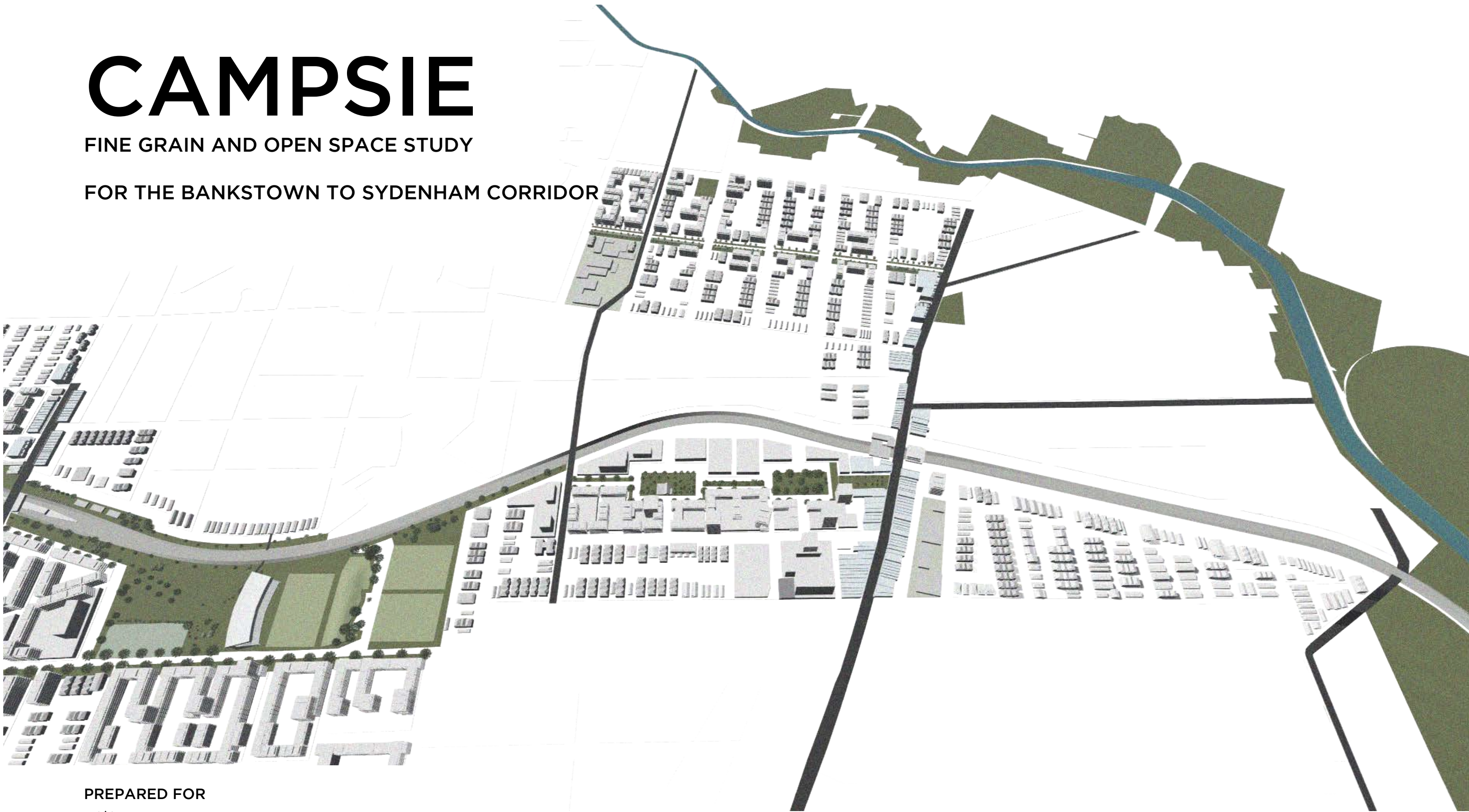


CAMPSIE

FINE GRAIN AND OPEN SPACE STUDY

FOR THE BANKSTOWN TO SYDENHAM CORRIDOR



PREPARED FOR



Office of the
Government
Architect

TYRRELLSTUDIO

1.0

INTRODUCTION

THE CAMPSIE FINE GRAIN AND OPEN SPACE STUDY REPORT IS STRUCTURED IN FIVE PARTS.

1.0 INTRODUCTION

1.1 BUILT FORM TYPOLOGIES

1.2 SUBDIVISION PATTERNS

2.0 KEY ELEMENTS OF FINE GRAIN CHARACTER

2.1 FINE GRAIN RETAIL STRUCTURE

2.2 OPEN SPACE PROVISION

2.3 DEVELOPMENT TYPOLOGIES

3.0 KEY OPPORTUNITY SITES

3.1 ANZAC SQUARE & CARRINGTON SQUARE

3.2 EIGHTH AVENUE, HARCOURT ESTATE

3.3 COOKS RIVER EDGE

INTRODUCTION:
THE THREE KEY ELEMENTS OF FINE GRAIN CHARACTER

THIS REPORT IS FOCUSED ON THE EXISTING AND PROPOSED URBAN SYSTEMS OF CAMPSIE. IT SEEKS TO IDENTIFY POTENTIAL TO TRANSITION EXISTING FINE GRAIN URBAN VIBRANCY INTO THE NEW GRAIN OF THE URBAN SETTING.

The morphogenesis of the urban fabric of the Sydenham to Bankstown corridor is reflected in fairly distinct phases and typologies.

These phases follow initial land release and subdivision, 60's population growth and the current phase of urban infill. The growth of the corridor is also related to the history of the rail line which over several transformations has allowed greater population growth.

This latest transformation from heavy rail to metro will facilitate the greatest spike in the areas growth since initial subdivision . The latest morphogenesis will be from infill to agglomeration and development of original lots once zoning has been finalised.

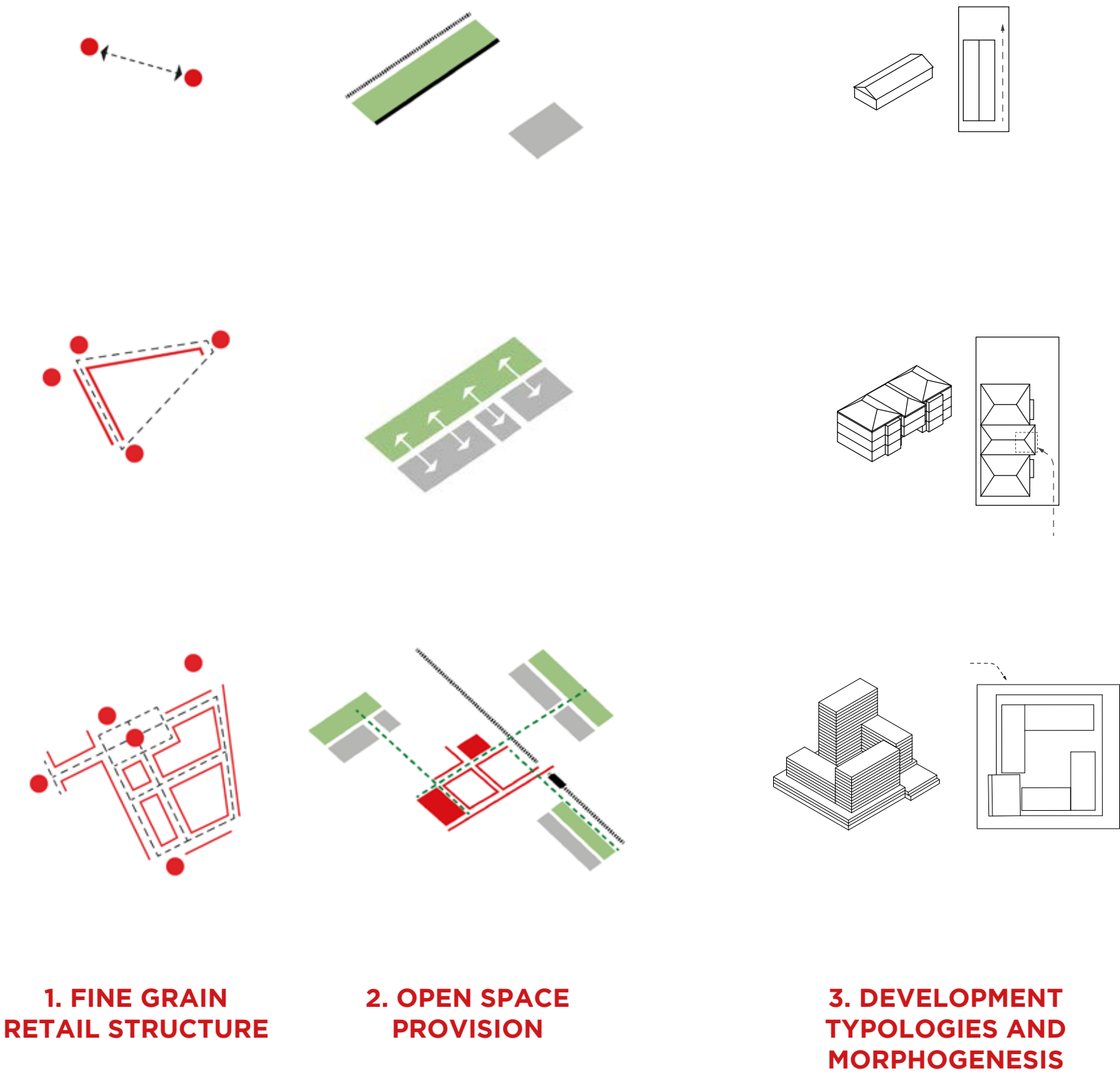
This study is primarily focused on the potential transitioning of the existing fine grain main street retail system into future town centre layouts and also the potential relationship between existing open space provision and future position of increased density.

The attitude taken to fine grain activity is that it is an outcome of an urban system that has developed organically over time. Whilst this 'street life' is at risk through rapid development it may be possible to transition the life into the new urban structure with careful planning.

The report covers three key elements of the fine grain in the station precincts;

- 1. Fine grain retail structure.
- 2. Open space provision,
- 3. Development typologies and their morphogenesis.

Each of these element will be analysed and strategies proposed to adapt and build upon the existing structure. The report will then provide proposed strategies for key opportunity sites that have been identified.

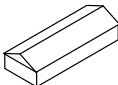
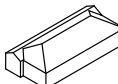
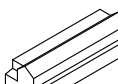
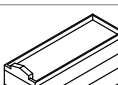
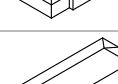
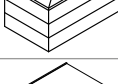
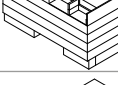


1.1

BUILT FORM TYPOLOGIES

Over time the development typologies have evolved to suit the growth in population and the changing methods of construction.

Apartment developments are more likely to have strata ownership and therefore less likely to be immediate targets for redevelopment.

BUILDING TYPOLOGIES OVER TIME		
Building Types	Development 1880s +	Development 1960s +
1		DETACHED DWELLING WITH SIDE DRIVE
2		DETACHED DWELLING WITH REAR LANE
3		DETACHED DWELLING WITH FRONT GARAGE
7		2 STOREY SHOP TOP WITH REAR LANE
4		WALK-UP APARTMENT WITH SIDE DRIVE
5		WALK-UP APARTMENT WITH FRONT GARAGE
6		WALK-UP APARTMENT WITH REAR LANE
8		SHOP TOP WITH MULTI STOREY
9		PERIMETER BLOCK WITH MULTIPLE ENTRIES ONE MAJOR VEHICLE ENTRY
10		LARGE COMMERCIAL BLOCK ANCHORS

BUILT FORM TYPOLOGIES

SUB-DIVISION DEVELOPMENT 1880S +

Detached dwelling density: 12-15 / Ha
Terraced dwelling density: 20-40 / Ha

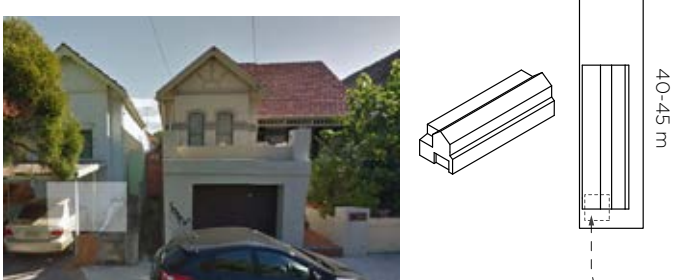
1 DETACHED DWELLING WITH SIDE DRIVE



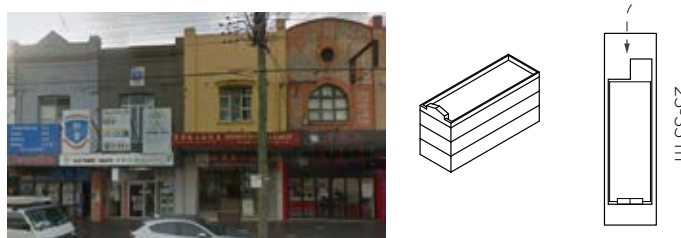
2 DETACHED DWELLING WITH REAR LANE



3 DETACHED DWELLING WITH FRONT GARAGE



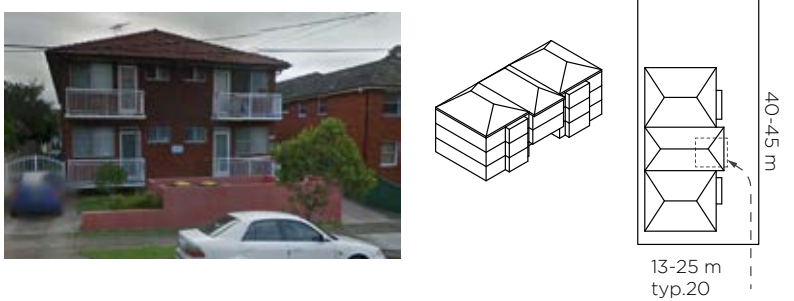
7 2 STOREY SHOP TOP WITH REAR LANE



STRATA DEVELOPMENT 1960S +

Low-rise walk-up dwelling density: 60-80 / Ha

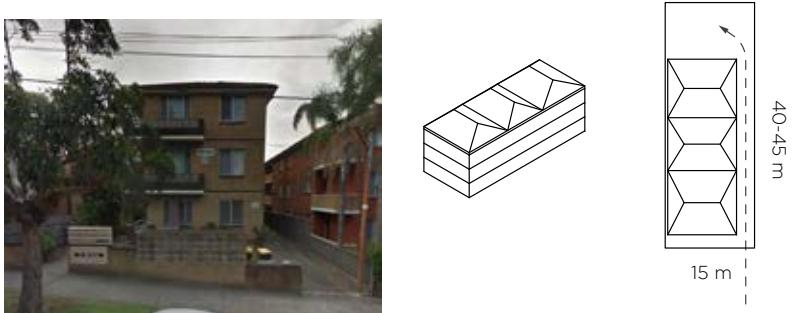
4 WALKUP APARTMENTS WITH SIDE DRIVE



5 WALKUP APARTMENTS WITH FRONT GARAGE



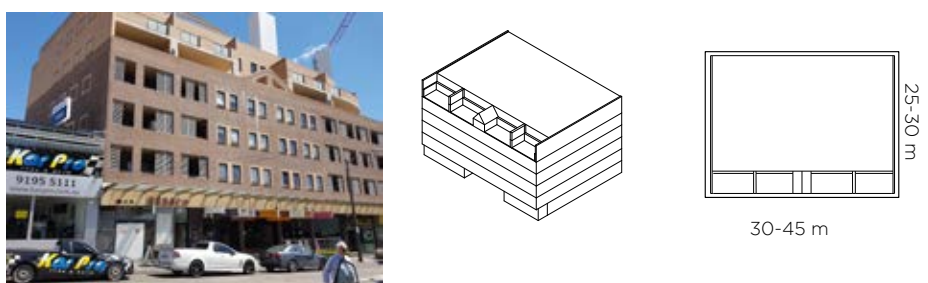
6 WALKUP APARTMENTS WITH REAR LANE



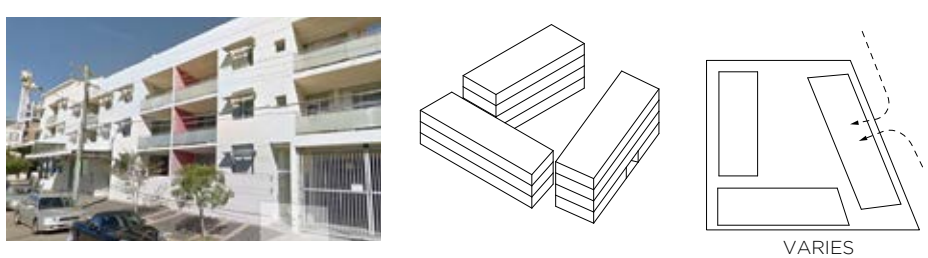
CURRENT DEVELOPMENT

Mid-rise (5-8 storey) dwelling density: 100-160 / Ha

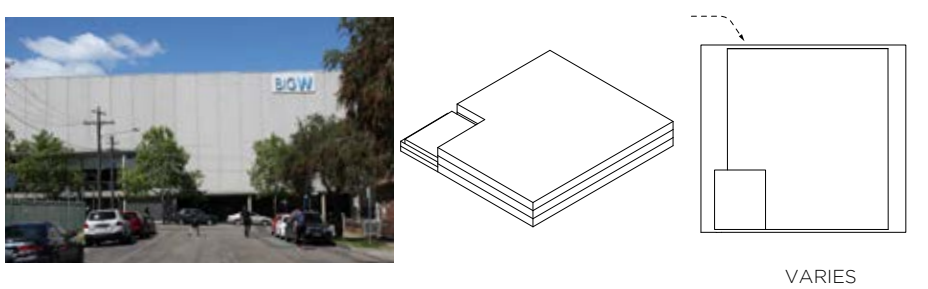
8 SHOP TOP WITH MULTI STOREY



9 PERIMETER BLOCK WITH MULTIPLE ENTRIES
ONE MAJOR VEHICLE ENTRY



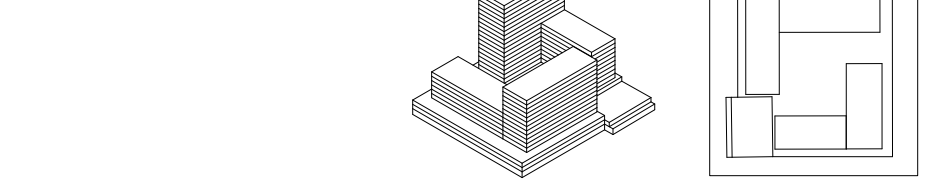
10 LARGE COMMERCIAL BLOCKS ANCHORS



PROPOSED DEVELOPMENT

High-rise (8+ storeys) dwelling density: 300+ / Ha

11 PODIUM AND TOWERS



1.2

SUBDIVISION PATTERNS

The c1889 Campsie Park Estate was one of the first model suburbs constructed in NSW. The clear structure with a pair of open spaces, Anzac Square and Carrington Square provided two open spaces centrally located to the Campsie centre. The two spaces remain highly successful and popular spaces in Campsie today, and are a rare example to two large open spaces designed into the subdivision pattern closely located to the station and retail centre.

The subdivision advertisement also offers a glimpse into the mix of housing typologies that were envisaged for the Campsie Park Estate. The mix of building typologies still exist within the estate to date.

Campsie Park ESTATE, CANTERBURY

THE ALLOTMENTS IN THIS ESTATE ARE FOR PRIVATE SALE.
 NO INTEREST CHARGED ON THE PURCHASE MONEY. ONLY \$5 DEPOSIT TO BE PAID ON EACH ALLOTMENT PURCHASED
 PRICES FOR EACH ALLOTMENT FIXED
 ILLUSTRATED BOOK OF VIEWS OF & AROUND THE CAMPSIE PARK ESTATE SENT FREE BY POST
 TO ANY ADDRESS IN THE COLONY.

REDMAN

ST CLAIR FARM

LOFTUS

MACPHERSON

VENDORS.
ANGLO-AUSTRALIAN INVESTMENT FINANCE & LAND COMPANY LIMITED.
 William Clarke, MANAGER.
 DISTANCE FROM SYDNEY ONLY 7 MILES.

BEAMISH

RUSS & MOTT SURVEYORS

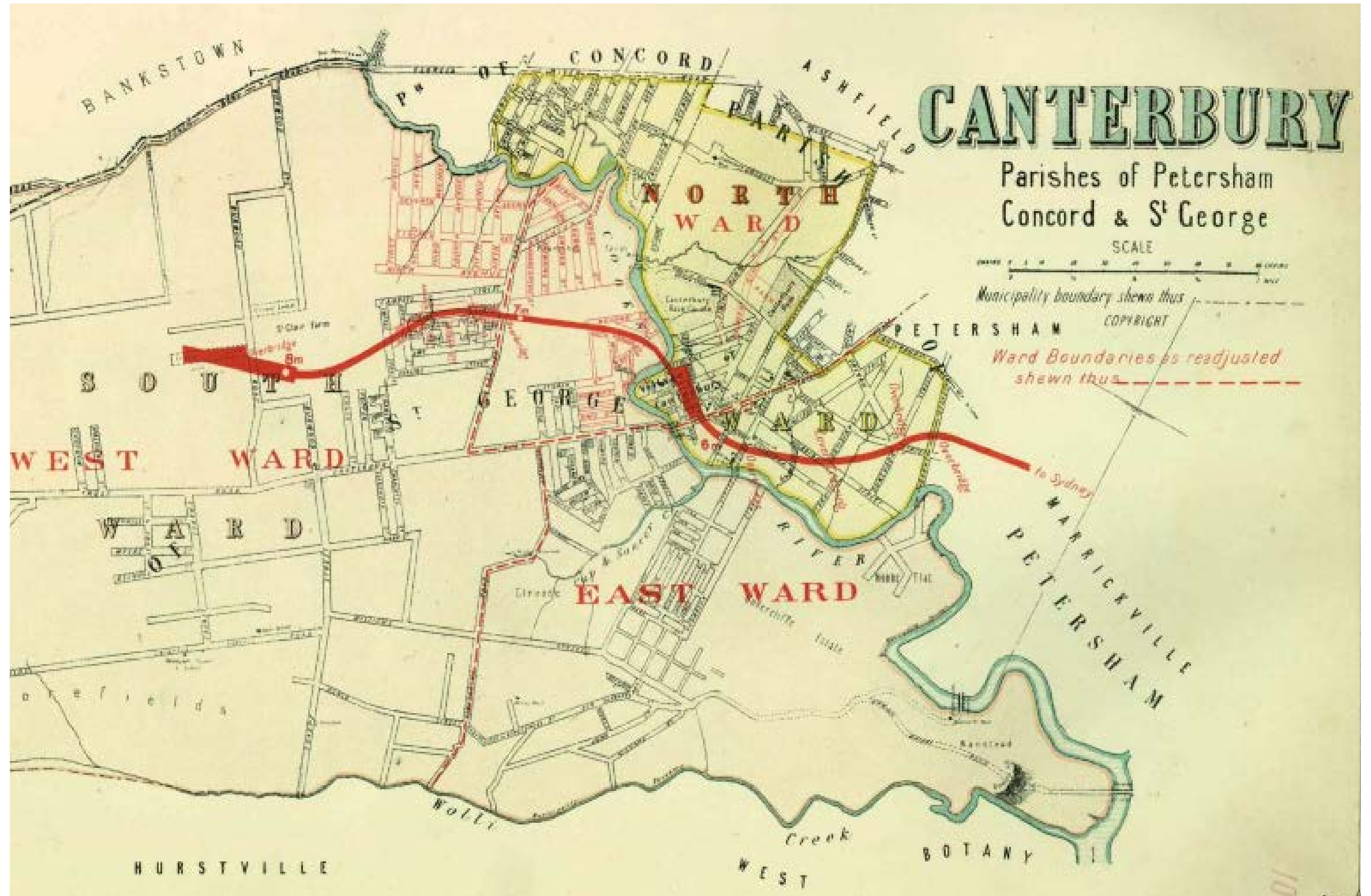
SYDNEY

66/14

SUBDIVISION PATTERNS

Campsie early subdivisions predated the arrival of the Bankstown Rail Line, which first extended only to Belmore. Campsie Park Estate became split by the construction of the rail line.

Development of model suburbs also show no clear relationship with the Cooks River. The lack of access and continuity along the Cooks River has continued throughout the development patterns to the current situation.

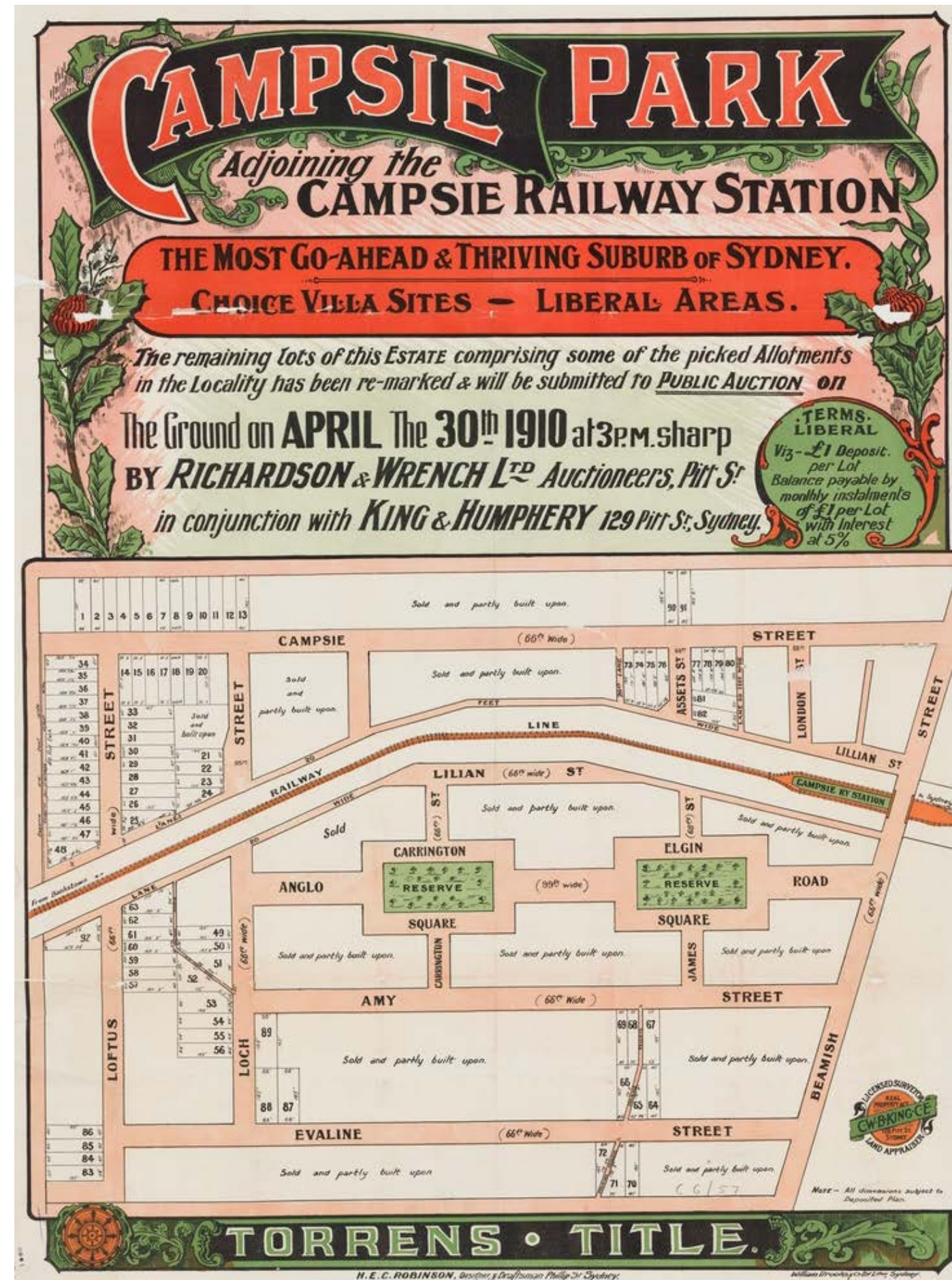


1.2

SUBDIVISION PATTERNS

The 1910 advertisements for the Campsie Park Estate show how the addition of the Belmore Rail Line cut through the model suburb plan breaking the organisation of the grid. The rail line also created two lanes either side of the rail line, create very narrow poor access into the station.

In addition there is a large amount of underutilised land along the fringes of the rail lines where the rail line curves around the back of the Campsie Park Estate.



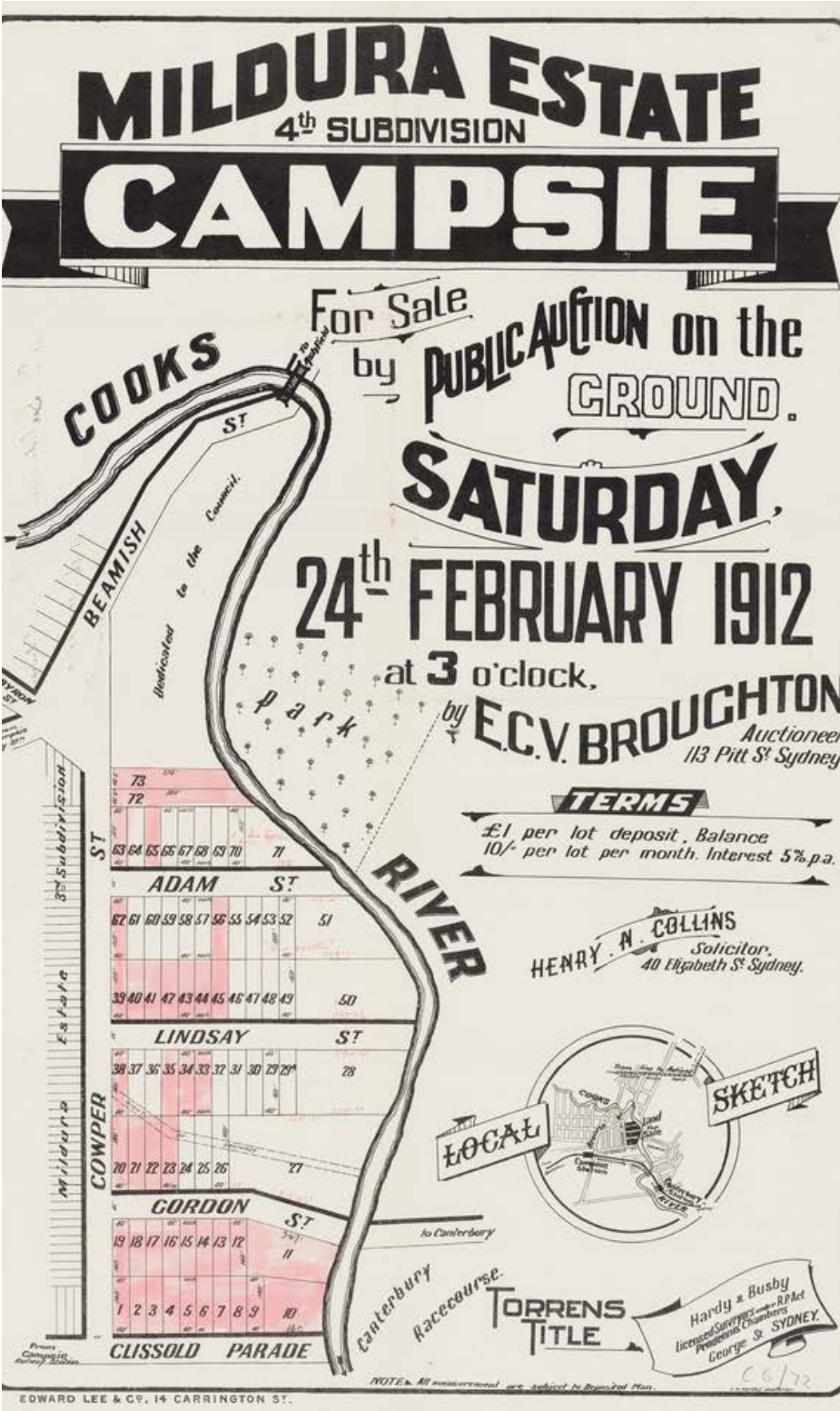
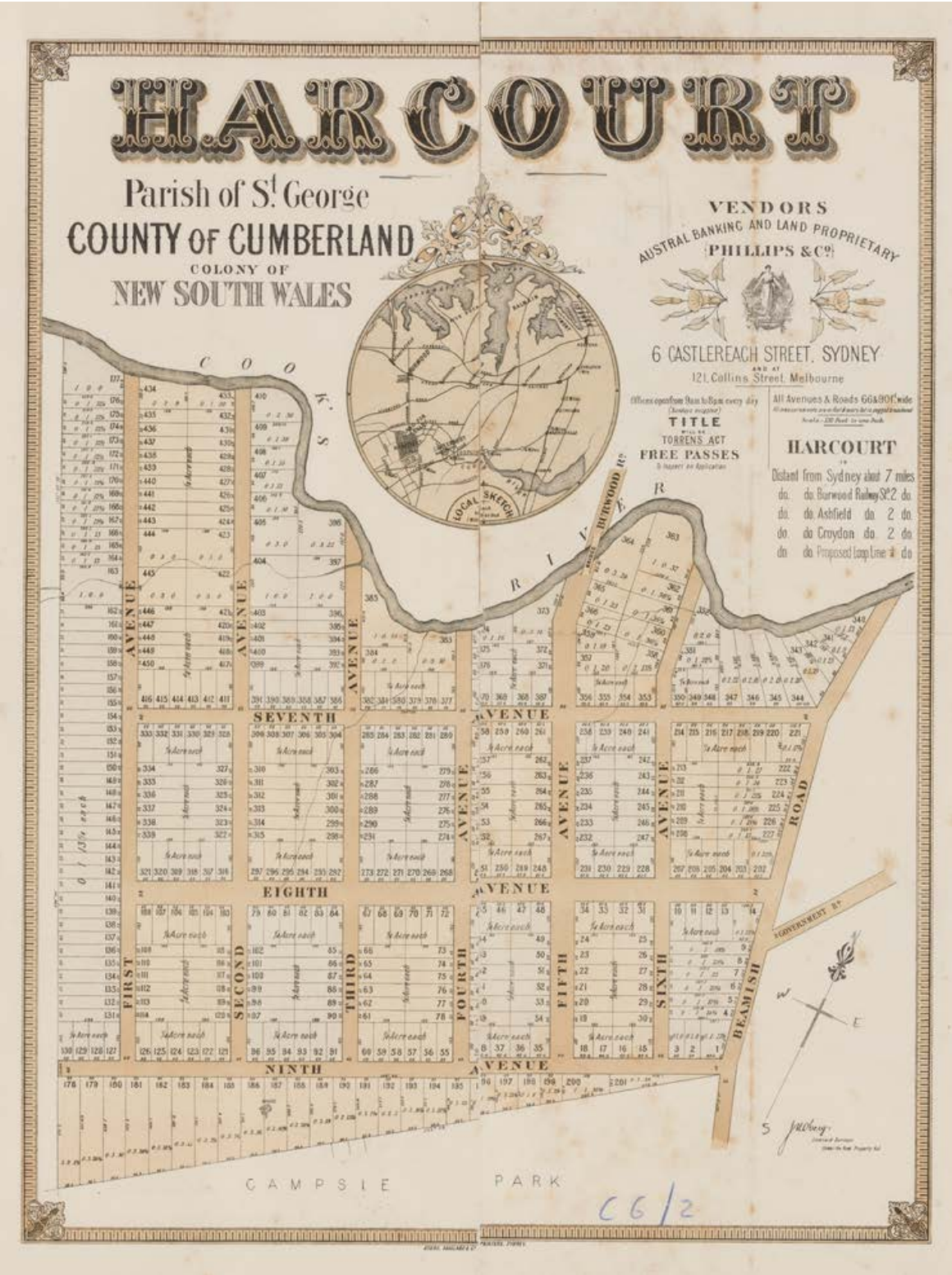
SUBDIVISION PATTERNS

Early subdivision patterns are still intact in much of Campsie in particular around the station precinct.

Harcourt Estate & Campsie Park are some of the first model estates in NSW.

Early subdivision patterns typically address the Cooks River as a barrier rather than the major asset it would be regarded as today.

This has had a lasting legacy for some parts of the rivers edge where back fences or compromised infrastructure corridors dominate.



CAMPSIE 1943

An aerial photograph of Campsie, Sydney, showing a dense residential area with a river and a sports field.

CAMPSIE 2016

19 DECEMBER 2016

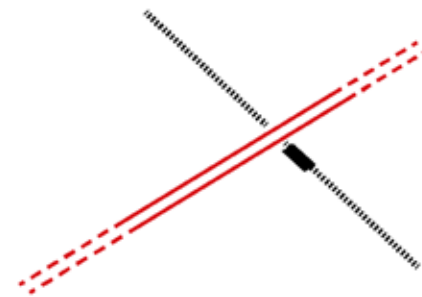
TYRRELLSTUDIO

CAMPSIE STATION
BANKSTOWN TO SYDENHAM FINE GRAIN STUDY

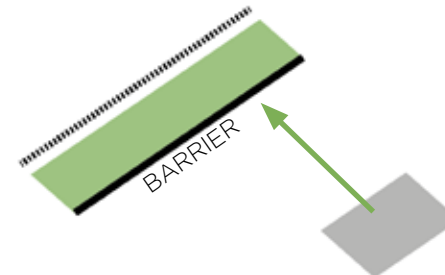
2.0

PRINCIPLES OF THE THREE KEY ELEMENTS OF FINE GRAIN CHARACTER

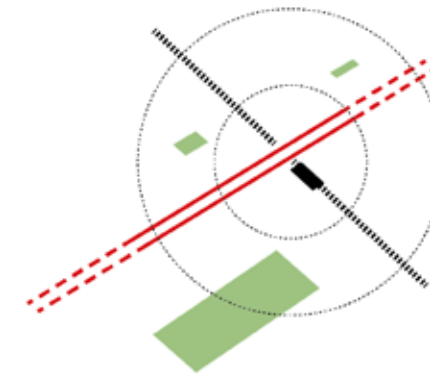
EXISTING CHARACTER



There is a vibrant fine grain retail strip along Beamish Street. The activity diminishes with distance from station. The retail structure also does not relate well to any of the public open spaces in the area.

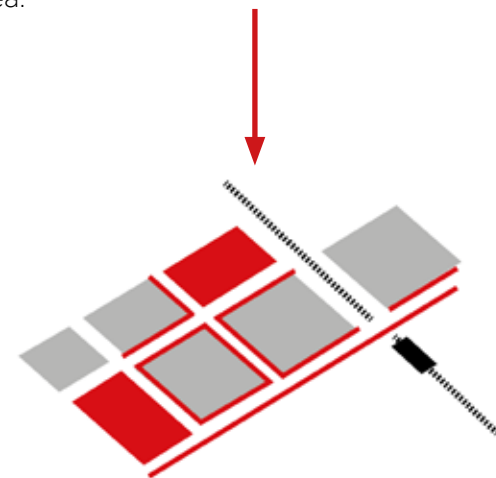


Some existing open space of Campsie is under-performing and underutilised. The access and built form relationships to open space are often poor and open space is not located near areas of density

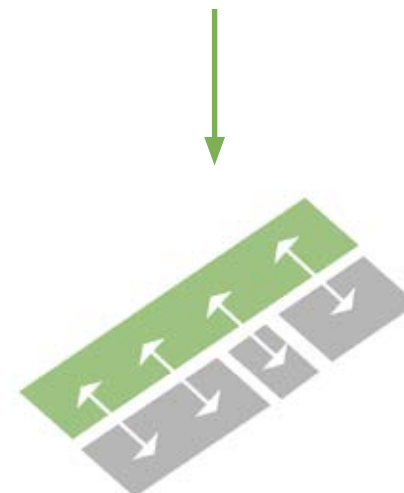


It is often difficult to provide an adequate provision of open space close to the station. Station-centric or transit oriented development is not always located close to open space.

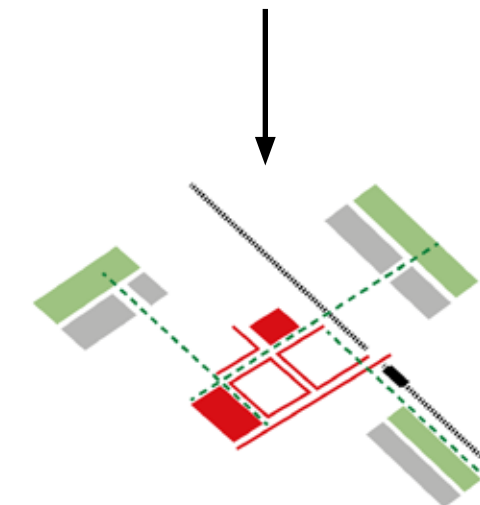
PROPOSAL



The existing retail could transition from being a strip supported by the station and fading with distance, to being a network connecting to new densities of people and reinvented public open spaces.



Density can be distributed along under performing open space. This will support open space upgrading and prompt the creation of a high performance connected network of open space throughout the neighbourhood.



As well as station centers, high quality neighbourhoods could be encouraged to develop around open space and provide improved links and inter-modal connections directly to stations and retail centres.

RETAIL STRUCTURE

OPEN SPACE PROVISION

DEVELOPMENT TYPOLOGIES

2.1

RETAIL STRUCTURE

TRANSITION RETAIL STRIPS TO NEW RETAIL SYSTEMS BASED ON NEW ANCHORS AND FINE GRAIN RETAIL, SUPPORTED BY HEIGHTENED DENSITIES

There is an existing pattern of successful fine grain retail along the main streets. This will either fail as development intensifies, or must be encouraged to transition to a new system, with a short window to rehouse the fine grain.

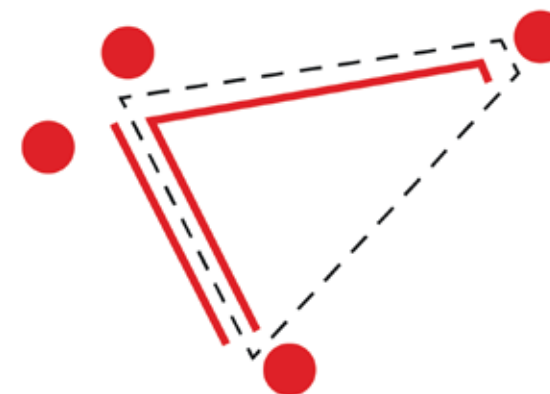
The systems integrate the main strip into a cluster of anchors around the station, rather than allowing activity to dissipate further away.

To create new system;

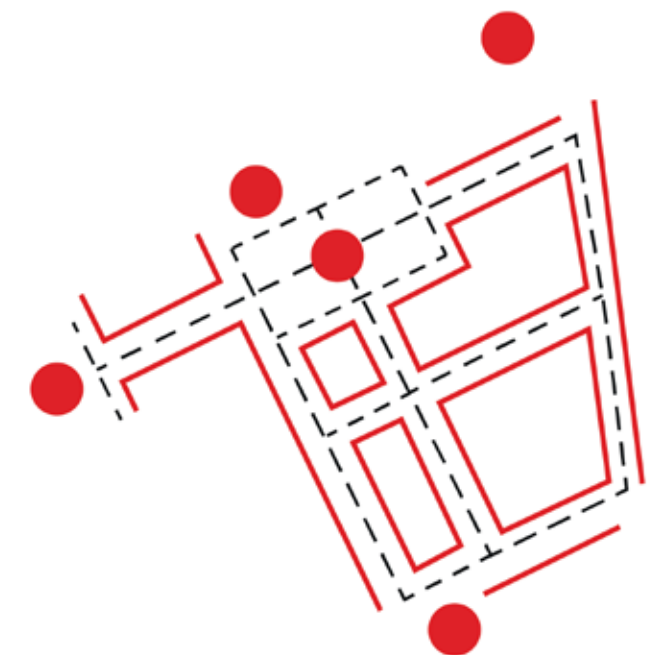
- establish a conservative quantum of street retail and potential retail anchors based on projected population growth.
- strategically zone for retail such that the energy and street life can transition to new, more sustainable forms; from main street structure to a cluster of offerings.



RETAIL DUMBBELL



RETAIL LOOP



RETAIL GRID

FUTURE RETAIL
REQUIREMENTS

CAMPSIE PROJECTIONS FOR 2036:

2000 ADDITIONAL JOBS
assuming 50% will require new commercial space,
at 10sqm / employee additional required floorspace
is approximately 10,000sqm.

**10,000sqm ADDITIONAL
COMMERCIAL / OFFICE SPACE**

7100 ADDITIONAL DWELLINGS
conservatively at 2 residents per dwelling will
provide housing for approximately 14,200 additional
residents.

14,200 ADDITIONAL RESIDENTS
Supporting 0.5sqm / person is approx. 14,200sqm
additional local strip retail, which equates to
approximately 710m additional retail frontage.

**710m ADDITIONAL LOCAL STRIP
RETAIL FRONTAGE**
and larger footprint stores in the redevelopment of
the shopping centre



EXISTING RETAIL STRUCTURE

Low rise commercial development along railway protects open space from overshadowing.

The supermarket, RSL, and a redeveloped Campsie Centre draw activity down from the main street and around the park.



PROPOSED FINE GRAIN RETAIL

Fine grain retail tenancies (5-8m wide frontages) focused around park, and through streets to Campsie Centre and supermarket.

EXISTING RETAIL STRUCTURE

VIBRANT FINE GRAIN RETAIL
ALONG MAIN ROAD, GENERALLY
WITH ACTIVITY DIMINISHING WITH
DISTANCE FROM STATION.



PROPOSED RETAIL STRUCTURE

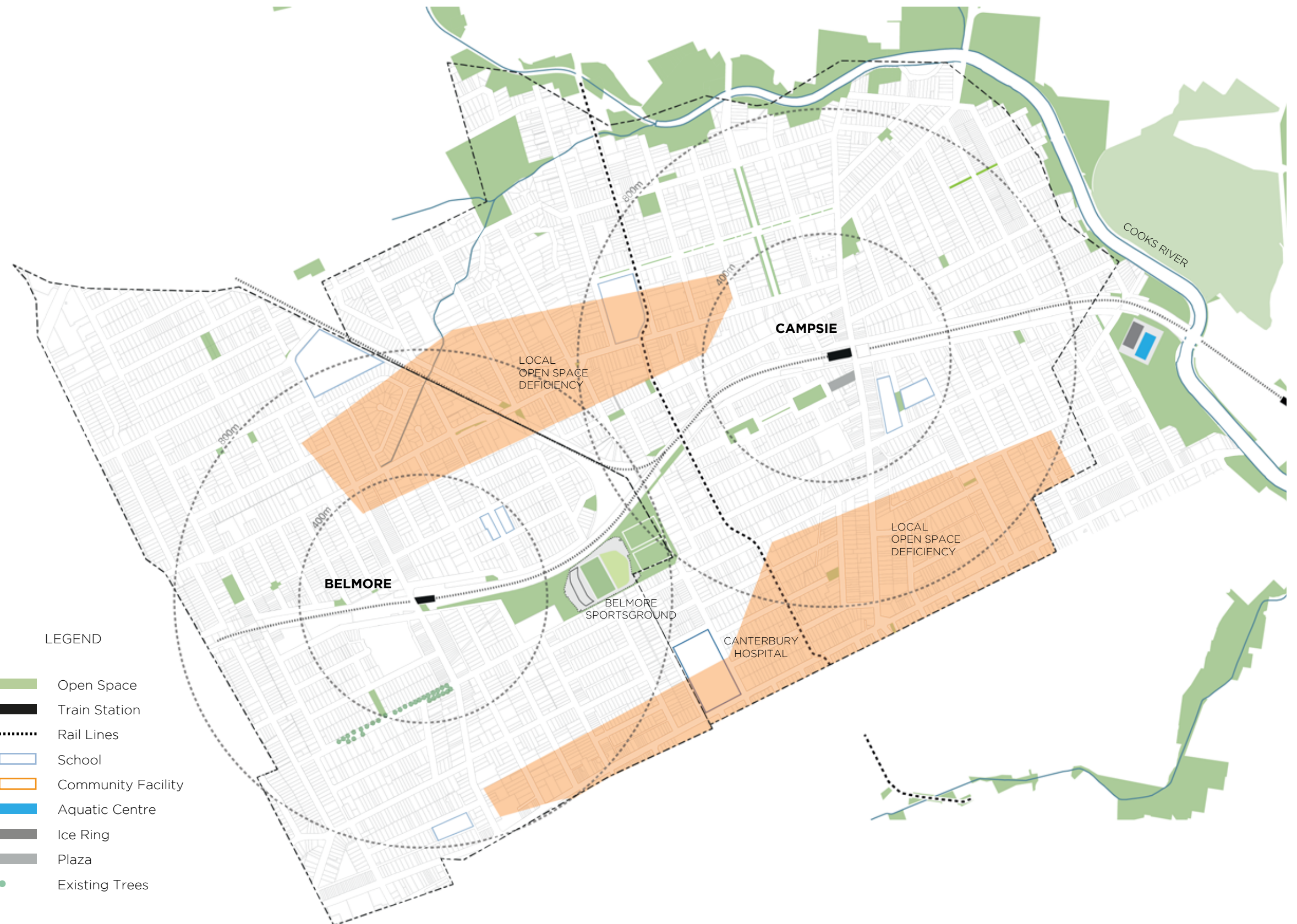
TRANSITION RETAIL STRIPS TO
NEW RETAIL SYSTEMS BASED
ON NEW ANCHORS AND FINE
GRAIN RETAIL, SUPPORTED BY
HEIGHTENED DENSITIES



2.2

EXISTING OPEN SPACE STRUCTURE

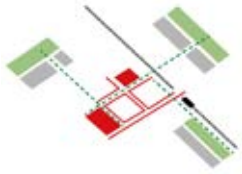
FRAGMENTED AND UNDER-
PERFORMING OPEN SPACE ON
THE PERIPHERY OF PRECINCTS;
GENERALLY SOME OPEN SPACE
IN CENTRES AND A DEFICIENCY IN
MID ZONES



PROPOSED OPEN SPACE STRUCTURE

FRAMEWORK OF DENSITY
DISTRIBUTED BETWEEN CORE AND
AMENITY OPPORTUNITIES, USING
DEVELOPER CONTRIBUTIONS TO
REINVENT LOST OPEN SPACE.
ALTHOUGH JUST OUTSIDE
TYPICAL WALKING RADIUS,
DEVELOPMENT BESIDE UNTAPPED
AMENITY PROVIDES BETTER
LIVING CONDITIONS FOR FUTURE
POPULATIONS.



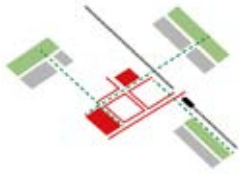


PROPOSED
OPEN SPACE STRUCTURE
PEDESTRIAN & BIKE NETWORK

STRONG PEDESTRIAN AND CYCLE
CONNECTIONS BETWEEN AMENITY
AND STATIONS & RETAIL CENTRES.

- LEGEND
- Open Space
 - New Open Space
 - Train Station
 - Rail Lines
 - School
 - New Development Infill
 - Station Concourse / Plaza
 - Aquatic Centre
 - Ice Ring
 - Existing Trees
 - New Trees
 - Pedestrian and Cycle Connection





PROPOSED

OPEN SPACE STRUCTURE BUS NETWORK

INTERMODAL CONNECTIONS
BETWEEN AMENITY AND STATIONS
& RETAIL CENTRES.

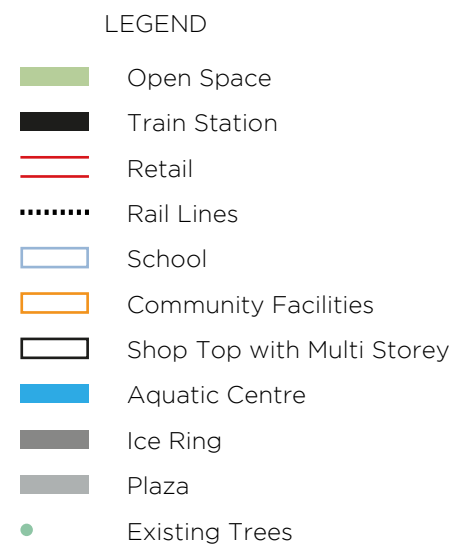
- LEGEND
- Open Space
 - New Open Space
 - Train Station
 - Rail Lines
 - School
 - New Development
 - Station Concourse / Plaza
 - Aquatic Centre
 - Ice Ring



2.3

EXISTING DEVELOPMENT STRUCTURE

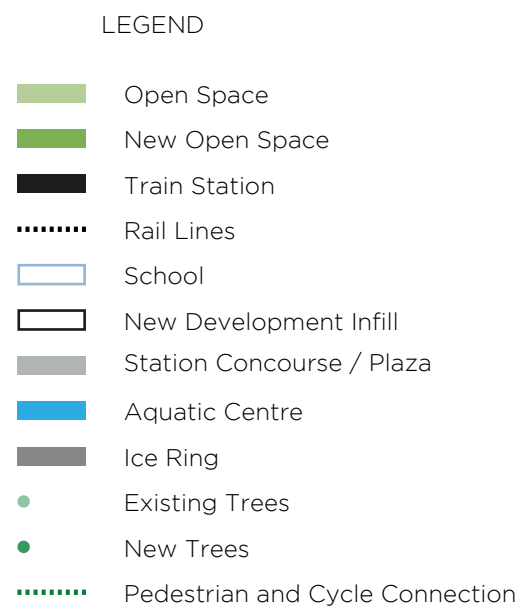
DEVELOPMENT CURRENTLY
OCCURS ON SITES WHERE RETAIL
ACTIVITY PETERS OUT AT THE
ENDS OF MAIN STREETS



PROPOSED SYSTEM:

INFILL

OVER TIME INFILL OCCURS, WITH THE LEAST CONSTRAINED SITES HAPPENING BEFORE AREAS WITH LARGE STRATA BLOCKS



3.0

THREE PUBLIC DOMAIN OPPORTUNITY SITES

3.1 ANZAC SQUARE & CARRINGTON SQUARE

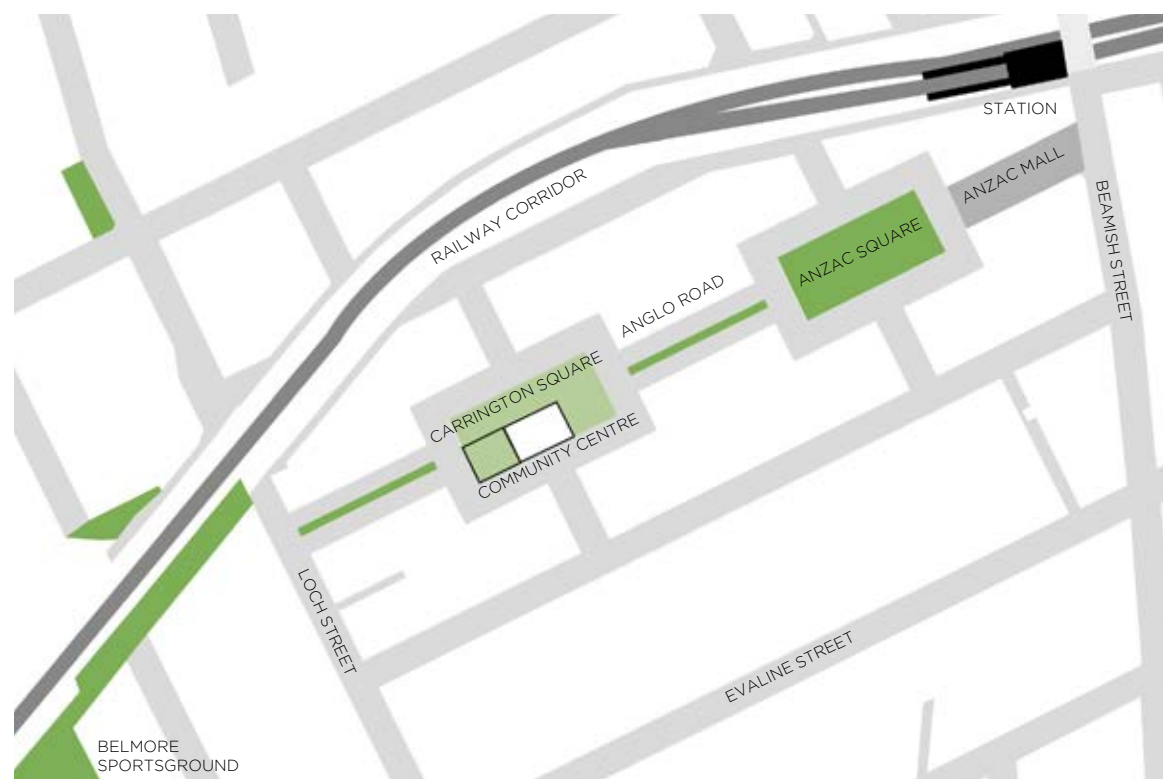
3.2 EIGHTH AVENUE, HARCOURT ESTATE

3.3 COOKS RIVER EDGE



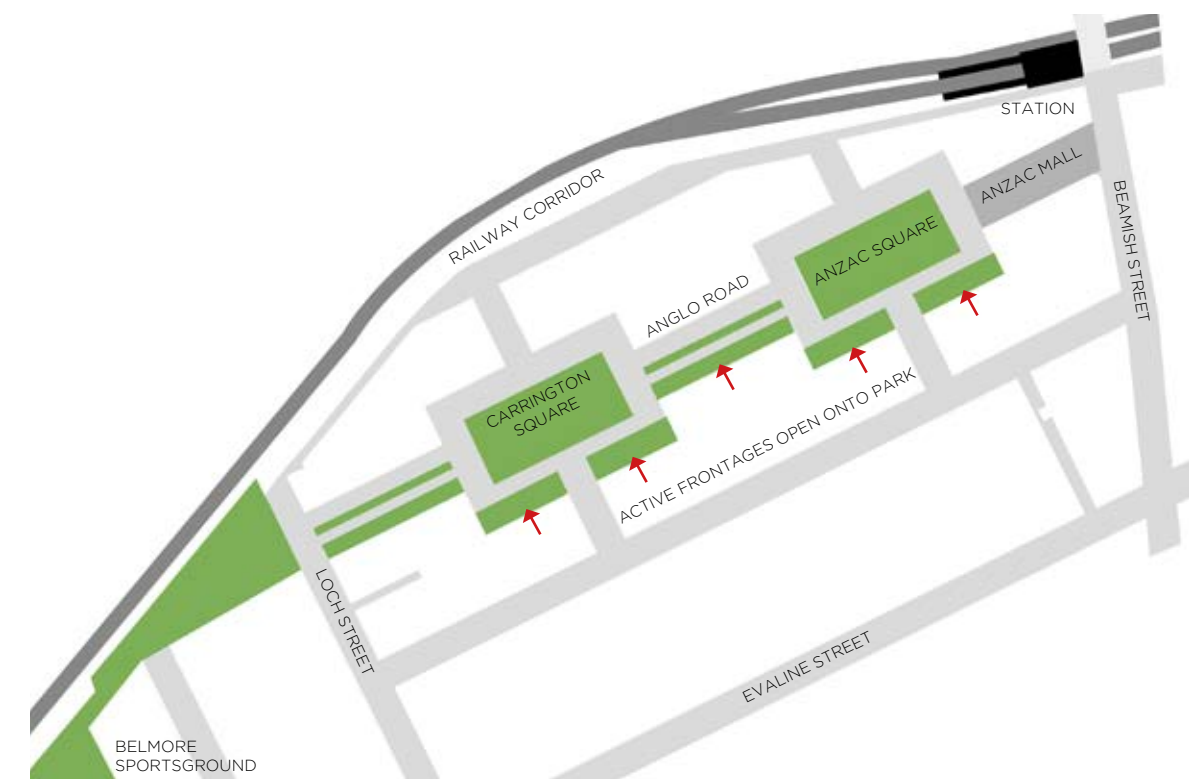
3.1

OPPORTUNITY SITE: ANZAC SQUARE & CARRINGTON SQUARE



Current

Anzac Mall and Anzac Square are quite successful but are surrounded by very wide roads. The connection from Anzac Park up Anglo Rd to Carrington Square is poor, as is the connection on to Belmore Sportsground. Carrington Square is an underutilised public space, as access is discouraged by the fence and gates of the community centre.



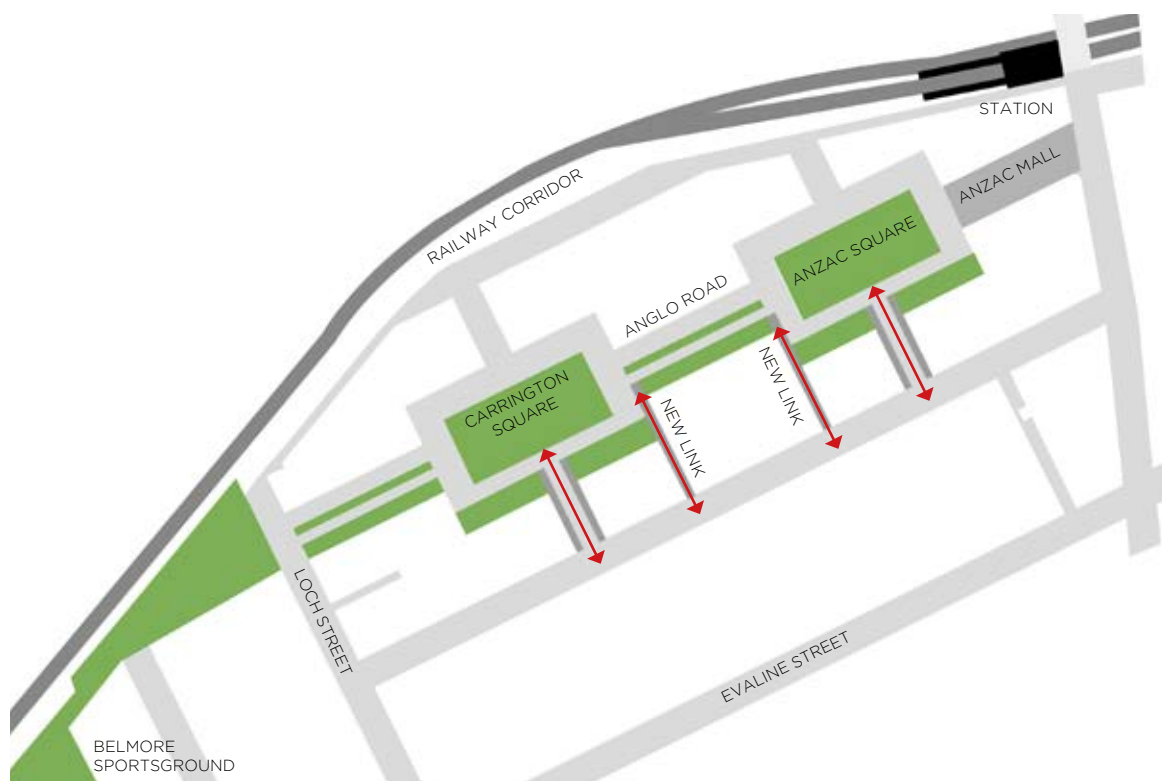
Additional Open Space

There is potential to create additional open space on the south side of the parks by narrowing the street and setting back development. Active retail and restaurant frontages along this edge will encourage activity through from Anzac Mall to Carrington Square.

Height of development on the northern side of open space should be restricted to maintain solar access to the parks.

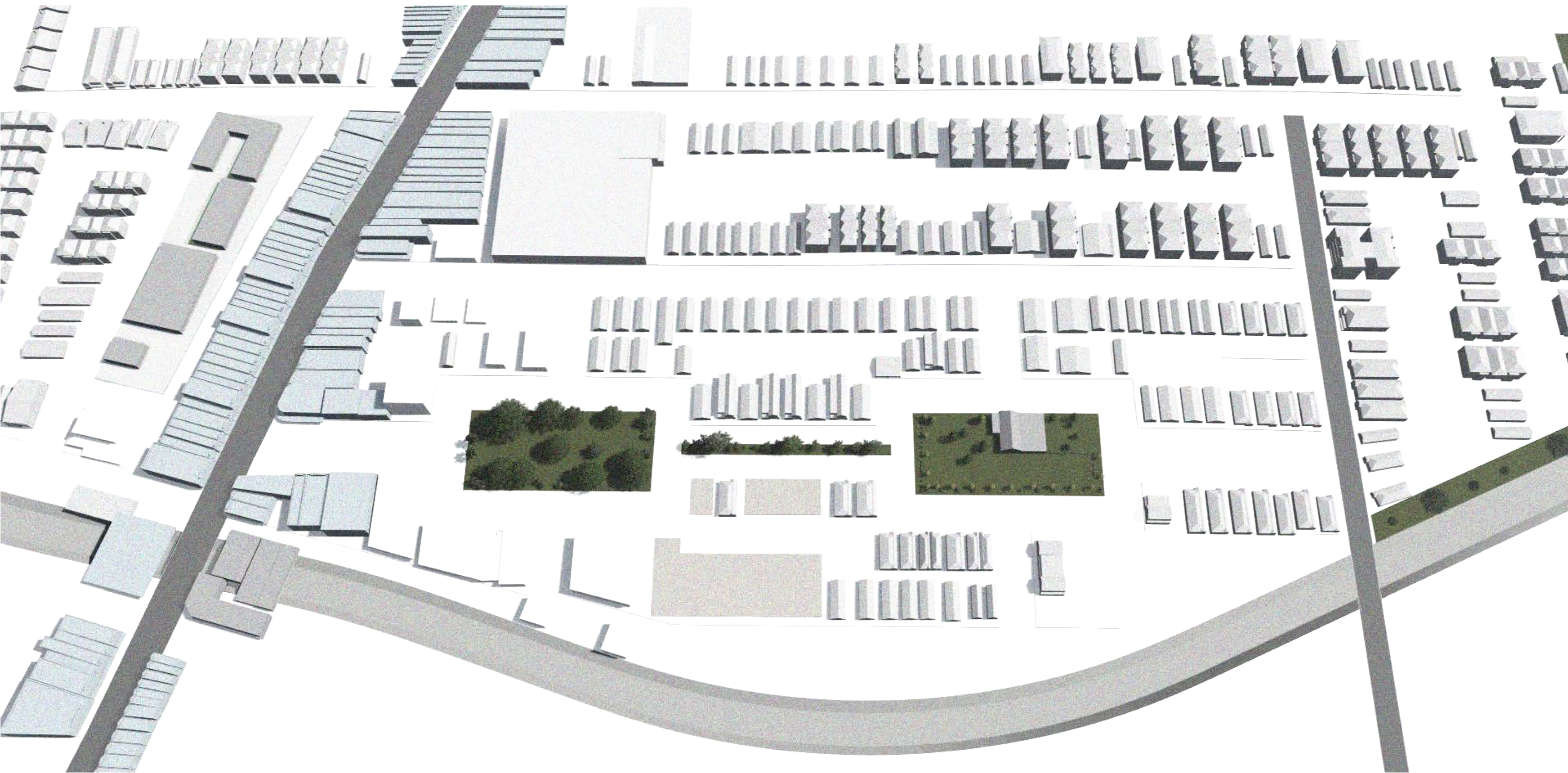
By relocating the community centre into an adjacent development it may be possible to increase access and amenity of Carrington Square.

A new open space connection between Loch St and Belmore Sportsground could be considered.

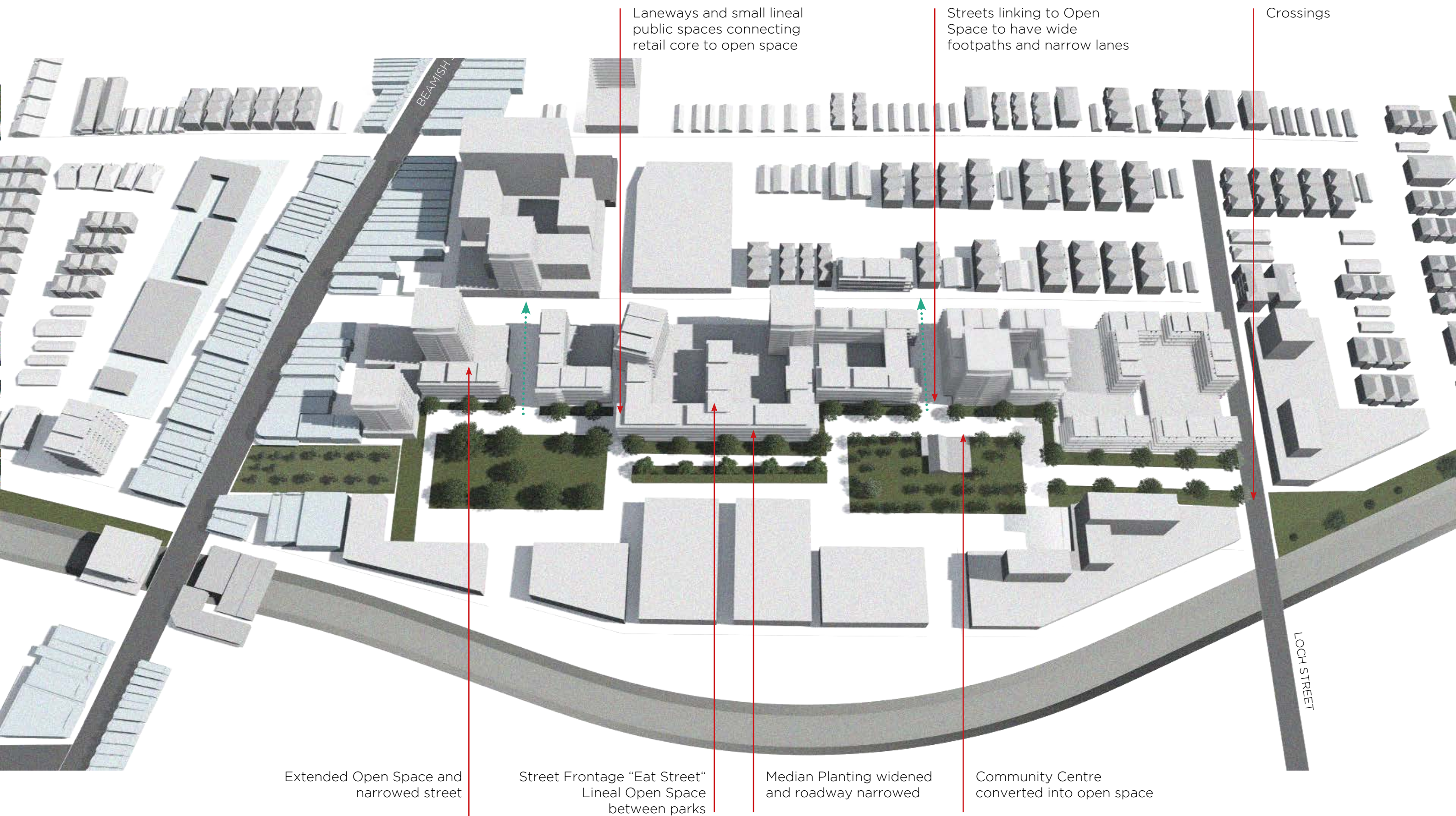


Additional pedestrian lanes connect major street system and encourage pedestrian circulation. Roads leading to the park have widened pavements and narrower lanes.

ANZAC SQUARE & CARRINGTON SQUARE: EXISTING CONDITION



ANZAC SQUARE & CARRINGTON SQUARE: PROPOSED CONDITION



19. DECEMBER.2016

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ANZAC SQUARE & CARRINGTON SQUARE: EXISTING CONDITION

LOW RISE CORNER SITES

WIDE STREET

WIDE MEDIAN
WITH MATURE TREES



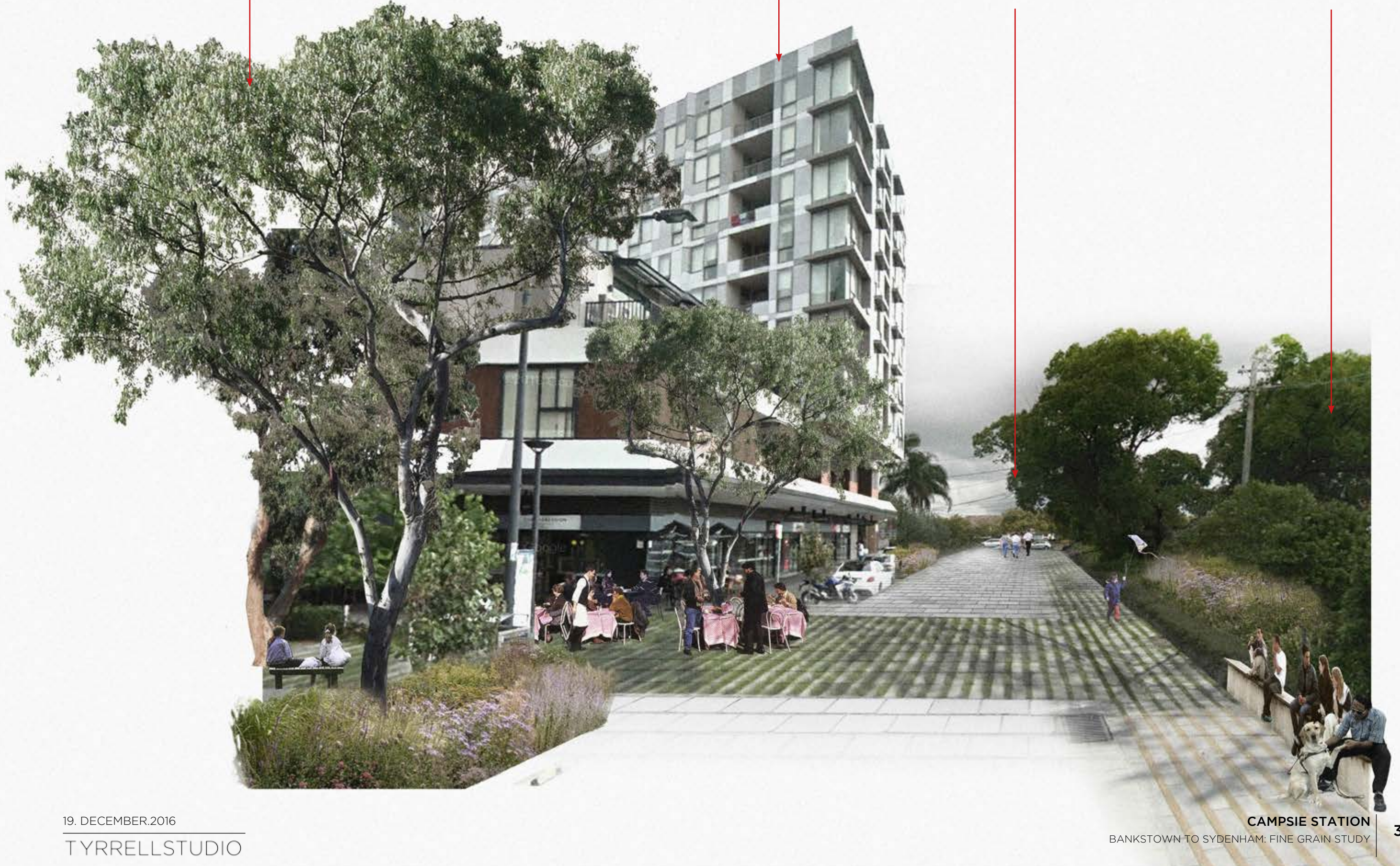
ANZAC SQUARE & CARRINGTON SQUARE: PROPOSED CONDITION

NEW BOULEVARD EDGE
TO STREET

UP TO 12 STOREY TO
SOUTH OF PARK

NARROW STREET AND
TRANSITION TO SHARED SPACE

MEDIAN PLANTING AND
ACTIVE LINKS



19. DECEMBER.2016

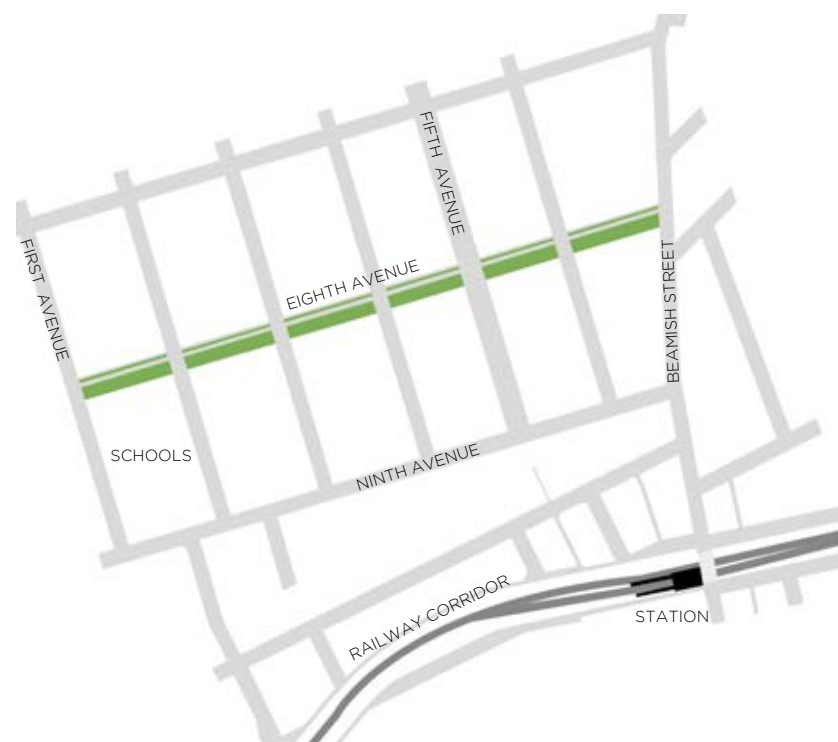
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CAMPSIE STATION

BANKSTOWN TO SYDENHAM: FINE GRAIN STUDY

3.2

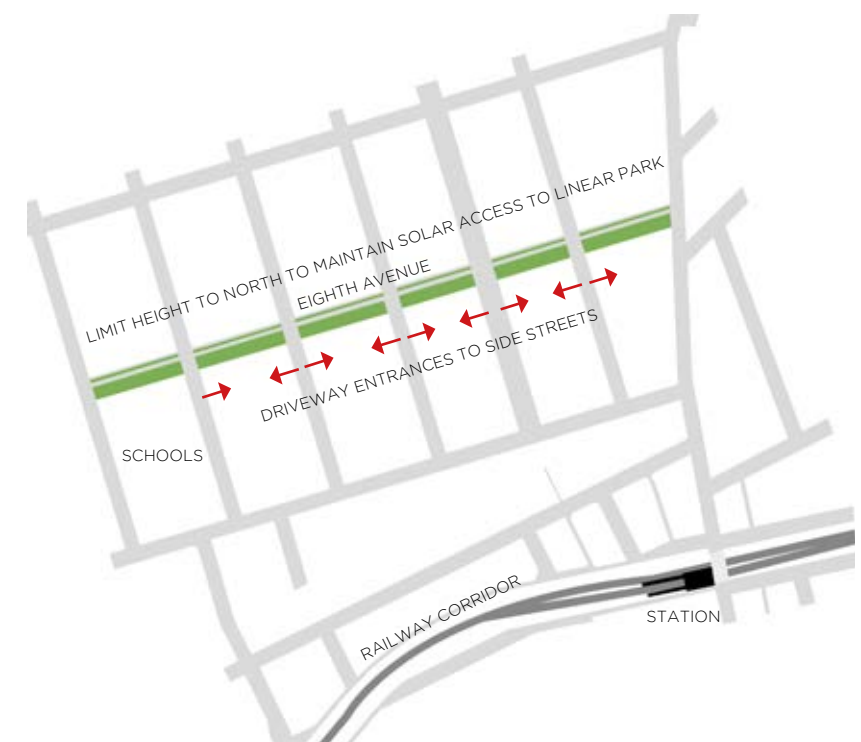
OPPORTUNITY SITE: EIGHTH AVENUE, HARCOURT ESTATE



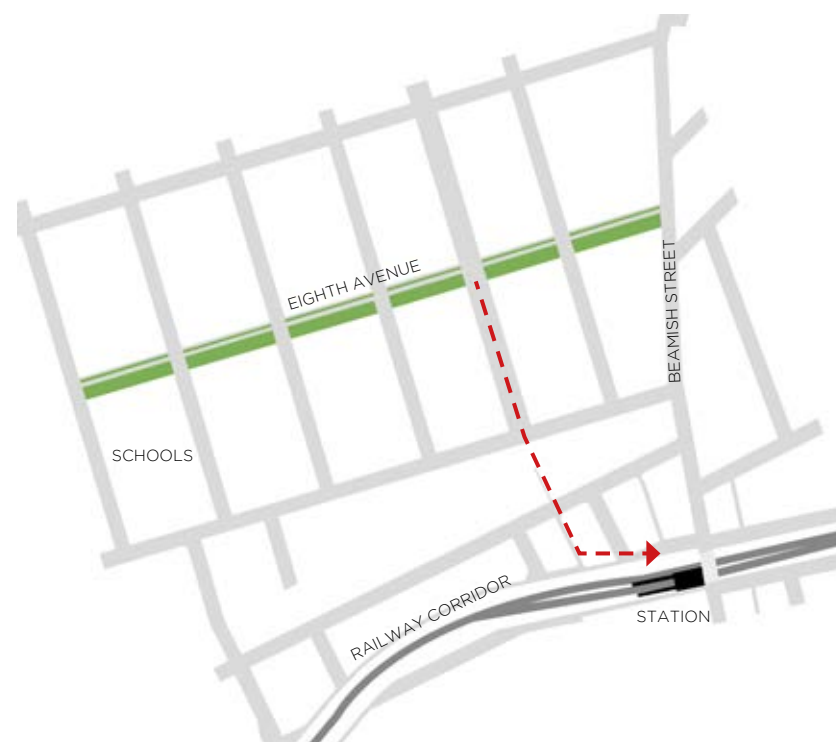
Eighth Avenue is a very wide street, with a large planted median strip in the centre, and high quality, heritage trees to either side, offering huge potential for open space.



Potential for a new linear park incorporating the existing street trees and median strip by closing the southern half of Eighth Avenue, providing driveway access only.



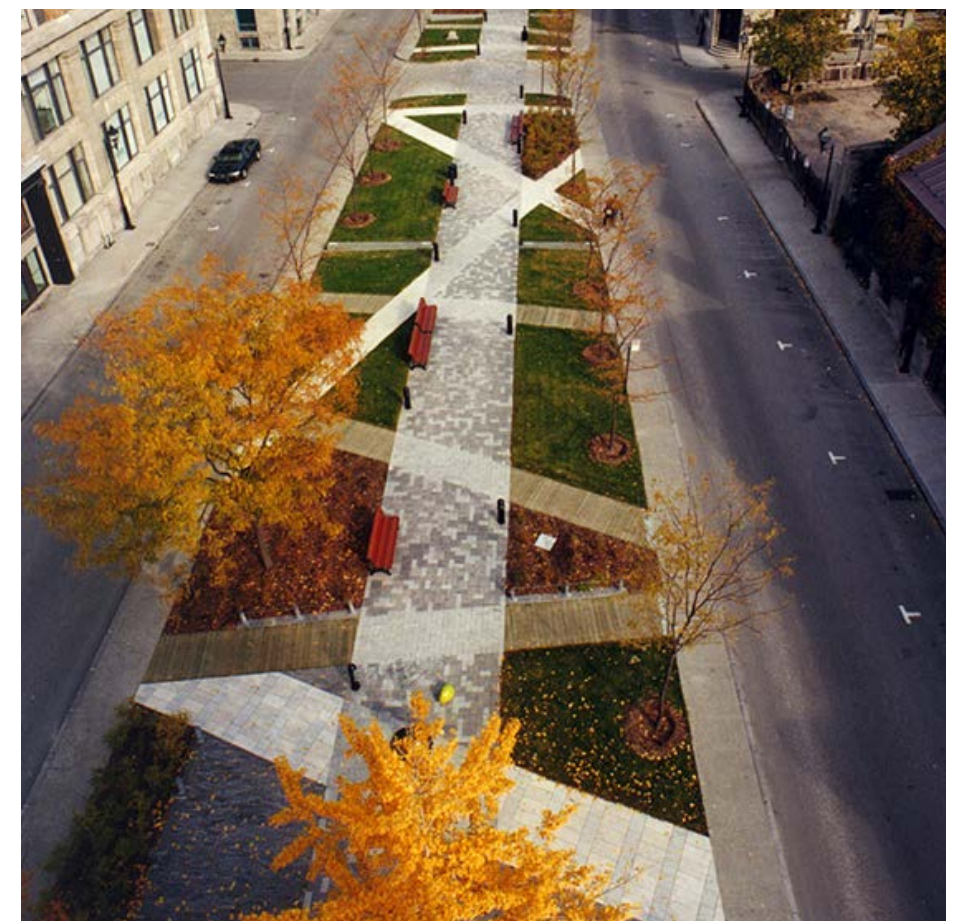
As new developments occur, driveways should be located on the side roads. Ensure that height of development on the northern side of Eighth Avenue is limited to maintain solar access to the linear park.



Investigate potential to create improved pedestrian connection with station.



Existing high quality street trees and wide median planting on Eighth Avenue offers immediate potential.



Place d'Youville, Montreal

EIGHTH AVENUE, HARCOURT ESTATE: EXISTING CONDITION

KEY POINTS

Very high quality street tree planting creates immediate opportunity for uplift.

60's Strata blocks will be slower to develop.

Groups of original large lot subdivision are likely targets for amalgamation.

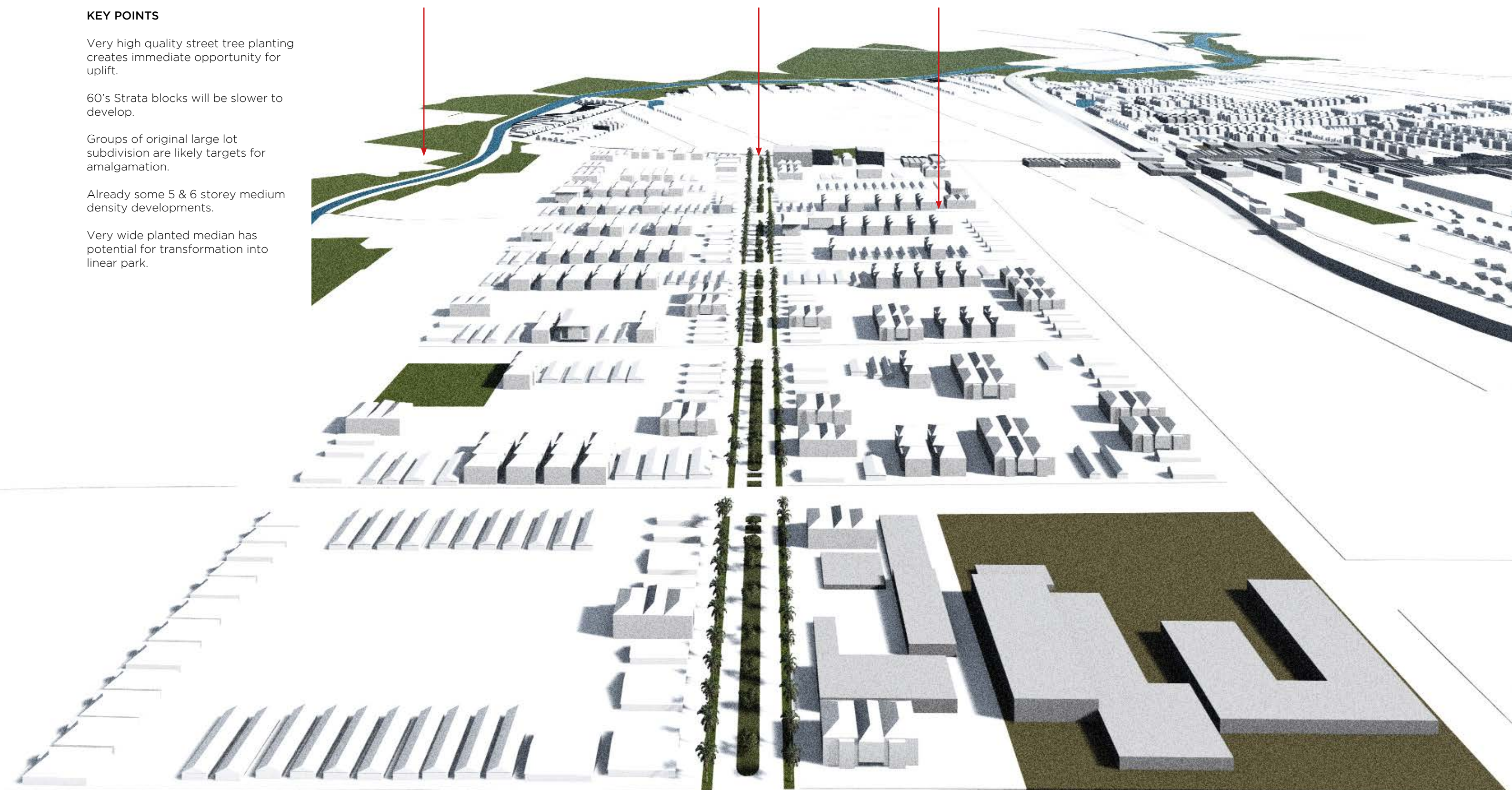
Already some 5 & 6 storey medium density developments.

Very wide planted median has potential for transformation into linear park.

COOKS RIVER

VERY WIDE MEDIAN

SOME EXISTING MEDIUM DENSITY



EIGHTH AVENUE, HARCOURT ESTATE: PROPOSED CONDITION

KEY POINTS

Indicative building height and form only.

Possible closure of southern half [driveway access only].

Potential to create large linear park servicing heightened density along new amenity.

DENSITY ALONG AMENITY

LINEAR PARK

NARROWED AND ONE-WAY STREET



EIGHTH AVENUE, HARCOURT ESTATE: EXISTING CONDITION

GREAT STREET TREES

VERY WIDE MEDIAN

SOME EXISTING MEDIUM DENSITY



EIGHTH AVENUE, HARCOURT ESTATE: PROPOSED CONDITION

DISTRIBUTE PLAY ELEMENTS

LINEAR PARK

PERMEABLE PAVING RETAINS STREET TREES



3.3

OPPORTUNITY SITE: COOKS RIVER EDGE



The residential development pattern along the edges of the Cooks River has created a series of patches of publicly owned land along the river edges that are concealed behind back fences of the residential neighbourhood.



The proposed strategy for development along the river edges should aim to remove rear fences and face development edges towards the open space along the river edge. Additional river edge open space should not close off the open space corridor. This can be achieved by allowing new development along the southern edge of the river edge.

RIVER EDGE PRECEDENTS

Continuous river edge open spaces that are well located to urban centres are ideal as open spaces with a variety of uses and regional pedestrian and cycle connections.



Grorudparken, Oslo Norway



Seine River Open Space Corridor, Paris