

CAMPBELLTOWN (SUSTAINABLE CITY) DEVELOPMENT CONTROL PLAN 2015

Volume 2

Site Specific DCPs

Part 14: 22-32 Queen Street, Campbelltown

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14.1 Application

This Development Control Plan (DCP) applies to land at 22-32 Queen Street, Campbelltown, being the land identified in Figure 14.1 below. The subject site comprises three (3) lots and is known legally as Lot X in DP 409704, Lot 15 in DP 14782 and Lot 1 in DP 1154928.

The land is situated in the Campbelltown CBD fronting Queen Street. The site adjoins the Campbelltown High School located to the south and the Colonial Motor Inn and also a Garden Centre to the north, which includes the heritage listed barn and Stables, which formed part of the John Warby Estate.

The site at 20,465.7m² currently contains the Direct Factory Outlet (DFO) retail centre. This is a large bulky retail building which is now largely defunct. This is a 3-4 storey building of significant massing. The site is generally flat and has a large frontage to Queen Street. Queen Street is the main entry road to the Campbelltown CBD. The site is within 850m from the entrance to the railway station. Queen Street is a main bus route, and the site is well served by public transport.



Figure 14.1 – Land to which this part applies – 22-32 Queen Street

14.1.2 Purpose of this Part

The purpose of this Part is to establish a supplementary planning framework (beyond the general provisions of the Campbelltown Sustainable City DCP) for achieving the Council endorsed vision for the subject land (DFO site) at 22-32 Queen Street, Campbelltown, through the establishment of site specific objectives and controls. In doing so it provides a platform against which Council will assess future development applications for a mixed use development at 22-32 Queen Street, Campbelltown.

14.1.3 Relationship with Campbelltown (Sustainable City) DCP

This DCP forms part of the Campbelltown (Sustainable City) DCP ('CSCDCP') and provides additional controls and guidelines that apply specifically to development at 22-32 Queen Street, Campbelltown. Where a development control is not specified in this Part, development is subject to all other relevant controls of CSCDCP.

Where there is an inconsistency between this Part and any other provision of the CSCDCP, this Part applies to the extent of the inconsistency.

Campbelltown City Council Engineering Design Guide for Development applies to development at 22-32 Queen Street, Campbelltown.

14.2 Vision and Development Objectives

Objectives

- To facilitate the delivery of a high-quality mixed-use development that responds to the character of the CBD while supporting urban renewal of a large consolidated site;
- Facilitates the provision of housing supply and job creation close to transport, services and community facilities;
- To achieve an integrated liveable development through building envelopes and layout that provide excellent amenity, solar access, natural ventilation, visual privacy and apartment amenity;
- To create a significant public open space in the heart of the development, connecting to a network of publicly accessible spaces;
- Balancing pedestrian and public spaces with ensuring safe vehicle access and traffic solutions; and
- To connect the site to the broader CBD, through the creation of a vibrant and active main street, a significant civic space connecting and enhancing the setting of the adjoining heritage listed Warby Barn and Stables, and allowing for future through-links and connections to adjoining land.

Controls

Development is to generally comply with the concept masterplan for the site shown at Figure 14.2.



Figure 14.2 – 22-32 Queen Street Masterplan

The masterplan is founded primarily on consideration of key site parameters; street interface; impacts on neighbours; and amenity standards of State Environmental Planning Policy (SEPP) 65/Australian Design Guide (ADG) for future dwellings on the site. It provides the conceptual building layout and footprints, road design, open space, interface and setbacks and land use outcomes for the development. All development applications relating to 22-32 Queen Street, Campbelltown are to be generally consistent with the Masterplan.

The masterplan consists of the following characteristics and outcomes:

- Maximum height of 15 storeys;
- Minimum 9 metres setback where future development interfaces with the boundary to the state listed heritage item, Warby's barn and stables.
- Stepping of massing away from the heritage items to minimise impacts.
- Suitable heritage curtilage.
- Providing a heritage interface zone and addressing the development towards the precinct.
- Maximising greenspace for resident and visitor amenity.
- Maximising solar amenity through proper alignment of buildings.
- Minimising overshadowing through alignment of buildings.
- Provide a central 'Eat Street' activated main road along the former Warby estate heritage item access road alignment.
- Proposed 4 storey podium along Queen Street to reinforce streetscape, with towers above.
- Proposed 2 and 5 storey podium to reinforce street edges.
- Proposed access road loop to provide servicing access for retail/loading, garbage collection and street addresses for all the buildings, with anti clockwise vehicular circulation.
- Proposed civic space aligned with and connecting to heritage precinct.
- Ensure ADG building separations and set backs.

14.3 Development Objectives and Controls

14.3.1 Building Orientation and Layout

Objectives

1. To establish building forms that are orientated appropriately so as to minimise overshadowing and maximise solar access to internal public spaces and neighbouring properties.
2. To create a sense of visual separation between buildings, podiums and tower levels.
3. To provide appropriate building separation to ensure privacy, access to light and ventilation and a high-quality visual outlook from residential apartments.
4. To establish a public realm and pedestrian network to enhance liveability and building siting and massing.
5. To utilise opportunities for communal open space and green building buffer between tower forms.

Controls

- Building footprints, open space and roads and pedestrian areas are to be provided in accordance with Figure 14.3 below.
- Tower forms are to be designed and orientated generally in a north-east/south-west orientation, in accordance with Figure 14.3 below to maximise solar access and residential amenity and minimise overshadowing to properties to the south.
- The orientation of the built form is to maximise solar access to the open space/civic plaza on 21st June.



Figure 14.3 – Building orientation and layout

14.3.2 Building Separation and setbacks

Objectives

1. To reinforce street edges and the public domain.
2. To create a sense of visual distinction and separation between the podium and tower levels.
3. To ensure compliance with the Apartment Design Guide.

Controls

- Building setbacks should be provided in accordance with Table 14.1 and Figure 14.3, generally comprising:
 - A minimum 9 metre setback to the boundary with the heritage listed Warby's barn and stable and minimum tower setback of 15 metres;
 - A minimum podium setback of 5 metres and tower setback of 8 metres to Queen Street;
 - A minimum separation of buildings facilitated by the main 'eat street' of 18 metres;
- Building separations are to be in accordance with the Apartment Design Guide and generally in accordance with Figure 14.3 below.

Location	Level	Setback
Queen Street	Podium level (up to 4 storeys)	5 metres
	Upper floors (above 4 storeys)	8 metres
Heritage Interface	Podium and levels 1-8	9 metres
	Upper floors levels 9-12	15 metres
School ground interface	Any development	9 metres

Table 14.1 – Setbacks

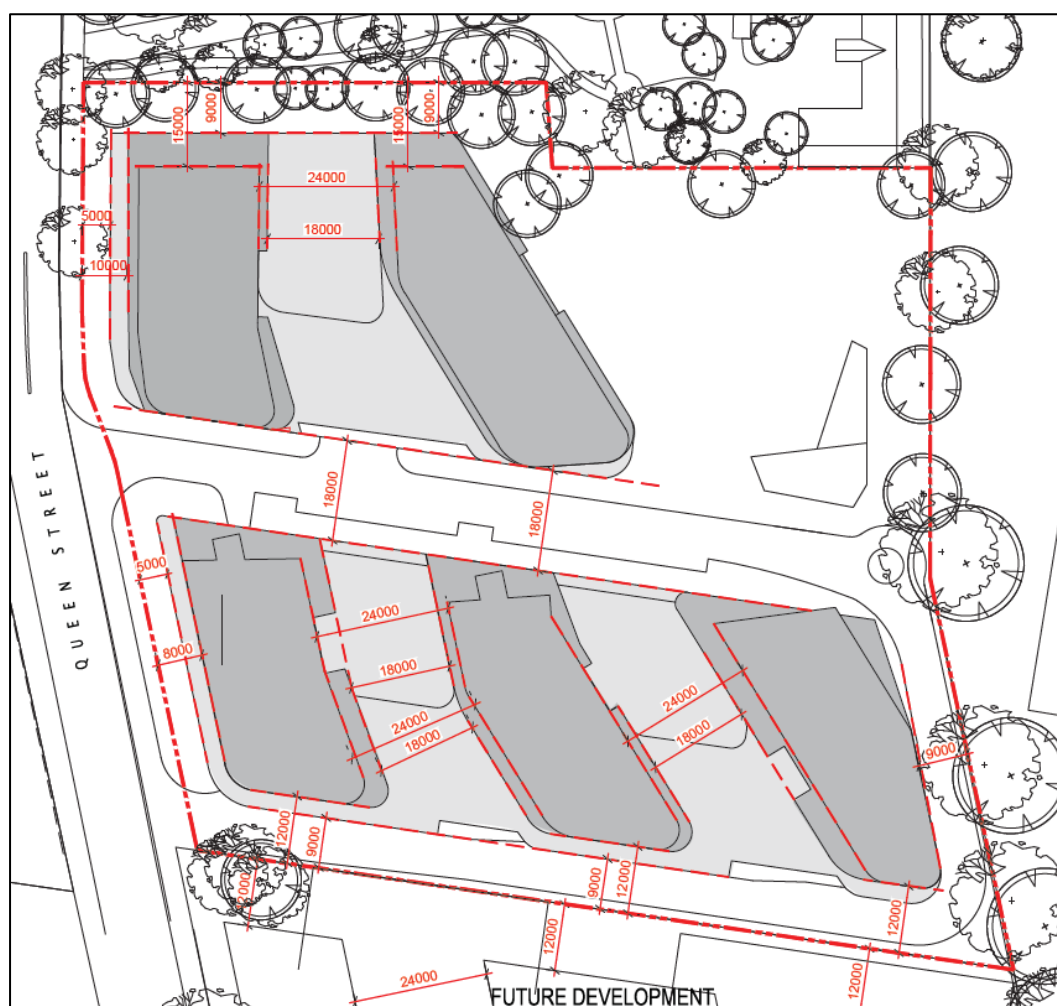


Figure 14.3 – Building separation and setbacks

14.3.3 Maximum building heights

Objectives

1. To ensure the maximum height reflects the intended future scale of development within the Campbelltown CBD.
2. To nominate a range of building heights that will provide a range in built form and land use intensity across the development site.
3. To maximise solar access to the public domain, open space and pedestrian areas.
4. To minimise undesirable visual impact, disruption of views, loss of privacy and solar access to adjoining land.

Controls

- Development must be consistent with the number of storeys identified in Figure 14.4 below.
- The maximum height for any building is 15 storeys.
- The retail/commercial level height should be a minimum of 5 metres in height.

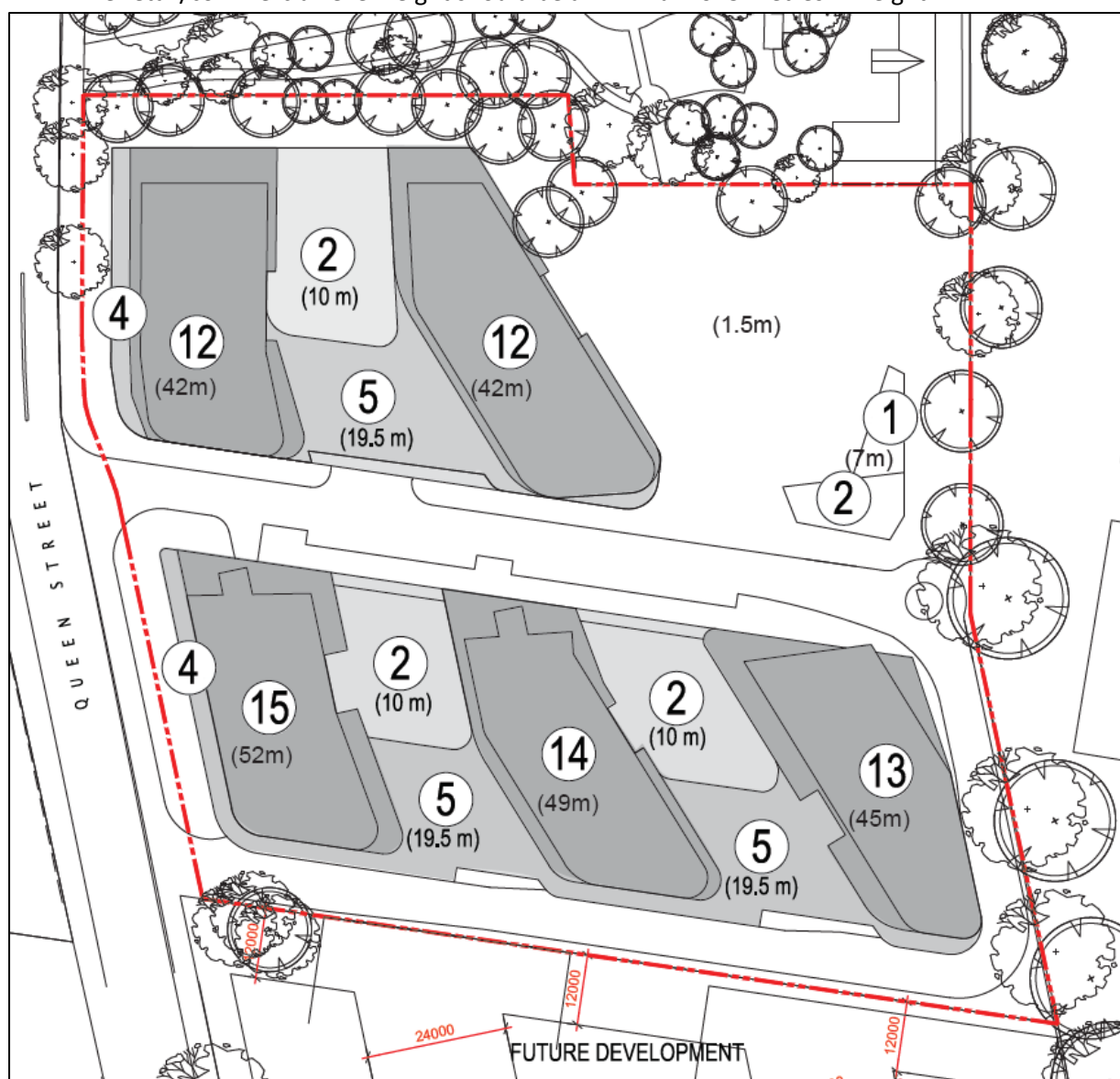


Figure 14.4 – Maximum Building Heights

14.3.4 Queen Street interface

Objectives

1. To revitalise and activate Queen Street with high levels of amenity and an enhanced public domain.
2. To create pedestrian friendly streets, with outdoor dining opportunities, street tree planting, inviting public gathering spaces and attractive street furniture.
3. To improve pedestrian linkages along Queen Street to the train station.
4. To provide setbacks that ensure the scale and feel of Queen Street is maintained.

Controls

- Building setbacks to Queen Street should be provided in accordance with Figure 14.5 below, including:
 - A minimum podium setback of 5 metres;
 - A minimum ground floor setback of 6 metres; and
 - A minimum tower setback of 8 metres.

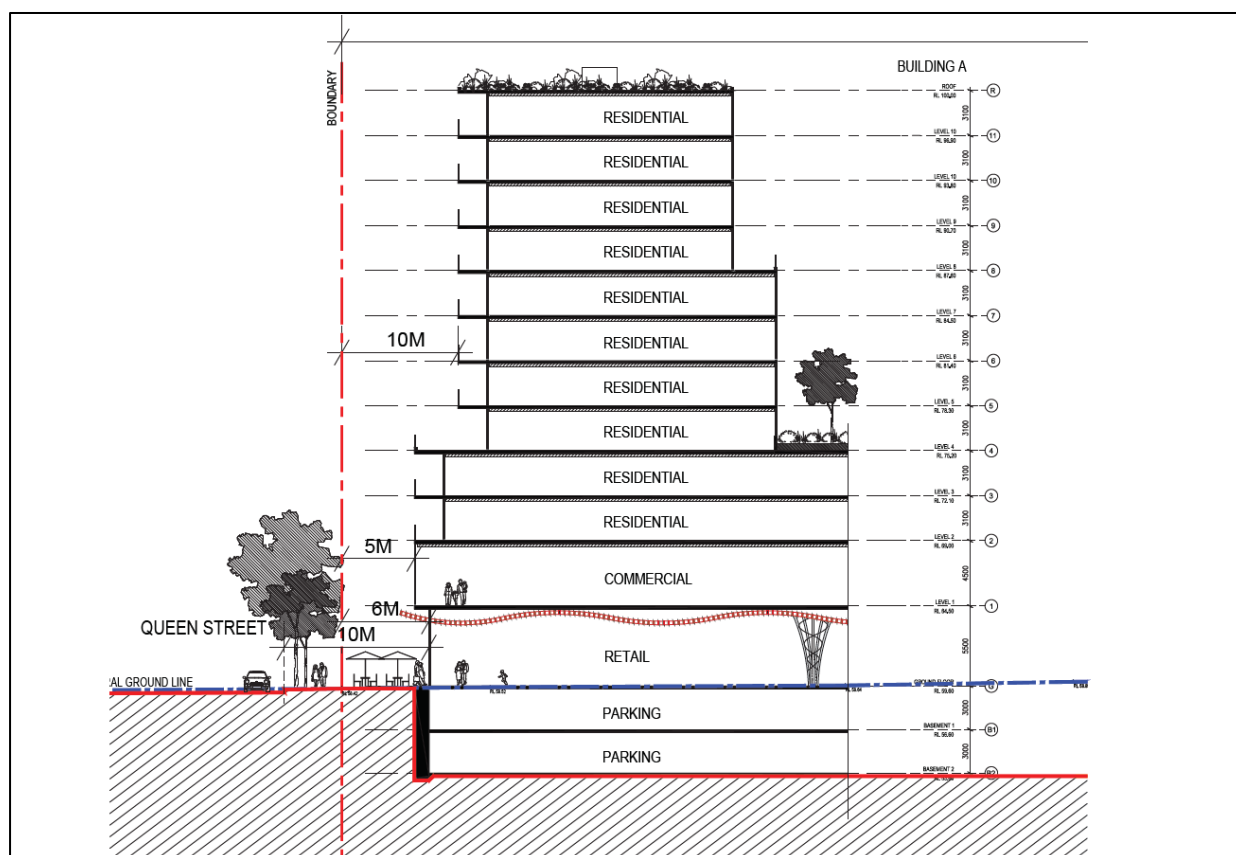


Figure 14.5 – Queen Street interface

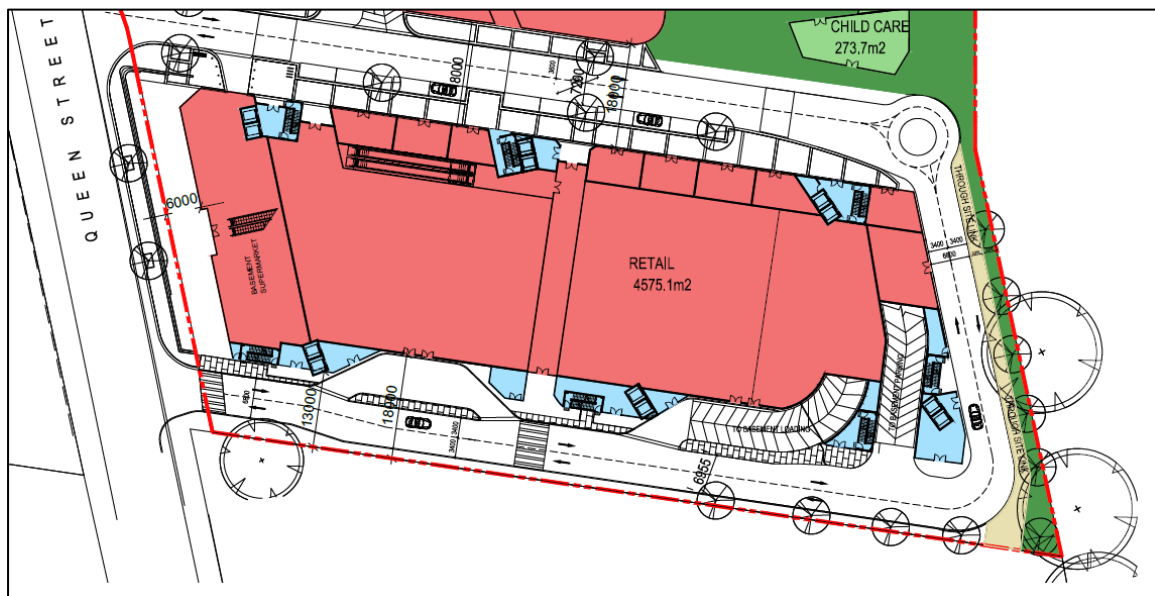
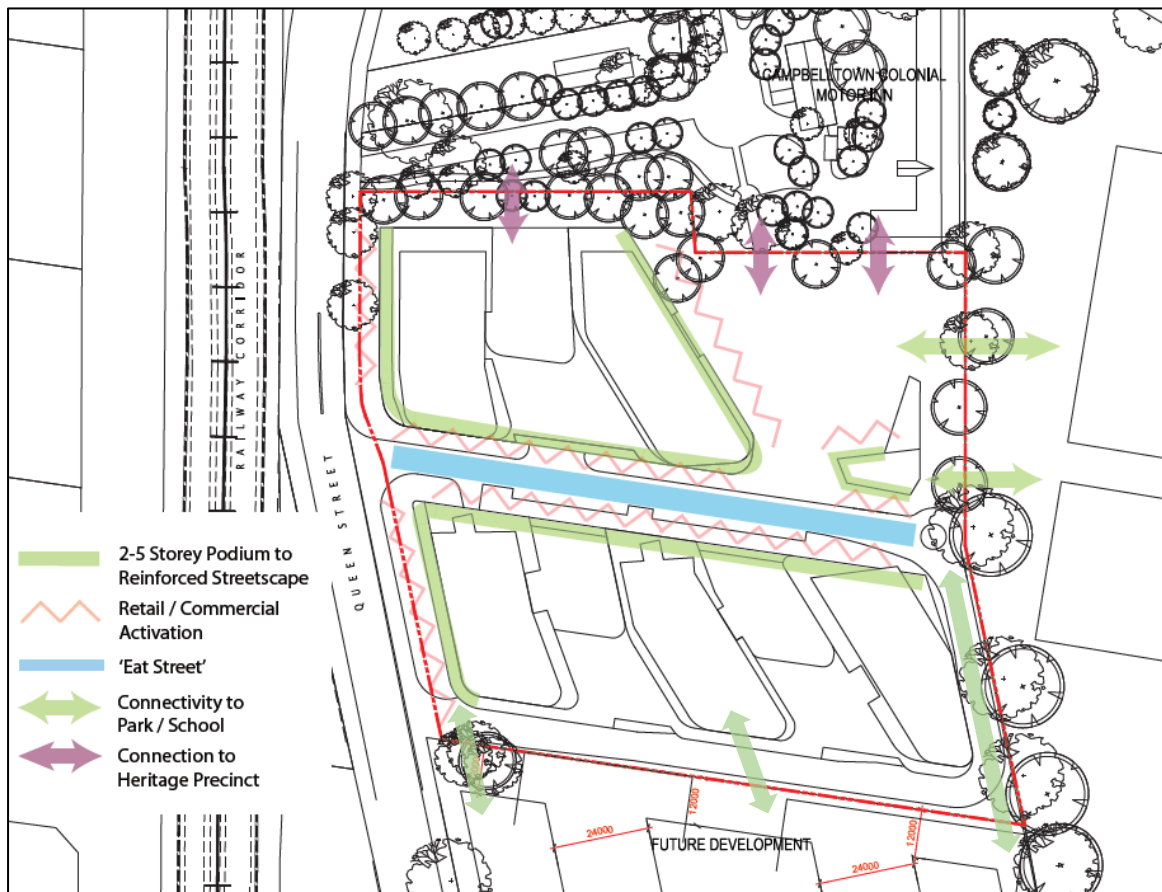
14.3.5 Streetscape and Site Connectivity

Objectives

1. To provide public connectivity through the site to adjoining land.
2. To activate street frontages to create a vibrant mixed use development with a high quality visual outlook.
3. To provide a main street through the site that links Queen Street to the future open space to the south east.
4. To ensure that the development enhances the public domain, defines the streetscape and creates a physical and visible connection between built form and the public space.
5. To ensure connectivity and physical interface between the civic plaza and the adjoining heritage listed Warby barn and stables to the north east.
6. To provide a high degree of articulation that establishes a fine grain frontage at ground level.
7. To reinforce pedestrian comfort at street level, including a sheltered/shaded and attractive pedestrian environment.

Controls

- New streets and pedestrian connections are to be activated where possible through design and active uses.
- Public awnings for weather protection and public amenity are to be included.
- Blank walls to the public domain are to be minimised and only permitted in exceptional circumstances, and in such cases should be treated with appropriate levels of design detail and visual articulation to create visual interest.
- Buildings must include active uses along Queen Street and the main street through the site.
- Shade structures/awnings are to be provided all the Queen Street and main street ground level frontages.
- Pedestrian movement is to be prioritised by appropriate crossings, footpath designs, street furniture, parking layouts etc.
- To support the provision of pedestrian links to the south to allow connectivity now and in the future as adjoining sites develop.



14.3.6 Heritage Interface

Objectives

1. Provide an appropriate backdrop to the Warby site as seen from the north-east (Campbelltown Road overpass) with the “old Campbelltown” presented against the “new Campbelltown”, without overwhelming the historic site.
2. Ensure the project does not prejudice the future development of the Warby site, rather provide opportunities for the future development of the Warby site in a way that will enhance its significance and interlink with the Project site.

Controls

- Respond to the axes of the Warby site (the configuration of the buildings and the entry drive).
- Respond to the alignment of the historic entry drive to the west and interpret this early drive in the internal road alignments/access ways in the Project site.
- Introduce a lower scale and open space along the Warby site property boundary.
- Concentrate taller buildings to the west and north, away from the Warby site and out of the principal view lines from the northeast.
- Integrate pedestrian access and landscaping into the heritage transition zone/setback.
- Avoid visually overwhelming the Warby site by stepping away the massing of the new development from the shared property boundary.
- Avoid locating “back of house” services and carpark entries within the transition zone between the Warby site and the Project site.

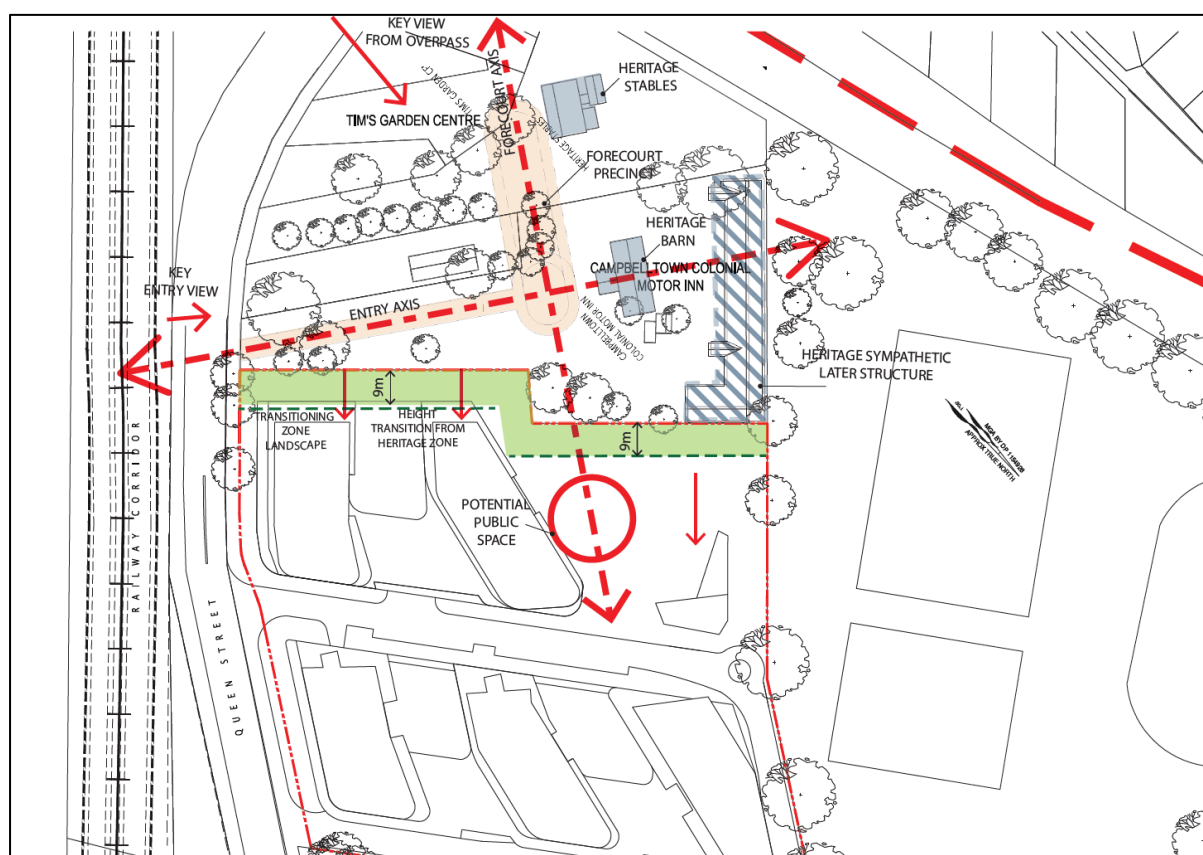


Figure 14.8 – Heritage Interface

14.3.7 Landscaping and Public Open Space

Objectives

1. To establish a useable area of public open space to cater for the amenity of future residents, workers and visitors.
2. To allow for passive recreation opportunities, catering for a broad range of activities and intergeneration needs.
3. To facilitate community interaction and gathering for local residents, workers and visitors.
4. To provide public open space with good solar access and high standards of amenity.
5. To activate the edge of the public open space to encourage safe and legitimate use of the open space and foster passive surveillance.
6. To ensure sufficient deep soil to enable the growth of large trees within open space and buffer areas/heritage interface.
7. To ensure safety and security of users and residents associated with the usage of the open space.
8. To ensure open space is appropriately landscaped with hard and soft materials, street furniture, trees, planting, and walking paths.
9. To provide a building for civic and social infrastructure use within the open space.

Controls

- Public open space is to be provided as identified by Figure 14.8 to a minimum of 4,000sq.m.
- A public domain plan is to be prepared and submitted to Council with a development application for the construction of public open space that illustrates the context, role and purpose of open space elements.
- 50% of the civic plaza is to receive a minimum of 3 hour direct solar access between 9 am and 2pm on 21 June.
- Public art should be incorporated into the design of the open space adjacent to the Warby barn and stables site that reinforces the significance of the heritage landscape.
- Maintain public access to the civic plaza.
- To ensure the civic/social infrastructure building is designed to respond to the public open space ensuring that the building does not undermine the integrity of the space and public access.
- Should social infrastructure uses such as child care be included, the design and interface is to be carefully considered to ensure the safety and protection of children and public access and usability of the open space.

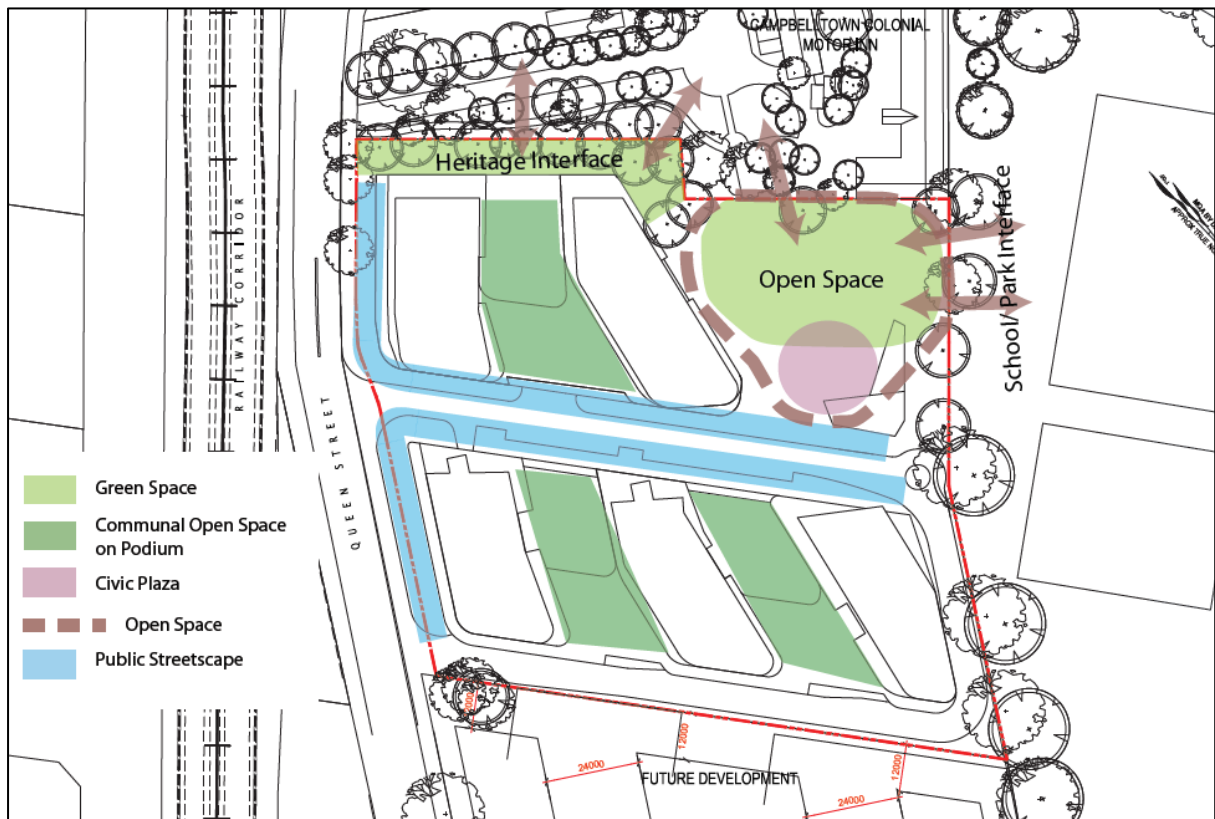


Figure 14.9 – Open Space

14.3.8 Circulation and Access

Objectives

1. To prioritise pedestrian and public amenity throughout the development.
2. To establish a and safe balance between pedestrian, cycling and vehicle movement.
3. Provide convenient, efficient, safe access and parking for vehicles, services (including deliveries and waste), pedestrians and cyclists.
4. To minimise the visual impact of vehicle accessways from the public domain.
5. To ensure a safe and convenient vehicular arrangement from Queen Street and throughout the site.
6. To minimise vehicular crossover of the public realm.

Controls

- Pedestrian linkages are to be secured and enhanced between Queen Street and the current high school grounds (future open space under the Campbelltown Precinct Plan); between the new civic plaza space and the heritage listed Warby's barn and stables; and between the civic plaza and the high school.
- Vehicular circulation is to be in an anti-clockwise direction as indicated in Figure 14.9.
- Car parking and bicycle spaces are to be provided in accordance with the rates set out in table 14.2 below.
- Where possible, driveway crossovers should be limited to two crossover for residential cars, and two for service vehicles across the development.
- There is to be no provision made for loading bays on the main street or Queen Street.

Car Parking and Bicycle Rates	
Residential	
Objective 3J-1 in the NSW Planning and Environment Apartment Design Guide 2015 states the parking requirement is the "minimum car parking requirement for residents and visitors is set out in the Guide to Traffic Generating Developments, or the car parking requirement prescribed by the relevant Council, whichever is less". Hence the parking requirement based upon RMS Guidelines is as follows: <u>Note:</u> All resident and visitor parking spaces are required to be 2.5m wide by 5.5m long based upon Clause 5.5.4(b) in DCP2015	
1 bedroom	Minimum 0.4 spaces per unit
2 bedroom	Minimum 0.7 spaces per unit
3 bedroom	Minimum 1.4 spaces per unit
Visitors	1 space per 5 units
Disabled and Adaptable	Clause 5.5.3 b) in Campbelltown DCP2015 requires 10% of dwellings within a residential flat building to be adaptable.
Bicycle Parking	1 space per 5 units
Commercial, retail and serviced apartments	
The car parking rates for the serviced apartments and retail and commercial uses are based on Table 6.4.2.1 Car Parking Rates in Campbelltown DCP 2015.	
Serviced apartments	1 space per 4 apartments Plus 1 space/ manage
Bulky goods premises	1 per 60m2 GFA
Shops (Ground floor)	1 per 25m2 GFA
Gymnasium	1 per 25m2 GFA
Restaurants	1.5 spaces per 10m2 GFA
Business Premises	1 space per 35m2 GFA
Childcare centre	1 space per 4 children

Table 14.2 – Parking rates

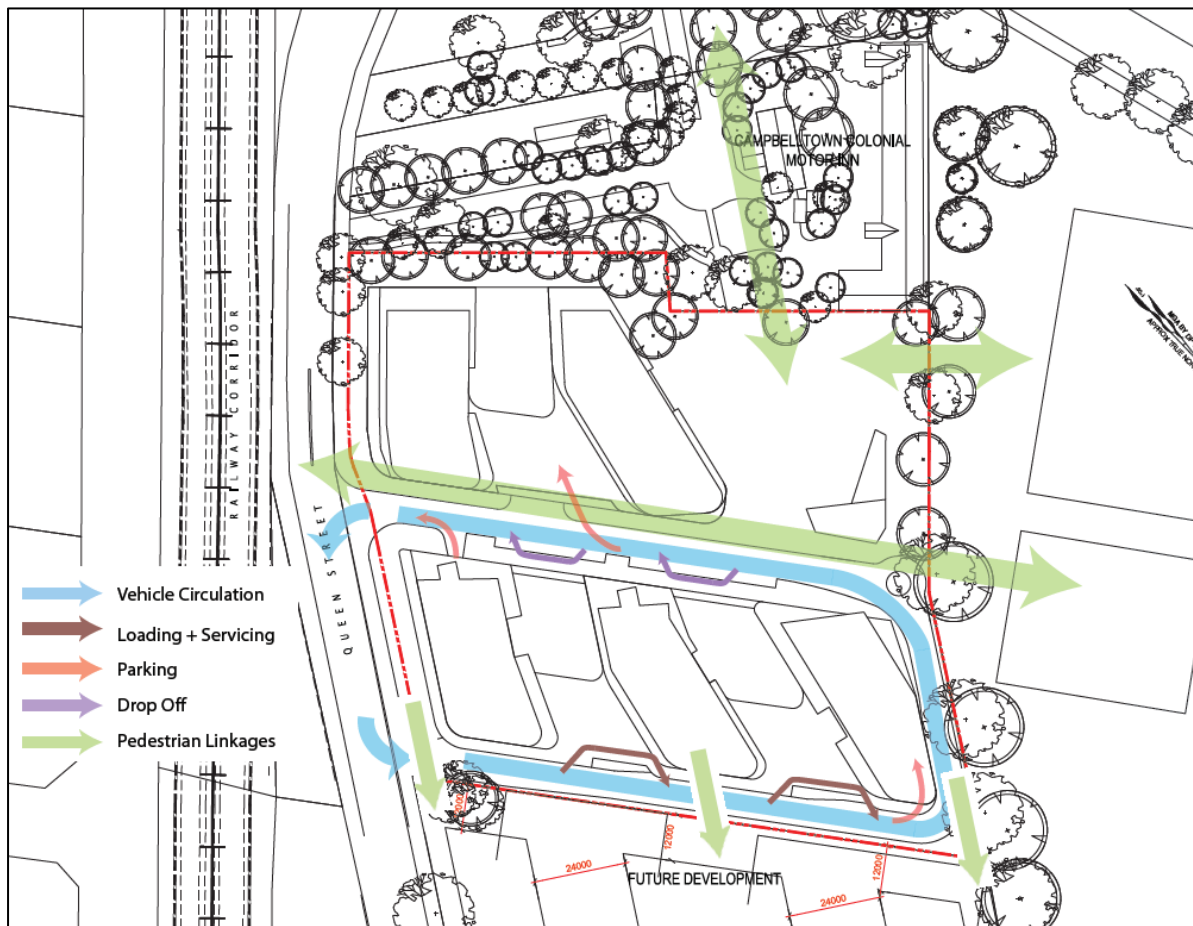


Figure 14.10 – Circulation and Access

14.3.9 Crime Prevention Through Environmental Design (CPTED)

Objectives

1. To promote design features within new developments and the redevelopment of existing areas, which will enhance the safety from crime for the community, including visitors.
2. To enhance public safety by reducing opportunities for crime.
3. To reduce the fear of crime through the provision of safe, well designed and maintained buildings, facilities and public spaces.
4. To optimise the community use of public spaces and facilities.
5. To encourage development which promotes safety on neighbouring public and private land.

CPTED Design Concepts

Crime Prevention through Environmental Design (CPTED) promotes the idea that creative design can be an effective deterrent to criminal behaviour within the community.

CPTED is based on **four design and usage concepts** that can reduce the incidence and fear of crime, including:

- **Natural Surveillance** - location and use of design features and activities that create a perception of increased risk of detection for intruders and of increased safety and security for legitimate uses.
- **Access Control** - the use of design features that deny offenders access to targets, reduce escape opportunities and guide legitimate users through the environment.
- **Territorially** - the use of physical features designed to express ownership and control the environment and delineate private and semi-private spaces.
- **Maintenance** - ensuring adequate measures are taken to ensure the continued use of space for the intended purpose and increased feelings of safety for users.

Controls

- Any future development application is to address the above principles of crime prevention through environmental design.