

# Character Statement

3-5 Kelloway Avenue,  
Camden, NSW

Issue	Date	Author
A	20/05/22	Shane Marshall
B	06/09/22	Shane Marshall
C	08/12/22	Shane Marshall

---

**PART 1:**  
**Existing Site Context**

---

- 1.1 Camden context
  - 1.2 Local street context
- 

**PART 2:**  
**Streetscape Character**

---

- 2.1 Kelloway Avenue North
  - 2.2 Kelloway Avenue South
- 

**PART 3:**  
**Proposed built form**

---

- 3.1 Siting
  - 3.2 Massing and Articulation
  - 3.3 Privacy and Amenity
- 



# Part 1: Existing Context

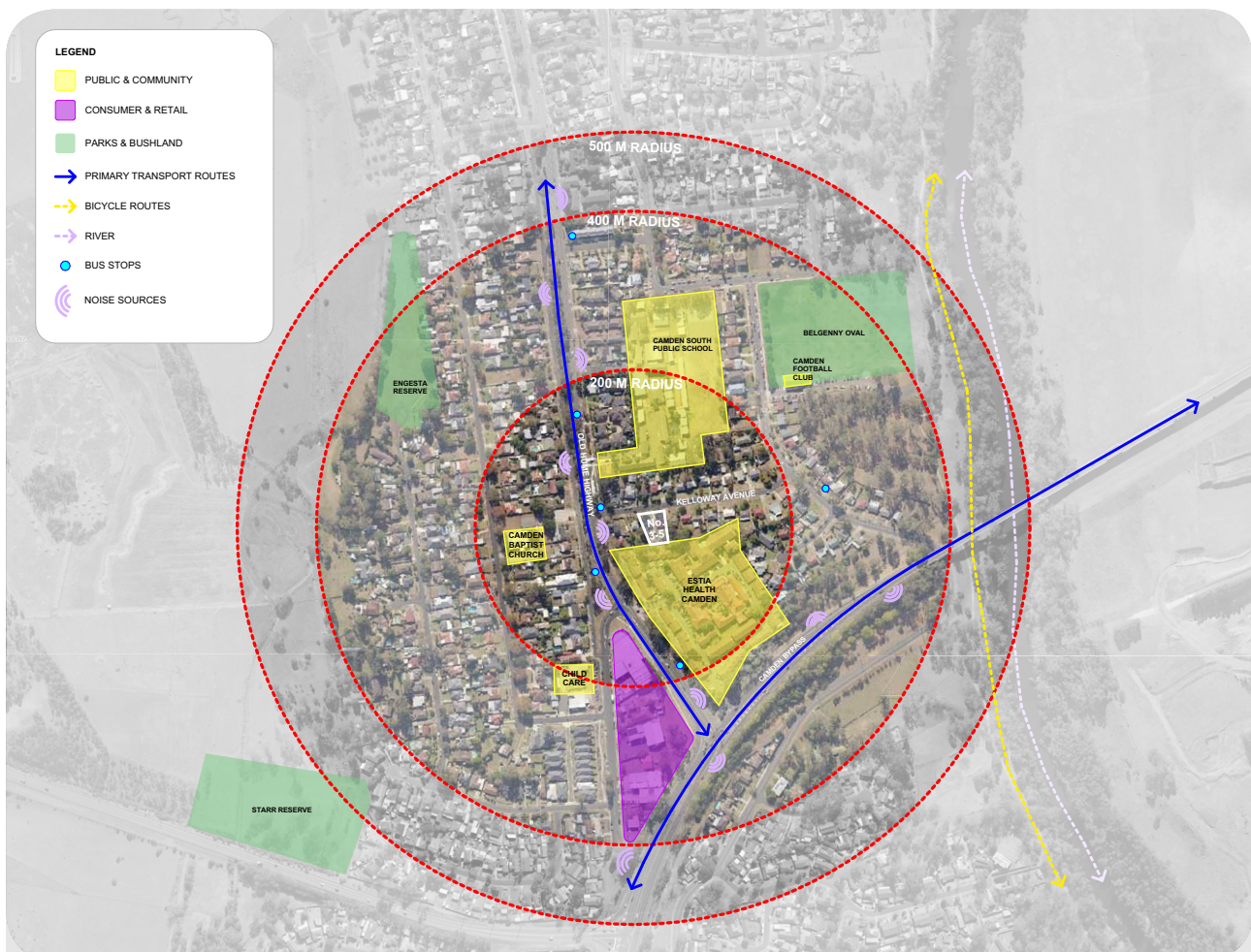
## Camden Context

Camden is located in the outer South Western suburbs of Sydney, just East of Campbelltown. Camden exists on what is traditionally Dharug Country with rich First Nation's History.

Old Hume Highway / Camden Bypass and Camden Valley Way connect Camden to the North and South by road while Campbelltown is the nearest connection by Rail to the inner west and east of Sydney.

Camden is a predominantly residential area that is surrounded by small scale agricultural uses that bound the nearby Nepean River.

Camden contains a town centre and hospital, with any shortfall in services easily found in nearby Campbelltown accessible by car or bus.





# Part 1: Existing Context

## Street context

Kelloway Avenue is part of an intimate network of suburban streets that stretch between Camden's town centre and Old Hume Highway.

The avenue is located between a Estia Health aged care centre and Camden South Public School. The built form along the street is predominantly detached 1950's/60's era single dwellings featuring with brick sub-floors, fibro cladding and a mix of Terracotta and Colorbond roofing.

The intersection of Kelloway Avenue and Old Hume Highway features bus stops with services to Campbelltown and Picton and is punctuated with a 2 storey brick residence at 74 Old Hume Highway and a recently renovated single storey residence at No. 72.

Towards the East of Kelloway Avenue is Belgenny oval and reserve, with the multi-storey form of the aged care centre is readily visible from the street behind the single storey dwellings.





# Part 2: Streetscape character

## Streetscape character

The site is located at 3-5 Kelloway Avenue, close to the intersection with Old Hume Highway. The immediate surrounds are low rise, single storey detached dwellings with the exception of the corner block.

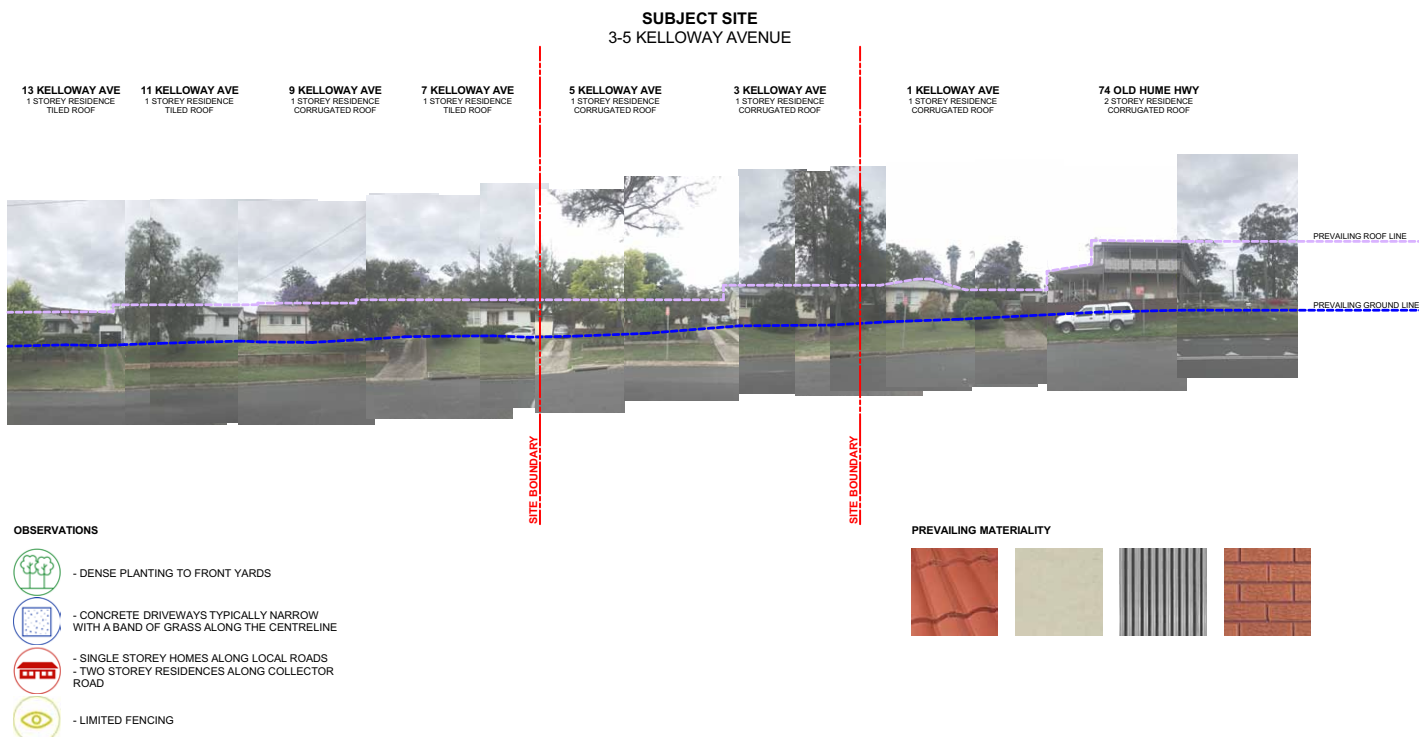
Fencing and boundary structures in the front yards are uncommon with a openness to the street setback up and down Kelloway Avenue.

There is no footpath on this side of Kelloway avenue, so verge landscaping tends to extend all the way to the front building line.

Front doors and living rooms typically face the street providing for good passive surveillance while car parking and garage structures are either in line with or behind the main building.

Bricks used on dwellings are of a red-brown spectrum with some limited rendered retaining walls emerging in landscapes.

Roofs, where colorbond, are typically of neutral, muted or grey tones. with either hipped or closed gables the predominant structure with gutter lines facing the street having the effect of reducing the bulk/scale of the surrounding development.



## Part 3: Proposed built form

### Boarding House Siting

The proposed 12 Unit boarding house is a critical piece of social infrastructure in an area that features numerous essential services for our most vulnerable.

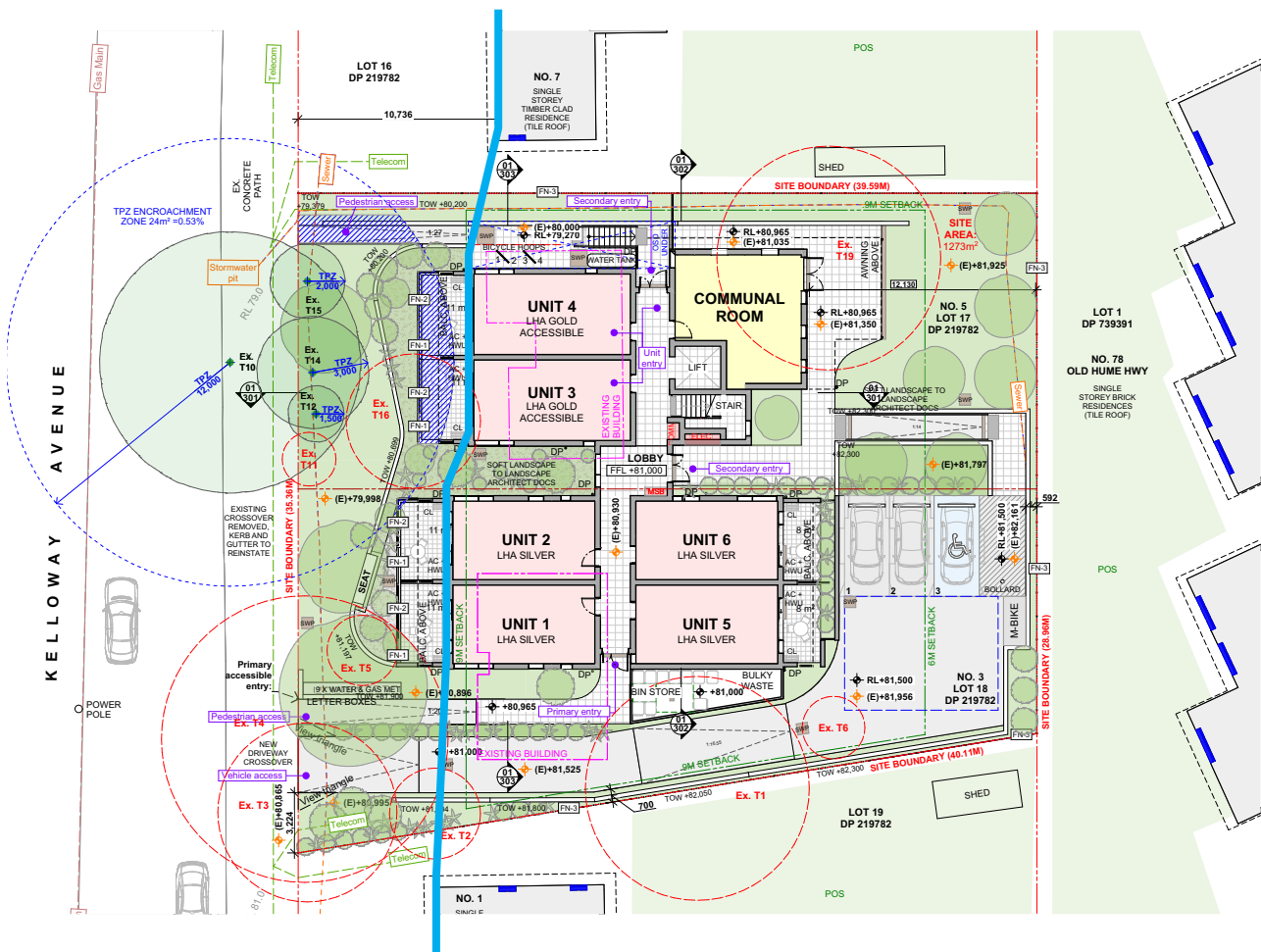
The site is an amalgamation of two Land and Housing Corporation (LaHC) owned sites (No. 3 and No. 5) on the Southern side of Kelloway Avenue that currently features two single storey fibro bungalows typical of the development in the street.

Site planning is impacted by existing in-ground services, the provision of parking at the rear of the site and maintaining privacy of surrounding neighbours. Council's has expressed a preference for the proposal to maintain the "cottage style", residential development that is found in the area which as informed the division of the development into several 'blocks'.

The existing buildings on both lots and associated ancillary development have already been demolished in preparation for the development of this site.

The proposed massing is broken into 3 distinct hipped roof two storey forms connected by a common hallway with internal stair and lift. Communal indoor and outdoor areas have been located at the South East corner of the site to take advantage of morning light and provide cool shaded spaces during the warm summer afternoons. Carparking is located at the rear of the site and bicycle parking set against the Northern Facade of the building

The established street setback is 9m per Camden DCP Part 4.6. this is an average of the 10.7m setback to the Eastern neighbour and 7.3m setback to the Western neighbour. In lieu of total compliance with the 9m setback, the proposal complies with the intent of the control by stepping the built form. This allows for the proposal to respond more sympathetically to both the Western and Eastern neighbour. The Western block adjacent to No.3 (7.4m setback) features an 8m ground floor and 6.5m first floor balcony setback. The Eastern block adjacent to No 7 (10.7m setback) features a 9.1m ground floor and 7.5m first floor balcony setback.



# Part 3: Proposed built form

## Massing and articulation

Breaking the building into multiple masses with increasing street setbacks helps reduce the scale of the development, presenting as two individual two storey buildings. These massings are further varied by differing material expressions.

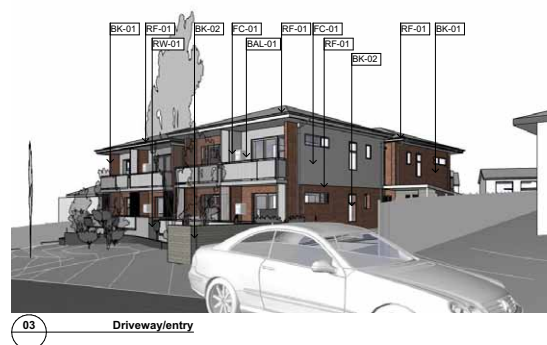
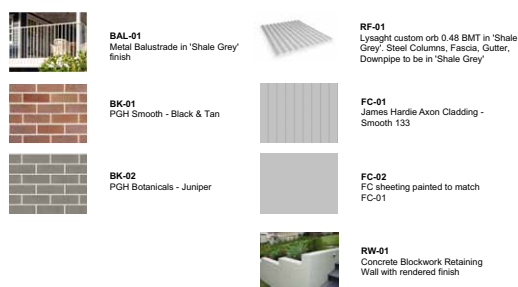
Retaining walls within the front setback present to the street as rendered masonry construction, in keeping with more recent landscape and retaining structures on the street and ensuring landscape structures are durable and long lasting

The majority of the built form is constructed out of a brick in the brown/red spectrum, in keeping with the existing brickwork in the street. Sections of the facades on first floor have been lined with light coloured, vertically ribbed FC panels to add visual interest and variation to all facades. This use of brick and lightweight cladding is drawn from surrounding development on Kelloway Avenue, single storey residences use brick to enclose sub-floor areas with light weight cladding to living areas above.

In applying this pattern to double storey development, we have extended the brick up the ground floor walls with lightweight cladding to the first floor. In doing this we have taken existing material expressions found on the street and re-interpretted them in larger scale developments.

First floor balconies feature a lightweight metal balustrades with solid portions to provide privacy for clothes drying racks and residents from the street. Balustrades are designed to provide visual privacy from the street while also appearing light enough to limit the visual perception of bulk.

Common areas of the development such as the bin room, lobby/hallway and communal indoor area are expressed in a contemporary grey brick to reinforce legibility of private and communal areas while adding additional visual ariation to the development.





## Part 3: Proposed built form

### Privacy and Amenity

Neighbouring visual and acoustic privacy has informed the design by ensuring that the majority of units face Kelloway Avenue with limited opportunities for views across side boundaries into neighbouring windows or private open spaces.

There are two first floor apartments that face the rear boundary, located on the Western side with the driveway /parking to enable a greater setback from the side/rear boundary.

The rear boundary line extends substantially beyond neighbouring dwelling at No. 1 Kelloway Avenue however still 12m from the rear boundary. As such they offer limited opportunity for direct overlooking into living room areas or private open spaces.

Notwithstanding the placement of first floor rear balconies, it is proposed that 1600mm high privacy screens be fitted to the West and South Western edges to improve privacy outcomes for neighbouring dwellings.

The site features large communal open areas, one at the rear in proximity to the communal indoor room, and one within the street setback. This allows for multiple opportunities for tenants to access sunlight and fresh air within the safety of the development and enabling activation and opportunities for social engagement.

It is anticipated that a number of residents may require taxi or private vehicle pickup which informs the use of the front setback as communal open space for the purposes of short term waiting areas.

Bicycle parking is spread throughout the site for greatest flexibility while vehicular parking is located at the South West corner with the lowest access to direct sunlight and closest proximity to neighbouring POS.

