**Heritage**

The precinct contains two local heritage items. Leumeah Creek, on the southern boundary of the precinct contains one of two heritage listed dams, Warby’s Dam 1, of local significance. Warby’s Dam 2 is located outside the precinct on the south-eastern boundary.

‘Hollylea’, the former Plough Inn, located on the western side of the precinct, is a local and state heritage listed item of heritage, architectural and social significance.

**Recent Residential Development**

Recent development is considered a short to medium term constraint to development as the average life cycle of a building is generally 30 to 40 years.

Analysis of recent residential development over the last 15 years indicated that incremental low rise development has occurred throughout the precinct. Figure 15 below illustrates where this development has occurred.

A relatively low proportion of dwellings, particularly in the east of the precinct, have been redeveloped with the exception of a small pocket of houses in the north-eastern corner of the precinct. This provides opportunities for a large number of sites in the precinct to be redeveloped over the next 20 years due to the condition and age of the existing building stock.
Land Ownership

The following figure illustrates the different land ownership patterns in the precinct. Large tracts of land are owned by Campbelltown City Council, including the Campbelltown Sports Stadium, and surrounding car parking areas west of the station, the large Kanbyugal and Payton Reserves, and the Smiths Creek Reserve.

There is some strata titled residential development throughout the precinct, predominantly in the east near the station. There is also some industrial strata located to the west of the station.

Overhead transmission wires and corresponding easements traverse the length of the precinct near Rose Payton Drive. This significant utility service and easement corridor represent a constraint to certain types of land within its vicinity.

Figure 16(a): Campbelltown Stadium in Leumeah precinct

Figure 16(b): Land ownership within the Leumeah precinct
Social Infrastructure

The precinct is well served by community facilities and infrastructure, as indicated in Figure 17. There are five local open spaces, regionally significant stadium and sports precinct, one school, as well as many religious centres, childcare and early learning facilities, and community services.

The community facilities are generally located in the eastern half of the precinct within an 800m to 1km radius of the station. The large majority of Leumeah’s residents live in this eastern half of the precinct.

Local Government Social Infrastructure
1. Normandy Reserve
2. Campbelltown Stadium
3. Coodong Reserve and Scout Hall
4. Hollylea Reserve and skate park
5. Leumeah Park

State Government Social Infrastructure
6. Leumeah Public School

Private and Non-government Infrastructure
7. Airds Medical Centre
8. Campbelltown Indoor Soccer Arena
9. Leumeah Congregational Church
10. Leumeah Medical Centre
11. Leumeah Tenpin bowling
12. Little Einsteins Child Care Leumeah
13. Little Einsteins Child Care Leumeah 2
14. Mission Australia Early Childhood Intervention Service
15. New Apostolic Church
16. Salvation Army Shop and counselling services
17. West Tigers Leagues Club
18. Beverly Park Special School
19. Lomandra School
20. Campbelltown Performing Arts High School
21. Campbelltown North Public School
22. Ernest Walsh Reserve
23. Jackson Park
24. Kambah Reserv
25. Leumeah High School
26. Little Green Frogs Preschool
27. Smiths Creek Reserve
28. WorkVentures Connect Centre Claymore

Figure 17: Social Infrastructure within the Leumeah precinct
**Combined Constraints**

The combined constraints mapping indicates that there are some portions of the precinct that contain some form of development constraint.

A considerable amount of industrial land in the western half of the precinct is constrained due to strata title. However only a small amount of land is constrained on the eastern side of the precinct, largely confined to riparian corridors and nature reserves.

**Unconstrained Land**

Unconstrained land provides the most potential for renewal over the next 20 years, subject to further investigations.

The eastern half of the precinct is relatively unconstrained and has potential to contribute to the future renewal and capacity of the precinct.

Land close to the station on the western side of the precinct is also unconstrained and provides opportunities for renewal.
Housing

- Provide a variety of housing types within walking distance of the station to cater for all members of the community.
- Provide a range of building heights, with increased heights closest to the station to maximise pedestrian activity and increase trade for local businesses.

Jobs

- Leumeah’s emergence as a regional recreation and entertainment precinct will be a catalyst for growth in services, retail and cultural employment jobs.
- Construction and industrial related jobs will continue to be a major employment base for the precinct.
- Potential for the precinct’s employment lands to accommodate a broader range of employment generating uses and intensification of activities over time.

Movement Network

- Promote cycling and walking by providing new shared pathways, separated cycleways, footpaths, pedestrian refuges, street tree planting, bicycle storage facilities and lighting.
- Develop a continuous, safe regional commuter and recreational cycle route from Glenfield to Macarthur adjacent to the rail corridor.
- Introduce new local cycle routes to improve connections with Leumeah station and the surrounding area.

Open Space and Public Domain

- Enhance the local centre around Leumeah station with pedestrian friendly streets, outdoor dining, street tree planting, inviting public gathering spaces and attractive street furniture.
- Establish a quality open space and public domain network that provides better linkages to and upgrades of existing open spaces.
- Promote ecological corridors linking the precinct with Smiths Creek Reserve to the Georges River.
- Investigate opportunities to review underutilised open space to contribute towards recreational outcomes.

Built Form

- Campbelltown Sports Stadium and surrounding lands to be redeveloped as a regional sports, recreation and entertainment facility, providing a gateway to the Campbelltown Macarthur regional city centre.
- Ground floor retail and mixed residential uses within an enhanced local centre to generate activity and ensure a highly visible station.
“A regionally significant sporting, recreation and entertainment precinct for south west Sydney”
Land Use and Infrastructure Plan

Figure 22: Leumeah Land Use and Infrastructure Plan

Legend
- Precinct Boundary
- Station
- Train Line
- Existing Connection
- Proposed Connection
- Green Link
- Proposed Green Link
- Active Frontage
- Precinct Gateway
- High Rise Residential
- Medium Rise Residential
- Low Rise Residential
- Mixed Use Retail & Residential
- Community Infrastructure
- Cultural & Leisure
- Industry & Innovation
- Employment
- Open Space
Future Precinct Character

The following diagrams and images demonstrate the desired future character for each area in Leumeah precinct.

Low Rise Residential
This area will largely retain its existing character and dwelling mix. Single-detached dwellings will remain the dominant housing type, however over time there is potential for renewal of building stock to provide a mixture of duplexes, townhouses and terraces.

Medium Rise Residential
This area will provide for the housing needs of a growing community with increased residential building heights in areas with good access to the station. This area could accommodate townhouses and medium rise apartments where the site is an appropriate size to deliver a high level of amenity. This could comprise 3-4 storey apartment buildings, with potential for communal open space and landscaped setbacks to enhance the existing streetscape.

High Rise Residential
This area could accommodate apartment housing to deliver a high level of amenity for the existing and future residents. This could comprise 7-8 storey apartment buildings, with potential for communal open spaces, shared facilities and new green connections to improve connectivity between Rudd Road and Leumeah station. The new dwellings should be carefully designed to integrate with the existing streetscape.
Land Use and Infrastructure Plan

**Mixed Use Retail & Residential**
This area could accommodate a mix of retail and residential uses that would complement the character of the local area. Buildings would have ground floor retail that would provide local services for residents and commuters, with apartments above ranging from 7-8 storeys in height.

**Industry & Innovation**
This area could accommodate large floorplate industrial offices and workshops on sites that are carefully designed to integrate with the existing streetscape.

**Employment**
This area could accommodate commercial offices on sites that are carefully designed to integrate with surrounding employment uses. This area will accommodate intensification of employment with offices and consolidated employment activities, and with premium office accommodation over time.

**Cultural & Leisure**
This area could accommodate a mix of retail, recreation, business, entertainment and sporting uses that would build on the precinct’s role as the regional sports precinct in the South West. Enhanced sport facilities will be the centre of the precinct’s character.
Figure 30: Desired future character for the Leumeah precinct.
Transport and Movement

The proposed transport network aims to:

- Improve walking and cycling connections from Leumeah Station to the town centre and entertainment uses;
- Increase direct bus routes and improve suburban bus route travel times to centres; and
- Improve road and street legibility and permeability throughout the precinct.

Key network improvements are identified on Figure 31 and include:

Public Transport

- Investigate opportunities to improve direct connections and reduce travel times for the suburban bus network suburban bus network to create a more connected system that provides direct routes to, from and through the corridor.

Walking and Cycling

- New regional cycle route parallel to the railway line to provide better connections to the station and surrounding areas.
- Series of local cycle network improvements, including:
  - Along Plough Inn Road and Harbord Road connecting the residential precinct to the north east.
  - Along Rudd Road, diverging to various local routes to the east.
- Streetscape works, such as footpath improvements and pedestrian crossings, to improve station connections and pedestrian environments.

Parking

- Undertake a parking study for the precinct to identify parking demand, develop appropriate parking management strategies and identify opportunities for improved mode share to increase walking, cycling and public transport use.
Environment and Open Space
Leumeah has a significant sporting role and includes a number of high amenity vegetated riparian corridors, including Smiths Creek reserve, which serve an important role within the corridor.

The development of the precinct as a regional sporting precinct serving South West Sydney, would involve upgrading and expanding existing facilities and development of new facilities.

Key recommendations for the precinct are to:
- Enhance the importance of Campbelltown Sports Stadium as a regional facility;
- Encourage connectivity to ecological corridors within the precinct and promote biodiversity through mass indigenous planting;
- Encourage green streets linking green spaces and ecological corridors within the precinct;
- Improve local playground facilities;
- Provide regional and local cycle and walking connections within the precinct.

Community Facilities
Leumeah Precinct contains no Council community facilities. Modest population growth and Leumeah’s proximity to a number of facilities in Campbelltown mean that no additional community facilities will be required in the precinct.

Education
Advice from the NSW Department of Education indicates that any additional demand for schools is likely to be met through the expansion of surrounding schools and no new schools are likely to be required by 2036.
Projected Growth

Leumeah precinct's projected growth is a calculation of the amount of residential and employment development that is expected to take place by 2036. The outcome of these projected growth calculations is provided below.

### Residential

The Department applied the Urban Feasibility Model (UFM) to determine the precinct's development potential under existing market conditions. The analysis indicated limited potential for dwellings to be feasibly developed in the current market. Additional market demand analysis indicated that in the short to medium term, feasibility may increase as land values and property prices increase and the availability of detached homes decreases.

It is anticipated that around 1,000 additional dwellings could be delivered in the precinct by 2036. This equates to around 45 dwellings per year, which has been used to assess future infrastructure requirements in the precinct.

Low rise residential housing will continue to be the predominant housing type to be developed throughout the precinct in the short term. However, over time there is likely to be increasing demand for a greater diversity of housing close to the station, which will facilitate more retail investment and employment opportunities. This is consistent with broader market trends. Further from the station, low rise housing will remain the predominant housing type.

### Employment

An employment lands analysis projected demand for an additional 88,000m² of employment lands within the precinct to 2036. This will deliver around 1,900 additional jobs, predominately in retail (45,000m²) and special uses (31,500m²). The Land Use and Infrastructure Plan provides appropriate employment floorspace to ensure there is capacity to accommodate this employment growth.

The proposed cultural and leisure area will provide for the expected growth in special uses, particularly, recreation, tourism and entertainment uses, and retail floorspace. The proposed mixed use area around the station will support the leisure and cultural uses and provide for additional retail and commercial floorspace.

### Calculating Growth Potential

Leumeah precinct’s projected growth is a calculation of the amount of residential and employment development that is expected to take place by 2036. The projected growth calculations take into consideration the following factors:

- Development on unconstrained sites. Development is projected to occur on the unconstrained sites identified on page 15 of this report.
- The Proposed Future Character and Built Form. The Land Use and Infrastructure Plan on page 18 identifies the desired future character and built form throughout the precinct. These building types have been applied to the precinct's unconstrained sites.
- Assumptions. A series of assumptions have been applied to calculate the land areas required for each development type, and the number of dwellings and jobs that could be provided. These assumptions are documented in Figure 5 of the Glenfield to Macarthur Urban Renewal Corridor Strategy.
- Economic Feasibility. An analysis of the housing potential and development feasibility of the precinct's unconstrained sites was undertaken using the Department's Urban Feasibility Model (UFM). The UFM is a strategic planning tool used to determine the likelihood of the current market to deliver various types of dwellings.
- Market Demand. A high level demand analysis has been undertaken to determine the demand for different dwelling types on unconstrained sites within the precinct. The analysis:
  - Assessed the desired future character, built form and housing types proposed under the Land Use and Infrastructure Plan, against market conditions and demand; and
  - Identified take-up/realisation rates for each land use within the precinct, which informed the calculation of the projected growth.
- The 'take-up' or 'realisation' rates were informed by several factors, including broader population growth, property sub-markets, historic dwelling activity, the development pipeline, the precinct's dwelling capacity and current market feasibility.

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**Figure 33: Existing and projected dwelling growth by typology in Leumeah**

<table>
<thead>
<tr>
<th>Dwelling Type</th>
<th>2021</th>
<th>2031</th>
<th>2036</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low Rise</td>
<td>150</td>
<td>500</td>
<td>700</td>
</tr>
<tr>
<td>Medium Rise</td>
<td>0</td>
<td>50</td>
<td>250</td>
</tr>
<tr>
<td>High Rise</td>
<td>0</td>
<td>50</td>
<td>50</td>
</tr>
<tr>
<td>Total Dwellings</td>
<td>150</td>
<td>500</td>
<td>1,000</td>
</tr>
</tbody>
</table>

**Figure 34: Cumulative projected dwelling growth in Leumeah**

**Figure 35: Existing and projected jobs growth by typology in Leumeah**

<table>
<thead>
<tr>
<th>Job Type</th>
<th>2021</th>
<th>2031</th>
<th>2036</th>
</tr>
</thead>
<tbody>
<tr>
<td>Industry</td>
<td>35</td>
<td>70</td>
<td>90</td>
</tr>
<tr>
<td>Retail</td>
<td>600</td>
<td>1,000</td>
<td>1,200</td>
</tr>
<tr>
<td>Business</td>
<td>80</td>
<td>120</td>
<td>140</td>
</tr>
<tr>
<td>Special Uses</td>
<td>180</td>
<td>360</td>
<td>450</td>
</tr>
<tr>
<td>Total Jobs</td>
<td>895</td>
<td>1,550</td>
<td>1,880</td>
</tr>
</tbody>
</table>

**Figure 36: Cumulative projected jobs growth in Leumeah**

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Infrastructure Analysis

Figure 37 provides a summary of the infrastructure items required to support the projected growth in the precinct. This includes public transport, walking and cycling upgrades, roads and community infrastructure. Services utilities such as water, sewage, electricity and gas will also be upgraded as the growth occurs.

The infrastructure items would be funded and delivered by a range of sources as identified in Figure 44, and would be subject to more detailed investigations to inform the delivery time frames, design and costings.

<table>
<thead>
<tr>
<th>Item</th>
<th>Measure</th>
<th>Planning Responsibility</th>
<th>Timing</th>
<th>Funding Mechanism</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><strong>Public Transport</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Increased rail services to meet the needs of the precinct’s growth</td>
<td>TfNSW</td>
<td>Train service levels are reviewed continually by TfNSW. The stopping patterns and level of service will be matched to the growth and function of each precinct</td>
<td>TfNSW delivery responsibility</td>
</tr>
<tr>
<td>2</td>
<td>Investigate opportunities to improve direct connections and reduce travel times for the suburban bus network to create a more connected system that provides direct routes to, from and through the corridor</td>
<td>TfNSW</td>
<td>Bus service levels are reviewed continually by TfNSW and RMS. Detailed planning for a new suburban bus route to be investigated based on development in the area</td>
<td>TfNSW delivery responsibility</td>
</tr>
<tr>
<td></td>
<td><strong>Walking &amp; Cycling</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>New regional cycle routes parallel and perpendicular to the railway line to provide better connections to the station and surrounding area</td>
<td>TfNSW</td>
<td>To be determined as precinct develops</td>
<td>TfNSW funding responsibility</td>
</tr>
<tr>
<td>4</td>
<td>Series of local cycle network improvements, including at:</td>
<td>Council</td>
<td>To be determined as precinct develops</td>
<td>Delivery as part of Council’s Section 94 Plan/VPA</td>
</tr>
<tr>
<td></td>
<td>• Along Plough Inn Road and Harbord Road connecting the residential precinct to the north east</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Along Rudd Road, diverging to various local routes to the east</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Streetscape works such as footpath improvements, pedestrian crossings and refuges, street tree planting, bicycle storage facilities and lighting.</td>
<td>Council</td>
<td>To be determined as precinct develops</td>
<td>Delivery as part of Council’s Section 94 Plan/VPA</td>
</tr>
<tr>
<td></td>
<td><strong>Education &amp; Community Infrastructure</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Additional teaching spaces and infrastructure at existing primary and high schools</td>
<td>Department of Education and Communities</td>
<td>To be determined as precinct develops</td>
<td>Delivered as part of DEC’s School Cluster Asset Plan</td>
</tr>
<tr>
<td>7</td>
<td>Potential redevelopment of Campbelltown Stadium and surrounds to a regional sport centre</td>
<td>Whole of Govt and Major landowners</td>
<td>To be determined as precinct develops</td>
<td>Subject to further funding and delivery investigations</td>
</tr>
</tbody>
</table>

Figure 37: Infrastructure servicing required in the Leumeah precinct