



# Campbelltown RSL / Urban Design Report

FOR **Bell Property Group**  
DATE **07 October 2021**

# TABLE OF CONTENTS

|     |   |    |
|-----|---|----|
| 1.  | INTRODUCTION.....   | 1  |
| 2.  | KEY BACKGROUND DOCUMENTS.....                               | 2  |
| 3.  | STRATEGIC CONTEXT.....                                      | 4  |
| 4.  | URBAN CONTEXT.....  | 8  |
| 5.  | URBAN CHARACTER.....  | 9  |
| 6.  | LOCAL POLICY.....   | 11 |
| 7.  | URBAN DESIGN PRINCIPLES.....                                | 14 |
| 8.  | THE SITE - URBAN DESIGN PRINCIPLES ASSESSMENT.....          | 18 |
| 9.  | PLANNING PROPOSAL - URBAN DESIGN ASSESSMENT.....            | 19 |
| 9.  | PLANNING PROPOSAL - URBAN DESIGN PRINCIPLES ASSESSMENT..... | 25 |
| 10. | CONCLUSION.....   | 29 |

# 1. INTRODUCTION

This report has been prepared by Kinetica Studios Pty Ltd on behalf of Think Planners in relation to a Planning Proposal for the Campbelltown RSL Site (the Site).

The Planning Proposal has received gateway approval from the Department of Planning subject to conditions. This report responds to a condition which seeks design and heritage principles to assist in analysing and justifying the proposed height and density.

In response to this request, this report reviews the physical and strategic context and relevant background reports, and determines a set of urban design principles that should guide any future development.

The report then assesses the Planning Proposal against the urban design principles and makes any recommendations for changes, if required.

The structure of the report is as follows:

**Section 2 Key Background Documents** summarises the key findings from strategy and other relevant technical reports

**Section 3 Strategic Context** outlines the wider Campbelltown context

**Section 4 Urban Context** describes the urban context within 400m of the Site

**Section 5 Urban Character** outlines the existing and future character of the Campbelltown Centre

**Section 6 Local Policy** summarises the key findings from the Campbelltown LEP and draft Campbelltown RSL DCP.

**Section 7 Urban Design Principles** identifies 12 urban design principles to guide future development.

**Section 8 Urban Design Assessment** assesses the proposal options based on key urban design considerations.

**Section 9 Urban Design Principles Assessment** provides an assessment of the two proposal options against the urban design principles.

**Section 10 Conclusion** summarises the urban design assessment.



Figure 1. Sketch Concept - Option 1 (Source: Aleksandar Design Group)

## 2. KEY BACKGROUND DOCUMENTS

The following documents have been taken into consideration when assessing the context and Planning Proposal. Key outcomes and findings from each document are summarised on the following pages.

### **GREATER SYDNEY REGION PLAN - METROPOLIS OF THREE CITIES, MARCH 2018**

The plan sets a vision for growth in Sydney across three districts - Western Parkland City, Central River City and Eastern Harbour City, in order to support development of a 30-minute city.

Campbelltown City Centre is within the Western Parkland City Metropolitan Cluster. This area is identified as an area for growth and transit orientated development.

### **WESTERN CITY DISTRICT PLAN , MARCH 2018**

The plan identifies a range of priorities and actions for improving the liveability of the Western City District. The Campbelltown City Centre is identified as one of four cities within the Metropolitan Cluster, which is the highest designation of activity centres within this district. This plan provides additional detail to that outlined in *Metropolis of Three Cities*.

### **REIMAGINING CAMPBELLTOWN CITY CENTRE MASTERPLAN, 2020**

The Master Plan provides guidance for growth of the Campbelltown City Centre. It highlights a vision, commitments and outcomes to ensure provision of a liveable city that has a wide range of jobs, services, entertainment, leisure and cultural facilities. This plan identifies the Site as being part of the Campbelltown high intensity and mixed used CBD.

### **URBAN DESIGN REPORT - ALEKSANDAR DESIGN GROUP, MARCH 2018**

The document outlines the strategic positioning as it existed in 2018 and identifies the unique urban context in Campbelltown. The report also outlines the initial proposal, providing detail regarding ground floor layouts and internal public open spaces.

### **MASSING OPTIONS - ALEKSANDAR DESIGN GROUP**

Massing options were prepared for the Site in response to a Gateway condition. Additionally, the document outlines shadow impacts of each option.

### **SUPPLEMENTARY URBAN DESIGN REPORT - ALEKSANDAR DESIGN GROUP**

The document provides a strategic update to the original urban design report completed in 2018.

### **SOLAR ANALYSIS, GLENALVON HOUSE - ALEKSANDAR DESIGN GROUP**

The document identifies the solar impacts to Glenalvon House of the initial concept and compares it to a compliant concept. The analysis indicates that the shadows produced by the initial concept are similar to those cast by a compliant concept with both options achieving minimum of 2 hours sunlight across 58% and 59% respectively, across the site.

### **HERITAGE IMPACT ASSESSMENT - HERITAGE 21, MARCH 2019**

The document outlines the heritage impacts of the proposal on the existing RSL building and the surrounding heritage items. Ultimately, this report concludes that the existing RSL building does not have any local or state heritage significance and suggests there is an opportunity to enhance the relationship with Mawson Park and Glenalvon House, through the Site.

### **HERITAGE PEER REVIEW - CRACKNELL & LONGERGAN, JULY 2021**

The report provides a peer review of the Heritage 21 assessment. It generally supports the findings of the Heritage 21 assessment and suggests that additional architectural detail provided through a development application process will enhance the developments response to nearby heritage items.

**ARBORIST REPORT - JACKSONS NATURE WORKS, JULY 2021**

The report assesses the overshadowing impacts of the proposal on the vegetation in the gardens of Glenalvon House. It concludes that the proposal will not increase overshadowing impacts on the vegetation in the Glenalvon gardens. This is predominantly due to the shadow already cast by the Communities and Justice building located north west of Glenalvon House.

**ANZAC LANEWAY PUBLIC DOMAIN CONCEPT PLAN - CANVAS LANDSCAPE ARCHITECTS, JANUARY 2021**

The concept plan outlines the public realm treatment of Anzac Lane and details ground floor setbacks to Anzac Lane, tree planting, and vehicle access to the Site.

**DRAFT DEVELOPMENT CONTROL PLAN FOR CAMPBELLTOWN RSL, 2021**

The draft DCP was endorsed by Campbelltown City Council for exhibition in March 2021. In August 2021, Council decided to delay adopting the DCP until the Planning Proposal was endorsed by the Department of Planning.

The draft DCP is summarised in this report on pages 12-13.

# 3. STRATEGIC CONTEXT

## 3.1 WESTERN PARKLAND CITY METROPOLITAN CLUSTER

The *Greater Sydney Regional Plan Report 2018* (the Plan) broadly classifies the Greater Sydney area into three cities - Eastern Harbour City, Central River City and Western Parkland City. The plan sets out visions and strategies to accommodate Greater Sydney's projected population growth to 2036, and build a 30-minute city.

Campbelltown-Macarthur is located within Western Parkland City which is projected to grow by 360,000 people by 2036 and will require approximately 184,500 new dwellings by 2036. Campbelltown-Macarthur is one of four centres that make up the Western Parkland City Metropolitan Cluster, which will provide higher concentrations of housing, jobs and services. Combined, the centres will provide significant economic benefits to Western Parkland City and Greater Sydney.

In response to the site's strategic positioning and inclusion within a Metropolitan Cluster, the proposed development should align with the vision of the Greater Regional Plan of higher density mixed use development, located close to existing infrastructure, jobs, education and public transport.

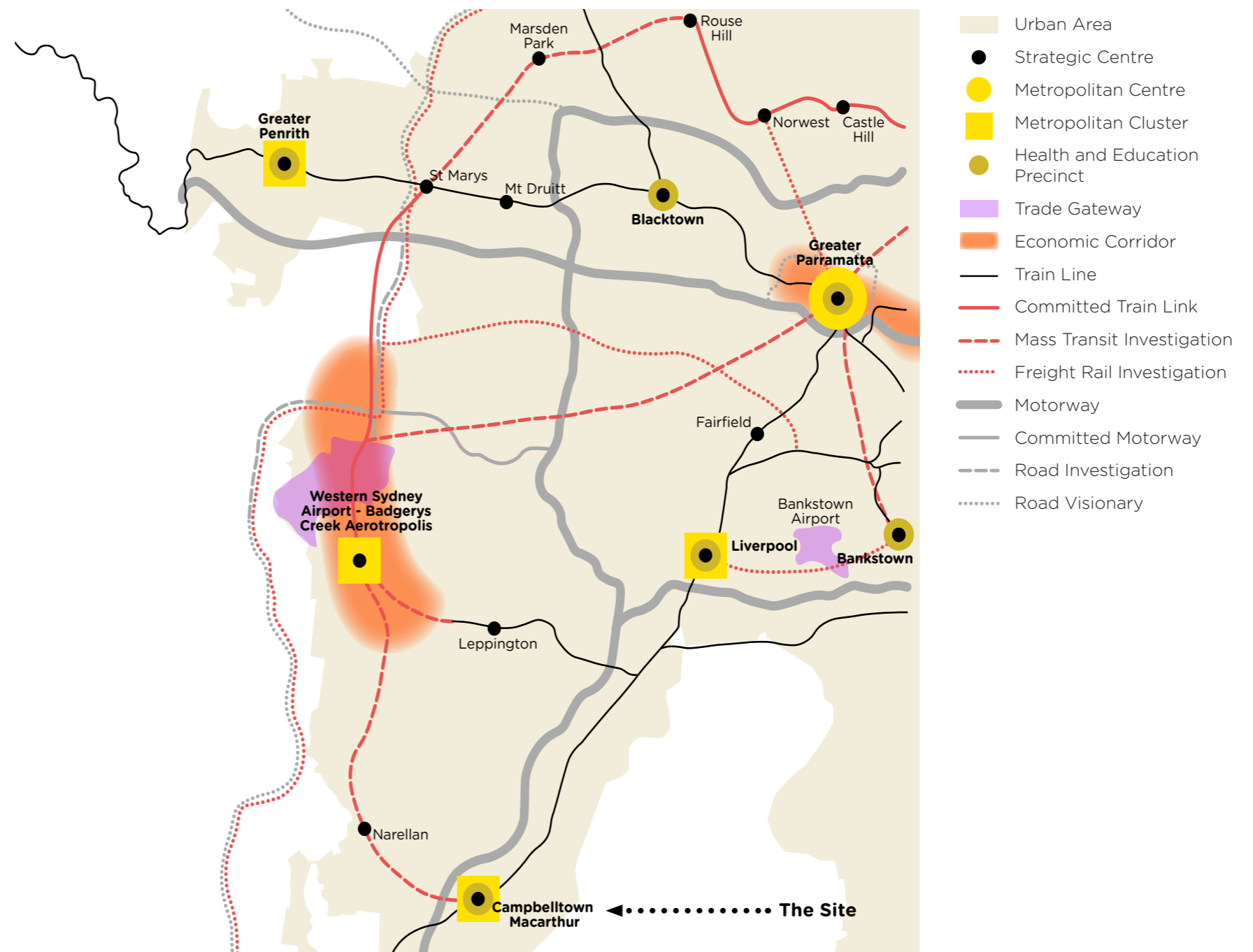


Figure 2. Extract from *Greater Sydney Region Plan - A Metropolis of Three Cities* (2018)



### 3.2 REIMAGINING CAMPBELLTOWN CITY CENTRE

Campbelltown City Centre is located in the Macarthur Region of the Western City District as identified by the *Western City District Plan 2018*. The Campbelltown City Centre, as defined in *Reimagining Campbelltown City Centre Master Plan 2020* (the Master Plan) consists of three centres - Macarthur, Campbelltown and Leumeah. Each centre has a train station, connecting to Sydney Airport, Sydney CBD, Parramatta and south to Canberra.

The Campbelltown City Centre includes a range of health and education facilities including Western Sydney University and TAFE NSW. The Site is located within the CBD of the City Centre which seeks a focus on business and justice land uses, whilst also supporting mixed-use high-density living, education, jobs and retail.

The Master Plan identifies Campbelltown City Centre as 20% larger than Sydney City Centre, 100% larger than Paramatta and Liverpool City Centres and 500% larger than Penrith City Centres in land area. This presents tremendous opportunity for the Campbelltown City Centre and the Site to accommodate the growth forecast within the Western Precinct City.

The Master Plan identifies capacity for growth and encourages high intensity development on sites such as these focused around infrastructure and services. The approach taken to accommodate growth in Campbelltown is both similar to other centres in the Western City District, and best practice.

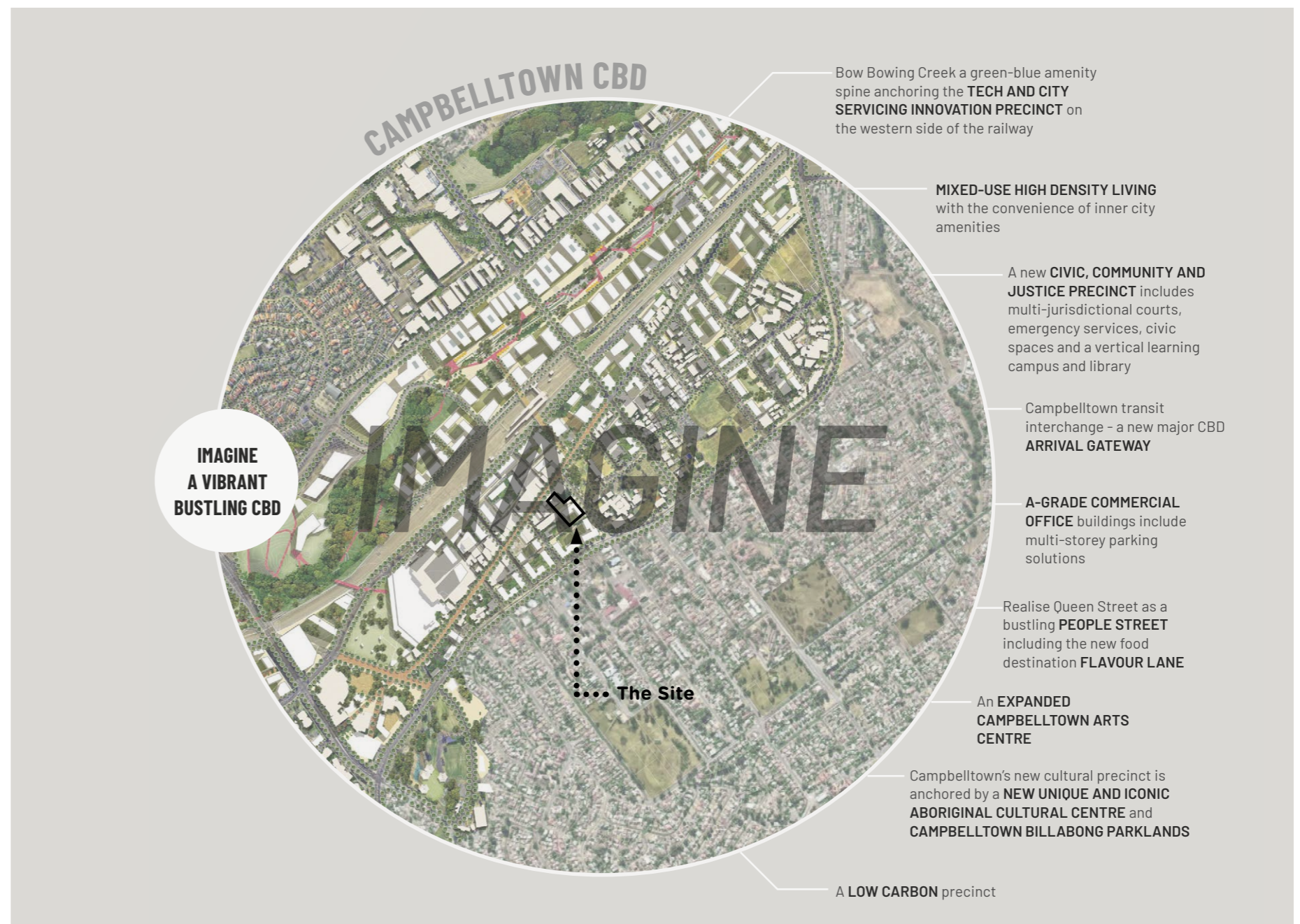


Figure 3. Campbelltown CBD Vision from *Reimagining Campbelltown City Centre Master Plan 2020*

### 3.2.1 LAND USE INTENSITY

The Master Plan locates the highest intensity land uses adjacent to existing infrastructure and train stations.

Due to the Site's close proximity to Campbelltown Train Station, the Master Plan identifies it within the highest intensity land use. It therefore has a significant role to play in enhancing Campbelltown's commercial core and providing amenity and services for residents, visitors, students and workers.

New developments (such as this Planning Proposal) within close proximity to key infrastructure will also enhance the vitality and activation of the streets, by attracting a diversity of users through provision of new services, jobs, attractions and dwellings.

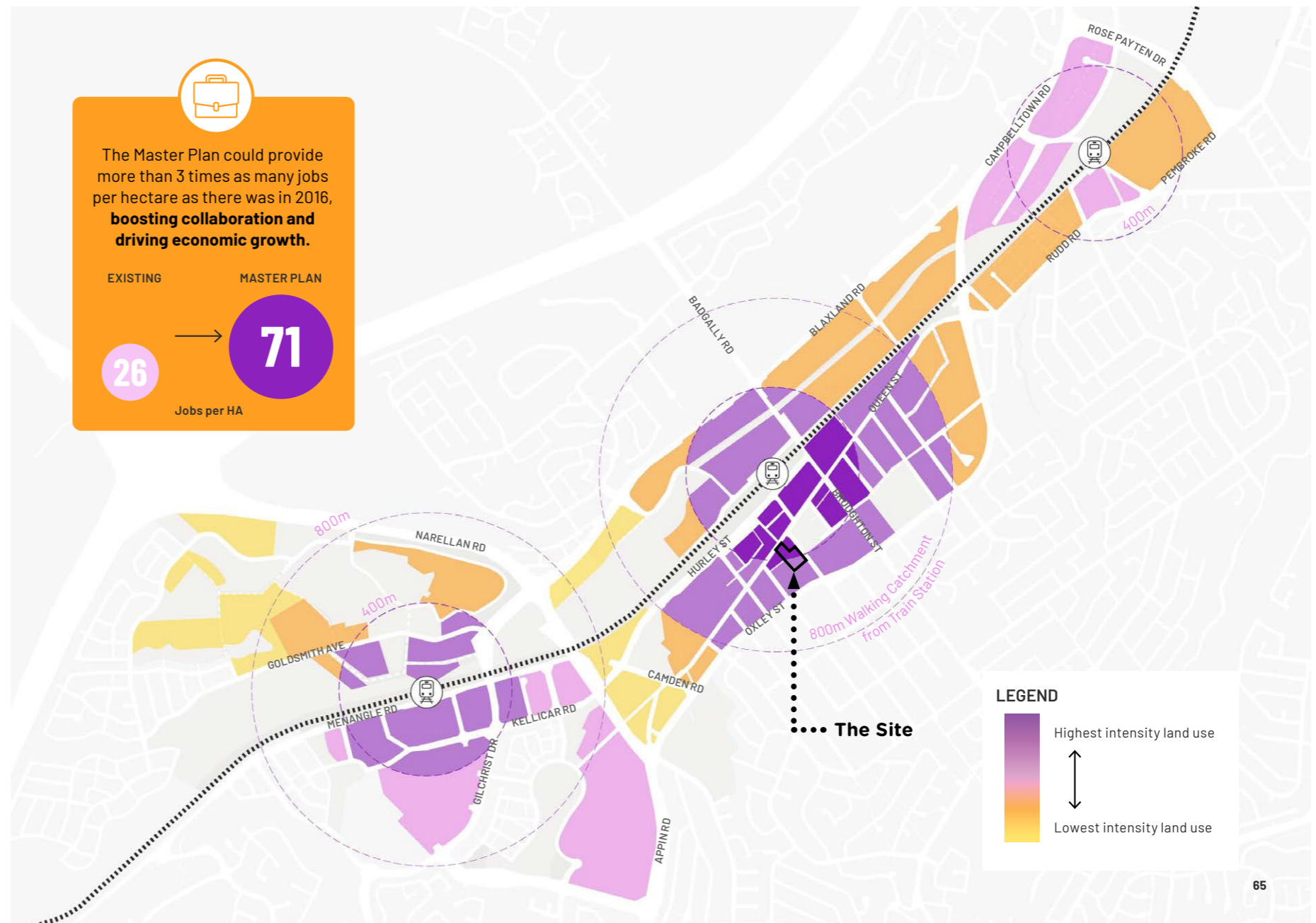


Figure 4. Map extract from *Reimagining Campbelltown City Centre Master Plan 2020*

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### 3.2.2 BUILDING HEIGHT AND DENSITY

In relation to building heights, the Master Plan directs a similar pattern to land use intensity, with taller built forms concentrated around high amenity areas and transport nodes. The Site has the second tallest built form within the City Centre, with the tallest built form concentrated around the Campbelltown Train Station and along Queen Street south-east of the rail line.

The Master Plan emphasises ‘density done well’ where high-intensity built form seamlessly transitions to medium-density at the City’s fringe. Additionally, building heights aren’t considered fixed and definitive, and should vary in height in order to improve the City’s legibility, visual interest and solar access.

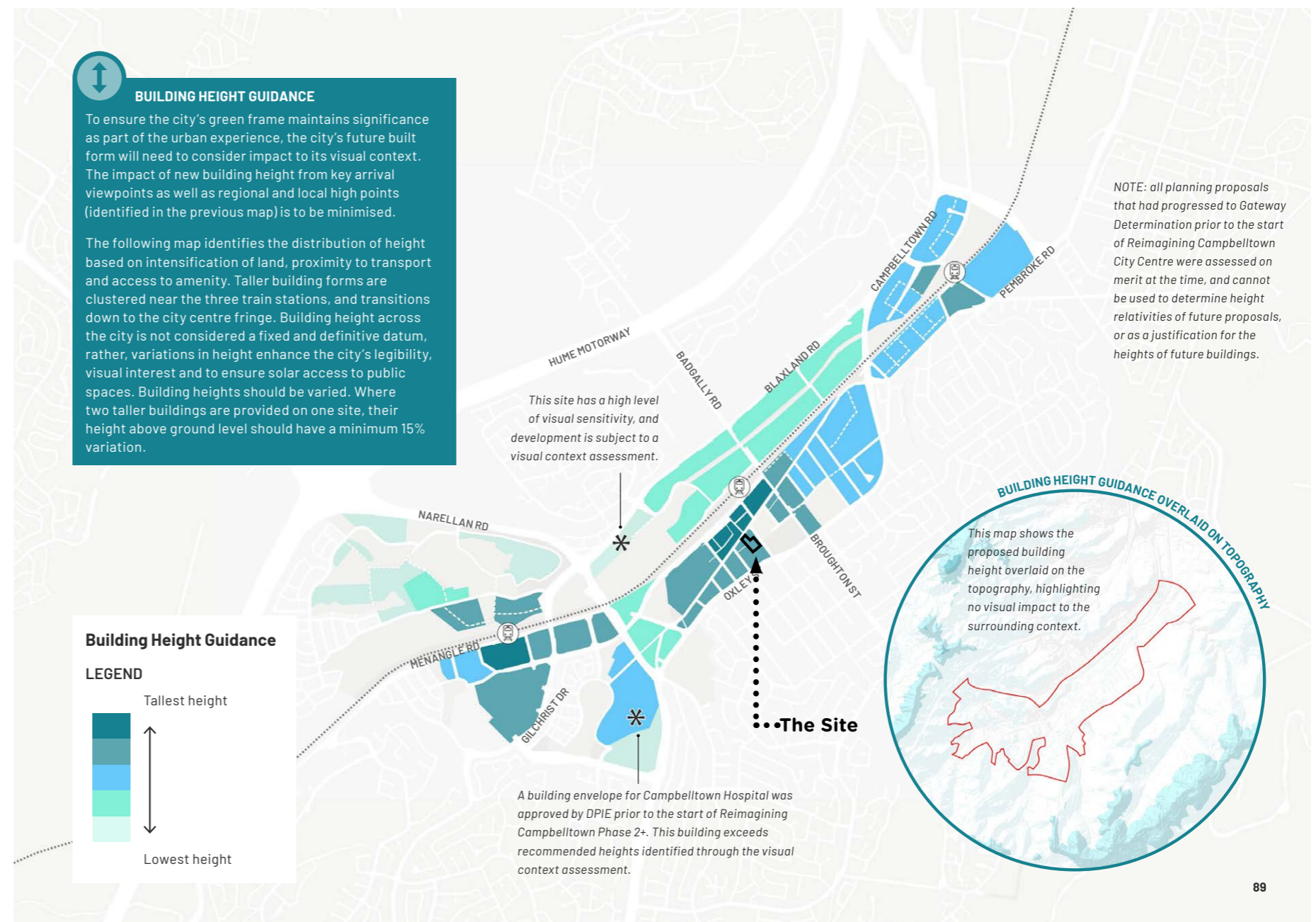


Figure 5. Map extract from Reimagining Campbelltown City Centre Master Plan 2020



## 4. URBAN CONTEXT

The Site is located 400m south of Campbelltown Train Station and bus interchange. Campbelltown Station is a major regional service interchange connecting Sydney to Canberra and Melbourne.

Campbelltown City Centre is home to a number of institutions including Western Sydney University, Australian Institute of Botanical Science and Campbelltown Hospital.

The Site fronts Queen Street to the north-west, Cordeaux Street to the north-east, Carberry Lane to the south-east and Anzac Lane to the south-west.

Queen Street is the central retail spine of Campbelltown, with a fine grain and vibrant streetscape character providing a diversity of shops and services to residents and visitors.

Mawson Park sits to the north-east of Cordeaux Street, providing key public open space within the City Centre and opportunities for civic and community events. Mawson Park is the only open space within 400m of the Site.

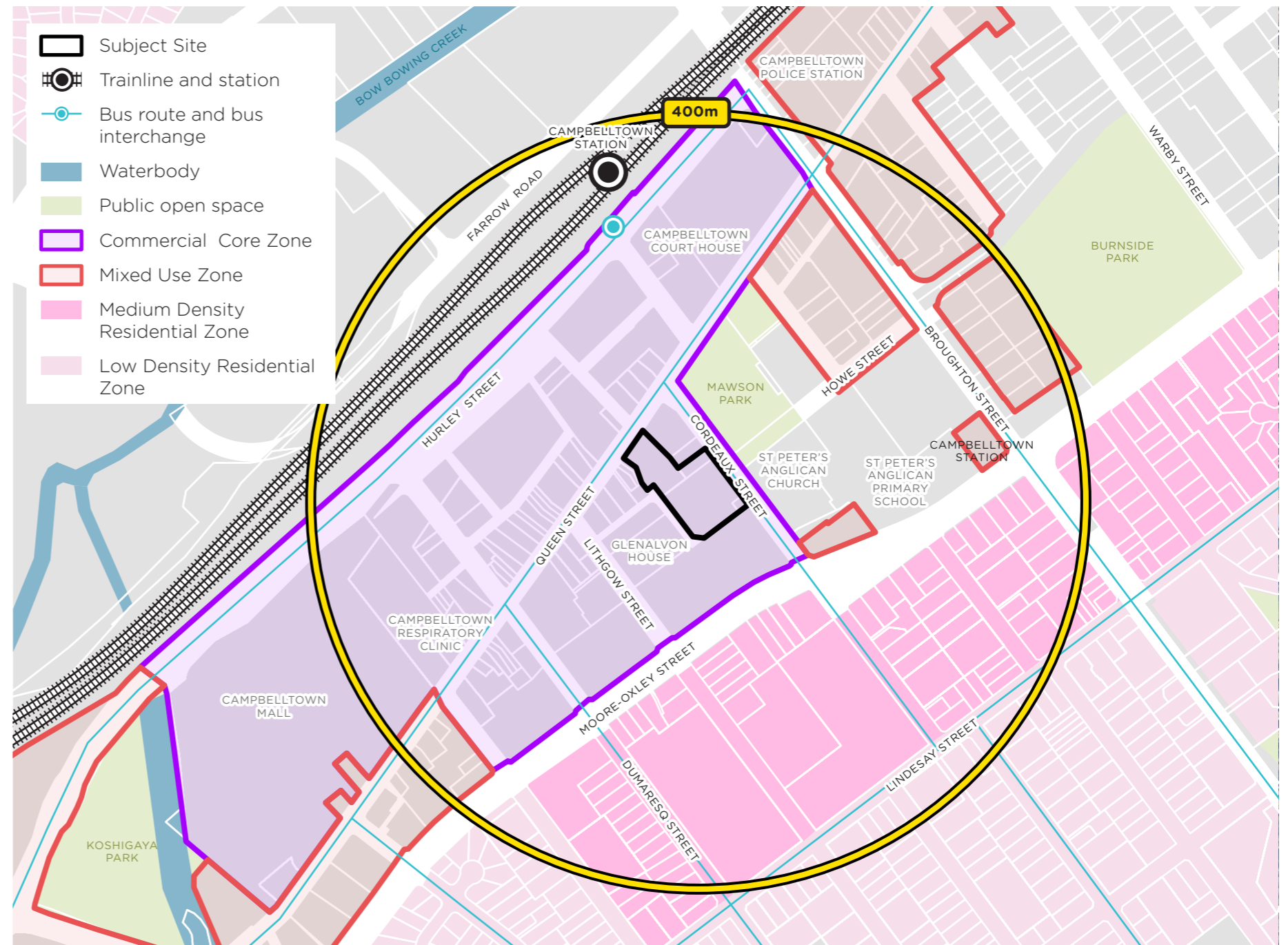


Figure 6. Urban Context Map

# 5. URBAN CHARACTER

## 5.1 EXISTING URBAN CHARACTER

The Site is located within a mixed use area with frontage to three streets and one lane which have varied character attributes.

Along Queen Street are a range of fine and medium grain lots, contributing to its vibrancy and sense of place. Queen Street has predominantly 1-2 storey street wall character, with a retail ground floor and commercial uses above.

In direct contrast is Cordeaux Street which has larger lot sizes with a low scale built form character. The tallest building on Cordeaux Street is 10 storeys, adjacent to the Site on the corner of Cordeaux Street and Queen Street. On the north-east side of Cordeaux Street, the St Peters Anglican Church and associated buildings have a landscape setback of over 15m. Additionally, Mawson Park further enhances the landscape character of Cordeaux Street and its sense of openness.

Surrounding the Site are two heritage places in close proximity. To the south-west Anzac Lane separates the Site from the heritage listed Glenalvon House and grounds and to the north-east Cordeaux Street separates the Site from the heritage listed St Peters Anglican Church.

The lot sizes between Queen Street and Oxley Street are large and well-located, making them opportunities for redevelopment. There are also a number of large surface car parks that offer additional nearby development potential.

The Communities and Justice building to the south of the Site, has a 3-5 storey street wall to Anzac Lane and Glenalvon House.

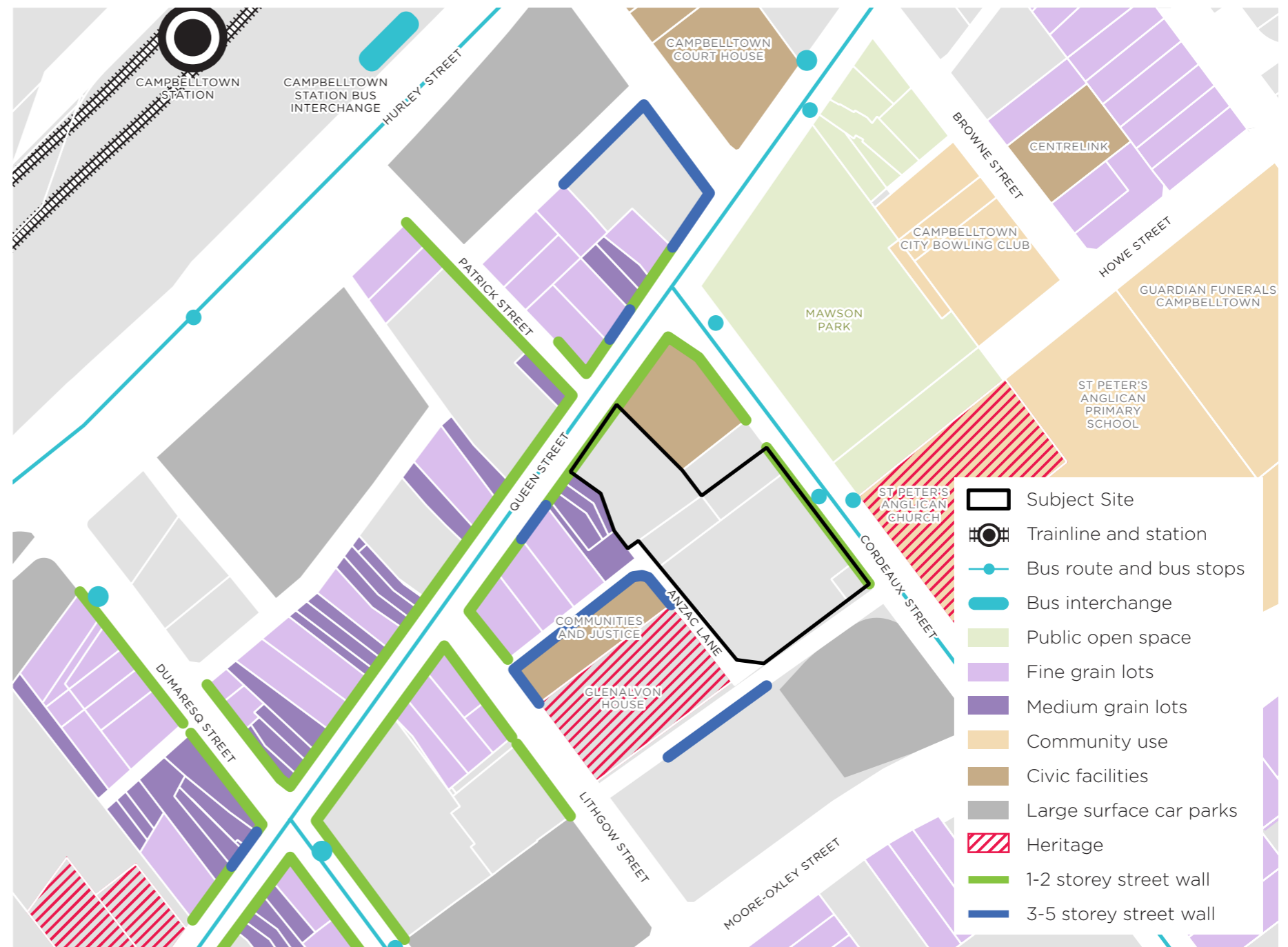


Figure 7. Existing Urban Character Map



## 5.2 FUTURE URBAN CHARACTER

The Master Plan outlines a number of aspirations that will significantly change the character of the City Centre.

The future character will reflect a bustling, high-intensity mixed-use CBD. Buildings will provide high-density living and employment with well defined streets. At street level, pedestrians are prioritised and urban blocks are permeable to pedestrian and cyclist movement.

Queen Street will become the heart of the CBD with fine grain retail and upper level setbacks to built form. Mawson Park will be a major civic space, providing the CBD with community and event infrastructure.

The Site will enhance pedestrian connectivity from Mawson Park to Anzac Lane and Queen Street. It will also support future growth by providing high-intensity land uses close to public transport and services.

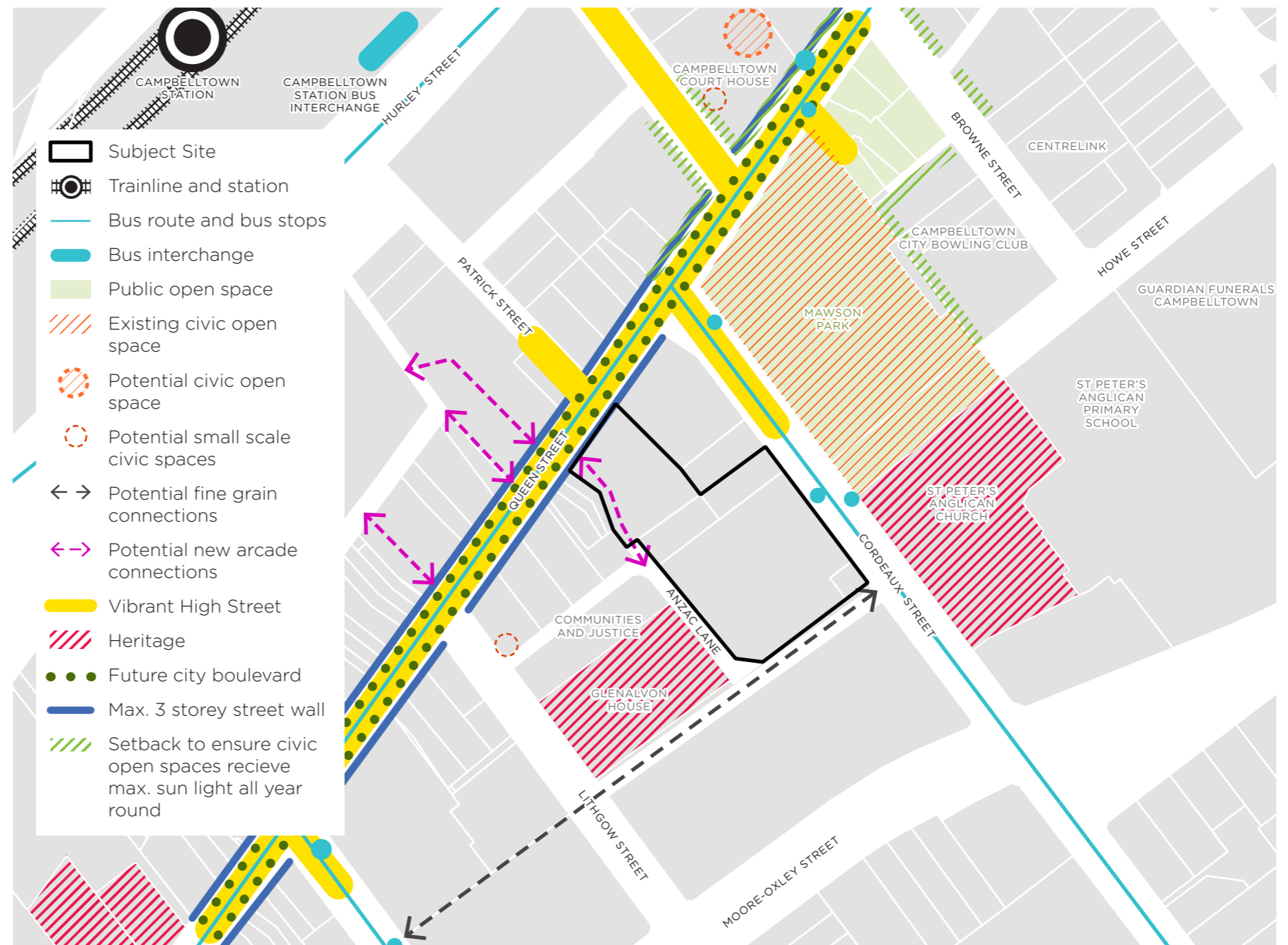


Figure 8. Future Urban Character Map

## 6. LOCAL POLICY

### 6.1 CAMPBELLTOWN LEP

The Site is in Zone B3 - Commercial Core. The zone seeks to ensure buildings provide an active interface at the ground floor with non-residential land uses at the ground and first floors. The Site's convenient location in the heart of Campbelltown supports its commercial core zoning.

The Campbelltown LEP applies a maximum building height of 32m across the Site. A maximum building height of 32m is consistent across the local area, with the area closest to Campbelltown Train Station prescribed a height of 45m.

As outlined in Section 5, the Greater Sydney Regional Plan and the Master Plan envision the Site within a high density, mixed use area. For this reason, the maximum building heights prescribed in the LEP are no longer appropriate for the Campbelltown City Centre.

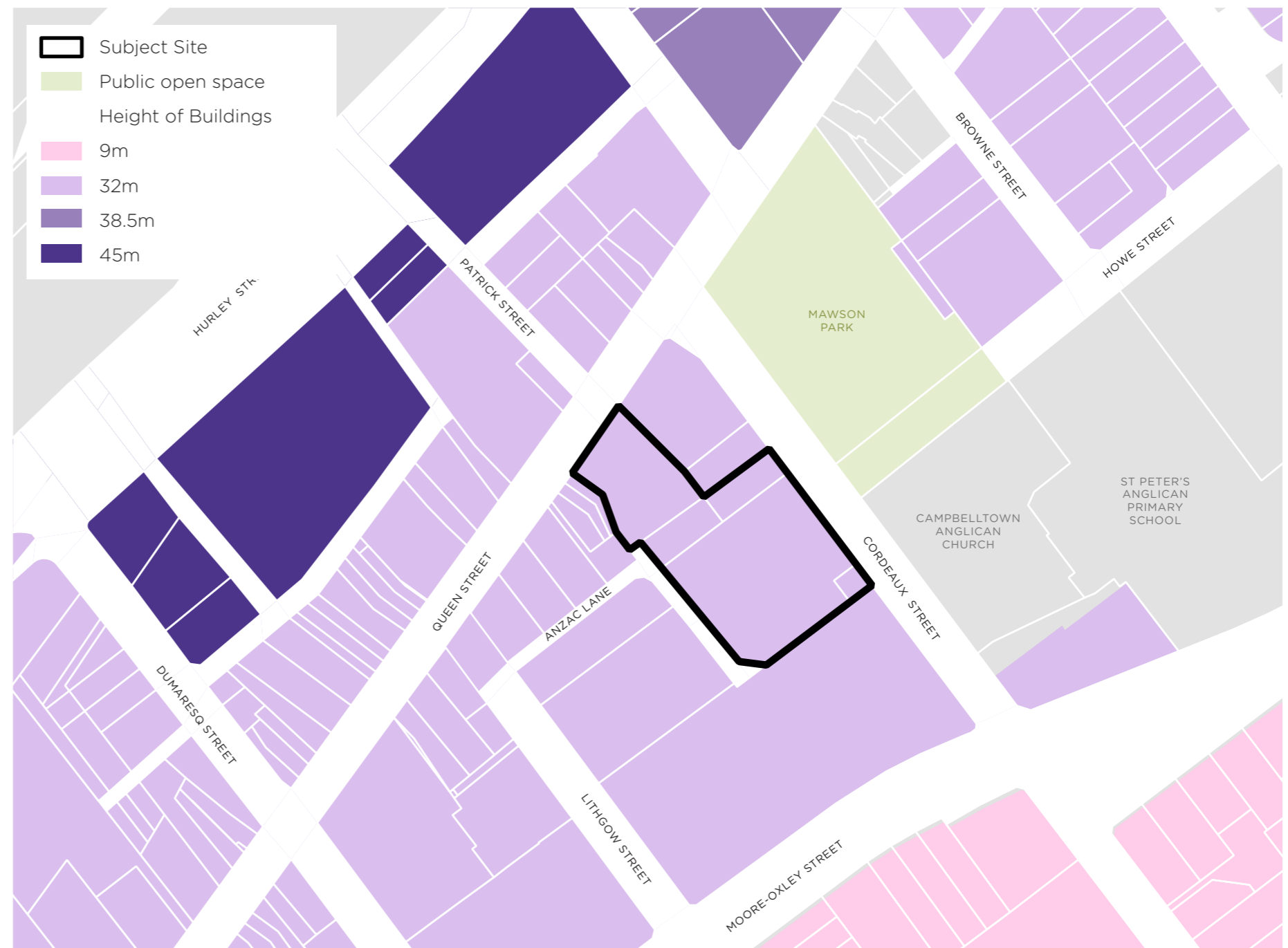


Figure 9. Campbelltown LEP maximum building height map

## 6.2 DRAFT DEVELOPMENT CONTROL PLAN FOR CAMPBELLTOWN RSL

The draft Campbelltown RSL development control plan (DCP) (exhibited in June 2021) provides a variety of design objectives and controls, and supports an increase in development intensity on the Site.

It seeks for building heights to be varied to provide a positive and visually interesting skyline while responding to the topography of the Site. However, the DCP does not prescribe maximum building height or FSR for the Site.

Additionally, the DCP prescribes that buildings should maximise views from the city centre to heritage features and landscapes.

The DCP provides a robust framework to shape a future development application on the Site. This DCP framework is summarised in the following table.

|  | OBJECTIVES  | CONTROLS   |
|--|---|--|
| <b>BUILDING DESIGN, ORIENTATION AND LAYOUT</b> | <ul style="list-style-type: none"> <li>• Create a sense of visual separation between buildings, podiums and tower forms.</li> <li>• Provide building separation to ensure privacy, access to light and ventilation and high-quality visual outlook from apartments.</li> <li>• Enhance liveability and building siting and massing by establishing a public realm network</li> <li>• Reflect the city centre environment set out in the <i>Reimagining Campbelltown City Centre Master Plan</i>.</li> <li>• Ensure design excellence and weather protection to minimise development impacts on Maswon Park, Glenalvon House and the surrounding streets.</li> <li>• Create a vibrant mixed use development with active street frontages.</li> <li>• Ensure the development enhances the public realm, defines the surrounding streets and provides legible connections between buildings and the public realm.</li> <li>• Establish a fine grain building interface at ground and podium level.</li> <li>• Provide for enhance pedestrian comfort and shelter at street level.</li> </ul> | <ul style="list-style-type: none"> <li>• Referral to the Campbelltown Design Excellence Panel.</li> <li>• Include public realm spaces to add to the visual and environmental amenity of the development whilst maximising safety and security.</li> <li>• Provide shade trees.</li> <li>• Establish windbreaks for protection from southerly and westerly winter winds.</li> <li>• Towers shall not exceed 40m in building width.</li> <li>• The street wall must relate to the human scale and podium height should be 2-4 storeys.</li> <li>• The street wall should provide well-modulated pedestrian experience at street level.</li> <li>• Towers are to be located and design to minimise overshadowing impacts to nearby open space.</li> </ul> |
| <b>BUILDING SEPARATION AND SETBACKS</b>        | <ul style="list-style-type: none"> <li>• Reinforce street edges and the public realm.</li> <li>• Create a sense of visual distinction and separation between the podium and tower.</li> <li>• Ensure compliance with the ADG.</li> </ul>  | <ul style="list-style-type: none"> <li>• Podiums should have a zero setback to all street frontages to provide a strong built form and activate the street.</li> <li>• Create a highly permeable pedestrian environment at the Queen Street entrance.</li> <li>• Towers must be setback 4-6m from Queen Street.</li> <li>• Towers elsewhere should provide a distinction between the tower and podium by use of design detailing.</li> <li>• Use setbacks to enhance internal amenity and the public realm.</li> </ul>   |



|  | OBJECTIVES   | CONTROLS   |
|--|--|--|
| <b>BUILDING HEIGHTS</b>                  | <ul style="list-style-type: none"> <li>• Provide a range of building heights to create a variety of built form and land use intensity.</li> <li>• Maximise solar access to the public realm, open space and pedestrian areas.</li> <li>• Minimise impacts to views, privacy and solar access of adjoining land.</li> <li>• Create an interesting skyline.</li> </ul>   | <ul style="list-style-type: none"> <li>• Provide a range of building heights to establish an interesting skyline.</li> <li>• Ensure the skyline is sympathetic to the topography of the land.</li> <li>• The building’s massing and arrangement should make a positive contribution to the city skyline.</li> <li>• Buildings should maximise views from the city centre to significant heritage features and landscapes.</li> </ul>   |
| <b>HERITAGE INTERFACE</b>                | <ul style="list-style-type: none"> <li>• Provide an appropriate visual relationship with Mawson Park and Glenalvon House.</li> <li>• Celebrate nearby heritage items and provide links between the development and historic sites.</li> </ul>  | <ul style="list-style-type: none"> <li>• Provide a north-south pedestrian link between Mawson Park and Glenalvon House.</li> <li>• Provide a fine grain, active frontage along Cordaeux Street to positively address Mawson Park.</li> <li>• Provide a positive pedestrian interface to Anzac Lane, activating the interface with Glenalvon House.</li> <li>• Locate ‘back of house’ services away from heritage places.</li> <li>• Minimise overshadowing of heritage listed gardens and places.</li> </ul> |
| <b>LANDSCAPING AND PUBLIC OPEN SPACE</b> | <ul style="list-style-type: none"> <li>• Create a usable area of public open space with passive recreation opportunities and facilitation of community interaction.</li> <li>• Provide public open space with good solar access and high amenity value.</li> <li>• Activate the edges of public open space to enhance safety and passive surveillance.</li> <li>• Ensure public open space is appropriately landscaped and enables the provision of public art.</li> </ul> | <ul style="list-style-type: none"> <li>• Minimum 500m2 of publicly accessible entertainment plaza space.</li> <li>• Pedestrian connection from Cordeaux Street to Anzac Lane and from Queen Street to Anzac Lane.</li> <li>• Embrace CPTED principles.</li> <li>• Include details of public art.</li> </ul>  |
| <b>CIRCULATION AND ACCESS</b>            | <ul style="list-style-type: none"> <li>• Prioritise pedestrian and public amenity.</li> <li>• Access should be convenient, efficient and safe.</li> <li>• Minimise impacts of vehicle access on the public realm.</li> <li>• Encourage residents to walk and cycle.</li> </ul>   | <ul style="list-style-type: none"> <li>• Provide a pedestrian connection through the site from Cordeaux Street to Anzac Lane, enabling a visual connection from Mawson Park to Glenalvon House.</li> <li>• Provide a high quality public realm with awnings and weather protection.</li> <li>• Provide vehicle access from Anzac Lane.</li> </ul>  |

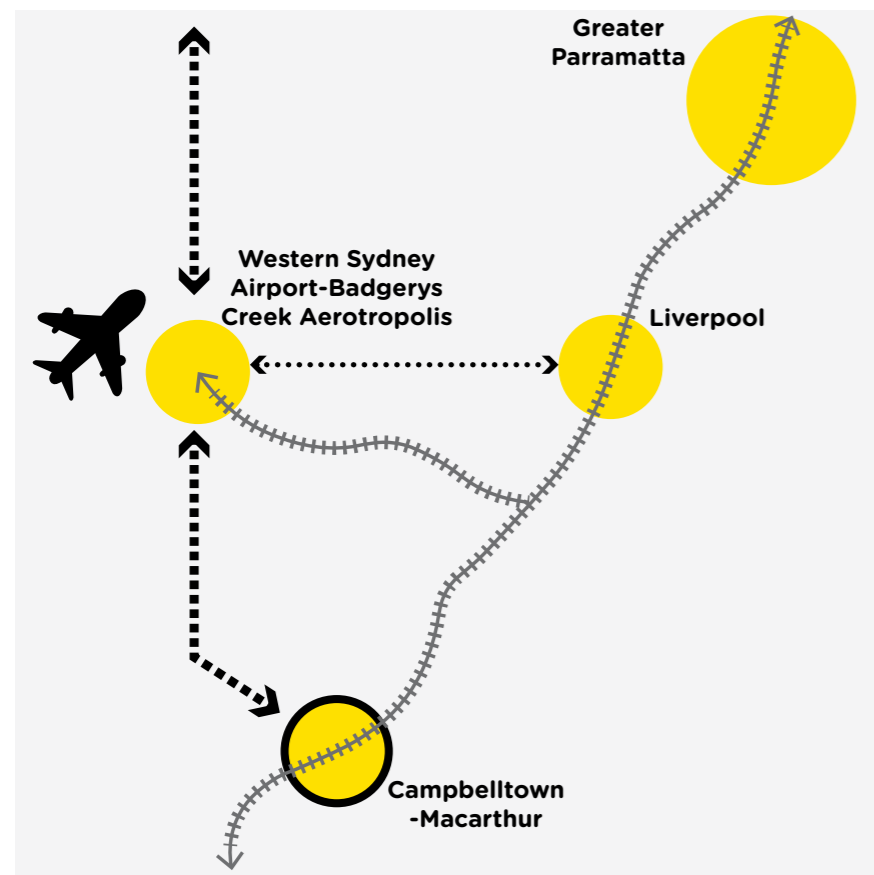


## 7. URBAN DESIGN PRINCIPLES

Based on a review of the physical and policy context, the following urban design principles have been prepared to guide any future development on the Site.

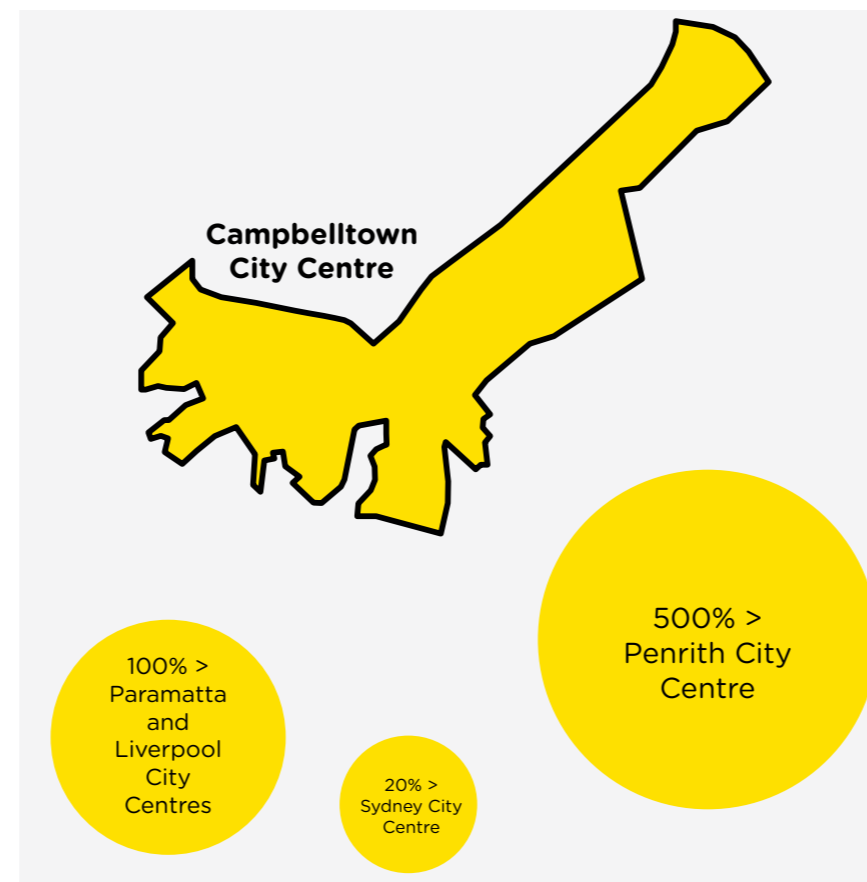
### 1. METROPOLITAN CLUSTER

Development should respond to its location in a Metropolitan Cluster, the highest designation within the *Western City District Plan, March 2018* (the District Plan). The District Plan identifies Campbelltown-Macarthur as an Urban Renewal Area where high density housing is supported near to public transport and jobs.



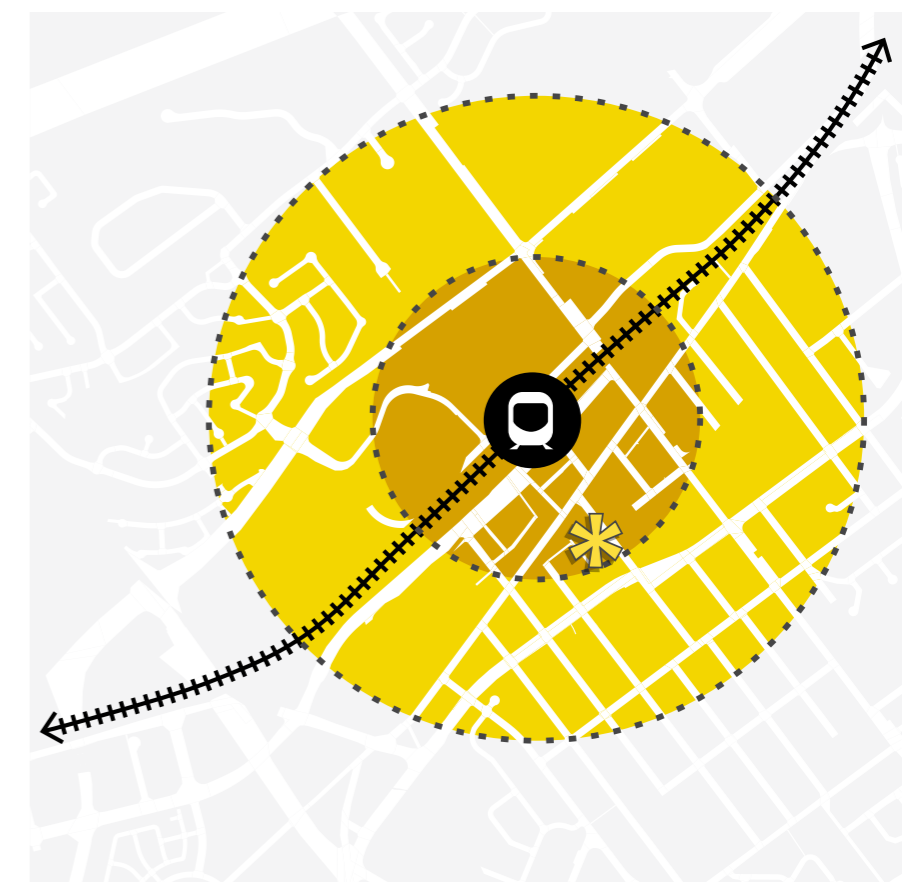
### 2. POTENTIAL FOR GROWTH

The scale of development should respond to the Site's strategic location and the size of the centre compared to other centres in the Greater Sydney area.



### 3. CORE CBD

The proposal should respond to the urban structure promoted in the *Reimagining Campbelltown City Centre Masterplan*, which describes the Site within the Core CBD, where the highest intensity land use is directed.





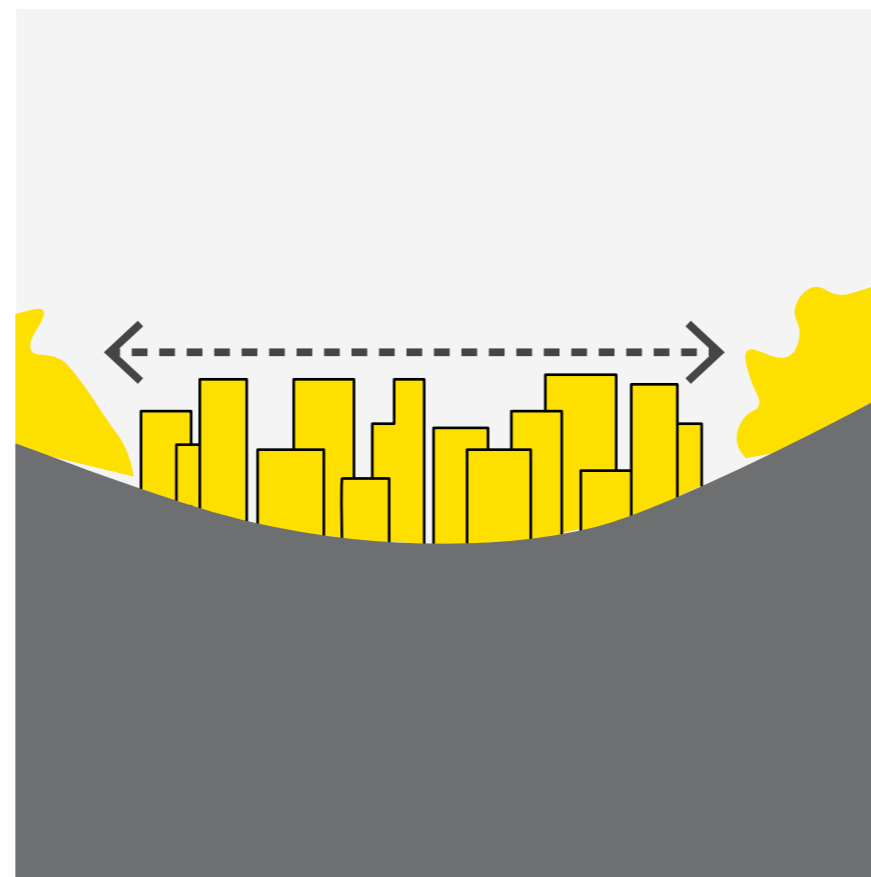
#### 4. ACCESSIBILITY AND WALKABILITY

The Site has high quality public open space, Campbelltown Station, shops and services all within 400m walking distance. This should be capitalised on through the provision of a high-density mixed-use development.



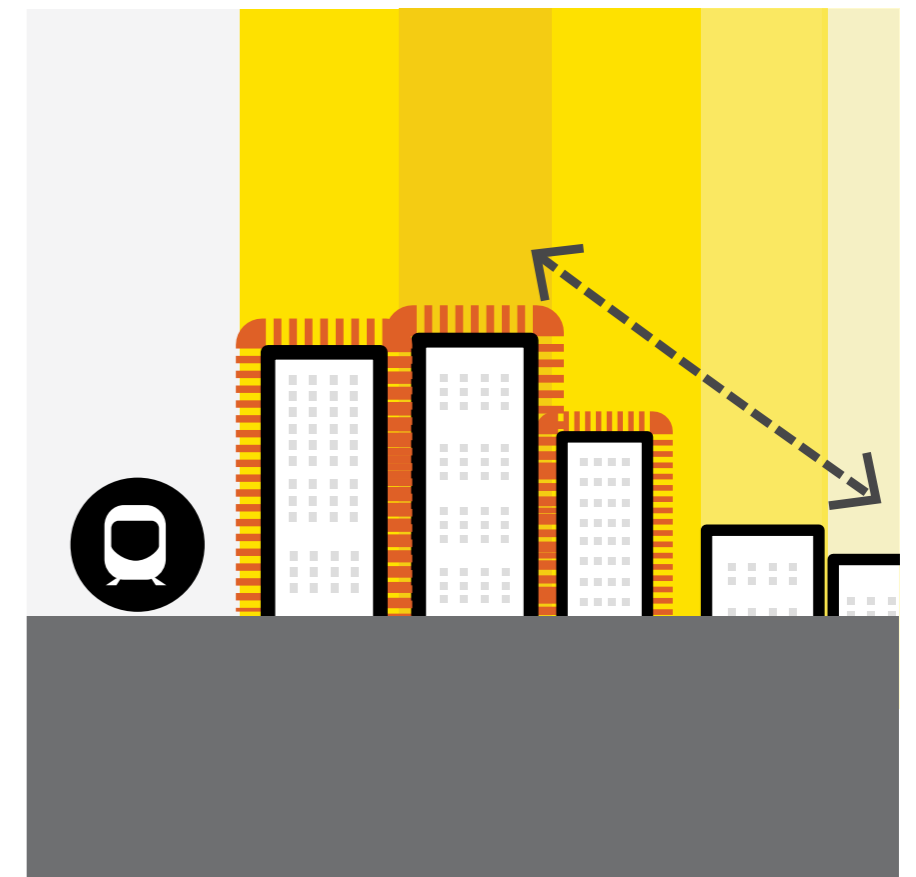
#### 5. RESPONSIVE BUILDING HEIGHT - VIEWS AND KEY ARRIVAL POINTS

Building heights should respond to visual sensitivities, creating a city skyline within a valley. The impact of new building height from key arrival viewpoints as well as regional and local high points should be minimised.



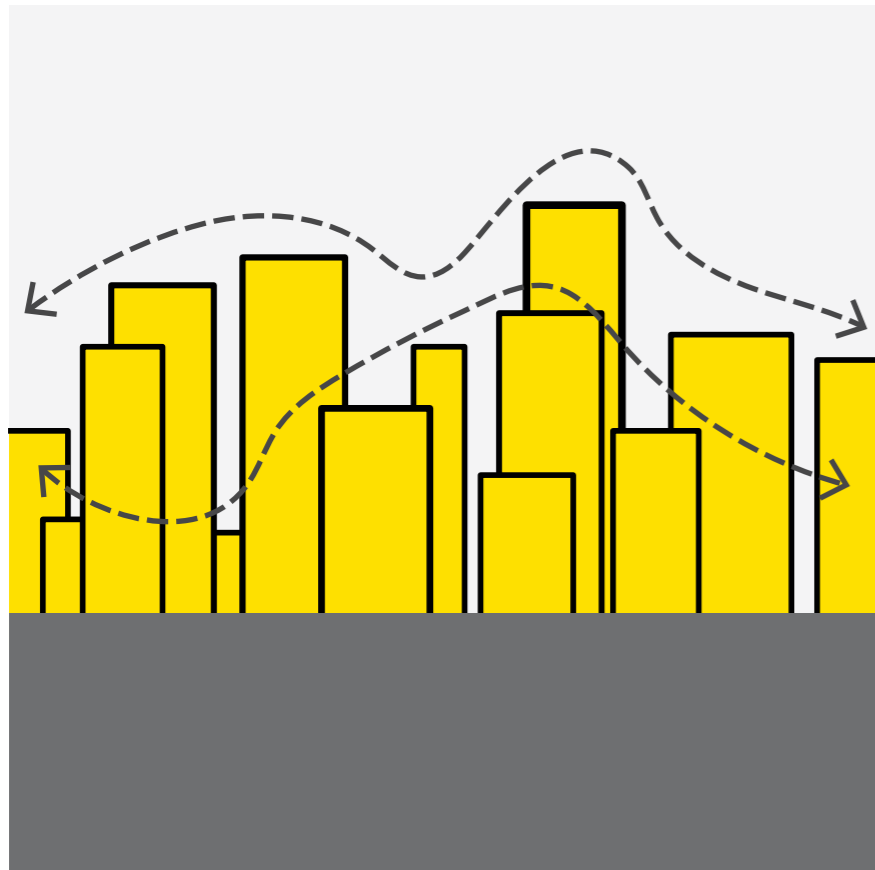
#### 6. RESPONSIVE BUILDING HEIGHT - TRANSITION

Development should deliver a dense urban core that is compact and close knit, with building heights generally transitioning downwards from Campbelltown Train Station to Oxley Street in the south east.



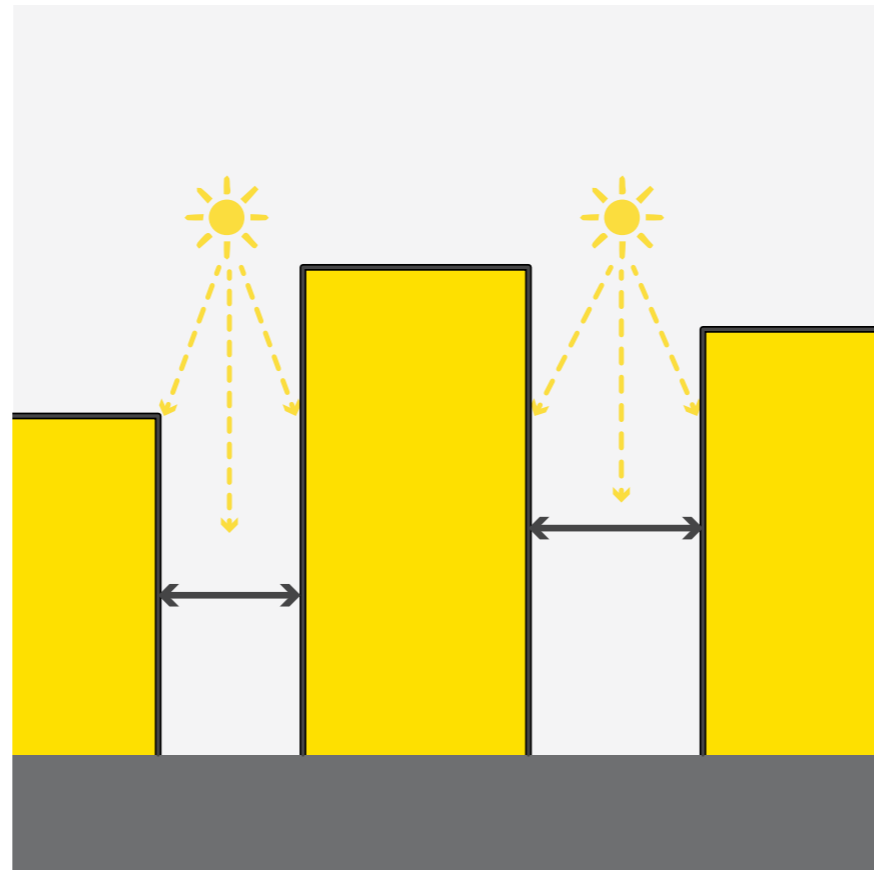
### 7. SKYLINE

Buildings across the Site should contribute to a varied and interesting skyline.



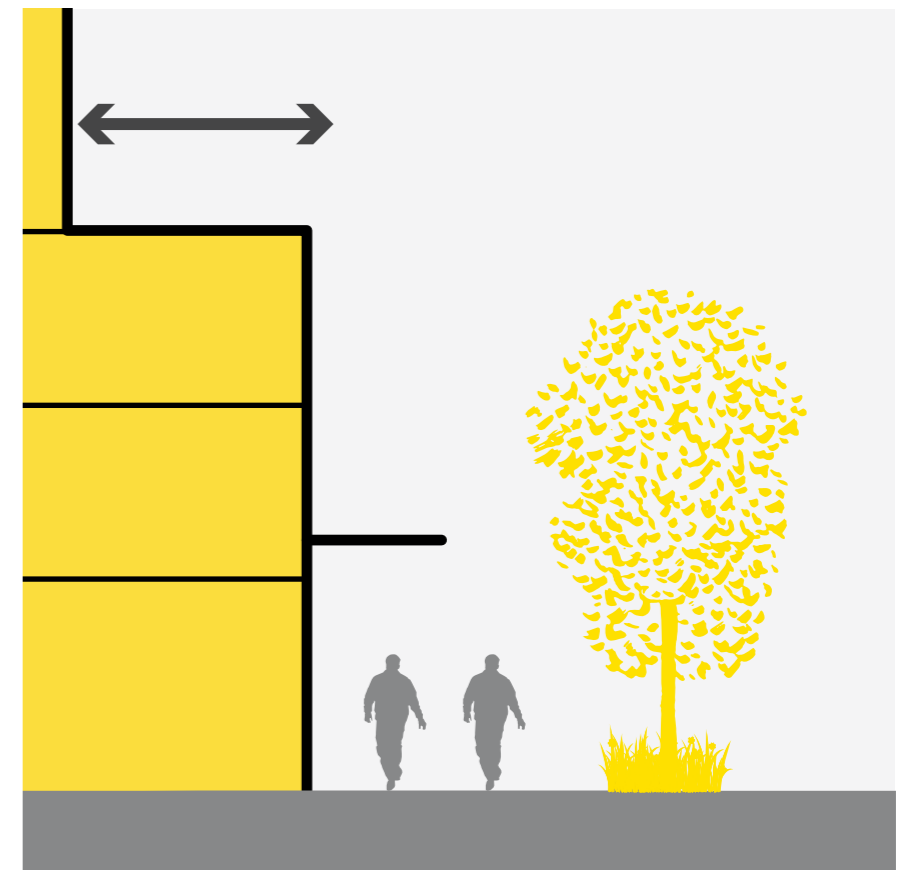
### 8. OVERSHADOWING

Development must ensure compliance with the ADG in relation to overshadowing future development sites adjacent. Additionally, building mass should be broken up to provide slender shadows where possible.



### 9. HUMAN SCALE

Development should respond to the existing streetscape character, and maintain its fine grain, human scale, where appropriate.



### 10. HERITAGE

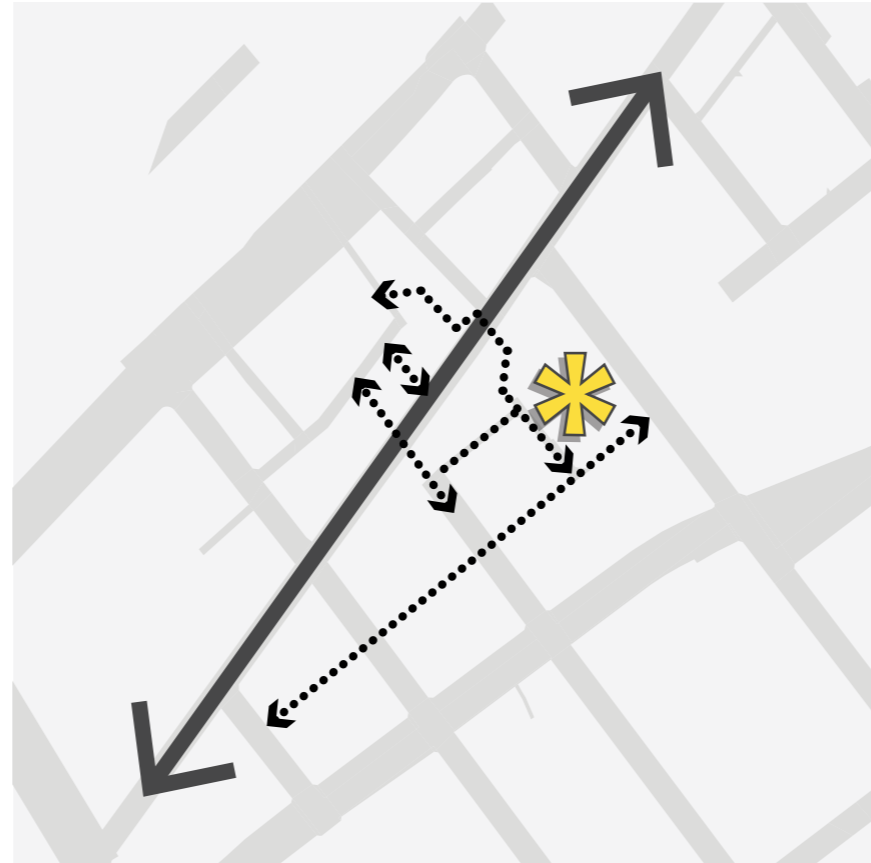
Tall buildings should respect the past and respect the curtilage and human scale of heritage buildings.



### 11. LANEWAYS

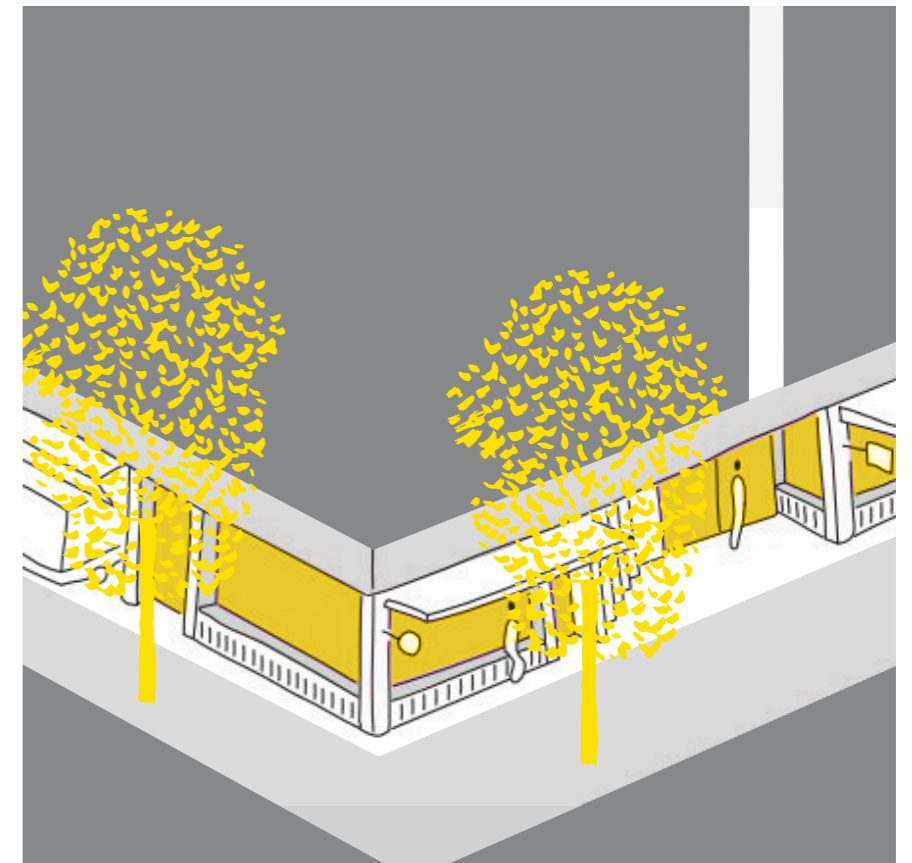
Larger sites should contribute to a series of fine grain connections within Campbelltown's city centre core that are safe, legible and interesting, and improve the permeability of the centre for pedestrians.

Pedestrian connections should be open to the sky for the majority of their length. The public and private realms should be clearly delineated



### 12. ACTIVATION

Encourage ground floor active frontages should be encouraged within development with retail, restaurants and cafes located at interfaces with public spaces and pedestrian connections.



## 8. THE SITE - URBAN DESIGN PRINCIPLES ASSESSMENT

This section identifies how the Site responds to the urban design principles outlined in Section 7.0.

The table on the right, identifies the scale and intensity of development appropriate for the Site, based on its strategic location and access to amenity and services.

The assessment highlights that the Site's location close to public transport and existing services and amenity, as well as its size, make it appropriate for high intensity land use development outcomes.

An assessment of strategically similar city centres indicates that a maximum building height of 85m is appropriate for the Site.

| THE SITE - RELEVANT URBAN DESIGN PRINCIPLES | SITE ASSESSMENT  |
|---|--|
| <b>1. Metropolitan Cluster</b>              | The Site's location within the Campbelltown City Centre, in a Metropolitan Cluster, indicates its important role in accommodating the growth forecast within the Campbelltown-Macarthur region. The Site is classified as an urban renewal Site and can accommodate high density housing close to public transport and jobs.   |
| <b>2. Potential for Growth</b>              | The Site's location in a centre the size of Campbelltown suggests its ability to accommodate increased development intensity should be comparable to nearby city centres identified in the Metropolitan Cluster. Penrith and Liverpool have implemented revised building height maximums of 80m and 100m, respectively, within 400m of a train station. Therefore, a maximum building height on the Site of 85m is considered appropriate. |
| <b>3. Core CBD</b>                          | As the balance of the Site is located within a 400m radius of the Campbelltown Train Station, it should accommodate increased growth close to public transport and provide the highest intensity land uses within the Core CBD.  |
| <b>4. Accessibility and walkability</b>     | The Site is located in close proximity to services, shops and public transport. It should therefore, capitalise on the existing amenity through the provision of high-density mixed-use development.   |

## 9. PLANNING PROPOSAL - URBAN DESIGN ASSESSMENT

Aleksander Design Group prepared two options for the planning proposal. Both options have been assessed based on the key urban design considerations applying to the Site. The two proposals hold the same maximum building height of 85m, but spread the massing across the Site differently.

Based on the policy and physical context, the proposal must strike an appropriate balance between responding to the future character of the Campbelltown CBD, and ensuring any redevelopment respects the heritage buildings nearby and the Site's interface to Mawson Park.

### 9.1 BUILDING HEIGHT AND MASSING

The planning proposal is for three buildings with a maximum overall height of 85m. The built form typology reflects a podium-tower arrangement with generous separation between the tower forms.

**Option 1 - Current Proposal** has three buildings of the following heights:

- Building A (Cordeaux Street) - 18 storeys
- Building B (Carberry Lane) - 24 storeys
- Building C (Anzac Lane) - 21 storeys

**Option 2 - Alternative Proposal** has three buildings of the following heights:

- Building A (Cordeaux Street) - 24 storeys
- Building B (Carberry Lane) - 17 storeys
- Building C (Anzac Lane) - 17 storeys



Figure 10. Sketch Concept - Option 1 (Source: Aleksandar Design Group)

### 9.1.1 BUILDING HEIGHT

The Master Plan identifies the Site as part of a dense urban core character area, where mixed-use, high-density development is supported, with the ambition to accommodate 30% additional homes.

This Master Plan highlights a new character for the Campbelltown City Centre which the proposal will need to respond to. In order to accommodate the projected growth, it is a reasonable assumption that the prescribed building heights in the Campbelltown LEP will need to be increased.

There are a number of strategically similar city centres within the Metropolitan Cluster that have implemented revised building height controls. The City Centres of Penrith and Liverpool are both part of the Metropolitan Cluster and are centred around well-connected train stations. These two centres also have major institutions and hospitals that underpin their future growth. The Penrith LEP has building heights up to 80m within 400m of Penrith Train Station. The Liverpool LEP has building heights up to 100m within 400m of Liverpool Train Station.

The height comparison to other centres within the Metropolitan Cluster suggests the proposed 85m maximum building height is an appropriate response to the directed emerging built form character and the desired increase in housing.

### 9.1.2 VISUAL BULK AND INTEREST

The building typology of podium-tower will help to distribute the building mass across the Site. This typology allows for definition of the street and creation of a pedestrian scale at street level, whilst providing an enhanced skyline and varied skyline.

The proposed building massing creates three towers of different shapes and widths. This variation ensures that views to the sky from the street are maintained, while providing an interesting skyline when viewed from a distance. Further architectural detailing resulting from a development application process will provide additional visual interest through material application and building articulation. Therefore, the podium-tower typology is considered to be an appropriate response for the Site.

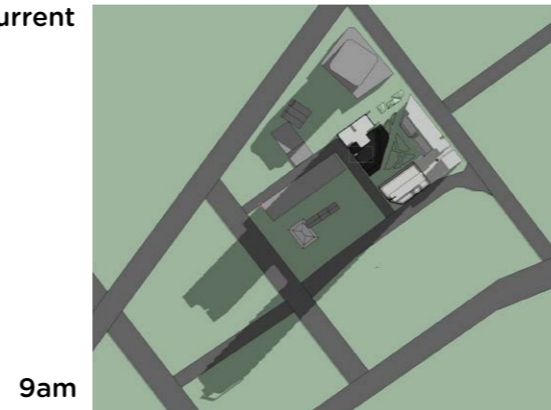
### 9.1.3 OVERSHADOWING

The podium-tower typology allows for sunlight to reach the public realm and move quickly across the surrounding area.

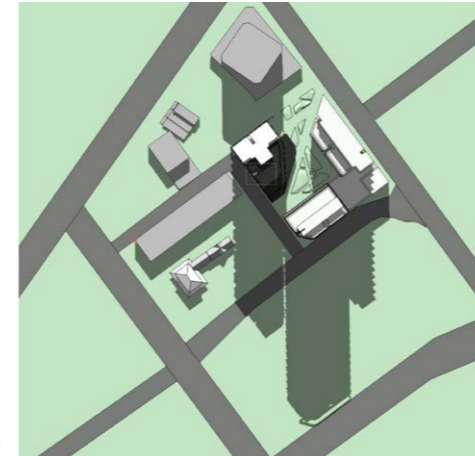
The proposed building mass is considered to create acceptable shadow impacts between 9am and 3pm of the winter solstice on surrounding properties, public realm and spaces. From an analysis of the two development options, Option 1 performs marginally better in reducing its overshadowing impact.

Internally, the large tower separation in both options offers good internal amenity and compliance with the ADG.

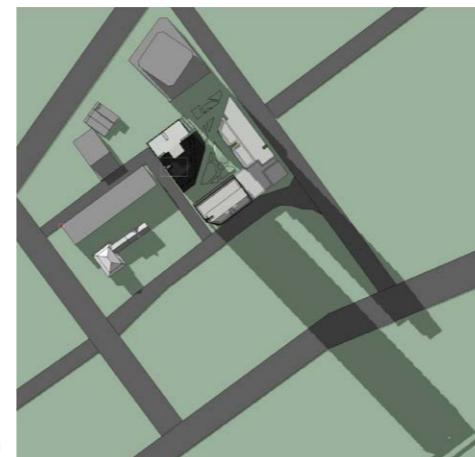
Option 1 - Current Proposal



9am

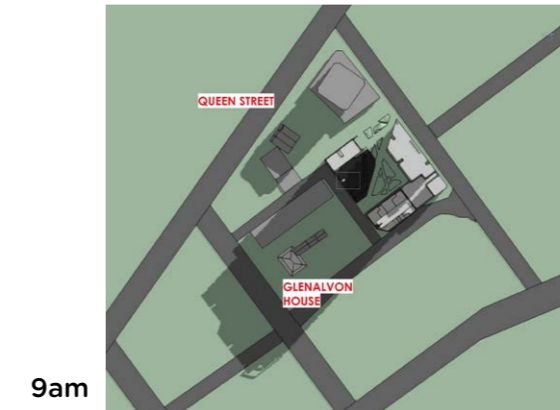


12pm

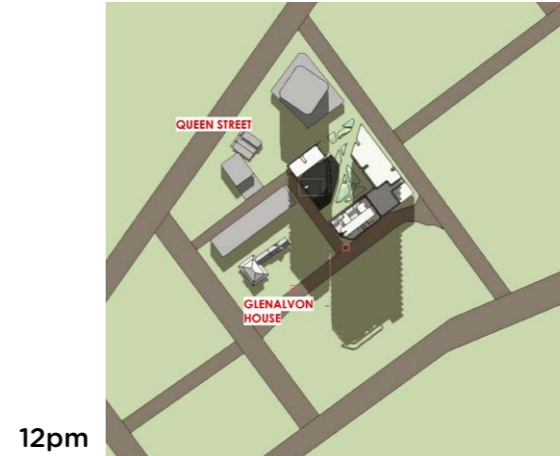


3pm

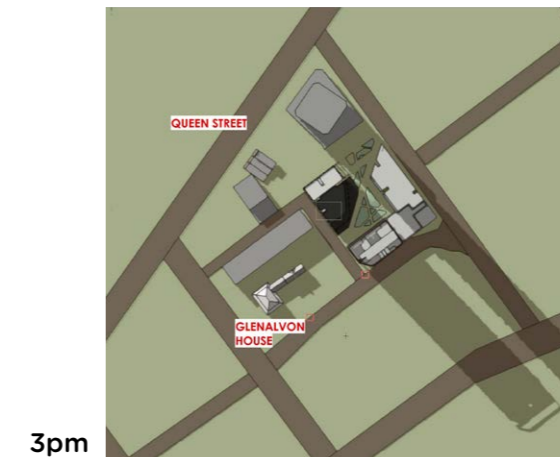
Option 2 - Alternative Proposal



9am



12pm



3pm

Figure 11. Winter Solstice Shadow Diagrams (Source: Aleksandar Design Group)

## 9.2 SETBACKS AND STREET WALLS

Given the Site's varied interfaces, the setbacks and street walls need to be carefully considered in order to appropriately respond to the public realm and create a sense of enclosure and pedestrian scale.

**Mawson Park and Cordeaux Street** - The proposal options respond to the scale and openness of Mawson Park, ensuring the building provides a sense of enclosure to Cordeaux Street and fine grain activation at the ground floor and podium levels.

**Carberry Lane** - The proposal options consider the potential development opportunity on the southern side of Carberry Lane, balancing the street wall and street width to create a pedestrian scale.

Additionally, Buildings A and B of both options of the proposal provide a negative level at levels 5 and 6 to distinguish the podium from the tower. The use of a double negative level creates an appropriate break in the building, which will provide a human scale to Cordeaux Street and Carberry Lane.

**Anzac Lane** - At this interface, a 'laneway' environment is unavoidable due to the width of Anzac Lane. Both proposal options provide a setback at ground floor to enhance the pedestrian environment. Through a development application, fine grain detailing to the street wall should be provided to emphasise the human scale of Anzac Lane.

From the above assessment, both proposal options provide appropriate setbacks and street walls for the surrounding context.

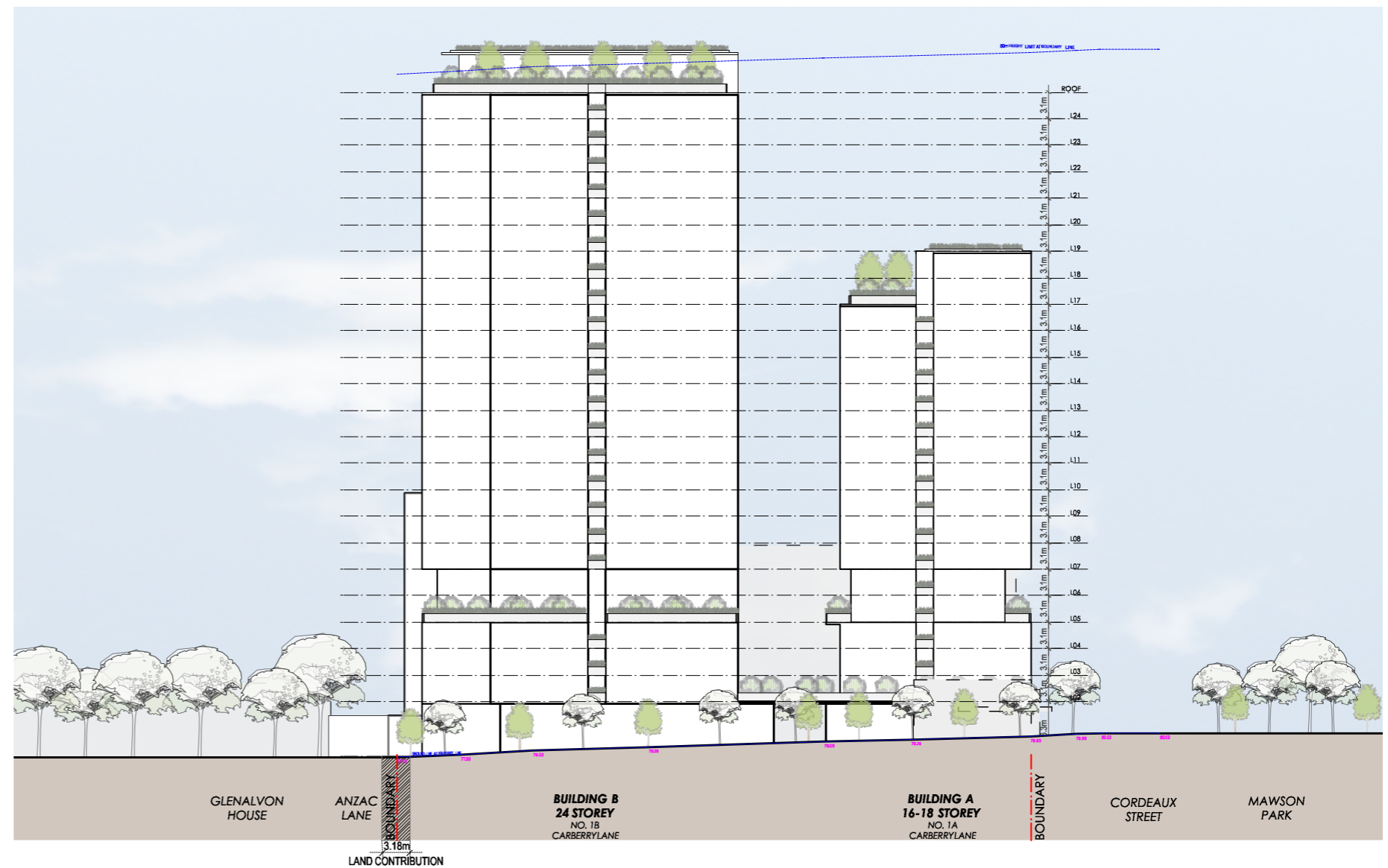


Figure 12. South Elevation (Source: Aleksandar Design Group)





### 9.3 PUBLIC REALM CONNECTIONS

Queen Street is the central spine to the Campbelltown City Centre and is set to become a major pedestrian and cyclist thoroughfare. Connecting the Site to this thoroughfare will increase the accessibility and permeability of the local area while increasing the viability of the development.

The proposed pedestrian connection between Queen Street and Anzac Lane is 4m wide with the RSL/Hotel building cantilevering over the link from level 2 for a portion of the connection. This response provides a generous width and height which, through a development application process, can be appropriately detailed to ensure it is attractive and safe for users.

There are three pedestrian connections through the Site at ground level, offering maximum permeability to the Site. These ground floor connections are generous in size and provide ground floor activation through retail uses facing these public spaces. The creation of these spaces allows for pedestrians to move freely within the Site and choose their desired line.

The public realm connections proposed are considered to be generous and intuitive. The locations of these connections create a solid framework for the podium-tower building forms and will encourage public pedestrian movement through the Site at the ground level.

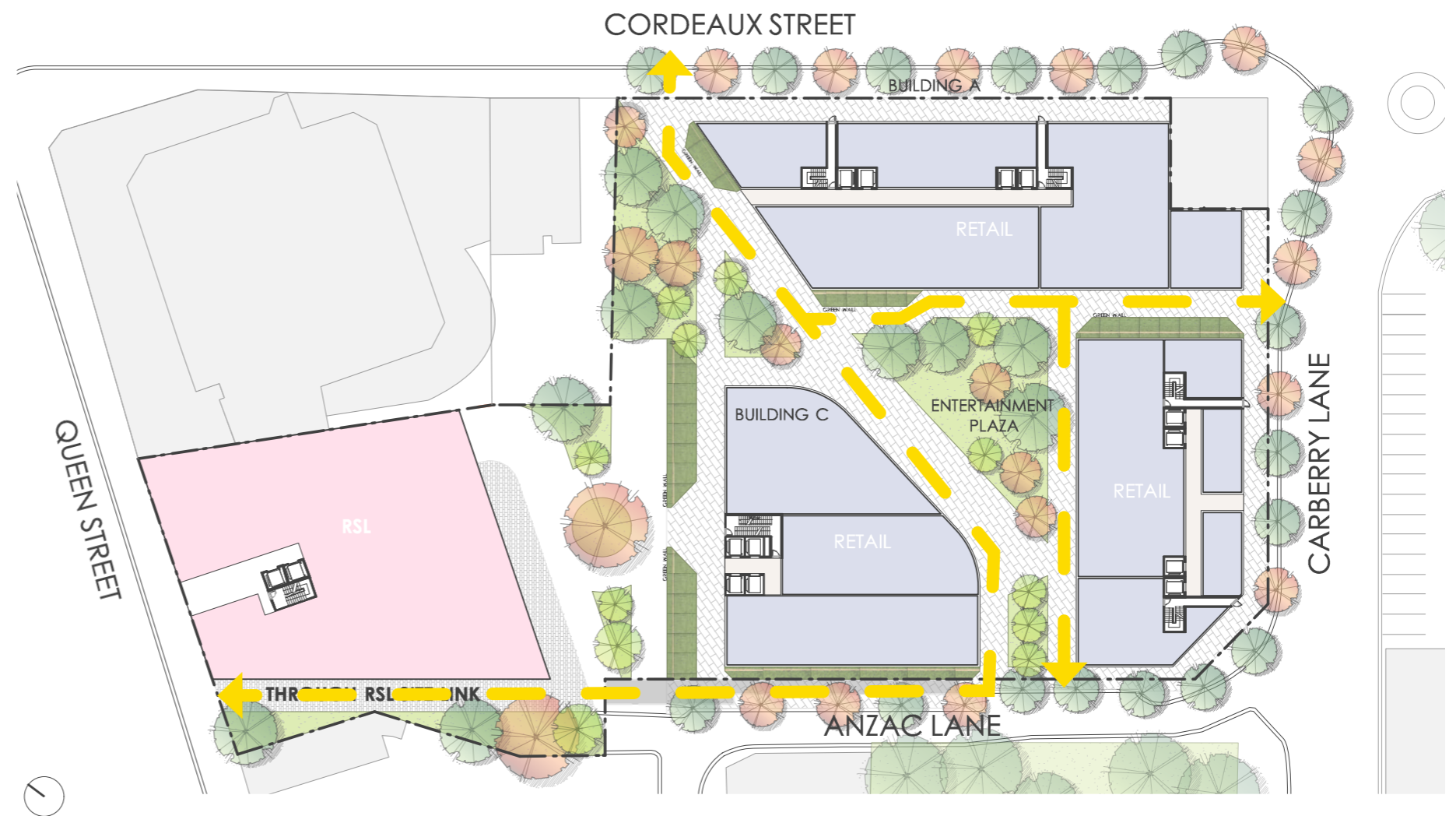


Figure 13. Ground Floor Plan (Source: Aleksandar Design Group)

## 9.4 HERITAGE IMPACTS

The planning proposal must have regard to the heritage places located nearby, including Glenalvon House and St Peters Anglican Church.

The *Heritage Impact Statement Report* by Heritage 21 assessed the heritage impacts of the proposal on the existing RSL building and surrounding heritage places. The report concluded that the existing RSL building does not have heritage significance, and suggests that linking Glenalvon House to Mawson Park through the Site will enhance the heritage value of Glenalvon House.

Similarly, Cracknell & Longergan supported Heritage 21's assessment, adding that architectural detail provided through a development application process will enhance the developments response to nearby heritage items.

Due to the increased density and height sought by policy, scale differences between the future emerging character and existing heritage places will be inevitable. However, the negative impacts of these contrasting building forms can be mitigated through site design and building massing. A future development should encourage visual and physical connections from the public realm to heritage places.

Both options provide ground floor pedestrian connections and legible movement path, creating a sense of discovery through the Site to Glenalvon House.

The building massing of both options, maximise breaks between buildings and consider how the buildings massing will impact overshadowing on Glenalvon House to the south. Both options do not overwhelm Glenalvon House with shadows, however the Option 1 concentrates its taller forms towards Anzac Lane in slender towers, reducing the scale of shadows cast.

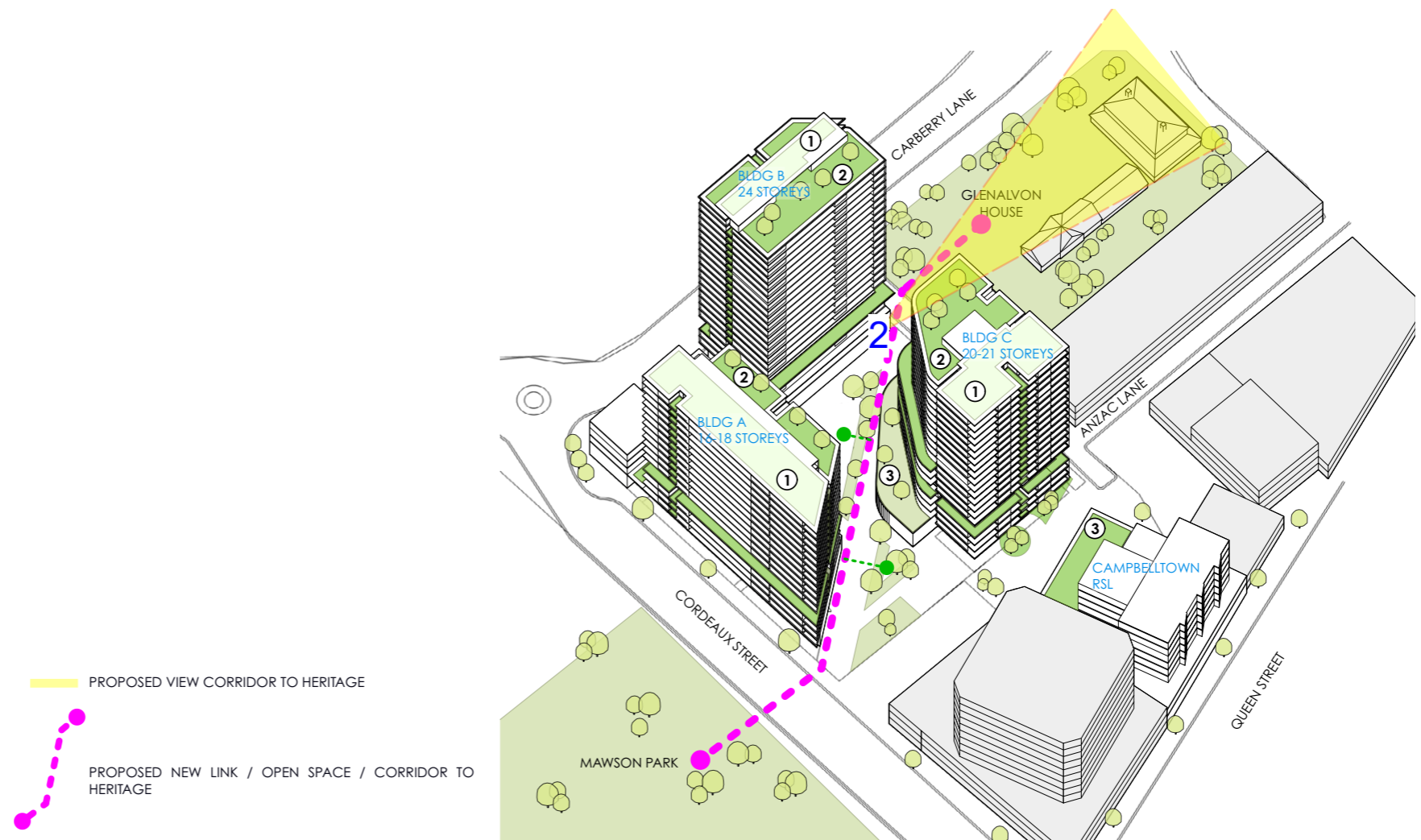


Figure 14. Heritage viewlines and pedestrian link (Source: Aleksandar Design Group)

## 10. PLANNING PROPOSAL - URBAN DESIGN PRINCIPLES ASSESSMENT

The following sections compare the two options for the planning proposal prepared by Aleksandar Design Group and how they perform against the urban design principles outlined in Section 7.0.

### 10.1 OPTION 1 - CURRENT PROPOSAL

Option 1 divides the development into three tower forms with podiums providing definition at street level. The building heights range across the Site, with the tallest building at 24 storeys located on the corner of Carberry Lane and Anzac Lane and the lower building at 18 storeys fronting Cordeaux Street.

The proposal outlines a generous open space between the buildings which is activated by retail uses at the ground floor. The pedestrian connections through the Site are generous in width and clear to sky.

Building articulation and recessed levels are used to define the street wall and create a pedestrian scale. Additional design detail, through a development application process will add further fine grain definition at the street level.

Providing a lower built form on Cordeaux Street positively responds to Mawson Park, providing a sense of enclosure while respecting the scale and openness of the park. Additionally, providing tall and slender built forms to the south of the Site, minimises shadow impacts on the surrounding environment.

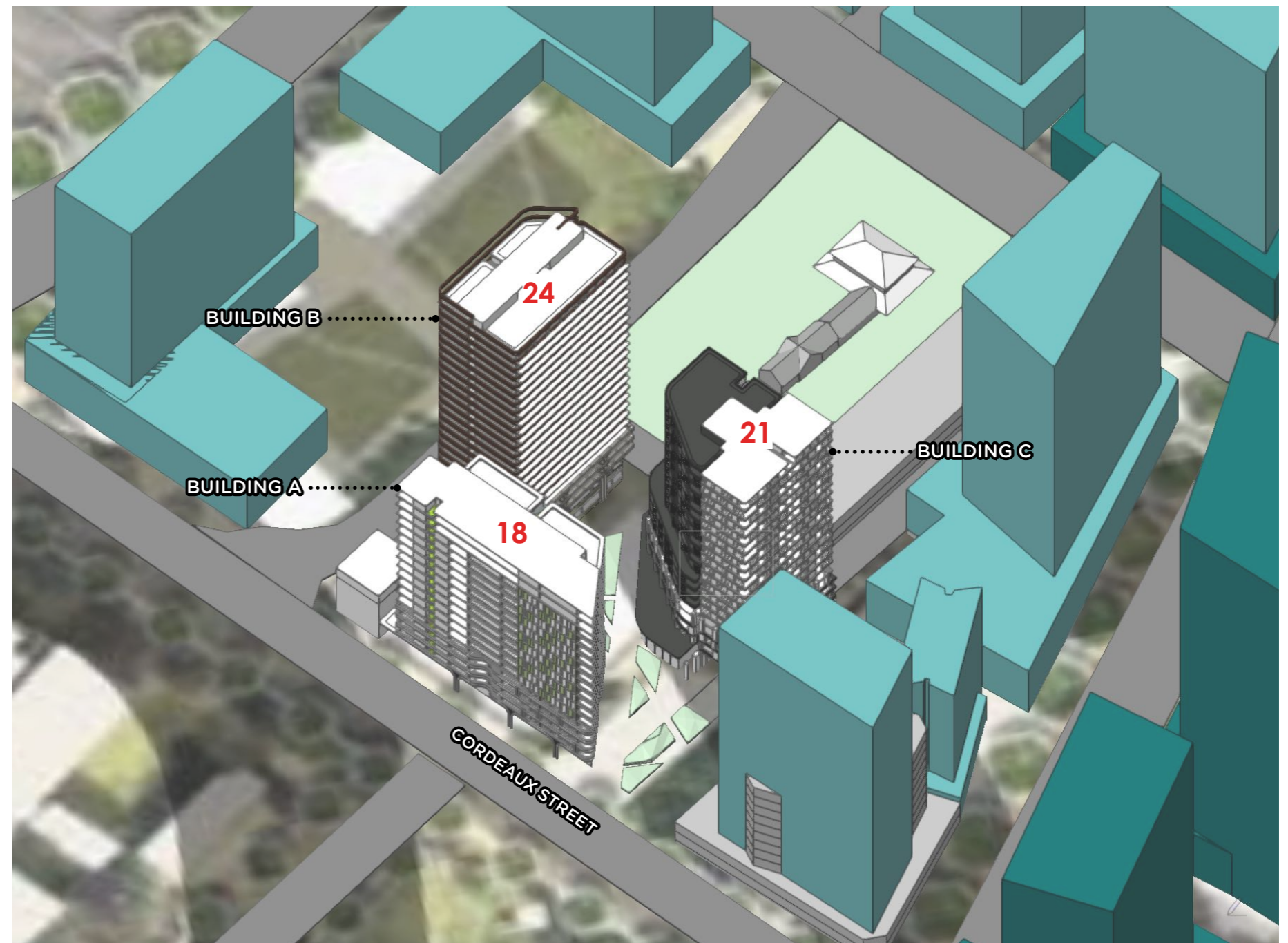


Figure 15. Current Proposal - Building Massing (Source: Aleksandar Design Group)

The following table provides a “traffic light” assessment, where the option is assessed to whether it is responsive, generally responsive or less responsive to the urban design principle.

| URBAN DESIGN PRINCIPLES                                      | RESPONSE   |
|--|--|
| 1. Metropolitan Cluster                                      | The proposal responds to the population uplift required for the Campbelltown City Centre as part of a Metropolitan Cluster.  |
| 2. Potential for Growth                                      | The proposal provides an appropriate response for its strategic location close to existing infrastructure and services.  |
| 3. Core CBD  | The proposal is appropriate for the 'Core CBD' location and will ensure it contributes a high intensity land use.  |
| 4. Accessibility and walkability                             | A high-density mixed use development is proposed.  |
| 5. Responsive building height - views and key arrival points | Building height is responsive to the surrounding environment, allowing for views from key arrival points.  |
| 6. Responsive building height - transition                   | Building height does not transition down, away from Campbelltown Train Station. A reduction in building height of building B and increased building height to building C will help to achieve a successful transition across the Site. |
| 7. Skyline   | The variety and distribution of building heights across the Site contributes to a varied skyline.  |
| 8. Overshadowing   | Overshadowing impacts on the surrounding area is reduced due to the slender tower forms on the southern edge of the Site.  |
| 9. Human scale   | The negative levels at levels and 6 distinguish the street wall form from the podium. This definition of the street wall provides a human scale to the street.   |
| 10. Heritage   | The proposal responds appropriately to the nearby heritage places.   |
| 11. Laneways   | Legible pedestrian connections are provided through the Site, connecting Queen Street and Cordeaux Street to Anzac Lane.   |
| 12. Activation   | Ground floor activation is provided to Anzac Lane and the internal public spaces.  |

### ASSESSMENT

The assessment table on the left shows that Option 1 responds well to the urban design principles. However, there is an opportunity for the building height to transition down in height as distance from the train station increases.

Additionally, the distribution of building heights works to minimise overshadowing impacts on the surrounding area and Glenalvon House.

■ Does not respond to the UD principles    
 ■ Generally responds to the UD principles    
 ■ Responds to the UD principles



## 10.2 ALTERNATIVE PROPOSAL

Option 2 shares similarities with Option 1, with the major difference being the spread of building height within the Site.

Option 2 also divides the development into three tower forms with podiums, with the tallest building at 24 storeys located on Cordeaux Street and the lower buildings at 17 storeys along Carberry Lane and Anzac Lane.

The proposal outlines a generous open space between the buildings which is activated by retail uses at the ground floor. The pedestrian connections through the Site are generous in width and clear to sky.

Building articulation and recessed levels are used to define the street wall and create a pedestrian scale. However, the additional height along Cordeaux Street dominates the street and Mawson Park.

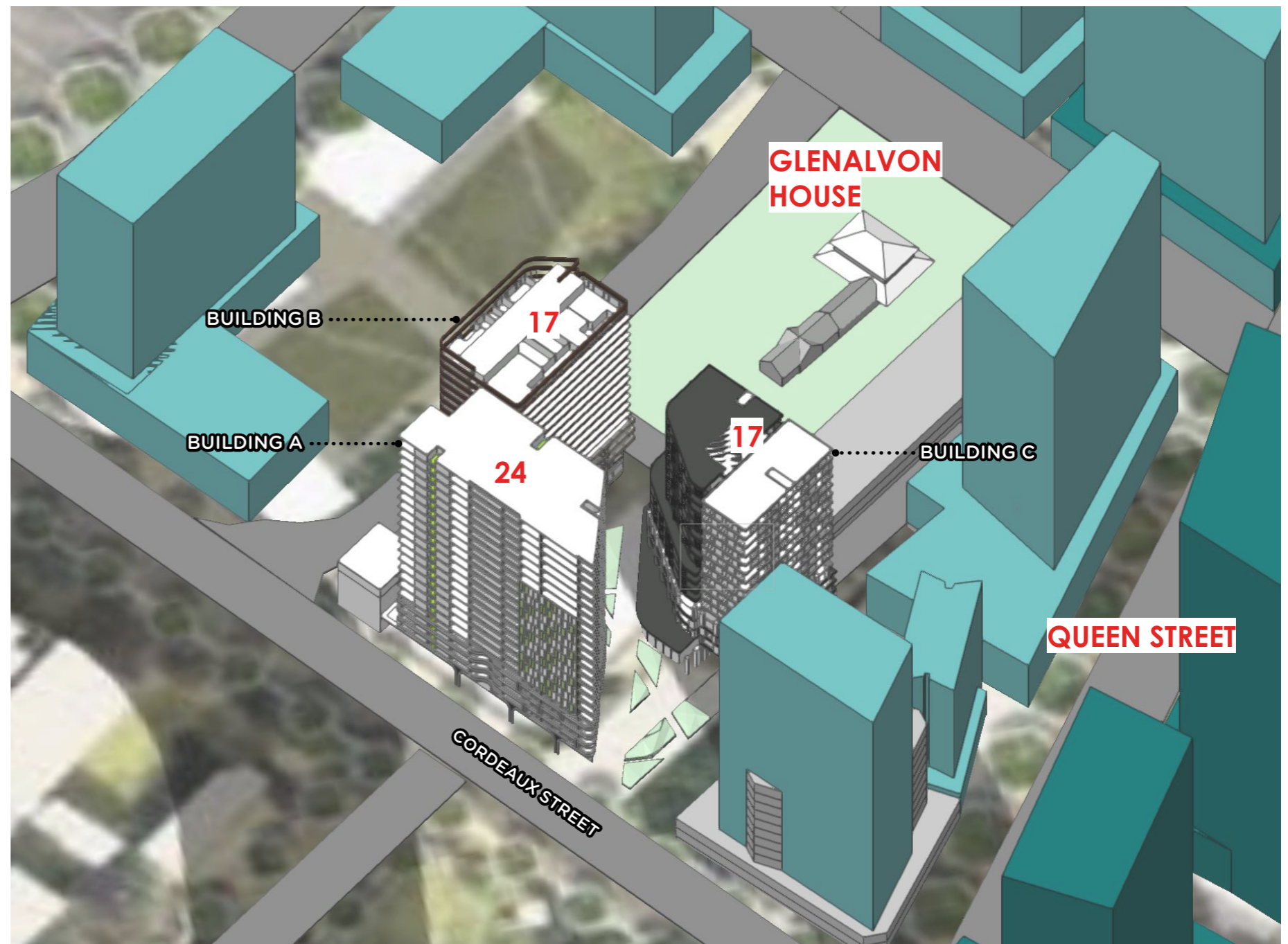


Figure 16. Alternative Proposal - Building Massing (Source: Aleksandar Design Group)

The following table provides a “traffic light” assessment, where the option is assessed to whether it is responsive, generally responsive or less responsive to the urban design principle.

| URBAN DESIGN PRINCIPLES                                      | RESPONSE   |
|--|--|
| 1. Metropolitan Cluster                                      | The proposal responds to the population uplift required for the Campbelltown City Centre as part of a Metropolitan Cluster.  |
| 2. Potential for Growth                                      | The proposal provides an appropriate response for its strategic location close to existing infrastructure and services.  |
| 3. Core CBD  | The proposal is appropriate for the ‘Core CBD’ location and will ensure it contributes a high intensity land use.  |
| 4. Accessibility and walkability                             | A high-density mixed use development is proposed.  |
| 5. Responsive building height - views and key arrival points | Building height along Cordeaux Street could be more responsive to the scale of Mawson Park.  |
| 6. Responsive building height - transition                   | A reduction in building height as the Site moves away from Campbelltown Train Station is minimally provided. This transition could be further emphasised by adding height to building C and reducing the height of building A and B.   |
| 7. Skyline   | The variety of building heights across the Site contributes to a varied skyline, however the concentration of height along Cordeaux Street creates a large mass, which when viewed from Cordeaux Street will restrict views to building B.   |
| 8. Overshadowing   | The building mass of building A is orientated in an east-west direction, causing larger shadow impacts to the surrounding area. The shadow impact is further exacerbated by the height of the building in this option. Consider relocating additional building height to buildings B and C or breaking up the building mass. |
| 9. Human scale   | The negative levels at levels and 6 distinguish the street wall form from the podium. This definition of the street wall provides a human scale to the street.   |
| 10. Heritage   | The building mass of building A, with its height concentrated along Cordeaux Street creates additional overshadowing to Glenalvon House.   |
| 11. Laneways   | Legible pedestrian connections are provided through the Site, connecting Queen Street and Cordeaux Street to Anzac Lane.   |
| 12. Activation   | Ground floor activation is provided to Anzac Lane and the internal public spaces.  |

### ASSESSMENT

The assessment table on the left shows that Option 2 generally responds to the urban design principles. Nonetheless, by stretching the tallest building along Cordeaux Street, adverse overshadowing impacts are created to the surrounding area and Glenalvon House. Additionally, this large building expanse facing Cordeaux Street restricts views to the southern towers, and the perceived building separation, reducing the visual interest of the skyline

■ Does not respond to the UD principles    
 ■ Generally responds to the UD principles    
 ■ Responds to the UD principles



## 11. CONCLUSION

This report documents a series of strategic context and site analysis, leading to a set of urban design principles and an analysis of the planning proposal in relation to the appropriateness of its scale, density and layout.

The Site's location close to public transport and existing services and amenity, make it appropriate for high intensity land use outcomes. Additionally, a maximum building height of 85m is appropriate for the Site and is comparable to strategically similar city centres.

Overall, the planning proposal is considered to be an appropriate scale response for its location, acting as a catalyst for the future emerging character of the Campbelltown City Centre.

The proposed podium-tower typology provides an appropriate scale response to the adjacent heritage items and public realm. The towers are well separated, slender and varied in height, creating an interesting skyline and fast moving shadows.

From an analysis of the development options against the urban design principles, Option 1 performs best and is the preferred urban design outcome for the Site.

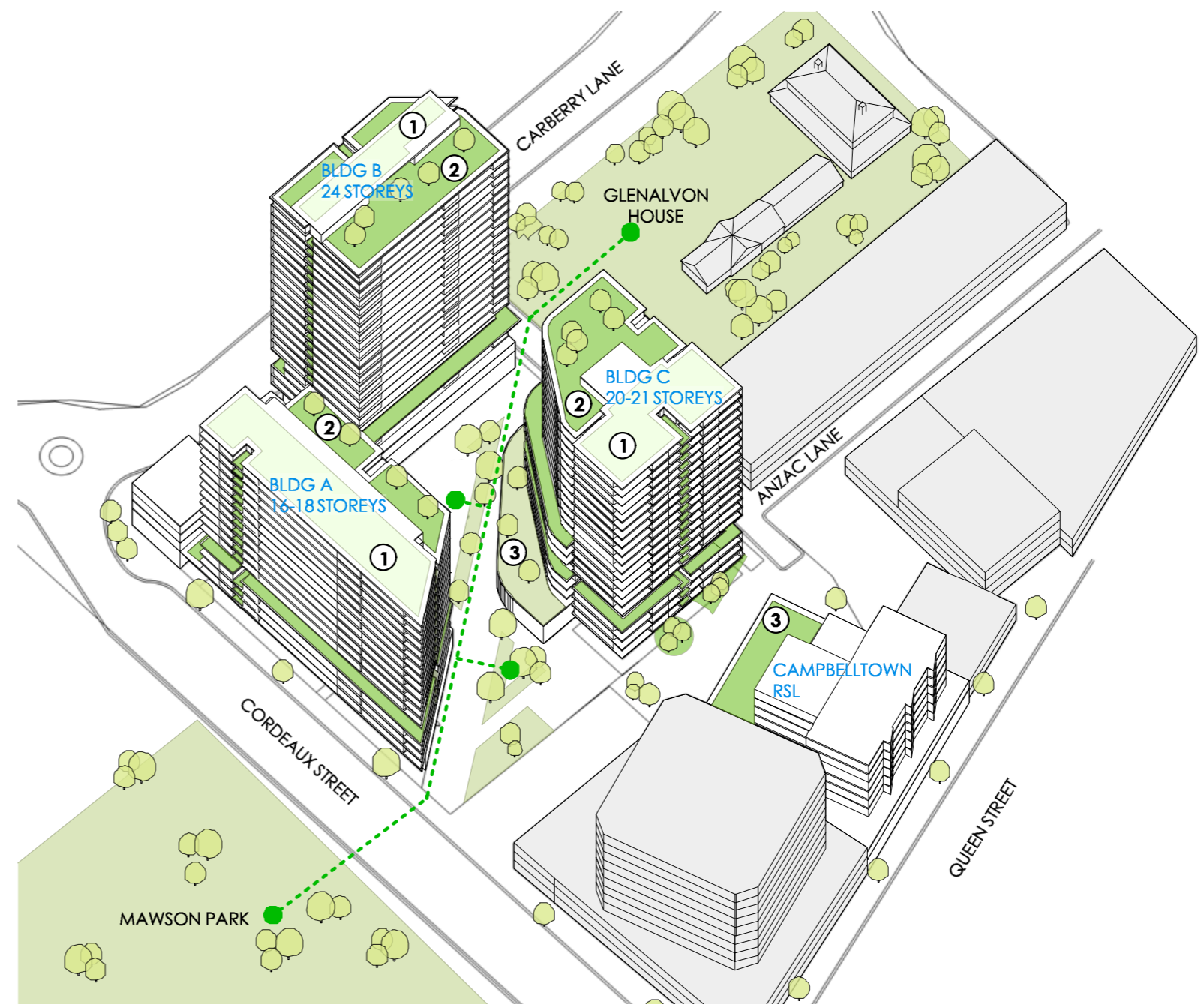


Figure 17. Open Space Concept (Source: Aleksandar Design Group)



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