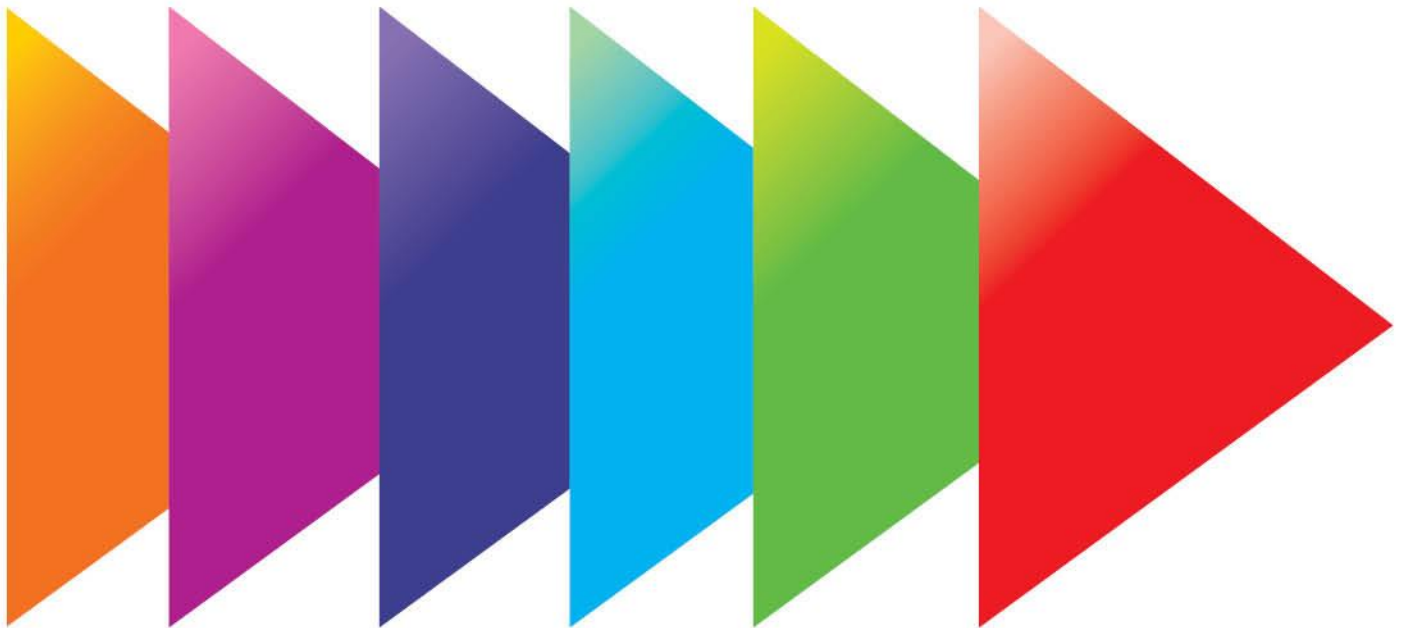


# Schedule 3 – Manooka Valley



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# MANOOKA VALLEY

## S3.1 Introduction

Manooka Valley is located between Spring Hill Village urban area at Currans Hill, Gregory Hills and the adjoining RU2 Rural Landscape zoned land to the north (see Figure S3-1 and 3-2).

### S3.1.1 Manooka Valley Planning Principles

1. Manooka Valley will provide a physical and visual transition between rural/scenic protection areas and Currans Hill. The residential zone will be characterised by a range of lot sizes. Lot size and building character within residential precincts will reflect their relationship to adjacent amenities and the provision of housing diversity. Other lots will provide a low key and visually sensitive transition to surrounding rural and scenic protection land.
2. The visual impact of development on Manooka Valley's landscape setting will be minimised. A high level of scenic quality will be achieved by protecting significant watercourses, significant trees, ridgetops and steep slopes from any adverse effects of development. The design of roads, landscaping, open spaces, water cycle management systems, houses and other elements of the urban landscape, will positively respond to these aims. The public open space design and water cycle management system will be environmentally sensitive, will contribute to the maintenance of downstream water quality and will recognise the importance of revegetated riparian corridors in the locality.
3. A variety of publicly accessible open space areas, suitable for a range of passive recreation opportunities will be available to residents. Pedestrians and cyclists will have convenient access throughout the precinct and connections to surrounding precincts.
4. A significant area of endangered Cumberland Plain Woodland has been set aside for restoration and revegetation. A Village Common will be created within an attractive and functional creek line. An integrated stormwater management system will help make Manooka Valley an attractive, environmentally sustainable neighbourhood.
5. The detailed design of the public domain in Manooka Valley, and its seamless integration with the private domain of each dwelling, is critical to achieving this vision. For this reason, control of the neighbourhood's streets and open spaces is rigorous. It has been planned and designed to respond to the natural features of the site, and to integrate innovative integrated water cycle management techniques. The combination of a thoughtful public domain design and its integration with the private domain of each dwelling will make Manooka Valley a great place to live.

### Related Studies

Plan of Management prepared by *Conacher Travers*, (Ref: 3167, April 2003)

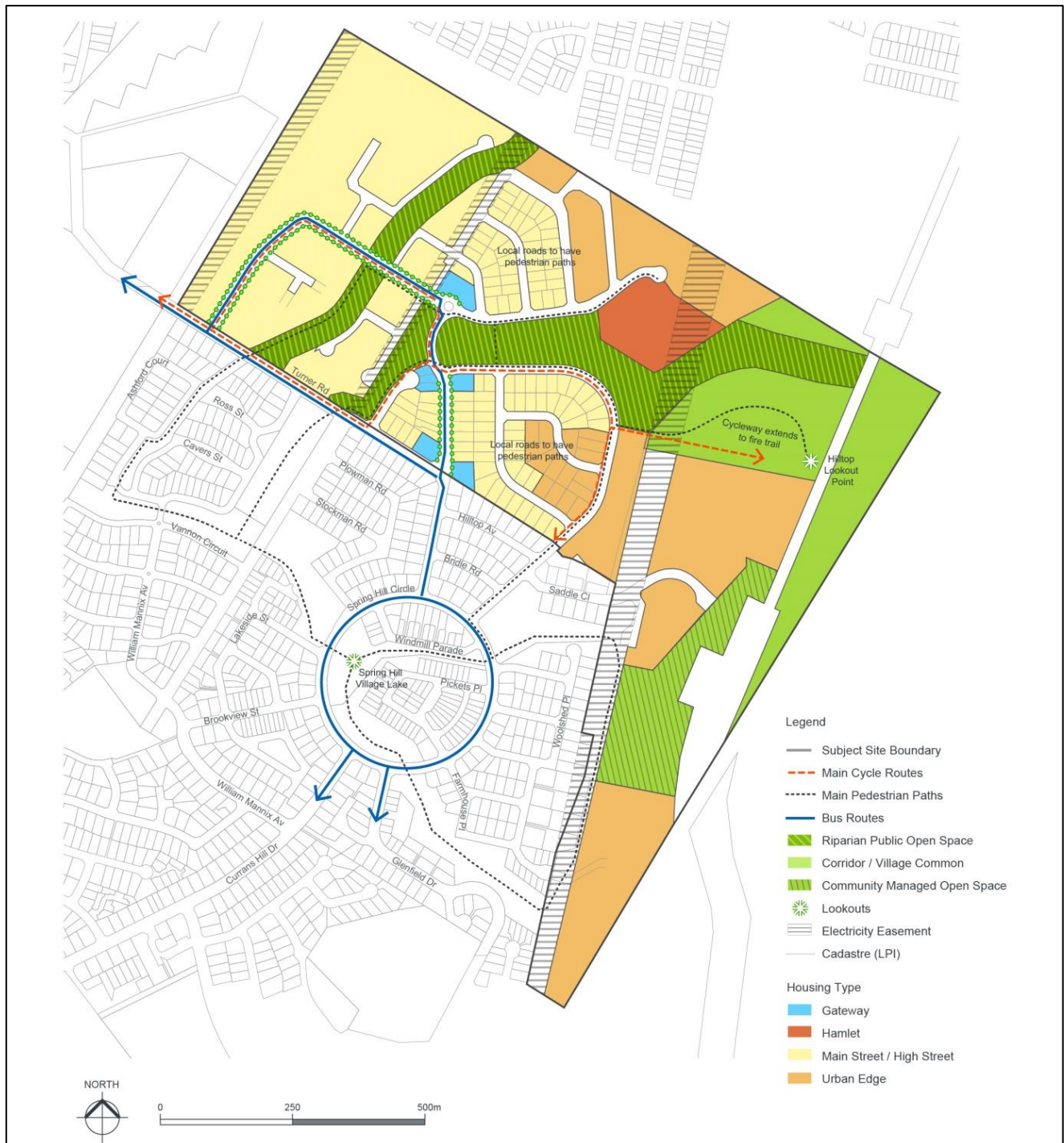


Figure S3-1: Manooka Valley Master Plan

### Controls

1. All developments within Manooka Valley must comply with the above planning principles and the Manooka Valley Master Plan shown at Figure S3-1.
2. Management of the public domain must comply with the management principles and objectives contained in the Plan of Management.

## S3.2 Subdivision Planning and Design

### S3.2.1 Street Network and Design

#### Controls

1. The street network and design in Manooka Valley must be undertaken in accordance with Figure S3-2 Manooka Valley Road Hierarchy Plan and the street cross-sections contained in this section at Figures S3-3 to S3-7. There are five types of streets throughout Manooka Valley. Table S3-1 indicates the minimum width of the road reserve of each road type.

**Table S3-1: Road Type and Width**

Road Type	Minimum Road Reserve Width
Collector Road	19.6m
Collector Road (Bridge/Culvert)	15.5m
Minor Collector Road	16.0m
Local Street	14.0m
Rural Road	16.0m





Figure S3-2: Manooka Valley Road Hierarchy Plan

**Note:** The proposed rural road located within the southern portion of the East Village is subject to TransGrid approval.

## Collector Road

The Collector Road is the main road of the Village and the entry to Manooka Valley from Turner Road. The road will be lined with an avenue of trees with a broad canopy that overhangs the road.

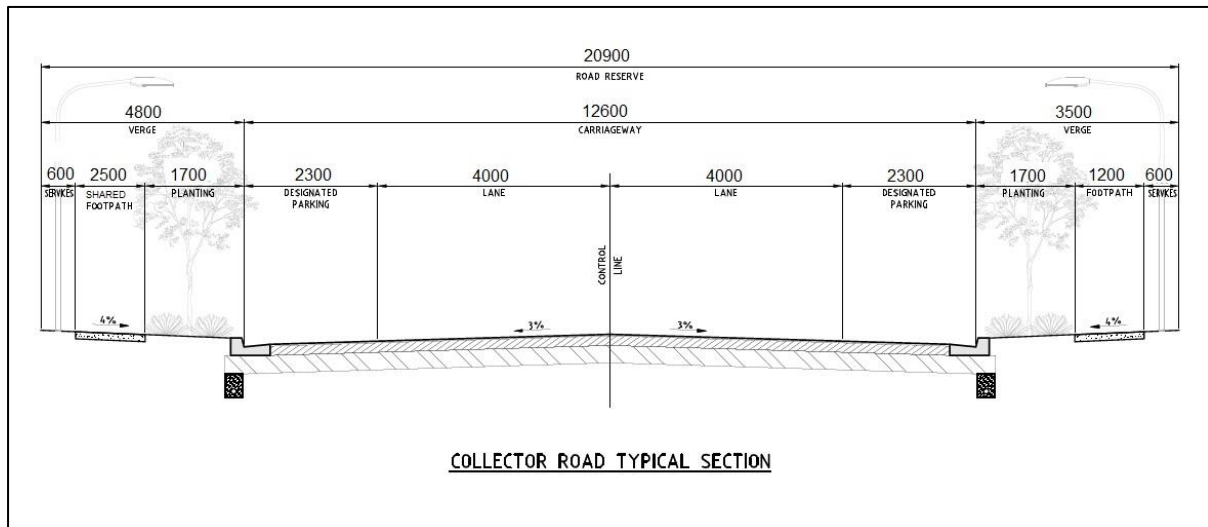


Figure S3-3: Typical road section and dimensions.

**Note:** Collector roads with proposed cycle paths must adopt a 20900mm wide road reserve. This includes a shared path of 2.5m located within one of the road verges.

## Collector Road (Bridge/Culvert)

The Collector Road (Bridge/Culvert) continues the Collector Road and defines the North Village entry. Figure S3-4: shows the typical road section and dimensions.

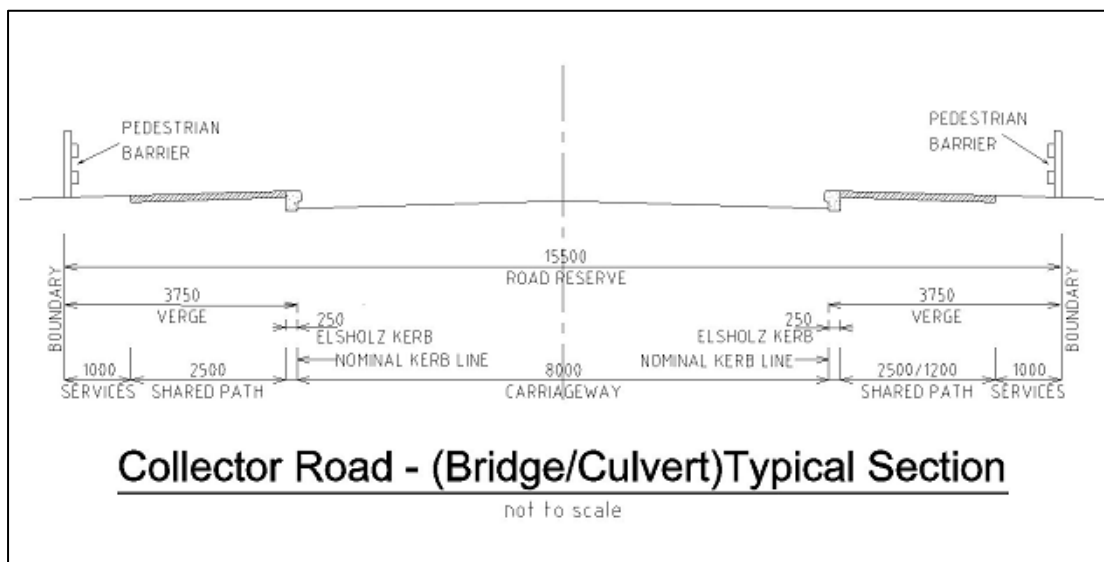


Figure S3-4: Manooka Valley Collector Road (Bridge/Culvert) Typical Section

### Local Street (with or without parking bays)

The local street provides safe access to residents and pedestrians. On street parking must be provided along the carriageway. Figures S3-5 and S3-6 shows the typical road section and dimensions.

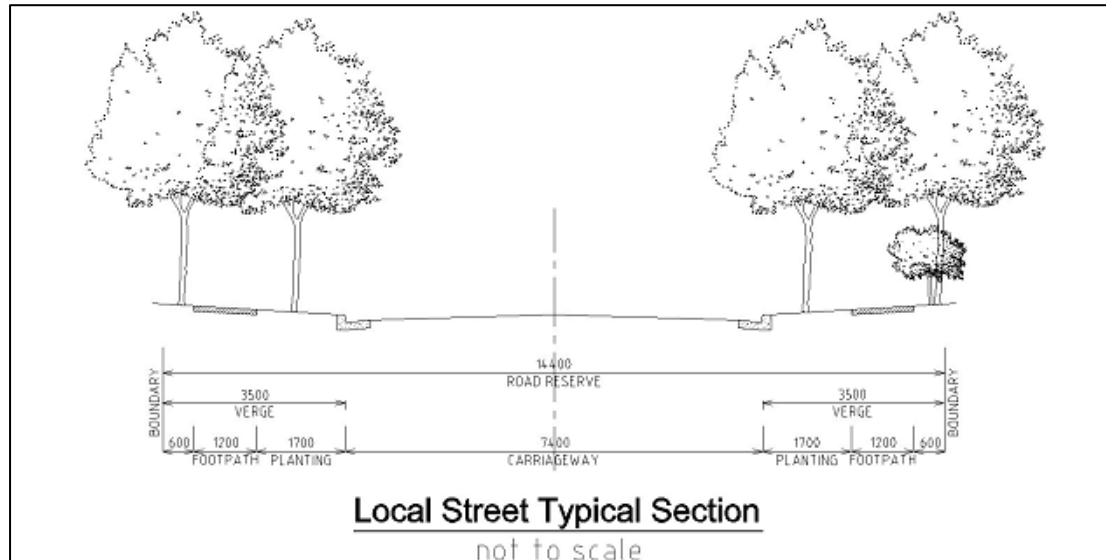


Figure S3-5: Local Street Typical Sections without Parking Bay

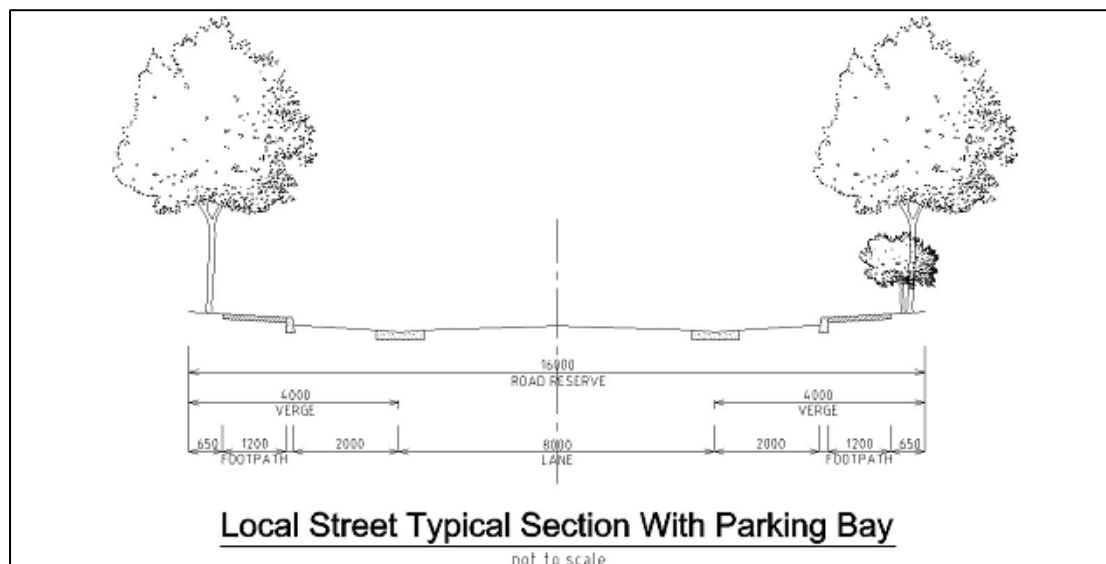
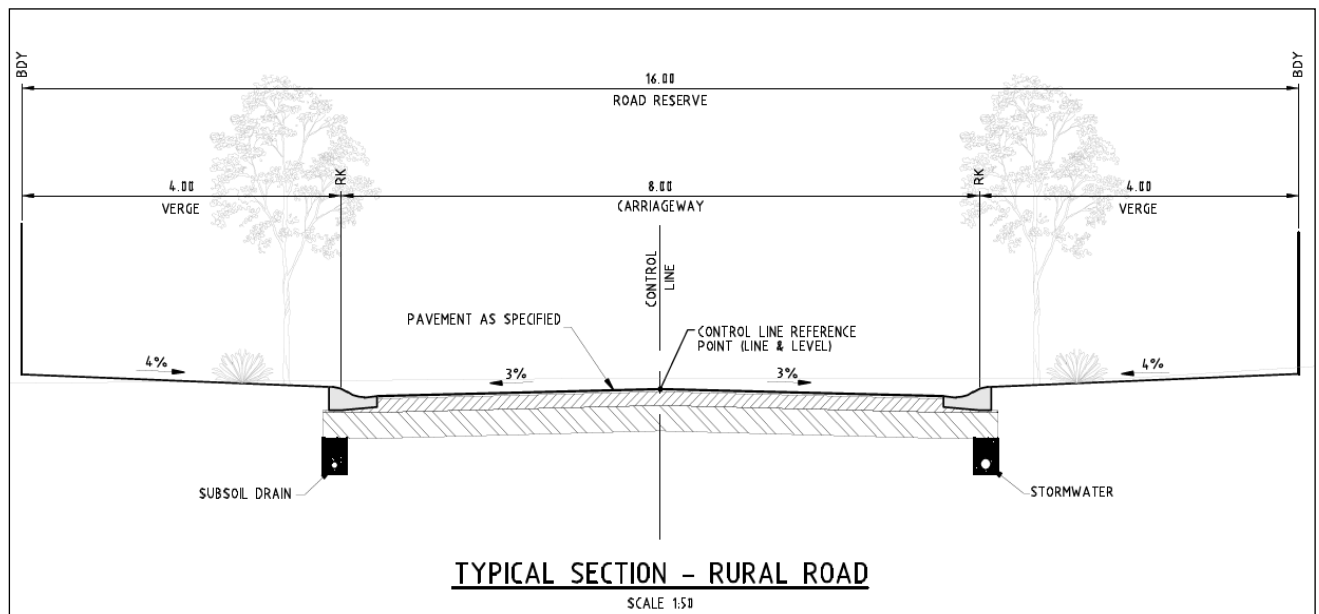


Figure S3-6: Local Street Typical Sections with Parking Bay



## Rural roads

Rural roads are located within the Eastern Village and provide safe access to residents of the Urban Edge lots. On street parking must be provided along the carriageway. Figure S3-7 shows typical road



section and dimensions.

Figure S3-7: Manooka Valley Rural Road Typical Section

### S3.2.2 Pedestrian and Cycle Network

#### Controls

1. The layout of the main pedestrian paths and cycleway routes are shown in Figure S3-1 Manooka Valley Master Plan.
2. Pedestrian paths are to be provided for pedestrian movement through the open spaces in Manooka Valley and connected into the wider Currans Hill area.
3. Bridges, boardwalks and other landscape devices are to be used to limit pedestrian access into areas of high vegetation sensitivity, and to provide views of special interest points and the broader landscape.
4. Dedicated cycle routes should be provided within the road reserve and must be off road.

### S3.2.3 Public Transport Network

#### Controls

1. The layout of bus route is shown in Figure S3-1 Manooka Valley Master Plan.
2. Bus route must be extended into Manooka Valley along the Collector Road, in order to increase the number of dwellings within a reasonable walking distance to public transport.

### S3.2.4 Parks and Open Space

#### Controls

1. Requirements for bushland restoration are provided in the Plan of Management prepared by Conacher Travers (2003). All development consents must implement the recommendations of the Conacher Travers Plan of Management.
2. A path system must be constructed to provide links across and through the area, connect with the bushland regeneration areas, and the Currans Hill open space system. Emergency and service vehicle access will be controlled.

### S3.2.5 Housing Type

#### Objectives

- a. To create a socially and environmentally sustainable environment that balances residential demands with preservation of the sites assets; and
- b. To provide a range of housing choice.

#### Controls

1. Development applications must be supported by a Master Plan showing the different types of housing within the subdivision. These housing types must include:
  - a. **Gateway** sites on the main boulevard bus route are to be developed as distinctive 'icons' that define the principal entry points into Manooka Valley. Two-storey attached, or two-storey single/multiple dwelling medium density housing is permissible.
  - b. One and two storey detached **Main/High Street** housing of a more traditional character is to be located on local streets within the North, South and West Villages.
  - c. In addition, the perimeter of Manooka Valley will be a carefully planned transition zone between urban and rural developments. Large **Urban Edge** lots and housing clusters will minimise the impact of low density development on the area's landscape.

## **S3.3 Centre Development Controls**

Not Applicable

## S3.4 Site Specific Residential Controls

Note: The controls listed below (Table S3-2) are specific to Manooka Valley. They must be read in conjunction with the controls in Part 4 of this DCP. In the event of any inconsistency, the controls below prevail.

### Front setbacks

1. The minimum front setback of a residential building on north-facing lots fronting 'Main Street' is 6m.
2. The minimum front setback of a residential building on land zoned C4 Environmental Living is 5.5m.

### Secondary street setback

1. The minimum secondary street setback of a residential building on land zoned C4 Environmental Living is 4.5m.

### Side setback

1. The minimum side setback of a residential building on land zoned C4 Environmental Living is 1.5m.

**Table S3-2 : Summary of residential accommodation controls – Manooka Valley**

SETBACKS	
Front setback (min)	4.5m
Front setback – north-facing lots fronting 'Main Street' (min)	6m
Front setback - Land zoned C4 (min)	5.5m
Secondary street setback (min) – lots >450m <sup>2</sup>	3m
Secondary street setback (min) – lots <450m <sup>2</sup>	2m
Secondary street boundary setback on a corner lot - Land zoned C4 (min)	4.5m
Side setback (min)	0.9m

Side setback - Land zoned C4 (min)	1.5m
Rear setback ground floor (min)	4m
Rear setback first floor (min)	6m
Garage setback (min)	1m behind principal building line and 5.5m from front boundary; third garage to be set back 2m behind principal building line.
Architectural element front setback encroachment (max)	1.5m
Rear lane setback (min)	1m.  Notwithstanding this, the rear lane setback can be reduced to 0.5m only if it can be adequately demonstrated to Council's satisfaction, that the development can facilitate waste collection in a safe and orderly manner.
Public reserve setback (min)	3m
<b>HEIGHT</b>	
As per LEP 2010 and Part 4 of this DCP	
<b>PRIVATE OPEN SPACE, LANDSCAPING AND SITE COVERAGE</b>	
Site coverage (max) – lots <450m <sup>2</sup>	Single storey development - 60%
	Two storey development – 50% ground floor, 35% upper floor
Site coverage (max) – lots 450m <sup>2</sup> or greater	Single storey development - 50%
	Two storey development – 50% ground floor, 30% upper floor
Landscaped area (min)	30%
Landscaped area (min) within the front setback	40%
Principal private open space (PPOS) (min)	24m <sup>2</sup> with a minimum dimension of 4m
Gradient of PPOS (max)	1:10

Solar access to PPOS (min)	<p>Direct sunlight must reach at least 50% of the PPOS of both the subject dwelling and of any adjoining dwelling for not less than 3 hours between 9:00am and 3:00pm on 21 June.</p> <p>Dwellings must be orientated to maximise solar access to living rooms having regard to future and existing site constraints.</p> <p>At least one window to a living area of dwellings on neighbouring properties must receive a minimum of 3 hours of direct sunlight between 9am and 3pm on 21 June.</p>
<b>GARAGE DESIGN</b>	
Garage door width (max) – lots 7-15m wide	60% of front elevation width
Garage door width (max) – lots greater than 15m wide	50% of front elevation width

### **S3.4.1 Double Garages on Narrow Lots equal to or greater than 10m and less than 12.5m**

Double Garages are permitted on lots equal to or greater than 10m and less than 12.5m, subject to the below.

#### **Objectives**

- a. To facilitate additional parking behind the building line on narrow allotments without reducing on street parking
- b. To reduce the visual impact of garages, carports, and parking areas on the streetscape.
- c. To ensure the dwelling is designed to provide casual surveillance of the street.
- d. To reduce the apparent bulk and scale of the dwelling.

#### **Controls**

1. Where a residential dwelling is proposed with a double garage on a lot with a frontage equal to or greater than 10 metres and less than 12.5 metres (measured at the building line);
  - a. It must be in conjunction with a 2 storey dwelling.



- b. It must be demonstrated that there is no loss of on street parking, site plans must show:
  - c. an unencumbered area within the property line for on-street parking;
  - d. driveway crossover (minimum 4m for double garage); and
  - e. 500mm driveway setback (minimum) from the side boundary and demonstrate no conflict with services as per Council's Design and Construction Specification – Access driveways.
- 2. The floor plan must include a habitable room overlooking the street with a balcony incorporated into the design of the front façade.
  - 3. The balcony must cover at least 50% of the width of the dwelling.
  - 4. The double garage must be recessed from the main building.
  - 5. To break up the bulk of the facade, the balcony element must be of a different finish to the main dwelling.
  - 6. The front entrance must be visible from the street.
  - 7. Non-habitable rooms are discouraged from being located at the front of the dwelling (apart from the front entrance).

**– End of Schedule –**

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