

# **Joint City Block Roll Out Agreement**

*In respect of*

**Block 2 and 7 Spencer Dock**

*Prepared by*

**John Spain Associates**

*On Behalf of*

**Spencer Place Development Company Limited**

**August 2019**



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## **INTRODUCTION**

This Joint City Block Roll Out Agreement (JCBRA) is being submitted to the North Lotts and Grand Canal Dock SDZ Development Agency in respect of Block 2 and 7, Spencer Dock.

This JCBRA is being submitted on foot of the requirement set out in Section 6.1.2 of the Planning Scheme which states:

*“Prior to the submission of a planning application for development within a City Block, a City Block Roll Out Agreement (CBRA) shall be entered into between developers/owner(s) and the SDZ Agency in order to secure the co-ordinated delivery of the mix of uses and supporting infrastructure necessary to deliver the objectives of the Scheme within each City Block unless an individual planning application for the City Block addresses these matters.”*

The JCBRA is intended as a mechanism to ensure the co-ordinated delivery of the mix of uses and supporting infrastructure necessary to deliver the objectives of the Planning Scheme.

Our clients propose to lodge a planning application for an alteration to permitted development on Block 2. Planning permission was recently granted on the site for amendments to Reg. Ref. DSDZ2896/18 as amended by DSDZ4279/18 which permitted 349 no. residential units and an aparthotel comprising of 100 no. rooms (240 no. bed spaces). The proposed alteration seeks to provide for 464 no. residential apartment units and a change of use of the permitted aparthotel to provide for 84 no. shared accommodation units (200 bedspaces).

Planning permission was granted under Reg. Ref. DSDZ2661/17 and as amended by DSDZ4184/18 for the first phase of development within Block 7 comprising of commercial office use and hotel use. This Joint City Block Roll Out Agreement is proposed to address key issues such as land use ratio across both city blocks.

The purpose of this document is to set out how the overall objectives of the Planning Scheme regarding Block 2 and 7 will be achieved in the long term.

The JCBRA for Block 2 and Block 7 was previously agreed with the City Council. This application seeks to revise the land use mix location within Blocks 2 and 7 to facilitate a full residential scheme within Block 2B and 2D.

The previous land use mix allocation provided for a total of 1,289 sq.m. commercial use and 2,732 sq.m. of residential use within Block 2D. It is proposed to swap the commercial use within Block 2D for residential use within Block 7C to provide for a full residential use within Block 2B and 2D, retaining the overall land use mix between commercial and residential. There is no other change to the land use proposed.

The proposed change in the land use mix location within the Blocks will enable the immediate delivery of much needed residential accommodation to the Docklands.

The Planning Authority noted in their report submitted at pre application stage that the JCBRA proposal continues to accord with the planning scheme. It is therefore considered to be acceptable in principle.

*“It should be noted that the proposed amendments do not impact on the provision of the JCBRA from providing for a combined mix of 35% Residential: 65% Commercial across Blocks 2 and 7, with both delivering a mix of uses. It is therefore considered that the proposal continues to accord with the planning scheme”.*

## **SITE LOCATION AND DESCRIPTION**

### **Block 2**

Block 2 is a largely undeveloped City Block bound by Sheriff Street to the north and Mayor Street to the south. New Wapping Street is located to the east and Spencer Dock residential development to the east. There is a small terrace of two storey housing located along the southern boundary at the junction of Mayor Street and New Wapping Street. The site also accommodates a new pumping station. The pumping station was originally permitted by the Dublin Docklands Development Authority under DD329. It is a significant structure that serves Spencer Dock and the wider North Lotts area.

Planning permission was recently granted on the site for amendments to Reg. Ref. DSDZ2896/18 as amended by DSDZ4279/18 which permitted 349 no. residential units and an aparthotel comprising of 100 no. rooms (240 no. bed spaces)

### **Block 7**

Block 7 is a largely vacant block located with direct frontage to the City quays. It is bound by New Wapping Street to the east and Mayor Street to the north. The Convention Centre Dublin and the PWC offices are located to the west.

The site currently accommodates three protected structures including the former British Rail Hotel – RPS 5838, the CIE Goods Depot RPS 5836 and the Woolstore RPS 5837. These are currently disused.

The north west quadrangle of the block accommodates an open space area which is currently utilised as a public park.

The western half of both blocks (sites 2A and 2C and 7A and 7C) form part of the DART Underground reservation strip.

Permission was previously granted under application Reg. Ref. DSDZ2661/17 as amended by DSDZ4184/18 for a substantial commercial development on Block 7. A Joint City Block Roll Out Agreement setting out the same key principles as proposed under this document was submitted and agreed by the City Council. Further amendment planning permissions have been granted on Block 7 under Reg. Ref. DSDZ4184/18.

## **OBJECTIVES OF THE NORTH LOTTS AND GRAND CANAL DOCK PLANNING SCHEME**

The Planning Scheme sets out a number of specific objectives regarding Block 2 and 7. These are summarised below:

### **Block 2**

#### **Use Mix**

- 40 Residential: 60 Commercial over City Block.
- Commercial uses to be concentrated on 2C, fronting Station Square, and west side of 2D to form a commercial hub at confluence of Luas line and DART Inter-connector.
- Residential to be concentrated to east side of 2D. The design of such residential development shall respect the context, setting and amenities of existing housing on Mayor Street Upper. This approach allows for an appropriate transition in height and scale at the hub's interface and affords an opportunity to address the social housing legacy issues associated with block STUV.
- Blocks 2A and 2C on DART Underground line shall be used as location for temporary pavilion structures for a wide range of cultural, innovation and creative events and uses. The design and use of such temporary structures shall have regard to the protection of residential and visual amenities of the surrounding area.
- Ground floor active uses to be provided fronting Station Square.

#### **Urban Form and Height**

- Block 2C to be 12-storey (maximum) commercial (minimum 10 storey) fronting Station Square, to achieve balance between hub quantum and view lines from Georgian mile. Landscaped plaza south of block.
- Remaining blocks to be range between 5-storey commercial/6- storey residential and 6-storey commercial/7-storey residential, stepping down to 3 residential immediately north and west of the Mayor Street terrace.
- Urban blocks to front Sheriff Street to remake and contain the street.
- The 7-storey residential frontage to New Wapping Street responds to the 2/3-storey terrace opposite, more favourably than the 9-storey scheme previously certified.
- Any temporary pavilion buildings to be up to a maximum of 4 storeys.



### Public Realm

- East-west street linking existing pedestrian street in STUV block to New Wapping Street approximately mid-way along block.
- North-south street mid-way along block linking Sheriff Street with Mayor Street and Station Square.
- A landscaped plaza fronting Block 2C to provide for attractive space adjacent the Luas stop.
- New streets to be within the range of widths as shown on figure 31 and subject to the criteria set out in Section 5.4.3.

### Infrastructure

- Each site to complete access and attendant public realm prior to occupation.
- Drainage/water infrastructure to be installed with access installation.
- Foul drainage: South of site to drain to new 525mm pipeline and onto the Spencer Dock Pumping Station. North of site to drain to proposed 1,200mm pipeline (currently at tender stage) and onto the Spencer Dock Pumping Station.
- Surface water drainage: Storm water infrastructure to be put in place which will drain northwards to East Wall Storm Pumping Station.
- The hatched line as indicated in City Block 2A & 2C shall be retained as a reservation strip for the future provision of the DART Underground Station. No permanent structures shall be built over this until the position of the DART Underground Station has been confirmed. In the interim period temporary uses and/or pavilion structures will be considered. Any future over-site development must incorporate the smoke ventilation and air intake provisions into their design, and that temporary buildings should not pose a risk to the delivery of the station. All applications for buildings within the zone of influence will demonstrate to Iarnród Éireann in their planning application how the proposal relates to the DART Underground Line. (Refer to Appendix 7 for Reservation Strip and Zone of Influence).

### Block 7

Use mix

- 30 Residential:70 Commercial, reflecting the strategic objective to create an Economic Hub based on DART Underground/Luas interchange.
- A variety of commercial uses, with an emphasis on ground floor active uses should be provided for the Protected Structures, and to enliven the public spaces adjacent to these buildings. Ground floor active uses should also be promoted fronting Station Square.

Urban Form/Height

- 6-Storey commercial/7-storey residential in blocks 7C and D to provide balanced context for the Protected Structures and central Station Square.
- 7-Storey commercial to block 7B fronting Station Square, reducing to 6-storey commercial (7 residential) to east, having regard to balance between economic hub and residential amenity for terrace north of Mayor Street.
- Any temporary pavilion buildings to be up to a maximum of 4 storeys • 6-storey commercial/7-storey residential in Block 7D raising to 8-storey commercial to North Wall Quay with appropriate transition to the Protected Structure, the former London and North Western Hotel.

The Scheme also provides for an additional storey above the specified height thresholds with a set back of 1.5 metres plus subject to a shadow analysis and a compelling urban design rationale.



Public Realm

- Major element is a c. 60m x 55m civic and events space in north-west quadrant. Interim design needed, until DART Underground “cut and fill” is completed.
- City Block and civic space served by two new streets, one north-south and the other east-west, to form part of a secondary network with adjacent City Blocks. Also provides links to new pedestrian bridge across to Forbes Street.

- New streets to be within the range of widths as shown on Figure 31 and subject to the criteria set out in Section 5.4.3.

#### Infrastructure

- Each site to complete access and attendant Public Realm prior to occupation.
- Drainage/water infrastructure to be installed with access installation.
- Interim uses/temporary/pavilion structures to be promoted on Woolstore quadrant (7c) until DART is installed.
  - Foul drainage: Site to drain via proposed infrastructure following proposed roads to 525mm pipeline and on to Spencer Dock Pumping Station.
  - Surface water drainage: Stormwater infrastructure to be put in place to drain southwards to the Liffey.
  - The hatched line as indicated in City Block 7A and 7C (Woolstore quadrant), shall be retained as a reservation strip for the future provision of the DART Underground Station. No permanent structures shall be built over this until the position of the DART Underground Station has been confirmed. In the interim period, temporary uses and/or pavilion structures will be considered. Any future over-site development must incorporate the smoke ventilation and air intake provisions into their design, and that temporary buildings should not pose a risk to the delivery of the station. All applications for buildings within the zone of influence will demonstrate to Iarnród Éireann in their planning application how the proposal relates to the DART Underground line. (Refer to Appendix 7 for Reservation Strip and Zone of Influence).

The planning application to be submitted with the Phase 1 application for Block 7 includes a compliance statement which sets out in detail how the development complies with the specific objectives of the North Lotts and Grand Canal Dock Planning Scheme.

## REQUIREMENTS OF THE JOINT CITY BLOCK ROLL OUT AGREEMENT

The JCBRA is required to address such issues as the mix of uses across the city block, provision of social units, delivery of infrastructure requirements, proposals for taking in charge, interim landscaping measures, design and layout of new roads and streets, identification of social infrastructure (e.g. health centre), etc.

We set out below how the block specific objectives and requirements of the JCBRA as set out in the Planning Scheme will be addressed.

### LAND USE MIX

It is stated in the Planning Scheme:

*“The Roll Out Agreement or planning application must demonstrate how the specified land use ratio for each City Block is to be achieved either within that City Block or in combination with adjacent City Blocks. It is a policy objective to achieve a 50:50 land use ratio in the overall SDZ and to provide a ratio as close as possible to this mix in each of the constituent hub areas.” (our emphasis)*

As our clients land interest extends to both City Block 2 and 7. The remainder of the lands are in the control of CIE with the exception of the 6 private domestic dwellings fronting Mayor Street. A Joint City Block Roll Out agreement can be entered into to ensure that the land use ratio across both city blocks is achieved in accordance with the objectives of the Scheme.

It is further stated:

*“The spatial distribution of the required ratio of commercial to residential across the City Block, to achieve a co-ordinated pattern of land use across the block over time, and to ensure the unsustainable end loading of a mono use environment is avoided.”*

As detailed above it is an objective of the Planning Scheme to achieve a land use mix for Block 2 of 40 Residential:60 commercial and for Block 7 of 30 Residential:70 Commercial.

The combined ratio over both blocks is therefore 35 Residential: 65 Commercial.

We enclose in Appendix 1 a land use diagram for Block 2 and 7 indicating the land use ratio that is proposed across both City Blocks. As part of this application it is proposed to transfer 1,289 sq.m. of commercial use within Block 2D to Block 7C, resulting in 1,289 sq.m. of residential use being allocated to Block 2D.

The proposed transfer of land use enables a full residential scheme to be brought forward immediately under the subject alteration application to provide for c. 30% increase in residential floor area on the subject site.

It can be seen from this diagram that the land use ratio proposed is 35 Residential: 65 Commercial over both City Blocks. The proposed alterations therefore do not effect the overall land use ratio across the two Blocks. It is considered that this land use ratio is consistent with the objectives of the Scheme regarding Block 2 and 7.

### **PART V**

It is stated in the Scheme that the JCBRA shall address how social housing units will be provided in accordance with the City Council's Housing Strategy and Government Housing Policy for Blocks 2 and 7 as necessary.



Permission for residential development has already been granted under DSDZ2896/18 as amended by DSDZ4279/18 for Block 2. It is envisaged that later phases of development on Block 2 and 7 may also include residential development. It is anticipated that Part V will be provided for in accordance with the requirements of the City Council under the current permission pertaining to Block 2 and as part of future planning applications for these residential blocks. Each future residential planning application on Block 2 will include a detailed proposal as to how Part V provision will be delivered. The applicant will comply with any condition imposed by the City Council regarding the provision of Part V.

## INFRASTRUCTURE

It is set out in the Scheme that the CBRA shall address the infrastructure requirements for the City Block including connections to the strategic network, together with a programme of installation works and responsibility for delivering infrastructure, such that each application can demonstrate the means by which the necessary infrastructure can be installed prior to the occupation of a given unit. Flood management and soil remediation measures are to be provided as necessary as part of development.

This section provides a summary of the main infrastructure requirements for Blocks 2 and 7 and how it is intended to achieve them. The requirements of the JCBRA to be addressed specifically are:

- Connections to the Strategic Network
- A Programme of Installation Works
- Responsibility for Delivery of Infrastructure
- Flood Management
- Soil Remediation

### Connections to the Strategic Network

The internal streets shown within the block plans for both blocks 2 and 7 will be constructed to approximately align with the proposed widths and indicative locations shown in Figure 31 of the SDZ Plan reproduced below. All City Streets and Local Streets within the block will be designed to accommodate fire tender access. All connections to the strategic network will be designed to take into account the existing streets, their use, the Design Manual for Urban Roads and Streets (DMURS) and the National Cycle Manual (NCM). All accesses to underground carparks will be from the north-south streets on the block perimeters.

### Programme of Installation Works

Both blocks 2 and 7 are affected by the proposed DART Underground project. In line with the requirements of Sections 5.5.2 and 5.5.7 of the Planning Scheme no permanent structures are to be built over the reservation strip for DART. Therefore this programme of installation shall just deal with the elements of infrastructure on the lands outside of the reservation strip.

#### **Block 2**

Within Block 2, the primary accesses for the buildings will be from Mayor Street Upper and New Wapping Street. As part of the delivery of Block 2 the following elements of infrastructure will be provided:

- Foul water connection
- Surface water drainage and SUDs features

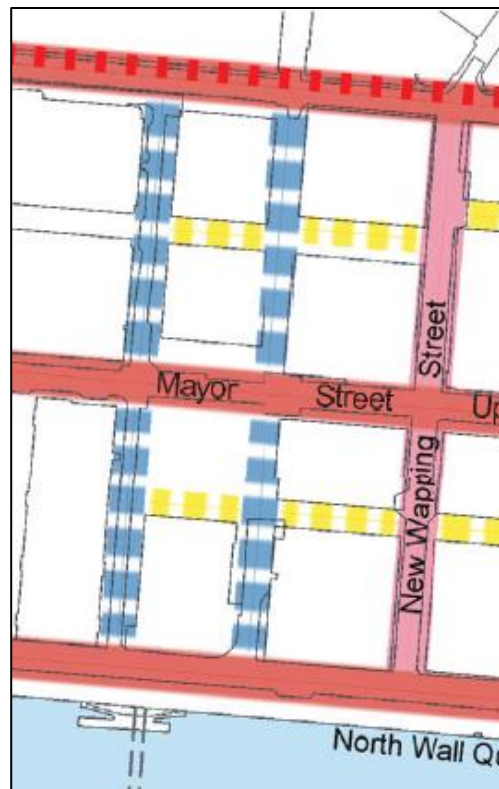


Figure 31: Indicative locations of internal streets for Blocks 2 and 7.

- Surface water outfall to East Wall Pumping Station
- Non vehicular access to Mayor Street Upper

**Block 7**

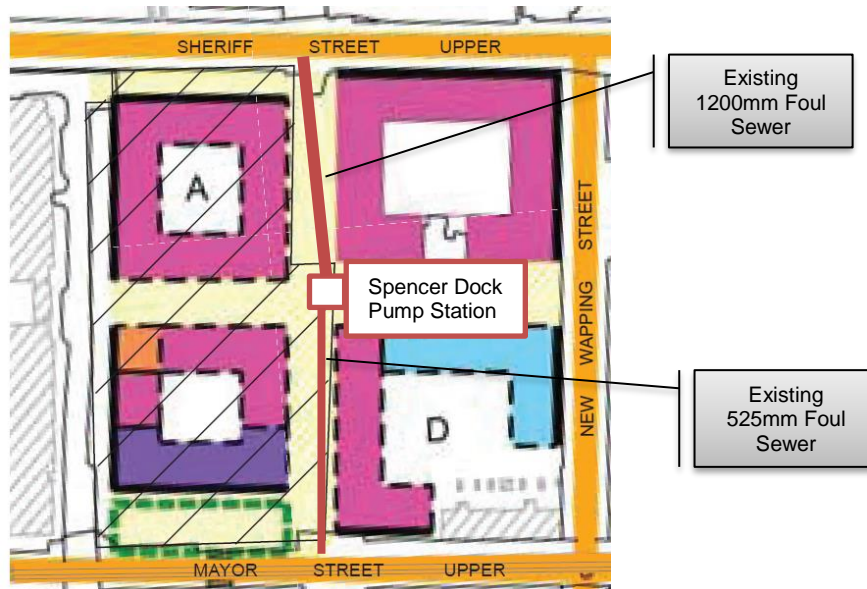
Within Block 7, the first phase of development will include Buildings 1, 2, 3 and 4. The buildings will share a common basement but will be constructed above podium level separately. The storm and foul infrastructure for block 7 will be constructed with the first building and the common basement. The primary accesses for the buildings will be from North Wall Quay and New Wapping Street. A new north south route is proposed between building 1 and 4 linking the new plaza space on the east west street with a pedestrian route to the Quays. As part of the delivery of the first building and common basement the following elements of infrastructure will be provided:

- Foul water connection
- Surface water drainage and SUDs features
- Surface water outfall to the Liffey
- Non-vehicular access to North Wall Quay
- Vehicular access to New Wapping Street

## Wastewater Network

### Block 2

It is proposed in Section 5.5.2 of the SDZ Planning Scheme that the south of Block 2 is to drain to the existing 525mm pipeline currently laid and that the north of the block is to drain to the new 1200mm pipeline in the same street. The foul network for Block 2 will be designed and constructed such that the foul connection strategy as outlined in SDZ will be adopted.



### Block 7

It is proposed in Section 5.5.7 of the SDZ Planning Scheme that the entirety of block 7 is to drain to the existing 600mm combined sewer along New Wapping Street and the 225mm combined sewer to the west of the site. The foul network for Block 7 will be designed and constructed such that the foul connection strategy as outlined in SDZ will be adopted. The foul drainage will be installed with the access installation for the block.

## Surface Water Network

### Block 2

The surface water drainage will be designed in accordance with SUDs principles. It will be attenuated in line with DCC Drainage Department's requirements and designed to cater for tidal locking. Attenuation within the block will be complemented where possible with SUDs features within the buildings and public realm. The outfall for the block will be northwards to East Wall Storm Pumping Station.

### Block 7

The surface water drainage will be designed in accordance with SUDs principles. It will be attenuated in line with DCC Drainage Department's requirements and designed to cater for tidal locking. Attenuation within the block will be complemented where possible with SUDs features within the buildings and public realm. The outfall for the block will be southwards to the Liffey.

## **Flood Management**

As outlined in the Strategic Flood Risk Assessment contained in the SDZ document all planning applications within the Blocks will submit a Site Specific Flood Risk Assessment (SSFRA). This will emphasise residual flood risks, site specific mitigation measures, flood resilient design and construction. All residential development within the two blocks will be at a minimum level of 4.0m OD. All non-residential development will either be at a minimum level of 4.0m OD or greater or it will include resilient design features.

On block 7 where specific protected structures will have to be maintained below a level of 4.0m OD, resilient features and a protection strategy will be developed and submitted with the applications for the development of these buildings.

## **Soil Remediation**

A specialist environmental consultant has been engaged. This consultant will provide a report to set out the classification of the soil and the remediation measures required. This will be included in future planning applications pertaining to the site. The remediation shall incorporate international best practice and expertise on innovative ecological restoration techniques including specialist planting and green initiatives that create aesthetically improved sites, healthy environments and contribute to the provision of new green open spaces as integral parts of newly created areas.

Block 7 is currently been excavated as per the previous planning permission. The appointed earthworks contractor has engaged a specialist environmental consultant to liaise with the local landfill sites on their waste acceptable criteria. In addition, the contractor is liaising with Dublin City Council and has applied for a Transfrontier Shipment licence for hazardous material that needs to be disposed of at suitable facilities overseas.

## **TAKING IN CHARGE**

It is stated in the Scheme that the JCBRA should indicate the areas to be taken in charge in DCC with attendant timelines.

At this stage it is proposed that given the uncertainty regarding the timescale of the implementation of the Dart Underground that it is not possible to determine which areas will be taken in charge by Dublin City Council.

The internal streets within the first phase application for Block 7 will not be taken in charge. The internal streets will however be designed to taking in charge standard.

The existing public streets – North Wall Quay, New Wapping Street, and Sherriff Street Upper will be taken in charge by DCC.

**INTERIM LANDSCAPING**

It is stated in the Scheme that the CBRA shall clarify the treatment and use of all lands not proposed for initial development within each City Block, and shall include interim landscaping or other interim measures.

Landscaping works to Block 7 were permitted under Reg. Ref. DSDZ2661/17 and as amended by DSDZ4184/18 which will be carried out as part of the ongoing site works. Planning permission was also granted for a high quality landscaped scheme under DSDZ2896/18 as amended by DSDZ4279/18 on Block 2.

**THE DESIGN AND LAYOUT OF PROPOSED NEW STREETS/LANES/PARKS AND PUBLIC SPACES**

It is detailed in the Scheme that the design and layout out of proposed new streets/lanes/parks and public spaces should be addressed.

We enclose in Appendix 3 a statement from Moylan Consulting Engineers which confirms that all new streets and lanes within the development is compliant with the requirements of the Planning Scheme.

Detail of proposed treatment and works to all proposed streets and lanes within the development are provided in the landscape drawings prepared by Cameo and Partners and submitted with the application for Block 7 Reg. Ref. DSDZ 2661/17 and as amended by DSDZ4184/18. Similarly details drawings of the civic spaces within Block 2 are set out under DSDZ2896/18 as amended by DSDZ4279/18 prepared by John Montgomery Landscape Architects.

The detail of the design and layout for the Civic Events Space and Station Square are provided under application Reg. Ref. DSDZ2661/17 and as amended by DSDZ4184/18. All streets and spaces will be designed to taking in charge standard.



## **SOCIAL INFRASTRUCTURE**

The Scheme sets out that the JCBRA shall address any identified social infrastructure for the area e.g. health centre, crèche etc.

It is noted that Block 7 provides for a significant new public square in the form of the Central Station Square. In addition the first phase development in relation to Block 7 will provide for the complete restoration of the North Western Hotel - a significant protected structure and will provide for new internal street and associated landscaping, retail and café uses and a designated community space.

Further community facilities may also be provided in later stages of development on the remainder of Blocks 2 and 7 subject to the requirements of the Development Plan in accordance with the North Lotts and Grand Canal Dock Planning Scheme.

**Appendix 1**

Land use ratio

**Appendix 2**

Areas to be taken in charge

**Appendix 3**

Statement from Moylan Consulting Engineers

**SPENCER DOCK MDA LANDS**

**JCBRA - BLOCKS 2 AND 7**

**TRANSPORTATION INPUT**

**1.0 EXISTING STREETS**

East – West	North Wall Quay Mayor Street Sherriff Street
North - South	Park Lane New Wapping Street

**2.0 INFRASTRUCTURE PROPOSED**

**2.1 Block 2 (SDZ Page 182)**

- New east – west street linking the existing pedestrian street in STUV Block to New Wapping Street to the south of Blocks 2A and 2B.
- New north – south street between Blocks 2A / 2C and 2B / 2D.

**2.2 Block 7 (SDZ Page 191)**

- New east - west street between Blocks 7A / 7B and 7C / 7D.
- New north – south street between Blocks 7A / 7C and 7B / 7D.

**3.0 DESIGN**

All new streets will be within the range of widths as shown on Figure 31 of the Docklands SDZ Planning Scheme and subject to the criteria set out in Section 5.4.3.

All new streets will be designed to the Dublin City Council taking-in-charge standards.

The desired public real intentions for both Blocks 2 and 7 at Spencer Dock includes

- (a) A proposed drop-off to be created to the front of the North Western Hotel and Block 7D2 commercial building.
- (b) The extension of the existing road to the West of the North Western Hotel to connect with Mayor Street.
- (c) A new arrivals area to be created alongside this road, to allow access for hotel guests into the building from the western edge adjacent to Block 7D1.
- (d) A new public plaza to be created between Blocks 7B and 7D1+2. Fire tender access and general maintenance will also be allowed into this area.
- (e) To the Western Edge of Block 7B, the pathway will be extended to a maximum of 12.5m. Retail outlets will be encouraged to active the street. This area will also have street tree planting at a min size of 45cm girth and a 1.2m wide cobble margin as detailed on exiting roadways within Spencer Dock. All lighting will be co-

ordinated with the existing as will be the waste bins and cycle stands. In addition a drop-off is proposed to the private road running north towards Mayor Street.

- (f) A new drop-off and set down area for up to 4 cars at any one time is proposed for Mayor Street adjacent to Block 7B.
- (g) The road running North from this junction will become two way once again to allow future access to the commercial blocks of Blocks 2A and 2C C and to the car parking for Block 2D car parking from the east side of the road. This road will also facilitate access into the two residential block or 2B &A.
- (h) A pedestrian priority road will then run West to east between Blocks 2B and 2D. In addition, access will be controlled for general maintenance of the Pumping Station to the entrance of the roadway.
- (i) Access for the carpark under Block 2B will be provided from New Wapping Street. This will also be the access road for Block 7B commercial building.

All footways will have a minimum width of 2.0m and have a natural stone finish with a 1:60 cross fall to back of kerb. All kerbs will be 300mm wide and made of flame texture natural granite.

#### **4.0 PHASING**

The streets and access for each development will complete prior to occupation of that development.



**SUMMARY - EXCLUDING EXISTING**

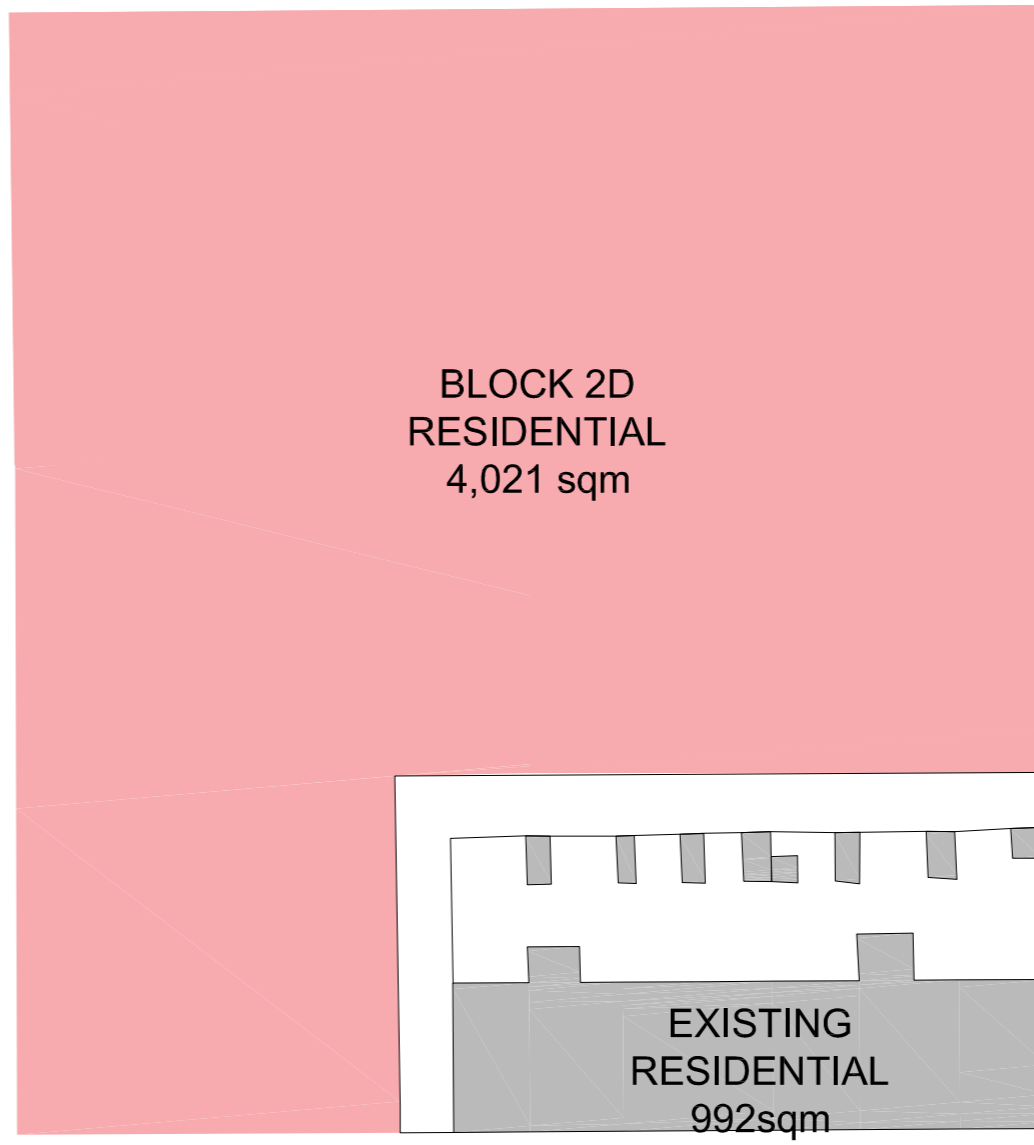
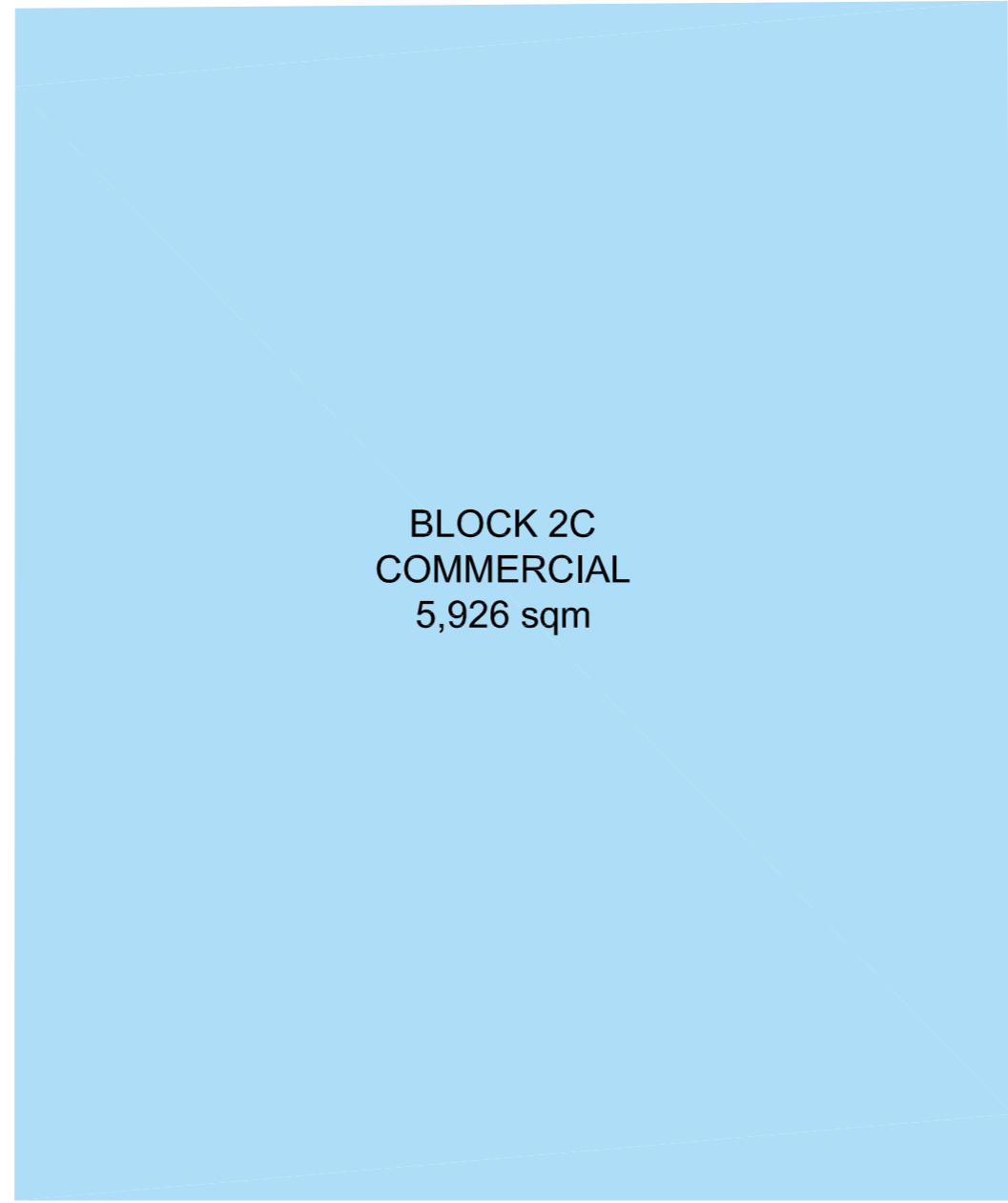
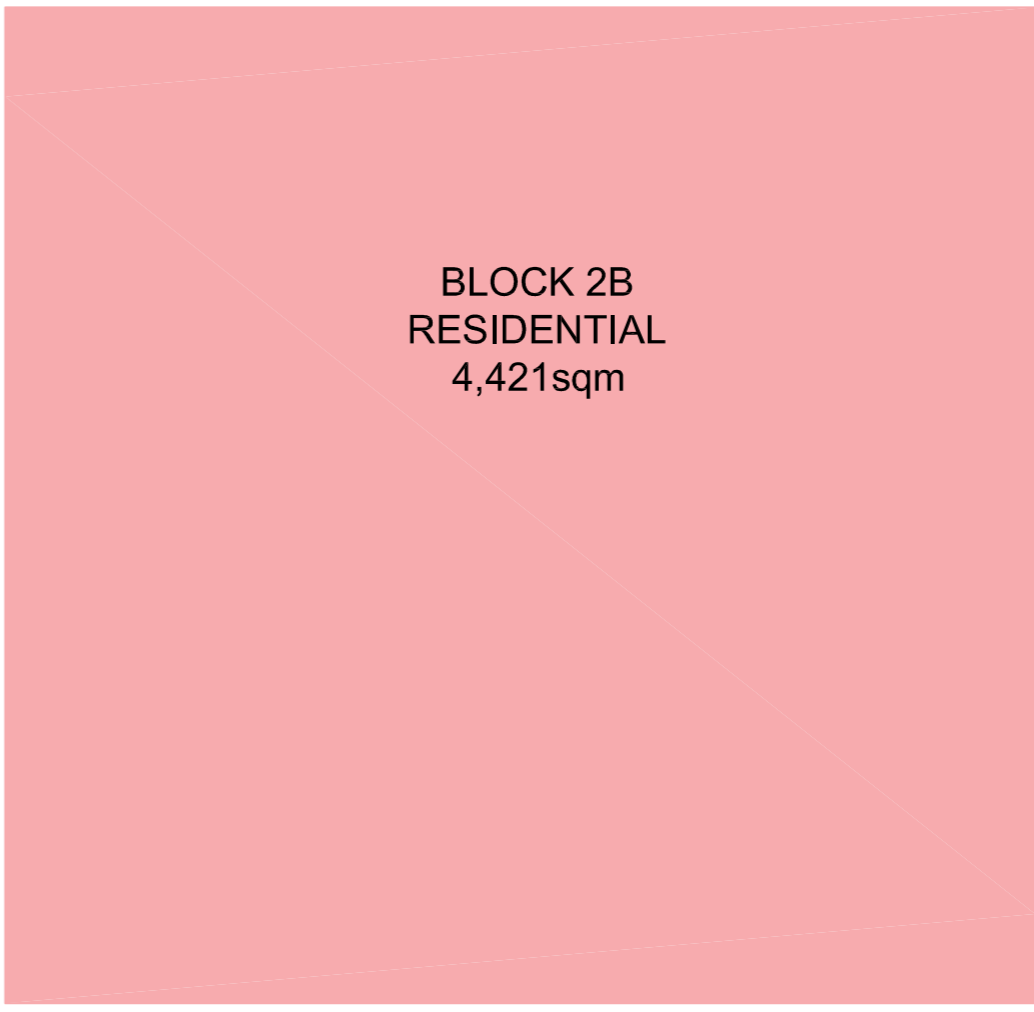
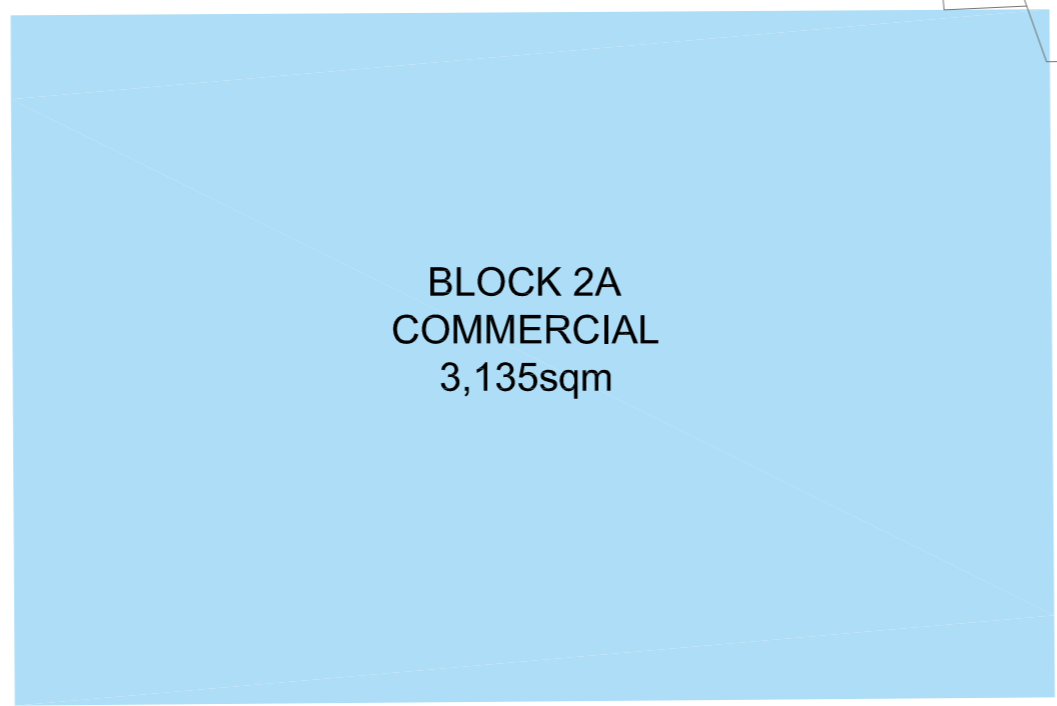
**BLOCK 2 - TOTAL AREA**  
 RESIDENTIAL - 8,442sqm  
 COMMERCIAL - 9,061sqm

RESIDENTIAL - 48%  
 COMMERCIAL - 52%

**SUMMARY - INCLUDING EXISTING**

**BLOCK 2 - TOTAL AREA**  
 RESIDENTIAL - 9,434sqm  
 COMMERCIAL - 9,061sqm

RESIDENTIAL - 51%  
 COMMERCIAL - 49%



STATION SQUARE

Mayor St Upper

**SUMMARY - EXCLUDING EXISTING**

**BLOCK 7 - TOTAL AREA**  
 RESIDENTIAL - 1,213sqm  
 COMMERCIAL - 8,288sqm

RESIDENTIAL - 13%  
 COMMERCIAL - 87%

**OVERALL RATIO**

RESIDENTIAL - 36%  
 COMMERCIAL - 64%

**SUMMARY - INCLUDING EXISTING**

**BLOCK 7 - TOTAL AREA**  
 RESIDENTIAL - 1,213sqm  
 COMMERCIAL - 10,704sqm

RESIDENTIAL - 10%  
 COMMERCIAL - 90%

**OVERALL RATIO**

RESIDENTIAL - 35%  
 COMMERCIAL - 65%



## SPENCER PLACE DEVELOPMENT - Blocks 2&7 City Block Roll Out Agreement Areas

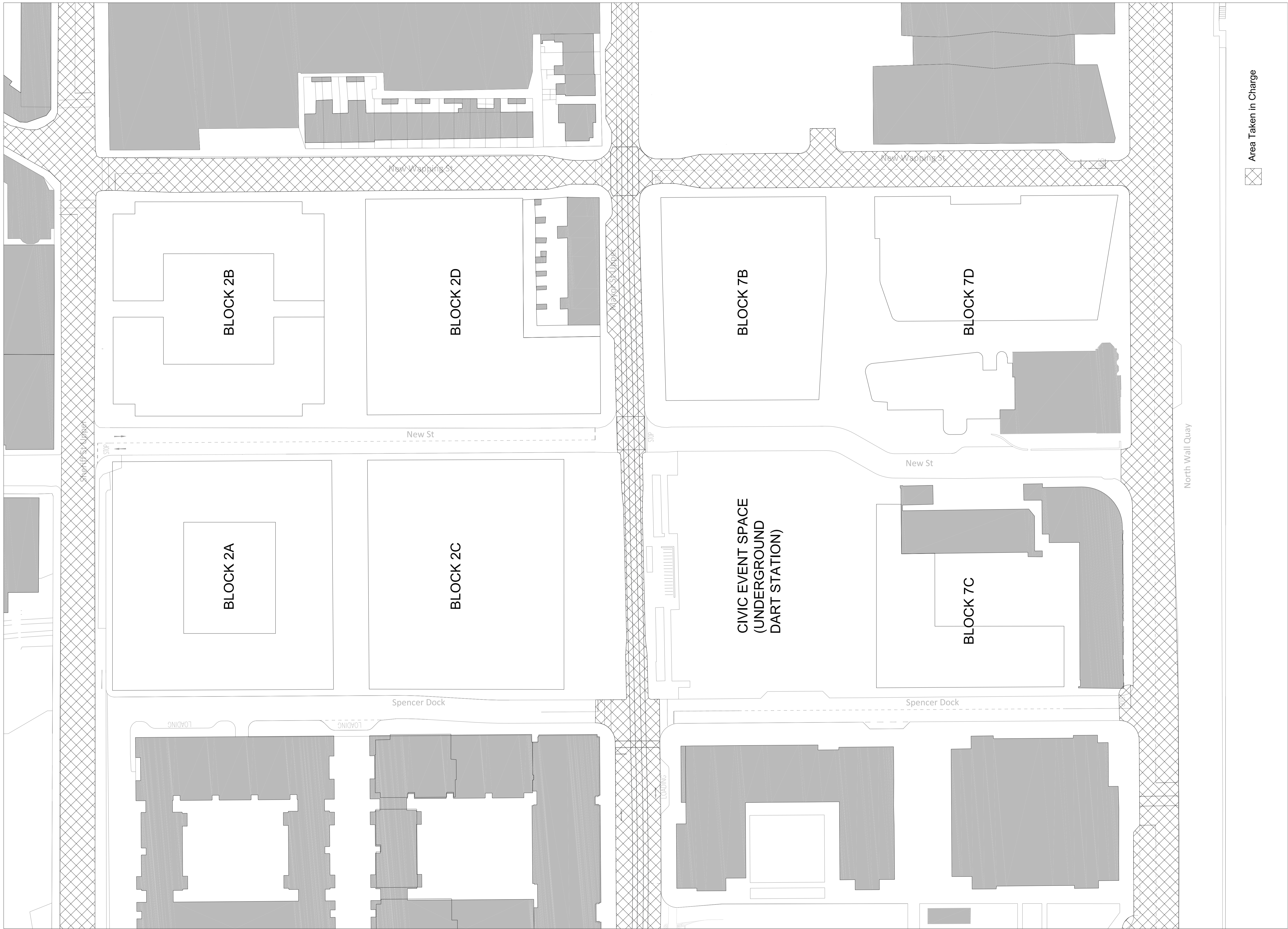
Revision B  
04/03/2019

Existing CBRA					TOTAL Area m2	Comercial/Residential Ratio
<b>Block 2 - Existing CBRA</b>						
	<b>2A</b>	<b>2B</b>	<b>2C</b>	<b>2D</b>		
Commercial - Existing Buildings	0	0	0	0	0	0%
Residential - Existing Buildings	0	0	0	992	992	100%
Commercial - Proposed	0	0	5926	4542	10,468	60%
Residential - Proposed	3135	3924	0	0	7,059	40%
<b>Commercial - Total</b>	<b>0</b>	<b>0</b>	<b>5926</b>	<b>4542</b>	<b>10,468</b>	<b>57%</b>
<b>Residential - Total</b>	<b>3135</b>	<b>3924</b>	<b>0</b>	<b>992</b>	<b>8,051</b>	<b>43%</b>
<b>Block 7 - Existing CBRA</b>						
	<b>7A</b>	<b>7B</b>	<b>7C</b>	<b>7D</b>		
Commercial - Existing Buildings	0	0	1548	868	2,416	100%
Residential - Existing Buildings	0	0	0	0	0	0%
Commercial - Proposed	0	3145	0	4021	7,166	74%
Residential - Proposed	0	0	2502	0	2,502	26%
<b>Commercial - Total</b>	<b>0</b>	<b>3145</b>	<b>1548</b>	<b>4889</b>	<b>9,582</b>	<b>79%</b>
<b>Residential - Total</b>	<b>0</b>	<b>0</b>	<b>2502</b>	<b>0</b>	<b>2,502</b>	<b>21%</b>
<b>Existing CBRA Block 2 &amp; 7 Total Areas</b>						
<b>Commercial - Total</b>					<b>20,050</b>	<b>66%</b>
<b>Residential - Total</b>					<b>10,553</b>	<b>34%</b>

Proposed CBRA					TOTAL Area m2	Comercial/Residential Ratio
<b>Block 2 Proposed CBRA</b>						
	<b>2A</b>	<b>2B</b>	<b>2C</b>	<b>2D</b>		
Commercial - Existing Buildings	0	0	0	0	0	0%
Residential - Existing Buildings	0	0	0	992	992	100%
Commercial - Proposed	<sup>1</sup> 3135	0	5926	<sup>2</sup> 0	9,061	52%
Residential - Proposed	0	4421	0	4021	8,442	48%
<b>Commercial - Total</b>	<b>3135</b>	<b>0</b>	<b>5926</b>	<b>0</b>	<b>9,061</b>	<b>49%</b>
<b>Residential - Total</b>	<b>0</b>	<b>4421</b>	<b>0</b>	<b>5013</b>	<b>9,434</b>	<b>51%</b>
<b>Block 7 - Proposed CBRA</b>						
	<b>7A</b>	<b>7B</b>	<b>7C</b>	<b>7D</b>		
Commercial - Existing Buildings	0	0	1548	868	2,416	100%
Residential - Existing Buildings	0	0	0	0	0	0%
Commercial - Proposed	0	<sup>3</sup> 2542	<sup>4</sup> 1289	<sup>5</sup> 4457	8,288	87%
Residential - Proposed	0	0	1213	0	1,213	13%
<b>Commercial - Total</b>	<b>0</b>	<b>2542</b>	<b>2837</b>	<b>5325</b>	<b>10,704</b>	<b>90%</b>
<b>Residential - Total</b>	<b>0</b>	<b>0</b>	<b>1213</b>	<b>0</b>	<b>1,213</b>	<b>10%</b>
<b>Proposed CBRA Block 2 &amp; 7 Total Areas</b>						
<b>Commercial - Total</b>					<b>19,765</b>	<b>65%</b>
<b>Residential - Total</b>					<b>10,647</b>	<b>35%</b>

### Area Changes Highlighted in Yellow

- <sup>1</sup> Block 2A - All Residential Zoning at 2A is exchanged with Commercial Zoning at 2D
- <sup>2</sup> Block 2D - Part of the Commercial Zoning at 2D is exchanged with Residential Zoning at 2A & 7C
- <sup>3</sup> Block 7B - Decrease in area due to changed Scheme Design
- <sup>4</sup> Block 7C - 115sqm of Residential Zoning is exchanged with Comercial Zoning at 2D
- <sup>5</sup> Block 7D - Increase in area due to changed Scheme Design



Area Taken in Charge