

URBAN PLANNING STUDY NEW MIXED USE DEVELOPMENT LEUMEAH

80 O'SULLIVAN STREET, LEUMEAH
22 MARCH 2023



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1 INTRODUCTION

INTRODUCTION

DEVELOPING A NEW PRECINCT

This architectural planning study is in response to Campbelltown Council's 'Re-Imagining Campbelltown' document which identifies the aspirations for development in the Campbelltown LGA reshaping the city through increased density, increased pedestrian networks, environmental green corridors and taking advantage of key community assets.

This document explores the central precinct of Leumeah adjacent to Leumeah train station and in close proximity to Campbelltown Sports Stadium and West Leagues Club.

As part of a tri-city strategy, Leumeah presents an opportunity for a new sports and recreation precinct supporting a range of activities from retail, commercial which support an increased residential population.

With a major train station, direct access to the M5 motorway, and a direct link to the Campbelltown CBD, this proposal seeks to explore opportunities for development to the Leumeah town centre that fit with the vision of the 'Re-Imagining Campbelltown'.



2 ANALYSIS

ANALYSIS

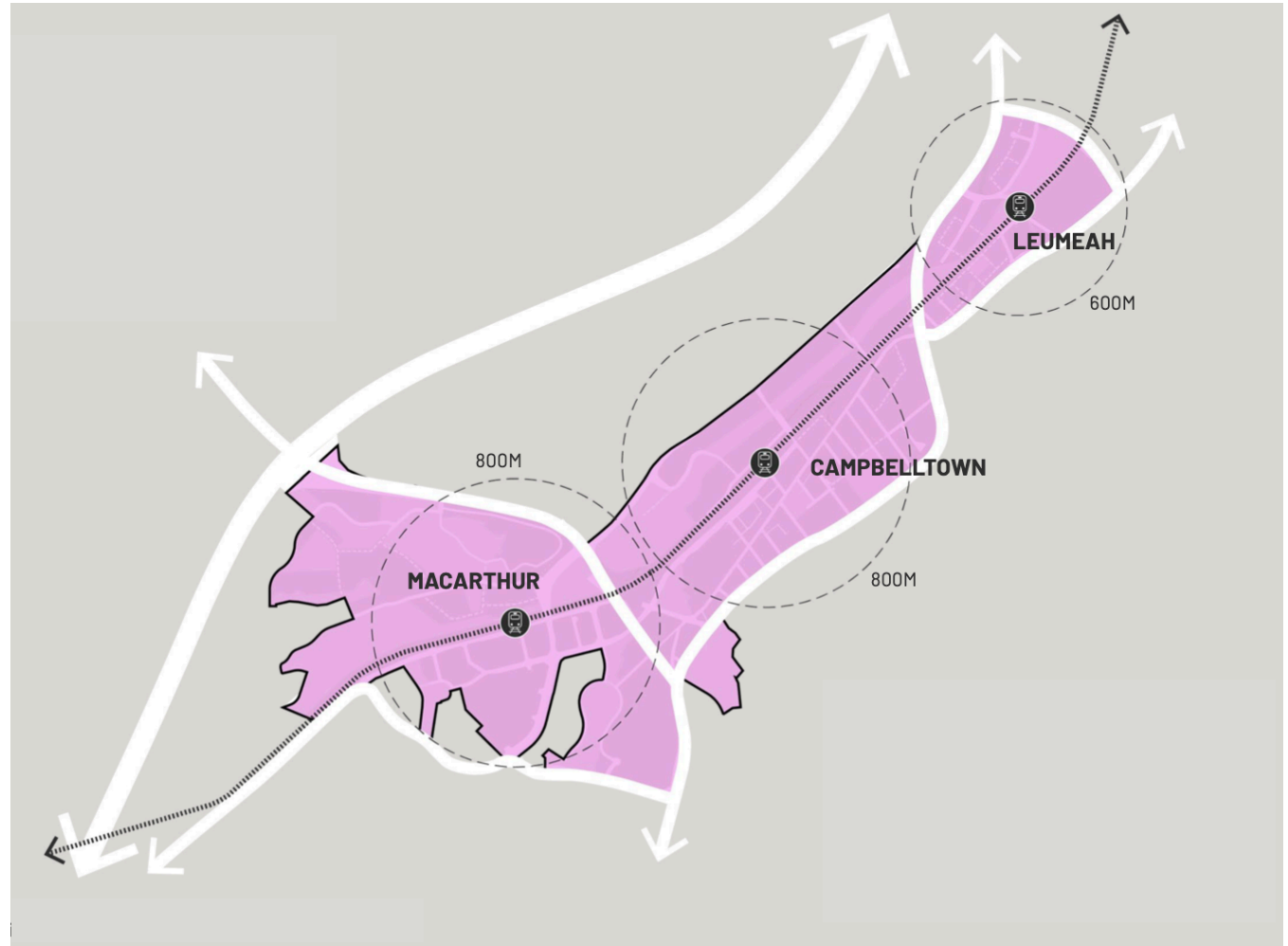
RE-IMAGINING CAMPBELLTOWN 2020 | MASTERPLAN OBJECTIVES

The Re-Imagining Campbelltown Masterplan document prepared in 2020 outlines a new vision for the city of Campbelltown:

“Campbelltown-Macarthur is identified as a Metropolitan Cluster Centre within the Western City District Plan. It is the key location for providing the metropolitan functions within the Macarthur Region including concentrations of higher order jobs, a wide range of goods and services, entertainment, leisure and recreational activities, as well as cultural and arts experiences.”

It notes in particular the character and vision for the sub regional centre of Leumeah as one of the pillars of this new city vision:

“Leumeah is on track to become an exemplar sports and entertainment hub. Anchored by Campbelltown Stadium, the precinct plays a key role in Campbelltown’s liveliness, appeal and attraction for residents, workers and visitors alike. It is the northern gateway to the Campbelltown City Centre.”



ANALYSIS

RE-IMAGINING CAMPBELLTOWN 2020 | GROWTH OPPORTUNITY

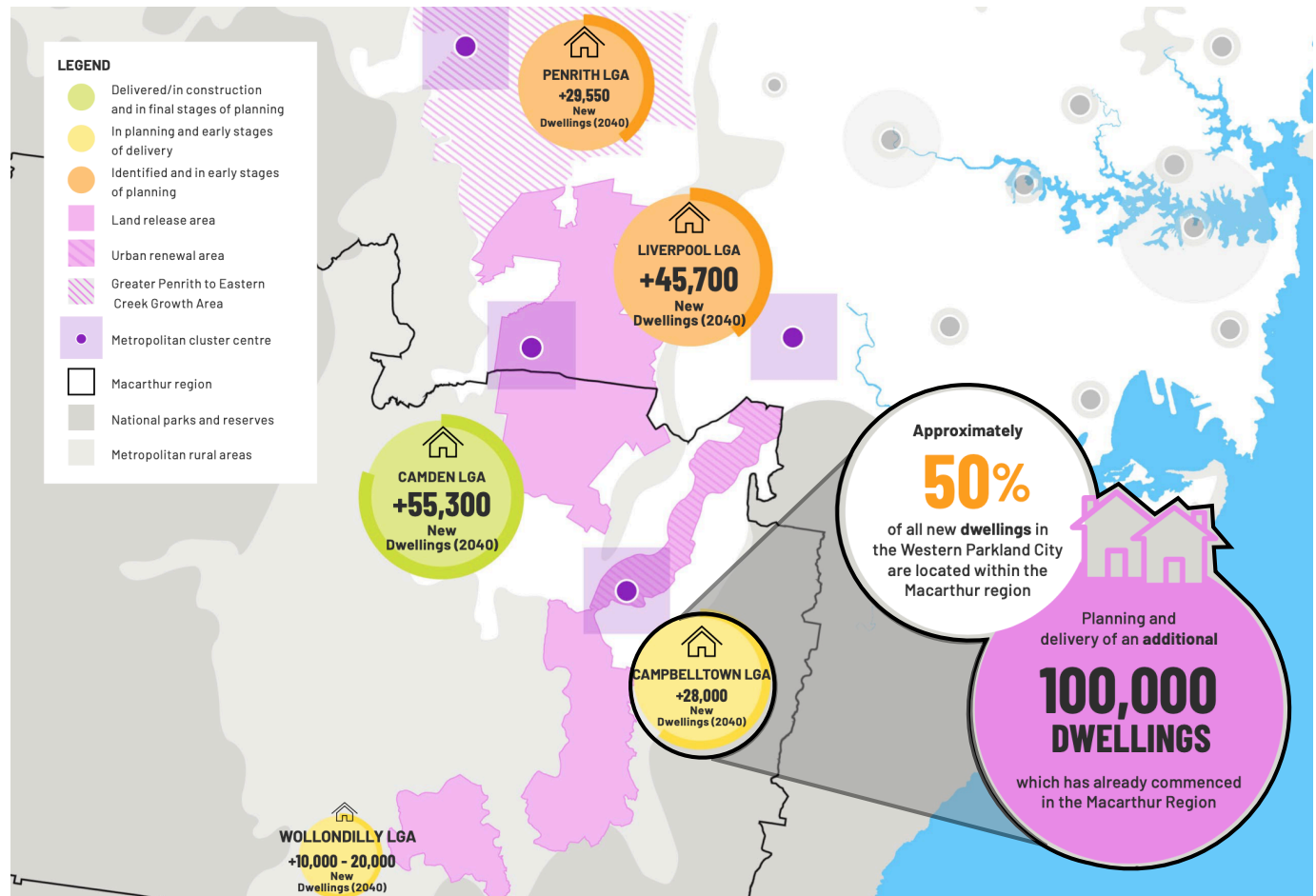
With future growth projections for Western Sydney the document outlines the urgency to :

“Greater Sydney is one of the 10 fastest growing regions in the Western world. To accommodate this growth, the Greater Sydney Region Plan has established a vision for a metropolis of three cities including the Eastern Harbour City, the Central River City and the Western Parkland City. With the Western Parkland City set to double in population by 2056, Campbelltown City Centre is poised to lead the first decade of growth. Prompted by population growth, the construction of the Western Sydney Airport and investment in infrastructure through the Western City Deal, we must act now to realise its potential as the metropolitan centre at the heart of the Macarthur region.”

The document particularly notes the impact of this growth on demand for new housing in the region and the impact on the vision for Campbelltown-Macarthur:

“Campbelltown City Centre is one of four Metropolitan Cluster Centres which make up the polycentric structure of the Western Parkland City.

Prompted by the construction of the new Western Sydney Airport and investment through the Western Sydney City Deal, projected growth will see the population of the Western Parkland City more than double by 2056 to 1.5 million. Located in the south-west, the Macarthur Region, comprising the Local Government Areas (LGAs) of Campbelltown, Camden and Wollondilly, is set to deliver 50% of all new dwellings over the next 20 years to 2040.”



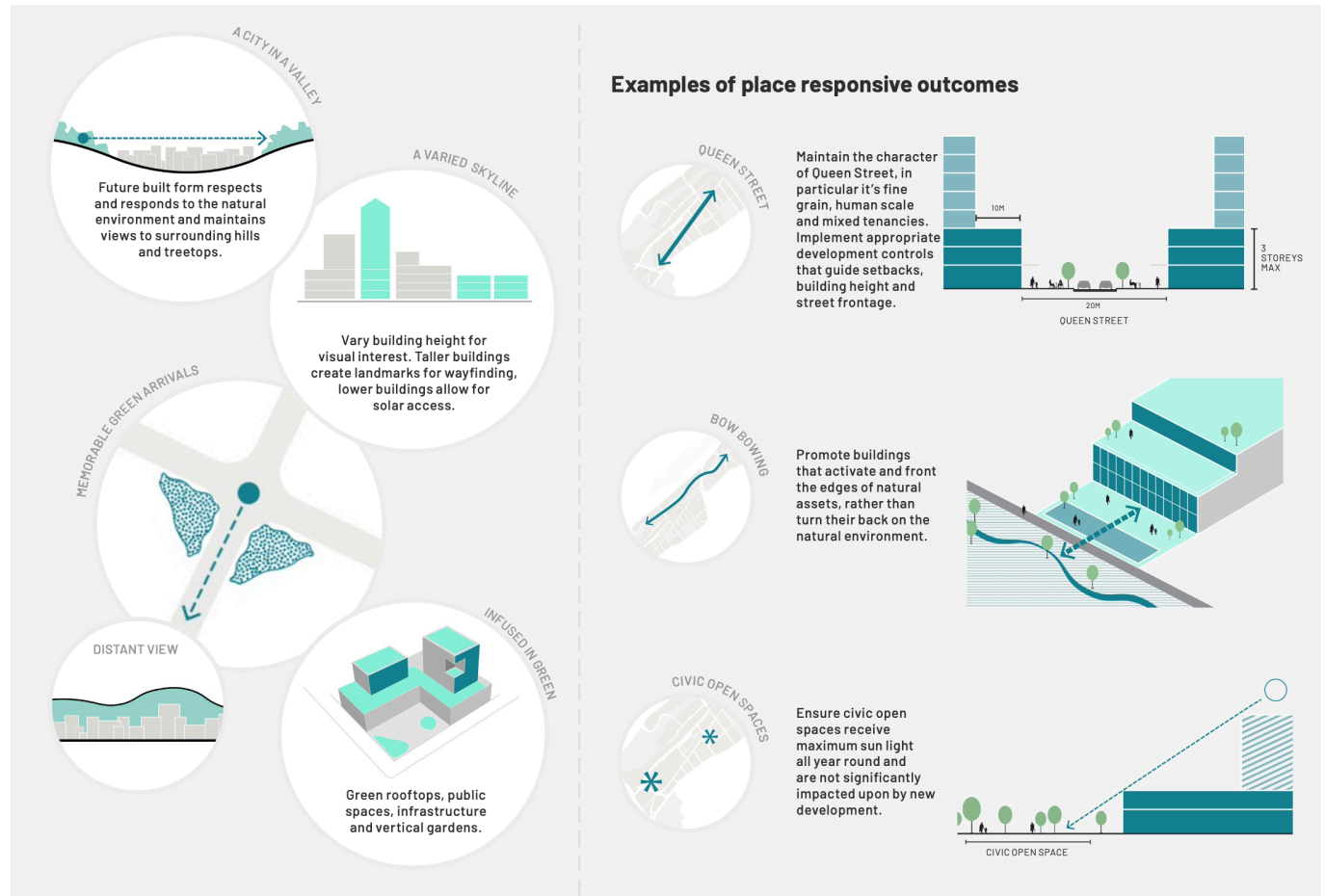
ANALYSIS

RE-IMAGINING CAMPBELLTOWN 2020 | CITY CHARACTER

The document identifies a character of city with an environmental and pedestrian focus:

"Buildings and places within Campbelltown's City Centre respond to place, contributing to city centre legibility and way-finding.

Primary pedestrian routes are simple and intuitive, enriched with framed views, human scale design details and memorable buildings that guide pedestrians through the city. Iconic buildings celebrate Campbelltown's create points of reference. Well-designed public spaces provide enjoyable places to meet at key decision-making nodes and unveil desire lines allowing pedestrians to orient themselves to destinations within the city.



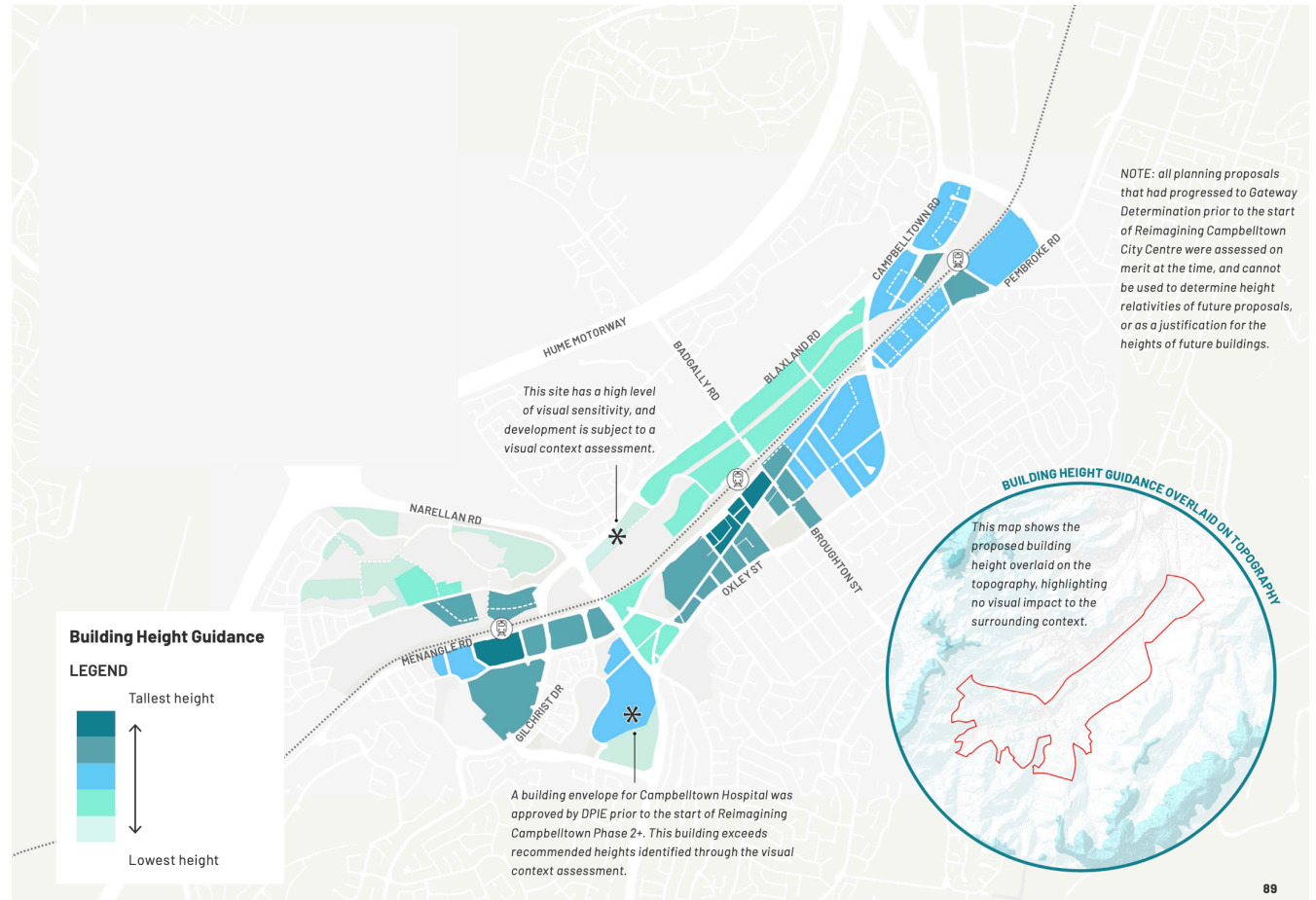
ANALYSIS

RE-IMAGINING CAMPBELLTOWN 2020 | BUILDING HEIGHT

The document outlines the expected balance of heights throughout the Campbelltown-Macarthur LGA and identifies the subject site as a key site for increased height:

“To ensure the city’s green frame maintains significance as part of the urban experience, the city’s future built form will need to consider impact to its visual context. The impact of new building height from key arrival viewpoints as well as regional and local high points (identified in the previous map) is to be minimised.

The following map identifies the distribution of height based on intensification of land, proximity to transport and access to amenity. Taller building forms are clustered near the three train stations, and transitions down to the city centre fringe. Building height across the city is not considered a fixed and definitive datum, rather, variations in height enhance the city’s legibility, visual interest and to ensure solar access to public spaces. Building heights should be varied. Where two taller buildings are provided on one site, their height above ground level should have a minimum 15% variation.”

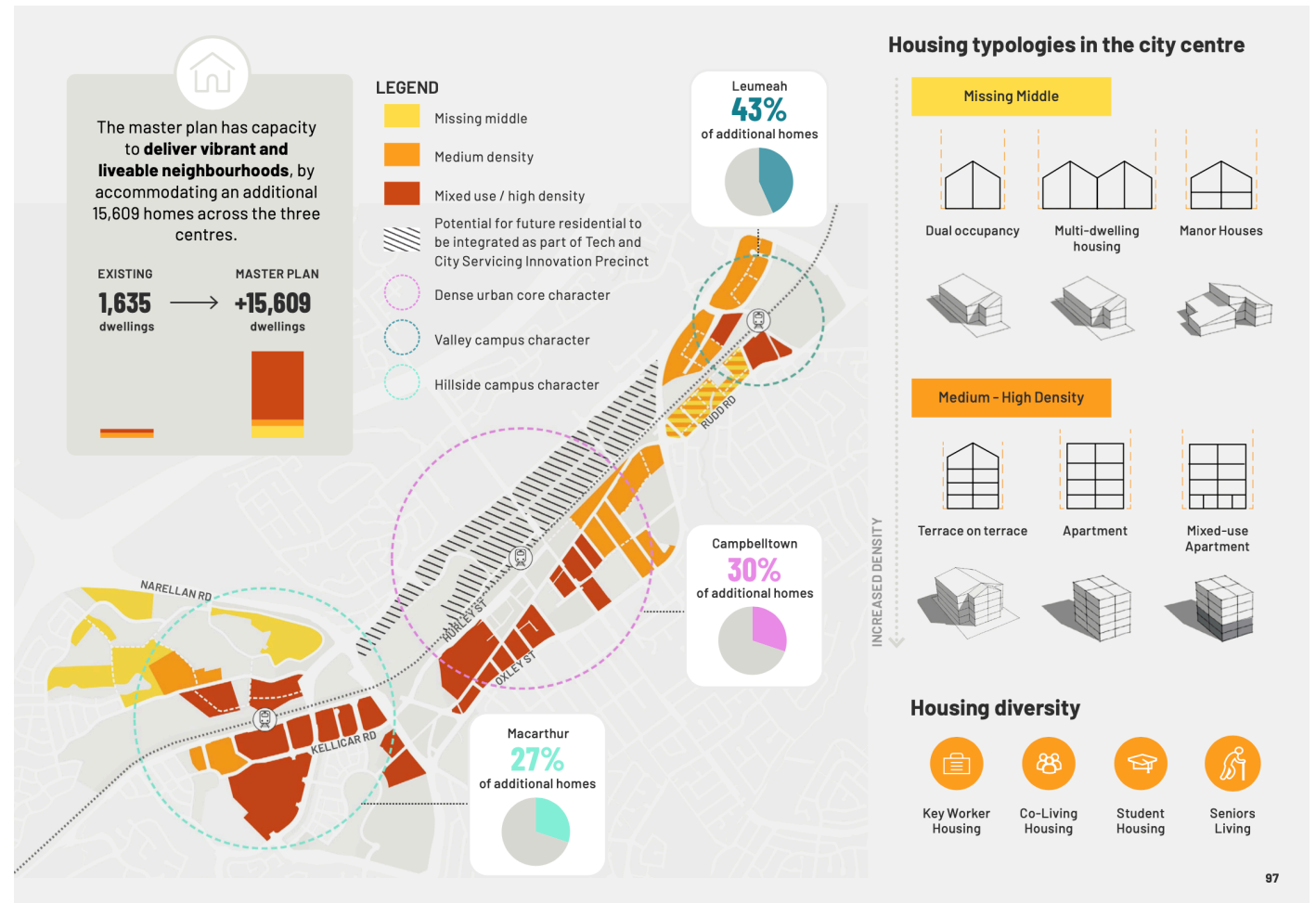


ANALYSIS

RE-IMAGINING CAMPBELLTOWN 2020 | BUILDING TYPOLOGY

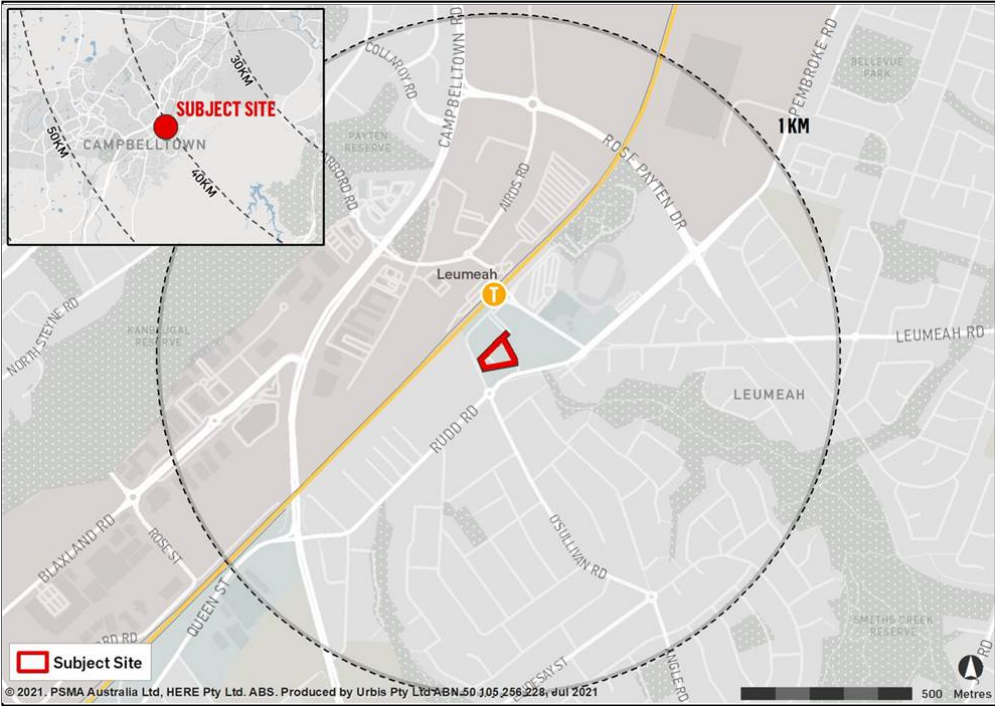
The document identifies the building typology for the Leumeah Centre in application for the increased height and density:

"Campbelltown City Core will be home to a strong and diverse community living in housing that supports social, economic and cultural wellbeing. There will be an array of housing choices, including affordable options for key workers and families. We are inclusive and welcome new residents, migrants, students and visitors to our city."



ANALYSIS

SITE CONTEXT



SITE LOCALITY

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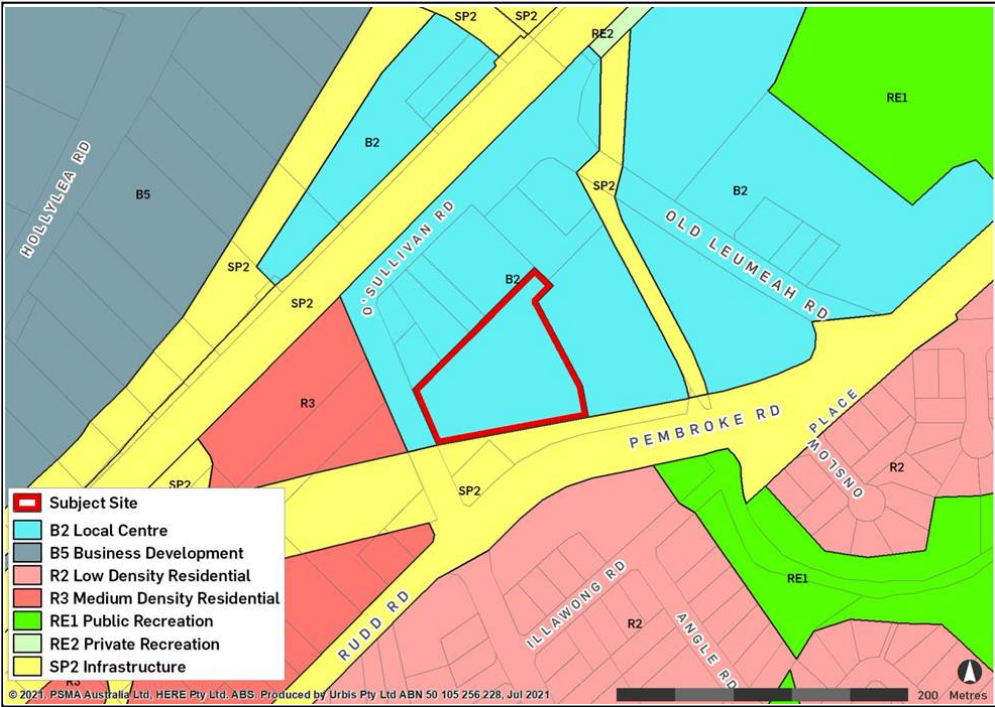


THE SITE

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ANALYSIS

SITE CONTEXT



ZONING

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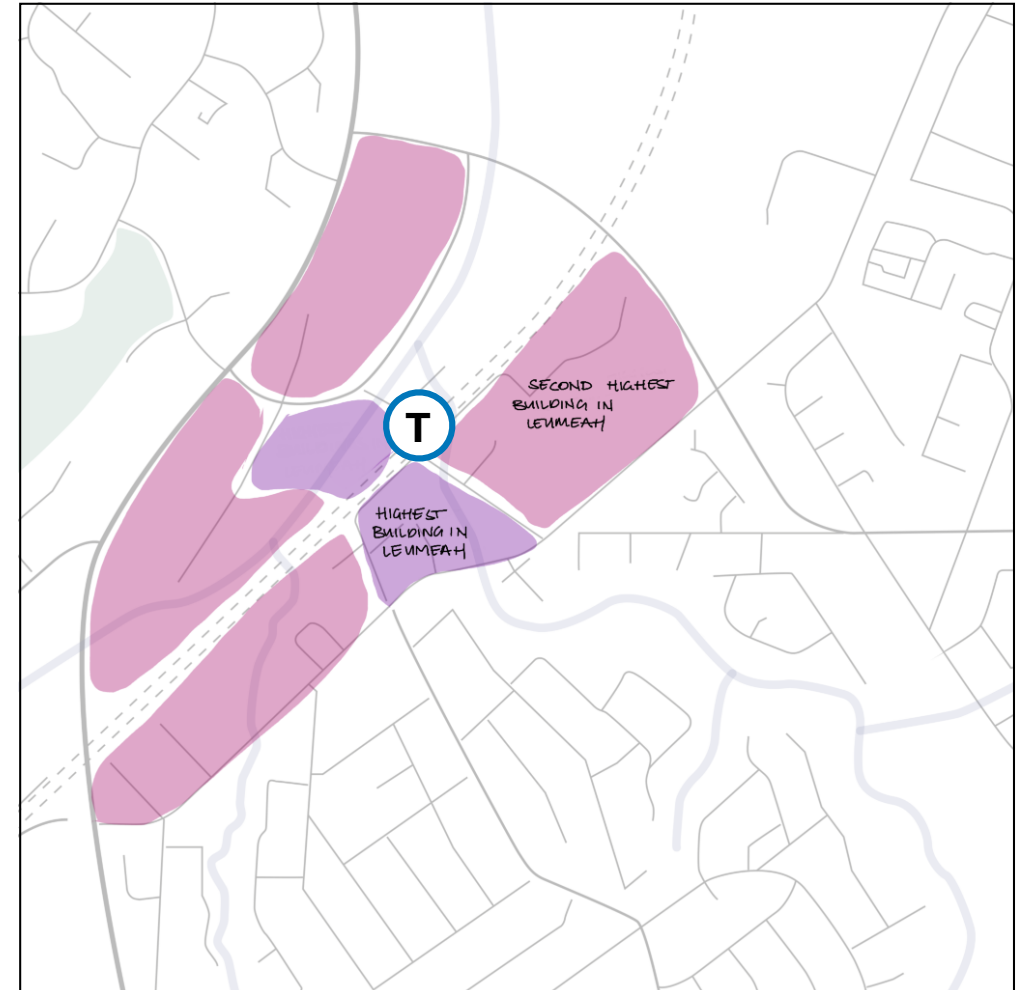
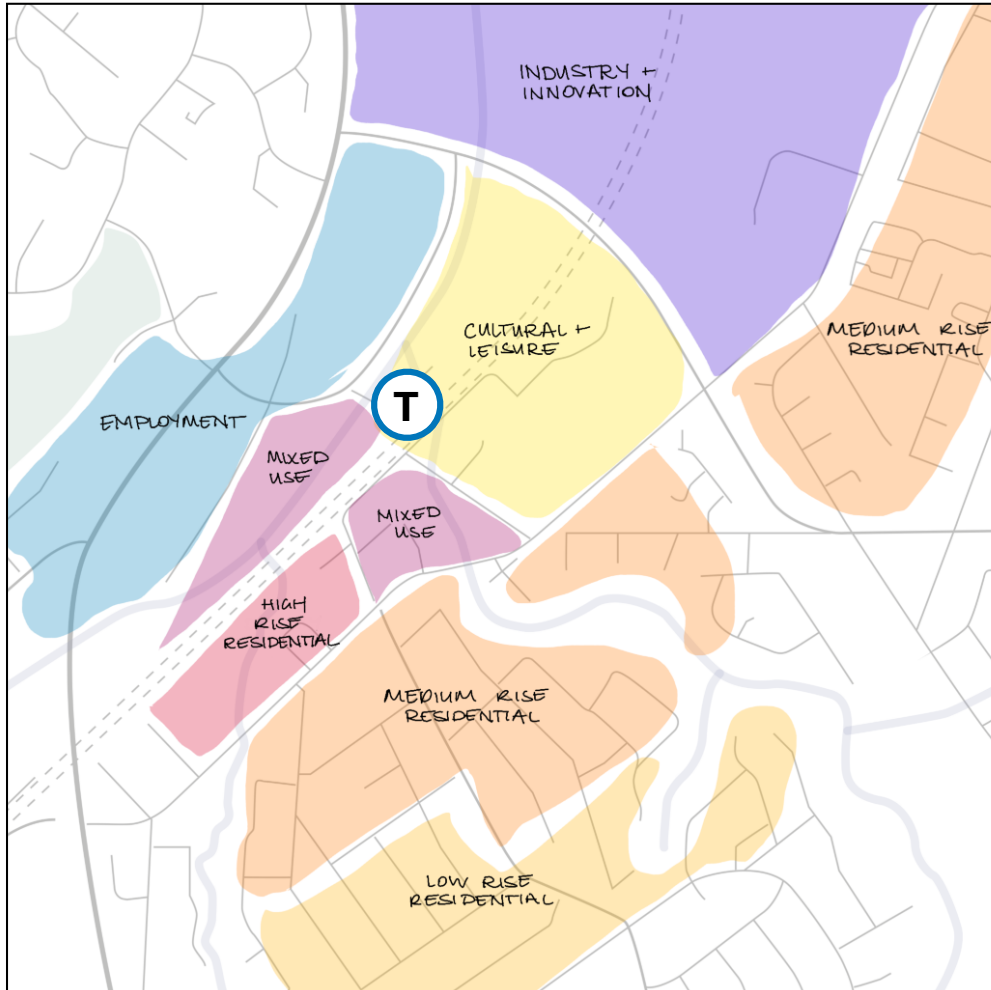


SURROUNDING FACILITIES

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ANALYSIS

LAND USE & PROPOSED HEIGHT



LAND USE

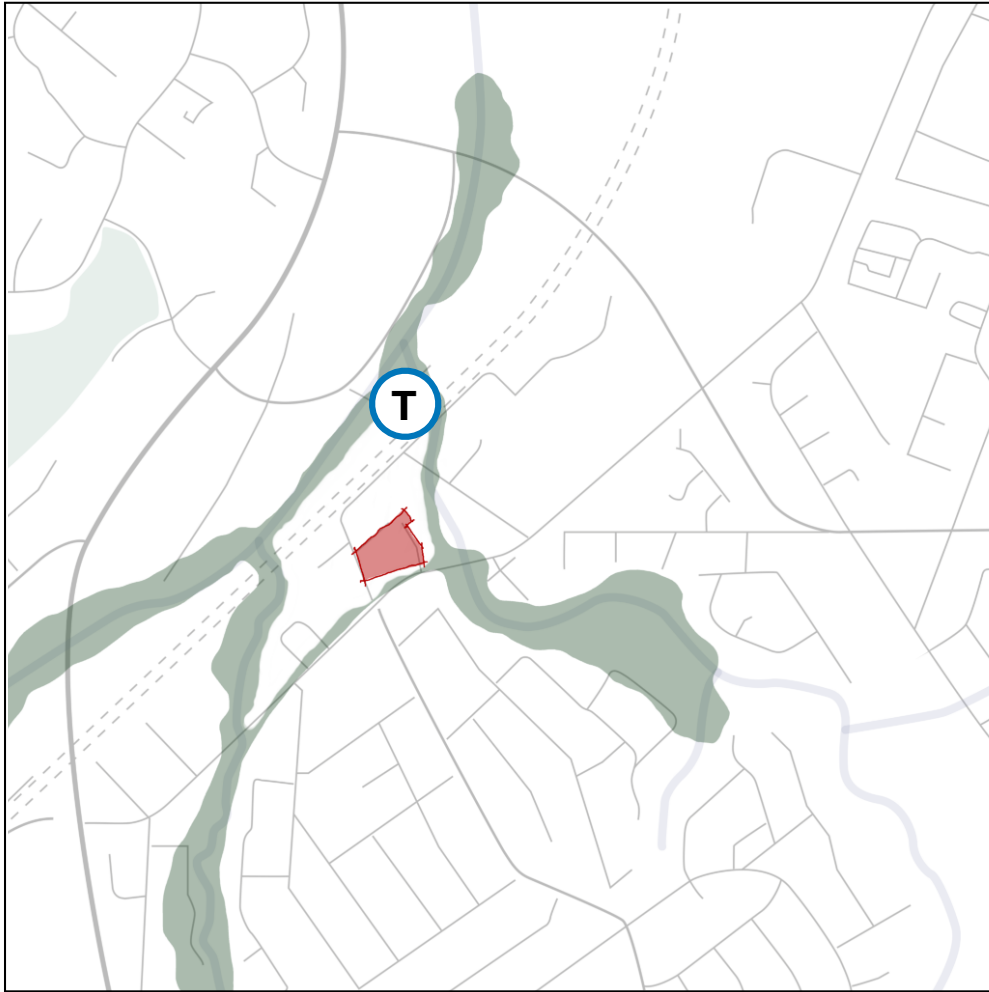
- Proposed site is designated Mixed Use and surrounded by a diverse range of uses.
- Cultural and Leisure precinct to the east of the site including Campbelltown Stadium and Wests Leagues
- Significant area of low scale residential to the south with employment and industry over rail line
- *Potential to provide commercial/retail hub for existing uses, supported by significant residential increase*

PROPOSED BUILDING HEIGHT

- Re-Imagining Campbelltown document specifies subject site for significant height increase
- Purpose it to mark Leumeah CBD as part of a tri-city development strategy for Campbelltown LGA
- Significant height adjacent to train station indicates preference for increased residential density
- *Potential for landmark development increase presence and importance of Leumeah as a destination*

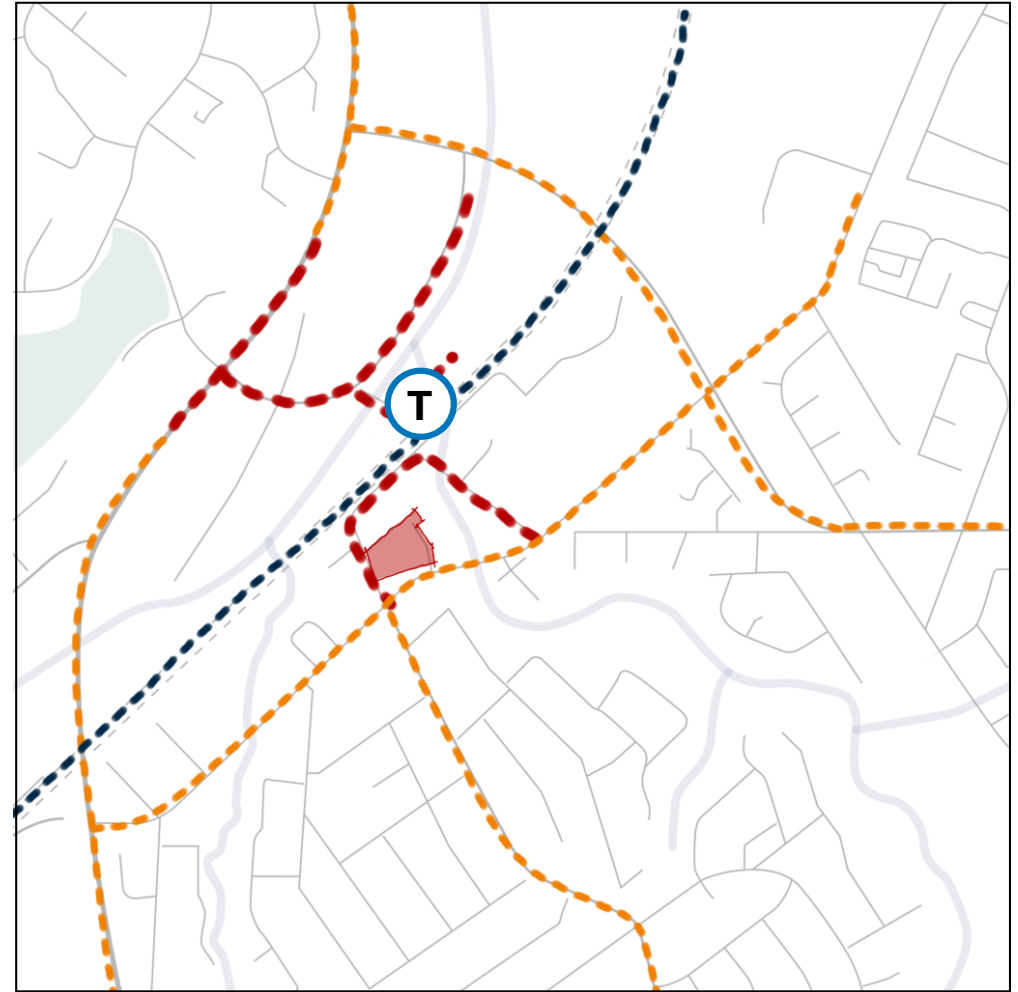
ANALYSIS

GREEN LINK & TRAFFIC



GREEN LINK

- Re-Imagining Campbelltown document identifies a series of green corridors throughout Leumeah
- These corridors are selected around existing water ways and creeks
- Proposed establishment and refurbishment of green corridors to bring increased vegetation
- *Potential for green corridors to be pedestrian circulation & recreation promoting active lifestyle options*



TRAFFIC

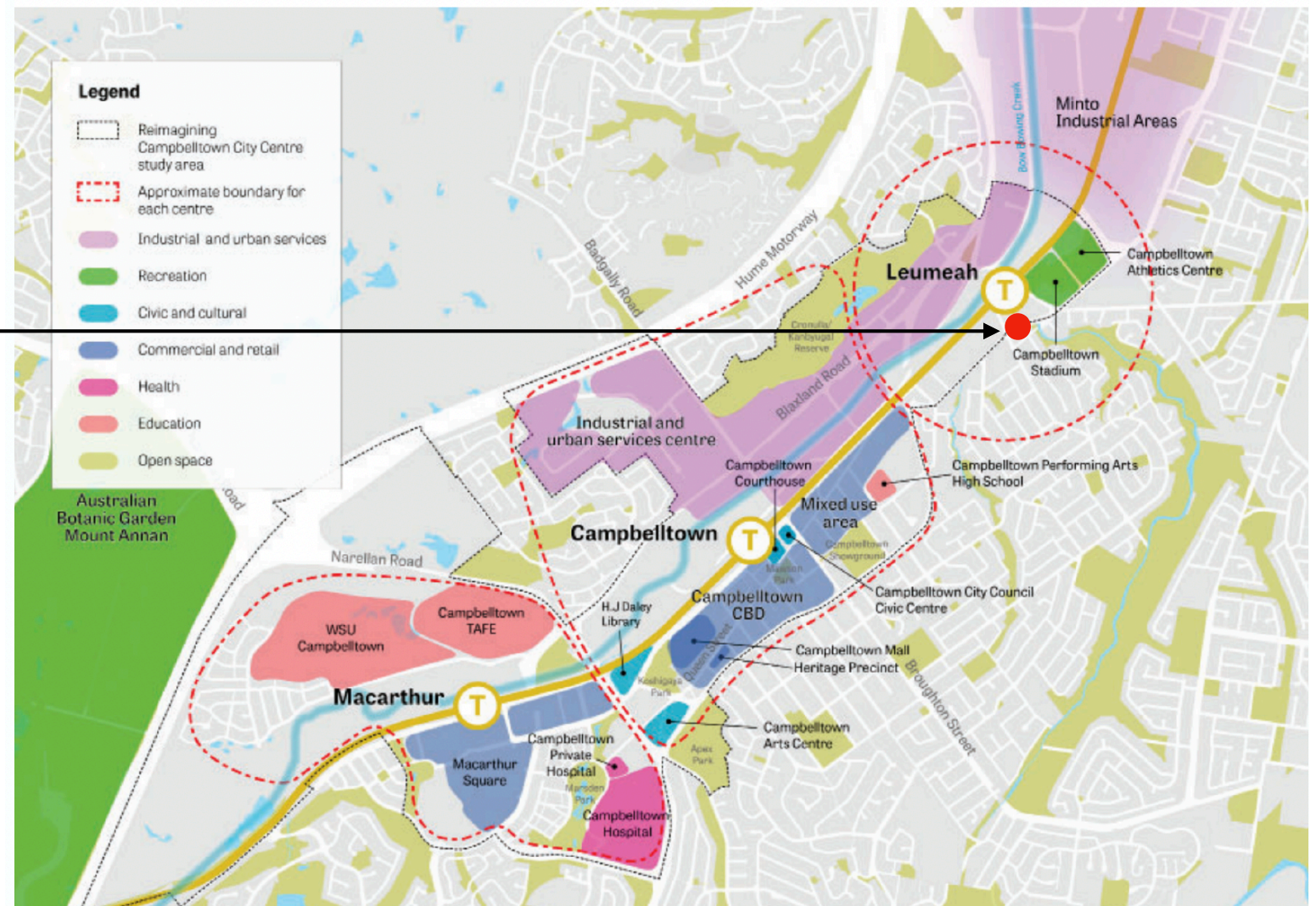
- Existing traffic network a series of roadways which provide access from suburbs to M5 motorway
- Arterial and local roads create a precinct around the proposed with significant opportunities for access
- Significant intensity of traffic around site providing access to Leumeah Station and Leagues Club
- *Potential to increase development around edges of precinct to define character of Leumeah CBD*

ANALYSIS

BROADER LAND USE

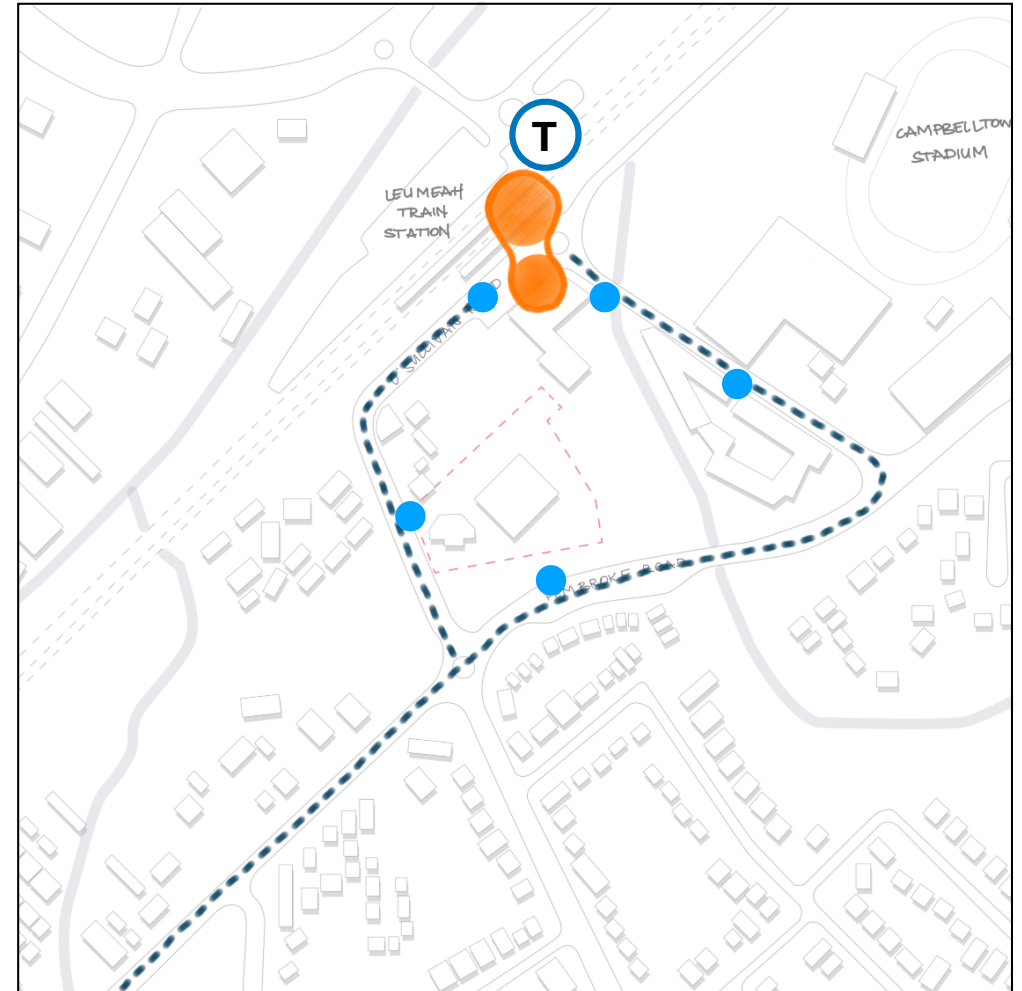
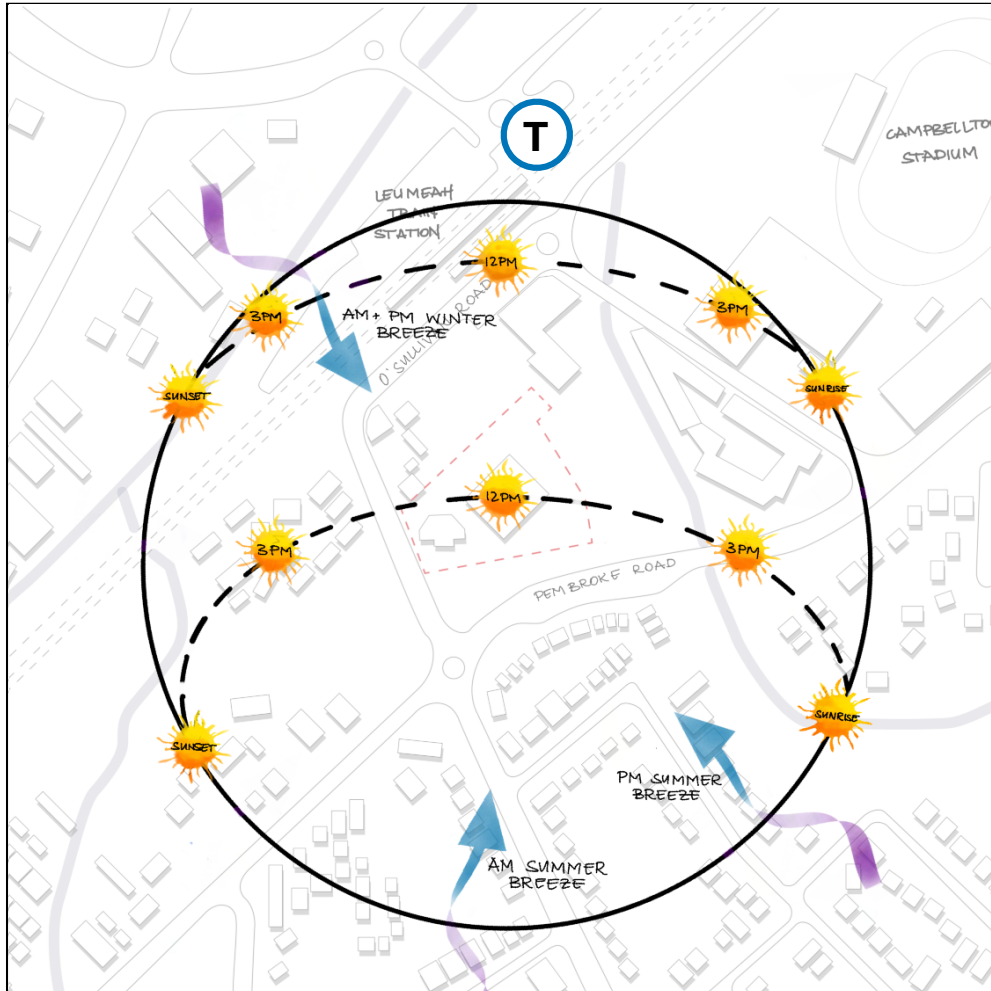
Figure 1: Key places within the Campbelltown-Macarthur City Centre (GSC, 2019)

site



ANALYSIS

ENVIRONMENT & TRAFFIC



ENVIRONMENT

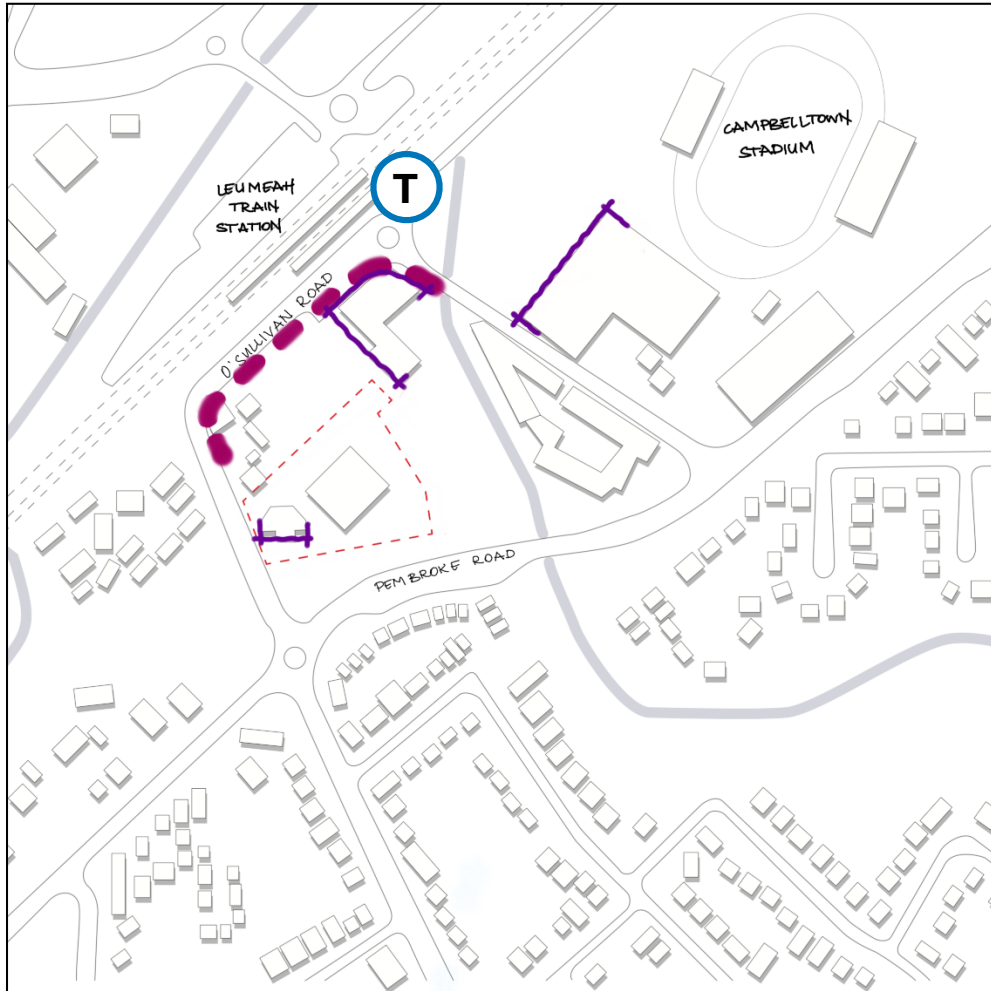
- Precinct is currently well protected from significant access to northern light
- Precinct is well exposed to cooler summer breeze from the south
- Increased density like increases exposure to southern

SITE ACCESSIBILITY

- Existing traffic movement around the site forms a loop road with access various sites in precinct
- Direct connection for precinct from train station is fundamental to making this level of density effective.
- Creates a precinct of high density development well services by road and pedestrian traffic
- *Vehicle dominated landscape could be mitigated through proposed precinct pedestrian connection*

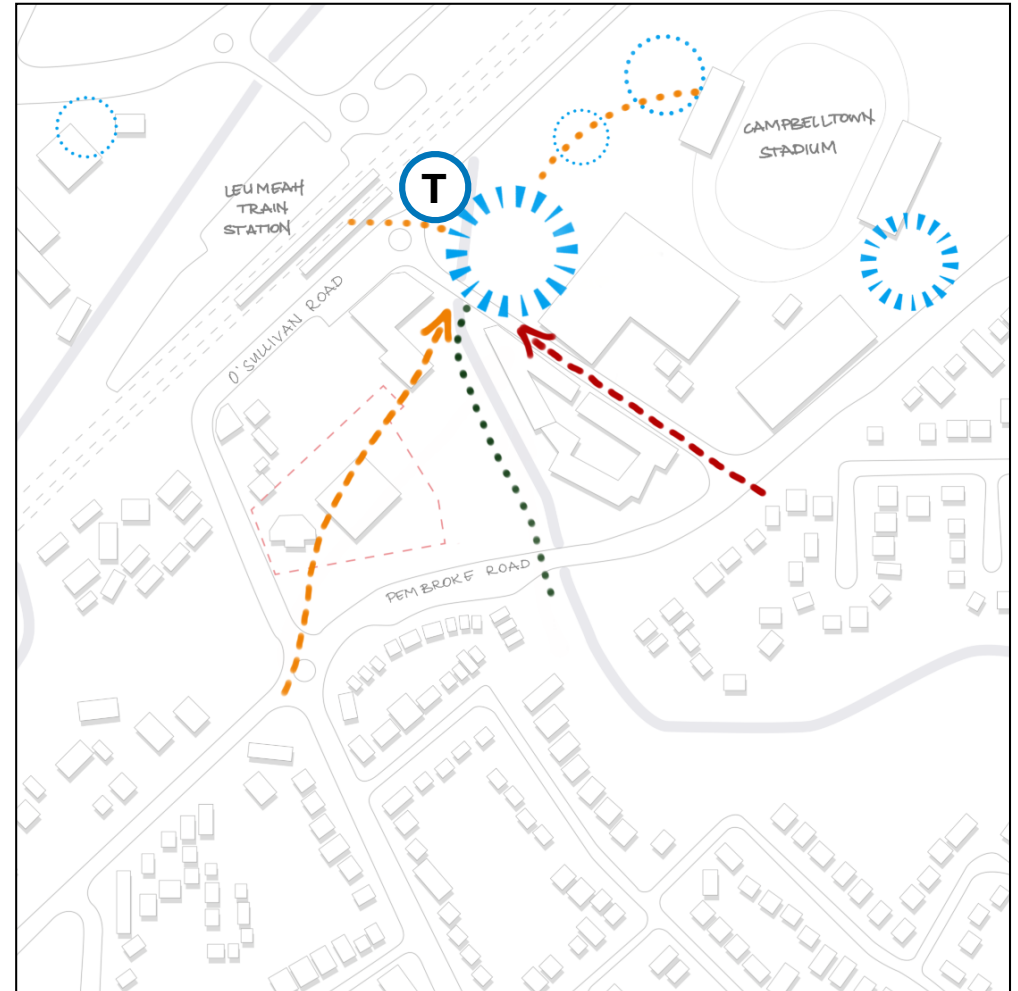
ANALYSIS

ACTIVE STREET FRONTAGE & PROPOSED CIVIC SPACE



ACTIVE STREET FRONTAGE

- 'Re-imagining Campbelltown' indicates a proposed street wall to O-Sullivan Road
- O'Sullivan Road street wall is only one sided and less potential for activation
- Existing active frontages in Leumeah CBD are disparate with no connection or consistent character
- *Potential to activate the internal part of the site and provide increase retail and commercial opportunities*



PROPOSED CIVIC SPACE

- 'Re-imagining Campbelltown' proposes a series of civic squares around the stadium precinct
- The main civic square is adjacent to the Wests Leagues Club and opposite Leumeah Station
- *Potential desire lines through precinct may activate civil space*
- *Potential new through site link may tie together active street frontages with desired civic squares*

ANALYSIS

REVIEW OF LANDSCAPE SPACE AND PUBLIC REALM

Leumeah has a network of under utilised and under designed open spaces throughout the suburb. Their primary nature seems to be open space reliant form the pattern of suburban house lots, however they are often with little passive surveillance, and not designed for any specific activity or use.

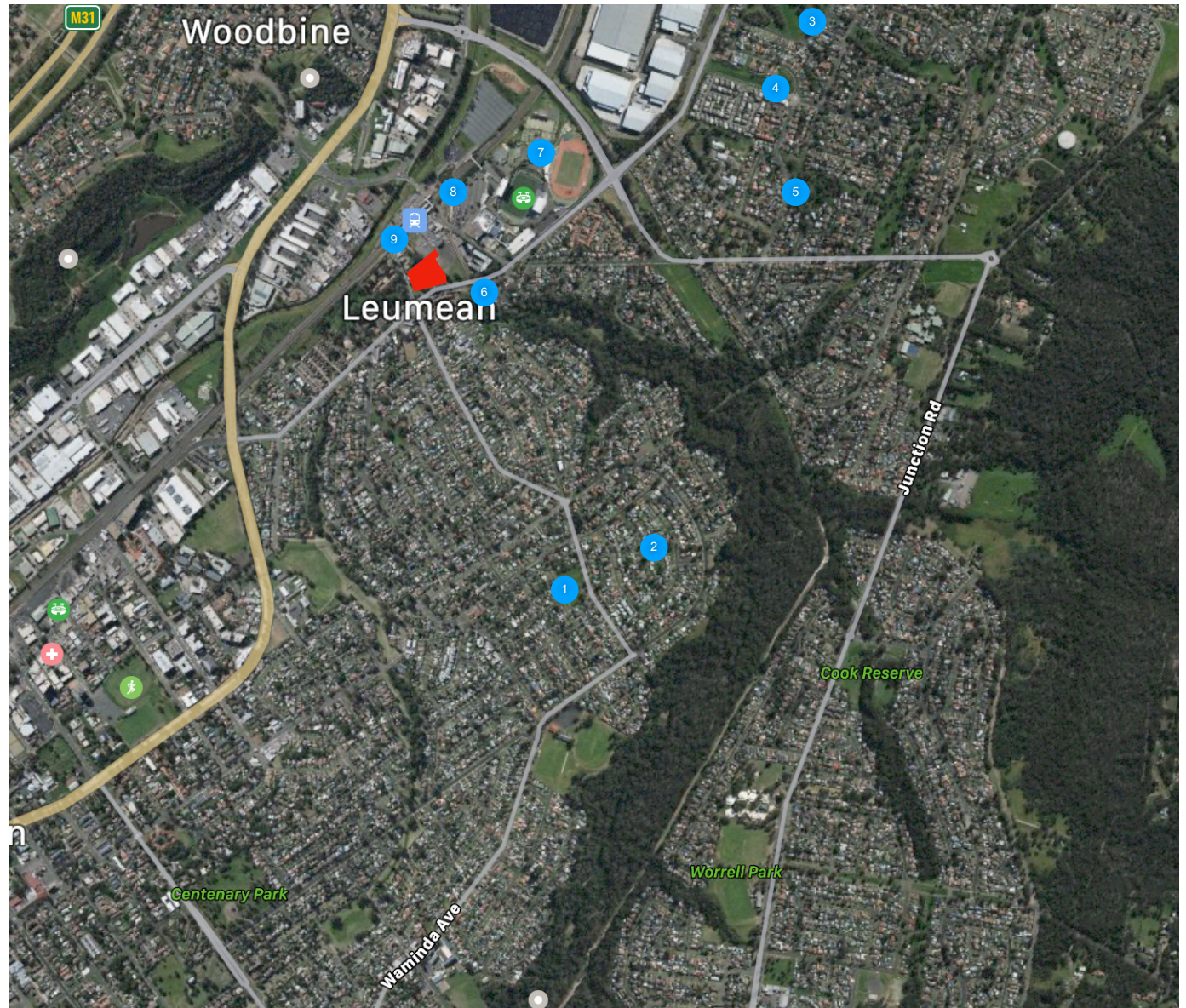
Some have large vegetation which offers a peaceful retreat for surrounding suburbs, and some are large open grassed spaces with no specific planned activity.

Some have specific play equipment, but often these are exposed to harsh sun, and in the middle of large open fields offering little surveillance or supervision.

The result is a combination of spaces that offer no sense of destination or use, and as such become un-inviting places to be.

With regard to the urban public realm a similar situation unfolds. Adjacent to the station large sporting and club facilities dominate the landscape, with open car parking facilities the forecourt of the public realm.

These activities are well resources and services internally, as are the local shops adjacent to the station, however the public realm outside these does not offer a place to stay, or spend time, and as such the town centre is dominated by movement and transit, and not designed around a sense of place or destination where residents and visitors could spend time.



ANALYSIS

REVIEW OF LANDSCAPE SPACE AND PUBLIC REALM | CHARACTER



3 DESIGN PRINCIPLES

DESIGN PRINCIPLES

HIGH DENSITY PRECINCT

The increased density and heights suggested in the 'Re-Imagining Campbelltown' planning document inspires a new form of building for a new form of living in Leumeah.

Within a surrounding suburban context, this higher density precinct gives opportunity for a more integrated form of living with the new commercial and retail activity, surrounding new urban parklands and supported by increased residential development in the centre of the city.

This form of development reduces vehicle movement and traffic congestion in the city centre, and provides a high quality destination at the centre of Leumeah which raises the value of surrounding suburban properties and begins to establish the principles of a walkable city.



DESIGN PRINCIPLES

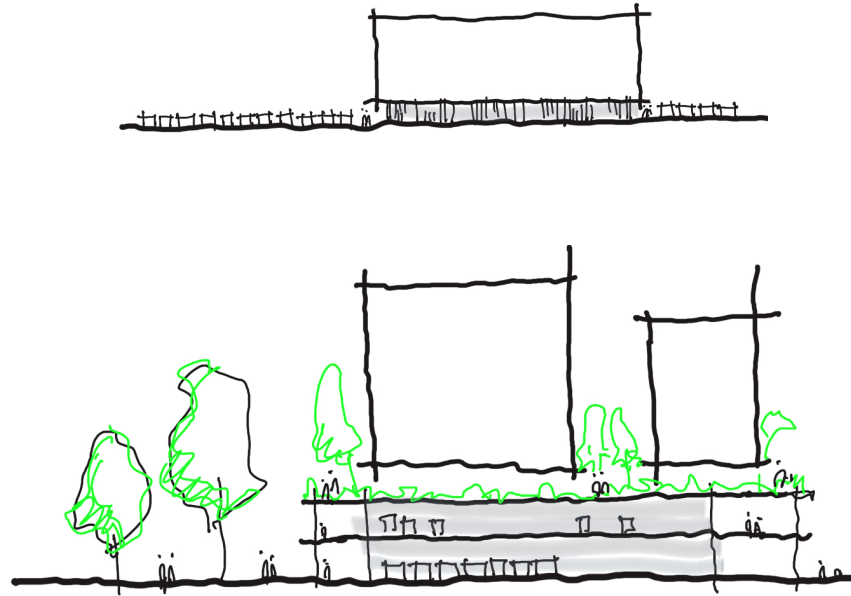
BUILDING TYPOLOGIES

The existing precinct has a mix of building typologies. From the larger Campbelltown Stadium and West Leagues club, which are significant community assets, but offer limited streetscape activation and engagement due to the nature of these buildings.

As such this proposed seeks to use the increased density and height for the precinct to establish clear guidelines for activation at the edges of the commercial podiums with the establishment of a clear street wall to establish a character which is more welcoming and accessible to pedestrians.

A clear podium allows for rooftop gardens for residential which provides further activation at different levels throughout the precinct, with good passive surveillance of the public realm, and good access to sunlight for residents.

This development proposed communal open space on the L1 podium roof including play areas, BBQ facilities and quality landscape spaces for gathering and exercise.



DESIGN PRINCIPLES

PROVIDE PUBLIC AMENITY

As the nature of Leumeah Town Centre changes, developments must provide high quality public amenity to support increased density and building forms, through activate streetscapes and practical high quality public spaces.

This development seeks to take advantage of pedestrian desire lines through the suburb to develop a high quality urban space in the form of a through-site link. This urban park will be designed to utilise opportunities for play and physical activity for children and young people both within the site and in surrounds.

This space will be a detailed landscape area with high quality weather protection, lighting, landscape, outlook, integrated seating and intuitive way-finding through the public realm.

Finally with the provision of smaller retail tenancies and the re-establishment of the existing Leumeah Hotel, there are numerous points of activation which engage with the public realm.



1. Seating spaces incorporated into landscape design
2. Use vegetation and soft landscaping to deal with slope and level transitions
3. Rooftop activation for private communal open space for apartments
4. Utilise active play design into landscape (water play in hot environments)
5. Utilise first and decor floor verandah areas to activate streetscape
6. Provide high quality green spaces on roof terraces

DESIGN PRINCIPLES

INCREASE EMPLOYMENT OPPORTUNITIES

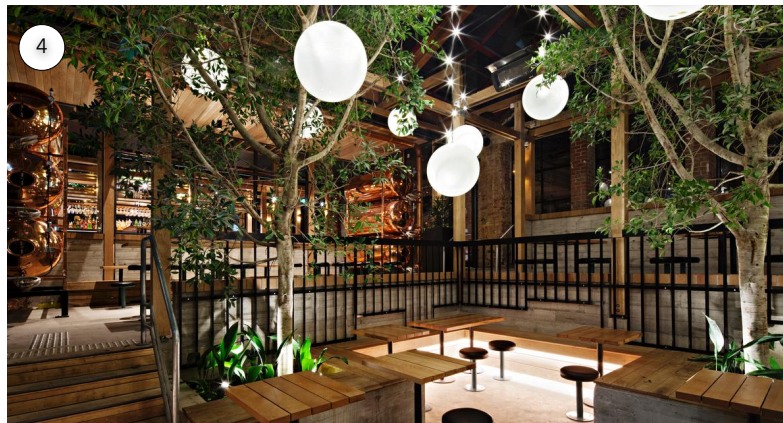
With urban densification and increase in residential density, there is potential for new employment opportunities through the provision of retail and commercial tenancies as part of a mixed use development.

In addition to the existing street frontages in the precinct (some of which are not accessible for parking), the provision of the through-site pedestrian link provides *increased* opportunity for retail frontage, and the possibility for a variety of uses from commercial suites on the perimeter street frontages, to retail and hospitality developments on the pedestrian through-site link, taking advantage of the urban park as a destination.

This proposal envisages smaller boutique opportunities for retail and hospitality activity in the precinct in the sports and entertainment precinct in addition to the services provided by the existing Wests Leagues Club.

In addition this new retail is activated by access to public accessible parking with direct access to the through-site pedestrian link.

1. Provide opportunities to extend existing hotel function
2. Provide high quality retail frontages to streetscape
3. Detailed design of long consistent walls provides texture and variation
4. Utilise internal spaces of buildings as useable courtyard style spaces
5. Increase opportunities for usable commercial space above street level



DESIGN PRINCIPLES

STREET ACTIVATION

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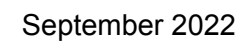
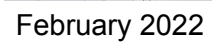
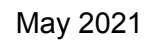
In addition this new retail is activated by access to public accessible parking with direct access to the through-site pedestrian link.



1. Utilise edges of boundaries as seating area for commercial activity
2. Podium levels act as a backdrop to ground level pedestrian activity
3. Commercial centres require minimal openings if the footpath is activated
4. Retail tenancies can be multilevel and still engage with the streetscape
5. Consistent facades can be designed as a backdrop to ground level activity

4 DESIGN RESPONSE

PRECINCT MASSING DESIGN DEVELOPMENT



DESIGN RESPONSE

PRECINCT MASSING ANALYSIS

When preparing a design response to the development potential for this new precinct, the design must address those key items identified in the analysis of the site, the Re-Imagining Campbelltown document and the precedent analysis of similar centres around Sydney.

Floor Space Ratio

From the planning analysis of similar town centres a 2:1 FSR has been utilised for this planning proposal and the built form response is a series of tower and podium elements.

Human Scale

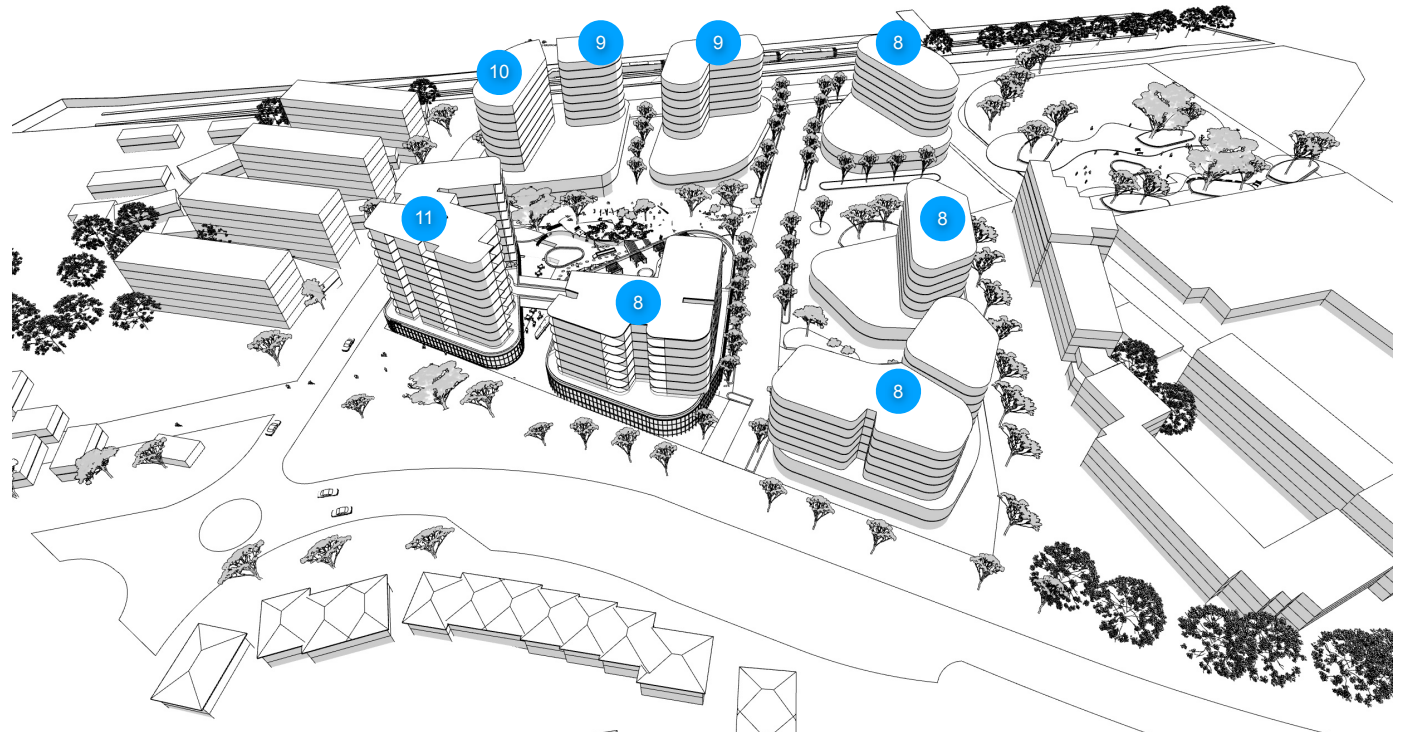
Development of the precinct aims to encourage pedestrian activation, and to do this building forms need to set a consistent podium level as identified in the Re-Imagining Campbelltown Masterplan 2020.

Building massing

Tower elements allow for more open space between building which maintain view corridors, allow for access to sunlight and ventilation to new dwellings, as well as proposed communal and public open space.

Height Distribution

The deliberate distribution of height around site has been designed to be appropriate for sun shadow impact, view corridors and setting landmark elements all of which are key considerations identified in the Re-Imagining Campbelltown Masterplan 2020.



DESIGN RESPONSE

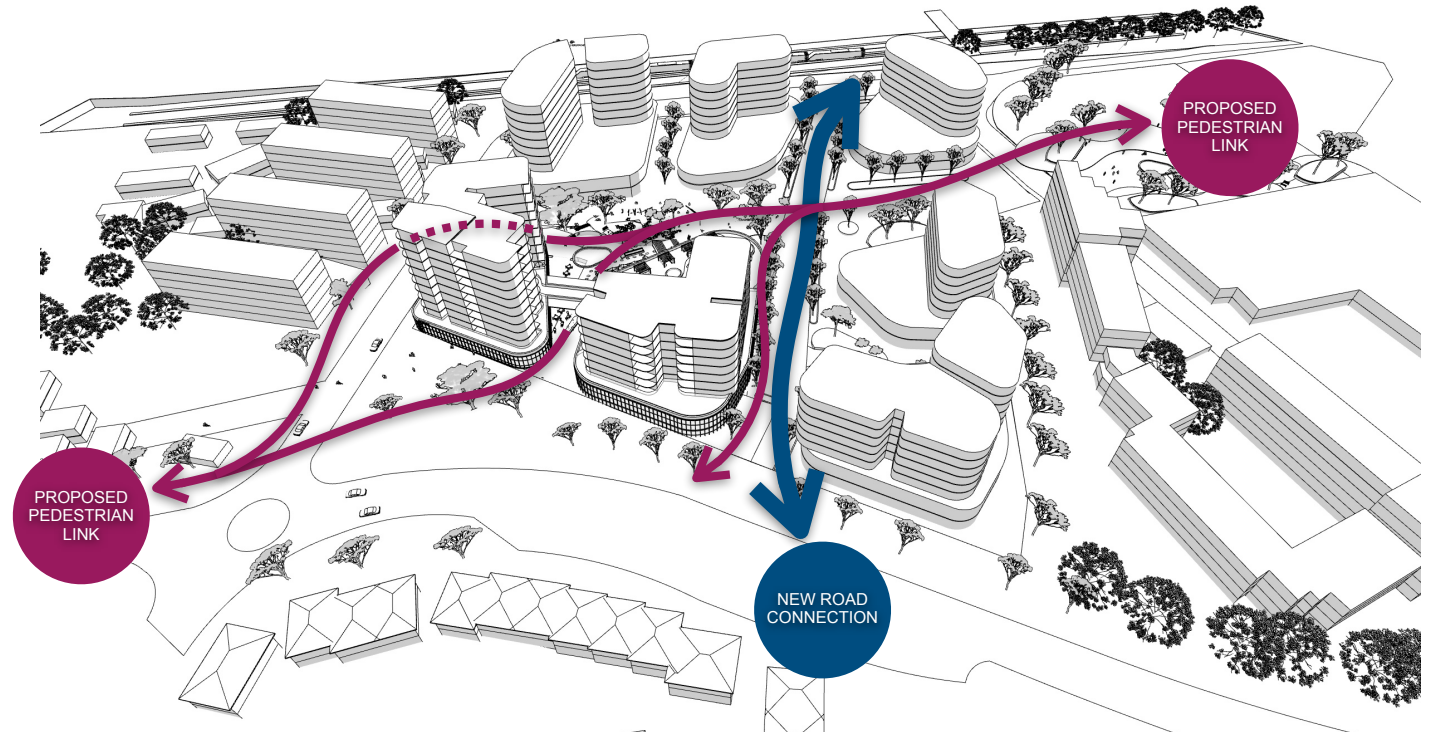
PEDESTRIAN THROUGH-SITE LINK

A key aspect of this planning proposal is a new pedestrian through-site link which connects the residential suburb directly with the town centre and utilises existing desire lines and connections currently through carparks.

This link provides a great connection to the Leumeah town centre from the neighbouring residential area and to the railway station. It also provides a pedestrian focus to the precinct which is currently car dominated.

The other benefit of a through-site link is the increase in commercial activity through additional retail and commercial frontages with a close connection to the sports facility/precinct.

The above objectives as in accordance with the Re-Imagining Campbelltown Masterplan 2020 document.



DESIGN RESPONSE

LANDMARKS

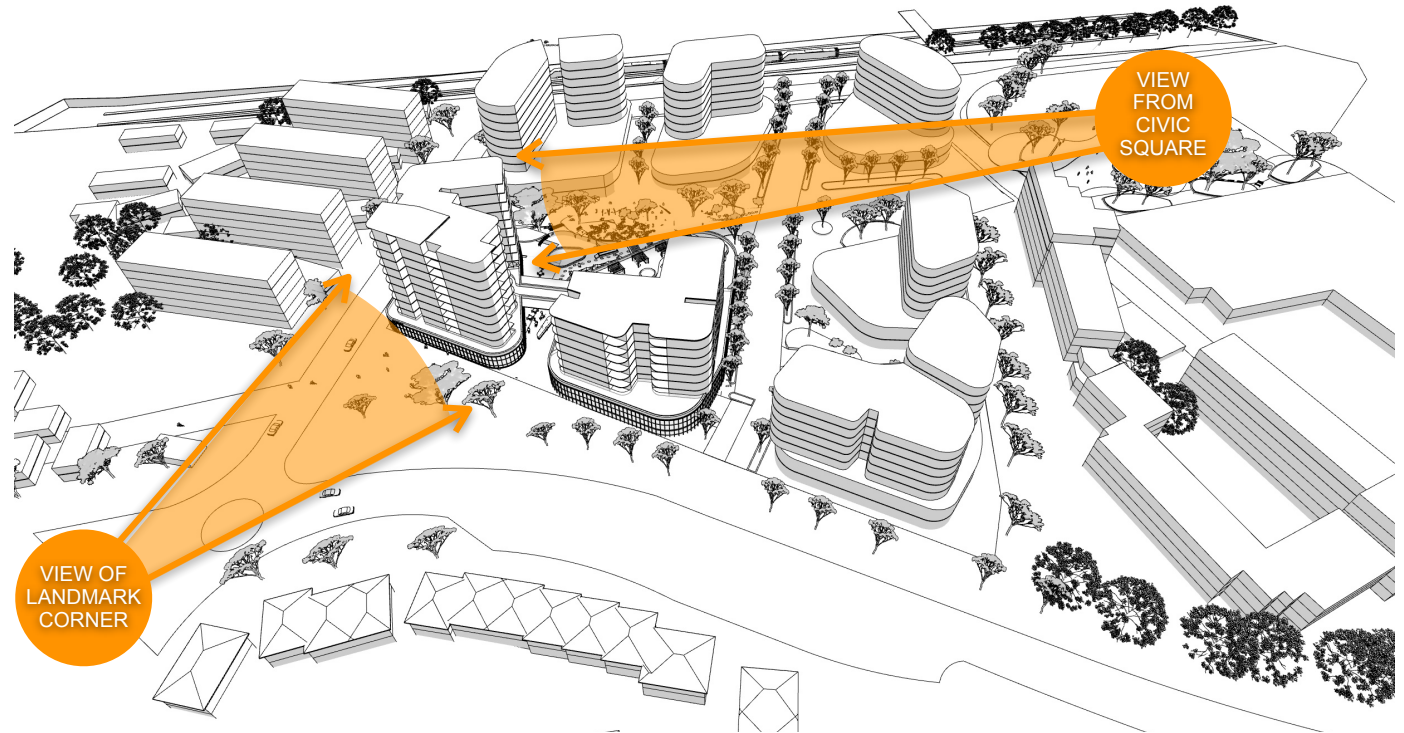
The Re-Imagining Campbelltown Masterplan 2020 document identifies the use of building to create landmarks as you enter and leave the city centre.

“Every arrival journey into our City Centre will be memorable and green. Elevated arrivals will pass through green gateways before the ‘City in a Valley’ skyline framed in green is unveiled. Key street axis and vantage points connect our City to the rolling hills and treetops in the distance through protected views. At the heart of the valley, the green spine touches every part of our City.”

By locating the taller tower elements on the corner of Pembroke & O’Sullivan the towers mark the entry to Leumeah as you travel north from Campbelltown.

For arrivals at the railway station and the proposed new civic square, the taller tower elements to the south mark the through-site link, and anchor the connection to the surrounding residential area.

The green roof on all the podiums sets up a view of these landmarks with landscaping at levels throughout the building.



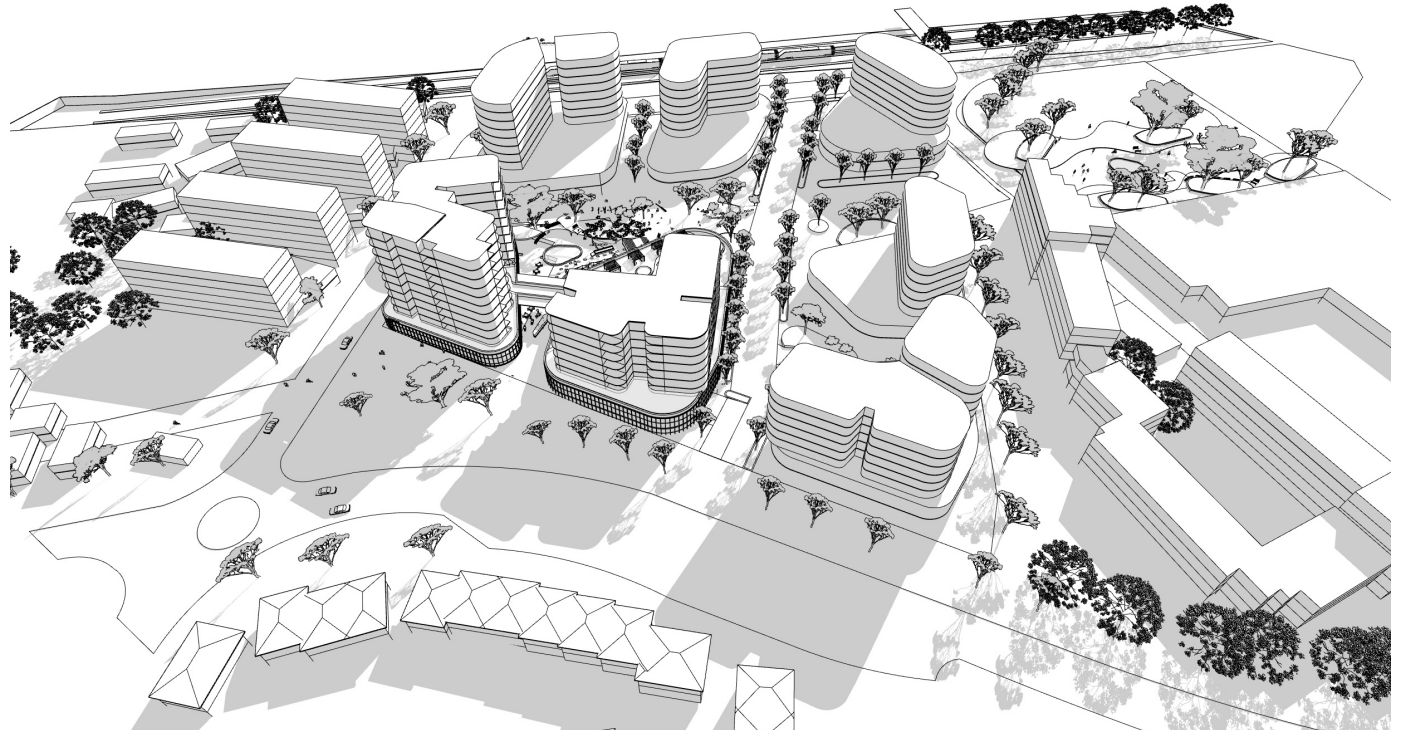
DESIGN RESPONSE

OVERSHADOWING

The distribution of height around the town centre is influenced by the overshadowing impact on neighbouring properties and communal space.

The incorporation of large slender towers reduces the impact of overshadowing on the communal and private and public open space on the site and provides for views of the sky between buildings.

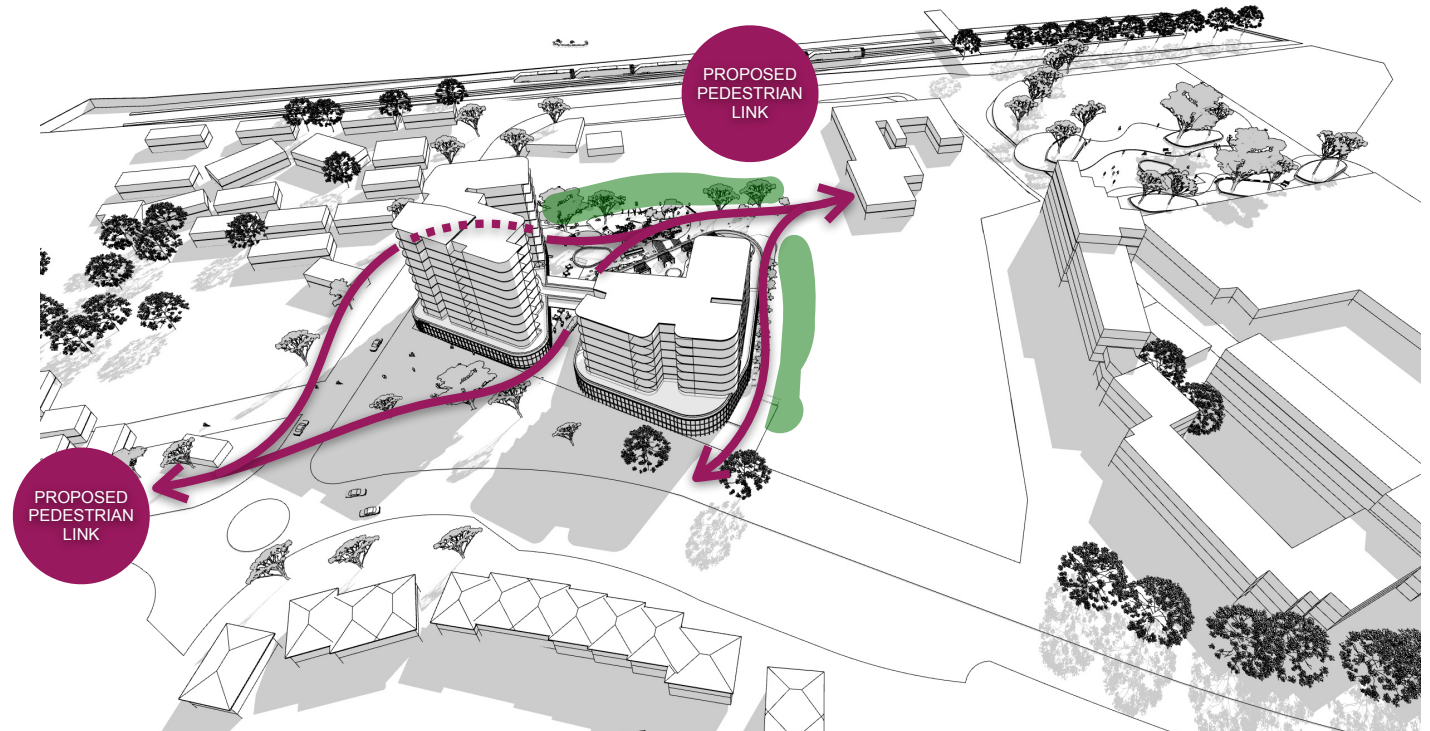
By locating the taller tower elements on the corner of Pembroke & O'Sullivan the towers have the least impact on the neighbouring buildings to the south as the road reserve takes up much of the affected land (refer to shadow diagrams in this report).



DESIGN RESPONSE

STAGE 1 - MASSING

The image opposite represents the proposed building massing of the subject site, 80 O'Sullivan Street, Leumeah, if completed as an initial stage within the overall study precinct .



DESIGN RESPONSE

TRAFFIC NETWORK & PRECINCT VEHICULAR ACCESS

The proposal seeks to simplify vehicle entry to the precinct and future development by locating them at separate points to the and separate them from pedestrian entry points.

Vehicles continue to move around the perimeter of the precinct, with a clear and major pedestrian thoroughfare through the middle of the site connecting to retail and recreational facilities.

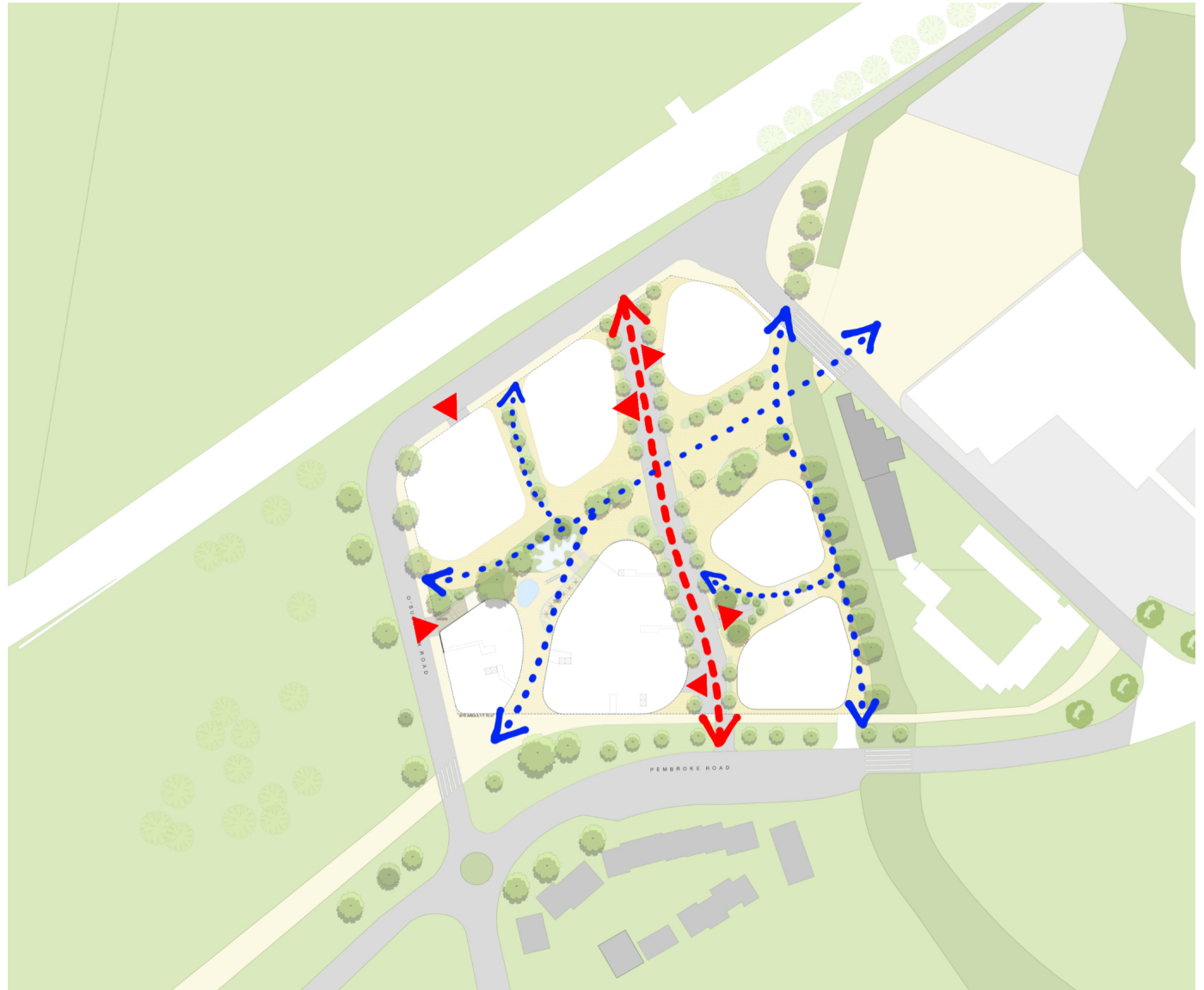
Pedestrian Links



Shared Pedestrian & Vehicular



Potential Vehicular entry points



DESIGN RESPONSE

GREEN LINK CORRIDORS

The site has the capacity to extend the green link corridor, whilst also providing further pedestrian connections which also adopt a design philosophy to strengthen the presence of landscaping within the precinct.

The primary green corridor runs along the eastern boundary of the precinct. The setback allows for significant tree planting along the canal, providing a barrier and much needed softness.

Landscaping will also feature strongly in the creation of the other pedestrian links and spaces that traverse the precinct.



DESIGN RESPONSE

OPEN SPACE HIERARCHY

The design of the precinct can clearly be divided into several components which all have an individual character. This promotes a diversity of use and activity in the town centre.

1 PEDESTRIAN MALL

The main through site link starts with a pedestrian mall which allows for overflow from large sporting events, the possibility of farmers markets and open air entertainment. It provides an active lively space visible from the station and at the end of the through-site pedestrian link.

2 POCKET PARK

The western end of the through-site link is a new pocket park is central to the development. This central location allows for shelter, and good supervision, making it ideal for children play areas, outdoor dining, and water themes landscaping which provides a cooler centre to the development. This becomes a destination one can spend significant time in.

3 NEW ROAD

A key feature of the precinct design is a low traffic road which allows for easy services and access to the buildings in the precinct, but also provides activity to the town centre at all times of the day. Large canopy trees provide a softness to the road, and allow for adequate shade and street character.

4 LANEWAYS

Several pedestrian laneways connect the perimeter roads to the centre of the site allowing for good permeability through the development as well as providing an 'eat street' urban character promoting quality retail and commercial spaces.

5 GREEN CORRIDOR

The green corridor runs along the eastern boundary of the precinct. The setback allows for significant tree planting along the canal, providing a barrier and much needed softness.

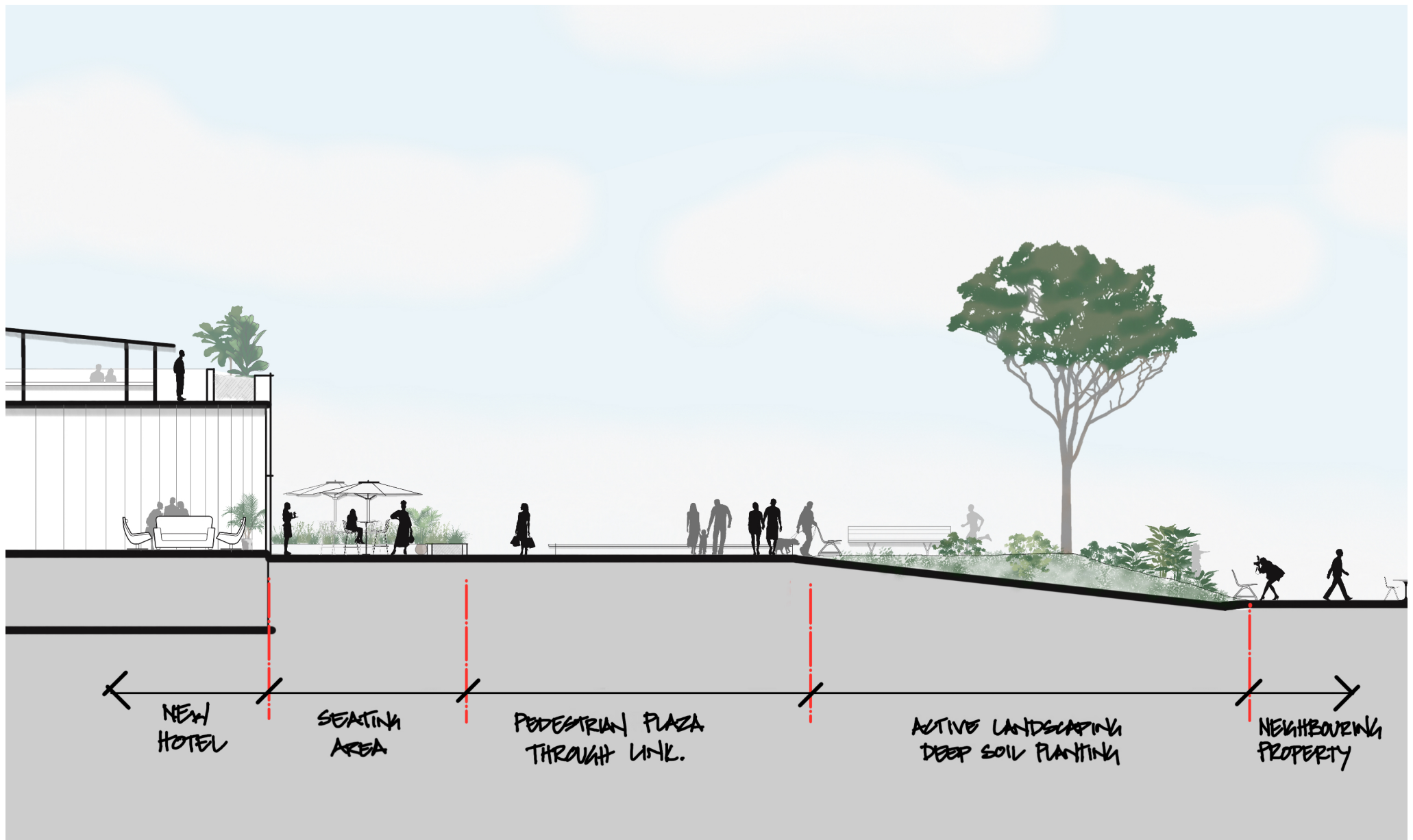
6 ACTIVE EDGES

The pedestrian link and laneways promote active edges to the ground level of all the buildings with improved retail and commercial space, and an engaging public interface.



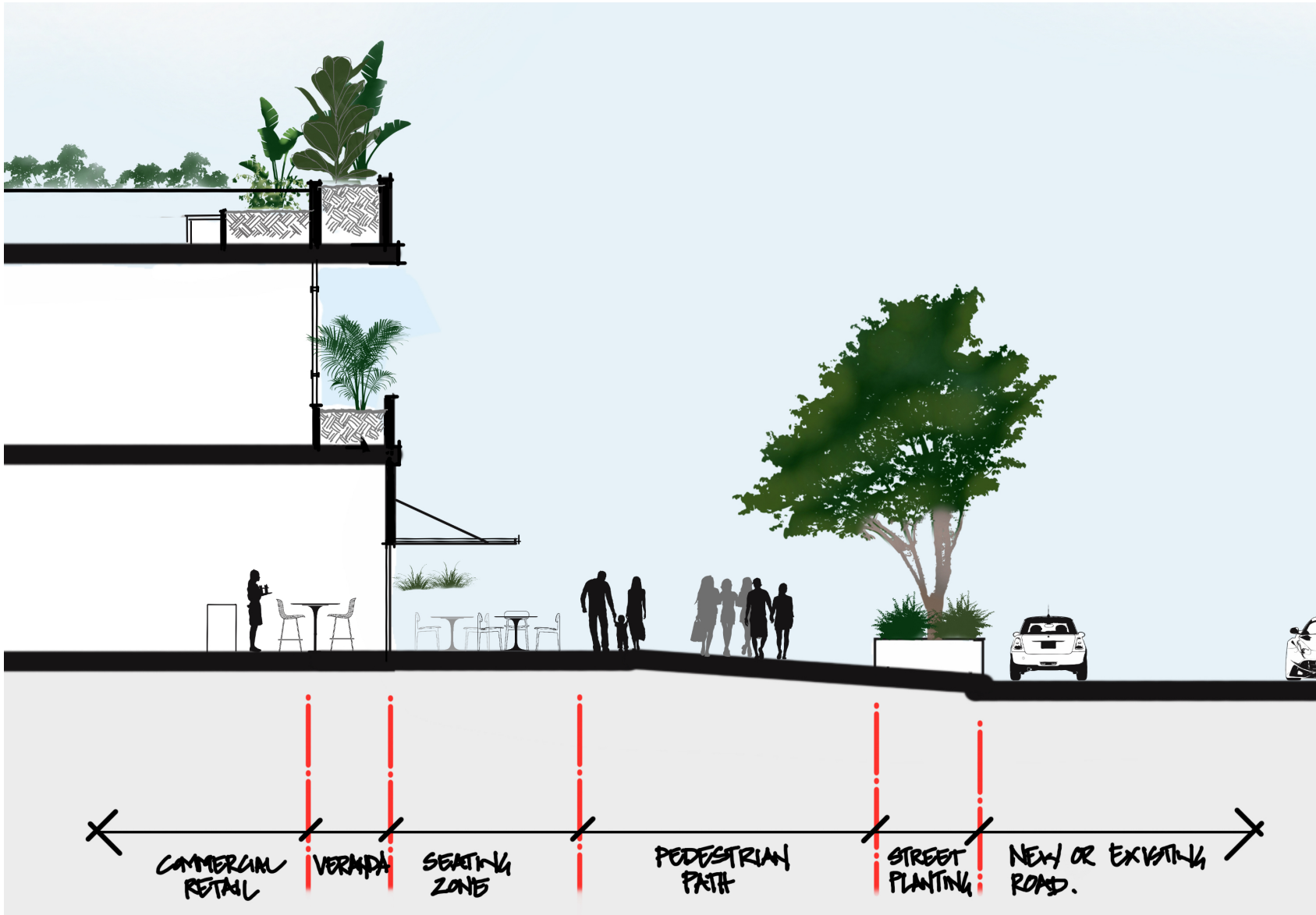
DESIGN RESPONSE

PUBLIC SPACE SECTIONAL STUDY



DESIGN RESPONSE

STREETSCAPE SECTIONAL STUDY



5 VISUALISATION

VISUALISATION

PEDESTRIAN MALL



VISUALISATION

POCKET PARK



INTEGRATED
DESIGN
GROUP
ARCHITECTURE | MASTERPLANNING | INTERIORS

INTEGRATED DESIGN GROUP PTY LTD
ABN 84 115 006 329
INFO@IDGARCHITECTS.COM.AU
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SIMON THORNE NSW ARB #7093

VISUALISATION

NEW ROAD



INTEGRATED
DESIGN
GROUP
ARCHITECTURE | MASTERPLANNING | INTERIORS

INTEGRATED DESIGN GROUP PTY LTD
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NOMINATED ARCHITECT
SIMON THORNE NSW ARB #7093

6 PLANS

PLANS

PRECINCT PLAN

Future development in the Leumeah Town Centre benefits from a precinct approach which explores the character of the streetscapes, pedestrian movement and retail activity, and builds of existing recreation assets of the Leumeah Hotel, West Leagues Club and Campbelltown Stadium.

Establishing a new through-site link through the centre of the high density town centre establishes clear connections from key community assets and transport hubs to the surrounding residential suburbs. Connection through to neighbouring suburb promoting walkable city.

This new link also provides more retail frontage and pedestrian activity and promotes quality designed open space in the centre of the town centre with good passive surveillance and access.

A street wall podium of 2 storeys provides good accessible walls to the street with commercial and residential. Large podium levels allows for rooftop landscaped spaces for residents of above towers.

Separating vehicle movement and pedestrian movement throughout the precinct improves amenity and quality of the development.

An activated public realm with pocket park and community amenity which are connected to large civic facilities near the Leagues Club and the Stadium create a destination for the surrounding suburb.



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PRECINCT PLAN | SUBJECT SITE ONLY

The proposal for the subject site has been designed to also operate with the neighbouring developments in their existing state if staging is delayed or adjacent landowners choose not to explore further development.

The through-site link is still an important part of the precinct and connects to the existing retail development through a new crossing in the existing carpark providing a benefit.

Locations of vehicle access to the site are also not dependent on the envisaged development of neighbouring sites.

The central park is still accessible and continues to provide activation and passive surveillance for the area. It also provides a safer pedestrian link to the station for surrounding residents.



PLANS

GENERAL AREA SCHEDULE

AREA SCHEDULE											
LEVEL	GFA (m ²)	NLA (m2)	HOTEL (m2)	UNITS (m2)	UNITS No.	1B	2B	3B	BUILDING A	BUILDING B	
GROUND	3,700	1,300	2,400		0						
LEVEL 1	1,516			1,412	19	5	12	2	9	10	
LEVEL 2	1,516			1,412	19	5	12	2	9	10	
LEVEL 3	1,516			1,412	19	5	12	2	9	10	
LEVEL 4	1,516			1,412	19	5	12	2	9	10	
LEVEL 5	1,516			1,412	19	5	12	2	9	10	
LEVEL 6	1,516			1,412	19	5	12	2	9	10	
LEVEL 7	1,516			1,412	19	5	12	2	9	10	
LEVEL 8	749			698	9	2	6	1	9	0	
LEVEL 9	749			698	9	2	6	1	9	0	
LEVEL 10	749			698	9	2	6	1	9	0	
TOTALS	16,557	1,300	2,400	11,981	160	41	102	17	90	70	
FSR	2.1					26%	64%	11%			
SITE	7,875										
GFA FSR 2.1:1	16,538										

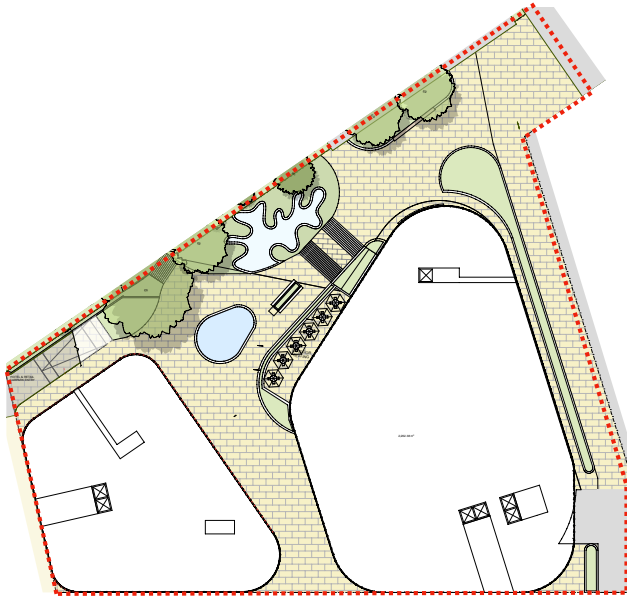
LANDSCAPE AREAS					
	GROUND	LEVEL 1	TOTAL	% of site	% of landscape
SOFT LANDSCAPING AREA	777.74	1262.74	2,040.48	26%	43%
HARD LANDSCAPE AREA	1,751.67	971.69	2,723.36	35%	57%
DEEP SOIL	614.56		614.56	8%	30%
COMMUNAL OPEN SPACE		4153.91	4153.91	53%	

CARPARKING					
	NO. OF UNITS	AREA (m ²)	SEPP 65 ¹	DCP ²	PARKING
1B UNITS	41		0.4		16.40
2B UNITS	102		0.7		71.40
3B UNITS	17		1.2		20.40
TOTAL UNITS	160				108.20
VISITORS			1 per 7		22.86
RETAIL		2790		Refer to Traffic Report	
COMMECRIAL		0			
TOTAL CARS REQUIRED				Refer to Traffic Report	
TOTAL CARS PROVIDED					320

1. SEPP 65 2015 refers to RMS Guide to Traffic Generating Developments

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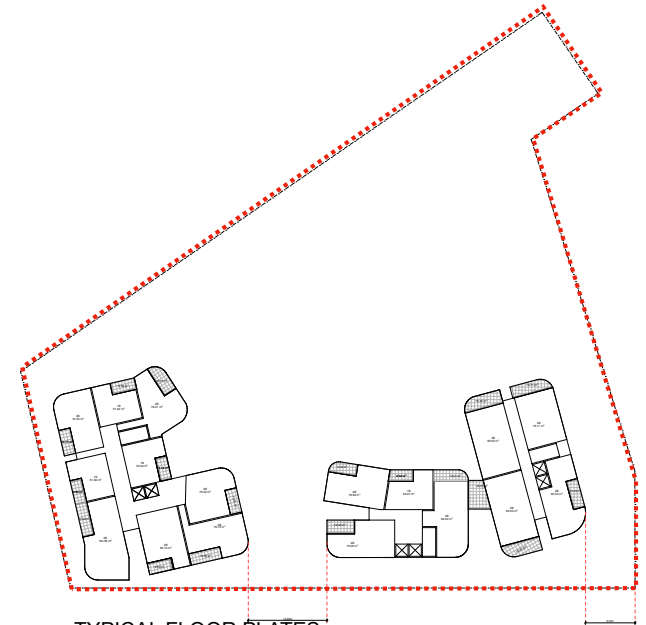
TYPICAL FLOOR PLATES



GROUND LEVEL LANDSCAPE AREAS



LEVEL 1 LANDSCAPE AREAS



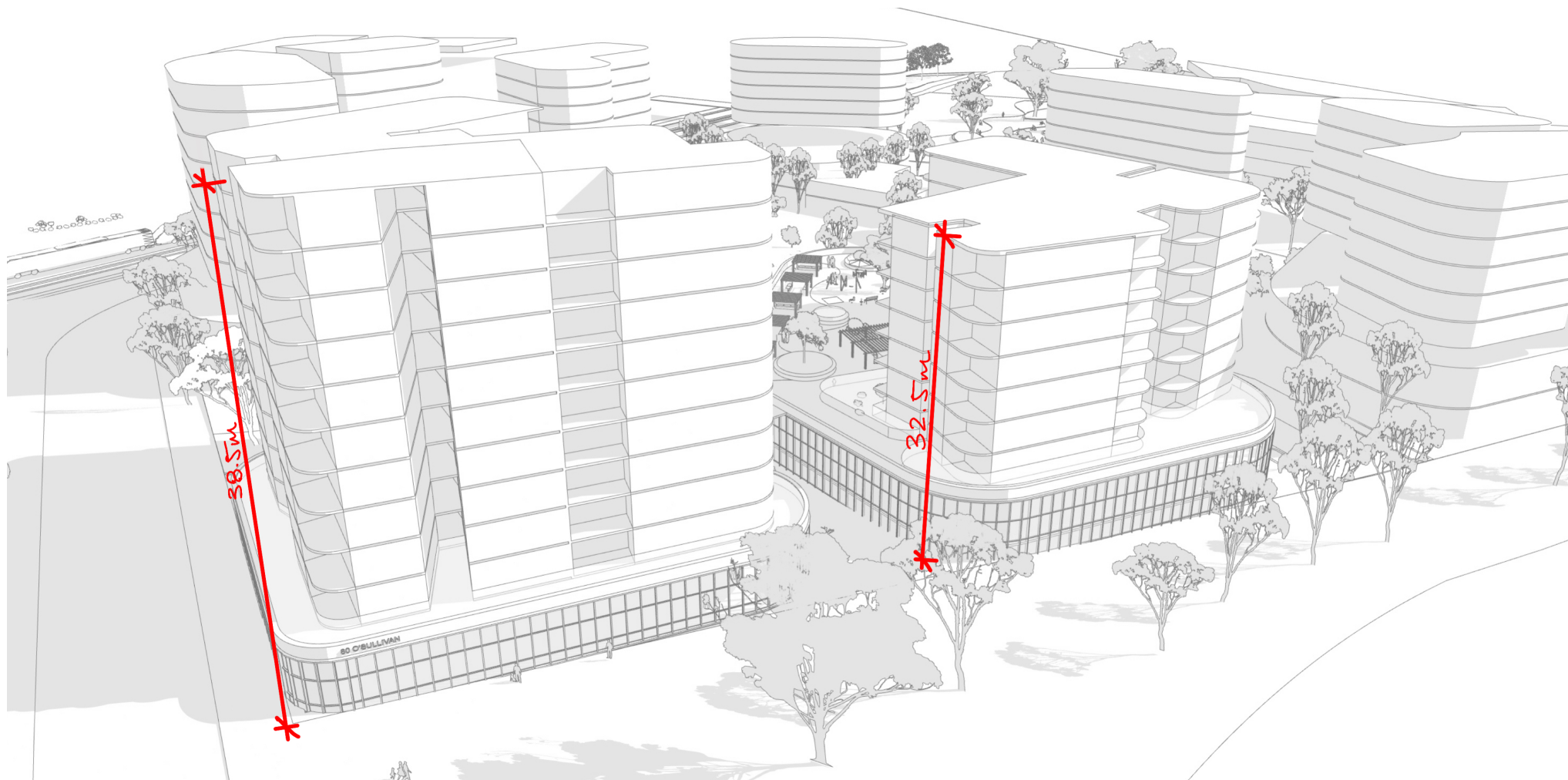
TYPICAL FLOOR PLATES

LANDSCAPE AREAS



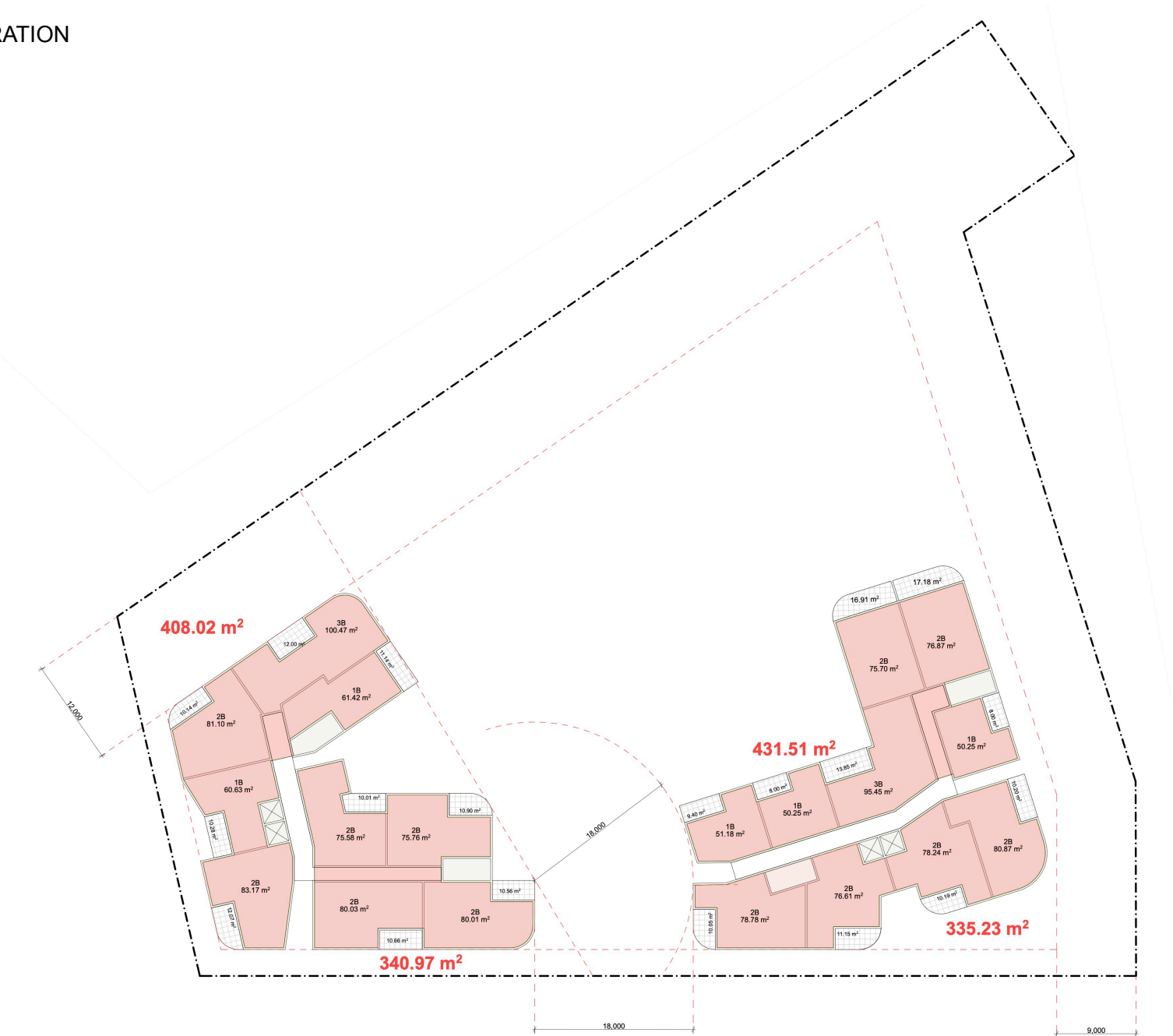
PLANS

BUILDING HEIGHTS



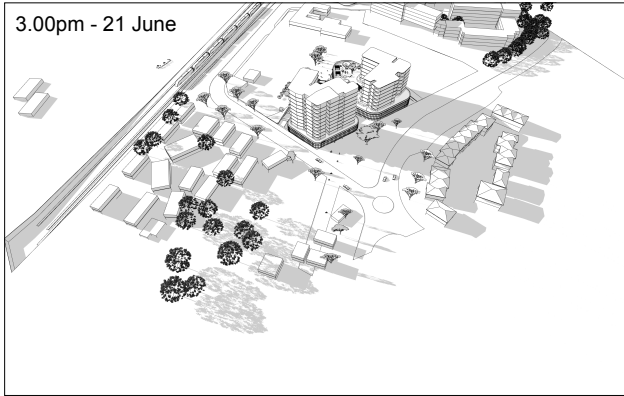
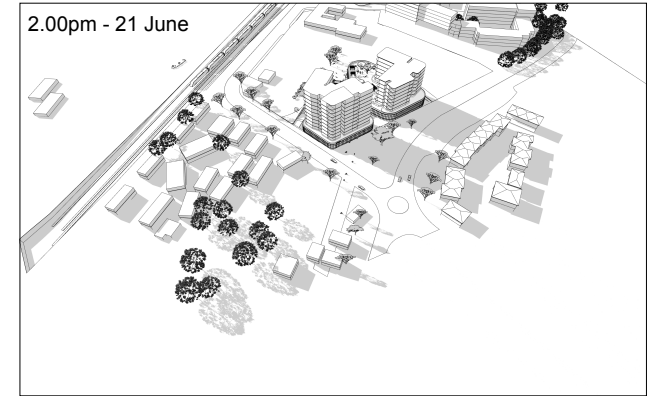
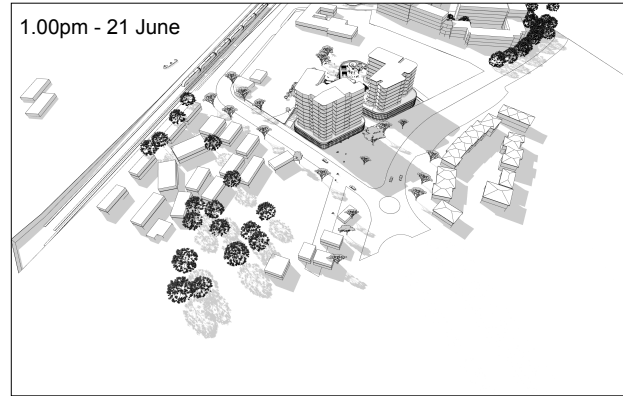
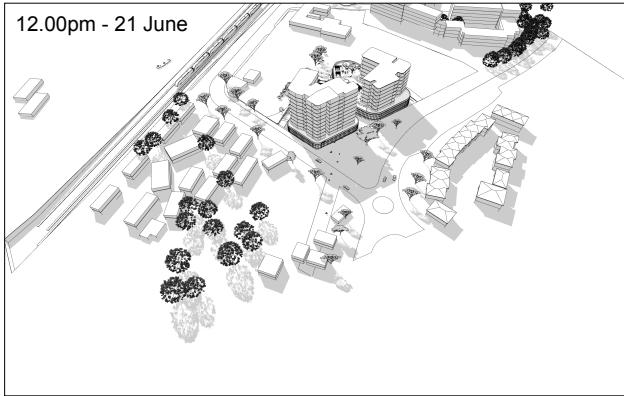
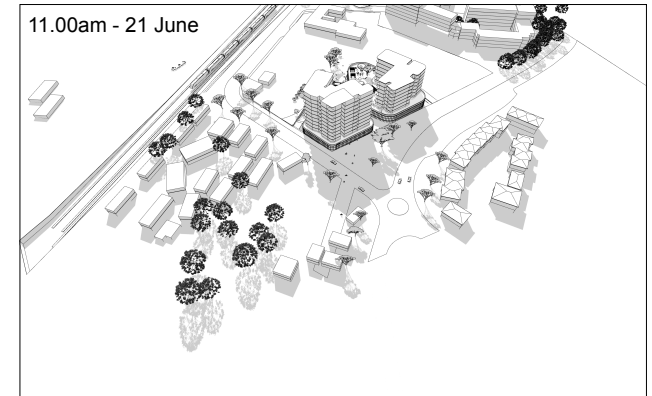
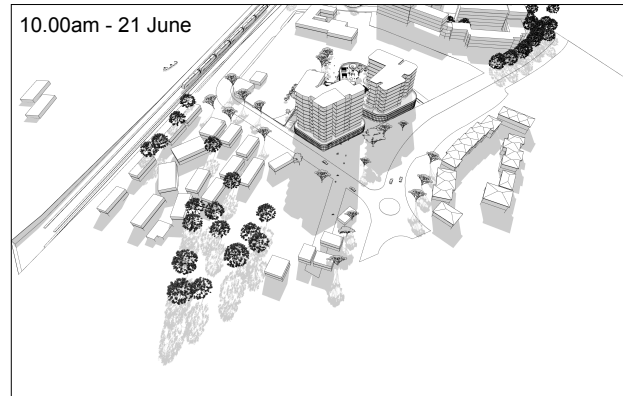
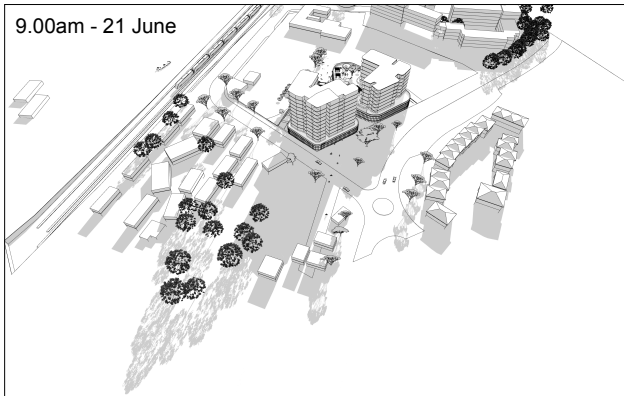
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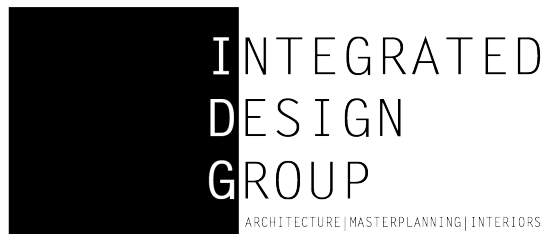
BUIDLING SEPARATION



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OVERSHADOWING IMPACT STUDY





PREPARED BY:

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