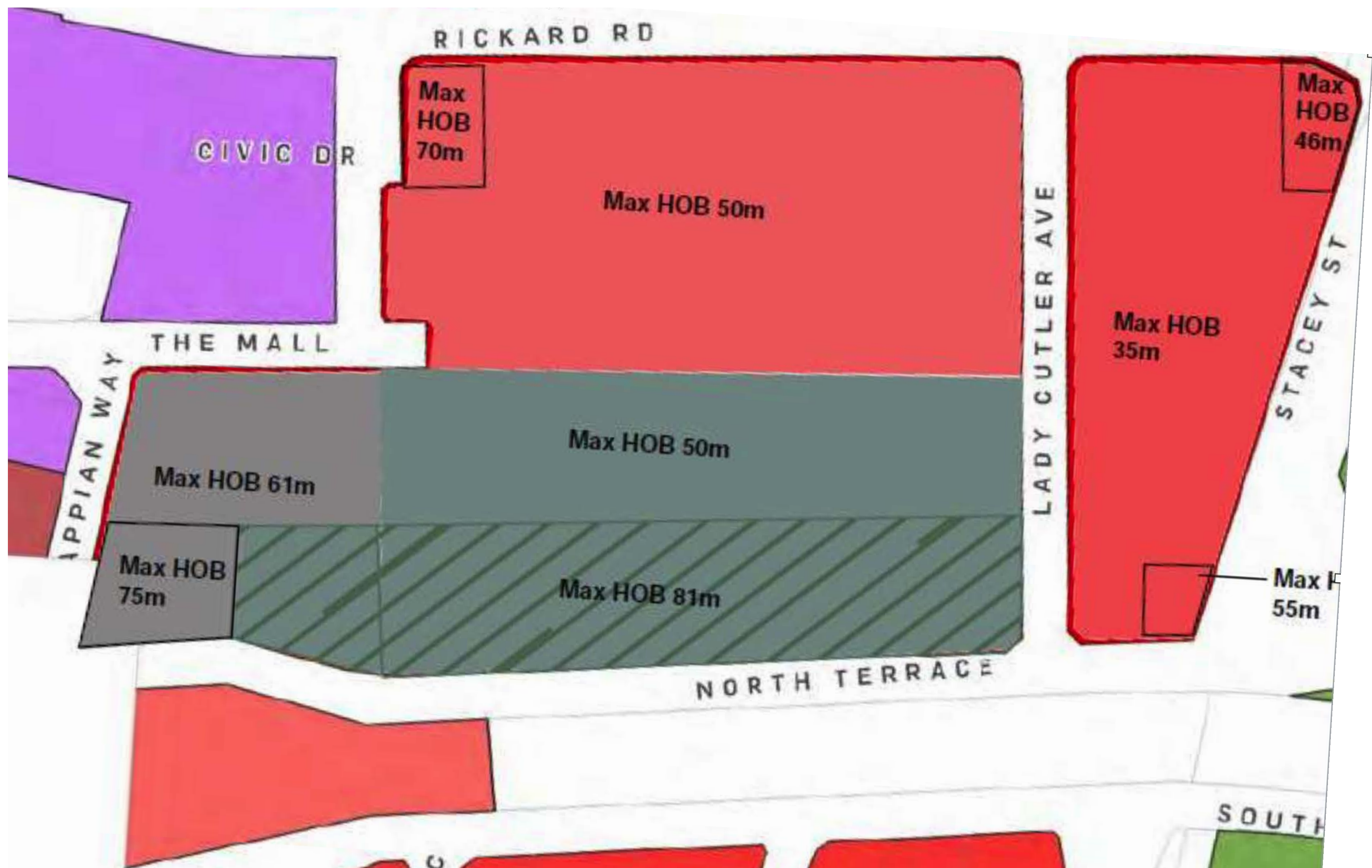
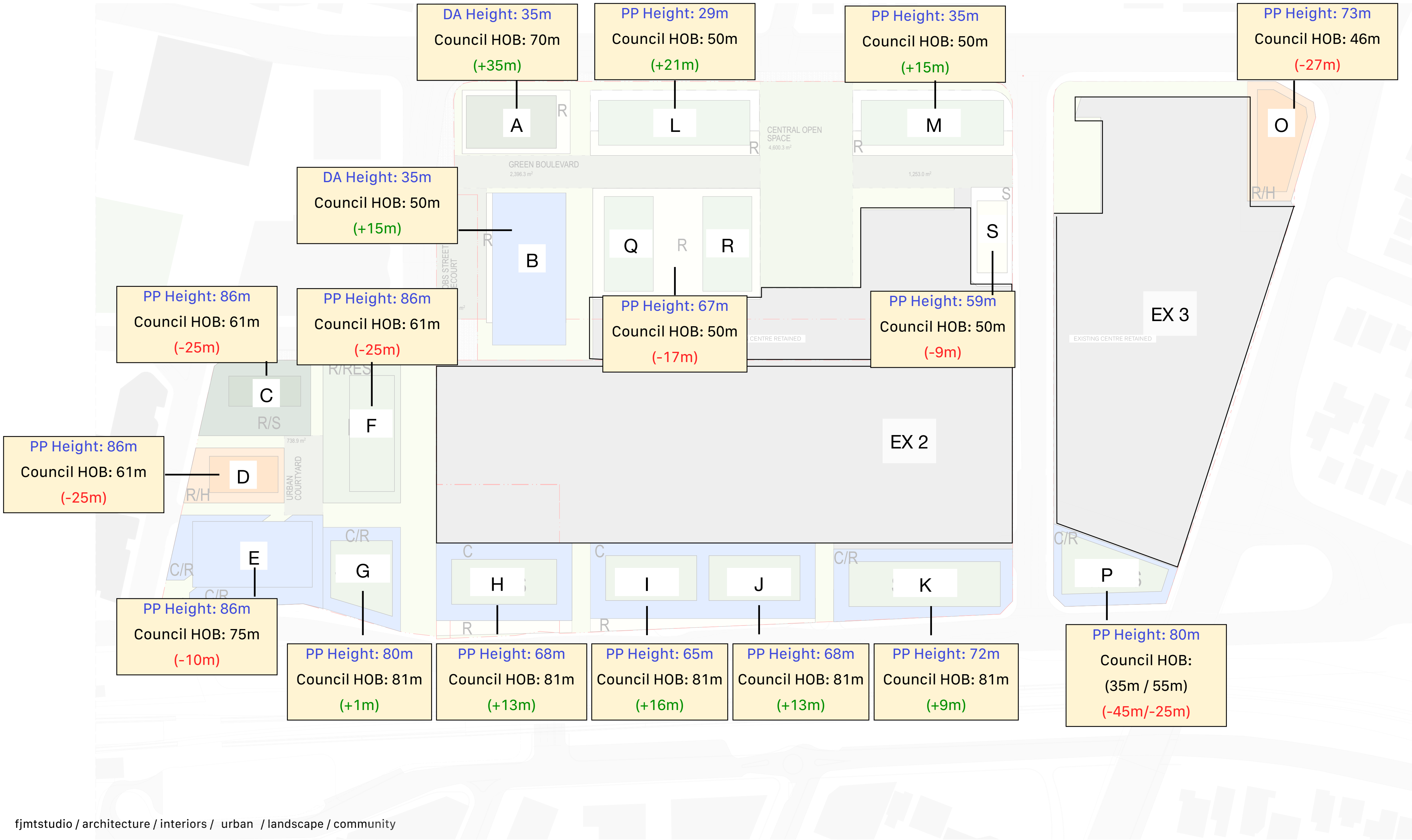


Council Preferred Building Height Map Nov 2020



Impact of Council Preferred Building Height Map Nov 2020 on PP Heights

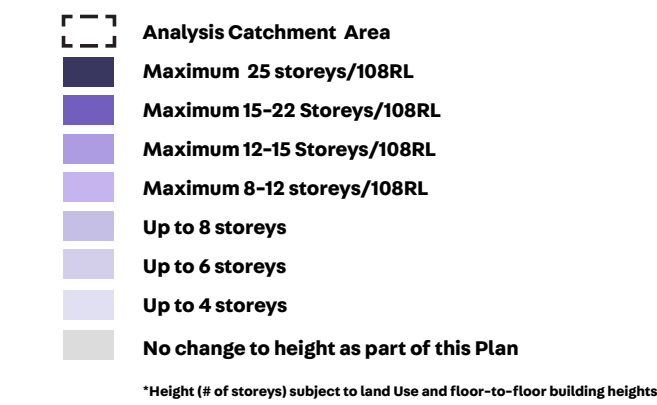


Context - Bankstown Draft Masterplan Proposed Building Heights

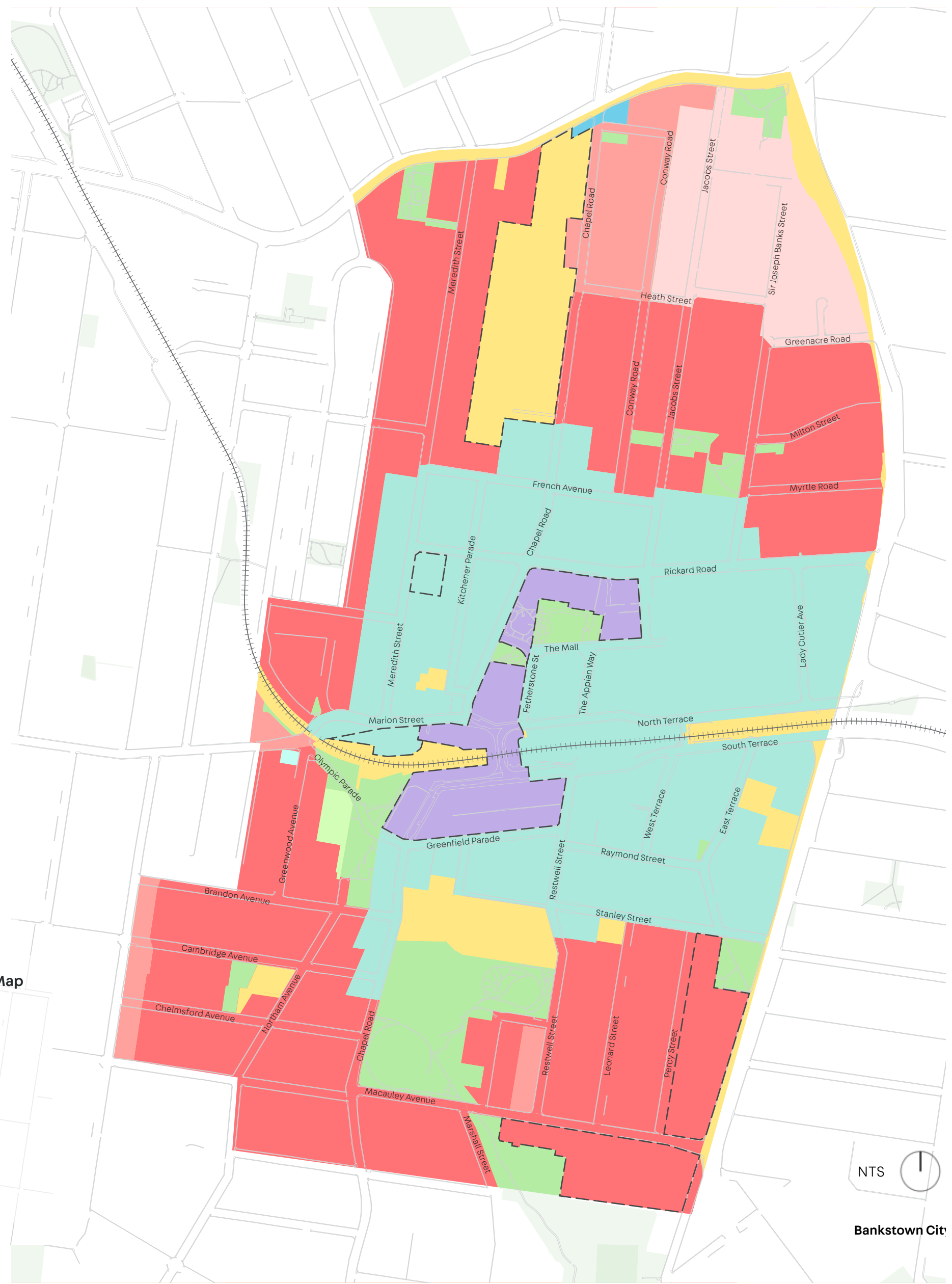
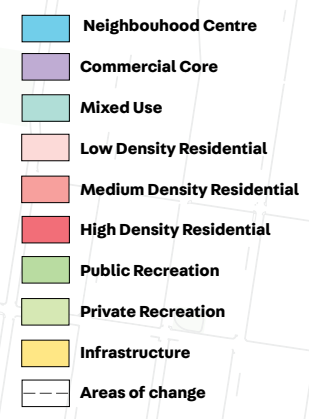
=> The Bankstown Draft Masterplan nominates number of storeys rather than actual metric heights to prescribe building heights

=> The proposed building heights map and land zoning map have been used to determine the effective building height in metres

Proposed Building Heights



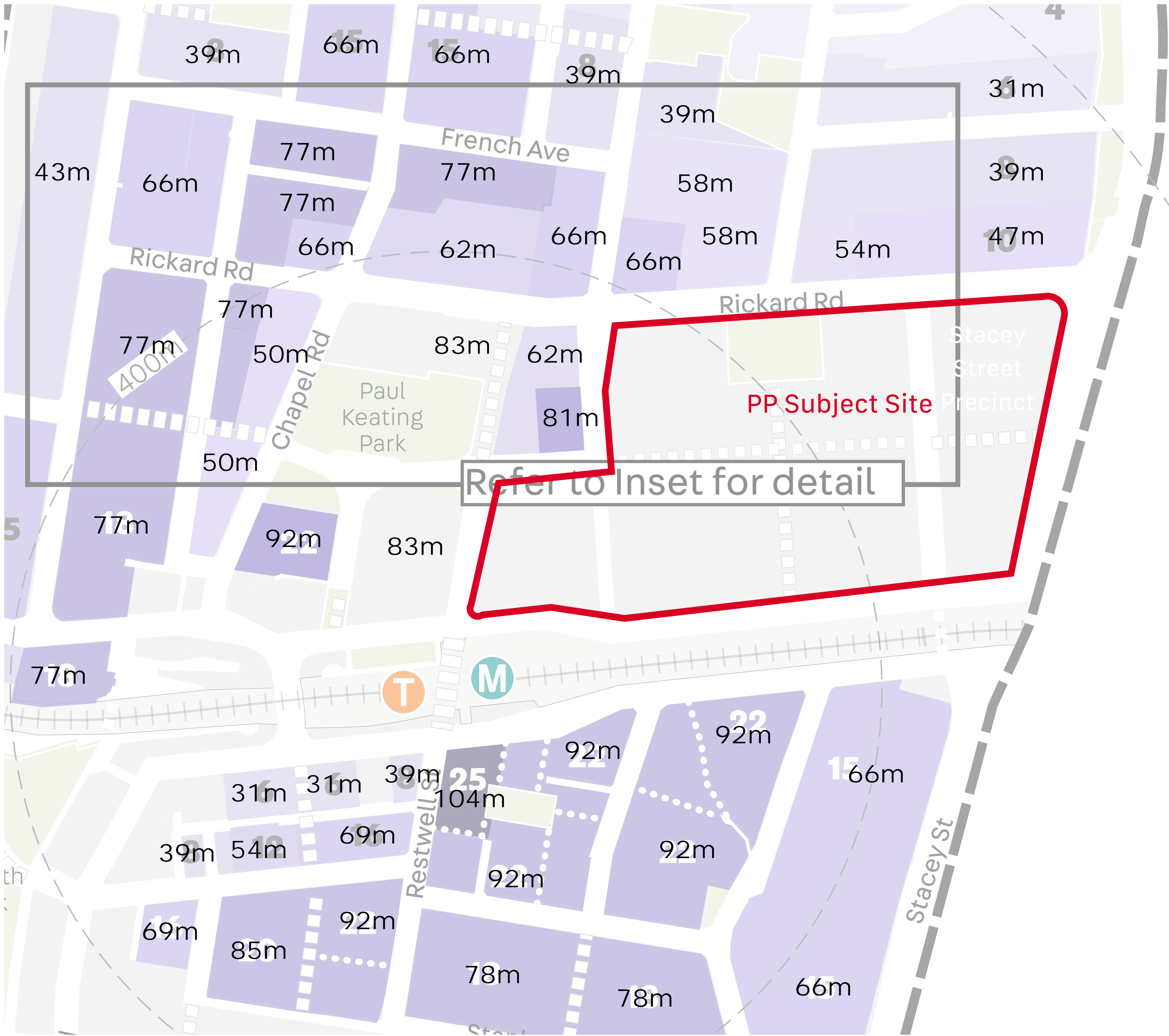
Bankstown Land and Zoning Map



Bankstown Draft Masterplan Proposed Building Heights

Effective Heights in Metres

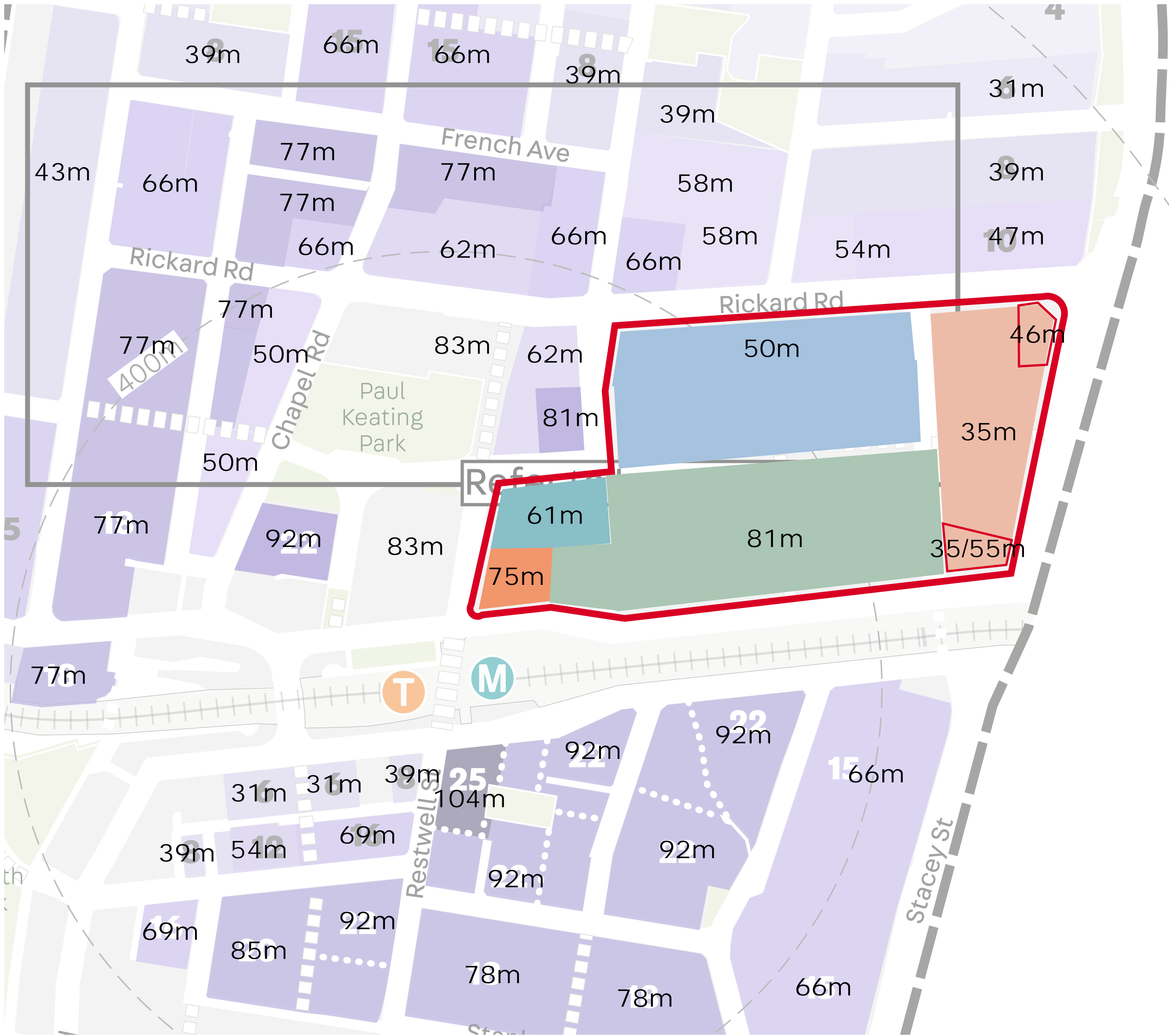
=> showing effective building heights of immediate context in metres



Bankstown Draft Masterplan Proposed Building Heights

Masterplan Site with Council Preferred Heights

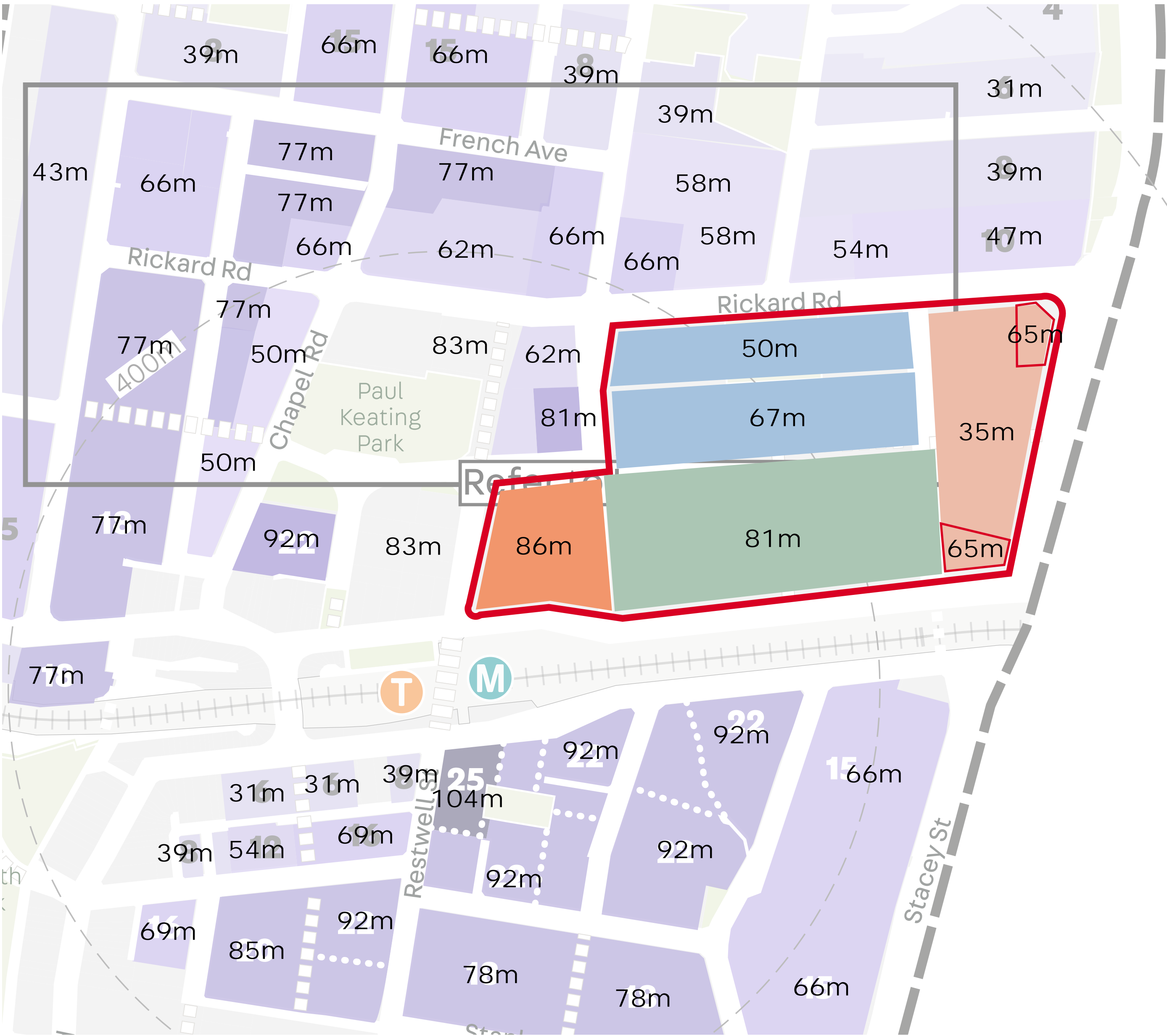
=> showing effective building heights of immediate context in metres



Bankstown Draft Masterplan Proposed Building Heights

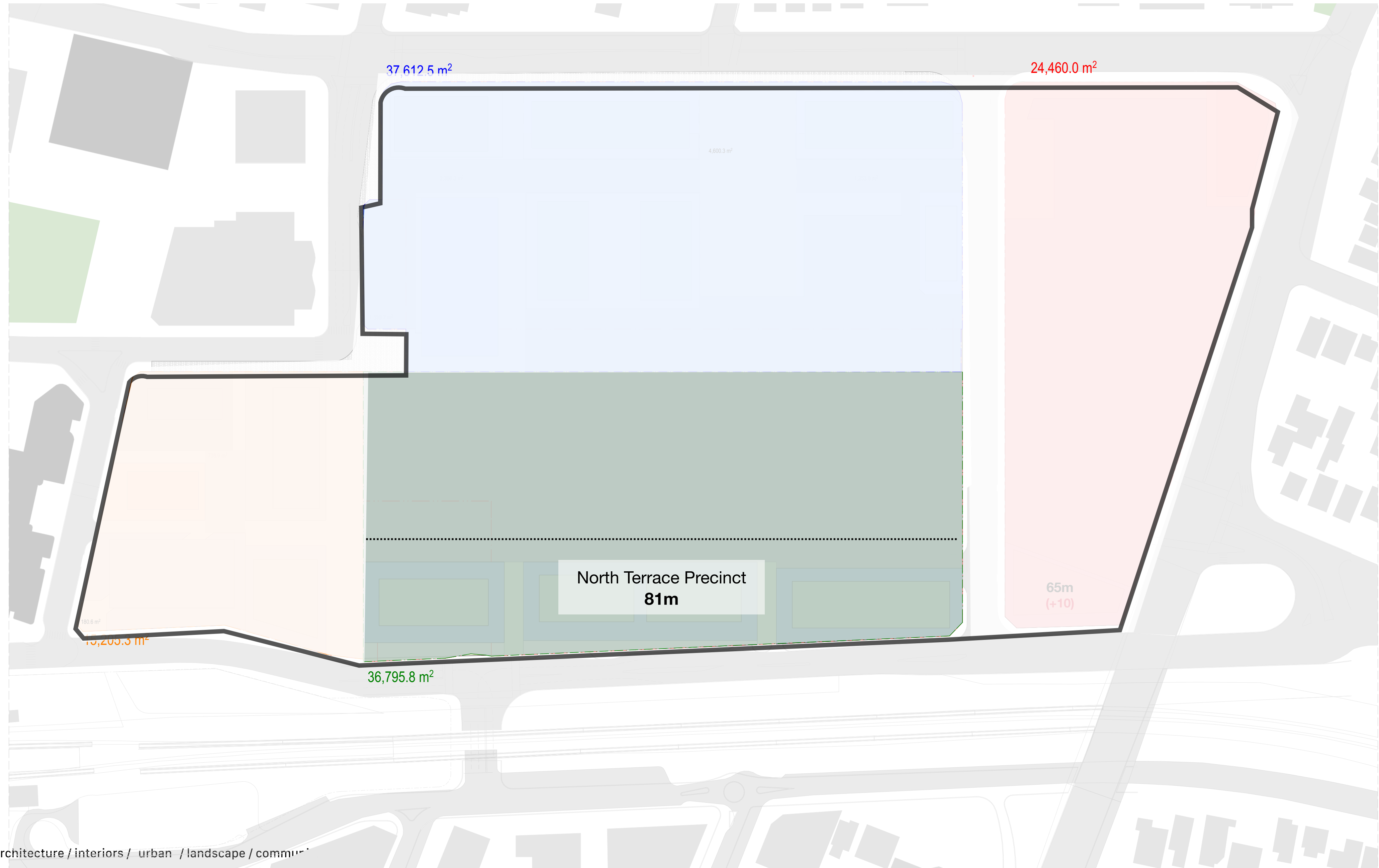
Masterplan Site with Vicinity Preferred Heights

=> showing effective building heights of immediate context in metres



Justification of Vicinity proposed heights

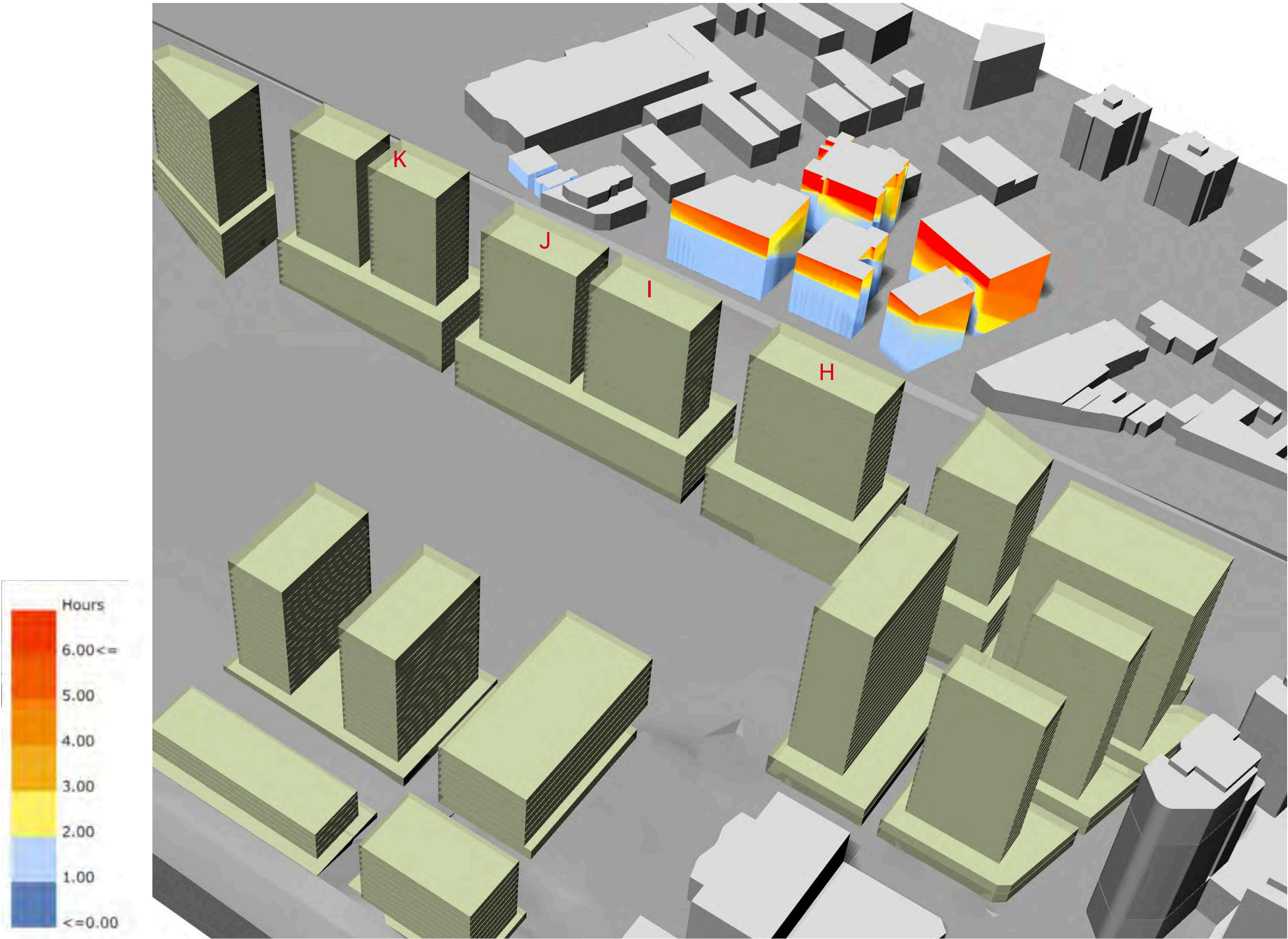
North Terrace Heights as per Council Preferred Building Height Map Nov 2020



North Terrace Heights as per Council Preferred Building Height Map Nov 2020

Overshadowing Impact

=> diagram shows block H, I, J K at 81m height and the overshadowing impact of these towers on the residential properties on South Terrace

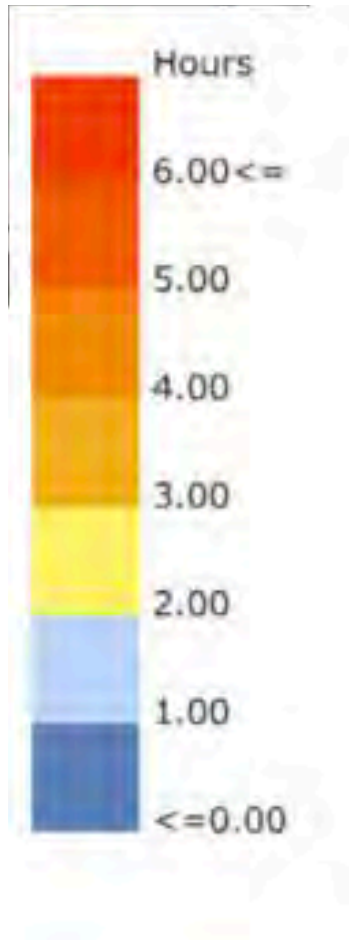


Colours represent hours of sunlight on the facade on 21 June

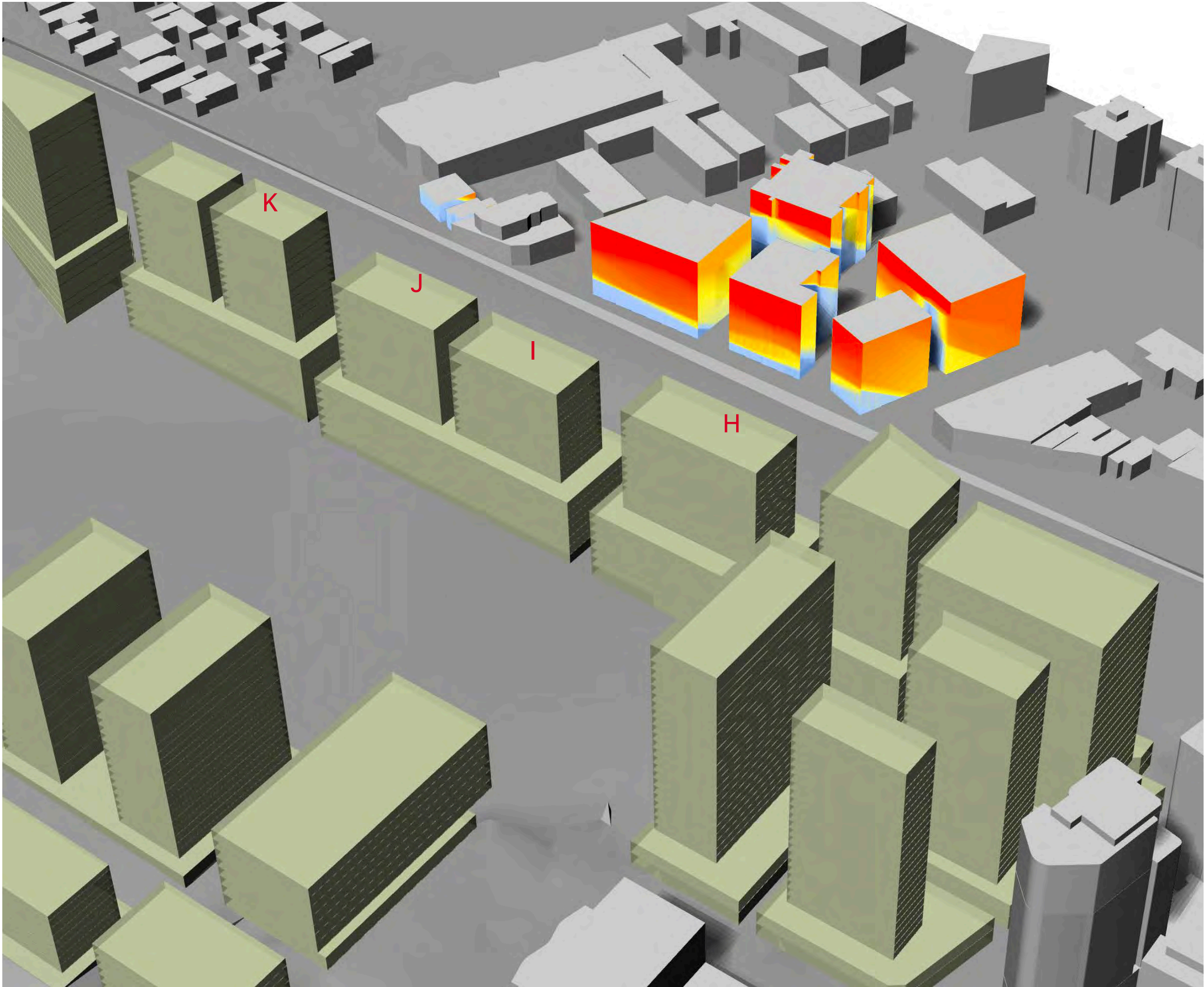
North Terrace Heights as per Planning Proposal Overshadowing Impact

=> diagram shows block H, I, J K at 65-72 m height and the minimised overshadowing impact of these towers on the residential properties on South Terrace

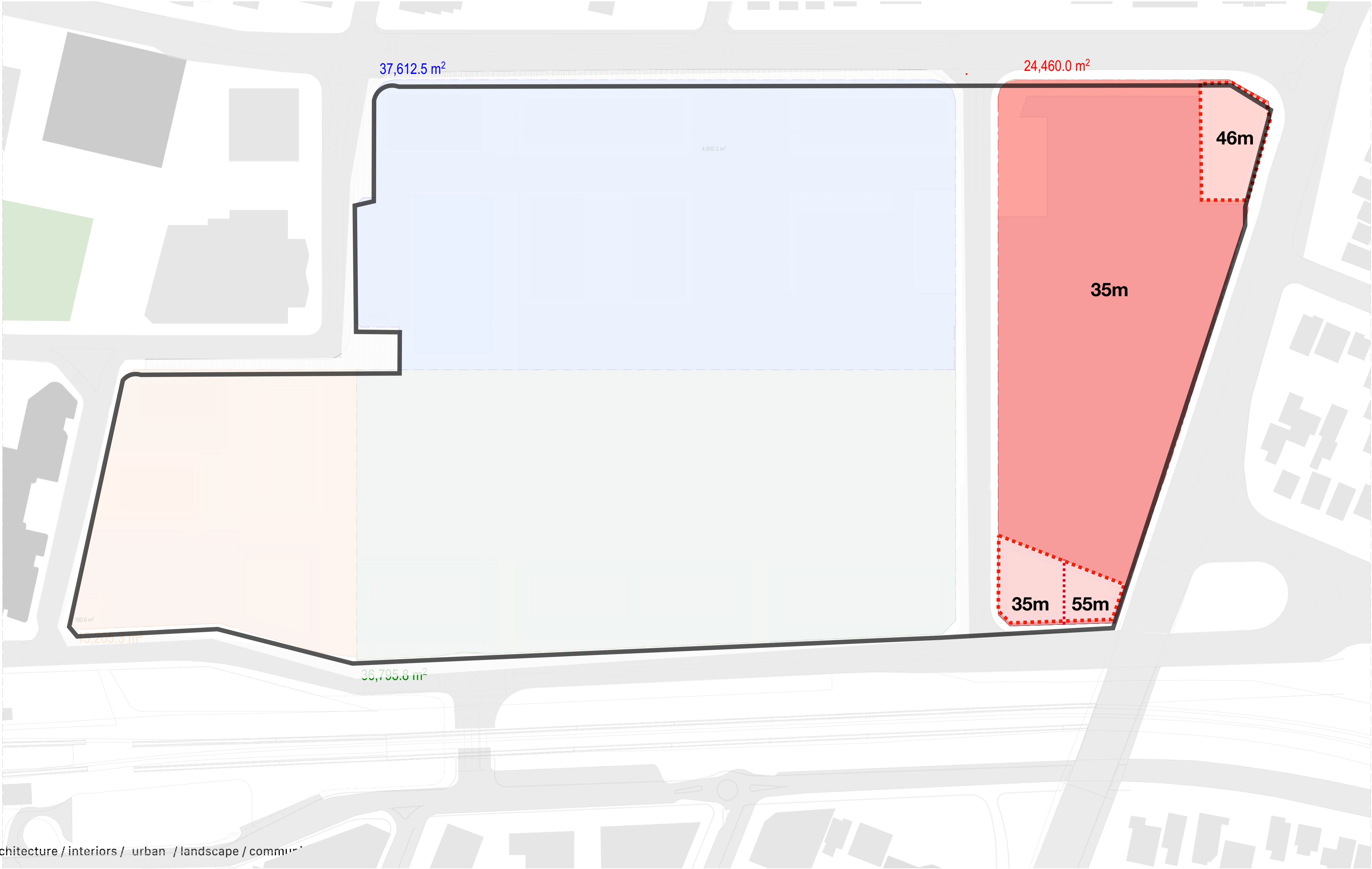
=> recommendation to adopt council heights to allow for more design flexibility but no increase to GFA



Colours represent hours of sunlight on the facade on 21 June



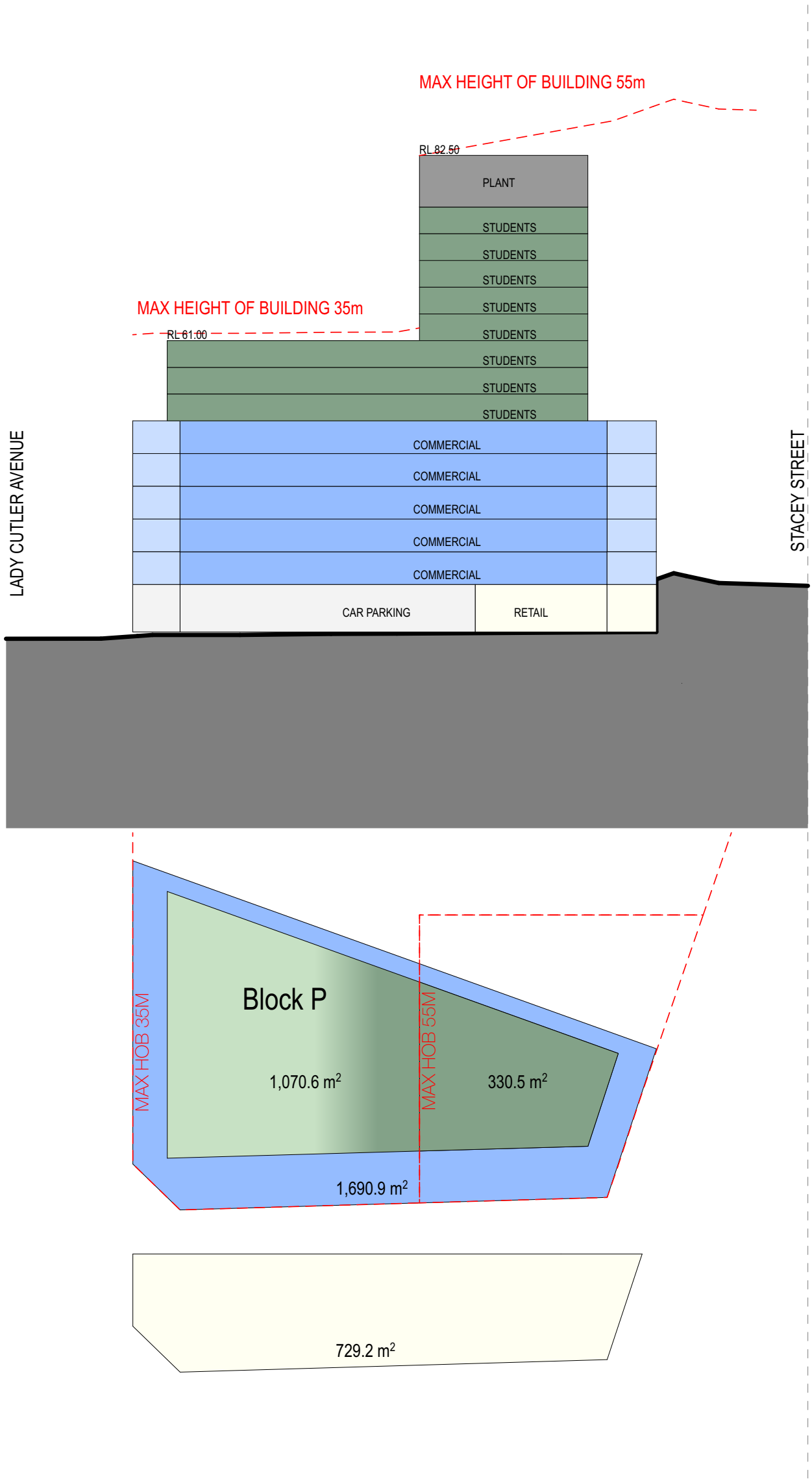
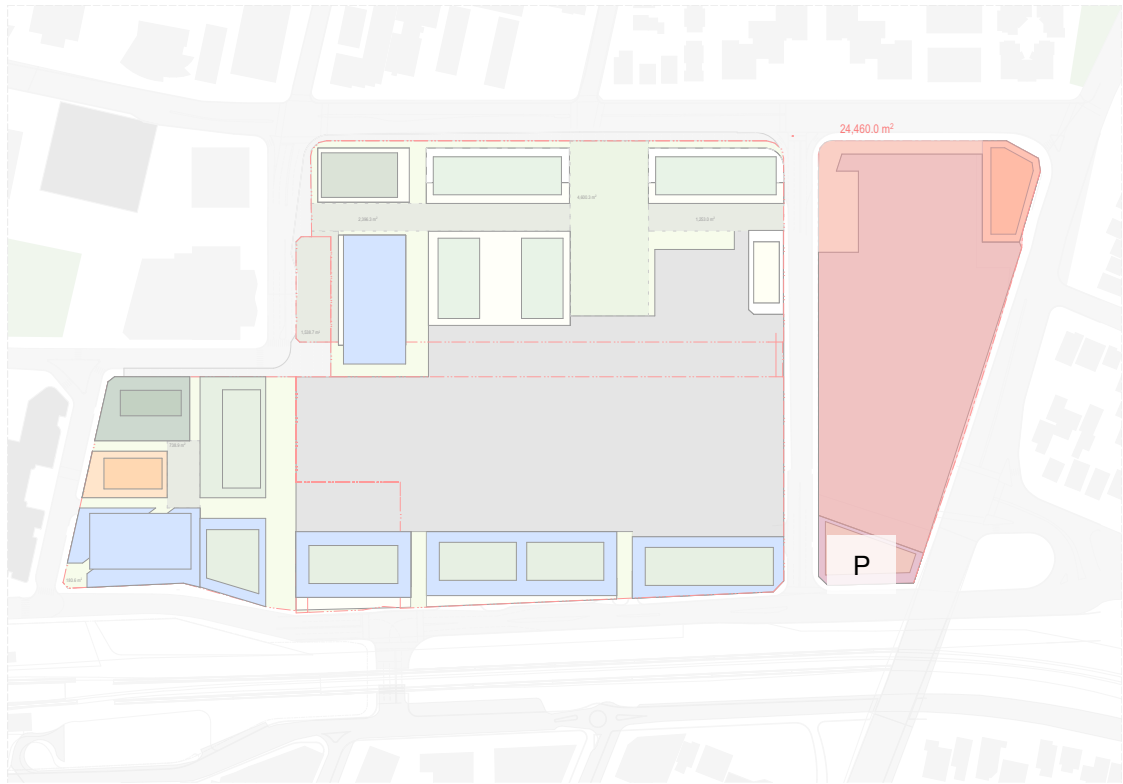
Stacey Street Precincts Heights as per Council Preferred Building Height Map Nov 2020



Stacey Street Precincts Heights as per Council Preferred Building Height Map Nov 2020

Block P

DRAFT



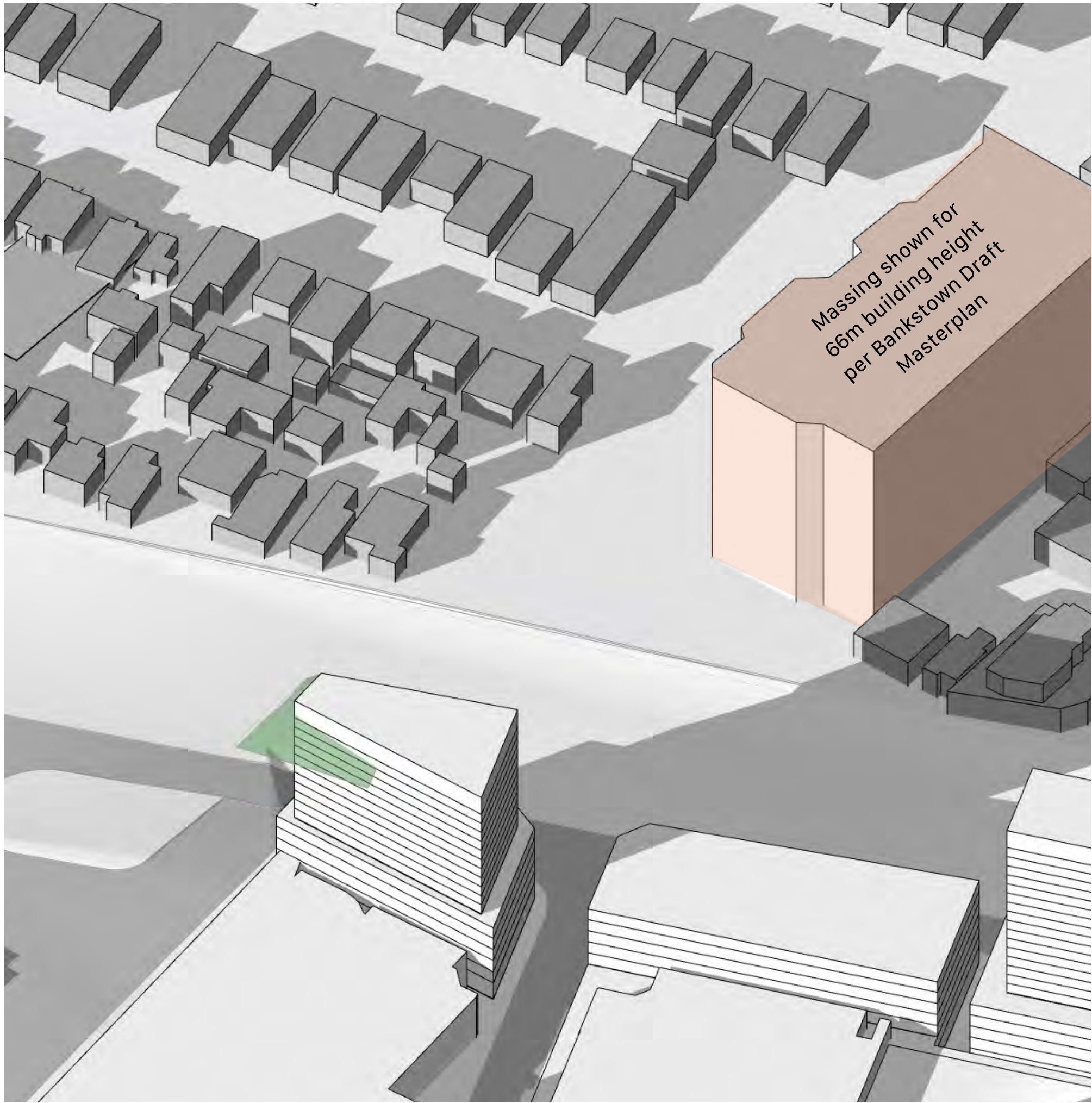
- Council's stepped height plane for block P results in an awkward tower envelope
- The portion that is labelled 55m is too small to turn into a meaningful building. A tower footprint at this point would be max 330sqm BEA/ 260sqm GFA



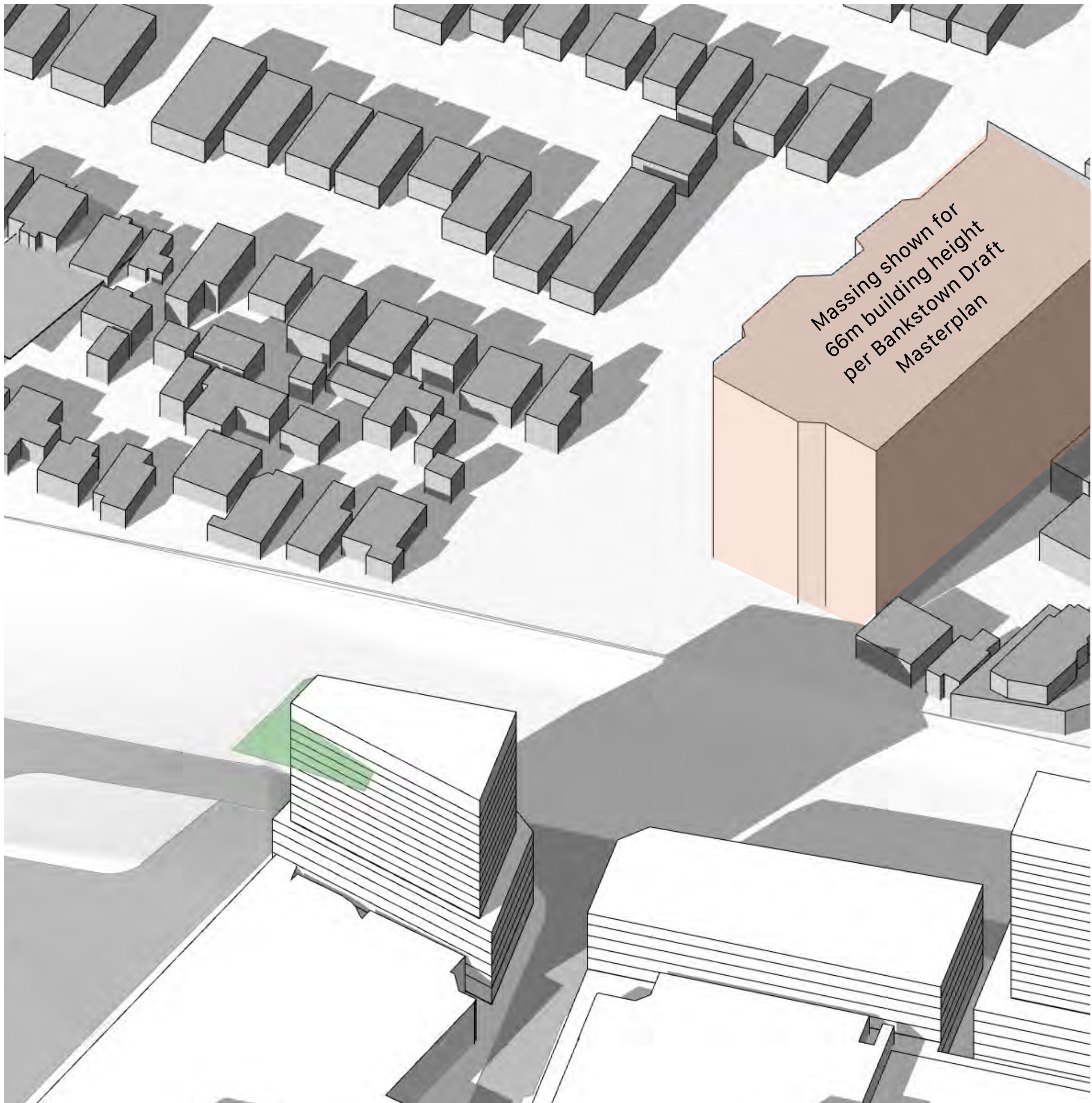
=> Block P is located adjacent to Stacey Street which is likely to cause a more severe environmental impact to neighbouring residential properties than a tower form

=> the closest residential property is 95m to the south from block P

Block P - Overshadowing of neighbouring residential properties
Tested at tower height of 65m

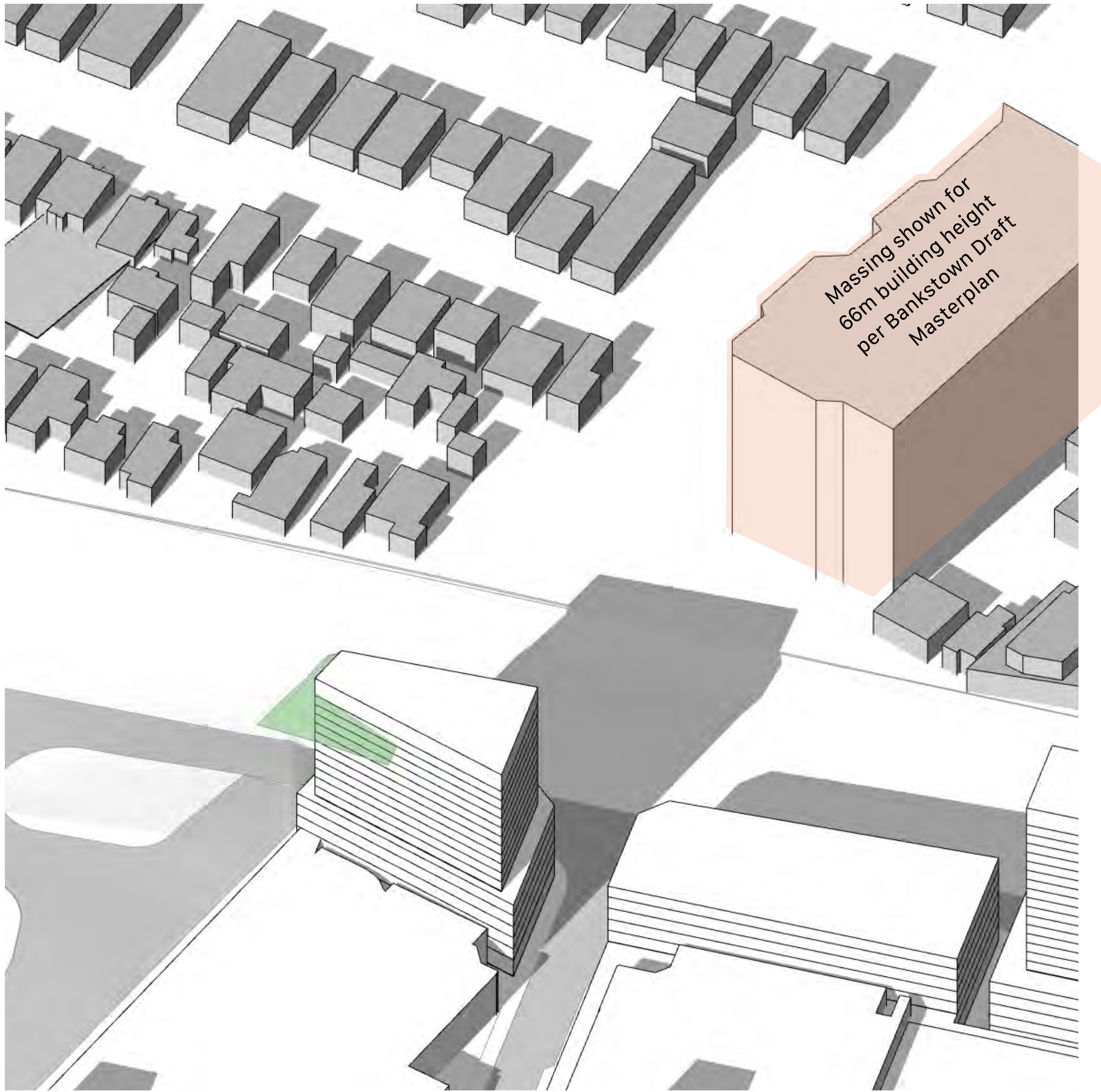


9am

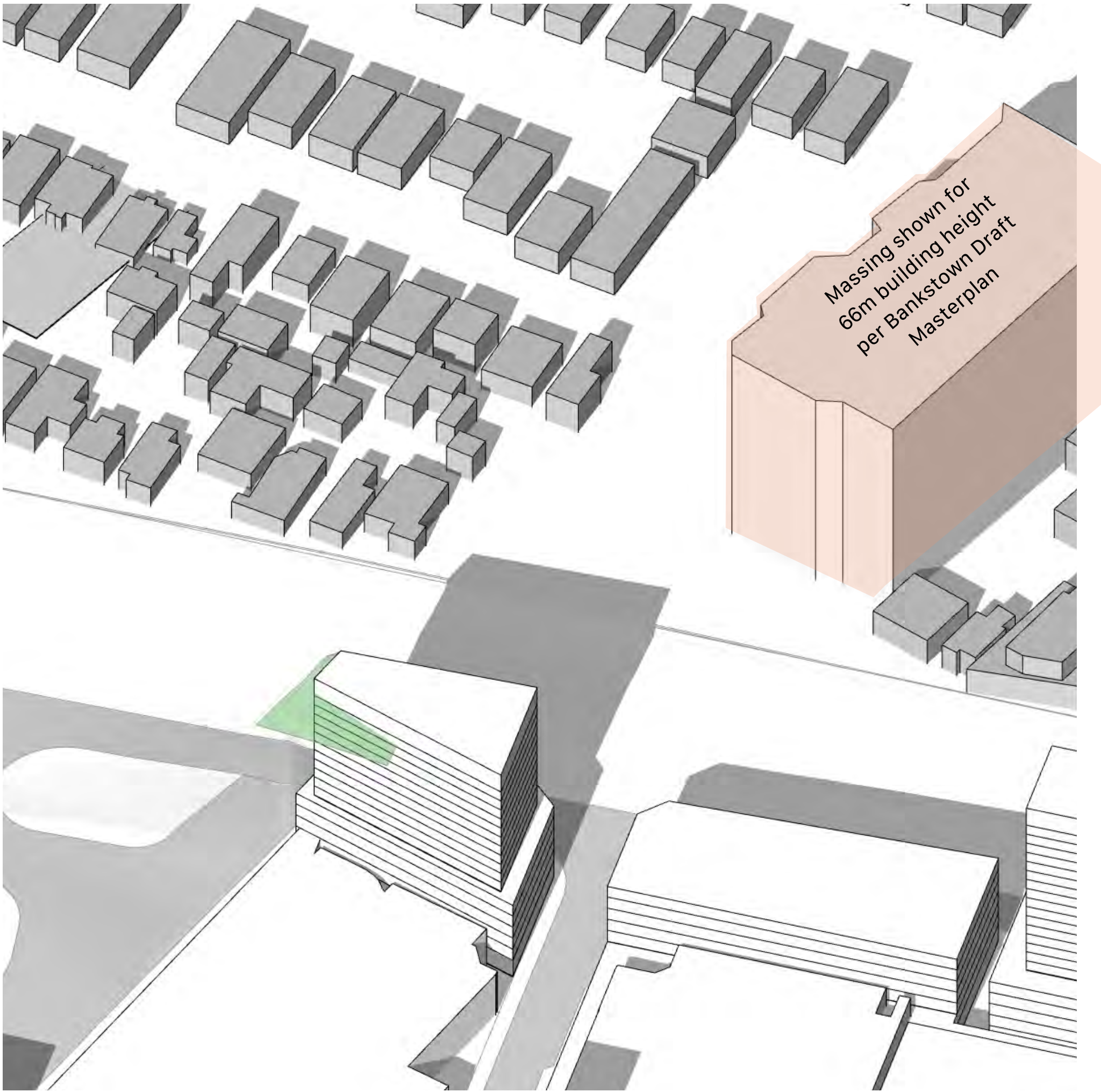


10am

Block P - Overshadowing of neighbouring residential properties
Tested at tower height of 65m

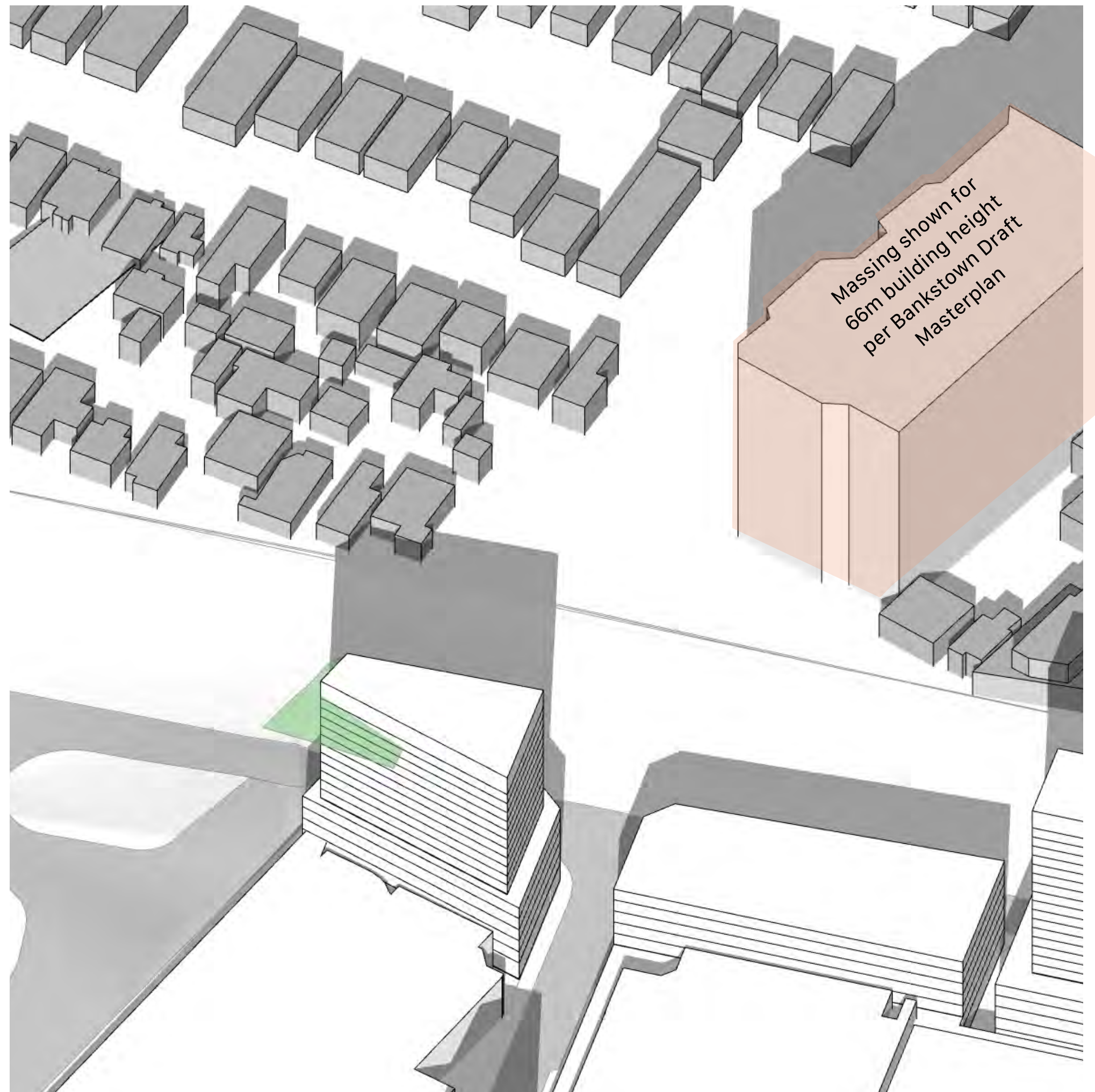


11am



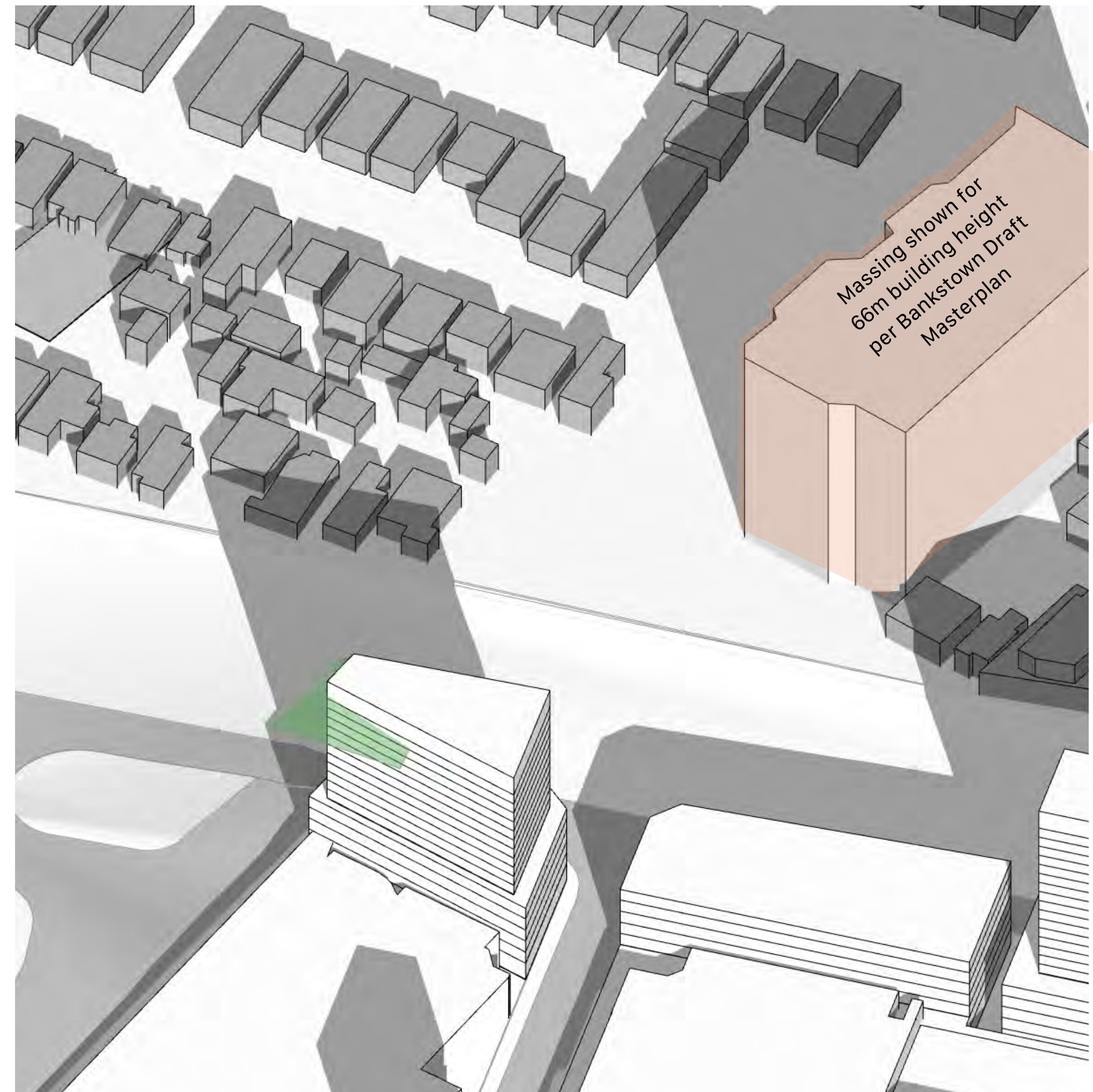
12pm

Block P - Overshadowing of neighbouring residential properties Tested at tower height of 65m



1pm

=> recommendation to adjust HOB to 65m

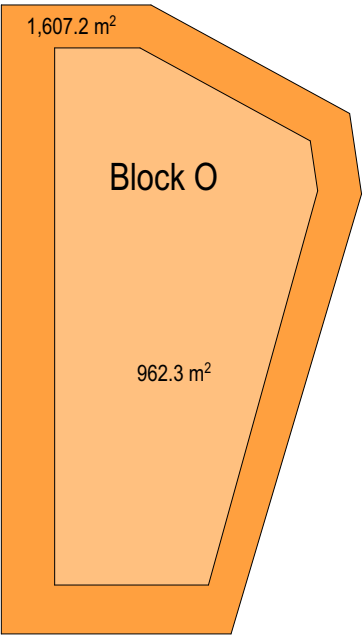
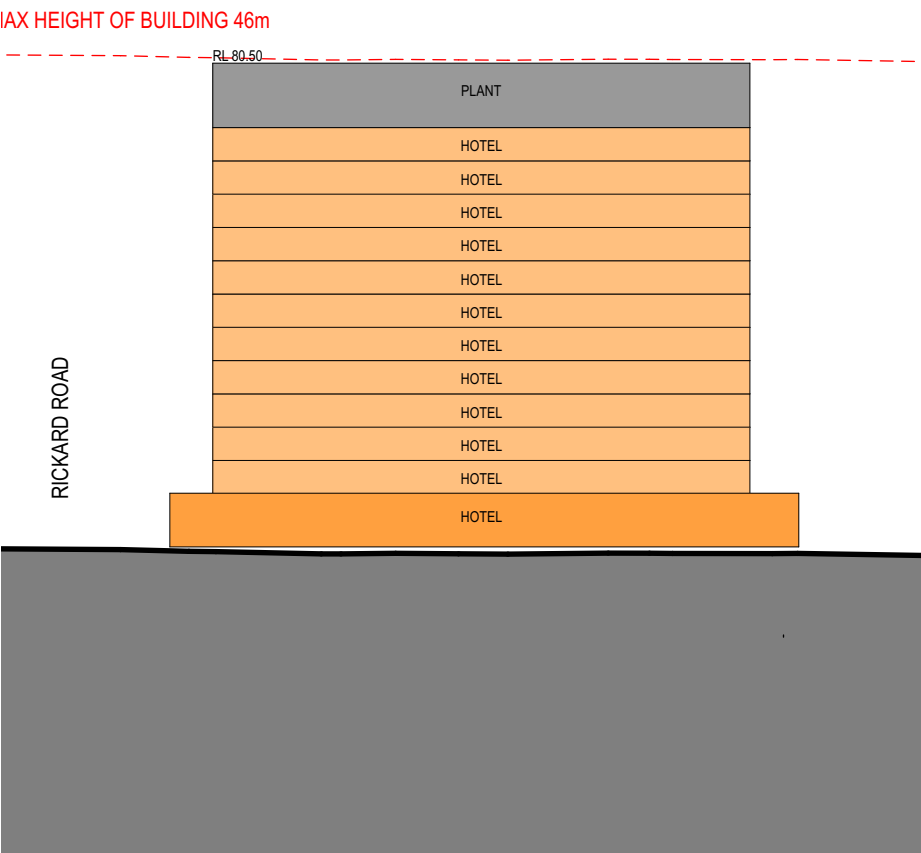
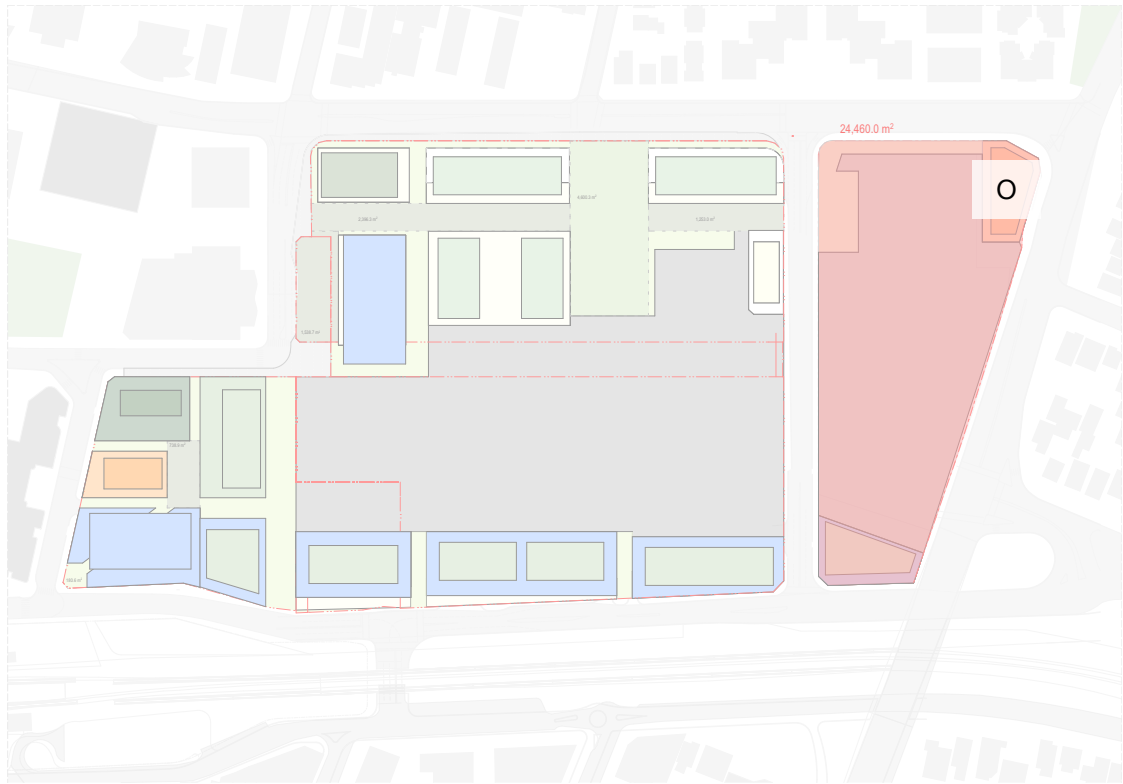


2pm

Stacey Street Precincts Heights as per Council Preferred Building Height Map Nov 2020

Block O

DRAFT



- Council’s recommended building height of 46m for this block is approx 27m lower than the PP assumptions



=> Block O is located adjacent to Stacey Street which is likely to cause a more severe environmental impact to neighbouring residential properties than a tower form

=> the closest residential property is 55m to the East from block O

Block O - Overshadowing of neighbouring residential properties
Tested at tower height of 65m



9am

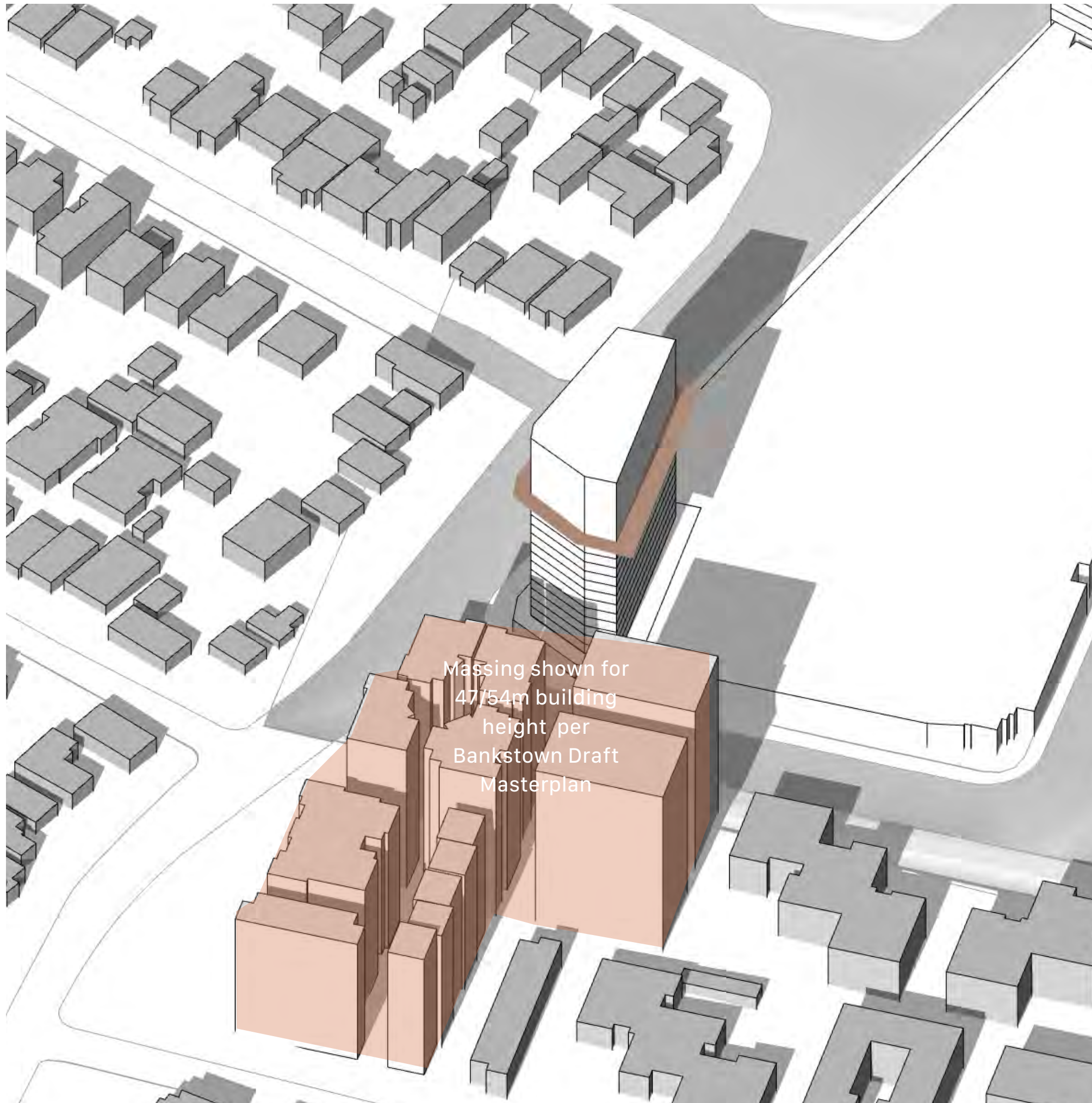


10am

Block O - Overshadowing of neighbouring residential properties
Tested at tower height of 65m

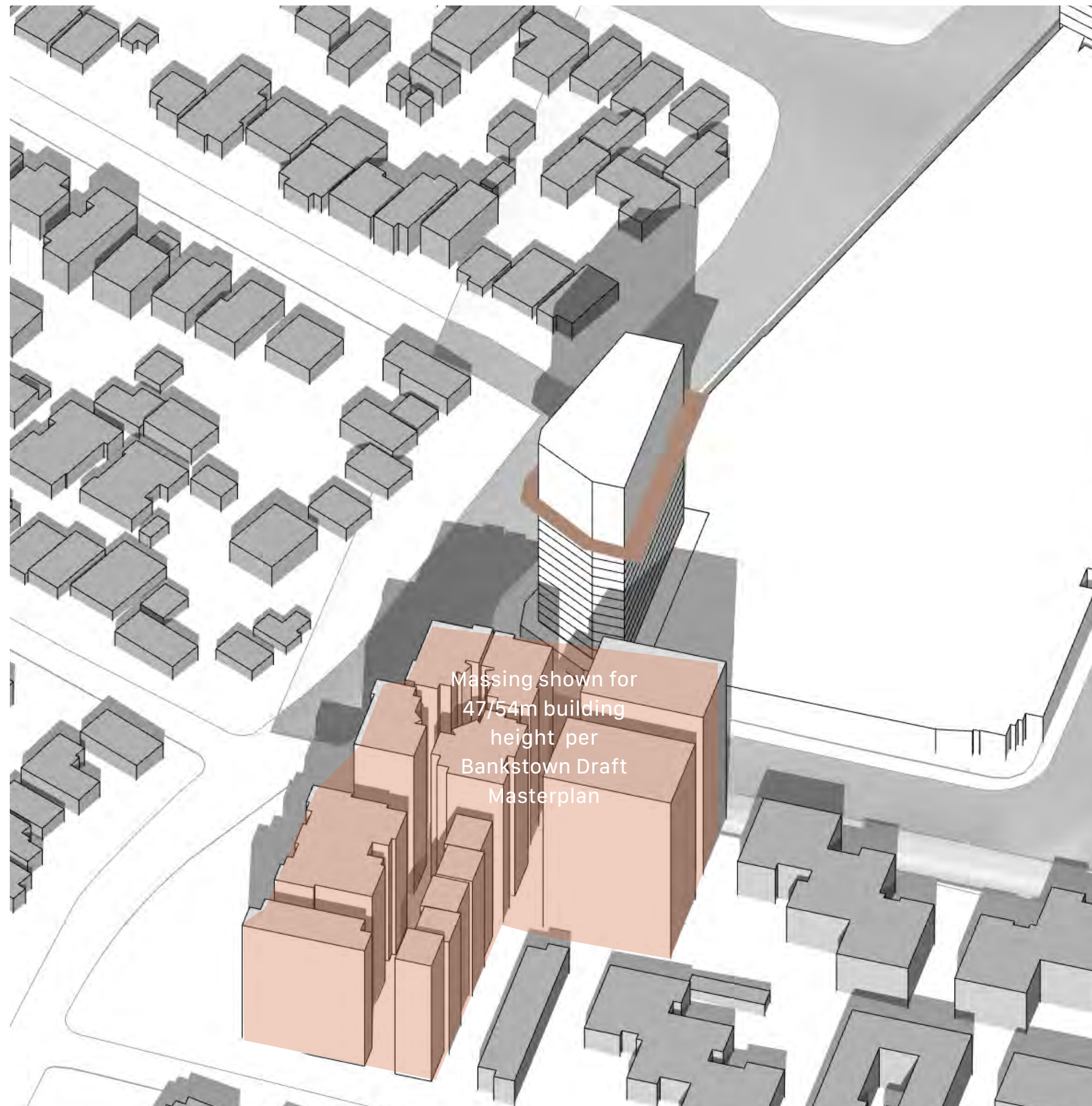


11am



12pm

Block O - Overshadowing of neighbouring residential properties Tested at tower height of 65m



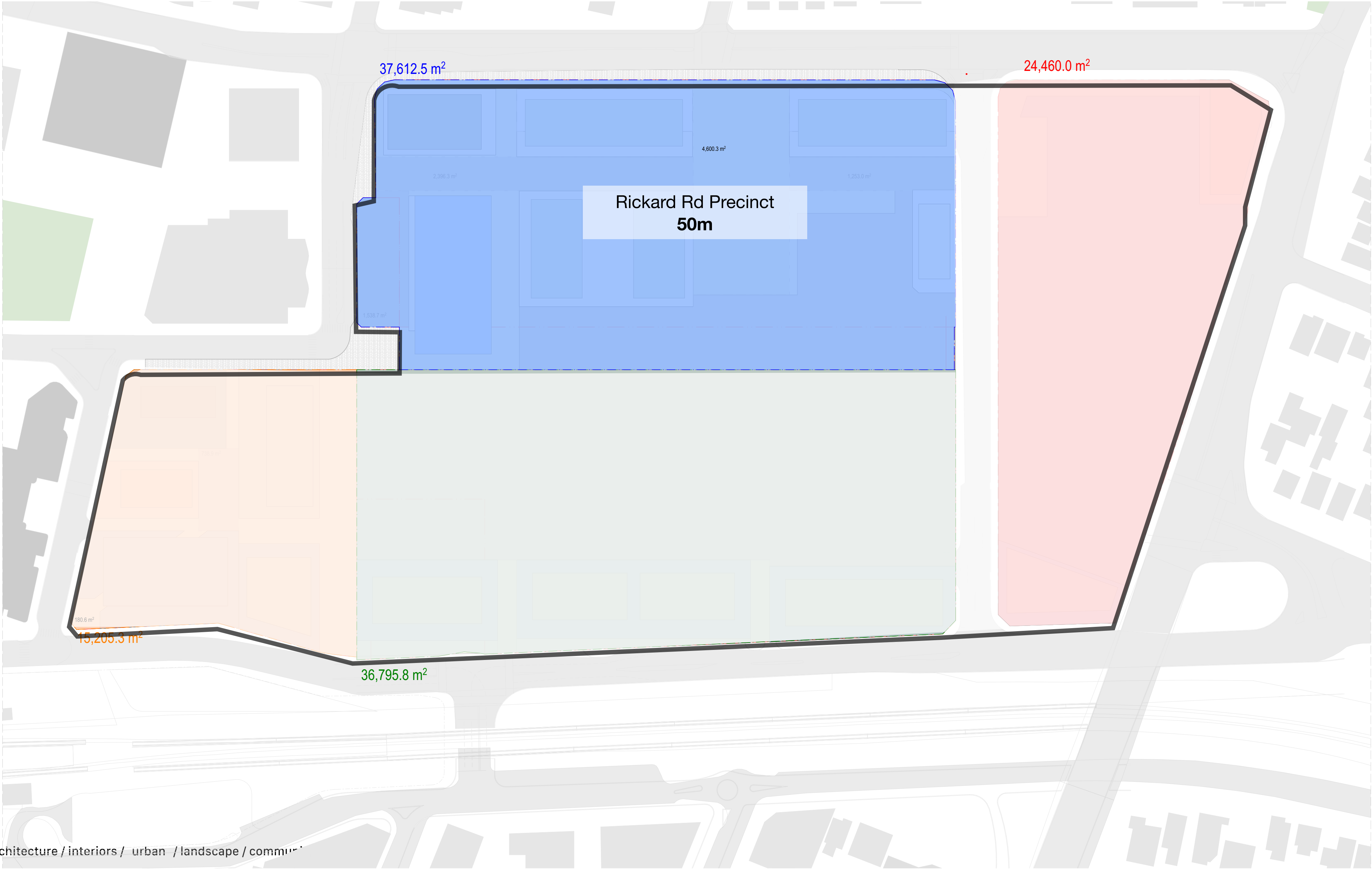
1pm

=> recommendation to adjust HOB to 65m

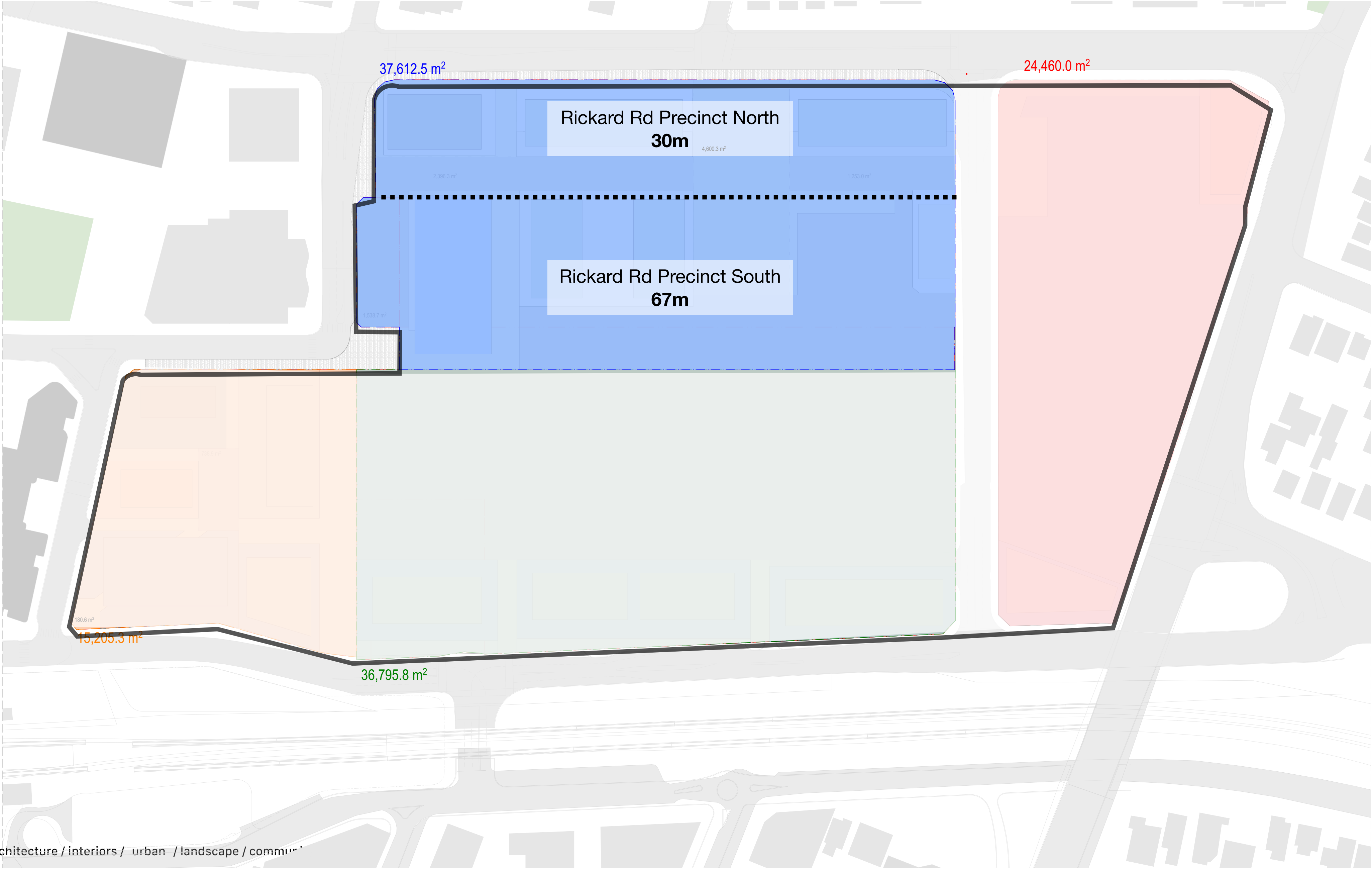


2pm

Rickard Road Heights as per Council Preferred Building Height Map Nov 2020

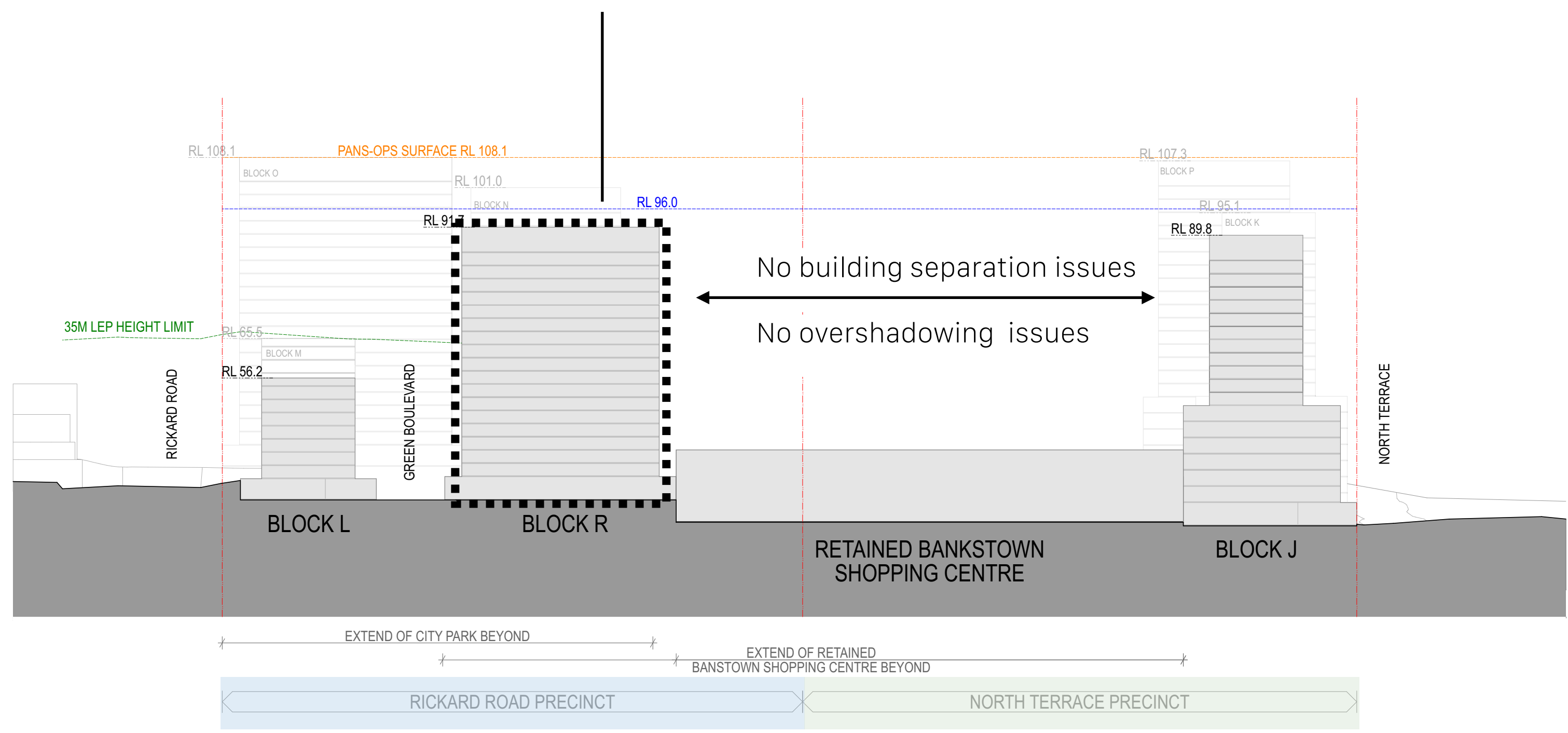


Rickard Road Heights as per Planning Proposal



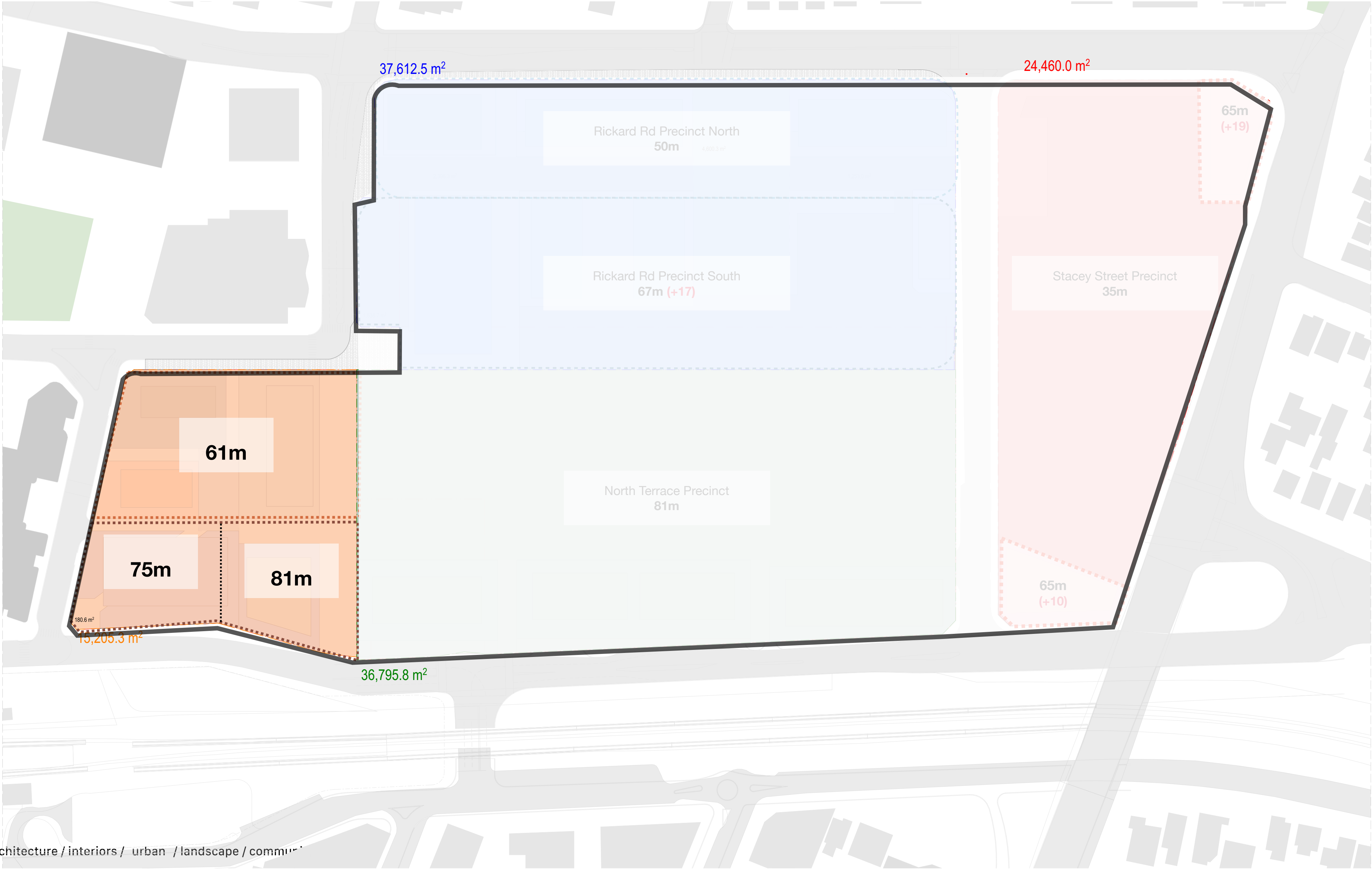
Rickard Road South Heights as per Planning Proposal

minimal environmental impact of higher buildings at the centre of the site adjacent to existing centre



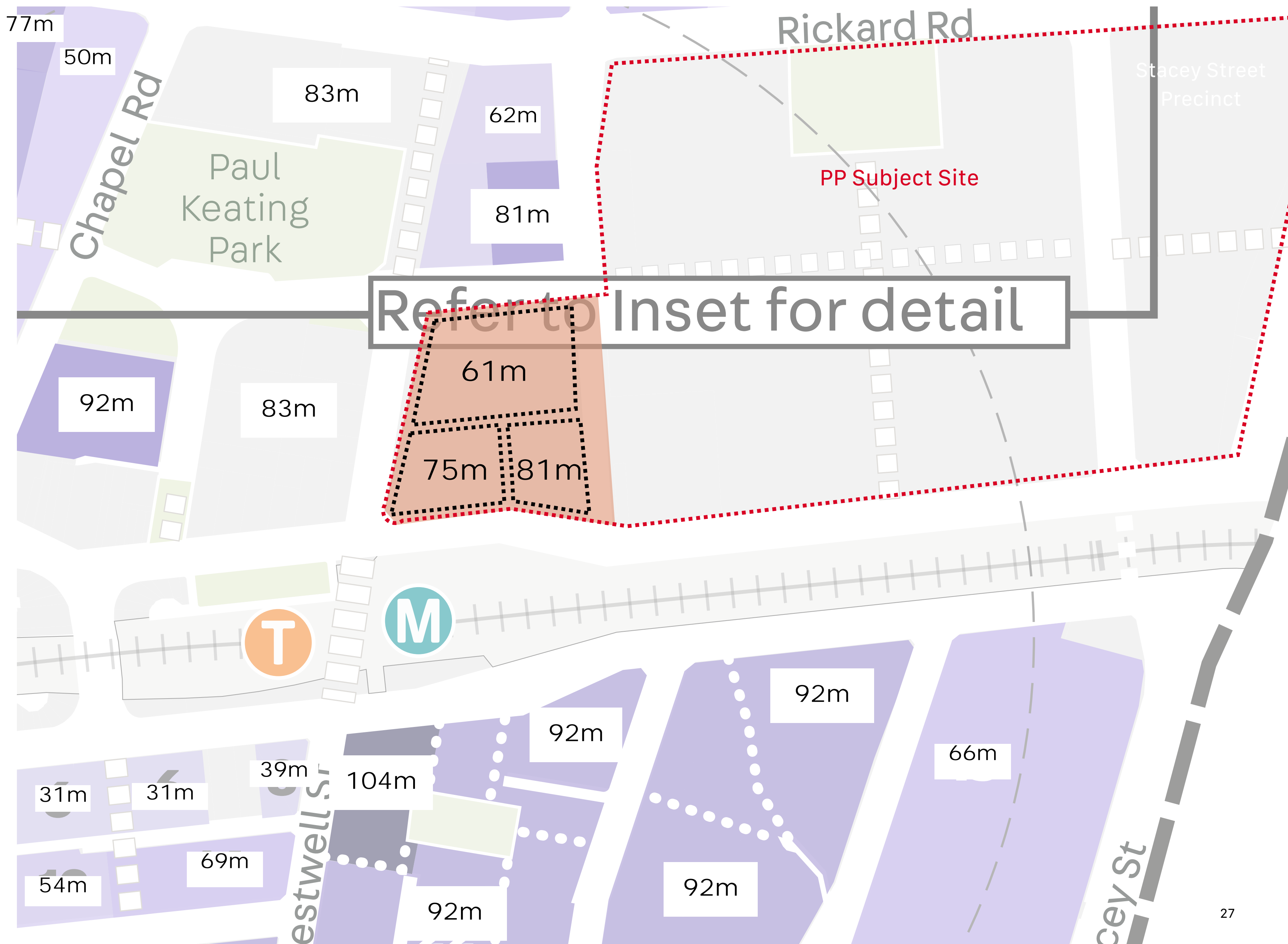
=> recommendation to adopt Rickard Road North precinct to 50m as per Council Preferred HOB Map & retain Rickard Rd South at 67m

Town Centre Precinct Heights as per Council Preferred Building Height Map Nov 2020



Town Centre Precinct Heights as per Council Preferred Building Height Map Nov 2020
Showing Surrounding Building Heights

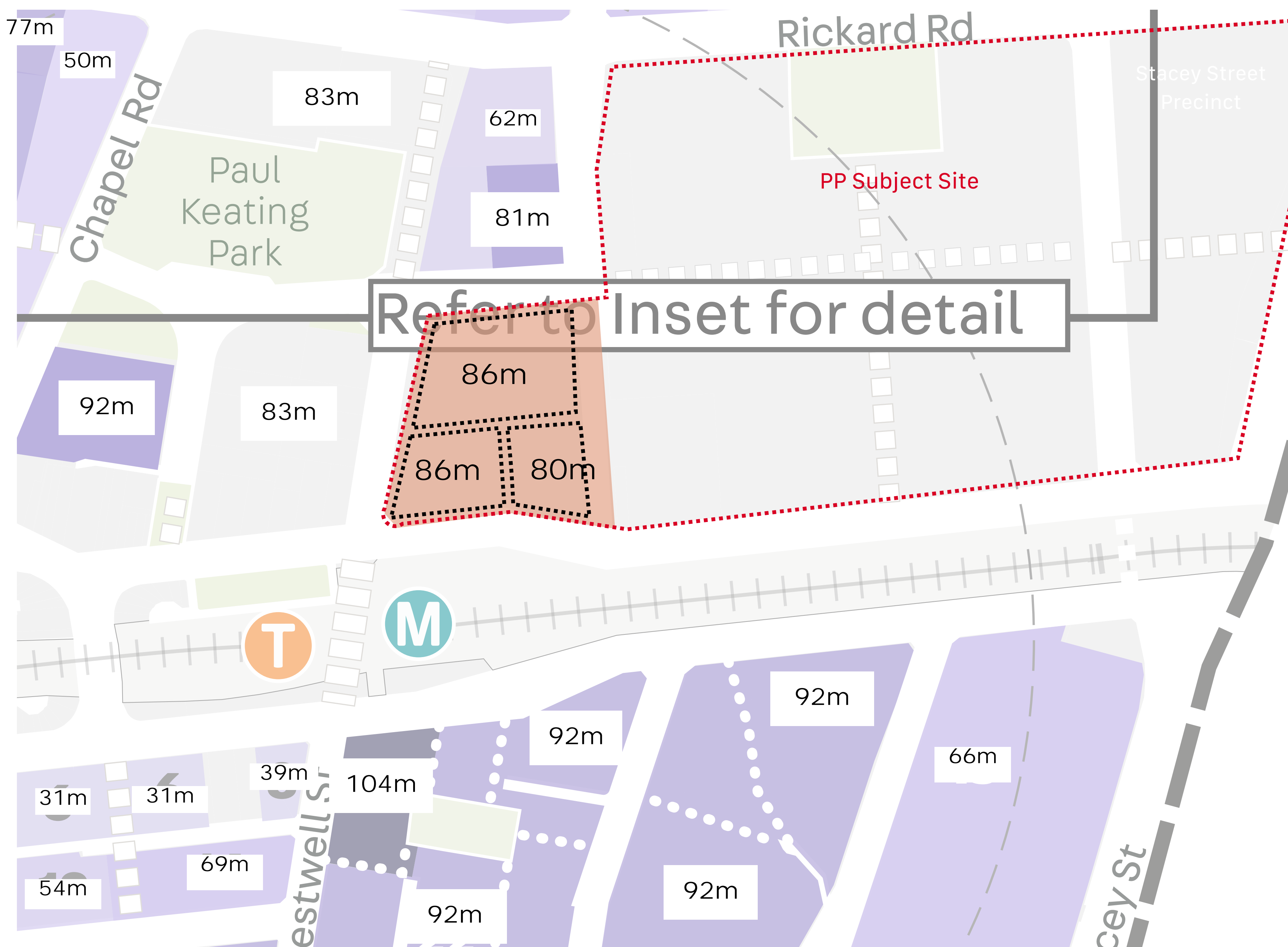
=> shown in comparison to proposed building heights in the immediate context



Town Centre Precinct Heights as per Planning Proposal

=> shown in comparison to proposed building heights in the immediate context

=> recommendation to keep heights as per Planning Proposal



Overshadowing Studies - New Metro Precinct

Metro Precinct Design

4.2 Station precinct design

4.2.1 Station legibility

Geographically, the station precinct is centred within the city. The east-west alignment of the rail corridor bisects the street pattern and has established 2 distinct built form precincts to the north and south of the CBD. The design approach to the north and south of the station has developed perpendicularly as the corridor acts as a barrier to the movement network throughout the precinct.

The existing station and surrounding precinct lacks a civic presence befitting a city centre. This is partly due to the aggregation of dis-similar built form around the existing station overbridge at Bankstown Plaza. This hides the station entry points and reduces its legibility. The long barrier of standard corridor security fencing is a backdrop to the substantial open space available but does not re-inforce the stations heritage or civic value.

The introduction of a high-quality station and precinct design will be a catalyst for urban revitalisation. The new stations will be designed with the goal of sophisticated functionality to provide a calm and intuitively navigable environment, enabling customers to move through spaces with ease and clarity while the public domain design integrates with the surrounding activities and the scale of the neighbourhood.

4.2.2 Urban character

The rail corridor divides and creates two distinct precincts within Bankstown. The introduction of a new cross-corridor connection re-establishes a vital north-south link that moves from the civic area in the north through to a fine grain, lower density area in the south. Additional to this, the plaza space that forms the connector will act as a catalyst to begin transformation of a green ‘spine’ that provides a pedestrian friendly network throughout the precinct.

The landscaped pedestrian plaza will integrate with adjacent streets that are proposed to be upgrades by City of Canterbury Bankstown Council. This will then complete a key part of their anticipated ‘cultural trail’, a walking loop throughout the CBD that visits key heritage and cultural sites.

The station and plaza’s character will evolve as will character of the city. The station entries and activated frontages are designed to be adaptable, designed to fit the current context but also safeguard for the future. The public plaza is designed to be in place through the future scenarios, with established trees and through site links being integral to the cities future.

4.2.3 Built form and scale

Bankstown is generally a low to mid-rise city centre with a mix of 2-storey terraces and 3-6 storey commercial buildings. Newer residential buildings that are 8-10 storey are located in several locations, typically further outside of the station precinct. It should be noted that several recent development applications have proposed buildings to around 20 storey, including directly north of the station.

As to be consistent with the interim master plan for the station precinct, the design proposes station entries and built form that is in scale to the current context. The station entries will be recognisable from within the precinct, rising above the surrounding built form but not overbearing the site.

The scale of the design is suited to a human perspective, with tree canopies overhead and generous open space provision to allow places of gathering, rest or relaxation.

Strategies that informed the development of the station precinct design are listed in Figure 4.1.

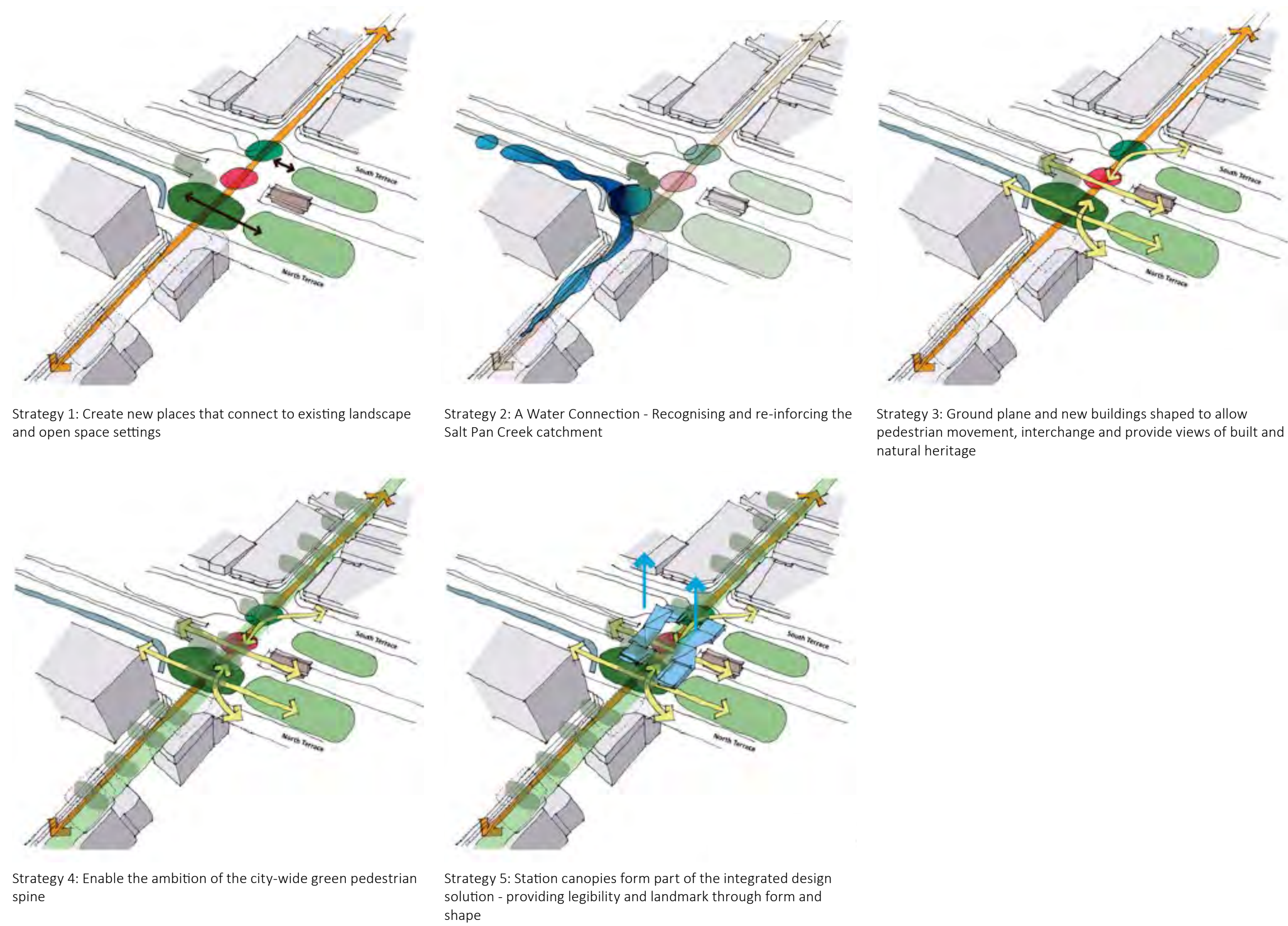


Figure 4.1 Urban design strategies for the precinct

Metro Precinct Design

4.3 Station precinct plan



Figure 4.3 Station precinct plan

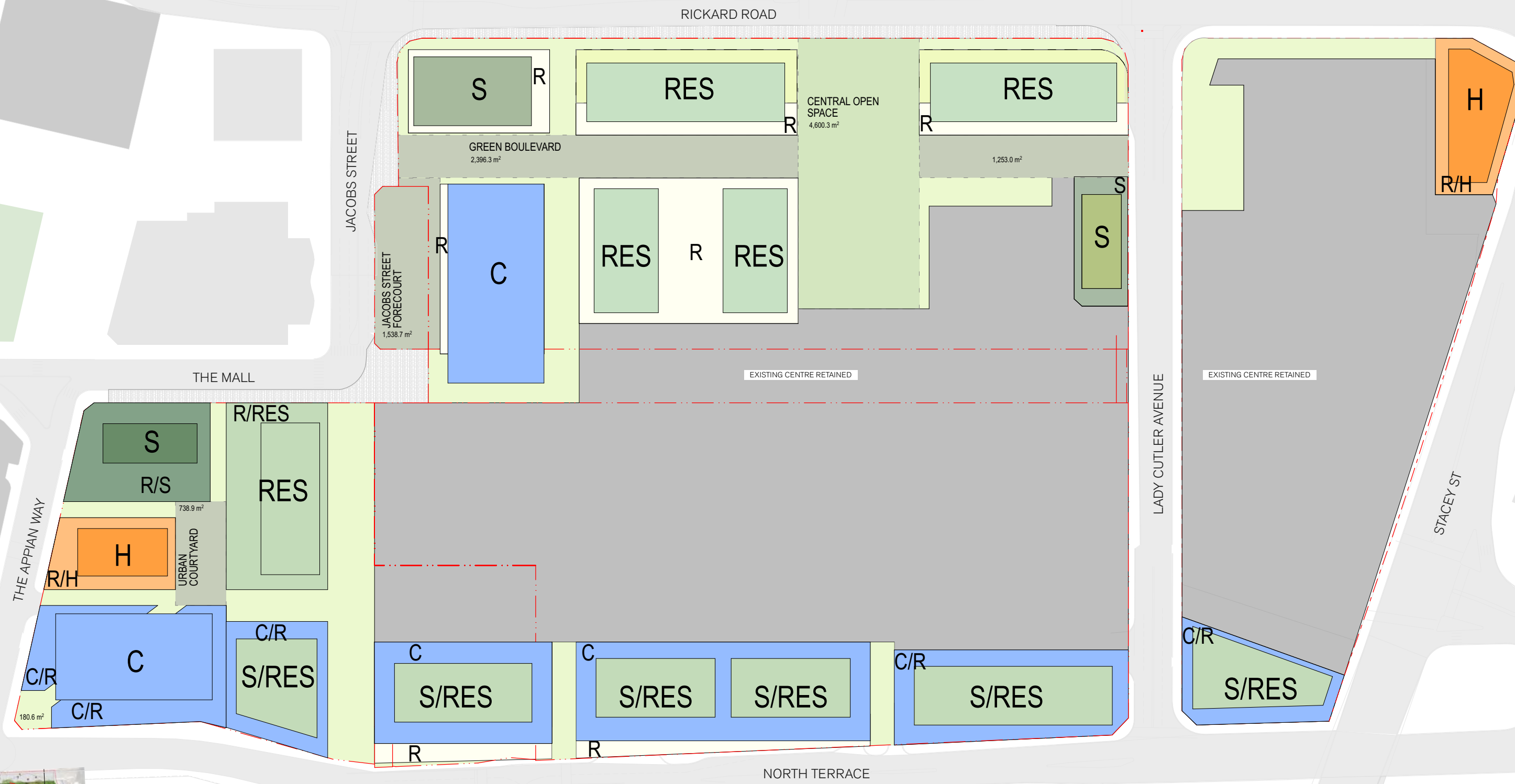
Metro Precinct Design



Figure 4.4 Station precinct plan: The plaza

Metro Precinct Design

Masterplan Overlay

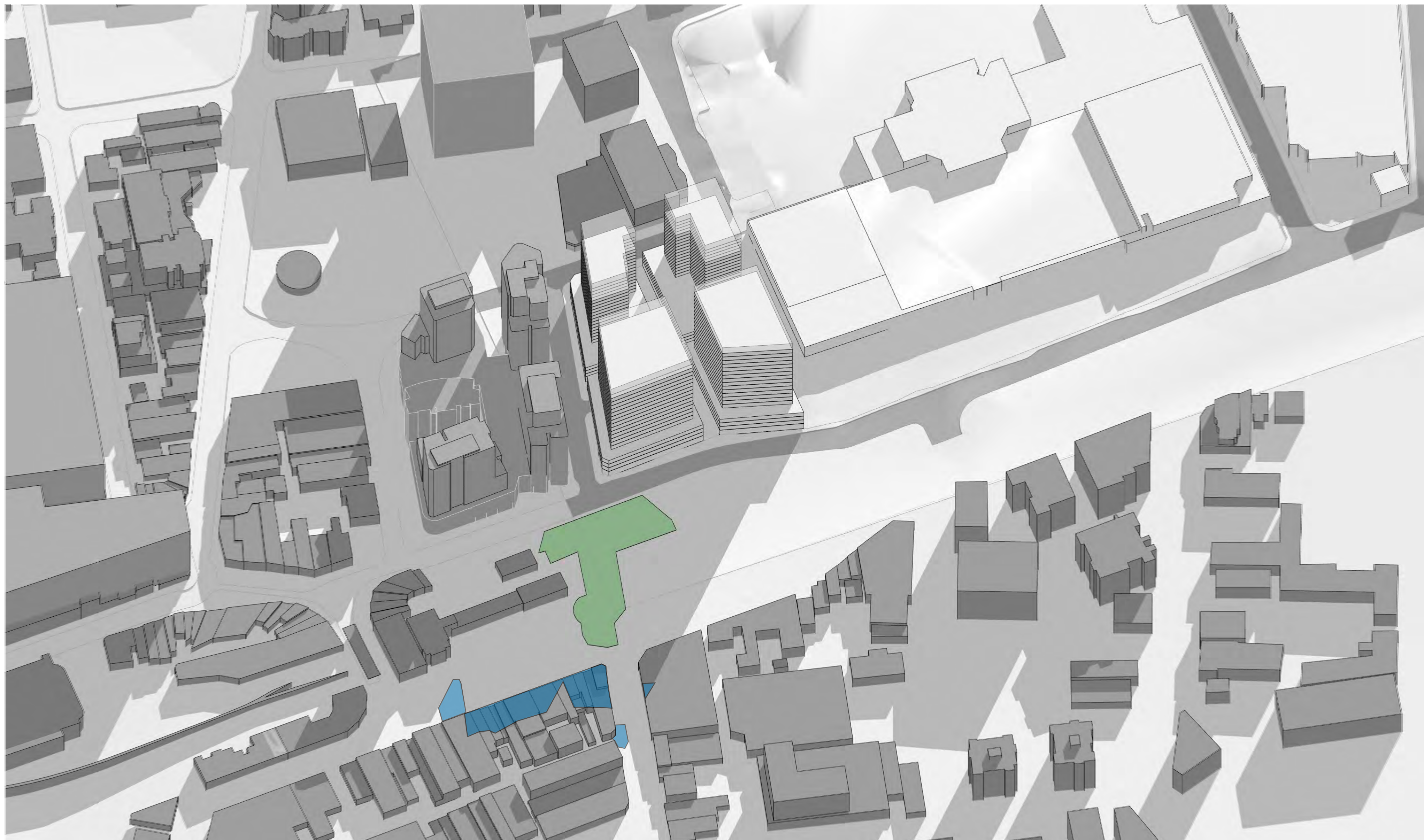


Overshadowing Impact - Town Centre 4 Tower Scheme

Impact Comparison Towers at PP Height <-> Towers at Council Proposed Height

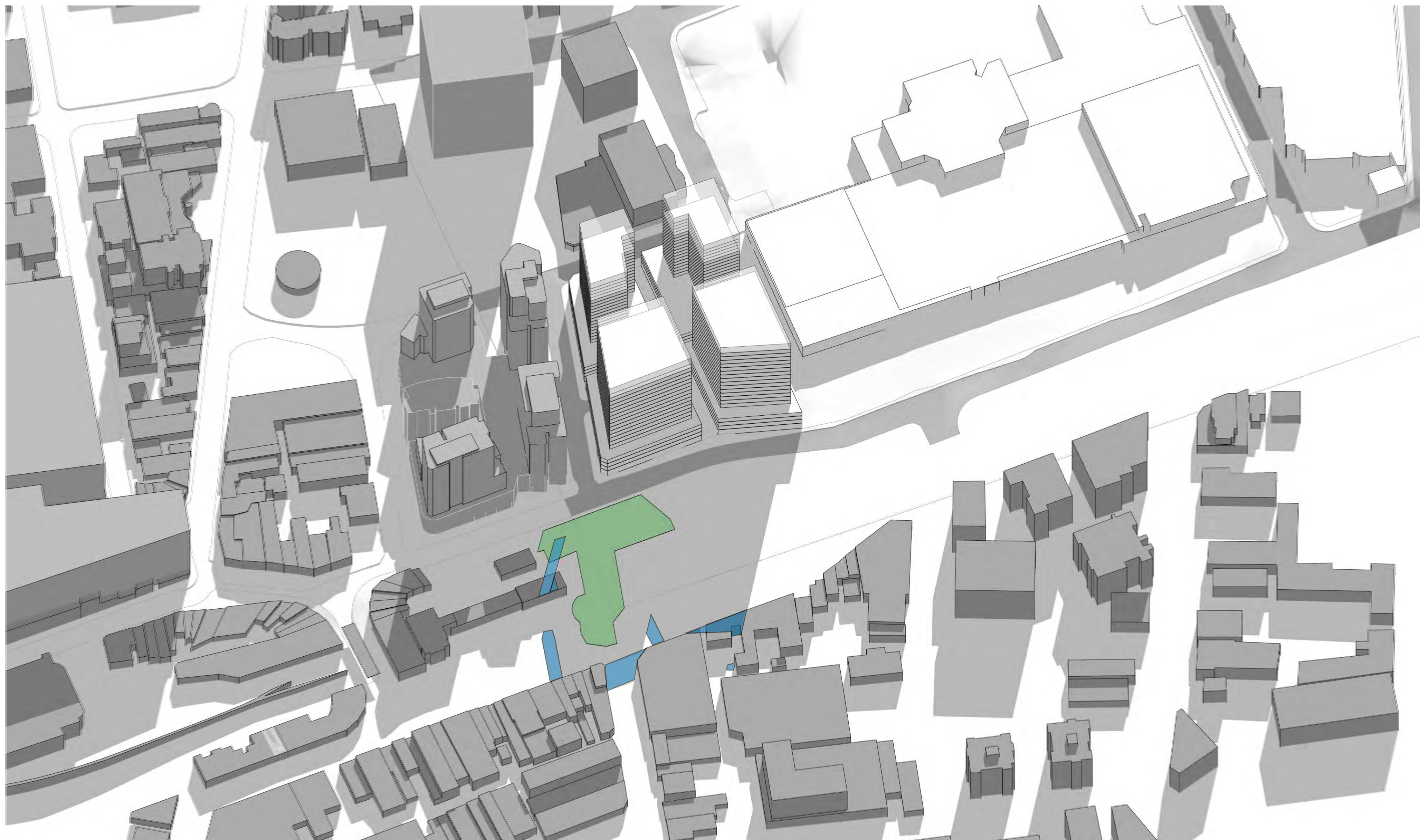


9:00am - Comparison Town Centre 4 Tower Scheme at PP Heights and Council Proposed Heights



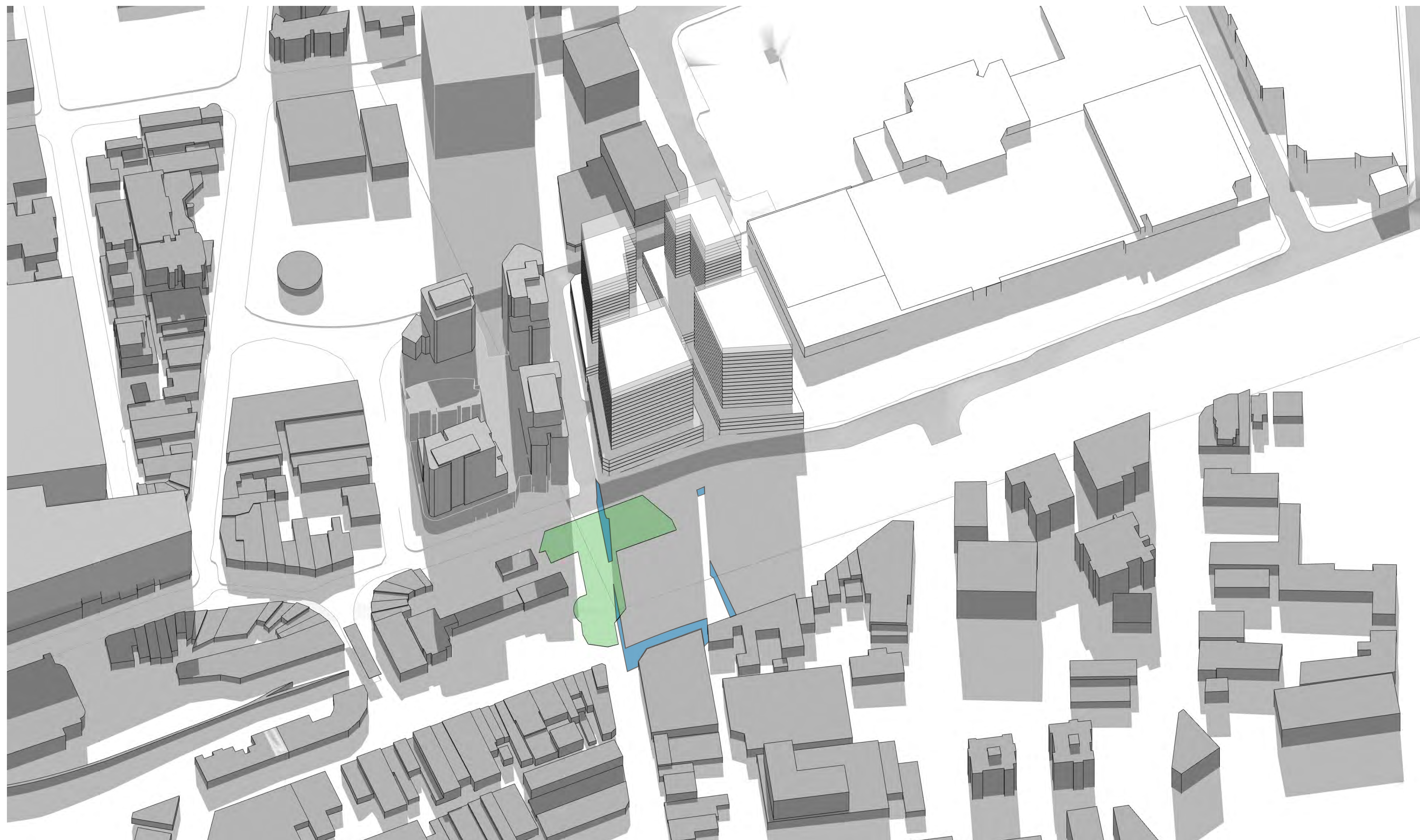
Blue area indicated additional overshadowing caused by Town Centre Towers at PP Heights (as compared to Council proposed heights)
Study Date: 21st June

10:00am



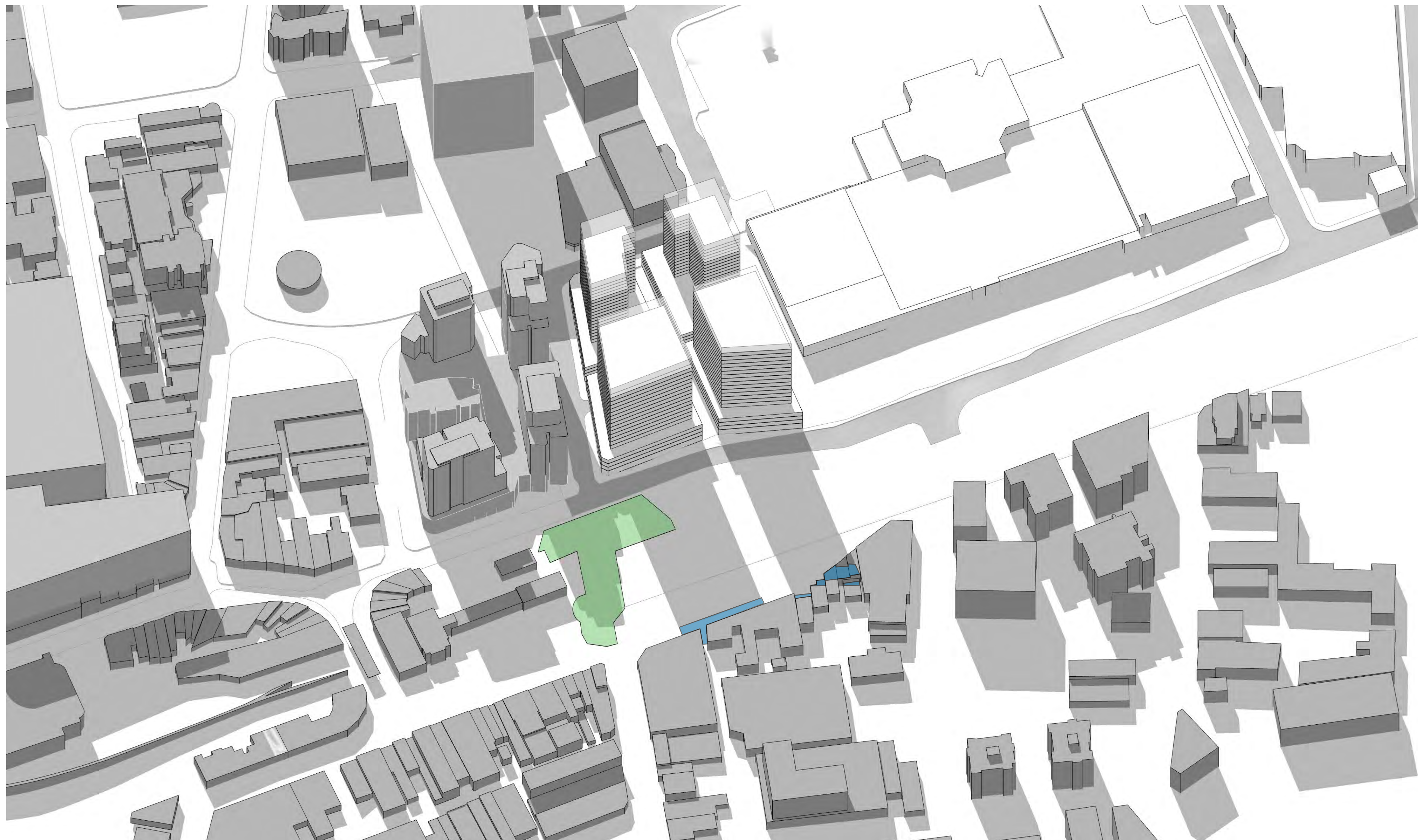
Blue area indicated additional overshadowing caused by Town Centre Towers at PP Heights (as compared to Council proposed heights)
Study Date: 21st June

11:00am



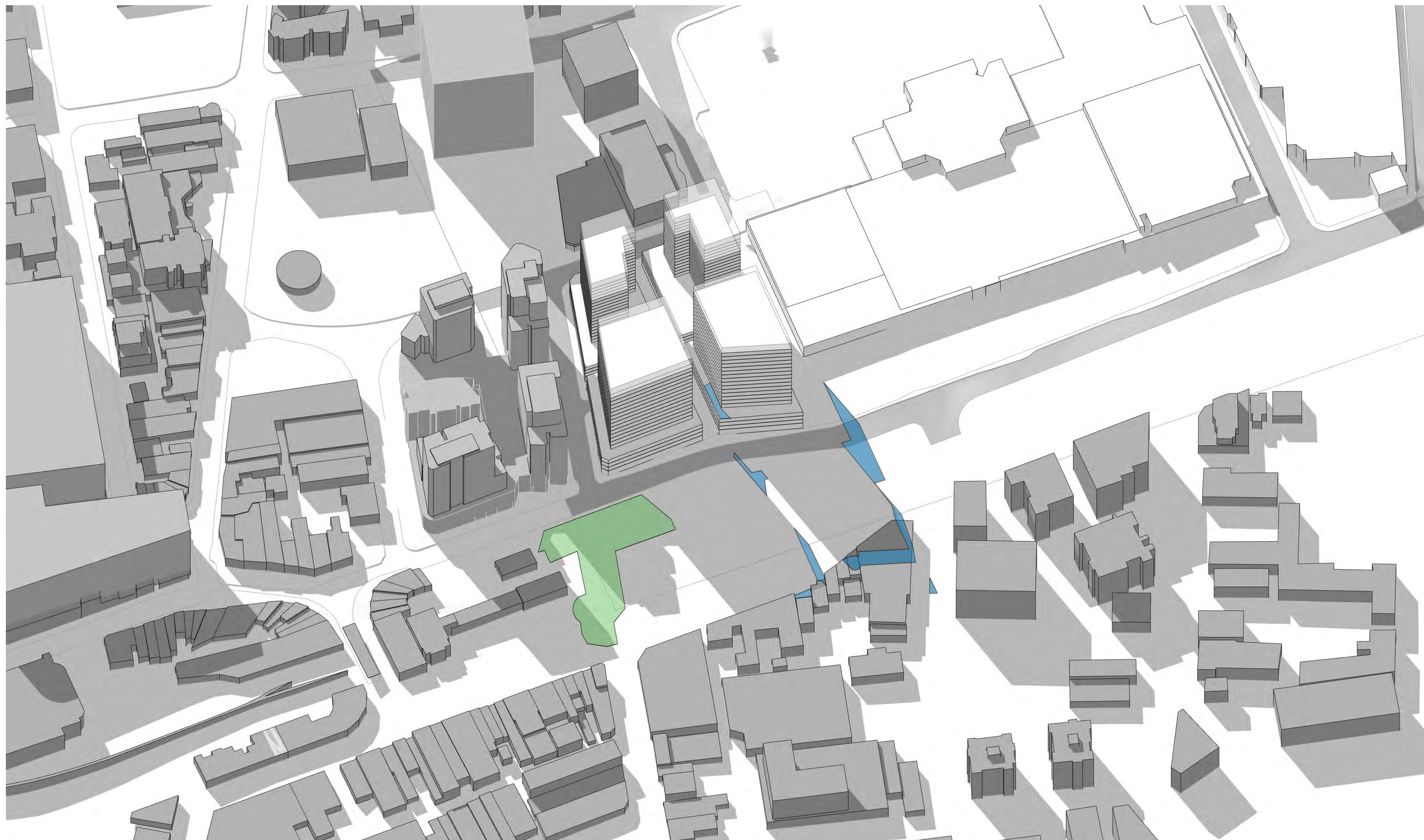
Blue area indicated additional overshadowing caused by Town Centre Towers at PP Heights (as compared to Council proposed heights)
Study Date: 21st June

12:00pm - Comparison Town Centre Heights at PP Heights and Council Proposed Heights



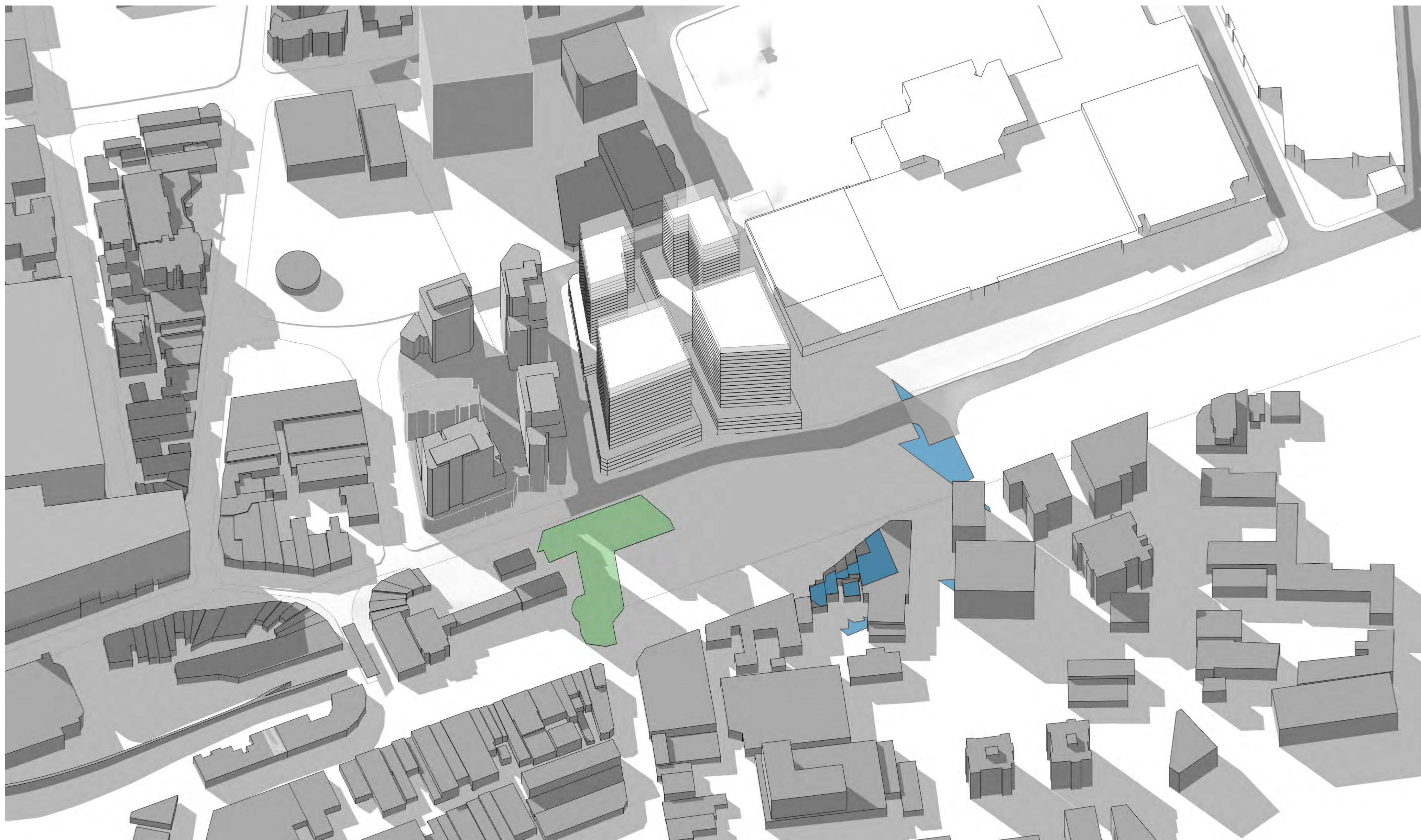
Blue area indicated additional overshadowing caused by Town Centre Towers at PP Heights (as compared to Council proposed heights)
Study Date: 21st June

1:00pm - Comparison Town Centre Heights at PP Heights and Council Proposed Heights



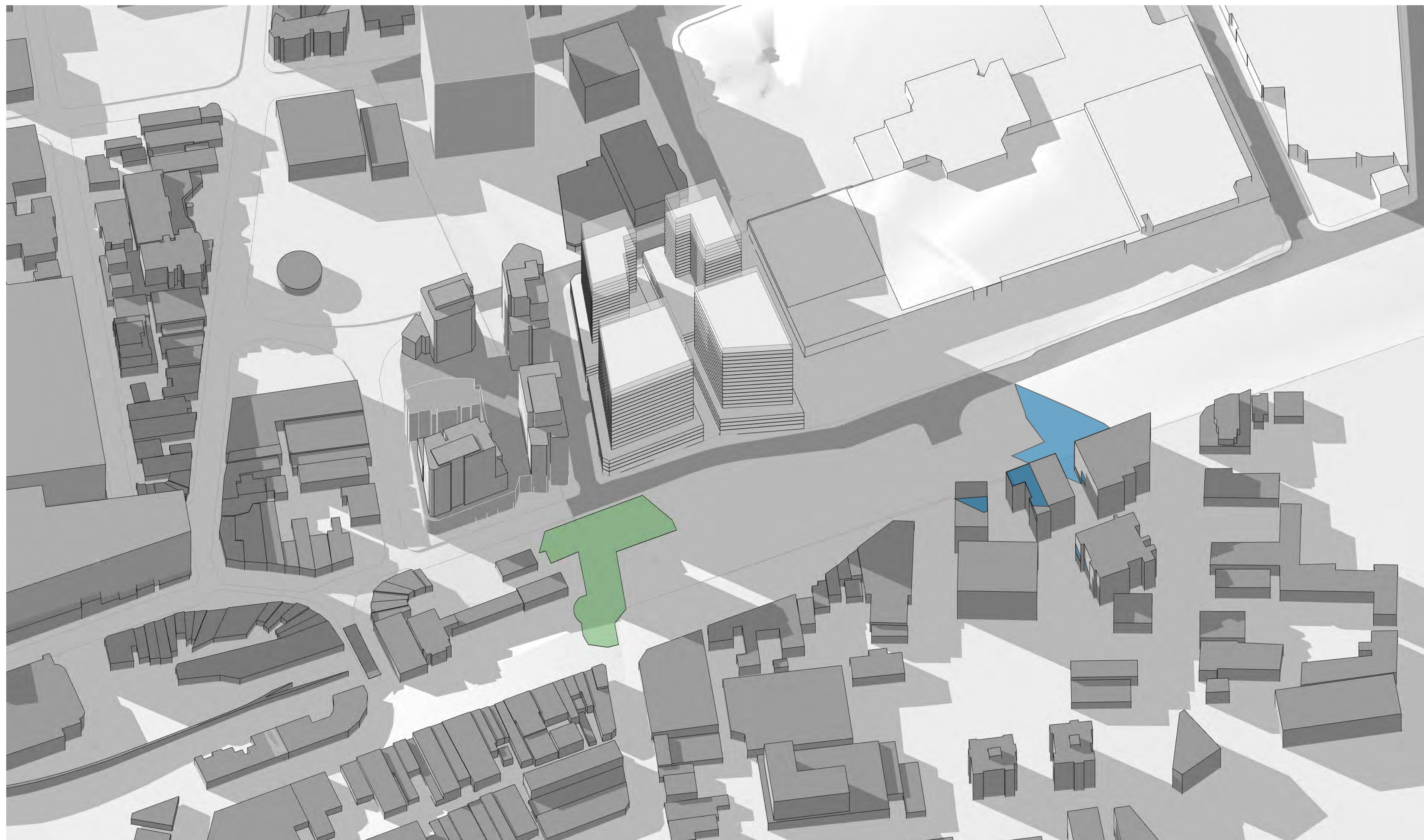
Blue area indicated additional overshadowing caused by Town Centre Towers at PP Heights (as compared to Council proposed heights)
Study Date: 21st June

2:00pm - Comparison Town Centre Heights at PP Heights and Council Proposed Heights



Blue area indicated additional overshadowing caused by Town Centre Towers at PP Heights (as compared to Council proposed heights)
Study Date: 21st June

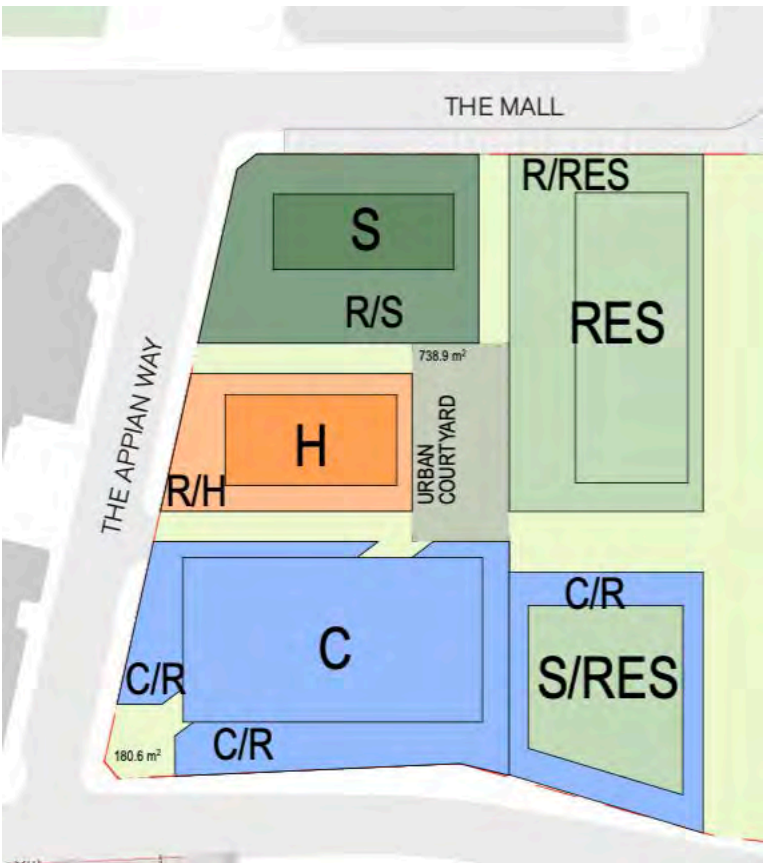
3:00pm - Comparison Town Centre Heights at PP Heights and Council Proposed Heights



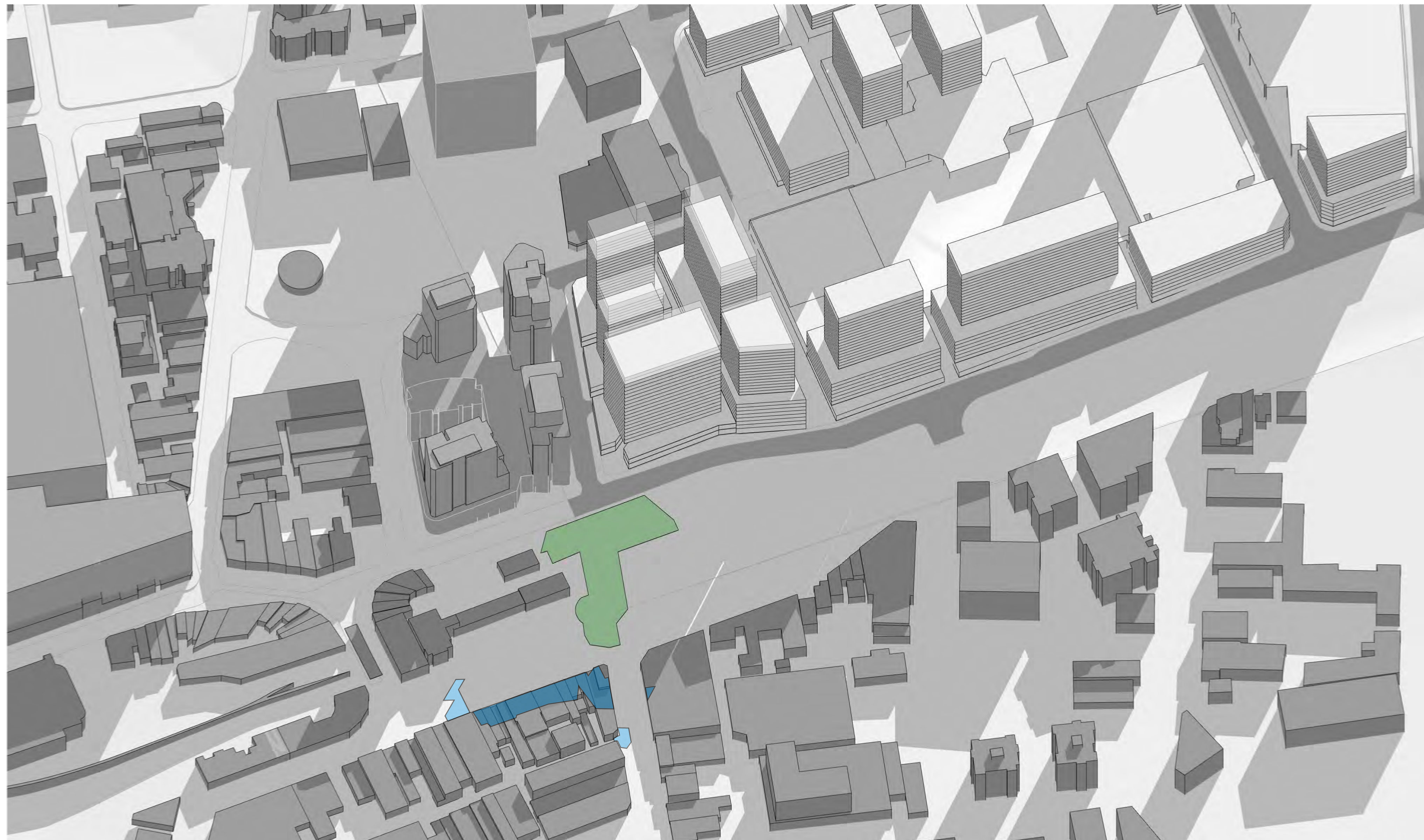
Blue area indicated additional overshadowing caused by Town Centre Towers at PP Heights (as compared to Council proposed heights)
Study Date: 21st June

Overshadowing Impact - Town Centre 5 Tower Scheme

Impact Comparison Towers at PP Height <-> Towers at Council Proposed Height



9:00am - Comparison Town Centre 5 Towers Heights at PP Heights and Council Proposed Heights



Blue area indicated additional overshadowing caused by Town Centre Towers at PP Heights (as compared to Council proposed heights)
Study Date: 21st June