

THE OPERA MERRYLANDS

PLANNING PROPOSAL

NO: 20146

DATE: 06/12/2017
Revision A



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NOTE: DOCUMENT HAS BEEN PREPARED BY PLUS ARCHITECTS ON BEHALF OF THE LANDHOLDER (SF COMMERCIAL HOLDING PTY LTD) FOR 224-244 PITT STREET MERRYLANDS

JOB NO.	20146
DATE	06/12/2017
SCALE	NTS



INTRODUCTION

As Western Sydney’s local economy gathers pace, Merrylands is undergoing significant revitalisation that will see it transform into a pivotal regional residential and commercial hub.

Council and State Government are proactively facilitating this evolution by redeveloping and investing in key local and regional infrastructure. Council has also recently endorsed a number of growth strategies. These initiatives include a proposal to increase building heights around key destinations, improving pedestrian links to and from the train station and creating a strong open space network that is an integral part of the urban structure for Merrylands. Council’s vision for Merrylands is a centre which is vibrant and liveable with an active and high quality public domain.

Whilst there are inherent challenges in actualising this vision, Council are to be lauded for their commitment to the place making and urban transformation. This acuity will create opportunities for new jobs, improved amenities, integrated transport networks, new public realms and range of housing options. This can be achieved by leveraging the centre’s unique character, proximity to transport infrastructure and the emerging Parramatta CBD.

CHALLENGES

- Land fragmentation and rising land prices inhibit redevelopment and create challenges for coordination of transformative redevelopment and master planning.
- Under-utilisation of potential sites in prime locations which could otherwise provide for housing, employment and public space.
- The Town Centre lacks a clearly defined focus point and is characterised by a sense of disconnect and fragmentation as each of the activity zones or ‘destination’ precincts are poorly connected to each other and the transport interchange. This lack of cohesion has a deleterious influence upon the Town Centre’s fundamentals of place-making and the interactions of residents, local workers and visitors.
- The centre benefits from the significant activity generated by Stockland’s Shopping Centre. However much of this activity is internalised and self-contained within the shopping centre.
- The train station is a very important location and draws significant activity; however it is poorly utilised and not well anchored into the centre (i.e. there is no attraction for pedestrians to gather to the station precinct unless it is to use as a thoroughfare or jump on a train/bus). The station precinct suffers from poor connectivity and is considered to be a ‘missing link’ between other precincts within the centre.

OPPORTUNITIES

- Importance and growth of Merrylands as a sub-regional centre. Close proximity and connectivity to the emerging housing and employment areas in the Westmead Precinct and the Parramatta CBD.
- Rich culture and community identity – provides a point of difference to distinguish each precinct within the town centre.
- There are a number of ‘key sites’ within the town centre which form large landholdings under a single ownership. The redevelopment of these key sites provides an opportunity to create significant linkages between precincts, transport nodes and activity centres within the town centre via the provision of public open space.
- The Centre is characterised by activity zones forming destination precincts, which can be strengthened by increased heights and densities and connected by pedestrian linkages utilising public open space that is activated by retail uses.

The planning proposal supports Council’s vision for Merrylands and seeks to build upon the strategic planning undertaken for the town centre through nine key principles and objectives:

1. Establish a landmark 25 storey tower on the train station to form a visual marker and reinforce the importance and identity of Merrylands.
2. Contribute towards the revitalisation of the town centre by establishing uses and activation around the train station.
3. Establish a ‘destination precinct’ at the train station that supports McFarlane Street ‘Eat & Entertainment Street’ by creating new connections and strengthening existing links to the train station.
4. Strengthen the key north-south view corridor between the station and Holroyd Gardens.
5. Integrate development with public transport by creating higher densities and employment opportunities around transport hubs in line with State Government strategy.
6. Address housing affordability by providing a mix of housing choices.
7. Create liveable communities by providing high quality amenities and open space to meet the needs of existing and future residents of Merrylands.
8. Restore and enhance the natural landscape by creating a network of open spaces linking to significant regional open space at Holroyd Gardens.
9. Deliver the highest standards of urban planning and excellence in architectural design to optimise local social and economic outcomes.

The proposal has been developed in response to the Greater Sydney Commission’s Ten Directions for Greater Sydney.

This urban design study provides an analysis of the surrounding urban context in relation to the subject site and concludes with a recommendation to amend the planning controls to increase the height of Tower J2 from 12 to 25 storeys.





STRUCTURE PLAN_PROPOSED PLANNING PROPOSAL IN CONTEXT OF IMPENDING PLANNING CONTROLS

URBAN STRUCTURE PLAN

The subject site abounds with potential for significant urban regeneration that will breathe further life and energy into the Town Centre.

It is rare to find a site of this size at 2.3 hectares with proximity to transit infrastructure under-utilised and currently inaccessible to the public. This is a game-changing opportunity to activate community and development potential and create a legacy for future inhabitants of Merrylands. Nothing erodes community and productivity more than a state of neglect. The creation of this user-friendly, connected space will enhance the amenity and reputation of Merrylands as a highly liveable suburb.

Council's strategic planning framework separates the centre into two distinct areas. The McFarlane Street Precinct incorporates the main retail street and proposed new civic square extending from the central precinct to the train station, and the Neil Street Precinct is comprised of the areas south of Neil Street bounded by Pitt Street and the rail corridor (i.e. the subject site), and the area north of Neil Street adjoining Holroyd Gardens.

Each precinct has the following key characteristics:

McFarlane Street:

- Main retail, commercial and entertainment street (i.e. Eat Street).
- High densities and taller buildings around destination precincts such as the new civic square and the train station.
- Proposed links to the train station via new pedestrian laneways connecting McFarlane Street to Terminal Place.

Neil Street:

- Mix of uses including Pitt Street as a secondary retail street with residential and ancillary retail fronting New Road and public open space.
- Height transition along Pitt Street with lower scale buildings to the north and Holroyd Gardens, with the exception of taller buildings acting as height markers in key locations.
- Key north-south view corridor between Holroyd Gardens and the train station via the New Road.
- Significant network of public open space including new public park and pedestrian/bike path to the train station.

This proposal provides a comparison of the proposed additional height and FSR of J2 as part of this planning proposal with the context generated by the impending planning proposal of the Neil Street Precinct Planning Proposal and the Merrylands Station & McFarlane Street Precinct. The assessment of these proposals are considered to be well advanced and in their finalisation stage. For the purposes of this report the context is established based on future context established as part of these planning proposals.

PROPOSED HEIGHT

Height is used to emphasise key junctions and connections within the urban framework. The proposed increased height to Tower J2 will play a key role in providing a sense of destination and arrival to the train station precinct and acts as a strong urban marker to the train station in the proposed future context. Additional height in this location serves to integrate the two precincts and frames the new public park and civic open space.

OPEN SPACE STRUCTURE

The movement pattern is structured along key open spaces forming a network of connections all leading from the various destination precincts to converge on the train station. Currently the subject site is vacant and inaccessible therefore there are currently no direct connections available, likewise the station has poor accessibility and as such the area adjoining the station forms a 'missing link' within the urban fabric which could otherwise tie the various precincts into a central hub or focal point, thus bringing balance and a sense of unity to the town centre.

The future context of the centre will be defined by the Council planned civic square within the town centre marked by tall towers along McFarlane Street; a new 5000sqm public park on the subject site which will be the heart of a new mixed use community with connections to residential neighbourhoods to the north and Holroyd Gardens; and a proposed civic plaza that integrates with the future redevelopment of the station forming a key transition space within the urban fabric. The proposed additional height in this location will strengthen this key junction.

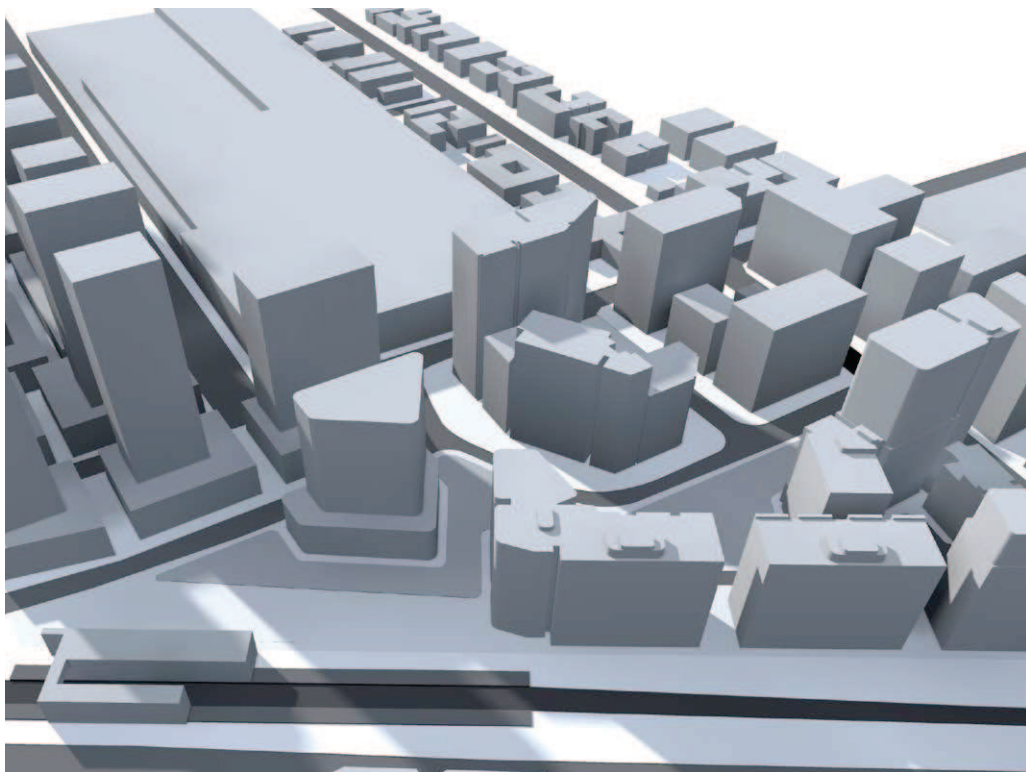
USE AND ACTIVITY

The proposed urban strategy resonates with the concept of an engaged Pedestrian Journey. It generates a range of connected spaces with different characters, ranging from retail main streets, to quieter residential neighbourhoods fronting public open space with pedestrian/bike paths. The commercial uses within the podium of the proposed 25 storey building and retail at the ground floor will activate the civic space west from the building and provides the opportunity for a potential connection leading to the station. The types of uses envisaged for the site will provide local services and amenities to residents, such as childcare, medical uses and cafes/restaurants. Residents and visitors will be able to move freely within the precinct with an enhanced sense of community and amenity.

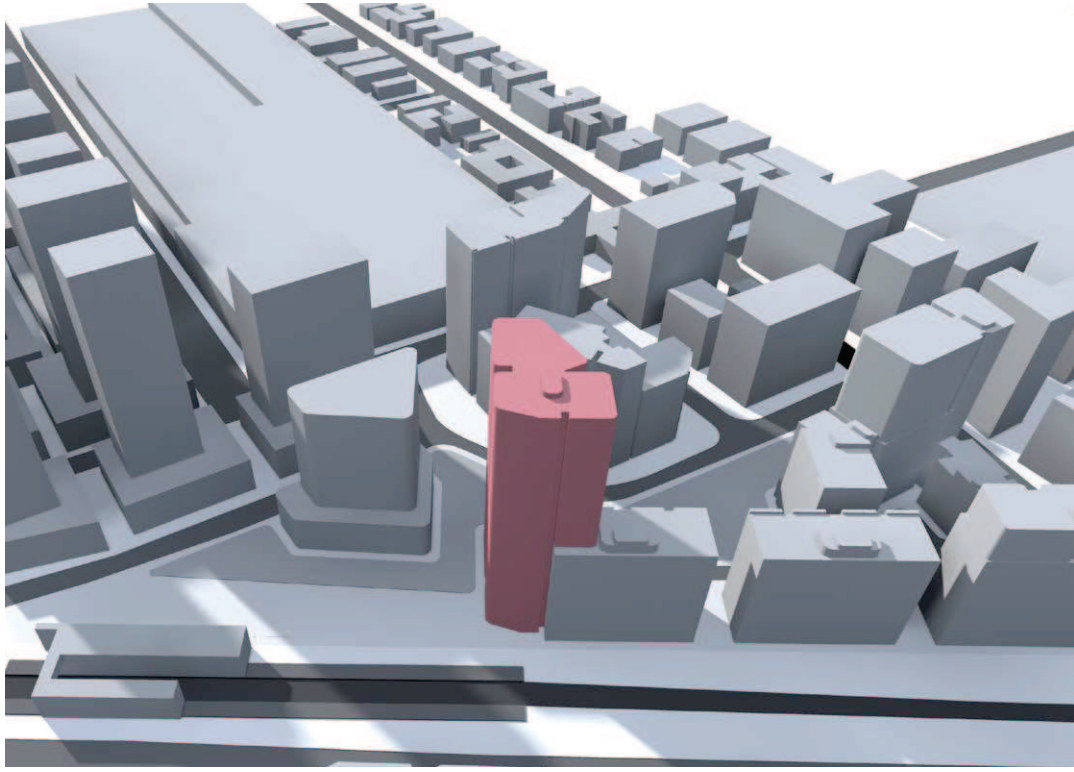




URBAN DESIGN__PROPOSED PP IN CONTEXT OF IMPENDING PLANNING CONTROLS



URBAN DESIGN OVERVIEW_ IMPENDING PLANNING CONTROLS



URBAN DESIGN OVERVIEW__PROPOSED PP IN CONTEX IMPENDING PLANNING CONTROLS

PROPOSED URBAN FORM AND CONTEXT

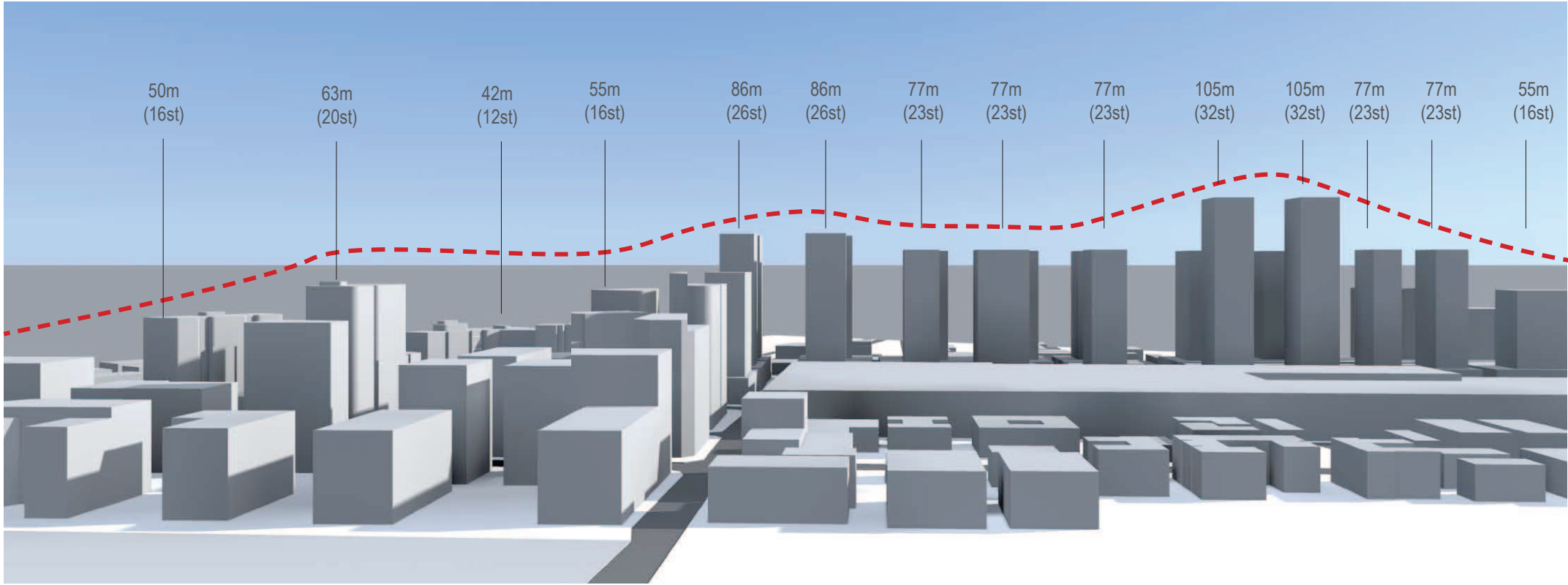
This proposal provides a comparison of the proposed additional height and FSR of J2 as part of this planning proposal with the context generated by the impending planning proposal of the Neil Street Precinct Planning Proposal and the Merrylands Station & McFarlane Street Precinct. The assessment of these proposals are considered to be well advanced and in their finalisation stage. For the purposes of this report the context is established based on future context established as part of these planning proposals.

The subject site is bounded by Neil Street to the north, railway corridor to the east, the station and bus interchange to the south and Pitt Street to the west. There are three distinct residential configurations linked by public spaces and thoroughfares that encourage pedestrian exploration and patronage. The most southern building (Tower J2) adjacent to the station is currently proposed to be 12 storeys in accordance with the current planning controls. The building envelopes for the site are currently subject to a development application.

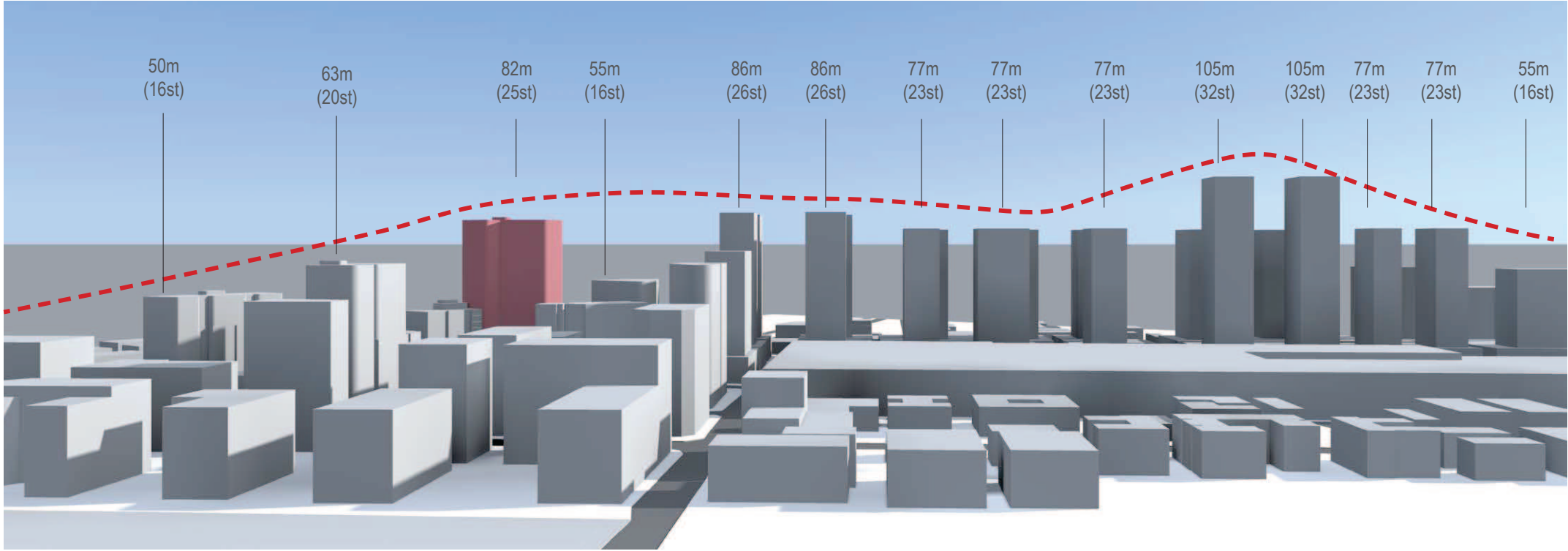
The built form for the station precinct allows for a 16 storey building adjacent to Tower J2 as part of the overall massing configuration. The space between the two buildings naturally form a civic plaza west of Tower J2 which is visually contained by the two towers. The vision for this plaza is that it will be designed as a high quality space and become a focal point for transit activity generated by people converging and meeting at the train station via various transport modes such as pedestrians, bikes, buses and private vehicles.

The proposed additional height will strengthen the relationship to the station and establish a transitional gateway that provides visitors with a sense of arrival to Merrylands.





A / PROPOSED HEIGHTS_CONTEXT IMPENDING PLANNING CONTROLS - N VIEW



A / PROPOSED HEIGHTS__PROPOSED PLANNING PROPOSAL IN CONTEXT IMPENDING PLANNING CONTROLS - N VIEW

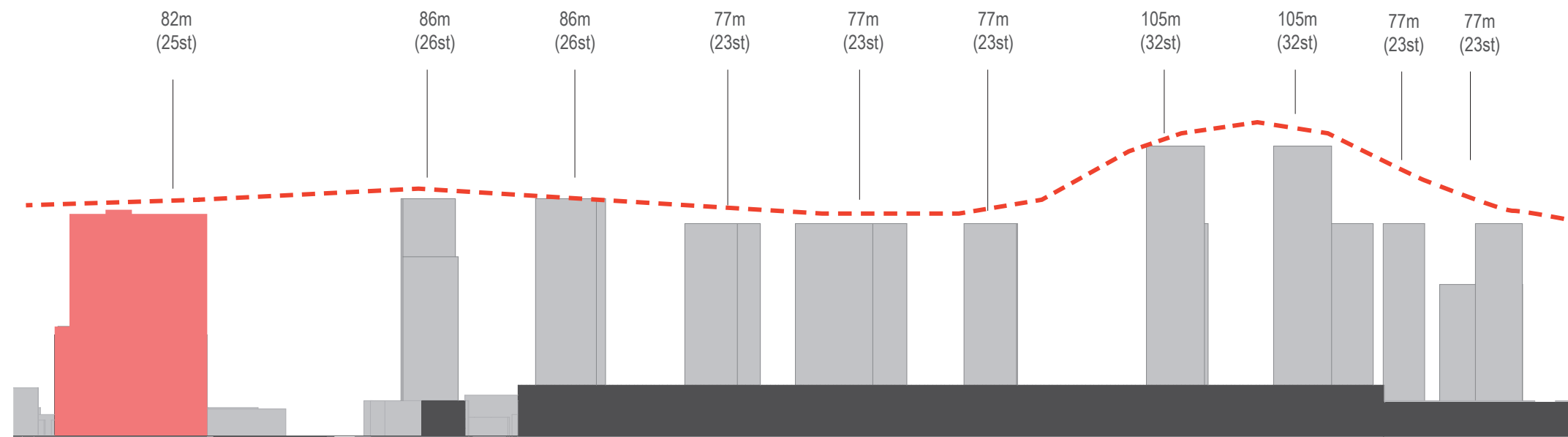
HEIGHT STUDY

The skyline generated by the current planning controls identifies a clear landmark in the town centre defined by two towers with a height of 32 storeys that will adjoin the proposed central square connecting mcfarlane street to Merrylands Road. The scale of the buildings reduce to 26 storeys and then drop significantly around the train station to 12 to 16 storeys. It is considered that the current 12 storey built form provides insufficient scale to strengthen the height, composition and importance of the train station.

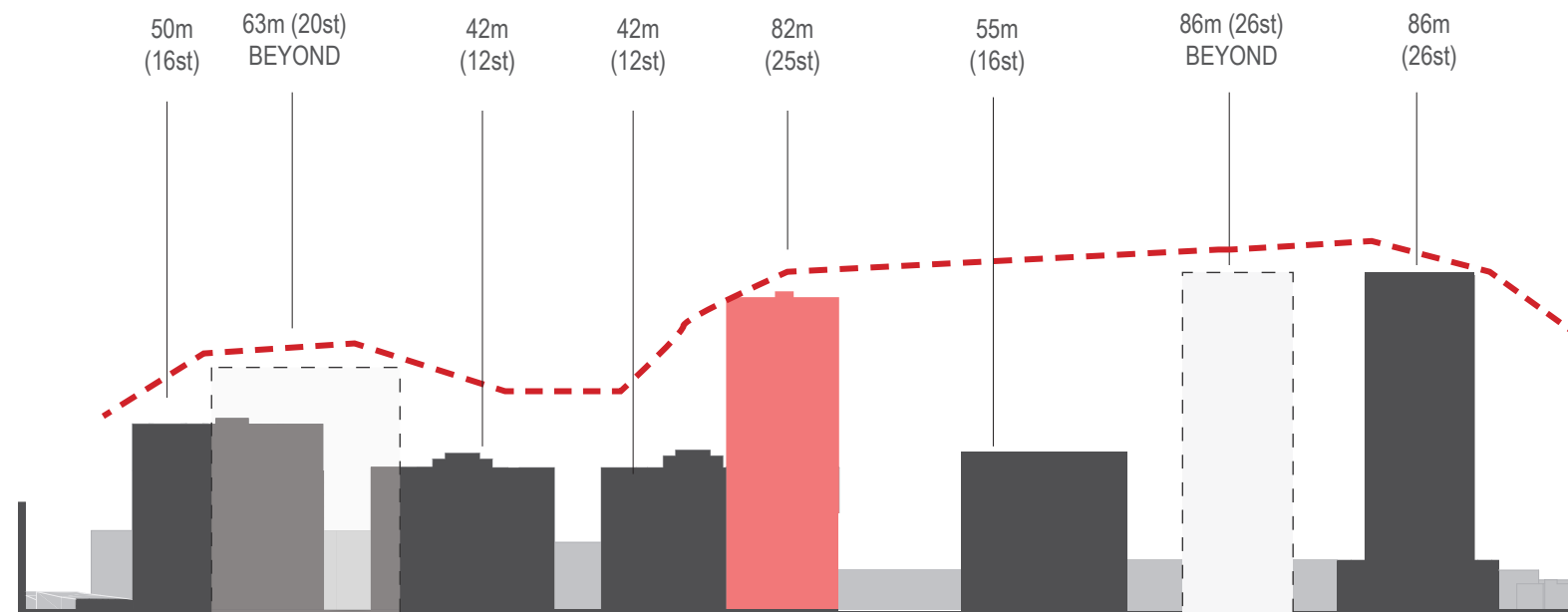
The proposed height of 25 storeys will provide a landmark tower adjacent to the station that will create dialogue with the proposed taller towers along the Mcfarlane Street. The creation of a strong visual landmark acts as an anchor and location marker for those living, working and moving within the merrylands town centre.

The increase in height also helps to future proof Merrylands as a residential hub for those seeking proximity to economic centres and affordability. The foresight to anticipate the accommodation needs and provide the appropriate densities for a burgeoning population as it reaches west from the Parramatta CBD - and as the international health hub planned for westmead is realised - is a planning opportunity unlikely to be repeated.





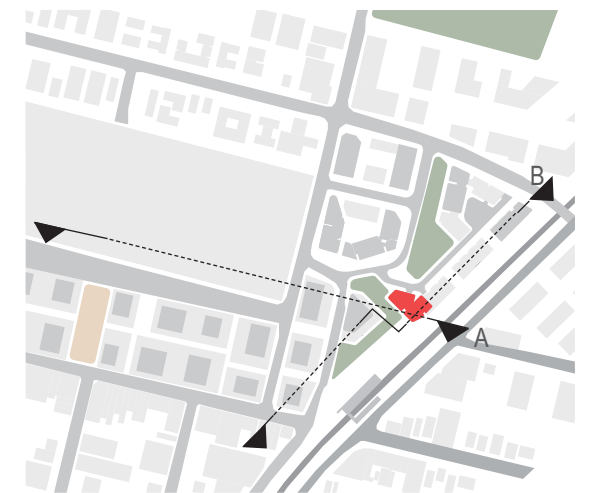
TOWN SECTION A 1:2000
PROPOSED PLANNING PROPOSAL IN CONTEXT IMPENDING PLANNING CONTROLS



TOWN SECTION B 1:2000
PROPOSED PLANNING PROPOSAL IN CONTEXT IMPENDING PLANNING CONTROLS

HEIGHT STUDY

The following cross sections illustrate the proposed built form of Tower J2. The taller height around the train station establishes a balance between the station precinct and the height of future buildings along McFarlane Street. The establishment of a landmark tower in this location serves to provide a logical end point of taller structure leading to the station and an identifying element for Merrylands with interesting architecture. Well planned spaces are situated at the ground level.





WOLLI CREEK



BURWOOD



ST LEONARDS



GREEN SQUARE



EPPING

REFERENCE PROJECTS

The proposed increase in height and density is consistent with the strategy of the Greater Sydney Commission to locate key ground centres near train stations by providing housing and employment around public transport nodes. Centres such as Wolli Creek, Burwood, St Leonards, Green Square and Epping are successful examples of taller heights situated on train stations. Merrylands is likely to experience a similar evolution due to the housing and employment growth trajectory forecast for this strategic location.





MASTERPLAN PUBLIC DOMAIN

The public domain created by the combined precinct will generate a vibrant and varied range of spaces amplified by strong landscape design principles. The landscape design proposed supports the pedestrian movement patterns and retail activation zones. The public plaza west of the proposed 25 storey building consists of a dynamic public open space providing an arrival point to train station transport hub from the north and the transition from train to the bus interchange which is located along Terminal Place. The plaza is activated with retail uses at the ground plane of the tower facing the public domain allowing for good solar access. The podium of the building provides for commercial uses supporting the mixed-use environment of this area.

MASTERPLAN PLANNING PROPOSAL IN CONTEXT IMPENDING PLANNING CONTROLS

224-240 PITT ST MERRYLANDS
 PLANNING PROPOSAL

CONCEPT DESIGN PROPOSAL



JOB NO. 20146
 DATE 06/12/2017
 SCALE NTS



SITE IMAGE
 Landscape Architects

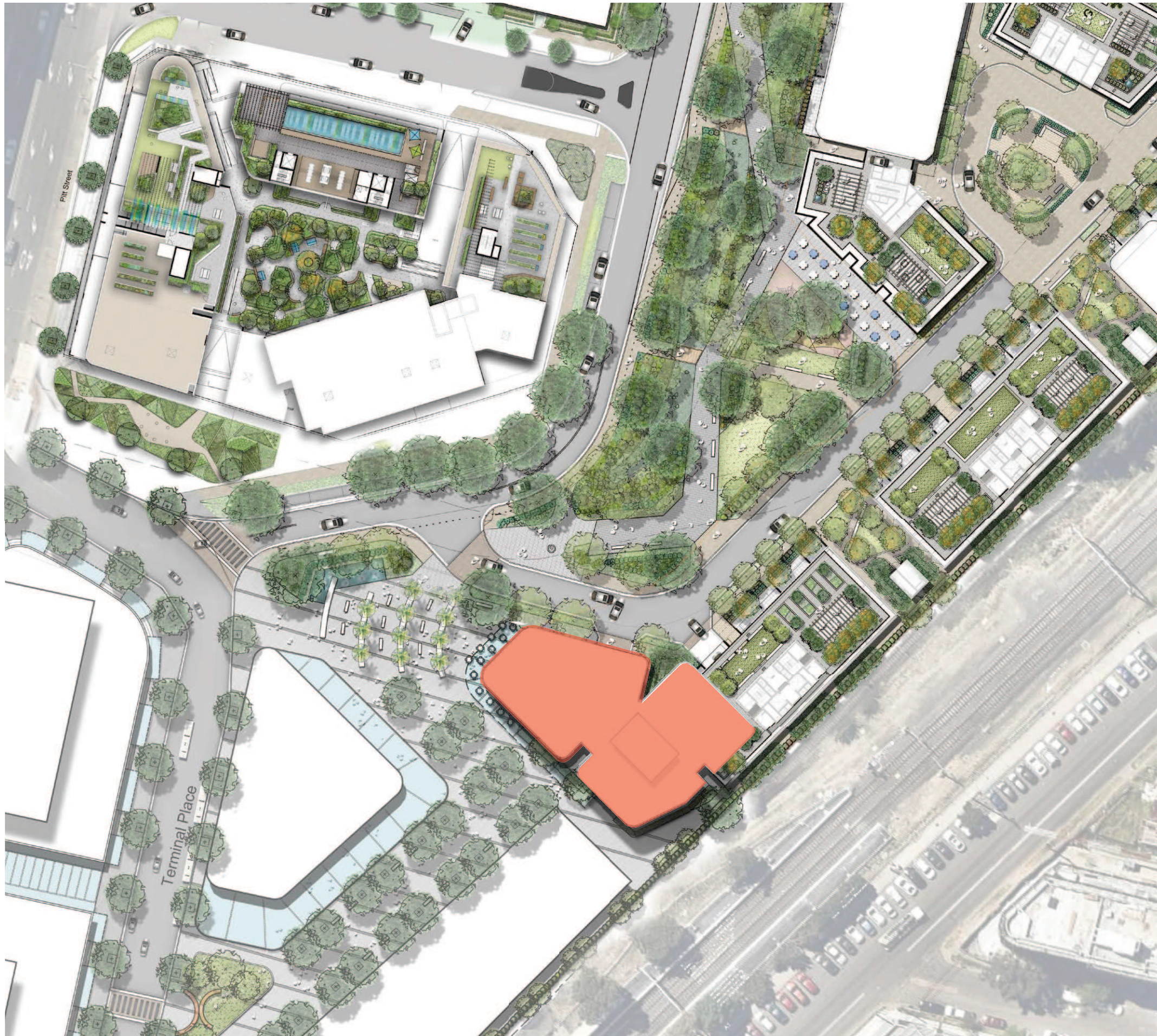
plus
 architecture



MASTERPLAN PLANNING PROPOSAL IN CONTEXT IMPENDING PLANNING CONTROLS

224-240 PITT ST MERRYLANDS
PLANNING PROPOSAL

JOB NO.	20146
DATE	06/12/2017
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MASTERPLAN PLANNING PROPOSAL IN CONTEXT IMPENDING PLANNING CONTROLS

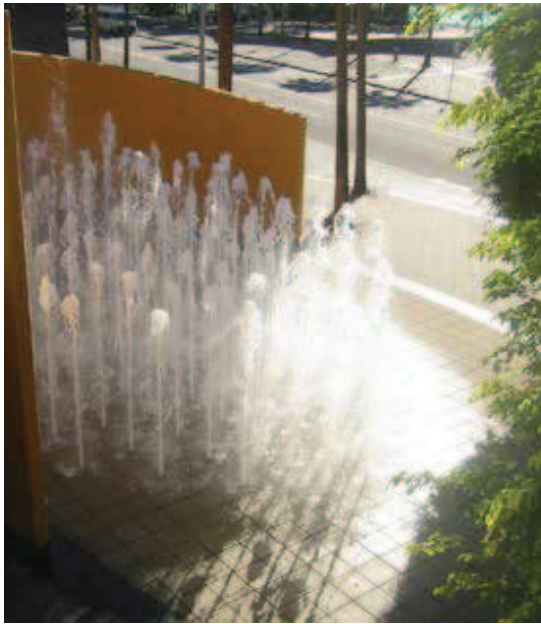
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The creation of a high quality civic space in this location provides strong activation, with the plaza providing an attractive destination space. The generous plaza space is defined by outdoor seating to the retail frontage to the south, a water feature and green backdrop to the north, and strong connective pedestrian links to the east and west. A grove of native palms or high canopy trees with generous seating below will provide strong amenity, with flexibility for uses such as market days. The strong visual identity of the area will create a well defined destination for pedestrians approaching the station, and a generous active open space that complements the station. The strong identity of the plaza will complement the adjacent tower, with a suitable spatial relationship to the built form, that together create a strong identity space that can contribute to placemaking and defining a distinctive identity for the Merrylands CBD.





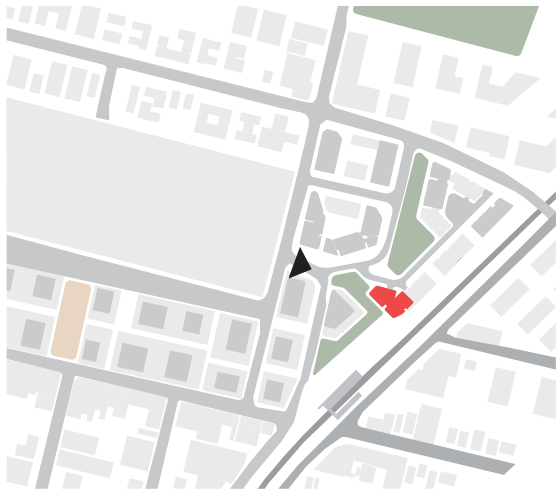
CIVIC PLAZA DESIGN PRINCIPLES

The generous plaza space is defined by outdoor seating to the retail frontage to the south, a water feature and green backdrop to the north, and strong connective pedestrian links to the east and west. A grove of native palms or high canopy trees with generous seating below will provide strong amenity, with flexibility for uses such as market days. The strong visual identity of the area will create a well defined destination for pedestrians approaching the station, and a generous active open space that complements the station. The strong identity of the plaza will complement the adjacent tower, with a suitable spatial relationship to the built form, that together create a strong identity space that can contribute to placemaking and defining a distinctive identity for the Merrylands CBD.



PERSPECTIVE FROM THE WEST

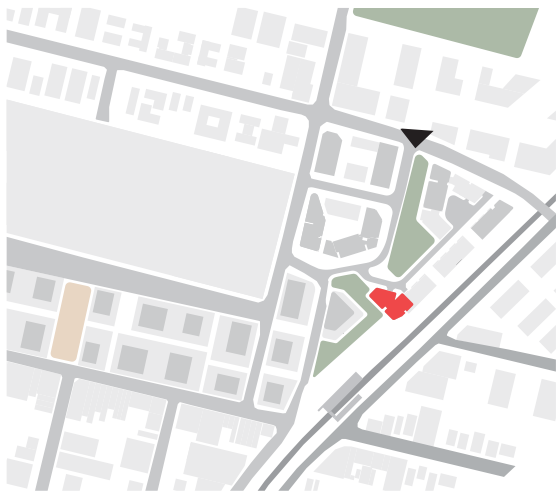
The increased height to the tower will create a landmark building that will highlight the importance of Merrylands as a sub-regional centre. The building will have a high quality façade that will contribute to design excellence. The other buildings within the precinct (as proposed by the DA) present a variety of façade systems and typologies that respond to the building aspect, such as balconies to maximise views to the public park and sheltered winter gardens where dwellings are orientated towards the train line. The commercial podium defines the lower levels of the tower and relates directly to the civic plaza.





PERSPECTIVE FROM THE NORTH

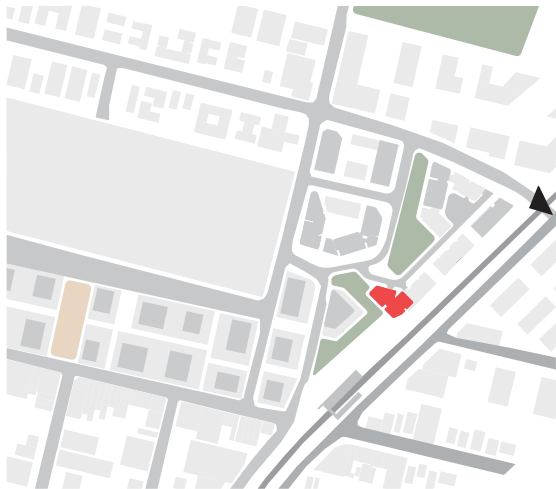
This view is taken from the north and highlights the important future view corridor from Holroyd Gardens along New Road to the train station. The tower forms an end point and identifying element that clearly marks the location of the station. The pedestrian is taken on a journey through landscaped residential streets, along water courses, large green space and retail café frontage before arriving at the civic square.





PERSPECTIVE FROM THE NORTH BRIDGE

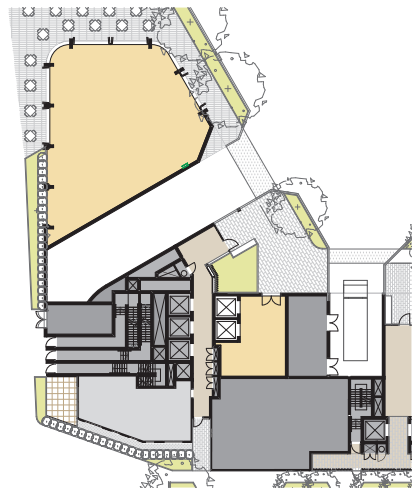
The increased height of the tower provide a clear sense of arrival and destination when approaching Merrylands by train. The tower provides a counter point to the 16 and 20 storey towers on the site that are located to the north on Neil Street.



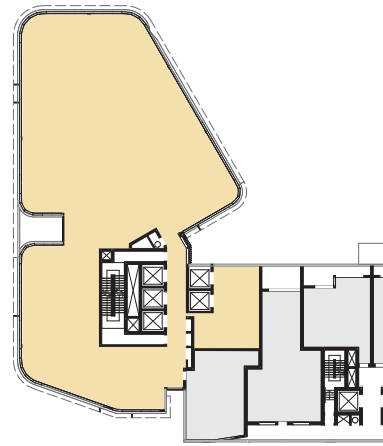


PERSPECTIVE PUBLIC DOMAIN

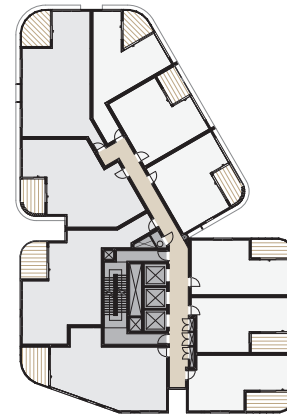
The public domain near the train station has the opportunity to become a dynamic and vibrant people place activated by retail and café uses. The proposed tower form will play an important role in defining this area and creating a diverse character within the urban form proposed.



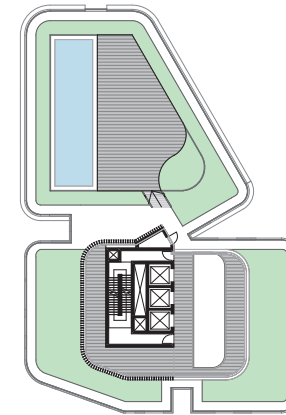
PROPOSED GROUND FLOOR



LEVEL 1-4 RETAIL



LEVEL 5-24 RESIDENTIAL



LEVEL 25 COMMUNAL ROOF

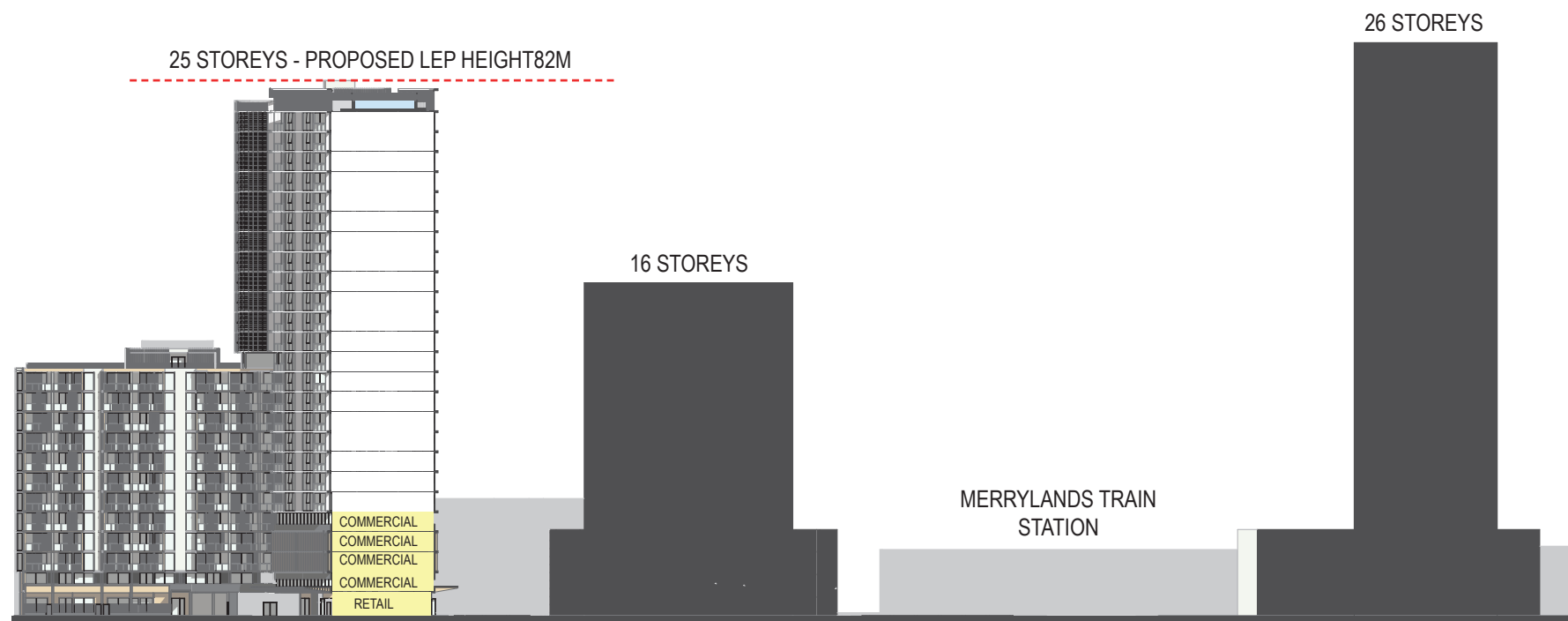
PROPOSED TOWER FORM

The ground floor provides a retail area that will activate the public domain. The likely use of this space will be restaurants or cafes with outdoor seating areas. Separate residential and commercial lobbies will be provided adjoining the basement parking access with suitable landscaping to soften the building interface with the private road.

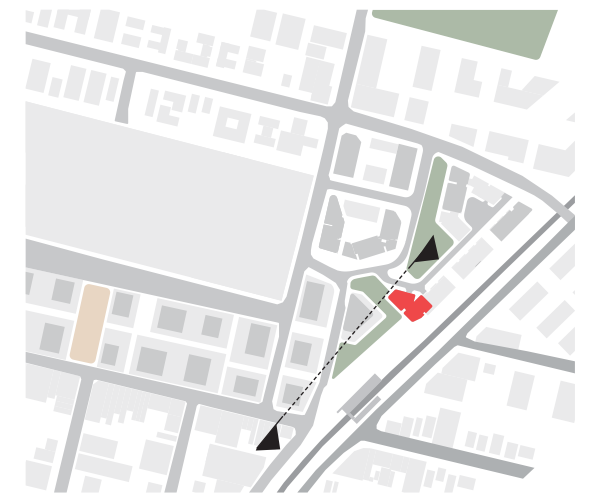
Levels 1 to 4 will provide commercial floorplates which are expressed through the design of the building façade which is provided as a podium element.

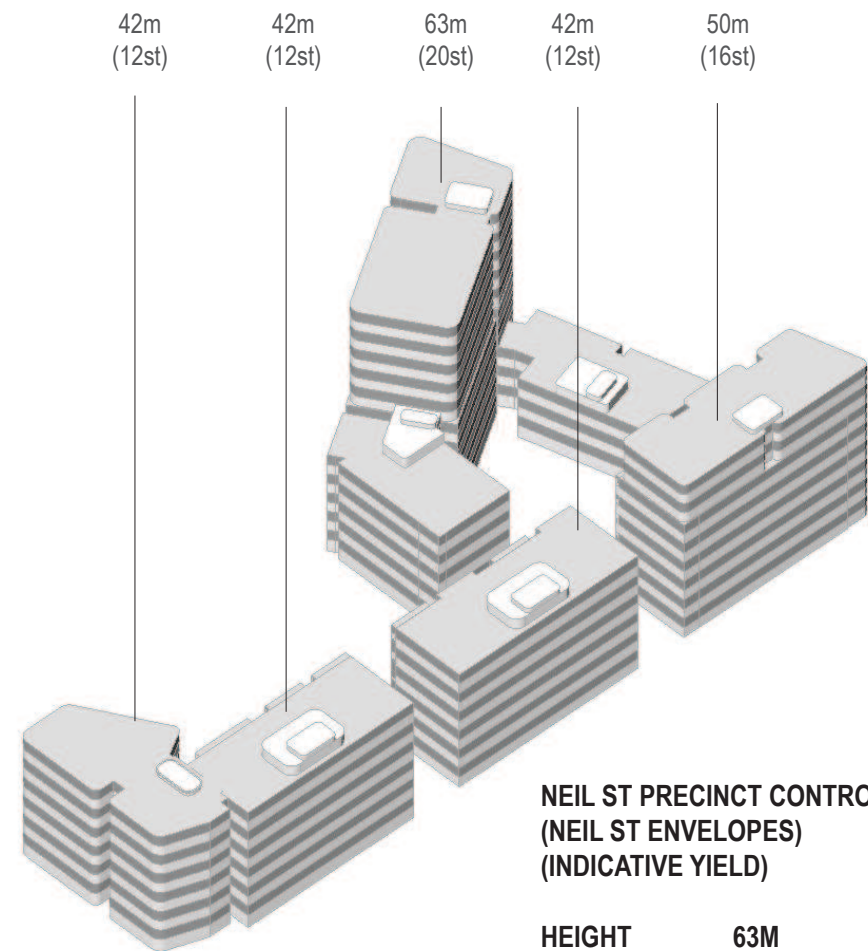
Above the podium, the typical residential floorplates extend up to Level 25 and will achieve a high level of internal amenity including 74.8% of apartments being afforded with solar access. A rooftop communal open space and pool facilities will be provided to all residents of the building.

The proposed height will result in 111 additional units added to the existing proposed development, for a total of 758 units within the whole redevelopment.



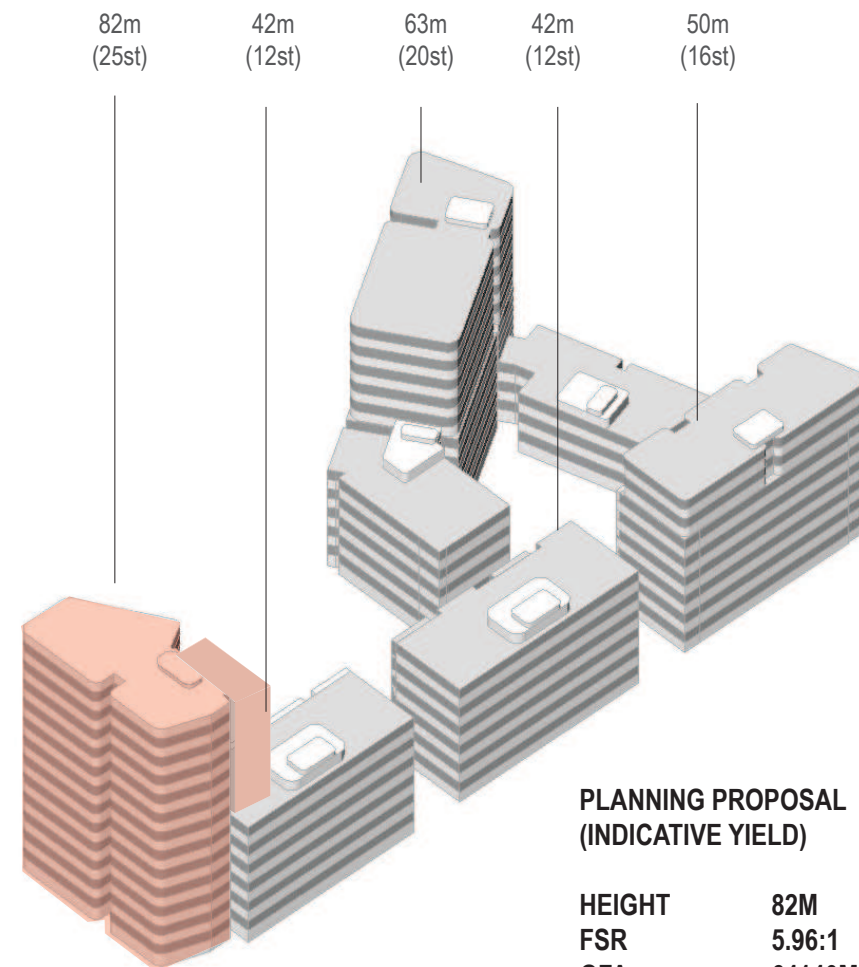
NORTH SOUTH SECTION TRANSPORT PLAZA





**NEIL ST PRECINCT CONTROLS
(NEIL ST ENVELOPES)
(INDICATIVE YIELD)**

HEIGHT	63M
FSR	4.99:1
GFA	53666M2
COMM GFA	564M2
APTS NR	647

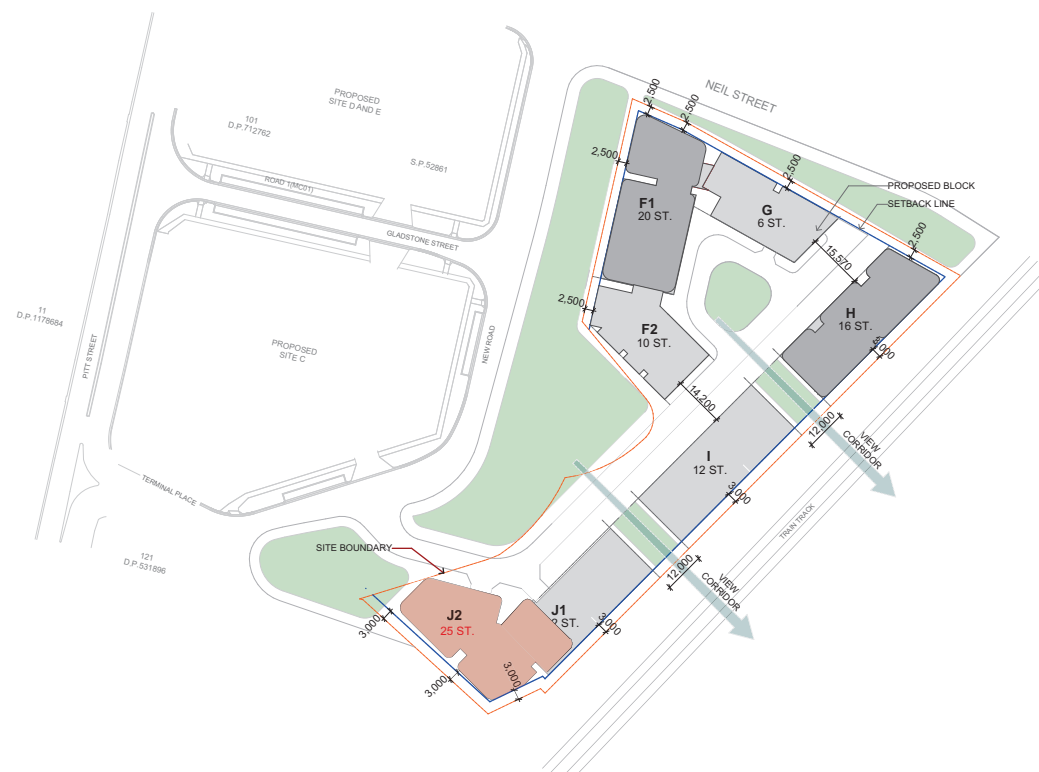


**PLANNING PROPOSAL
(INDICATIVE YIELD)**

HEIGHT	82M
FSR	5.96:1
GFA	64140M2
COMM GFA	3093M2
APTS NR	758



NEIL STREET PRECINCT PROPOSED ENVELOPES



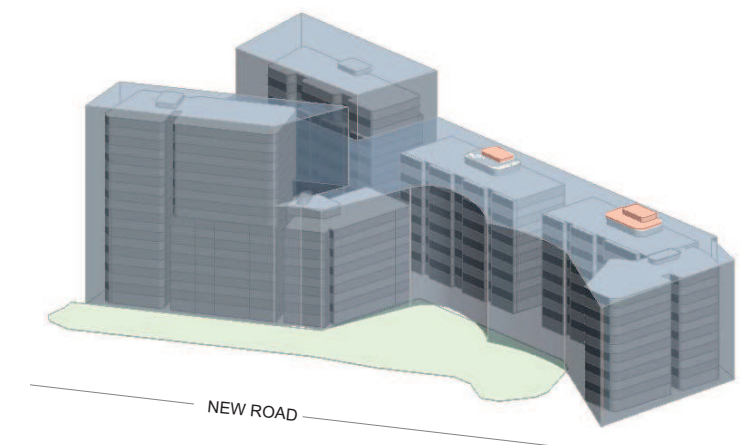
PLANNING PROPOSAL - INCREASED HEIGHT TO TOWER J2

NEIL STREET HEIGHT ENVELOPE AND FSR

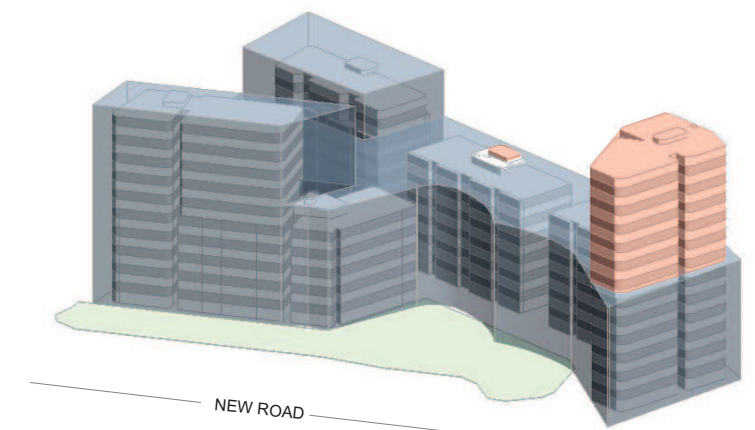
HEIGHT COMPARISON

The potential development under the Neil Street Precinct height and FSR controls is shown on the left. It is proposed to increase the building height of Tower J2 from 12 to 25 storeys. The proposed tower form will play a key role in creating recognition to the station from within the urban fabric as well as strengthen the composition of built form along the rail corridor, and sense of arrival to Merrylands.

The increase of FSR from 4.99 to 5.96 results from the additional height and space generated in block J2 of the development. The additional height and 111 units generated are in close proximity to the train station and transport is in line with the Council and State Government initiatives to increase building heights around key transport hubs.

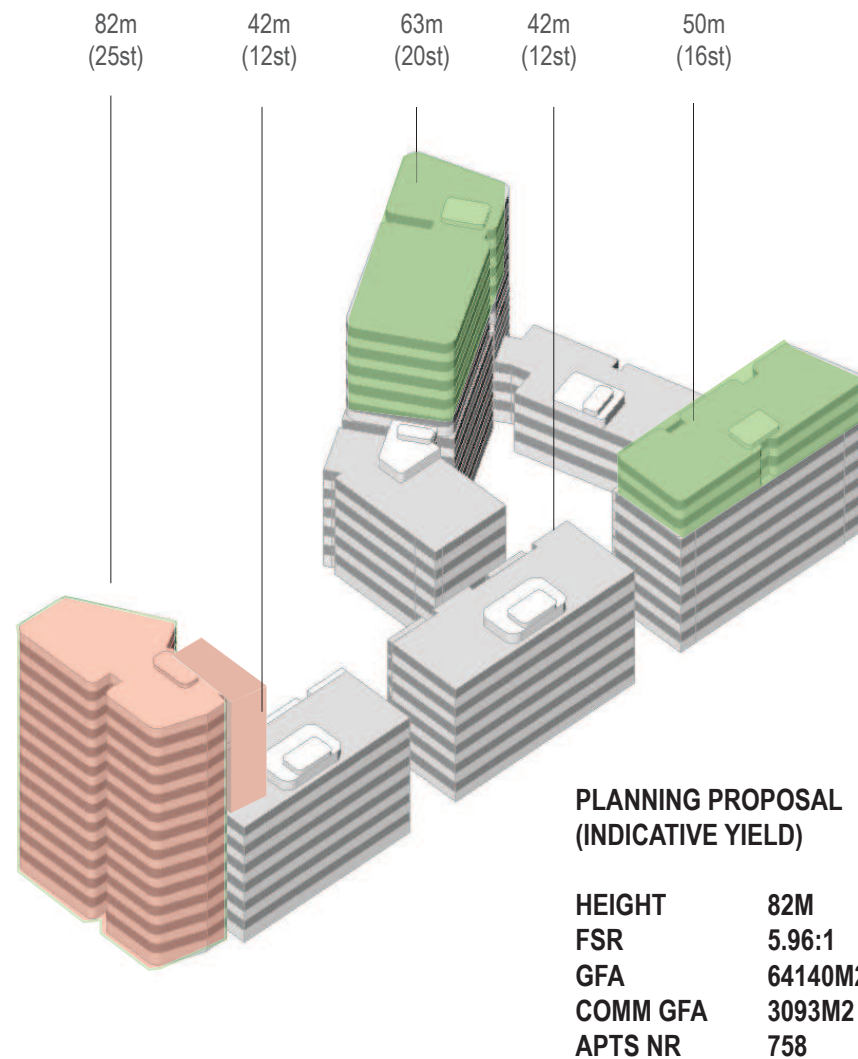
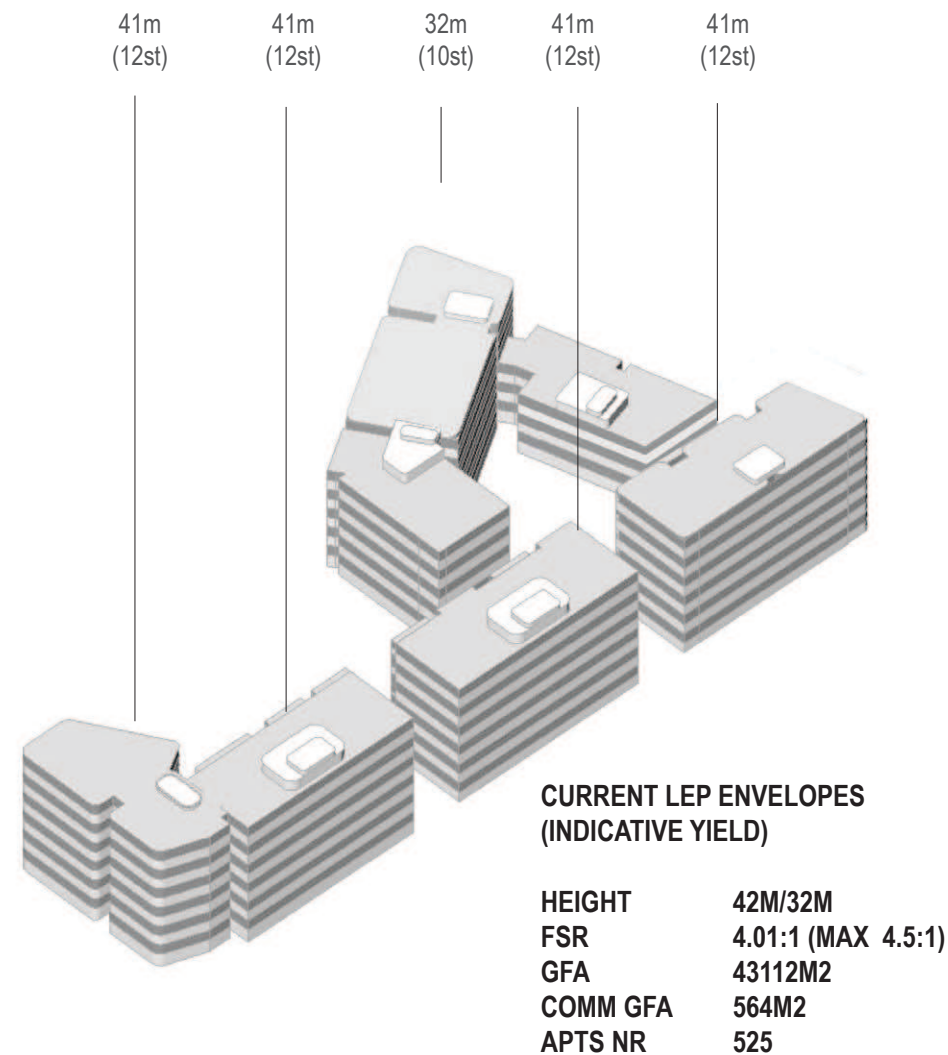


COMPLIANT NEIL ST ENVELOPE



PROPOSED NEIL ST PRECINCT ENVELOPE

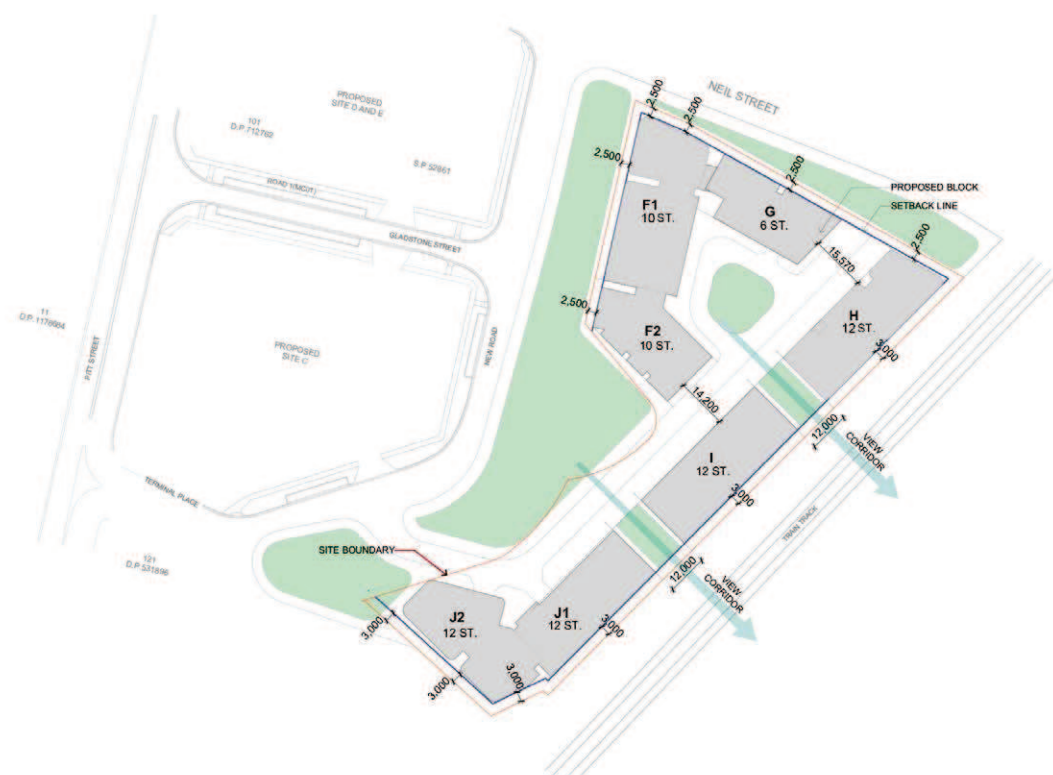




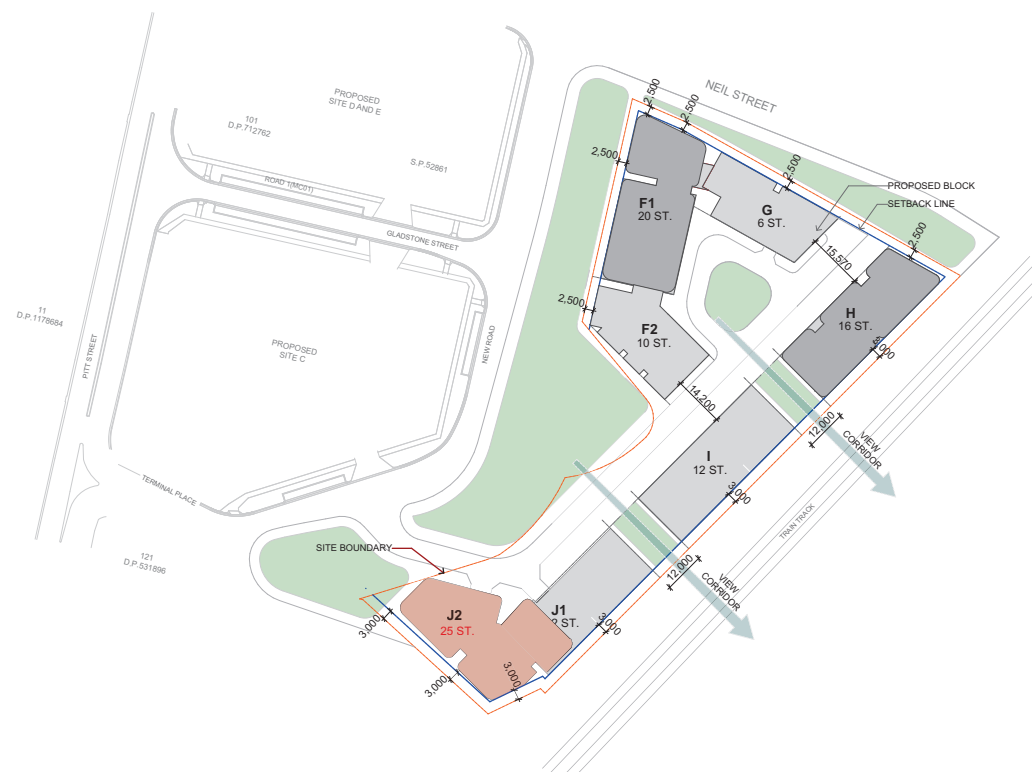
CURRENT LEP HEIGHT ENVELOPE AND FSR

HEIGHT COMPARISON

The current LEP controls are shown in the left images. The proposed development on the right shows Building (block) J proposed increase in height and density. The proposed development has also exceeded the current LEP height for Buildings F1 and H. However the proposed heights for buildings F1 and H is consistent with the Neil Street Precinct Planning Proposal. The increase in FSR from 4.5:1 to 6:1 results through the additional height across the development and in total generates an additional 233 units in comparison with an LEP compliant scheme"



CURRENT LEP ENVELOPES



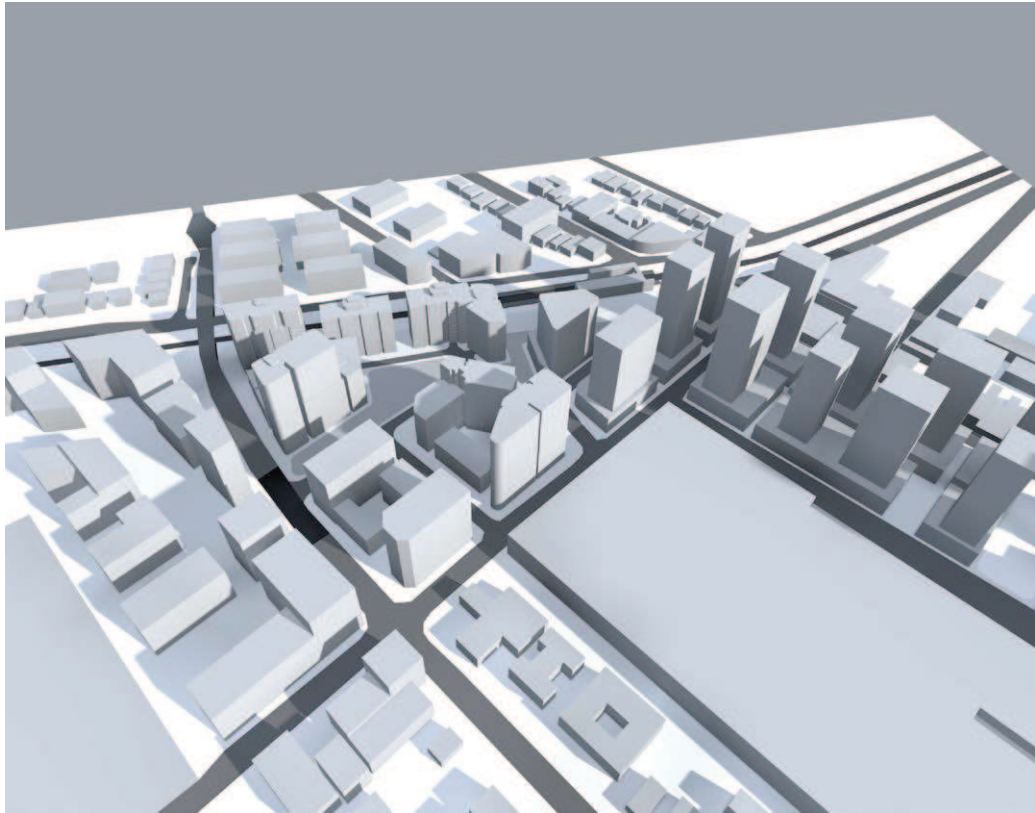
PLANNING PROPOSAL - INCREASED HEIGHT TO TOWER J2

Inconsistent with current LEP height. However complies with Neil Street Precinct Controls

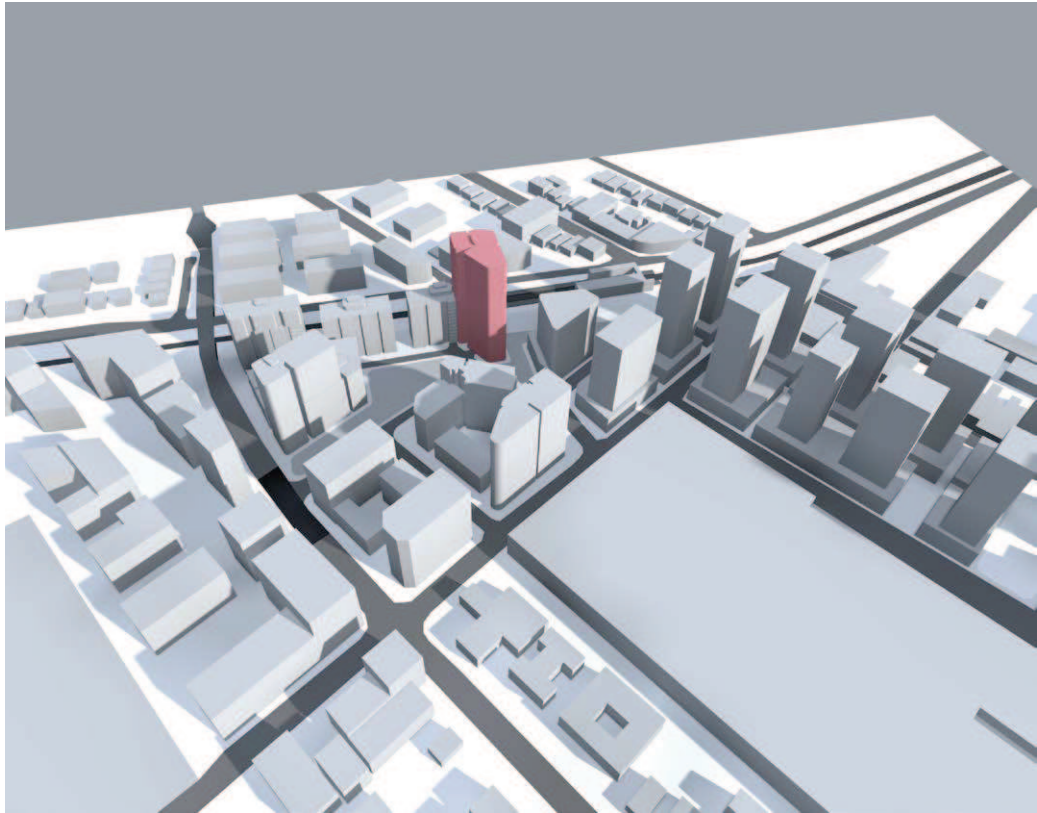


APPENDIX A -
COMPARISON STUDIES

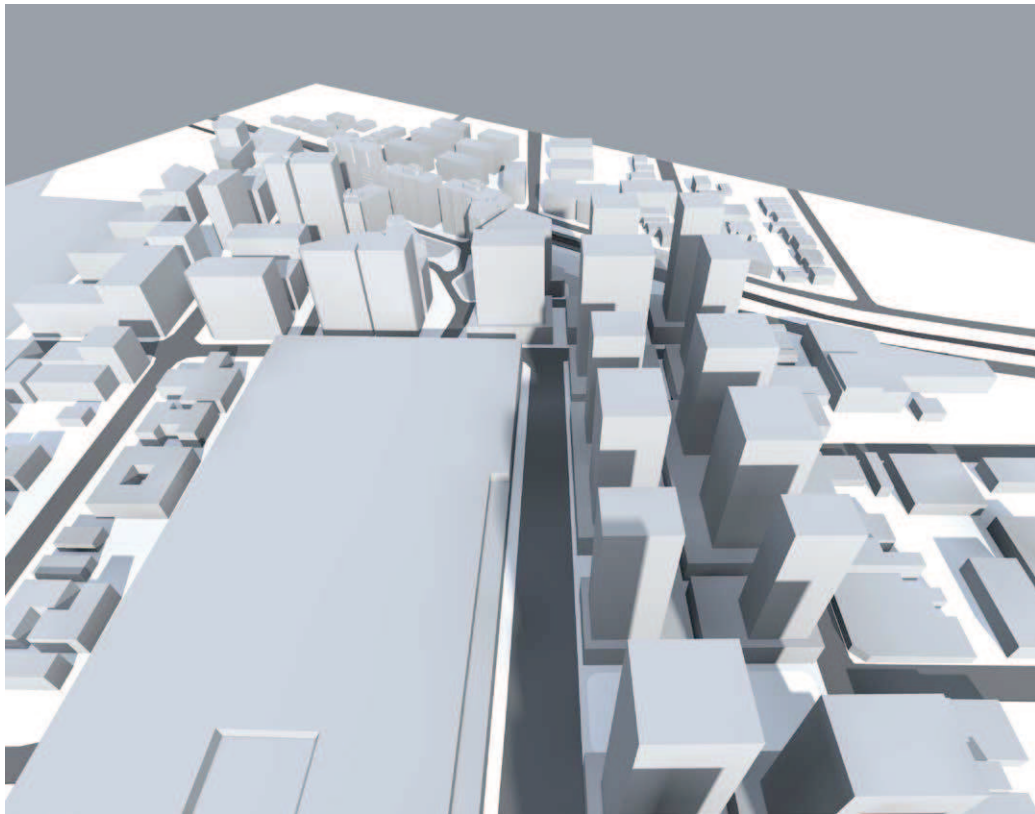




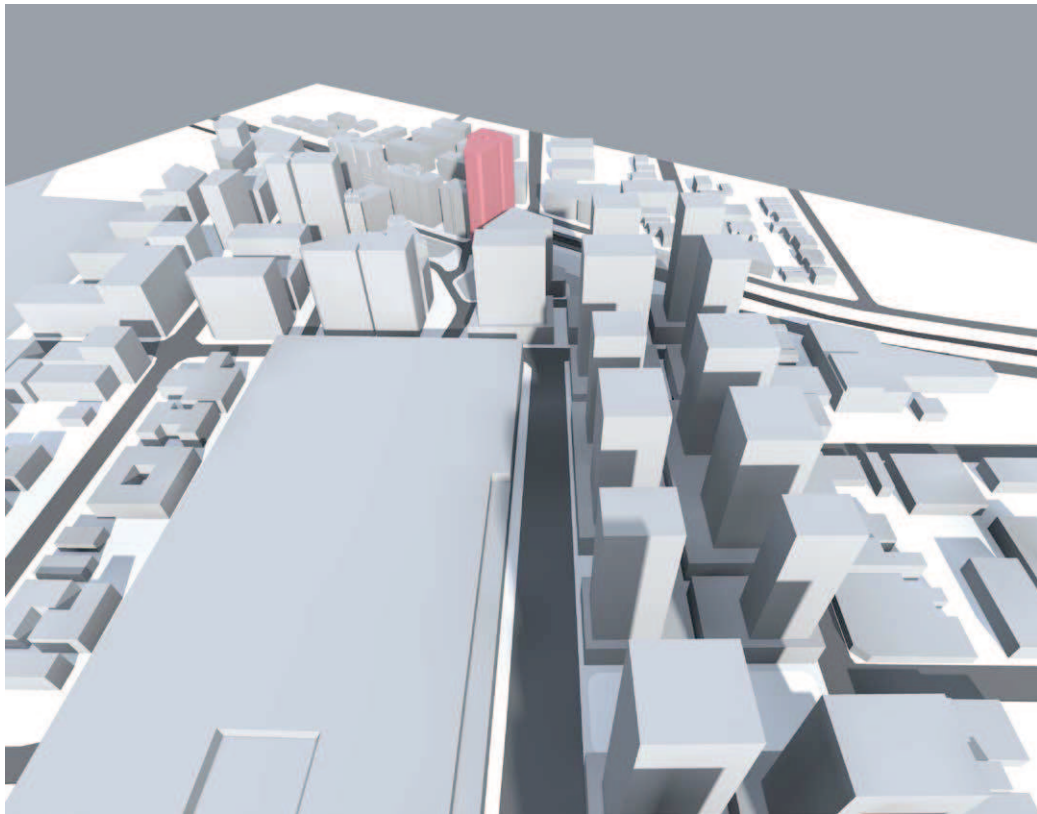
A / PROPOSED HEIGHTS_CONTEXT IMPENDING PLANNING CONTROLS - NW VIEW



A / PROPOSED HEIGHTS_PROPOSED PLANNING PROPOSAL IN IMPENDING PLANNING CONTROLS- NW VIEW



B \ PROPOSED HEIGHTS_CONTEXT IMPENDING PLANNING CONTROLS - W VIEW



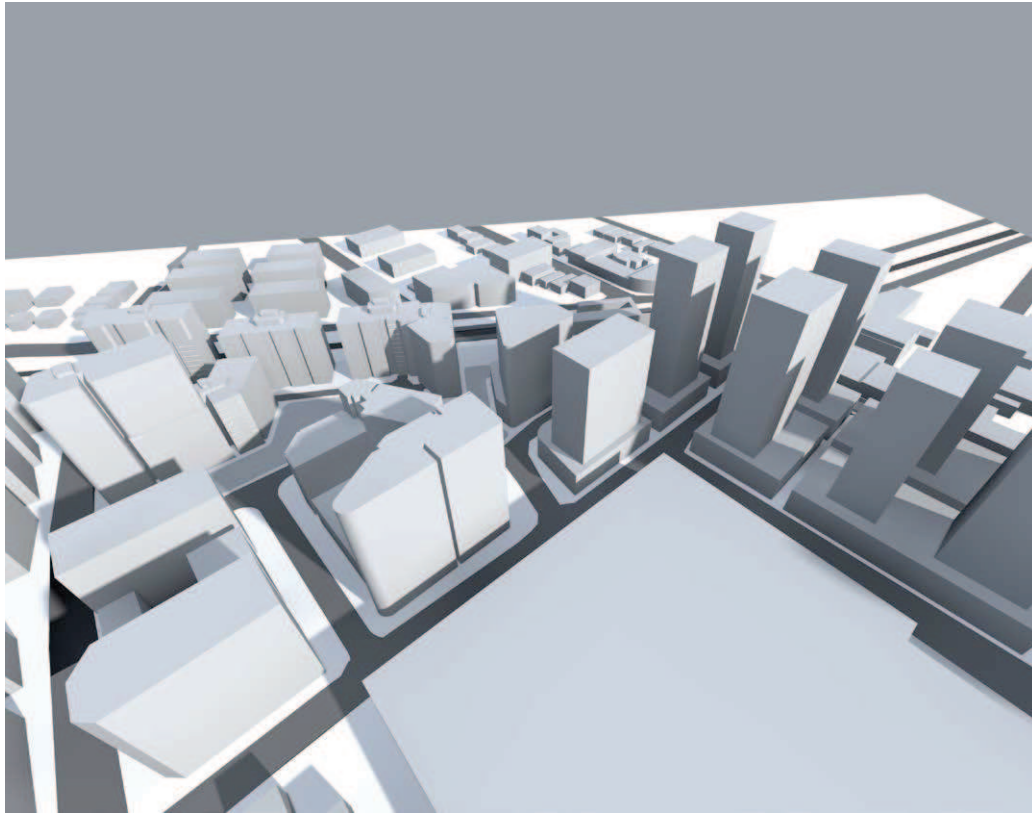
B / PROPOSED HEIGHTS_PROPOSED PLANNING PROPOSAL IN IMPENDING PLANNING CONTROLS- W VIEW

AERIAL VIEWS

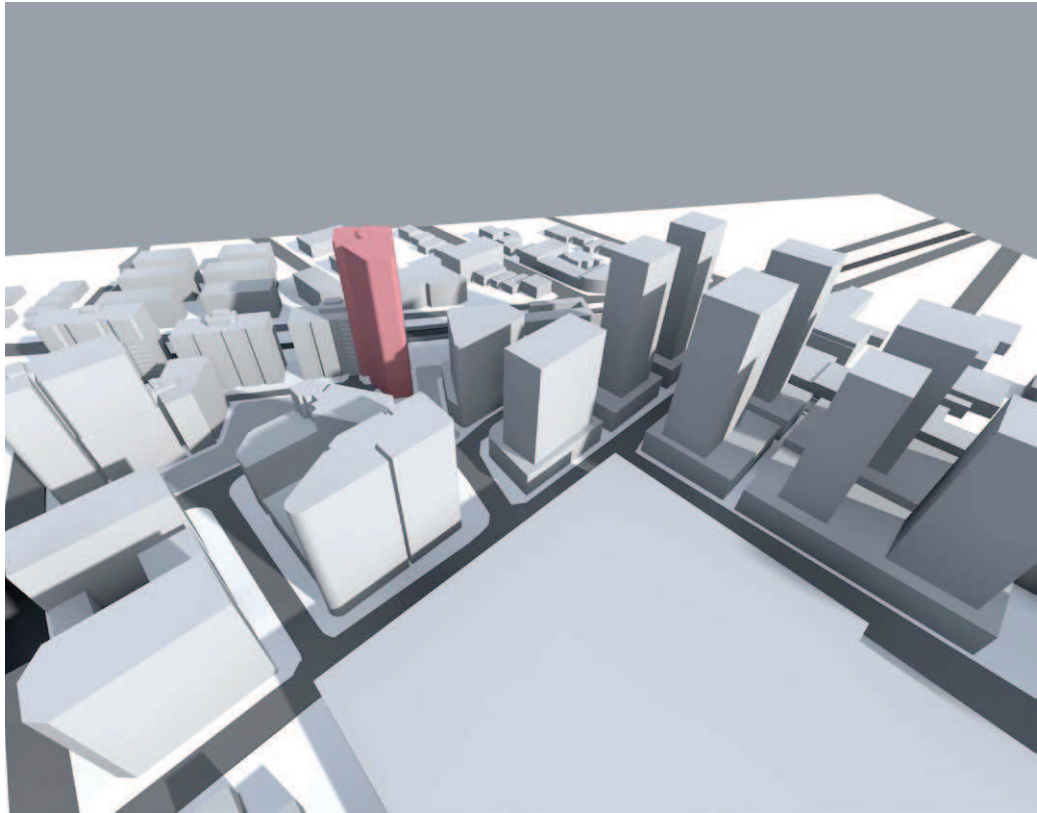
HEIGHT COMPARISON

The overview comparison views show the increased height of the tower in relation to the station and surrounding context within the town centre. The additional height emphasises the location of the station by creating a visual landmark.

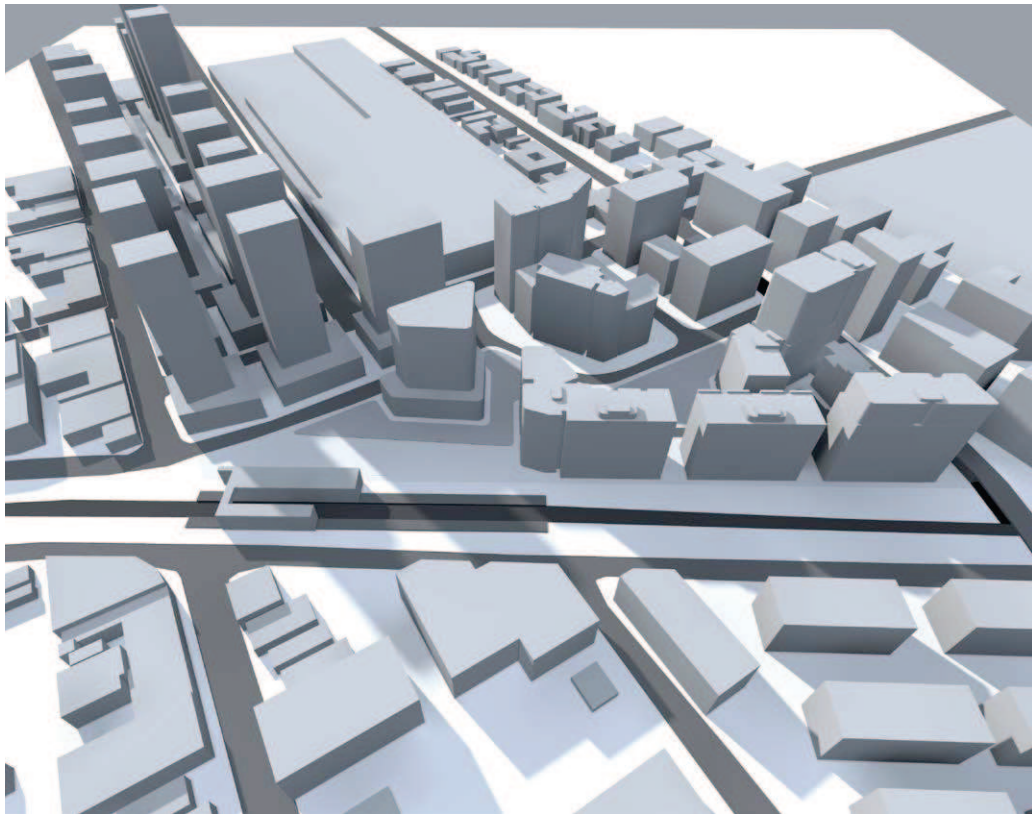




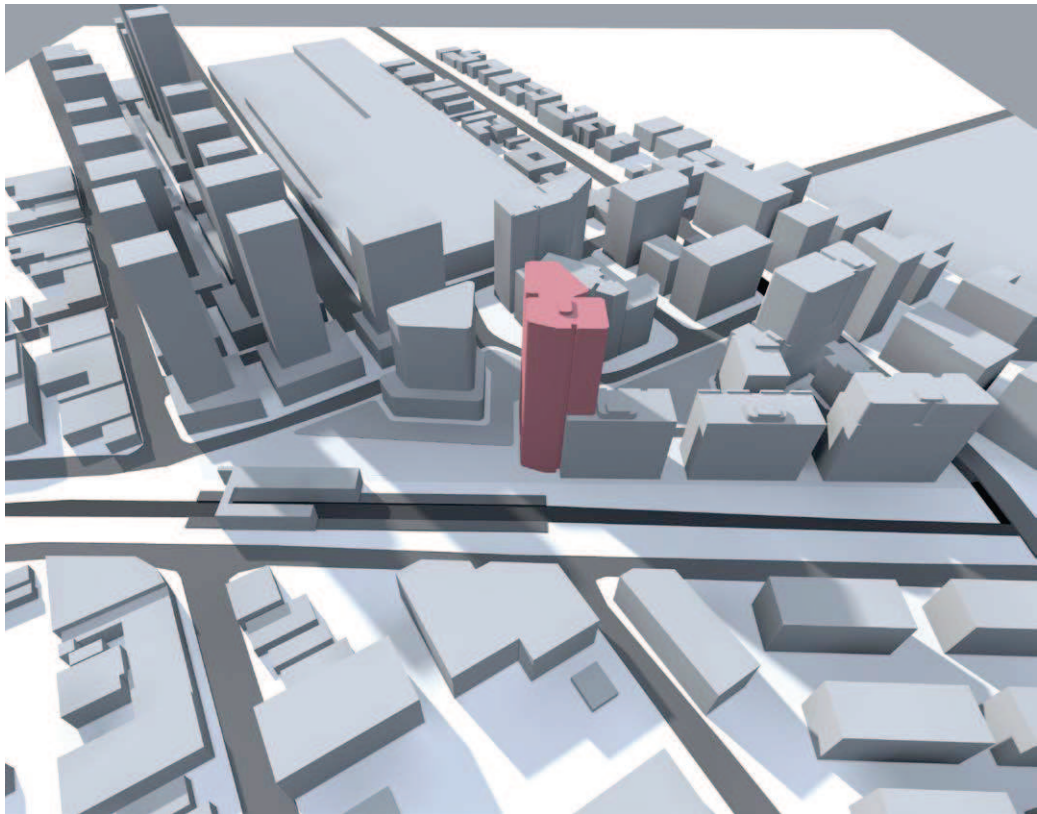
C / PROPOSED HEIGHTS_CONTEXT IMPENDING PLANNING CONTROLS - SW VIEW



C / PROPOSED HEIGHTS_PROPOSED PLANNING PROPOSAL IN IMPENDING PLANNING CONTROLS- SW VIEW



D / PROPOSED HEIGHTS_CONTEXT IMPENDING PLANNING CONTROLS - E VIEW



D / PROPOSED HEIGHTS_PROPOSED PLANNING PROPOSAL IN IMPENDING PLANNING CONTROLS- E VIEW

AERIAL VIEWS

HEIGHT COMPARISON

The overview comparison views show the impact of increasing the height of the tower form adjacent to the train station.

The relationship between the higher tower and the station is complementary; particularly when the viewed in context of the open promenades and public domain that lead users naturally towards the railway station. The location and orientation of the tower also ensures that key shadow lines fall across the rail tracks; minimising their presence. The height also provides creates a clear relationship between private residences and civic spaces that is viewed by many residents as a key criteria for modern living.



STREET VIEWS

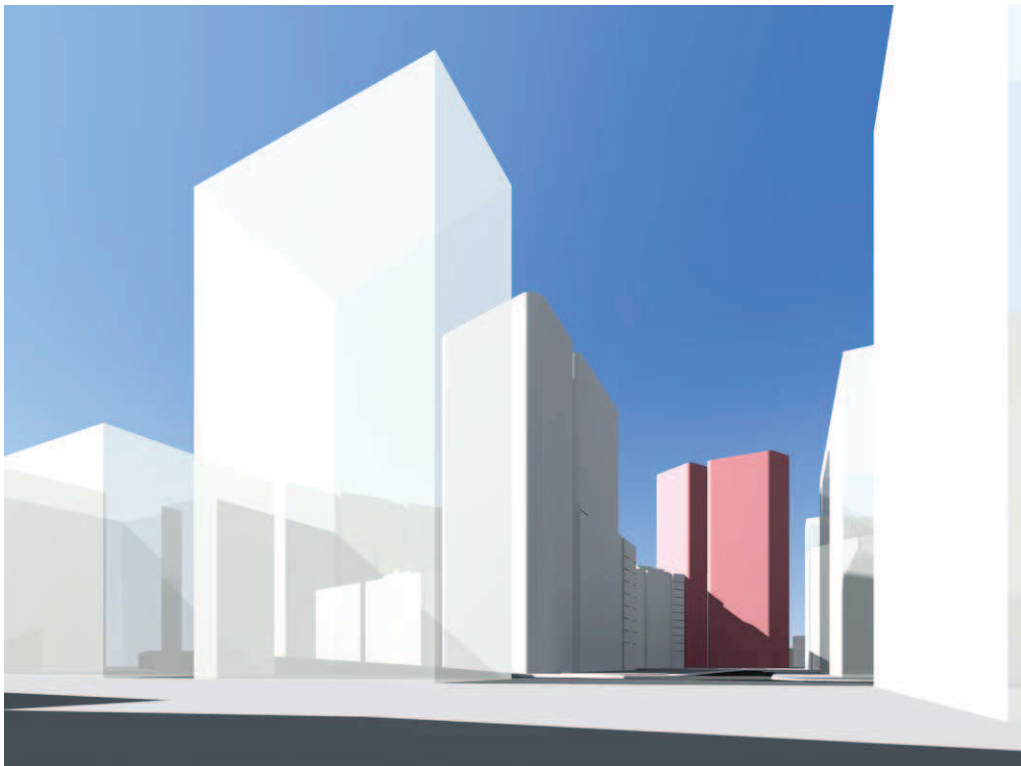
HEIGHT COMPARISON

View E shows the key future north-south view corridor from Holroyd Gardens to the station. The tower provides a clear landmark.

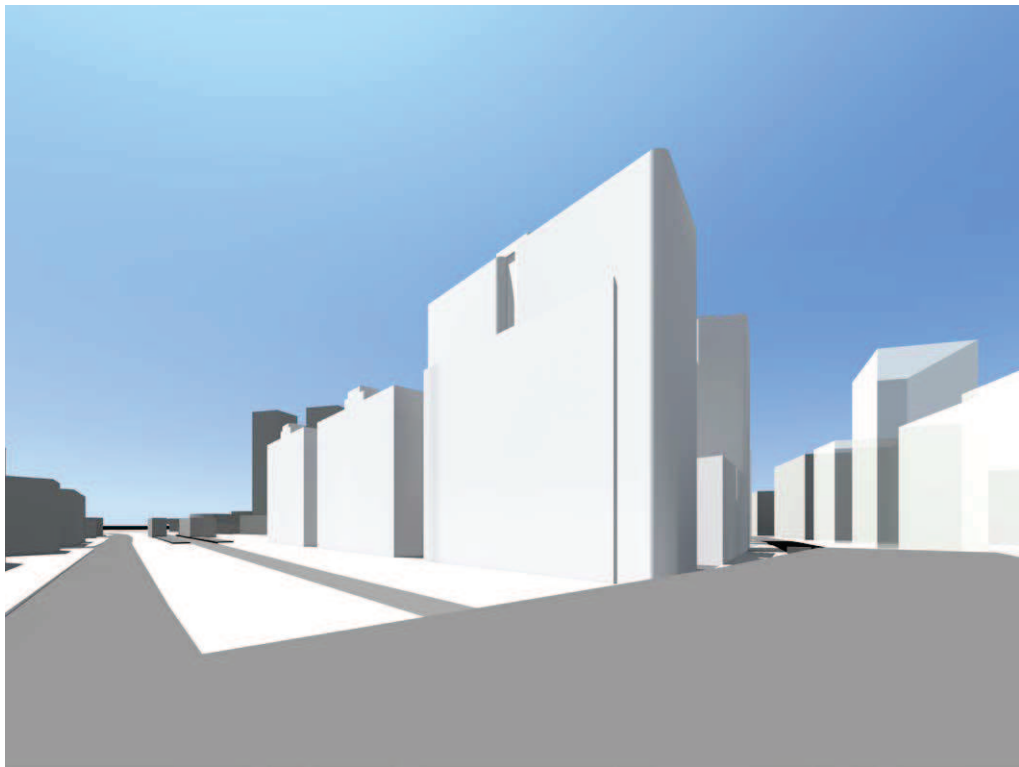
View F shows the view along the train line when approaching the station from the north. The 12 storey buildings will be highly articulated by winter gardens and louvered galleries. The taller tower on the station will provide further variation to the built form and strengthen the identity and sense of arrival at Merrylands.



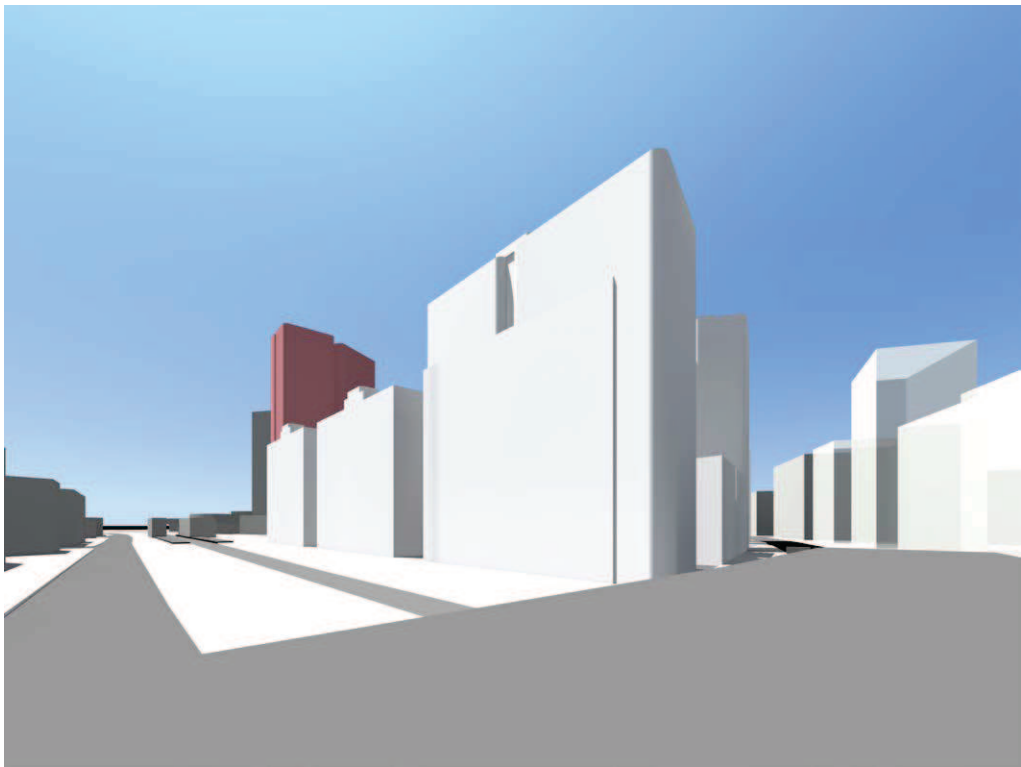
E / PROPOSED HEIGHTS_CONTEXT IMPENDING PLANNING CONTROLS - PITT ST VIEW



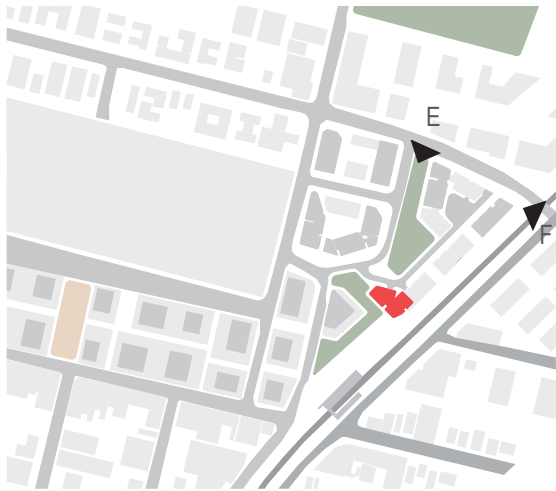
E / PROPOSED HEIGHTS_PROPOSED PLANNING PROPOSAL IN IMPENDING PLANNING CONTROLS-PITT ST VIEW



F / PROPOSED HEIGHTS_CONTEXT IMPENDING PLANNING CONTROLS - NEIL ST BRIDGE VIEW



F / PROPOSED HEIGHTS_PROPOSED PLANNING PROPOSAL IN IMPENDING PLANNING CONTROLS - NEIL ST BRIDGE VIEW

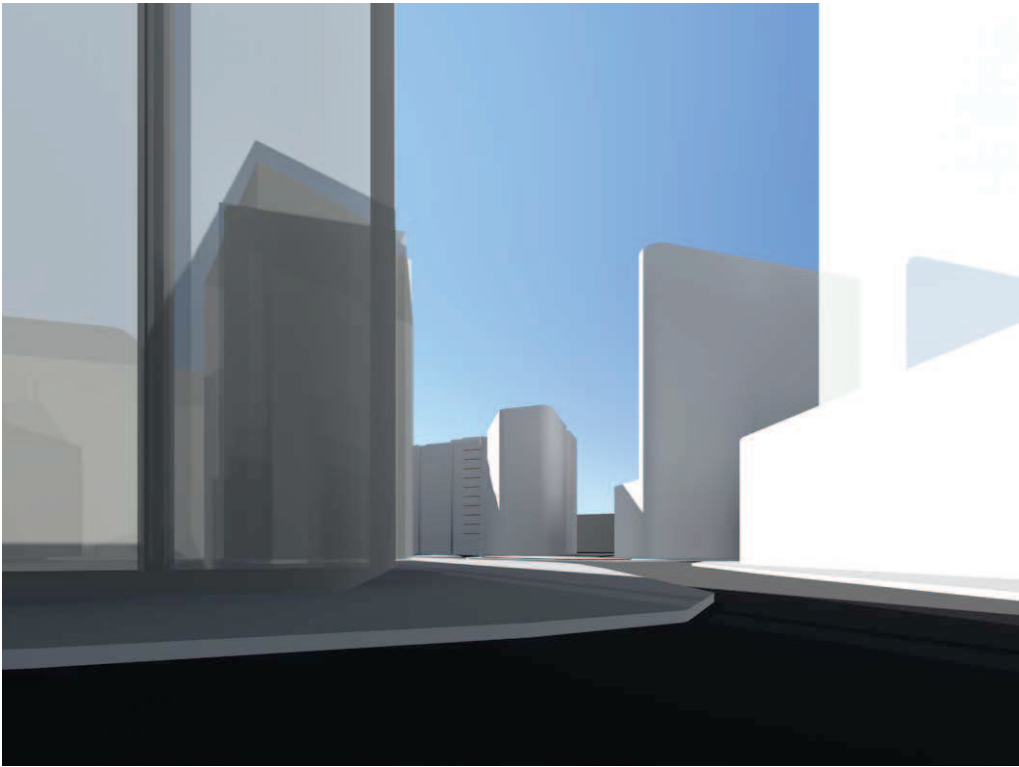


STREET VIEWS

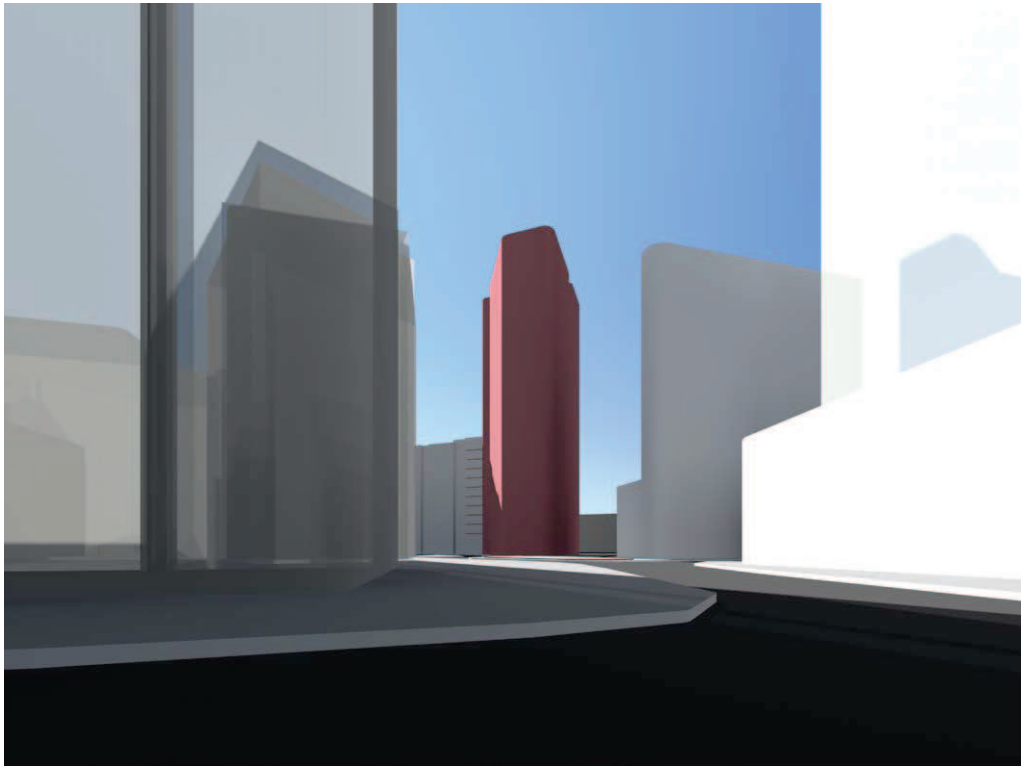
HEIGHT COMPARISON

The proposed heights for the subject site create a stepped built form that lend itself to a Urban Transit Lifestyle Hub. It creates visual interest and focal point rather than creating a streetscape of indistinguishable, cloned building heights.

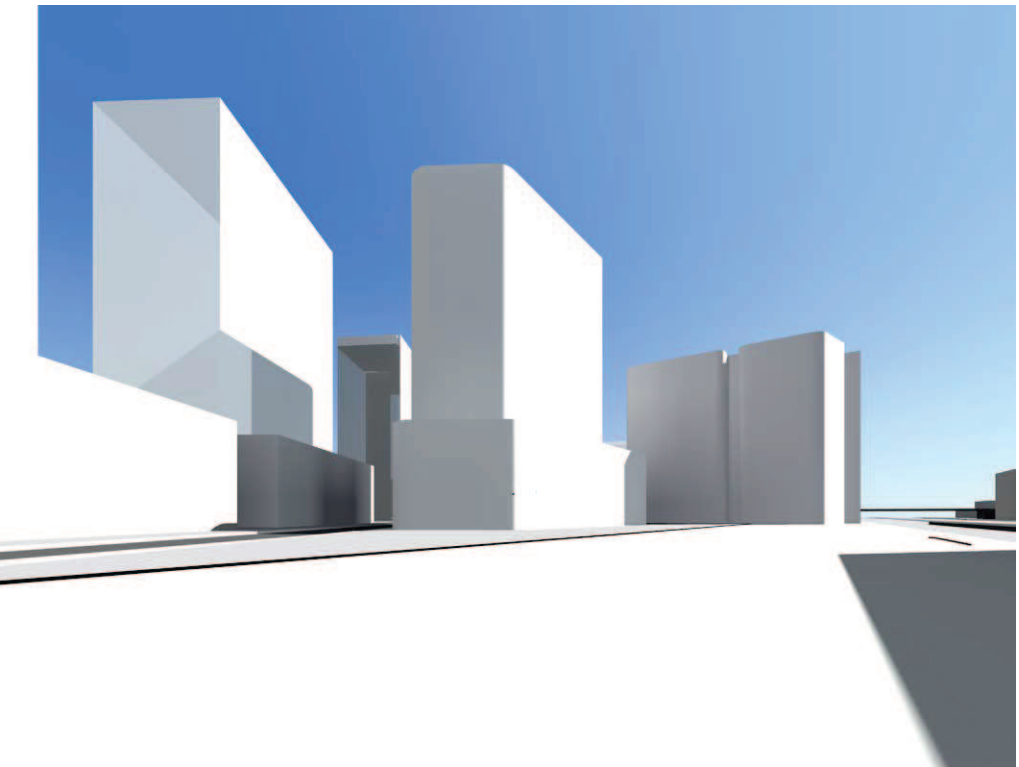
From the corner of Pitt Street and Terminal Place the tower form is viewed from the west to generate a strong slim marker which will guide people to the train station. Whilst from the current train station entry at the southern end of Terminal Place, the new proposed tower height will provide a strong composition with the adjacent scale of the adjacent buildings.



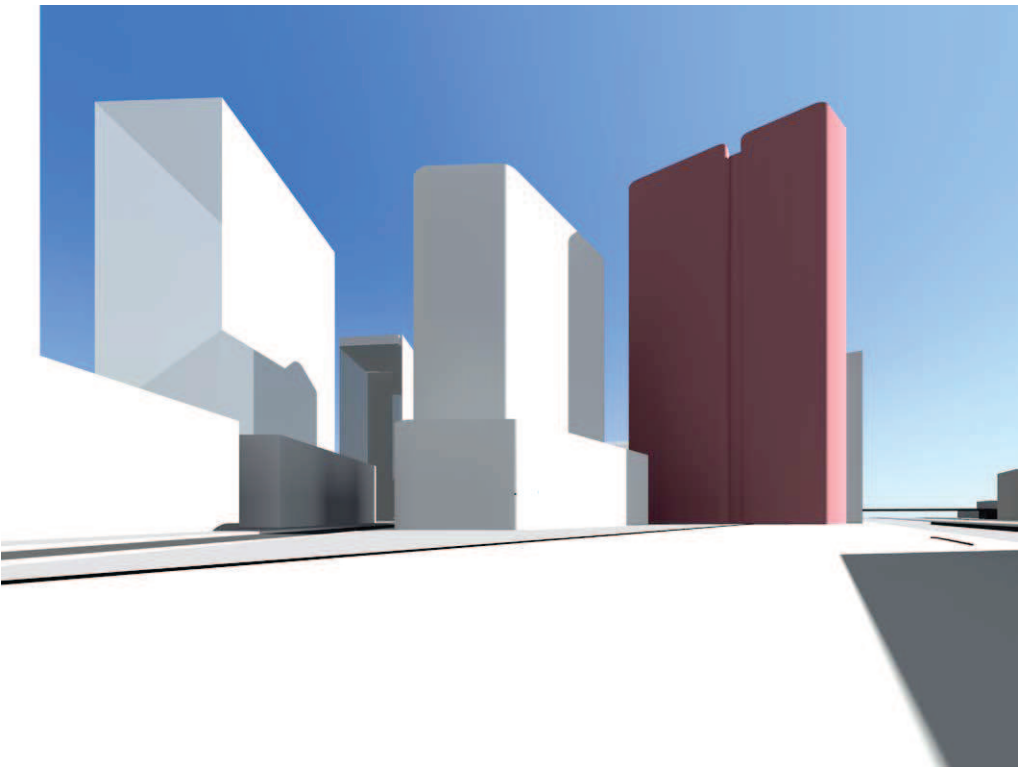
G / PROPOSED HEIGHTS_CONTEXT IMPENDING PLANNING CONTROLS - CNR PITT ST AND TERMINAL PLACE



G / PROPOSED HEIGHTS_PROPOSED PLANNING PROPOSAL IN IMPENDING PLANNING CONTROLS CNR PITT ST & TERMINAL PLACE



H / PROPOSED HEIGHTS_CONTEXT IMPENDING PLANNING CONTROLS -RAILWAY PRECINCT SW VIEW



H / PROPOSED HEIGHTS_PROPOSED PLANNING PROPOSAL IN IMPENDING PLANNING CONTROLSRAILWAY PRECINCT SW VIEW

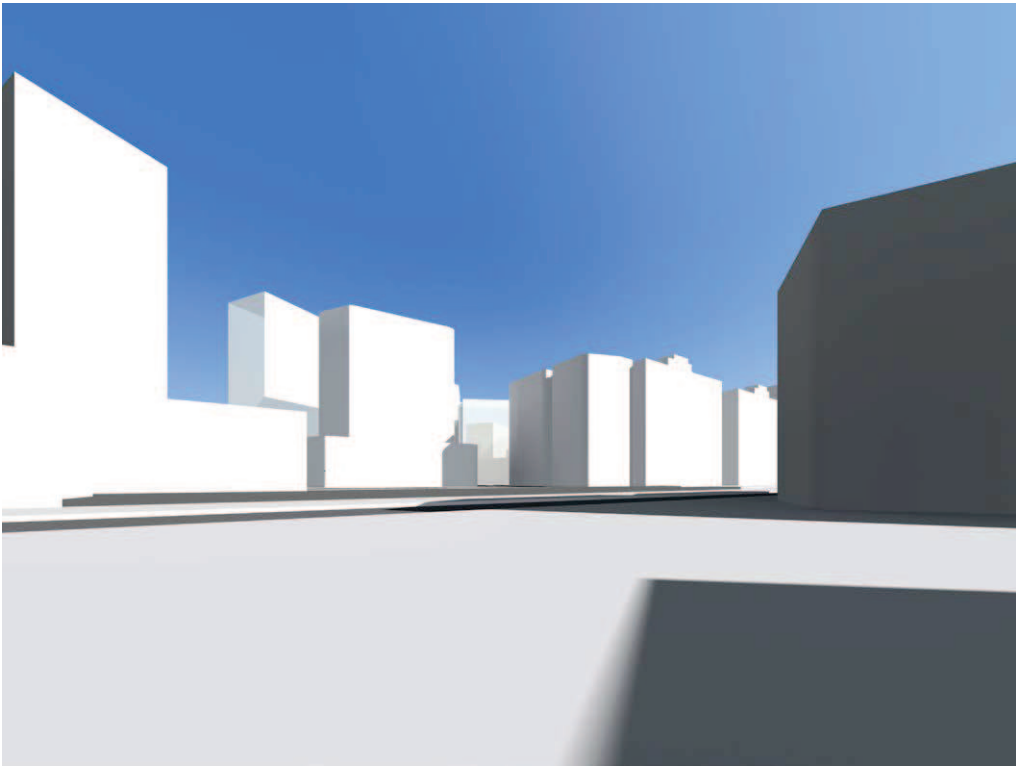


STREET VIEWS

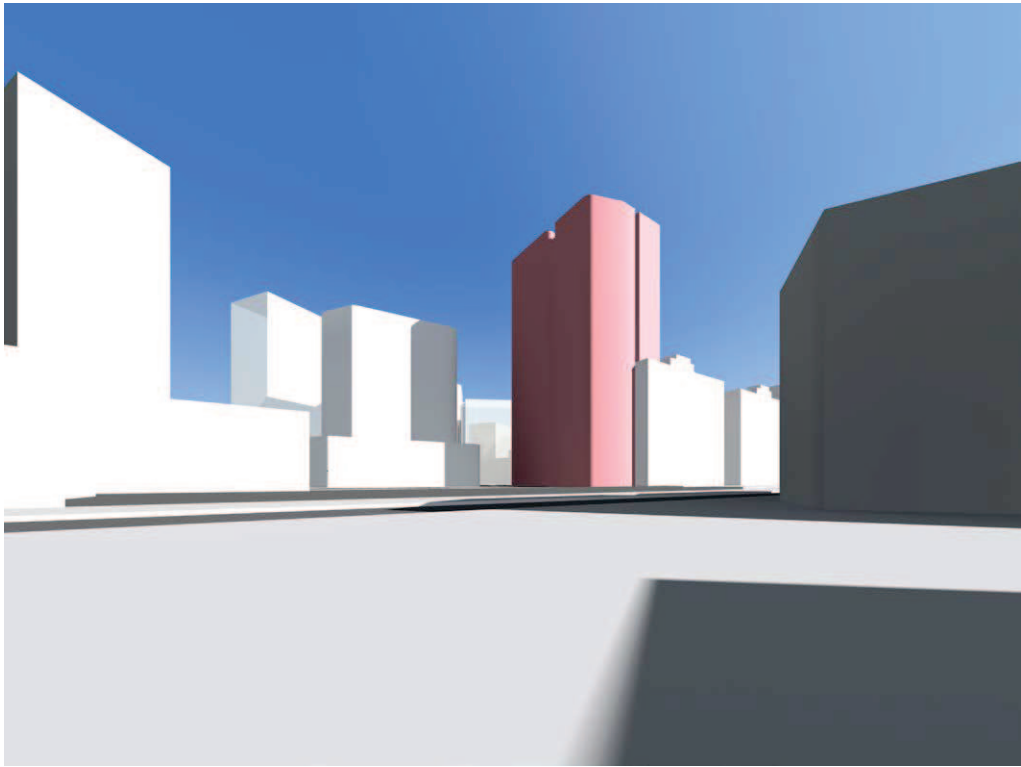
HEIGHT COMPARISON

Viewing from the eastern end of the railway station, the 25 storey tower will provide a clear marker to the train station location, providing a sense of arrival.

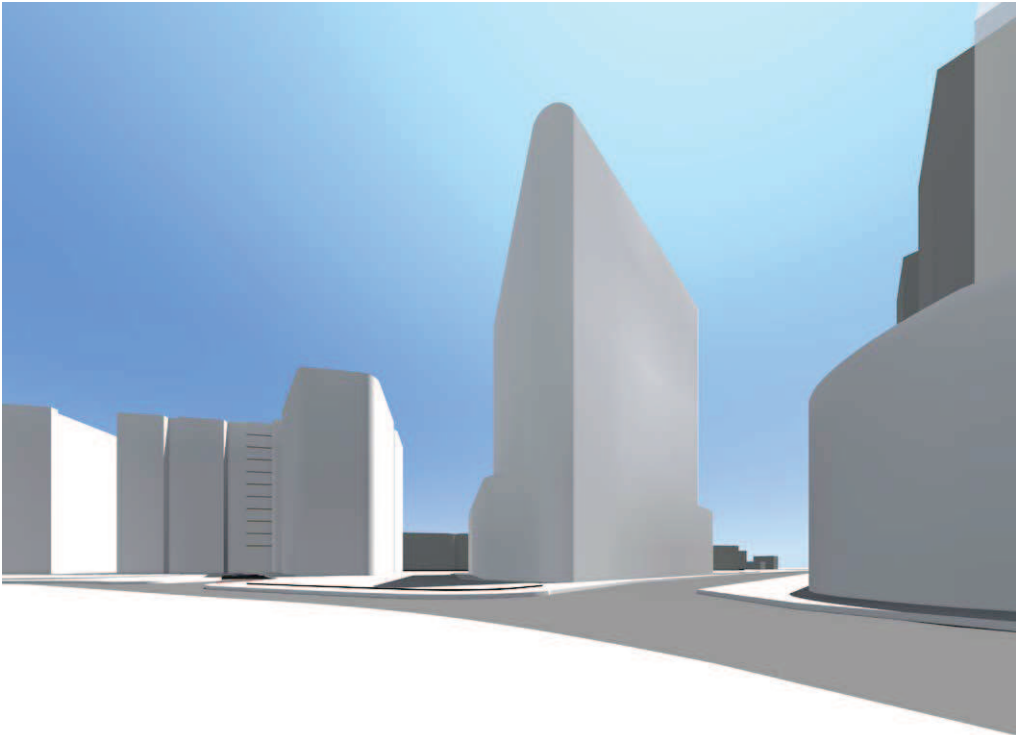
When approaching the train station from the north, the proposed 25 storey tower figure compliments the future setting and built form.



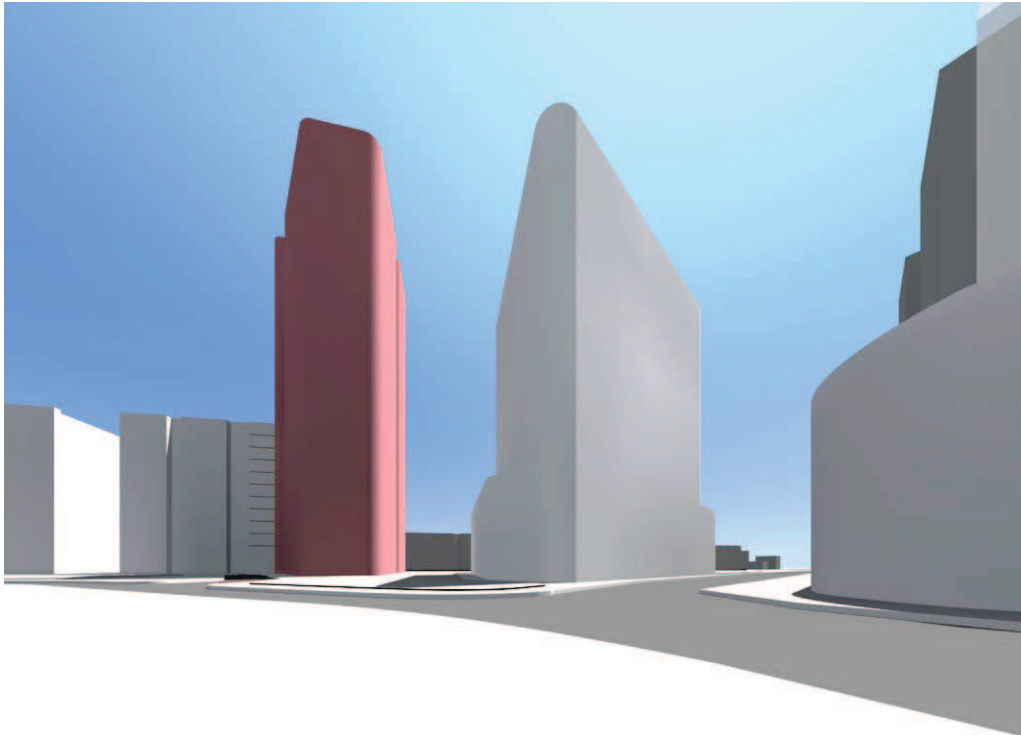
I / PROPOSED HEIGHTS_CONTEXT IMPENDING PLANNING CONTROLS -EAST OF RAILWAY



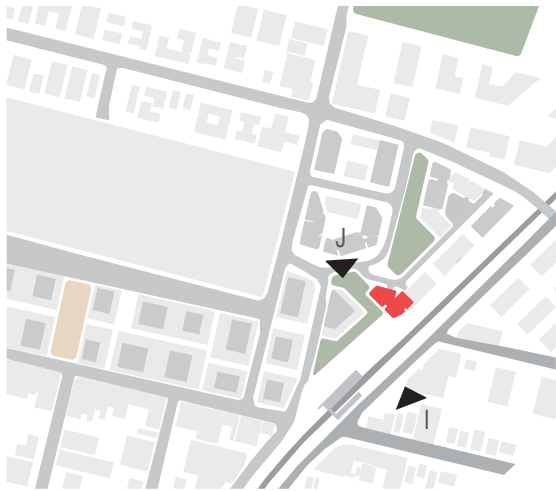
I / PROPOSED HEIGHTS_PROPOSED PLANNING PROPOSAL IN IMPENDING PLANNING CONTROLSEAST OF RAILWAY



J / PROPOSED HEIGHTS_CONTEXT IMPENDING PLANNING CONTROLS - RAILWAY PRECINCT NW VIEW



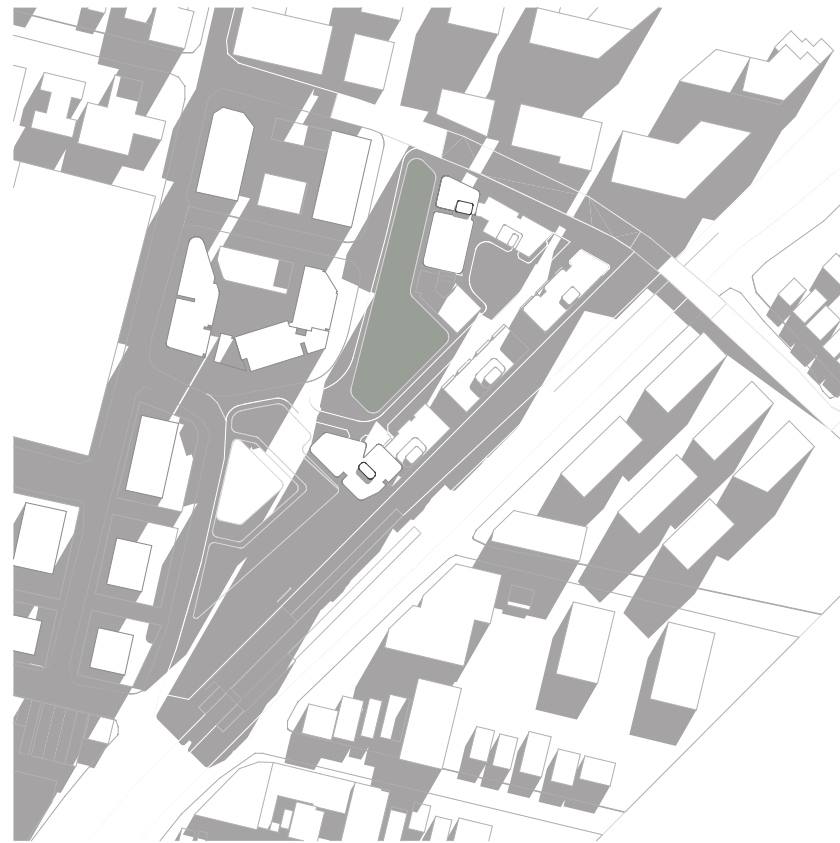
J / PROPOSED HEIGHTS_PROPOSED PLANNING PROPOSAL IN IMPENDING PLANNING CONTROLRAILWAY PRECINCT NW VIEW







21 JUNE 0900



21 JUNE 1000



21 JUNE 1100

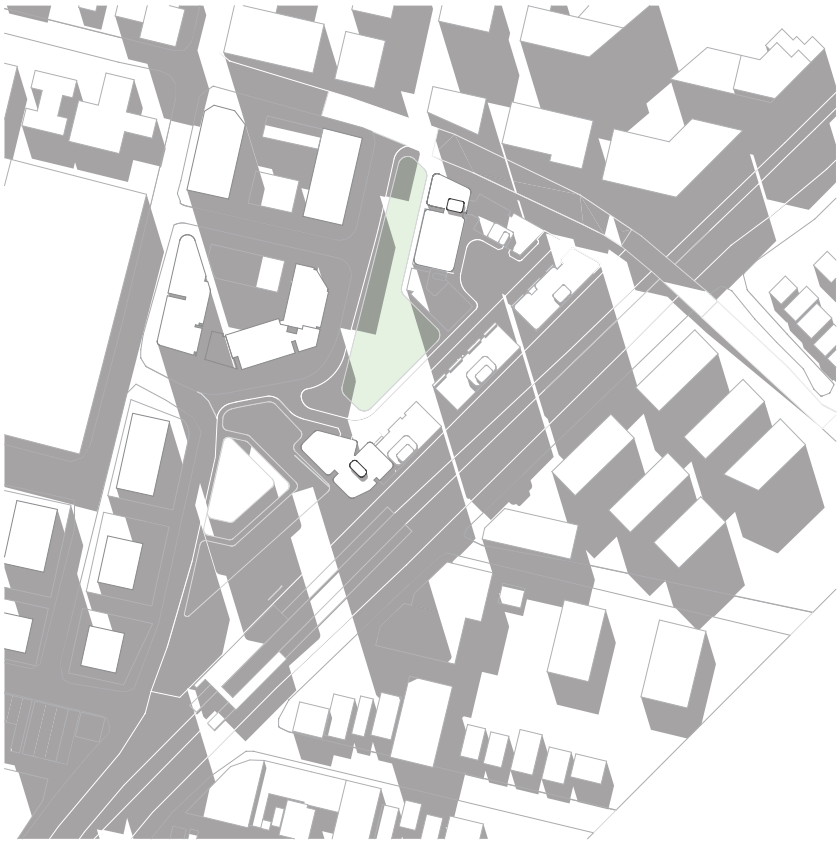


21 JUNE 1200

SHADOW STUDIES JUNE 21ST

The shadow studies are done within the context of the impending planning controls as part of the McFarlane and Neil Street Precinct. The proposed 25 storey building is located north from the train station. The building form generates shadows which for a large part of the day overshadow the train tracks south of the building. In the afternoon the shadow effect the properties across the train lines. These shadows at this distance away from the building will be fast moving shadows which will only effect individual properties for a short amount of time.





21 JUNE 1300

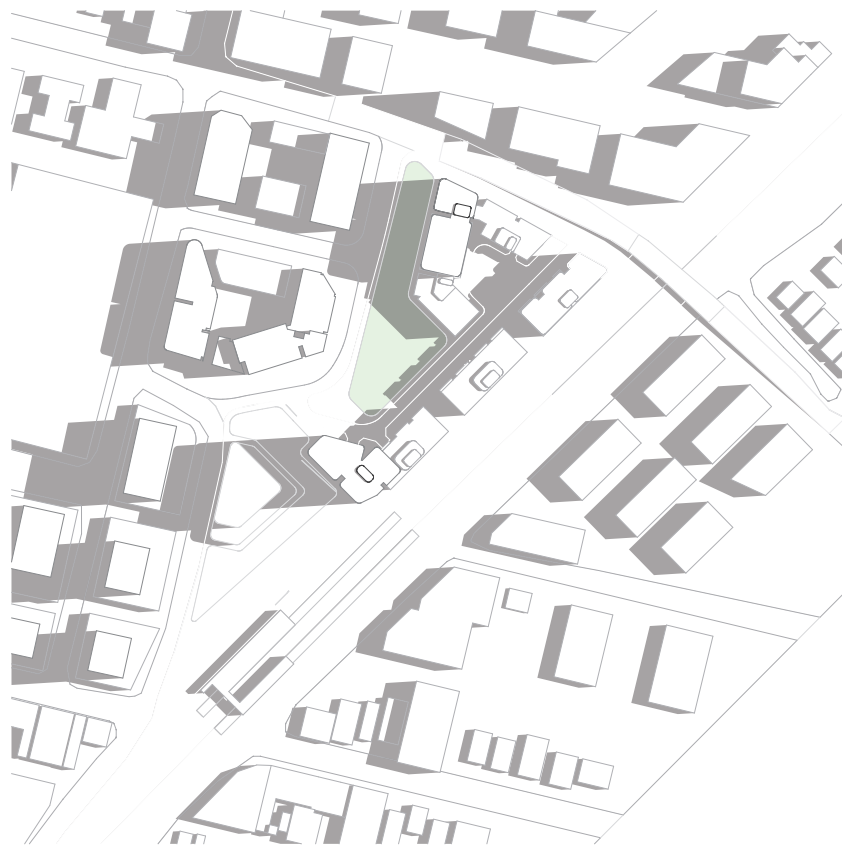


21 JUNE 1400



21 JUNE 1500





21 DEC 0900



21 DEC 1000



21 DEC 1100



21 DEC 1200

SHADOW STUDIES DECEMBER 21ST

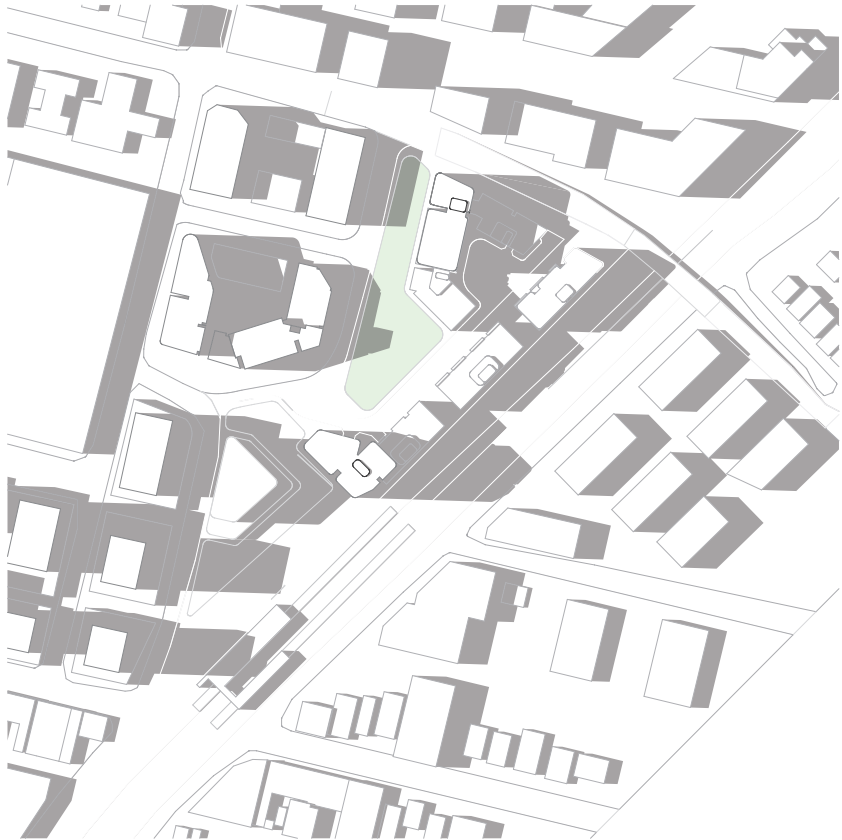
The shadow studies are done within the context of the impending planning controls as part of the McFarlane and Neil Street Precinct. The summer shadows generated by the 25 storey building have limited impact on other properties. The afternoon shadows remain within the extent of the train tracks not effecting the properties across the train line.





21 DEC 1300

21 DEC 1400



21 DEC 1500





23 SEPT 0900



23 SEPT 1000



23 SEPT 1100



23 SEPT 1200

SHADOW STUDIES SEPTEMBER 21ST

The shadow studies are done within the context of the impending planning controls as part of the McFarlane and Neil Street Precinct. The equinox shadow generated by the 25 storey building are largely contained within the area occupied by train tracks having limited impact on adjacent properties. In the late afternoon the shadow will reach across the train tracks impacting some properties for limited time.





23 SEPT 1300

23 SEPT 1400



23 SEPT 1500

