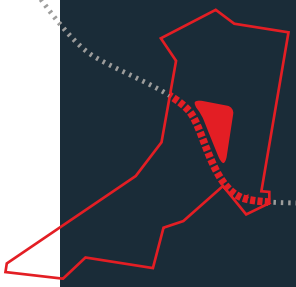

DEVELOPMENT SCENARIOS REPORT

51 PROSPECT ROAD, GAYTHORNE

PREPARED FOR PROSPECT GROUP
10TH DECEMBER 2015

urbis

Prospect Group has engaged Urbis to undertake a development opportunity assessment and preliminary development framework for the redevelopment potential of 51 Prospect Road, Gaythorne. Furthermore, to explore the preparation of a full master plan for the site, supported with an associated development application.

This report investigates the preliminary optimisation of the site's development potential through the exploration of a number of development scenarios. The scenarios provided are preliminary investigations only based on maximum yield potential, and it is recommended that further investigations into alternate options be considered, to determine the highest and best use for the site.

URBIS

Australia Asia Middle East

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CONTENTS

1.0 INTRODUCTION

1.1 PROJECT APPRECIATION

Prospect Group have acquired the site at 51 Prospect Road, Gaythorne. It is understood that the group wish to explore the preparation of development scenarios for the site, an overall master plan along with an associated development application to Council.

1.2 SITE DESCRIPTION

The site located at 51 Prospect Road, Gaythorne, is comprised of 18 separate allotments and has a total site area of approximately 3.9ha.

The site is irregularly shaped and has frontage to two roads, namely, Bellevue Street and Prospect Road, and is also bordered by the train line to the south.

The site is currently developed with a variety of industrial and commercial enterprises. The site also includes some heritage elements along the eastern boundary.

FIGURE 1: Site Plan

1.3 SITE LOCATION

Gaythorne is a suburb located 7km north-west of the Brisbane central business district. Gaythorne is conveniently located along the rail network and has great acces to public transport via both train and bus.

The site is located adjacent Mt Maria College, a secondary catholic education college, and the Malyson College, a ministry of Queensland baptists. There are also a number of sports grounds and parks within close proximity to the site.

Less than 400m to the north-west is the Brookside Shopping Centre which offers the suburb a regional shopping centre including a Myer, Woolworths, Coles and over 120 specialty retailers.

The shopping centre has over 50,000sqm of lettable area and an abundance of undercover car parking.

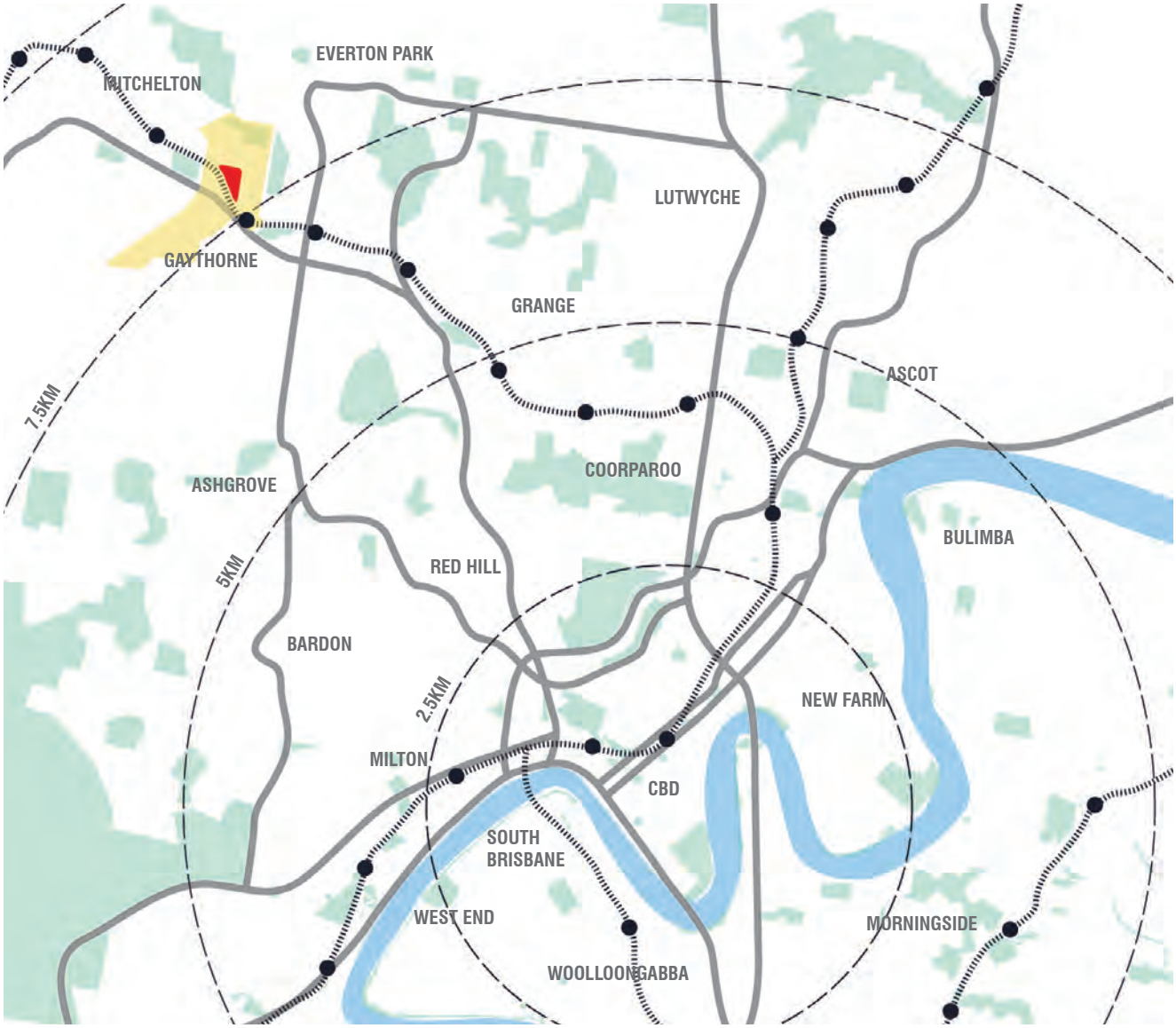


FIGURE 2: Location Plan

1200m to the north east is a small shopping complex at Everton Park. The complex also offers a Coles, along with a number of other local shops, cafes and services. Also included is a local gym, as well as a few larger retailers including Spotlight, Harvey Norman and a new masters development.

The surrounding land uses are predominantly low to medium density residential uses. 51 Prospect Road is currently zoned as medium density with a maximum building height of 6 storeys.

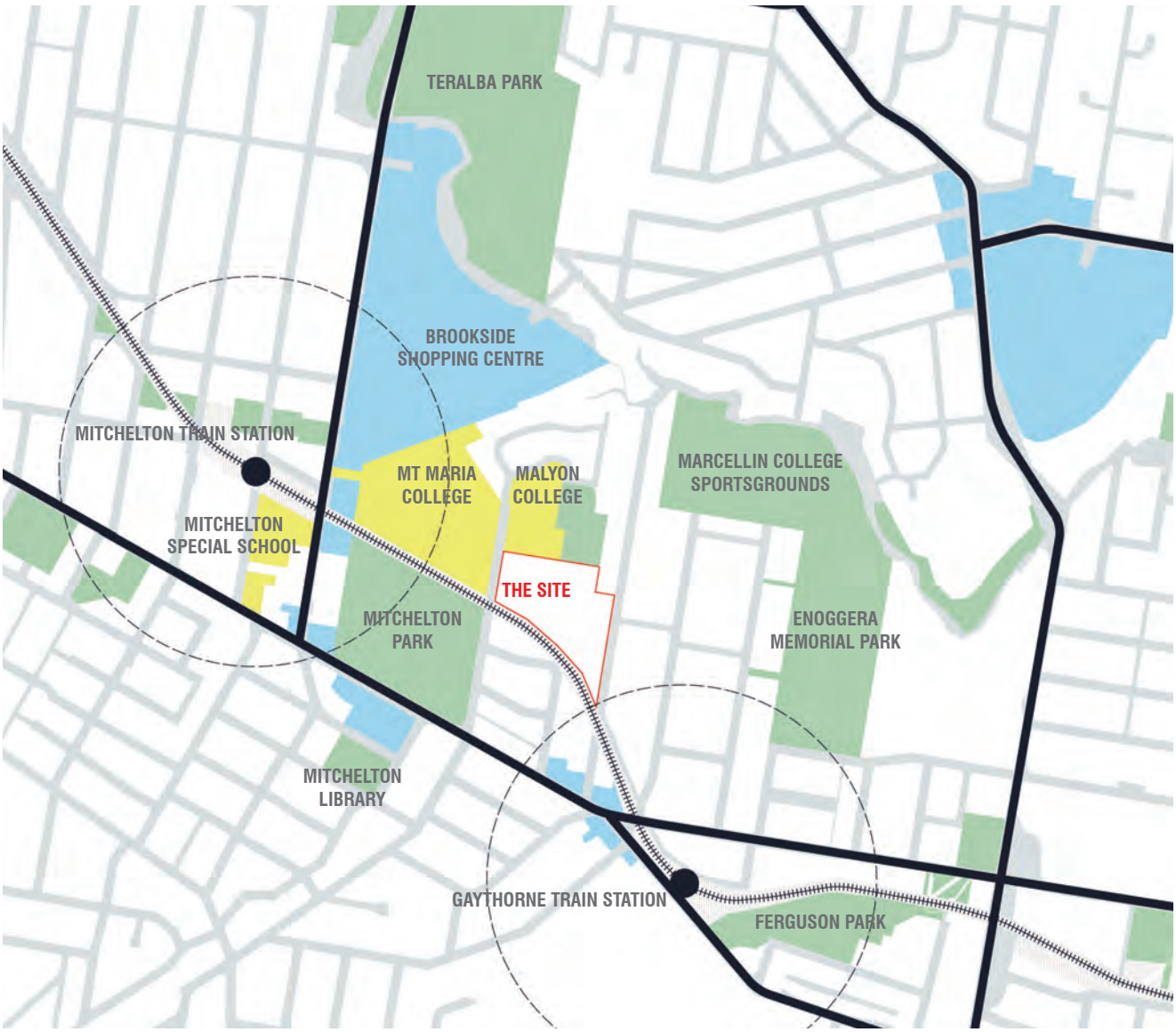


FIGURE 3: Local Context Plan

2.0 PLANNING CONTEXT

The Brisbane City Plan 2014 ('Planning Scheme') is the local planning instrument that will be used to assess any future redevelopment of the site.

2.1 ZONING

The site is located within the Medium Density Residential Zone, and is earmarked for redevelopment for medium rise residential development

The site is surrounded by low and low-medium density residential development to the west and north-west, with a number of pre-1946 houses in these residential areas. These pre-1946 houses are typical of the character of Brisbane and the surrounding streetscape generally reflects this.

To the east and north-east of the site is a number of community uses including a school, tertiary education facility and church. The site is adjoined by parkland, which includes the tributaries of Kedron Brook.

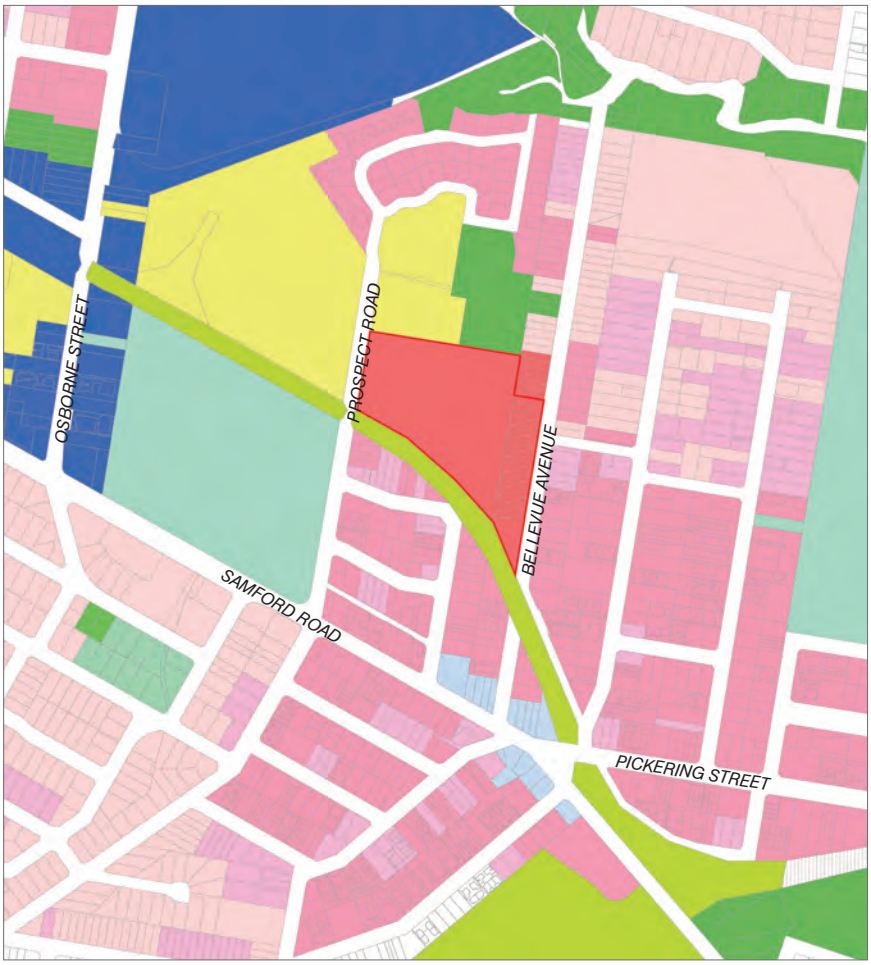


FIGURE 4: Planning Scheme Zoning Plan

2.2 MITCHELTON CENTRE NEIGHBOURHOOD PLAN

The site is located in the Mitchelton Centre Neighbourhood Plan, in the Prospect Road Precinct (NPP-007). The Mitchelton Centre Neighbourhood Plan was adopted in March 2013.

Identified within the Neighbourhood Plan, the site is required to provide a new public road connection through the site between Prospect Road and Bellevue Road. Furthermore, it is also required to provide a key pedestrian / cycle connection and access to the Gaythorne Train Station.

The neighbourhood plan requires the site to be remediated of contaminated soil, and any on-site waste disposed of.

The site currently contains an underground stormwater drain for stormwater to flow from the parkland to the south-east of the site to the creek to the north-east of the site. The plan requires this drain to be reinstated as a waterway corridor, which may be used as an opportunity for attractive landscaping and pathways through the site.

2.3 PLANNING OVERLAY CONSTRAINTS

A number of planning overlays and site constraints have been identified for the site.

Contaminated Land

- The site was a former asbestos manufacturer and therefore has contaminated land on site

Heritage

- The site is designated as being of heritage significance
- There are a number of heritage elements on site, those being three sets of gate posts and one set of gates
- These will need to be considered with future development

Waterway Corridor / Overland Flow

- There is an existing waterway corridor running through the site
- It is a requirement in the Neighbourhood Plan for the waterway to be reinstate and remediated as part of any new development
- Structures will need to relocated outside of the overland flow path

Biodiversity

- There is a small portion of the site along the northern boundary that is of high ecological significance
- Development will need to be wholly located outside of this area

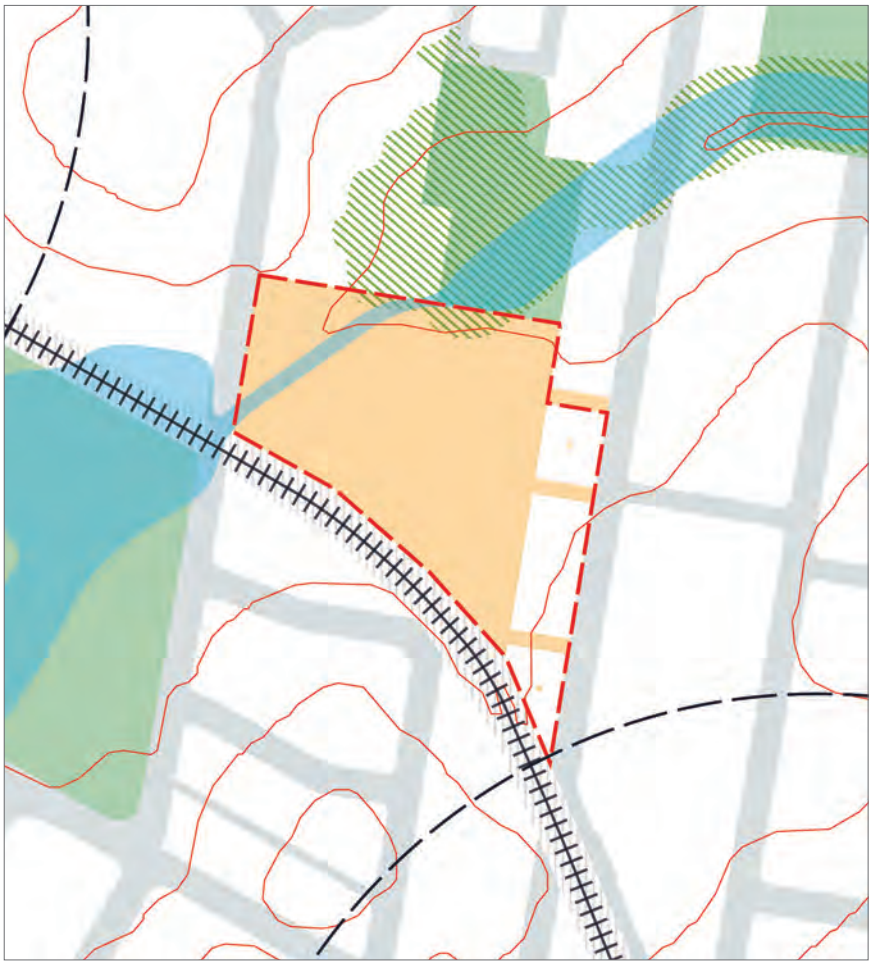


FIGURE 5: Planning Constraints

KEY FINDINGS:

- Remediation of the site and on-site waste disposal
- Site will need to reinstate and remediate the existing waterway corridor
- Structures to be located outside of overland flow path

2.4 PRELIMINARY DEVELOPMENT PARAMETERS

BUILDING HEIGHT	3 storey (11m) within 20m of Bellevue Av and Prospect Road 6 storeys (20m) for remainder of site	
MAX GFA	200% = 78,000sqm	
SETBACKS (3 STOREYS)	Front	To balcony: 4m To wall:6m
	Rear	6m
	Side	1.5 m up to 4.5m building height 2.0m up to 7.5m building height then 2.0m plus 0.5m/3m above 7.5m building height
SETBACKS (UP TO 8 STOREYS)	Front	To balcony: 6m To wall: 8m
	Rear	9m
	Side	6m
SETBACKS FROM RAIL CORRIDOR (STATE REQUIREMENTS)	Whilst State Government Guidelines appear to indicate a minimum setback of 3m from overhead line equipment, Council's requirements for a rear setback should be applied in this instance (i.e. 6-9m) Accommodation activities with a publicly accessible area located within 10 metres from the boundary of a railway or 20 metres from the centreline of the nearest railway track (whichever is the shorter distance), include throw protection screens for the publicly accessible area as follows: ▪ openings of no greater than 25 mm x 25mm ▪ height of 2.4 metres vertically above the highest toe hold if see-through, or 2 metres if non see-through	
BUILDING SEPARATION (3 TO 5 STOREYS)	Facing habitable rooms or balconies	12
	Habitable rooms or balconies facing non-habitable rooms or blank walls	9
	Non-habitable rooms or blank walls	6
BUILDING SEPARATION (UP TO 8 STOREYS)	Facing habitable rooms or balconies	18
	Habitable rooms or balconies facing non-habitable rooms or blank walls	12
	Non-habitable rooms or blank walls	9
PODIUM HEIGHT	2 storeys	
BUILDING HEIGHT TRANSITION	Yes (see max building height above)	
LANDSCAPING	Deep Planting: 10% of site area	
LAND USE MIX	Unspecified	
COMMUNAL OPEN SPACE	5% of site area	
PRIVATE OPEN SPACE	35m2 all ground floor units 12m2 for all other units	
CAR PARKING RATES: ▪ Where within 400m walking distance of a dedicated public pedestrian access point of a major public transport interchange, other than where in the City core or City frame identified in Figure a in the Transport access parking and servicing code		
MULTIPLE DWELLING	▪ Minimum 0.9 spaces per 1 bedroom dwelling ▪ Minimum 1.1 spaces per 2 bedroom dwelling ▪ Minimum 1.3 spaces per 3 or above bedroom dwelling ▪ Minimum 0.15 spaces per dwelling for visitor parking ▪ Parking may be provided in tandem spaces where 2 spaces are provided for 1 dwelling. ▪ At least 50% of visitor parking is provided in communal areas, and not in tandem with resident parking	
DWELLING HOUSE (IN ALL CASES)	1 space plus 1 space for a secondary dwelling	
CENTRE ACTIVITIES (CAR PARKING STANDARDS IN ALL OTHER CASES)	Varies for each use	

2.5 CURRENT LEVEL OF ASSESSMENT

Under the current provisions of the Brisbane City Plan 2014, the following Level of Assessment for development applies.

MATERIAL CHANGE OF USE:

- Code Assessable, where complying with the maximum building height:
  - Multiple Dwelling
  - Dual Occupancy
  - Dwelling House (may be self-assessable)
  - Rooming accommodation
  - Short term accommodation
- Impact Assessable:
  - Multiple dwelling and dual occupancy where not complying with the maximum building height
  - Centre Activities
  - Hotel (i.e. pub or bar)
  - Rooming accommodation
  - Short term accommodation

Note: This is an overview of uses which are considered appropriate for the site. Other uses may have a different level of assessment to what is listed above.

BUILDING WORK:
All building work will be Impact Assessable due to the Heritage Overlay requirements.

OVERALL LEVEL OF ASSESSMENT:
The highest level of assessment will apply over the site and as such, any development undertaken on the site under the current provisions of the planning scheme, will be Impact Assessable. Impact Assessable applications require public notification of the site, advertising of the application and the potential for submissions. Submitters also have appeal rights over any subsequent approval.

2.6 PRELIMINARY APPROVAL OVERRIDING THE PLANNING SCHEME

A Section 242 Preliminary Approval Overriding the Planning Scheme is the recommended application to address the heritage and biodiversity issues over the site and implement desired design parameters.

At this preliminary stage, the Section 242 preliminary approval will address the following:

- Incorporate curtilages around the heritage gate posts and gates, to avoid subsequent applications being Impact Assessable as a result of the Heritage Overlay;
- Biodiversity requirements;
- Designate maximum building height and set level of assessment as Code Assessable, if more than 6 storeys are required to achieve desired yield
- Matters which may be contentious to Brisbane City Council such as building height.

The preliminary approval may also incorporate an initial site layout, building footprints and location of the internal road linking Prospect Road to Bellevue Avenue.

The contamination of the site will need to be addressed as part of this application. The application will not require the remediation is undertaken prior to approval. However, a management plan which includes details of how the remediation of the site will be undertaken will be needed.

3.0 LOCAL CONTEXT + KEY FINDINGS

This section of the report undertakes an analysis of the immediate context of the site identifying the key characteristics, and highlights the key findings in terms of opportunities and challenges for the future development of the site.

3.1 ACCESS AND MOVEMENT

ROADS

Current road arrangement:

- Site is bound by Bellevue Avenue to the east, and Prospect Road to the west
- Prospect Road accessed directly off Samford Road
- Bellevue Avenue is constrained by the rail line, linking around to Pickering Street, before joining up to Samford Road
- Both roads are currently configured as two unconnected cul-de-sacs.

New roads and access to the site:

- The planning scheme requires a public road linking through the site connecting both Prospect Road and Bellevue Avenue
- The current arrangement would make Prospect Road the main entry due to poor connectivity and access for Bellevue Avenue.

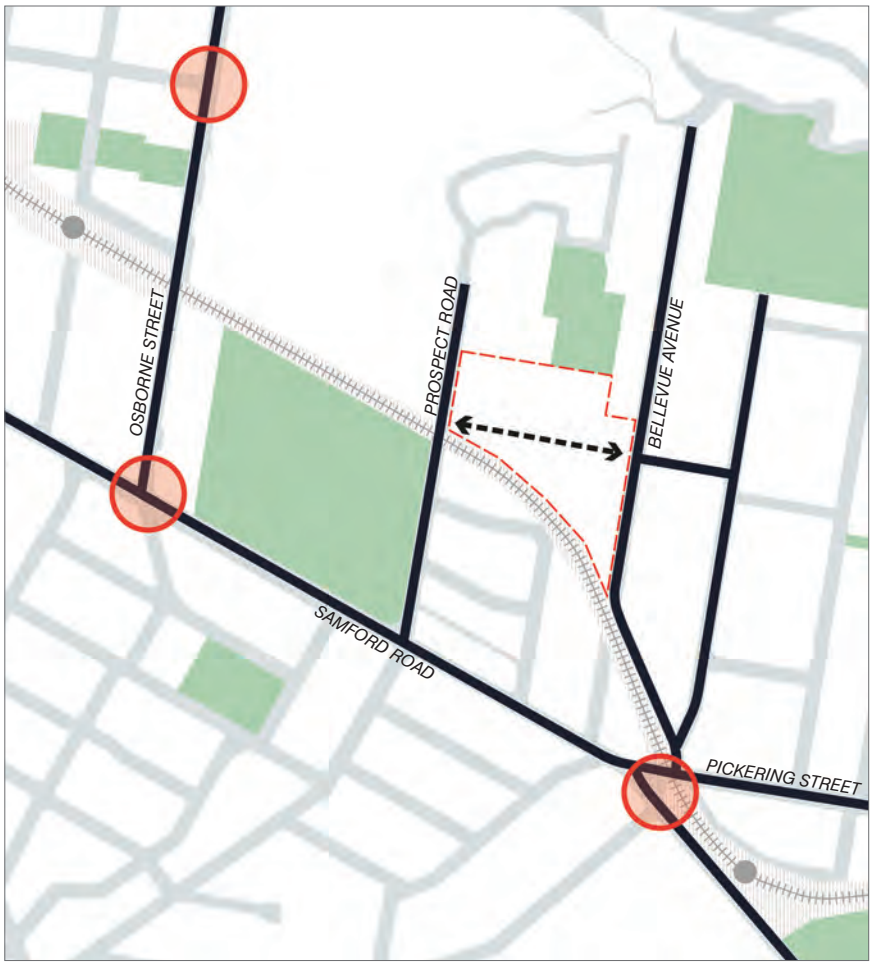


FIGURE 6: Access and Movement

KEY

- Site
- Key roads
- New public road
- Signalised intersections

KEY FINDINGS:

- Site will need to provide a new public road connection between Prospect Road and Bellevue Avenue
- Main access to site would be off Prospect Road (due to existing connectivity from Samford Road
- Secondary access of Bellevue Street

3.2 ACTIVE AND PUBLIC TRANSPORT

ACTIVE / PUBLIC TRANSPORT

The site is located within close proximity to two key transport nodes, including:

- Gaythorne Train Station (400m)
- Mitchelton Train Station (600m)

The planning scheme nominates a number of cycle routes within and around the area:

- Secondary cycle routes along three sides of the site
- Connecting into primary cycle routes north, south and west
- Good connectivity to key land uses along Samford Road, Osborne Road and to the Brookside Shopping Centre.

Pedestrian connectivity:

- Existing pedestrian paths along Prospect Road / Bellevue Avenue
- Currently no east - west links through to Osborne Road or to train stations

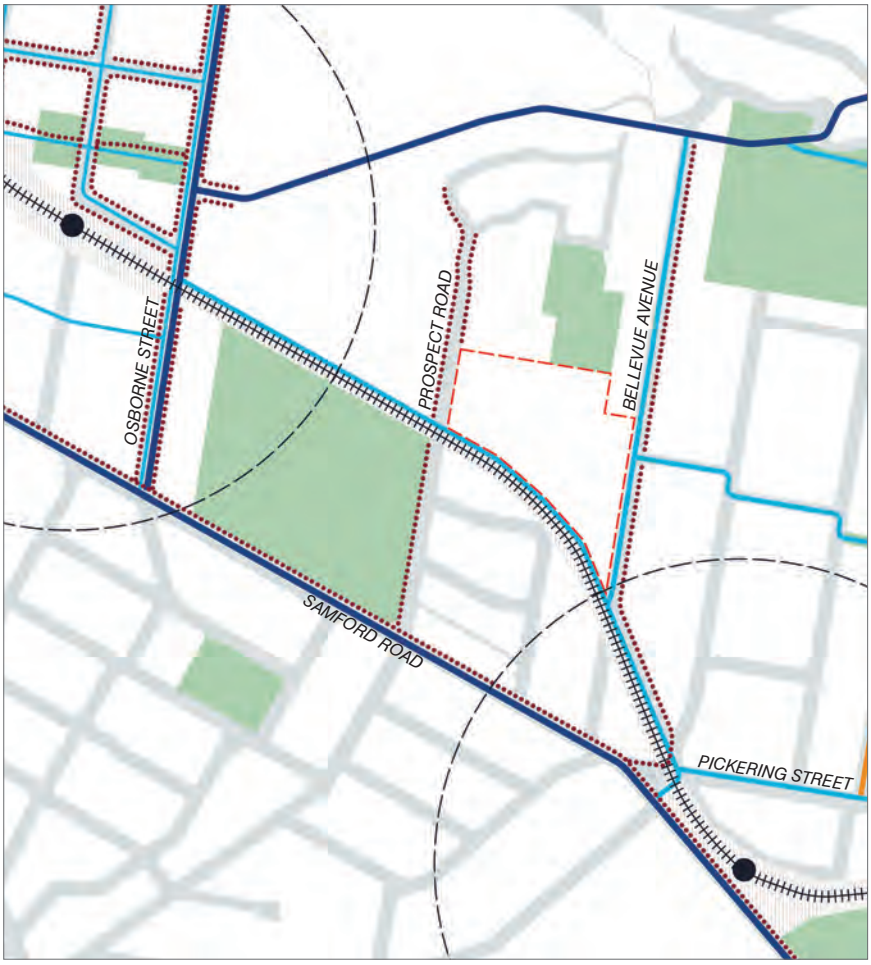


FIGURE 7: Access and Movement

KEY

- Site
- Primary cycle route
- Secondary cycle route
- Local cycle route
- Existing pedestrian connectivity
- Signalised intersections

KEY FINDINGS:

- Site will need to provide through access to Gaythorne Train Station
- Site will need to include a cycle route running east west along the train line and connecting into the broad cycle network
- Provide an offroad cycle road along the southern boundary of the site adjoining the rail corridor

3.3 BUILDING HEIGHTS AND CHARACTER

BUILDING HEIGHTS

Land uses directly surrounding the site consist of low scale character residential, and/or low to medium density residential uses no more than 3 storeys in height.

The Neighbourhood Plan nominates densities between 5 and 10 storeys along Osborne Street from Samford Road to the shopping centre and around the Mitchelton Train Station.

Nominated building heights for the site:

- Maximum of 6 storeys nominated over the site
- The site to include a 30m building height transition area abutting the road interfaces between existing residential along Prospect Road and Bellevue Avenue.

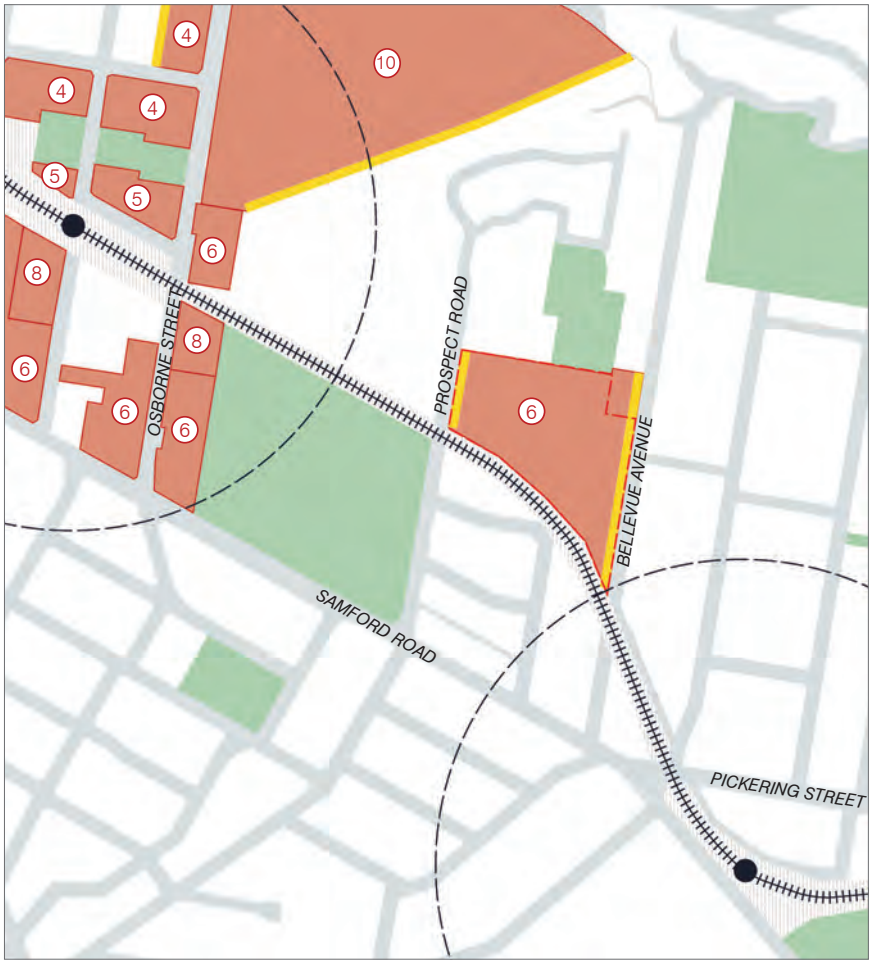


FIGURE 8: Building Heights

KEY

Site

10 Maximum building heights

Building height transition area

KEY FINDINGS:

- Building heights to a maximum of 6 storeys should be considered on the site
- Maximum of 3 storeys allowed within the first 20m of Bellevue Avenue and Prospect Road

3.4 DEVELOPABLE LAND

Based on the site planning constraints and mapping, the following developable area has been identified. This is based on:

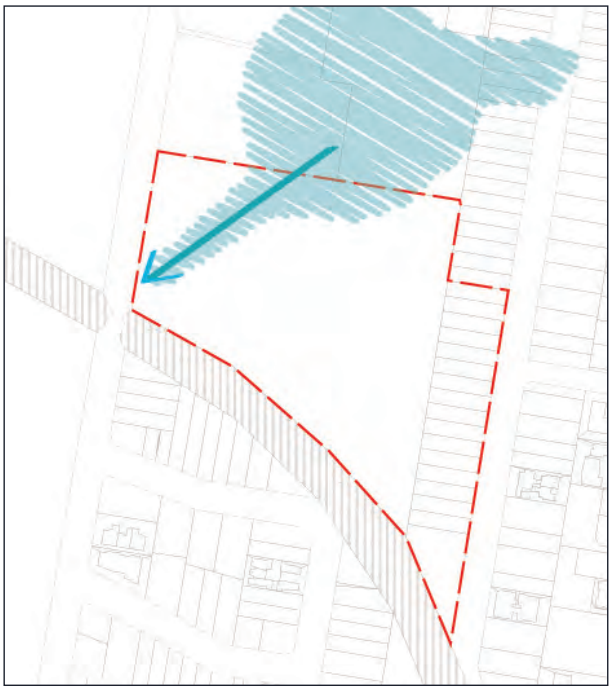
- 10m setback from railway corridor
- Excluding the waterway corridor and ecological significant land

FIGURE 9: Site Plan

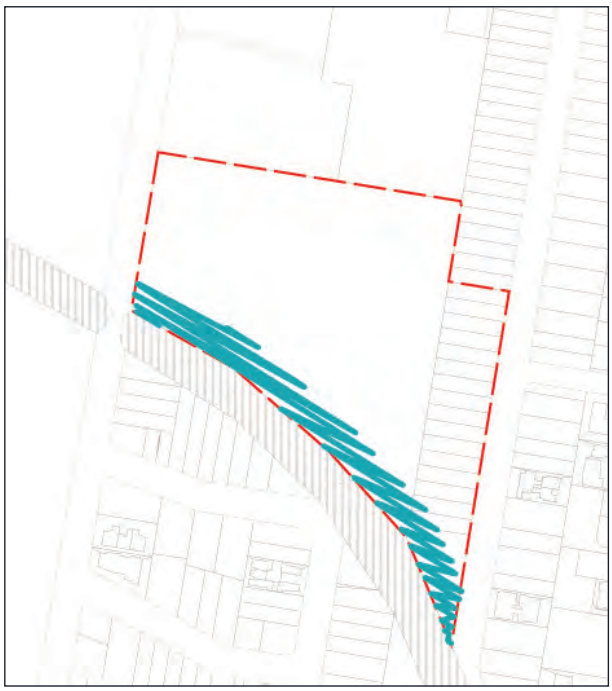
4.0 SITE PLANNING CONSIDERATIONS

The following site planning considerations combine the key findings of the strategic and local site opportunities.

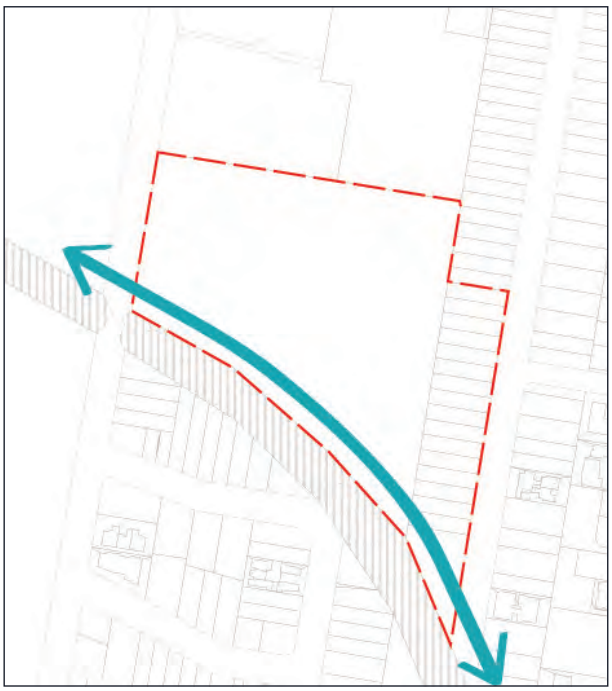
1 *Site located within close proximity to train stations and regional shopping centre*



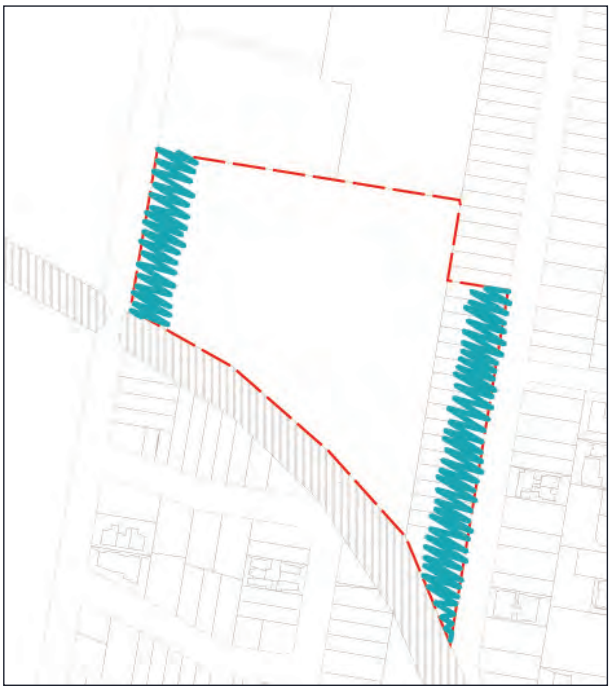
2 *Bringing the conservation and waterway back into the site*



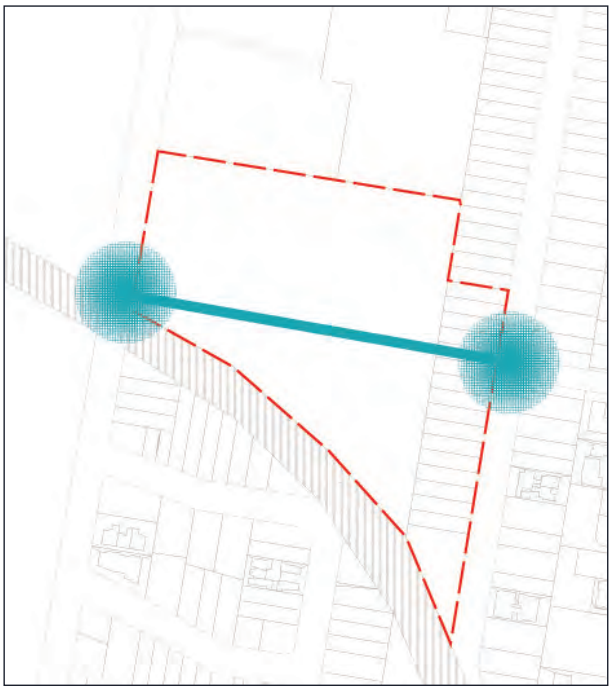
3 *Development buffer to railway line*



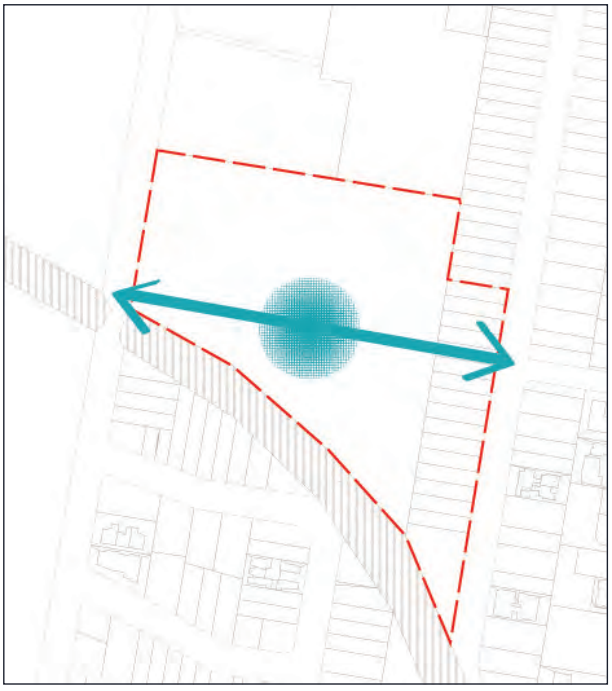
4 *New off road cycle way through the site adjacent the railway line*



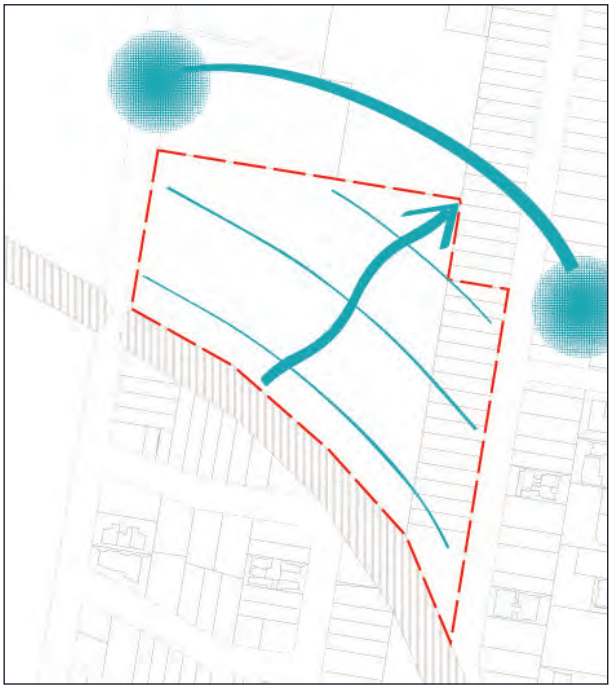
5 *Building height transition area adjacent existing residential and street*



6 *New public road to connect through from Prospect Road to Bellevue Avenue*



7 *Provide a central common space for the development*



8 *Prioritise north-eastern orientation for residential offer and building heights to terrace north to allow maximum sunlight*

5.0 DEVELOPMENT SCENARIOS

5.1 SCENARIO 1

OPTION 1A - MAXIMUM HEIGHT ALLOWANCE

Key development requirements:

- New public road connection between Prospect Road and Bellevue Avenue
  - New road aims to align with Pendine Street to allow for enhanced connectivity
  - Direct alignment is not possible due to the existing heritage gates
  - Off centred road would need traffic considerations
- Heights shown (and table of assessment below) show maximum heights as per the Neighbouhood Plan requirements. This includes:
  - Maximum 3 storey building heights within 20m of Prospect Road and Bellevue Avenue
  - Maximum 6 storeys for the remainder of the site
  - This provides more GFA than allowable
  - Recommendation for varying building heights across the site, as well as for maximum height aligning the railway frontage, with smaller building heights stepping down north to allow for maximum sunlight
- Single loaded buildings generally facing north to provide buffer to railway line
- Open Space
  - Central common recreation space provided to allow for common facilities such as BBQ's, basketball court, play equipment, etc
  - Pedestrian / cycle connection within the railway buffer
  - Open space designation is high due to the railway corridor, environmental buffers, as well as a common green space

Scenario 1: Table of Development

Scenario 1	Total Area (sqm)	% of site
Total developable area	28387	72.8%
Area of new road	3775	9.7%
Designated common space	1450	3.7%
Railway corridor buffer	3085	7.9%
Other environmental buffers	2303	5.9%
Total area of site	39000	100.0%

	GFA (sqm)	Max Heights (storeys - N'Plan)	Actual Heights (Storeys)	Total GFA (sqm)	Total # dwellings
Building 1	586	3	3	1758	18
Building 2	805	6	6	4830	48
Building 3	982	6	6	5892	59
Building 4	1200	6	6	7200	72
Building 5	885	6	6	5310	53
Building 6	1273	6	6	7638	76
Building 7	890	6	6	5340	53
Building 8	720	6	6	4320	43
Building 9	710	6	6	4260	43
Building 10	1025	6	6	6150	62
Building 11	1280	6	6	7680	77
Building 12	533	3	3	1599	16
Building 13	600	3	3	1800	18
Building 14	600	3	3	1800	18
Total	12089			65577	656

Assumptions:

Number of units have been calculated assuming 20% circulation (80% efficiency) and an average units size of 80sqm per unit

FIGURE 10: Development Scenario 1a

OPTION 1B - VARYING HEIGHTS

Key development requirements:

- New public road connection between Prospect Road and Bellevue Avenue
  - New road aims to align with Pendine Street to allow for enhanced connectivity
  - Direct alignment is not possible due to the existing heritage gates
  - Off centred road would need traffic considerations
- Heights shown vary throughout:
  - Maximum 3 storey building heights within 20m of Prospect Road and Bellevue Avenue
  - Maximum 6 storeys along the railway edge to create a buffer
  - Buildings to step down in height as progressing north to allow for maximum sunlight
- Single loaded buildings generally facing north to provide buffer to railway line
- Open Space
  - Central common recreation space provided to allow for common facilities such as BBQ's, basketball court, play equipment, etc
  - Pedestrian / cycle connection within the railway buffer
  - Open space designation is high due to the railway corridor, environmental buffers, as well as a common green space

Scenario 1: Table of Development

Scenario 1	Total Area (sqm)	% of site
Total developable area	28387	72.8%
Area of new road	3775	9.7%
Designated common space	1450	3.7%
Railway corridor buffer	3085	7.9%
Other environmental buffers	2303	5.9%
Total area of site	39000	100.0%

	GFA (sqm)	Max Heights (storeys - N'Plan)	Actual Heights (Storeys)	Total GFA (sqm)	Total # dwellings
Building 1	586	3	3	1758	18
Building 2	805	6	4	3220	32
Building 3	982	6	4	3928	39
Building 4	1200	6	6	7200	72
Building 5	885	6	6	5310	53
Building 6	1273	6	5	6365	64
Building 7	890	6	4	3560	36
Building 8	720	6	4	2880	29
Building 9	710	6	4	2840	28
Building 10	1025	6	5	5125	51
Building 11	1280	6	6	7680	77
Building 12	533	3	3	1599	16
Building 13	600	3	3	1800	18
Building 14	600	3	3	1800	18
Total	12089			55065	551

Assumptions:

Number of units have been calculated assuming 20% circulation (80% efficiency) and an average units size of 80sqm per unit

FIGURE 11: Development Scenario 1b

5.2 SCENARIO 2

OPTION 2A - MAXIMUM HEIGHT ALLOWANCE

Key development requirements:

- New public road connection between Prospect Road and Bellevue Avenue
  - New road moved away from the existing road intersection with Pendine Street
  - Avoids any issues with existing heritage gates and uses
  - Potential concerns with headlights shining into existing lots
  - One row of buildings adjacent the railway line and all other development north of the new public road - this creates the need for a secondary internal circulation system
- Heights shown (and table of assessment below) show maximum heights as per the Neighbouhood Plan requirements. This includes
  - Maximum 3 storey building heights within 20m of Prospect Road and Bellevue Avenue
  - Maximum 6 storeys for the remainder of the site
  - Recommendation for varying building heights across the site, as well as for maximum height aligning the railway frontage, with smaller building heights stepping down north to allow for maximum sunlight
- Double loaded buildings adjacent the railway line - what is this interface like for residents?
- Open Space
  - Central common recreation space provided to allow for common facilities such as BBQ's, basketball court, play equipment
  - Pedestrian / cycle connection within the railway buffer
  - Open space designation is high due to railway corridor, environmental buffers as well as a common green space

Scenario 2: Table of Development

Scenario 1	Total Area (sqm)	% of site
Total developable area	28077	72.0%
Area of new road	3970	10.2%
Designated common space	1480	3.8%
Railway corridor buffer	3085	7.9%
Other environmental buffers	2388	6.1%
Total area of site	39000	100.0%

	GFA (sqm)	Max Heights (storeys - N'Plan)	Actual Heights (Storeys)	Total GFA (sqm)	Total # dwellings
Building 1	540	3	3	1620	16
Building 2	805	6	6	4830	48
Building 3	740	6	6	4440	44
Building 4	695	6	6	4170	42
Building 5	1190	6	6	7140	71
Building 6	765	6	6	4590	46
Building 7	1096	6	6	6576	66
Building 8	900	6	6	5400	54
Building 9	912	6	6	5472	55
Building 10	840	6	6	5040	50
Building 11	870	6	6	5220	52
Building 12	990	6	6	5940	59
Building 13	1190	6	6	7140	71
Building 14	460	3	3	1380	14
Building 15	493	3	3	1479	15
Building 16	124	3	3	372	4
Total	12610			70809	708

Assumptions:

Number of units have been calculated assuming 20% circulation (80% efficiency) and an average units size of 80sqm per unit

FIGURE 12: Development Scenario 2a

OPTION 2B - VARYING HEIGHTS

Key development requirements:

- New public road connection between Prospect Road and Bellevue Avenue
  - New road moved away from the existing road intersection with Pendine Street
  - Avoids any issues with existing heritage gates and uses
  - Potential concerns with headlights shining into existing lots
  - One row of buildings adjacent the railway line and all other development north of the new public road - this creates the need for a secondary internal circulation system
- Heights shown vary throughout:
  - Maximum 3 storey building heights within 20m of Prospect Road and Bellevue Avenue
  - Maximum 6 storeys along the railway edge to create a buffer
  - Buildings to step down in height as progressing north to allow for maximum sunlight
- Double loaded buildings adjacent the railway line - what is this interface like for residents?
- Open Space
  - Central common recreation space provided to allow for common facilities such as BBQ's, basketball court, play equipment, etc
  - Pedestrian / cycle connection within the railway buffer
  - Open space designation is high due to railway corridor, environmental buffers as well as a common green space

Scenario 2: Table of Development

Scenario 1	Total Area (sqm)	% of site
Total developable area	28077	72.0%
Area of new road	3970	10.2%
Designated common space	1480	3.8%
Railway corridor buffer	3085	7.9%
Other environmental buffers	2388	6.1%
Total area of site	39000	100.0%

	GFA (sqm)	Max Heights (storeys - N'Plan)	Actual Heights (Storeys)	Total GFA (sqm)	Total # dwellings
Building 1	540	3	3	1620	16
Building 2	805	6	4	3220	32
Building 3	740	6	3	2220	22
Building 4	695	6	4	2780	28
Building 5	1190	6	6	7140	71
Building 6	765	6	4	3060	31
Building 7	1096	6	4	4384	44
Building 8	900	6	3	2700	27
Building 9	912	6	4	3648	36
Building 10	840	6	4	3360	34
Building 11	870	6	4	3480	35
Building 12	990	6	6	5940	59
Building 13	1190	6	6	7140	71
Building 14	460	3	3	1380	14
Building 15	493	3	3	1479	15
Building 16	124	3	3	372	4
TOTAL	12610			53923	539

ASSUMPTIONS:

Number of units have been calculated assuming 20% circulation (80% efficiency) and an average units size of 80sqm per unit

FIGURE 13: Development Scenario 2b

6.0 CONCLUSION

The development site is strategically located in the northern suburbs of Brisbane, between two key train stations and in close proximity to the Brookside Shopping Centre. This location provides a good opportunity for a medium density development in this location.

This report identifies two preliminary design scenarios for the site, focused on maximising yield as a basis for understanding the development potential for the site. Consideration of the planning requirements and key environmental constraints for the site have been given in these preliminary concepts. The two layout options provided show different locations for the connecting through road and what implications this would have on the overall site layout and building arrangement.

The scenarios include a number of common areas central to each cluster of buildings, which have the potential to provide different facilities for the development, including tennis courts, lawns, pools, BBQ areas and internal pathways, connecting into the parkland, street network and within and around the site. A larger open space / park area has been provided on the western boundary of the site.

Scenario 2A is formulated as a maximum yield option given the building height limitations. This option yields an approximate GFA of 71,000m2 which is still below the maximum allowable under the planning scheme at(at 78,000 m2). To achieve the full maximum yield an increase in building height above 6 storeys is likely to be required. The remaining scenarios tested various layouts and building height options with a lower development yield. These options remain at the high end of what is envisioned as appropriate for the location.

The scenarios provide preliminary layout investigations only, and it is recommended that further investigations into alternate options be considered, that would include lower density built form arrangements, as well as varying building heights across towers.

Lower density scenarios may offer the potential to create more ‘lifestyle’ oriented developments, incorporating a greater mix of townhouses with some lower scale apartments. This will provide different opportunities for the site, particularly if the style of townhouse and apartments offer an alternate style of living to what is currently marketed in the area.

This is supported by the preliminary marketing research which suggest that townhouses will be a more marketable, attractive option to investors, who are currently the primary purchasers in the Brisbane real estate market.

This report investigates the maximum potential for the site based on the current planning scheme requirements. We note that there are multiple possibilities for the site, and these should be considered before committing to any development scenario or arrangement, in order to understand the highest and best use for this site at Gaythorne.

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