

NORTHBANK DEVELOPMENT GUIDELINES

OBJECTIVE

The objective of the Northbank Design Guidelines is to ensure consistency with Council's Town Planning Scheme No. 3 and Development Plan No. 8, which provide a framework for development on the site and takes into account relevant planning policies of Council. Of relevance also are the Concept Plan, Outline Development Plan (August 1995) and the subdivision (with conditions) plan. These plans have been assessed as generally complying with the objectives of Development Plan No. 8 and may be used as a reference in determining the appropriateness of proposed variations to Development Plan No. 8.

POLICY

1. Introduction

This Design Checklist has been prepared to assist in the assessment of development applications for the Northbank Site. The site occupies a prominent location between Stirling Highway, Tydeman Road, Queen Victoria Street, and the Swan River, in North Fremantle and is a key 'gateway' to Fremantle, both by land and marine approach.

In September 1994, Council approved in principle a Concept Plan - 'Between the Bridges' (August 1994), for the redevelopment of the site submitted by Monteath Properties. The proposed development incorporates a range of mixed use residential, commercial and tourist/entertainment uses, and includes local and regional public open space on the river foreshore. The plan was put together by a team of expert consultants with the assistance of the community and the City of Fremantle.

The concept plan establishes a vision for an urban village on the site with strong urban design and built form objectives. The land uses on the site and subdivision layout have been carefully planned to reflect existing streets and traditional layouts, including connection to the existing North Fremantle town centre. The plan includes detailed examination of and commitment to landscaping of the site including streetscapes, the foreshore and local open space areas. The site's prominent river location has also been considered in maximising public access to the foreshore, facilities such as jetties and boardwalks and building design to enhance view corridors to the water.

2. Specific Aims And Objectives

The objectives of Development Plan No. 8 are to :

- * provide guidance for change in a major area (Northbank) of North Fremantle in a comprehensive way;

- * ensure that development within the plan area contributes positively to its surroundings and is integrated with and complements the adjacent North Fremantle town centre;
- * ensure that development proposals have regard for all other relevant Council policies, including the North Fremantle Town Centre Policy;
- * ensure that any future development takes place within the local planning framework provided by the development plan;
- * ensure that development is of a high standard and has a form and character appropriate to its location; and,
- * ensure that planning issues are considered in the context of their individual and collective impacts on the area.

Development Plan No. 8 also establishes guidelines for consideration of land use, vehicle access and traffic circulation, environment, public open space and landscaping, pedestrian movement and access, foreshore and heritage. These aspects are being addressed at varying stages of the planning and development process via the outline development plan and subdivision process.

The guidelines have been prepared to provide clarification on issues related to development form, scale, materials, streetscape continuity, amenity, landscaping and parking.

3. Design Principles

Council concerns itself with urban and streetscape design with regard to Development Plan No. 8. (the Northbank site) the key criteria considered by Council are :

- * the effect of proposed development in terms of the appearance of the streetscape and adjoining public open spaces, and
- * the need to prevent the overdevelopment of sites, with respect to setbacks, the provision of car parking, private open space, bulk scale, overshadowing and privacy.

The design of the Northbank site seeks:

‘to achieve continuity with the established pattern and built form of North Fremantle to ensure that the new and established environments are well integrated with regard to aesthetics, character, and accessibility to facilities’

4. Development Guidelines

The Design Checklist are discussed under the following Headings :

- 4.1 Northbank Development
- 4.2 Foreshore Area (proposed Lots 28-31 Doepel Street)
- 4.3 Residential Uses
- 4.4 Mixed Use
- 4.5 Commercial Uses

4.1 Northbank Development

The architectural and spatial continuity of Northbank streetscapes should complement those typical of North Fremantle both the town centre and residential areas. The Northbank streetscapes are to encourage a similar sense of neighbourhood and of place.

To enhance this appearance landfill should be kept to a minimum and should comply with Council policy on Development Levels (Extent of Cut and Fill) (D.B.H3).

Disabled access to non-residential buildings, and public open space is to be in accordance with the Building Code of Australia¹.

4.1.1 Density

Sites within the Northbank development zoned residential are to be medium density with an R Coding of R25 to R60. The form should be regulated by the appropriateness of the proposed built form within the North Fremantle context and in terms of its location with respect to public and private open space within the Northbank site.

Residential

Development Plan No.. 8 states that on sites allocated for residential purposes Council will support developments generally within the medium density range (R25-R60). This is to ensure a range of housing types consistent with the character and amenity of North Fremantle.

Higher density development may be permitted, providing that the building scale and form remains acceptable; recognising the character and amenity of North Fremantle, and conforms to all Council planning policies. The higher densities envisaged in the Concept Plan are listed in Attachment 1. It is noted that the strict adherence to these building requirements may not fulfil the objectives of Development Plan No 8.

¹ Refer to Part D3 of the Building Code of Australia.

Non Residential

Development standards for non-residential developments generally to comply with the requirements of Town Planning Scheme No. 3 : Table 2 - Inner Urban Zone. Council will consider increases in plot ratio and site coverage which would permit the achievement of a building form which better meets the townscape objectives of Development Plan No. 8. Refer Attachment 2.

4.1.2 Building Alignment

Built forms should reflect the traditional built patterns of North Fremantle with regard to setbacks, frontages, access to buildings, height, etc. The primary street frontages of residential developments should address the street in the traditional manner with front doors and windows facing the street.

Corner Buildings

Buildings on corners should be designed in line with traditional corner treatments, in Fremantle and North Fremantle such as:

- * where the corner serves as the major focus, the two street frontages both serve as primary frontage. The front facade wraps around the corner, with no diminution of detail on either facade;
- * the articulation of the front facade of the building continues around the corner in a slightly less detailed form, on the secondary street facade;
- * the articulation of the front facade of the building only occurs on the primary street frontage. Although this corner treatment is commonly found in North Fremantle, it is considered less favourably.

4.1.3 Orientation

Generally the buildings of North Fremantle are parallel to, and orientated to the street. Angled lots usually have the front setback staggered along the primary boundary, with the building parallel to the side boundaries (Refer Harvest Rd).

Solar design considerations in the orientation and design of buildings are to be encouraged.

4.1.4 Setbacks

Setbacks within the development should generally conform to the traditional setbacks of built forms of the North Fremantle townscape except where stated within this Design Checklist.

4.1.5 Privacy and Overlooking

Council's planning policy D.C.10 Visual Privacy for Dwellings is to be used in considering privacy and overlooking.

4.1.6 Scale

The scale of all developments should complement the scale of North Fremantle townscapes in density, height and bulk.

4.1.7 Car Parking

Due to the intensity and isolation of the proposed development, provision for on site parking is critical. Council is to be guided by Town Planning Scheme No. 3 Table 3, and vehicle parking is to be wholly contained within the boundaries of the Northbank site.

Vehicles are required to exit non-residential developments in a forward motion. This may be relaxed for vehicles parked at right angles along Kwong Alley provided sufficient traffic calming measures are introduced to reduce speeds in the vicinity of such parking.

Kerbside parking patterns to be rationalised into legible configurations which are easily read by both residents and visitors alike. Parking patterns should relate to the street hierarchy.

Car bays for disabled access are to be located in close proximity to amenities.

Council will prepare a Parking Strategy report for the Northbank site which will incorporate components from the BSD parking report.

4.1.8 Boundary Treatments

Council's planning policy 'D.B.H2 Front Fences and Screen Walls' should be used in considering boundary treatments. In addition, boundary treatments within Northbank must complement the typical boundary treatments found in North Fremantle in the following ways:

Fencing Materials should complement traditional forms of fencing found in North Fremantle e.g.: timber palings, brick, limestone.

Fencing abutting Reserves should have a maximum height of 1800mm, the lower 1/3 of the fence may be of solid construction, the balance to be open construction.

4.1.9 Landscaping

All landscaping on privately owned land which is zoned commercial, or which carries a minimum of 3 dwellings designed for joint, communal or visitors use, such as driveways, parking areas, courtyards and playgrounds shall conform with the following :

- * mulch to a minimum depth of 50mm to all shrub beds;
- * group planting of Council approved species at sufficient density to provide massed foliage;
- * no plants known to be poisonous are to be used;
- * irritant or prickly plants are not to be used adjacent to pedestrian areas;
- * all shrubs and trees to be drip reticulated.

Landscaping of public areas (parks, verges, median, etc.) to be approved by Council.

4.2 Foreshore Area (proposed Lots 28-31 Doepel Street)

4.2.1 Density

Developments abutting the foreshore reserve should retain the level of permeability indicated in the Concept Plan; so as to encourage public visibility and access to the foreshore reserve. Public open space is to provide vistas to the river from the north-south streets and to be retained as an integral part of the foreshore development.

Development standards for non-residential developments (Lots 28 & 29) in this area are to comply with the requirements of Town Planning Scheme No. 3: Table 2 - Inner Urban Zone. Council may consider increases in plot ratio and site coverage which would permit the achievement of a building form which better meets the townscape objectives for this area. Refer Attachment 2.

4.2.2 Building Alignment

Refer section 4.1.2

4.2.3 Orientation

Refer section 4.1.3

4.2.4 Setback

The setback of non-residential developments from the foreshore reserve shall be determined by Council for each proposed development to ensure that all activity of that development is contained on the development site, and does not intrude upon the foreshore reserve. Council will not permit any part of the development (i.e.; balconies, verandahs, overhangs, etc.) abutting the foreshore area to encroach upon the reserve. See Section 3.8 of Development Plan No. 8.

4.2.5 Privacy and Overlooking

Refer section 4.1.5

4.2.6 Scale

The scale of buildings needs to be considered in terms of adjoining open spaces, adjoining buildings, and neighbouring residential dwellings. Consideration needs to be given to the problem of overshadowing. The scale of all developments should be considered in terms of individual and collective impact on local and distant views. Refer to Development Plan No. 8.

4.2.7 Car Parking

Refer section 4.1.7

4.2.8 Boundary Treatments

There is to be a clear delineation between public and private open space, so that it is legible to both residents and visitors alike, particularly along the foreshore (i.e. differentiation in paving).

Refer section 4.1.8 & Northbank Foreshore Management Plan.

4.2.9 Landscaping

Refer also to the Northbank Foreshore Management Plan.

Soft Landscaping

Vegetation, to be planted within the setback of the properties with river frontages, shall be species recommended in the North Fremantle Foreshore Management Plan & Northbank Foreshore Management Plan and by the Swan River Trust, to provide a gradual transition from public to private ownership, and native to exotic vegetation.

Indigenous plant species are strongly recommended in the eastern POS. The 'Tuart Forest' at the eastern end of the site is strongly encouraged to complement the plantings that are due to be completed in 1996.

Landscape designs are to maximise the conservation and passive recreational value of the foreshore. All proposed uses along the foreshore must have some rational relationship to a foreshore location.

All planting in public areas (parks, verges, median, etc.) are to be approved by the Physical Services - Parks Department.

Hard Landscaping

All trees planted into hard landscape areas are to be reticulated (sub-surface) and are to be planted in grates/grilles, and protected by tree guards.

Detailed designs and specifications of all boardwalks and other riverfront structures are to be submitted for approval to Council.

Only public jetties are acceptable, marinas, pens or private jetties are not. Paved surfaces in public areas are to be differentiated from paved surfaces in private areas, so as to clearly define publicly accessible spaces (i.e.; Pensioner Road Public Open Space).

Public Access

Continuous public access, including cycle and pedestrian links, to the foreshore and on to the bridges must be maintained.

Differences in levels should allow access for disabled persons in accordance with Australian Standards 1428 Part 1. Differences should be accentuated by a change in materials, texture, patterning, etc. Handrails are to be installed on all steps.

4.3 Residential (Single and Grouped Dwellings)

4.3.1 Density

The density of housing should be consistent with the character and amenity of North Fremantle. Development Plan No. 8 states that on sites allocated for residential purposes Council will support developments generally within the medium density range R25-R60 which provide a range of housing types consistent with the character and amenity of North Fremantle.

Development Plan No. 8 also states that higher density developments - as envisaged in the Concept Plan (Refer Attachment 1), will be considered providing the building scale and form remains acceptable. The proposed development is to comply with all relevant planning policies .

4.3.2 Building Alignment

Buildings should complement traditional residential patterns of North Fremantle with regard to setbacks, frontages, access to buildings, height, etc. The primary street frontages of residential developments should address the street in the traditional manner with front doors and windows facing the street.

4.3.3 Orientation

Street Hierarchy

Traditionally, residential streets are organised so that some streets have all houses fronting onto it. Others streets are dominated by secondary frontages. This residential form must be maintained to encourage the sense of neighbourhood. However, in streets where primary frontages occur in small numbers, a reasonable cluster should be created, to ensure security by the creation of a neighbourhood.

Street Orientation

The typical orientation of buildings facing directly on to the street should be maintained.

On lots that are angled to the street, buildings need to be sited so that they are built parallel to their side boundaries, in a manner typical of North Fremantle.

Where possible residential developments should have a north-south orientation to encourage the use of energy efficient solar design.

4.3.4 Setbacks

Setback variations (i.e.: nil side setback) will be considered, especially on narrow lots, where it can be shown that the amenity of adjoining lots is not affected, and the solar design of the proposed development is enhanced.

Single Residential - Regular, Rectangular Lots

Front setback: 3-4m
Side setback: as per Residential Planning Codes
Rear setback : 6m (average)

Rear setbacks abutting a reserve shall be a minimum of 6m measured at right angles to the boundary.

Single Residential - Skewed Lots

Front setback Average of 3m, minimum of 1m.
Side setback as per Residential Planning Codes
Rear setback 6m (average)

Grouped Dwellings

Variations to the setback requirements for grouped dwellings may be considered where it can be demonstrated that the objectives of Development Plan No. 8 are being met and the proposal does not compromise the amenity of the neighbouring properties or open space.

Front setbacks for grouped dwellings are to be 3m. Other setbacks to conform with the R Code requirements for a maximum density of R60, including private open space. A maximum height of five floors, including ground floor, is permitted.

A proposed development which applies for a higher density, must conform to the R Code requirements for that increased density, and comply with all relevant planning policies.

4.3.5 Overlooking and Privacy

Overlooking and Privacy

The privacy of adjoining properties within a development as well as those on adjoining lots needs to be considered prior to the commencement of building so that the privacy of future developments can be assured. Refer to D.C.10 'Visual Privacy for Dwellings'.

Surveillance

Street surveillance is a significant factor in contributing to neighbourhood security. Key elements in ensuring such surveillance need to be included in any development. These elements are part of the traditional residential built form, including low or open fencing, uncluttered verges, street orientated housing, etc.

4.3.6 Scale

Development Plan No. 8 specifies the heights of buildings for Northbank.

Height - Single Residential

The height of all single residential developments shall be measured from the natural ground level. The mid contour of the natural ground level, which intersects the building, is to be used as the basis for approval of the finished floor level.

- * A 8.0m height limit applies to eave lines and parapet walls.
- * A 10.5m height limit applies to any other part of the development.

Height - Grouped Dwellings

Grouped dwelling developments must conform to the R Code requirements (R60). Buildings are not to exceed five floors in total, including the ground floor, which may not be more than 1.5m above natural ground level.

Roof Forms

Typically roof angles in North Fremantle are between 26.5 and 45 degrees which contributes to a distinctive sense of building volume and scale within the streetscape. Roof forms are to complement this traditional form by the use of simple gabled and hipped roofs.

Traditional flat roofs behind parapet walls which complement the existing form, are an appropriate alternative to pitched roofs for both residential and non-residential built forms.

4.3.7 Car Parking

Due to the intensity of the proposed development and its isolation, on site parking is required.

Shared driveways may be used to mitigate side setback requirements and this system may also be used for four lots. This may serve to lessen the number of crossovers which will need to be constructed

The designs and siting of carports and garages must conform to Council's Policy D.C.6 'Garages/Carports in front of Dwellings/Buildings'. Tandem parking to the rear of the block is acceptable.

In grouped developments all vehicle parking is to be wholly contained within the boundaries of the Northbank site. Parking for disabled persons shall be located in close proximity to the building.

4.3.8 Boundary Treatments

Fencing treatments and materials to complement the traditional form of North Fremantle.

Front fencing should be low (1200mm), to maintain continuity along the streetscape and should preferably be transparent or an open structure. The provision of no fencing is acceptable.

Side Fencing

Where side boundary fencing is on a secondary frontage, the materials for the front fencing are to be continued along the secondary boundary.

Rear Fencing

All rear fencing should have a maximum height of 1800mm. The type of fencing permitted along the rear boundary will be dictated by its location in relation to other properties and open space. Where a rear boundary adjoins open space, materials and treatments typical of North Fremantle are to be used and open or transparent fencing is preferred.

Rear fencing backing on to Stirling Highway should be 1/3 solid construction the balance of open construction.

4.3.9 Landscaping

Refer section 4.1.9

4.3.10 Private Open Space

In considering private open space, the relevant Residential Planning Code provisions will be used, however, variations will be considered, taking into account the orientation of the open space and proximity of the living areas to the designated private open space.

4.4 Mixed Use

4.4.1 Density

Density must be regulated by the appropriateness of built form within the North Fremantle context, and its location in respect to public and private open space within the Northbank site. Council will adopt the densities prescribed in Town Planning Scheme No. 3 (non-residential). Increased plot ratios and site coverage will be considered, should the proposed development comply with relevant planning policies and complement the traditional built forms of North Fremantle.

4.4.2 Building Alignment

Refer section 4.1.2

4.4.3 Orientation

Street Hierarchy

Traditionally the streets of North Fremantle are organised so that all buildings face the street. This form should be encouraged so that the mixed use developments complement the proposed streetscape pattern. Consideration must be given to the articulation of the developments as to how the buildings impact on adjoining open space, residential units and streetscapes.

Street Orientation

Typically, buildings in North Fremantle directly face the street. This orientation should be maintained. Lots that are angled to the street need to have the buildings sited so that they conform to the established streetscape pattern.

Where possible all residential developments should have a north-south orientation to encourage the use of energy efficient solar design.

4.4.4 Setbacks

The major component within the development shall govern which setback requirements shall apply.

4.4.5 Overlooking and Privacy

Overlooking and Privacy

The privacy of adjoining properties within a development as well as those on adjoining lots need to be considered prior to the commencement of building so that the privacy of future developments can be assured. Refer Council's Policy D.C.10 'Visual Privacy for Dwellings'.

Surveillance

Street surveillance is a significant factor in contributing to neighbourhood security. Key elements in ensuring such surveillance need to be included in any development. These elements are part of the traditional residential built form, including low or open fencing, uncluttered verges, street orientated housing, etc.

4.4.6 Scale

The overall height of any mixed use development needs to be assessed in terms of its impact on adjoining open space, residential developments and streetscape.

4.4.7 Car Parking

The composite components within the development shall be calculated separately to determine the total car parking requirements. The Council may be prepared to grant parking concessions for reciprocal use of parking facilities.

Due to the intensity and isolation of the proposed development, provision for on site parking is critical. Council is be guided by Town Planning Scheme No. 3: Table 3, and vehicle parking is to be wholly contained within the boundaries of the Northbank site.

Vehicles are required to exit non-residential developments in a forward motion. This may be

relaxed for vehicles parked at right angles along Kwong Alley provided sufficient traffic calming measures are introduced to reduce speeds in the vicinity of such parking.

Car bays for disabled persons shall be located in close proximity to the building where required.

4.4.8 Boundary Treatments

The major component within the development shall govern what boundary treatment requirements shall apply.

4.4.9 Landscaping

Refer section 4.1.9

4.4.10 Private Open Space

In considering private open space the relevant Residential Planning Code provisions will be used, however variations will be considered, taking into account the orientation of the open space and proximity of the living areas to the designated private open space.

4.5 Commercial

4.5.1 Density

Development standards for non-residential developments are generally to comply with the requirements of Town Planning Scheme No. 3 : Table 2 - Inner Urban Zone. Council may consider increases in Plot Ratio and site coverage, where it would achieve a building form which better meets the townscape objectives of Development Plan No. 8, and complements the traditional form of the Town Centre of North Fremantle, as envisaged in the Concept Plan. Refer Attachment 2.

4.5.2 Building Alignment

Facades which back on to public open space, residential developments or roads are required to be articulated so as to present a pleasing face. To ensure that the small scale of North Fremantle is respected, buildings should be articulated with a vertical rhythm, proportion and scale so as to be sympathetic to the traditional commercial buildings of North Fremantle.

Corner Buildings

Buildings on corners should be designed in line with traditional corner treatments, in Fremantle and North Fremantle such as:

- * where the corner serves as the major focus, the two street frontages both serve as primary frontage. The front facade wraps around the corner, with no diminution of detail on either facade,
- * the articulation of the front facade of the building continues around the corner in a slightly less detailed form, on the secondary street facade,
- * the articulation of the front facade of the building only occurs on the primary street frontage. Although this corner treatment is commonly found in North Fremantle, it is considered less favourably.

4.5.3 Orientation

Due to the traffic density along Tydemans Road and Queen Victoria Street, traditional commercial forms may be perceived to be undesirable to prospective tenants. In order to create a more attractive environment, alternative options may be explored and may receive parking bonuses.

Irrespective of the orientation of the commercial development, the elevations which back onto residential developments must be attractive.

The following built forms are permitted for commercial development sites:

Courtyard Design

A courtyard development - All tenancies to face on to a central courtyard, with wide sidewalks, possibly under verandahs, with parking along the perimeter of the court. The central court may also be used by service vehicles. Rear elevations must have articulated facades to the street to complement the townscape of North Fremantle.

Street Design

The creation of an internal street with wide sidewalks, with parking along its 'verge'. These types of developments should still retain good street frontage on to secondary roads (similar to Napoleon Street, Cottesloe) interspersed with planting.

4.5.4 Setbacks

To comply with Council's policy for the North Fremantle Local Centre (D.G.N4). The traditional building pattern of Queen Victoria street shall be maintained, by new developments presenting an interactive frontage to the street.

4.5.6 Scale

The scale of the built form should reflect the traditional built form as discussed in D.G.N4.

To ensure that proposed commercial developments respect the small scale of North Fremantle, the buildings should be articulated in a similar way with respect to height and proportion. New developments need to retain a notional 10-12m frontage in design, and an articulated facade. The height of these developments should complement the traditional North Fremantle commercial built form.

4.5.7 Car Parking

Refer section 4.1.7

4.5.8 Boundary Treatments

The provision of weather protection on buildings is to be encouraged, especially on the western elevation, facing Queen Victoria Street.

4.5.9 Landscaping

A landscape component is required to Council's approval, and is to conform to guidelines as stated in section 4.1.9.

Note: This policy was not previously a part of the Policy Manual

**Attachment One - NUMBER OF RESIDENTIAL UNITS ON PRIMARILY
RESIDENTIAL LOTS**

LOT NO.	AREA M ²	LIKELY NO. OF RES. UNITS	ACTUAL DENSITY
5	1237	10	R81 *(3)
6	1365	10	R73 *(2)
7	501	4	R80 *(1)
8	402	3	R75 *(1)
27**	3886	24	R62 *(1)
29**	2187	40	R183
30	2776	20	R72
31	1866	16	R86
32	2767	20	R72
33	450	2	R45
34	270	1	R37
35	270	1	R37
36	312	1	R32
37	400	2	R50
39	371	1	R27
40	311	1	R32
41	305	1	R33
42	324	1	R31
43	310	1	R32
45	3580	30	R84 *(7)
46	358	1	R28
47	351	1	R28
48	351	1	R28
49	351	1	R28
50	351	1	R28
51	351	1	R28
52	351	1	R28
53	358	1	R28
54	359	1	R28
57	418	1	R24
58	433	1	R23
59	444	1	R23
60	446	1	R23
61	501	1	R20
62	562	1	R18
63	420	1	R24
64	372	1	R27
65	438	1	R23
66	368	1	R27
67	366	1	R27
68	368	1	R27
69	368	1	R27
70	366	1	R27
71	375	1	R27
72	377	1	R27
73	377	1	R27
74	375	1	R27
75	377	1	R27
TOTAL	34,822	217	R62

ADD (Truncations, etc.)	+4,238		
	39,060	217	R56
DEDUCT (Density Bonuses)		less 15	
	39,060	202	R52

* Indicates density bonus included for (x) number of units.

** Indicates lots that may be developed for primarily residential use.

Note : The attachments have been prepared by Monteath Properties as an interpretation of the Northbank Concept Plan.

**Attachment 2 - PLOT RATIO & SITE COVERAGE INDICATED IN NORTHBANK
CONCEPT PLAN/STRUCTURE PLAN**

Area (see plan)	Lot Numbers	Plot Ratio	Site Coverage
Main Street - Commercial	2	2.0	75%
	1, 38, 44	2.0	60%
Main Street - Mixed Use	3, 4, 20-26	2.0	80%
Residential A	5 - 8	1.5	60%
	27	n/a	100%
	37, 39-43, 45, 70	1.5	60%
Residential B	33-37, 46-54, 63-69, 71-75	0.5	50%
	32	0.75*	50%
	57-62	1.5*	50%
Foreshore - Mixed Use	28	approx. 2.5**	50%**
	29	3.0***	100%***
	30	1.0***	50%
	31	2.0***	90%***

* The Concept Plan indicated considerable difference to that now proposed and it is suggested that for lot 32 the plot ratio be increased to 1.5 and site coverage to 60% and for lots 57-62 the plot ratio be decreased to 0.5 to reflect the transference of high density development from lots 57-62 over to lot 32. This transferral removes high density development away from the informal area of public open space. The higher site coverage to lot 32 is considered appropriate since land has been ceded to form Doepel Street parking.

** The plot ratio and site coverage indicated allowed for the end of Pensioner Road being part of the hotel site. Since this land is now Public Open Space it is appropriate to raise the plot ratio to 3.0 and site coverage to 70% to better reflect the Concept Plan proposals.

*** The plot ratio and site coverage indicated allowed for land which has subsequently been ceded for parking provisions in Doepel Street and the creation of additional foreshore reserve.

Adopted: 18/8/87