COX

Huntlee Village One
Urban Design Guidelines

November 2008

HUNTLEE VILLAGE ONE – URBAN DESIGN GUIDELINES

1. Land to Which the Urban Guidelines Apply (Fig 1)

The urban design guidelines apply to the Stage 1 development areas identified in the Huntlee Concept Plan. The Stage 1 development areas consist of:
• Village 1 Residential, 1788 lots, Village Centre, school and open space/conservation areas (206 Ha) • Stage 1 employment area (40 Ha) • Large Lot (93Ha)

2. Village 1 Residential

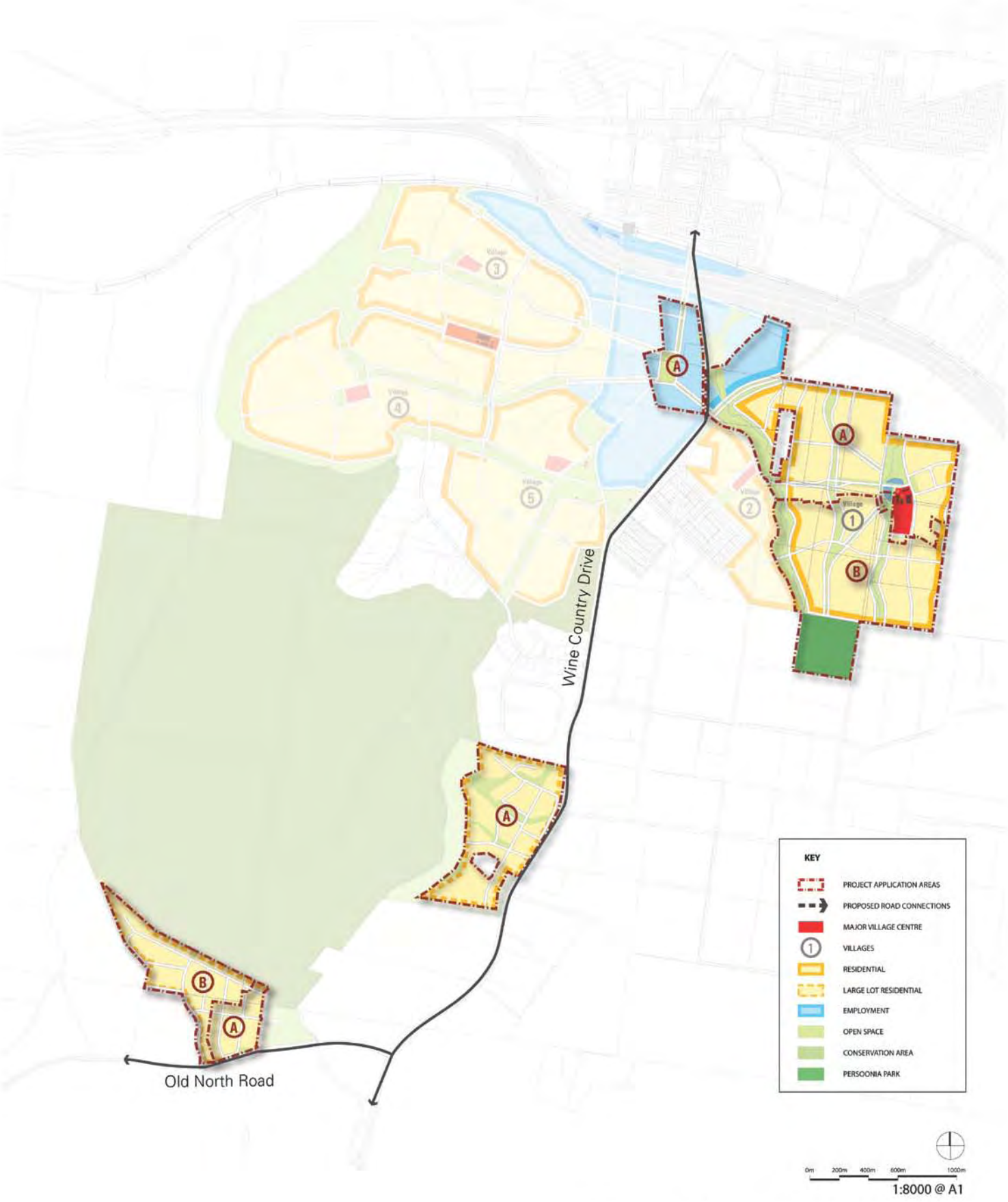
2.1 Urban design Structure, (Fig 2 & 3)

The public infrastructure and spaces which provide the overall framework for the development of the site should achieve the following:
• Provide necessary public domain and infrastructure to support a community • Provide pedestrian, cycle and public transport access to housing, jobs, open spaces and services • Increase choice of available transport and reduce dependence on cars • Manage and mitigate salinity • Manage storm water and flood sustainability by incorporating Water Sensitive Urban Design (WSUD) • Provide for integration of conservation areas and open space

The following sections set out the objectives and development controls that relate to those general elements.

2.2 Open Space & Conservation Areas, (Fig 4)

Guidelines
• Respond to natural systems, protecting and enhancing areas of natural, indigenous and scenic importance • Provide for a diversity of interests catering for a wide range of users • Ensure an equitable distribution of open space throughout the development • Provide a range of open space and conservation areas in accordance with Fig 4 • Trunk drainage zone • A – Neighbourhood parks • B – Village green • C – Open space and ecological • Open space and conservation design is to include consideration of stormwater, WSUD, salinity and sodicity management requirements • Detailed designs of each open space and conservation area to be submitted to Council for approval • Designs are to include identification of areas of native vegetation and aboriginal heritage and how the area will be developed without an overall adverse impact on these issues



LAND TO WHICH THE URBAN DESIGN GUIDELINES APPLY

Fig 1

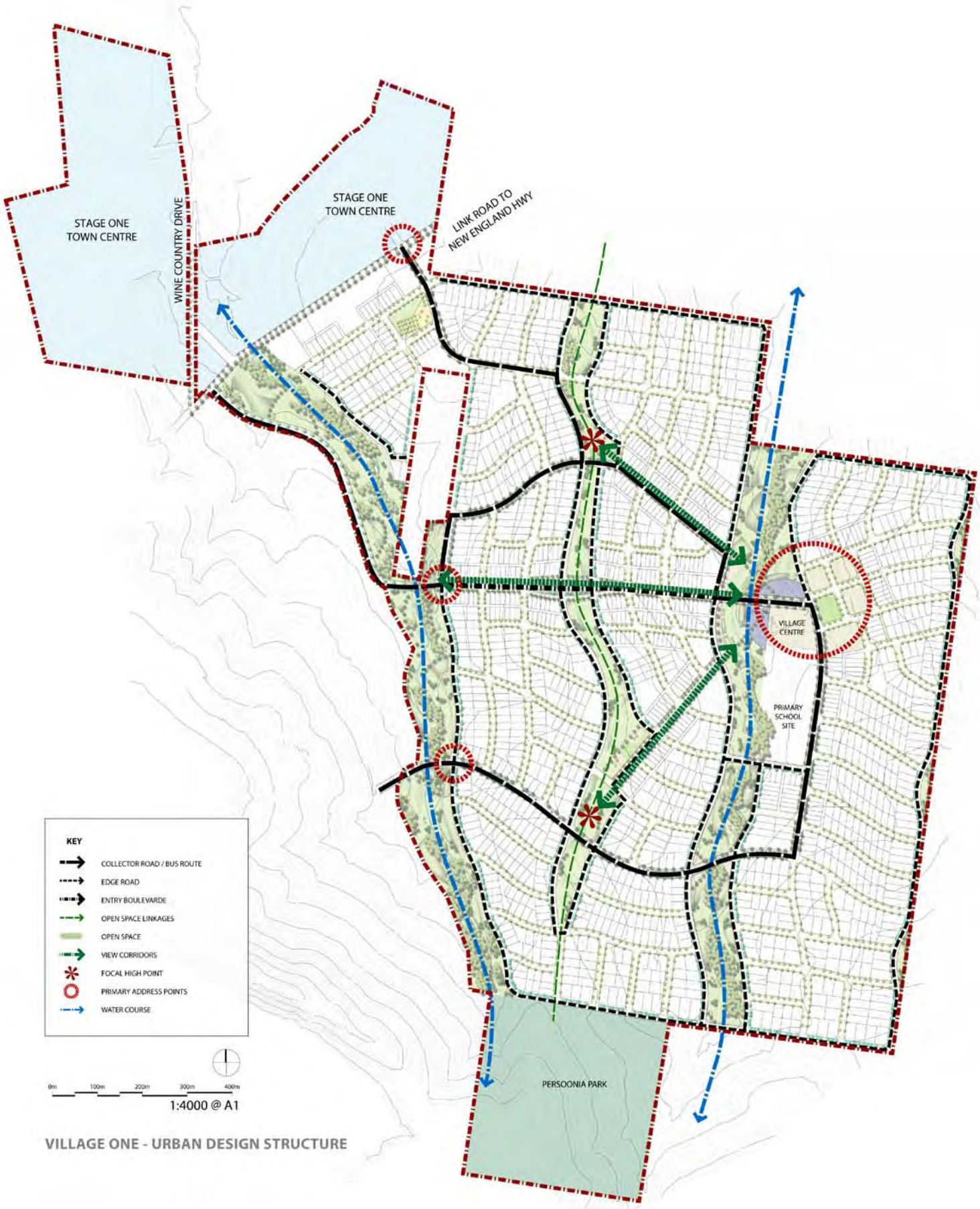

STAGE ONE
TOWN CENTRE
WINE COUNTRY DRIVE
STAGE ONE
TOWN CENTRE
LINK ROAD TO
NEW ENGLAND HWY
VILLAGE
CENTRE
PRIMARY
SCHOOL
SITE
PERSOONIA PARK
KEY
COLLECTOR ROAD / BUS ROUTE
EDGE ROAD
ENTRY BOULEVARDE
OPEN SPACE LINKAGES
OPEN SPACE
VIEW CORRIDORS
FOCAL HIGH POINT
PRIMARY ADDRESS POINTS
WATER COURSE
0m
100m
200m
300m
400m
1:4000 @ A1
VILLAGE ONE - URBAN DESIGN STRUCTURE

Fig 2

VILLAGE ONE - VIEWS AND VISTAS

Fig 3


STAGE ONE
TOWN CENTRE
WINE COUNTRY DRIVE
STAGE ONE
TOWN CENTRE
LINK ROAD TO
NEW ENGLAND HWY
A
D
A
C
D
C
D
B
VILLAGE
CENTRE
C
PRIMARY
SCHOOL
SITE
D
A
C
C
D
C
D
PERSOONIA PARK
KEY
A RIDGE LINE PARK
B VILLAGE GREEN
C CREEK LINE OPEN SPACE
CONSERVATION AND DRAINAGE
D RIDGE LINE OPEN SPACE
OPEN SPACE
0m 100m 200m 300m 400m
1:4000 @ A1
VILLAGE ONE - OPEN SPACE / CONSERVATION

Fig 4

2.3 Residential Density Distribution, (Fig 5)

Guidelines

- Provide a variety of housing types to meet the needs of the community
- Ensure medium density dwellings are generally located near open space and facilities
- Medium density housing to be located generally around local centres, local parks, schools, on collector roads, near bus routes and the central trunk drainage zone. Refer to Fig. 5

2.4 Circulation Network, (Fig 6 & 7)

2.4.1 Site Access and Linkages

Guidelines

- Provide linkages that create connections within the site and to adjoining places
- Site access and provision for future linkages are to be provided as indicated on Fig 6

2.4.2 Streets

Guidelines

The hierarchy of roads, streets and paths, taken collectively constitute the overall circulation system for the site and accommodate vehicular and pedestrian traffic into and throughout the development.

Street trees provide a critical element of the landscape strategy as people often recall places because of the memories created by distinctive streetscapes. Trees and other landscape elements along roadways are designed to reinforce themes, topography, existing trees and frame views as well as signifying the street function and the role of the street in the circulation hierarchy.

The selection of plant and landscape materials for the circulation system will be based on aesthetic, practical and safety considerations. Variation in the landscape character will be created through differing plant species and layout.

The road hierarchy (Fig 6) has been devised to comply with a design environment appropriate to road function and to facilitate safe environment for all users. In accordance with the road hierarchy the following streetscape character types have been defined reflecting their function and proposed streetscape.

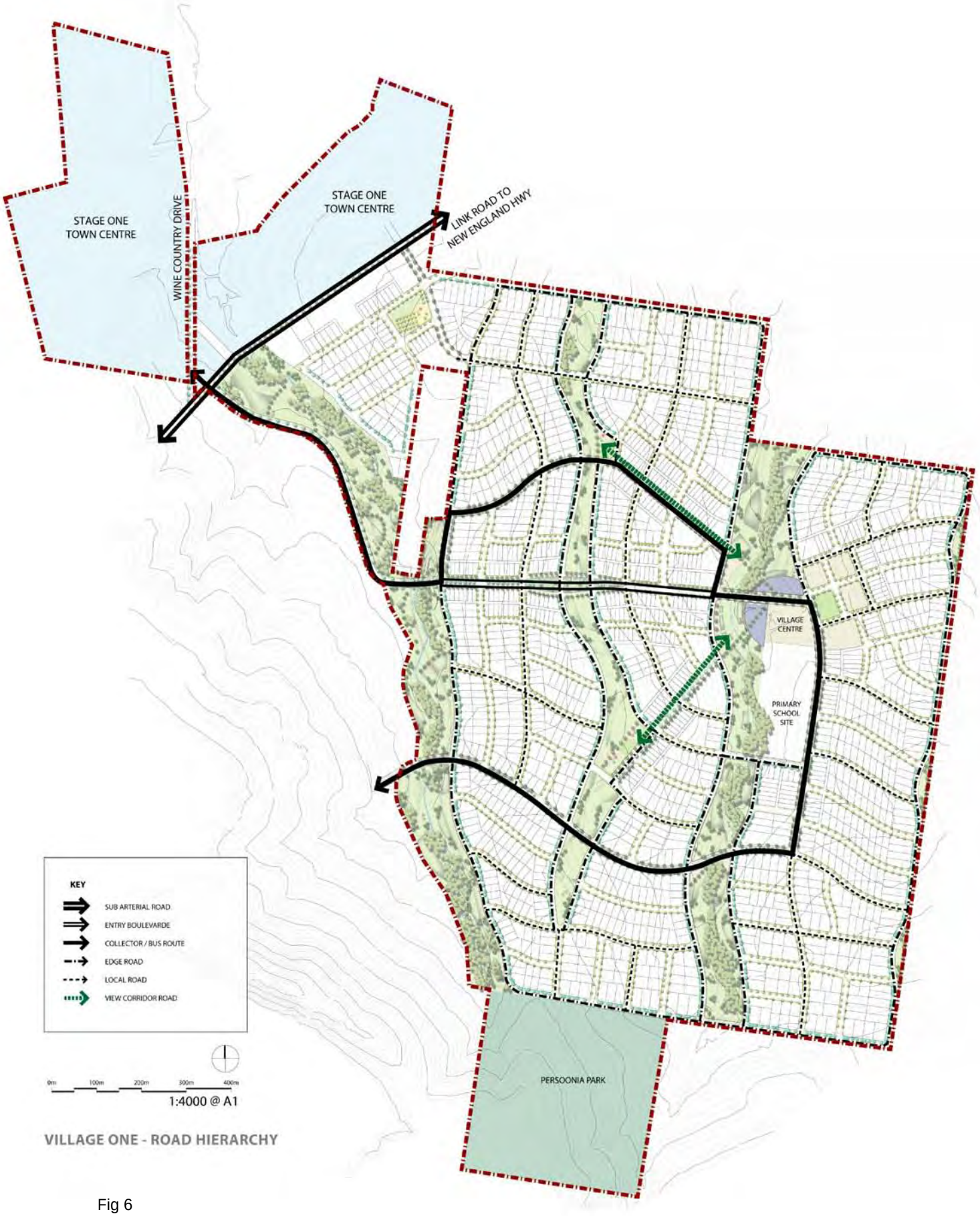
2.4.3 Pedestrian and Cycle Network

Guidelines

- Provide a network of pedestrian and cycle linkages to allow residents easy and safe access to the main open spaces and other public amenity features of the site including access to public transport as indicated in Fig 7
- Provide an all weather pedestrian network of suitable material, width and design that can link into existing or possible future pedestrian networks
- Provide legible and convenient pedestrian and cycleway connections that link existing and new neighbourhoods and connect open spaces
- Pedestrian and cycle links are to be generally provided as indicated on Fig 7
- For reasons of safety, significant pedestrian links across sub arterial routes should be at signalised intersections
- Road crossings are to be located where there is adequate sight distance and suitable lighting provided at road crossings
- Cycleways to be built in accordance with Council specifications
- Provide off road cycle paths within open space areas


STAGE ONE
TOWN CENTRE
WINE COUNTRY DRIVE
STAGE ONE
TOWN CENTRE
LINK ROAD TO
NEW ENGLAND HWY
VILLAGE
CENTRE
PRIMARY
SCHOOL
SITE
PERSOONIA PARK
KEY
HIGHER DENSITY TOWN CENTRE
RESIDENTIAL
HIGHER DENSITY ALONG ENTRY
BOULEVARDE AND VILLAGE CENTRE
LOWER DENSITY ALONG APZ
FRONTAGE
0m
100m
200m
300m
400m
1:4000 @ A1
VILLAGE ONE - DENSITY DISTRIBUTION

Fig 5



VILLAGE ONE - ROAD HIERARCHY

Fig 6

VILLAGE ONE - PEDESTRIAN AND CYCLEWAY NETWORK

Fig 7

2.4.4 Street Character, (fig 8-13)

	Street Type	Streetscape Character	Criteria
1	Sub Arterial Road	Wide leafy 'Parkway' avenue with a central planted median	Formal median and verge planting
2	Collector Road	Wide residential street with leafy, parkway character, trees should be large, in scale with road and its environment	Formal avenue tree planting in verge
3	Entry Boulevard	Wide leafy boulevard with central median and wide verge planting	Formal boulevard tree planting in median and verge
4	Diagonal View Corridor	Wide leafy reserve for view corridor linking high point to Village Centre	Formal median and verge planting
5	Local Streets	Planted with a variety of less formal evergreen canopy tree species, designed to make them more individual and intimate	Tree lined avenues in alternate staggered arrangements
6	Local Street with Greenway Adjacent to road Edge	The street is equivalent to local street with verge incorporating bio-swales, detention zones and permeable zones	Continuous informal/staggered canopy tree planting informal tree planting indigenous riparian vegetation with open canopy on one side of the road
7	Access Street	Regular space, closed canopies	Canopy tree planting
8	Private Driveway	Plant as a traditional 'driveway'	Include planting to the entryway verge and one tree minimum

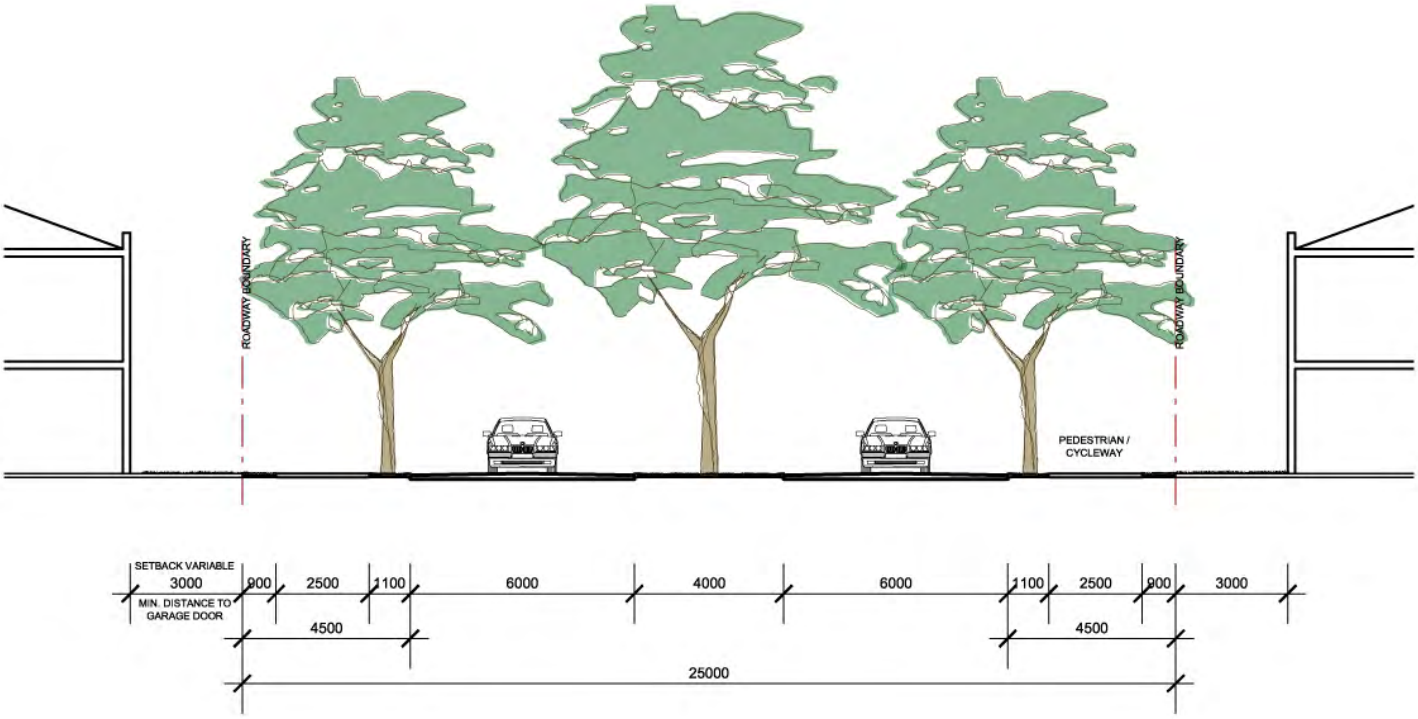
2.4.5 Streets

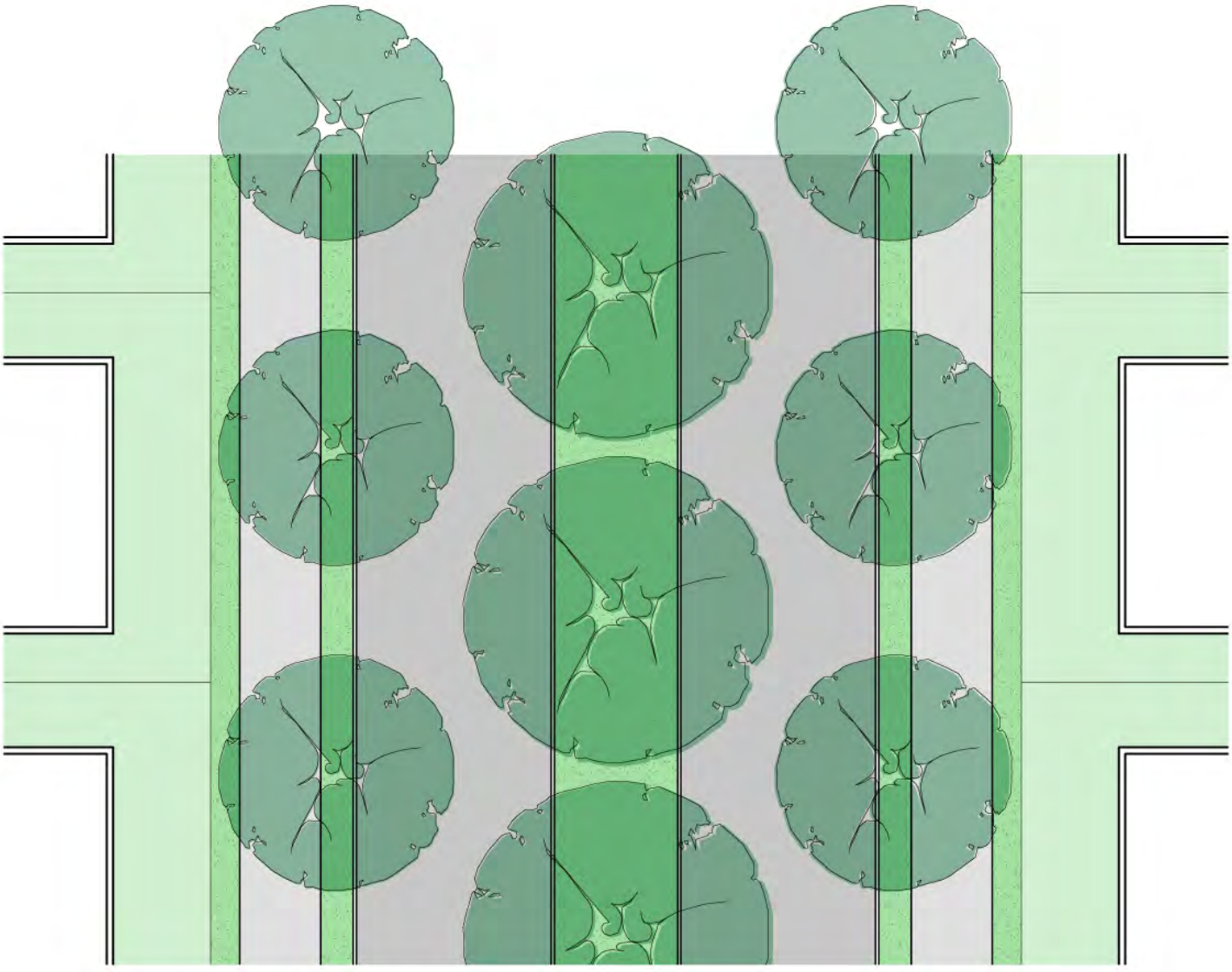
Guidelines

- Provide acceptable levels of access, safety and convenience to all users ensuring acceptable levels of amenity
- Make adequate provision for bus services to service the site
- Provide a legible, safe and convenient network of 'all weather' pathways for pedestrians and cyclists including users with disabilities and limited mobility in accordance with provisions contained in the Disability Discrimination Act
- Cater for the integrated provision of landscaping, public utilities and drainage
- The road and street hierarchy is to conform with that shown on Table 1 and Figures 8 - 13
- No direct vehicular access except at controlled intersections will be permitted to arterial or sub arterial roads

Table 1. Road Carriageway and reserve Width

ROAD TYPE	MINIMUM CARRIAGEWAY WIDTH (M)	MINIMUM VERGE WIDTH (M) EACH SIDE	MINIMUM ROAD RESERVE (M)	MINIMUM FOOTPATH REQUIRED (M)
ENTRY ROAD	6m & 12.5m	4.5m & 6.5m (4m median)	25m	1.5m (2.5 including cycleway)
DIAGONAL (VIEW CORRIDOR)	6m	4.5m	23m	1.5m (2.5 including cycleway)
COLLECTOR ROADS	11m	4.5m	20m	1.5m (2.5 including cycleway)
LOCAL STREETS	9m	3.5m	16m	1.2m – 1.5m
EDGE ROAD	9m	4.5m	15m	1.2m – 1.5m
LANEWAYS	5m	1.5m	8m (not dedicated)	Nil

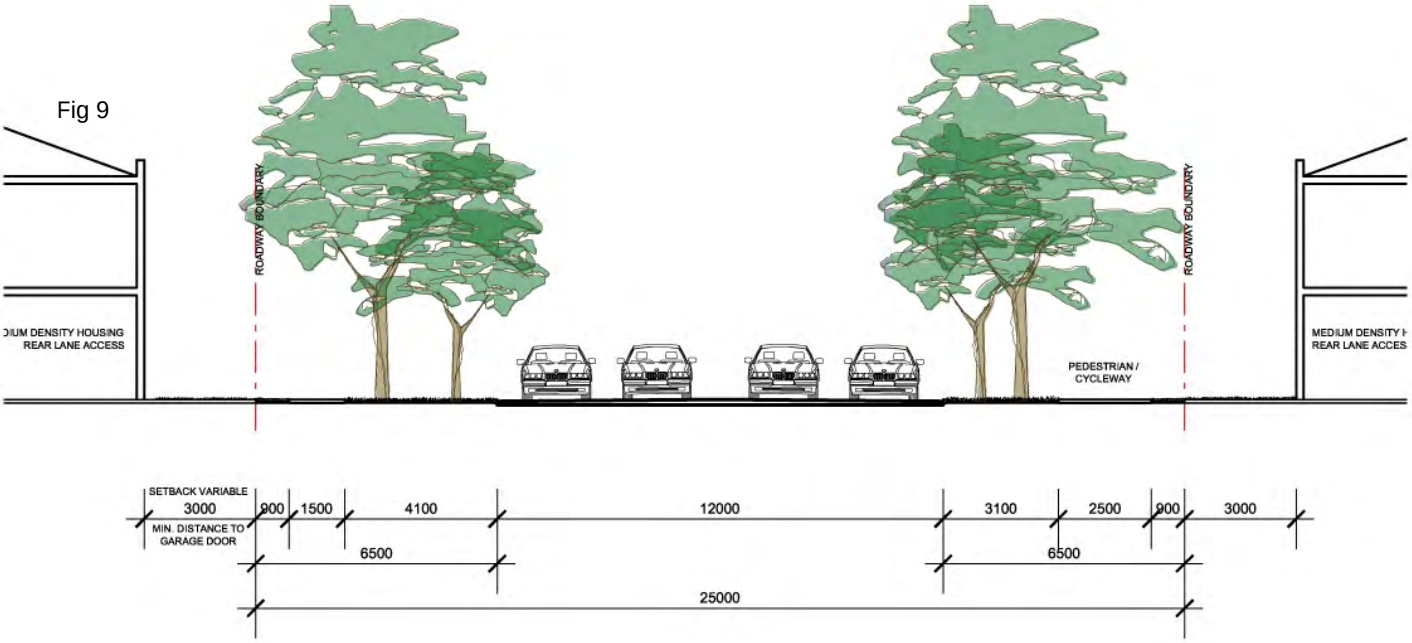


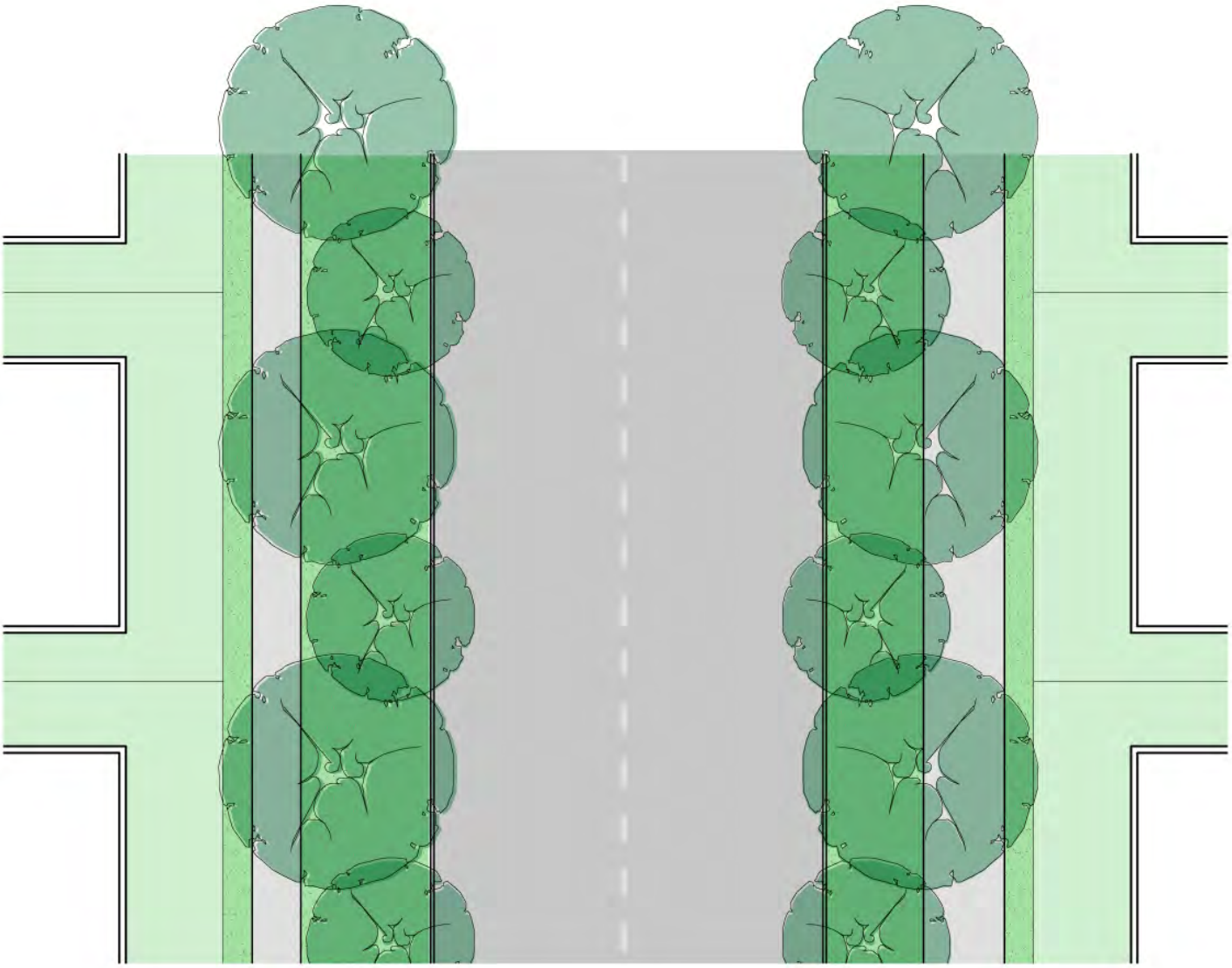


ENTRY BOULEVARDE CENTRAL MEDIAN

Fig 8

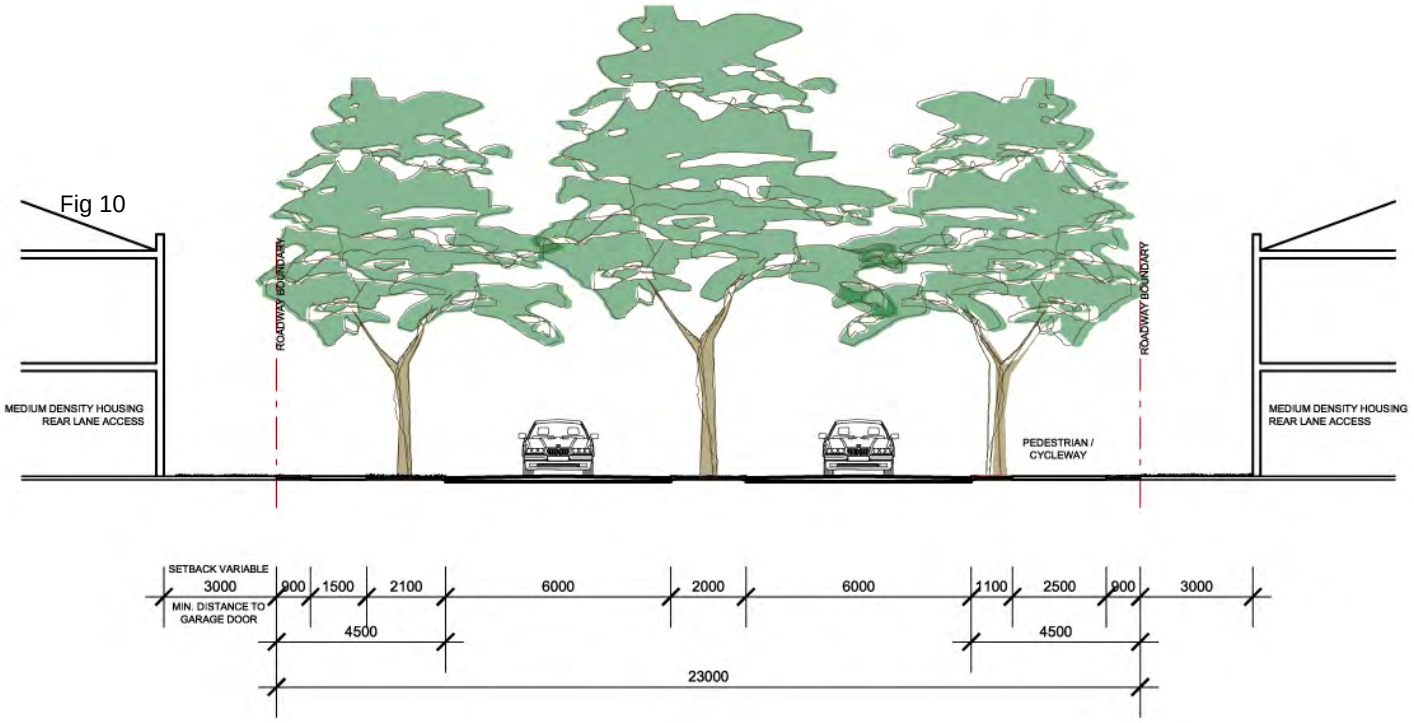
Fig 9

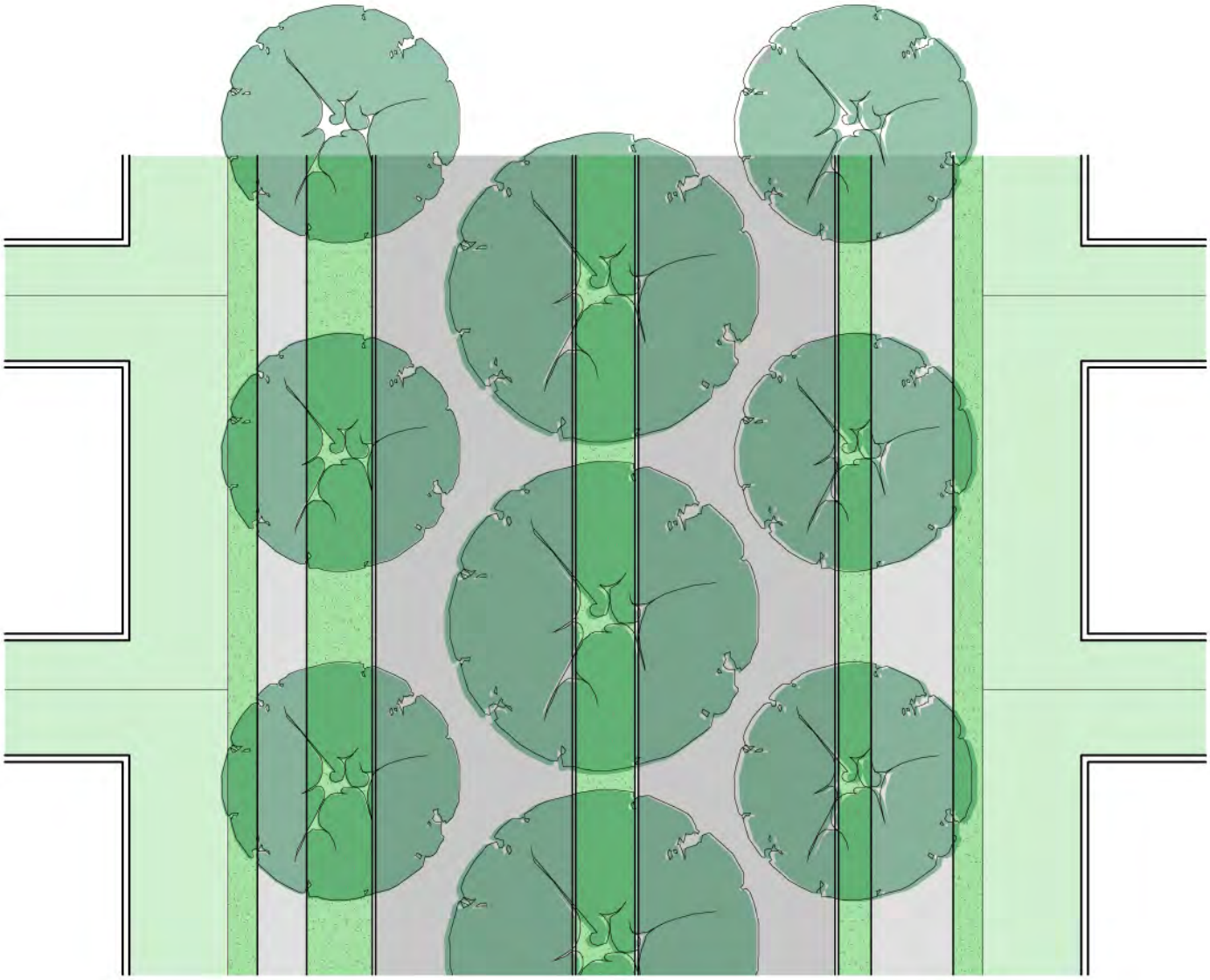




ENTRY BOULEVARDE WIDE VERGE

Fig 10





DIAGONAL VIEW CORRIDOR

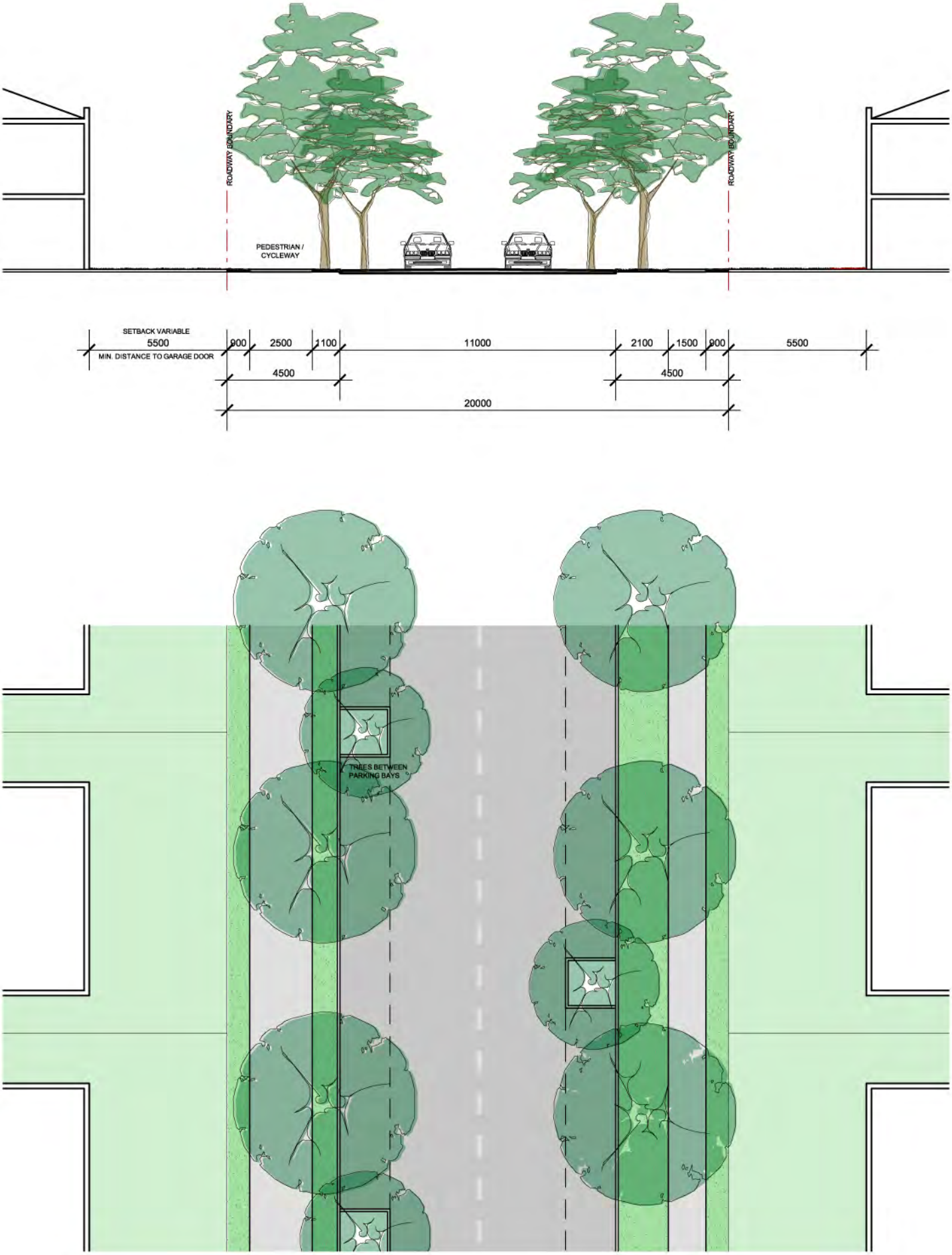


Fig 11

COLLECTOR

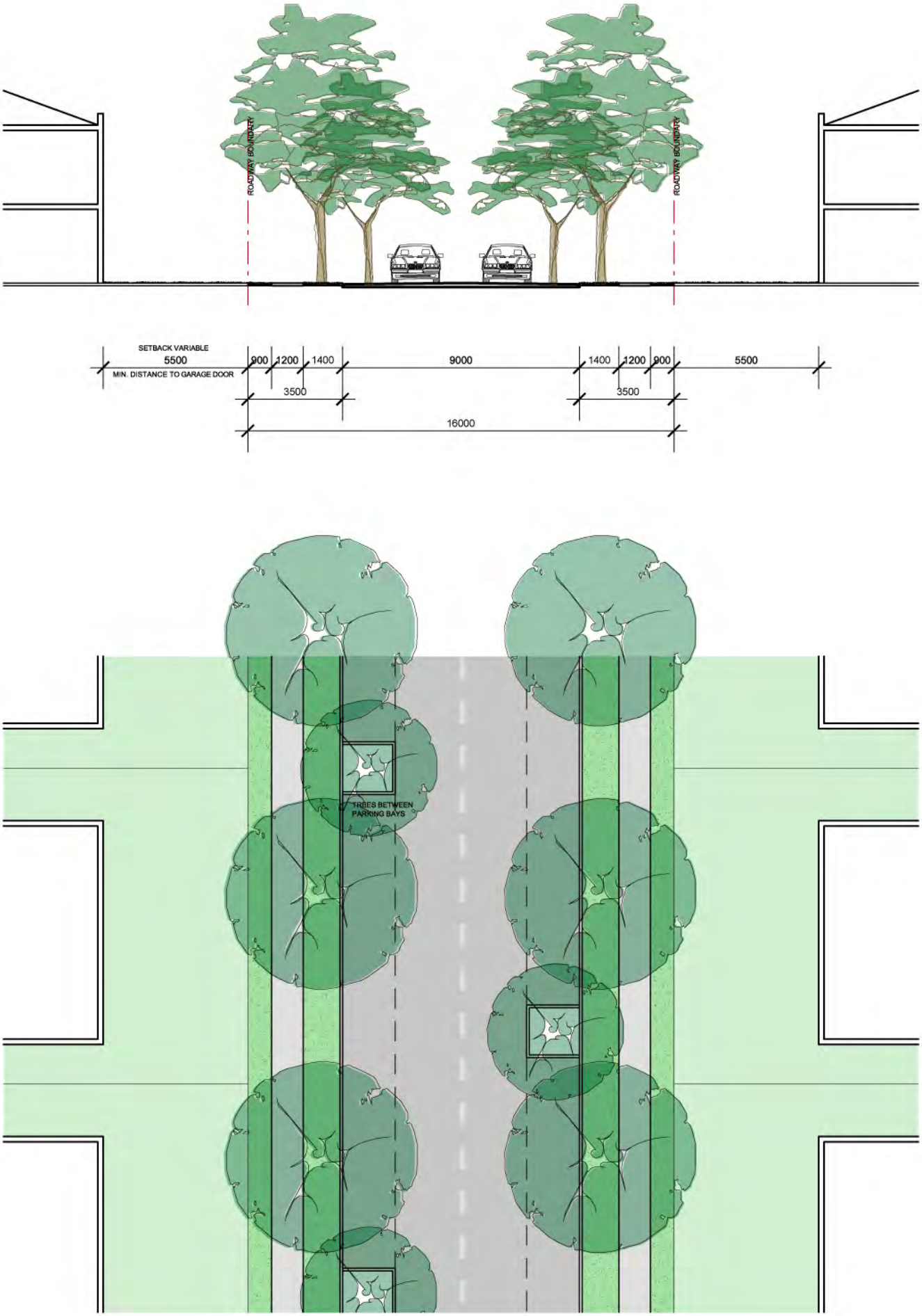
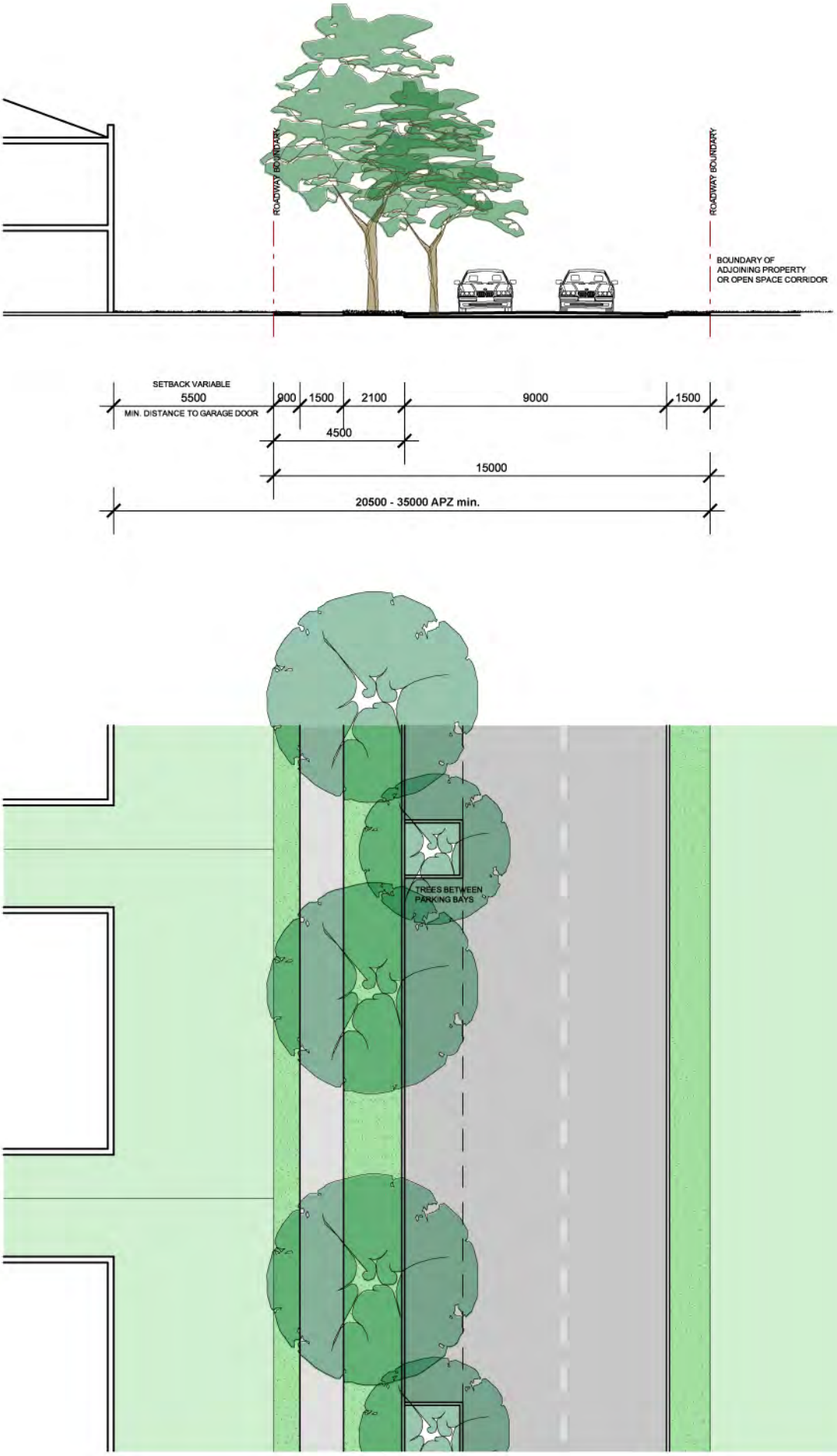


Fig 12

LOCAL ROAD



EDGE ROAD TO OPEN SPACE
AND ADJOINING PROPERTY (APZ ZONES)

Fig 13

3. Housing

The pattern, scale and types of dwellings are important elements in creating a successful residential community. The following sections set out Design Guidelines that relate to the design and development of Attached, Semi-detached, Dwelling and Multi dwelling lots.

3.1 Dwelling Houses

Design Guidelines for Large Lot Single Dwelling Houses (above 450m2 lot size)

Guidelines	
Minimum allotment size	450 sqm
Minimum frontage width	15m
Minimum lot depth	30m
Private open space (POS)	80sqm – 1,2 or 3 bedroom 100sqm – 4 bedrooms or more Generally to be located at the side of dwelling
Minimum width of POS	2.5m – directly accessible from living areas
Minimum dimension of principal POS	4m x 6m
Setbacks (min/m) – Primary front (building) – Primary front (garage) – Fronting open space – Side and rear (main dwelling) – Side and rear (garage) – Corner lots (secondary street frontage)	 4.5m – building façade 2m – articulation zone (minor architectural features) 5.5m – garage door 3.5m – building façade 900mm – single storey 1.5m – two story Zero 3m – for a max length of 9m 4m – along both street frontages for length of frontages beyond 9m 3m – where frontage is to open space
Max no. of storeys	2
Max building depth of second storey component	14m
Mex height dwelling	7.2m – to uppermost ceiling 10m – to ridgeline
Max height of carport	3.5m
Car parking spaces	2 – at least one space to be covered
Garage minimum internal dimension	Single – 5.5m x 3.0m Double – 5.5m x 5.5m
Max carport and garage door width	Not more than 5m wide or 50% of the dwelling width whichever is the lesser
Floor level above the 1%, 1:100 year flood level	500mm

3.2 Semi-Detached

Design Guidelines for Semi-detached Single Dwellings with Rear Lane Access (300-450m2 lot size)

Guideline	
Minimum allotment size	300 sqm
Minimum frontage width	8m
Private open space (POS)	8-10m frontage lots, min 30% of site coverage to be POS Lots with frontage over 10m, 40% of site coverage to be POS
Minimum width of POS	2.5m – directly accessible from living areas
Minimum dimension of principal POS	4m x 6m – directly accessible from living areas with northerly aspect (24sqm)
Setbacks (min/m) – Primary front (building) – Side and rear – Rear (garage) – Corner lots (secondary street frontage) – Zero lot – Zero lot max. wall length	 3m Side – 2m solar setback Rear – 1.5m for dwellings with one wall built to side boundary 0.5m 3m – for a max length of 9m on the secondary street façade 4m – along both street frontages for length of frontages beyond 9m 3m – along both street frontages for length of frontage beyond 9m where frontages are to open space Zero lot wall built on boundary required for lots with 13m frontage or less 10m – one side wall may be built on the boundary for a maximum continuous length
Easement for Zero lot line	2m solar setback to ground floor wall 1.8m second storey setback from ground floor wall
Max no. of storeys	2
Max height dwelling	7.2m – uppermost ceiling 10m – ridge line
Max height carport	3.5m
Floor level above the 1%/1:00 year flood level	500mm
Resident car parking spaces	2 – parking may be in tandem. Both spaces need to be covered

3.3 Attached and Multi dwelling Housing

Design Guidelines Group Housing with Rear Lane Access (200 – 300m lot size)

Guideline	
Minimum allotment size	200 sqm
Minimum frontage width	8m
Private open space (POS)	8-10m frontage lots, min 30% of site coverage to be POS Lots with frontage over 10m, 40% of site coverage to be POS
Minimum width of POS	2.5m
Minimum dimension of principal POS	4m x 6m – directly accessible from living areas with northerly aspect (24sqm)
Setbacks (min/m) – Primary front (building) – Rear (dwelling) – Rear (garage) – Side – Corner lots (secondary street frontage)	 3m 1.5m min 1.0m min Zero for max length of 10m 3m – for a max length of 9m on the secondary street frontage 4m – along both street frontages for length of frontages beyond 9m 3m – along both street frontages for length of frontage beyond 9m where frontages are to open space
Max no. of storeys	2
Max height dwelling	7.2m – uppermost ceiling 10m – ridge line
Max height of car port	3.5m
Garage and parking space min dimensions	3.5m width 5.5m length
Floor level above the 1%/100 year flood level	500mm
Residential car parking spaces	2 spaces, may be in tandem Both spaces covered

3.4 Residential Flat Building and Shop Top Housing

Design Guidelines

Guideline	
Minimum allotment size	1000 sqm
Minimum frontage width	36m
Private open space (POS)	Refer to SEPP 65 Residential Flat Design Code (variations to these requirements may be considered for shop-top housing where balconies of a minimum 10m2 are provided)
Minimum dimension of POS	4m
Setbacks (min/m) – Primary/street frontage (building) – Rear (dwelling) – Side – Corner lots (secondary street frontage)	 3m 5m min 1.5m min 3m – for a max length of 9m on the secondary street frontage 4m – along both street frontages for length of frontages beyond 9m 3m – along both street frontages for length of frontage beyond 9m where frontages are to open space
Max no. of storeys	3
Floor to ceiling heights	Ground Floor of Shop-Top 3m min Apartments 2.7m for living areas min
Floor level above the 1%/100 year flood level	500mm
Residential car parking spaces	As per Cessnock DCP 2006. One space for each one or two bedroom dwelling; or two spaces for each dwelling containing more than two bedrooms; and one visitor space for the first three dwellings and one space for every five thereafter or part thereof.

4.1 Village Centre / Mixed Use (Fig 15)

Guidelines
• Buildings to address streets and village green • Buildings to be a maximum of 3 storeys in height. Ground floor of mixed use to provide for retail/commercial uses only and/or commercial residential apartments above. Maximum retail floorspace 3,000 m2 • A distinctive identifying architectural element to be provided • An unobstructed footway of 3.5m width to be maintained along the street frontages • Pedestrian linkages to be provided to the school and community uses • Parking to be generally located with access from the local street system

4.2 Primary School (Fig 15)

Guidelines
• Ensure that school buildings are of a scale and character consistent with the business centre and community facilities • Integrate the primary schools with the neighbourhood centres and community uses

Fig 14

5. Employment (Fig 14)

The employment zone is to provide work opportunities within close proximity to Village 1, the future town centre and the Branxton railway Station.

Guidelines	
Land Use / Floor Space Ratio	Business park 7ha site area, 1:1 floorspace ratio Bulky goods 5.5ha site area, 0.5:1 floorspace ratio
Min Lot Size	Business park 2,000m2 Bulky goods 2,000m2
Max Site Coverage	Business park 60% Bulky goods 60%
Setbacks (Frontage)	Wine Country Drive extension 20m Access roads 10m
Streets	Minimum street reservation 20m Carriageway 11m Verge/Footpath 4.5m
Car Parking	As per Council code
Maximum Height	Business park 14m Bulky goods 14m
Address	Office addresses to be from primary access sheet
Materials	All facades visible from the public domain to be durable low maintenance and of a high quality
Architectural Elements	Facades – office fronts and landscaping are to be integrated with the overall building structure along street frontage. Entry points are to legible from the street. Signage – company identification signs are permitted on the street elevation only and should be integral with the building or within.
Landscape	Establish a distinctive landscape character for all streets within the Business Park and Bulky Goods areas

Fig 15