

# 2 Farrow Road

## Urban Design Report - Addendum

In support of a Planning Proposal for:

2 Farrow Road  
Campbelltown  
NSW

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**Prepared for**

Hyside Projects Subone Pty Ltd

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**Issued**

13 August 2020

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# We create amazing places



At SJB we believe that the future of the city is in generating a rich urban experience through the delivery of density and activity, facilitated by land uses, at various scales, designed for everyone.

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Issue Revisions		
01	Draft for review	13.08.2020



## 1.1 Purpose of this Report

SJB have been engaged by Hyside Projects Subone Pty Ltd to prepare this Urban Design Study Addendum in support of the previously lodged Planning Proposal that sought amendments to the current LEP controls for the subject site located at 2 Farrow Road, Campbelltown.

This addendum has been developed based upon feedback gathered from the Councillor 'Briefing Meeting' on 21st July 2020 on the lodged proposal. In response, the following amendments and clarifications have been made:

- The proposal will offer a mixed use development aligned with the *Reimagining Campbelltown City Centre Master Plan* which will provide an opportunity for the Tech and City Servicing Innovation Precinct to take shape. Further to this, it is noted that there is potential for future residential uses to be integrated into this precinct.
- The retention of retail, commercial and community facilities on site will continue to offer employment opportunities and create approximately 1,150 - 1,500 new jobs (based upon the efficiency assumptions stated within the main Urban Design Report)
- The proposal carefully considers its site specific context by concentrating employment uses within the podium levels along the busier Farrow and Blaxland Roads. Residential uses are therefore concentrated on the upper levels and along the Bow Bowing Creek green spine where impacts from transport infrastructure can be mitigated.
- Buildings heights have been reduced from the lodged Planning Proposal as indicated on the following pages. Whilst typically taller than the surrounding context, they define the station as the gateway to Campbelltown and maximise the unique opportunity that the subject site offers.
- The residential component of the scheme has the potential to deliver up to 1,200 new homes in a highly accessible and convenient location.
- The proposals are in line with DPIE's strategic Campbelltown Precinct Plan (2017) that indicates the site and broader precinct as 'High Rise Residential'

This study offers a revised development strategy for the subject site within a wider investigation precinct that includes Local, State Government and privately owned land surrounding the site as shown opposite. The vision is aspirational and is derived from a high level understanding of current and emerging policy documents, market conditions, road upgrades, community services provision and future public transport projects - specifically rail infrastructure.

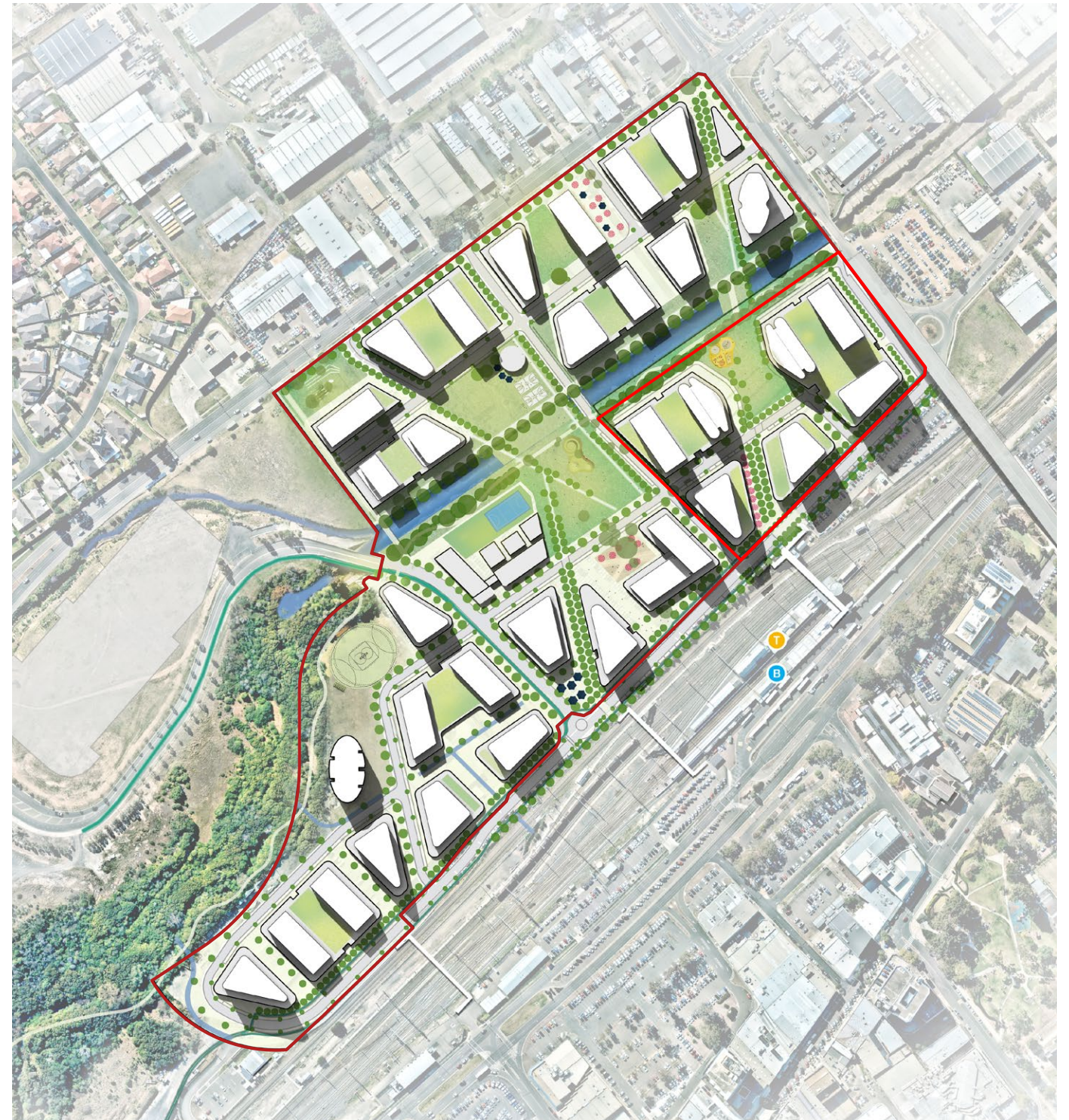
Our strategic framework research identifies an opportunity for greater densities than are currently present in the local area, driven by the site's unique location adjacent to Campbelltown Station Interchange, a demand for future increased housing supply, employment floorspace and infrastructure delivery within wider Western Sydney. The revised site specific indicative reference scheme aims to achieve a sustainable balance between the provision of residential dwellings, commercial and retail activation, the quantum of open space, community facilities, the capacity of local road networks and access to public transport and services.

In order to achieve this, the Planning Proposal addendum proposes the following amendments to Campbelltown LEP 2015 (CLEP 2015):

- Amending the CLEP 2015 Height of Buildings Map in accordance with the proposed height of buildings map, as shown within the planning report.
- Amending the CLEP 2015 Land Zoning Map in accordance with the proposed land zoning map, as shown within the planning report.
- As outlined within the planning report, the inclusion of a new clause / item in Schedule 1 of CLEP 2015 to permit residential accommodation to be provided at the ground floor levels (if appropriate) in addition to active street frontages.

### Key Subject Site Metrics

- c. 1,200 new dwellings
- c. 1,150 - 1,500 new jobs
- 450 space (podium) commuter car park
- Up to 1.64 ha (52%) of public open space
- FSR of 4.5:1 (2.8:1 across the precinct)





1.2 Alignment with Re-imagining Campbelltown City Centre Masterplan 2020

The following pages summarise pertinent extracts from the endorsed version of the report that have helped inform the development of the Planning Proposal and subsequent addendum.

*'Re-imagining Campbelltown City Centre Master Plan builds on the GSC's work... to ensure planning and land use of the Greater Sydney Region is respectful, equitable and sustainable. It is a master plan with an ambitious vision towards a more liveable future that will leverage our growth to tell our stories, celebrate our place, build resilience and reduce impacts of climate change. It has been prepared concurrently with the Campbelltown-Macarthur Place Strategy.*

*While there is some overlap, the priorities and actions contained in the two documents have largely been delineated as follows:*

- **Shared:** Vision, objectives and City Centre boundary.
- **Master Plan:** Actions to be led by Council.
- **Place Strategy:** Actions requiring a high degree of multi-stakeholder collaboration to deliver.

**Importantly, both the Place Strategy and the Master Plan are not land-use planning documents. Rather, they identify the complex, place-specific priorities and actions required to support Campbelltown City Centre realise a future that is sustainable, resilient and prosperous, and that fulfils its metropolitan role.'**

Source: CCC - Re-imagining Campbelltown City Centre Masterplan 2020

The illustrative masterplan (p.32-33) has the potential to create:

- 4,500+ full-time equivalent jobs over the next 20 years
- 17,200 new dwellings over the next 80 years
- \$2.23bn additional GRP
- 39% increase in tree canopy
- +62 ha of new open space
- 13.1% increase in wages

Vision

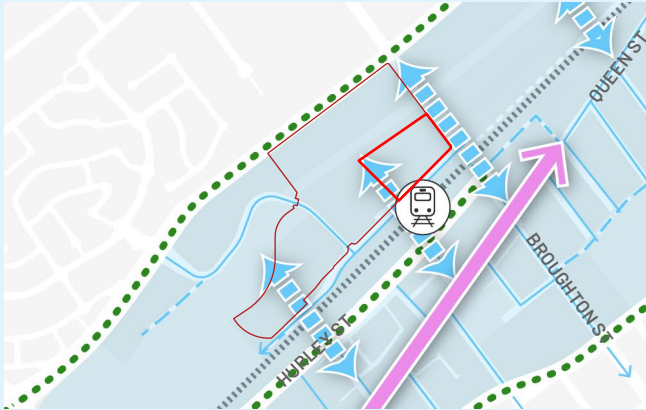
- Bow Bowling Creek a green-blue amenity spine anchoring the **tech and city servicing innovation precinct** on the western side of the railway
- **Mixed-use high density living** with the convenience of inner city amenities
- A **new civic, community and justice precinct** includes multi-jurisdictional courts, emergency services, civic spaces and a vertical learning campus and library
- Campbelltown transit interchange - a new major CBD
- Campbelltown City Centre comprises **arrival gateway**
- **A-grade commercial office** buildings include multi-storey parking solutions
- A **low carbon** precinct



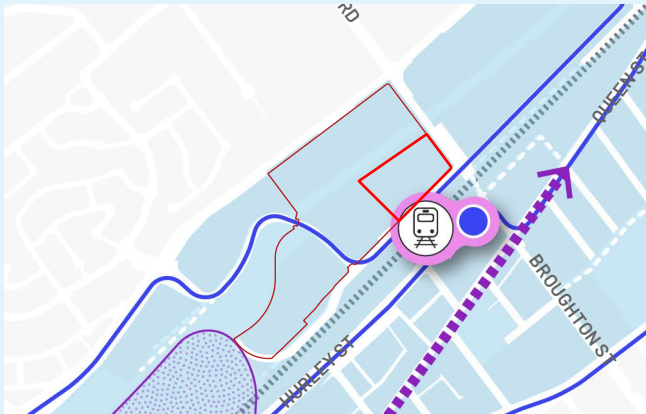
IMAGINE

Connected Place

**East-west Rail Connections:** Campbelltown's City Centre will be highly permeable with both sides of the railway accessible by pedestrians with a series of cross rail connections located between key attractions and destinations.

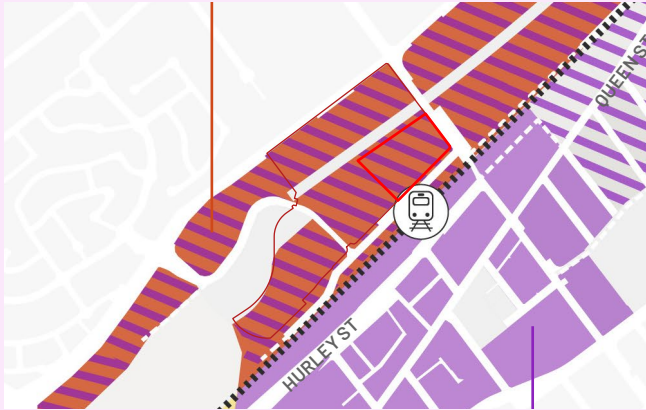


**Effective City Centre Parking Management:** Parking provision within the City Centre is effectively managed using a strategic city-wide approach to parking provision that promotes sustainable travel choices. Parking in the City Centre is sleeved into development to limit visibility, with shared parking facilities on the City Centre's periphery, ensuring effective use of available land.

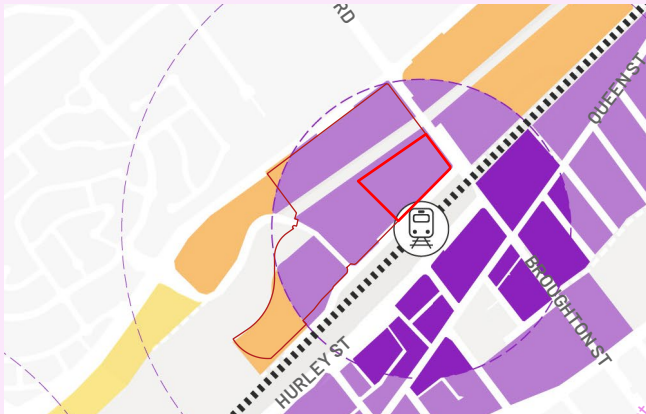


Centre of Opportunity

**Tech and City Servicing Innovation Precinct:** Strategically located west of Campbelltown train station, the land along Bow Bowling Creek and Blaxland Road accommodates a range of tech, manufacturing and city servicing uses, as well as accommodation uses in the longer term. This mix of higher value industrial uses benefits from its high amenity, public space, ease of access to the CBD, and high public transport accessibility.



**High Intensity Core CBD:** As the commercial and civic heart of the City Centre and broader LGA, the Core CBD is home to higher intensity commercial buildings, tertiary education campuses, and civic facilities (e.g. libraries). Complementary retail and non-retail uses provide amenity to residents, students and workers, as well as activate the street.

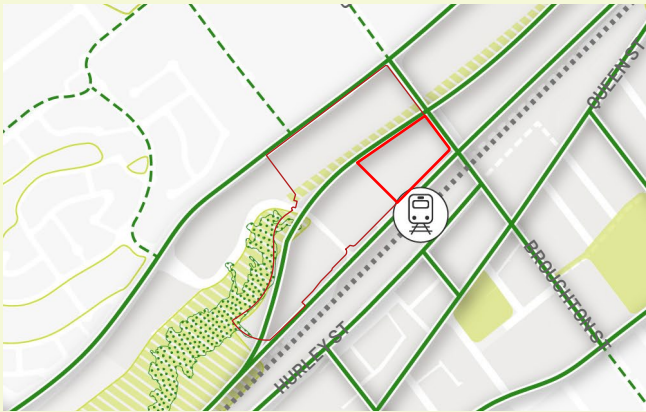




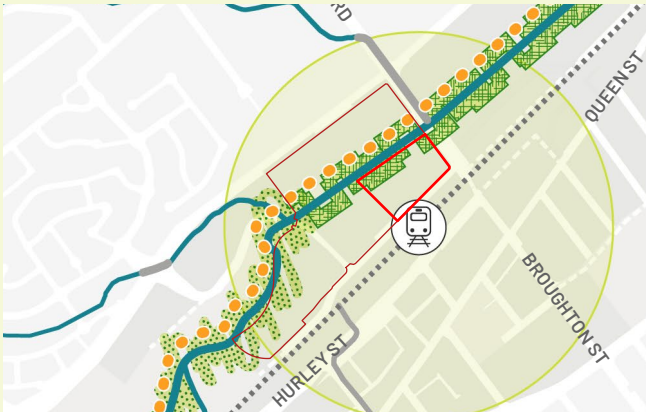
No Grey to Be Seen



**Active and Healthy People Places for Urban Liveability:** Our Green Grid network supports a generous network of parks, open spaces, squares and plazas to support and promote a healthy lifestyle through relaxation and play.



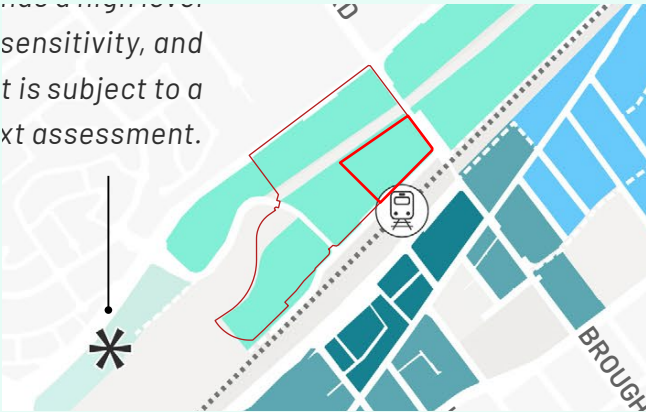
**Bow Bowling Creek;** The creek is the primary blue spine in the city centre connecting Leumeah to Campbelltown and Macarthur. It restores ecological, hydrological and biodiversity health to the waterway whilst managing flooding. Shared pathways provide active transport connections alongside the waterway and connect adjacent development with much needed amenity.



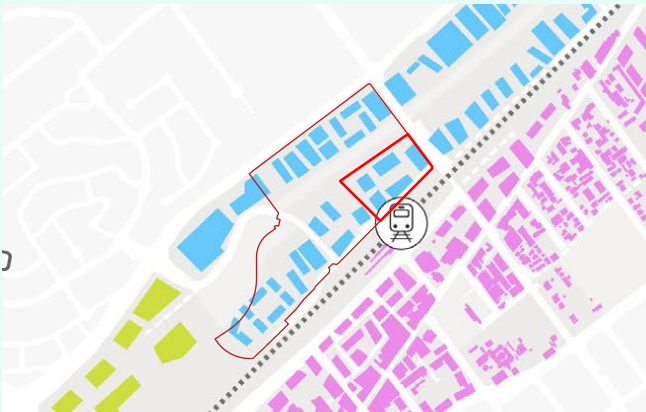
City & Bush



**A City Skyline Framed in Green:** 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.



**Tech and City Servicing:** On the fringe of the city centre, these buildings will continue to primarily serve the role and function of their use and precinct. Despite large building footprints and simple facades these buildings will contribute to the quality and character of the local context and feature active frontages to enliven city streets.



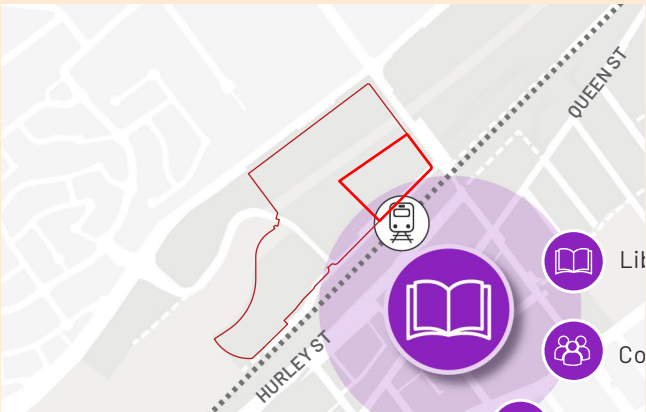
The Good Life



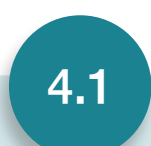
**Density Done Well:** The city centres' urban design seamlessly transitions from high to medium density enabling the dissemination of activity through integrated transport, connected walking and cycling networks and enticing public, communal and private open spaces. **The site is marked as having 'potential for future residential to be integrated as part of Tech and City Servicing Innovation Precinct.'**



**A Bustling City Centre Community Hub:** A new community hub, including community uses and a civic library. The hub will beckon people to meet, learn connect and create. It will facilitate partnerships between public, private and not-for-profit groups, creating new social synergies within the City Centre.



Priority Project



**ACTION 4.1  
TRANSFORM BOW  
BOWING CREEK**

Bow Bowling Creek is unlocked as the central green spine at the heart of the city centre. a unique and defining element. Enhancements to the waterway and surrounding open space creates a vibrant multi-use landscape offering active connections, enhanced liveability and environmental benefits for new development. The length of the creek transitions from densely vegetated naturalised settings to more engineered landscape interventions creating a continuous green corridor.

STAKEHOLDERS
Sydney Water, CRC for Water Sensitive Cities, Department of Planning, adjoining landowners
STEPS TO DELIVERY
1. Prepare plan with community and stakeholder engagement
2. Update City Centre Planning Controls & Guidance
3. Implementation Plan & Delivery



### 1.3 Reduced Building Heights



Lodged Massing

Building heights are tallest in close proximity to the station and to provide a landmark at the northern eastern corner of the precinct which will be clearly visible from the northern part of the City Centre. Heights then transition down towards the Creek to reduce overshadowing of public open space as well as the proposed built form to the south.

Podia of 3 to 6 storeys fronting Farrow Road will offer a mixture of retail, commercial and community uses with the towers above set back to reinforce a lower street wall. Residential podia fronting the open space and Creek will also be lower in height to reflect their context in a landscape setting.



Revised Massing

The revised massing retains the lodged building footprints and podia heights but reduces the proposed building heights by between 2 and 11 storeys.

The tallest building in the eastern corner of the site marks the gateway to the site with the second tallest laying opposite the train station.

KEY

Site Boundary

Northern Precinct Boundary

Residential

Commercial

Retail

Community

Podium (Sleeved) Car Parking

Future Precinct Development

Existing Tree for Retention



1.4 Indicative Site Section

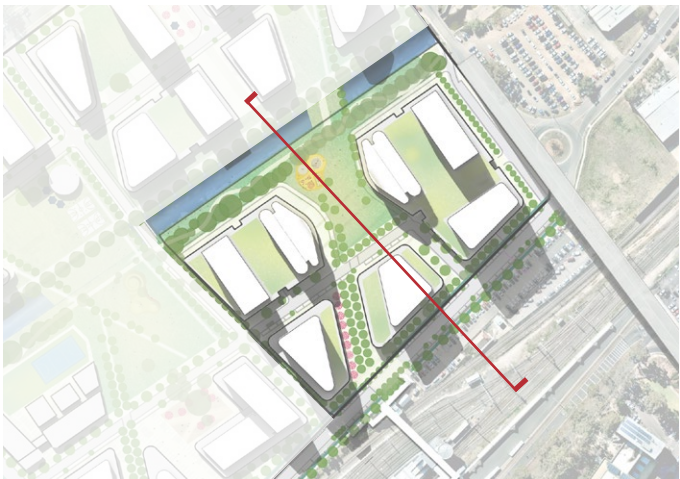
The proposal will seek to co-locate retail, commercial and residential uses in this high amenity area directly opposite Campbelltown Station Interchange.

The streets and public domain across the site will have significant tree canopy to provide shaded and comfortable spaces for the community. The site's interface with Bow Bowing Creek will also be a key opportunity for recreation and landscape.

Along Farrow Road, a six storey podium would frame the street and reduce the visible impact of the towers from the street and help mitigate any potential wind down drafts. The podium in this particular block will include commercial and retail floor space. This will be bordered to the north with a community park that will enable solar access and provide a sunny outlook. Residential uses will be located above the podium, taking advantage of regional views and would step away from the rail corridor.

Communal open spaces will be provided above podiums and towers to provide residents with opportunities for outdoor respite and relaxation. They will also be important in contributing to mitigating the urban heat island effect through greening and cooling.

The revised massing reduces the building heights across the subject site by between 2 and 11 storeys.



Section cut key plan

KEY

--- Lodged Massing

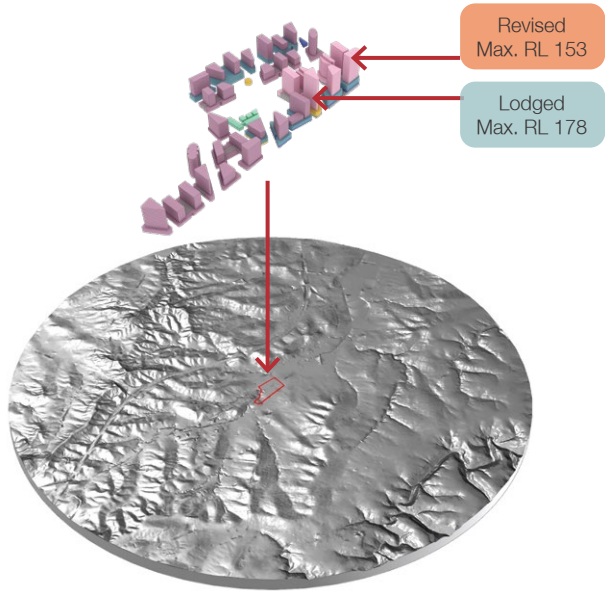




1.5 Indicative Building Heights

The diagram opposite highlights the surrounding regional high points above RL 178 (the lodged maximum building height) as well as above RL 153 (the revised maximum building height) in addition to the approximate distance of each topographic peak from the subject site.

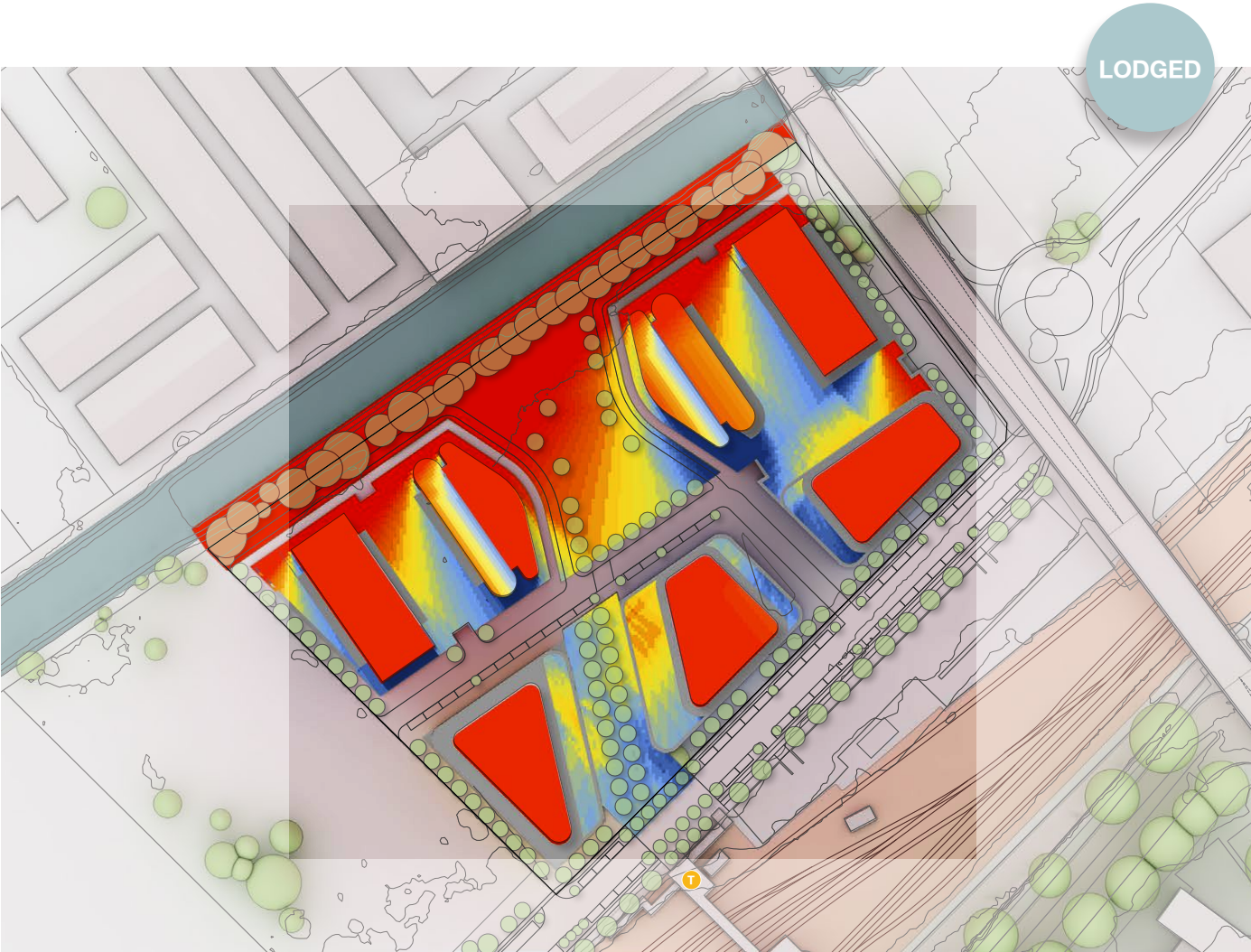
It is evident that the revised massing and building heights will have a reduced impact on the vast surrounding valley landscape with a large proportion of the local hills being higher than the development itself - particularly to the east, south and west.



The City within its Valley Context - highlighting surrounding topography above the maximum building height



1.6 Open Space Insolation



Lodged Massing

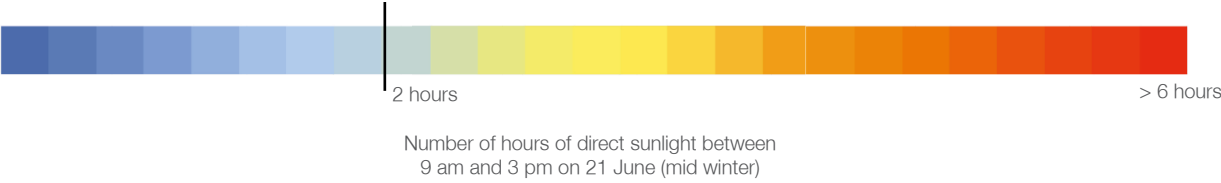
The diagrams above show, as stipulated by the Apartment Design Guide (ADG), that proposals should achieve a minimum of 50% direct sunlight to the principal usable parts of the communal open spaces for a minimum of 2 hours between 9 am and 3 pm on 21 June (mid winter).

Whilst it is necessary to demonstrate the capability of compliance, the indicative design scheme is also mindful of the significant issues that exist in Campbelltown City Centre associated with the Urban Heat Island Effect. As such, a suitable response must be carefully tailored to place and thus providing a significant tree and shading canopy within open spaces is also vital.



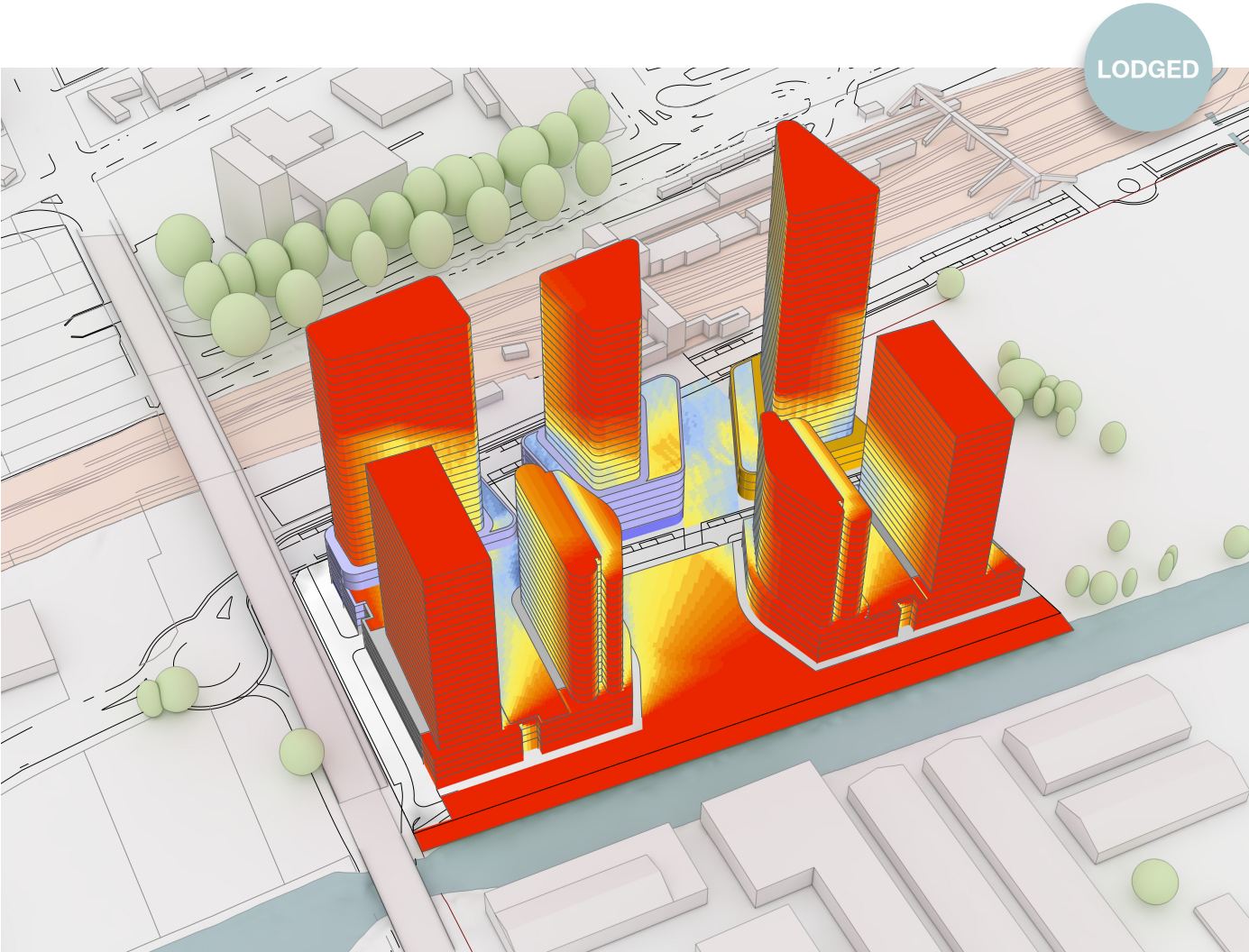
Revised Massing

Communal and public open spaces - particular in the southern areas of the site - would be less overshadowed by the revised building heights.





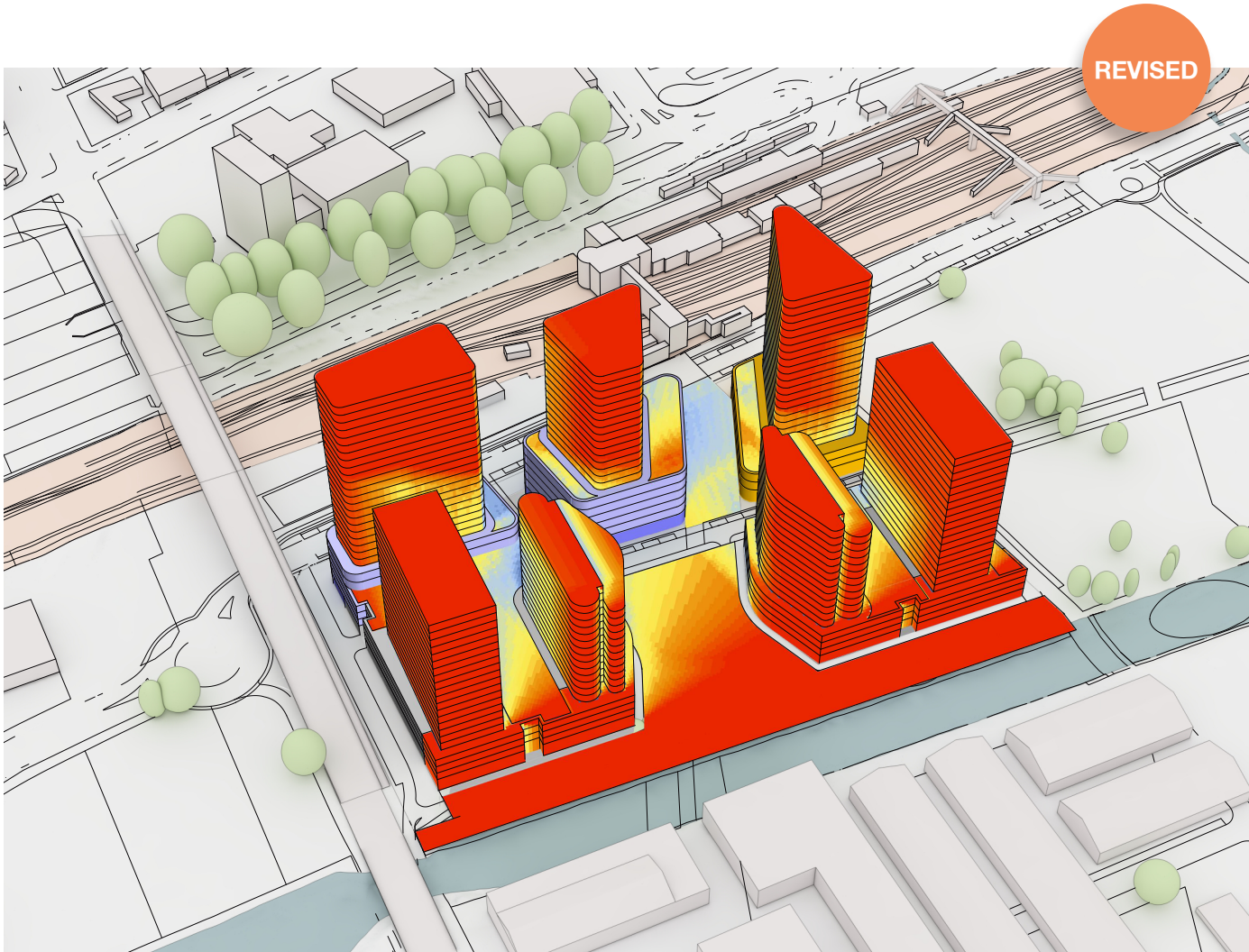
1.7 Facade Solar Insolation



Lodged Massing

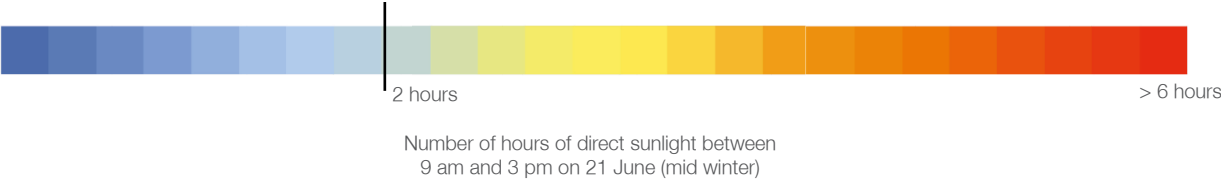
With no tall buildings immediately to the north of the site, the scheme is capable achieving excellent solar access. Staggering and tapering building forms also allows direct sunlight to penetrate further into the scheme.

Dependent on the future detailed design of the scheme, the number of apartments with a northerly aspect would typically be maximised to enable consistent solar access throughout the day and views of the Creek and wider valley beyond, the number facing south (and the railway corridor) could therefore be minimised.



Revised Massing

The reduced building heights ultimately results in less overshadowing of adjoining buildings, the surrounding context as well as future public and communal open space.





1.8 Shadow Analysis

The subject site is in a fortunate position, located on the northern side of the relatively wide railway corridor. As such, the potential overshadowing of neighbouring properties is significantly mitigated.

In response to Objective 3B-2 of the Apartment Design Guide, the diagrams adjacent (and overleaf) present the potential overshadowing of the lodged scheme as well as the reduced shadows cast by the revised scheme, demonstrating the impact on neighbouring properties is minimised during mid winter.

Further to this, the plan below indicates the potential overshadowing within the City Centre is limited to land zoned as Commercial Core (currently offering a range of civic and community uses). Within the deferred zoning boundary, the majority of impacted land is either vacant or utilised for commuter car parking.

There is no overshadowing of Queen Street as a result of the revised massing.

KEY

- B3 Commercial Core
- B4 Mixed Use
- Deferred Area Zoning Boundary
- 4(b) Industry B
- 5(a) Special Uses A - Parking



Adjacent properties potentially overshadowed by indicative reference scheme



21st June - 9am



21st June - 10am



21st June - 11am

KEY

- Lodged Massing





21st June - 12pm



21st June - 1pm



21st June - 2pm



21st June - 3pm

**KEY**

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Lodged Massing



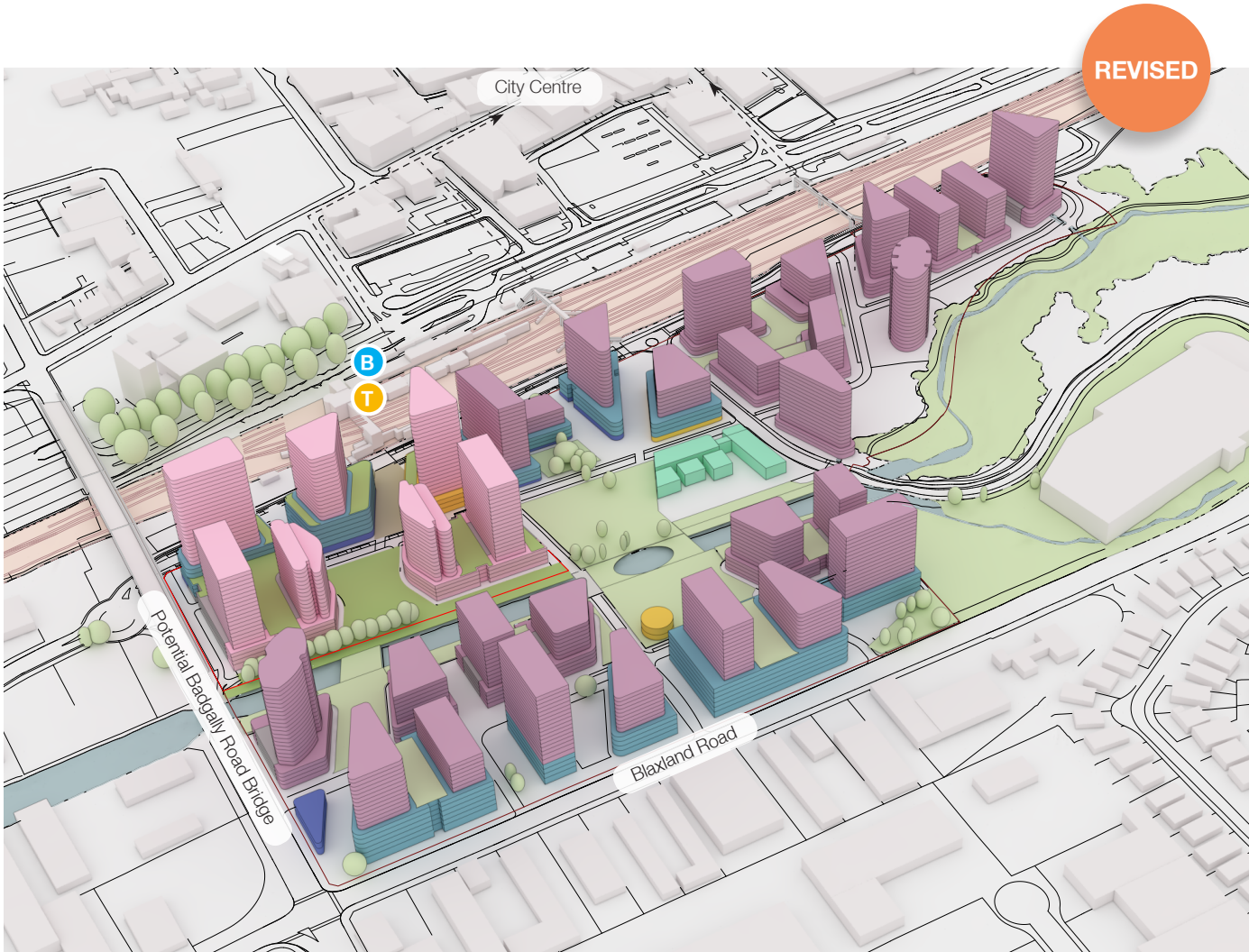
1.9 Subject Site within the Context of the Wider Precinct



Lodged Massing

Building heights respond to their individual contexts with taller buildings establishing themselves as landmarks for local wayfinding (especially in close proximity to the Campbelltown Station Interchange) whilst lower buildings allow for good amenity and solar access to surrounding open spaces, building façades and the general streetscape.

The indicative reference scheme generally offers taller buildings along Blaxland Road to reduce overshadowing of the re-vitalised Bow Bowing Creek as well as along Farrow Road where overshadowing the rail corridor to the south is of less of a concern.



Revised Massing

The reduced building heights are more in line with those within the wider precinct, but nonetheless remain taller given the special status of the subject site and the unique opportunity it brings given its strategic importance opposite the station interchange.

KEY										
Site Boundary	Northern Precinct Boundary	Residential (Subject Site)	Residential	Commercial	Retail	School	Community	Podium (Sleeved) Car Parking	Existing Tree for Retention	



1.10 Illustrative Masterplan

Key Subject Site Metrics

- c. 1,200 new dwellings
- c. 1,150 - 1,500 new jobs
- 450 space (podium) commuter car park
- Up to 1.64 ha (52%) of public open space
- FSR of 4.5:1 (2.8:1 across the precinct)

Potential precinct wide social infrastructure also includes:

- New primary school
- Local community spaces
- Public library
- Child care centres
- Playground(s) (for ages 0-4)
- Playground(s) (for ages 5-11)
- Outdoor sports pitches
- Public art
- Running and walking paths
- Dedicated cycling path
- Outdoor gyms
- Co-working spaces
- Bicycle paths to Arboretum & University
- Outdoor BBQs
- Shaded seating areas

KEY

- ① Potential Pedestrian and Vehicular Bridge
- ② Pedestrian & Cyclist Bridges
- ③ Civic Arrival Plaza
- ④ Community Park
- ⑤ Bushland Threshold
- ⑥ Recreational Park
- ⑦ Revitalised Bow Bowling Creek
- ⑧ Green Bridges
- ⑨ New Cycle Paths





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Let's collaborate.

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