124 – 142 BEAMISH STREET CAMPSIE

URBAN DESIGN REPORT

For Planning Proposal

April 2020

J GROUP | TURNER

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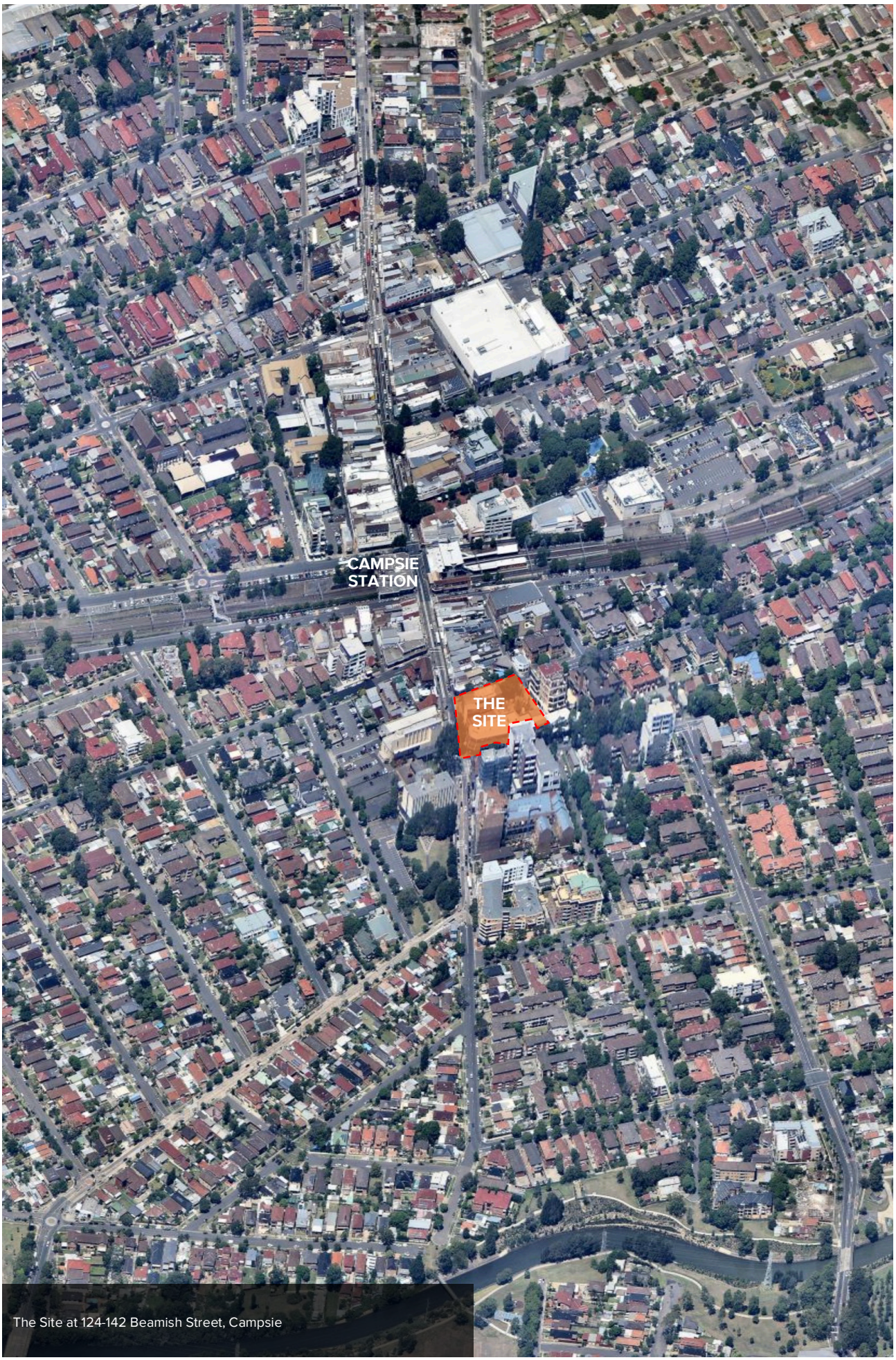


The Site at 124-142 Beamish Street, Campsie

CONTENT

OVERVIEW

INTRODUCTION

Campsie is situated within the urban renewal corridor of Sydenham to Bankstown. The Campsie Station Precinct has been earmarked as a District Centre within the Greater Sydney Commission's Sydney South District[1].

The Sydenham to Bankstown Draft Urban Renewal Corridor Strategy outlines the vision for the precinct, as a dense, active and multi-use town centre. A place to live and work, retaining the character of Beamish Street and providing new opportunities for shops, jobs and homes.

The proposal

Detail review of the Strategy identified Campsie Town Centre as a Priority Precinct, with height and density controls to be determined through a detailed master-planning process[2]. While awaiting a detailed Precinct Master Plan, the concept plan for 124-142 Beamish Street and 16-18 Ninth Avenue, and from here in known as the Site, has been developed in line with the overarching strategic vision for the Campsie Station Priority Precinct.

Accordingly, as a significant contributor in delivering the vision for the greater precinct, the proposal the Site is for an infill, mixed-use development within 400m catchment of train station which offers a considered design response in relation to the allocation of land uses, high quality public realm, built form and interface with surrounding context.

The proposal provides for a permeable and active public realm which ties into the existing street pattern and further expands the connectivity across the precinct.

1 Campsie Station Precinct - Sydenham to Bankstown Urban Renewal Corridor June 2017

Artist's impression of the proposed development- View from Ninth Avenue

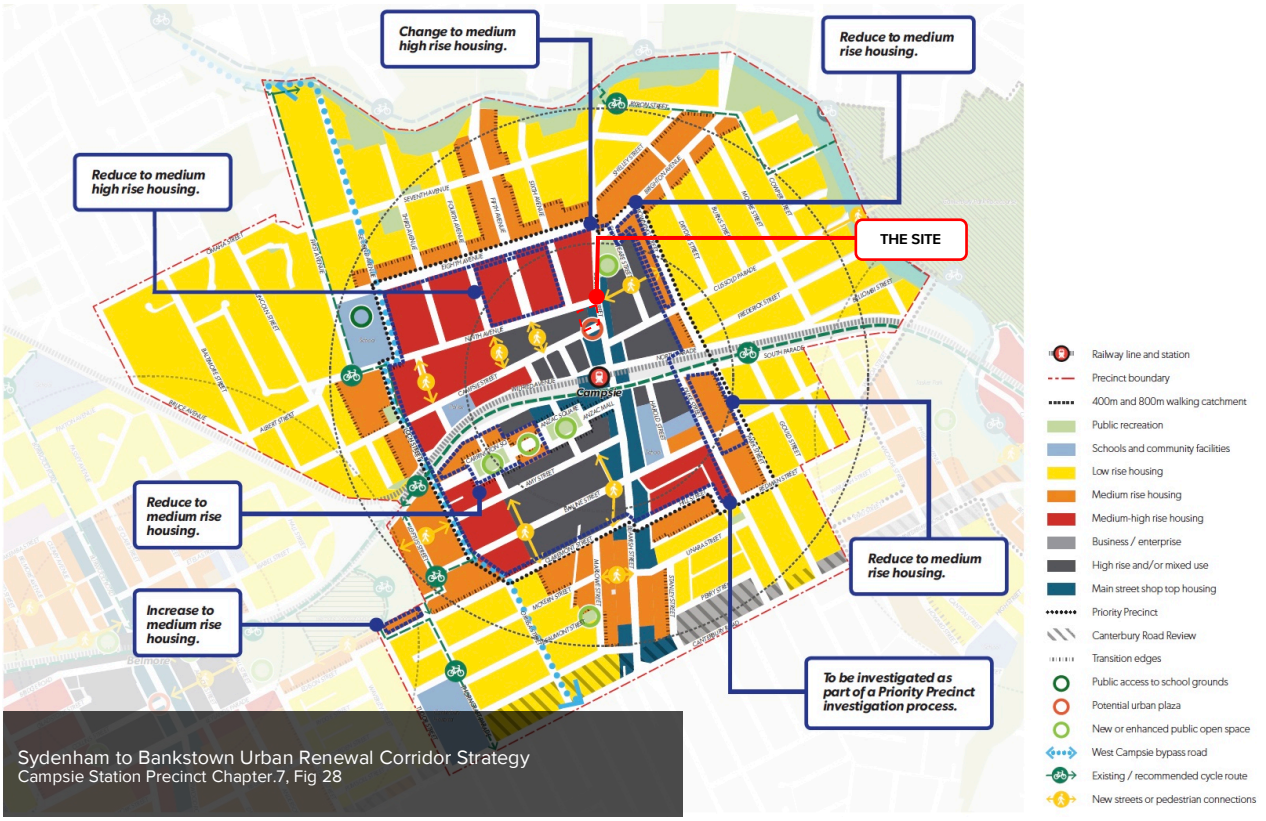
Project team

Turner is engaged by J Group and has worked closely with the consulting team for the project to prepare the concept plan for the Site, as outlined in this urban design report, in support of the proposed Planning Proposal for the Site and wish to acknowledge the work of the following consultants who have contributed to this project.

Turner
Master planning and Architectural Design

URBIS
Planning and Heritage

VARGA
Traffic Planning Pty



Sydenham to Bankstown Urban Renewal Corridor Strategy
Campsie Station Precinct Chapter.7, Fig 28

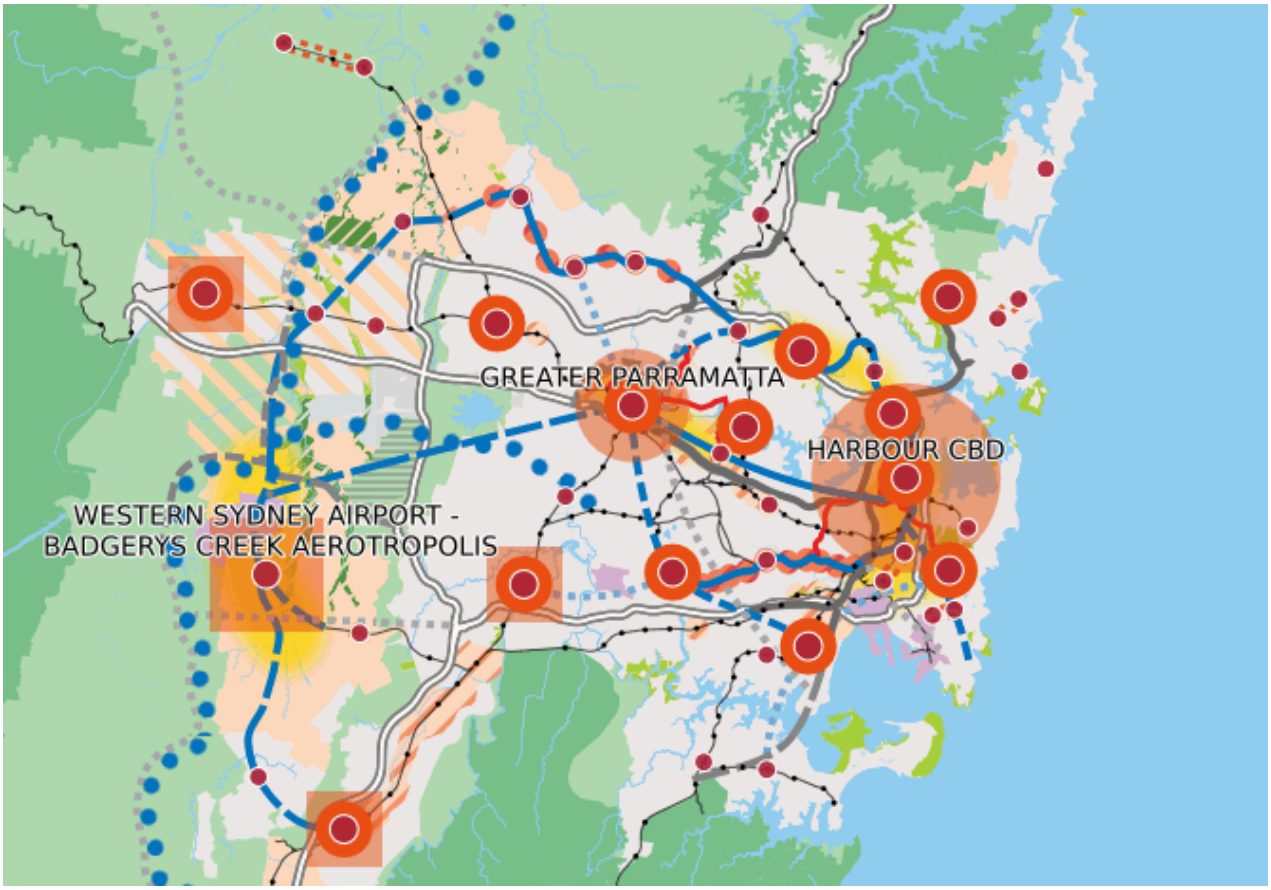
PLANNING CONTEXT

The Sydenham to Bankstown Urban Renewal Corridor Strategy states that in order *to achieve the objectives of the Strategy, changes to the current planning controls in the Canterbury Local Environmental Plan 2012 are required. This includes amendments to the zoning, height, density, and built form controls. This will occur through the state government Priority Precinct process*[3].

The vision for the greater Campsie Station Precinct focuses on the following objective which has informed the proposal for the Site. Relevant goals include:

- Accommodate a mix of medium-high, high rise residential and mixed-use developments generally within 400m of the rail station;
- Provide for more housing opportunities within walking distance around Campsie Station and along key routes into the precinct to allow more people to live close to good public transport and amenity.
- Provide new pedestrian connections between Campsie Street and Ninth Avenue.
- Improve the quality of the public domain by planting new trees in residential streets and upgrading footpaths and street furniture within the town centre and around the railway station;
- Establish quality public domain and investigate opportunities for new urban plazas along Beamish Street as part of future developments;
- Promote new and enhanced public open space on the Campsie Civic Centre as part of any future redevelopment.
- Retaining the character of the Beamish Streetscape;
- Reinforce Beamish Street as a vibrant commercial centre with strong jobs growth in retail, business and services to support the surrounding community.
- Extend the commercial area for a short distance along the secondary east-west roads that intersect Beamish Street and encourage activation of rear laneways.
- Locate new community facilities in highly accessible areas in the town centre areas around the train stations.

3 Sydenham to Bankstown Urban Renewal Corridor Strategy June 2017



VISION

GREATER SYDNEY

The plan is built on a vision of three cities where most residents live within 30 minutes of their jobs, education, health facilities, services and great places.

This is consistent with the 10 directions for a greater Sydney which establish the aspirations for the region over the next 40 years and are a core component of the vision and measure of the plan's performance.

The plan envisions an additional 725,000 dwellings with and urban renewal supporting new and existing centres and enhanced local character.

The South District Plan identifies Campsie as a strategic centre. Connective City 2036 proposes that Campsie renew into a lifestyle precinct, offering a diversity of retail and leisure experiences that build on the existing character of the town centre.

Campsie's range of medical services and specialist uses will attract people to the centre. With low density housing within walking distance of both the civic hub and Sydney Metro station, there is capacity for population growth as Campsie emerges as a cultural destination precinct. This will encourage developments that provide commercial space and jobs in the centre.

Cities are resilient and respond to urban impacts and climate change and manage energy, water and waste efficiently.

BETTER PLACED

- Better Fit, Contextual, Local and of its Place
- Better Performance Sustainable, Adaptable, and Durable
- Better for the Community, Inclusive, Connected and Diverse.
- Better for People, Safe Comfortable and Liveable.
- Better Working, Functional, Efficient and Fit for Purpose.
- Better Value, Creating and adding Value.
- Better Look and Feel, Engaging, Inviting and attractive.

GREENER PLACES

- Integration, Combine Green infrastructure and urban development and grey infrastructure.
- Connectivity, Create an interconnected network of open space.
- Connectivity, Deliver multiple ecosystem services simultaneously.
- Participation, Involve stakeholders in development and implementation.

CONNECTIVE CITY 2036

PLACES HOUSING THE CITY

Canterbury-Bankstown is expected to contribute up to 40,000 new dwellings to Greater Sydney's housing stock by 2036.

To ensure a consistent housing pipeline, we will target delivery of 50,000 new homes to match the aspirations of the South District Plan and to create flexibility for additional take-up. In aiming for diverse, accessible and affordable housing, we will focus new housing in established centres.

This will protect and enhance attractive, low density suburban areas; offer more housing choice close to public transport; and encourage vibrant centres across our City.

Connective City 2036 Local Strategic Planning Statement | Final

HOUSING THAT RESPONDS TO THE COMMUNITY'S CHANGING NEEDS

The City's central location in Greater Sydney makes it an attractive place to live.

The City covers a large area of approximately 110km^2. A significant proportion of this area is suburban housing, although there are also substantial areas of industrial land and numerous centres.

There are 54 neighbourhood centres distributed across the City which service residential areas.

Surrounding these centres are 41 residential suburbs including Ashbury, Bankstown, Bass Hill, Belfield, Belmore, Beverly Hills, Birrong, **Campsie**, Canterbury, Chester Hill, Chullora, Clemton Park, Croydon Park, Condell Park, Earlwood, East Hills, Georges Hall, Greenacre, Hurlstone Park, Kingsgrove, Lakemba, Lansdowne, Milperra, Mount Lewis, Narwee, Padstow, Padstow Heights, Panania, Picnic Point, Potts Hill, Punchbowl, Regents Park (with parts within Cumberland Council), Revesby, Revesby Heights, Riverwood, Roselands, Sefton, Undercliffe, Villawood, Wiley Park and Yagoona.

Who lives in the City?

At the 2016 Census, the City had a population of 360,000, making it the largest local government area in terms of population in NSW.
The City's population has grown by 45,850 over the past 10 years.

Connective City 2036 Local Strategic Planning Statement | Final

GROW CAMPSIE AS A STRATEGIC CENTRE

Key points from the Connective City 2036 Local Strategic Planning Statement in regard to the site within the Campsie Centre;

- Building envelopes that set out additional density that can be accommodated while maintaining the existing Beamish Street fine grained streetscape character.
- Close proximity to public transport nodes reducing car dependency.
- Public domain improvement greater street activation, landscaping and creation of through site links and a public plaza.
- Dwelling mix will suit Campsie's future housing needs.
- Street works and landscaping to provide high quality links to key open spaces and major employment areas.
- Affordable Housing, providing 10% of the total housing on the site.
- A Quality design Led proposal enhancing Campsie Centre and it's surrounds.
- Place Based Design Led Planning well designed, improves the character of existing centres and provides residential and pedestrian amenity and access to both large and smaller open spaces in proximity to housing and centres.
- Our Mixed use proposal is a good design and responds well to these key principles.

PART 1

CONTEXT AND SITE

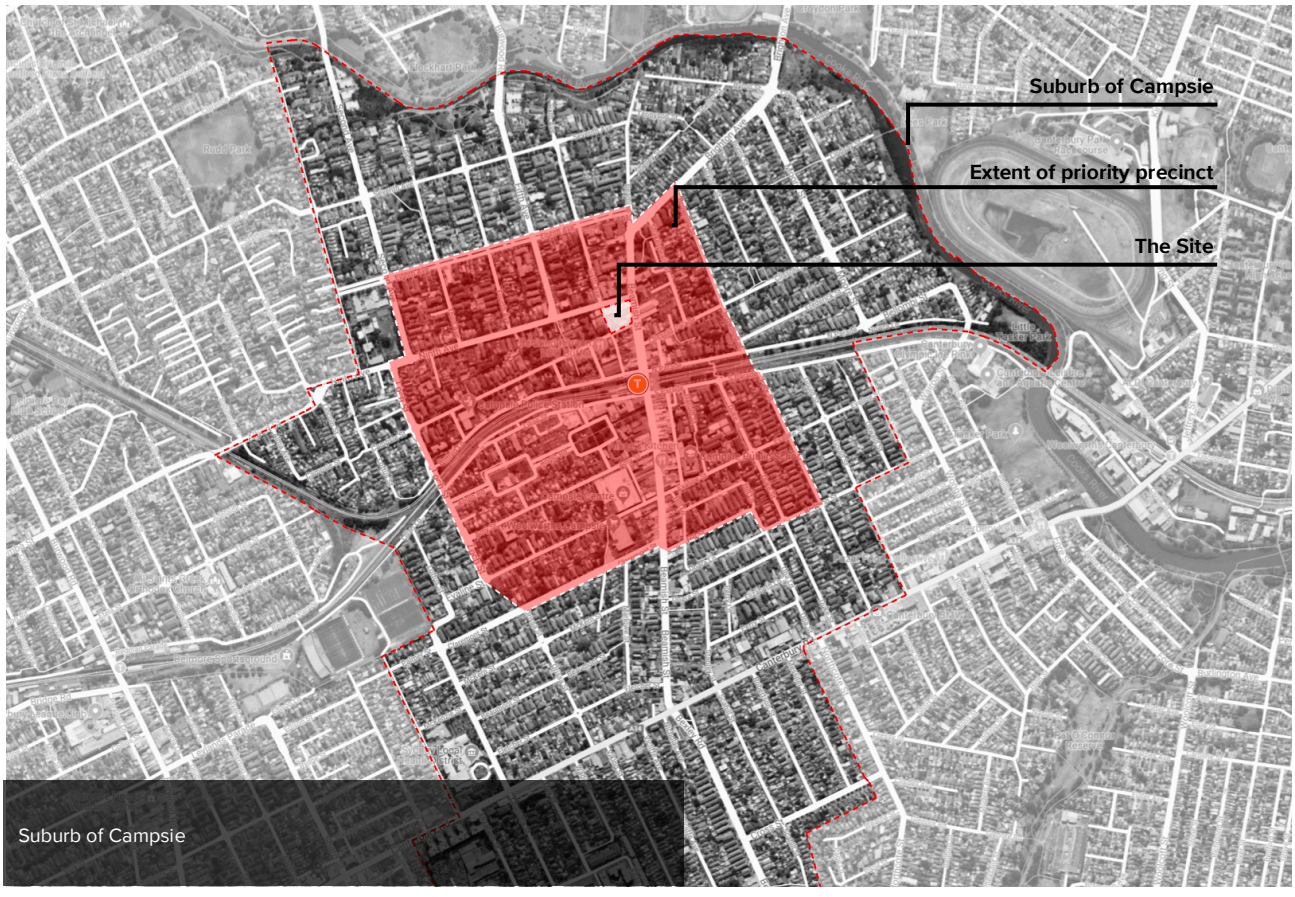
The context

The suburb of Campsie, and more specifically, the Campsie Station Precinct which encompasses the Site, has been subject of a detailed review during 2015 - 2017 to identify strategies for the realisation as a Priority Precinct.

The review and workshops were intended to develop an understanding of the built character, density, employment, public realm and network of connectivity which through the proposal to amend the land uses and built form controls can support the future character of this Priority Precinct and provide 6,000 additional dwellings by 2036.

The Strategy for Campsie Precinct also builds upon the Sydney Metro City and Southwest project which provides a co-ordinated approach to infrastructure delivery and development across the corridor.

The future planned upgrades to Campsie Train Station to accommodate Sydney Metro will be delivering an accessible, rapidly serviced public transport option within 200m of the Site. As a result, the precinct is expected to have a significant spike in growth through the introduction of this catalyst.



Adjacent uses

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[4]. These conditions are illustrated in the diagrams below.

The vision for Beamish Street itself is to retain this fine-grain retail strip as the precinct grows. To achieve this, future development should be built to the street alignment and retain the predominant street wall height of two storeys with parapet, along with active, fine grain ground floor uses, in order to maintain the existing activity along Beamish Street [5].

Beyond the core of Beamish Street and the station precinct, the context is predominantly one of low scale and density and residential in character with limited commercial and civic uses dispersed through the area.

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.

Open Space
Train Station
Retail
Rail Lines
School
Community Facilities
Aquatic Centre
Ice Ring
Plaza
Existing Trees

Campsie Existing Retail Structure
Campsie Station – Bankstown to Sydenham: Fine Grain Study
By Tyrell Studio, Dec 2016

[4] Tyrell Studio - Campsie Fine Grain and Open Space Study for Bankstown to Sydenham Corridor Prepared for Office of Government Architects December 2016

[5] Sydenham to Bankstown Urban Renewal Corridor Strategy June 2017

The site

The site encompasses the lots at 124-142 Beamish Street and 16-18 Ninth Avenue covering an area of 3,845m2. The site is bounded by Ninth Avenue to the north, Beamish Street to the east and Campsie Street to the south and shares a boundary to the west with adjoining property.

The Site houses an easement for electrical substation (Lot a DP 575837 - 6905434) along Campsie Street.

The Site currently houses a mix of commercial uses along all street frontage with the exception of the vacant lot along Campsie Street as demonstrated in figures below.

Detail information is included in Appendix B – Site survey.

Topography

The site has minimal fall from north to south along Beamish Street and east to west direction along Ninth Avenue and Campsie Street. Detail survey of the Site is provided in the Appendix B, Site Survey. The predominantly flat and accessible character of the ground plane provides for a seamless flow of pedestrian movement throughout the ground level public realm, an attribute considered in delivering a permeable and public focused space on the ground level.

Campsie – Existing Context Site Photo Key Map

A) 11-21 Campsie Street looking to north

B) 18-26 Ninth Ave

C) Beamish Street looking to north

D) Beamish Street looking to south

E) Corner of Beamish Street and Ninth Ave. Looking south-west

F) Corner of Beamish Street and Campsie. Looking north-west

G) Campsie Street looking east to Beamish Street

H) Ninth Ave. looking east to Beamish Street

Site photos
Photos Google Street View

PART 2

SITE ANALYSIS

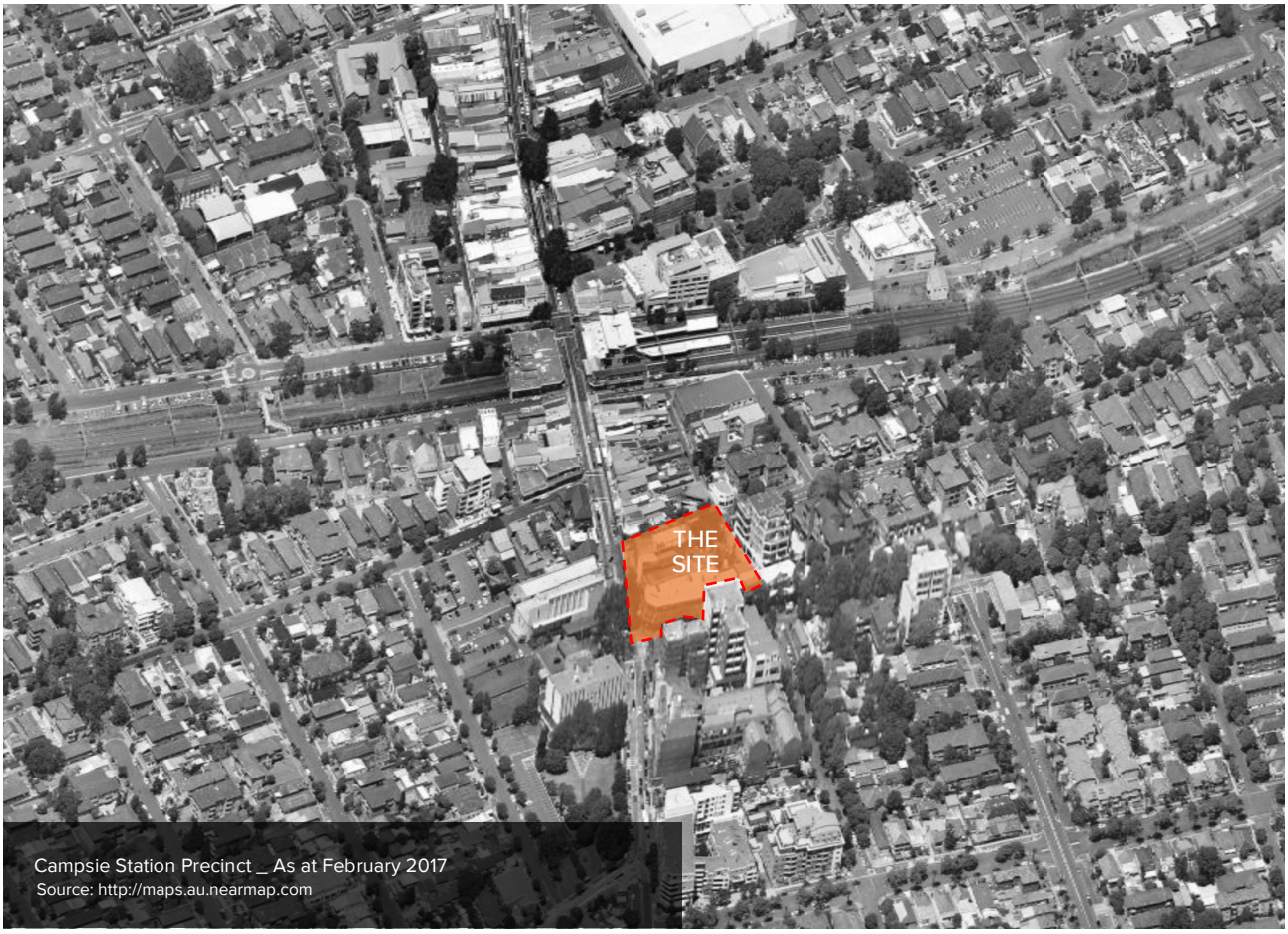
The built environment & skyline

The current and general built form and skyline of Campsie is characterised by low scale buildings with relatively small foot print as demonstrated in the site photos in previous section.

Civic buildings and more contemporary residential developments, mostly along Beamish Street and Ninth Avenue are six to eight storeys. The primary street wall of Beamish Street is defined by two storey retail, and retention of this street wall is desirable in the future built form of the precinct.

With the overall Campsie Station Precinct undergoing growth as a Priority Precinct and part of the Sydenham to Bankstown Urban Renewal Corridor, the anticipated built environment will be one of greater density, housing a mix and complimentary uses, housed in taller buildings occupying larger foot prints.

The anticipated main street shop top housing located along the town centre's main streets, such as Beamish Street, will translate into intensification of the area.



Campsie Station Precinct _ As at February 2017
Source: http://maps.au.nearmap.com

Connectivity & access

The Site is located to the north of Campsie Train Station, within 200m and less than 3 minutes walking distance. The Campsie Station Precinct- Sydenham to Bankstown Urban Renewal Corridor Strategy identifies a number of infrastructure projects required for Campsie and considers the following, relevant to the Site, in order to enhance and contributor to precinct's movement and connectivity:

Public Transport

T1 - Sydney Metro City & Southwest – The existing Bankstown Line between Bankstown and Sydenham will be upgraded and converted to metro standards, increasing services from eight an hour in the peak to 15 new metro trains every hour with real time information at metro stations and onboard trains. Sydney Metro potentially requires changes to existing interchange arrangements in the vicinity of the stations, including changes to locations of bus stops, new/relocated kiss and ride, taxi ranks[6];

T2 - Upgrade interchange between rail and buses - Sydney Metro potentially requires changes to existing interchange arrangements in the vicinity of the stations, including changes to locations of bus stops, new/relocated kiss and ride, taxi ranks[7]

T3 - Dedicated bus priority measures along Beamish Street. - Campsie station is a key bus hub with high frequencies and extensive network. The M41 route between Campsie and Burwood is one of the top 20 most utilised services across Sydney[8]

Walking and cycling

P4 - New street between Browning and Beamish Street, which aligns with Ninth Avenue - Improving connectivity will encourage active and public transport use.

The proposal for the subject site has been considered in line with this vision and the implementation of its provisions.

Sydenham to Bankstown Urban Renewal Corridor Strategy
Identified Infrastructure Projects - Campsie Station Precinct, Fig 35

6 Sydney Metro, 2017

7 Ibid

8 ARUP, 2015

Public spaces

The Urban Renewal Corridor Strategy further identifies public realm and open space projects to deliver the required network structure for town centre. These including:

Parks and open space

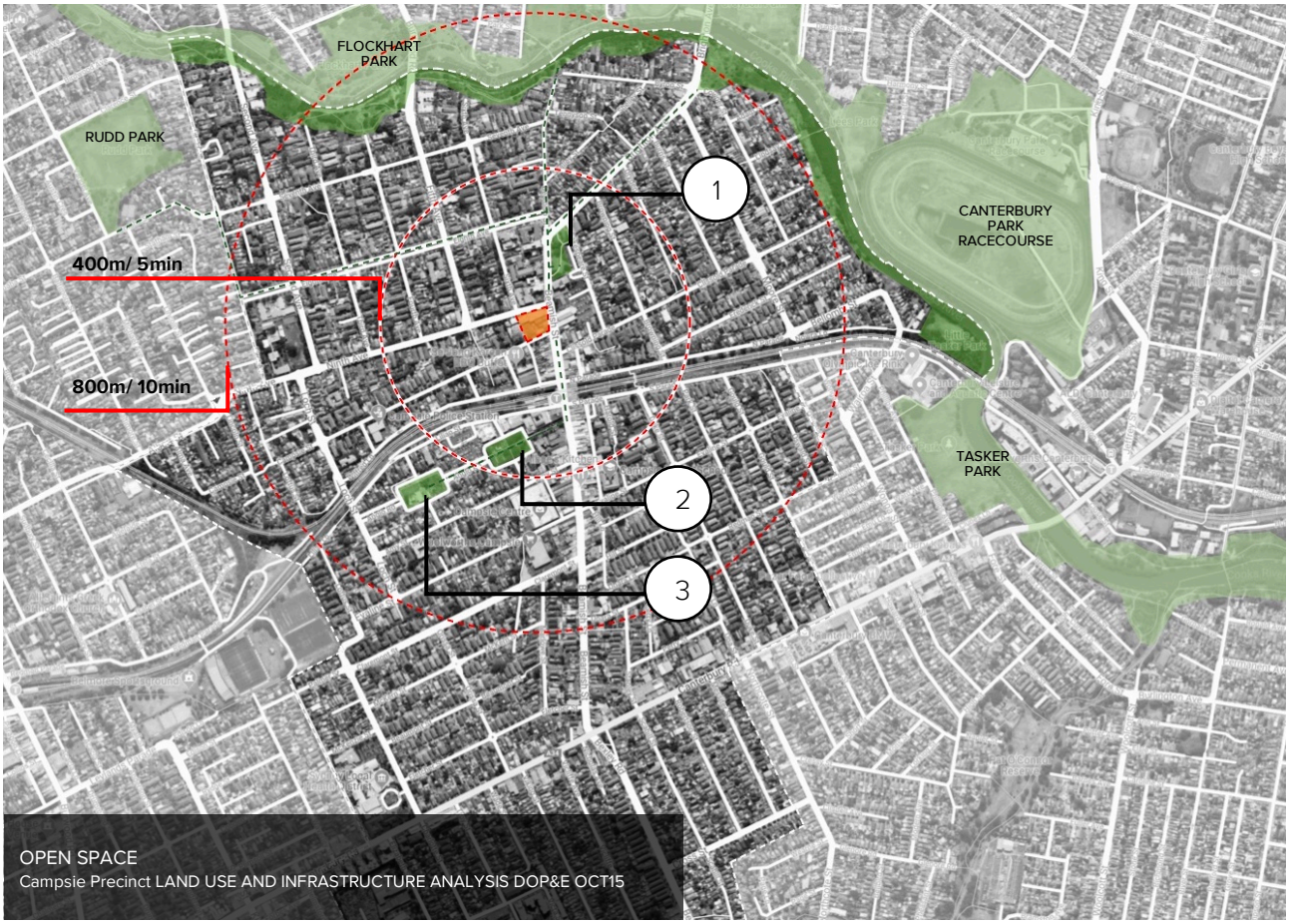
O2 Improve open space and amenities at Lofts Gardens - Improving and expanding existing open space supports increased demand for open space as the area grows [9]

O3 - New urban plaza at intersection of Campsie and Beamish Street - Small spaces (500-1,000m2) provide significant benefit in improving access to streets, seating space and small play spaces. These spaces are often the end of closed off streets that provide pedestrian access[10]

O6 - Improve open space and recreation facilities within Anzac and Carrington Squares - 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[11]

There are limited public open spaces within the core of the Station Precinct with Lofts Garden off Beamish and Brighton Avenue (number 1 below) to the north and the Anzac and Carrington Squares within 5-minute walking distance, south of the rail corridor (numbers 2 and 3 below) offer an urban green open space.

This is further enhanced with extensive open space along the Cooks River foreshore, approximately 800m or 10-minute walking distance, offering a network of green open spaces connected by the cycleway along the river and through to adjoining suburbs to the east and west.



OPEN SPACE
Campsie Precinct LAND USE AND INFRASTRUCTURE ANALYSIS DOP&E OCT15

[9] JBA, 2015
[10] GAO, 2015

[11] Campsie Station – Bankstown to Sydenham: Fine Grain Study by Tyrell Studio, Dec 2016

PART 3

DESIGN PROCESS

Consultation & workshop process

Staged concept design development

The proposal for the Site at 124-142 Beamish Street has been carefully considered through several massing and spatial planning options.

The design evolution was undertaken through the testing of several options each as a collection of buildings with varying heights to achieve an appropriate density on the site. The proposed general arrangement, massing and scale has been established through the testing of these options and their performance, compliance and efficiencies.

Compliance with the provisions of the Apartment Design Guide (AGD) including solar access to apartments and communal open area, apartment sizes, natural cross ventilation, and building separation have been considered as key principles for the delivery of this successful scheme.

Similarly, the general arrangement, performance and suitability of the public realm was also considered for each option to ascertain optimal public benefit.

Options analysis has been described in brief in this section and the architectural appendix. The preferred option has been described in detail in Part 4 of this report.

Option 1

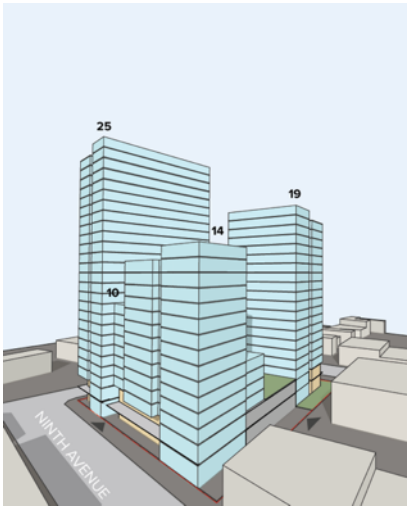
- Proposed 25 tower rotated 90 degrees to improve solar access to apartments and communal open space;
- northern perimeter block steps from 14 to 10 storeys to improve relationship with tower, and improve solar access;
- permeability encouraged via a network of arcades and laneways
- communal open space accommodated on building rooftops;
- retail laneways and central square open to the sky where possible.

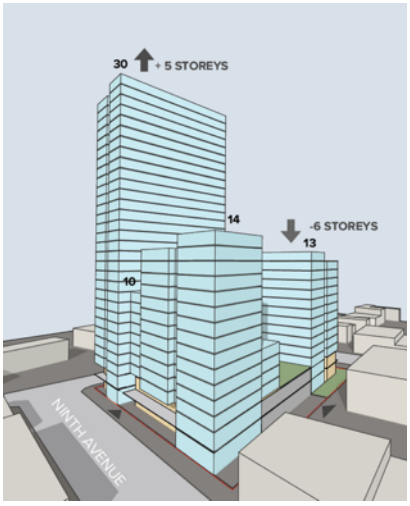
Option 2

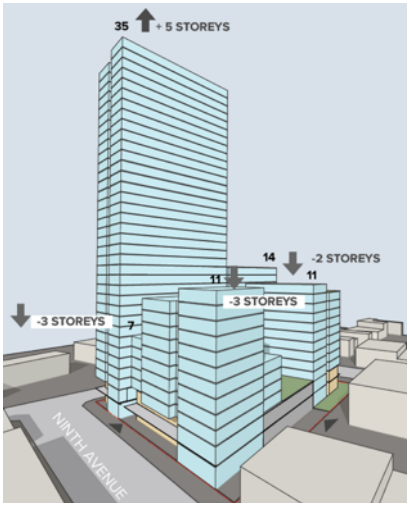
- 30 storey landmark tower;
- tower bookends Campsie Town Centre;
- southern block reduced from 19 to 13 storeys;
- reduced overshadowing to adjoining sites.

Option 3

- 35 storey landmark tower;
- tower bookends Campsie Town Centre;
- southern block reduced from 19 to 11 storeys;
- reduced overshadowing to adjoining sites.







Option 4

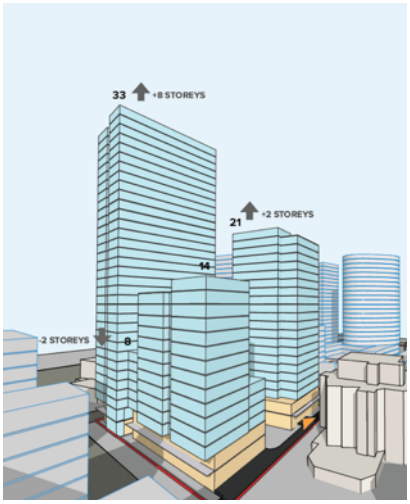
- further development from previous options 1-3;
- tower decreases to 33 storeys;
- southern building D increases to 19 storeys;
- part of northern building lowered by 2 storeys to improve solar access;
- central retail courtyard opens directly into eastern through-site link;
- resident's communal open space relocated to upper roofs for solar access;
- overshadowing to the south is a concern;
- central retail courtyard still has solar access concerns.

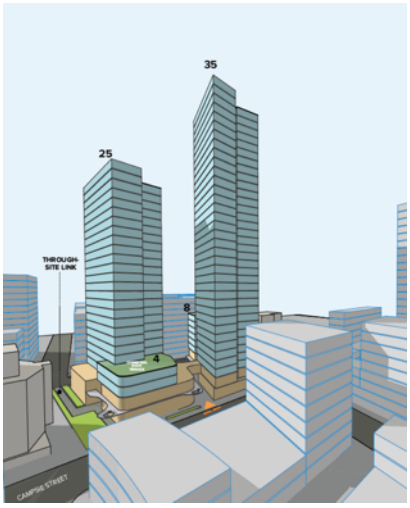
Option 5

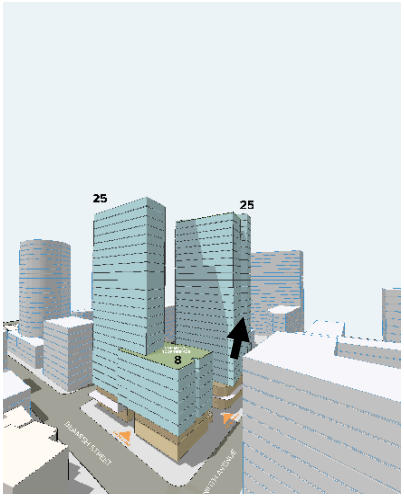
- two tower proposal of 35 and 25 storeys;
- orientation of towers improves ADG compliance;
- proposal frees up the ground level for further and improved public domain benefit;
- improved solar access to retail central courtyard;
- increased activation of Ninth Avenue;
- Enhanced relationship between buildings;

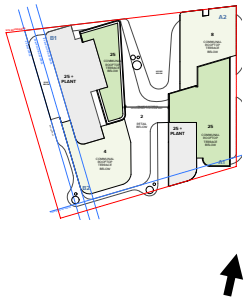
Option 6 (preferred option)

- two tower proposal of 25 storeys each;
- maintain optimal orientation of towers on north-south axis to maximise ADG compliance; maintain ground level permeability and improved public domain benefit;
- maintain the improved solar access to retail central courtyard;
- maintain activation of street frontage;
- retain the enhanced relationship between buildings;
- substantial reduction in the height of the lower buildings fronting Beamish Street, improving the proportion of the streetscape.









PART 4

DESIGN STRATEGY

Built form & Massing

The Campsie Precinct – Land Use and Infrastructure Analysis prescribes the Vision for the built form as a high rise, mixed use precinct immediately surrounding Campsie Station. The character of the precinct is currently one of medium to medium-high rise residential buildings up to 8 storeys which is anticipated to increase significantly.

In line with this intent, the concept plan for the Site proposes a composition of two towers of 25 Storeys supported by lower 8-4 storey linear buildings over a two-storey podium base supporting the intent to establish a dense and active Town Centre.

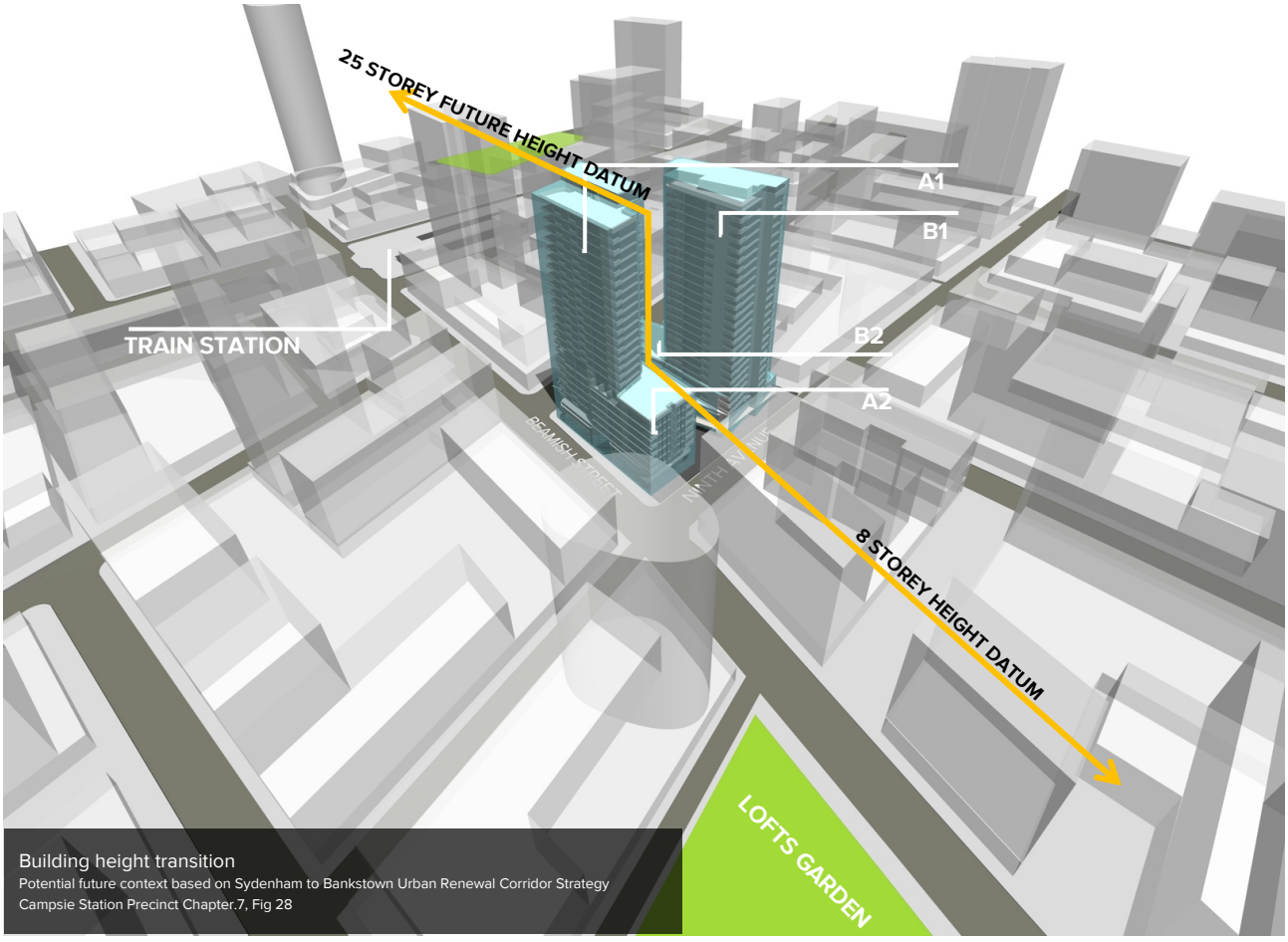
The proposal for the Site has been considered through

- A strategy to free up the ground plane for improved public domain benefit;
- Design of the upper, medium to high rise residential built-forms to respond to the anticipated density for the site which meets the intended strategic vision for the town centre and the growth corridor;
- Absorbing most of the density within two towers of 25 storeys;
- Appropriate positioning of the towers to minimise adverse impact onto the amenity of the surrounding sites;
- Orientating the towers to maximise ADG compliance.
- Providing transition in the skyline to adjoining sites via the stepped built form of four, eight,
- Substantial reduction in the height of the lower buildings fronting Beamish Street, improving the proportion of the streetscape

The Beamish Street 25-storey landmark tower (Building A1) addresses the corner of Beamish and Campsie Streets, nearest to the train station and the sculptured and highly articulated tower form offers a gateway statement for Campsie's Town Centre.

The proposed tall buildings are designed as a slender tower forms to reduce their visual and shadow impacts while absorbing significant density intended for the site. The tall slender tower forms reduce the foot print of the building on the ground plane foot print significantly, allowing for the delivery of a significant public plaza and landscaped through-site-link.

The cascading building height reduces towards the north and the west with the proposed lower 8-4 storey bar buildings providing transition of height to Beamish and Campsie Streets. This composition allows for a gradual transition in scale and height across the site which provides appropriate response to the neighbouring and anticipated future context.



Building height transition
Potential future context based on Sydenham to Bankstown Urban Renewal Corridor Strategy
Campsie Station Precinct Chapter.7, Fig 28

Street wall & setbacks

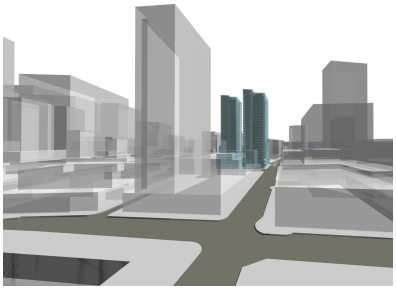
The proposal for the Site has been considered through

- Freeing up the ground plane for improved public domain benefit;
- Increasing activation of Ninth Avenue;
- Retention of the fine grain, “High Street” retail attributes of Beamish Street through a two-storey retail/commercial podium;
- Appropriately placed retail to facilitate a vibrant, permeable and active public realm which connects and ties into the surrounding context;
- Improved solar access to retail central courtyard

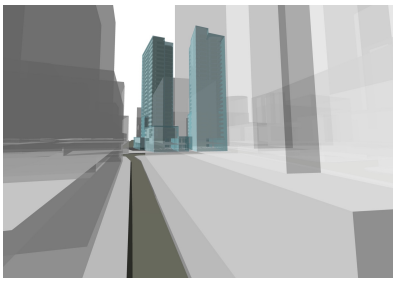
The consistent street-wall provides a clearly define edge to the site, improving the legibility of the streetscape and the proposed active retail offerings, commercial and residential lobbies enable the activation of Campsie Street and Ninth Avenue.

Through-site-link and the public plaza are defined by the retail premises and provide a safe, protected and enjoyable space for the general public.

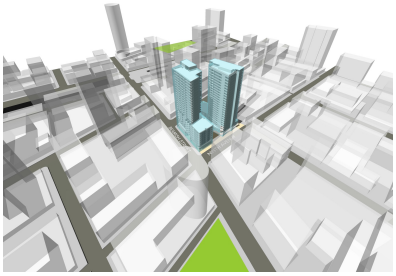
ABOVE | Artist impression of the proposal viewed from Campsie St.
LEFT | Proposed building massing
Potential future context based on Sydenham to Bankstown Urban Renewal Corridor Strategy Campsie Station Precinct Chapter.7, Fig 28



View to north along Beamish Street



View to north from Dispensary Lane



View from North East

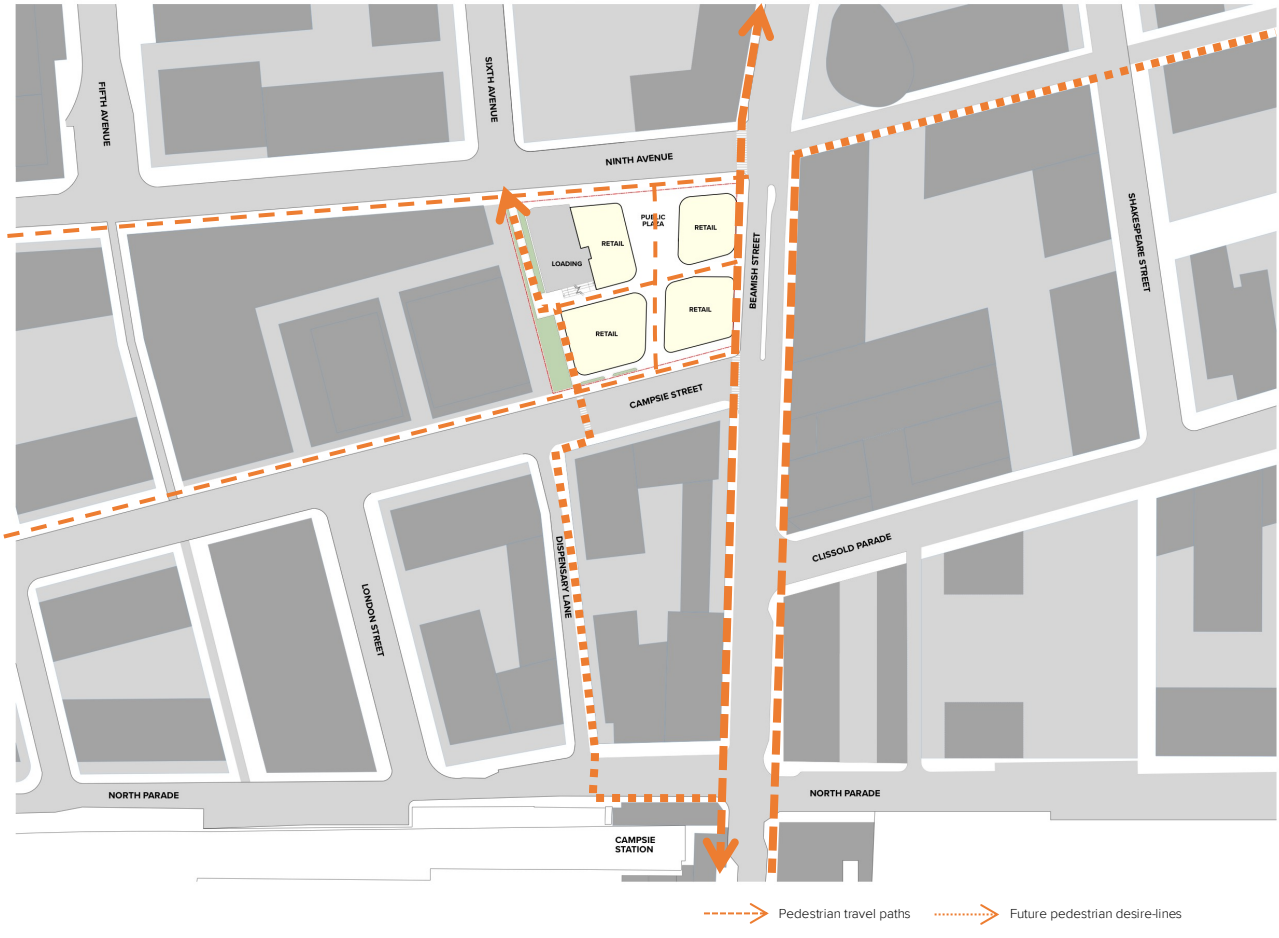
Pedestrian & vehicular connectivity

The proposed concept plan allows for the future, higher density character of Campsie's Station Precinct which will have significantly greater movements within and around it.

The proposal ties into the current network of pedestrian pathways and further expands the network by delivering a highly permeable public realm. The intent is to facilitate convenient and legible pubic access to the retail offering along Beamish Street, Campsie Streets and Ninth Avenue within close proximity to the rail station and public transport options.

Pedestrian access to transport, public open spaces along Beamish Street and other amenities and retail services within the town Centre is expected to be focused along Beamish Street and the interface of the proposal with Beamish Street is reflective of this approach, facilitating easy access and convenience.

The public plaza is another weather protected alternative to move in the north – south or east – west directions.



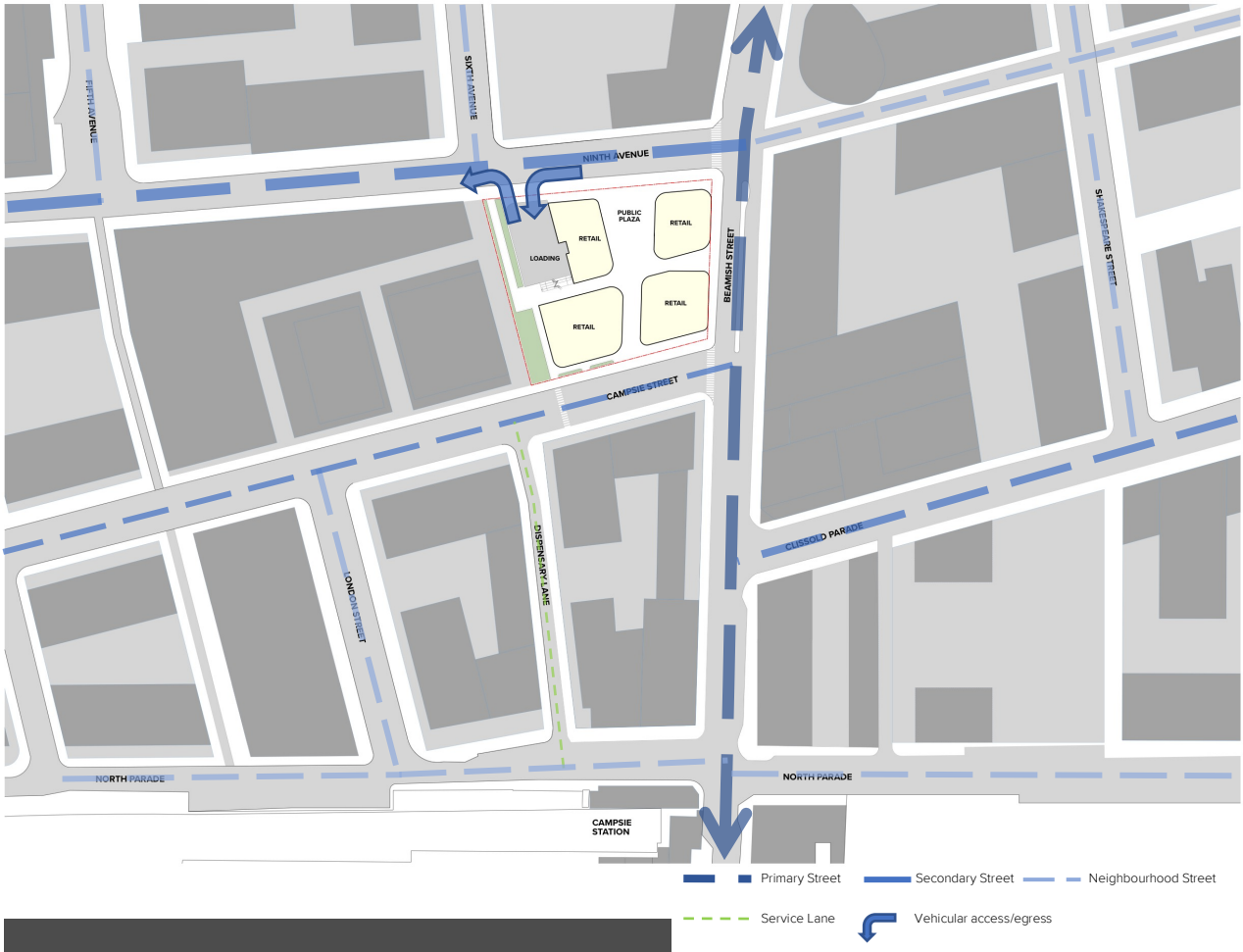
Proposed pedestrian connectivity diagram

Vehicular and service access has been diverted away from Beamish Street, utilising Ninth Avenue to minimise any direct conflicts between vehicular traffic and pedestrian access.

Service vehicles , loading dock and the basement carpark ramp off Ninth Avenue are located away from the public plaza.

The accompanying Traffic Report provides further details on the proposal and analysis the effects of the proposed development and the resulting trip generations on to the surrounding street network.

Five levels of basement carparking provides 355 carparking spaces for visitor, retail patron, worker and the residents on site, providing relief to the on-street parking.



Proposed vehicular connectivity, access and egress diagram

Building separation & privacy

The general arrangement of the buildings and height on the site has been carefully considered to provide maximum solar access and amenity.

Where privacy is required due to the perceived proximity of the apartments, the building façade treatment provides for appropriate orientation of views and sightlines away from opposite dwellings and further improved by appropriate façade articulation and provisions of screening.

Full numerical detail of the building separation and proposed distances between buildings have been included in the accompanying architectural package.

Proposed building separation and orientation for typical upper levels

Shadow impact

The general north – south orientation of the proposed building on the Site enables it to receive high levels of solar access to the rooftop communal open spaces and the ground level public plaza.

The 25-storey towers are located at the eastern and western peripheries of the site to limit the impact of self-shadowing and to meet the requirements of the ADG.

The slender footprint minimizes overshadowing across the areas to the south of the Site.

The diagrams below demonstrate that the proposal does not affect the solar access of the Anzac and Carrington Square public green open spaces during the winter months.

The shadow diagrams below also demonstrate that the proposed 25-storey towers have limited shadow impact to the communal podium between the buildings with its north-south linear bar-form.

Shadow studies in the appendices of the report include further information and demonstrate that more than 70% of communal open spaces on podiums and rooftops are able to achieve two hours of sun between 9am and 3pm on 21st June.

9am

10am

11am

12pm

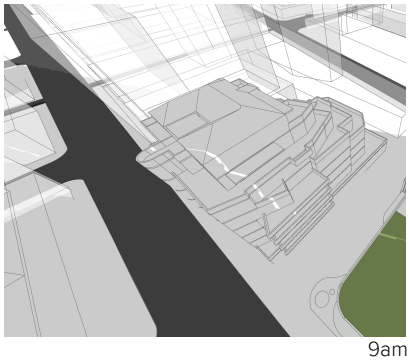
1 pm

2 pm

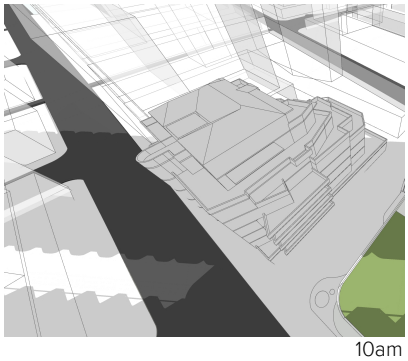
3 pm

Shadow Impact of proposed scheme on adjacent property 17-21 Campsie Street

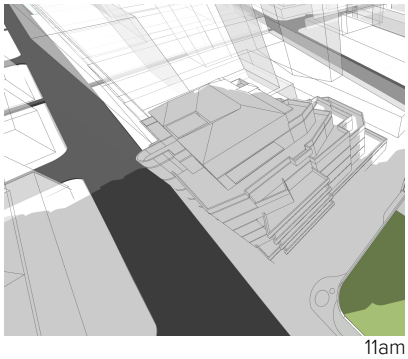
Note: This scheme does not impact the requirements of the ADG for solar access between 9am and 3pm on the 21st June.



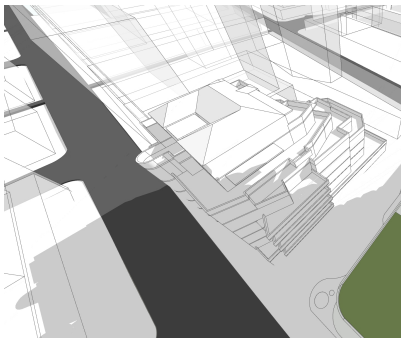
9am



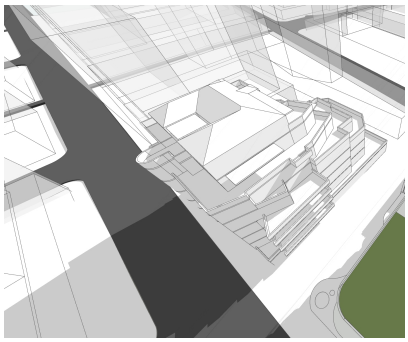
10am



11am



12pm



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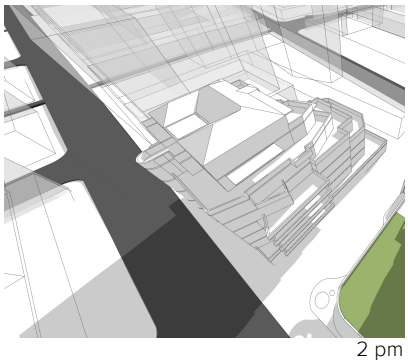
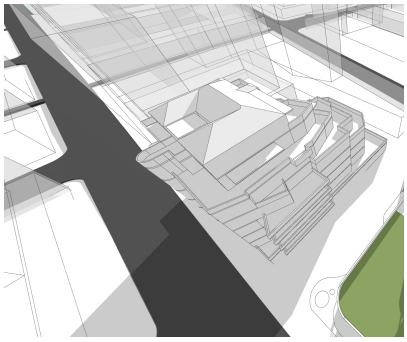


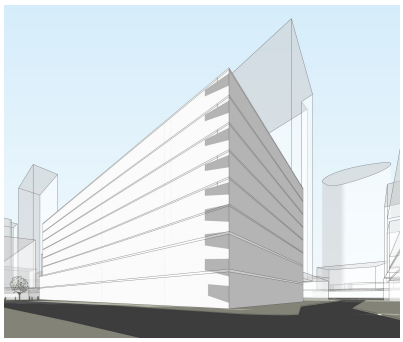
2 pm



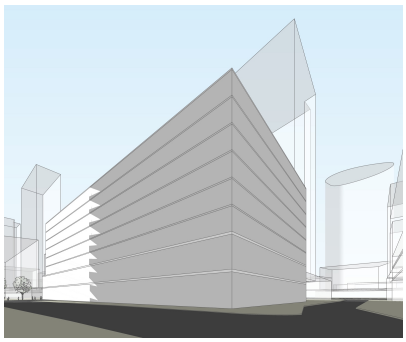
3 pm

Shadow Impact of proposed scheme on adjacent site south of Campsie Street.

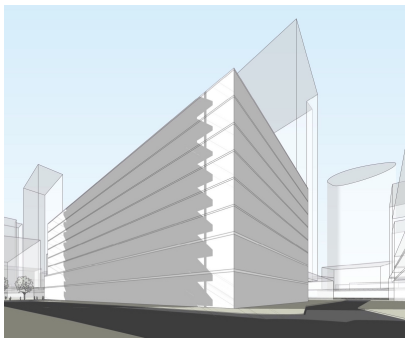
Note: This scheme does not impact the requirements of the ADG for solar access between 9am and 3pm on the 21st June.



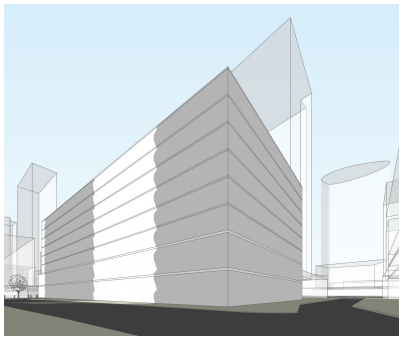
9am



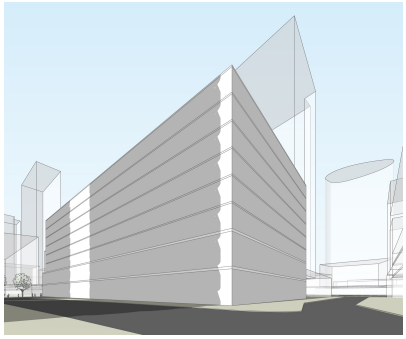
10am



11am



12pm



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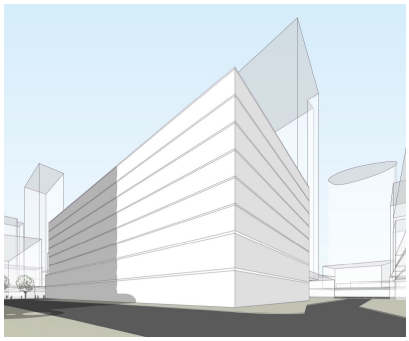

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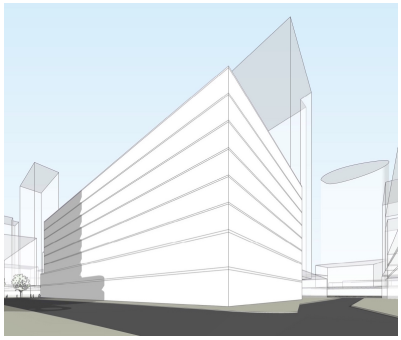


3 pm

PART 5

DESIGNING FOR FUTURE CONTEXT

Place making

Visions for the site and precinct, as set in the Campsie Precinct – Land Use and Infrastructure Analysis is aimed at establishing Station Precinct as an active, multi-use town centre. This is achieved through the formation of a high rise, mixed use precinct immediately surrounding Campsie Station providing greater employment and housing opportunities close to good public transport and amenity.

The proposal for the site, in its final evolution, is in keeping with this vision and offers a mixed-use development consisting of:

- commercial and retail podium;
- 5 levels of subterranean basement including super-market (on basement level one) and car park; and
- Four residential buildings overhead with heights of 4, 8 and 25 storeys.

The on-site retail and commercial offerings are to create a vibrant and active ground plane similar to examples offered below.

The built-form model maximises both public and publicly accessible open space, delivering greater amenity for residents and visitors that contribute to a highly active and vibrant street life.

LANEWAY RETAIL

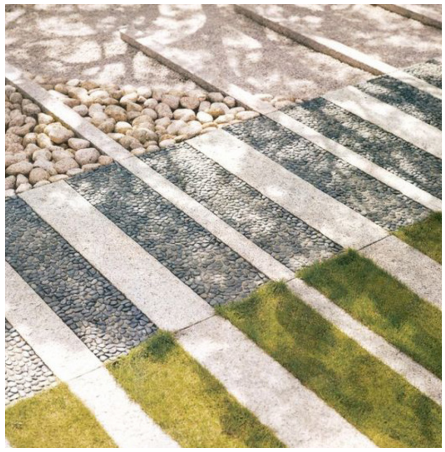
EAT STREET AND DINING EXPERIENCES

East Village - Zetland

West Village, Brisbane

West Village, Brisbane

Placemaking precedents



Placemaking precedents


VILLAGE MARKET
PETERS LANE
SUPERMARKET

Land uses – Residential

The vision for the greater Campsie Station Precinct focuses on the objective such as

- Accommodating a mix of medium-high, high rise residential and mixed-use developments generally within 400m of the rail station;
- Provide for more housing opportunities within 600m walking distance around Campsie Station and along key routes into the precinct to allow more people to live close to good public transport and amenity[12].

The proposal is for 320 apartments with a mix of 41.9% 1 Bed Apartments, 50.3% 2 Bed Apartments and 7.8% 3 Bed Apartments which is captured in 26,032sqm of Residential GFA.

These objectives have been observed in the residential component ties into the neighbourhood character and maximises amenity and outlook for the apartment units by locating them on the periphery of the site.

Care has been taken to articulate the building form and create a dynamic streetscape. Building A1 is the landmark 25-storey tower on the site and off Beamish Street. The articulated rectangular building form anchors the south-east corner of the site, nearest the train station. The typical floor plate is 488sqm GFA, with a single core, centrally located and to the west of the plan for greater efficiency.

This building is transitioned down in height to the north along Beamish Street, by Building A2, to meet the

current prevailing height of seven to eight storey residential buildings Building B1 has a floor plate of 547sqm GFA. It is transitioned in height via the four storey B2 building in response to the lower heights in the adjacent sites to the west and off Campsie street. The lower four and eight storey height of the buildings allows for good solar access to adjacent communal open space and more importantly, the ground level public plaza.

Communal areas consist of 2444sqm or 63% of the Site and are located on podium and rooftops.

Architectural appendices include details of development metrics.

12 Campsie Precinct – Land Use and Infrastructure Analysis Oct 2015

Woolooware Bay Town Centre

Esplanade Norwest

Residential precedents

Land uses – Non-residential

The proposal contains a retail component which includes a supermarket of approx. 1,800sqm

Speciality retail and restaurant/café tenancies of approx.1,345sqm are located on ground level which is further supplemented by commercial floor plate of over 1600sqm on level one.

As discussed, the vision for the greater Campsie Station Precinct focuses on the following objective:

- Retaining the character of the Beamish Streetscape;

The proposed two storey podium retains the prevailing street wall and maintains the human scaled “high street” qualities of Beamish Street.

- Provide new pedestrian connections between Campsie Street and Ninth Avenue;

Achieved via the ground level active retail plaza a s well as dedicated through-site-link.

- Reinforce Beamish Street as a vibrant commercial centre with strong jobs growth in retail, business and services to support the surrounding community;

The active retail premises and the public plaza are significant and positive contributors to achieving this objective.

- Extend the commercial area along the secondary east-west roads that intersect Beamish Street and encourage activation of rear laneways;

The retail tenancies are generally located in a cross form to allow for the public plaza and active frontage to all three open /street aspects facing Ninth Avenue, Beamish and Campsie Street.

- Improve the quality of the public domain by planting new trees in residential streets and upgrading footpaths and street furniture within the town centre and around the railway station;

New trees are proposed along Ninth Avenue and Campsie street. Appropriate furniture will be used to compliment the public plaza and surrounding footpaths.

Stockland, Merrylands

Retail & commercial precedents

- Establish quality public domain and investigate opportunities for new urban plazas along Beamish Street as part of future developments;
- Promote new and enhanced public open space on the Campsie Civic Centre as part of any future redevelopment.
- Locate new community facilities in highly accessible areas in the town centre areas around the
- train stations[13].

All retail parking is located on first two levels of the basement and can be accessed by travellators from the ground floor.

13 Campsie Precinct – Land Use and Infrastructure

PART 6

DESIGN DESCRIPTION

Architectural Design Statement

The Architecture statement prepared for the redevelopment of the Site at 124-142 Beamish Street, Campsie, is developed upon both, an understanding and appreciation of the of the current context and an understanding of the future vision and anticipated urban context.

The proposed concept design incorporates 320 apartments which is captured in 26,032sqm of Residential GFA and 4745sqm of non-residential floor space to compliment the making of the Campsie Station Precinct as a new urban neighbourhood.

This statement considers regional and local context, sustainability, relationships to the adjoining open spaces and built form which enhances new community uses. The concept design which defines the land uses and built form envelops has been developed in regard to SEPP 65 and the ADG requirements. The proposed concept design is underpinned by the following nine principles.

Artist impression of the proposed development - View from Campsie Street

SEPP 65 Principles

Principle 1: Context and neighborhood character

The Site is bounded by Beamish Street to the east, Campsie Street to the south, Ninth Avenue to the north and share a boundary with 17-21 Campsie Street and 20-24 Ninth Avenue to the west.

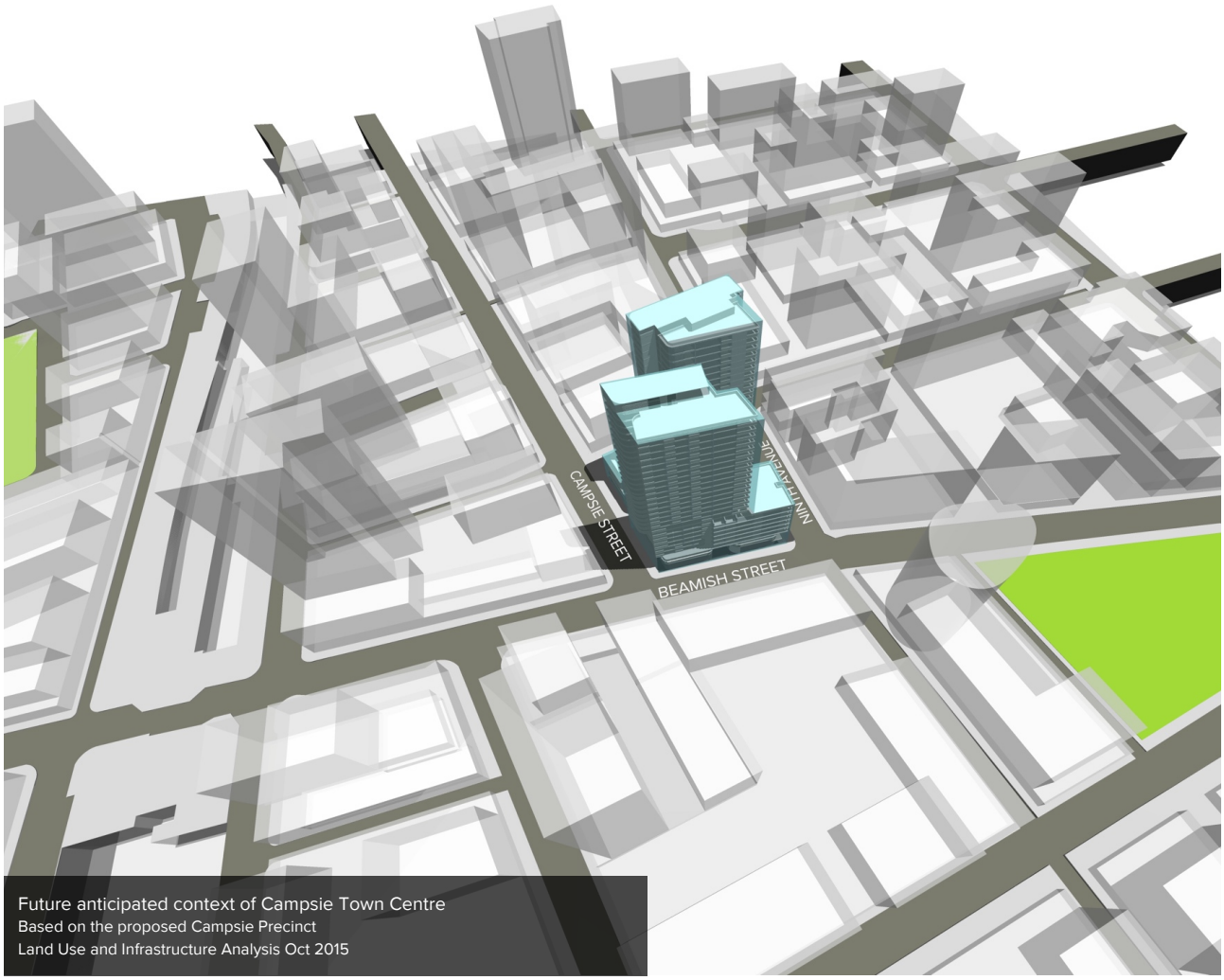
The surrounding areas, currently, consist of commercial residential uses of similar low scale with more contemporary residential buildings of seven to eight storey peppered through the precinct. However, as outlined in this document, the anticipated future context based on the Sydenham to Bankstown Urban Renewal Corridor Strategy - Campsie Station Precinct Chapter.7, Fig 28 is significantly greater in scale, height and density.

This is conceptually demonstrated in the diagram below which is one possible scenario under the above-mentioned plan. The site is less than 5minute walk from Campsie railway station which is on the Western Railway Line and planned to be upgraded to accommodate the new Sydney Metro.

The concept plan for the site responds to vision for the future context of Campsie's Station Precinct and Town Centre, by increasing its the retail offerings and housing options. The built form responds to the site's prominence character, its transitioning edges and interface with surrounding residential areas.

Massing of the built form has been crafted to allow for transition while taller buildings define landmark town centre character of the town centre, within the core of the Station Precinct.

Street edges and public open plaza provide for a permeable and active street life. The proposed two storey base houses retail offerings on ground (including a basement supermarket) with commercial uses above, presenting a consistent two storey street-wall characterised by the prevailing streetscape of Beamish and Campsie streets, within the Town Centre.



Future anticipated context of Campsie Town Centre
Based on the proposed Campsie Precinct
Land Use and Infrastructure Analysis Oct 2015

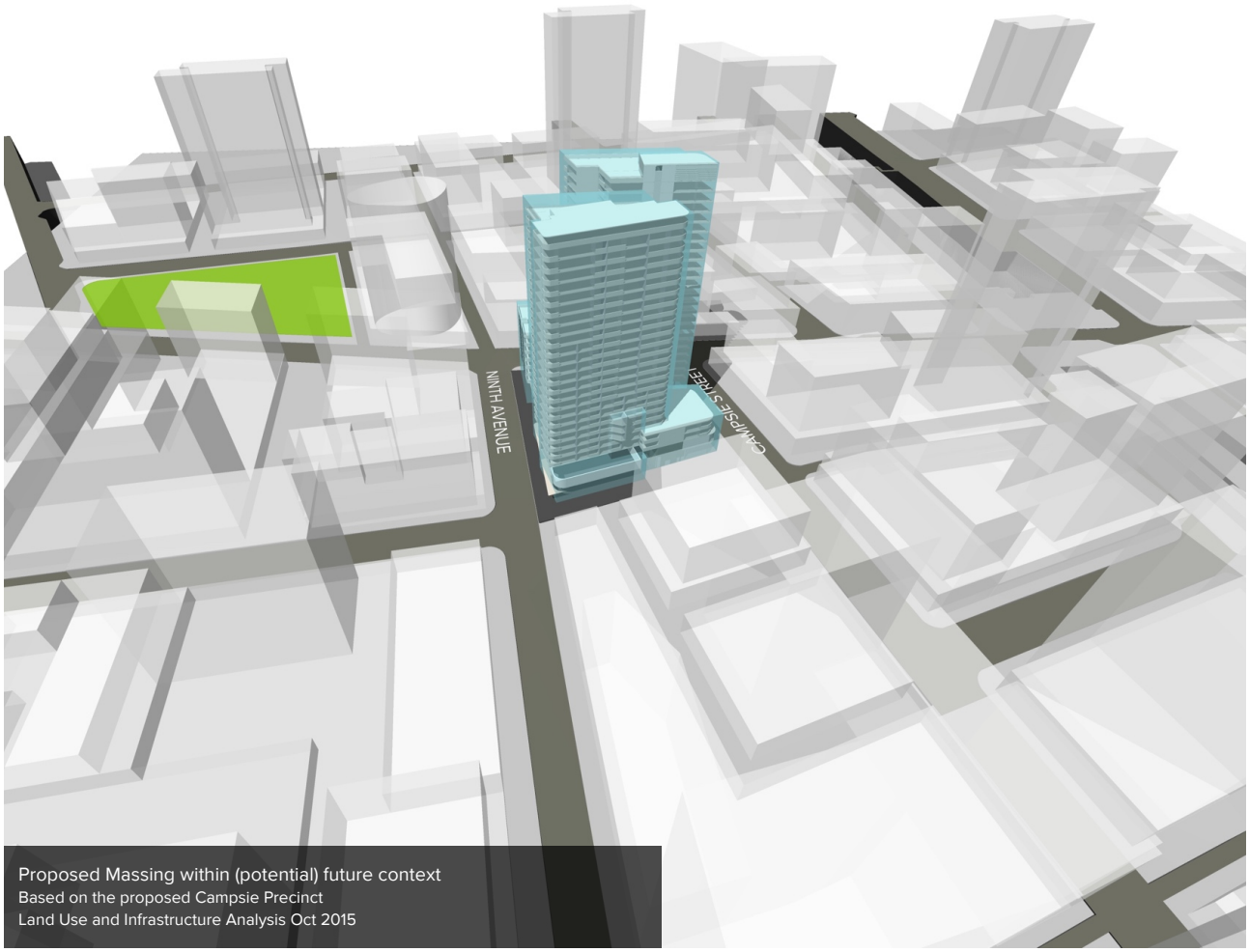
Principle 2: Built form and scale

The site is located within an evolving urban area within the hearth of suburb of Campsie. The proposed urban form is consistent with state and local government policies on the location of denser, urban infill development close to transport and employment areas. The concept plan proposal responds to the anticipated scale of an area within the Station Precinct.

The placement of taller building mass has been with a view to minimise shadow and visual impacts to the neighbouring properties while the proposed lower bar buildings allow for a stepped transition to the adjoining lower scaled existing residential building to the to the north and west

The concept plan has generally aligned buildings in a north-south arrangement that allows greater solar access, site permeability and high quality of open space over podium with good solar access while offering transitioning of scale and height to the north and west through the proposed four and eight storey bar buildings.

The concept plan provides strong built edge with buildings defining a clear, legible and consistent street-wall to Beamish and Campsie streets providing for a more of a fine grain interface to reflect the characteristics of these streets.



Proposed Massing within (potential) future context
Based on the proposed Campsie Precinct
Land Use and Infrastructure Analysis Oct 2015

Principle 3: Density

The concept plan provides a higher level of amenity for residents and each apartment, resulting in a density appropriate to the site and its context.

The current concept allows for 320 apartment dwellings which is considered appropriate and consistent with the anticipated densities of the Campsie Station Precinct - Sydenham to Bankstown Urban Renewal Corridor Strategy of 2017.

This is further supplemented by 4745 sqm of non-residential floor area to allow for inclusion retail/supermarket uses as well as supporting employment within the town centre of Campsie.

Principle 4: Sustainability

The scheme provides opportunity for natural cross ventilation of buildings and increase sunlight access to units through the provision of north-south building forms.

From the overall 320 apartments, 235 or 73.4% receive 2 hours of sun during winter and 83 or 68.6% are naturally cross ventilated.

The development will seek to recycle and reuse materials and waste throughout the construction process and use sustainable materials where possible. In addition, the principles of transit orientated development (TOD) also apply, as reflected in State Government planning policy of the '30-minute city' whereby increased housing densities are provided in closer accessibility to employment, recreation, health and education facilities.

Principle 5: Landscape

The design recognises the importance of the landscape and integrates this into the via several communal open spaces over podium, and the publicly accessible plaza and through-site-links, to increase amenity for residents as well as visitors to the site.

The building alignment for the residential buildings over podium will allow for passive surveillance of the communal open spaces while the active retail ground will encourage greater use of the ground level plazas and landscaped spaces.

The through-site-link provides for 200sqm of deep soil planting

Principle 6: Amenity

The concept plan proposal provides a greater level of amenity for both building occupants and ground level users.

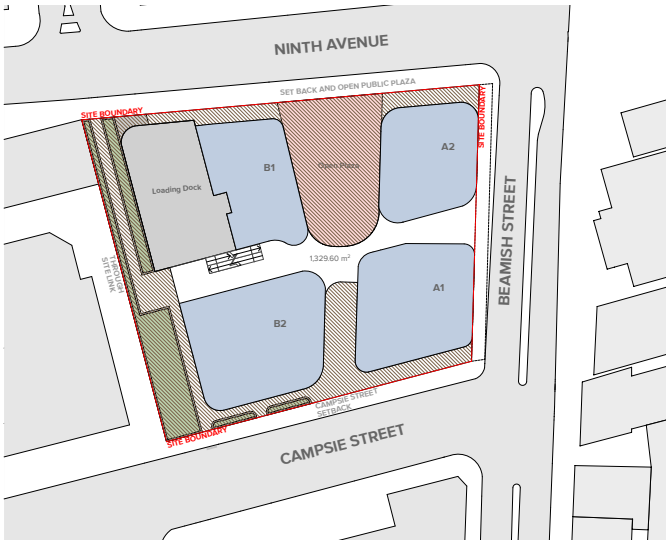
A better connected and sequence of internal spaces provide a focus community uses supported by retail uses and commercial uses. There is a stronger street legibility that is activated by built form encourages greater use.

Separation of the buildings over podium will allow better solar access for a significant period of the day while the open connections to the surrounding streets promotes natural cross ventilation of the space. The crafting of the plaza's roofscape will provide for natural light to the centre of the internal plaza by peeling back solid parts of the roof. Weather protection is provided by awnings adjacent to the tenancies.

Principle 7: Crime Prevention Through Environmental Design

The proposed concept plan retains active interface on all streets to allow for greater passive surveillance. The public plaza is engaged and connected to the surrounding streets and forms part of the precinct-wide network of pedestrian connections.

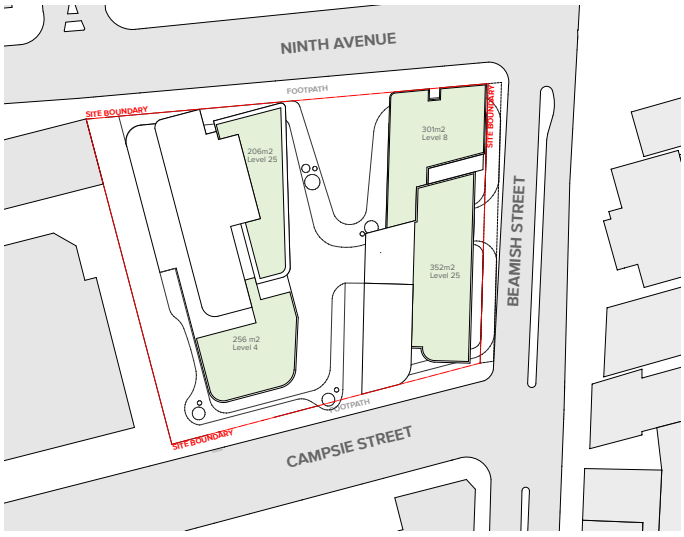
The proposal is also consistent with Crime Prevention Through Environmental Design (CPTED) and optimises the safety of the public domain.



Public accessible open space diagram

LEGEND

- Boundary
- Public Accessible Open Space 1329.6 m2
- Open Plaza Area Takes up 445m2 of 1329.6 m2 Total Area of Public Accessible Open Space



Communal private open space diagram

LEGEND

- Boundary
- Communal Private Open Space Area 1115 m2 28 % of Site Area.

Principle 8: Housing diversity and social interaction

The opening up of the site to the broader community, and the activity provided within the site through the retail and commercial uses, will encourage use and activation as well as social interaction.

Items such as housing diversity will meet DCP and SEPP 65 requirements to provide a development that provides opportunity for a mix of household types, sizes, mix and affordability ranges.

Principle 9: Aesthetics

The concept plan defines a new urban pattern, built-form, orientation, street edge definition and building interface. A key driver has been the articulation of a new residential neighbourhood within Campsie's town centre.

The concept provides the opportunity for a range of architectural expressions as well as the palette of materials of the surrounding area.

A key component of the concept has been the arrangement of buildings across the site which enables the opportunity to place building mass along the primary street edges of the site, whilst scaling the heights down to interface with adjoining residences along Ninth Avenue and Campsie Street.

Artist impression of the proposed development - View from Ninth Avenue

APPENDICES

124-142 Beamish Street Campsie GFA per building (25 storeys)

Rev.A *Date: 16.08.2017*

		124-142 Beamish Street								
		GFA	*GBA*	*GFA*	*GBA*	*GFA*	*GBA*	*GFA*	*GBA*	*Retail GFA per level*
Building		**A1**		**A2**		**B1**		**B2**		
No. Storeys		*25*		*8*		*25*		*4*		
	Roof									
	34									
	33									
	32									
	31									
	30									
	29									
	28									
	27									
	26									
	25									
	24	**488**	*642*			**547**	*716*			
	23	**488**	*642*			**547**	*716*			
	22	**488**	*642*			**547**	*716*			
	21	**488**	*642*			**547**	*716*			
	20	**488**	*642*			**547**	*716*			
	19	**488**	*642*			**547**	*716*			
	18	**488**	*642*			**547**	*716*			
	17	**488**	*642*			**547**	*716*			
	16	**488**	*642*			**547**	*716*			
	15	**488**	*642*			**547**	*716*			
	14	**488**	*642*			**547**	*716*			
	13	**488**	*642*			**547**	*716*			
	12	**488**	*642*			**547**	*716*			
	11	**488**	*642*			**547**	*716*			
	10	**488**	*642*			**547**	*716*			
	9	**488**	*642*			**547**	*716*			
	8	**473**	*627*			**547**	*716*			
	7	**433**	*577*	**351**	*461*	**547**	*716*			
	6	**433**	*577*	**351**	*461*	**547**	*716*			
	5	**433**	*577*	**351**	*461*	**547**	*716*			
	4	**433**	*577*	**351**	*461*	**547**	*716*			
	3	**433**	*577*	**351**	*461*	**452**	*597*	**348**	*483*	
	2	**433**	*577*	**351**	*461*	**452**	*597*	**348**	*483*	
Retail	**1**									**1600**
Retail	**Ground**	**325**	-	**297**	-	**308**	-	**415**	-	**1345**
Lobbies		**17**	-	**17**	-	**36**	-	**17**	-	
Basement 01 Car Park	**-1**			**1800**				*1180*		**1800**
Basement 02 Car Park	**-2**					*3190*				
Basement 03 Car Park	**-3**					*3190*				
Basement 04 Car Park	**-4**					*3190*				
Basement 05 Car Park	**-5**					*3190*				
	Residential GFA	**10,896**	**14,361**	**2,123**	**2,766**	**12,427**	**16,230**	**713**	**966**	**4745**

Total Residential GBA	**34,323**	*Efficiency: 75.84%*	
Total Residential GFA	**26,032**	*(-0.35sqm/apartment for risers)*	
Total Commercial/Retail GFA	**4,745**	*Site Area*	*3833 sqm*
Total GFA	**30,777**	***FSR***	***8.03 :1***

Beamish Street_Indicative Precinct Plan Summary_Rev.A

Building	Level	1B		2B		3B		Cross Vent	Solar
Shared Carpark	**Lower Gr**								
	Gr								
		50-55m2		*75-80m2*		*100-115m2*			
Tower A									
157	**Gr**	0		0		0		0	0
Apartments	**L1**	0		0		0		0	0
	L2	5		5		0		7	9
	L3	5		5		0		7	9
	L4	2		7		0		7	8
	L5	2		7		0		7	8
	L6	2		7		0		7	8
	L7	2		7		0		8	8
	L8	0		5		0		4	4
	L9	3		2		1		N/A	5
	L10	3		2		1		N/A	5
	L11	3		2		1		N/A	5
	L12	3		2		1		N/A	5
	L13	3		2		1		N/A	5
	L14	3		2		1		N/A	5
	L15	3		2		1		N/A	5
	L16	3		2		1		N/A	5
	L17	3		2		1		N/A	5
	L18	3		2		1		N/A	5
	L19	3		2		1		N/A	5
	L20	3		2		1		N/A	5
	L21	3		2		1		N/A	5
	L22	3		2		1		N/A	5
	L23	3		2		1		N/A	5
	L24	3		2		1		N/A	6
	L25 (Plant)								
A Subtotal		**66**		**75**		**16**			
		42.0%		47.8%		10.2%			
A Mix Subtotal		**Subtotal 1B**	**66**	**Subtotal 2B**	**75**	**Subtotal 3B**	**16**	**47**	**135**
			42.0%		47.8%		10.2%	77.0%	86.0%
Tower B									
163	**Gr**	0		0		0		0	0
Apartments	**L1**	0		0		0		0	0
	L2	4		6		0		6	7
	L3	4		6		0		7	7
	L4	6		2		0		5	4
	L5	6		2		0		5	4
	L6	6		2		0		5	4
	L7	6		2		0		4	4
	L8	6		2		0		4	4
	L9	3		4		0		N/A	4
	L10	3		4		0		N/A	4
	L11	3		4		0		N/A	4
	L12	3		4		0		N/A	4
	L13	3		4		0		N/A	4
	L14	3		4		0		N/A	4
	L15	3		4		0		N/A	4
	L16	1		4		1		N/A	4
	L17	1		4		1		N/A	4
	L18	1		4		1		N/A	4
	L19	1		4		1		N/A	4
	L20	1		4		1		N/A	4
	L21	1		4		1		N/A	4
	L22	1		4		1		N/A	4
	L23	1		4		1		N/A	4
	L24	1		4		1		N/A	6
	L25 (Plant)								
B Subtotal		68		86		9			
		41.7%		52.8%		6%			
B Mix Subtotal		**Subtotal 1B**	**68**	**Subtotal 2B**	**86**	**Subtotal 3B**	**9**	**36**	**100**
			41.7%		52.8%		5.5%	60.0%	61.3%
A & B Mix Total		**Total 1B**	**134**	**Total 2B**	**161**	**Total 3B**	**25**	**83**	**235**
			41.9%		50.3%		7.8%	68.6%	73.4%
Min / Max Requirement								60%	70%

Total Units	**320**		
Community (Workshop) incl. Storage	**Gr**	103	9
Retail/Commercial	**LG**	267	0
Resident Community Room	**L13**	205	95
Total Non-Residential		**575**	**104**
Total			

Notes

** NSA and GFA for two storey apartments included in lowest floor level calculations