

SITE 2 - BUILDING D1

4 - 4A Terminal Place Merrylands

LOT 1 DP 229589, LOT 1 DP 1173048 and LOT2
DP 1217412

Urban Design Report

Prepared for ALAND
Revision E
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Peddle Thorp & Walker Pty Ltd

Locations

Sydney

Level 11
88 Phillip Street
Sydney NSW 2000
Australia
T +61 2 9232 5877
F +61 2 9221 4139

info-sydney@ptw.com.au
ptw.com.au

Beijing

Unit 1706, Zhong Yu Plaza
6 Gongti Bei Road
Chaoyang District
Beijing 100027
People’s Republic of China
T +86 10 8571 2635
F +86 10 8571 2637

Ho Chi Minh City

Studio 6.02
Level 6, An Phu Plaza
117-119 Ly Chinh Thang
Ward 7, District 3
Ho Chi Minh City
Vietnam 700000
T +84 8 3931 8779
F +84 8 3931 8778

Shanghai

3F, Building B
1758 Siping Road
Yangpu District
Shanghai 200433
People’s Republic of China
T +86 21 6180 3952

Hanoi

Level 5
Han-Viet Tower
203 Minh Khai Street
Hai Ba Trung District
Hanoi, Vietnam 100000
T +84 4 3974 4252
F +84 4 3974 4255

Peddle Thorp & Walker Pty Ltd
ABN 23 000 454 624
trading as PTW Architects

NSW Nominated Architects
S Parsons Architect No.6098
D Jones Architect No 4778

CONTENTS

01	THE SITE
1.1	Introduction
1.2	Site Context
1.3	View Analysis
1.4	Site Context
1.5	Recent and Approved Development
1.6	Present 3D Context
1.7	Future 3D Context
1.8	Future 3D Context (with 86m tower)
02	THE STRATEGY
2.1	Proposed massing generative diagram
2.2	Train station visual markers
2.3	Existing and DA approved proposed height general principle diagram
2.4	Existing and DA approved height transition diagrams
2.5	Site section and elevation-height transition
2.6	Height transition diagrams
2.7	Neil St and Holroyd Gardens connection
2.8	Enhanced view range and amenities
2.9	Enhanced view range images
03	THE PROPOSAL
3.1	Proposed height using DA footprint
3.2	Massing height and FSR comparison
3.3	Proposed traffic and landscape strategy
3.4	LEP height map
3.5	FSR map
3.6	Permitted uses map
3.7	Merrylands Bus Interchange vision
3.8	Perspective view comparison
3.9	Shadow studies
04	APPENDIX: REFERENCE DESIGN



PTW Architects respectfully acknowledges the Traditional Custodians of the land on which we work and live.

We acknowledge the families within the Cabrogal Clan of the Darug Nation as the Traditional Custodians of the land on which this project is located.

We pay our respects to their Elders, past, present, and emerging, and to all First Peoples within our communities.

1.0 THE SITE

1.1 INTRODUCTION

6



N.T.S



This Urban Design report has been prepared in support of a Planning Proposal Request seeking to increase the maximum permitted height and FSR at 4 Terminal Place Merrylands (Lot 1 DP 229589), & 4A Terminal Place Merrylands (Lot 1 DP 1173048) and (Lot 2 DP 1217412).

The site is situated to the North of Merrylands Railway Station and Bus Interchange, where people first arrive into the area. The current LEP height map for Merrylands allows up to 30 storey buildings on key sites located west of the station along the length of McFarlane St and centred on the Stockland shopping centre. However, we believe that Merrylands Station will become an equally strong focus of the future town centre, as the area becomes more urbanised over the next decade. In this study we have found that the town centre planning itself needs to be re-balanced.

This proposal explains how the subject site can serve to assist in this *re-balancing*, through the incorporation of a transition tower adjacent to the key Station Marker building to the southernmost end of the site, thus also providing an improved context to the likely future development forms of the key Bus Interchange site.

Both sites next to the Railway Station would *re-focus* upon the inevitable activation, colour and excitement that a public transport hub creates in a dense urban community.

The subject site currently comprises two mixed-use lots with approximately 5,600 sqm of park land to be dedicated back to Council. Neighbourhood shops and cafes can be included at ground floor to activate these new sunny landscaped areas.

Our block analysis of the built form modelling indicates that increased height and density could be achieved without negative impact to equate with the building block zoning at the southern end of McFarlane St (AB zone). The proposed new tower on Site 2, Building D South (D1) would incorporate a height transition upwards the 'marker tower' located at the key Bus Interchange, which might include Merrylands tallest building in the future. This latter node site could offer its own north-facing public landscaped park and plaza, retail activation at ground level and a covered route directly to the Station. This urban design review has driven the Planning Proposal.

The extent of uplift sought beyond the current controls is: 10302.45sqm increase in GFA, 105 additional units & 47m of additional height.

1.2 SITE CONTEXT

The local area has a number of schools, shops, public transport and parks to supports a growing community in Merrylands.

- Subject Site**
- Main Road**
- Railway**
- T **Train Station**
- B **Transport Interchange**
- Commercial Areas**
- Heritage Building**
- Heritage Zone**
- Park**
- Childcare Location**
- Primary School Location**
- High School Location**
- Tertiary Education Facility Location**
- Merrylands Station & McFarlane Street Precinct**
- Neil Street Precinct**

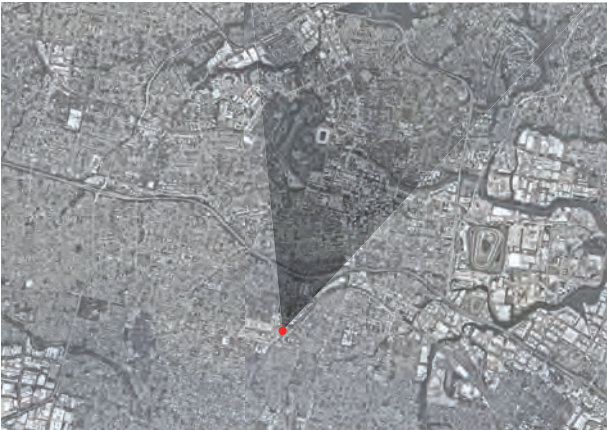
N.T.S



1.3 VIEW ANALYSIS

A building with opportunities for views towards the Blue Mountains, Western Sydney Parklands, Prospect Reservoir, Parramatta, Rosehill Gardens and Sydney Olympic Park.

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View to Parramatta



View to Sydney Olympic Park and Rosehill



View to Western Sydney Parklands



View to City

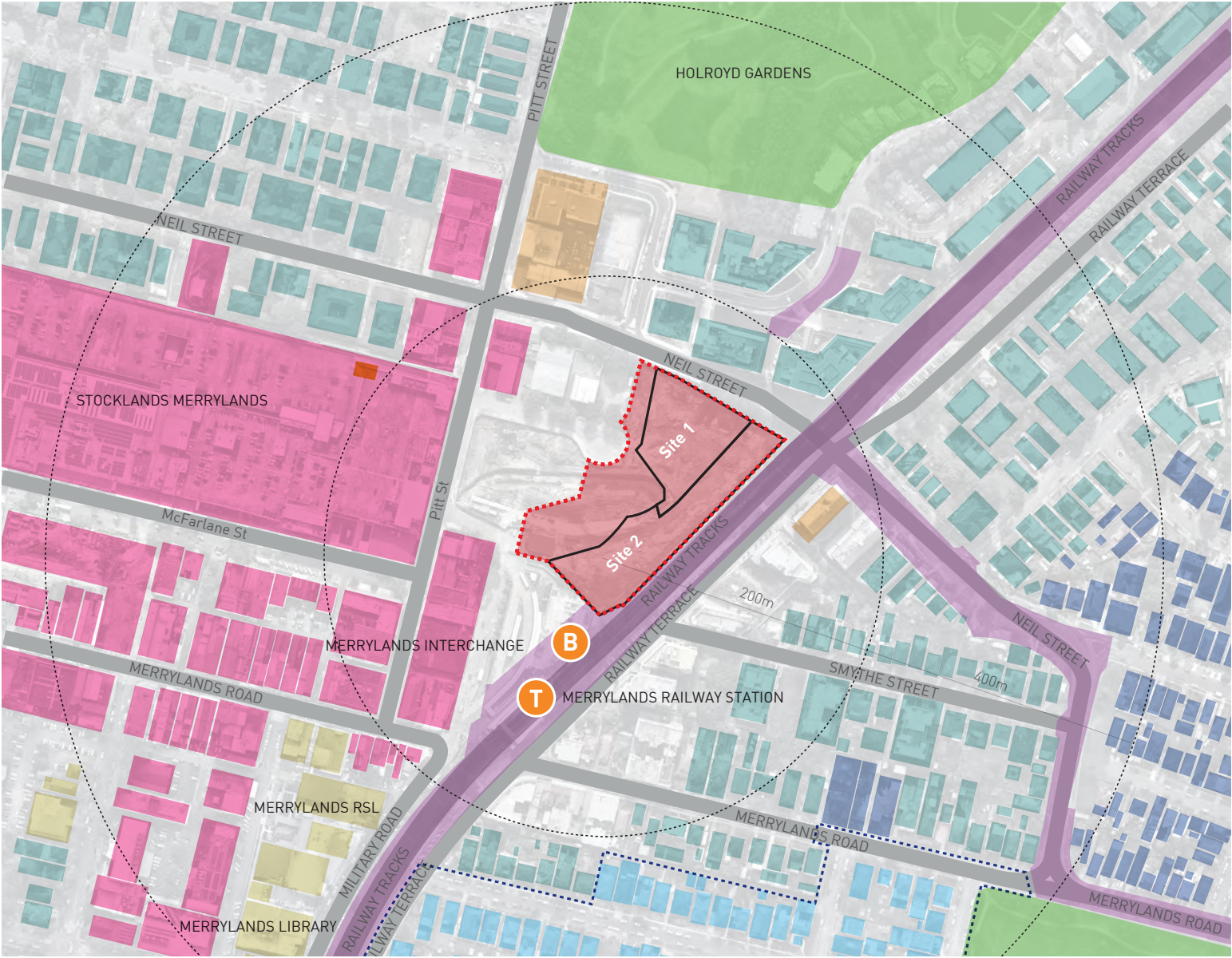
1.4 SITE CONTEXT

Environmental Factors



- Summer Solstice
- Equinox
- Winter Solstice
- Noise
- Merrylands Bus Interchange
- Merrylands Train Station

LEP Context Urban Fabric



- Community
- Health
- Childcare
- Merrylands Bus Interchange
- Merrylands Train Station
- Commercial/Retail
- SP2 ZONE
- Park
- High density residential
- Medium density residential
- Low density residential

1.5 RECENT AND APPROVED DEVELOPMENT

10



N.T.S 



Mason & Main - Woods Bagot



Anglicare Merrylands - Turner Studio



2-6 Gladstone Street - Plus Architecture

1.6 PRESENT 3D CONTEXT
CURRENT PROPOSAL FOR THE SUBJECT SITE
VIEW TO SOUTH EAST



1.7 FUTURE 3D CONTEXT
CURRENT PROPOSAL FOR THE SUBJECT SITE

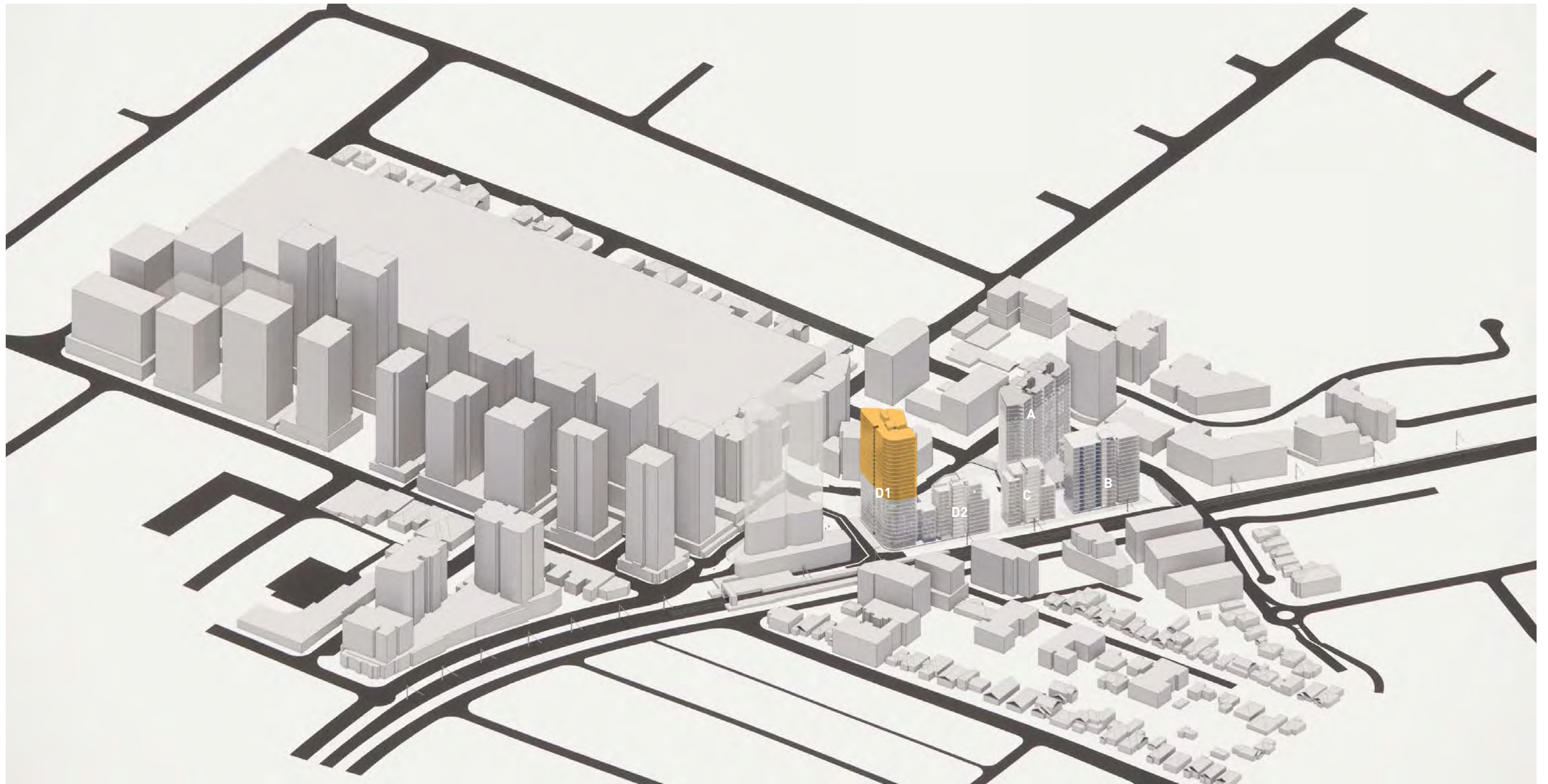
VIEW TO SOUTH EAST



DISCLAIMER:
* The bus terminal design is solely as a conceptual design for reference purposes only.

1.8 FUTURE 3D CONTEXT PP PROPOSAL FOR THE SUBJECT SITE

VIEW TO SOUTH EAST



13

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2.0 THE STRATEGY

This proposal seeks to refine existing controls associated with the Merrylands town centre, through an understanding of constraints and an exploration of the opportunities that local area provides.

There is a great opportunity to re-balance the town centre via the introduction of a transition height tower adjacent to the future marker building for the Merrylands public transport interchange and to provide a better contextual fit with future building height and density within that town centre.

This proposal will enable an improved massing arrangement within this part of the Neil Street Precinct, with a greater diversity of building heights along the rail corridor. This should serve to enliven and visually relieve existing planned streetscapes.

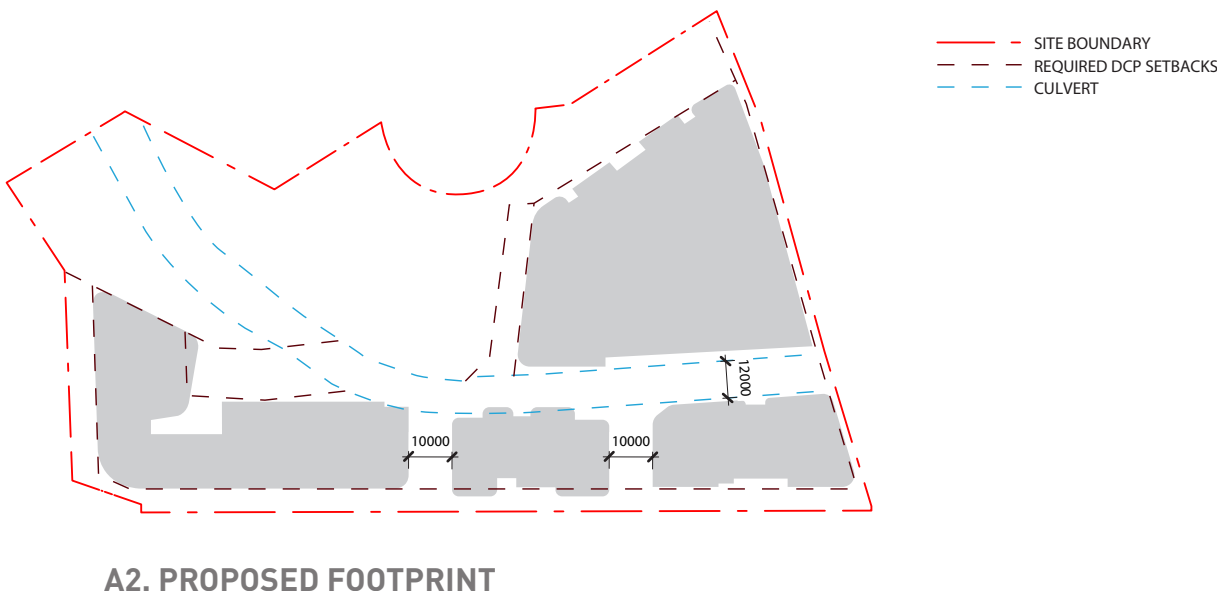
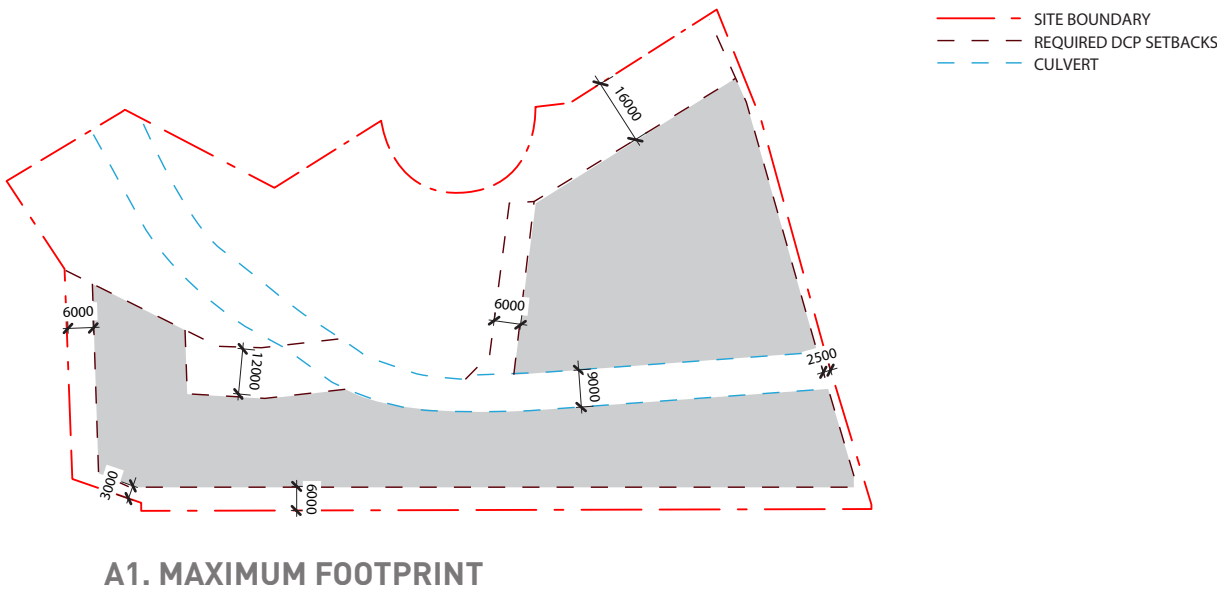
All of the above can be achieved through greater building height to a single small-footprint tower which is already part of the Site 2 DA submission, at Building D1 located on the southernmost corner of the subject site.

The current planning framework with particular reference to building height, embodies a certain disconnect in terms of the transitional relationship between the Town Centre and the Neil Street Precinct, particularly in terms of the heights of buildings.

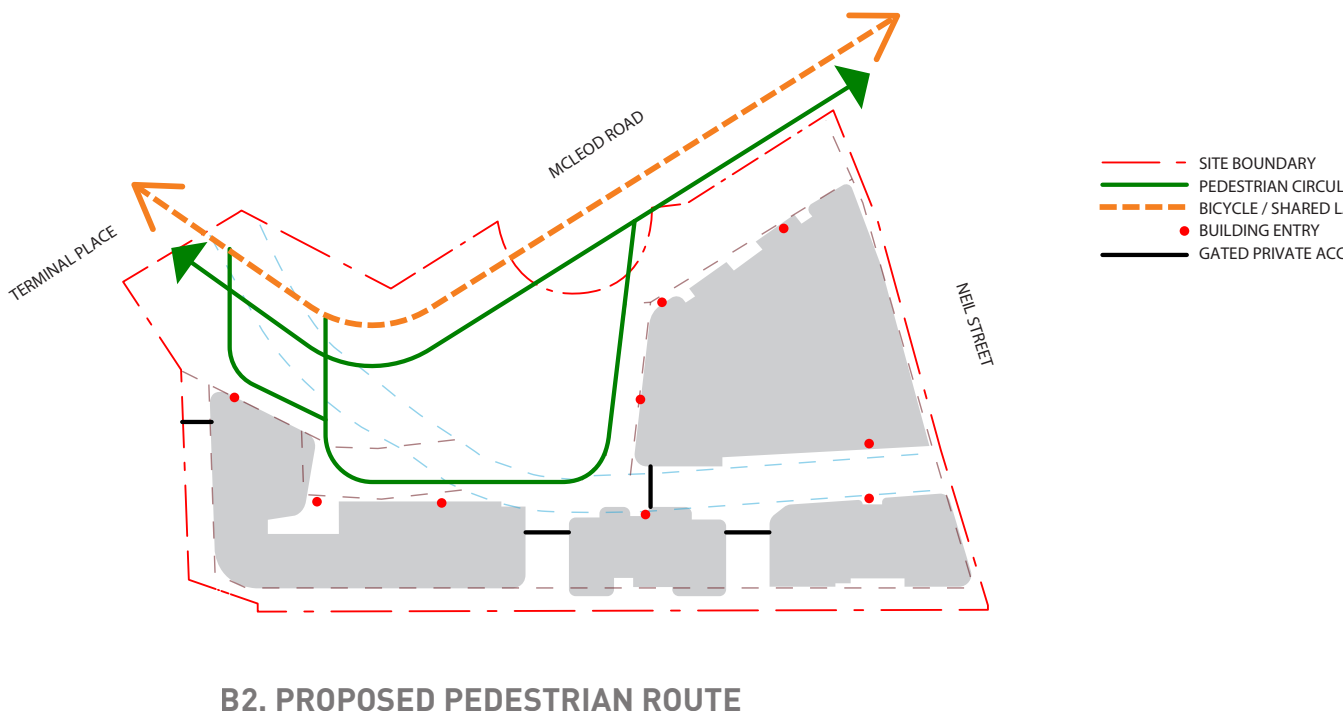
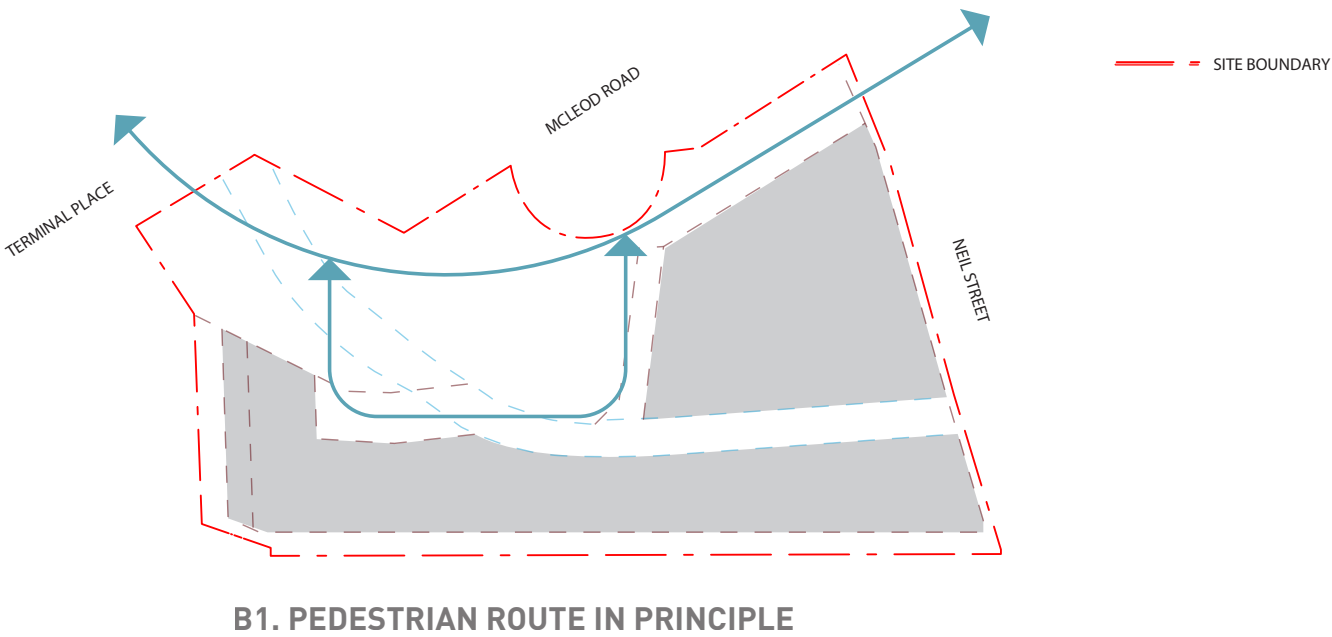
There is currently a lack of identity to the public transport interchange and a limited ability to read the location of that interchange from afar. A marker tower however will be identified from most public domain areas within the Town Centre. The south of our site being at 12 storeys needs then to transition upwards to the future interchange and current southern end of McFarlane St. The adoption of an increased building height to Building D1 would much improve this absent relationship to the McFarlane Street-focussed town centre. It could provide a more varied urban design outcome to the railway edge of the Neil Street Precinct. The proposed change enables a 27 storey building height with ample communal open space located on the roof. The modelled FSR is based upon the increased tower height to this contained southern end of the site only.

2.1 PROPOSED MASSING GENERATIVE DIAGRAM

SETBACKS

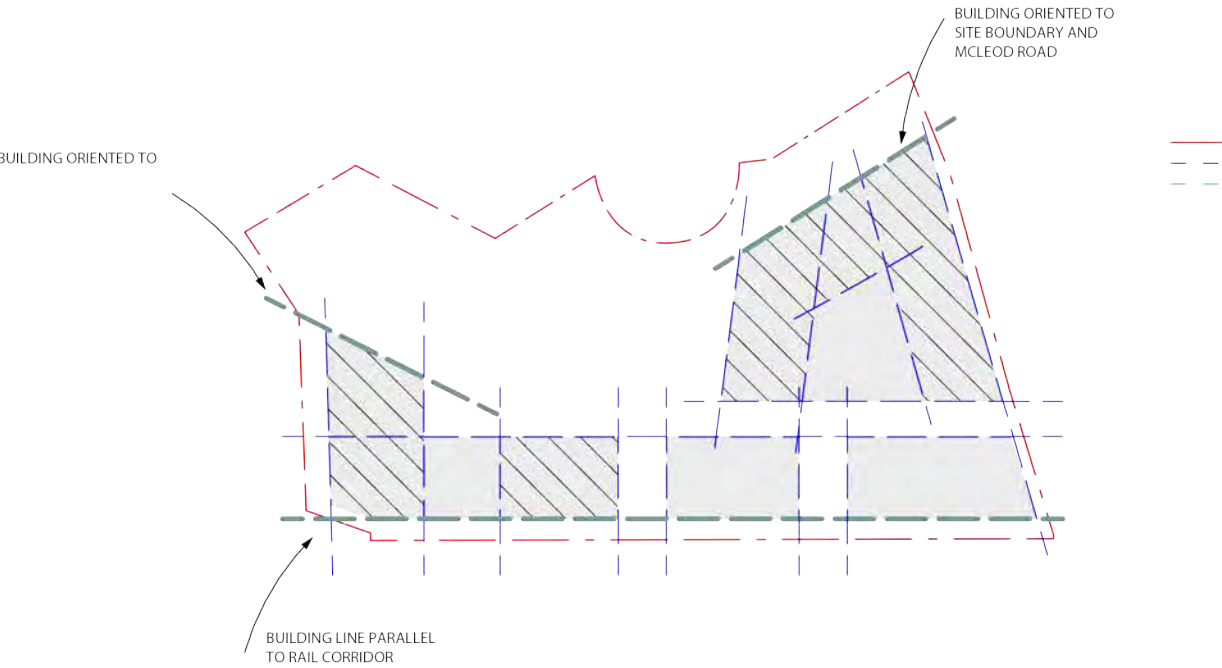


PEDESTRIAN ACCESS

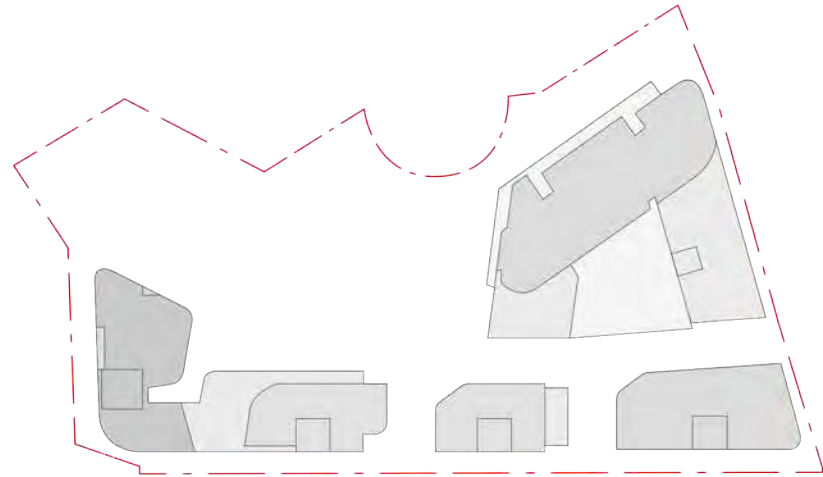


2.1 PROPOSED MASSING GENERATIVE DIAGRAM

FORM



A1. BUILDING BLOCKS IN PRINCIPLE



A2. PROPOSED FORMS

OPEN SPACE



B1. OPEN SPACE DEFINED BY BUILDING IN PRINCIPLE

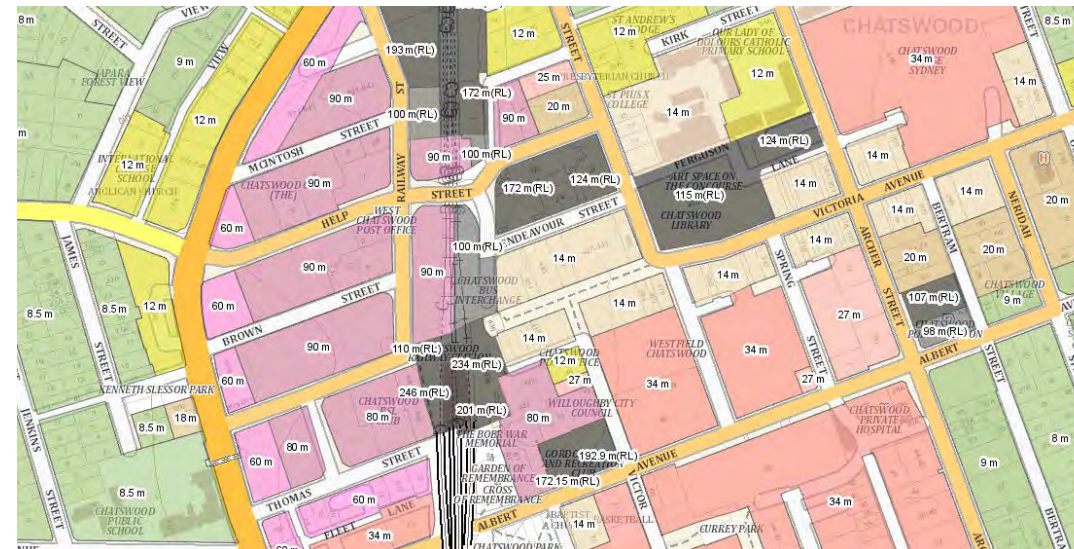


B2. PROPOSED LANDSCAPE STRATEGY

2.2 Train Station Visual Markers

Placemaking

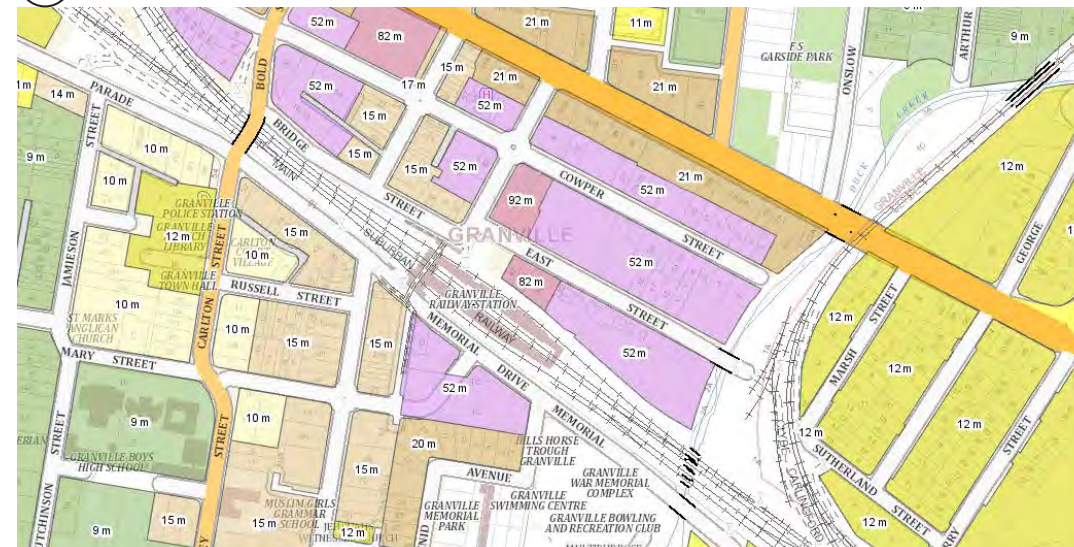
Positioning a visual marker at the railway station 'Arrival Point' assists in the legibility of 'Place'. The examples to this page show how other similar stations have achieved the similar potential with marker buildings adjacent to the arrival point. This works as a catalyst for future growth in the immediate and surrounding areas.



N.T.S



Chatswood - Train Station & City



N.T.S



Granville - Train Station



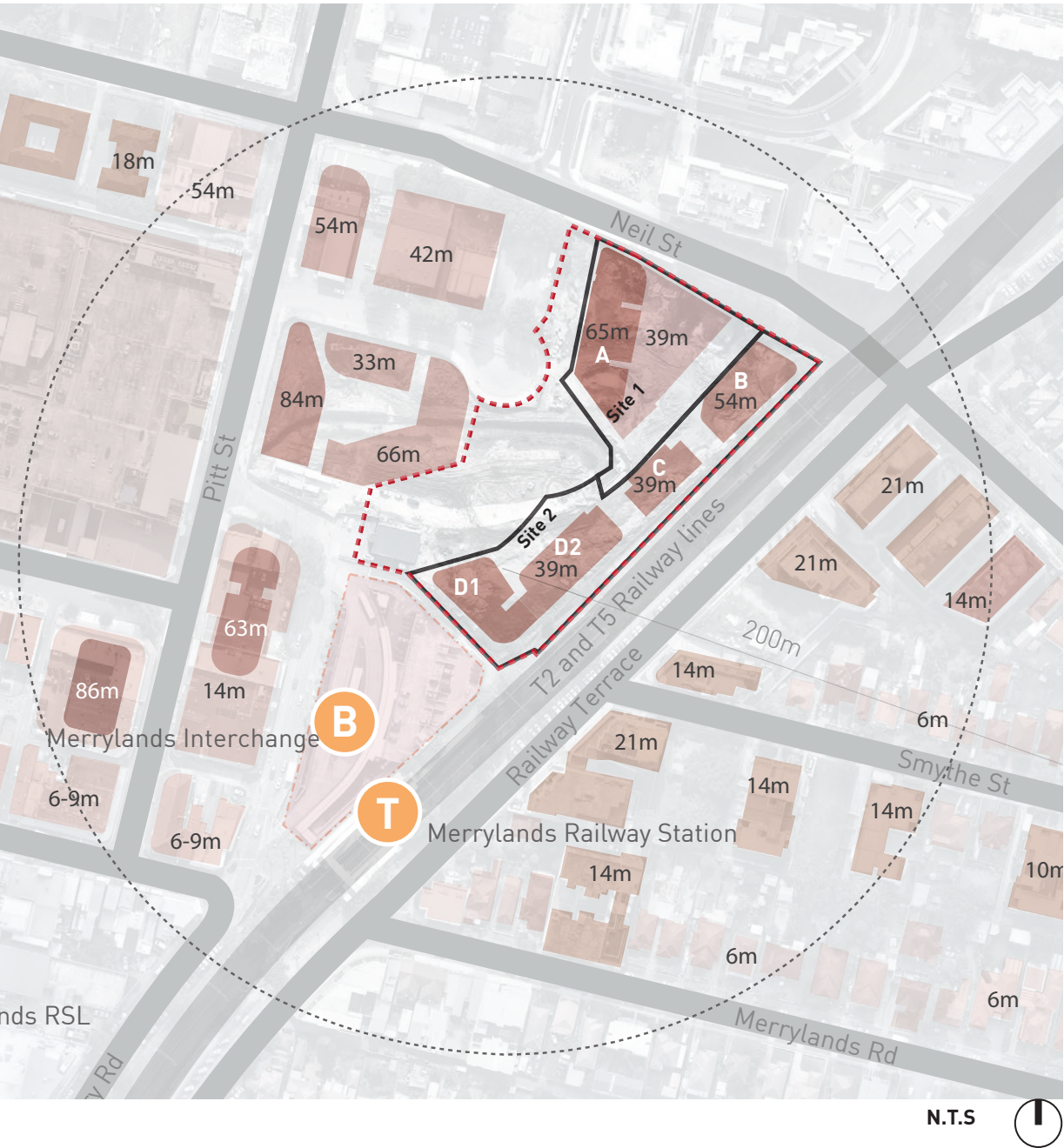
N.T.S



Epping - Train Station

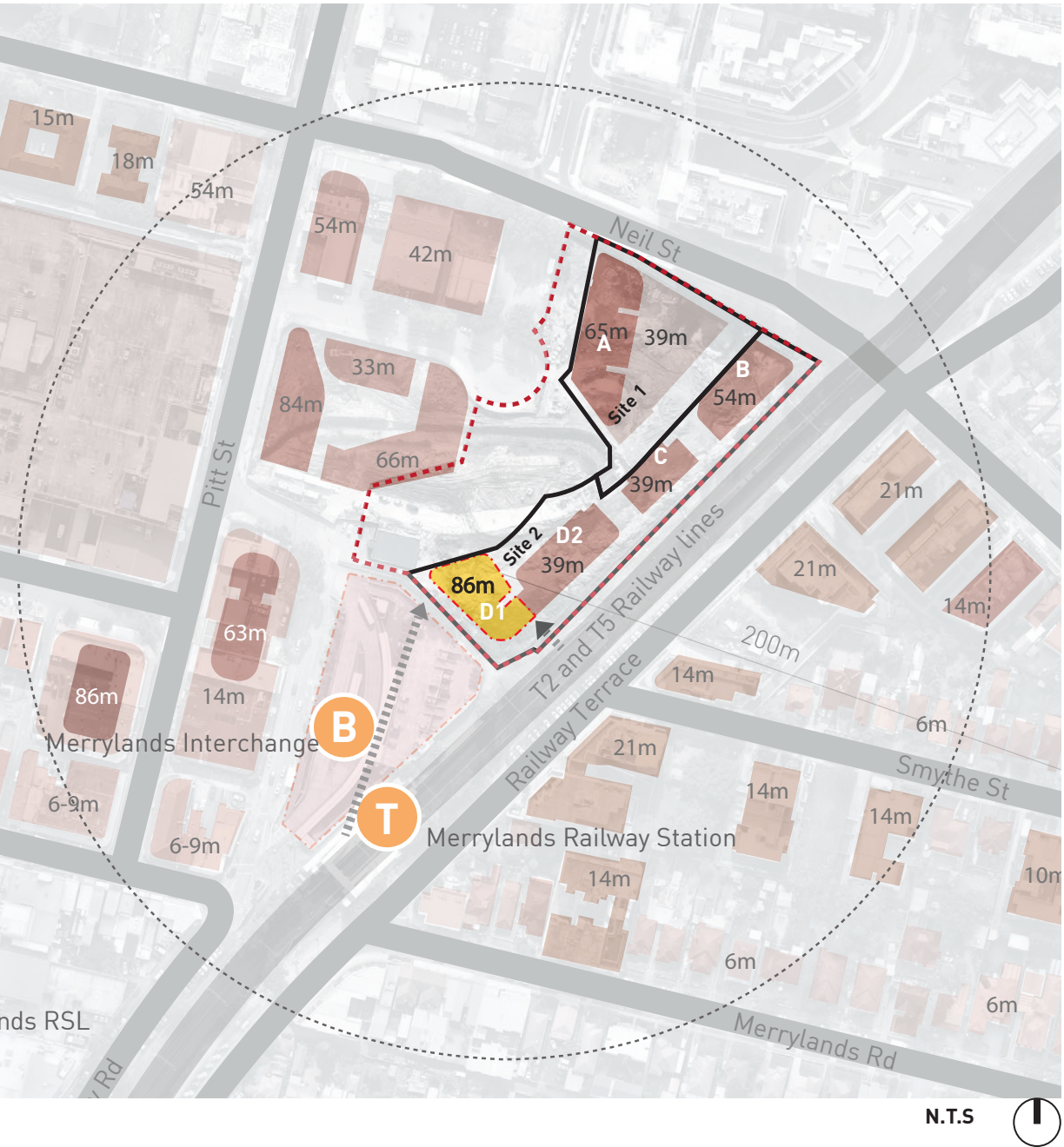
2.3 EXISTING AND DA APPROVED PROPOSED HEIGHT GENERAL PRINCIPLE DIAGRAM

EXISTING CONTEXT BUILDINGS



- Existing height control allows a maximum of 65m on the north west of the site and a lower height of 39m towards the south
- There is no urban design marker to acknowledge the station and bus interchange at Merrylands.

PROPOSED MASSING ENVELOPE

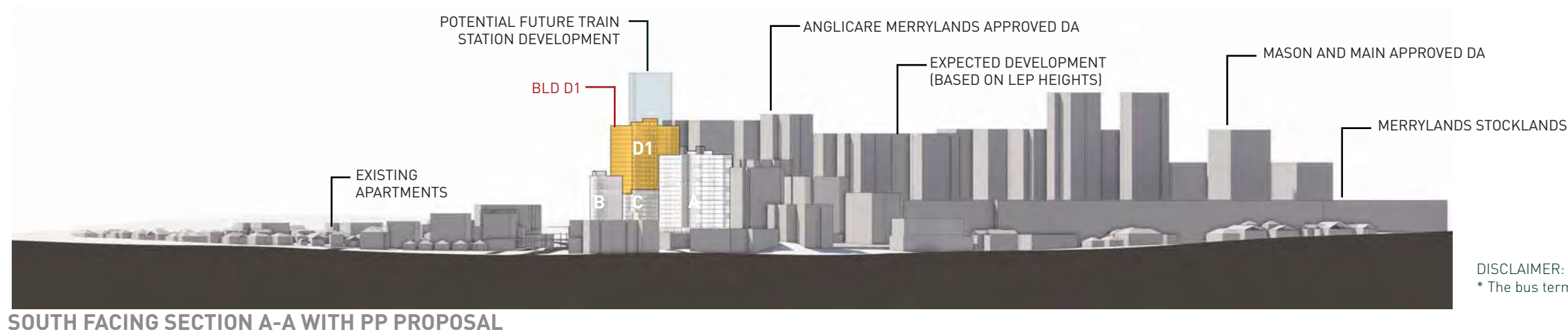


- The proposed change in height only relates to the southern portion of the site (specifically Site 2, Building D1, Southern end), increasing its height to 86m (27 storeys), which is under the current maximum allowable height in Merrylands of 105m.
- A marker is created at the arrival point of Merrylands and provides a logical transition towards the Merrylands town centre.
- This Planning Proposal additionally becomes a precedent for the Bus Interchange site where a new building with height maybe possible

2.4 EXISTING AND DA APPROVED HEIGHT TRANSITION DIAGRAMS



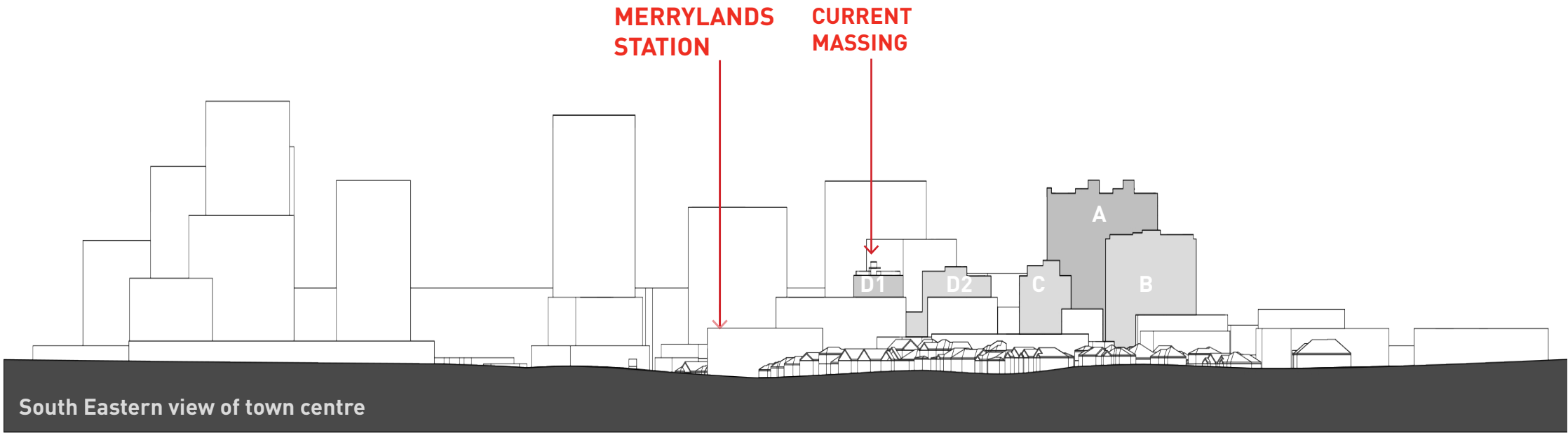
- The highest building (Building D1) is to be located at the southern end of the site. The forecast shadows do not affect park spaces nor overshadow the non-habitable railway tracks.
- The building heights make a better transition from tallest point at the train station and bus interchange towards the town centre.
- The train station once sat at the edge of the LGA, and only since boundaries have been redrawn is it located in a more central position. We believe that the town centre will in future decades gravitate towards the station itself.
- The 'Merrylands Neil St Precinct Urban Design Review' (dated October 2015) by Council describes the Neil Street precinct. This document sensibly recommends that Buildings A and B mark two key points on Neil Street, one at the intersection of Mcleod Road and the other being at the Railway Bridge. However, from an urban design perspective it is somewhat surprising that height on the subject site transitions only downwards towards its southernmost corner, although that corner is adjacent to the main Merrylands bus and rail interchange.
- The 'Merrylands Station and McFarlane Street Precinct Review' (dated March 2016) by SJB describes the precinct centred on McFarland St, along the entire length of the Stockland shopping centre and heading southeast towards the transport interchange. The study does not however include the key site of the bus interchange itself. This document recommends higher buildings towards the central entrance to the shopping centre with a bell curve centred upon height in that location, but we believe that it also does not sufficiently address the current and future importance of the Merrylands bus and rail interchange.
- It is our Urban Design and Architecture view that height transitions immediately around the railway station should refocus towards the Merrylands bus and rail interchange.



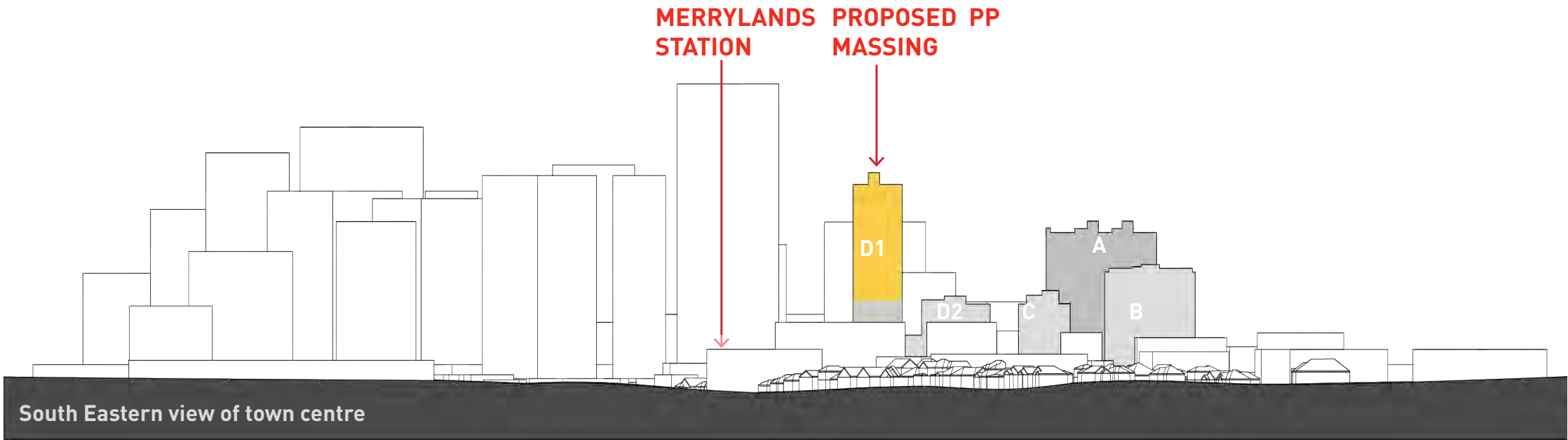
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2.5 SITE SECTION AND ELEVATION - HEIGHT TRANSITION

CURRENT PROPOSED MASSING



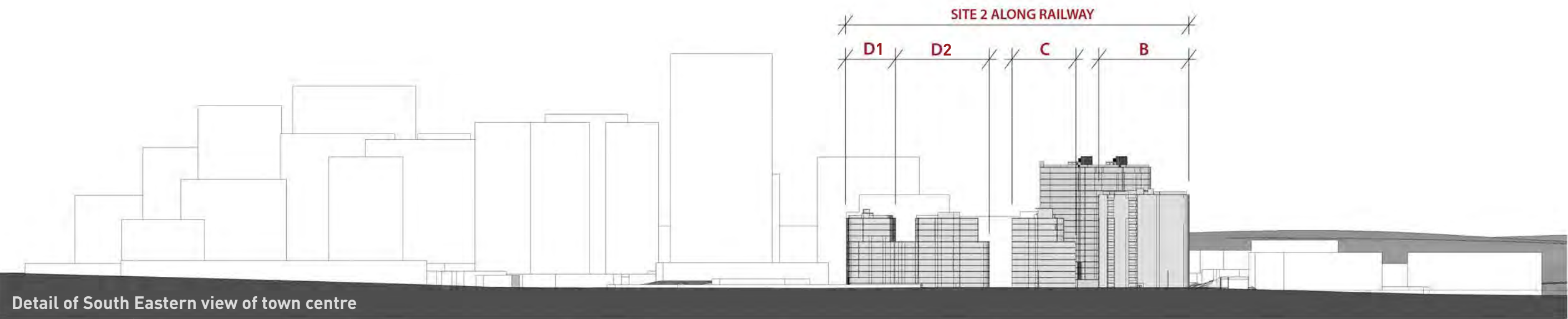
PP MASSING PROPOSAL WITH LEP ALLOWABLE HEIGHTS & FUTURE PLANNING PROPOSAL ON BUS INTERCHANGE*



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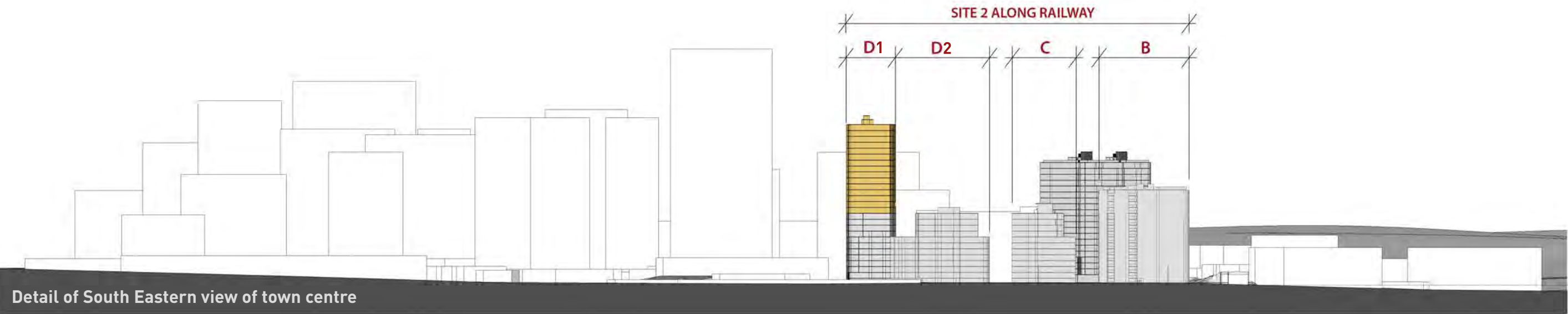
2.6 HEIGHT TRANSITION DIAGRAMS - HEIGHT TRANSITION

CURRENT PPROPOSAL



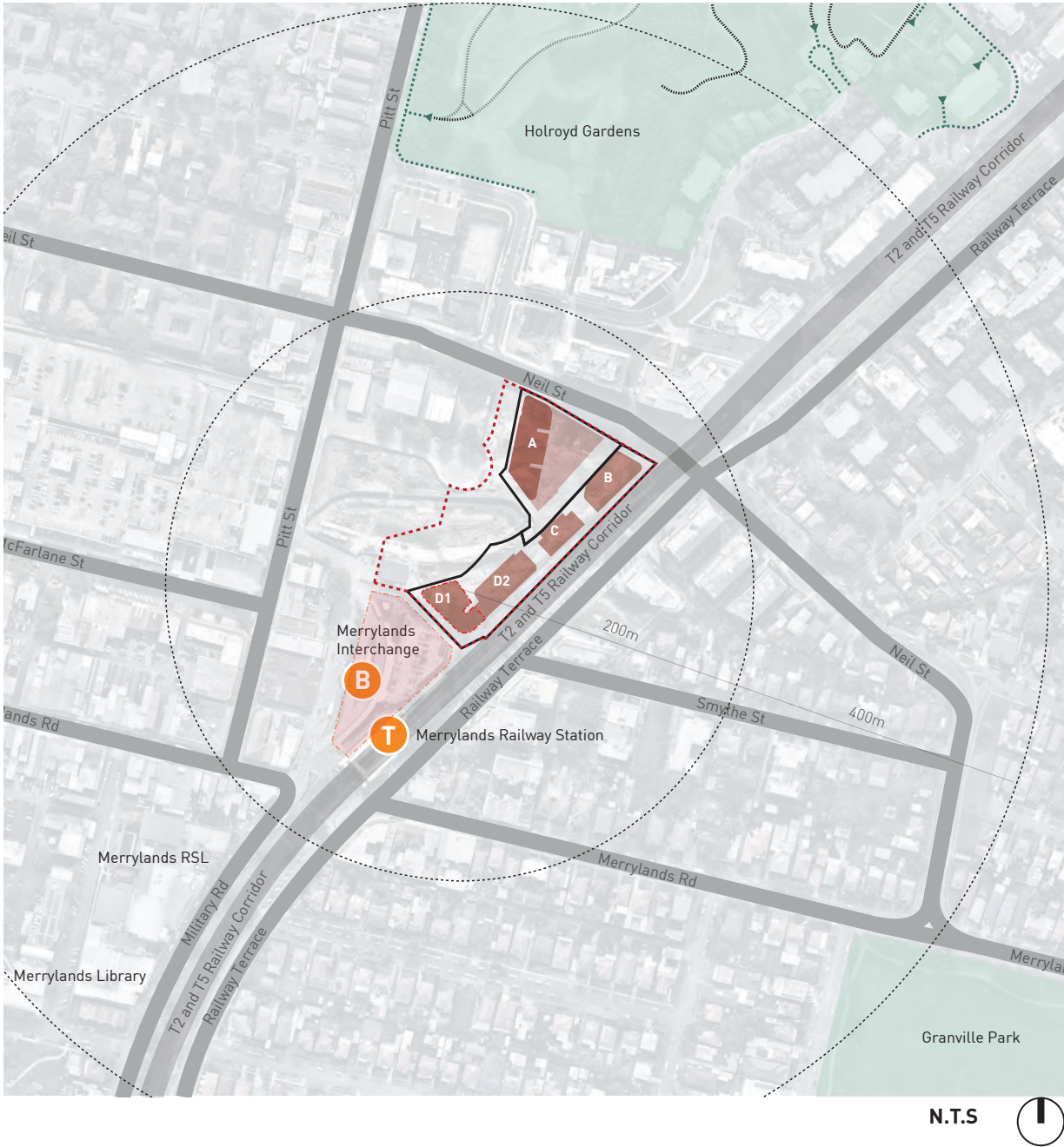
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PP PROPOSAL



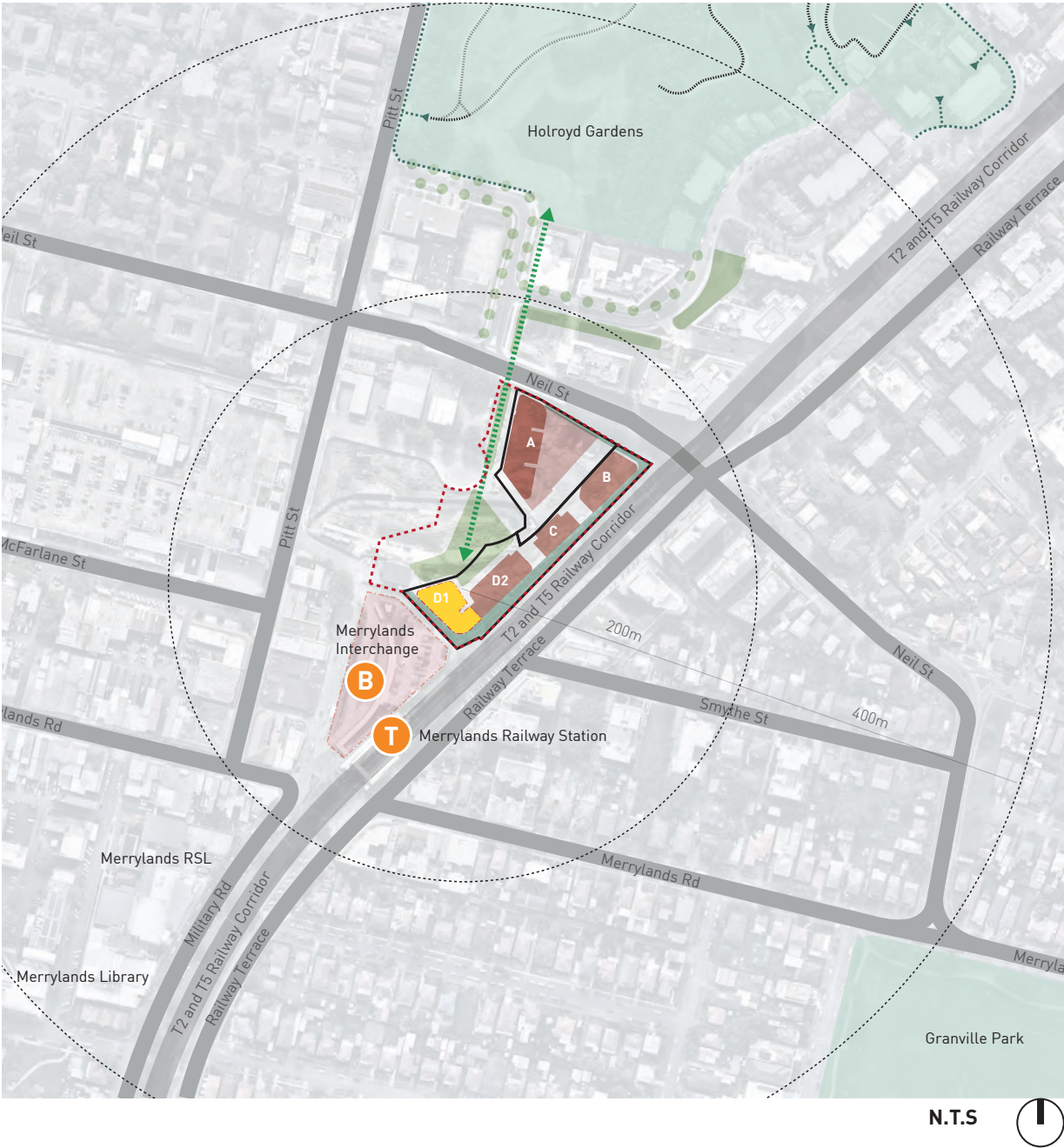
2.7 Neil St & Holroyd Gardens Connection

EXISTING PROPOSAL



- The larger parcels of green space are located in a 400m radius from the site.

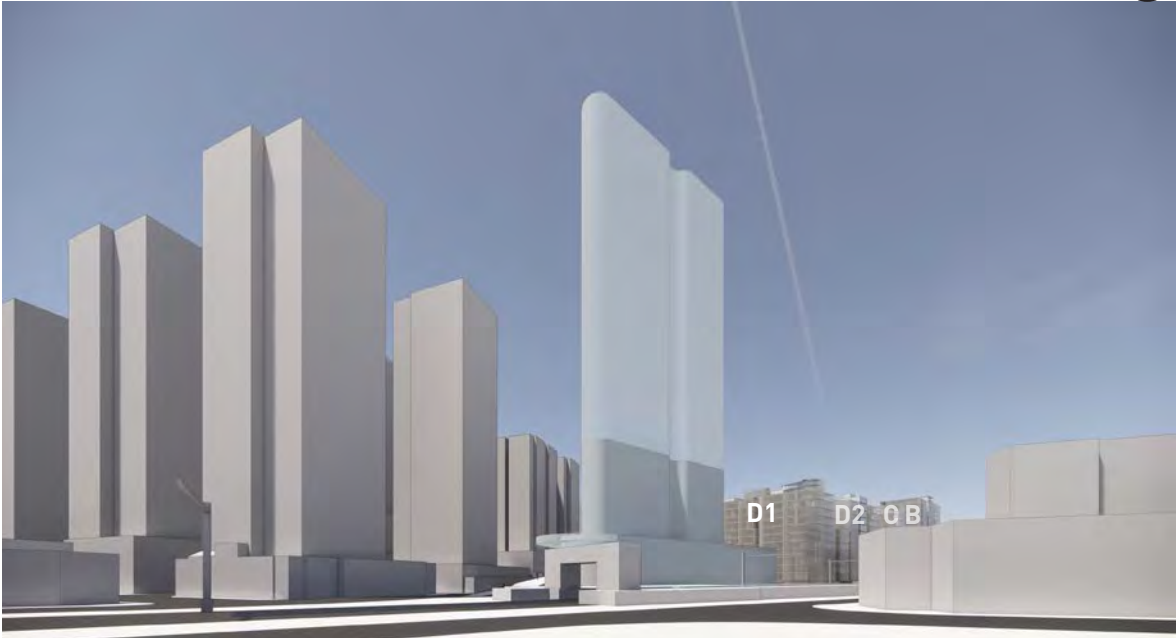
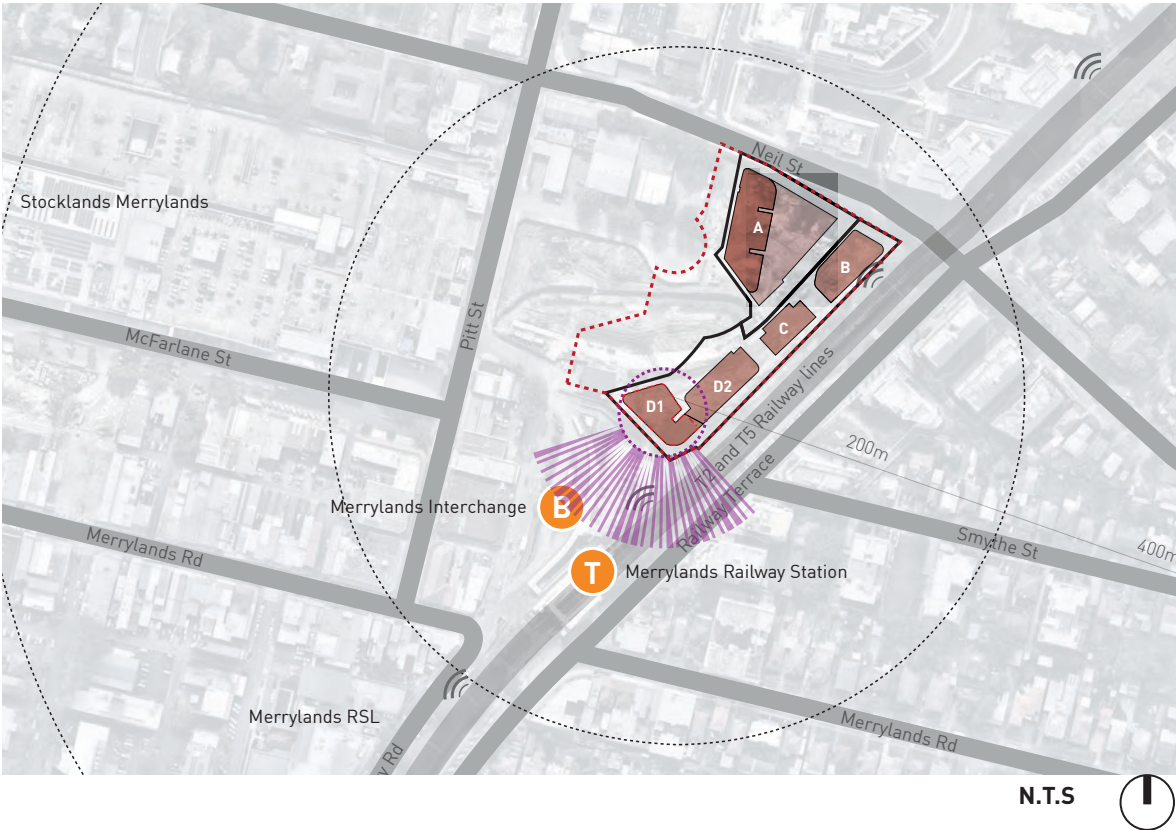
PROPOSED PP



- Terminal Place Park, Neil Park & Boulevard Park form a tentative green link towards Holroyd Gardens and improve the connectivity between these green spaces

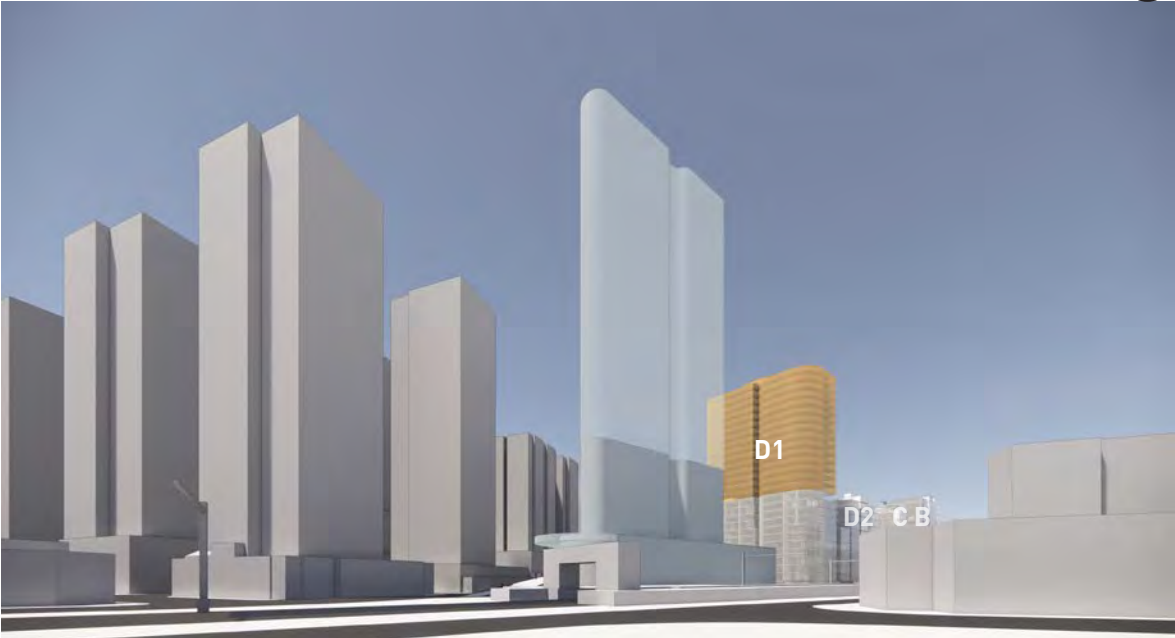
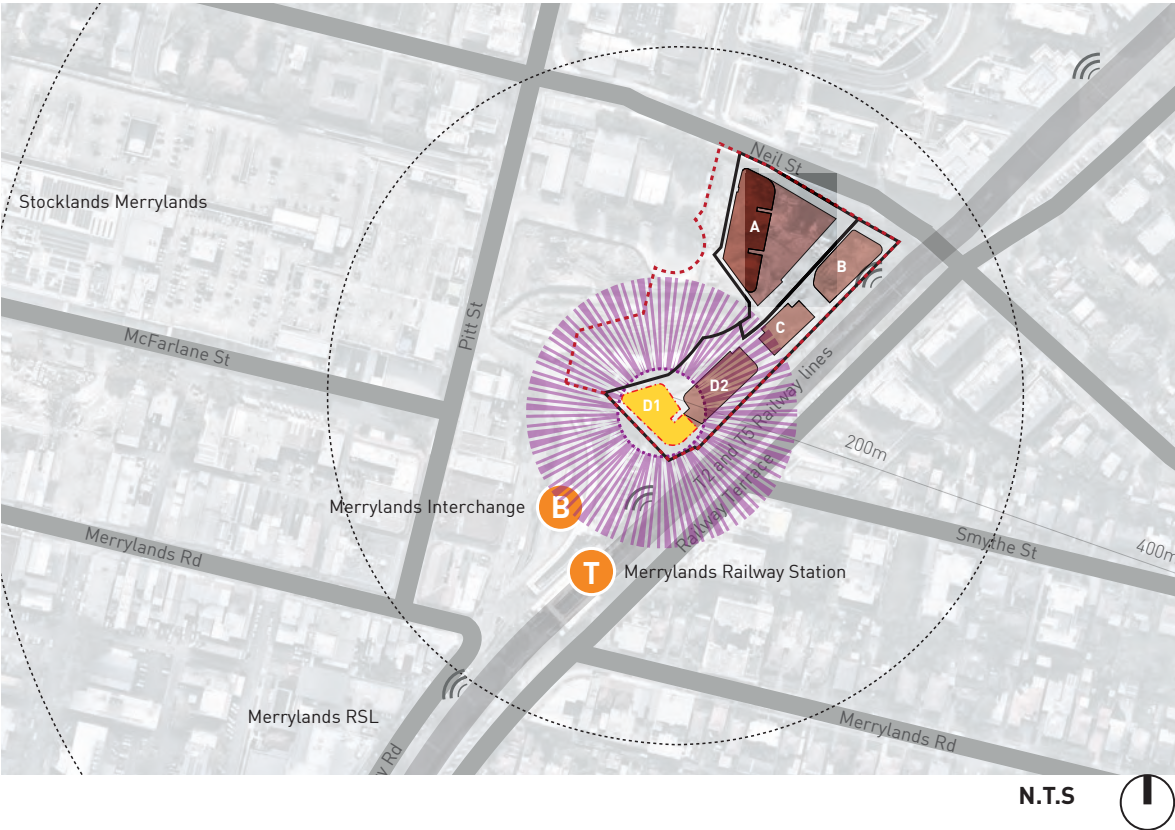
2.8 ENHANCED VIEW RANGE

EXISTING PROPOSAL VIEW RANGE



- The existing 12 storey Southern end of Building D1 is dwarfed and has views which are limited.

PP PROPOSAL WITH INCREASED VIEW RANGE



- The proposed increase in height ties in with expected new developments towards the town centre and allows for desirable vistas across the land and over the tops of buildings towards the Blue Mountains, Sydney City & Parramatta town centre.

2.9 ENHANCED VIEW RANGE IMAGES

NORTH EASTERN VIEW (SYDNEY CITY VIEW)



NORTHERN VIEW (PARRAMATTA VIEW)



NORTH WESTERN VIEW



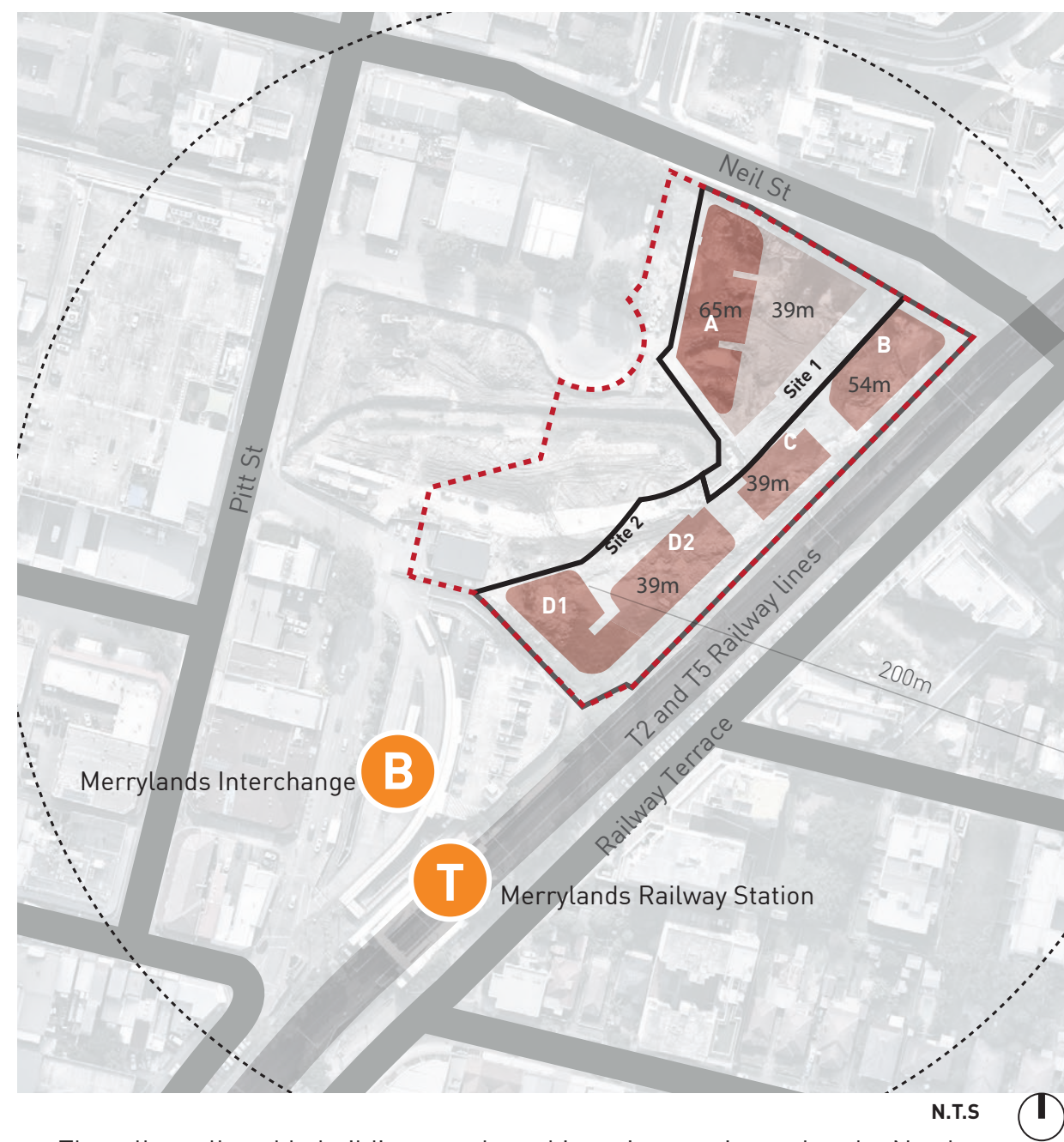
WESTERN VIEW



3.0 THE PROPOSAL

3.1 PROPOSED HEIGHT (USING CURRENT SUBMITTED DA FOOTPRINTS)

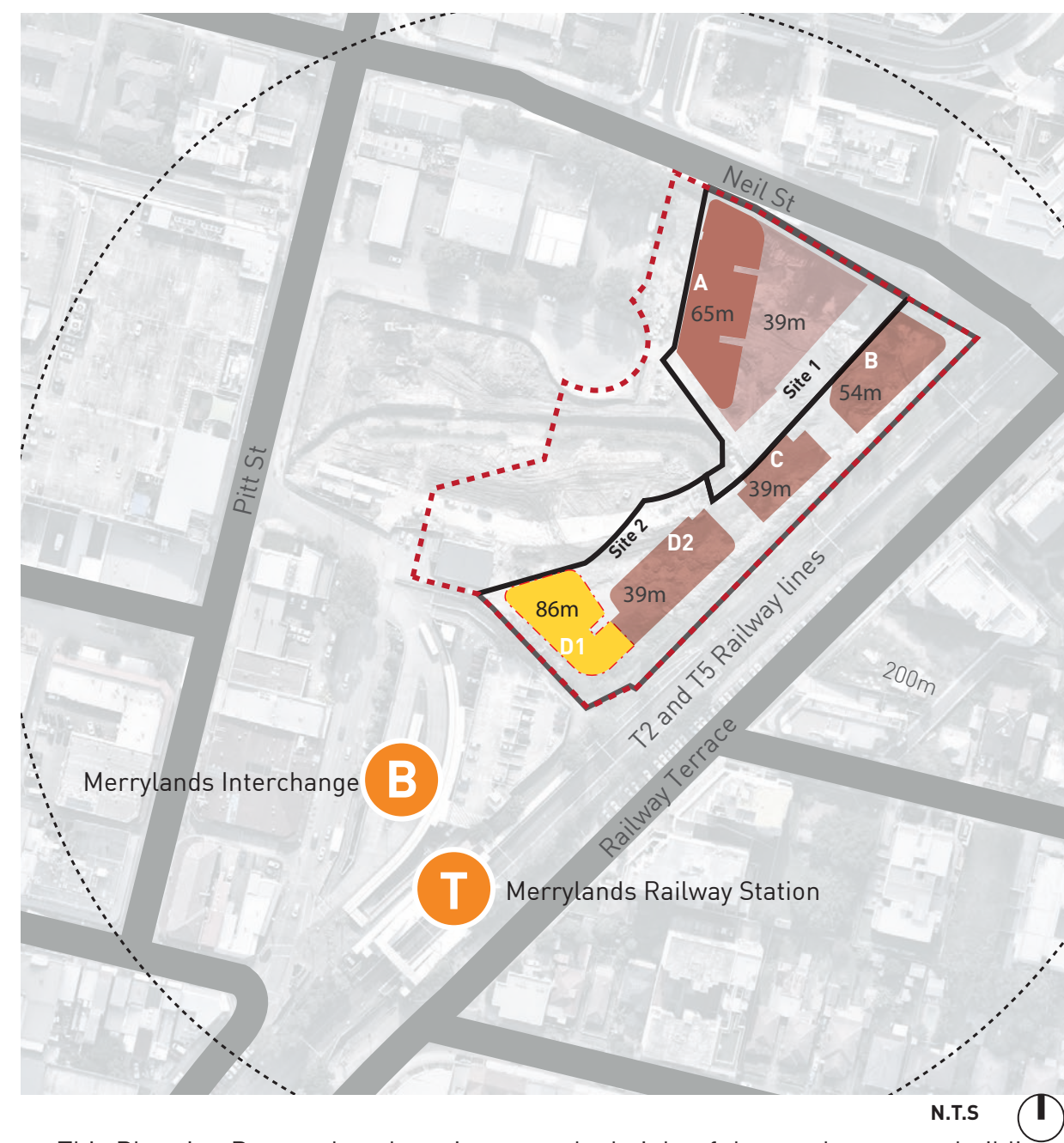
CURRENT PROPOSAL HEIGHT MASSING



- The tallest allowable buildings on the subject site are situated to the North, at Neil St, which seems incongruous, given the clear importance of the Railway and Interchange
- The site, Site 2 has an allowable the FSR of 5:1. The site currently achieves an FSR 4.93:1 There is currently an abrupt change of heights from the town centre (downwards towards the train station and bus interchange).____

— DEVELOPMENT SITE 1
— DEVELOPMENT SITE 2
- - - ENTIRE SUBJECT SITE

PP PROPOSED HEIGHT MASSING



- This Planning Proposal seeks to increase the height of the southern most building, Building D1. Producing a tower with a typical floorplate of 739.5m2 GFA.
- FSR is adjusted to 6.6:1
- There is a more rational height profile beginning at the train station and moving outwards towards the shopping centre entrance on McFarlane St

— DEVELOPMENT SITE 1
— DEVELOPMENT SITE 2
- - - ENTIRE SUBJECT SITE

3.2 MASSING HEIGHT AND FSR COMPARISON

CURRENT SUBMITTED DA MASSING
(WITH EXPECTED SURROUNDING FUTURE DEVELOPMENT & LEP ALLOWABLE HEIGHT ON BUS INTERCHANGE*)



SITE 2
AREA =6,155.7sqm
HEIGHT = 39m(12ST)
FSR = 4.93:1
GFA = 30,337.18 sqm
APARTMENT NUMBERS = 303

PROPOSED PP MASSING
(WITH EXPECTED SURROUNDING FUTURE DEVELOPMENT & LEP ALLOWABLE HEIGHT ON BUS INTERCHANGE*)



SITE 2
AREA = 6,155.7sqm
HEIGHT = 86m (27ST)
FSR = 6.60:1
GFA = 40639.63 sqm
APARTMENT NUMBERS: 408

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3.3 PROPOSED PP TRAFFIC AND LANDSCAPE STRATEGY



N.T.S



TRAFFIC DIAGRAM

- RAILWAY ACCESS ROAD
- VEHICULAR CIRCULATION
- PEDESTRIAN CIRCULATION
- BUILDING ENTRY



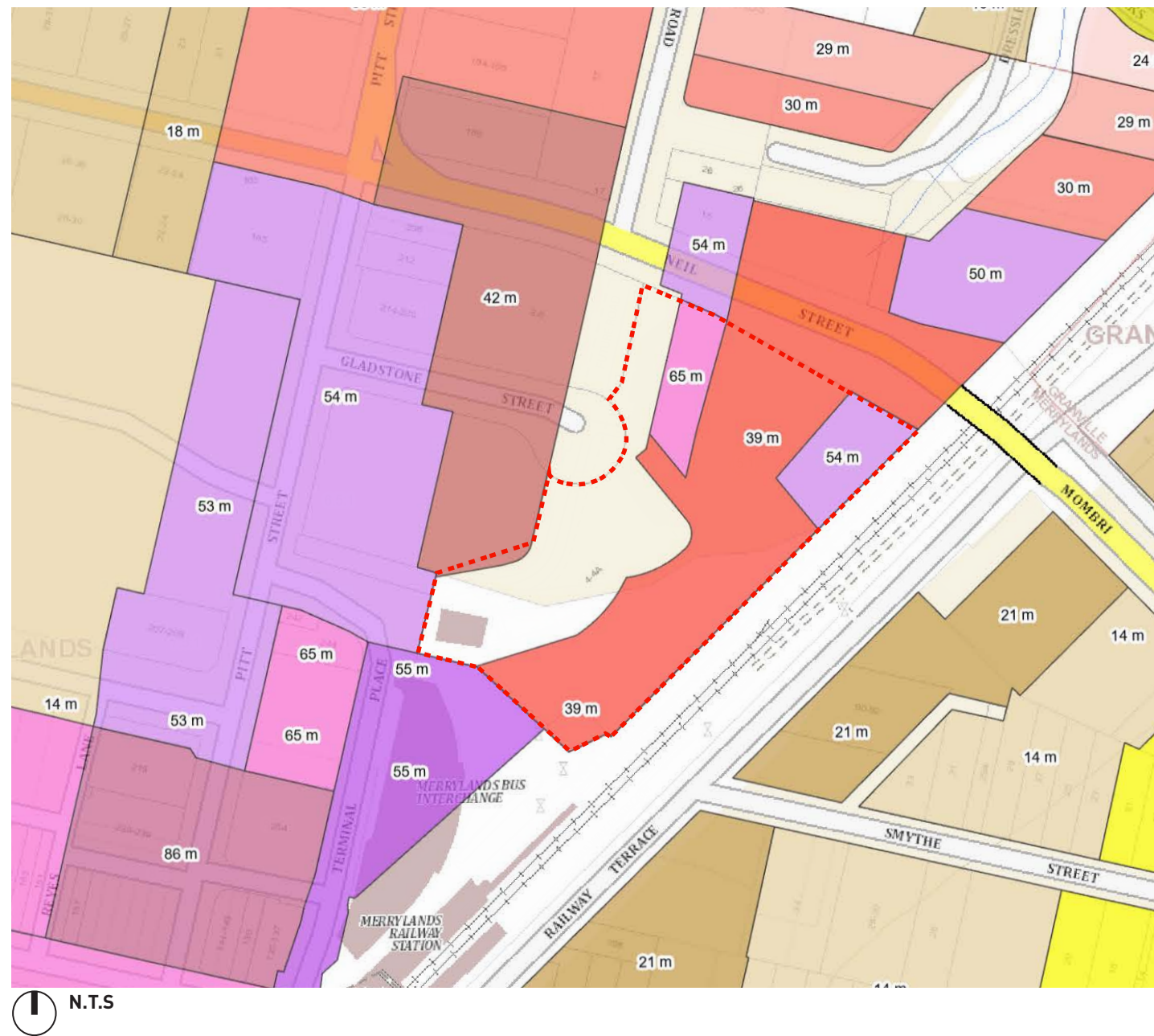
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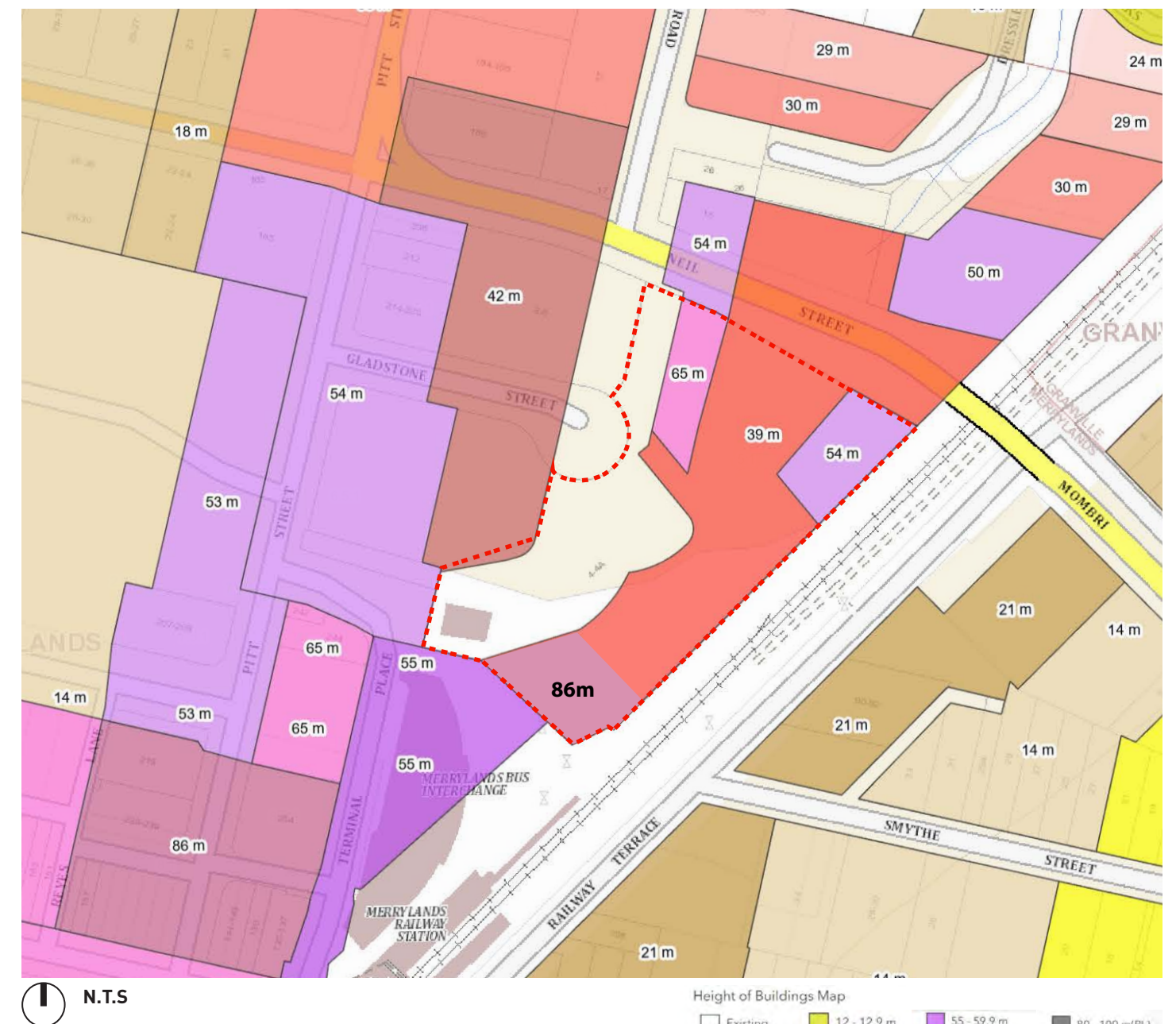
LANDSCAPE DIAGRAM

3.4 LEP HEIGHT MAP


EXISTING HEIGHT DIAGRAM



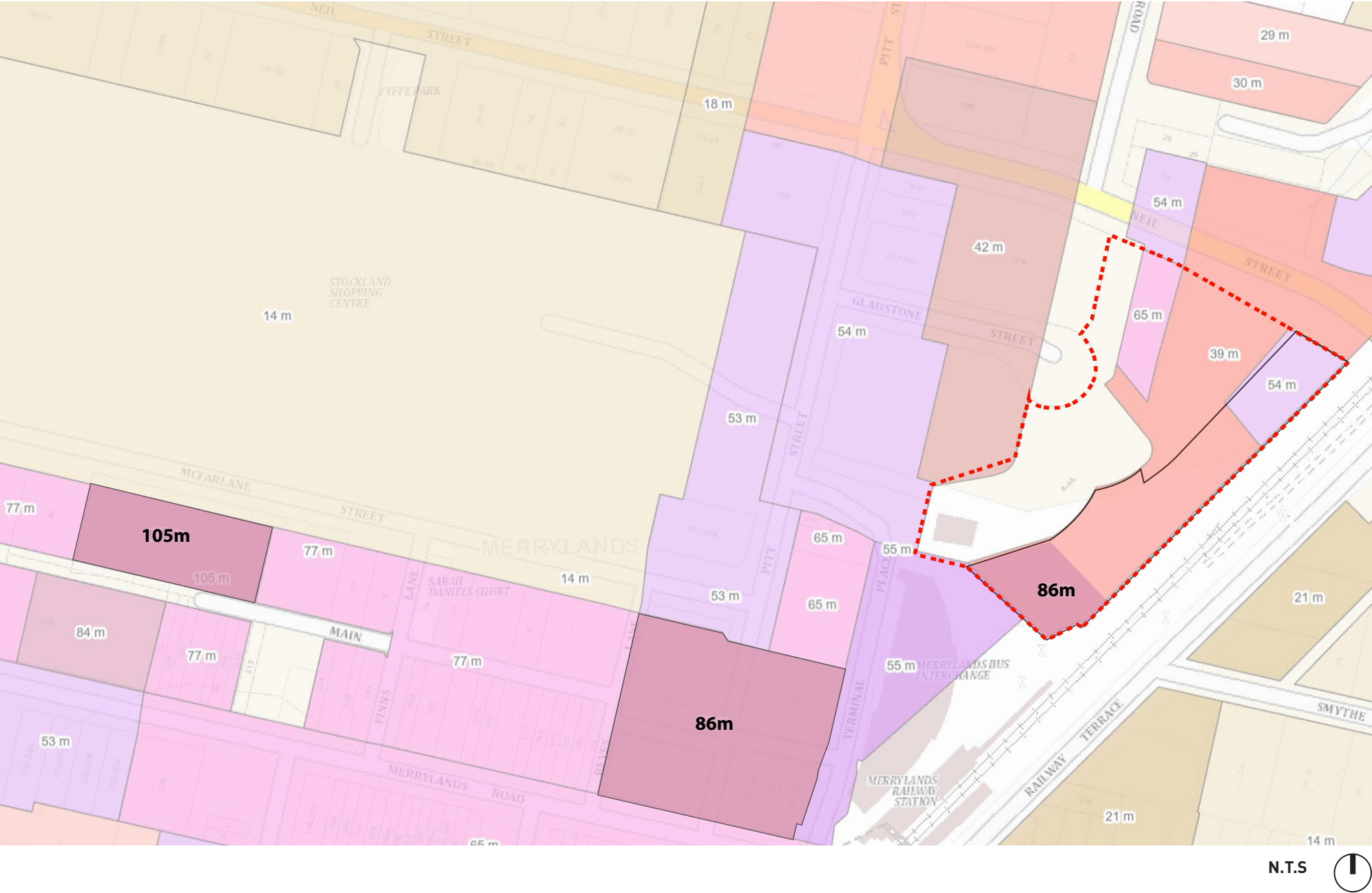
PROPOSED PP HEIGHT DIAGRAM



Height of Buildings Map

Existing	12 - 12.9 m	55 - 59.9 m	80 - 100 m(RL)
0 - 3.6 m	13 - 14.9 m	60 - 79.9 m	
3.7 - 4.9 m	15 - 16.9 m	80 - 99.9 m	Clauses
5 - 5.4 m	17 - 18.9 m	100 - 124.9 m	 Refer to Clause 4.3 (2A)
5.5 - 5.9 m	19 - 20.9 m	125 - 149.9 m	
6 - 6.4 m	21 - 22.9 m	150 - 174.9 m	
6.5 - 6.9 m	23 - 24.9 m	175 - 199.9 m	
7 - 7.4 m	25 - 29.9 m	200 - 224.9 m	
7.5 - 7.9 m	30 - 34.9 m	225 - 249.9 m	
8 - 8.9 m	35 - 39.9 m	250+ m	
9 - 9.9 m	40 - 44.9 m	0 - 20 m(RL)	
10 - 10.9 m	45 - 49.9 m	20 - 40 m(RL)	
11 - 11.9 m	50 - 54.9 m	40 - 60 m(RL)	
		60 - 80 m(RL)	

PROPOSED HIGHEST BUILDINGS IN MERRYLANDS



The development site affected by this Urban Design Report is currently subject to a split maximum between 39m and 65m under the Cumberland Local Environmental Plan 2021 Height of Building Amendment 20.

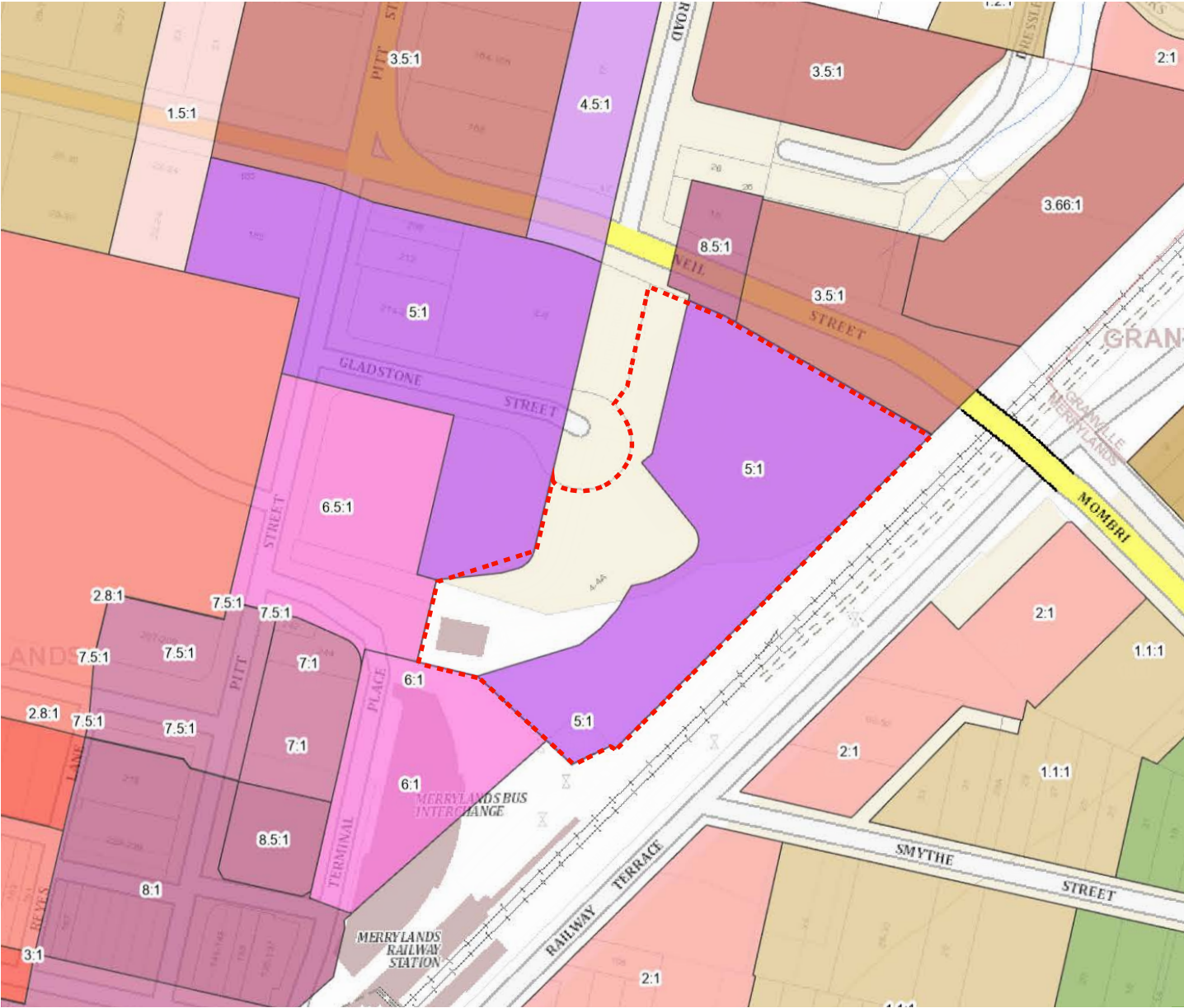
The Planning Proposal Request seeks to increase Building D1 to the allowable maximum height to 86m. Therefore increasing the allowable FSR from 5:1 to 6.6:1.

Existing Height of Building D1 = 39m (12St)
Proposed PP Height Building D1 = 86m (27St)

Existing proposal of the submitted DA footprint of Site 2 has a FSR of 4.93:1 (5:1 is allowable).
Proposed PP for the subject site (Site 2) has an FSR of 6.6:1 (see Reference Design Appendix)

Existing total subject site (Site 2) GFA = approx. 30,337.18sqm
Proposed total subject site (Site 2) GFA = approx.40,639.63sqm (see Reference Design appendix)

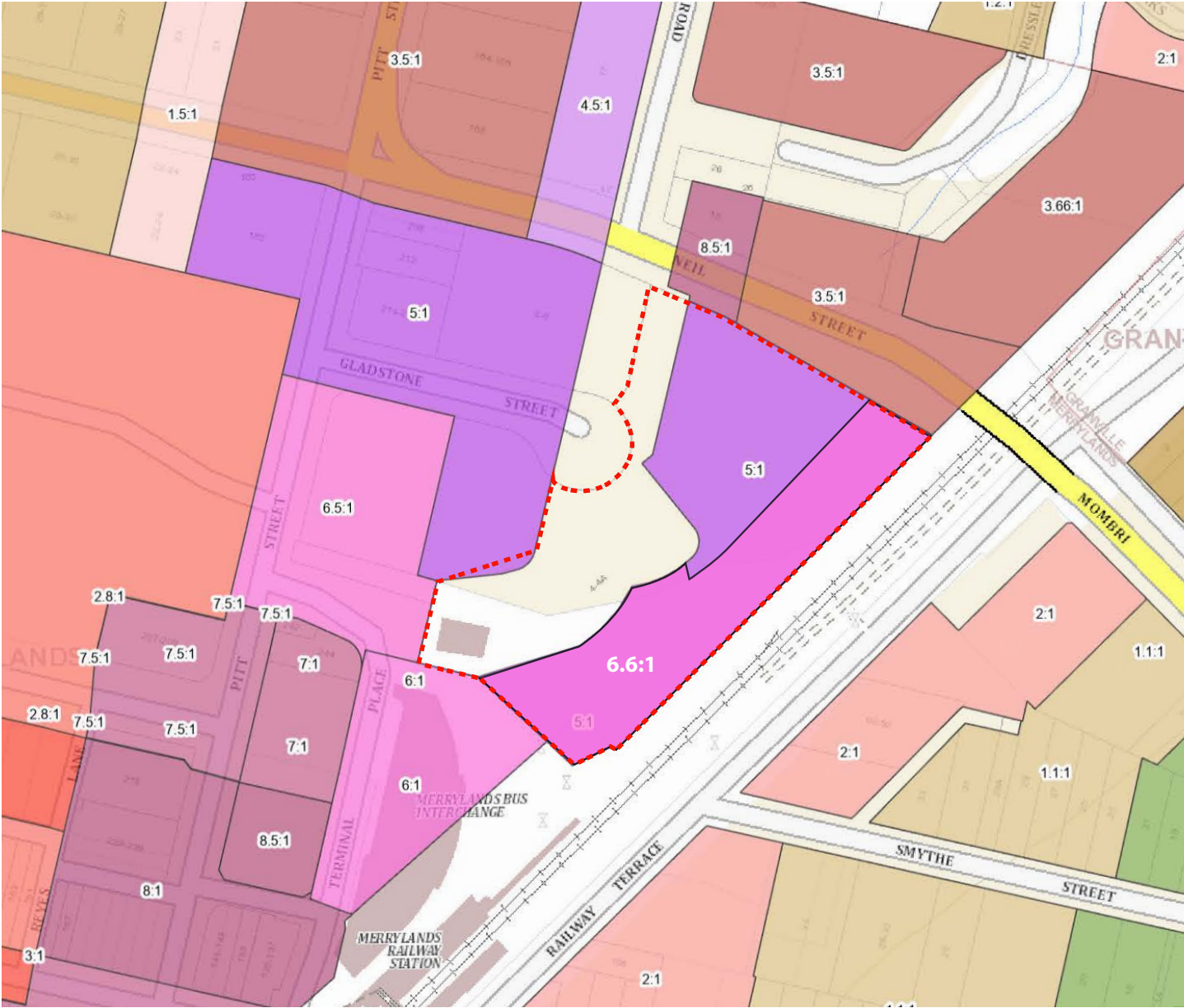
EXISTING FSR DIAGRAM



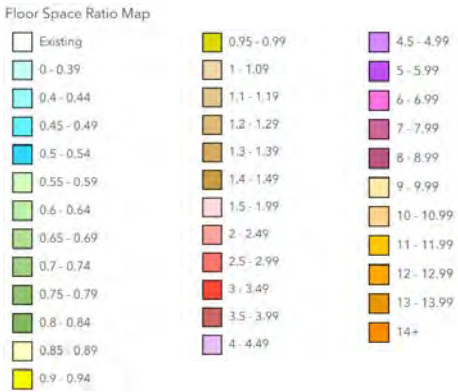
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PROPOSED PP FSR DIAGRAM

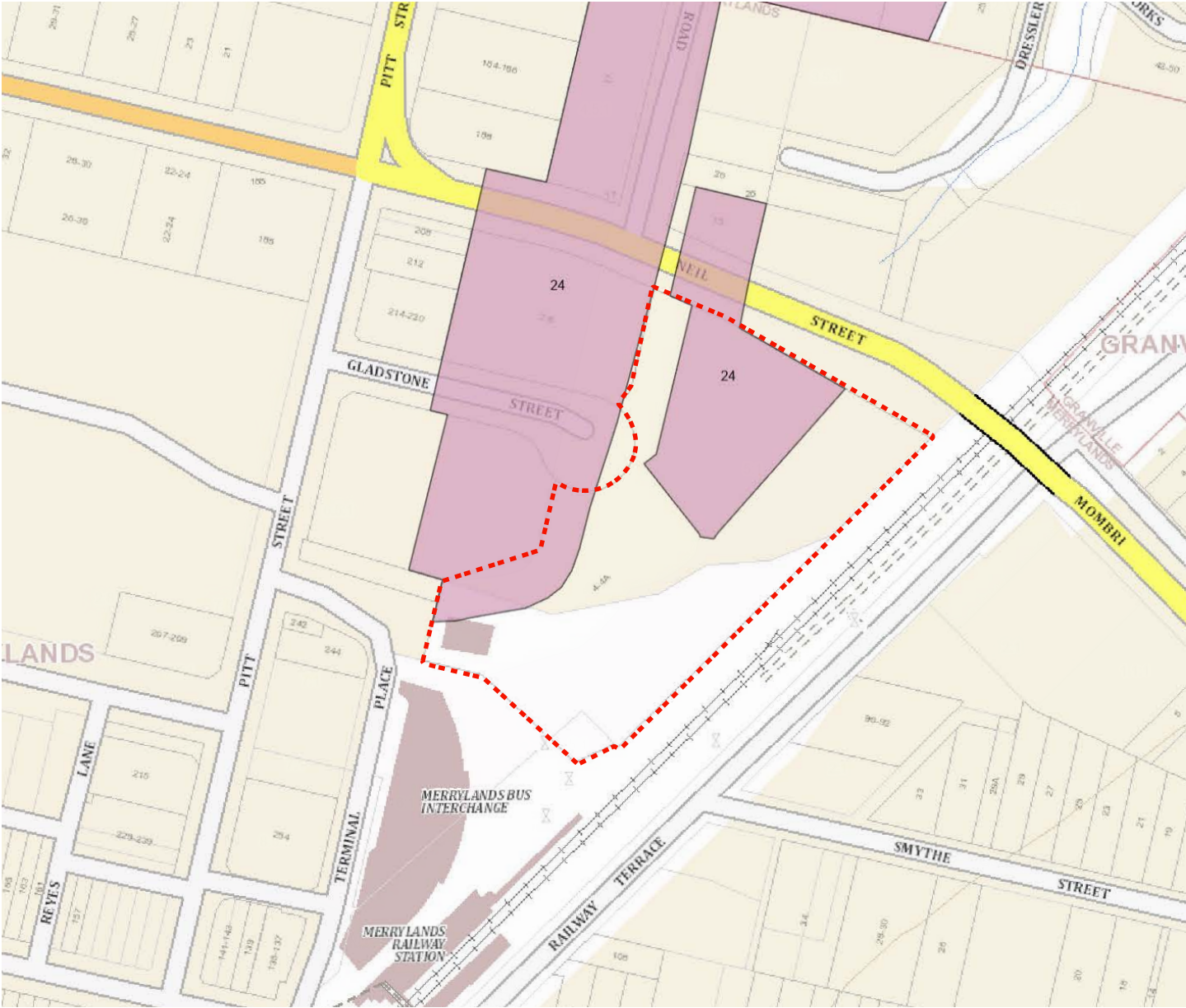


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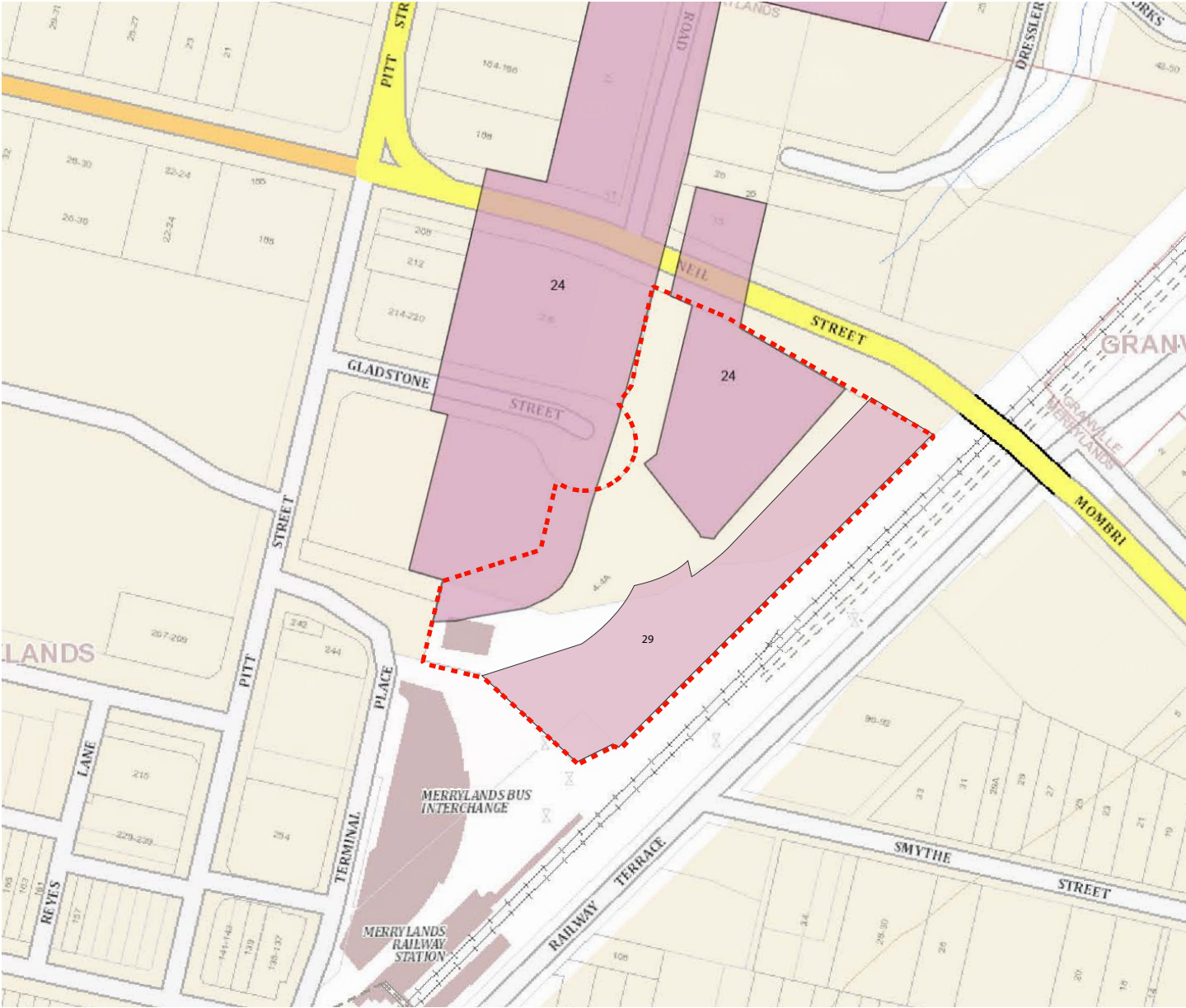
3.6 PERMITTED USES MAP

EXISTING PERMITTED USES DIAGRAM



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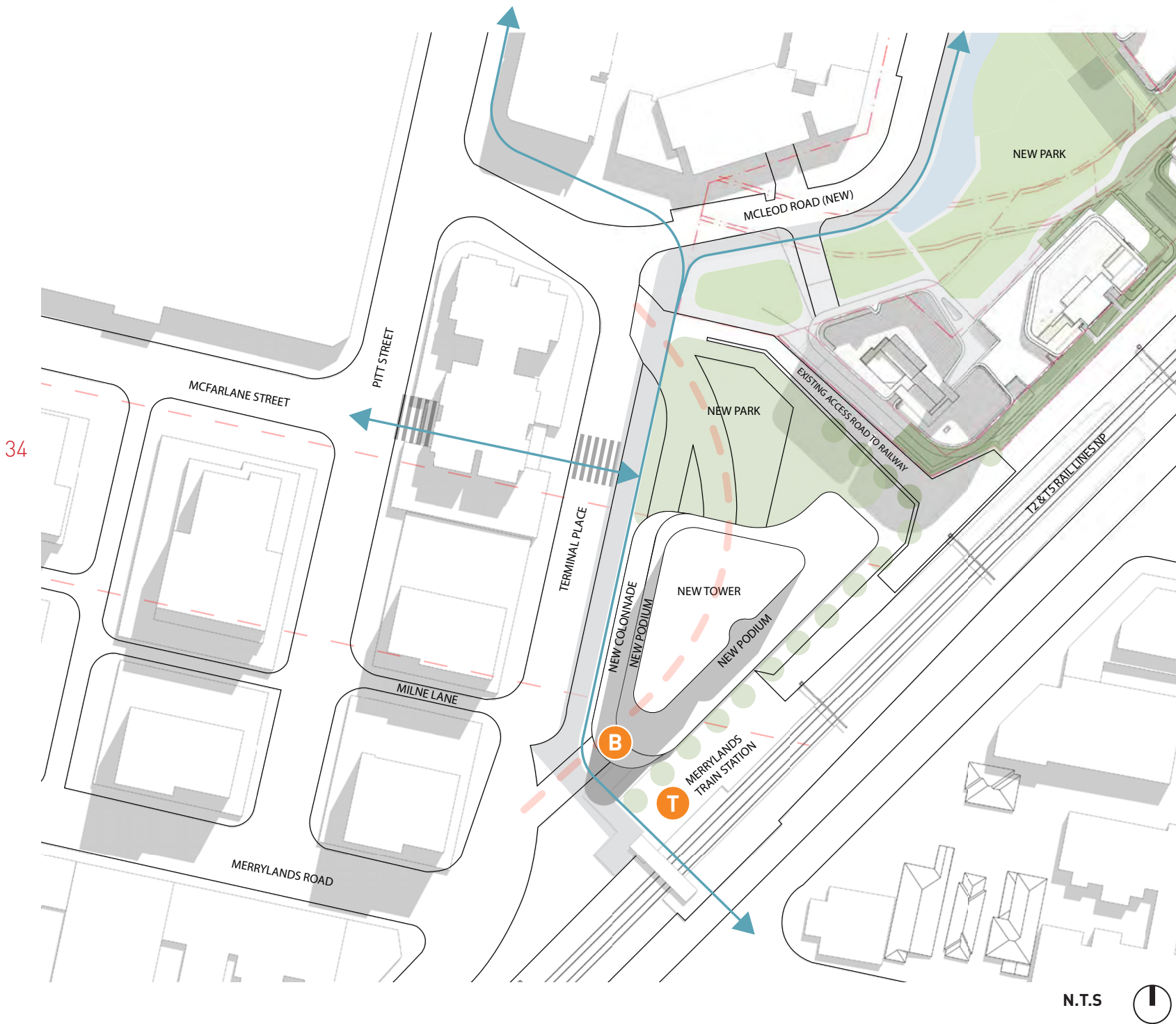
PROPOSED PP PERMITTED USES DIAGRAM



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Additional Permitted Uses Map

3.7 MERRYLANDS BUS INTERCHANGE VISION AND SITE CONNECTIONS



- The bus interchange is on a B4 mixed use zone with a current permissible height of 55m
- A planning proposal could be submitted to allow for a taller tower with an active colonnade facing Terminal Place and connecting to a new Terminal Place park which in turn forms a green link with the wider landscaped areas to the north connecting to Holroyd Gardens.
- Pedestrian access from McFarlane Street towards the bus interchange can be maintained, per the current DA located on the Western side of Terminal Place
- Existing access road to railway

POTENTIAL FUTURE BUS INTERCHANGE DEVELOPMENT

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3.7 MERRYLANDS BUS INTERCHANGE GROUND PLANE

- The ground floor plane of 1 Terminal Place can be activated with retail along the perimeter linking the Merrylands train station to the McFarlane St precinct.
- The new park is flanked on its north not only by the subject site but also by an existing access easement roadway/ramp leading to the rail corridor. This can be screened by landscaping creating a horseshoe shaped canopy enveloping the new public space. Paving to the north of 1 Terminal Place will be south-facing and ideal for cafes and restaurant uses.
- Along the railway corridor, to the south east of 1 Terminal Place and the subject site, a continuous screen of trees will be used to soften the impact of the new built forms.



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N.T.S

3.7 MERRYLANDS BUS INTERCHANGE AERIAL VIEW



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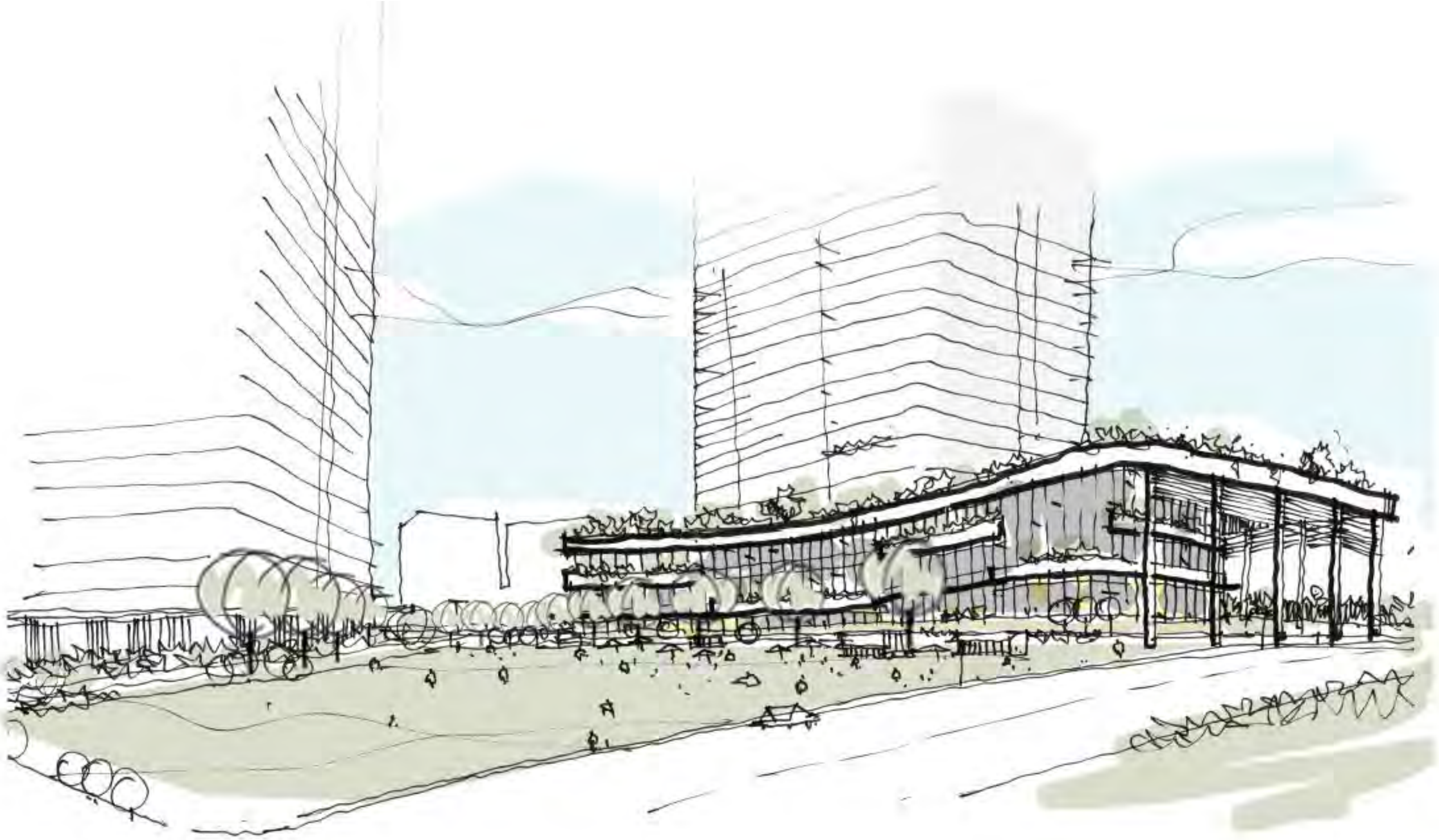
3.7 MERRYLANDS BUS INTERCHANGE EYE LEVEL VIEW LOOKING SOUTH EAST



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3.7 MERRYLANDS BUS INTERCHANGE EYE LEVEL DETAIL

38



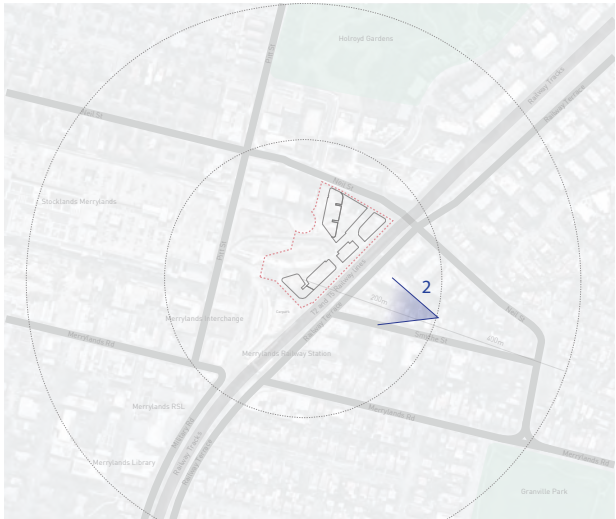
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3.8 PERSPECTIVE VIEW COMPARISON

Current proposed massing on subject site (with possible future tower indicated on the Bus Interchange site)

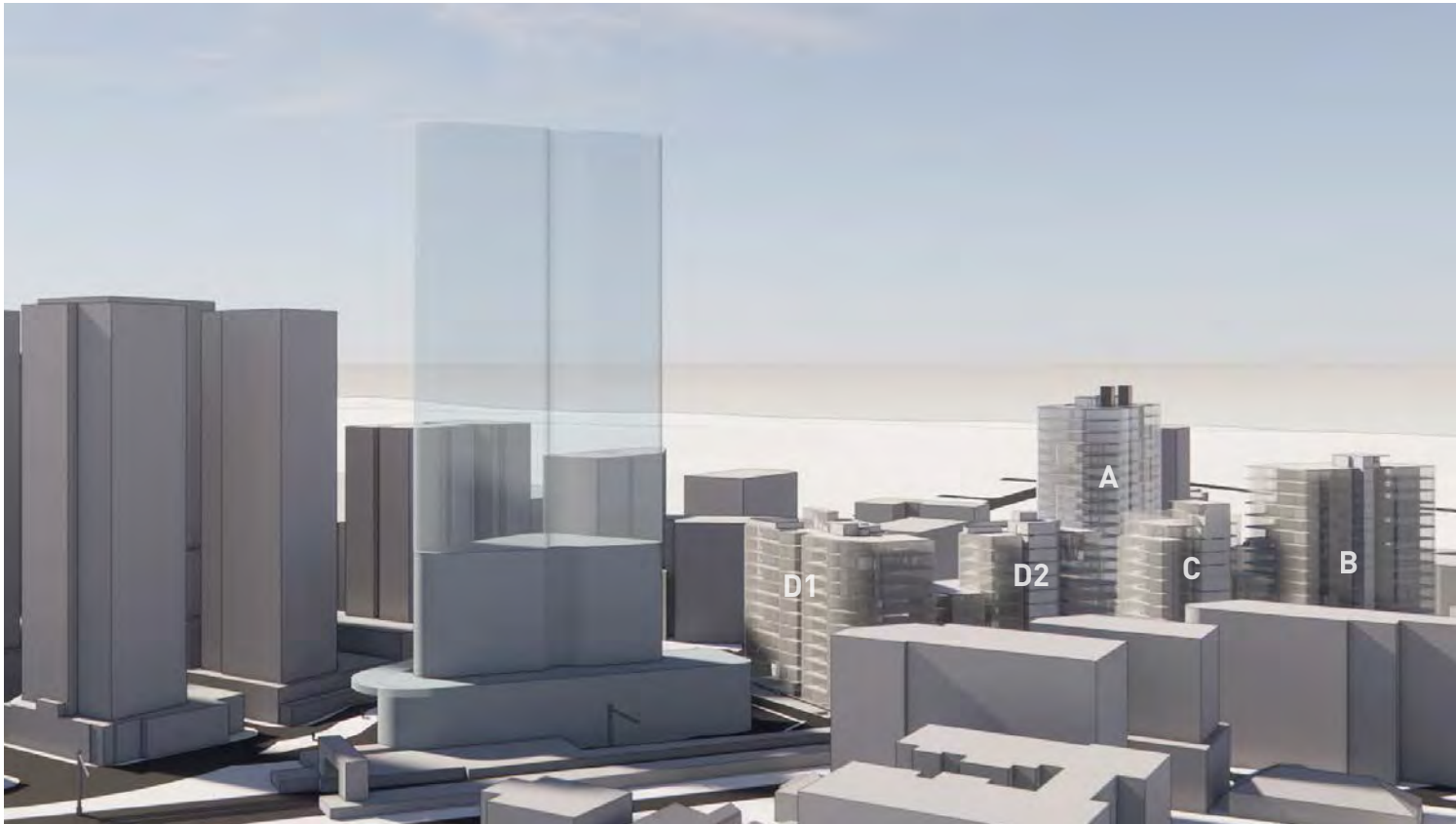


Proposed PP massing on subject site (with possible future tower indicated on the Bus Interchange site)

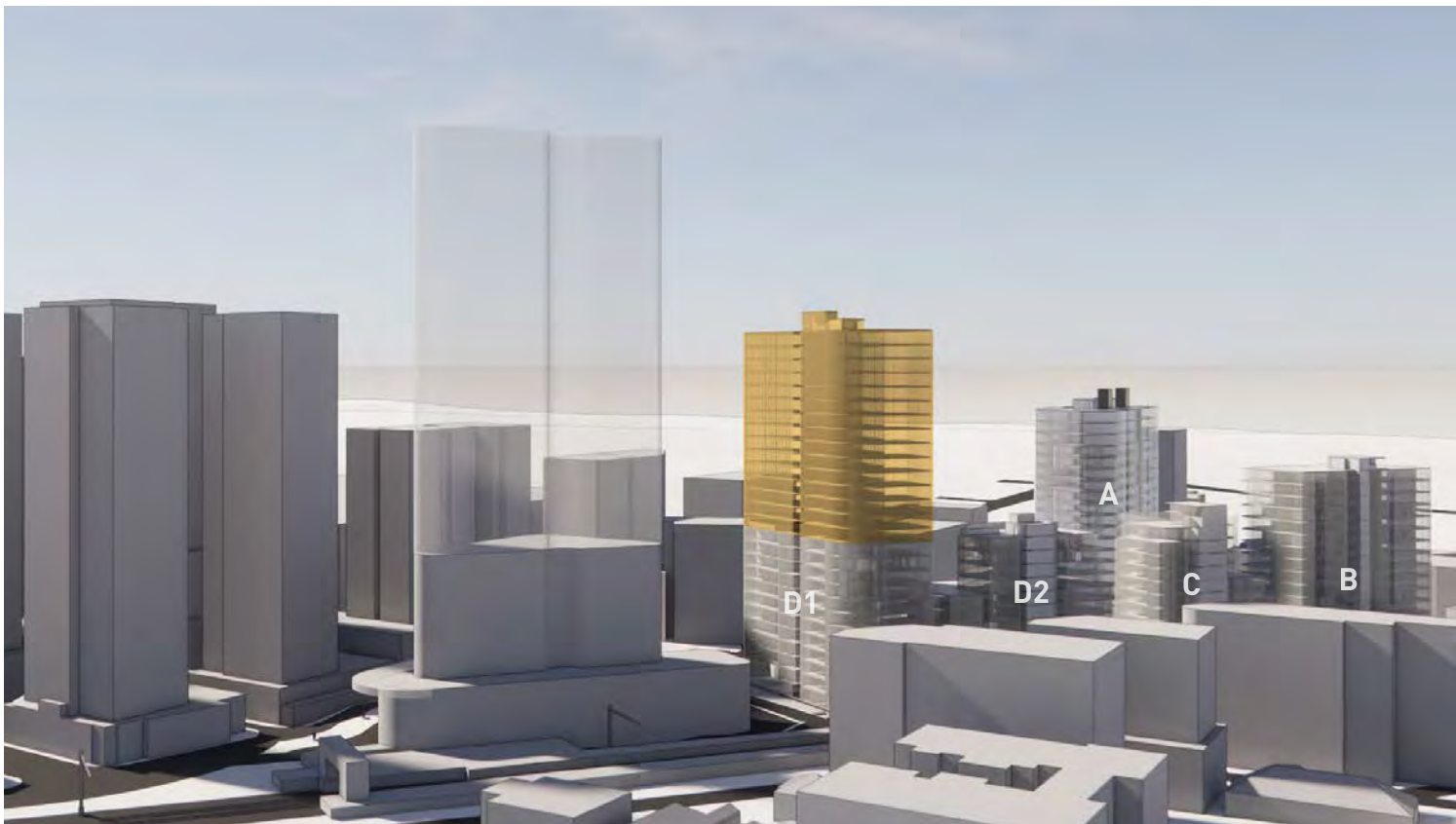


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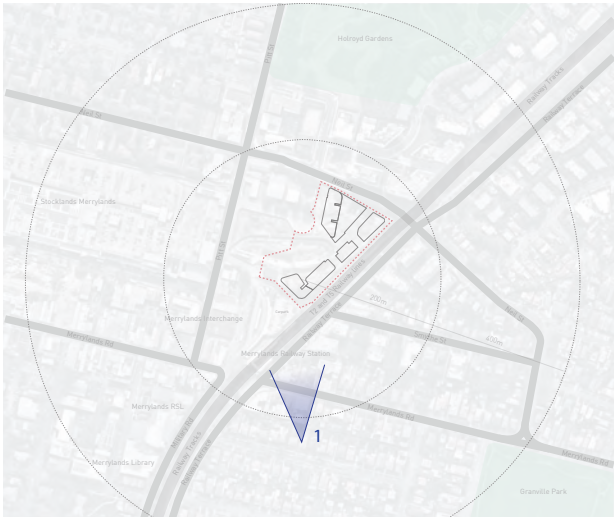
3.8 PERSPECTIVE VIEW COMPARISON



Current proposed massing on subject site (with possible future tower indicated on the Bus Interchange site)



Proposed PP massing on subject site (with possible future tower indicated on the Bus Interchange site)



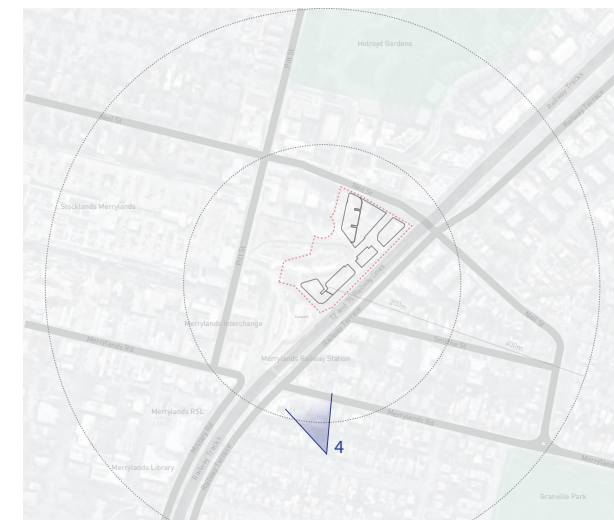
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Current proposed massing on subject site (with possible future tower indicated on the Bus Interchange site)

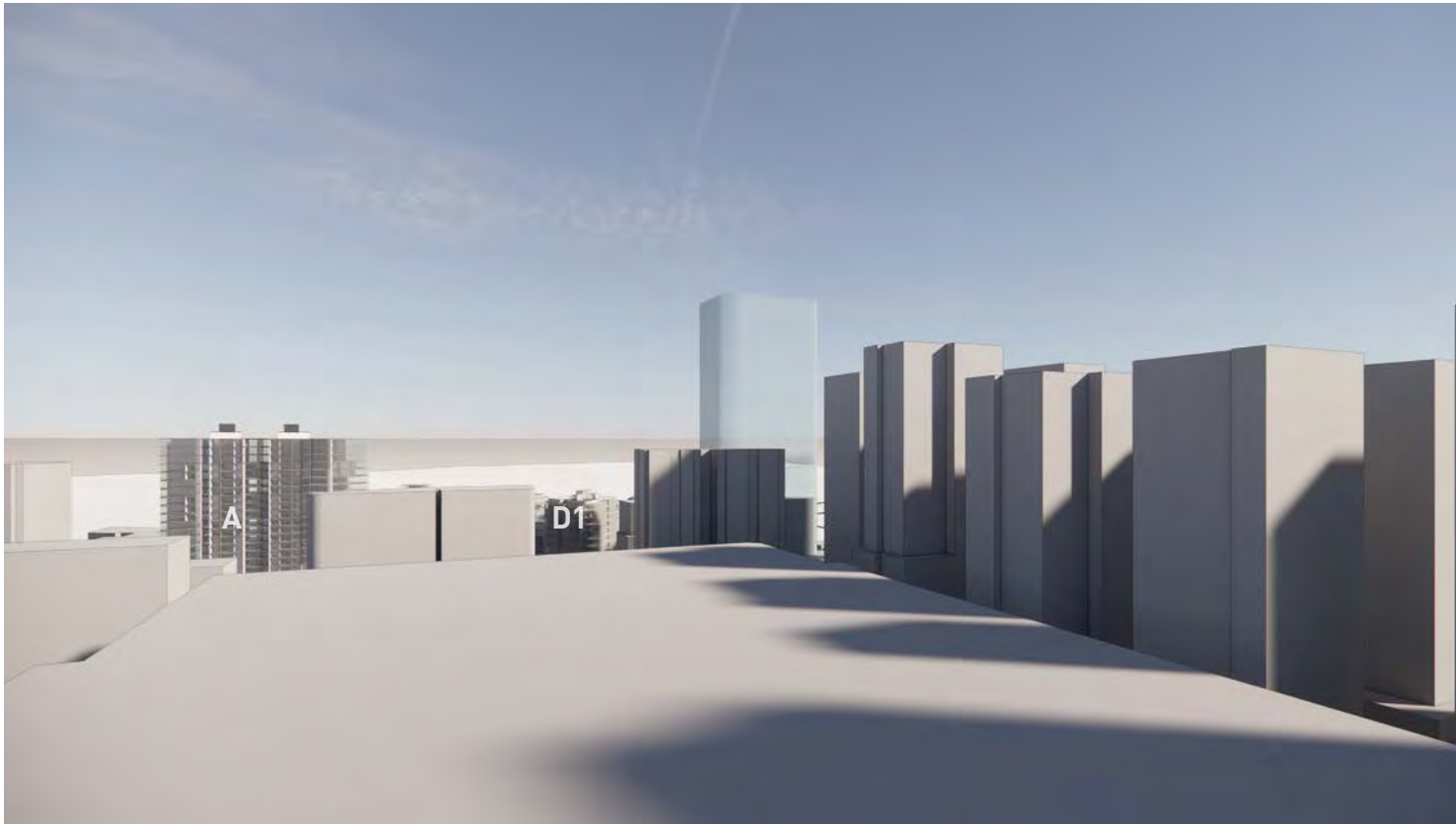


Proposed PP massing on subject site (with possible future tower indicated on the Bus Interchange site)

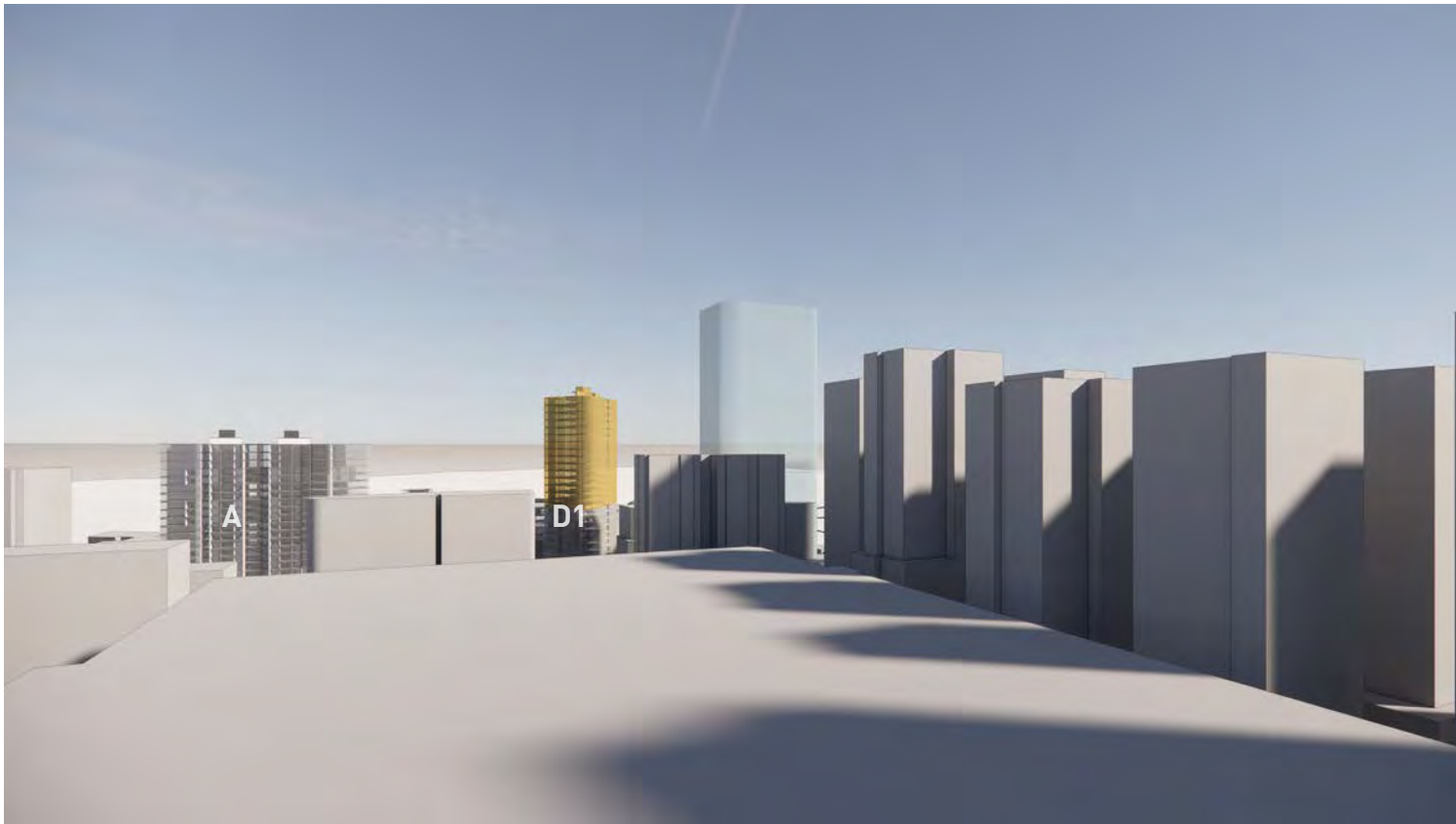


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3.8 PERSPECTIVE VIEW COMPARISON



Current proposed massing on subject site (with possible future tower indicated on the Bus Interchange site)



Proposed PP massing on subject site (with possible future tower indicated on the Bus Interchange site)



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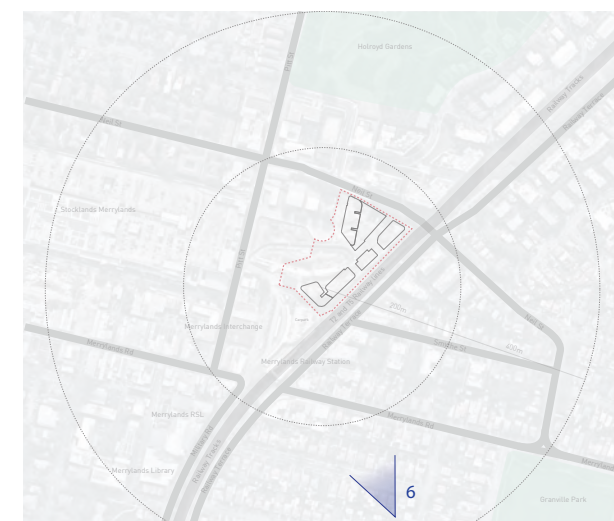
3.8 PERSPECTIVE VIEW COMPARISON

Current proposed massing on subject site (with possible future tower indicated on the Bus Interchange site)



43

Proposed PP massing on subject site (with possible future tower indicated on the Bus Interchange site)



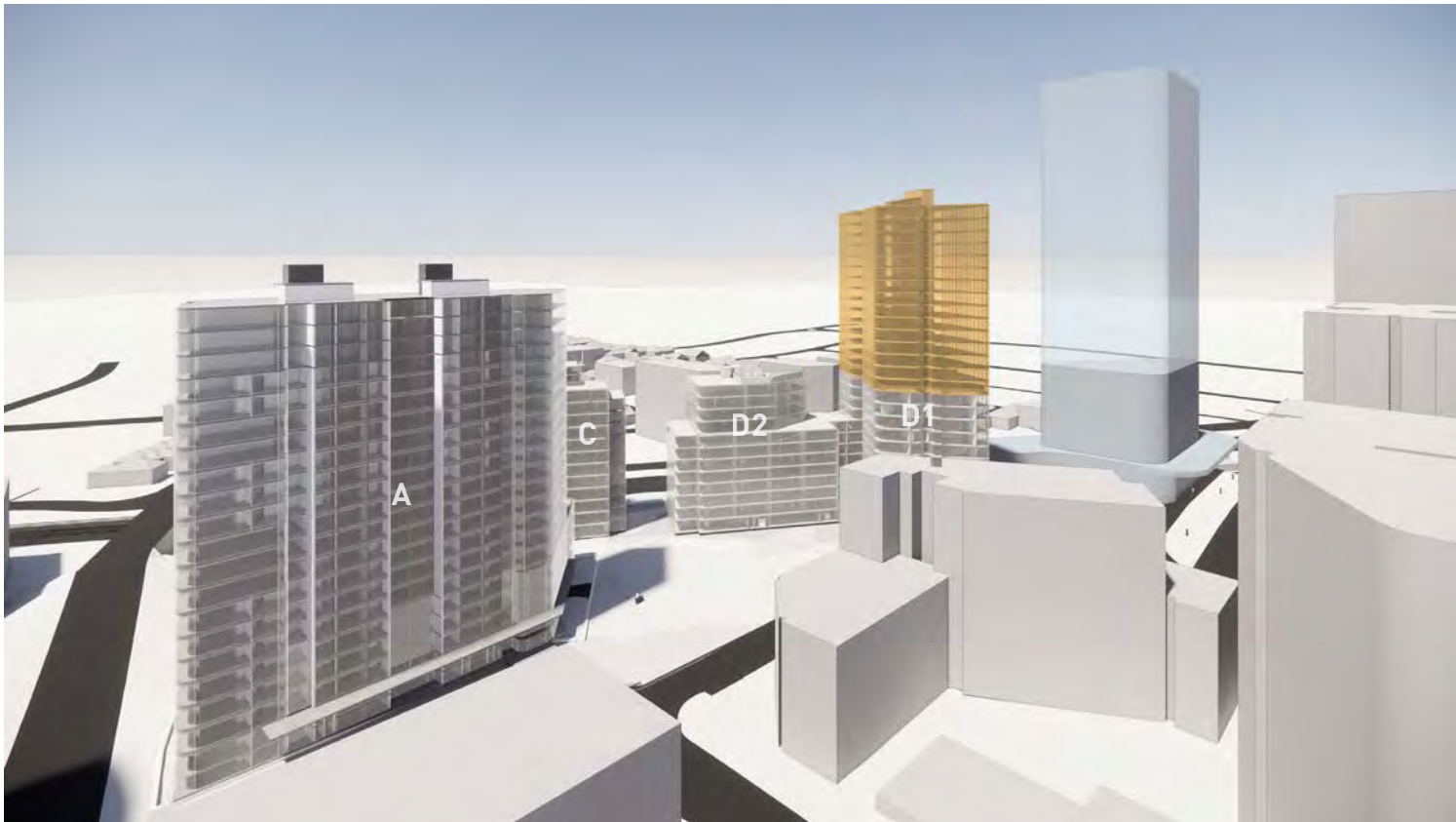
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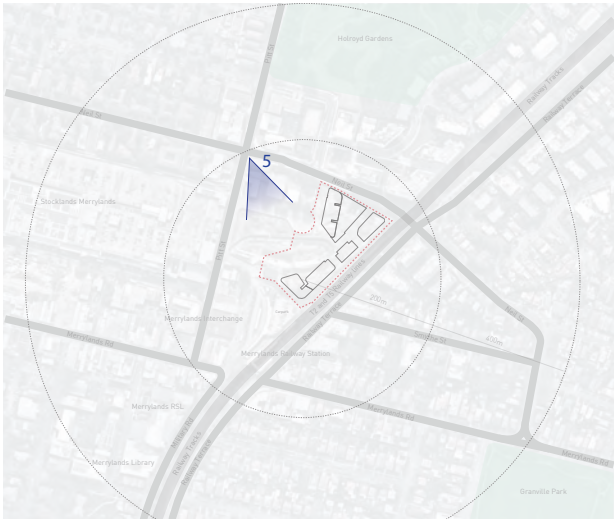
3.8 PERSPECTIVE VIEW COMPARISON



Current proposed massing on subject site (with possible future tower indicated on the Bus Interchange site)

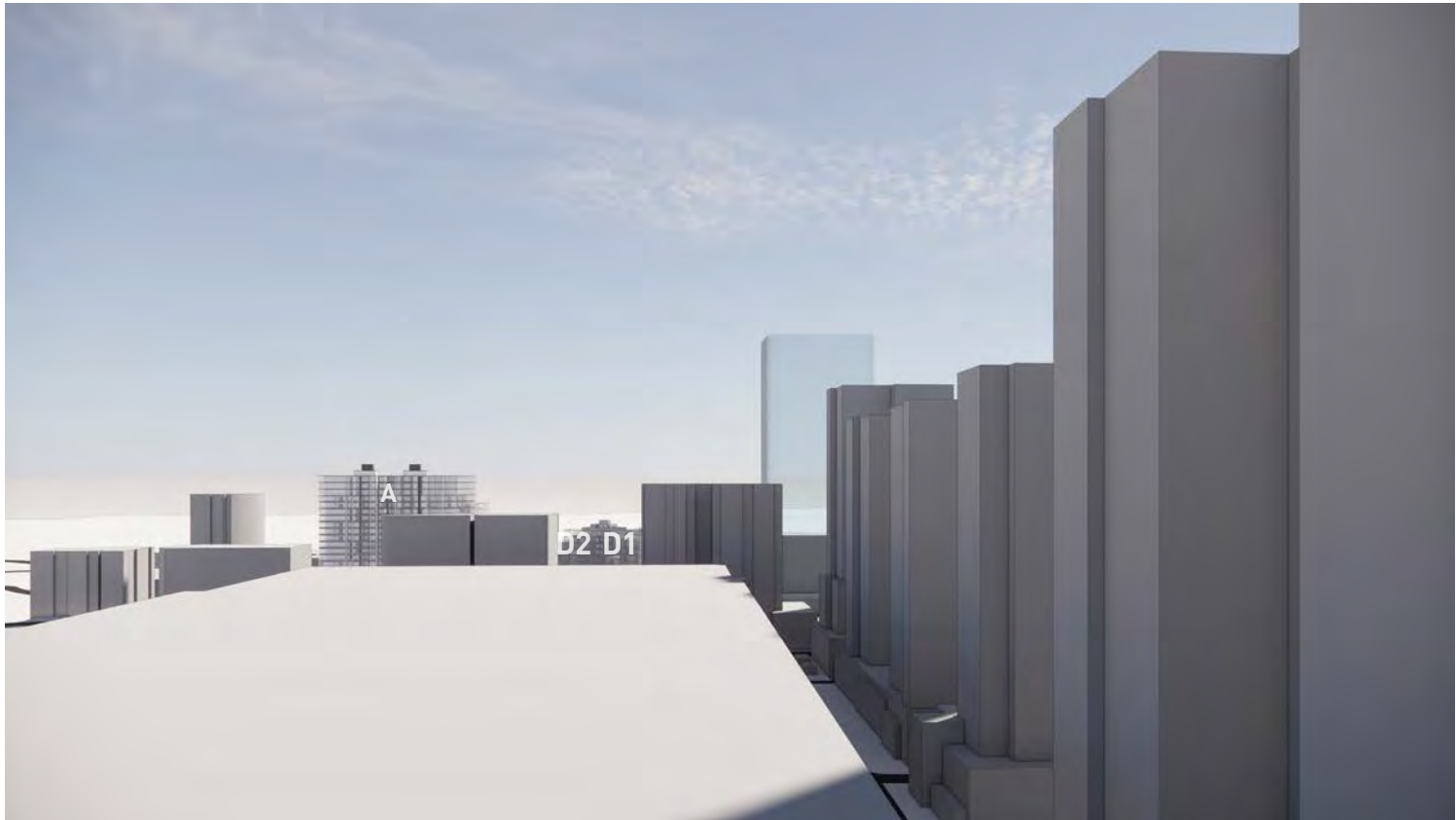


Proposed PP massing on subject site (with possible future tower indicated on the Bus Interchange site)



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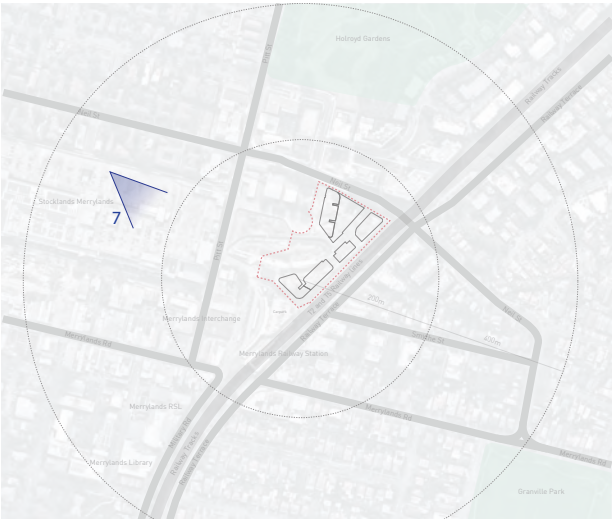
3.8 PERSPECTIVE VIEW COMPARISON



Current proposed massing on subject site (with possible future tower indicated on the Bus Interchange site)



Proposed PP massing on subject site (with possible future tower indicated on the Bus Interchange site)



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3.9 SHADOW STUDIES

- Current submitted DA Massing and Shadows
- Proposed PP Massing and Shadows

- The form of the proposed tower creates a fast-moving shadow across the Bus Interchange, railway and commercial premises to the South, Southeast and Southwest.



21 JUNE 8am



21 JUNE 9am



21 JUNE 10am

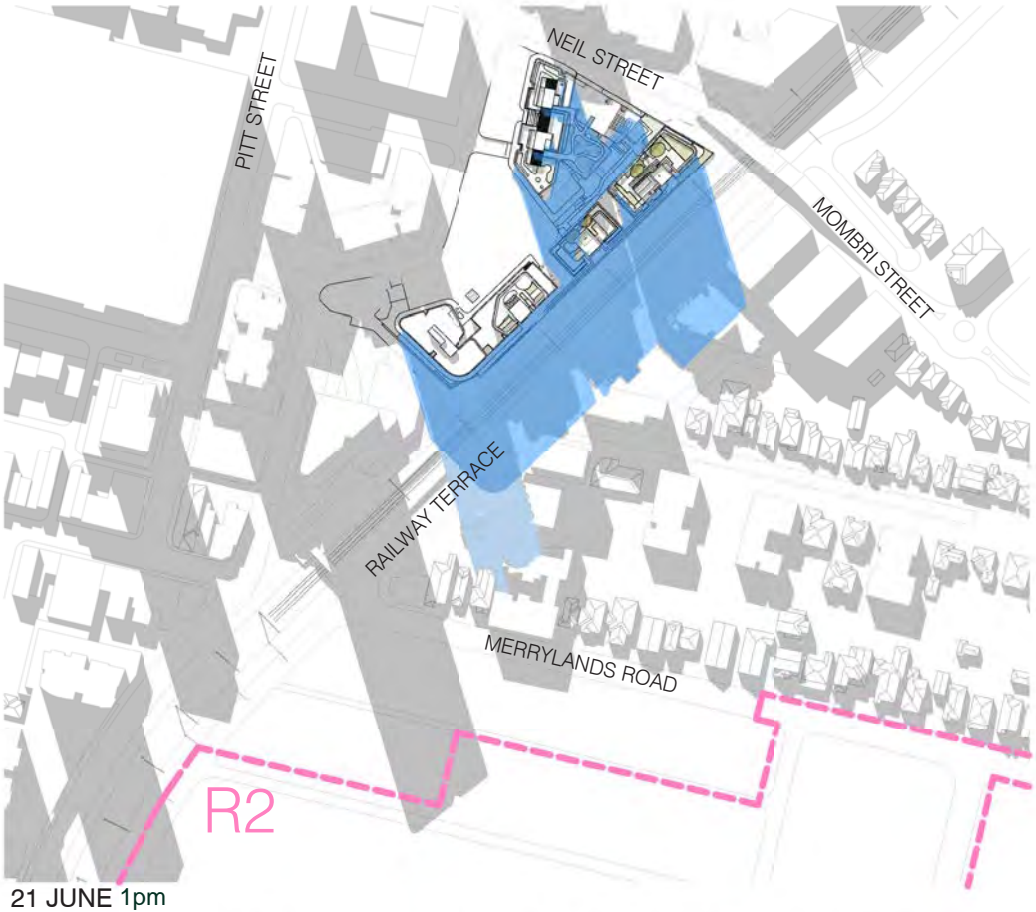


21 JUNE 11am

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3.9 SHADOW STUDIES

- Current submitted DA Massing and Shadows
- Proposed PP Massing and Shadows



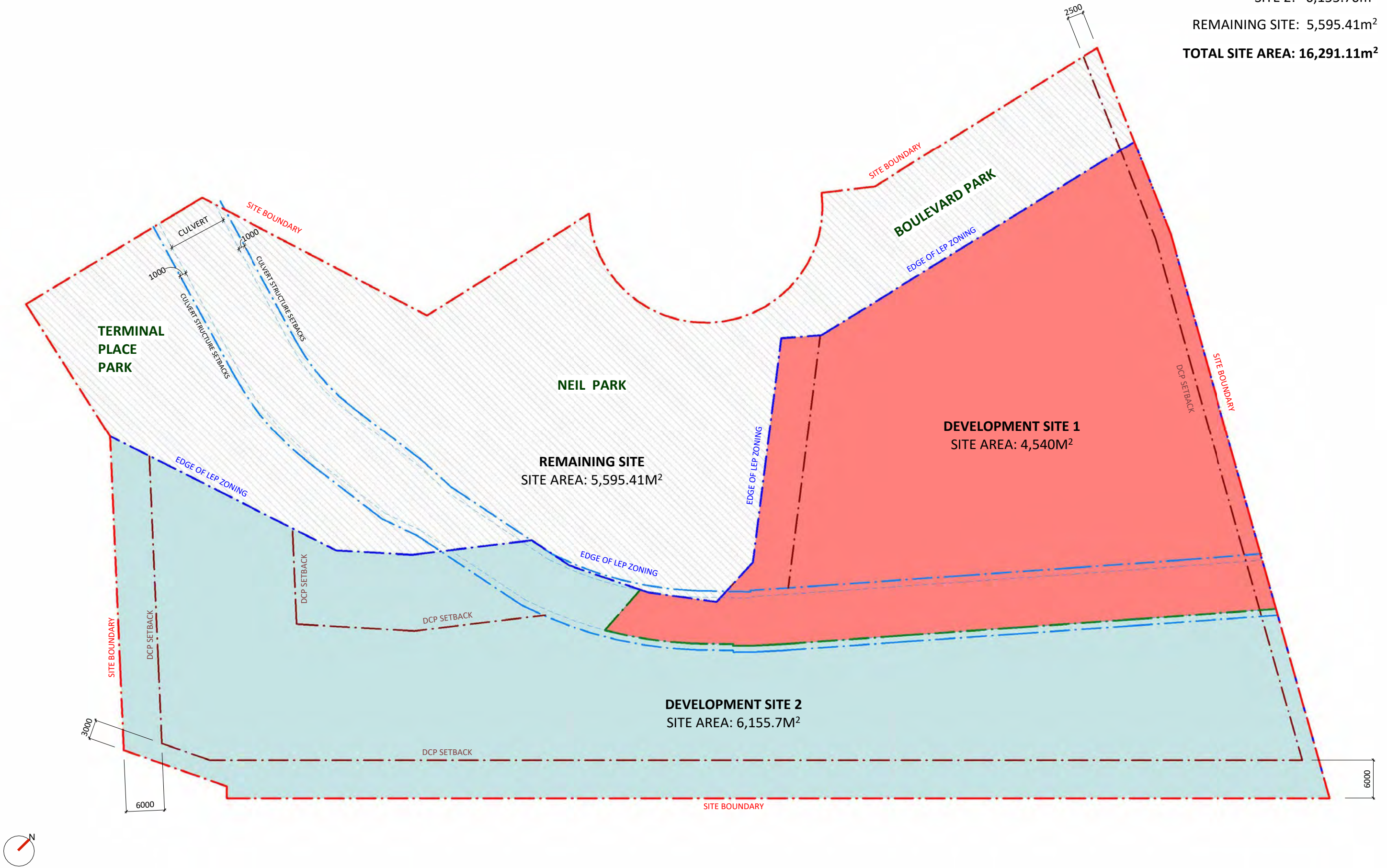
4.0 SITE PLAN

48



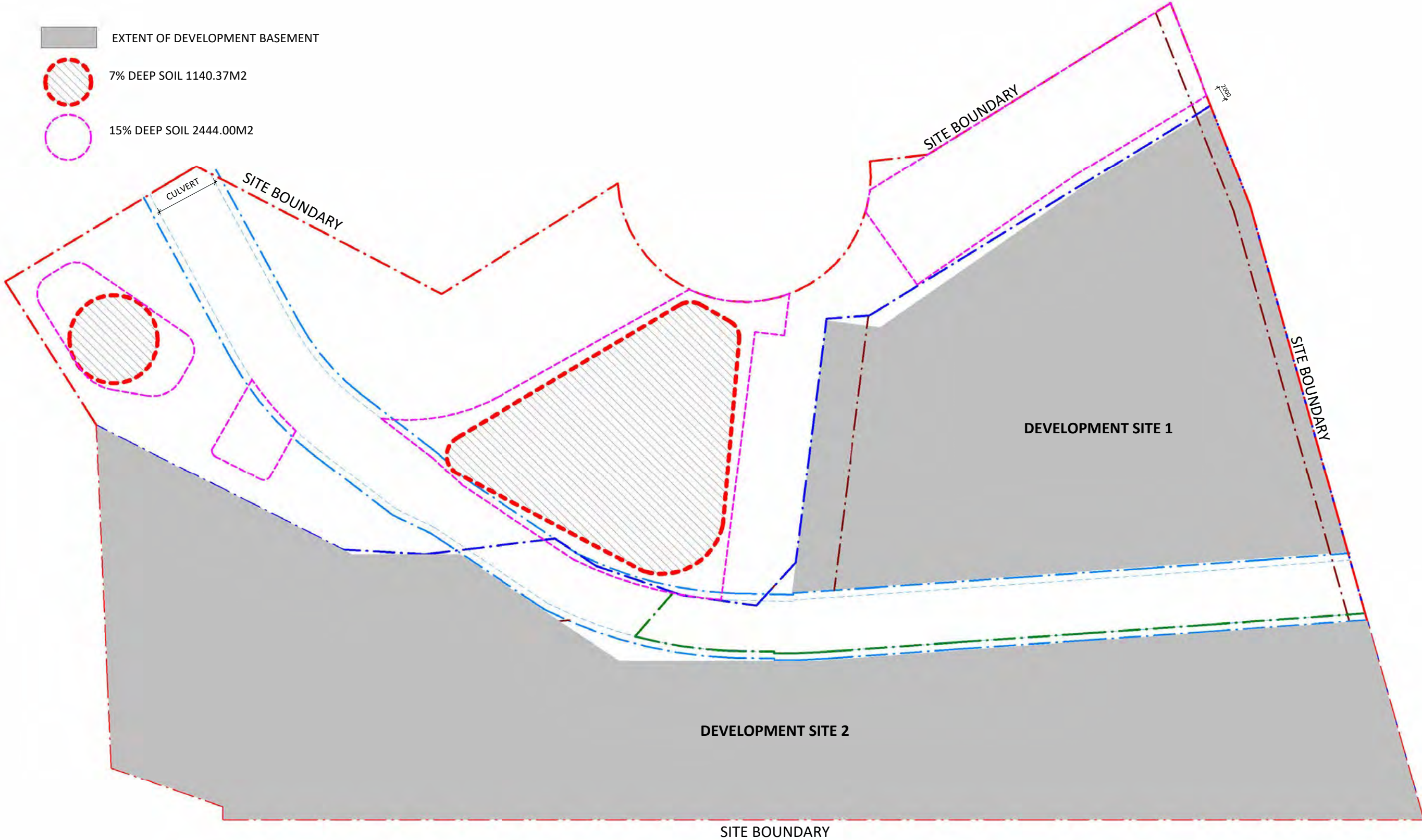
4.0 SUBDIVISION PLAN & DCP SETBACK

SITE 1: 4,540.00m²
SITE 2: 6,155.70m²
REMAINING SITE: 5,595.41m²
TOTAL SITE AREA: 16,291.11m²

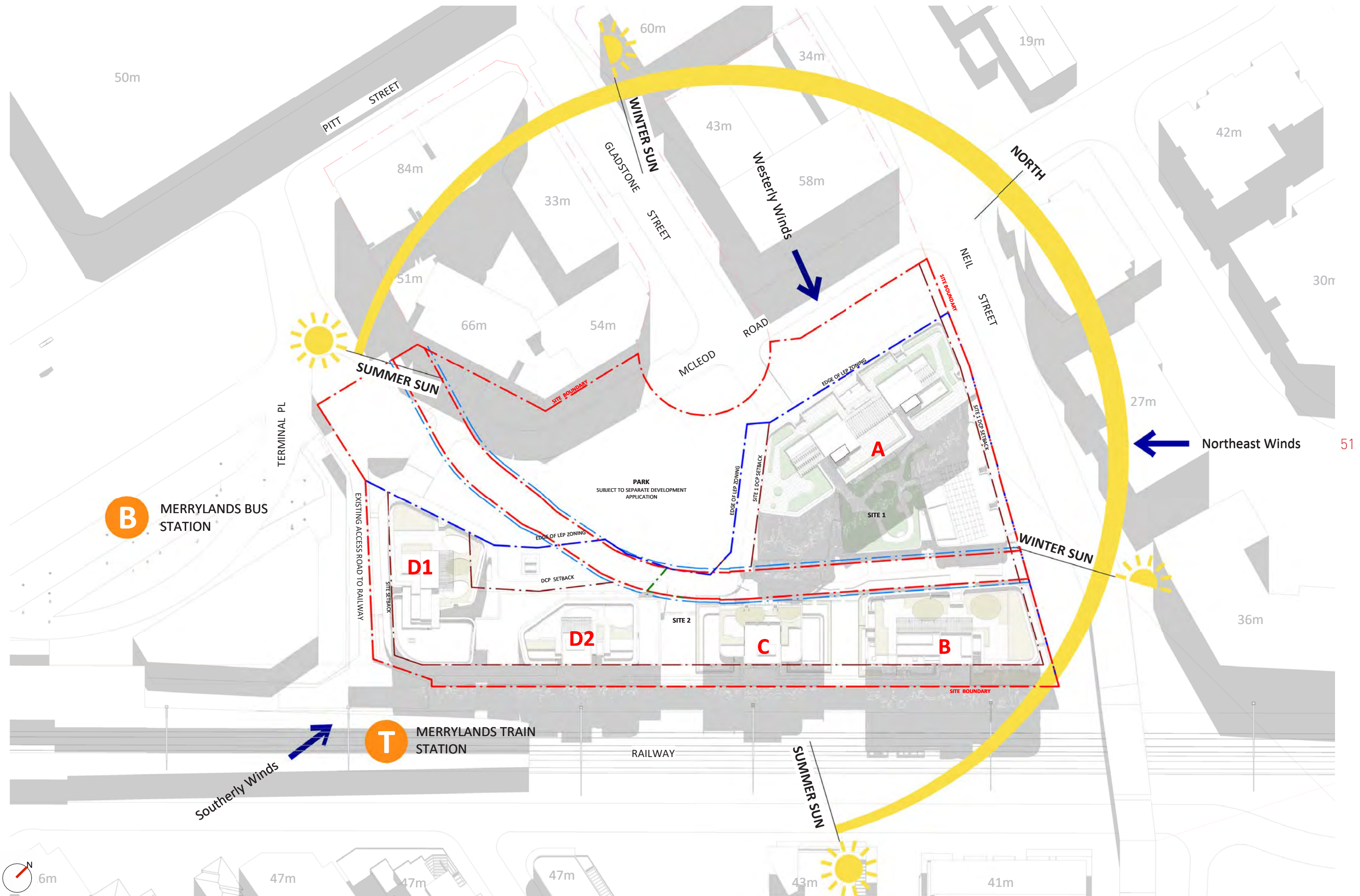


4.0 DEEP SOIL DIAGRAM

TOTAL SITE 1 + SITE 2 + REMAINING SITE = 16291.11M²

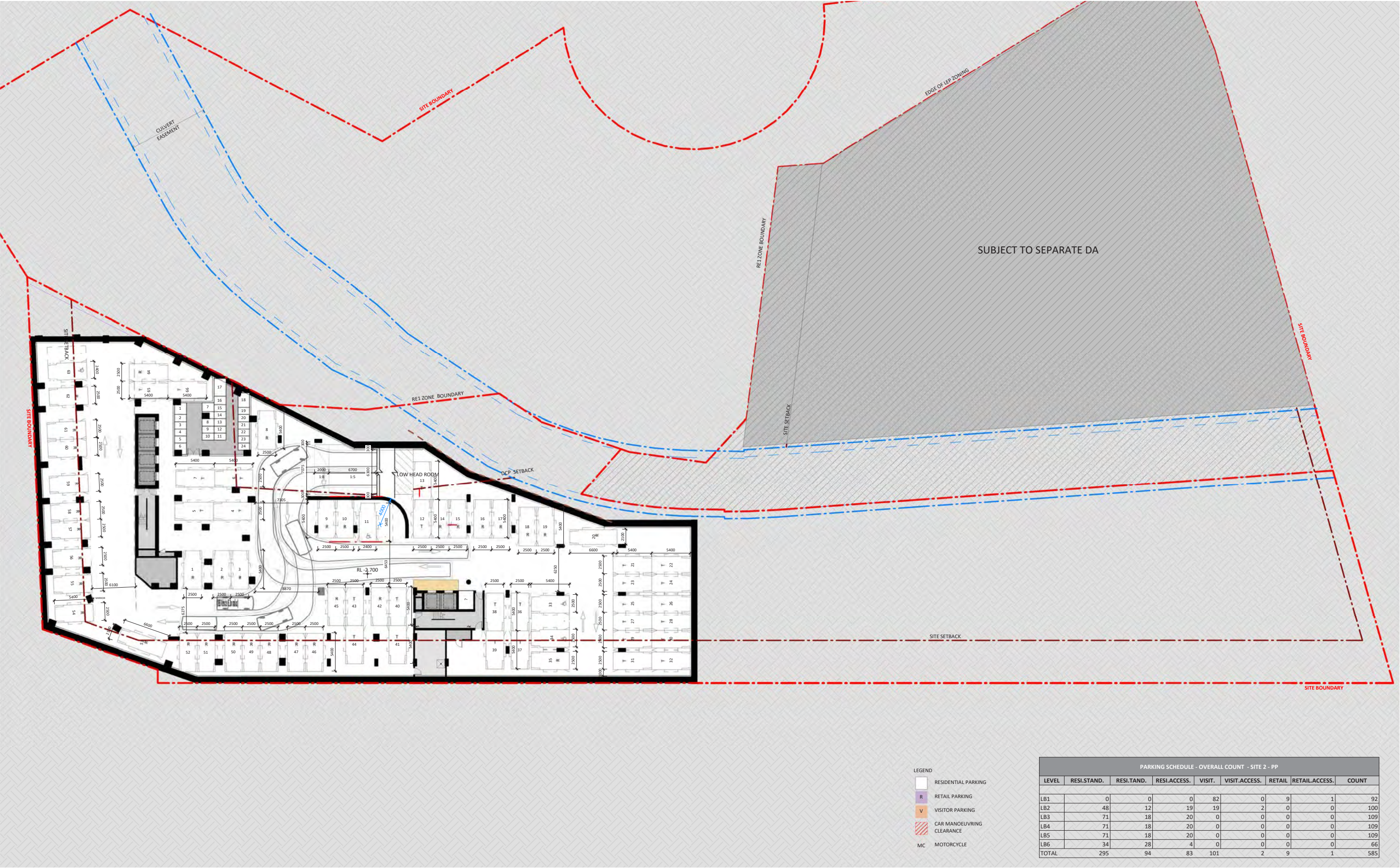


4.0 SITE ANALYSIS



4.0 BASEMENT 06 PLAN

52

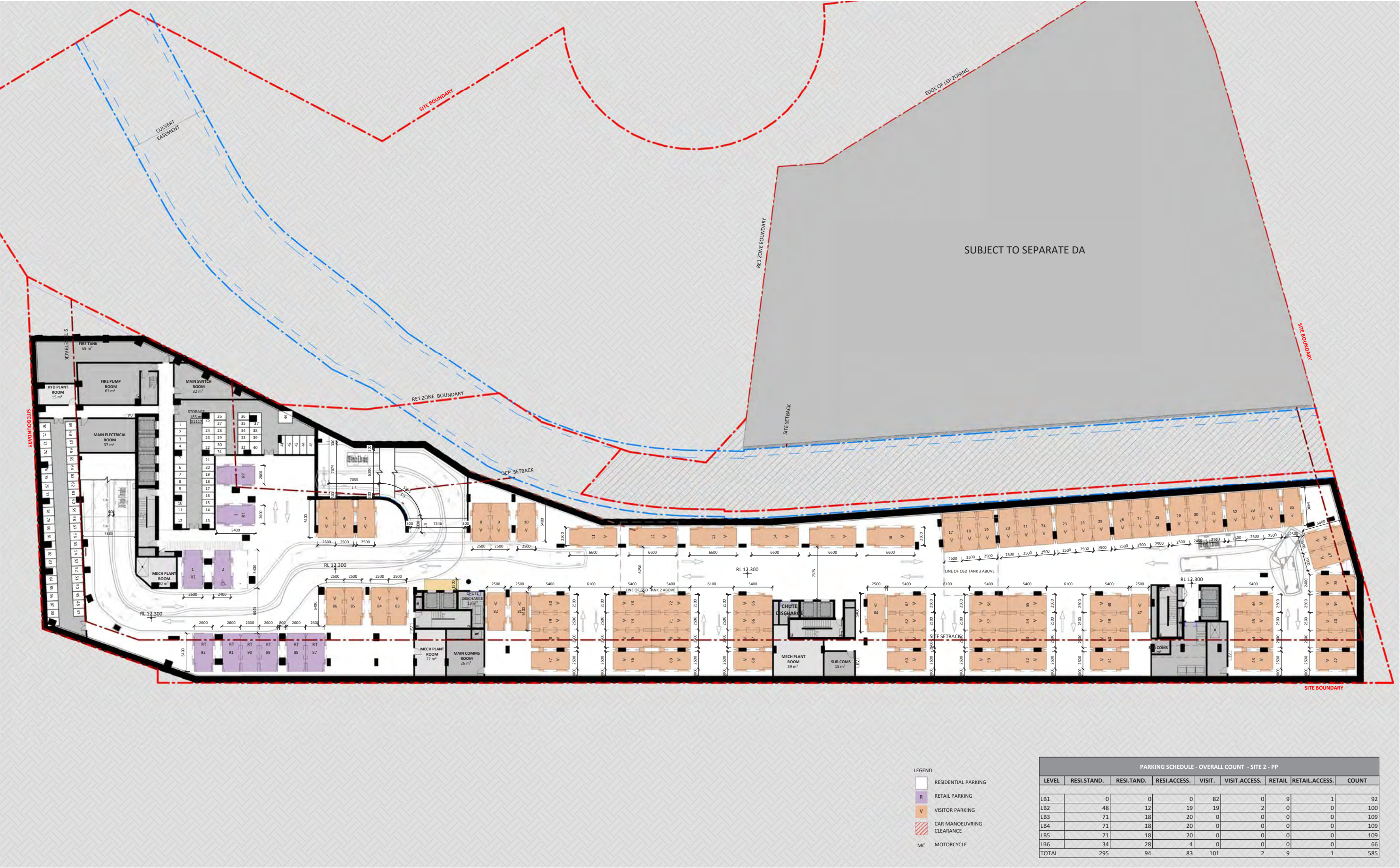


53



54





55

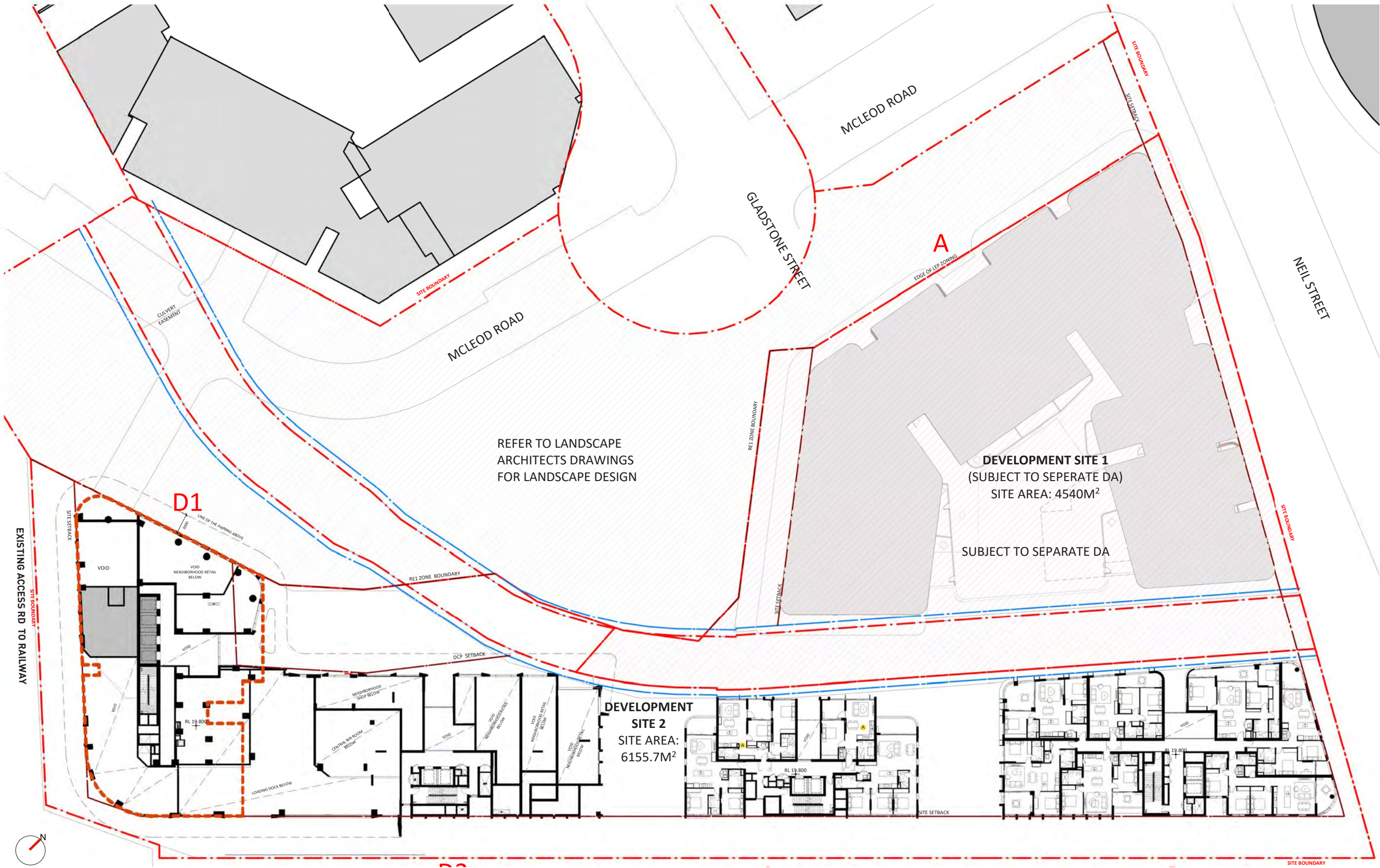
- LEGEND
- RESIDENTIAL PARKING
 - R RETAIL PARKING
 - V VISITOR PARKING
 - CAR MANOEUVRING CLEARANCE
 - MC MOTORCYCLE

PARKING SCHEDULE - OVERALL COUNT - SITE 2 - PP								
LEVEL	RESI.STAND.	RESI.TAND.	RESI.ACCESS.	VISIT.	VISIT.ACCESS.	RETAIL	RETAIL.ACCESS.	COUNT
LB1	0	0	0	82	0	9	1	92
LB2	48	12	19	19	2	0	0	100
LB3	71	18	20	0	0	0	0	109
LB4	71	18	20	0	0	0	0	109
LB5	71	18	20	0	0	0	0	109
LB6	34	28	4	0	0	0	0	66
TOTAL	295	94	83	101	2	9	1	585



56





4.0 TYPICAL PODIUM PLAN

GFA OF TYPICAL FLOOR PLAN
D1 - RESI GFA = 686.8 SQ.M
D1 - WG GFA = 52.7 SQ.M
TOTAL GFA = 739.5 SQ.M

REFER TO LANDSCAPE
ARCHITECTS DRAWINGS
FOR LANDSCAPE DESIGN

PP BUILDING ENVELOPE
GBA : 966.0M² PRODUCES MAX
GFA OF 739.5M² APPROX @ 76.5%

DEVELOPMENT SITE 1
(SUBJECT TO SEPERATE DA)
SITE AREA: 4,540M²

DEVELOPMENT
SITE 2
SITE AREA:
6155.7M²

58

1 TYPICAL PODIUM PLAN FROM SITE 2 SUBMITTED DA L2-L07
1 : 250



SITE 2 AREA : 6,155.7 SQ.M
CURRENT SUMMITTED DA SITE 2 FSR : 4.93 :1
PROPOSED PP SITE 2 FSR : 6.6 :1

PP BUILDING ENVELOPE
 GBA : 966.0M² PRODUCES MAX
 GFA OF 739.5M² APPROX @ 76.5%

DEVELOPMENT SITE 1
 (SUBJECT TO SEPERATE DA)
 SITE AREA: 4540M²

DEVELOPMENT SITE 2
 SITE AREA: 6155.7M²

REFER TO LANDSCAPE ARCHITECTS DRAWINGS FOR LANDSCAPE DESIGN

Labels on plan: CULVERT EASEMENT, SITE SETBACK, DCP SETBACK, EDGE OF LEP ZONING, RE1 ZONE BOUNDARY, REALZONER BOUNDARY, SITE SETBACK/DCP SETBACK, SITE BOUNDARY.

Section markers: D1, A, D2, C, B.

1 TYPICAL RAISED TOWER PLAN LEVEL 12-26

1 TYPICAL RAISED TOWER PLAN LEVEL 12-26
1 : 250



SITE 1 + SITE 2 AREA : 10695.7 SQ.M
FSR : DA 1 + DA 2 = 4.95 :1
FSR : DA 1 + DA 2 + PP = 6 :1

REFER TO LANDSCAPE
ARCHITECTS DRAWINGS
FOR LANDSCAPE DESIGN

DEVELOPMENT SITE 1
(SUBJECT TO SEPERATE DA)
SITE AREA: 4540M²

DEVELOPMENT
SITE 2
SITE AREA:
6155.7M²

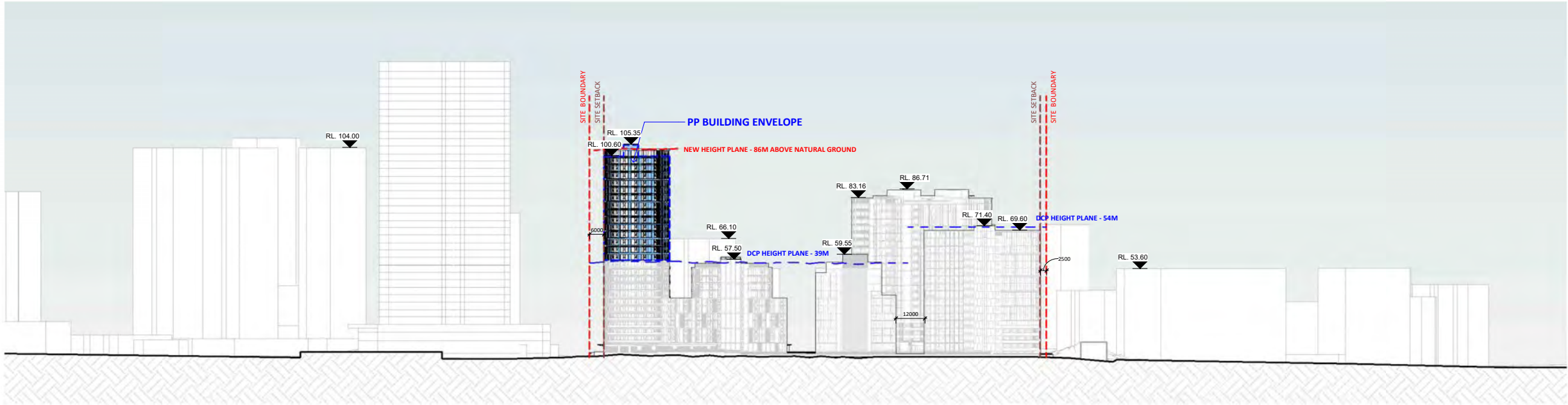
COMMUNAL
OPEN
SPACE
Not
Enclosed

COMMUNAL
OPEN
SPACE
Not
Enclosed

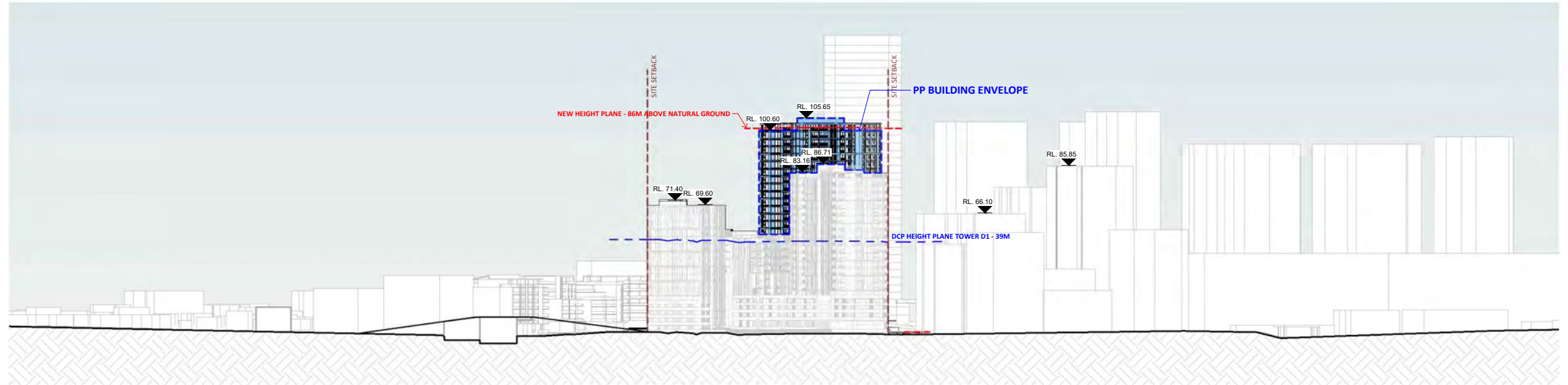
COMMUNAL
OPEN
SPACE
Not
Enclosed



4.0 STREETSCAPE ELEVATIONS

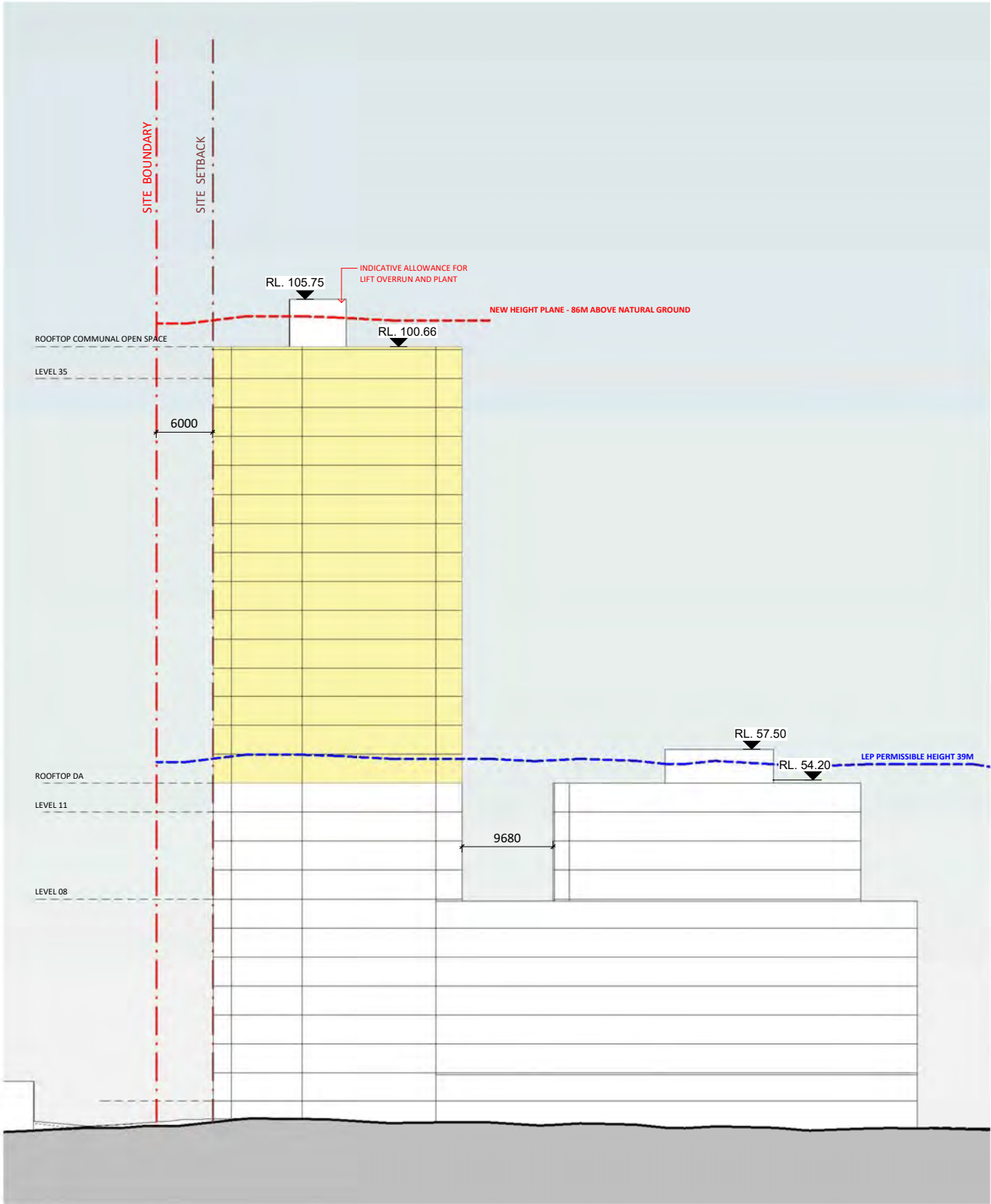


1 C1 - ELEVATION Railway line -South-east Streetscape
1 : 1000

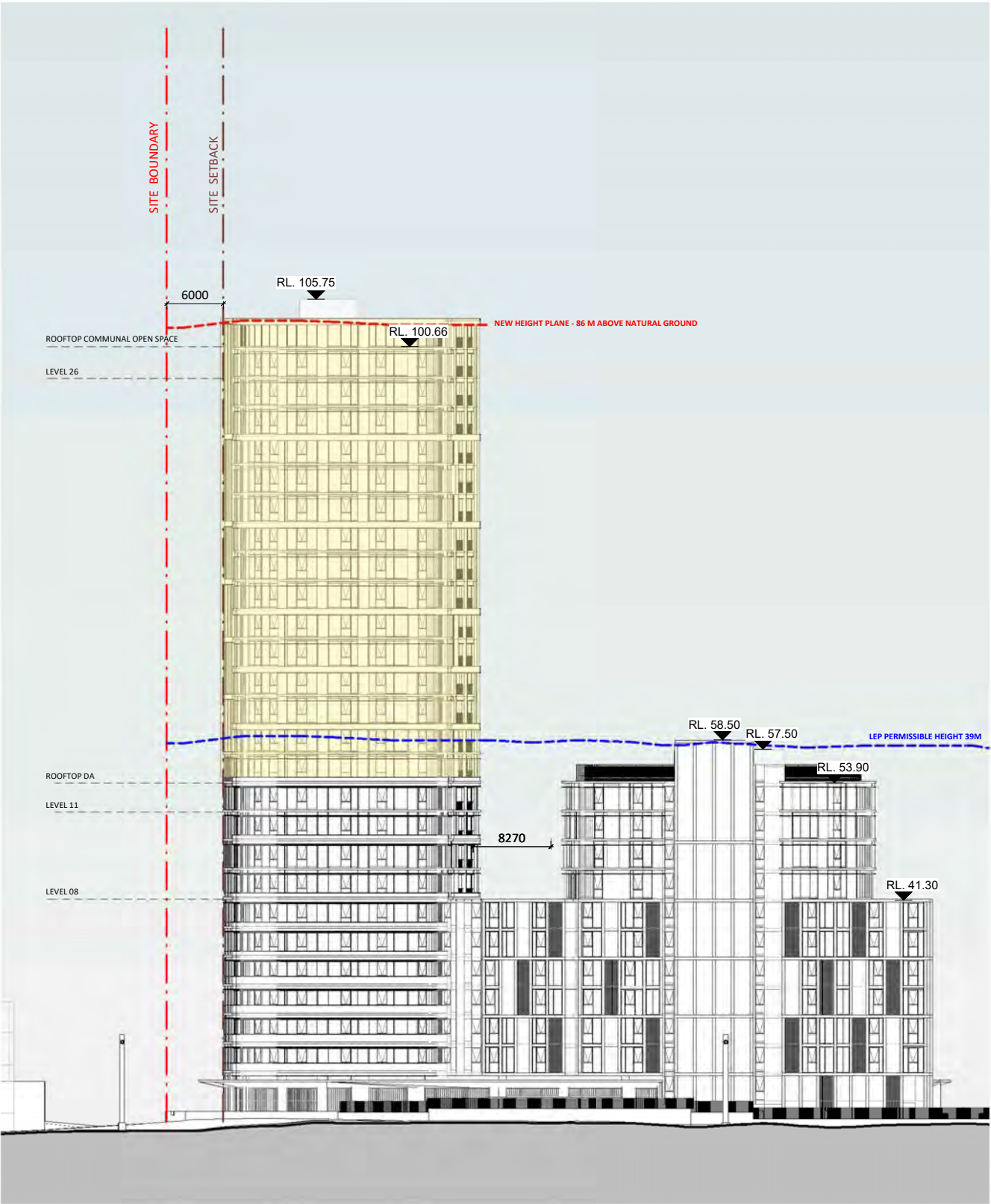


2 C1 - ELEVATION Neil Street - North-east Streetscape
1 : 1000

4.0 SOUTH ELEVATION (FACING RAILWAY CORRIDOR)

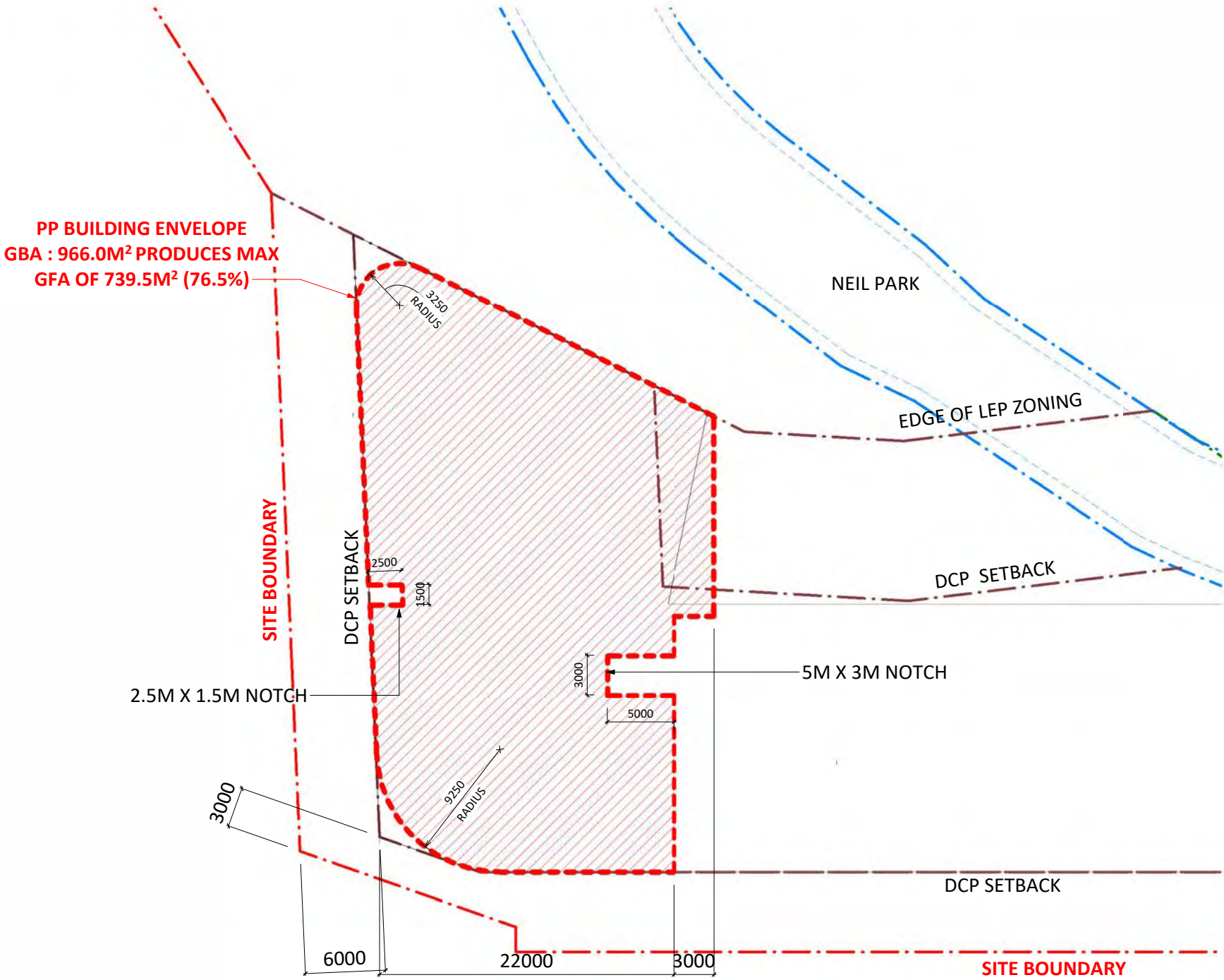


1 PROPOSED PP ENVELOPE - SOUTH EAST- FACING RAILWAY CORRIDOR
1 : 300

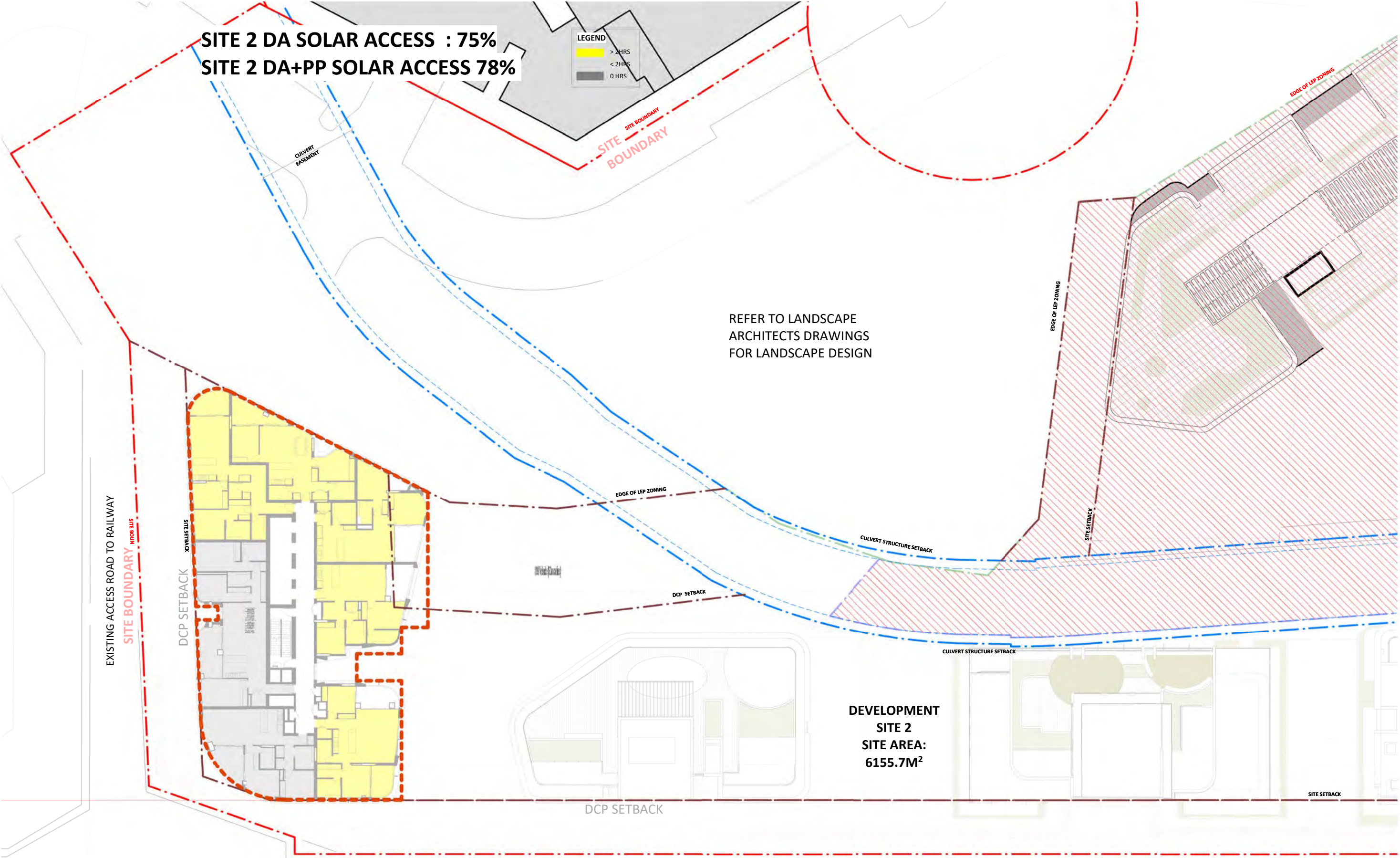


2 PROPOSED PP BUILDING FACADE ELEVATION - SOUTH EAST -FACING RAILWAY CORRIDOR
1 : 300

4.0 BUILDING ENVELOPE DIAGRAM



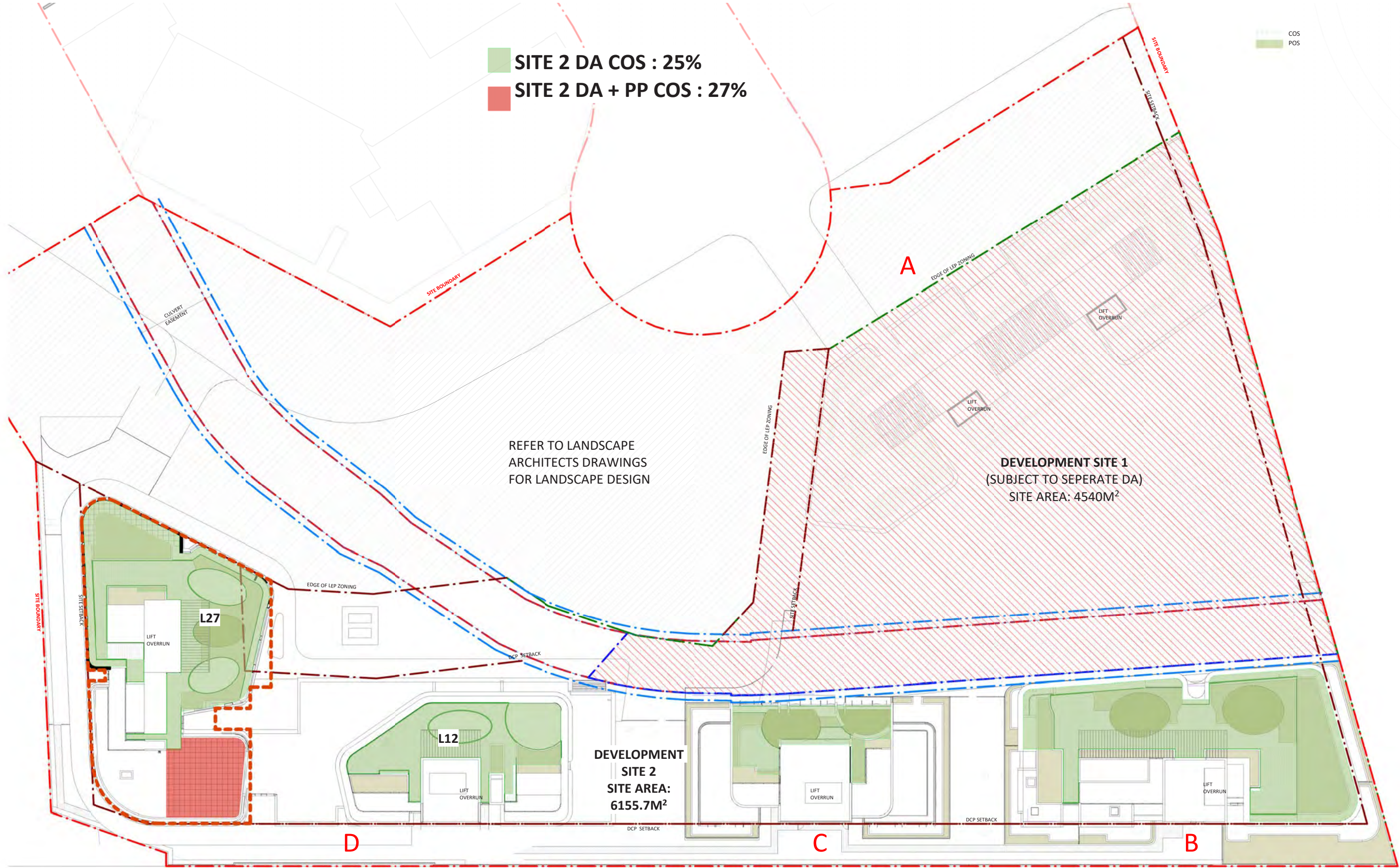
1 BUILDING D1 ENVELOPE DIAGRAM
1 : 200



1 SOLAR ACCESS - TYPICAL LEVEL
1 : 200

4.0 COMMUNAL OPEN SPACE

66





VIEW FROM THE CORNER BETWEEN TERMINAL PLACE AND PITT STREET TO
THE PROPOSED BUILDING D

55m LEP PERMISSIBLE HEIGHT

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55m LEP PERMISSIBLE HEIGHT

VIEW FROM THE SOUTH SIDE OF RAILWAY LINE TO THE PROPOSED BUILDING D1 TOWER





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