

URBAN DESIGN REPORT QUEEN ST - CAMPBELLTOWN

SITE: 22 - 32 Queen Street, CAMPBELLTOWN NSW 2060

September 2018 - Rev#03



PACIFIC PLANNING



PROJECT ADDRESS
22-32 Queen Street,
Campbelltown, NSW, 2060

DEVELOPMENT MANAGERS & URBAN PLANNERS
Pacific Planning Pty Ltd



PACIFIC PLANNING

LANDOWNER AND DEVELOPER
Alard Developments PTY LTD



PROJECT STAGE
URBAN DESIGN REPORT

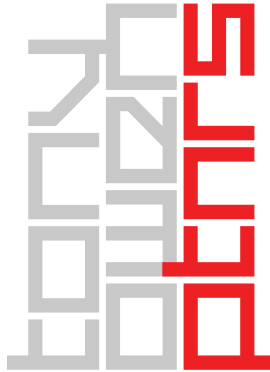
DATE

2018



Perspective View - Retail Street View





Site: 22 - 32 Queen Street, Campbelltown

Date issued: September 2018
Version: 02
Prepared by: RA/WT/TL
Checked by: Pacific Planning

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EXECUTIVE SUMMARY:

Tony Owen Partners have been engaged by Pacific Planning Pty Ltd to prepare an urban design report to support a planning proposal for the site known as 22-32 Queen Street, Campbelltown.

A site and context analysis has been prepared to provide a better understanding of the extent and scale of development which can be achieved on the site. This includes consideration of the current and future urban character of the area. We have considered the constraints and opportunities on the site and the proposed development of the surrounding precinct.

The site forms part of the Campbelltown Precinct Plan issued in November 2017 and also the recent Re-imagining Campbelltown CBD Report. The submission examines the urban issues and proposes appropriate envelopes and controls for the site. This version 3 dated September 2018 incorporates changes as a result of a consultation process with Councillors in August 2018.



SITE DESCRIPTION:

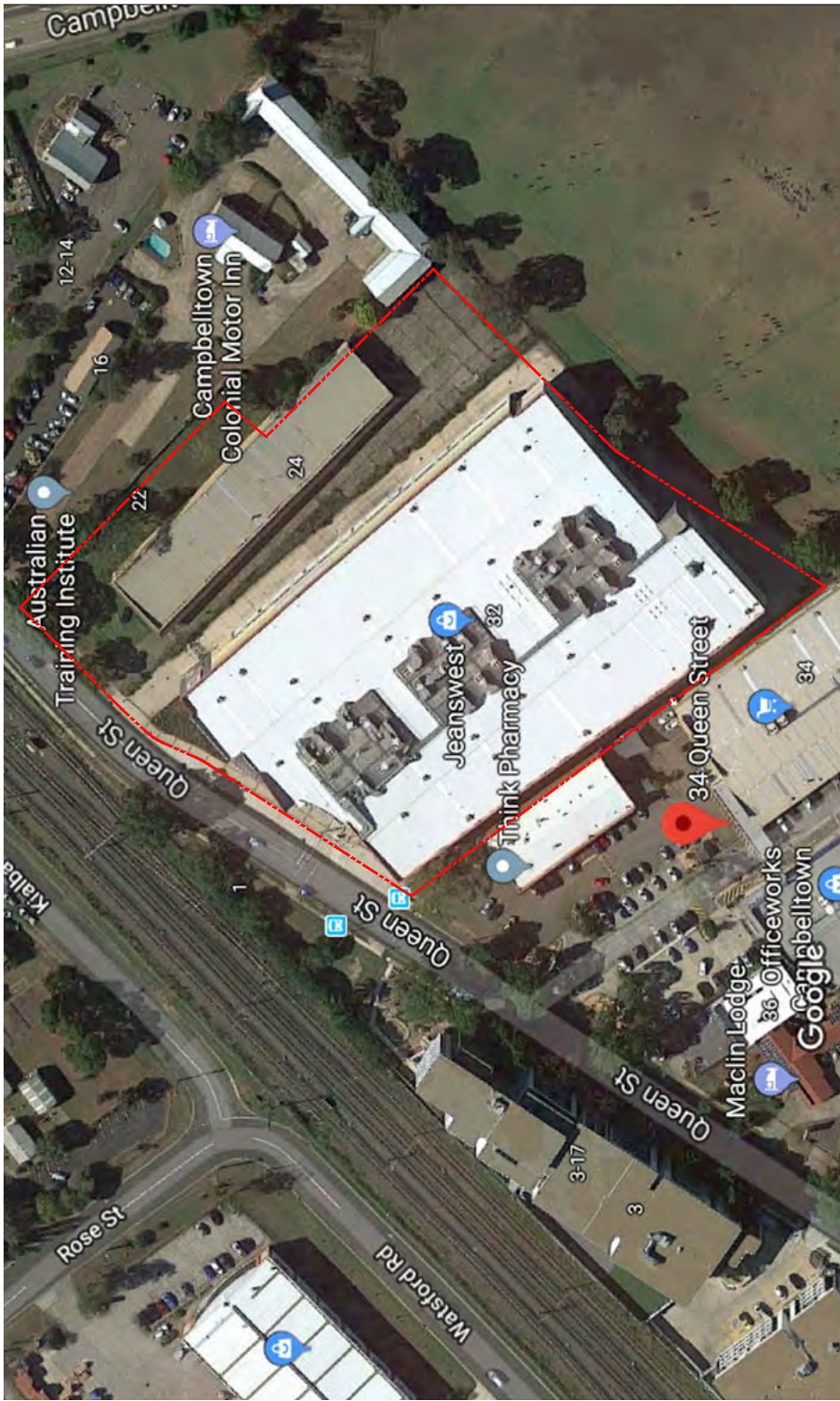
The locality

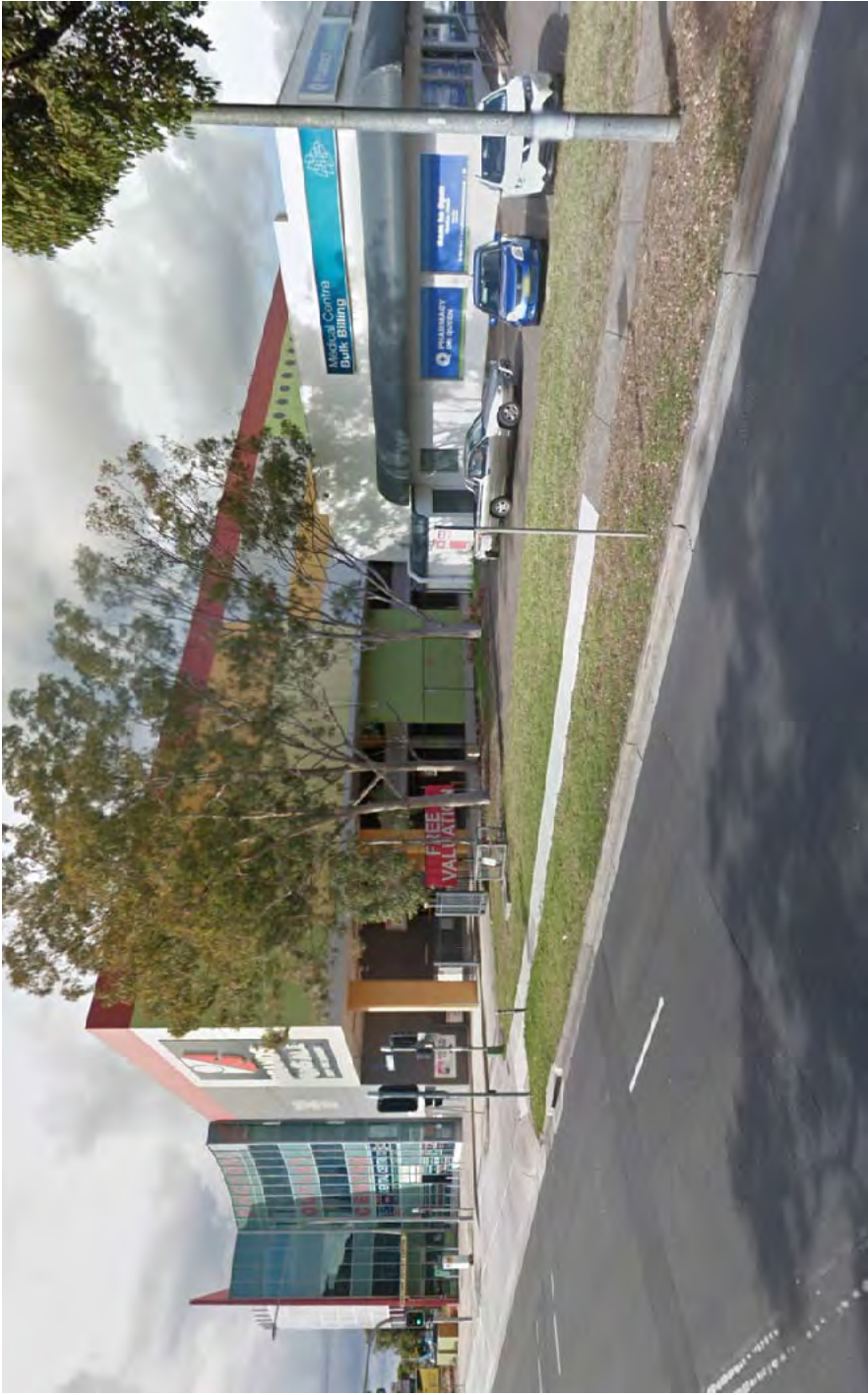
The site is located on Queen Street which is the main thoroughfare into Campbelltown. The site is highly visible from the overpass on Campbelltown Road, and as such forms a significant gateway into the city. The site is currently occupied by the DFO Factory Outlet store. This is a large bulky retail 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.

The site adjoins Campbelltown High School located to the south east. This includes 2 storey buildings and large playing fields. The sites to the south west contain low rise mixed use retail/commercial premises. The opposite side of Queen Street contains the railway line with commercial industrial buildings beyond. The site to the north of the property contains the Colonial Motor Inn and also a Garden Centre. These sites contain 2 storey sandstone buildings which formed part of the John Warby Estate. The barn and Stables are listed as heritage items. It also contains a 2 storey 1970's motel, which has no heritage value beyond its inclusion within the precinct.

The buildings along Queen Street consist largely of 1-2 storey commercial premises along with newer residential flat buildings around 7 storeys. Among the commercial spaces there are a large amount of health related uses. Queen Street is the main entry road to Campbell-town. The site is close to the CBD and within 850m from the railway station. Queen Street is a main bus route. The site is well served by public transport.

The site is located close to large areas of public green space including the Campbelltown Show Ground and Mawson Park. The site is also close to a number of schools including: Campbelltown High School, Beverley Park Special School and St Peters Anglican Primary School.





View from Queen Street - Subject Site



View from Queen Street - Subject Site



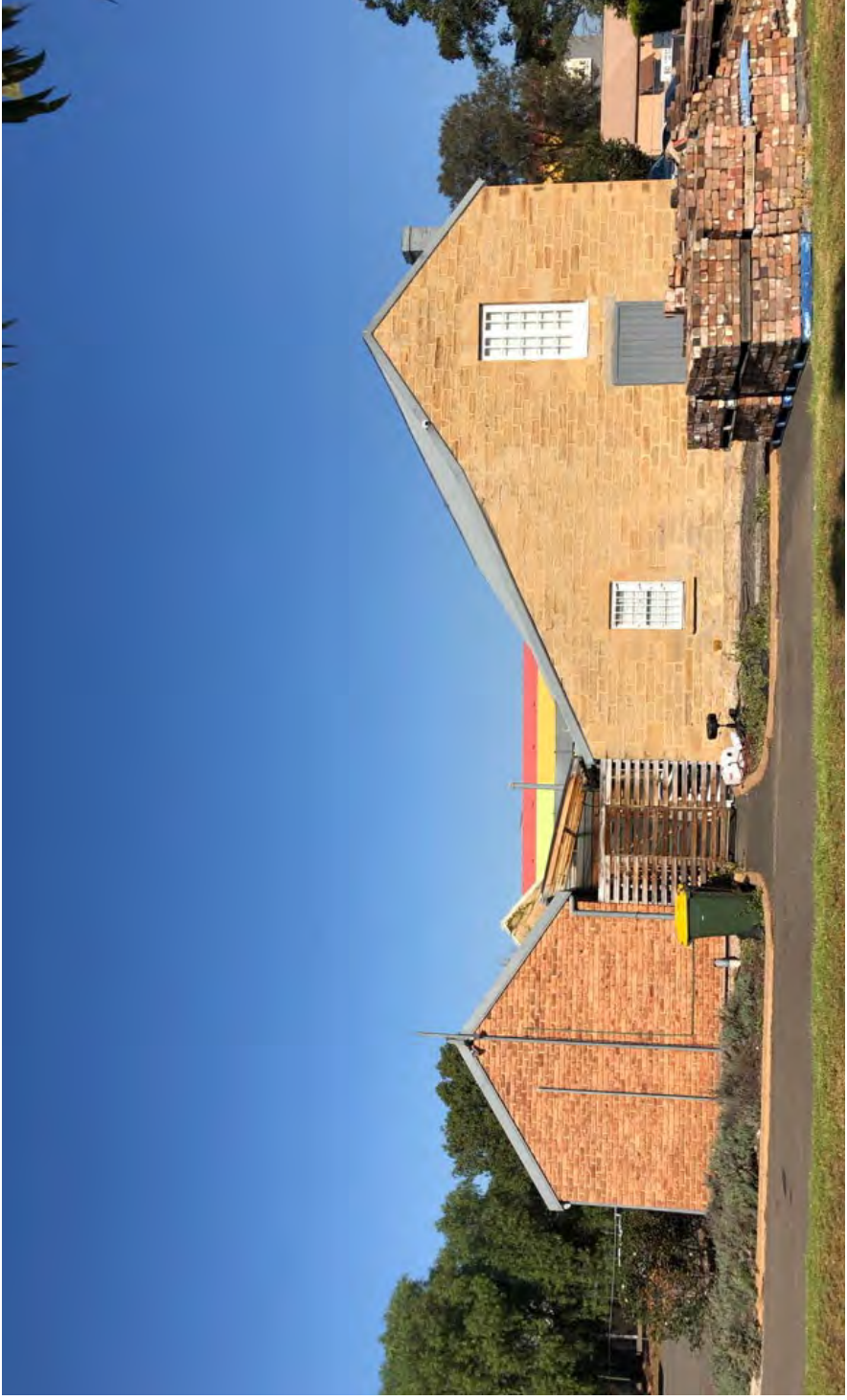
View from Queen Street - Heritage Listed Buildings



View from Campbelltown Road - Heritage Listed Buildings



Heritage Barn



Heritage Stables



Interface with recent motel development

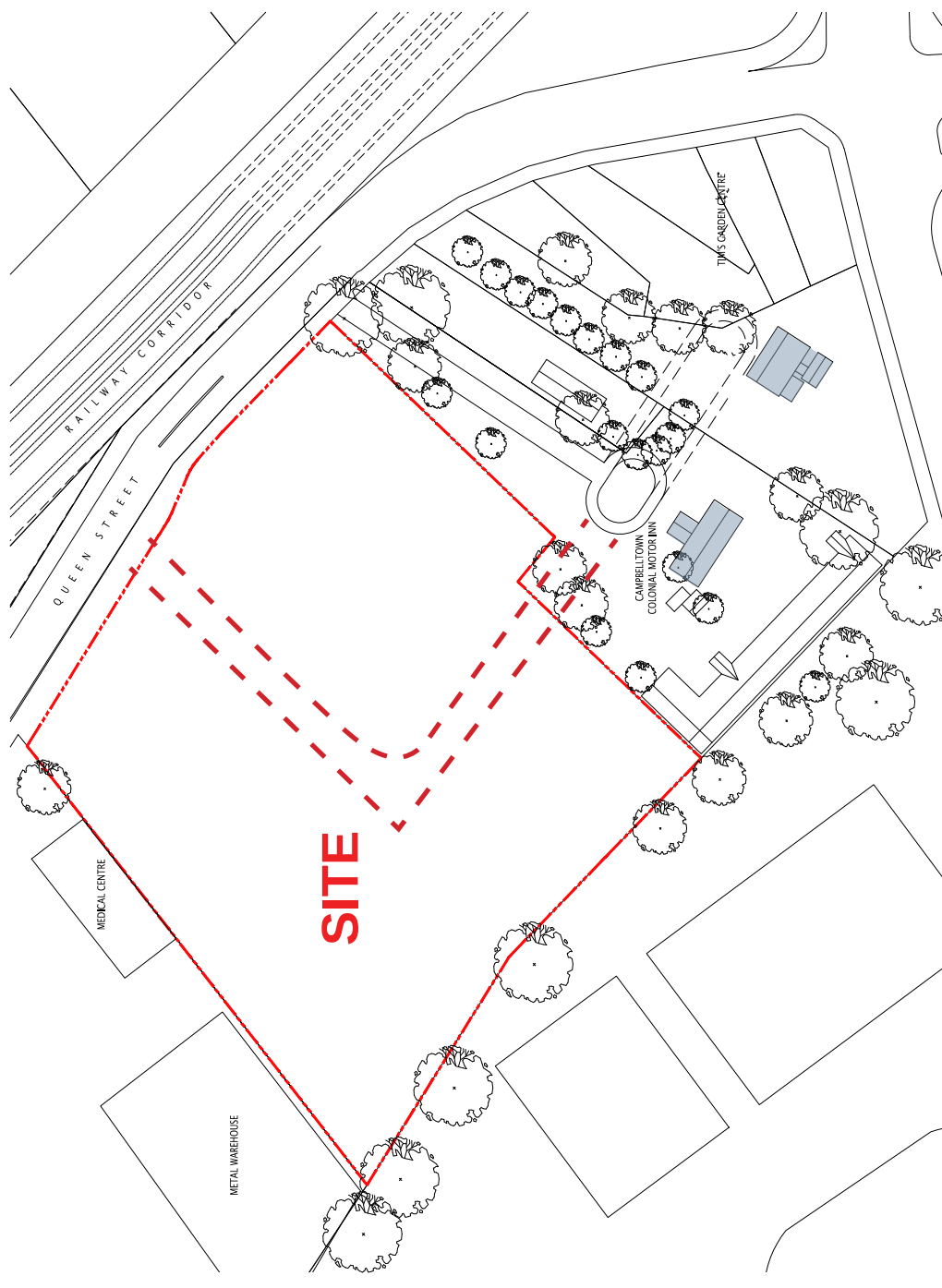


Motel development



Heritage Zone- the Warby site.

Queen Street Campbelltown (the project site) adjoins a significant heritage item: the Warby Barn and Stables (the Warby site) which consists of two sandstone agricultural buildings that once formed part of the larger John Warby Estate. This site is listed on the State Heritage Register and is of considerable historic significance to the history of Campbelltown.



Established in c.1816, the Warby site once also held a homestead (long demolished) directly in front of the barn building with an entry drive from Queen Street leading to the western side of the site. The site is currently used as the Colonial Motor Inn and a garden centre.

The heritage interface included in the previous DA for the project site did not adequately address the opportunities that having a site of State significance adjacent to a new development presented.

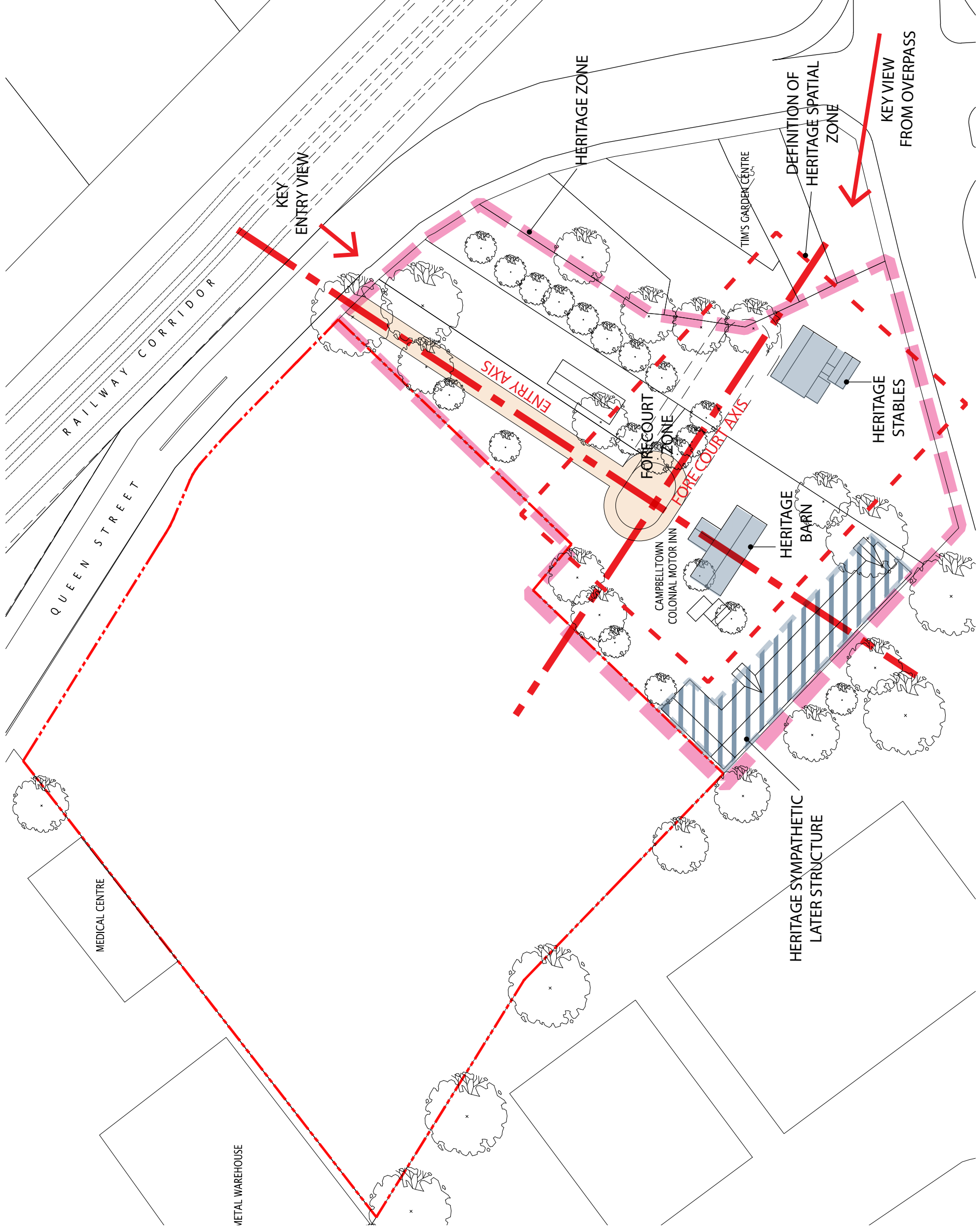
The applicant has engaged heritage architects Lucas, Stapleton, Johnson and Partners to consider how best to address the interface between the Warby site and the Queen Street, Campbelltown site.

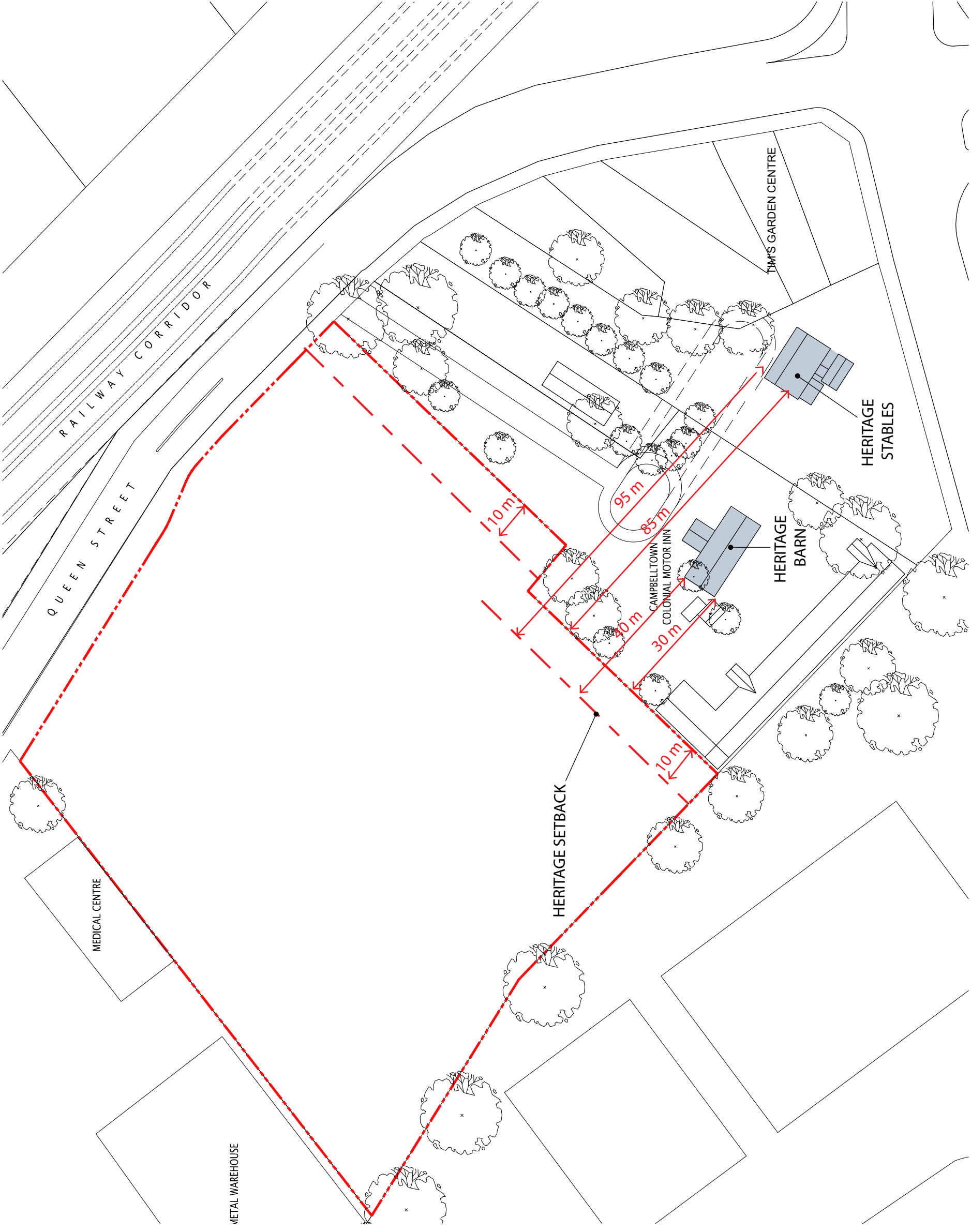
The following pages with diagrams outline some of these opportunities.

HERITAGE ISSUES:

Based on an analysis of the configuration of the site and its history, the following issues and opportunities have been identified for the Warby site:

- Principal views of the Warby barn and stables buildings are from the northeast from the Campbelltown Road overpass.
- The existing driveway access to the Warby site is not the historic entry and provides limited views into the site.
- Views from Queen Street into the Warby site are constrained.
- Although a later addition, the scale, form and character of the hotel accommodation building is generally sympathetic to the Warby barn.
- Other development fronting Queen Street intrudes into views of the Warby buildings and interrupts the historic visual and spatial relationships between the barn and stables.
- Although the buildings have been altered, they retain their essential forms and character.
- The site retains elements of its historic character with scattered tree plantings of natives and historic species (pepper corn) and a tree lined drive.





HERITAGE ISSUES:

It is important that adequate setbacks are established along the shared property boundary between the Warby site and the Project site. An appropriate setback can assist in lessening impacts as a result of scale changes between the two sites.

Although the historic buildings are located a good distance from the boundary (30 metres and 85 metres), an additional 10 metre setback from the shared property boundary is proposed to accommodate a transition zone.

Rather than providing a landscaped buffer zone which tends to result in visual screening and a separation between the two sites, opportunities have been sought to integrate the setback into proposal.

The setback allows for a softening of the property boundary, with scattered tree plantings, allowing views into and through the Warby site and enhancing the landscaped character of the Warby site.

By avoiding a hard edge along the shared property boundary, there is an opportunity to interlink the two sites in the future.

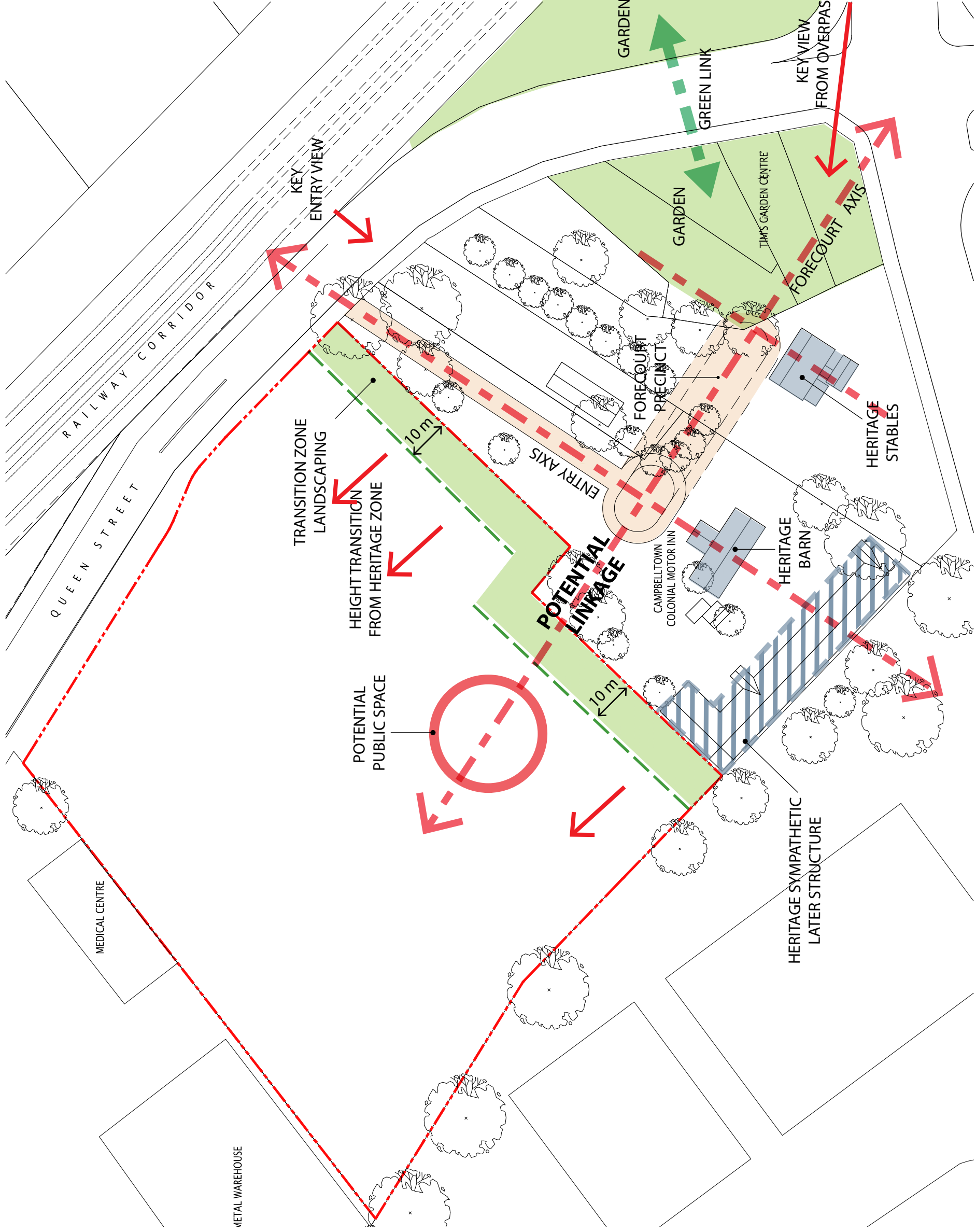
HERITAGE ISSUES:

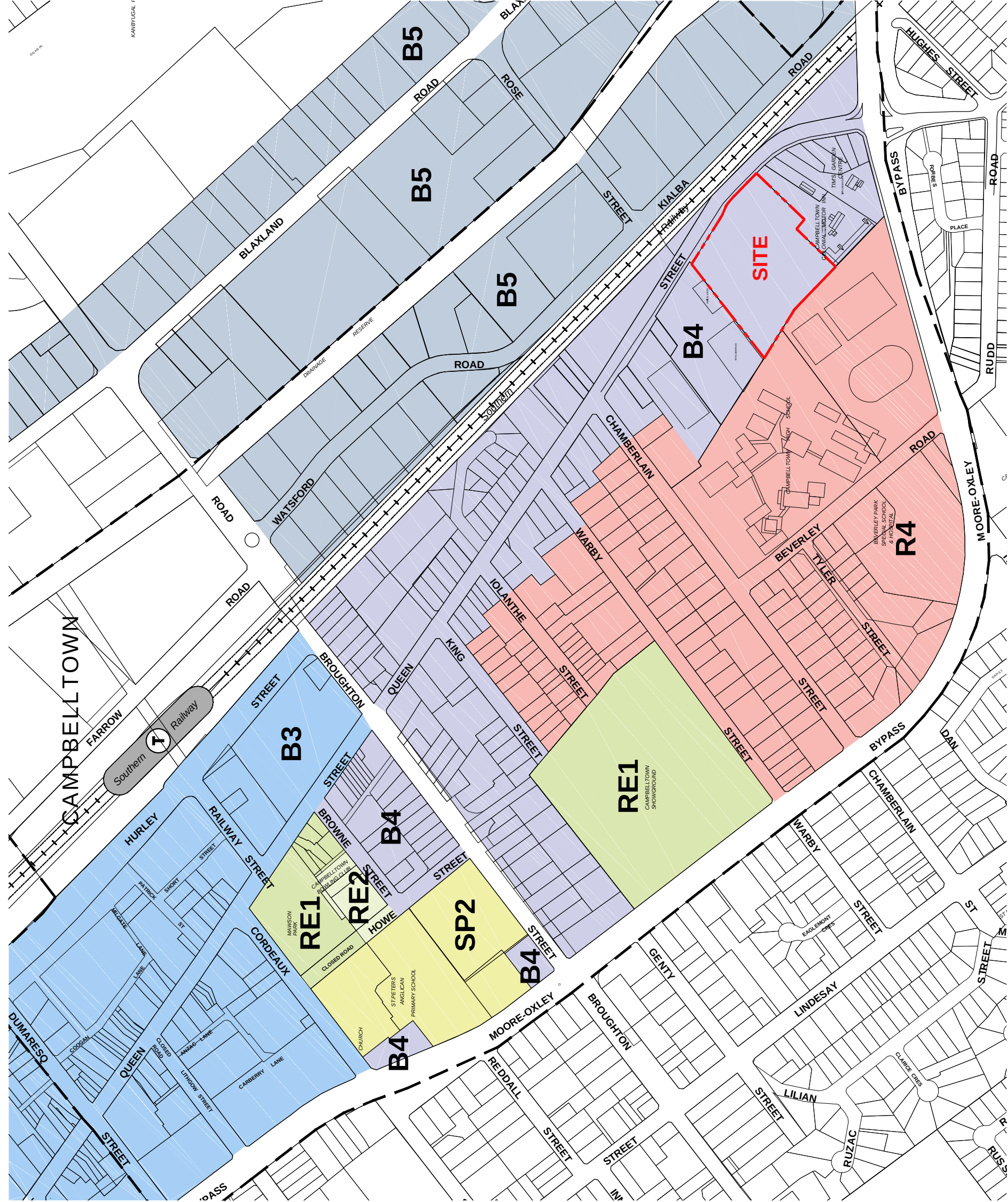
Two guiding principles have been developed with respect to the Warby site:

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.

Along with the increased setback on the shared property boundary, other opportunities exist to enhance the character of the Warby site as part of the current proposal:

- 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 along the Warby site property boundary in line with the historic buildings.
- Concentrate taller buildings to the west and north, away from the Warby site and out of the principal view lines from the north-east.
- 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.





PLANNING CONTEXT:

The site is included in the Campbelltown Local Environmental Plan (LEP) 2015. It is zoned B4 – Mixed Use and a height control of 26m. The surrounding areas along Queen Street are also zoned B4. The areas to the south and east are zoned R4 including the school.

Campbelltown Precinct Plan November 2017

The Campbelltown Precinct Plan was released in November 2017. The plan proposes changes to zoning and heights within the greater Campbelltown area. The plan proposes a Mixed Use retail/Residential zone for the site. The areas around the site are largely zoned high density residential. The site is the only mixed use site in the area. This has significance, as it affords an opportunity for a genuine destination mixed use development. Council have agreed that these uses would generate significant residential and employment opportunities and may justify additional density.

Re-imagining Campbelltown CBD Report

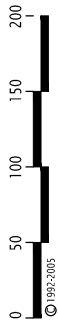
In March 2018 the Draft Re-imagining Campbelltown CBD Report was prepared by Cox Architecture. This report proposed a future scale, density and character for the area. It includes a series of plans and perspectives which demonstrate future built form and densities for the area.

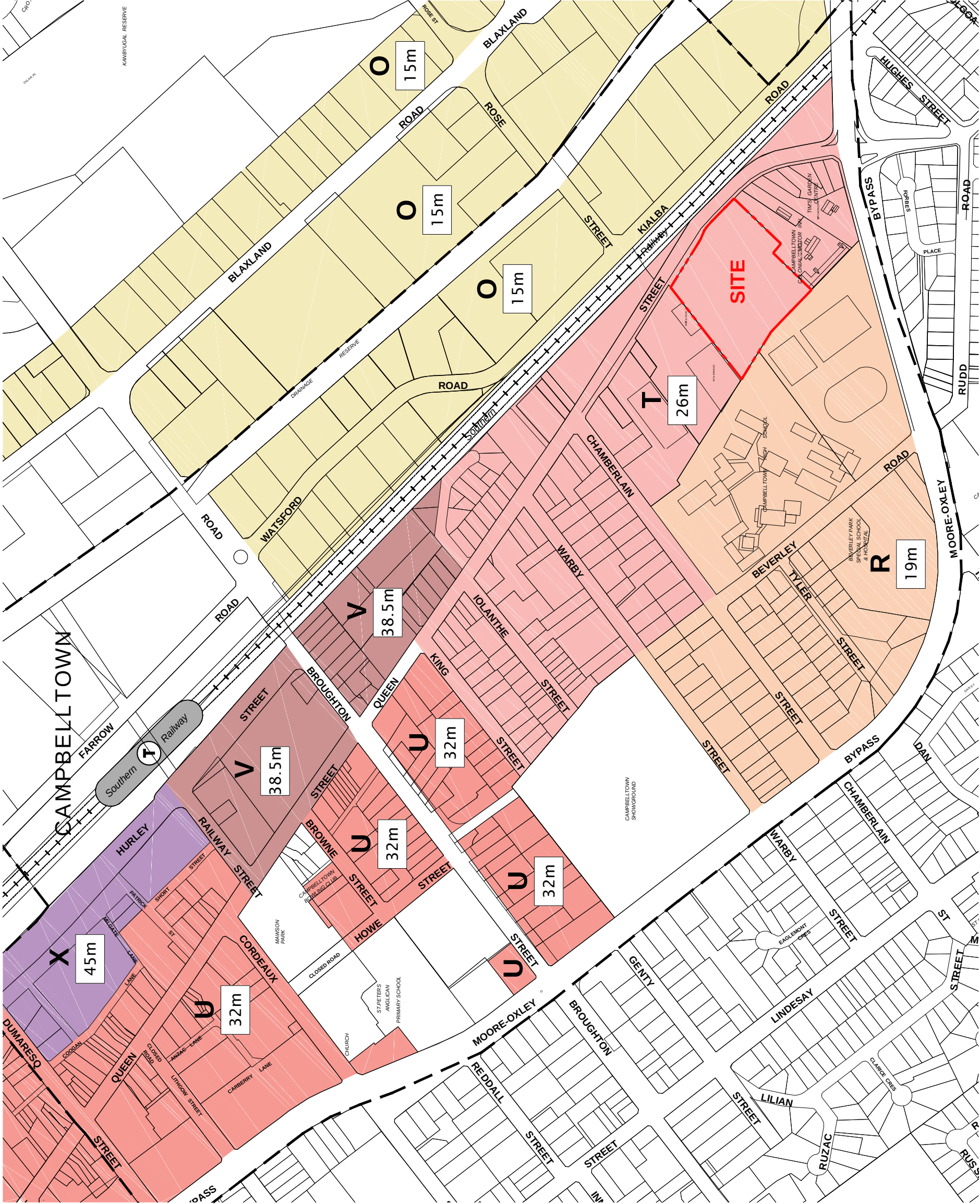
LEGEND:

- Subject Site
- Train Line
- Train Station

LAND ZONING MAP

- Commercial Core
- Mixed-Use
- Business Development
- High Density Residential
- Infrastructure
- Public Recreation
- Private Recreation



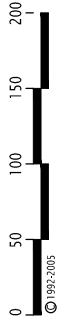


LEGEND:

- Subject Site
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HEIGHT OF BUILDING MAP

- 15m
- 19m
- 26m
- 32m
- 38.5m
- 45m



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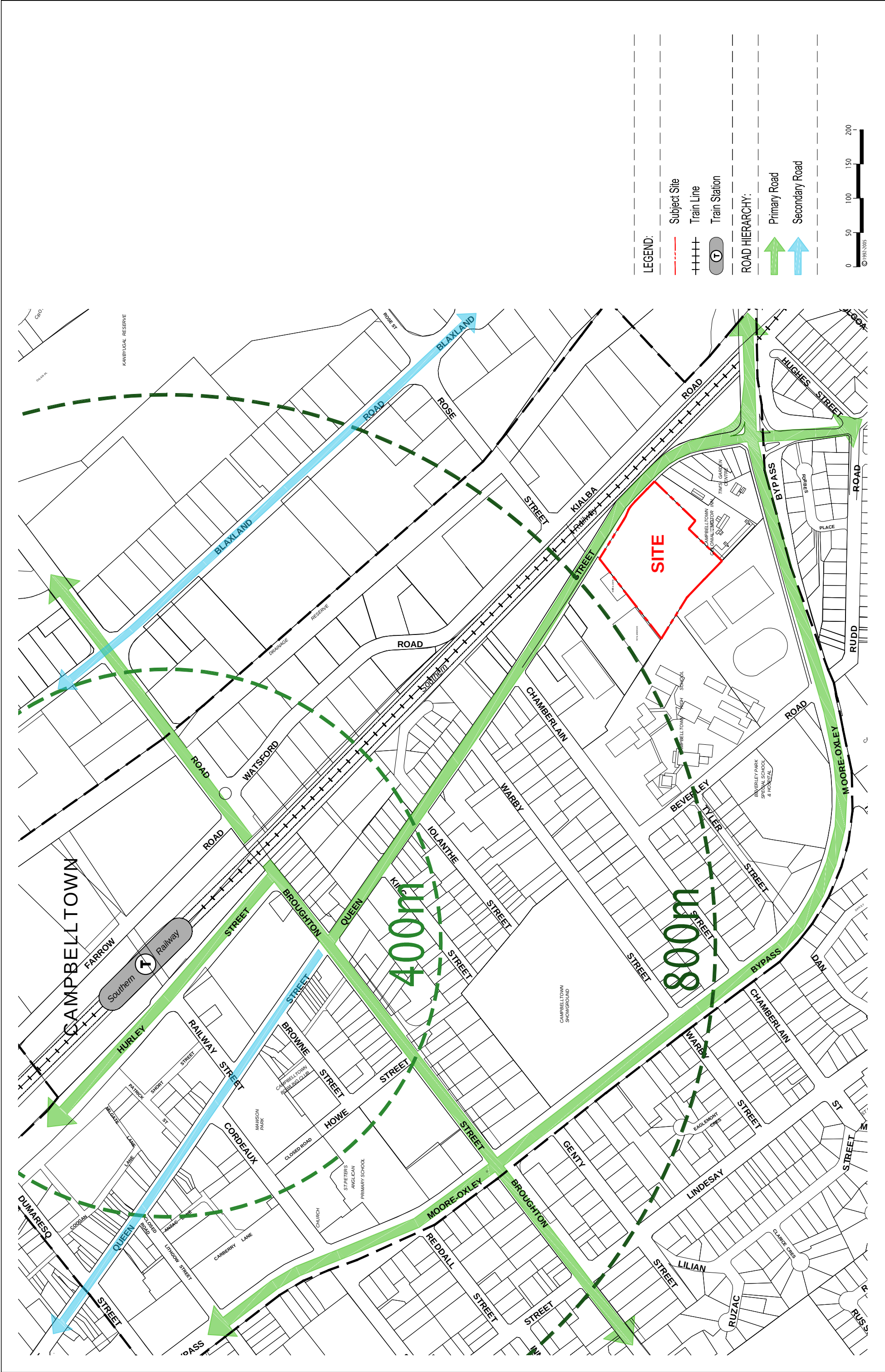
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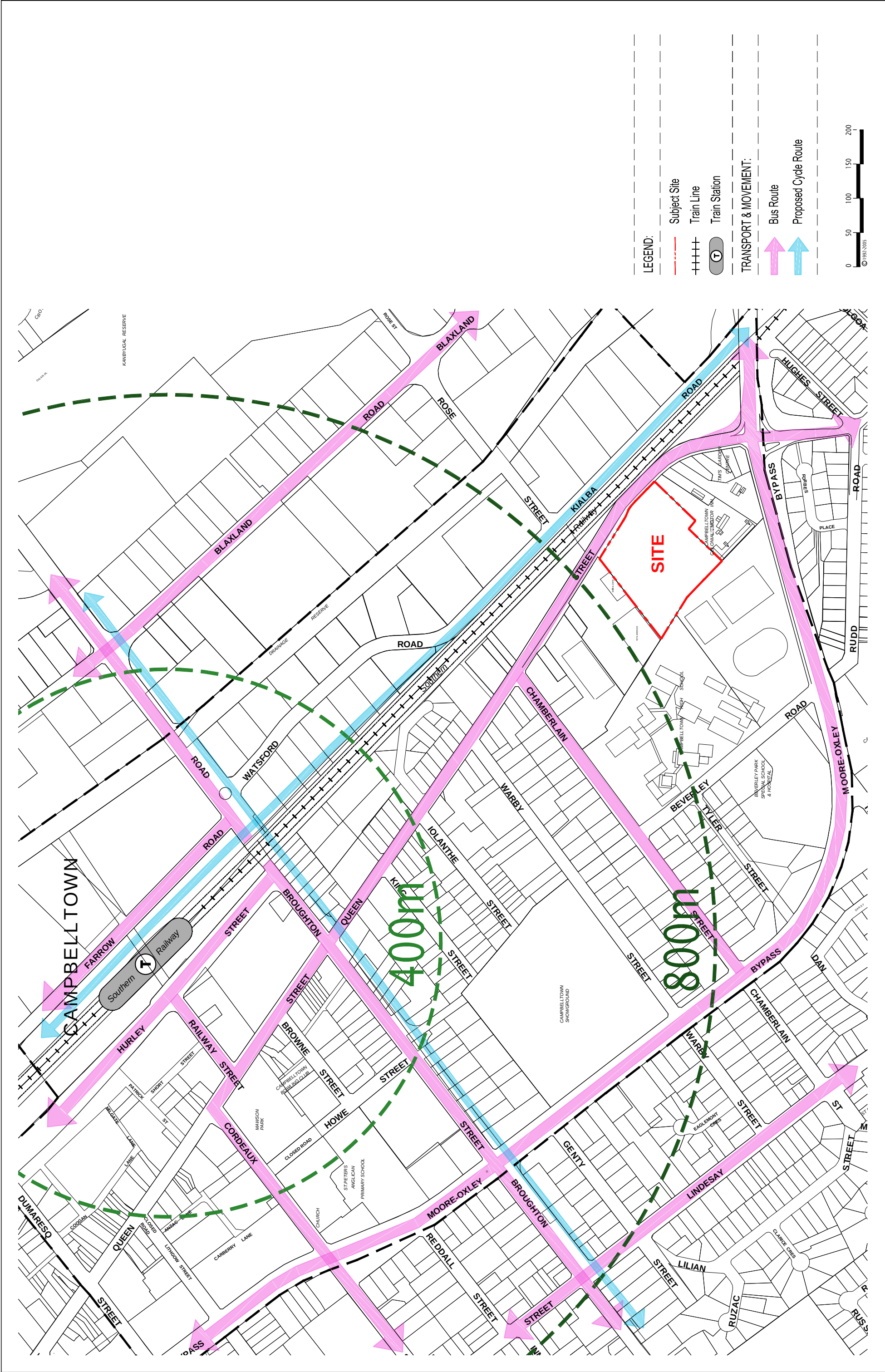


Current Height of Building Map

SCALE 1:2500 @ A1 - 1:5000 @ A3









LEGEND:

- Subject Site
- Train Line
- Train Station

CURRENT GREEN SPACE DIAGRAM:

- Park/Green Space
- Green Link
- Future Potential Green Link

0 50 100 150 200
© 1992-2005

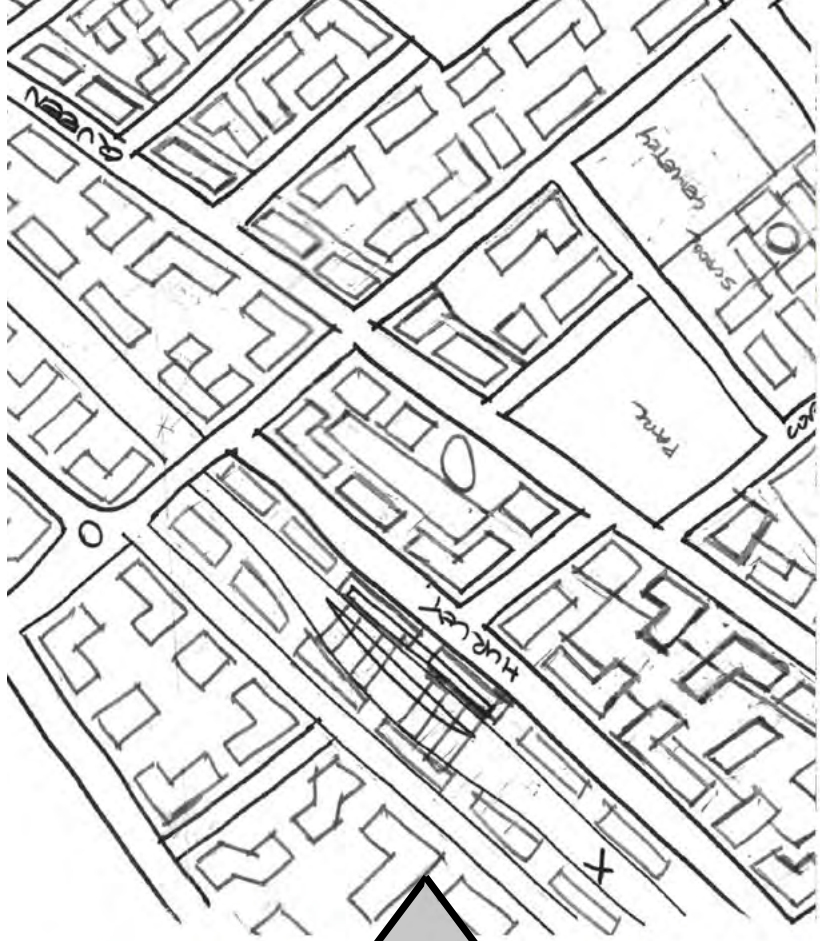




Reimagining Campbelltown Study



Rationalisation of Envelopes



Proposed Masterplan

BUILT FORM CONTEXT FOR THE PROPOSAL:

As part of this study TOP have considered the proposed massing and scale of the proposal. This includes considering the future vision, character and scale of the area and how this would influence the proposal. To do this we looked to the 'Re-imagining Report'. This report contains master plans and envelopes for a future Campbelltown. We used these plans as a starting point. Whilst helpful, the plans did not fully define the future CBD. For example, the plans were not a true reflection of typical residential envelopes when ADG and sepp 65 were considered particularly in terms of building depths and building separations. They did not consider existing ownership patterns. They did not consider existing institutions such as schools, showgrounds and parks which were unlikely to be commercially re-developed, and they did not consider certain urban principles such as reinforcing street grids.

Starting from the 'Re-imagining Report' TOP have produced a master plan for the CBD which does these things. It includes the following:

- Impact of ADG and Sepp 65 on building envelopes in terms of building depth and building separations
- Impact of ADG and Sepp 65 on building envelopes in terms of solar amenity and ventilation etc.
- Impact of existing ownership patterns and existing significant buildings
- Consideration of reinforcing street grids
- Impact of land uses and zoning as per Campbelltown Precinct Plan
- Hierarchy of building heights based on progression from CBD, land uses and zoning
- Pedestrian patterns
- Retail and commercial patterns





Reimagining Cambeltown Study - Conceptual Perspective

BUILT FORM CONTEXT FOR THE PROPOSAL:

The resulting master plan forms the context for designing the site and influences this design.

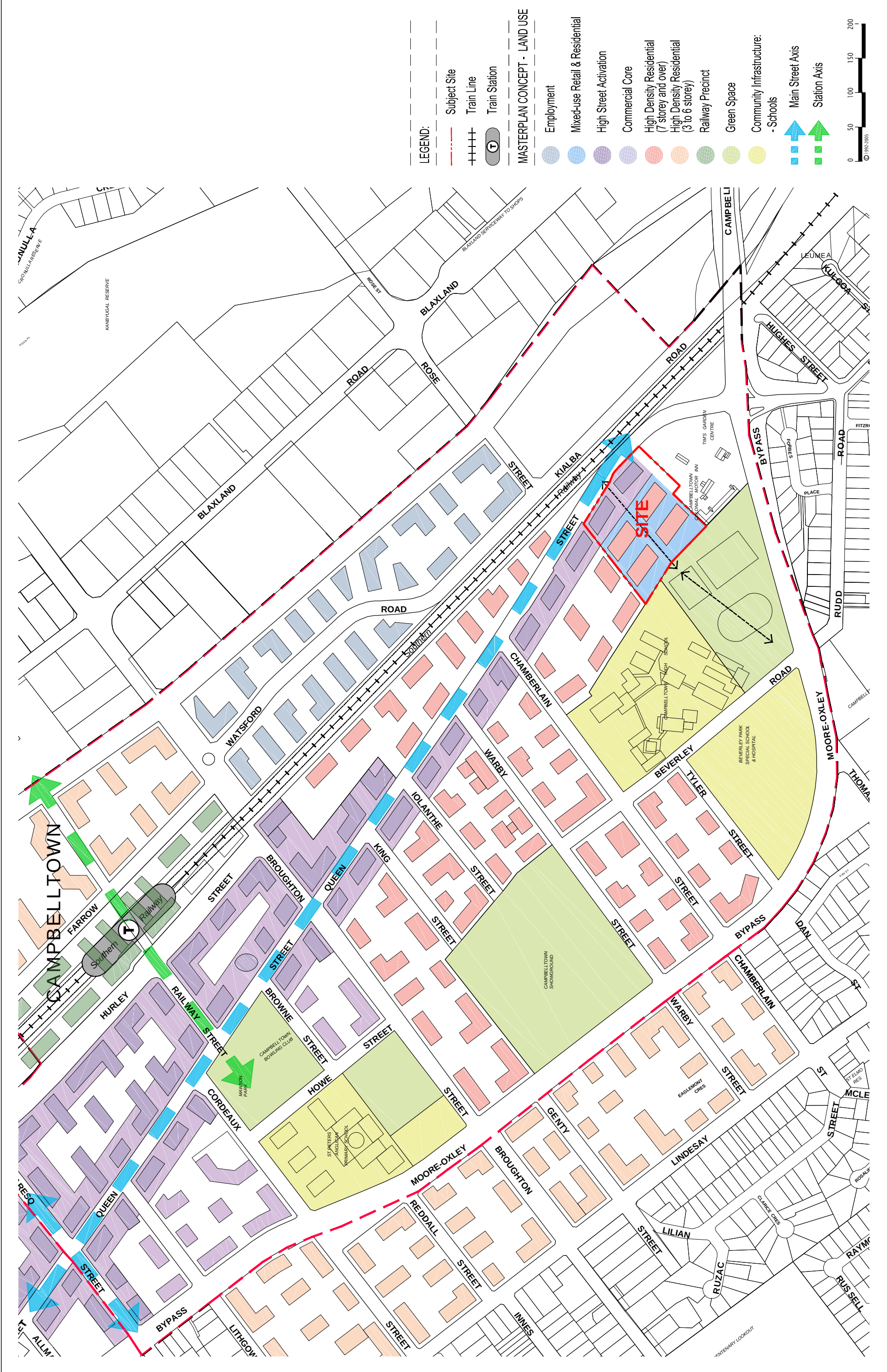
We have prepared 3-D representation of the master plan based on the above principles and future zoning and designed the proposal to fit into this strategy. We have considered that as the only mixed use site it is a unique opportunity to provide a live-work destination which will generate its own opportunities and demands. By considering existing circulation and retail patterns the urban design report (UDR) identifies areas within the CBD for continuous streetscapes for the commercial core.

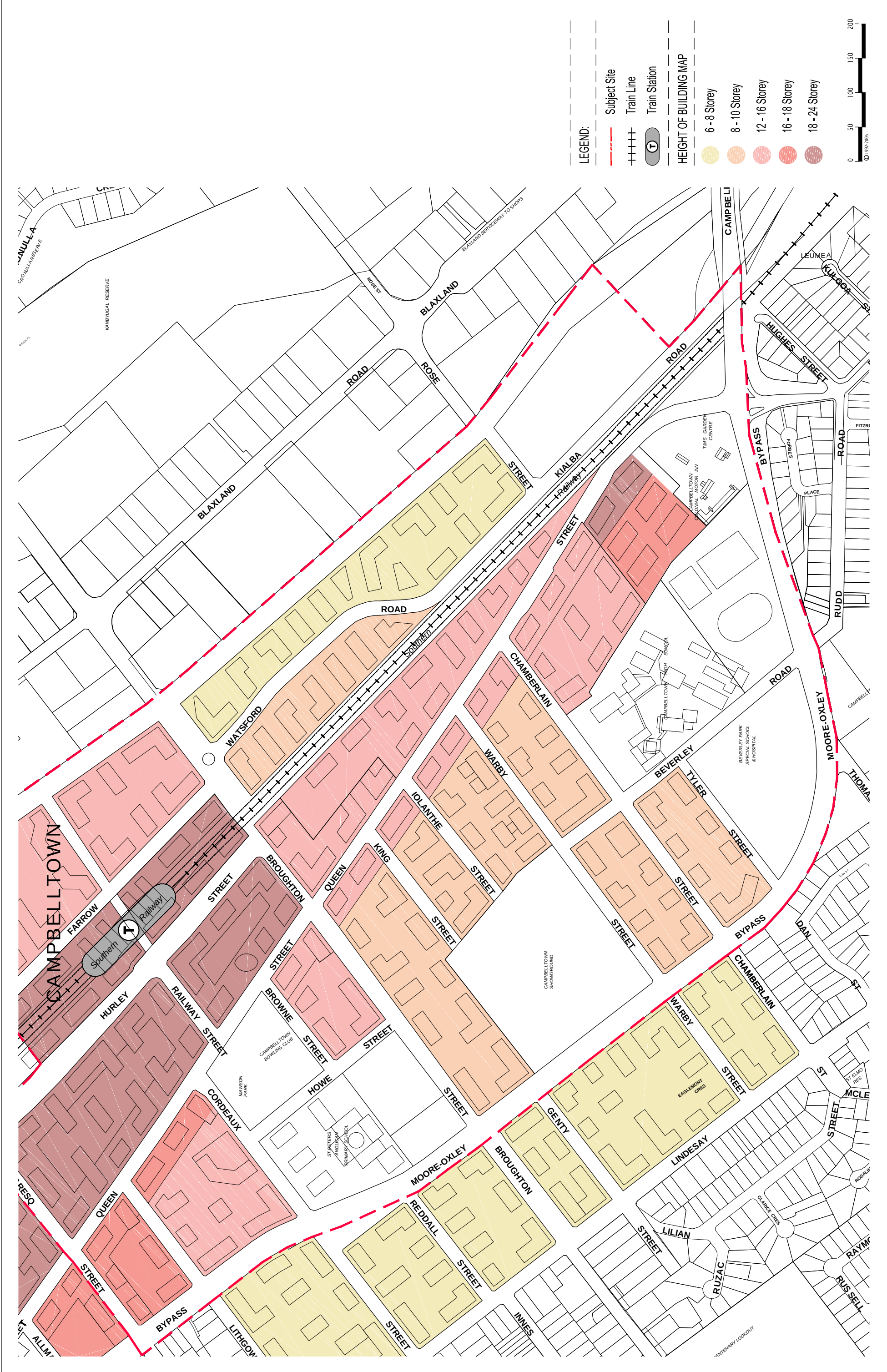
The UDR identifies future patterns and creating linkages to the proposed redevelopment around the station precinct. The UDR identifies future development of Queen Street as a commercial corridor and proposes a continual commercial podium streetscape along its length



Proposed Masterplan Envelope Perspective











- Heritage Buildings
- 6 - 8 Storey
- 8 - 10 Storey
- 12 - 16 Storey
- 16 - 18 Storey
- 18 - 24 Storey

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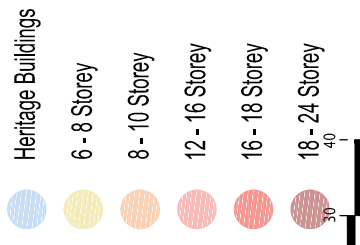


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MASTERPLAN CONCEPT - Bird Eye View 1





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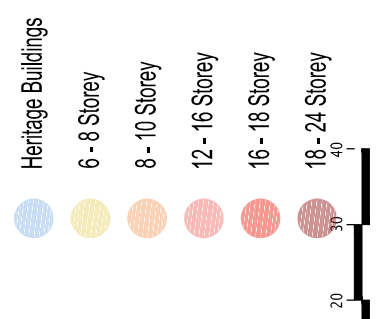
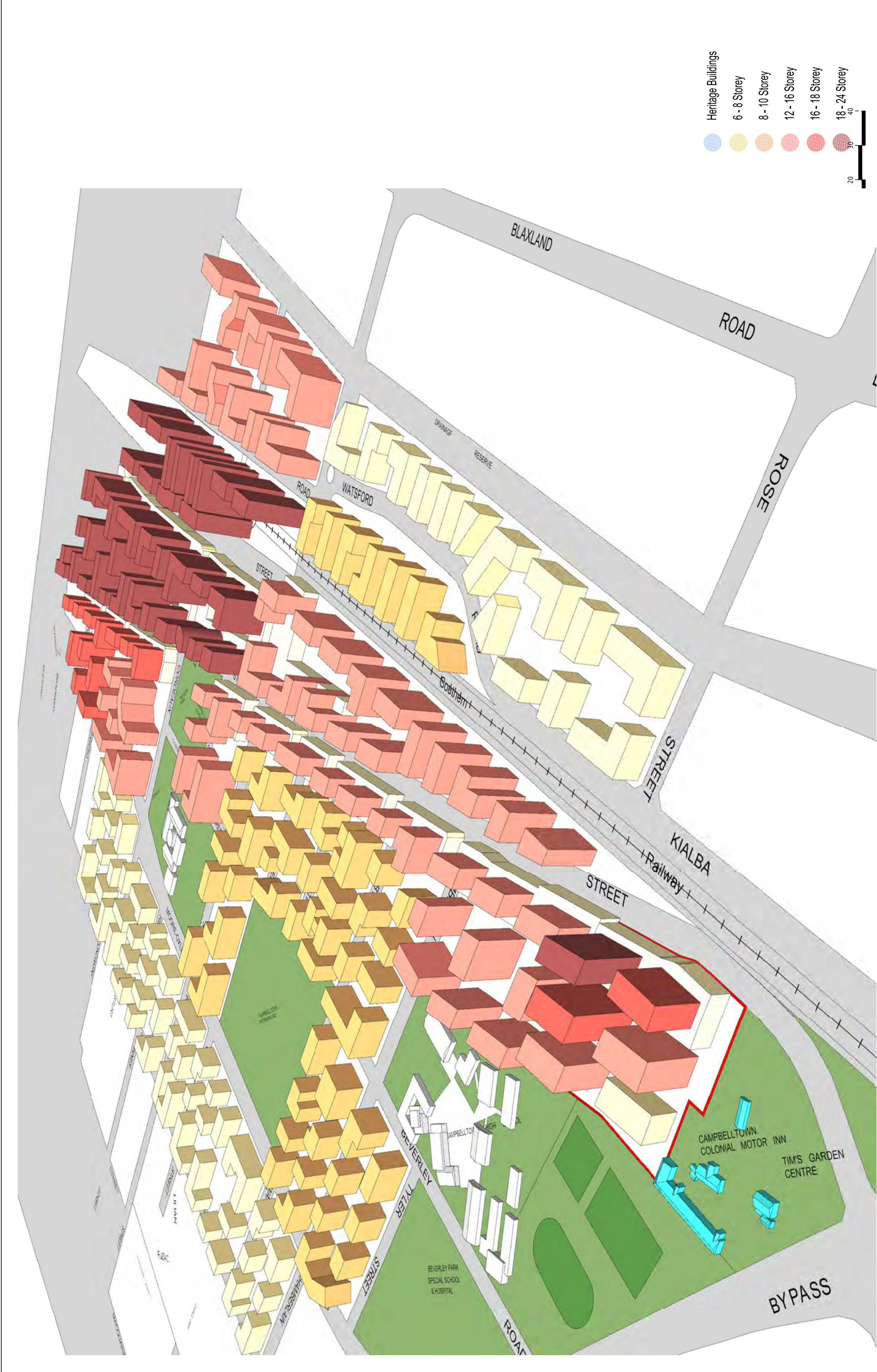


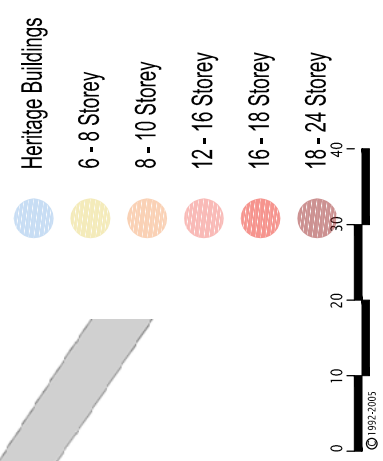
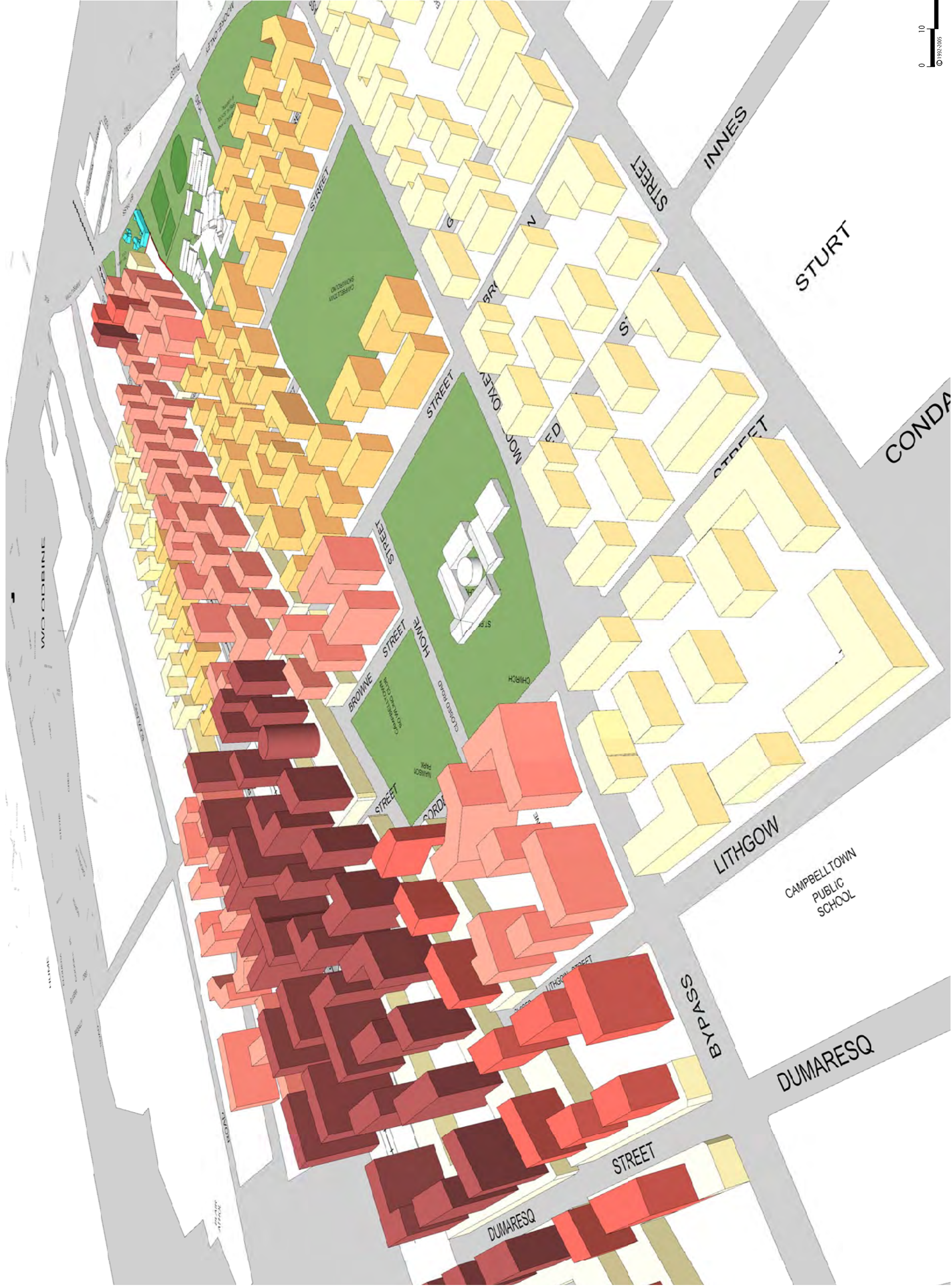
PROJECT STAGE
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MASTERPLAN CONCEPT - Bird Eye View 2







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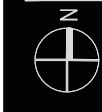
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PROJECT STAGE
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MASTERPLAN CONCEPT - Bird Eye View 4



SITE ANALYSIS:

Constraints & Opportunities

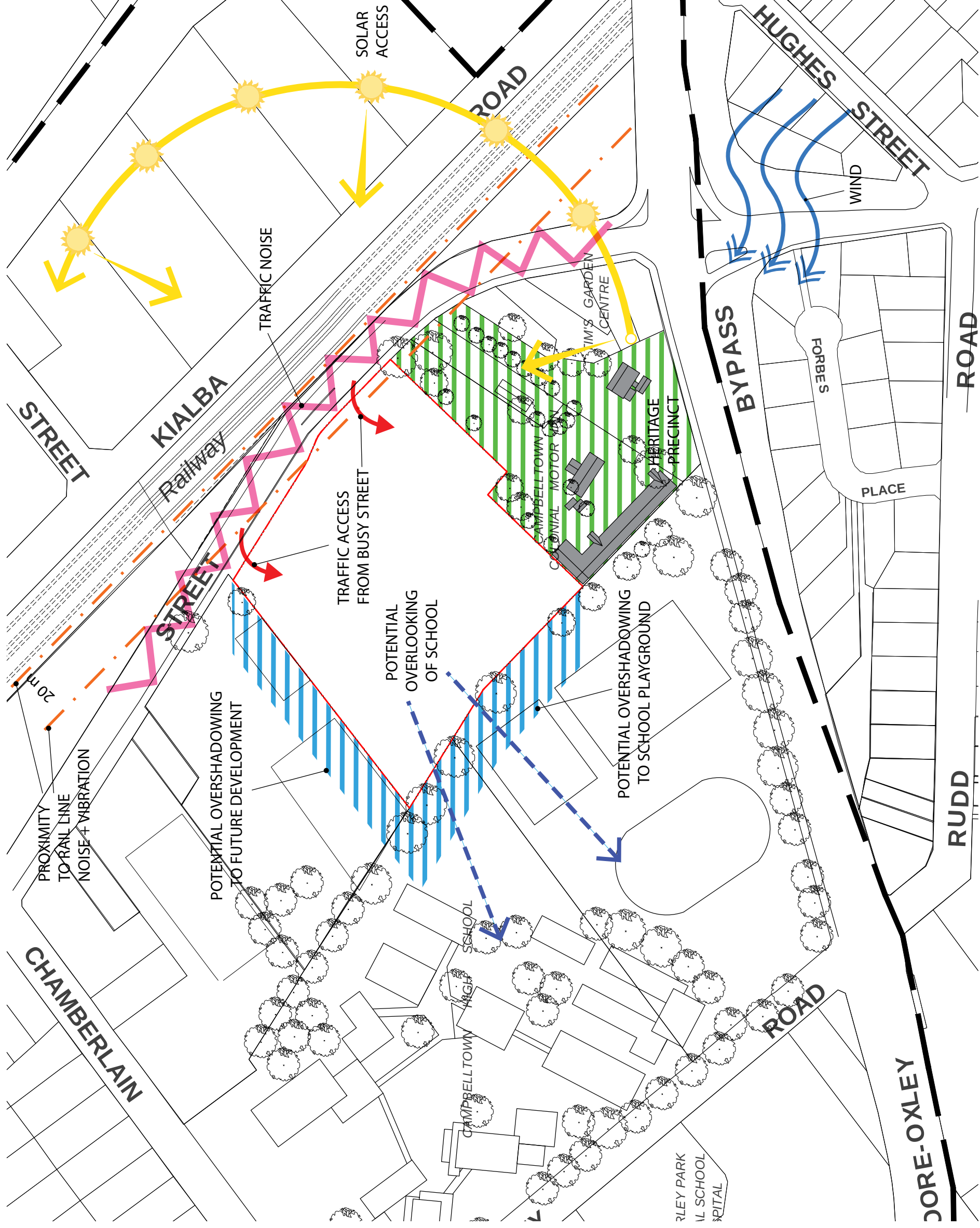
We conducted a detailed site analysis to identify issues impacting the site. These include the following:

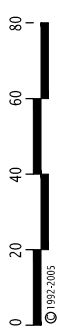
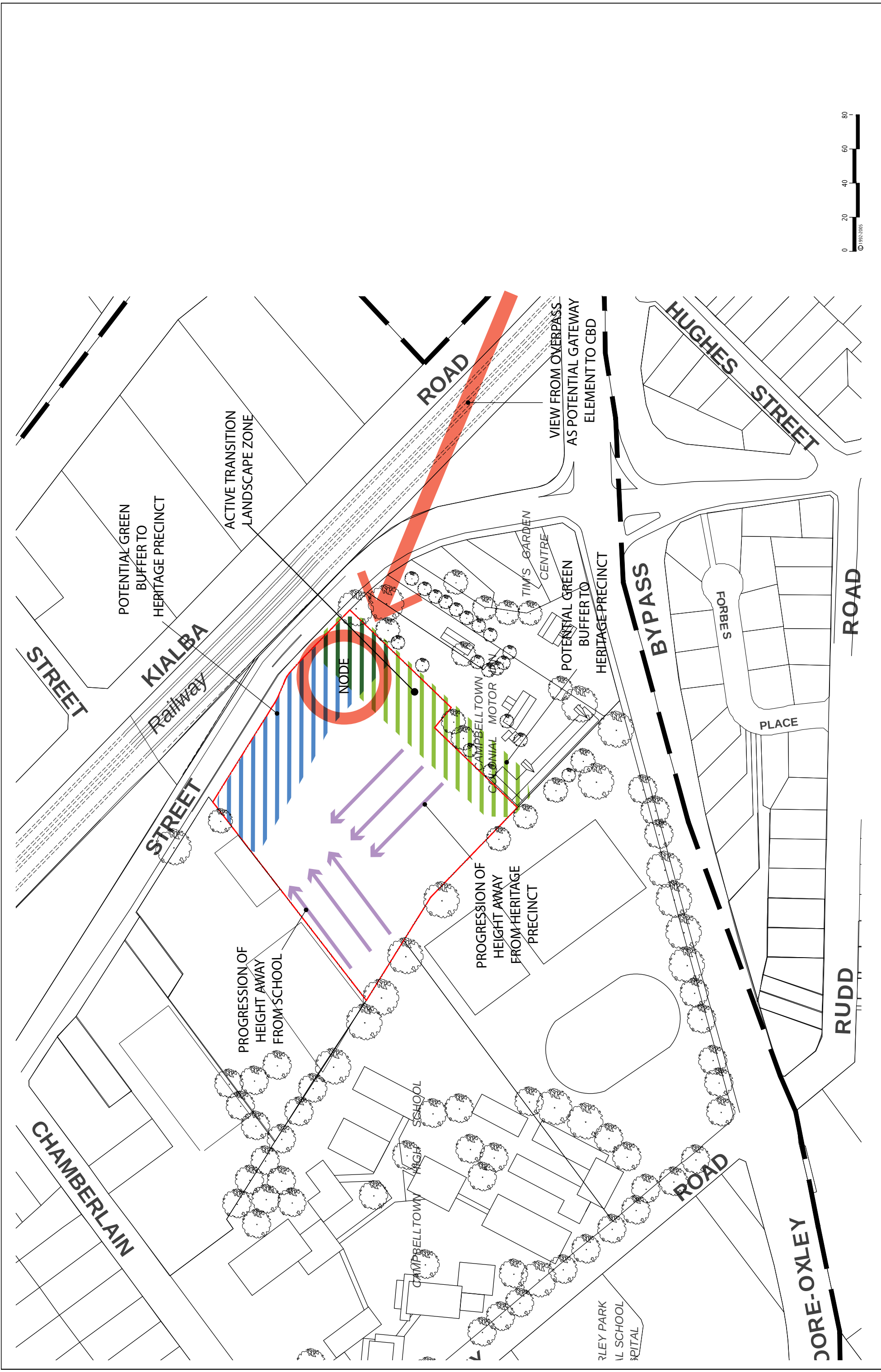
Constraints:

- Noise impacts from Queen Street
- Potential overshadowing of sites to the south west.
- Potential overshadowing of the school playing fields.
- Impacts of adjoining heritage site
- Solar amenity to units
- Potential overlook to school
- Need to make provision for site access for retail servicing and residential address

Opportunities:

- The site is located on the key corner of Queen Street and so is an opportunity to present as a gateway to Campbelltown. We have identified view alignments and nodal points for locating gateway structures.
- The site is highly visible from the overpass as a gateway to Campbelltown.
- The site has a large frontage to Queen Street. This allows for large commercial exposure for retail and commercial uses.
- Large frontage provides an opportunity for a podium to reinforce the streetscape.
- Reinforcement and continuity of green axis links identified in Precinct Plan.
- Potential cycleway
- Views to CBD, local area and green spaces
- Proximity to transport
- Potential for place making
- Potential linkages to heritage item and green activation zone





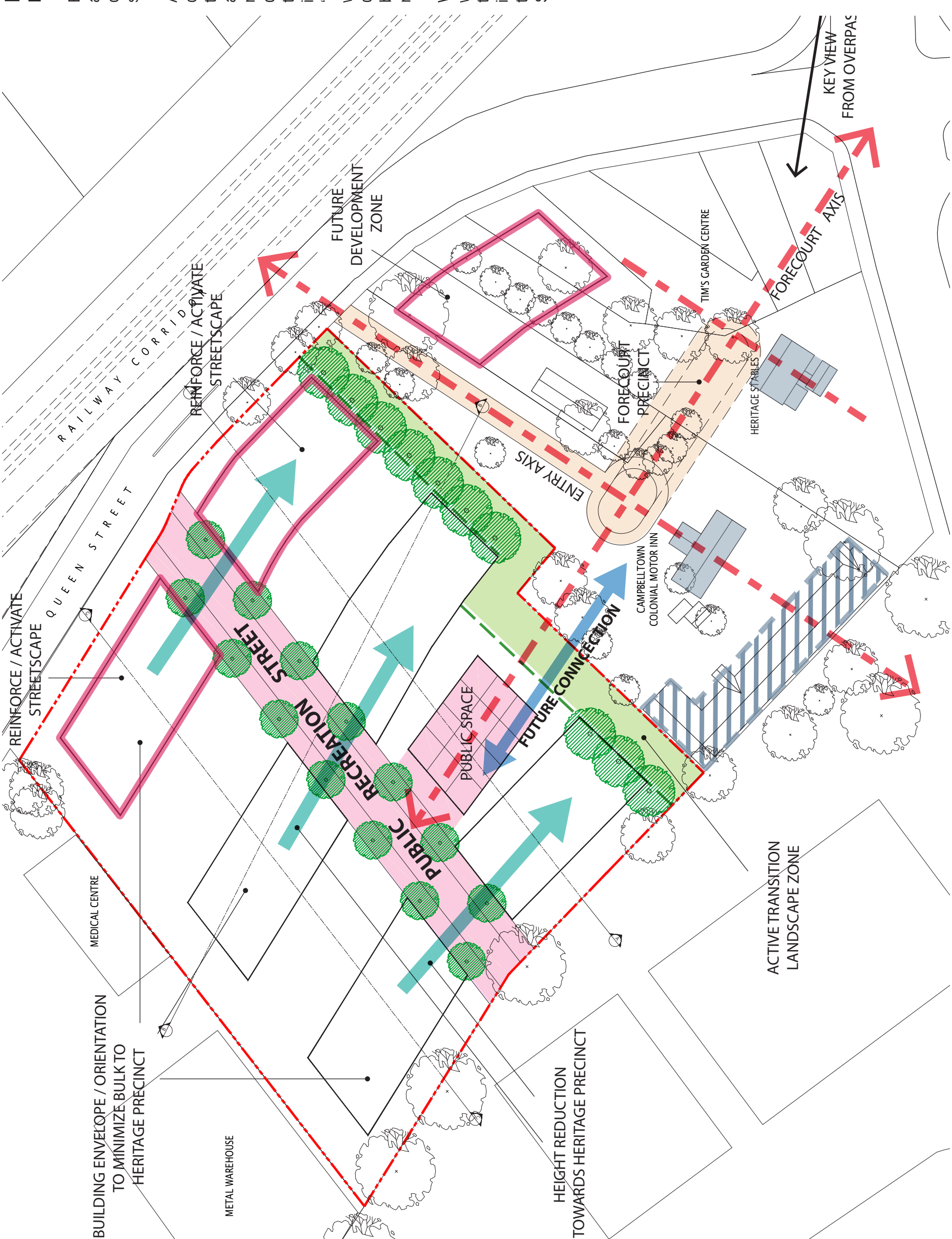
MASTERPLANNING:

Principles & Vision

Based on the above analysis of both city-wide and site issues we have developed a number of principles which guide the design of this site.

As the site is zoned mixed use we have conceived it as a genuine mixed use destination that will contain a large area of retail space and areas of employment generating commercial space. The retail would be a unique destination combining indoor and outdoor retail experience which is not currently available in Campbelltown. We have proposed a main 'eat street' running the length of the site. This would be a tree lined main street with outdoor dining to create a civic destination for Campbelltown. It would contain cafes and restaurants and an outdoor public gathering space.

We have proposed an access road loop. This would provide pedestrian and vehicle access to all buildings. This would provide servicing access for retail/loading, garbage collection and street addresses for all the buildings. Some of the aspects of the design include...





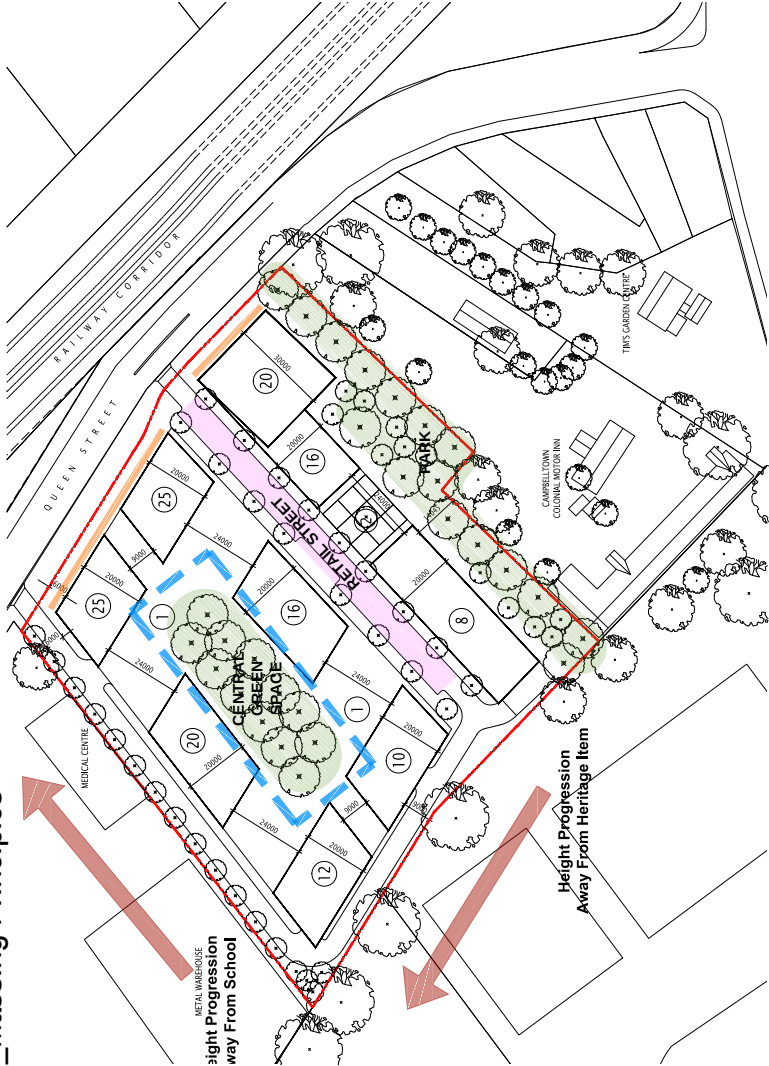
MASTERPLANNING: Principles & Vision

include...

- Stepping of massing away from the heritage items to minimise impacts
- Stepping of massing away from the school fields to minimise overshadowing
- Suitable heritage curtilage
- Providing a heritage interface zone and addressing the development towards the precinct
- Maximising greenspace for resident amenity
- Maximising solar amenity through proper alignment of buildings and heights
- Minimising overshadowing through alignment of buildings and heights
- Provides a central 'Eat Street' activated main road along the former heritage road alignment
- Proposed 6 storey podium along Queen Street to reinforce streetscape
- Proposed 2 storey retail/commercial podium with towers above
- Proposed access road loop to provide servicing access for retail/loading, garbage collection and street addresses for all the buildings
- Proposed civic space aligned with and connecting to heritage precinct.
- Ensure ADG building separations and set backs
- Design to maximise ADG compliance



_Massing Principles

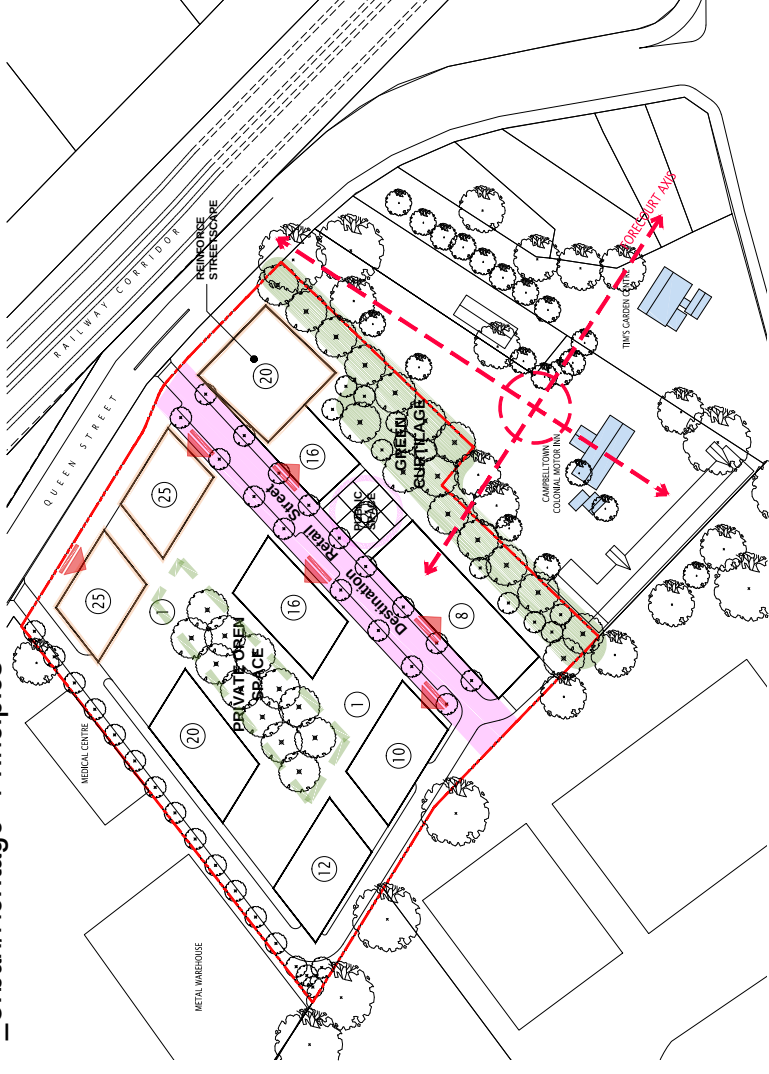


MASSING PRINCIPLES:

- Permeability to Queen Street
- Height Progression

- Linear Park
- Retail Street

_Urban/Heritage Principles



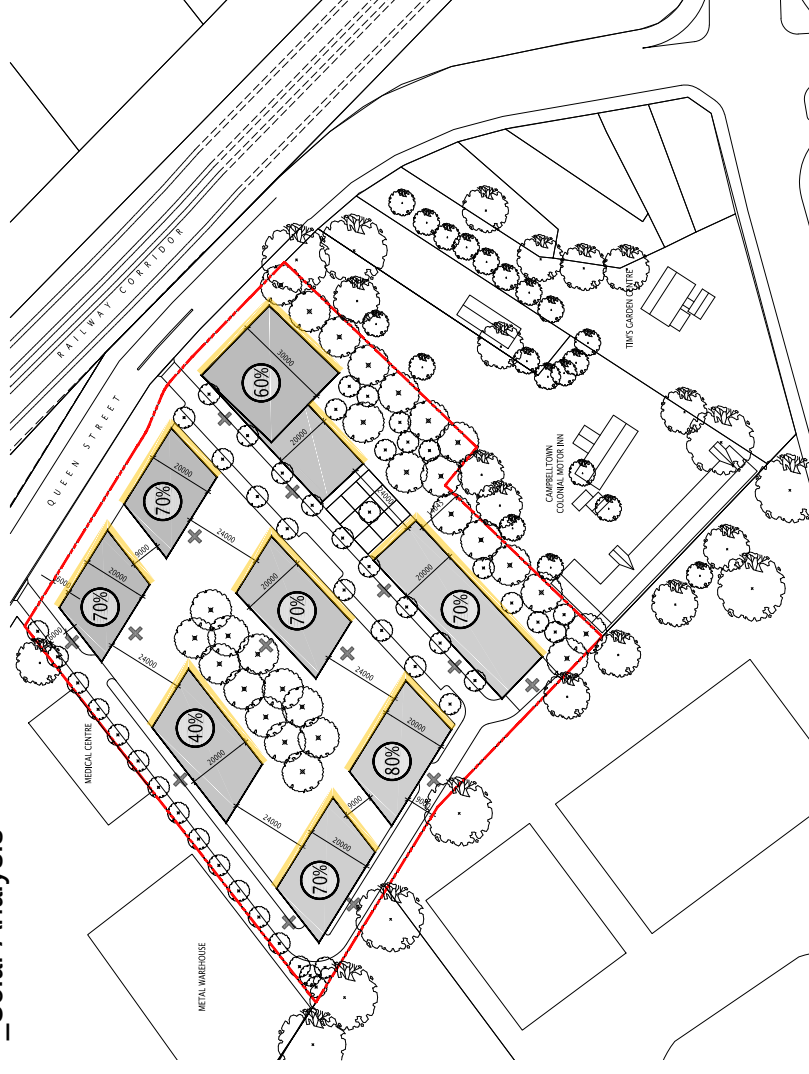
URBAN / HERITAGE PRINCIPLES:

- Green Buffer to Heritage
- Connectivity to Heritage Precinct
- Reinforce Streetscape
- Poor Solar Performance
- Provides Retail Podium and Streetscape
- Compromised Street Address

_ADG Building Separation



_Solar Analysis



MASTERPLANNING - OPTIONS

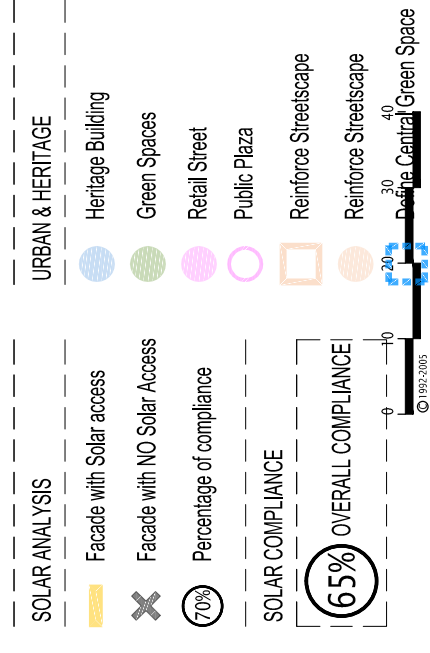
Based on the above analysis of both city-wide and site issues we have developed a number of options to test the opportunities and impacts on the site. We have included 3 options in this report. All of the options have the above features in common. These design elements are as follows:

Option 1 – Define Urban Spaces

This option maximises the use of buildings to define a central space within the development as communal open space. The buildings are arranged primarily to create spaces.

Features:

- Good definition of communal spaces.
- Good streetscape reinforcement
- Good ADG building separation
- Good provision of building address'
- Reasonable impact on overshadowing school
- Poor performance of solar amenity due to buildings overshadowing each other
- Poor alignment with heritage axes
- Poor connectivity and integration with heritage zone
- Reasonable solar access to communal open space





09:00AM



10:00AM



11:00AM



12:00 NOON



13:00PM



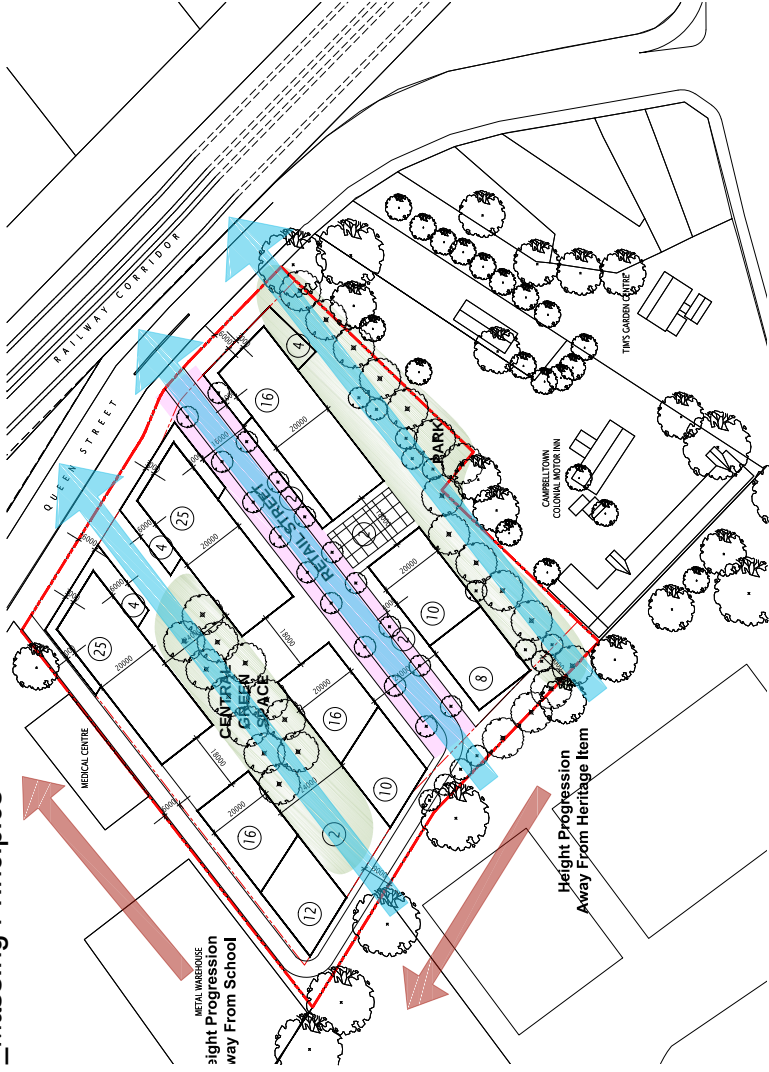
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_Massing Principles

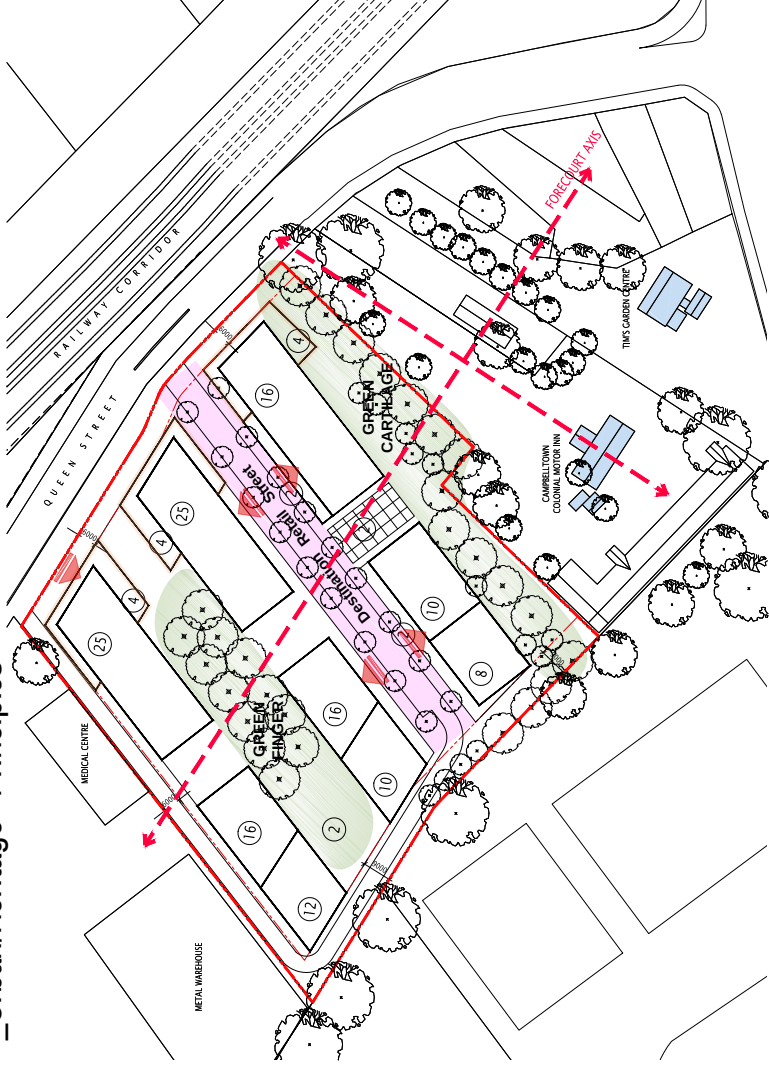


MASSING PRINCIPLES:

- Permeability to Queen Street
- Height Progression

- Linear Park
- Retail Street

_Urban/Heritage Principles



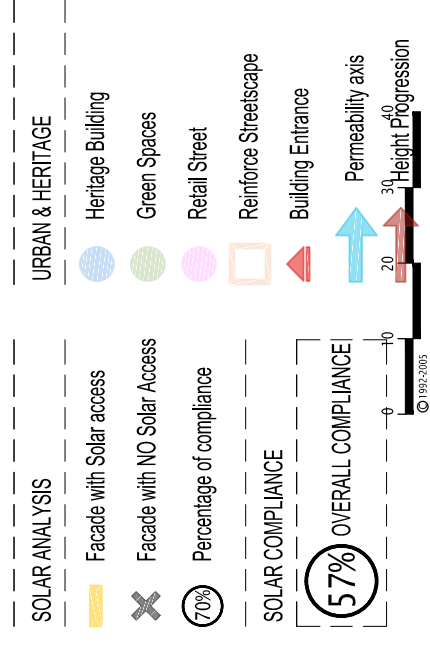
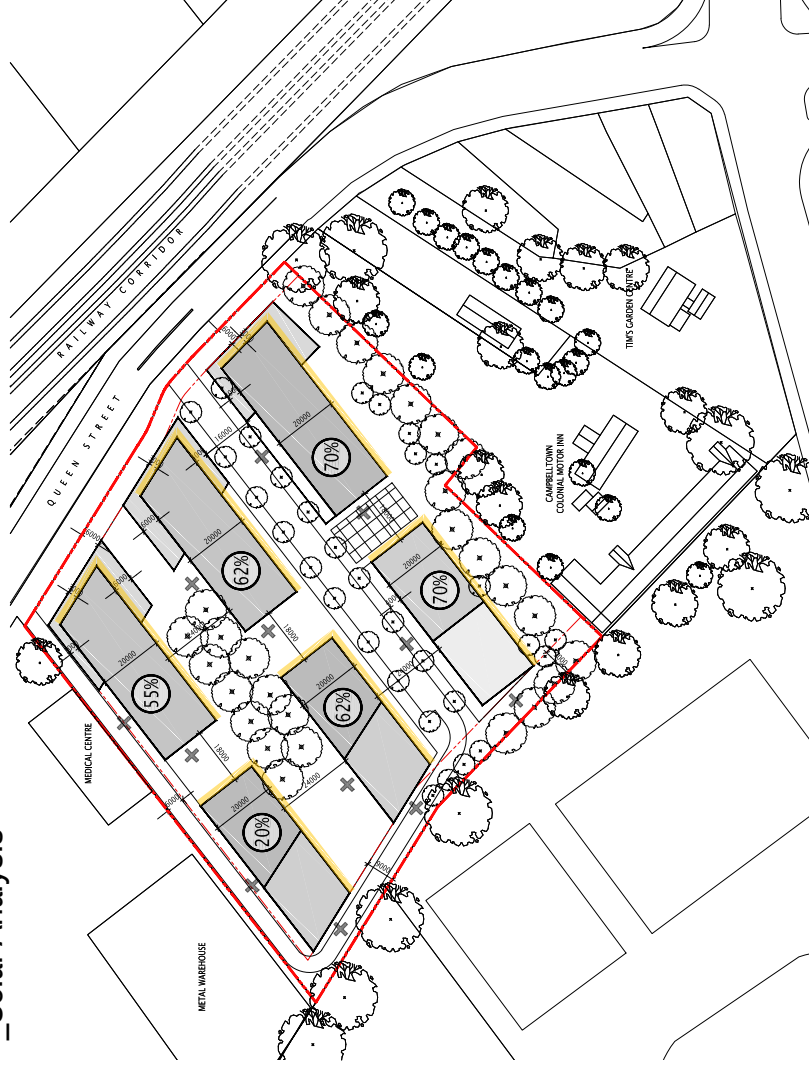
URBAN / HERITAGE PRINCIPLES:

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- Connectivity to Heritage Precinct
- Reinforce Streetscape
- Poor Solar Performance
- Provides Retail Podium and Streetscape
- Compromised Street Address

_ADG Building Separation



_Solar Analysis



MASTERPLANNING - OPTIONS

Option 2 – North South Alignment of Buildings

This option aligns the buildings on a north south direction. This allows greater permeability to Queen Street and the school.

Features:

- Use of green fingers to define communal space.
- Good streetscape reinforcement
- Good ADG building separation
- Poor provision of building address'
- Poor performance of solar amenity due to buildings overshadowing each other
- Poor alignment with heritage axes
- Poor connectivity and integration with heritage zone
- Good connectivity and permeability to school
- Good impact on overshadowing school
- Poor solar access to communal open space



09:00AM



10:00AM



11:00AM



12:00 NOON



13:00PM



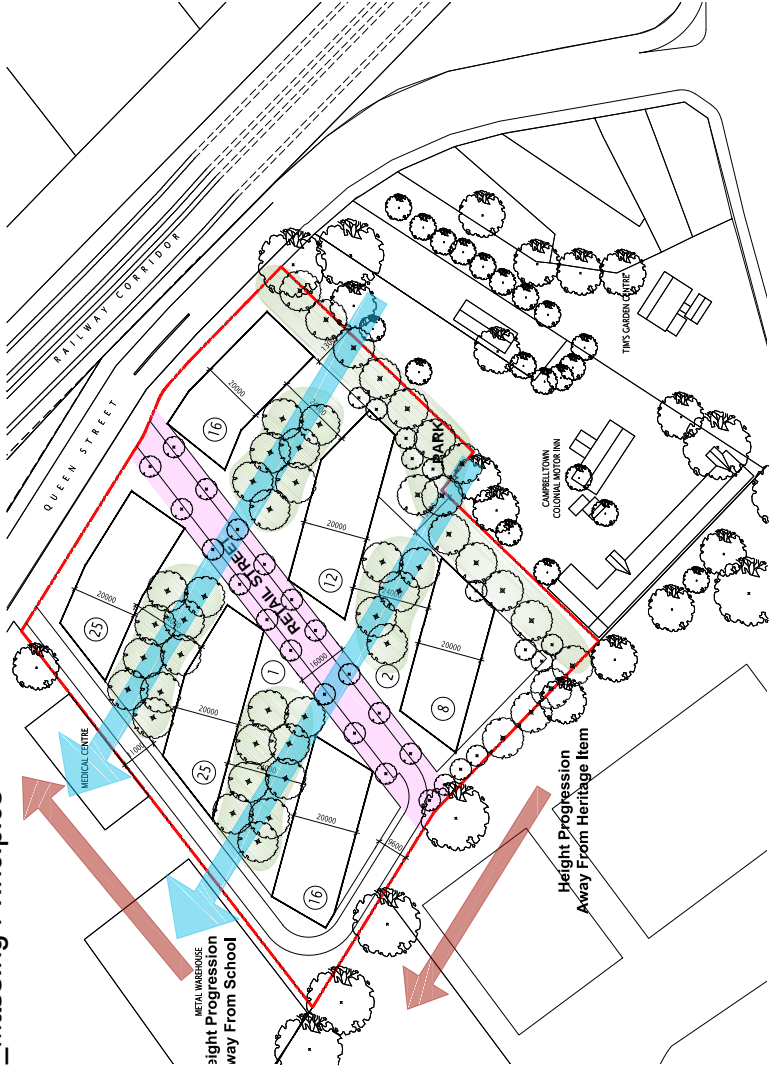
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_Massing Principles

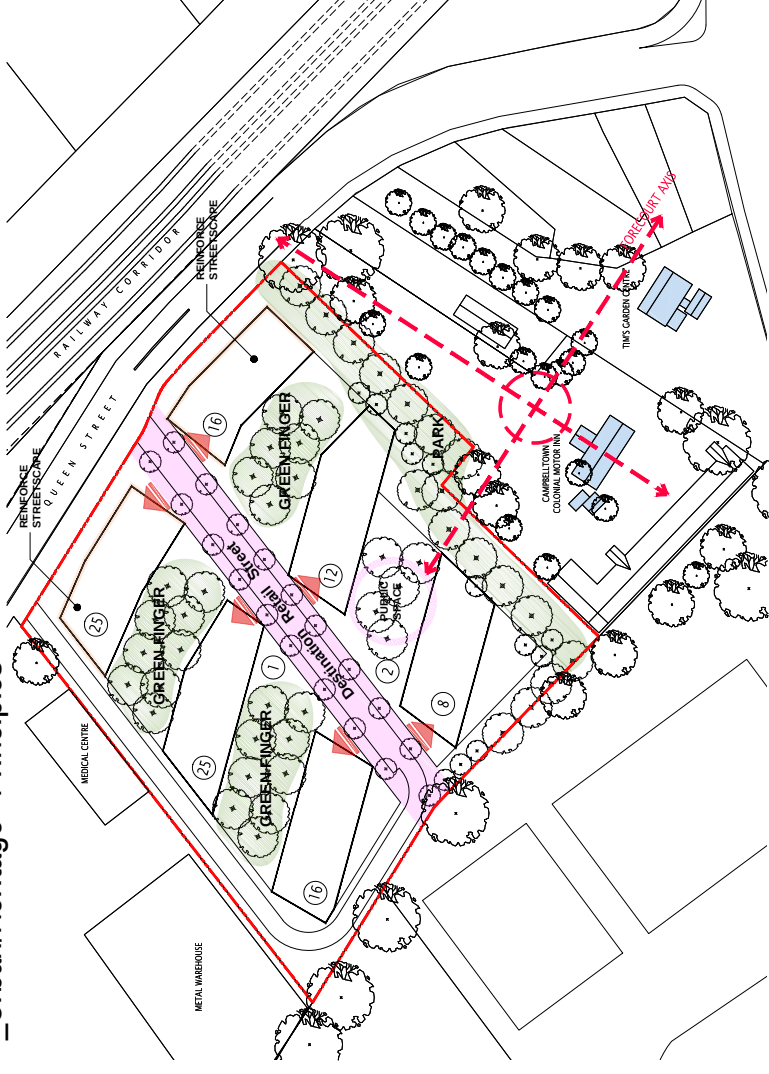


MASSING PRINCIPLES:

- Permeability to Queen Street
- Height Progression

- Linear Park
- Retail Street

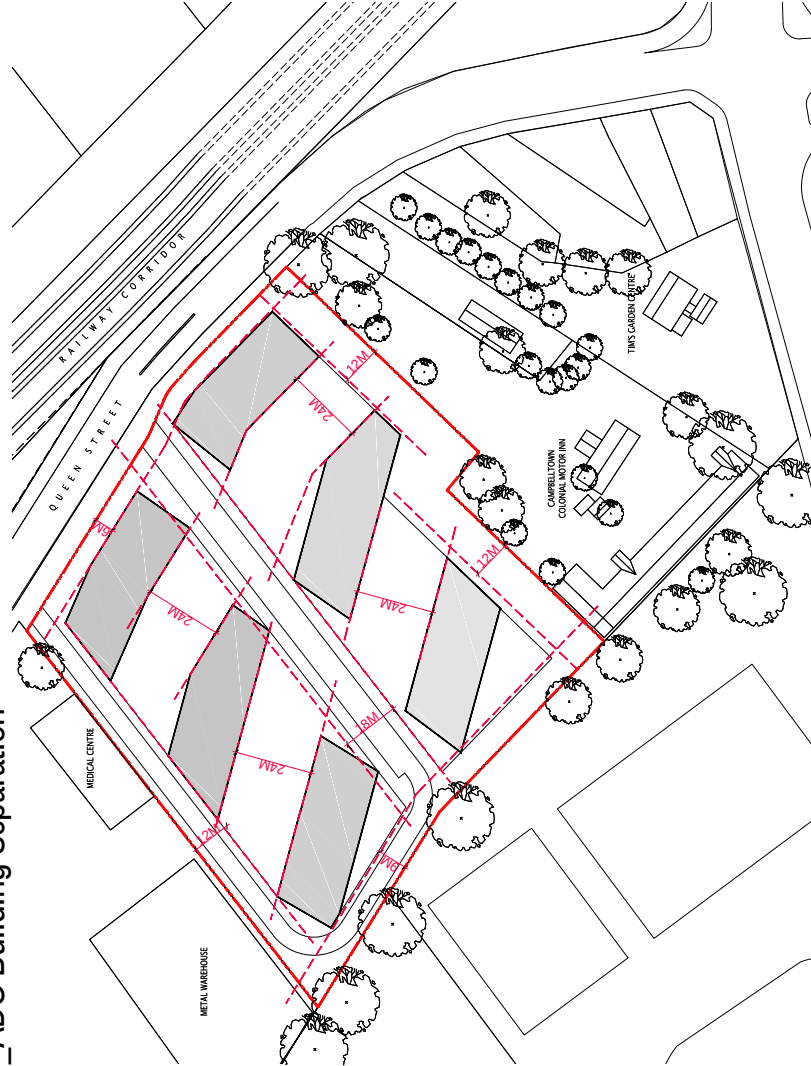
_Urban/Heritage Principles



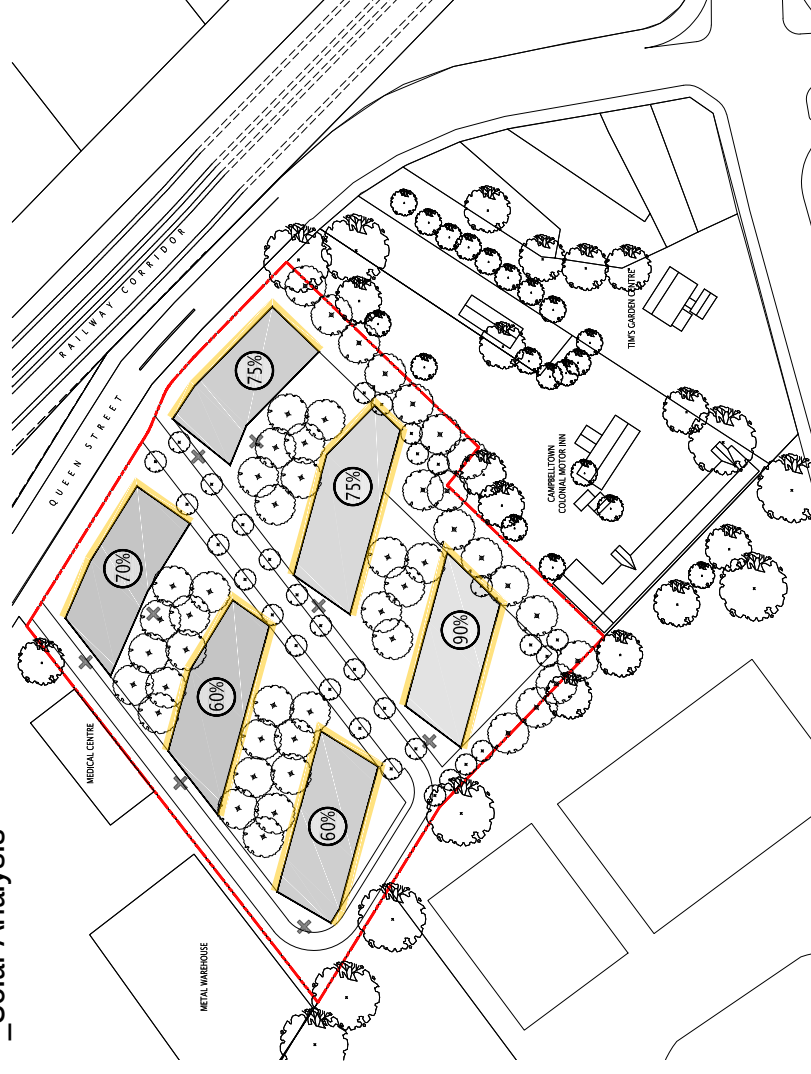
URBAN / HERITAGE PRINCIPLES:

- Green Buffer to Heritage
- Connectivity to Heritage Precinct
- Reinforce Streetscape
- Poor Solar Performance
- Provides Retail Podium and Streetscape
- Compromised Street Address

_ADG Building Separation



_Solar Analysis



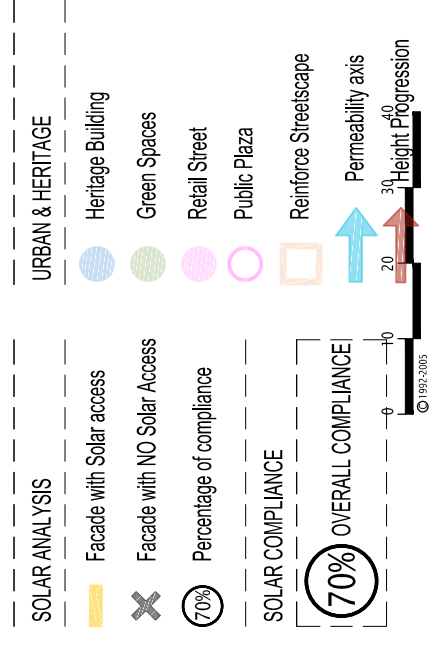
MASTERPLANNING - OPTIONS

Option 3 – East west alignment of Buildings

This option aligns buildings on an east west alignment to maximise solar amenity.

Features:

- Use of green fingers to define communal space.
- Good streetscape reinforcement
- Good ADG building separation
- Good provision of building address'
- Good performance of solar amenity due to buildings not overshadowing each other
- Good alignment with heritage axes
- Good connectivity and integration with heritage item
- Good connectivity and permeability to school
- Good impact on overshadowing school





09:00AM



10:00AM



11:00AM



12:00 NOON



13:00PM



14:00PM



15:00PM

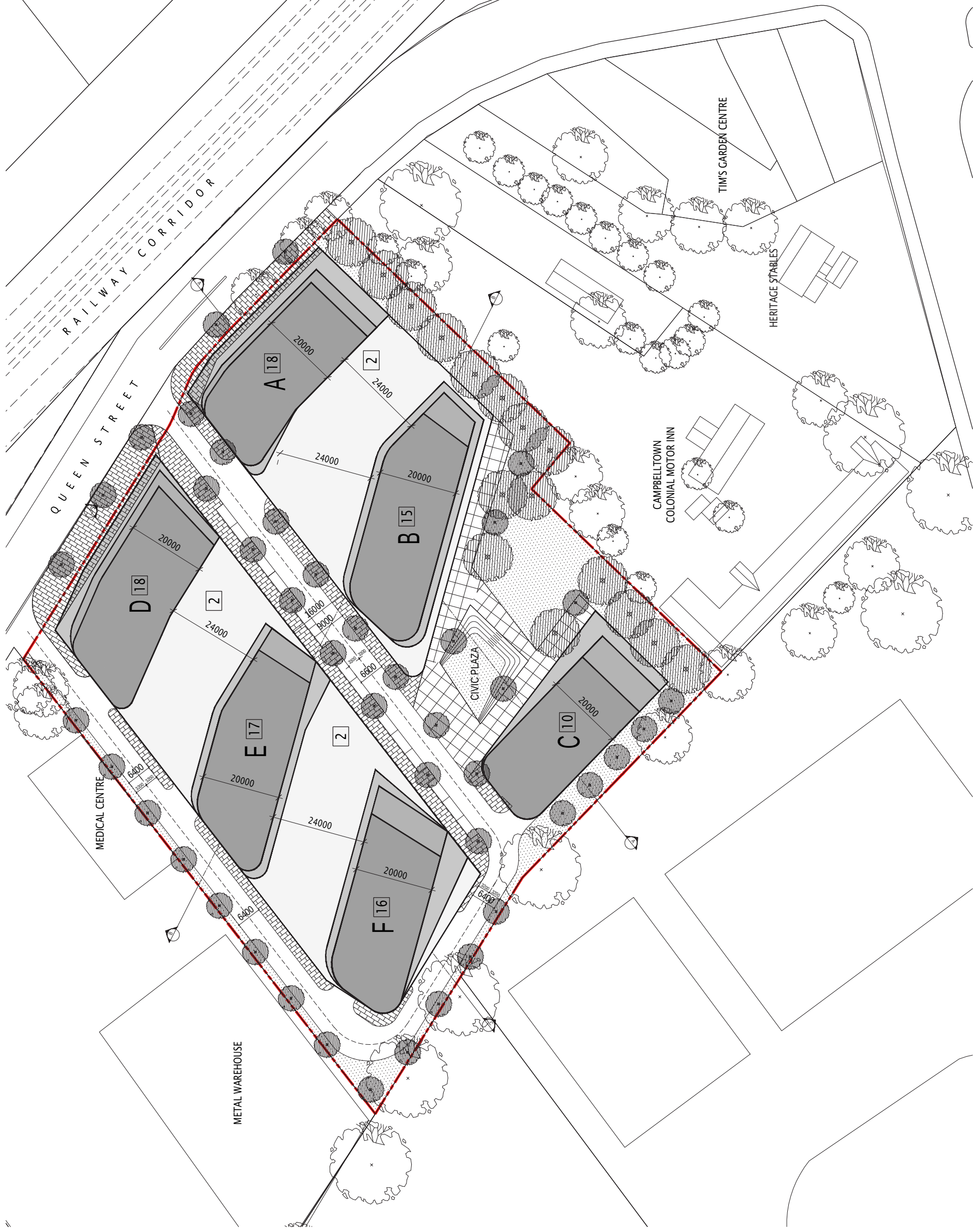


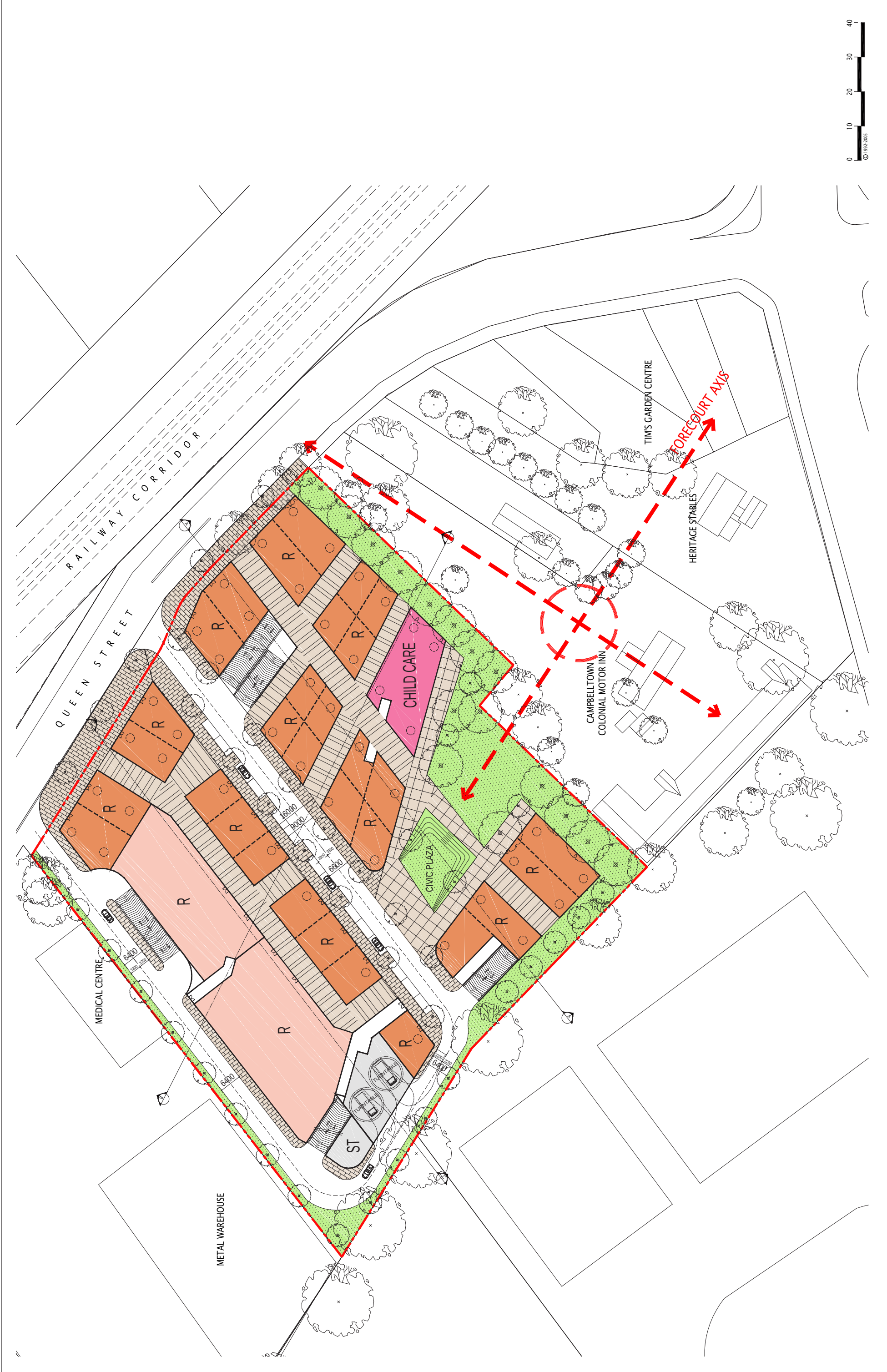
PREFERRED OPTION:

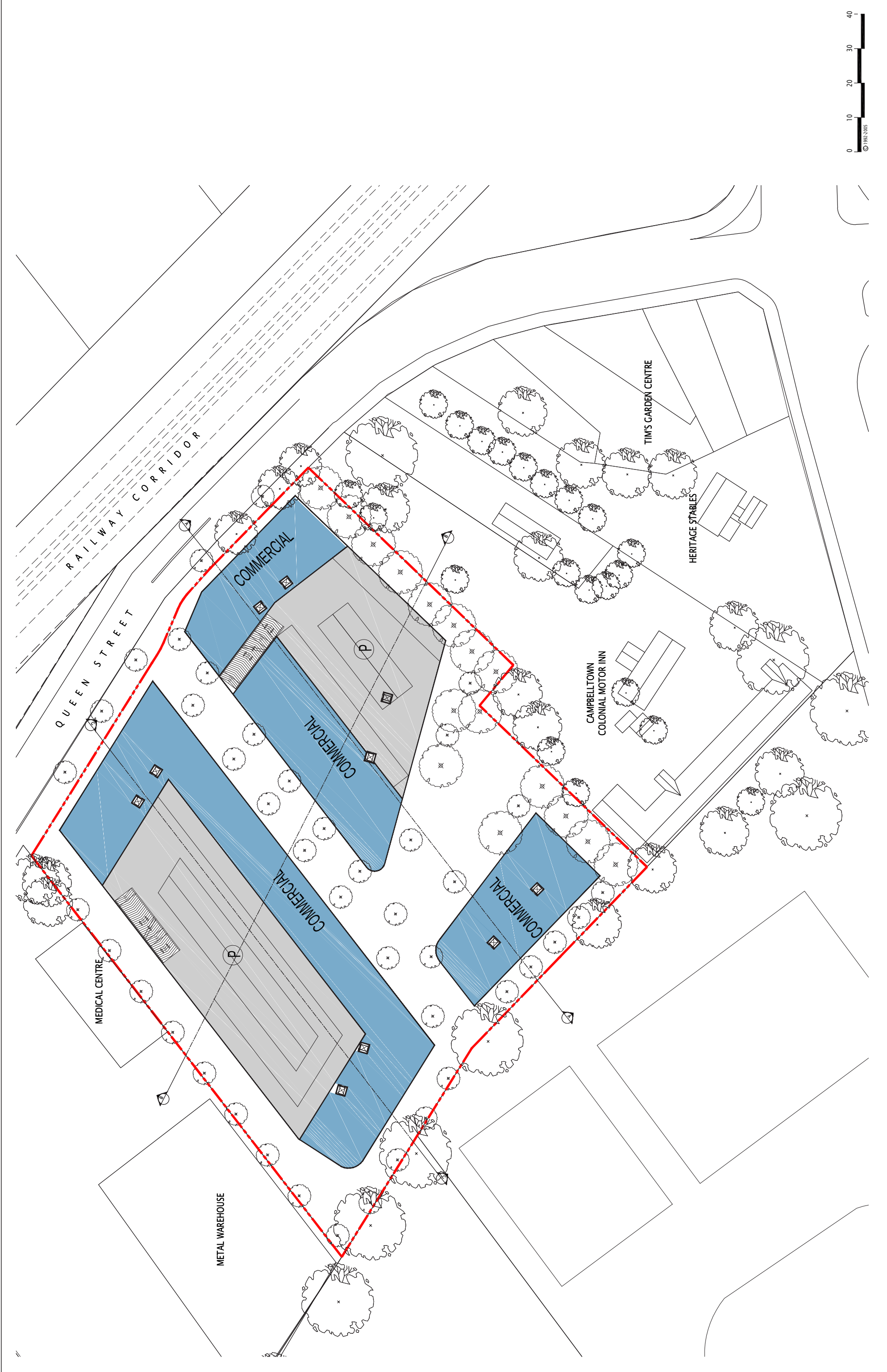
Based on the analysis of the options above we have chosen option 3 as the preferred option as it performs well in all criteria. We have further developed option 3 as a developed scheme.

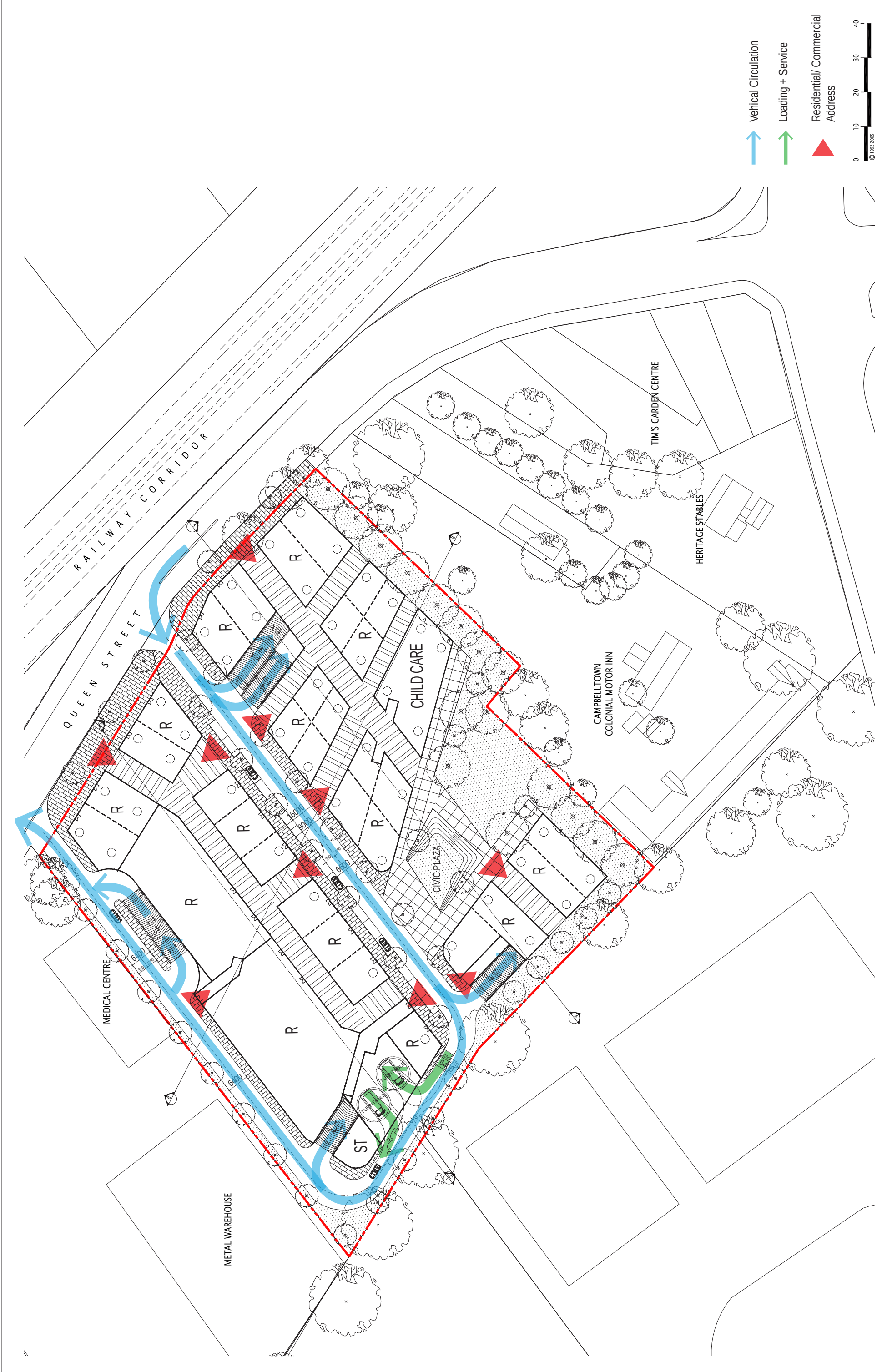
This developed scheme has allowed us to test the performance of the scheme against ADG requirements. It also allows us to calculate the yield potential of an optimum scheme.

Further we have prepared some sketches and perspectives to demonstrate the potential vision and what can be achieved on the site. We have developed more detail relating to the retail and civic space concepts. These designs are indicative only and demonstrate the potential of the site to deliver design excellence and a vibrant community destination.









Vehical Circulation

Loading + Service

Residential/ Commercial Address

0

10

20

30

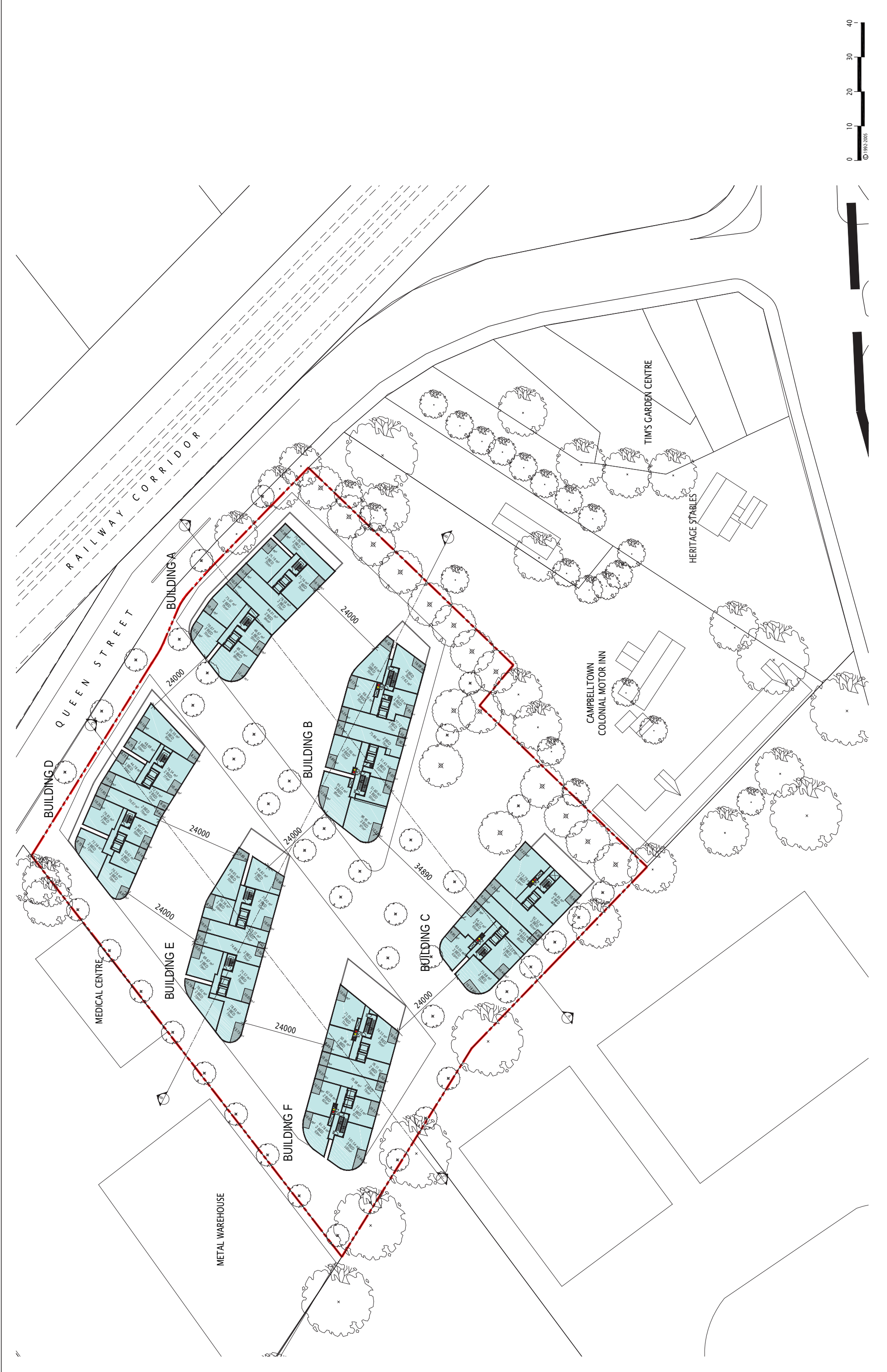
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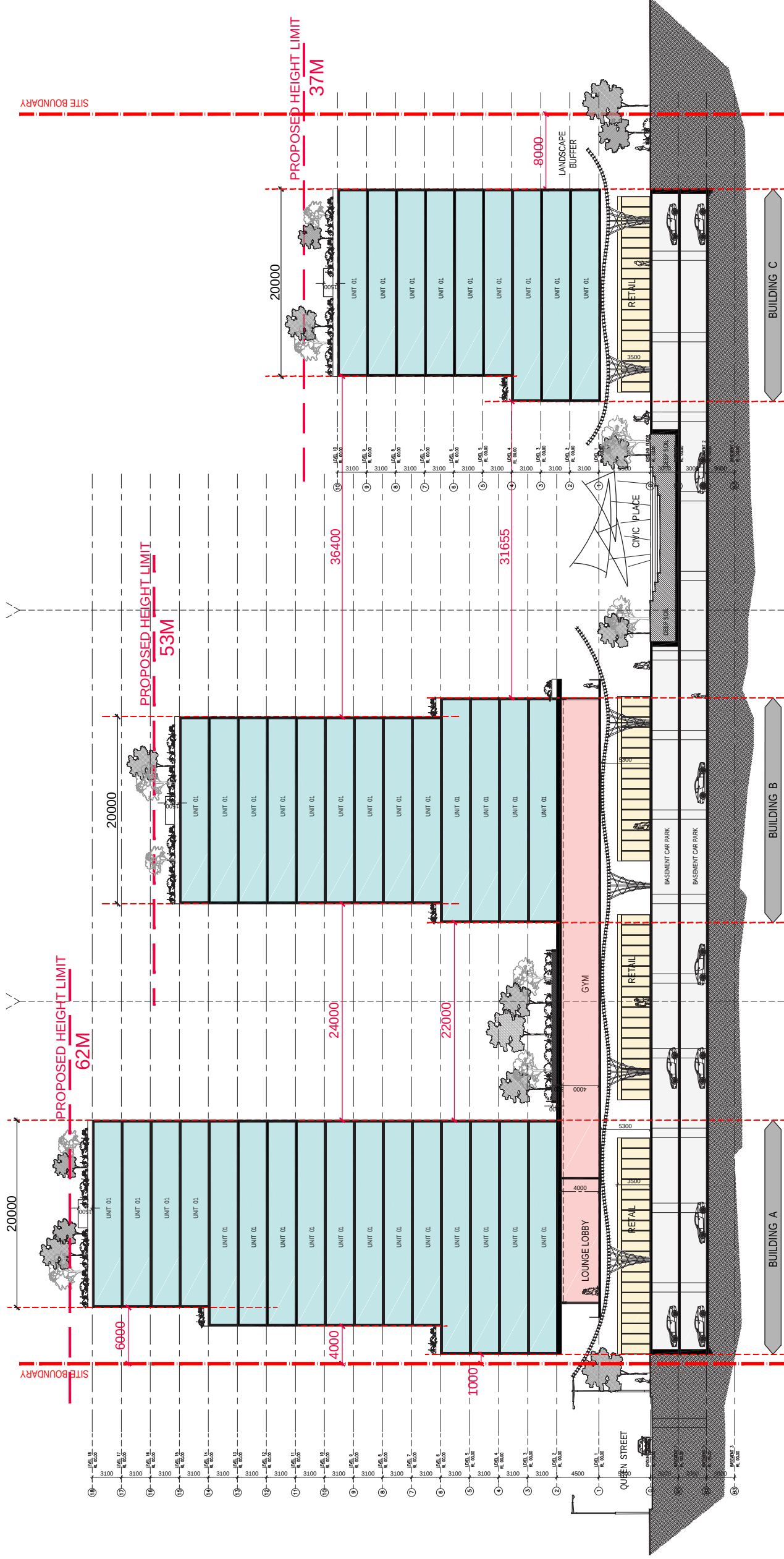
1

1992-2005





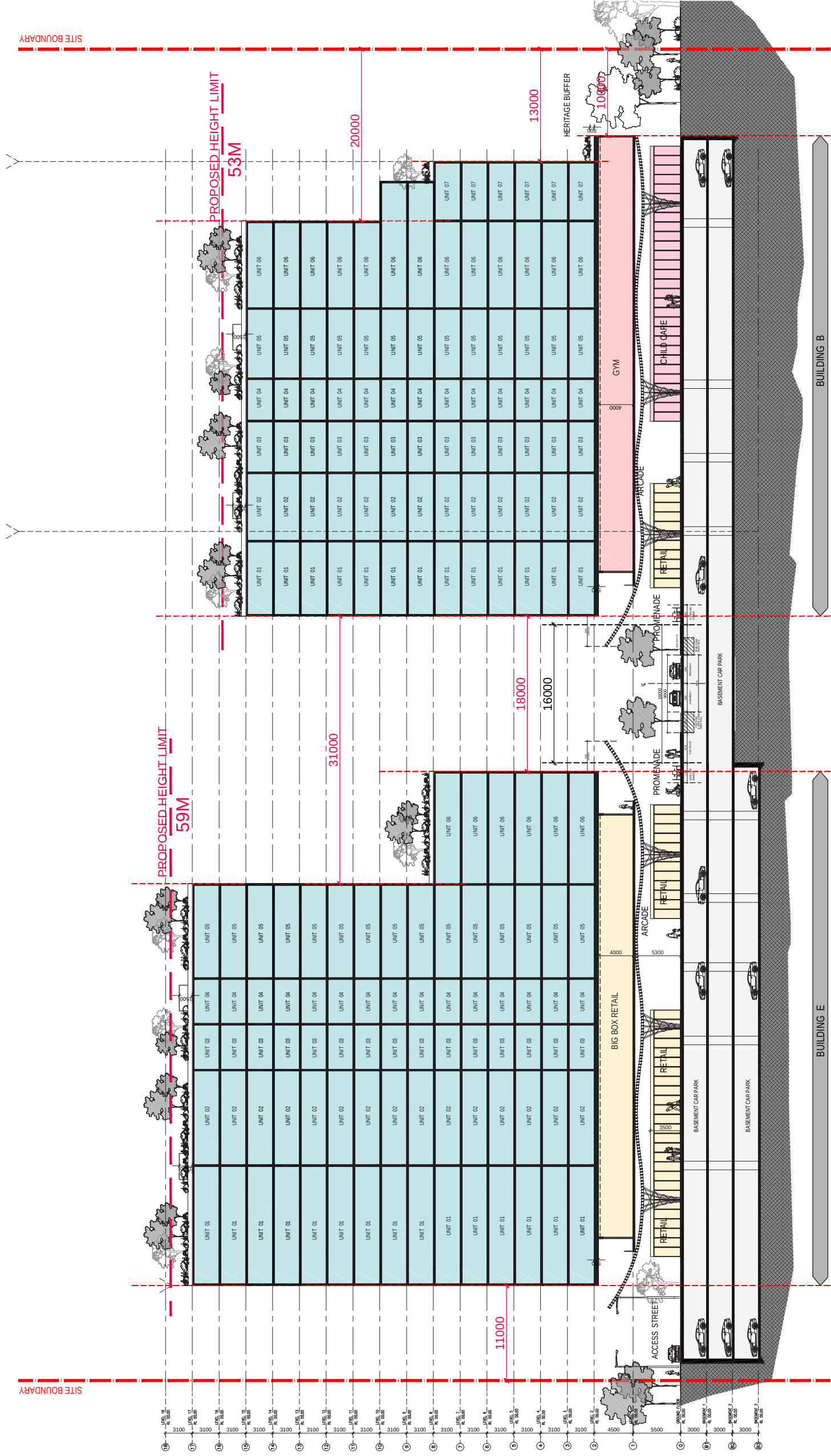


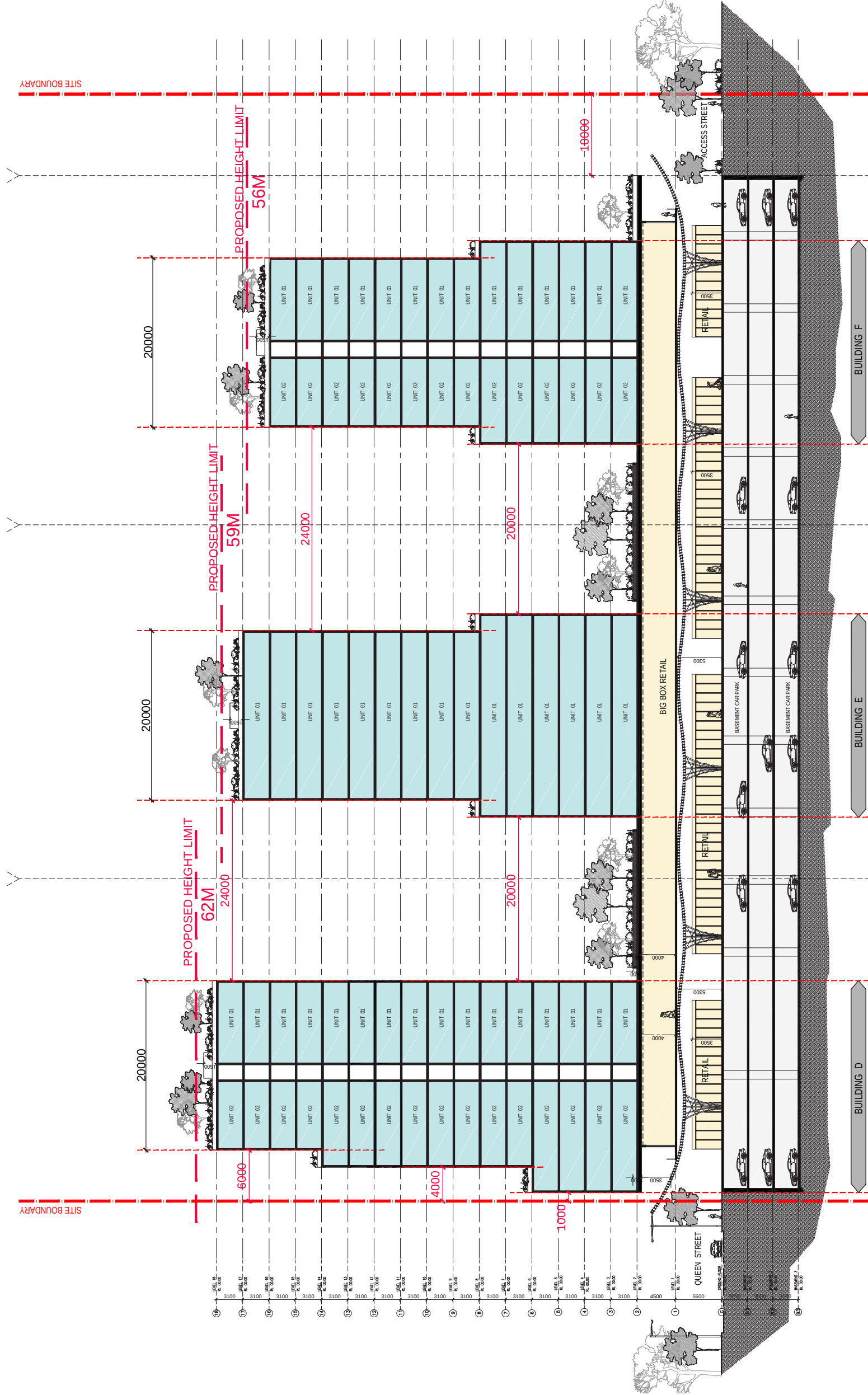


LEGEND:

- Residential Towers
- Commercial
- Retail Boxes
- Car Park



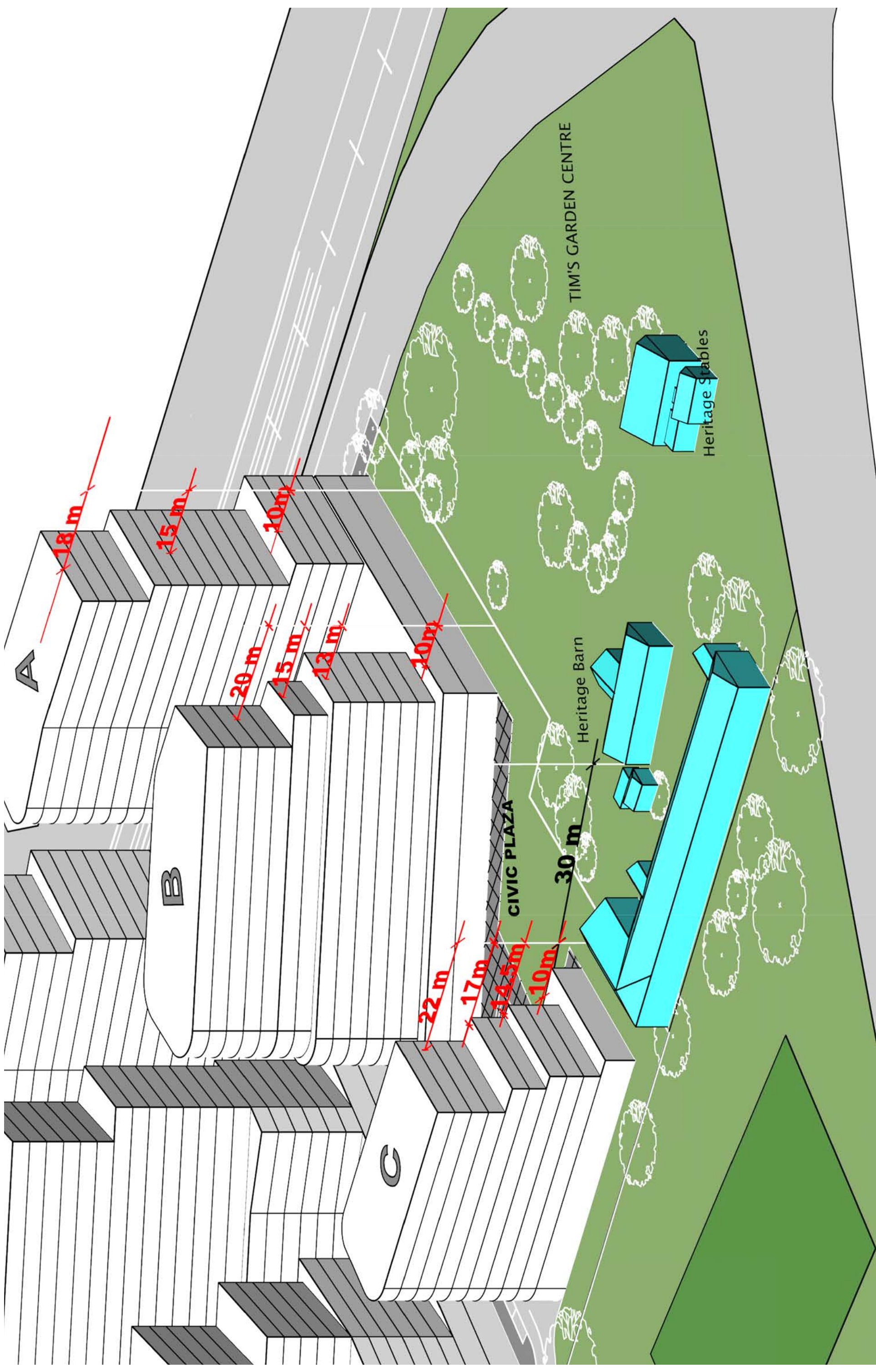




LEGEND:

- Residential Towers
- Commercial
- Retail Boxes
- Car Park





INDICATIVE YIELD SCHEDULE:

Project:	Queen Street Campbelltown		Project No.	993
Project Address:	Queen Street Campbelltown			
Overall Site Area:	20,463.95 sqm			
DCP FSR				
Consent Authority:	A			
Current Design & Issue No				

PROPOSED GROSS FLOOR AREA							
	Building A 18 st	Building B 15 st	Building C 10 st	Building D 18 st	Building E 17 st	Building F 16 st	Overall Commercial / Retail Residential FSA
Ground Level							593.64
Level 1	7490.07		994.67	1073.53	1125.60		8106.96
Level 2	1091.40	1192.30			1086.05	1076.85	8587.71
Level 3	1091.40	1192.30	994.67	1073.53	1086.05	1076.85	9610.34
Level 4	1091.40	1192.30	994.67	1073.53	1086.05	1076.85	6514.80
Level 5	1091.40	1192.30	994.67	1073.53	1086.05	1076.85	6514.80
Level 6	850.33	1192.30	741.51	929.40	1086.05	1076.85	6514.80
Level 7	850.33	1192.30	741.51	929.40	1086.05	1076.85	5876.44
Level 8	850.33	913.57	741.51	929.40	757.56	773.61	5876.44
Level 9	850.33	913.57	741.51	929.40	757.56	773.61	4965.98
Level 10	850.33	913.57		929.40	757.56	773.61	4965.98
Level 11	850.33	913.57		929.40	757.56	773.61	4224.47
Level 12	850.33	913.57		929.40	757.56	773.61	4224.47
Level 13	850.33	913.57		929.40	757.56	773.61	4224.47
Level 14	729.10	913.57		738.19	757.56	773.61	3912.03
Level 15	729.10			738.19	757.56	773.61	2998.46
Level 16	729.10			738.19	757.56		2224.85
Level 17	729.10			738.19			1467.29
Level 18							0.00
Level 19							0.00
Level 20					0.00		0.00
Level 21							0.00
Level 22							0.00
Level 23							0.00
Level 24							0.00
Residential SUBTOTAL	14,084.62	13,548.77	7,939.40	14,682.11	13,334.34	12,649.97	593.64
							16,694.68
							Total 85,448.52
							102,143.20

COMMERCIAL/RETAIL GFA 16,694.68 m²
PROPOSED COMMERCIAL/ RETAIL FSR 0.8 :1

RESIDENTIAL GFA 85,448.52 m²
PROPOSED RESIDENTIAL FSR 4.2 :1

OVERALL DEVELOPMENT GFA 102,143.20 m²
OVERALL DEVELOPMENT FSR 5.0 :1

INDICATIVE UNIT MATRIX:

Podium	1 Bed	2 Bed	3 Bed
Level 1	10	11	0

TOTAL 10 11 0 21

Building A			
Ground Level	1 Bed	2 Bed	3 Bed
Level 1			
Level 2	4	7	1
Level 3	4	7	1
Level 4	4	7	1
Level 5	4	7	1
Level 6	2	7	1
Level 7	2	7	1
Level 8	2	7	1
Level 9	2	7	1
Level 10	2	7	1
Level 11	2	7	1
Level 12	2	7	1
Level 13	2	7	1
Level 14	2	3	3
Level 15	2	3	3
Level 16	2	3	3
Level 17	2	3	3

TOTAL 40 96 24 160
25% 60% 15%

Building D			
Ground Level	1 Bed	2 Bed	3 Bed
Level 1			
Level 2	2	9	1
Level 3	2	9	1
Level 4	2	9	1
Level 5	2	9	1
Level 6	1	8	1
Level 7	1	8	1
Level 8	1	8	1
Level 9	1	8	1
Level 10	1	8	1
Level 11	1	8	1
Level 12	1	8	1
Level 13	1	8	1
Level 14	1	6	1
Level 15	1	6	1
Level 16	1	6	1
Level 17	1	6	1

TOTAL 20 124 16 160
13% 78% 10%

Building B			
Ground Level	1 Bed	2 Bed	3 Bed
Level 1			
Level 2	5	8	1
Level 3	5	8	1
Level 4	5	8	1
Level 5	5	8	1
Level 6	5	8	1
Level 7	5	8	1
Level 8	3	7	2
Level 9	3	7	2
Level 10	1	7	2
Level 11	1	7	2
Level 12	1	7	2
Level 13	1	7	2
Level 14	1	7	2

TOTAL 41 97 20 158
26% 61% 13%

Building E			
Ground Level	1 Bed	2 Bed	3 Bed
Level 1			
Level 2	4	9	0
Level 3	4	9	0
Level 4	4	9	0
Level 5	4	9	0
Level 6	4	9	0
Level 7	4	9	0
Level 8	1	5	2
Level 9	1	5	2
Level 10	1	5	2
Level 11	1	5	2
Level 12	1	5	2
Level 13	1	5	2
Level 14	1	5	2
Level 15	1	5	2
Level 16	1	5	2

TOTAL 33 99 18 150
22% 66% 12%

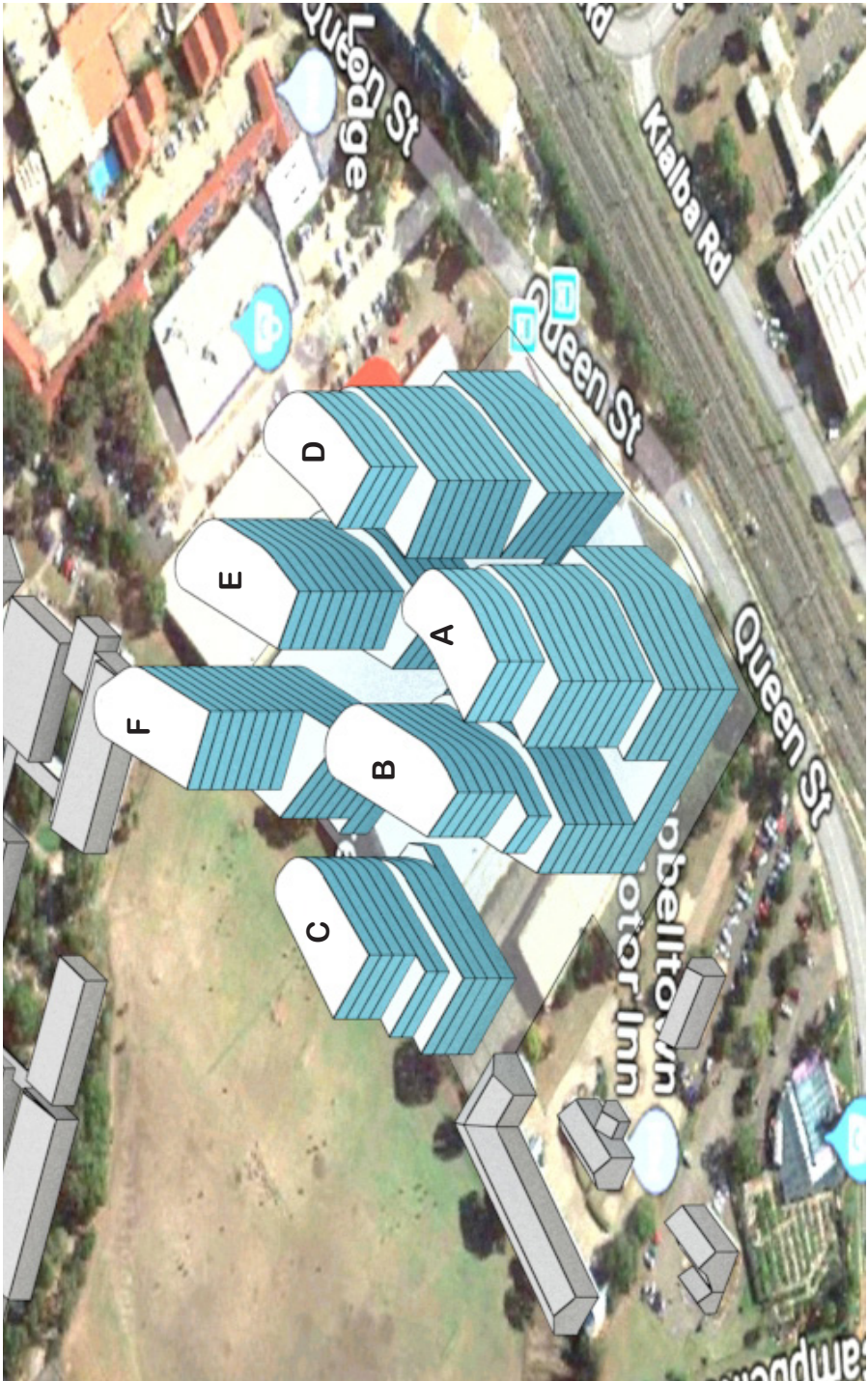
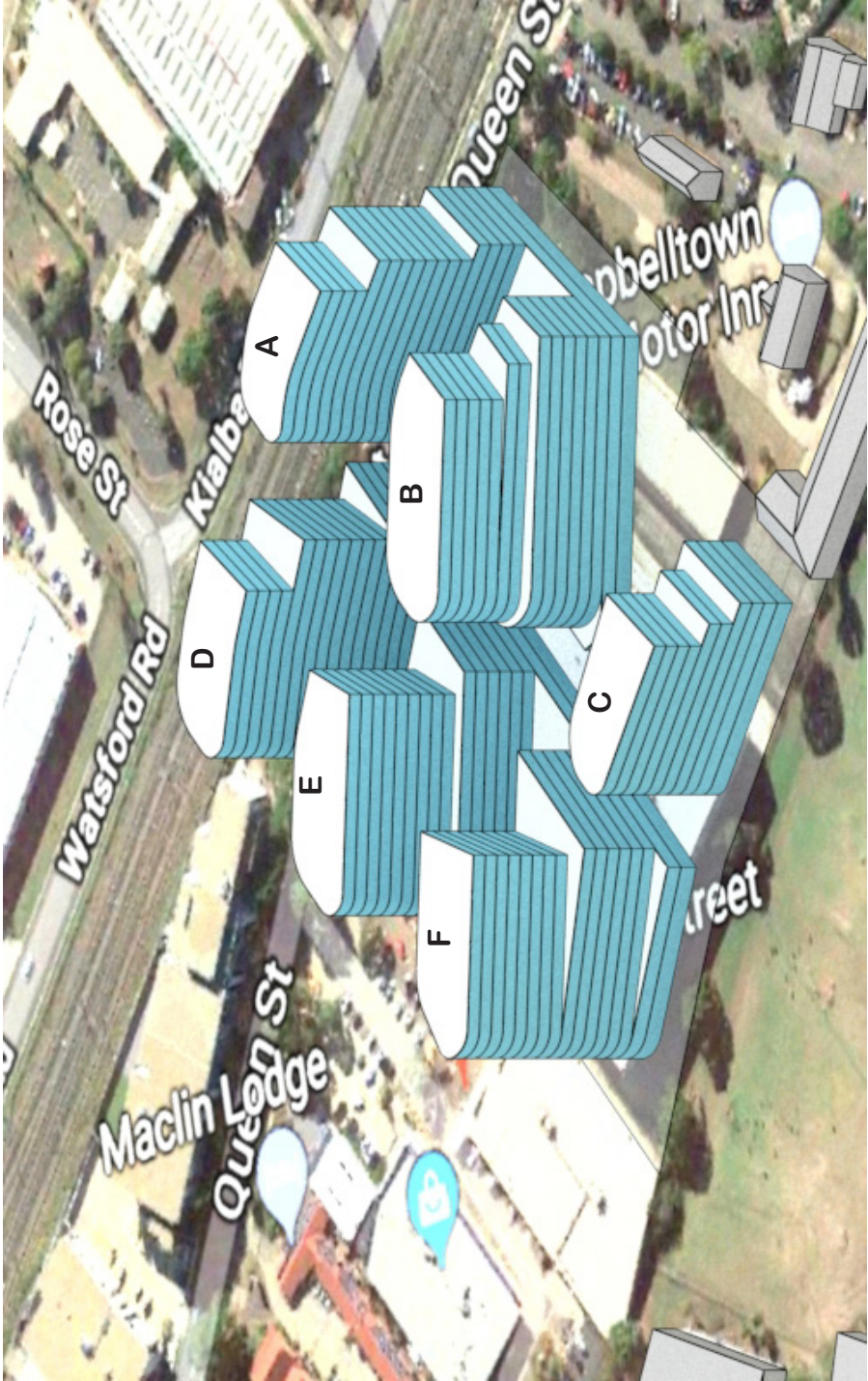
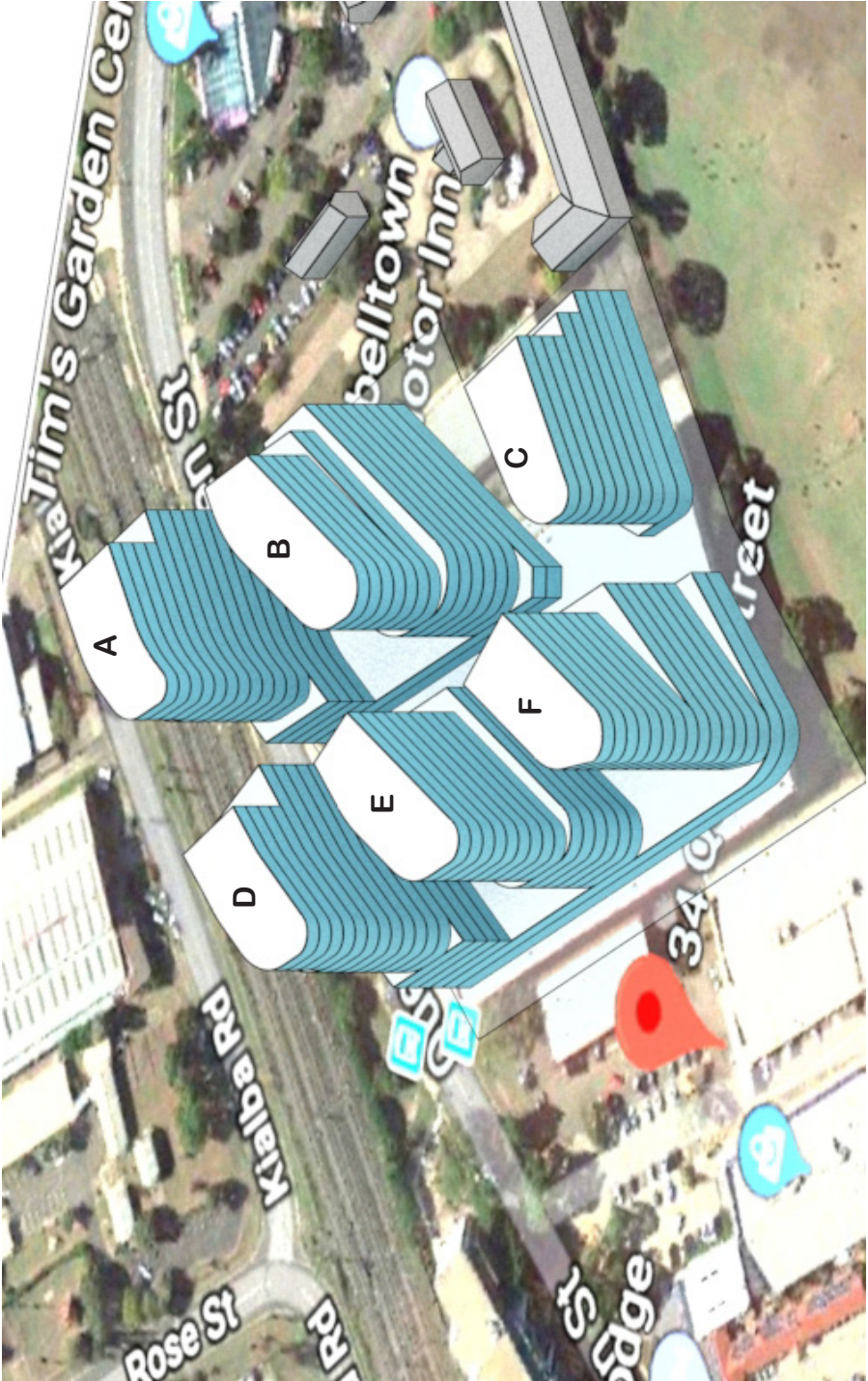
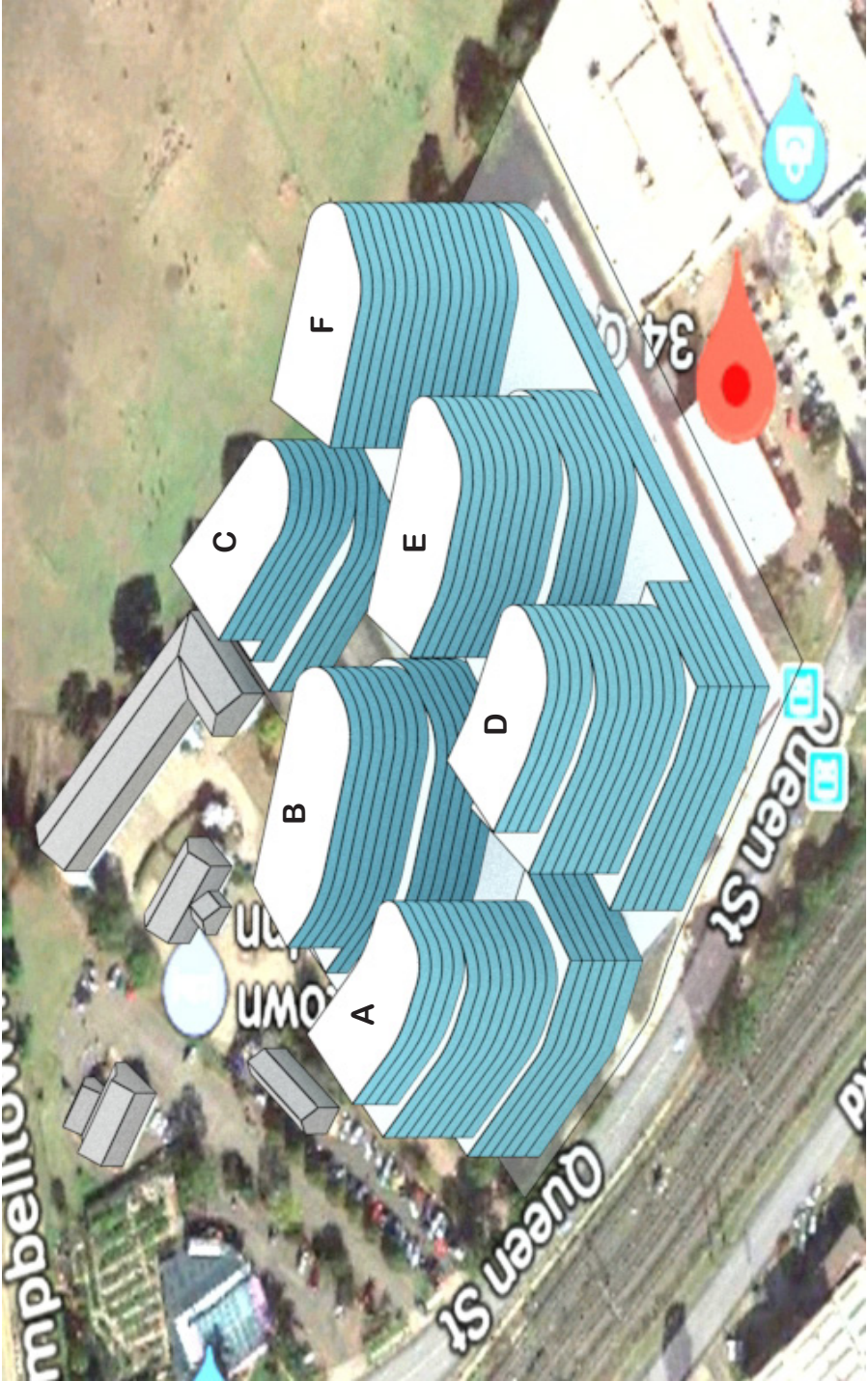
Building C			
Ground Level	1 Bed	2 Bed	3 Bed
Level 1	4	8	0
Level 2	4	8	0
Level 3	4	8	0
Level 4	3	6	1
Level 5	3	6	1
Level 6	1	6	1
Level 7	1	6	1
Level 8	1	6	1
Level 9	1	6	1

TOTAL 22 60 6 88
25% 68% 7%

Building F			
Ground Level	1 Bed	2 Bed	3 Bed
Level 1			
Level 2	3	7	2
Level 3	3	7	2
Level 4	3	7	2
Level 5	3	7	2
Level 6	3	7	2
Level 7	3	7	2
Level 8	2	6	1
Level 9	2	6	1
Level 10	2	6	1
Level 11	2	6	1
Level 12	2	6	1
Level 13	2	6	1
Level 14	2	6	1
Level 15	2	6	1

TOTAL 38 102 22 162
23% 63% 14%

TOTAL DEVELOPMENT				UNITS	
PODIUM	1 bed	2 bed	3 bed		
	10	11	0	21	
BUILDING A	40	96	24	160	
BUILDING B	41	97	20	158	
BUILDING C	22	60	6	88	
BUILDING D	20	124	16	160	
BUILDING E	33	99	18	150	
BUILDING F	38	102	22	162	
TOTAL	204	589	106	900	
				23%	12%
				66%	





PROJECT ADDRESS
22-32 Queen Street,
Campbelltown, NSW, 2060

DEVELOPMENT MANAGERS & URBAN PLANNERS
Pacific Planning Pty Ltd



PACIFIC PLANNING

LANDOWNER AND DEVELOPER
Alard Developments PTY LTD



PROJECT STAGE
URBAN DESIGN REPORT

DATE
2018

Perspective View - Aerial View





PROJECT ADDRESS
22-32 Queen Street,
Campbelltown, NSW, 2060

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ALAND

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DATE
2018



Perspective View - Aerial View





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ALAND

PROJECT STAGE
URBAN DESIGN REPORT

DATE

2018



Perspective View - Retail Street View

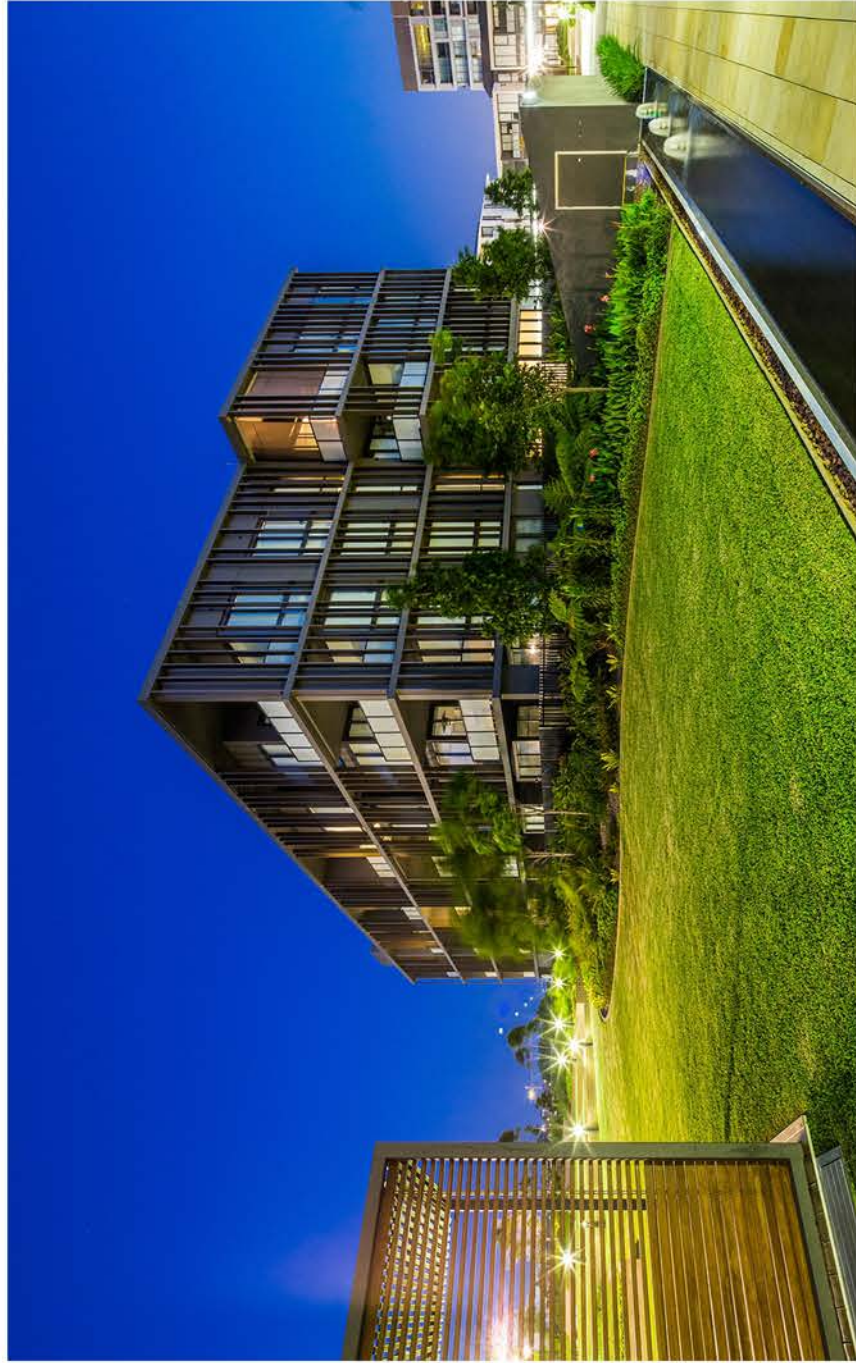
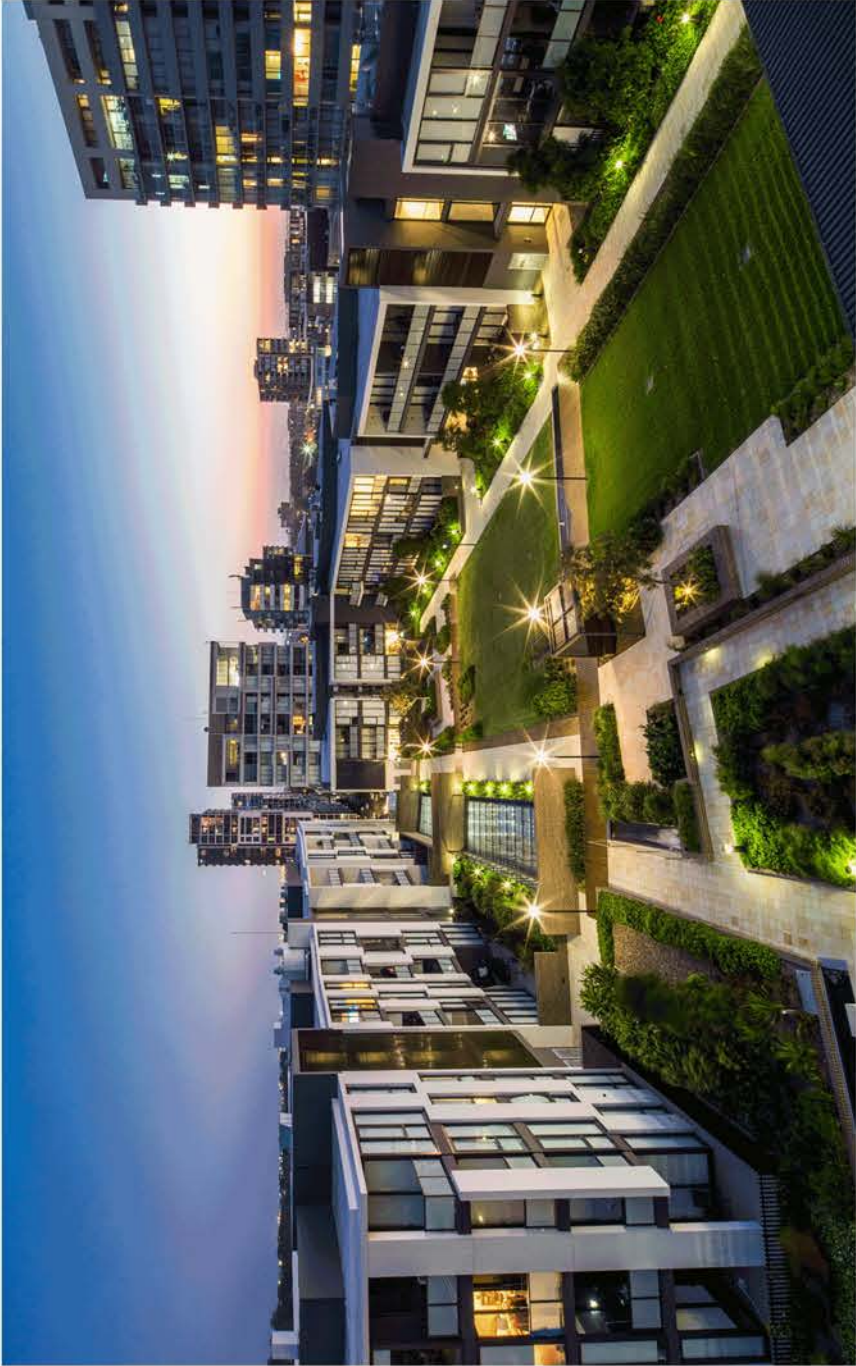




DESTINATION RETAIL CONCEPTS



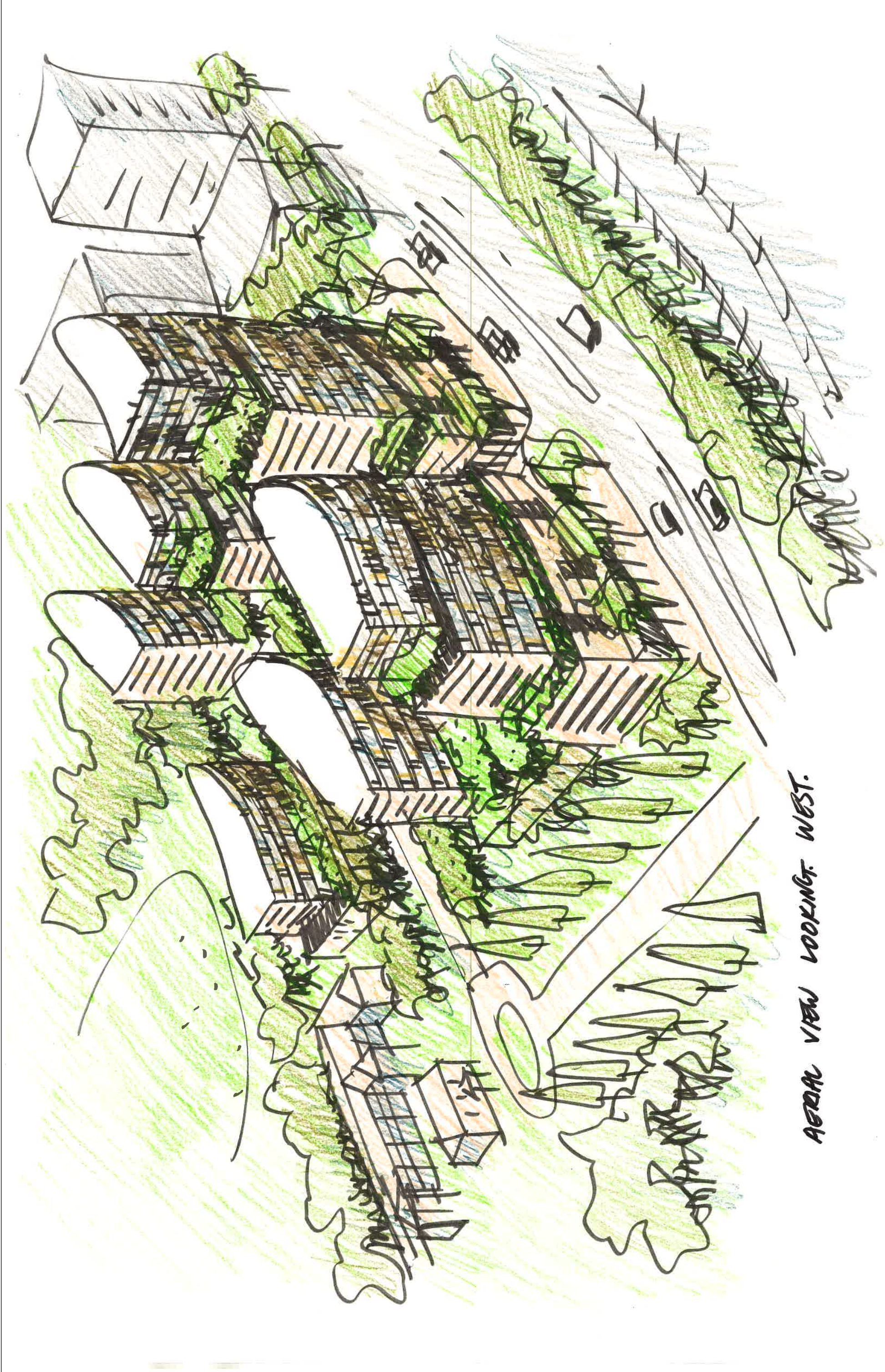
EAT STREETS



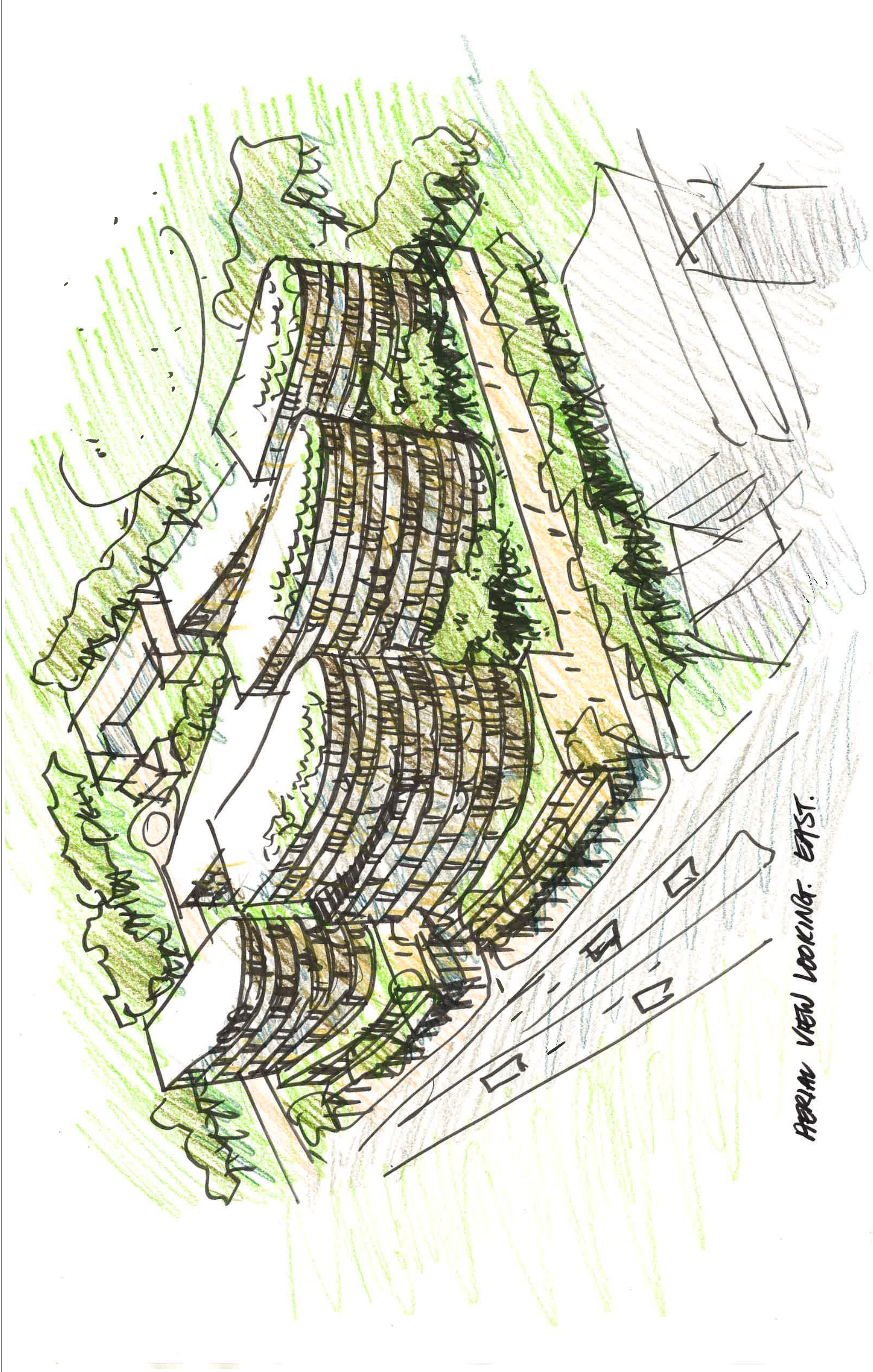
ROOF TOP COMMUNAL OPEN SPACE



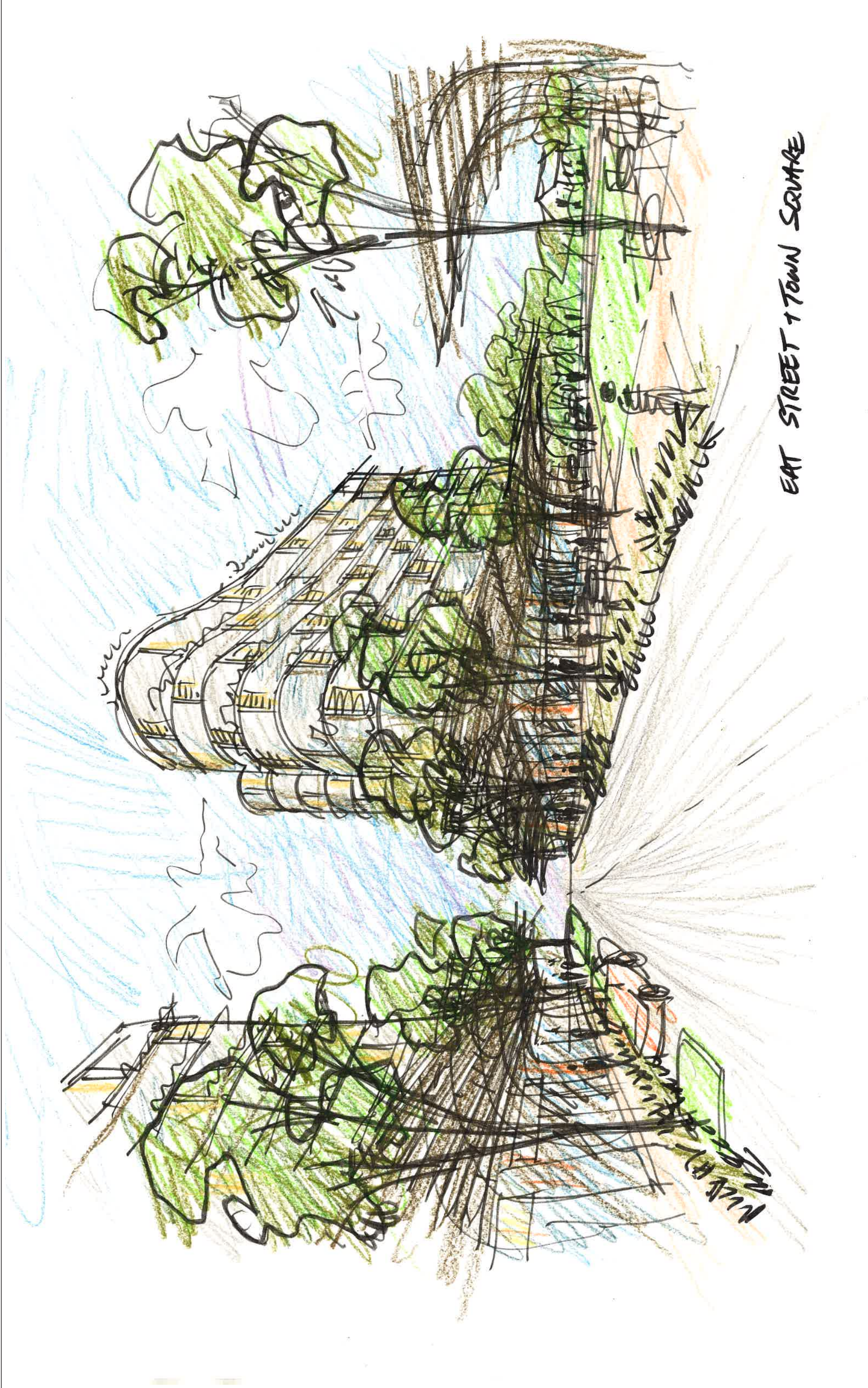
COMUNAL CIVIC SPACE



AERIAL VIEW LOOKING WEST.

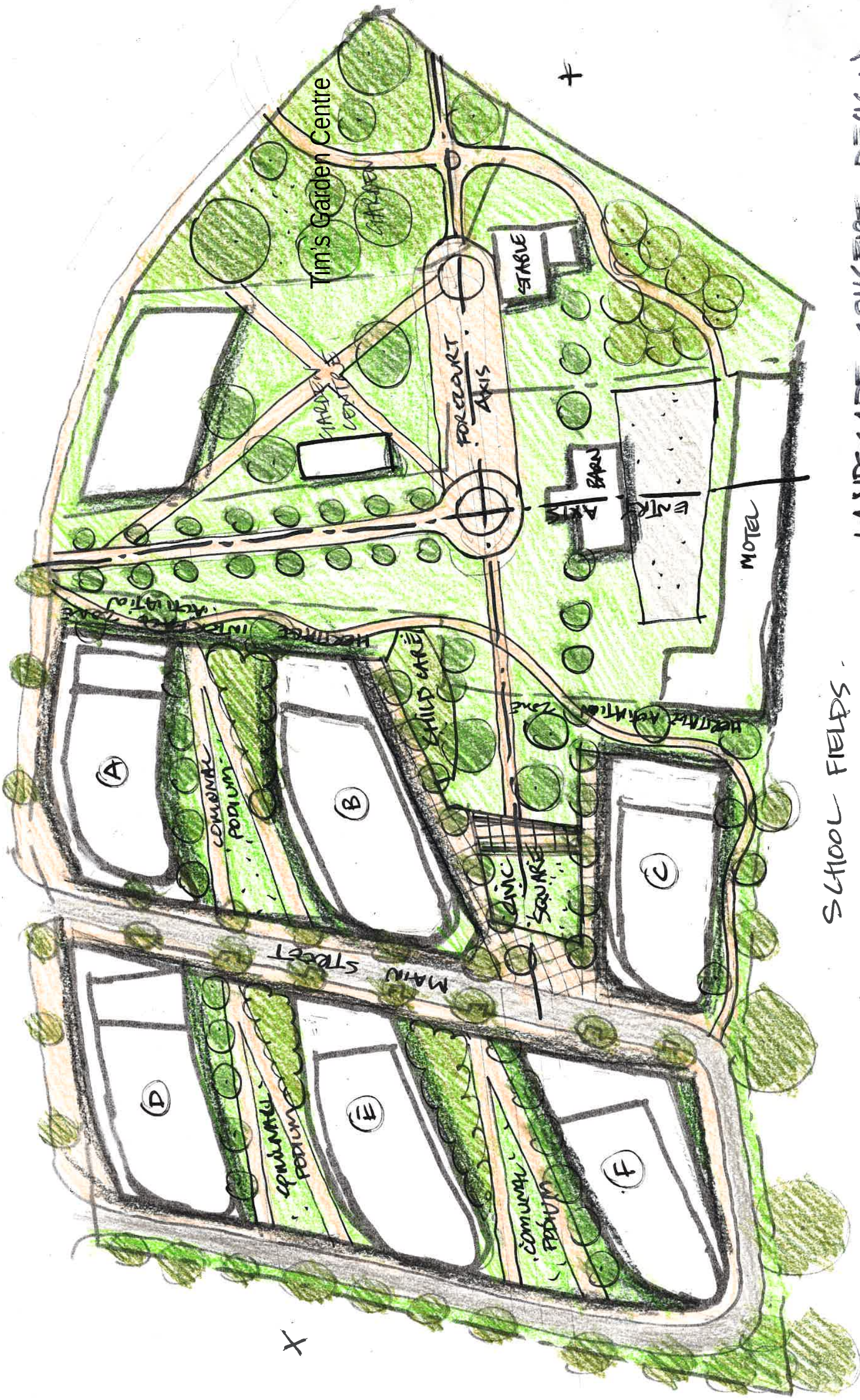


AERIAL VIEW LOOKING EAST.



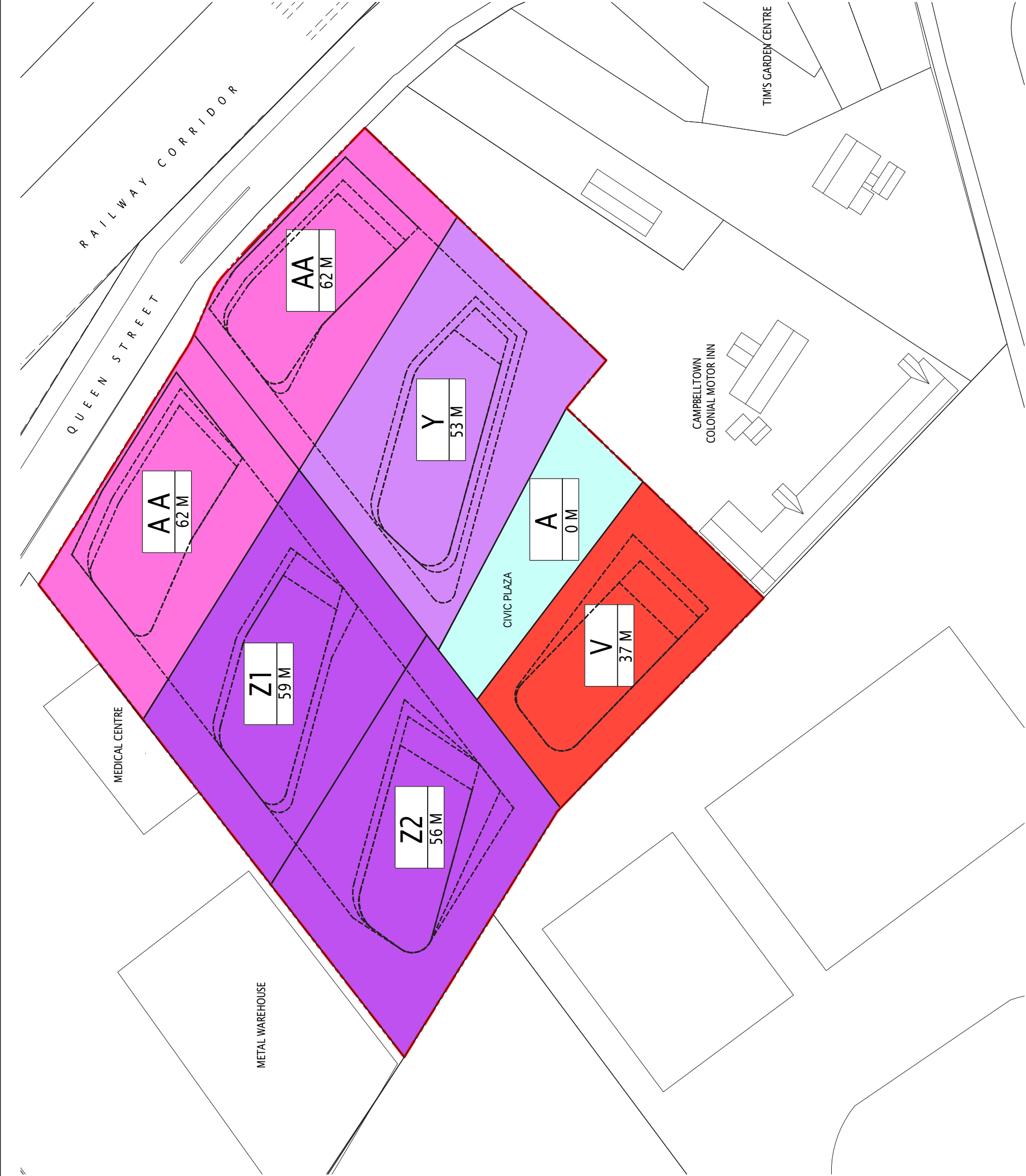
EAT STREET + TOWN SQUARE

QUEEN ST.



SCHOOL FIELDS

LANDSCAPE CONCEPT DESIGN



HEIGHT OF BUILDING MAP	
AA	62 M
Z1	59 M
Z2	56 M
Y	53M
V	37 M
A	0 M