

“SYDNEY ONE”
PROPOSED HOTEL, RETAIL AND
RESIDENTIAL DEVELOPMENT
1 ALFRED STREET, SYDNEY
Assessment of Traffic and
Parking Implications

July 2015
(Rev F)

Reference 15042 (C)
(Stage 1 DA Submission Tower A & B)

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1. INTRODUCTION

This report has been prepared on behalf of Wanda Group to accompany a Stage 1 Development Application for Towers A and B. Application for the proposed redevelopment of the consolidated site incorporating Goldfields House, Fairfax House and a registered club at Circular Quay (Figure 1).

The total redevelopment scheme involves the demolition of the existing buildings and construction of a residential apartment building (Tower A) and a hotel building (Tower B) with ancillary retail floor space and an integrated basement for parking and servicing.

The proposed Tower A element will comprise:

- 184 apartments
- 882m² retail floor space
- Basement parking and servicing accessed through the Tower B site

The proposed Tower B element will comprise:

- 168 accommodation rooms with associated facilities
- 829m² retail floor space
- Registered club (608m²)
- Basement parking and servicing accessed
- Public domain improvement works

The purpose of this report is to:

- * describe the site, it's context, existing use and the proposed development scheme
- * describe the road network serving the site and the prevailing traffic conditions
- * describe the proposed changes to the road network and transport in the vicinity of the site
- * assess the potential traffic implications of the proposed development

- * assess the adequacy and appropriateness of the proposed parking provision
- * assess the suitability of the proposed vehicle access, internal circulation and servicing arrangements



LEGEND



LOCATION

FIG 1

2. PROPOSED DEVELOPMENT SCHEME

2.1 SITE, CONTEXT AND EXISTING USE

The total development site (Figure 2) occupies a prominent position at Circular Quay with frontages to Pitt Street, George Street, Alfred Street and Rugby Place. The existing 28-storey Goldfields House commercial office building, which has ground level retail and restaurant uses, has occupied the site for many years. Basement car parking (including a public parking station) is provided for some 130 cars over 2 basement levels accessed by a combined entry/exit driveway on the Pitt Street frontage. The Fairfax House and registered club sites adjoin to the south with frontage to Rugby Place.

The Tower A site occupies the western part of the total site with an area of 1,015m² and frontages to George Street and Alfred Street while the Tower B site occupies the western part of the total site with an area of 3,025m² and frontages to Pitt Street, Alfred Street and Rugby Place. There is a large consolidated site immediately to the south which is subject to an evolving redevelopment scheme.

The surrounding development is predominantly a mix of multi level commercial office buildings and accommodation hotels. Other significant uses in the vicinity of the site include:

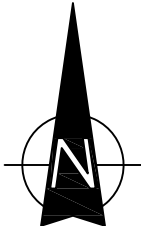
- * the historic Rocks tourist and entertainment precinct located just to the north of the site
- * the Customs House complex located to the east on Alfred Street
- * Circular Quay Railway Station directly opposite the site on the northern side of Alfred Street
- * bus and ferry interchange



SITE A

SITE B

LEGEND



SITE

FIG 2

2.2 EXISTING CONSENT

Consent was granted on 10 May 2012 for a Development Application (D/2010/2029) which involved demolition of the existing Goldfields House building and construction of two new residential apartment buildings with lower level retail and commercial uses.

That development scheme comprised:

- * 197 residential apartments
- * 924m² FSA retail/commercial floorspace
- * basement (7 levels) comprising:
 - 279 parking spaces
 - 33 motorcycle spaces and 67 bicycle spaces
 - 5 loading bays

Architectural details of the approved development are provided on the plans prepared by Kerry Hill Architects which accompanied the Development Application and are reproduced in part in Appendix A.

2.3 PROPOSED DEVELOPMENT

The proposed scheme involves demolition of the existing buildings and excavation of the site to provide for the construction of:

TOWER A

A new 58 storey building accommodating upper levels residential apartments with retail tenancies and residential lobby on the three lower levels.

The proposed development will comprise:

- 4 x studio apartments
- 13 x one bed apartments
- 87 x two bed apartments
- 80 x three bed apartments

Total: 184 apartments

882m² of retail tenancy floorspace

Total: 36,540m² GFA

A total of **146** parking spaces and provision for servicing will be accommodated in the basement levels integrated with and accessed through the proposed adjacent Tower B hotel building on Pitt Street.

TOWER B

A new 26 storey building will have the following “makeup”:

- * Hotel lobby / reception and lounges on the ground level
- * Retail tenancies and registered club on the ground and first levels
- * Ballroom on the second level
- * Services, gym, spa and bar on levels three to five
- * Hotel rooms on levels six to twenty two
- * Restaurant and bar on levels twenty three and twenty four

The development will comprise:

- 168 rooms (199 staff maximum)
- 1,667m² reception lounge, bar and restaurant
- 829m² retail floor space
- Registered club 608m²

Total: 21,070m² GFA

A total of 43 parking spaces and provision for servicing will be accommodated in basement levels integrated with the proposed adjacent Tower A and accessed on Pitt Street.

Architectural details of the proposed development are provided on the indicative plans prepared by Crone Partners which accompany the Development Application and are reproduced in part in Appendix B.

3. ROAD NETWORK AND TRAFFIC CONDITIONS

3.1 ROAD NETWORK

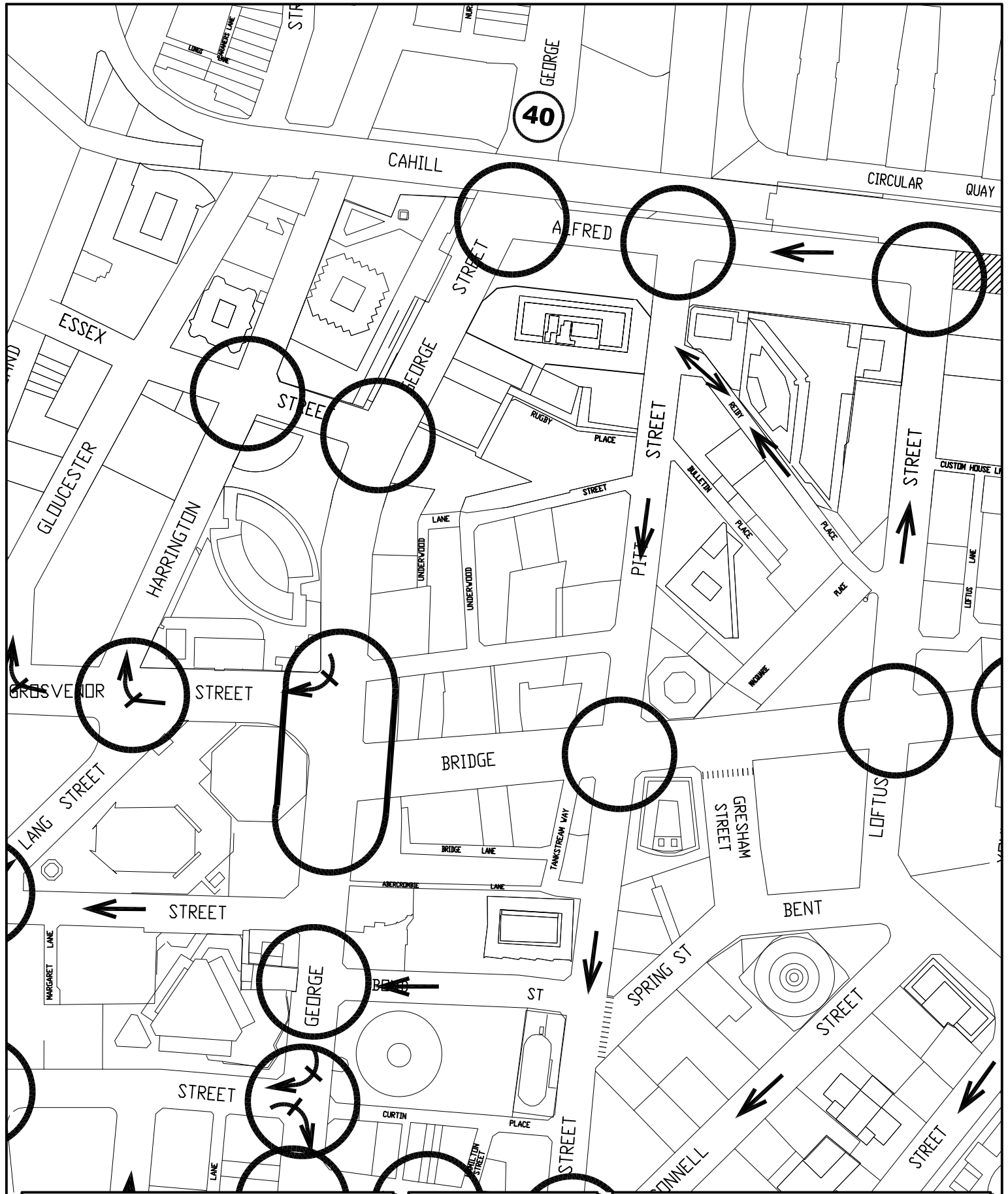
The existing road network serving the site comprises:

- * *George Street* – a Major City Street and public transport corridor which connects between Broadway and The Rocks
- * *Bridge Street* – a Major City Street which runs between George Street and Macquarie Street
- * *Pitt Street* – an Important City Street which connects between Railway Square and Alfred Street but is closed to traffic between Market Street and King Street
- * *Alfred Street* – a Minor City Street which extends between George Street and Phillip Street but is closed to traffic between Loftus Street and Young Street
- * *Rugby Place* – a narrow laneway connecting, between George Street and Pitt Street

3.2 TRAFFIC CONTROLS

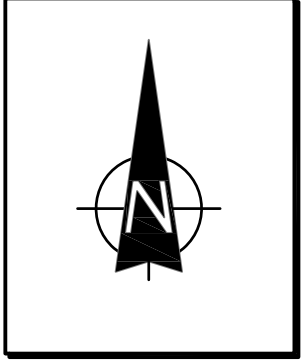
The existing traffic controls which have been applied to the roads in the vicinity of the site (Figure 3) include:

- * the traffic control signals with pedestrian crossing facilities at the intersections of:
 - George Street and Alfred Street
 - Alfred Street and Pitt Street
 - Bridge Street and Pitt Street
 - George Street and Essex Street
 - George Street, Bridge Street and Grosvenor Street
- * the ONE WAY southbound traffic restriction in Pitt Street between Alfred Street and King Street



LEGEND

- TRAFFIC SIGNAL CONTROL
- ↗ RESTRICTED TURNING MOVEMENT
- ← ONE WAY



TRAFFIC CONTROLS

FIG 3

- * the ONE WAY westbound restriction on Alfred Street between Loftus Street and Pitt Street
- * the ONE WAY northbound restriction in Loftus Street north of Bridge Street

3.3 TRAFFIC CONDITIONS

An indication of the existing traffic conditions in the vicinity of the site is provided by surveys which surveys recorded the traffic flows during the AM and PM peak on Pitt Street and the movements IN/OUT of Rugby Place and Goldfields House including public car park which currently operates on the site.

The results of the surveys are summarised overleaf and indicate traffic flows on Pitt Street of some 500 – 600vph and 625 – 675vph in the AM and PM commuter peaks respectively. Movements into and out of the Goldfields House carpark are generally between 40 – 50vph in both the AM and PM peak whilst traffic using the adjacent section of Rugby Place is only some 5 – 10 movements per hour.

PITT STREET, SOUTH OF ALFRED STREET

		6.30-7.30	7.30-8.30	8.30-9.30	4.30-5.30	5.30-6.30
Pitt Street (southbound)		237	446	555	610	675
Carpark	IN	26	48	35	9	11
	OUT	3	-	-	43	52
Rugby Place	IN	7	3	4	1	1
	OUT	-	-	2	5	7

Observations of the traffic movements into and out of the carpark on Pitt Street indicate negligible delays for vehicles exiting the site and no instances of queuing on Pitt Street by vehicles entering the site.

3.4 TRANSPORT SERVICES

The site is located within easy walking distances to major rail, bus, ferry and taxi nodes. In this regard, the site is within 150 metres of Circular Quay Railway Station less than 250 metres to the Circular Quay Ferry Wharves and within easy walking distance of bus terminus stops on Loftus Street, Young Street, Phillip Street, Alfred Street and Harrington Street. Access to taxis is also available through the provision of ranks on George Street opposite the site and on the northern side of Alfred Street between Loftus Street and Pitt Street. A further taxi rank exists on Pitt Street which primarily services the needs of guests and visitors to the Sydney Harbour Marriott Hotel.

Circular Quay Railway Station is serviced by the Bankstown, Inner West, Airport/ East Hills and Main South railway lines and provides connection at either Town Hall or Central Stations to all other City Rail urban and inter-urban lines. Circular Quay Wharf is the focal point of all Sydney Harbour commuter ferry services and as such provides access to the vast majority of wharves on Sydney Harbour and the Parramatta River.

To encourage the uptake of the available services a green travel plan (GTP) would be prepared for residents and employees of the premises during a later stage. The GTP will comprise a package of measures which aimed at promoting and encouraging the uptake of sustainable travel options thus reducing reliance on private vehicles. The preliminary measures to achieving this are reflected in:

- * the compliance with stringent DCP parking controls
- * the availability of public transport information boards to inform the available options to resident, guests, visitors and staff members
- * the information of bicycle routes and provision of sufficient bicycle storage within the premises

4. FUTURE CIRCUMSTANCES

4.1 ROAD NETWORK AND TRAFFIC MANAGEMENT

The existing road network and traffic management for the CBD street system are subject to impending major changes largely to enable the construction and operation of the proposed light rail system. The light rail will run along George Street between Central and Circular Quay and George Street will be essentially closed to vehicle traffic between Goulburn Street and Alfred Street. Alfred Street will also be closed between George Street and Loftus Street while Pitt Street will be closed between Alfred Street and Reiby Place.

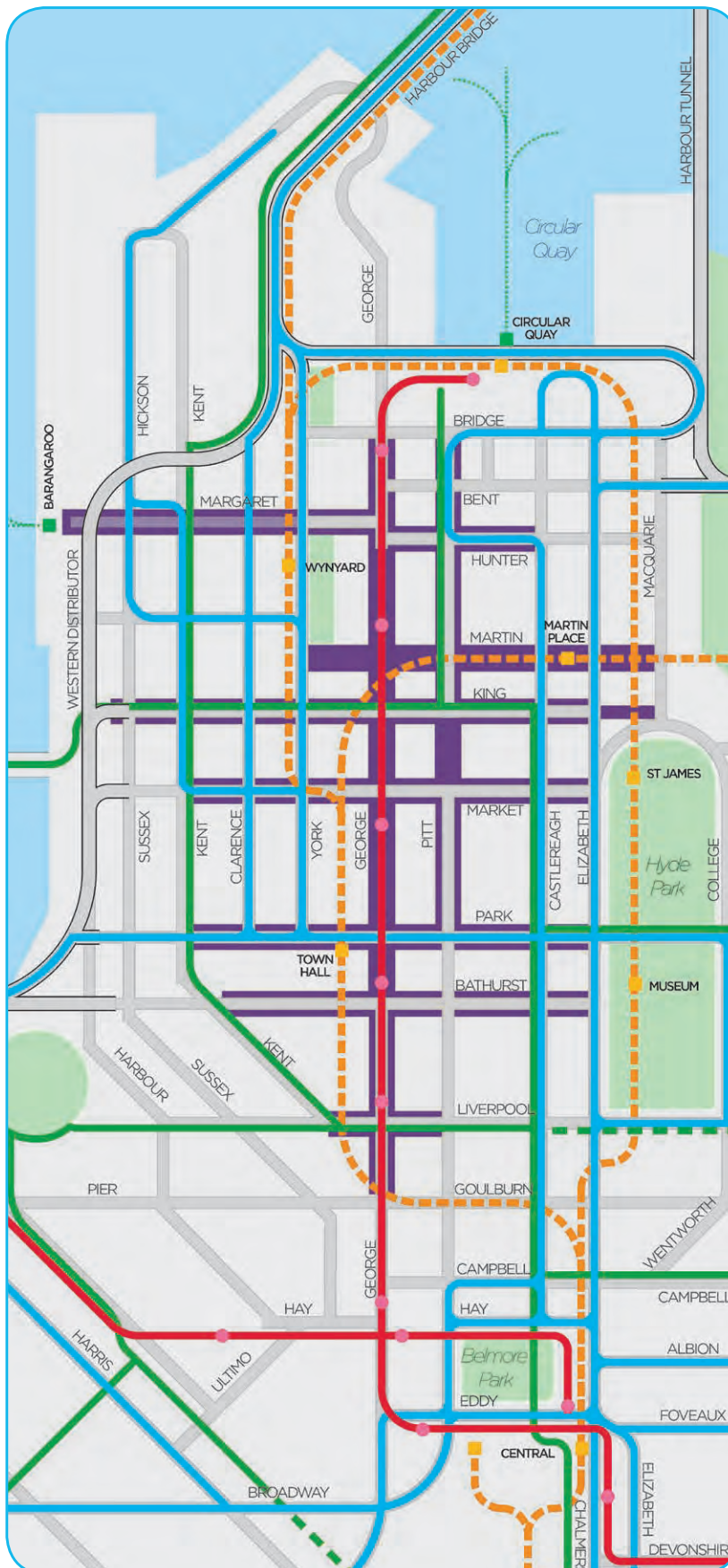
It is understood that one-way access lanes will be provided on each side of George Street between Alfred Street and Essex Street (i.e. Southbound along the eastern side) in order to facilitate access to properties and Pitt Street will become two-way traffic between Bridge Street and Reiby Place while Reiby Place will be one-way westwards.

Rugby Place and Anchor Lane will be closed in conjunction with the redevelopment of the consolidated site to the south of the subject site. It is proposed to construct a two-way bicycle lane along the western side of Pitt Street between Alfred Street and King Street, eliminating parking along that side of the road.

Details of these impending changes are shown on the extract from the Sydney City Centre Access Strategy document which is reproduced overleaf with additional extracts provided in Appendix C. It is proposed to commence construction of the light rail system later this year with completion envisaged in 2019.

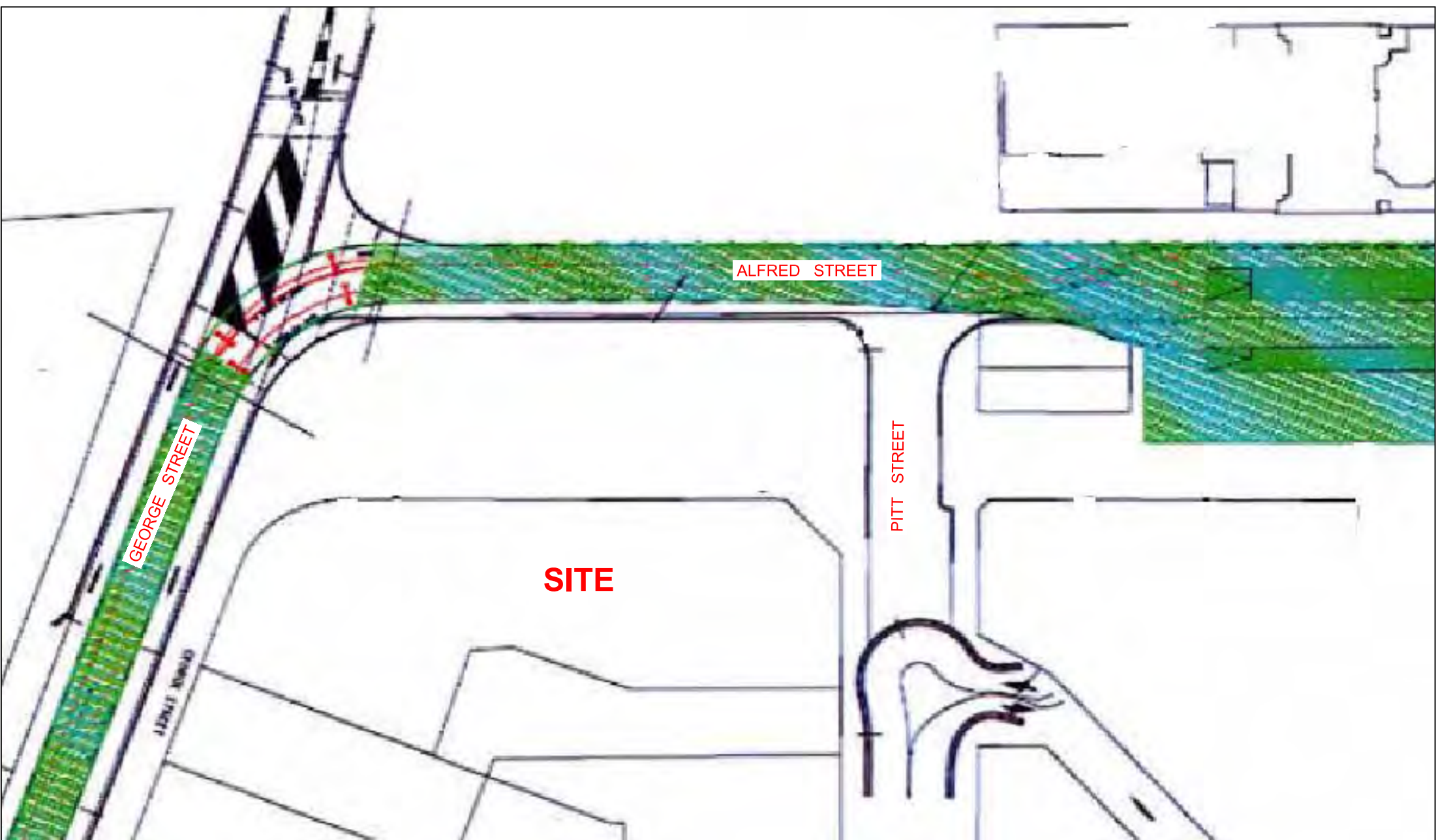
The proposed road closures are shown indicatively on Figure 4, however there are no details of the proposed bicycle lane available at this time.

2031 city centre transport network



- Light rail lines
- Key bus corridors
- - - Rail lines
- Vehicle traffic routes
- Strategic Cycleway network
- Pedestrian areas, links and zones
- - - Access to ferry network

Note: A new CBD rail line and rail crossing under the harbour will also exist on an as yet undefined alignment.



LEGEND



PROPOSED ROAD
CLOSURES

FIG 4

4.2 TRANSPORT SERVICES

The principal impending change to the available public transport services is the proposed light rail system which will have a terminating stop in Alfred Street between Pitt Street and Loftus Street. Bus services will be altered significantly as indicated on the diagram in Appendix C with:

- * the removal of services from George Street
- * concentration of services in Castlereagh Street/Loftus Street and Elizabeth Street/Phillip street with connection via Bridge Street to Cahill Expressway and the Harbour Bridge

5. PARKING

The maximum parking provision relative to the proposed development is specified in the Sydney Local Environmental Plan 2012 (LEP) and Development Control Plan 2012 (DCP) documents as follows:

TOWER A

Residential

Studio	0.1 space per apartment
One-bedroom	0.3 space per apartment
Two-bedroom	0.7 space per apartment
Three-bedroom +	1.0 space per apartment

There is no provision for visitor parking due to the proliferation of public parking stations in the CBD and the excellent transport services.

Retail Uses

$$\frac{\text{Retail GFA}}{\text{Total GFA}} \times \frac{\text{Site Area}}{50}$$

Application of this criteria to the proposed development scheme indicates the following maximum provision:

Residential

4 x studio apartments	-	0.4 spaces
13 x one-bedroom apartments	-	3.9 spaces
87 x two-bedroom apartments	-	60.9 spaces
80 x three-bedroom+ apartments	-	80 spaces
Total:	-	145.2 spaces

Retail Uses

$\frac{882}{36,458}$	x	$\frac{1,015}{50}$	-	0.49 spaces
Total:			-	145.7 spaces (146)

It is proposed to provide a total of 146 spaces including 1 space for the retail space and 27 'accessible' spaces (AS2890.6).

Council's DCP specifies a parking provision for bicycles and motorcycles in relation to the proposed development as follows:

Bicycles

	Resident / Tenant	Visitor/Customer
Residential	1 per apartment	1 per 10 apartments
Retail (Shop)	1 per 250m ²	2 + 1 per 100m ² over 100m ²

Application of this criteria to the proposed development indicates the following:

	Resident / Tenant	Visitor/Customer
184 Apartments	184 spaces	19 spaces
882m ² Retail	4 spaces	10 spaces

Provision for resident bicycle spaces will be in the form of storage while there will be 4 Class 2 spaces and 29 Class 3 spaces provided as required by the DCP criteria.

Motorcycles

The DCP requires provision for motorcycle parking of an area equivalent to 1 car space (13m²) for each 50 car spaces or part thereof. Accordingly a total of 13 motorcycle spaces will be allocated for Tower A.

TOWER B

Hotel

1 space per 4 bedrooms up to 100 bedrooms and 1 space per 5 bedrooms over 100 bedrooms.

Retail Uses

$$\frac{\text{Retail GFA}}{\text{Total GFA}} \times \frac{\text{Site Area}}{50}$$

While the Sydney DCP/LEP do not explicitly specify parking criteria for a 'registered club', it is understood that the premises predominantly sells food and beverage. It is therefore appropriate to associate the club's parking demand with the criteria prescribed under the 'Retail' uses which include facilities serving food and drinks.

As such application of this criteria to the Tower B scheme would indicate the following maximum provision:

Hotel

168 bedrooms	-	38.6 spaces
--------------	---	-------------

Retail Uses

$\frac{(829+608)}{21,070} \times \frac{3,025}{50}$	-	4.13 spaces
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Total	-	43 spaces
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It is proposed to provide a total of 43 spaces in the basement for the Tower B component and there will be a VIP set-down/pick-up provision on Level B3.

Council's DCP specifies a parking provision for bicycles and motorcycles in relation to the proposed development as follows:

Bicycles

	Staff / Tenant	Visitor/Customer
Hotel	1 per 4 staff	1 per 20 apartments
Retail	1 per 250m ²	2 + 1 per 100m ² over 100m ²

Application of this criteria to the proposed development indicates the following:

	Staff / Tenant	Guest / Customer
168 rooms (199 staff)	50 spaces	5 spaces
829m ² Retail	6 spaces	15 spaces

There will be 54 Class 2 spaces and 15 Class 3 spaces provided.

Motorcycles

The DCP requires provision for motorcycle parking of an area equivalent to 1 car space (13m²) for each 50 car spaces or part thereof. Accordingly a total of 4 motorcycle spaces will be allocated for Tower B.

It is apparent that the proposed provision of car, bicycle and motorbike parking will be appropriate and consistent with the LEP and DCP strategy for constraining reliance on private motor vehicle use and encouraging walking and cycling.

6. TRAFFIC

TOWER A

The proposed 184 apartments will be provided with 146 parking spaces which is significantly less than the 303 spaces proposed in the existing consent. The RMS document 'Guidelines for Traffic Generating Developments' (TDT 2013-4b) specify a traffic generation rate for high density residential development located close proximity to rail and bus services of 0.15 to 0.19 vtpd per apartment in peak periods. This total criteria associated on-street activities such as servicing and taxi pick-up and set-downs.

The RMS criteria are based on surveys of high density residential apartment developments in regional / suburban centres with some sites having an unconstrained parking provision. Surveys have been undertaken as part of the assessment for development of this site to establish the traffic generation of two Sydney CBD residential apartment complexes (Century Tower and Observatory Tower). The Century Tower (in Pitt Street) comprises 296 apartments while the Observatory Tower (in Kent Street) has 199 apartments.

The survey results of the traffic generation rate of both developments in the AM and PM peaks are summarised below:

Location	No Apts	AM Vehicle Trips	PM Vehicle Trips	Generation Rate (per Apartment)	
				AM	PM
Century Tower	296	34	39	0.12	0.13
Observatory Tower	199	21	29	0.11	0.15

These results clearly indicate that a traffic generation outcome for Sydney CBD development is somewhat less than that specified in the RMS Guidelines while the proposed development will most likely be somewhat less again because the proposed parking provision will be more constrained than that of the two surveyed existing sites.

Application of the assessed traffic generation characteristic (Av 0.10vtpd per apartment) would indicate the following traffic generation for the proposed development:

	AM		PM	
	IN	OUT	IN	OUT
Residential	4	15	15	4
Service / Deliveries	2	2	2	2
Total	6	17	17	6

TOWER B

The former RTA undertook surveys of a number of existing “tourist” hotels in the Sydney CBD which revealed peak period traffic generation characteristics of:

- 0.2 vtpd per hotel room
- 2 taxi trips per 10 hotel rooms per hour

The RMS guidelines do not provide any traffic generation criteria for 5 star hotels and the proposed hotel will be somewhat unique due to the constrained parking provision unlike the hotels surveyed by the former RTA.

The traffic movements generated by the proposed hotel will be very largely comprised of:

- hire cars/limousines
- taxis
- small VIP vans
- guest cars
- service vehicles

Wanda Group operate some 75 hotels worldwide and are aware that the nature of the guests which choose to stay at the proposed hotel will mean that there will not be any tour coaches or shuttle mini buses visiting the site. On this basis the projected traffic generation of 2 vtpm per 10 hotel rooms and 10 vtpm for service/delivery vehicles in the morning and afternoon peaks periods would indicate the following traffic generation:

	AM		PM	
	IN	OUT	IN	OUT
Hotel	17	17	17	17
Service/delivery	5	5	5	5
Total:	22	22	22	22

On that basis the traffic projections for Tower A and B development which occur through the same access driveways would indicate the following total traffic generation (basement and on-street set-down/pick-up movements):

	AM		PM	
	IN	OUT	IN	OUT
Tower A	6	17	17	6
Tower B	22	22	22	22
Total:	28	39	39	28

The existing Goldfields House car park generates some 50 vtpm in the morning and afternoon peak periods and in addition to this there are service vehicle movements and pick-up/set-down movements (i.e. taxis) and movements associated with the Fairfax House and registered club sites.

It is apparent that the traffic generation of the proposed development (Towers A and B) will be very similar and therefore largely imperceptible on the access road system.

In fact, the envisaged CBD and South East Light Rail facilities will further enhance the uptake of non-private vehicle transport when operational. The availability of these services (envisaged in 2019) will further reduce traffic generation of the site.

In conclusion, the impact of the traffic generated by the proposed development will be acceptable in terms of road network capacity and pedestrian/cyclist safety and consistent with the transport planning policies and strategies for Sydney CBD.

7. ACCESS, INTERNAL CIRCULATION AND SERVICING

ACCESS

Access for the basement car park and loading dock areas will be provided by separate ingress and egress driveway on the Pitt Street frontage of the proposed Tower B hotel reflecting the existing development consent. These driveways will accommodate service vehicle movements and will be located where good sight distances are available for drivers, pedestrians and cyclists. The consolidation of access for the carpark and loading dock areas removes the need to retain service vehicle access to the site via Rugby Place. This outcome will enhance pedestrian amenity on what will be an important and highly utilised mid-block pedestrian thoroughfare with the proposed closure and pedestrianisation of Rugby Place.

The COS DCP 2012 states that *“provision for tourist coach parking for hotels is to take account available off-site coach parking. Where practical, and subject to urban design, heritage and streetscape considerations the SD/PU of passengers is to be accommodated within the site”*.

It is not practical to accommodate tour coaches within the site due to the height clearance and ramp length/turning requirements. It is proposed to provide a section of NO PARKING restriction on the Pitt Street frontage to provide for SD/PU by taxi, car, mini bus and tour coach.

The proposed SD/PU facility has had regard for the possible future provision of a two-way bicycle lane along the frontage (2.5m) separated from the SD/PU lane and the moving traffic lane by narrow islands in the manner that has been implemented elsewhere in the CBD.

It is not expected that large (14.5m) tour coaches will be required to access the proposed hotel due to the nature of the hotel clientele.

It is understood that the proponent is willing to consider the opportunity to integrating the 2 towers' basement to reduce the number of vehicular access along the Pitt Street corridor. It is noted that the proposed access, aisle and all provisions for internal circulation have been designed to accommodate efficient passage of 2-way traffic movements. As such, it is assessed that the proposed basement will have reasonable capacity to accommodate additional traffic movements arising from the adjoining development scheme.

INTERNAL CIRCULATION

The proposed integrated basement for the Tower A and B developments will have five levels connected by 2-way ramps. The SD/PU facility will be provided on B2 level and service vehicles will utilise the loading docks on B1 level. The layout of the car parking and service vehicle areas has been designed generally in accordance with the Stage 2 Approved Scheme in terms of parking bay size, access and circulating aisle widths, ramp grade/width and column placement.

SERVICING

The Sydney DCP 2012 specifies the following criteria for service vehicle provision in relation to the proposed development:

Residential Apartment	1 space for the 1 st 50 apartments and 0.5 spaces for every 50 apartments thereafter or part thereof
Hotel	1 space per 50 bedrooms to 100 bedrooms then 1 space per 100 bedrooms, 1 space per 400m ² reception, lounge, bar and restaurant area to 2,000m ²
Retail	1 space per 350m ² or part thereof

Application of this criteria to the proposed development indicates the following:

Tower A			Tower B		
184 Apartments	-	2.3 spaces	168 Hotel Rooms	-	7.2 spaces
Retail 882m ²	-	2.5 spaces	Retail 1,437m ²	-	4.1 spaces
Total:	-	5 spaces	Total:	-	11 spaces

A study undertaken by Arup for the City of Sydney recorded the characteristics of service vehicle movements at various buildings in the CBD. The results of classification surveys at two mixed use residential buildings are provided in Appendix D indicating the high percentage of van and small truck movements.

Accordingly it is proposed to provide a total of 16 service vehicle spaces on the B1, B2 and B3 levels of the integrated basement with larger trucks accommodated in B1 while vans and utility vehicles (e.g. serviced personnel, couriers) will be accommodated in B2 and B3.

Refuse removal will be undertaken by the City of Sydney with a requirement for their 9.54 metre garbage truck and details of a turning path assessment for this vehicle indicating a satisfactory provision are provided in Appendix E. As the design scheme is indicative in nature at this stage, it is understood that the DCP design criteria for servicing arrangements would be accommodated during the detailed design stages.

EMERGENCY ACCESS

It is understood that emergency vehicles (up to HRV for fire brigades) will use the set-down and pick-up bay along the Pitt Street frontage in the rare event of an emergency. These vehicles will be able to turn around and depart in forward directions at the Pitt Street/Reiby Place turning head.

8. RESPONSE TO SEARS

TRAFFIC GENERATION

Section 6 of this report contains a detailed traffic assessment including the analysis of the projected traffic generation of the proposed development and the operational impact on the surrounding intersections.

CARPARKING, BICYCLE PARKING/STORAGE

Section 5 of this report contains a detailed assessment of the proposal which identifies the respective maximum car parking and bicycle/motorcycle provision within Towers A and B. It is understood that the proposal will be entirely consistent with the relevant DCP/LEP controls.

VEHICULAR ACCESS

The proposed vehicular access is located on the Pitt Street frontage (as detailed in Section 7) and will be shared between Towers A and B. It is assessed that the proposed arrangement will present as an adequate arrangement and will have sufficient provision to accommodate reasonable traffic movements from adjoining development scheme.

TRANSPORT SERVICE AND CYCLE STRATEGY

Section 3.4 and 4 of this report contains a detailed assessment of the existing public transport services as well as identifying potential opportunities for promoting the uptake of non-private vehicle transport options, including bicycling.

SERVICING/EMERGENCY ACCESS

Section 7 of this report provides a detailed assessment of the site's servicing provision and arrangement.

PITT STREET CYCLEWAY

Section 7 of this report identifies the provision for future 2-way bicycle lane along the Pitt Street frontage.

9. CONCLUSION

This report documents an assessment of the traffic, parking and access implications of the Tower A and B of the proposed redevelopment of the existing Goldfields House and adjoining sites at Circular Quay for a residential apartment and ancillary retail tenancies.

The assessment has concluded that the proposed development:

- * will only generate minor traffic movements and will not present any adverse traffic implications
- * conforms with the provisions of Sydney LEP 2012 in relation to the maximum number of parking spaces allowed
- * is consistent with the design requirements of Australian Standards AS2890.1 and AS2890.6
- * will have a basement access that is generally consistent with the Stage 2 Approved Scheme

APPENDIX A

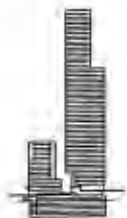
PLANS OF APPROVED DEVELOPMENT



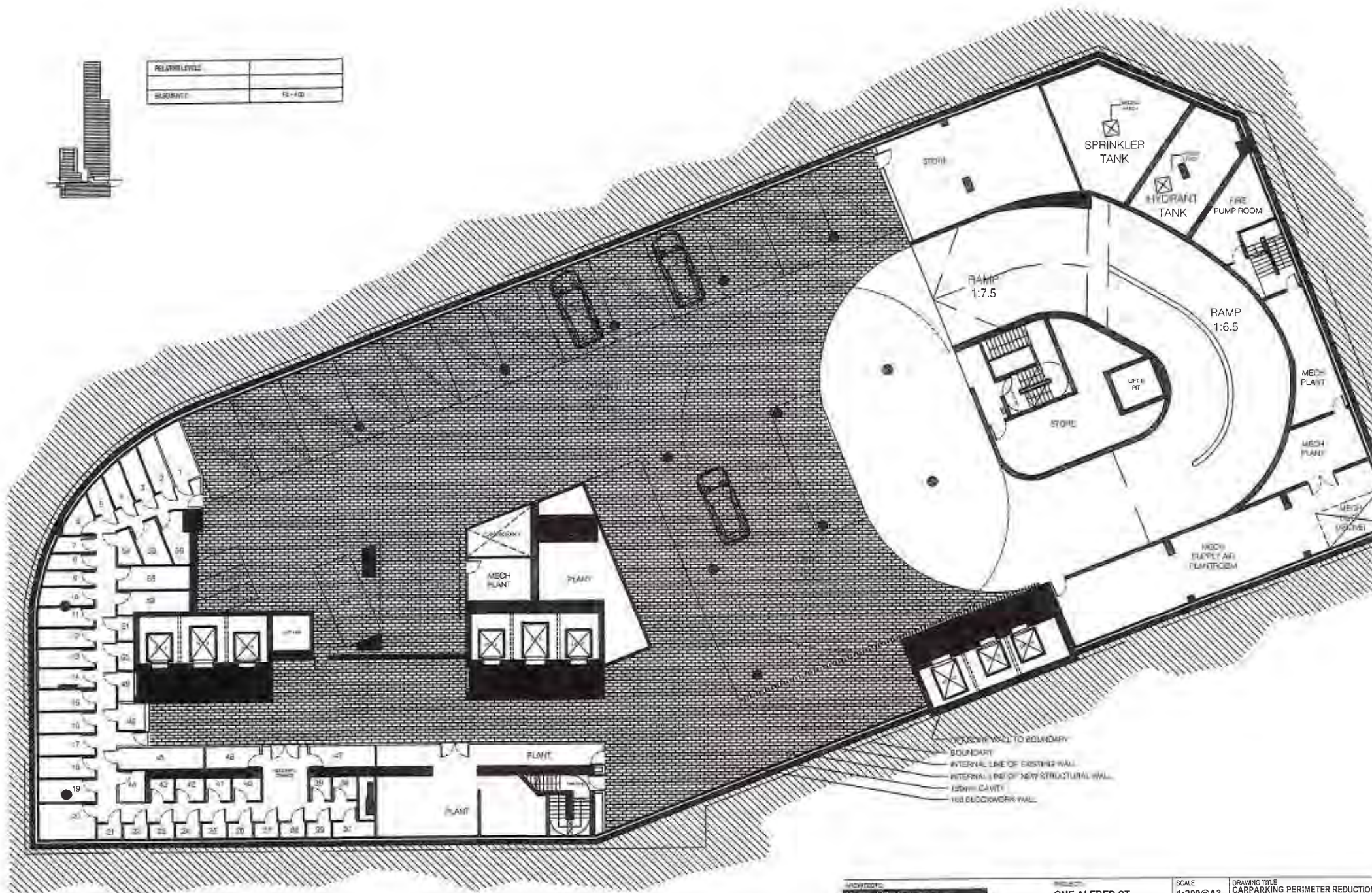
ARCHITECTS Kerry Hill Architects 30 MOUNT STREET, PLYMOUTH WA 6150 TEL: +61 8 9338 4145 FAX: +61 8 9338 4346 arch@kerryhillarchitects.com	PROJECT 1 ALFRED ST	SCALE 1:250 @A3	DRAWING TITLE GROUND SITE PLAN
		DESIGNER SK AR	ISSUE 333
		DATE 10.09.09	ISSUE C

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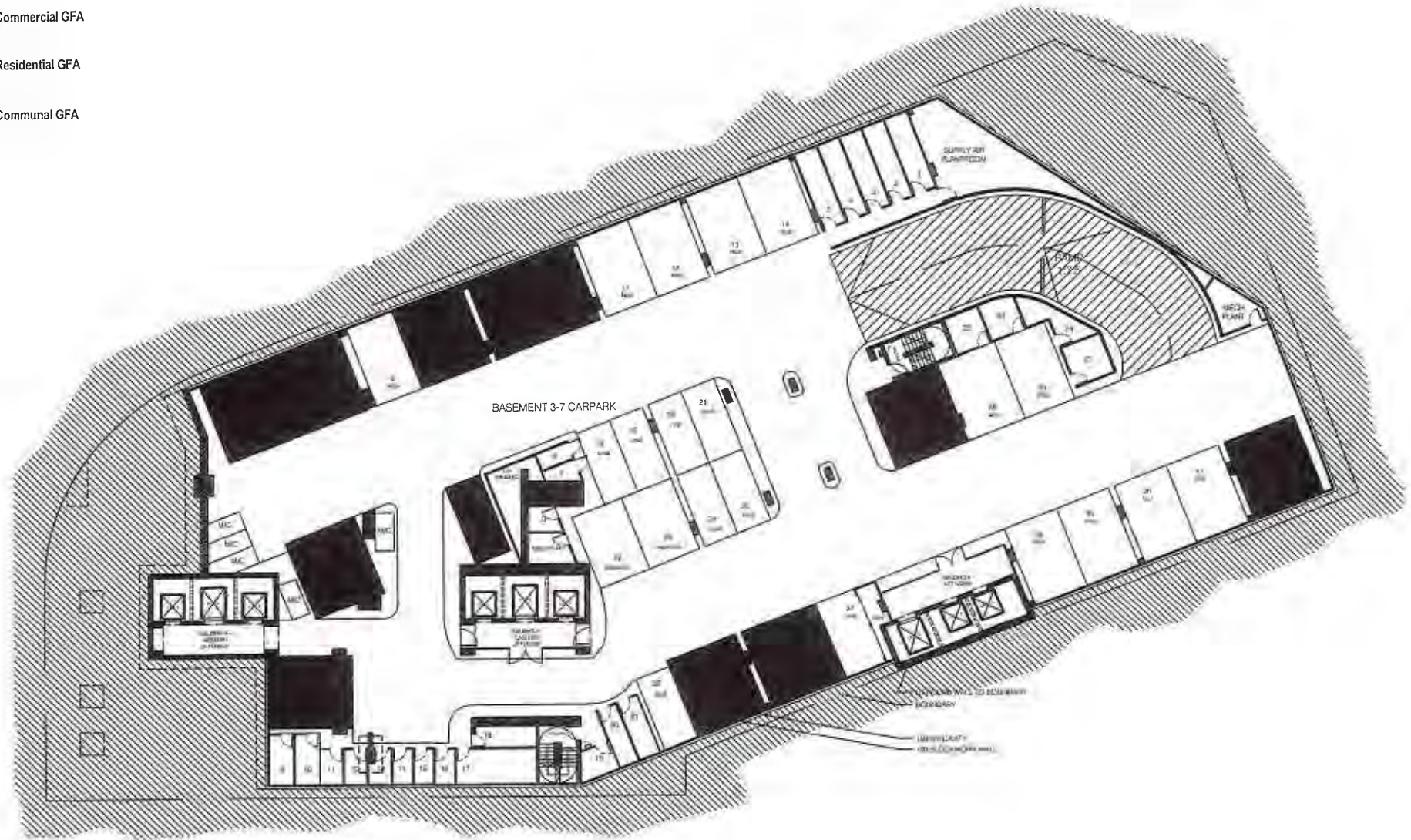
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RELATIVE LEVEL	
GROUND	10.00



-  Commercial GFA
-  Residential GFA
-  Communal GFA



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