WSU Stage 6A Concept Plan

Proposal

Concept approval of a residential development comprising a maximum 134 dwellings, delivered in the following stages:

Stage 1 (3 substages)

- Stage 1 (i) Bulk earthworks
- Stage 1 (ii) Subdivision to excise the development site from the Western Sydney University campus
- Stage 1 (iii) Civil works and subdivision into separate lots for detached housing and master lots for medium density housing.

The proposal includes associated street tree planting, landscaping, lighting, embellishments and removal of vegetation.

Housing Controls

PRINCIPLES

Objectives

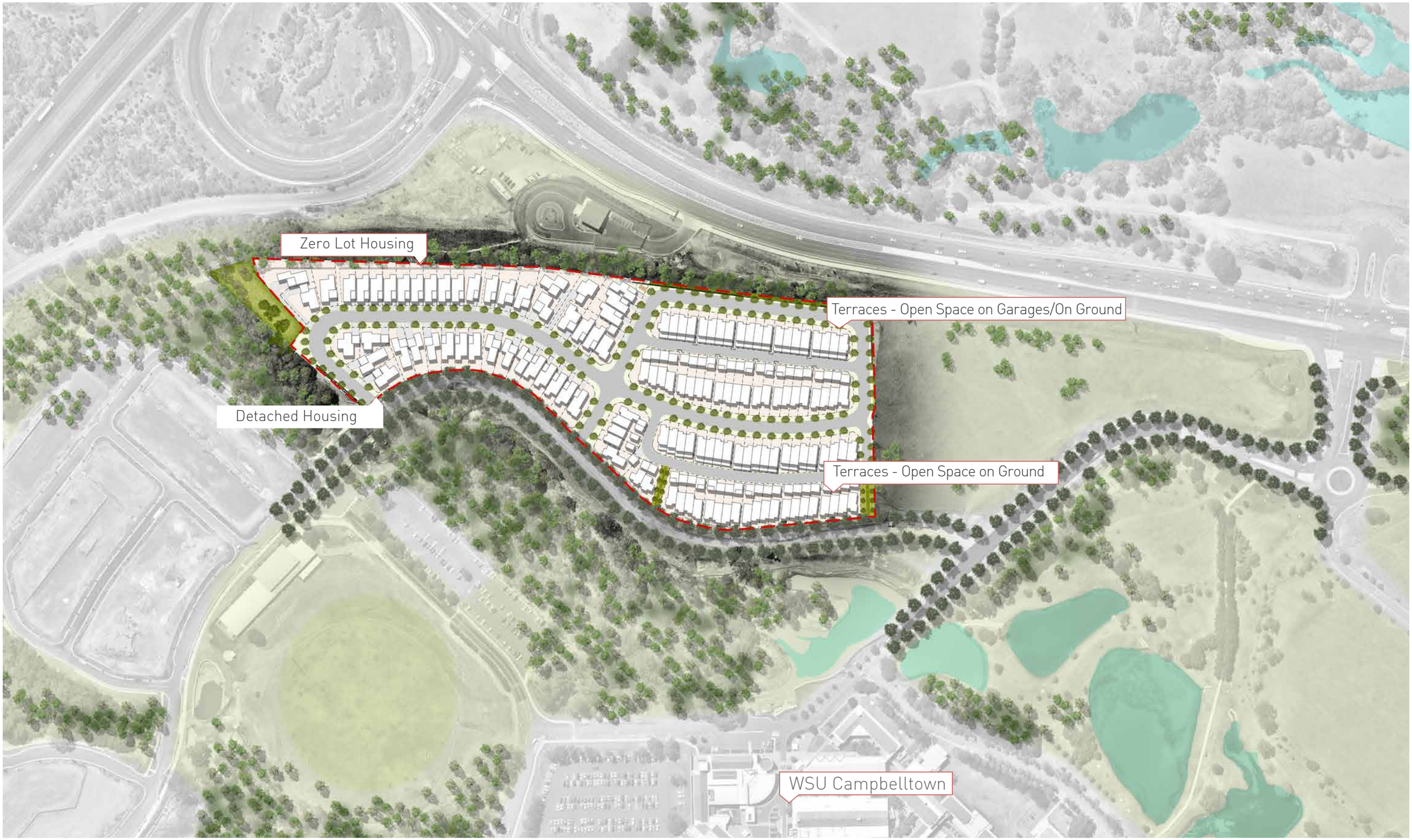
- Encourage quality-designed dwelling houses that make a positive contribution to the streetscape and amenity of the neighbourhood.
- Promote housing choice/variety/ affordability.
- Provide higher density dwellings on collector roads and bus routes, around parks and close to community facilities.
- Design houses to make the best use of sloping sites

Design Requirements

1. Small lot housing shall comply with the requirements set out in Table below.
2. A maximum of 5 terraces to be included in a run. End terraces to have a minimum 1.5m side setback. Note: Some terraces to have POS to side.
3. All terrace housing is to have garages accessed from a rear lane.
4. Housing is to take advantage of views to the south.
5. Outdoor living areas are to be orientated away from Narellan Road and may be located over garages which are to the south of the main living areas
6. No lot to have vehicular access directly onto University Avenue
7. Except where lots have a dual frontage, any dwelling on a lot with frontage to University Drive shall have the front façade addressing University Drive

CRITERIA	CONTROLS	
	Detached and Zero Lot Line	Terrace Housing
Minimum Allotment Size	250m² (zero lot) 350m² (small detached)	150m²
Minimum average allotment width (measured at primary building line)	10m (zero lot) 12m (small detached)	6.0m 8.0m for corner lot
Minimum Lot Depth	20m	20m
Private Open Space (POS)	20% excluding driveways	24m² Principal open space may be provided over garages where to the south of the terrace.
Minimum width of POS	4m – directly accessible from living areas	4m directly accessible from living areas
Maximum Building site coverage	65%	
Setbacks (Minimum)		
Primary Frontage	4.0m Zero Lot 4.0m Detached 4.5m University Avenue	3.5m generally 4.5m on University Avenue frontage 2.0m additional articulation zone 4.0m (excluding garage)
Side	1.0m (except attached and zero lot)	0m 1.5m minimum on end terraces
Rear	4m	1m
Side and Rear (Garage)	Zero (this does not constitute a zero lot dwelling)	2m
Corner Lots (secondary street Frontage)	2m	1m
Lightweight projections (balconies/ verandas/porches)	2m	
Maximum No. of Storeys	3 levels (3rd level at lowest end of lot)	3 levels (3rd level at lowest end of lot)
Maximum building length - any second storey wall component	14m	14m
Maximum Garage Door Width	not more than 50% of the dwelling width	not more than 50% of the dwelling width
Fencing	No fencing permitted in University Avenue setback zone	No fencing permitted in University Avenue setback zone

Concept Plan



Concept Plan

Building Typology

Through a range of different housing types within the site, the plan aims to offer a diversity of housing choice to suit the contemporary needs of Campbelltown.

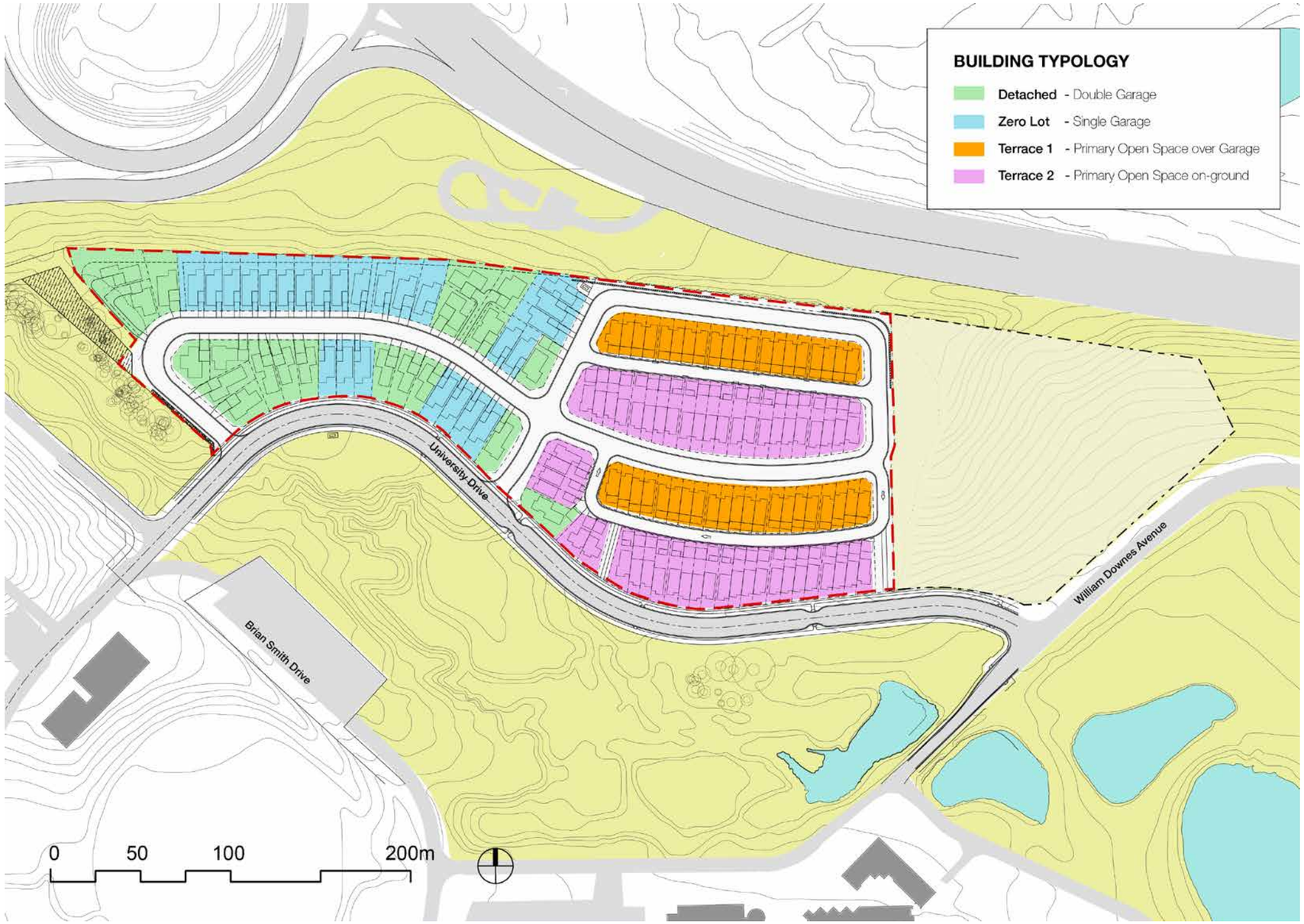
The plan contains two predominant housing types - individual detached and zero lot line dwellings in the western half of the site and small-lot terraces in the east of the precinct.

The single lot houses in the west of the site creates a transition in built form towards older parts of the Macarthur Heights neighbourhood.

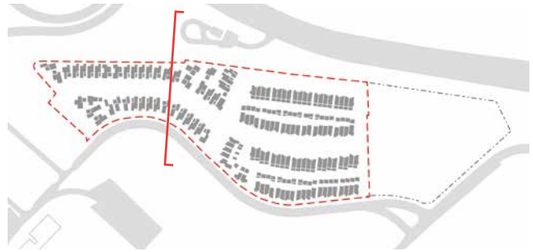
The terrace product works with the site's slopes and view potential while sheltering outdoor living spaces from noise on Narellan Road.

Terraces which have their formal address on their northern boundary (Terrace Type 1) are planned to have primary open space above their garages directed towards potential views, as well as on-ground at the front of the site. Those with a south facing formal address (Terrace Type 2) will have on-ground private open space between the house and garage.

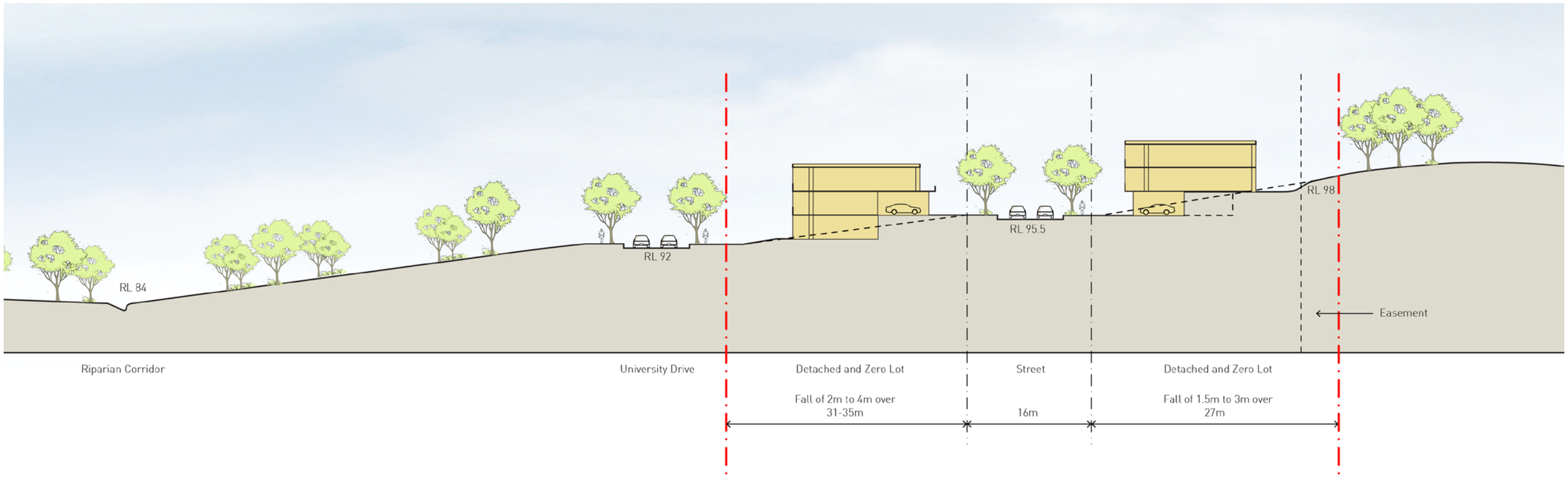
All terraces have garages at their rear. These are setback 1m from the boundary to accommodate bins and landscaping at wider lots.



Concept Plan

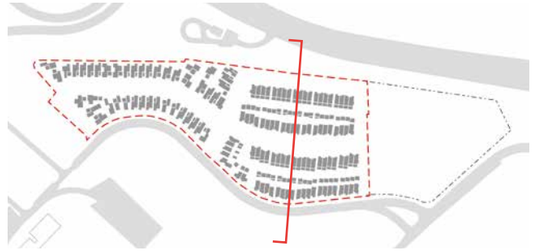


Section 1 - Detached Dwellings (West)

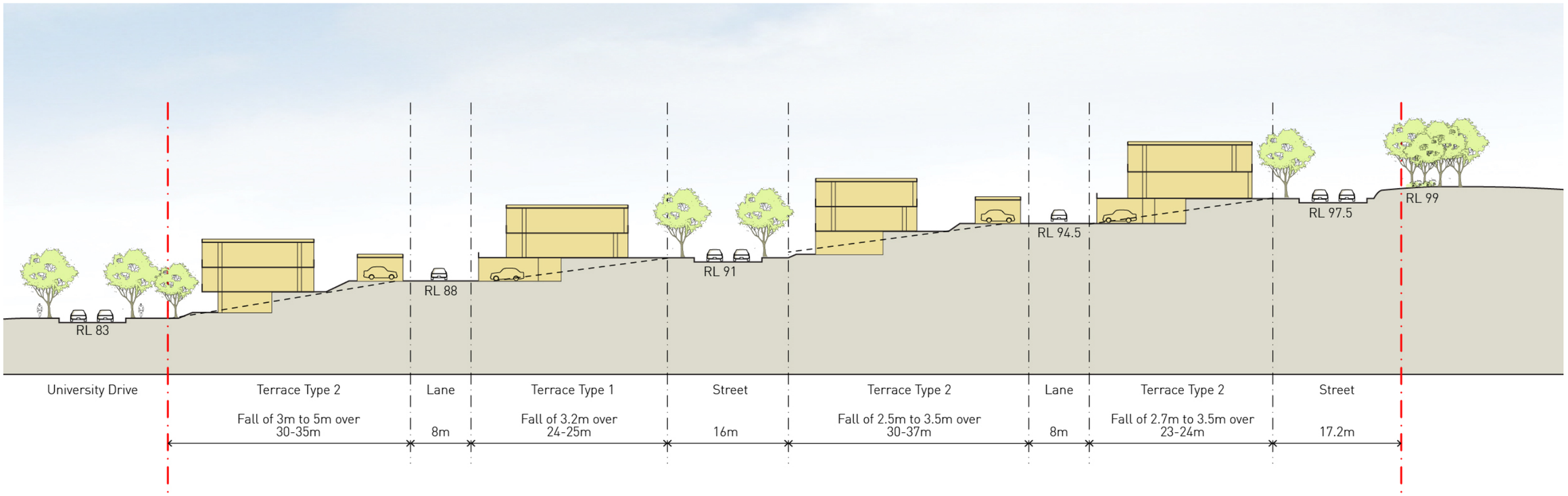


Low Density Single Detached Dwellings facing east

Concept Plan



Section 2 - Terrace Precinct (East)



Attached dwellings and central apartments facing west

Studio Units

PRINCIPLES

Studio apartments are "self-contained" and therefore include a combined living/bedroom area, a bathroom, maisonette kitchen. They are to be on the same title as the main residence.

Studio apartments promote casual surveillance over rear lanes and secondary streets.

Objectives

- Provide housing choice/diversity for families;
- Provide the opportunity for rental accommodation for single occupants; and
- Provide opportunities for casual surveillance over rear access points.

Design Requirements

1. Strata subdivision of studios is not permitted
2. Studio apartments shall comply with the requirements set out in table below
3. Studio apartments shall be located on top of detached double garages.
4. Areas for clothes drying for the studio apartment shall be provided out of view from the public domain.

CRITERIA	CONTROLS
Minimum average allotment width (measured at primary building line)	6.0m generally 8.0m for corner lots
Private Open Space (POS) additional to main residence	4m²
Minimum width of POS	1.5m – directly accessible from living areas
Setbacks (Minimum)	
Primary Frontage	1m to rear lane
Lightweight projections (balconies/verandas/perches)	1m
Maximum No. of Storeys	1 storey above garage
Maximum building length - any second storey wall component	7m

Parking Controls

PRINCIPLES

Objectives

- Minimise the visual impact of garages on the streetscape.
- Provide adequate on-site car parking for residents and visitors that is convenient, secure and safe.
- Provide safe convenient access for vehicles, pedestrians and cyclists whilst minimising conflict between them.

Design Requirements:

1. Car parking spaces shall be provided in accordance with table below.
2. All driveways shall be located a minimum distance of 6m from the tangent point of the kerb and gutter of an adjacent street corner (regardless of boundary splay).
3. The geometric design of all driveways are to be in accordance with Council's Engineering Guide to Development and AS 2890 (as amended).
4. All driveway crossings between the front property boundary and the road kerb shall be finished in uncoloured natural concrete to match the kerb. Dwellings shall utilise the driveway crossover provided.
5. To reduce the visual impact of garages, built elements such as balconies projecting past the garage frontage shall be encouraged.
6. The minimum dimensions of garages and parking areas shall be as shown in table below.
7. Garages shall be setback a minimum 1.5m behind the building façade facing streets.
8. Garages may have a zero setback from side or rear boundaries except at a boundary with Narellan Rd.
9. Garages to rear loading laneways shall be setback an average minimum of 1m to accommodate adequate turning and manoeuvrability.

CRITERIA	CONTROLS
Parking Requirement	Garage Configuration
Rear Lane Access	Double car width garage
Front Access	
Lot less than 12m frontage	Single car width garage
Lot above 12m frontage	Double car width garage
Car Space Requirement	
enclosed single garage	3.0 x 5.5m
enclosed double garage	5.5 x 5.5m
hard stand car parking space	2.75 x 5.5m
uncovered space	2.5 x 5.2m

Concept Plan

Access

Access to the site will be from University Drive with two points providing access to the precinct - one in the west and a second in the centre of the site.

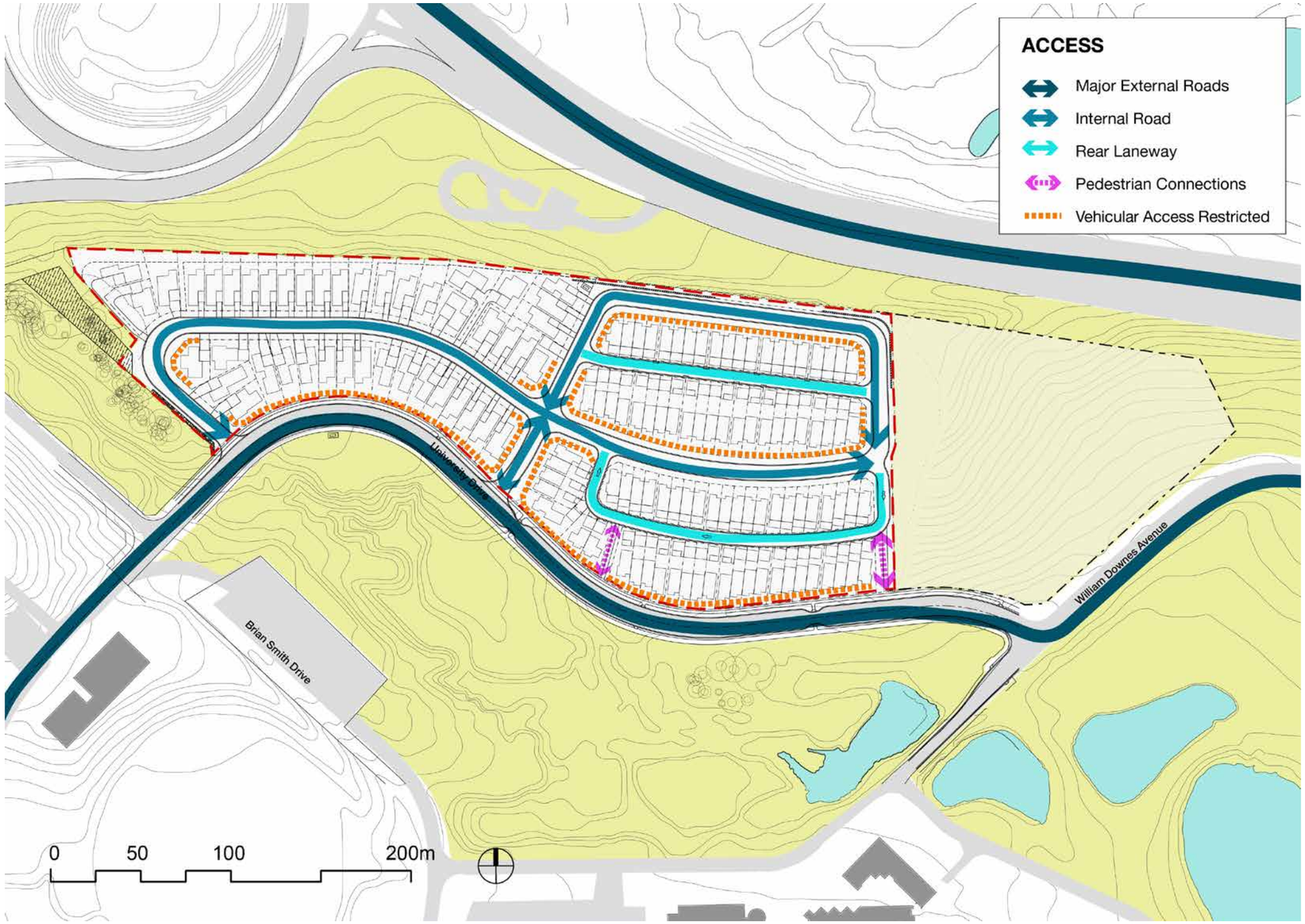
Direct lot access off University Drive will be restricted with lot access provided from within the site.

A central spine road runs east-west through the site with a local loop road servicing residential lots in the north-east of the precinct.

Parking access to small-lot attached dwellings will be from the rear laneways. Single and double garages on detached and zero lot sites access will be from the central spine road in the western half of the site.

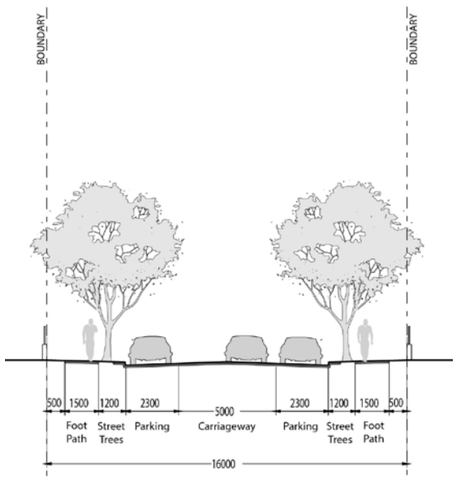
Two pedestrian links to University Drive provide access from the denser eastern half of the site.

All roads are designed to be compliant with the University of Western Sydney DCP.

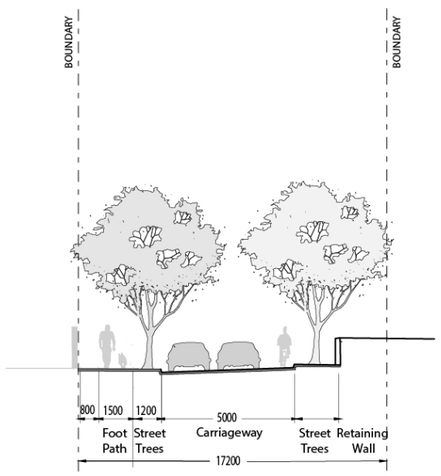


Concept Plan

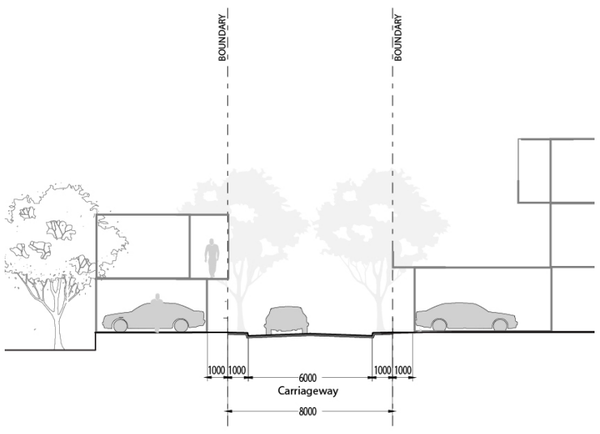
Spine road (16m)



Loop road (17.2m)



Rear laneway (8m)



Typical Road sections for the proposed road typologies