

Station Street Development Site (Subdivision controls)

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These controls are proposed for inclusion under “Part 3 – Controls for Specific Locations” in
“Volume 3 – Subdivision of Land” of the Development Control Plan

TO BE INSERTED WITHIN VOLUME 3 – SUBDIVISION OF LAND, PART 3 – CONTROLS FOR SPECIFIC LOCATIONS

3.11 Station Street, Menangle

Application

1. This section applies to the land identified on the map below:



Figure 1: Land to which this part applies

Lot Size and Shape

Explanatory Notes

- The controls below replace control no. 2 and 7 under section 2.4 Lot Size and Shape within this Volume.*
- Volume 4 – Residential Development includes an objective for housing delivery that encourages the provision of a range of dwelling types to meet the communities' needs and promotes social equity.*
- This is an important objective that also needs to be considered at the subdivision stage of a development. Accordingly, the objective has been included below.*
- Providing a range of residential lot sizes, with varying dimensions, provides for greater choice of potential housing products, which assists in facilitating housing diversity and choice to meet the different housing needs of the community.*
- Reducing the minimum lot width would allow the Menangle precinct to provide more opportunities to deliver a larger range of dwelling types and sizes, providing housing affordability and diversity for a range of household types.*
- Housing affordability remains a concern for new entrants to the market and those with lower disposable incomes. Housing diversity can make provision for housing that is more affordable to rent and buy, meeting these important equity needs.*

Objectives

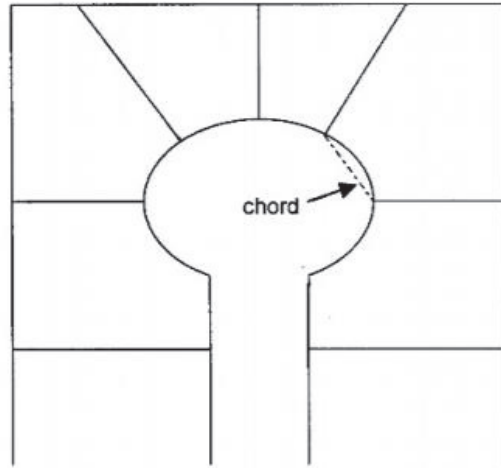
- To ensure that residential development provides a range of dwelling types and sizes to meet the needs of the whole community in a way that promotes social equity.
- To accommodate a mix of lot sizes and dwelling types across a precinct.
- To establish minimum lot dimensions for different residential dwelling types.
- To encourage variety in dwelling size, type and design to promote housing choice and create attractive streetscapes with distinctive characters.

Controls

- Controls in Section 2.4, Volume 3 of this Development Control Plan apply, except where the controls in this clause differ, in which case the controls in this clause take precedence.
- The following minimum dimension controls apply to the precinct:

Area	Minimum Lot Width	Minimum Lot Width (Corner allotment)	Minimum Lot Depth
Less than 450m ²	7m	8m	20m
Between 450m ² and 650m ² (inclusive)	12m	14m	20m

- Proposed lots which face onto a cul-de-sac head shall achieve a minimum "chord" width of 5 metres. The area considered to be the chord of the cul-de-sac is demonstrated in the diagram below.



The width of any lot at the front building line shall be in accordance with the table above in control 2.

Pedestrian and Cycle Access

Explanatory Note

- *The controls below are additional and would not replace any controls in the Wollondilly DCP 2016.*

Objectives

- a. To encourage walking and cycling for local trips to help reduce vehicle reliance.
- b. To create an accessible network of routes which connect the development with internal and external road networks and local amenities.

Controls

1. Pedestrian and cycle paths should be provided in conjunction with the subdivision of land, creation of streets and development of open space in accordance with Figure 2.
2. Shared pedestrian/cycle links, cycle ways and public streets should be clearly signposted to indicate their shared status.
3. Shared pedestrian and cycle paths should be a minimum of 2.5m wide.

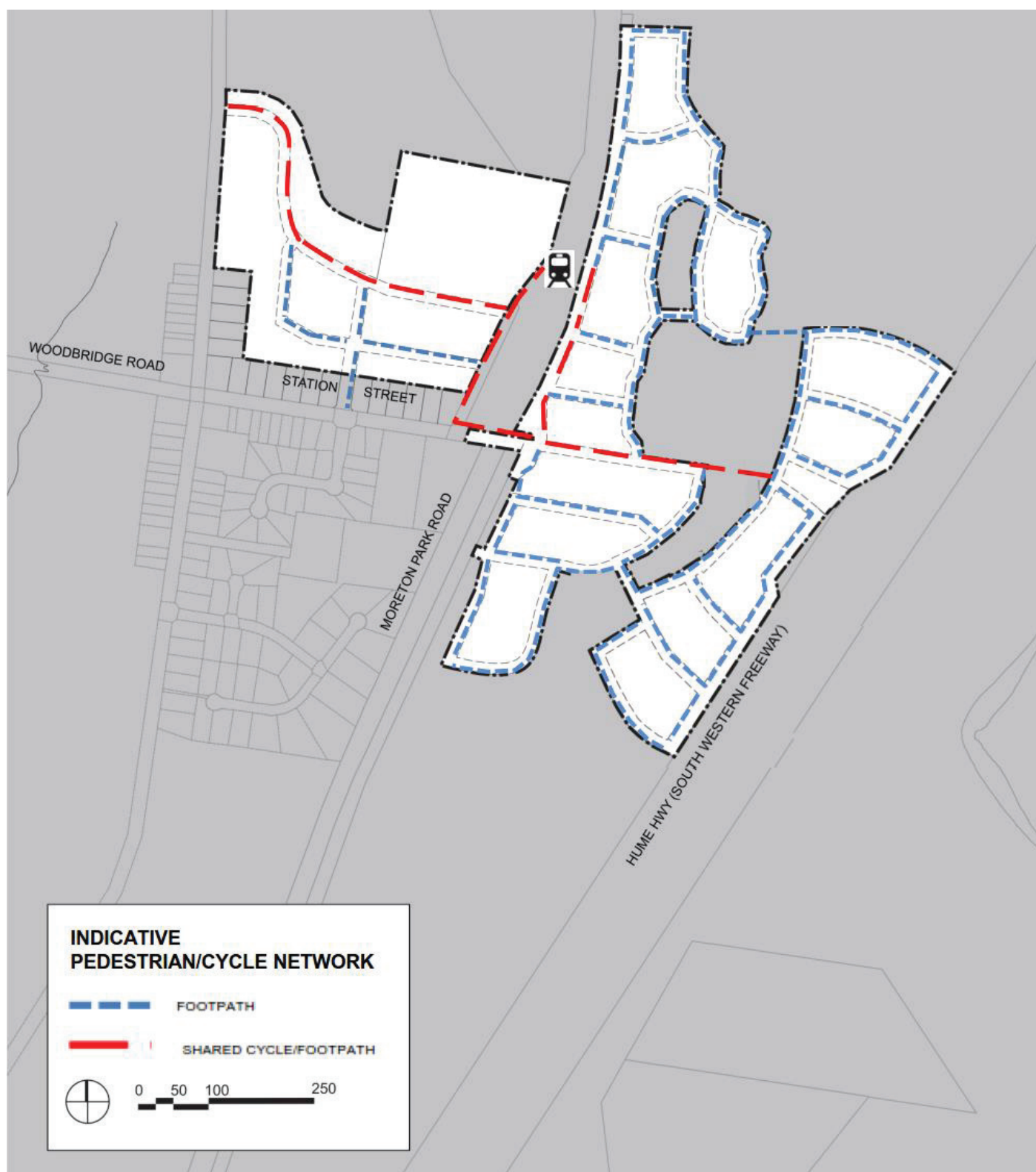


Figure 2: Cycle Paths

Laneways

Explanatory Notes

- *The controls below are additional and would not replace any controls in the Wollondilly DCP 2016.*
- *The Menangle precinct proposes to amend the Wollondilly LEP 2011 to allow attached houses. Laneways facilitate the provision of rear vehicular access to compact or restricted access lots, resulting in improved housing design and amenity for occupants.*
- *Laneways also create attractive front residential streets by removing garages and driveway cuts from the street frontages, improving the presentation of houses and maximising on street parking spaces and street trees.*
- *The reduction in the number of driveway crossovers would result in fewer conflicting movements of vehicles, pedestrians and cyclists.*

Laneways are public roads that are shareways, utilitarian thoroughways of the street network that provide rear vehicular access to compact or restricted access lots. The primary purpose of rear laneways is to create attractive front residential streets by removing garages and driveway cuts from the street frontages, improving the presentation of houses and maximising on street parking spaces and street trees. While laneways should be neat and tidy, they should not be confused with streets in width, character or function.

A laneway is a shareway, designed to be shared by all users whether they are pedestrians, cyclists or drivers. Equal priority between all users reinforces the distinctive, slow speed environment for drivers.

Objectives

- a. To provide vehicular access to the rear or side of lots where front access is restricted or not possible, particularly narrow lots.
- b. To reduce garage dominance in residential streets.
- c. To maximise on-street parking spaces and landscaping in residential streets.
- d. To reduce vehicular conflict through reduced driveway cross overs and focusing of traffic to known points.
- e. To facilitate the use of attached and narrow lot housing to achieve overall higher neighbourhood densities.
- f. To enable garbage collection.
- g. To create a slow speed shared zone requiring co-operative driving practices for the very low volume and frequency of vehicle movements that is distinctly different in character and materials to residential streets.

Controls

1. The design and construction of laneways is to be consistent with Figure 3.
2. The laneway is a public “shareway” as the paved surface is for cyclists, pedestrians, garbage collection, mail deliveries, cars etc., with a 10km speed limit and driveway-style crossovers to the street rather than a road junction.
3. The minimum garage doorway widths for manoeuvrability in this laneway section are 2.4m (single) and 4.8m (double).

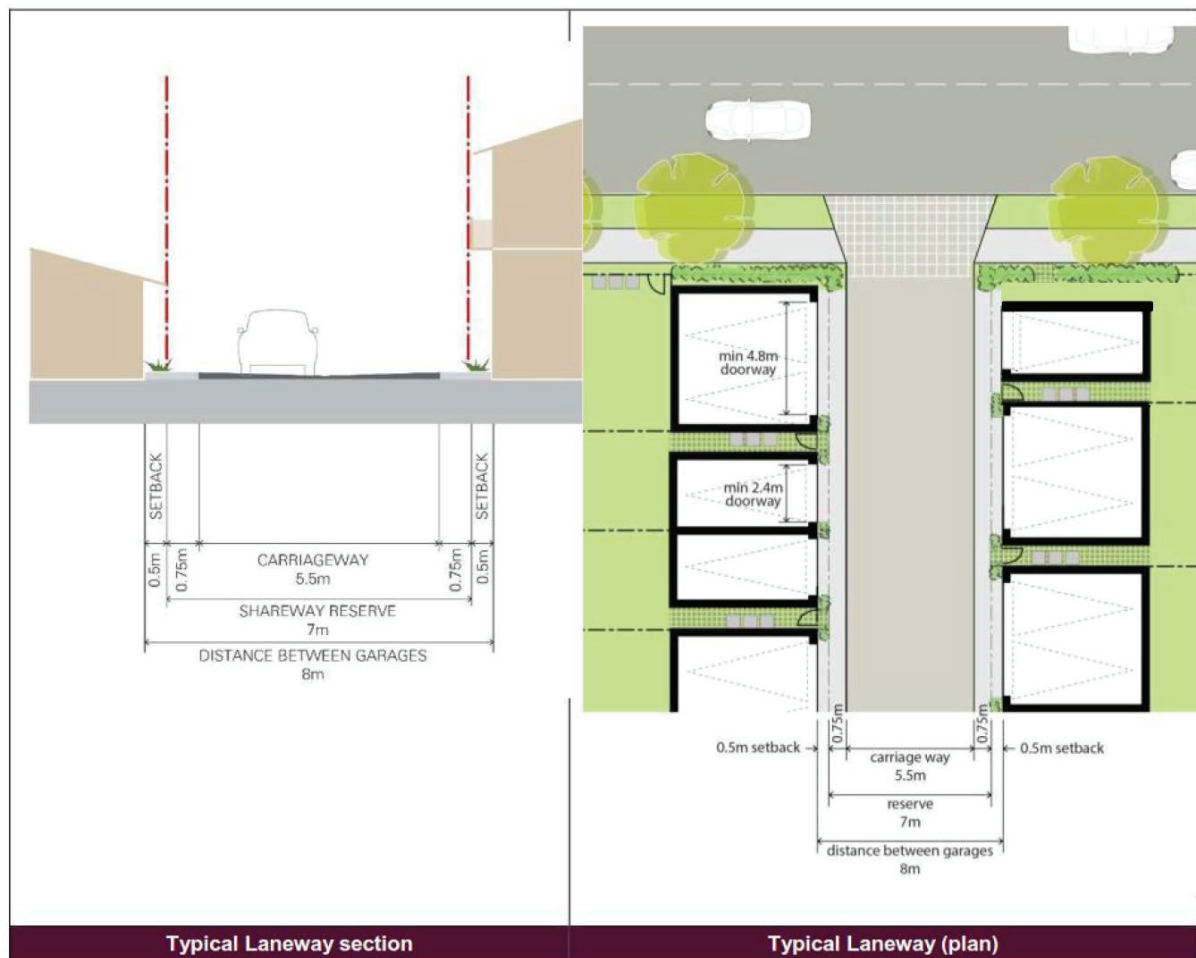


Figure 3: Laneway principles

4. The configuration of the laneway, associated subdivision and likely arrangement of garages arising from that subdivision should create ordered, safe and tidy laneways by designing out ambiguous and unintended uses such as casual parking, the storage of trailers, bin stacking etc.
5. The layout of laneways should take into account subdivision efficiency, maximising favourable lot orientations, intersection locations with streets, topography, legibility and passive surveillance.
 - Generally, straight layouts across the block are preferred for safety and legibility, however the detailed alignment can employ subtle bends to add visual interest and avoid long distance monotonous views. “C” shaped layouts with the laneway length parallel to the front street can limit the views of laneways from residential streets to short sections. However, if the laneway is used for garbage collection, any bends or intersections are to be sized for garbage truck movements. Suggested layouts are illustrated in Figure 4.
 - Lanes on sloping land with significant longitudinal and/or cross falls require detailed design consideration to demonstrate functionality.

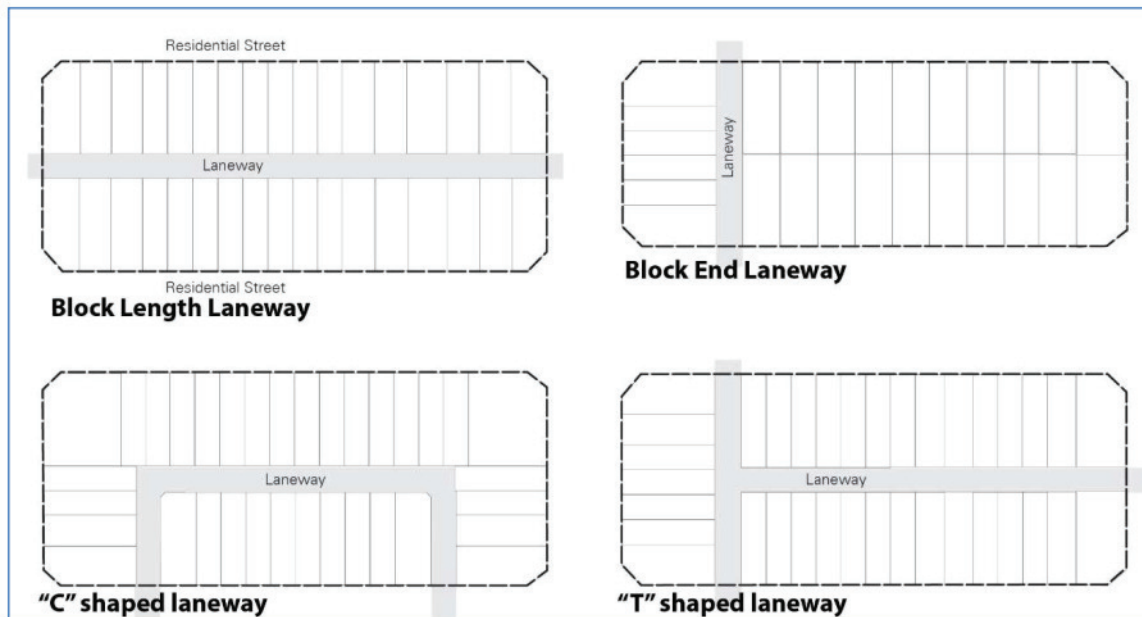


Figure 4: Sample lane layouts

6. Laneways that create a 'fronts to backs' layout (front addressed dwellings on one side and rear accessed garages on the other side) are to be avoided.
7. All lots adjoining a laneway should utilise the laneway for vehicular/garage access.
8. Passive surveillance along the laneway from the upper storey rooms or balconies of dwellings is encouraged. Ground floor habitable rooms on laneways are to be avoided unless they are located on external corners (laneway with a street) and face the street to take advantage of the residential street for an address.
9. All lot boundaries adjoining the lane are to be defined by fencing or built form. The garage setback to the lane is minimal (0.5m) to allow overhanging eaves to remain in the lot without creating spaces where people park illegally in front of garages and/or on the laneway.

Street Tree Plan

Explanatory Note

- *The controls below are additional and would not replace any controls in the Wollondilly DCP 2016.*

Objectives

- a. To enhance the existing rural village character by creating an attractive development that is nestled into the landscape.
- b. To create attractive streetscapes which enhance the quality of the public realm, strengthen the streetscape hierarchy and aid legibility.

Controls

1. Street trees are to be planted in conjunction with the creation of a new street.
2. The street trees should be planted prior to the release of the subdivision certificate.
3. Tree species planted along streets are to be in accordance with Figure 5.
4. A minimum of one street tree should be provided per lot. For corner lots, a minimum of two street trees should be provided on the secondary street frontage.
5. Details regarding street tree planting are to be submitted with development applications for subdivision (other than residue lot subdivisions).



TREE SPECIES

- ROAD TYPE 1: *Lophostemon confertus*
- ROAD TYPE 2: *Acmena smithii*,
- ROAD TYPE 3: *Tristaniopsis laurina* 'Luscious'
- ROAD TYPE 4: *Waterhousea floribunda*

Figure 5: Street Trees