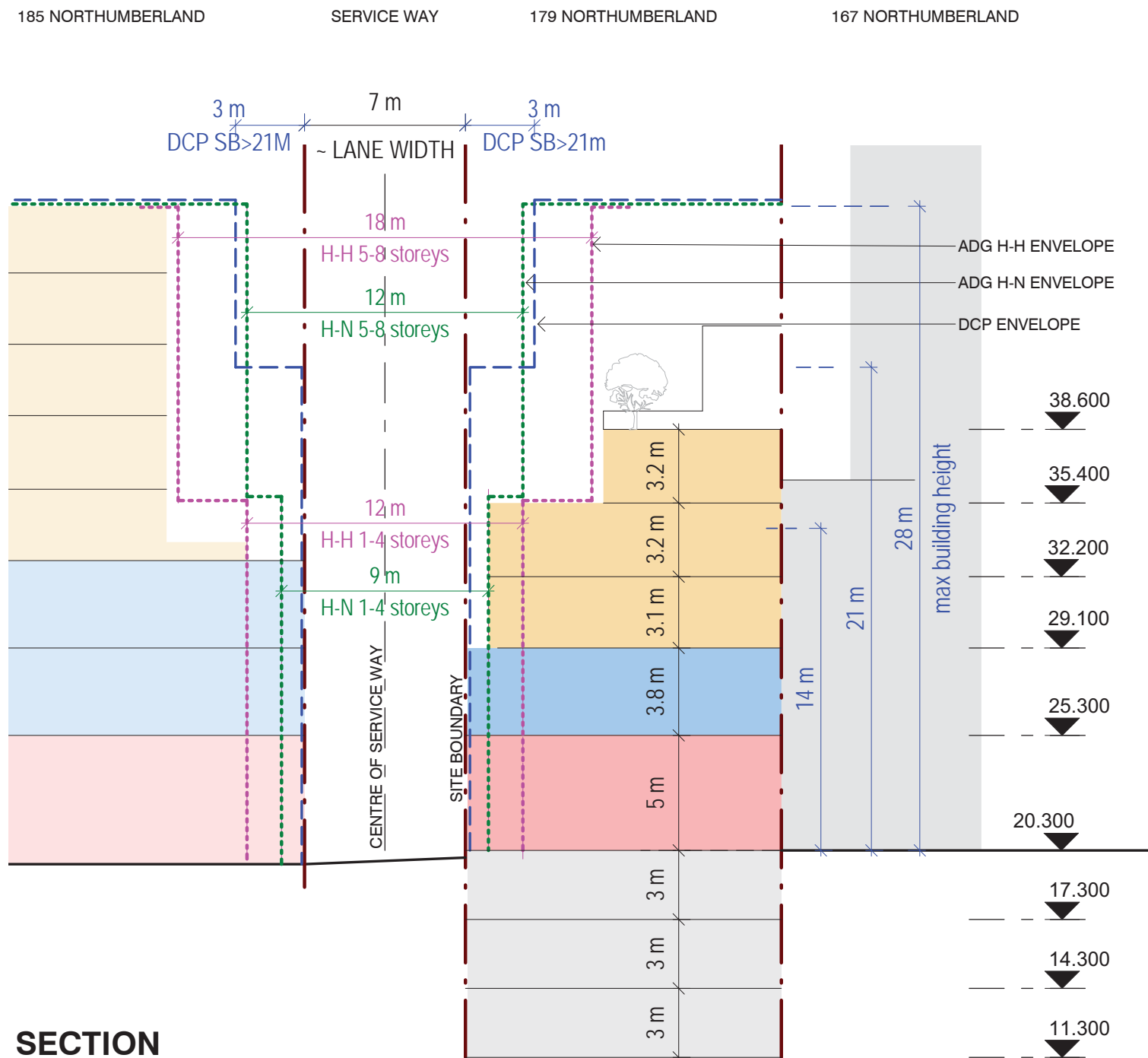


LEGEND

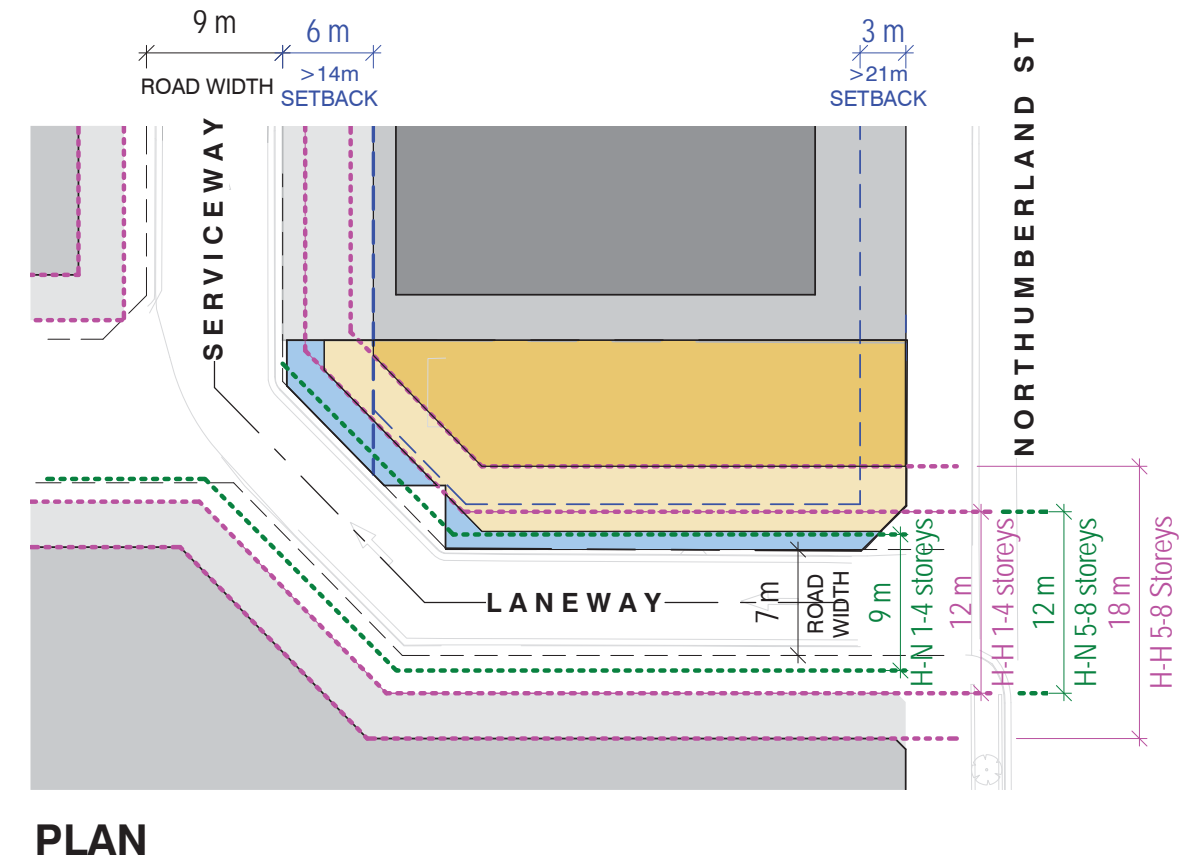
- INDICATIVE COMMERCIAL ZONE
- INDICATIVE RETAIL ZONE
- INDICATIVE RESIDENTIAL ZONE
- INDICATIVE PARKING ZONE

OPTION 2_SECTION & PLAN

Retail on Ground Floor, Commercial on the first floor and Residential above to ADG Separation & DCP Setbacks



SECTION



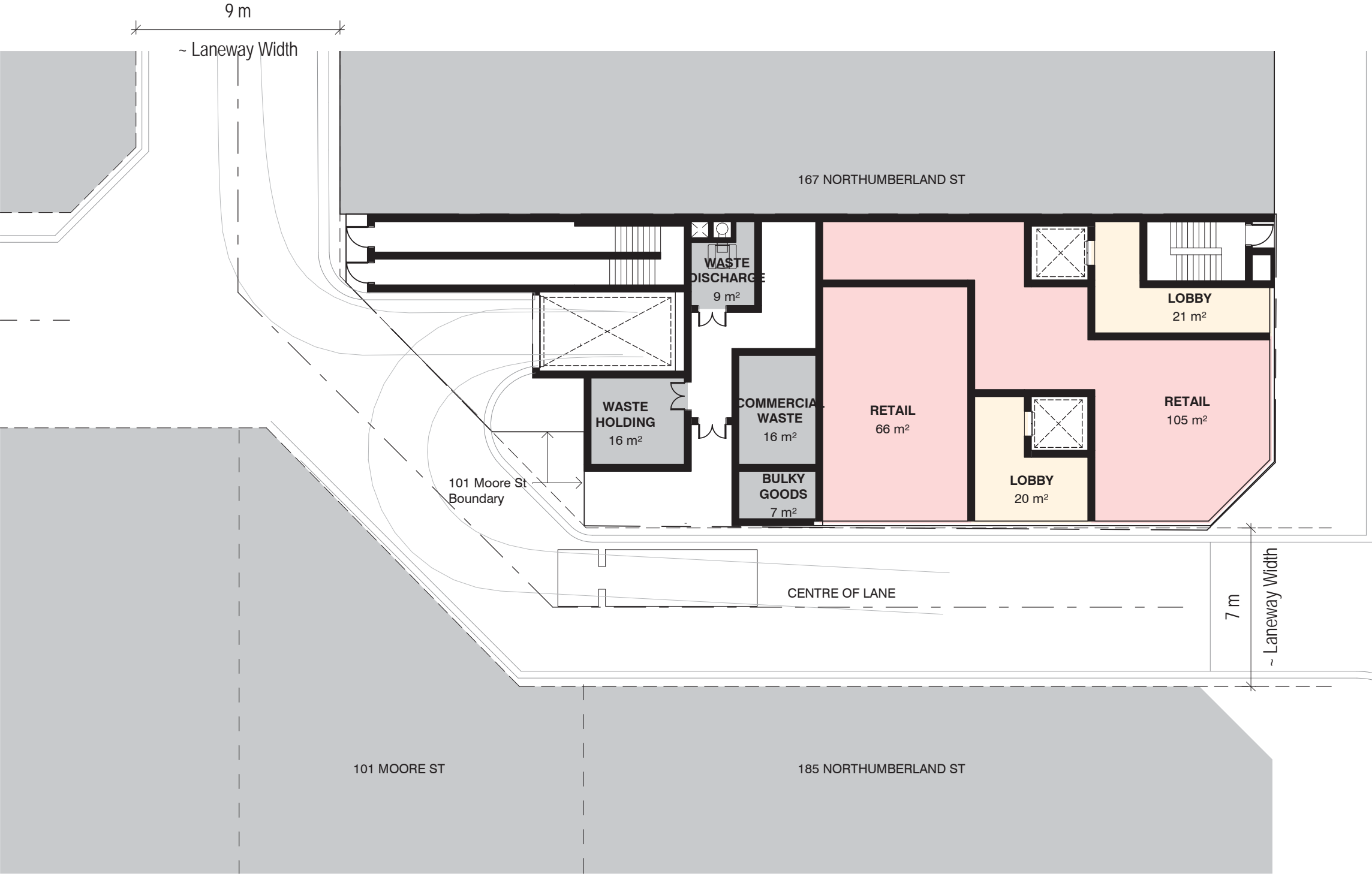
PLAN

LEGEND

- INDICATIVE COMMERCIAL ZONE
- INDICATIVE RETAIL ZONE
- INDICATIVE RESIDENTIAL ZONE
- INDICATIVE PARKING ZONE
- ADG HABITABLE TO HABITABLE BUILDING SEPARATION (H-H)
- ADG HABITABLE TO NON-HABITABLE BUILDING SEPARATION (H-N)
- DCP SETBACKS

OPTION 2_GROUND PLAN

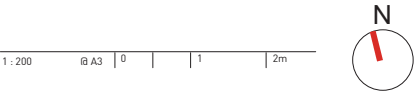
Retail on Ground Floor, Comercial on the first floor and Residential above to ADG Separation & DCP Setbacks



LEVEL GROUND
GFA - 266 m²

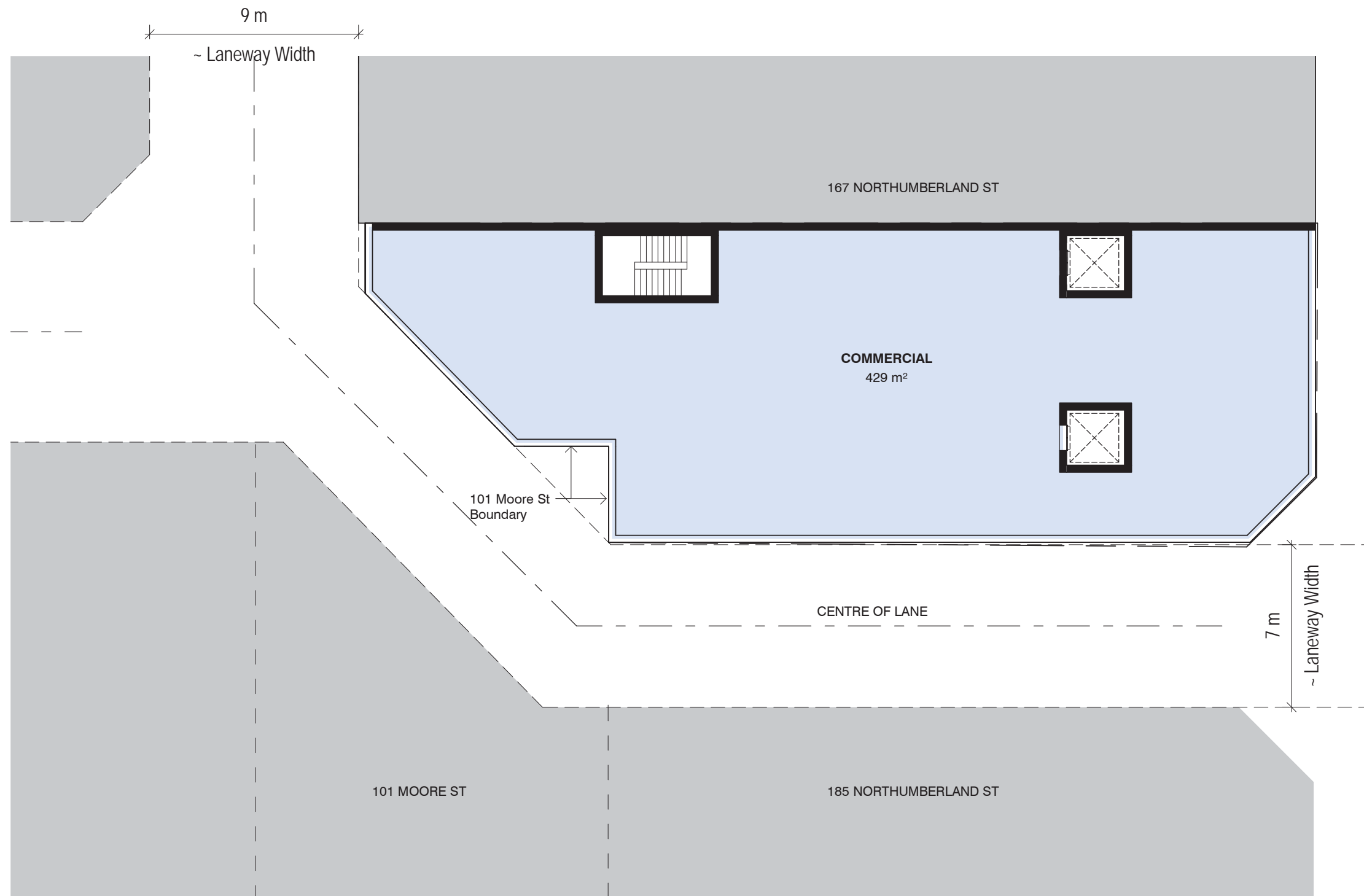
LEGEND

- INDICATIVE COMMERCIAL ZONE
- INDICATIVE RETAIL ZONE
- INDICATIVE RESIDENTIAL ZONE
- INDICATIVE PARKING ZONE
- ADG HABITABLE TO HABITABLE BUILDING SEPARATION (H-H)
- ADG HABITABLE TO NON-HABITABLE BUILDING SEPARATION (H-N)
- DCP SETBACKS



OPTION 2_LEVEL 01 PLAN

Retail on Ground Floor, Commercial on the first floor and Residential above to ADG Separation & DCP Setbacks



NORTHUMBERLAND STREET

LEVEL 01

GFA - 426 m²

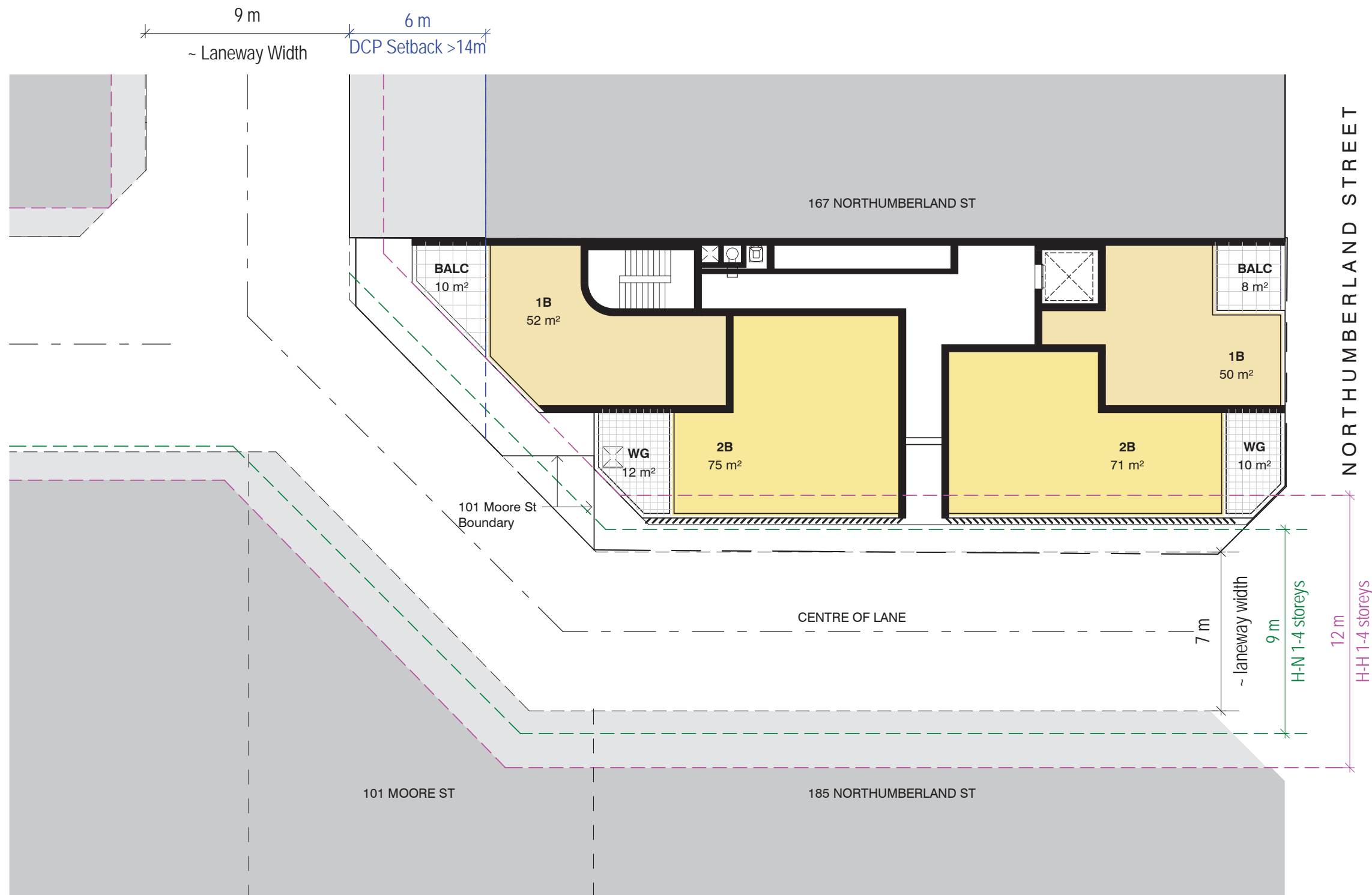
LEGEND

- INDICATIVE COMMERCIAL ZONE
- INDICATIVE RETAIL ZONE
- INDICATIVE RESIDENTIAL ZONE
- INDICATIVE PARKING ZONE
- ADG HABITABLE TO HABITABLE BUILDING SEPARATION (H-H)
- ADG HABITABLE TO NON-HABITABLE BUILDING SEPARATION (H-N)
- DCP SETBACKS



OPTION 2_LEVEL 02-03 PLAN

Retail on Ground Floor, Commercial on the first floor and Residential above to ADG Separation & DCP Setbacks

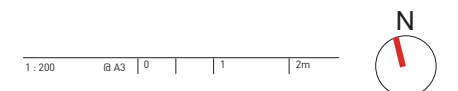


LEVEL 02-03

GFA - 322 m²

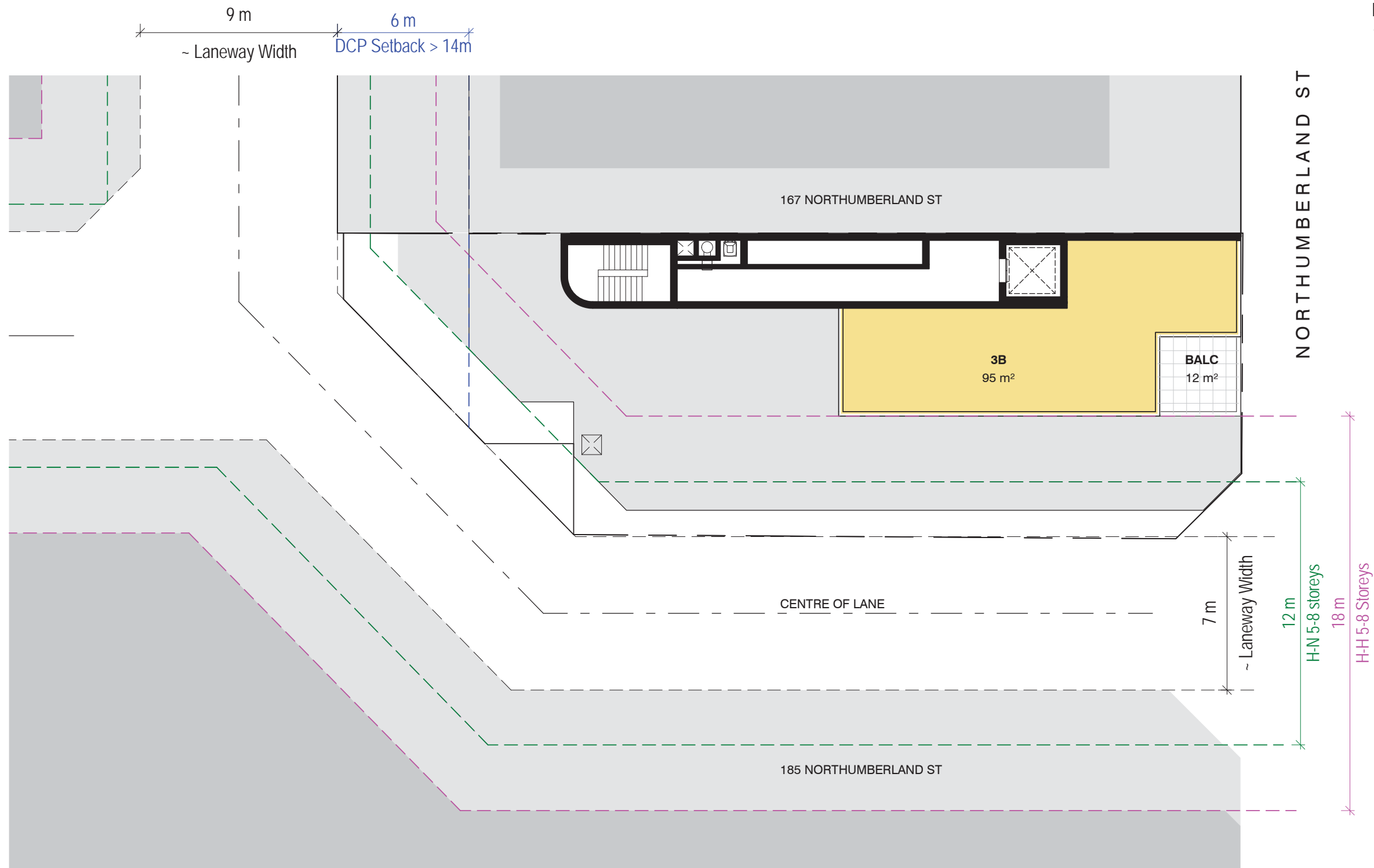
LEGEND

- INDICATIVE COMMERCIAL ZONE
- INDICATIVE RETAIL ZONE
- INDICATIVE RESIDENTIAL ZONE
- INDICATIVE PARKING ZONE
- ADG HABITABLE TO HABITABLE BUILDING SEPARATION (H-H)
- ADG HABITABLE TO NON-HABITABLE BUILDING SEPARATION (H-N)
- DCP SETBACKS



OPTION 2_LEVEL 04 PLAN

Retail on Ground Floor, Commercial on the first floor and Residential above to ADG Separation & DCP Setbacks

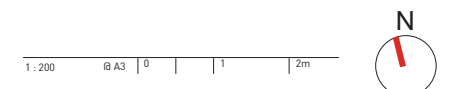


LEVEL 04

GFA - 123 m²

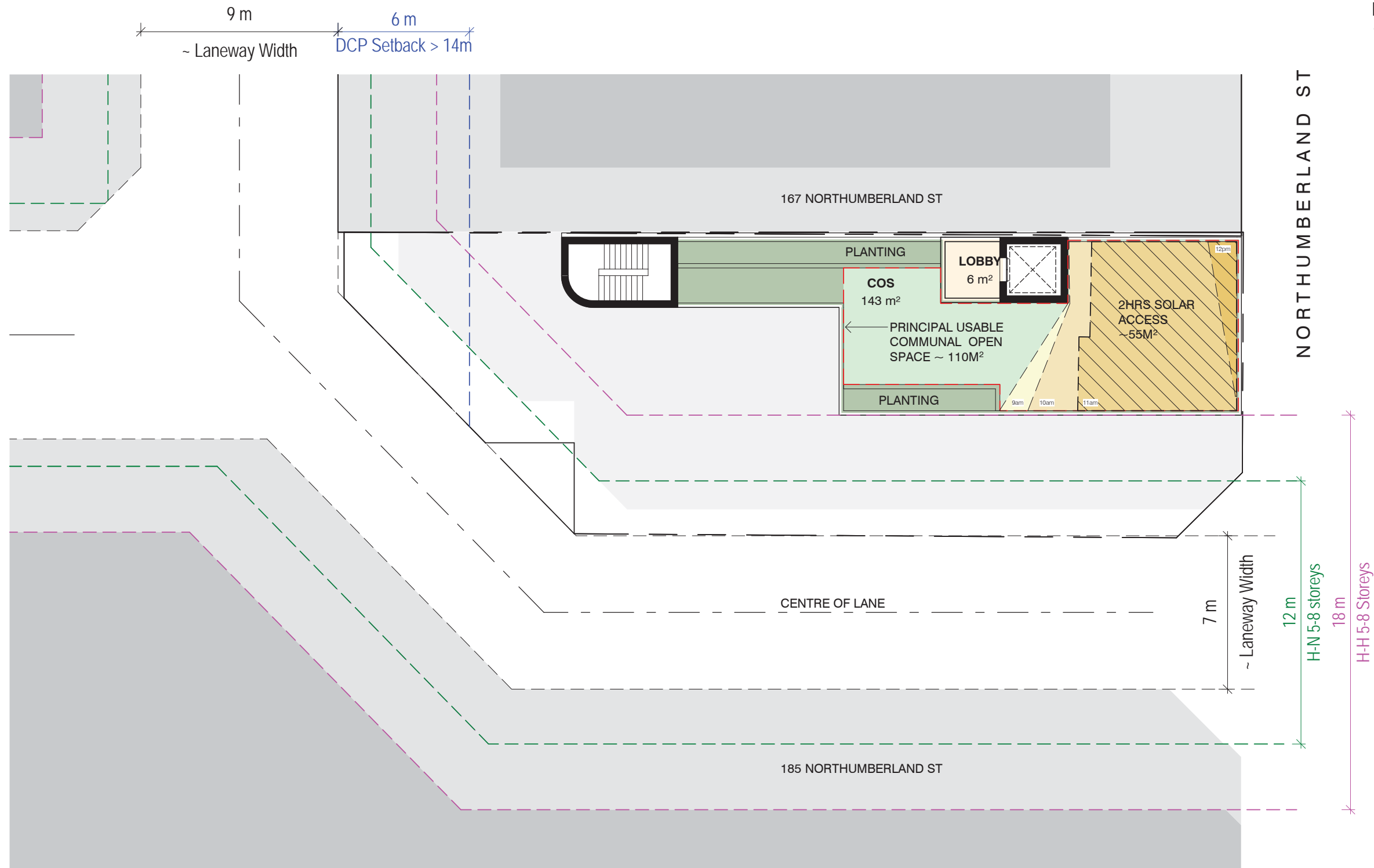
LEGEND

- INDICATIVE COMMERCIAL ZONE
- INDICATIVE RETAIL ZONE
- INDICATIVE RESIDENTIAL ZONE
- INDICATIVE PARKING ZONE
- ADG HABITABLE TO HABITABLE BUILDING SEPARATION (H-H)
- ADG HABITABLE TO NON-HABITABLE BUILDING SEPARATION (H-N)
- DCP SETBACKS



OPTION 2_ROOF PLAN

Retail on Ground Floor, Commercial on the first floor and Residential above to ADG Separation & DCP Setbacks



COMMUNAL OPEN SPACE

SITE AREA - 498m²

REQUIRED (25% OF SITE AREA) - 125m²

PROPOSED - 143m²

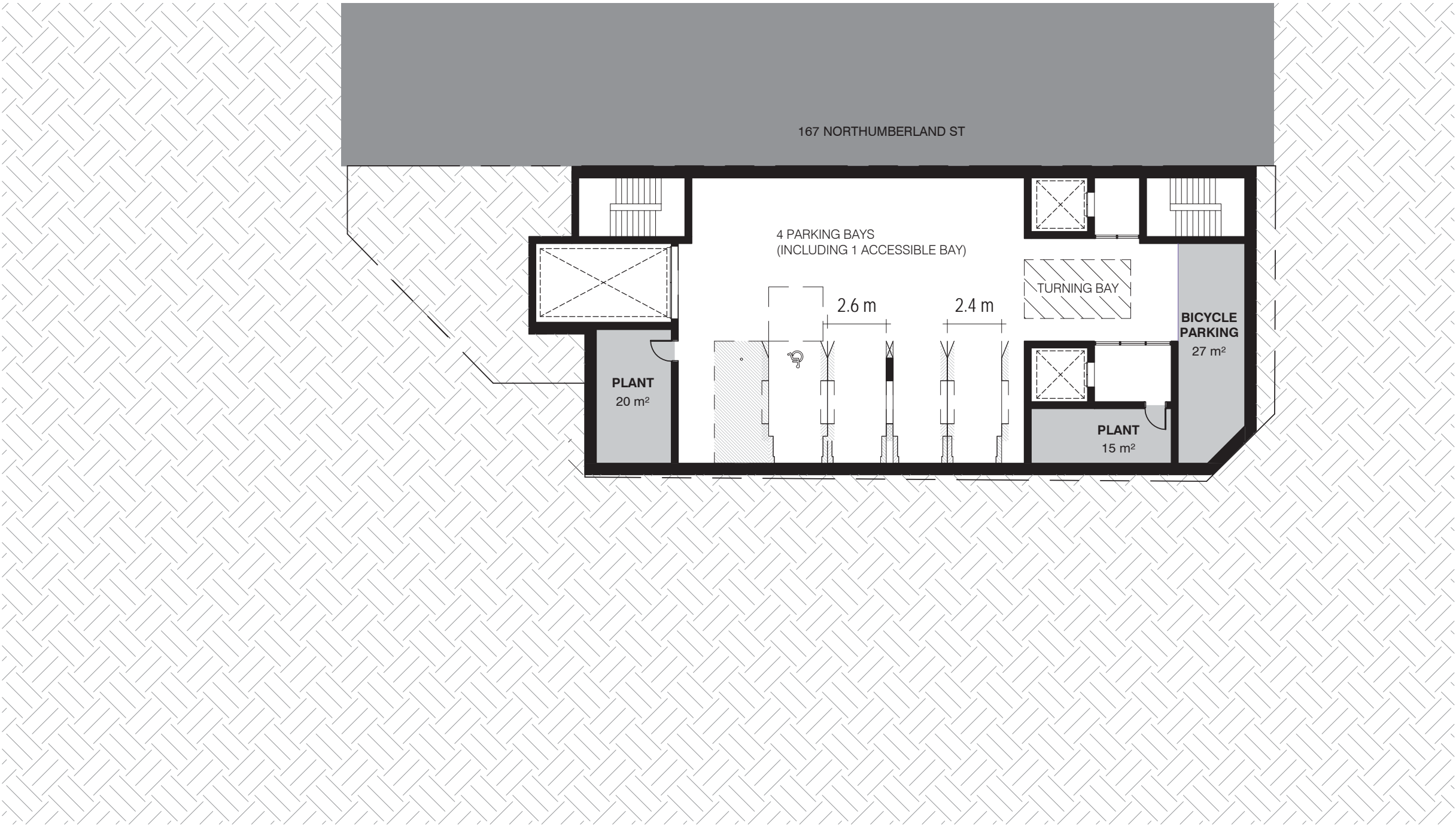
LEGEND

- INDICATIVE COMMERCIAL ZONE
- INDICATIVE RETAIL ZONE
- INDICATIVE RESIDENTIAL ZONE
- INDICATIVE PARKING ZONE
- ADG HABITABLE TO HABITABLE BUILDING SEPARATION (H-H)
- ADG HABITABLE TO NON-HABITABLE BUILDING SEPARATION (H-N)
- DCP SETBACKS



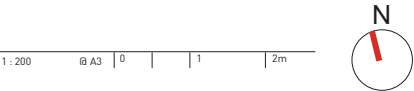
OPTION 2_LEVEL B3-B1 PLAN

Retail on Ground Floor, Comercial on the first floor and Residential above to ADG Separation & DCP Setbacks



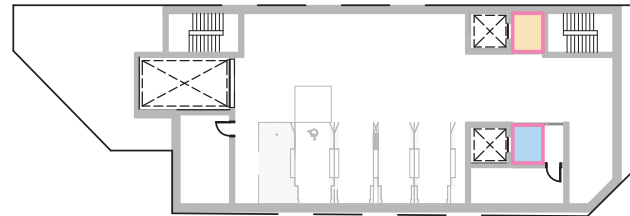
PARKING REQUIREMENT

CAR PARKING (High Density RMS Rates)			MOTORCYCLE PARKING (LDCP 2008 Rates)			BICYCLE PARKING (LDCP 2008 Rates)		
(Commercial - LEP)								
0.4 space per 1 bed unit	1.6	1 space per 200m² on L00	1.3	1 per 20 car spaces	1	1 per 2 units	5.0	
0.7 space per 2 bed units	2.8	1 space per 150m² on L01	2.8			1 per 10 units for visitor	0.9	
1.2 spaces per 3 bed units	1.2							
1 space per 7 units for visitor	1.3							
		Total commercial	5	TOTAL MOTORCYCLE	1	Total Residential	6	
Total Residential	7	TOTAL CAR PARKING	12			1 per 200m² GFA	5.1	
						1 per 750m² GFA for Visitors	1.4	
						Total Commercial	7	
						TOTAL	13	

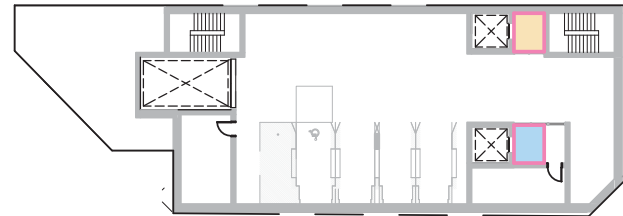


OPTION 2_GFA DIAGRAMS

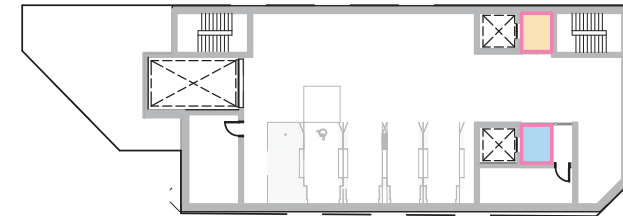
Retail on Ground Floor, Commercial on the first floor and Residential above to ADG Separation & DCP Setbacks



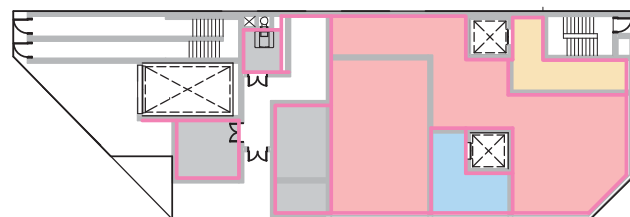
OPT2_LB3



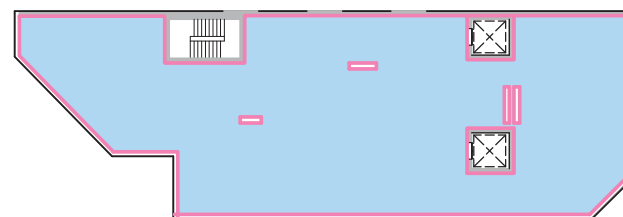
OPT2_LB2



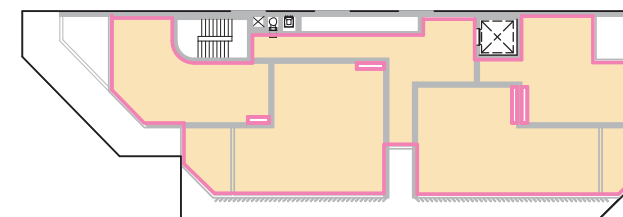
OPT2_LB1



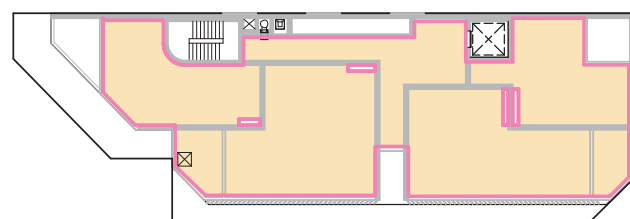
OPT2_L00



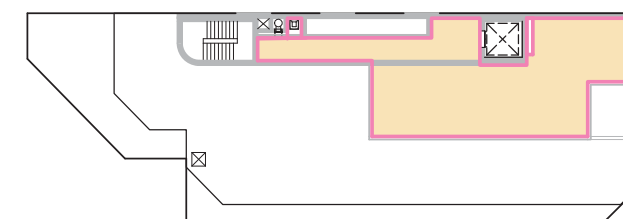
OPT2_L01



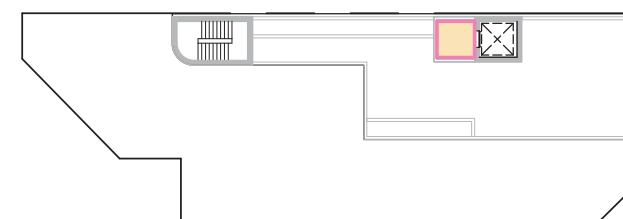
OPT2_L02



OPT2_L03



OPT2_L04



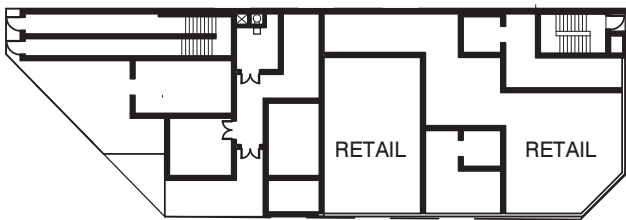
OPT2_L05

AREA_GFA OPTION 2

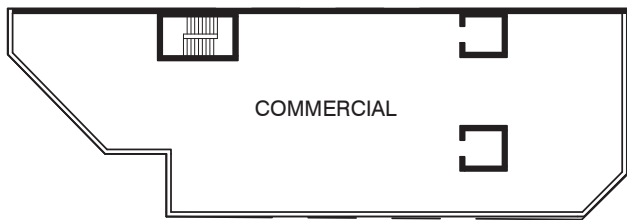
Name	Level	Area
COMMERCIAL	LB3	5 m ²
RESIDENTIAL	LB3	5 m ²
COMMERCIAL	LB2	5 m ²
RESIDENTIAL	LB2	5 m ²
COMMERCIAL	LB1	5 m ²
RESIDENTIAL	LB1	5 m ²
COMMERCIAL	L00	21 m ²
OTHER	L00	49 m ²
RESIDENTIAL	L00	24 m ²
RETAIL	L00	172 m ²
COMMERCIAL	L01	426 m ²
RESIDENTIAL	L02	322 m ²
RESIDENTIAL	L03	322 m ²
RESIDENTIAL	L04	123 m ²
RESIDENTIAL	L05	6 m ²
		1494 m ²

OPTION 2_SOLAR ACCESS DIAGRAMS

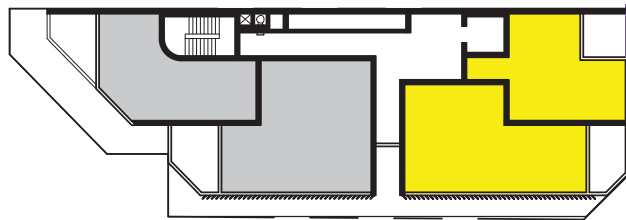
Retail on Ground Floor, Comercial on the first floor and Residential above to ADG Separation & DCP Setbacks



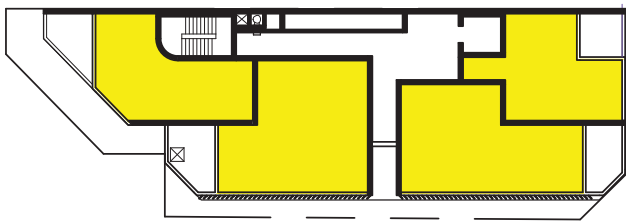
SOLA_L00 OPT2



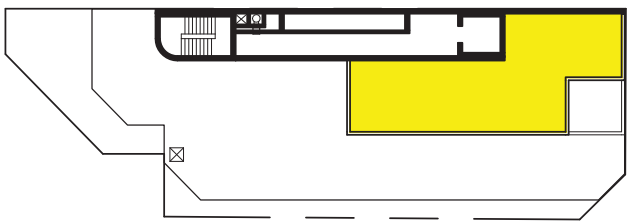
SOLA_L01 OPT2



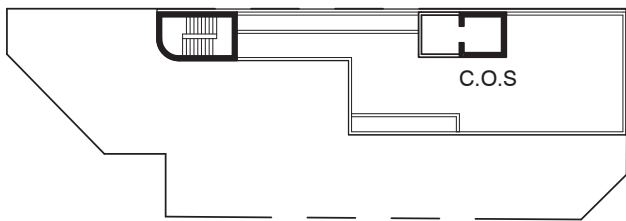
SOLA_L02 OPT2



SOLA_L03 OPT2



SOLA_L04 OPT2



SOLA_L05 OPT2

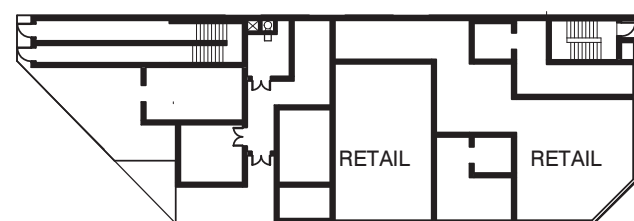
SOLAR ACCESS

TOTAL NUMBER OF UNITS: 9

		>2HRS	<2HRS	0HRS
LEVEL 02	-	2	2	0
LEVEL 03	-	4	0	0
LEVEL 04	-	1	0	0
TOTAL	-	7	2	0
REQUIRED	=	>70%		<15%
PROPOSED	=	78%		0%

OPTION 2_CROSS VENT DIAGRAMS

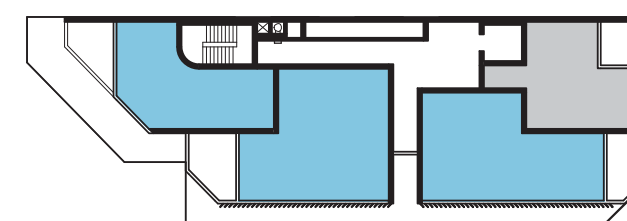
Retail on Ground Floor, Comercial on the first floor and Residential above to ADG Separation & DCP Setbacks



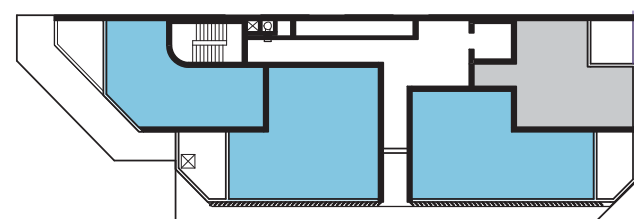
CRVT_L00_OPT2



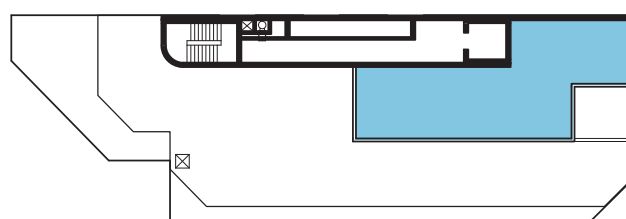
CRVT_L01_OPT2



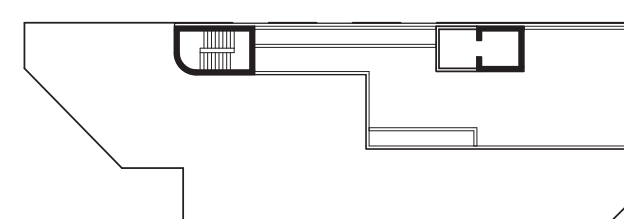
CRVT_L02_OPT2



CRVT_L03_OPT2



CRVT_L04_OPT2



CRVT_L05_OPT2

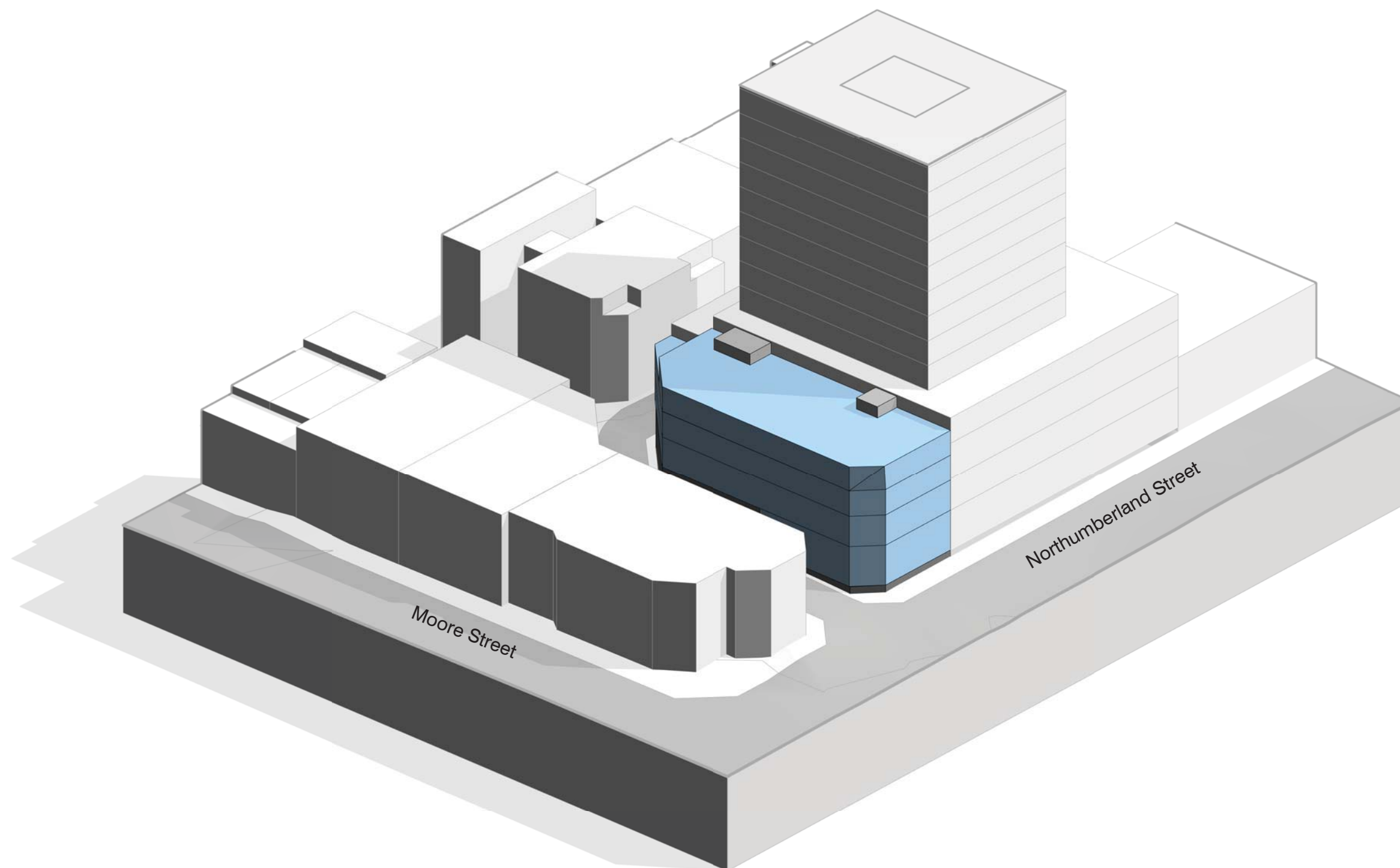
CROSS VENTILATION

TOTAL NUMBER OF UNITS: 9

LEVEL 02	-	3
LEVEL 03	-	3
LEVEL 04	-	1
TOTAL	-	7

REQUIRED	=	>60%
PROPOSED	=	78%

Commercial on all Levels to
DCP Setbacks



SITE AREA 498 m²

GFA 1,494 m²

FSR 3:1

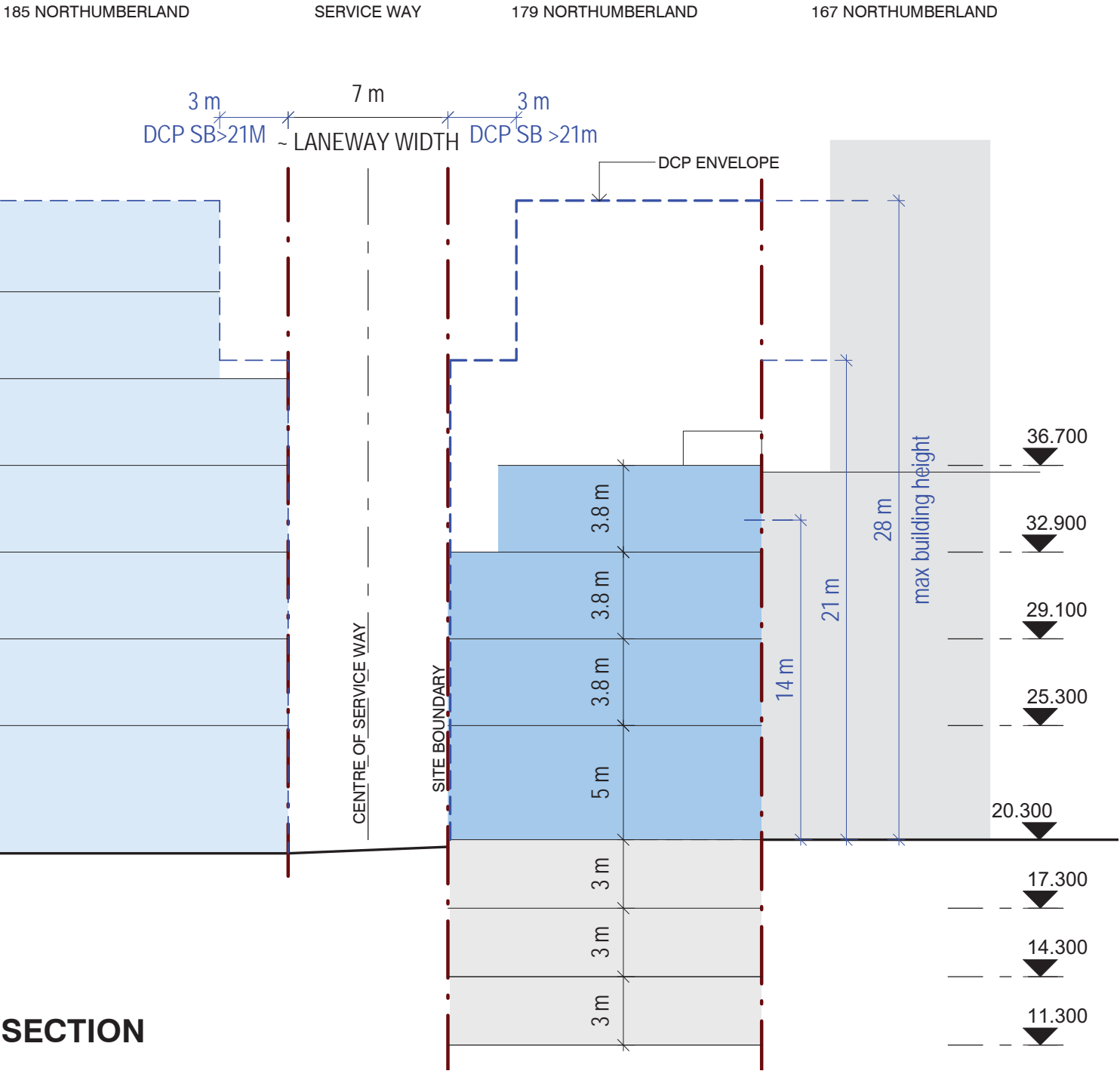
LEVELS 4

LEGEND

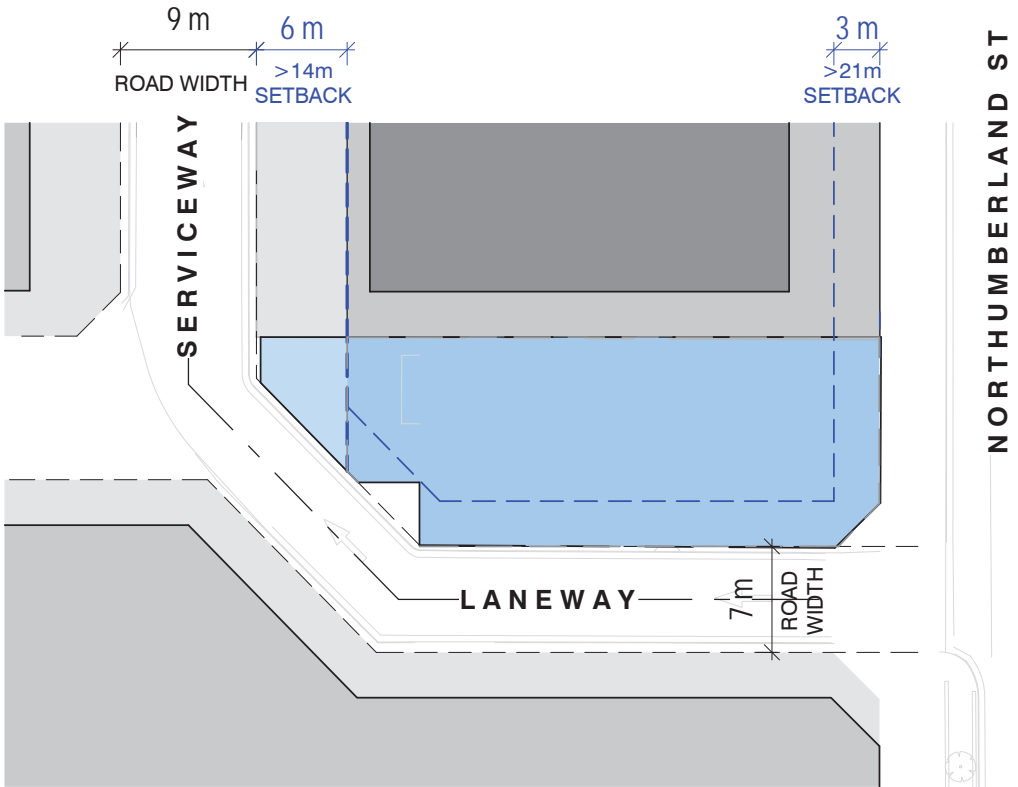
- INDICATIVE COMMERCIAL ZONE
- INDICATIVE RETAIL ZONE
- INDICATIVE RESIDENTIAL ZONE
- INDICATIVE PARKING ZONE

OPTION 3_SECTION & PLAN

Commercial on all Levels to
DCP Setbacks



SECTION

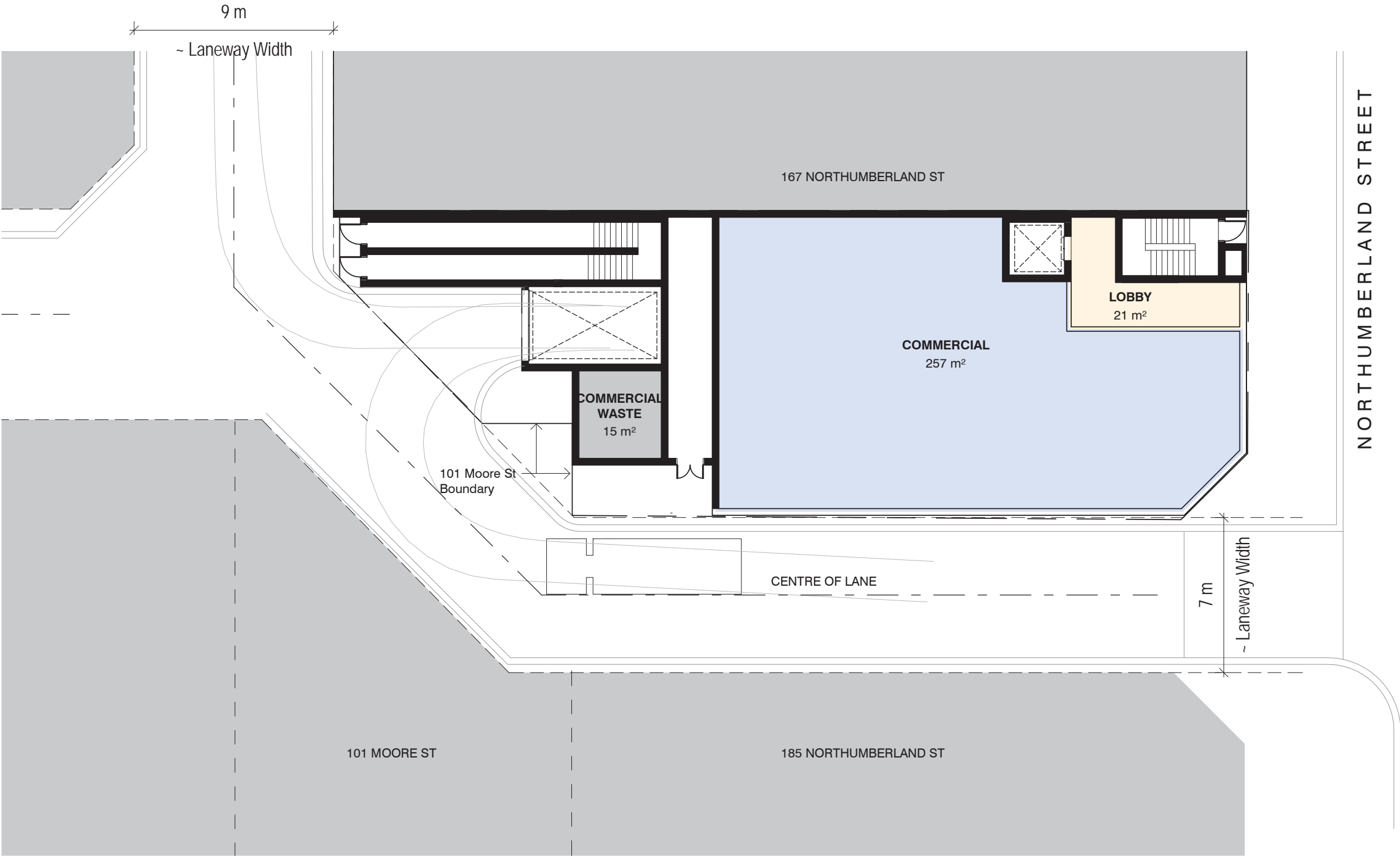


PLAN

- LEGEND**
- INDICATIVE COMMERCIAL ZONE
 - INDICATIVE RETAIL ZONE
 - INDICATIVE RESIDENTIAL ZONE
 - INDICATIVE PARKING ZONE
 - ADG HABITABLE TO HABITABLE BUILDING SEPARATION (H-H)
 - ADG HABITABLE TO NON-HABITABLE BUILDING SEPARATION (H-N)
 - DCP SETBACKS

OPTION 3_LEVEL GROUND PLAN

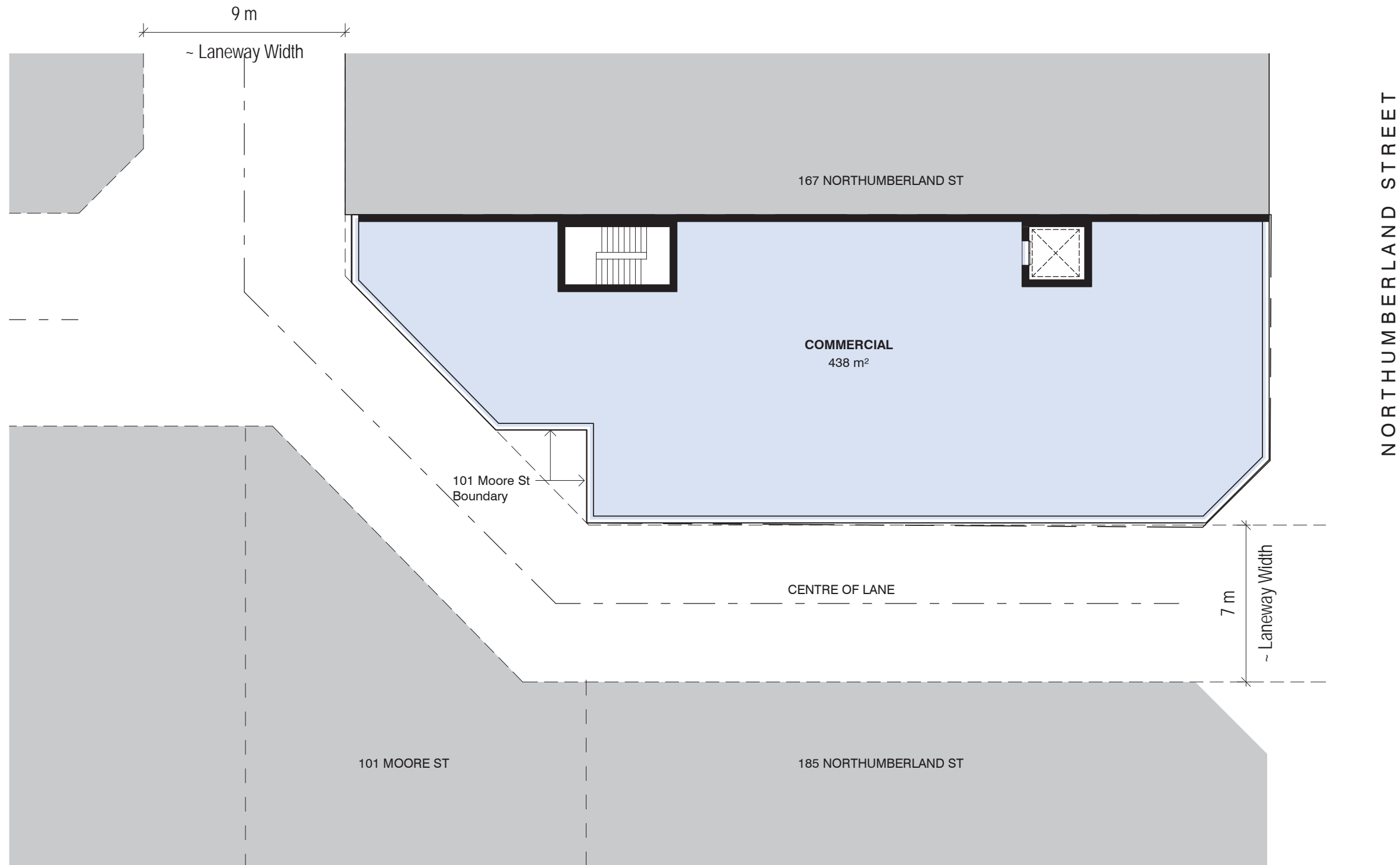
Commercial on all Levels to
DCP Setbacks



LEVEL GROUND
GFA - 295 m²

OPTION 3_LEVEL 01-02 PLAN

Commercial on all Levels to
DCP Setbacks

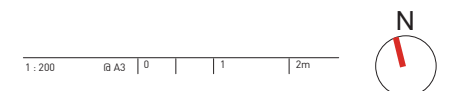


LEVEL 01-02

GFA - 436 m²

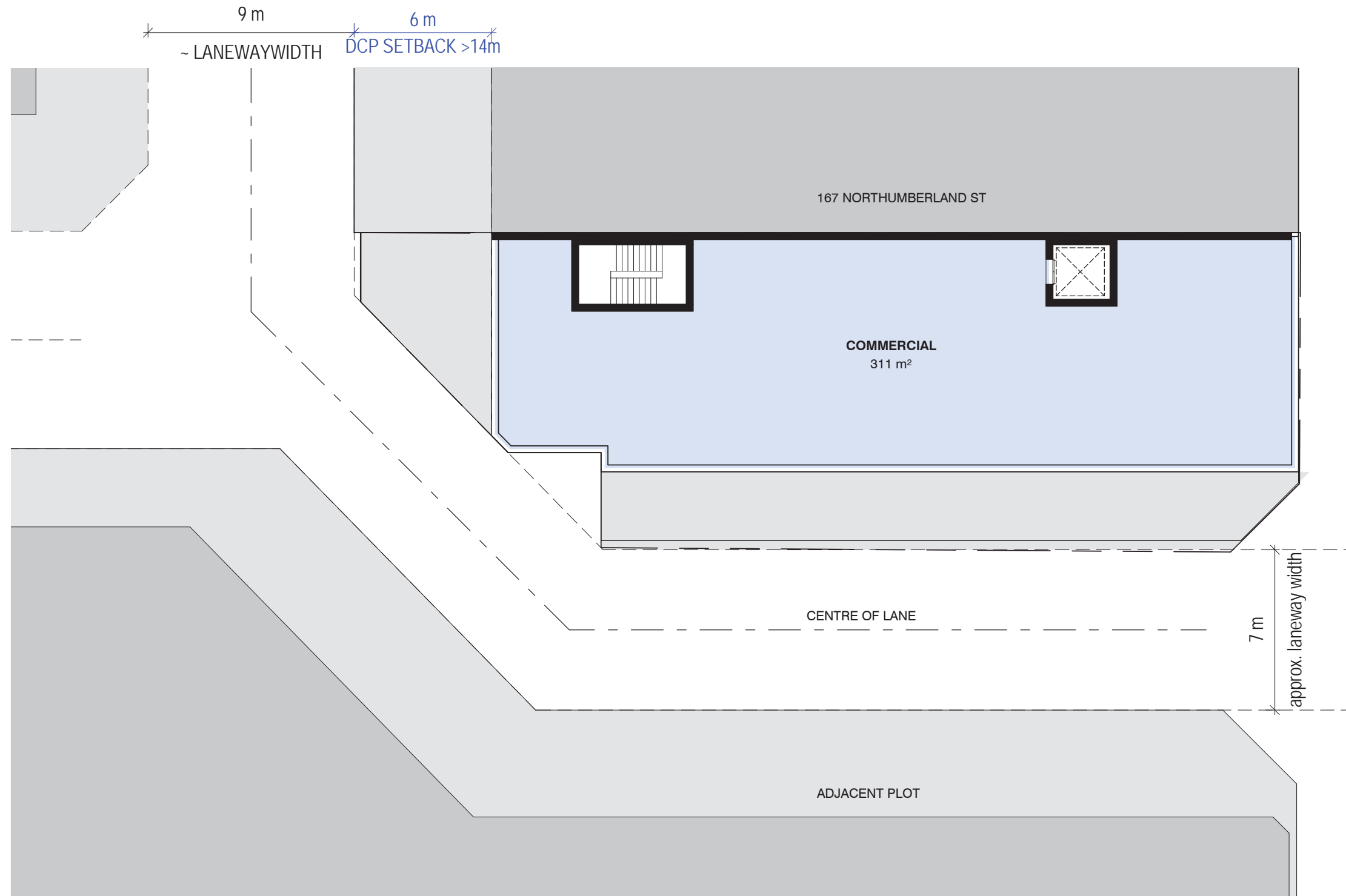
LEGEND

- INDICATIVE COMMERCIAL ZONE
- INDICATIVE RETAIL ZONE
- INDICATIVE RESIDENTIAL ZONE
- INDICATIVE PARKING ZONE
- ADG HABITABLE TO HABITABLE BUILDING SEPARATION (H-H)
- ADG HABITABLE TO NON-HABITABLE BUILDING SEPARATION (H-N)
- DCP SETBACKS



OPTION 3_LEVEL 03 PLAN

Commercial on all Levels to
DCP Setbacks



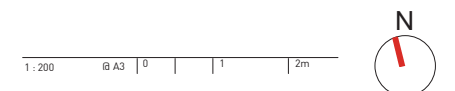
NORTHUMBERLAND ST

LEVEL 03

GFA - 310 m²

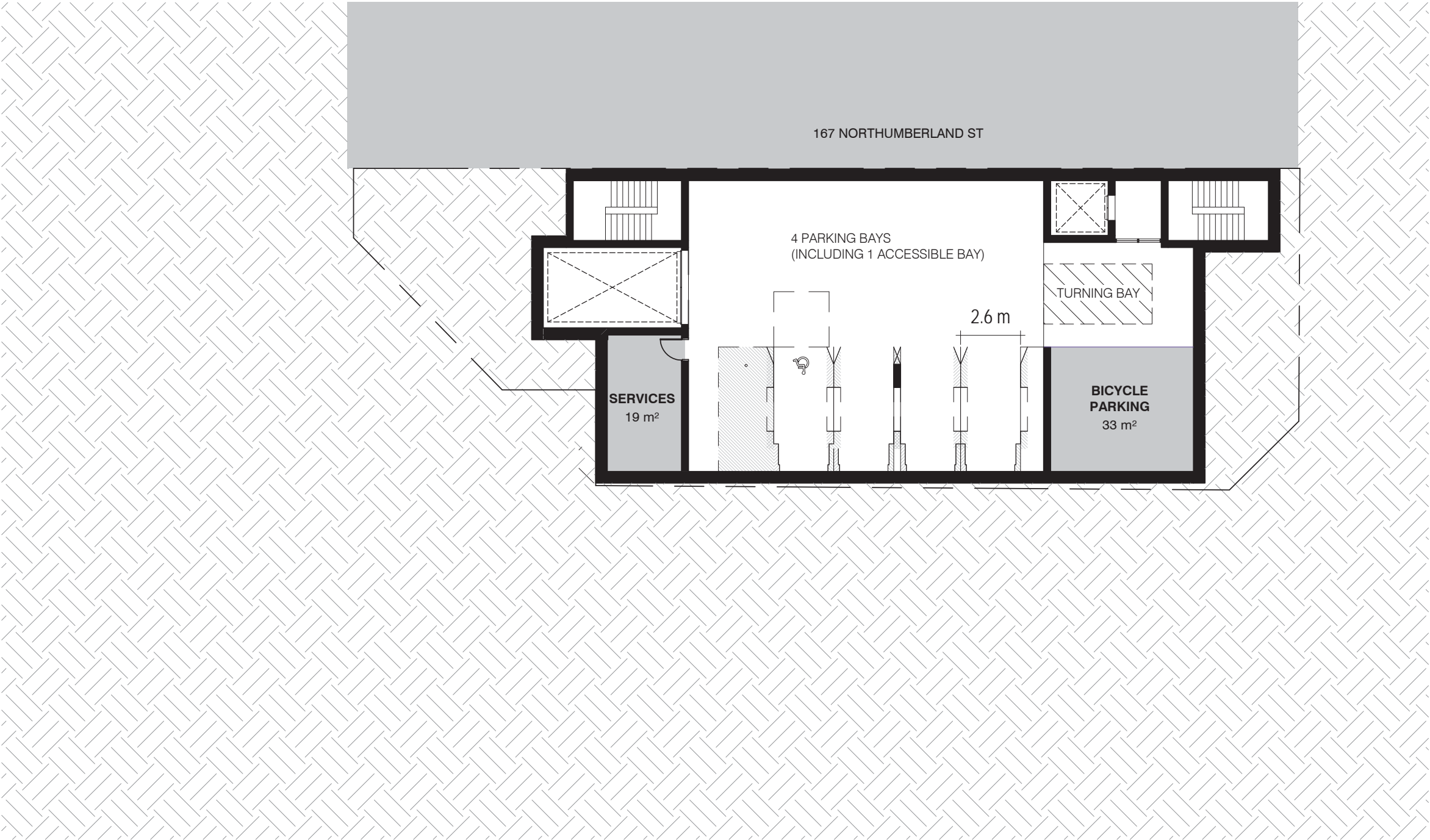
LEGEND

- INDICATIVE COMMERCIAL ZONE
- INDICATIVE RETAIL ZONE
- INDICATIVE RESIDENTIAL ZONE
- INDICATIVE PARKING ZONE
- ADG HABITABLE TO HABITABLE BUILDING SEPARATION (H-H)
- ADG HABITABLE TO NON-HABITABLE BUILDING SEPARATION (H-N)
- DCP SETBACKS



OPTION 3_LEVEL B3-B1 PLAN

Commercial on all Levels to
DCP Setbacks



PARKING REQUIREMENT

CAR PARKING (Commercial - LEP)		MOTORCYCLE PARKING (LDGP 2008 Rates)		BICYCLE PARKING (LDGP 2008 Rates)	
1 space per 200m ² on L00	1.5	1 per 20 car spaces	1	1 per 200m ² GFA	7.4
1 space per 150m ² commercial	7.9			1 per 750m ² GFA for Visitors	2.0
TOTAL CAR PARKING		TOTAL MOTORCYCLE		TOTAL BICYCLE	
10		1		10	

LEGEND

INDICATIVE COMMERCIAL ZONE

INDICATIVE RETAIL ZONE

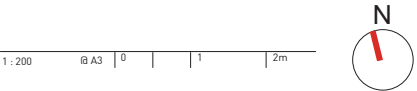
INDICATIVE RESIDENTIAL ZONE

INDICATIVE PARKING ZONE

ADG HABITABLE TO HABITABLE
BUILDING SEPARATION (H-H)

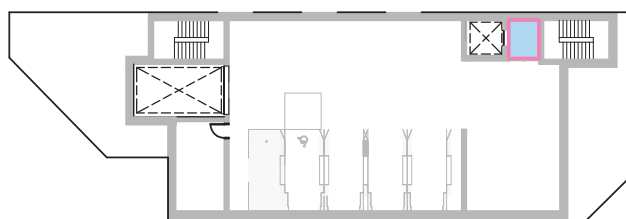
ADG HABITABLE TO NON-HABITABLE
BUILDING SEPARATION (H-N)

DCP SETBACKS

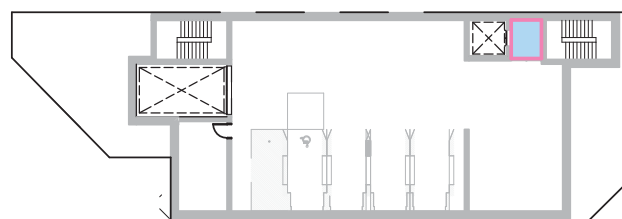


OPTION 3_GFA DIAGRAMS

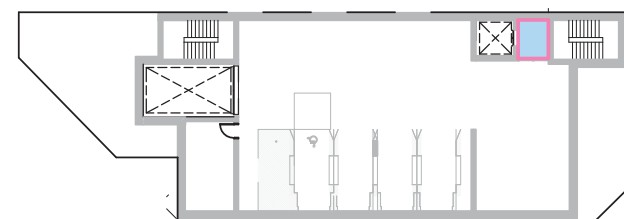
Commercial on all Levels to
DCP Setbacks



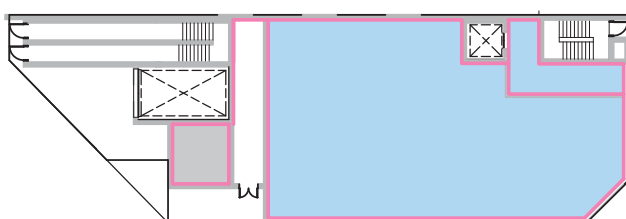
OPT3_LB3



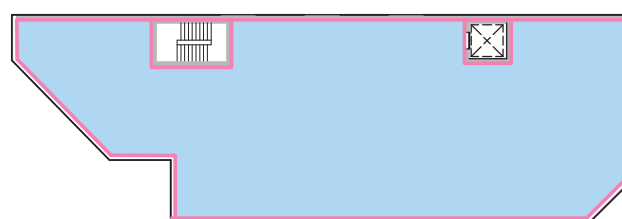
OPT3_LB2



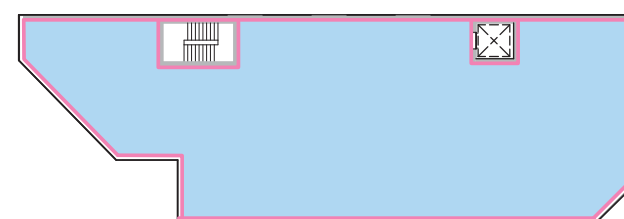
OPT3_LB1



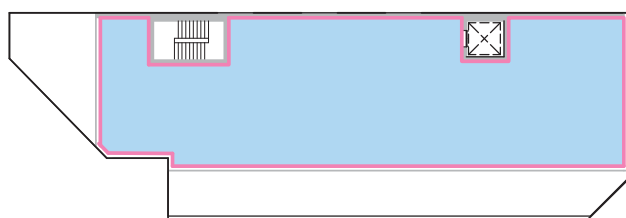
OPT3_L00



OPT3_L01



OPT3_L02



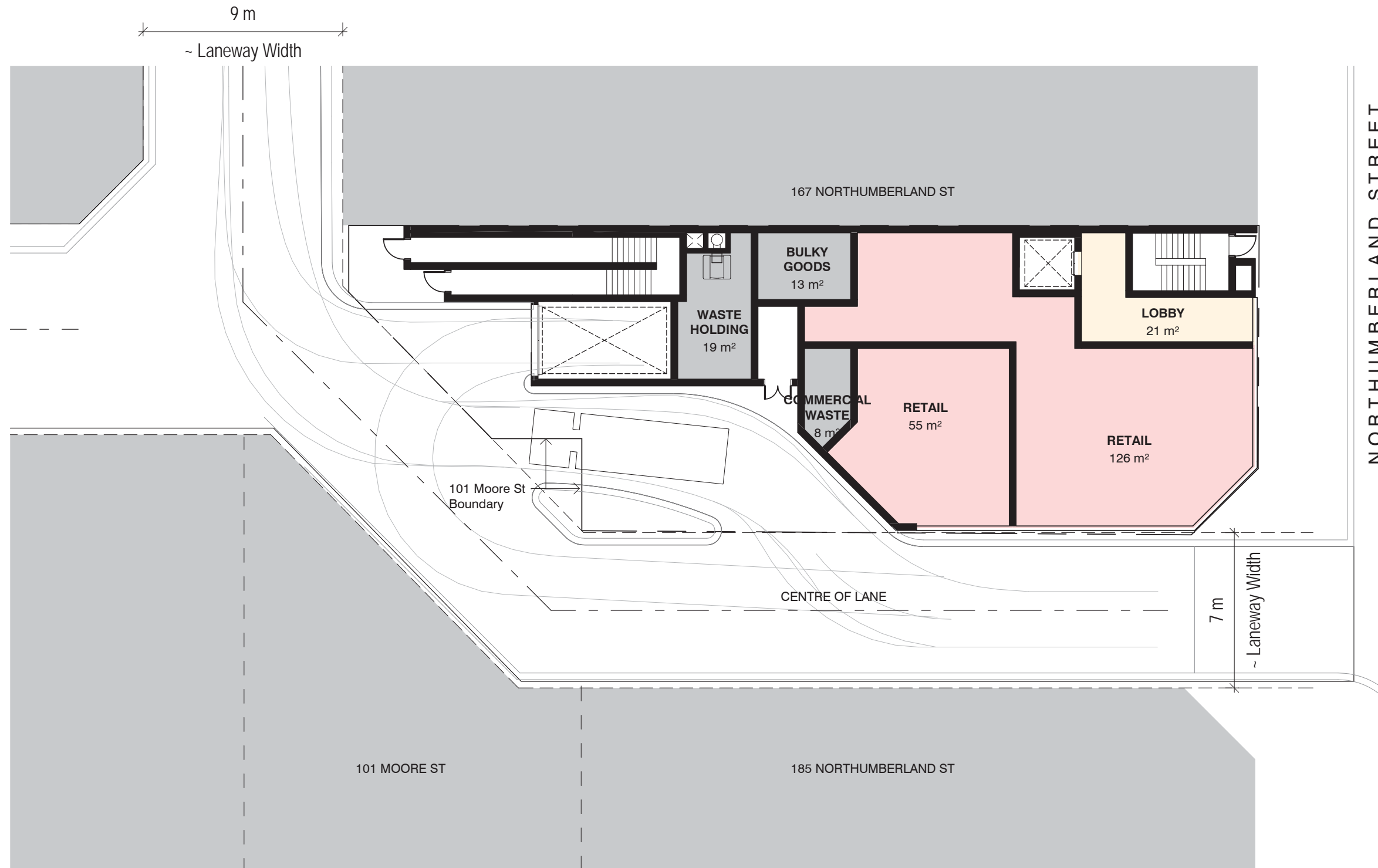
OPT3_L03

AREA_GFA OPTION 3		
Name	Level	Area
COMMERCIAL	LB3	5 m ²
COMMERCIAL	LB2	5 m ²
COMMERCIAL	LB1	5 m ²
COMMERCIAL	L00	259 m ²
COMMERCIAL	L00	21 m ²
OTHER	L00	15 m ²
COMMERCIAL	L01	436 m ²
COMMERCIAL	L02	436 m ²
COMMERCIAL	L03	310 m ²
		1493 m ²

ATTACHMENT B

ALTERNATE OPTIONS

OPTION 1&2_GROUND FLOOR

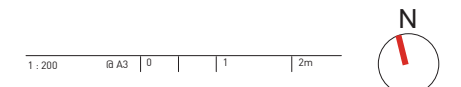


LEVEL GROUND

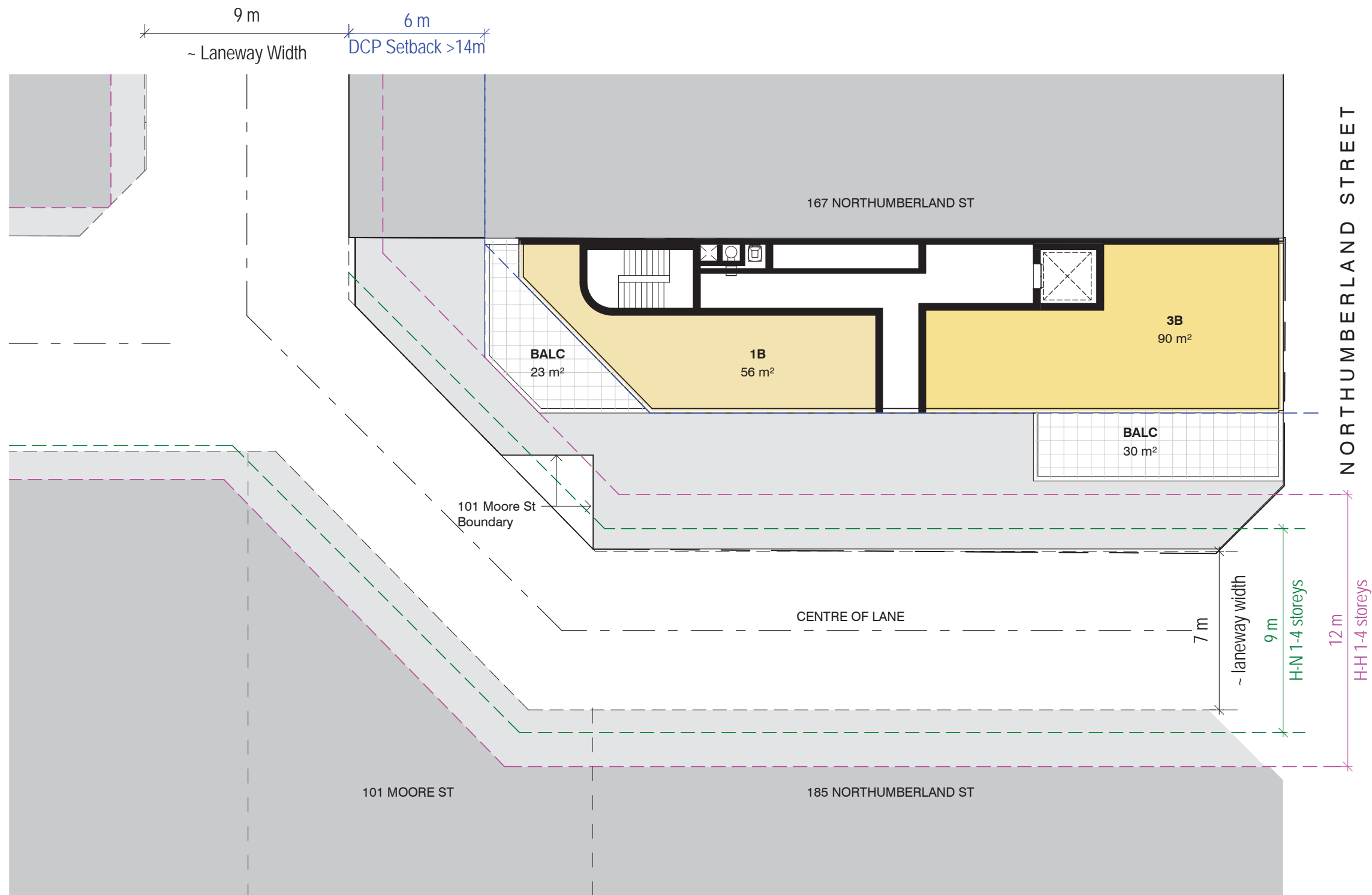
GFA - 254 m²

LEGEND

- INDICATIVE COMMERCIAL ZONE
- INDICATIVE RETAIL ZONE
- INDICATIVE RESIDENTIAL ZONE
- INDICATIVE PARKING ZONE
- ADG HABITABLE TO HABITABLE BUILDING SEPARATION (H-H)
- ADG HABITABLE TO NON-HABITABLE BUILDING SEPARATION (H-N)
- DCP SETBACKS



OPTION 1&2_LEVEL 03 PLAN

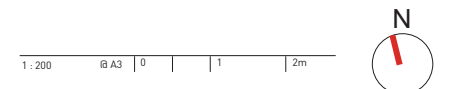


LEVEL 03

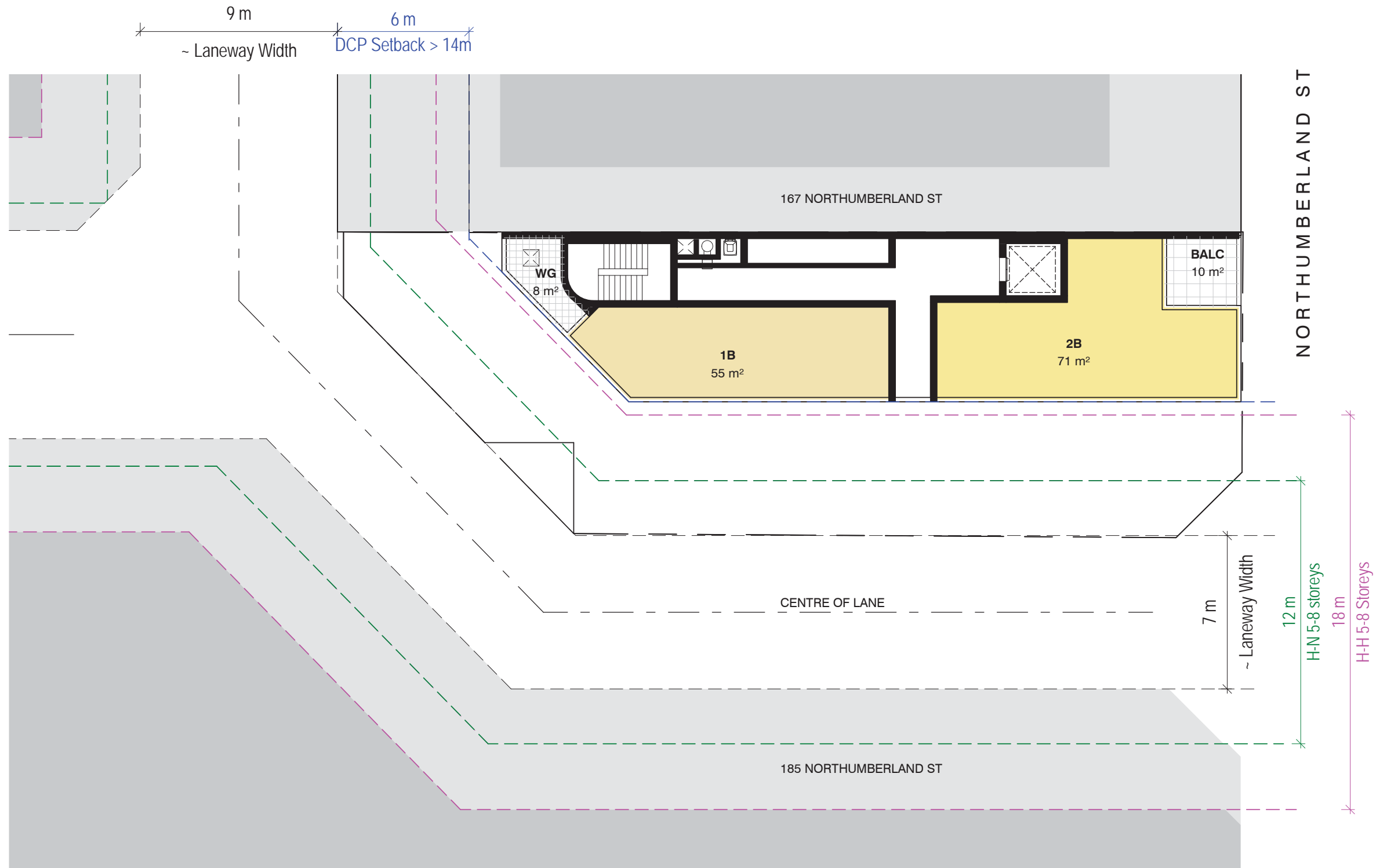
GFA - 188 m²

LEGEND

- INDICATIVE COMMERCIAL ZONE
- INDICATIVE RETAIL ZONE
- INDICATIVE RESIDENTIAL ZONE
- INDICATIVE PARKING ZONE
- ADG HABITABLE TO HABITABLE BUILDING SEPARATION (H-H)
- ADG HABITABLE TO NON-HABITABLE BUILDING SEPARATION (H-N)
- DCP SETBACKS



OPTION 1 & 2_LEVEL 04 PLAN



LEVEL 04

GFA - 175 m²

LEGEND

- INDICATIVE COMMERCIAL ZONE
- INDICATIVE RETAIL ZONE
- INDICATIVE RESIDENTIAL ZONE
- INDICATIVE PARKING ZONE
- ADG HABITABLE TO HABITABLE BUILDING SEPARATION (H-H)
- ADG HABITABLE TO NON-HABITABLE BUILDING SEPARATION (H-N)
- DCP SETBACKS

