

Station Street Development Site (Dwelling controls)

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These controls are proposed for inclusion under “Part 3 – Controls for Specific Locations” in
“Volume 4 – Residential Development” of the Development Control Plan

April 2018

4.5 Station Street, Menangle

Application

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



Figure 1: Land to which this part applies

Single Dwelling Houses (Town Centre Residential Lots)

Explanatory Note

- *As stated below, the following are additional controls that would be read in conjunction with Section 3.1 Single Dwelling Houses (Town Centre Residential Lots).*

Additional controls for dwelling houses are outlined below, and should be read in conjunction with those in Section 3.1 Single Dwelling Houses (Town Centre Residential Lots).

Parking, Access and Vehicular Safety

Objectives

- a. To provide vehicular access to the rear of lots where front access is restricted or not possible.
- b. To reduce garage dominance in residential streets.

Controls

1. Garages can be front or rear loaded.

Attached Dwellings and Semi-Detached Dwellings

Explanatory Note

- *As stated below, the following are additional controls that would be read in conjunction with Section 3.1 Single Dwelling Houses (Town Centre Residential Lots).*

Additional controls for attached dwellings and semi-detached dwellings are outlined below, and should be read in conjunction with those in Section 3.1 Single Dwelling Houses (Town Centre Residential Lots).

Objectives

- a. To ensure that the development of attached and semi-detached dwellings creates an architecturally consistent street character.

Controls

1. It is preferred that garages for attached dwellings are located at the rear of the lot. Garages should be setback a minimum of 0.5m to the rear lane.
2. For attached or semi-detached dwellings the side setback only applies to the end of a row of attached dwellings or the detached side of a semi-detached dwelling.
3. Attached dwellings and semi-detached dwellings should have a pleasing rhythm and order when seen together as a group, rather than appear as a random arrangement of competing dwellings. Each dwelling should benefit from the unified design of the whole form, a co-ordinated style and base colour palette. Individuality can be added as small details or accent colours, rather than strikingly different forms.

Single Dwelling Houses (Residential Small Lots)

Additional controls for dwelling houses are outlined below, and should be read in conjunction with those in Section 3.2 Single Dwelling Houses (Residential Small Lots).

Setbacks

Explanatory Notes

- *The control below replaces control no.21 under section 3.2 Single Dwelling Houses (Residential Small Lots) within Volume 4.*
- *Section 2.7 Building Envelopes within Volume 3 - Subdivision of Land, permits zero lot line boundaries to be created for Town Centre Residential Lots and Residential Small Lots. However, the current control no. 21 for Residential Small Lots within Volume 4 does not reflect this.*
- *As described above within the explanatory notes for lot size and shape, providing a range of lot sizes and dwelling types would result in greater housing diversity and affordability, meeting the different needs of the community. Provision of Zero lot boundaries would increase the range of dwelling types available within the precinct.*

Objectives

- a. To provide a different setback for some lots to enable the development of a diversity of dwelling types.

Controls

1. The minimum side setback shall be 0.9m. Except in cases where a zero lot line has been nominated at the subdivision stage and satisfactory easements have been provided over the adjoining allotment.

Parking, Access and Vehicular Safety

Objectives

- a. To provide vehicular access to the rear of lots where front access is restricted or not possible.
- b. To reduce garage dominance in residential streets.

Controls

1. Garages should be front loaded.