

PART 6.04: Renewal Corridors Development Control Plan

Version Number	Date Adopted by Council	Commencement Date	Amendment Type
1			Draft for exhibition

Table of Contents

Development (type/s) to which this control applies.....	4
Applicable environmental planning instruments	4
Related sections	4
Design Excellence: Urban Design Review Panel	5
Introduction	6
Structure.....	6
Using this chapter	7
Objectives	9
Controls	9
6.04.01 Adamstown Renewal Corridor	10
Land to which this section applies	10
A. Building Setbacks	11
Objectives	11
Controls	11
B. Awnings and Street Trees	13
Objectives	13
Controls	13
C. Traffic and Transport	16
Objectives	16
Controls	16
D. Site specific provisions	18
Objectives	18
Controls	18
6.04.02 Broadmeadow Renewal Corridor	21
Land to which this section applies	21
A. Building Setbacks	22
Objectives	22
Controls	22
B. Awnings and Street Trees	24
Objectives	24
Controls	24

C. Traffic and Transport	27
Objectives	27
Controls	27
6.04.03 Hamilton Renewal Corridor	29
Land to which this section applies	29
A. Building Setbacks	30
Objectives	30
Controls	30
B. Awnings and Street Trees	32
Objectives	32
Controls	32
C. Traffic and Transport	35
Objectives	35
Controls	35
D. Site specific provisions	37
Objectives	37
Controls	37
6.04.04 Mayfield Renewal Corridor	38
Land to which this section applies	38
A. Building Setbacks	39
Objectives	39
Controls	39
B. Awnings and Street Trees	41
Objectives	41
Controls	41
C. Traffic and Transport	44
Objectives	44
Controls	44
D. Site specific provisions	47
Objectives	47
Controls	47
6.04.05 Islington Renewal Corridor	51
Land to which this section applies	51
A. Building Setbacks	52
Objectives	52
Controls	52
B. Awnings and Street Trees	54
Objectives	54
Controls	54
C. Traffic and Transport	57
Objectives	57

Controls	57
D. Site specific provisions	59
Objectives	59
Controls	59
6.04.06 Character Typologies	61
A. Village Centre	61
Character Statement	61
Objectives	61
Controls	61
B. Active-Residential	67
Character Statement	67
Objectives	67
Controls	67
C. Apartments	75
Character Statement	75
Objectives	75
Controls	75
D. Auto-Business	81
Character Statement	81
Objectives	81
Controls	81
E. Transition-Residential	88
Character Statement	88
Objectives	88
Controls	88

Development (type/s) to which this control applies

This section applies to all development consisting of:

- new buildings or structures
- additions or alterations to existing buildings or structures.

Applicable environmental planning instruments

- Newcastle Local Environmental Plan 2012
- State Environmental Planning Policy No 65—Design Quality of Residential Flat Development

In the event of any inconsistency between this section and the above listed environmental planning instruments, the environmental planning instrument will prevail to the extent of the inconsistency.

Note 1: Additional environmental planning instruments may also apply in addition to those listed above.

Note 2: The Environmental Planning and Assessment Act 1979 enables an environmental planning instrument to exclude or modify the application of this DCP in whole or part.

Related sections

The following section of this DCP **will** also apply to development to which this section applies:

- Any applicable land use specific provision under Part 3.00
- Note: Any inconsistency between the locality specific provision and a land use specific provision, the locality specific provision will prevail to the extent of the inconsistency.
- 4.04 Safety and Security
 - 7.02 Landscaping, Open Space and Visual Amenity
 - 7.03 Traffic, Parking and Access
 - 7.05 Energy Efficiency
 - 7.06 Stormwater
 - 7.07 Water Efficiency
 - 7.08 Waste Management.

The following sections of this DCP **may** also apply to development to which this section applies:

- 4.01 Flood Management – all land which is identified as flood prone land under the Newcastle Flood Policy or within a PMF or area likely to flood
- 4.02 Bush Fire Protection – within mapped bushfire area/zone
- 4.03 Mine Subsidence – within mine subsidence area
- 4.05 Social Impact – where required under ‘Social Impact Assessment Policy for Development Applications’, 1999
- 5.01 Soil Management – works resulting in any disturbance of soil and/or cut and fill
- 5.02 Land Contamination – land on register/where risk from previous use
- 5.03 Vegetation Management – trees within 5m of a development footprint or those trees likely to be affected by a development
- 5.04 Aboriginal Heritage – known/likely Aboriginal Heritage item/site and/or potential soil disturbance
- 5.05 Heritage Items – known heritage item or in proximity to a heritage item
- 5.06 Archaeological Management – known/likely archaeological site or potential soil disturbance
- 7.04 Movement Networks – where new roads, pedestrian or cycle paths are required
- 7.09 Advertising and Signage – signage and outdoor advertising
- 7.10 Street Awnings and Balconies – awnings or balconies to be located over public land.

Design Excellence: Urban Design Review Panel

The Urban Design Review Panel (UDRP) provides independent, expert advice to City of Newcastle (CN) and applicants about the quality of the urban design and amenity of developments.

Some types of development must be referred to the UDRP. These include:

- Residential flat buildings
- Shop top housing
- Mixed-use development with residential accommodation component
- Strata subdivision of serviced apartments

Within the Renewal Corridors, other types of development may be referred to the UDRP due to their nature, location or scale, and likely impact upon the surrounding locality. These include:

- Boarding houses
- Education establishments
- Hospitals
- Multi dwelling and attached dwelling developments comprising ten or more dwellings,
- Place of public worship
- Seniors housings
- Serviced apartment
- Tourist and visitor accommodation
- Modification applications where the development consent to be modified was subject to UDRP advice and the modifications are not minor
- Any other development referred at the discretion of the Manager

The UDRP is an advisory panel only and the advice provided by the panel is to inform the assessment process. It is not the purpose of the UDRP to have any role in the determination of development applications, nor are its recommendations binding on CN's determination of an application.

Introduction

The Renewal Corridors Development Control Plan (DCP) provides development objectives and controls for infill and urban renewal development in the five Renewal Corridors.

The Newcastle Local Environment Plan 2012 is Council's principal planning document. It provides objectives, zones and development standards such as lot sizes, floor space ratios and building heights.

The existing urban renewal corridors were identified by City of Newcastle within the Newcastle Urban Strategy, which underpinned the preparation of Newcastle LEP 2003.

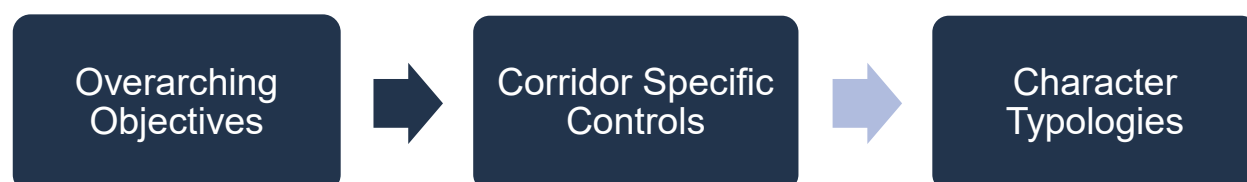
Good design is important to achieve a scale, bulk and height appropriate to the desired character of the street and surrounding buildings. It achieves an appropriate built form that defines the public domain, provides internal amenity and considers neighbours' amenity.

Good design also recognises that together landscape and buildings operate as an integrated and sustainable system, resulting in attractive development with good amenity. Good landscape design enhances the development's environmental performance by retaining positive natural features which contribute to the local context, and providing deep soil zones for vegetation and urban heat/water management.

Structure

The Renewal Corridors DCP provides a set of overarching objectives for the corridors supported by five 'Character Typologies', which provide development controls for all the corridors and relate to the desired future character of that area.

Each corridor contains site specific provisions which are located in the corresponding corridor chapter. Each corridor area is assigned a character typology, which has related built form controls.




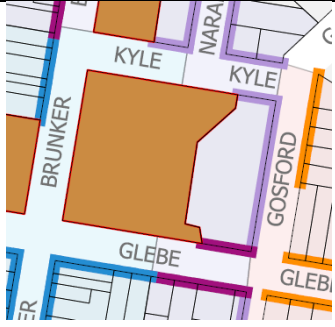

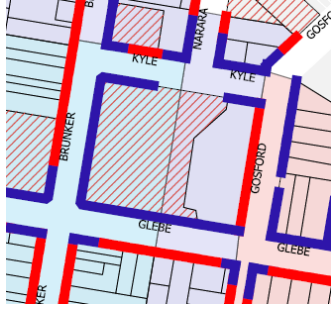

The Renewal Corridors DCP covers five renewal corridors identified in the map following. These corridors are:

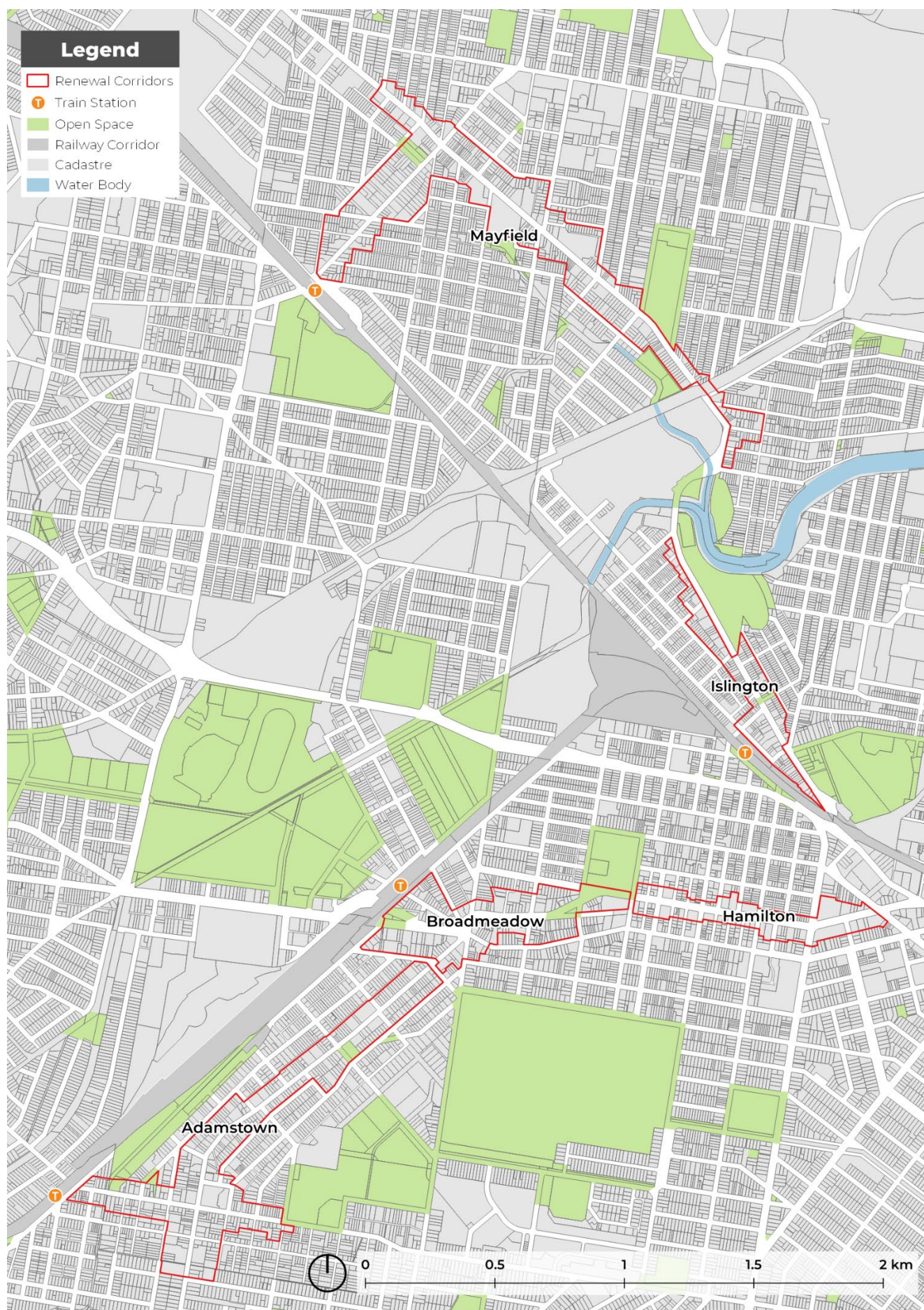
- Adamstown (Chapter 6.04.02)
- Broadmeadow (Chapter 6.04.03)
- Hamilton (Chapter 6.04.04)
- Mayfield (Chapter 6.04.05)
- Islington (Chapter 6.04.06)

Site specific information relative to each corridor is contained the respective chapters.

Using this chapter

An example of how to apply the Renewal Corridor DCP controls is provided below.

Table 1. Example development control application		
Step	Description	Image
1. Identify relevant character typology for site on the corridor overview map.	In this example, the eastern portion of the former Adamstown Public School is identified in the purple 'Active-Residential' character typology. The built form controls contained in the 'Active-Residential' character typology apply to this site. The site also is identified as having site specific provisions.	
2. Identify the relevant setback for the site on the setback map	The subject site has two 'Active Residential' setbacks that apply: <ul style="list-style-type: none"> AR1 (zero setback with a 2-metre articulation zone); and AR2 (4 metre ground floor setback, zero setback above 2-metre articulation zone). Refer to relevant character typology chapter setbacks for further detail.	
3. Identify the relevant awning and street tree requirements for the site on the awning map	The subject site is identified as requiring an awning on the primary street. Relevant awning controls apply. New street trees are also identified. Proposals must consider how these additional plantings can be provided, and design accordingly.	
4. Identify the relevant vehicle access requirements.	The site is identified with two type of vehicle access: <ul style="list-style-type: none"> Blue: No vehicle access Red: No additional vehicle access 	
5. Review site specific provisions for the site.	In addition to the relevant character typology controls, this site has a range of site-specific provision outlined in Part D or the corridor chapter.	



Objectives

1. To ensure new development responds to the desired future character and sense of place.
2. To encourage a diversity of denser urban forms and renewal of underutilised sites.
3. To provide for active street frontages and lively main streets.
4. To improve the public domain by providing new urban places and landscape enhancements.
5. To respect heritage significance and protect quality streetscapes and contributory buildings.
6. To establish a finer grain and more permeable urban fabric to improve pedestrian amenity and safety.
7. To establish and reinforce gateways at key locations to improve urban legibility.
8. To maximise view potential to green spaces and landmarks.
9. To encourage residential intensification, mixed use developments and infill as and where appropriate.
10. To encourage design quality and sustainable, green development outcomes.
11. To establish appropriate transitions to adjoining lower density streetscapes.
12. To ensure solar access to public spaces and footpaths.

Controls

Development in the Renewal Corridors must be consistent with the above objectives.

6.04.01 Adamstown Renewal Corridor

Land to which this section applies

This section applies to all land identified in Figure 1 - Adamstown Renewal Corridor area.

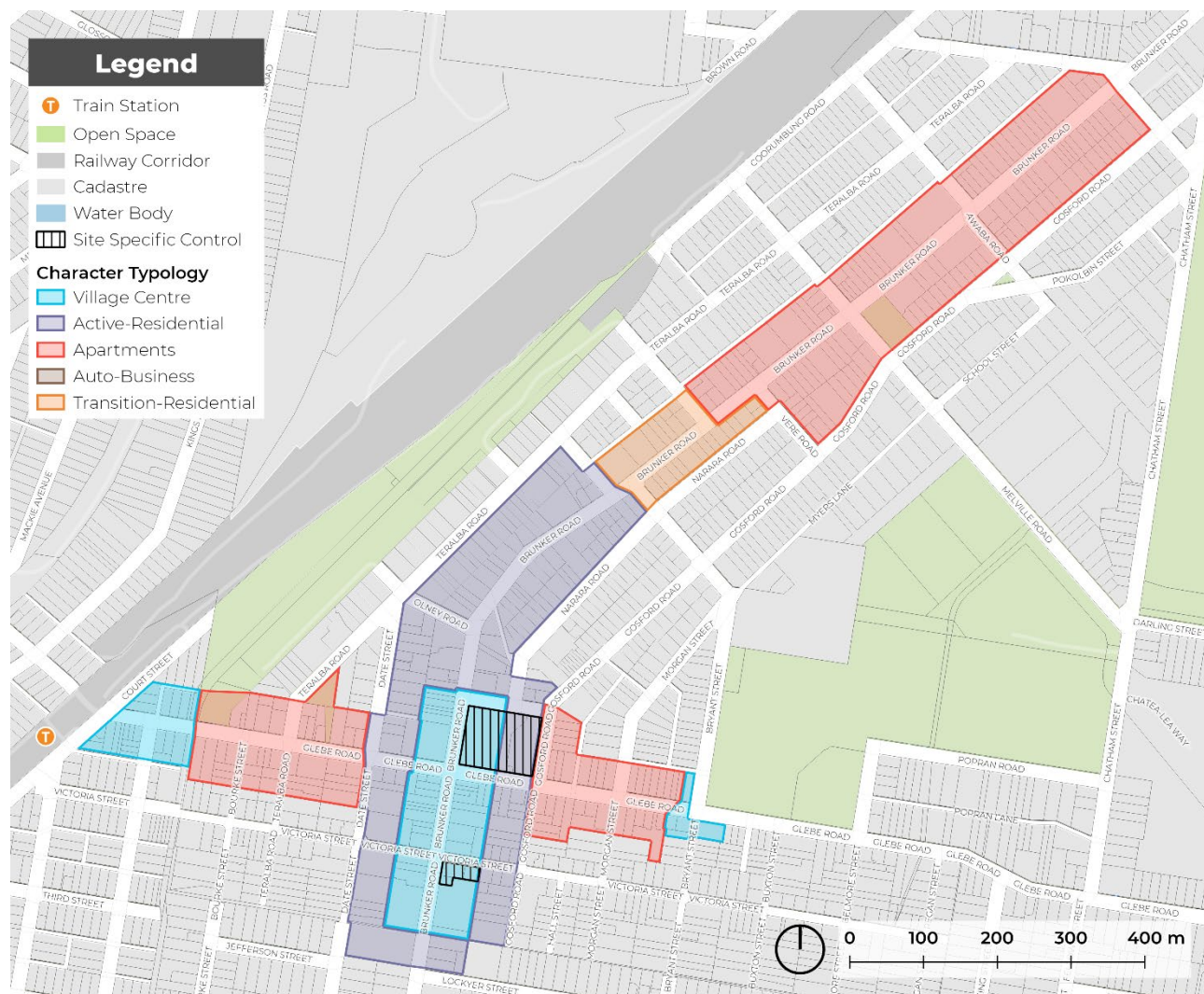


Figure 1: Adamstown Renewal Corridor area

Refer to the relevant setback and character typology for overarching development controls.

A. Building Setbacks

Objectives

1. Reinforce and maintain a well-defined street edge along Brunker Road and Glebe Road.
2. Provide space for tree planting and landscaping in desired areas.

Controls

1. Front building setbacks are consistent with those shown on Figure 2: Adamstown Building Setbacks and the relevant setbacks identified in Chapter 1.01.06 Character Typologies.
2. Upper level setbacks are encouraged to be used for provision of open space and landscaping, provided privacy of adjoining uses are protected.

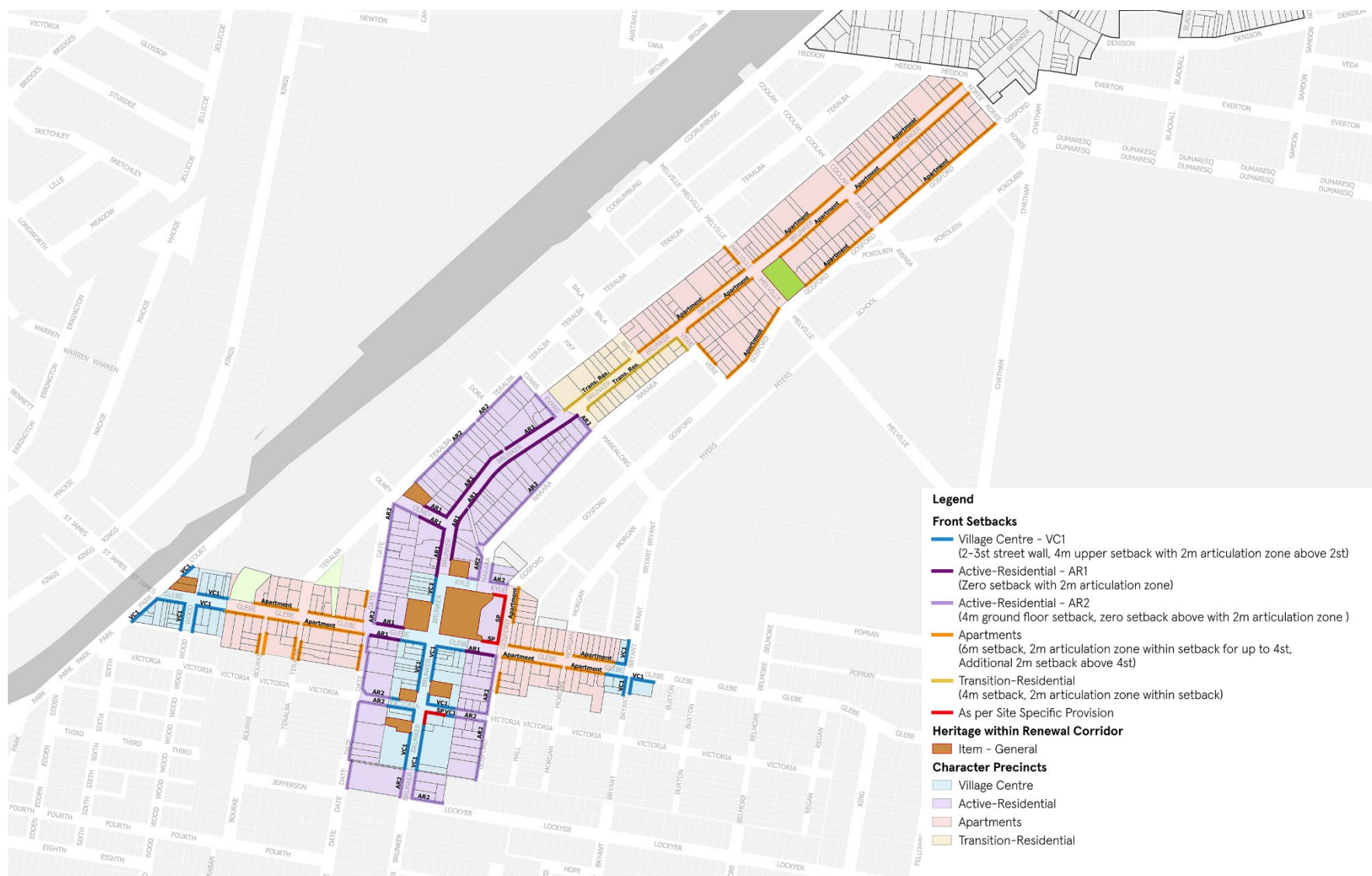


Figure 2: Adamstown Building Setbacks

B. Awnings and Street Trees

Objectives

1. Provide consistent awnings along active frontages.
2. Increase urban tree canopy cover.
3. Manage the interface between street trees and awnings.
4. Ensure that awnings, street trees and street infrastructure (such as power poles, street lighting, bus stops, drainage and telecommunication pits) are coordinated in their design and that their placement does not obstruct the public domain.

Controls

These controls should be read in conjunction with Section 7.10 Street Awnings and Balconies. If there is inconsistency between controls, the controls in this chapter prevail.

1. Awnings must be provided in accordance with Figure 4 Adamstown Street Tree and Awning Map.
2. Awnings are to be consistent with Figure 3 Awnings Diagram.
3. The underside of an awning must be no lower than 3 metres above the footpath.
4. As shown in Figure 3 Awnings Diagram, the depth of an awning is determined by the footpath width to allow appropriate space for planting, street furniture and lighting.
5. Continuous awnings must be provided to all active frontages. Breaks in awnings may be permitted for residential lobbies for legibility and for existing street trees.
6. New awnings should respond to existing awnings in terms of width, height and material. Awning material preference should complement heritage or period facades with similar materials, signage and colour treatments.
7. Awnings on Primary Streets should provide a continuous awning for the entire length of the frontage. Breaks in awnings may be permitted for residential lobbies for legibility and for existing street trees
8. Awnings on Secondary Streets should provide a continuation of the awning on the Primary Street, covering any active frontage for an appropriate distance relative to length of development.
9. Where a proposed street tree is indicated on Figure 4 Adamstown Street Tree and Awning Map, comprehensive redevelopment should provide new street tree planting, as per Section 5.03 of this DCP and The Newcastle Urban Forest Technical Manual. Alternative tree locations and additional planting will be considered on merit.

Note: The proposed tree locations are dynamic and provided as a guide. Development may consider street blister or vault planting for street trees where continuous awnings are prescribed.

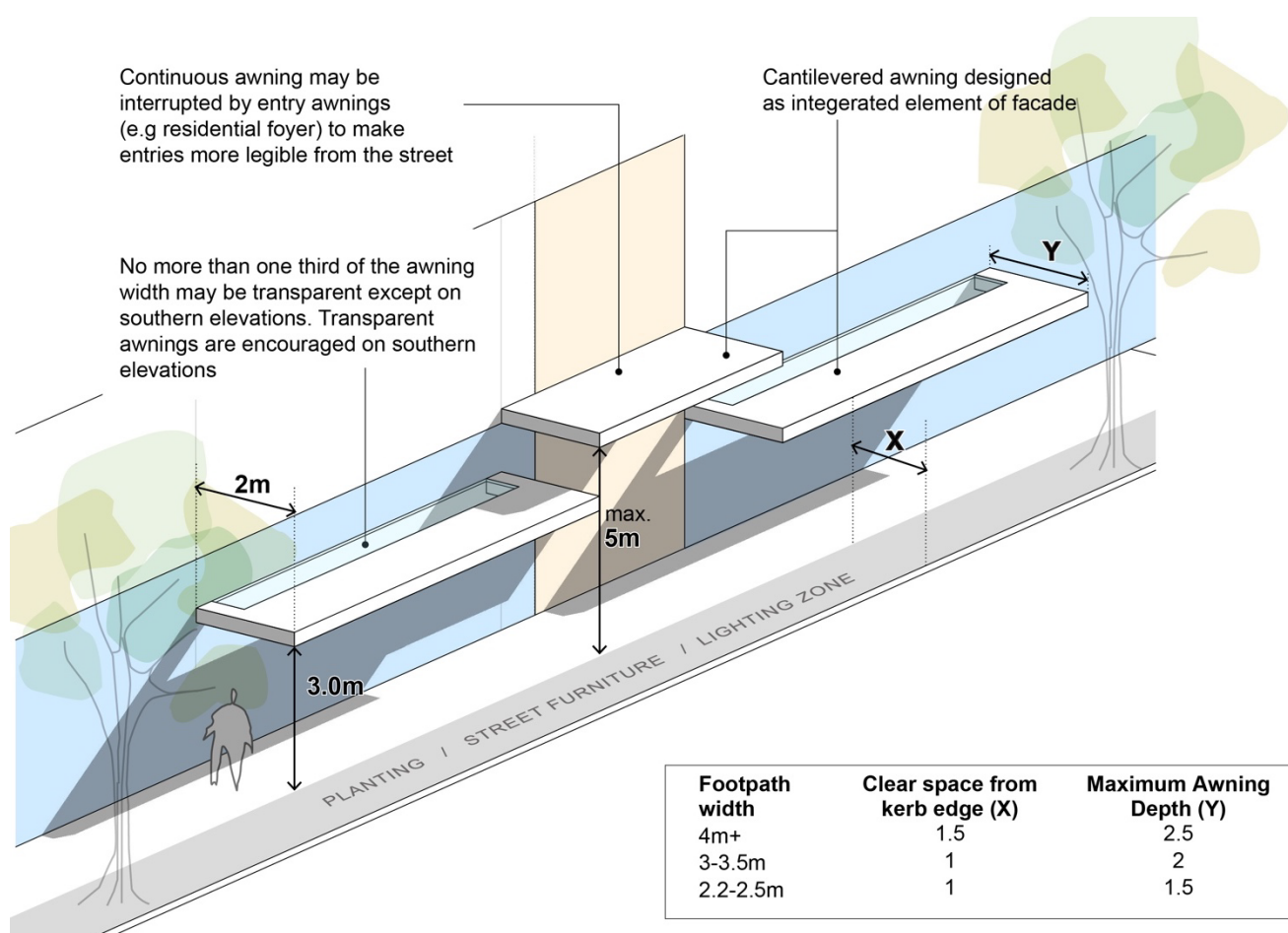


Figure 3: Awnings Diagram



Figure 4: Adamstown Street Tree and Awning Map

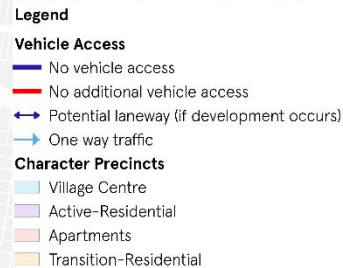
C. Traffic and Transport

Objectives

1. Minimise access onto Brunner and Glebe Road from new development.
2. Provide sufficient off-street car parking.
3. Minimise impacts from car parking on the streetscape and outdoor areas on site.

Controls

1. Vehicle access is not provided directly to Brunner or Glebe Road but is off side streets and rear laneways, except where no other options for access exist, as identified on Figure 5 Adamstown Vehicle Access.
2. Existing laneways and right-of-ways are retained for access by new and existing development.
3. New public laneways are provided as shown on Figure 5 and dedicated to Council.
4. Where negotiated prior to determination of a development proposal, such laneways may be incorporated into the development or allow development of their airspace but only where this allows for unrestricted public access.
5. Vehicle entrances do not dominate the streetscape and are recessed from building facades.
6. At-grade (ground level) car parking is only provided where:
 - (a) it is set back behind other uses that provide activation to the street edge
 - (b) it is under cover and integrated into the built form and covered by upper levels of development or upper level open space/landscaping provision
 - (c) ceiling heights and floor levels allow for future adaption to other uses
 - (d) it is not within building setbacks
 - (e) it is not impeding an ability to meet minimum on site landscape requirements.
7. Where above-ground car parking facilities are proposed they must be located to the rear of development along Brunner and Glebe Roads and appropriately screened from any street frontages by use of built form, architectural screens or landscaping.
8. Driveways directly accessing Brunner or Glebe Roads, where necessary, have a maximum width of 3m per direction and contain a centre refuge where allowing two-way access. The design also minimises queuing across footpath.
9. New development enhances safety and amenity of bus stops by encouraging adjoining active uses, passive surveillance, and weather protection.
10. Car parking is provided in accordance with Section 7.03 Traffic, Parking and Access.



Newcastle Development Control Plan 2012

Adamstown Renewal Corridor

D. Site specific provisions

Objectives

1. Guide development outcomes on specific sites.
2. Ensure good design outcomes that respect local character and heritage.

Controls

Former Adamstown Public School Site

Located at 210 Brunner Road, the former Adamstown Public School is a locally listed heritage item under Newcastle DCP 2012. The site is significant due to its landmark qualities and an example of Victorian Gothic architecture that is in excellent conditions. It is complementary to the adjacent Post Office and Adamstown Uniting Church. It was constructed and opened in 1879 as the Adamstown Public School to serve the large local population following the establishment of several mines in the area. It was last used as a school in 1971 and is currently the regional office for the Department of Education, having been re-opened as the Adamstown Teacher's Centre in 1973. (Heritage NSW).

Redevelopment of the site should improve the public domain through a mixed use redevelopment. This includes improved through site linkages and a perimeter block style development with internal communal open space.

1. Development of the former Adamstown Public School site should be consistent with the Figure 6 Adamstown Public School Plan and Figure 7 Adamstown Public School Section.
2. Development of the former Adamstown Public School site at the corner setback of Brunner and Kyle Roads to incorporate an informal public open space with playground facilities.
3. Through site links and pedestrian links should be provided as shown in Figure 6 Adamstown Public School Plan.
4. On-site car parking associated with redevelopment of the former Adamstown Public School is provided at sub-grade with vehicle access from Gosford Road to maximise landscape opportunities on site, as shown in Figure 6 Adamstown Public School Plan.

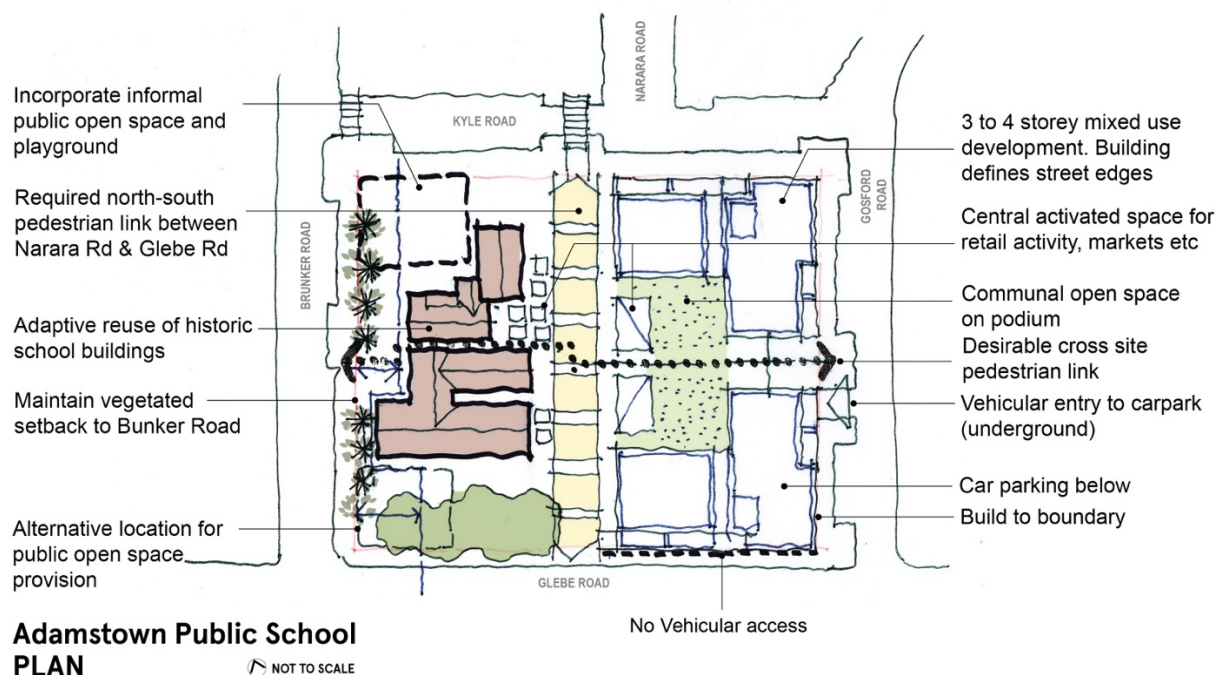


Figure 6: Adamstown Public School Plan

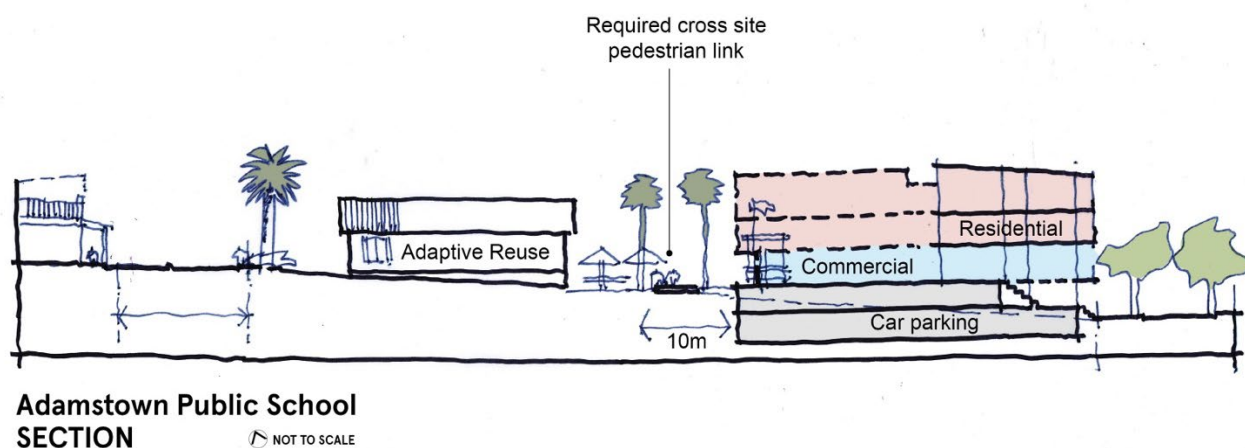


Figure 7: Adamstown Public School Section

Council Library Site (75 Victoria Street, Adamstown)

5. Redevelopment of Council's existing library site, at the corner of Brunker Road and Victoria Street, incorporates a new formalised civic space that provides opportunities for gathering and outdoor dining, as shown in Figure 8 Adamstown Library Plan.

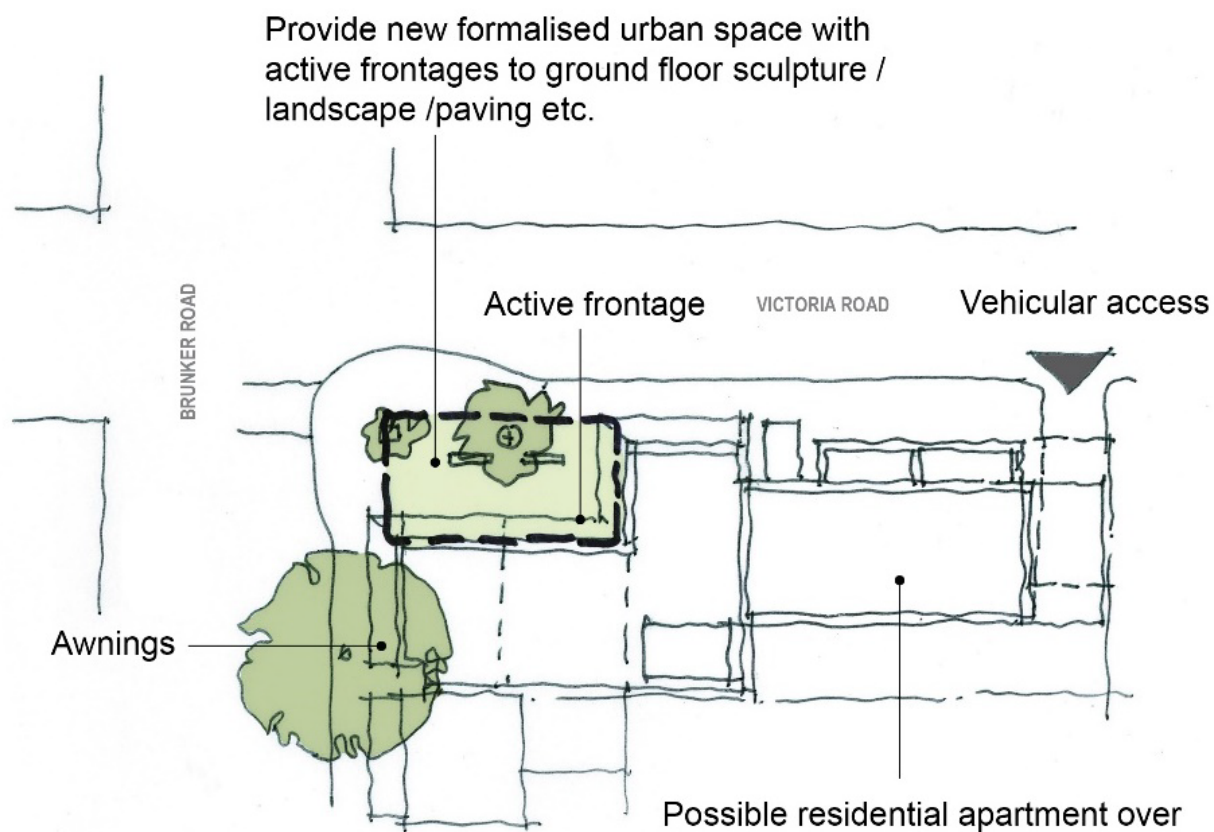


Figure 8: Adamstown Library Plan

6.04.02 Broadmeadow Renewal Corridor

Land to which this section applies

This section applies to all land identified in Figure 9 Broadmeadow Renewal Corridor area.

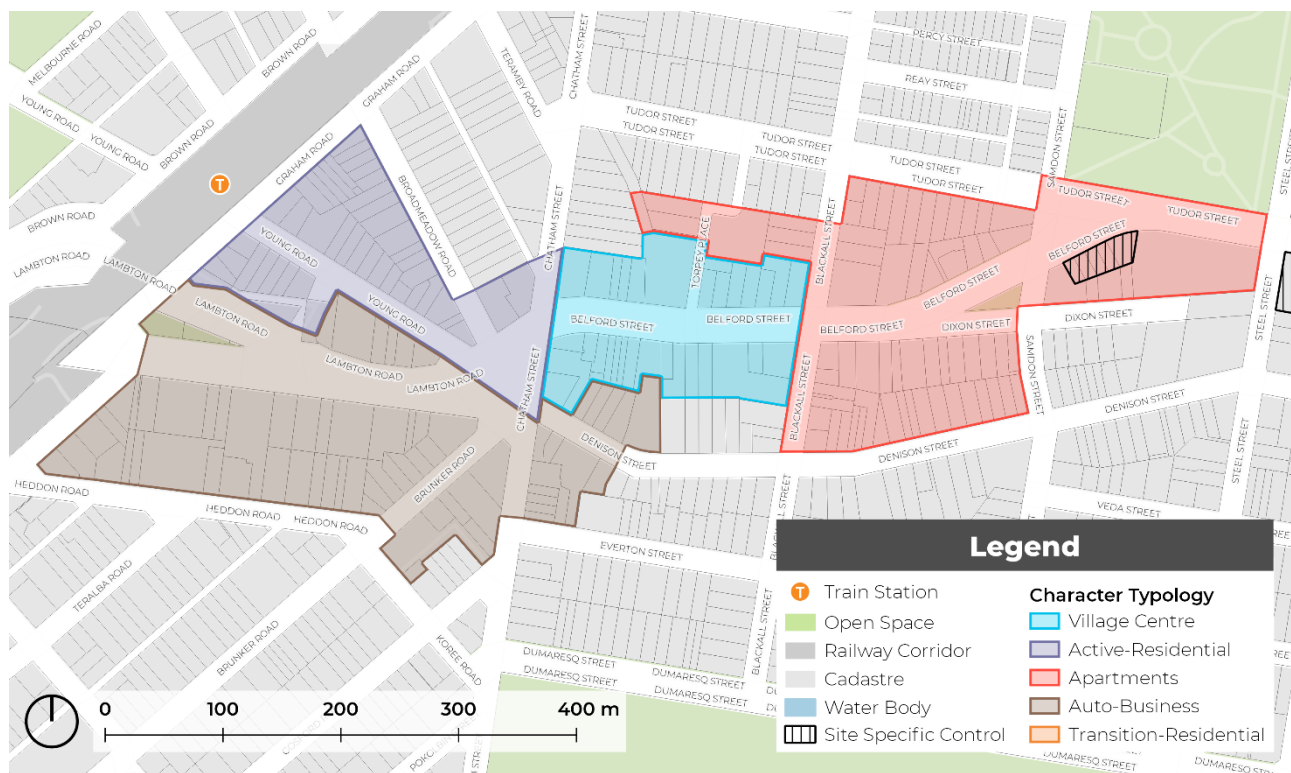


Figure 9: Broadmeadow Renewal Corridor area

Refer to the relevant setback and character typology for overarching development controls.

A. Building Setbacks

Objectives

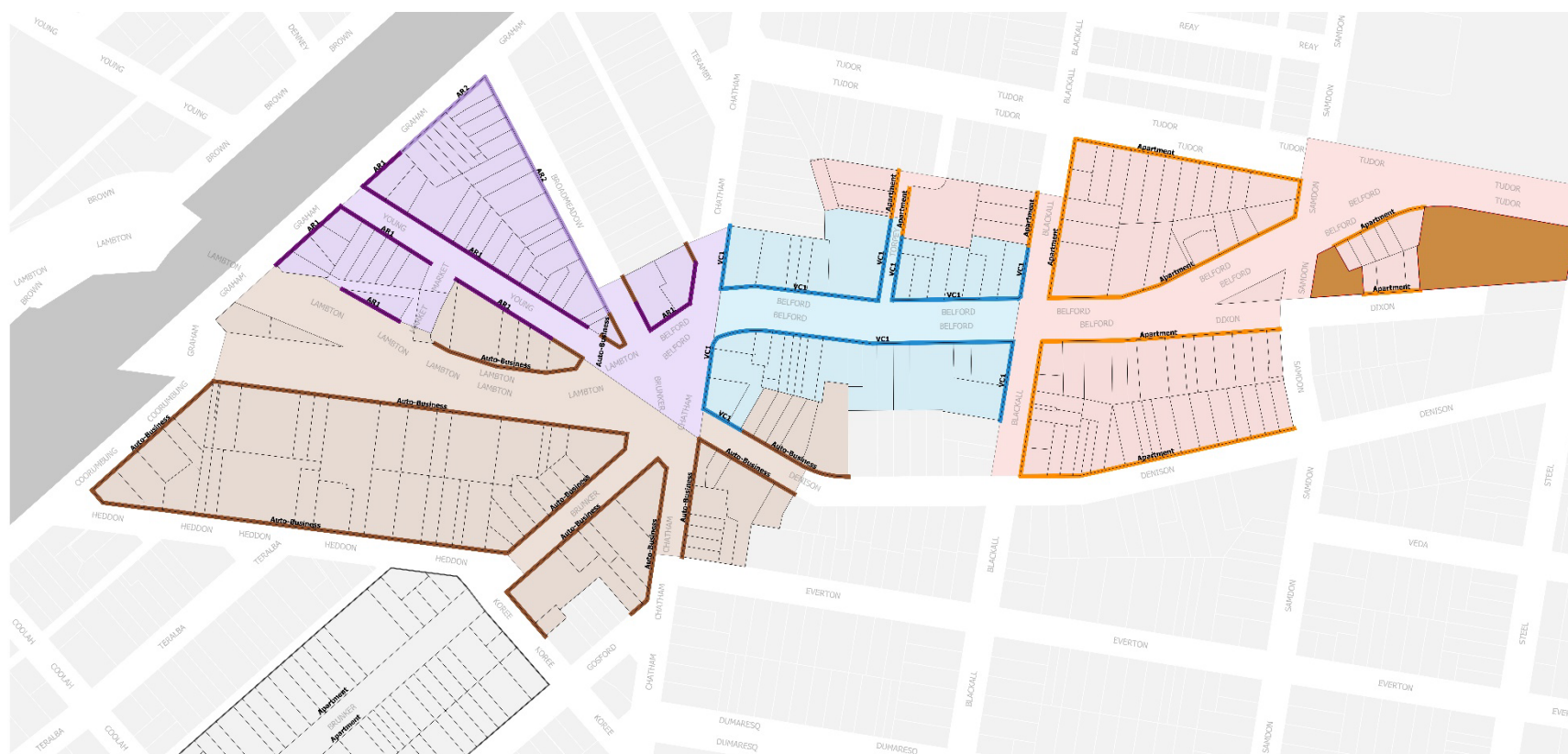
1. Provide building setbacks that reflect established setbacks of buildings within the precinct.
2. Reinforce a well defined street edge along all roads within the Nineways Centre and provide continuous built form.
3. Provide a sense of enclosure to the Nineways centre through minimal setbacks.
4. Provide space for tree planting and landscaping in desired areas.

Controls

1. Front building setbacks are consistent with those shown on Figure 11 Broadmeadow Building Setbacks and the relevant setbacks identified in Chapter 1.01.07 Character Typologies.
2. Upper level setbacks are encouraged to be used for provision of open space and landscaping, provided privacy of adjoining uses are protected.
3. New buildings are to complement existing building envelopes, setbacks and building heights of heritage items along Belford Street. An example is shown in Figure 10 New buildings to complement existing heritage items.



Figure 10: New buildings to complement existing heritage items



- Legend**
- Front Setbacks**
- Village Centre - VC1
(2-3rd street wall, 4m upper setback with 2m articulation zone above 2st)
 - Active-Residential - AR1
(Zero setback with 2m articulation zone)
 - Active-Residential - AR2
(4m ground floor setback, zero setback above with)
 - Apartments
(6m setback, 2m articulation zone within setback for up to 4st. Additional 2m setback above 4st)
 - Auto-Business
(6m setback or as per prevailing street setback)
- Heritage within Renewal Corridor**
- Item - General
- Character Precincts**
- Village Centre
 - Active-Residential
 - Apartments
 - Auto-Business

Figure 11: Broadmeadow Building Setback Map

B. Awnings and Street Trees

Objectives

1. Provide consistent awnings along active frontages.
2. Increase urban tree canopy cover.
3. Manage the interface between street trees and awnings.
4. Ensure that awnings, street trees and street infrastructure (such as power poles, street lighting, bus stops, drainage and telecommunication pits) are coordinated in their design and that their placement does not obstruct the public domain.

Controls

These controls should be read in conjunction with Section 7.10 Street Awnings and Balconies.

1. Awnings must be provided in accordance with Figure 13 Broadmeadow Street Tree and Awning Map.
2. Awnings are to be consistent with Figure 12 Awnings Diagram.
3. The underside of an awning must be no lower than 3 metres above the footpath.
4. As shown in Figure 12 Awnings Diagram, the depth of an awning is determined by the footpath width to allow appropriate space for planting, street furniture and lighting.
5. Continuous awnings must be provided to all active frontages. Breaks in awnings may be permitted for residential lobbies for legibility and for existing street trees.
6. New awnings should respond to existing awnings in terms of width, height and material. Awning material preference should compliment heritage or period facades with similar materials, signage and colour treatments.
7. Awnings on Primary Streets should provide a continuous awning for the entire length of the frontage. Breaks in awnings may be permitted for residential lobbies for legibility and for existing street trees
8. Awnings on Secondary Streets should provide a continuation of the awning on the Primary Street, covering any active frontage for an appropriate distance relative to length of development.
9. Where a proposed street tree is indicated on Figure 13 Broadmeadow Street Tree and Awning Map, comprehensive redevelopment should provide new street tree planting, as per Section 5.03 of this DCP and The Newcastle Urban Forest Technical Manual. Alternative tree locations and additional planting will be considered on merit.

Note: The proposed tree locations are dynamic and provided as a guide. Development may consider street blister or vault planting for street trees where continuous awnings are prescribed.

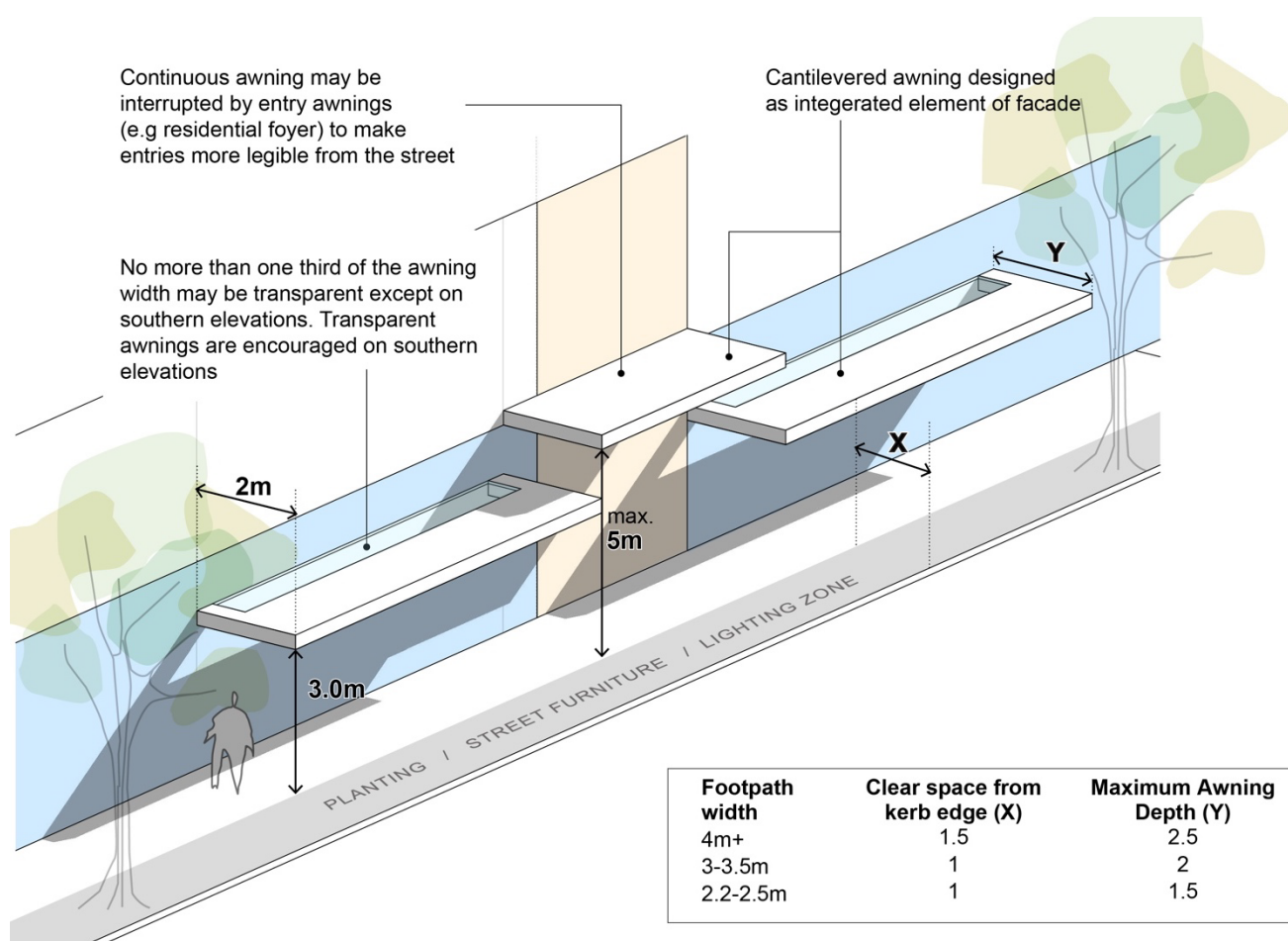


Figure 12: Awnings Diagram

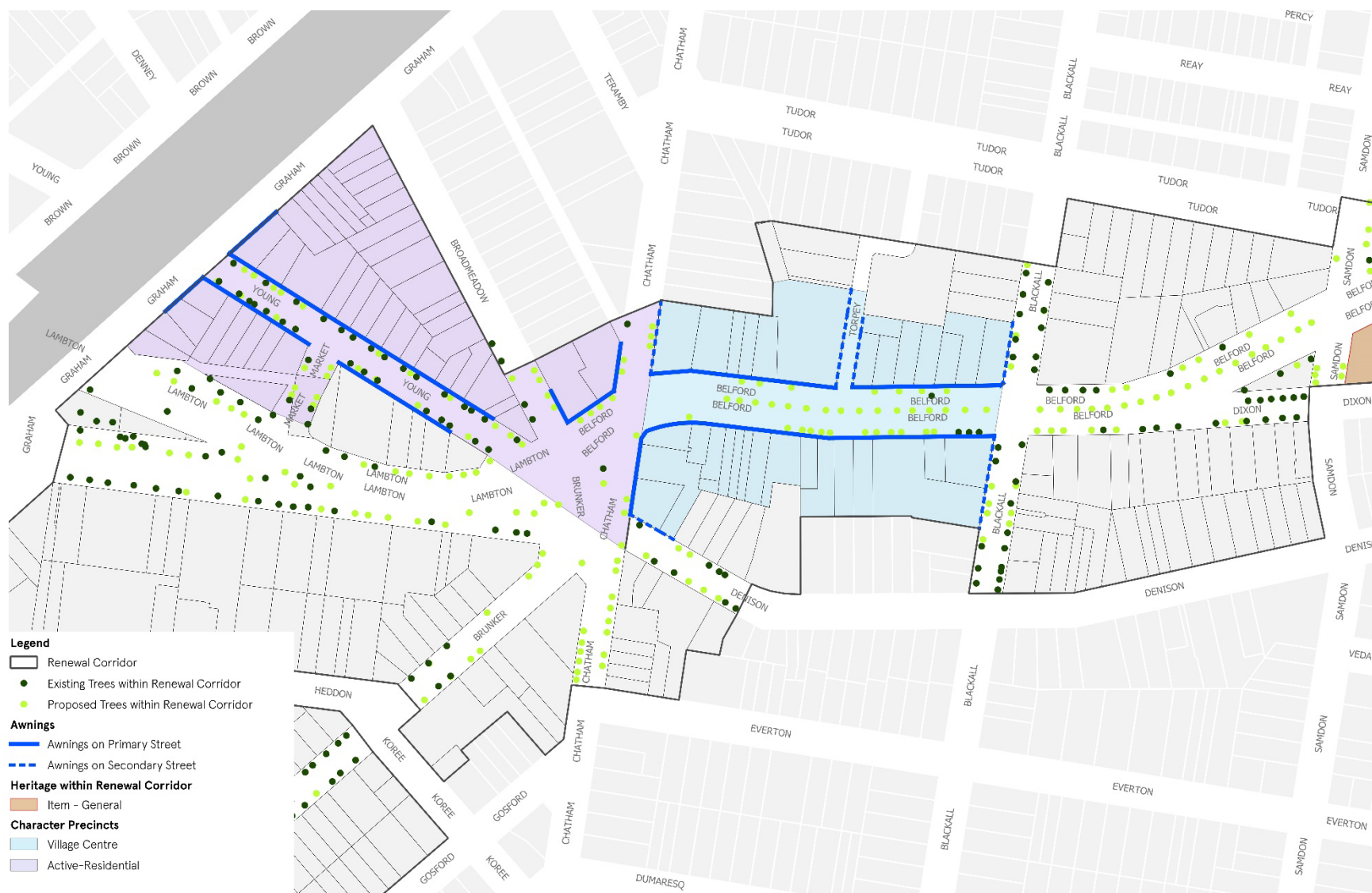


Figure 13: Broadmeadow Street Tree and Awning Map

C. Traffic and Transport

Objectives

1. Provide sufficient and discreet on-site car parking.
2. Reduce potential vehicle and pedestrian conflict.
3. Prioritise clear and simple vehicular access from side streets and rear access lanes.

Controls

1. Garages and car parks are located at the rear of sites.
2. Access to be from side and rear streets.
3. Car parking is provided in accordance with Section 7.03 – Traffic, Parking and Access.
4. At-grade (ground level) car parking shall only be provided where:
 - (a) set back behind other uses that provide activation to street edge
 - (b) under cover, integrated into the built form, and covered by upper levels of development or upper level open space/landscaping provision
 - (c) ceiling heights and floor levels allow for future adaption to other uses
 - (d) not within building setbacks
 - (e) not impeding on minimum on site landscape requirements.
5. Vehicle Access must be provided in accordance with Figure 14 Broadmeadow Vehicle Access Map.

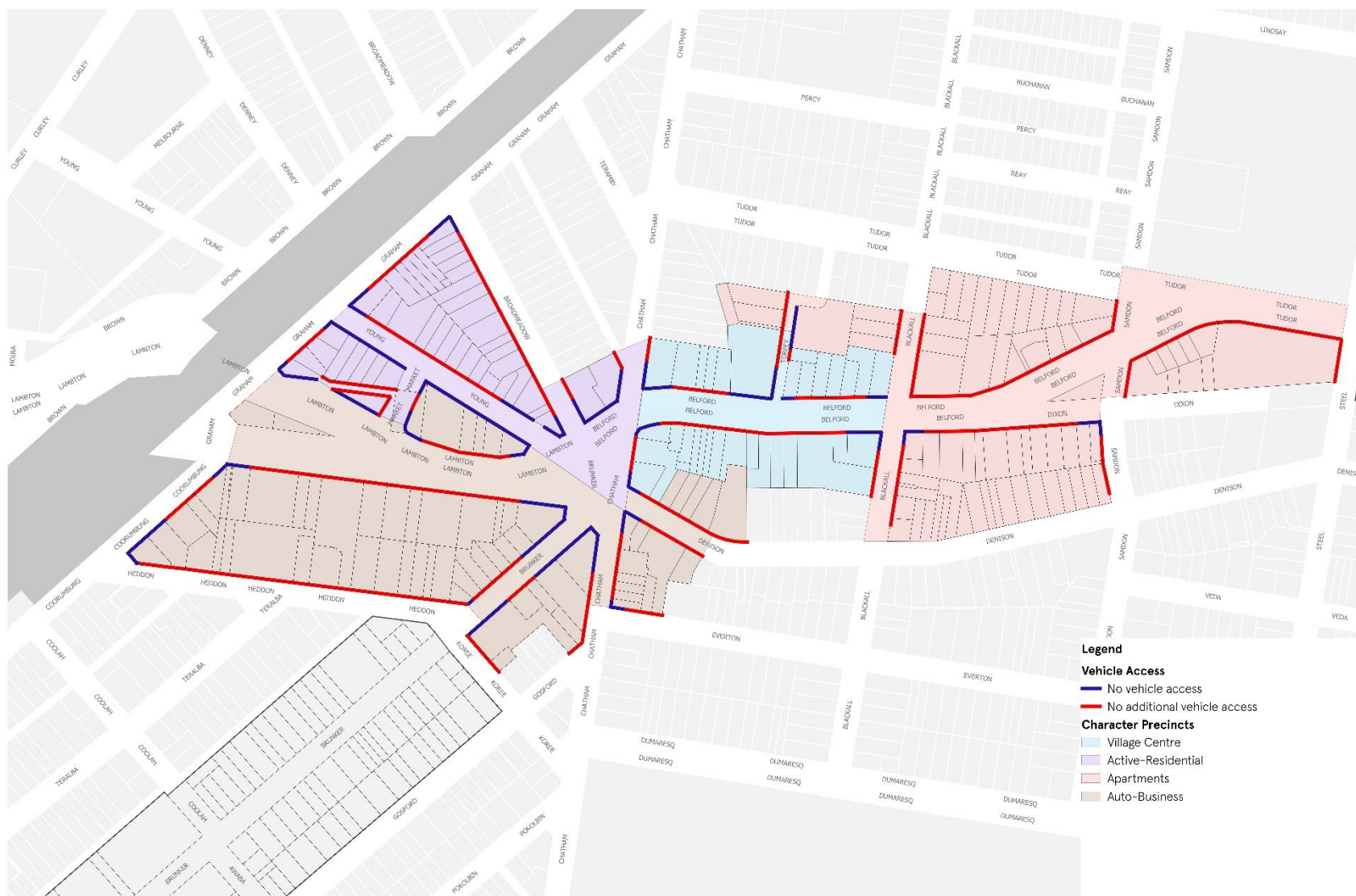


Figure 14: Broadmeadow Vehicle Access Map

6.04.03 Hamilton Renewal Corridor

Land to which this section applies

This section applies to all land identified in Figure 15 Hamilton Renewal Corridor area.

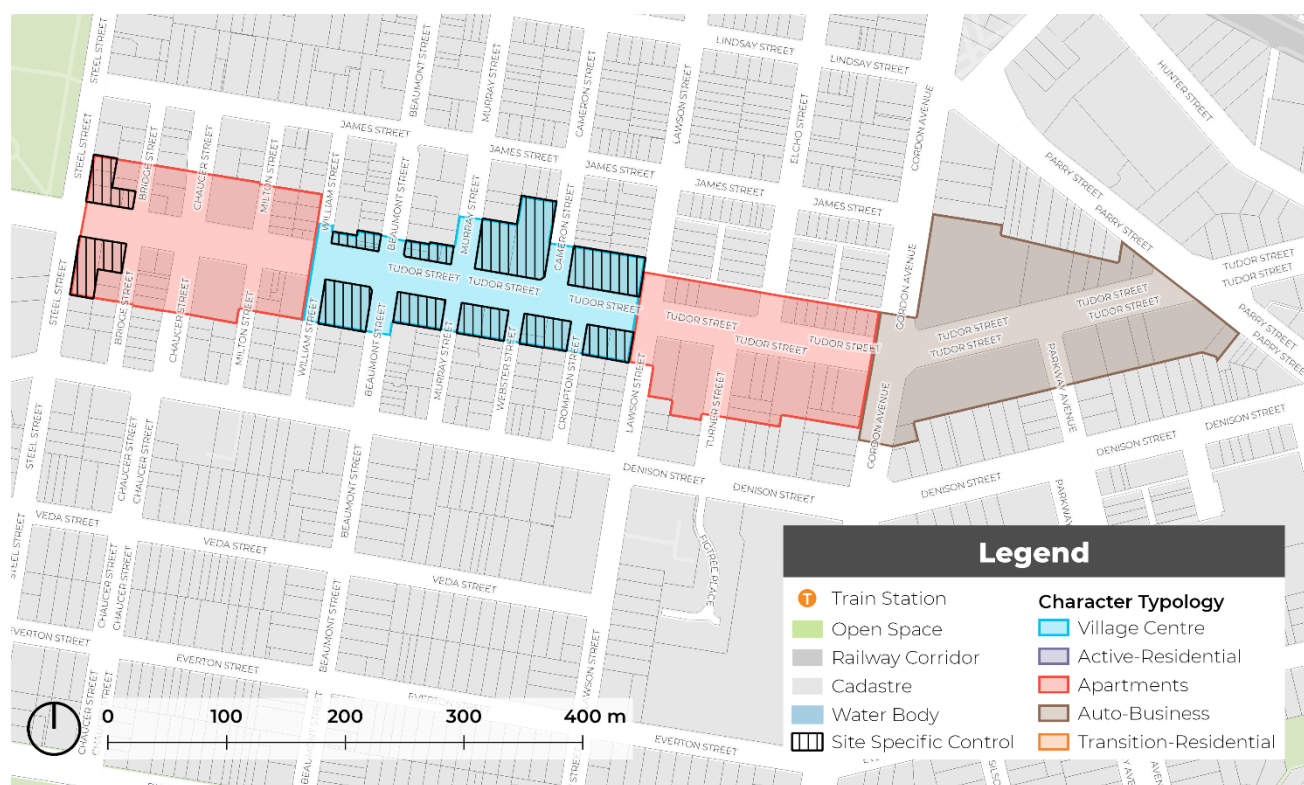


Figure 15: Hamilton Renewal Corridor area

Refer to the relevant setback and character typology for overarching development controls.

A. Building Setbacks

Objectives

1. Reinforce and maintain a well defined street edge along Brunner and Glebe Roads.
2. Extend and reinforce a strong street edge built form along Tudor Street.
3. Provide space for tree planting and landscaping in desired areas.

Controls

1. Front building setbacks are consistent with those shown on Figure 16 Hamilton Building Setbacks and the relevant setbacks identified in Chapter 1.01.07 Character Typologies.
2. Upper level setbacks are encouraged to be used for provision of open space and landscaping, provided privacy of adjoining uses are protected.



Front Setbacks

- Active-Residential – AR1
(Zero setback with 2m articulation zone)
- Transition-Residential
(4m setback, 2m articulation zone within setback)
- Auto-Business
(6m setback or as per prevailing street setback)

Heritage within Renewal Corridor

-  Heritage Conservation Area
 Item - General
 Item - Landscape
Character Precincts
 Active-Residential
 Apartments
 Auto-Business

Figure 16: Hamilton Building Setback Map

B. Awnings and Street Trees

Objectives

1. Provide consistent awnings along active frontages.
2. Increase urban tree canopy cover.
3. Manage the interface between street trees and awnings.
4. Ensure that awnings, street trees and street infrastructure (such as power poles, street lighting, bus stops, drainage and telecommunication pits) are coordinated in their design and that their placement does not obstruct the public domain.

Controls

These controls should be read in conjunction with Section 7.10 Street Awnings and Balconies.

1. Awnings must be provided in accordance with Figure 18 Hamilton Street Tree and Awning Map.
2. Awnings are to be consistent with Figure 17 Awnings Diagram.
3. The underside of an awning must be no lower than 3 metres above the footpath.
4. As shown in Figure 17 Awnings Diagram, the depth of an awning is determined by the footpath width to allow appropriate space for planting, street furniture and lighting.
5. Continuous awnings must be provided to all active frontages. Breaks in awnings may be permitted for residential lobbies for legibility and for existing street trees.
6. New awnings should respond to existing awnings in terms of width, height and material. Awning material preference should compliment heritage or period facades with similar materials, signage and colour treatments.
7. Awnings on Primary Streets should provide a continuous awning for the entire length of the frontage. Breaks in awnings may be permitted for residential lobbies for legibility and for existing street trees
8. Awnings on Secondary Streets should provide a continuation of the awning on the Primary Street, covering any active frontage for an appropriate distance relative to length of development.
9. Where a proposed street tree is indicated on Figure 18 Hamilton Street Tree and Awning Map, comprehensive redevelopment should provide new street tree planting, as per Section 5.03 of this DCP and The Newcastle Urban Forest Technical Manual. Alternative tree locations and additional planting will be considered on merit.

Note: The proposed tree locations are dynamic and provided as a guide. Development may consider street blister or vault planting for street trees where continuous awnings are prescribed.

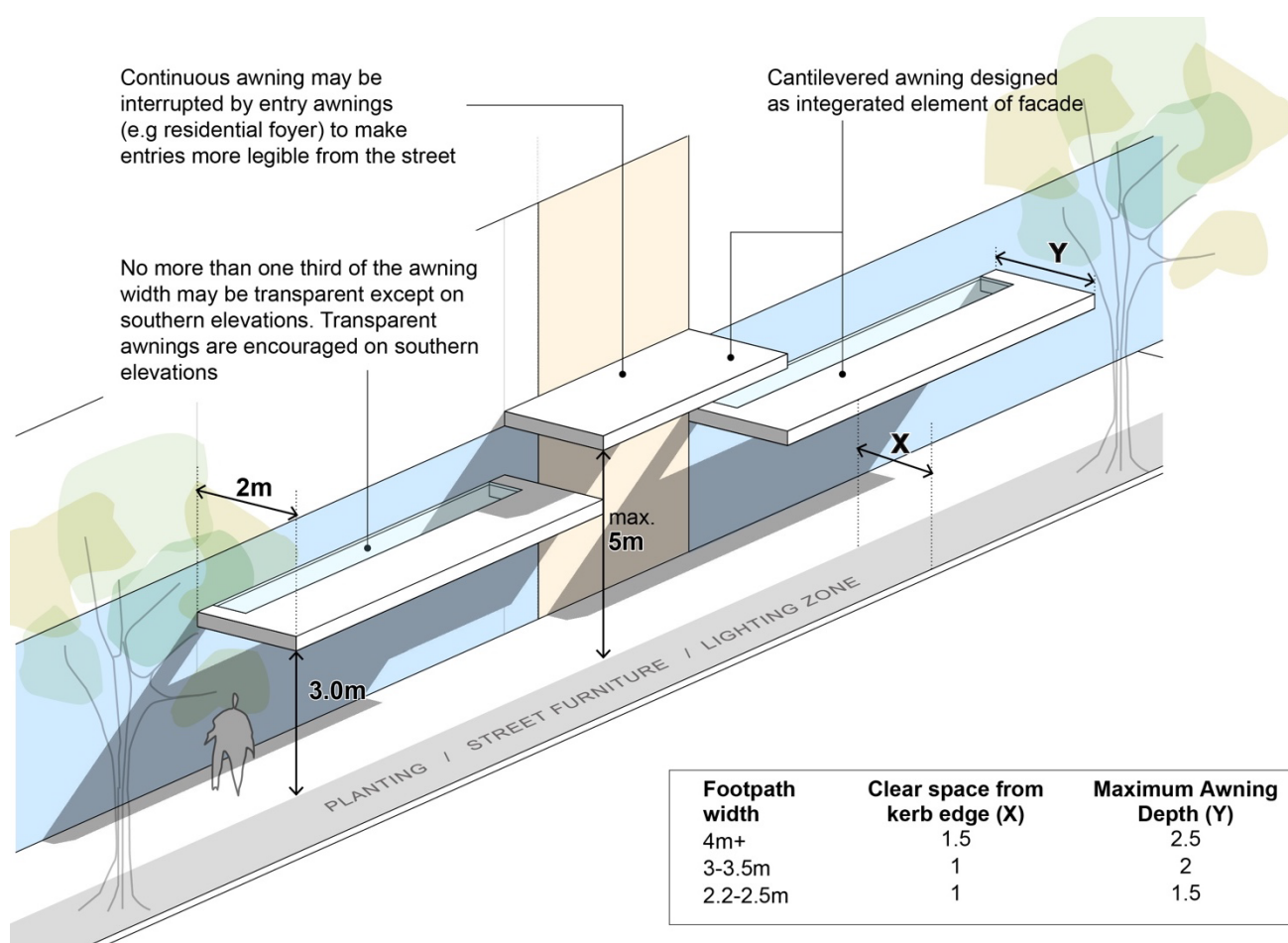


Figure 17: Awnings Diagram



Figure 18: Hamilton Street Tree and Awning Map

C. Traffic and Transport

Objectives

1. Reduce potential vehicle and pedestrian conflict along site frontages to Tudor Street.
2. Provide clear and simple vehicular access from side streets and rear access lanes.
3. Restrict direct vehicular access to Tudor Street.
4. Provide sufficient off-street car parking.
5. Minimise impacts from car parking on the streetscape and open space areas.

Controls

General controls applying to all development to which this section applies

1. Vehicle access for development is restricted to the side roads and rear lanes, where possible.
2. Vehicular access across the footpath to allow direct vehicular access onto Tudor Street is only to occur where no alternate option is available and the development site has a minimum width of 24m. Consolidation of lots may be necessary to achieve this minimum width.
3. Car parking is provided as per section 7.03 Traffic, Parking and Access.
4. Vehicle accesses are recessed from building facades.
5. At-grade (ground level) car parking is only provided where:
 - (a) it is set back behind other uses that provide activation to street edge
 - (b) it is integrated into the built form and covered by upper levels of development or upper level open space/landscaping provision
 - (c) ceiling heights and floor levels allow for future adaption to other uses
 - (d) it is not within building setbacks
 - (e) it is not impeding on ability to meet minimum on site landscape requirements.
6. Car parking facilities are screened from Tudor Street through building design.



Figure 19: Hamilton Vehicle Access Map

D. Site specific provisions

Objectives

1. Guide development outcomes on specific sites.
2. Establish gateways to the corridor through built form and landscape improvements.

Controls

Envisaged façade treatment for Village Centre character precinct

1. Facade treatment should incorporate elements that create visual articulation to the building mass. These may be achieved within 6m - 8m bays as shown in Figure 20: Envisaged facade treatment for Village Centre character precinct.

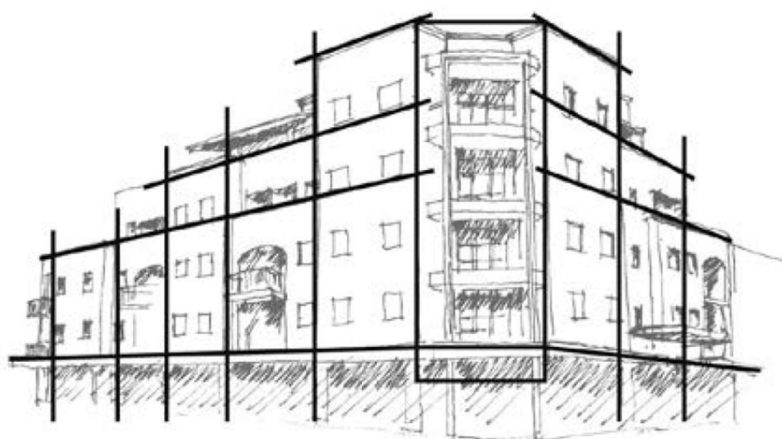


Figure 20: Envisaged facade treatment for Village Centre character precinct

Gateway development at the corner of Tudor and Steel Streets

2. Development at the corner of Tudor and Steel Streets should establish a 'gateway' style mixed use development, with clearly define street corners. A 'gateway' development should have visual prominence and clearly defined the street walls.

6.04.04 Mayfield Renewal Corridor

Land to which this section applies

This section applies to all land identified in Figure 21 Mayfield Renewal Corridor area.

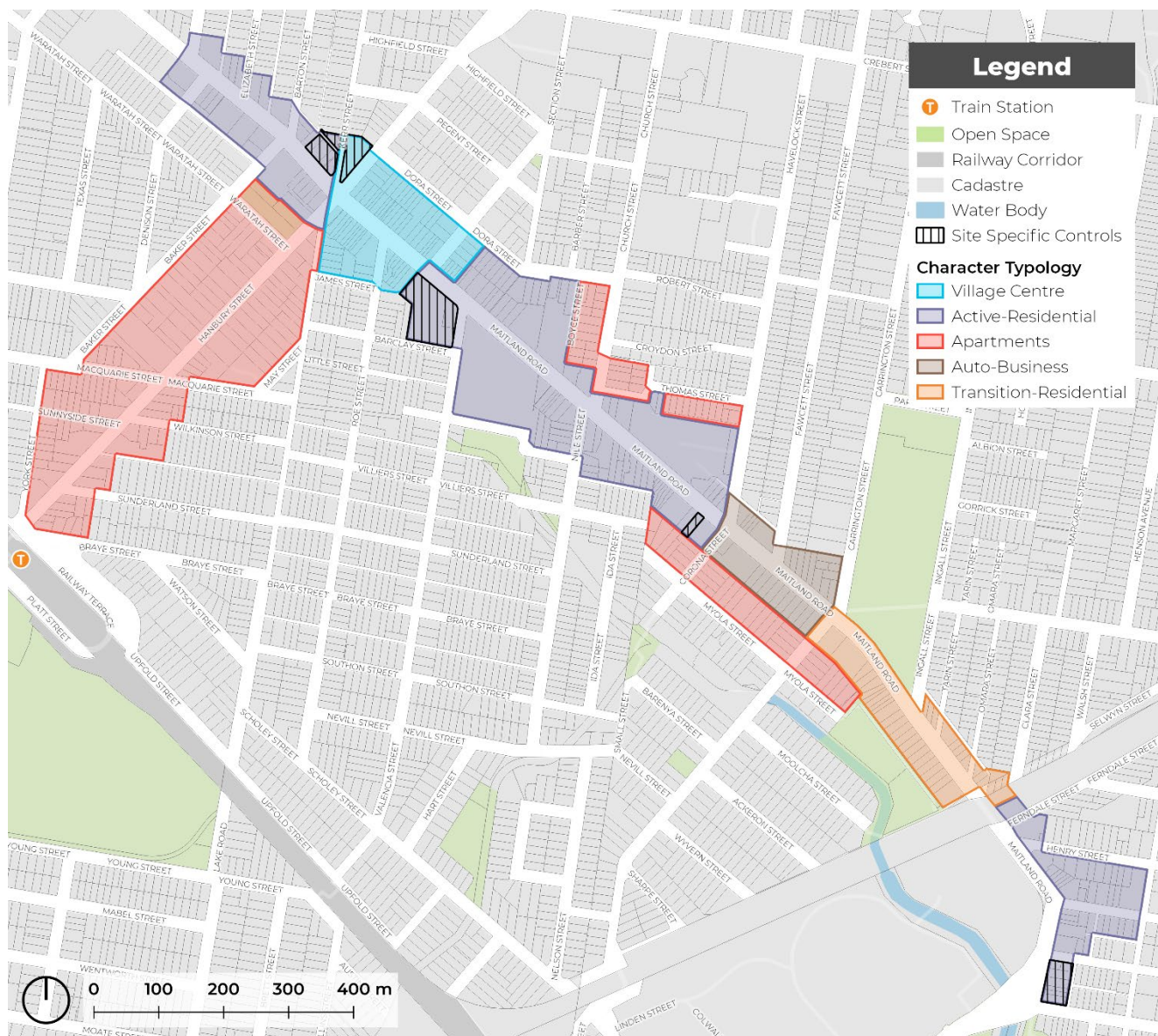


Figure 21: Mayfield Renewal Corridor area

Refer to the relevant setback and character typology for overarching development controls.

A. Building Setbacks

Objectives

1. Reinforce and maintain a well defined street edge along Maitland Road in desired locations.
2. Extend and reinforce a strong street edge built form along Tudor Street.
3. Provide space for tree planting and landscaping in desired areas.

Controls

1. Front building setbacks are consistent with those shown on Figure 22 Mayfield Building Setbacks and the relevant setbacks identified in Chapter 1.01.07 Character Typologies.
2. Upper level setbacks are encouraged to be used for provision of open space and landscaping, provided privacy of adjoining uses are protected.

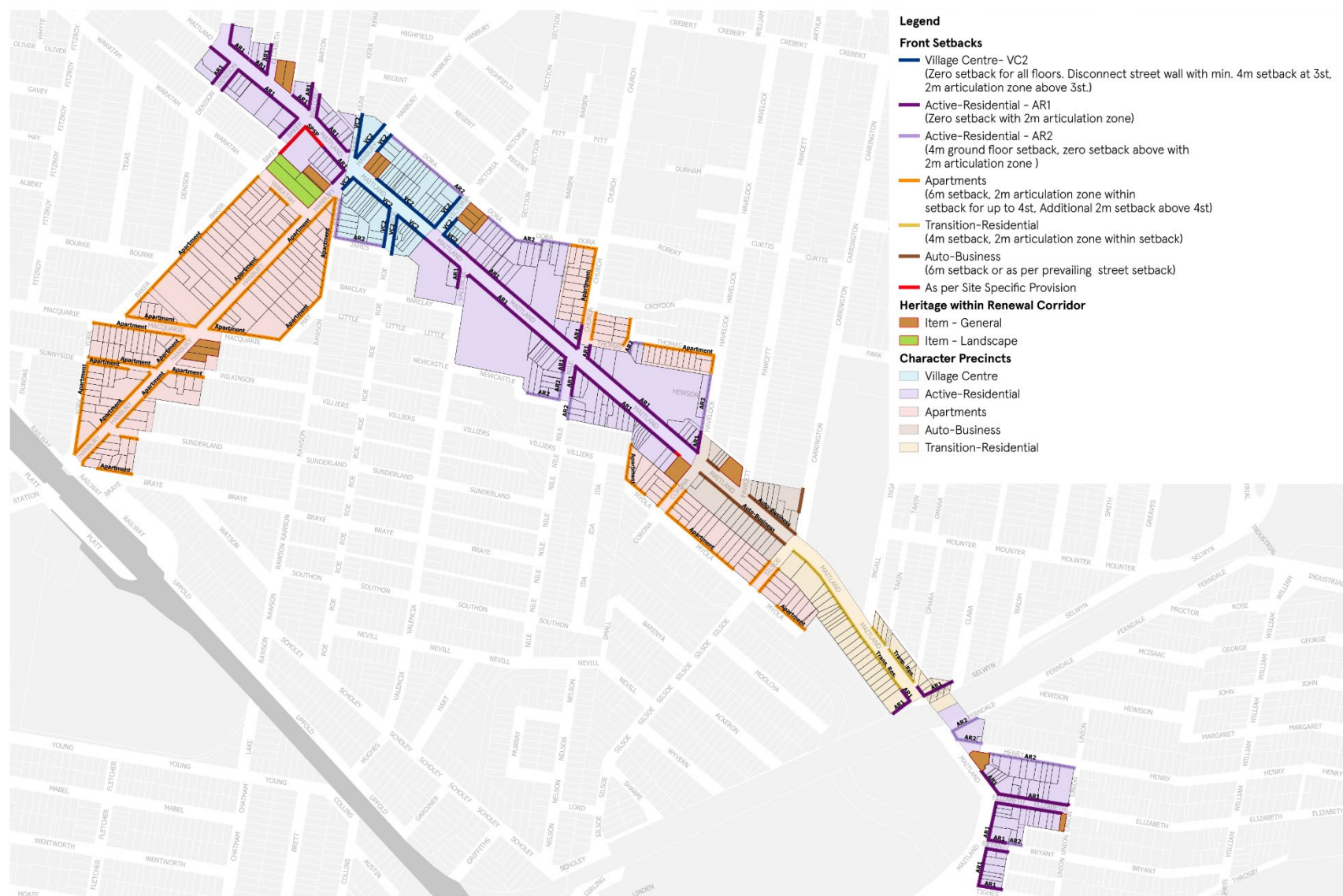


Figure 22: Mayfield Building Setback Map

B. Awnings and Street Trees

Objectives

1. Provide consistent awnings along active frontages.
2. Increase urban tree canopy cover.
3. Manage the interface between street trees and awnings.
4. Ensure that awnings, street trees and street infrastructure (such as power poles, street lighting, bus stops, drainage and telecommunication pits) are coordinated in their design and that their placement does not obstruct the public domain.

Controls

These controls should be read in conjunction with Section 7.10 Street Awnings and Balconies.

1. Awnings must be provided in accordance with Figure 24 Mayfield Street Tree and Awning Map.
2. Awnings are to be consistent with Figure 23 Awnings Diagram.
3. The underside of an awning must be no lower than 3 metres above the footpath.
4. As shown in Figure 23 Awnings Diagram, the depth of an awning is determined by the footpath width to allow appropriate space for planting, street furniture and lighting.
5. Continuous awnings must be provided to all active frontages. Breaks in awnings may be permitted for residential lobbies for legibility and for existing street trees.
6. New awnings should respond to existing awnings in terms of width, height and material. Awning material preference should compliment heritage or period facades with similar materials, signage and colour treatments.
7. Awnings on Primary Streets should provide a continuous awning for the entire length of the frontage. Breaks in awnings may be permitted for residential lobbies for legibility and for existing street trees
8. Awnings on Secondary Streets should provide a continuation of the awning on the Primary Street, covering any active frontage for an appropriate distance relative to length of development.
9. Where a proposed street tree is indicated on Figure 24 Mayfield Street Tree and Awning Map, comprehensive redevelopment should provide new street tree planting, as per Section 5.03 of this DCP and The Newcastle Urban Forest Technical Manual. Alternative tree locations and additional planting will be considered on merit.

Note: The proposed tree locations are dynamic and provided as a guide. Development may consider street blister or vault planting for street trees where continuous awnings are prescribed.

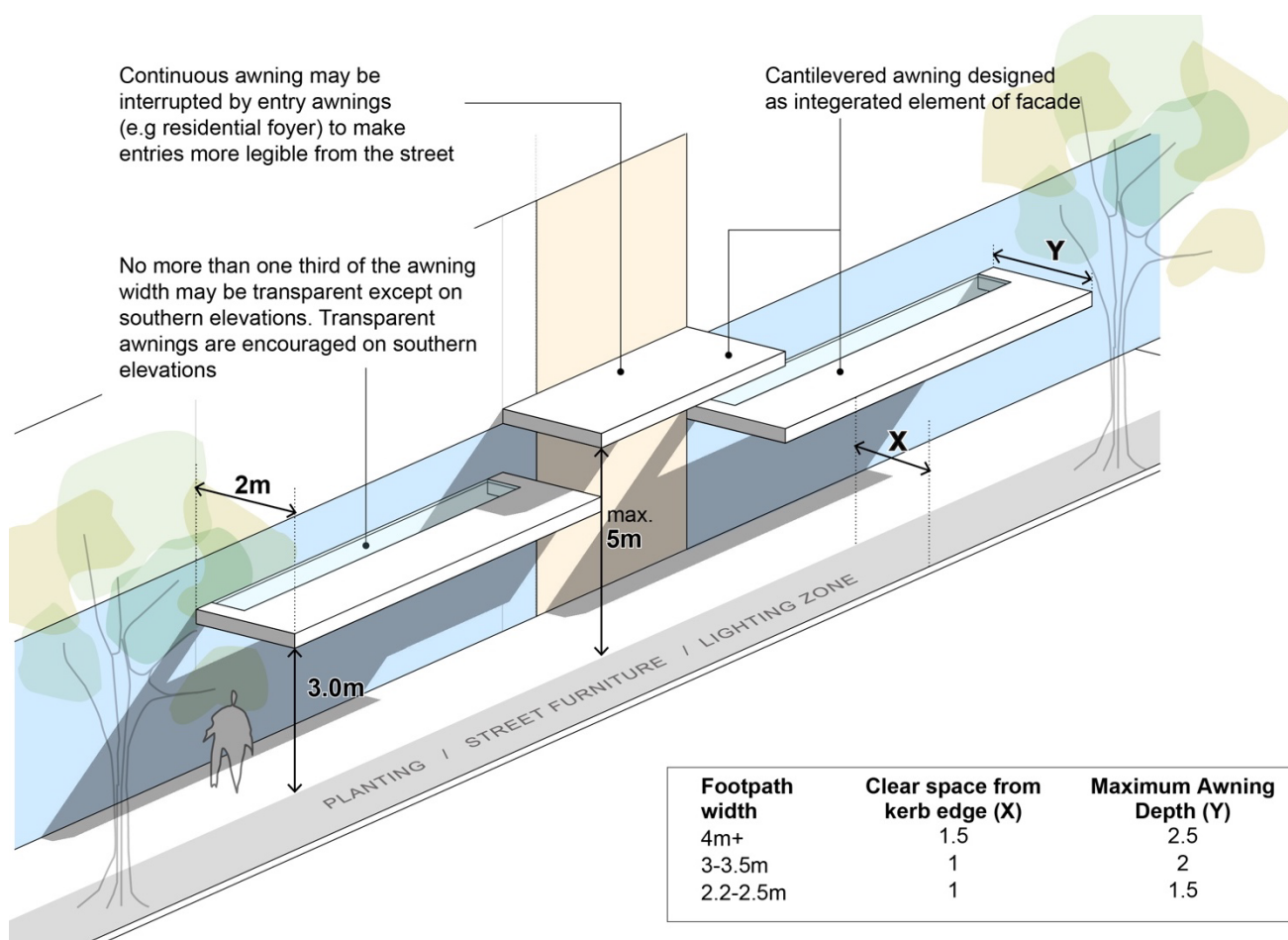


Figure 23: Awnings Diagram

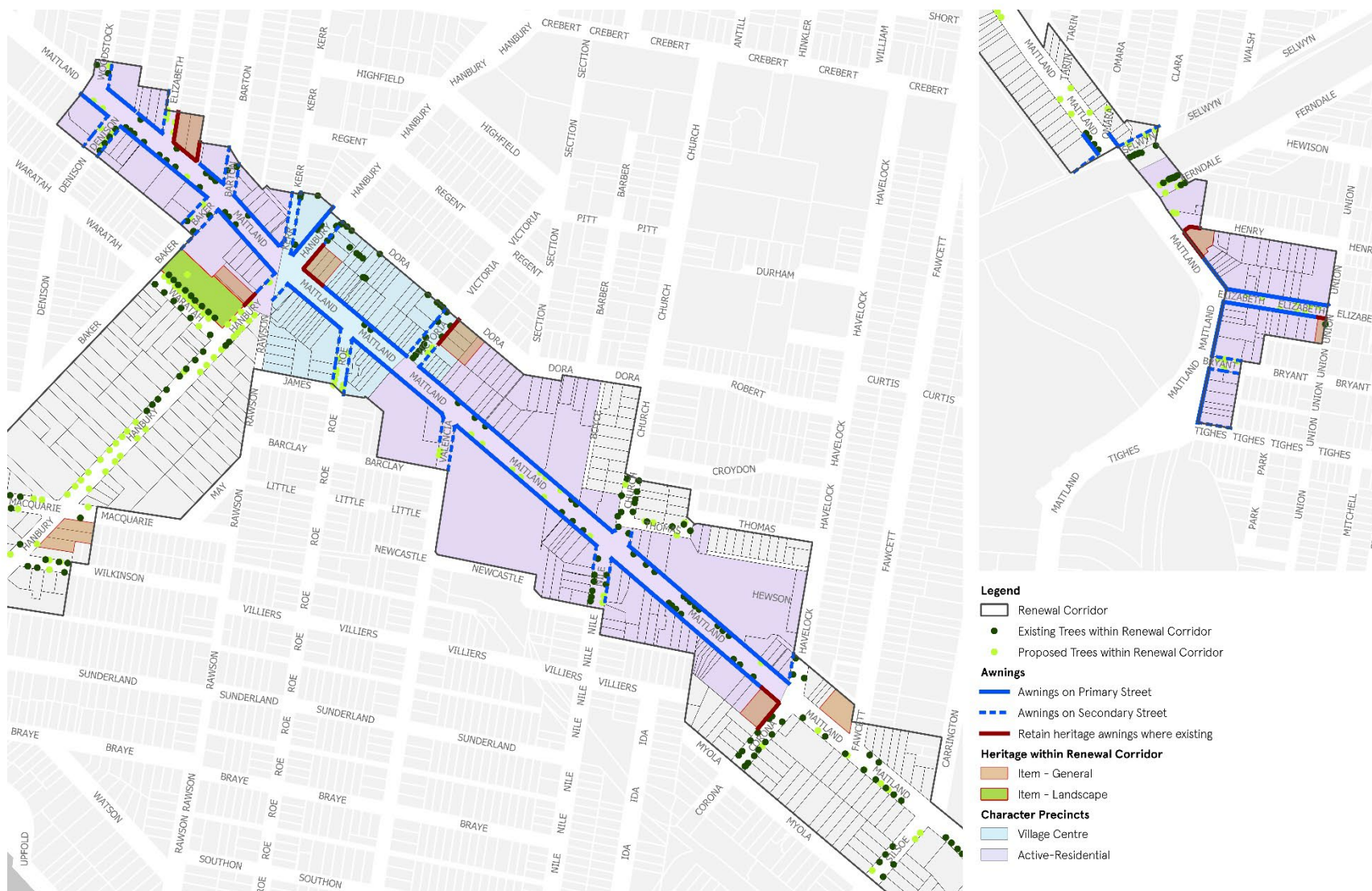


Figure 24: Mayfield Street Tree and Awning Map

C. Traffic and Transport

Objectives

1. Minimise vehicles directly accessing onto Maitland Road from new development.
2. Provide sufficient off-street car parking.
3. Minimise impact from car parking on the streetscape and outdoor areas on site.

Controls

General controls applying to all development to which this section applies

1. Where possible, site access only to be provided off secondary streets and rear laneways, as identified on Figure 25 Mayfield Vehicle Access Map.
2. Vehicle access may only be provided directly onto Maitland Road where no alternate access exists and where sites have a minimum frontage of 24m.
3. Existing laneways and right-of-ways to be retained for access by new and existing development.
4. New public laneways are to be provided as shown on Figure 25 Mayfield Vehicle Access Map and dedicated to Council. The exact location of these may be negotiated at the development application stage.
5. Where negotiated prior to determination of a development proposal, such laneways may be incorporated into the development or allow development of their airspace but only where this allows for unrestricted public access. Vehicle entrances are not to dominate the streetscape and are to be recessed from building facades.
6. Car parking is provided as per Section 7.03 Traffic, Parking and Access.
7. At-grade (ground level) car parking only to be provided where:
 - (a) it is set back behind other uses that provide activation to street edge
 - (b) it is under cover and integrated into the built form and covered by upper levels of development or upper level open space/landscaping provision
 - (c) ceiling heights and floor levels allow for future adaption to other uses
 - (d) it is not within building setbacks
 - (e) it is not impeding on ability to meet minimum on site landscape requirements.
8. Above ground car parking facilities to be located to the rear of development along Maitland Road and screened from any street frontages by use of built form, architectural screens or landscaping.
9. Driveways directly accessing Maitland Road, where necessary, are not to result in queuing across footpath.
10. Enhance safety and amenity of bus stops by encouraging adjoining active uses, passive surveillance, and weather protection.

-
11. No vehicle access is provided directly to/from Maitland Road unless:
 - (a) no access is available to Corona or Silsoe Streets
 - (b) adjoining land has not yet been redeveloped to include laneway access
 - (c) development will not result in additional access to Maitland Road
 - (d) access connects to rear laneway provided (on site) in redevelopment; and such access becomes one-way upon rear lane access connecting to either Corona or Silsoe Streets.
 12. Redevelopment of the Mayfield Hotel and Retail strip on Maitland Road between Baker and Hanbury Street is to include provision of a new street, connecting Baker and Hanbury Streets. Car parking should be provided at sub-ground level or within a multilevel facility that is not visible from the public domain.



Figure 25: Mayfield Vehicle Access Map

Newcastle Development Control Plan 2012

Mayfield Renewal Corridor

Page 46 of 94

D. Site specific provisions

Objectives

1. Guide development outcomes on specific sites.
2. Ensure good design outcomes that respect local character and heritage.

Controls

Development adjacent to the Coliseum

The Coliseum at 116-122 Maitland Road, Mayfield is a locally significant single storey commercial building located on an important corner site. Built in 1921, it is an intact example of commercial buildings from this era.

1. Development adjoining the 'Coliseum' heritage item should be set back for 12m along the Maitland Road street frontage, at a depth of at least 6m (see Figure 26). Setbacks are to contain landscaping that complements the character and scale of this heritage item.



Figure 26: Development adjacent to the Coliseum

Entry to Corridor in Tighes Hill

Tighes Hill is the southern gateway to the Mayfield renewal corridor.

- Redevelopment of the 161 Maitland Road, as shown in Figure 27 will require widening of existing rear laneway by a minimum of 5m. This dimension to include a 2m wide footpath.

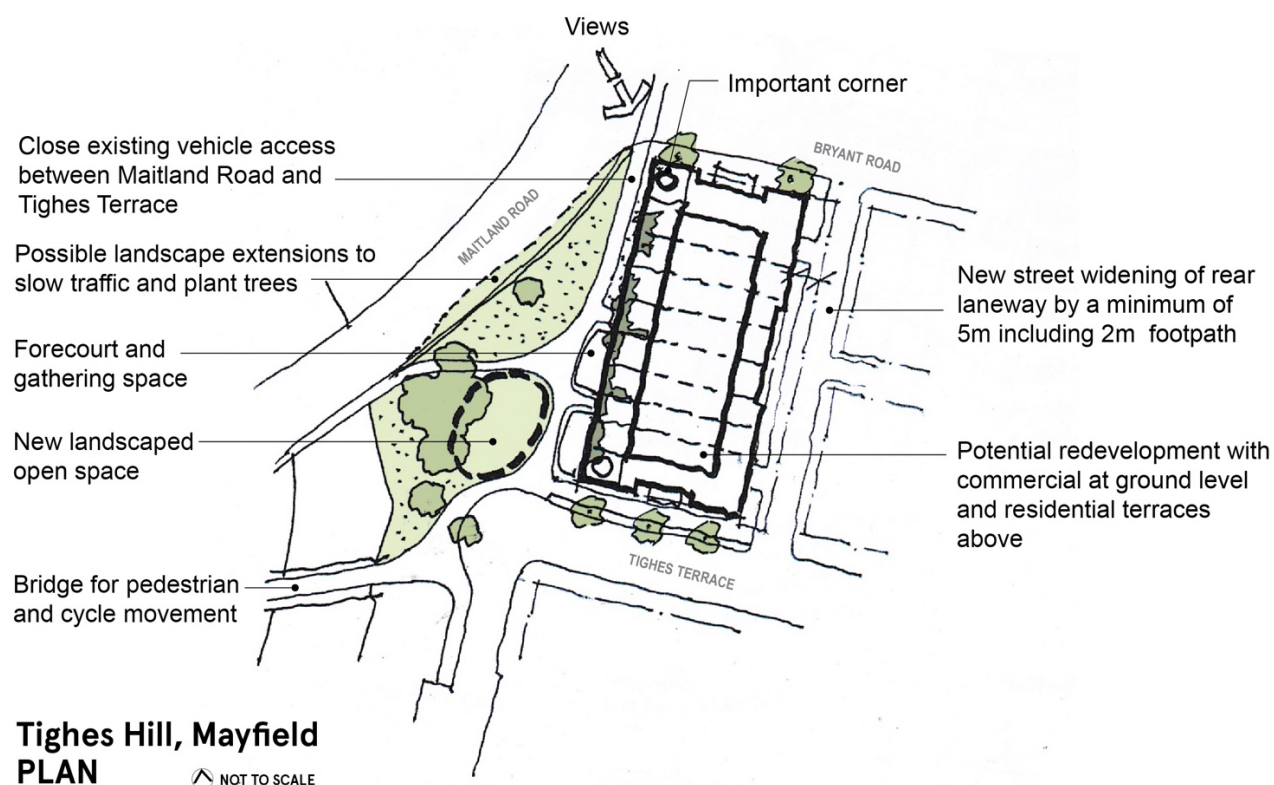


Figure 27: Plan of landscape requirements for entry to corridor in Tighes Hill

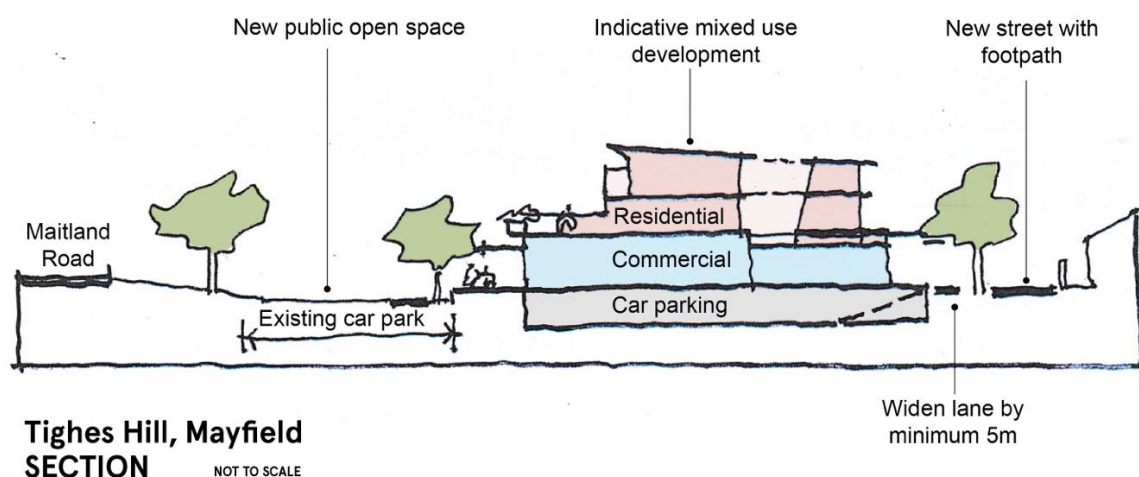
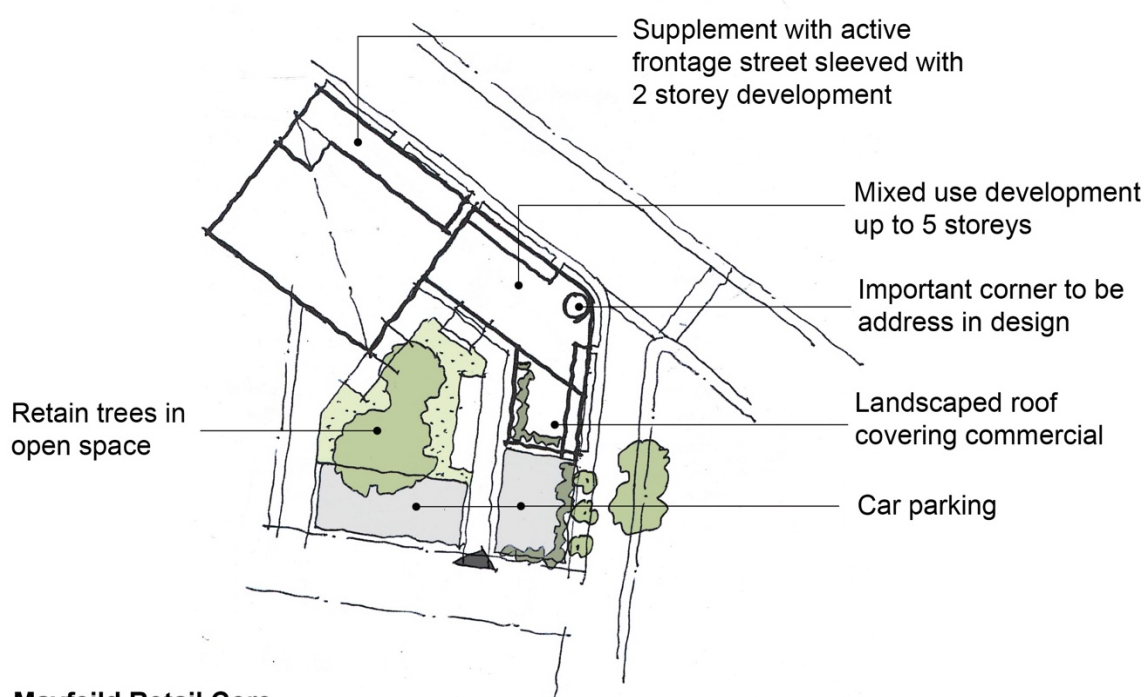


Figure 28: Section of landscape requirements for entry to corridor in Tighes Hill

Mayfield Retail Core (Aldi site, 224-230, Maitland Rd Mayfield)

3. Redevelopment of the Aldi site in Mayfield should be consistent with Figure 29 Potential redevelopment the corner site at Maitland Road and Valencia Street.
4. Redevelopment of the Aldi site in Mayfield should also include provision of a new street between Newcastle Street and Maitland Road, which provides for pedestrian-based activity and improved links to public open space along Newcastle Street.
5. Future redevelopment of current Aldi site and adjacent corner site should include active street frontages and a zero front setback to Maitland Road.



Mayfeild Retail Core

Reinforce Street frontage with new development
 sleeve supermarkets to street frontages
 Mixed use development 2-5 storeys
 Address important corner in design

ALDI, Mayfield
PLAN  NOT TO SCALE

Figure 29: Potential redevelopment the corner site at Maitland Road and Valencia Street

Mayfield Library Site

6. Future redevelopment of the existing Mayfield library site should include provision of a new civic square/forecourt containing both hard and soft landscape elements including public art and shade trees. To facilitate this, part of Kerr Street should be transformed into a shared zone and realigned to connect with Hanbury Street and the existing rear lane, as shown in Figure 30.

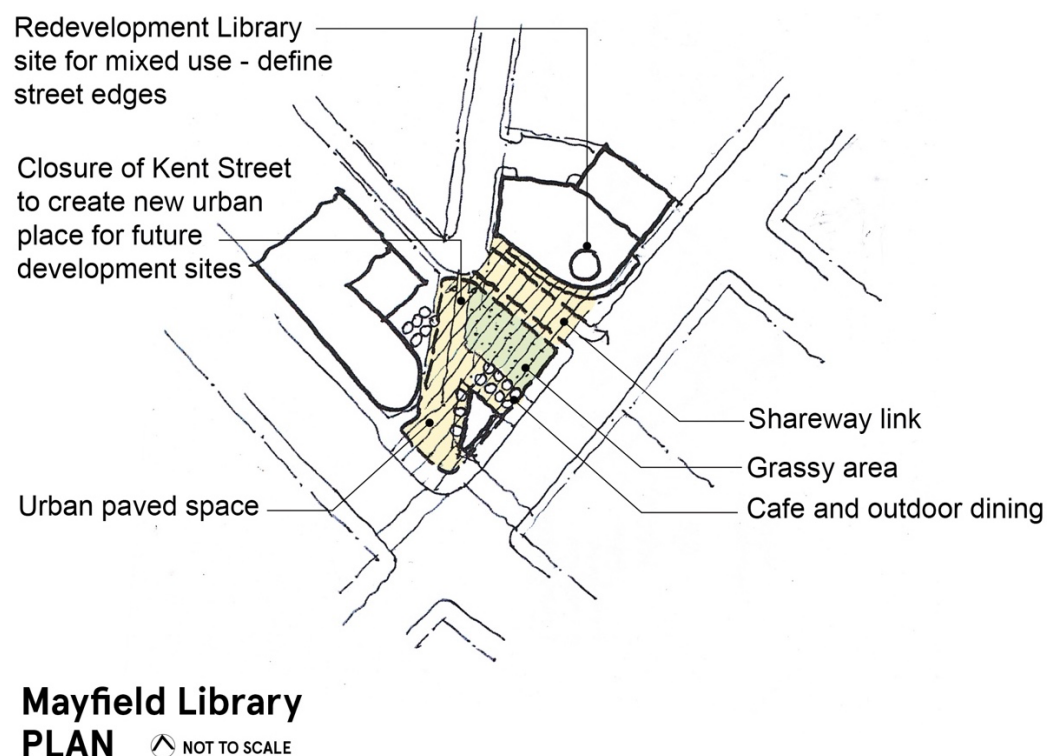


Figure 30: Landscape requirements for redevelopment of Mayfield library site

6.04.05 Islington Renewal Corridor

Land to which this section applies

This section applies to all land identified in Figure 31 Islington Renewal Corridor area.

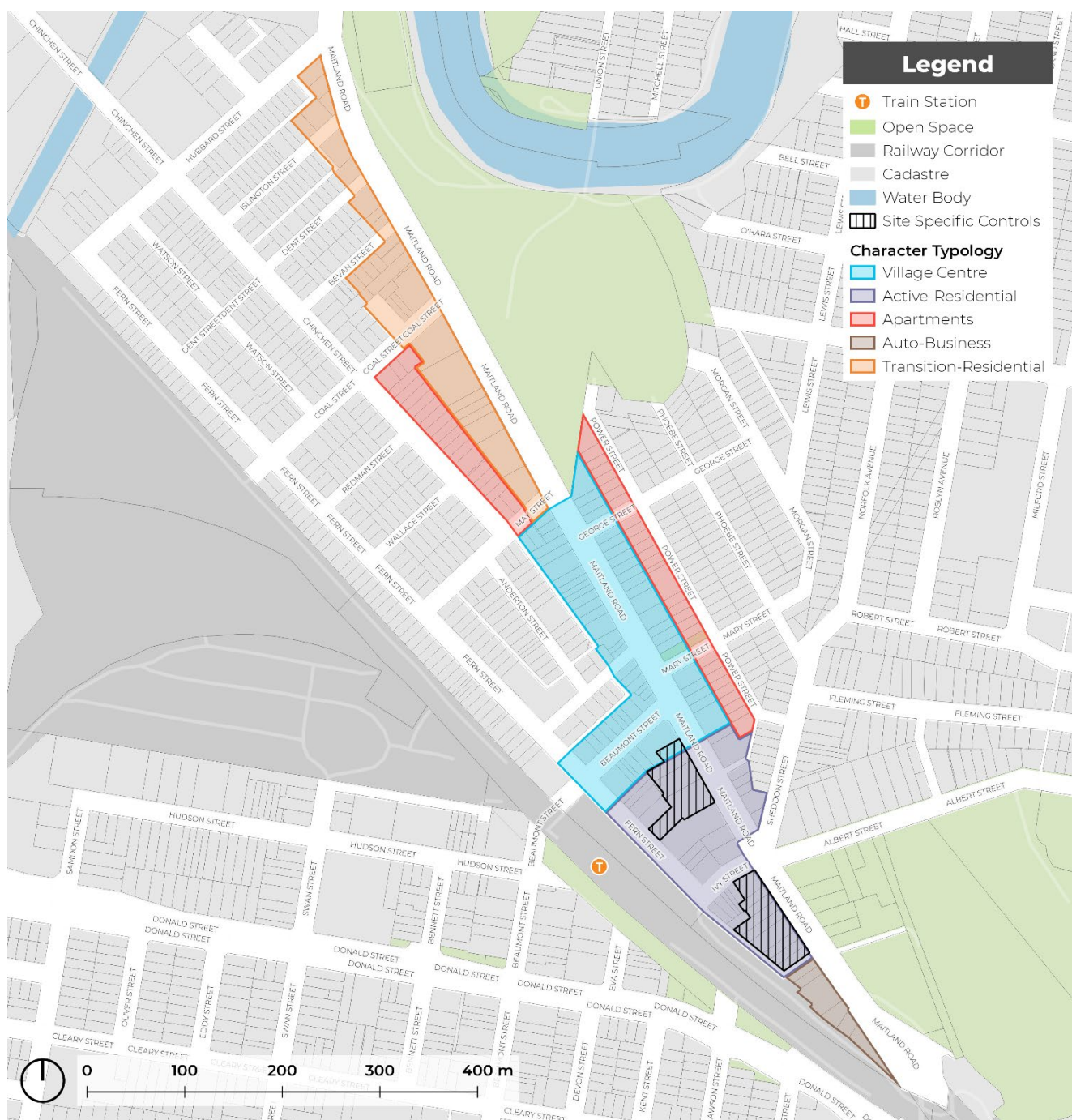


Figure 31: Islington Renewal Corridor area

Refer to the relevant setback and character typology for overarching development controls.

A. Building Setbacks

Objectives

1. Reinforce a consistent street edge and maintain the scale of facade along the street.
2. Respect the adjoining residential precinct and commercial centre through the implementation of appropriate building setbacks at each interface.
3. Provide space for tree planting and landscaping in desired areas.

Controls

1. Front building setbacks are consistent with those shown on Figure 32 Islington Building Setbacks and the relevant setbacks identified in Chapter 1.01.07 Character Typologies.
2. Upper level setbacks are encouraged to be used for provision of open space and landscaping, provided privacy of adjoining uses are protected.

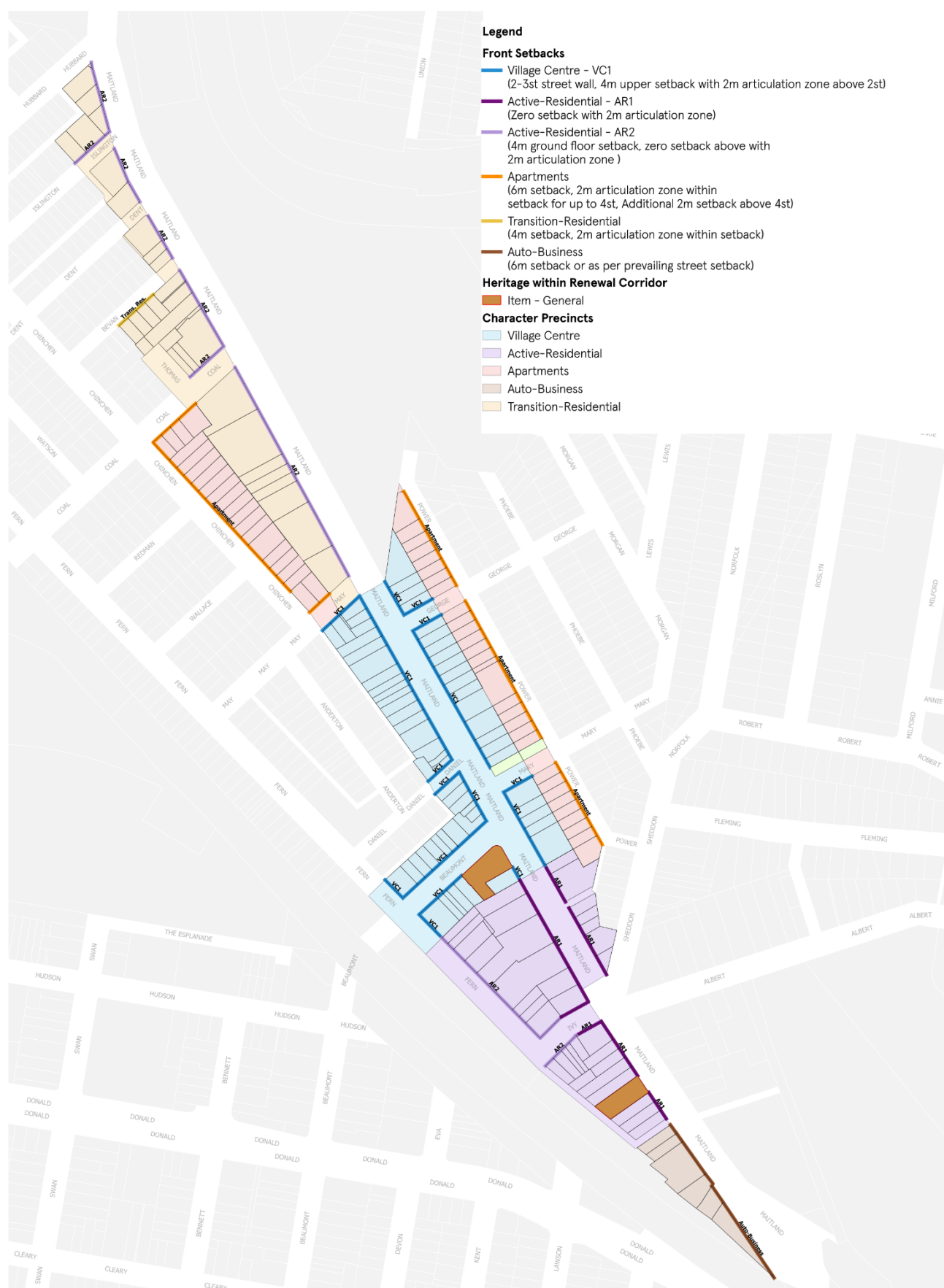


Figure 32: Islington Building Setback Map

B. Awnings and Street Trees

Objectives

1. Provide consistent awnings along active frontages.
2. Increase urban tree canopy cover.
3. Manage the interface between street trees and awnings.
4. Ensure that awnings, street trees and street infrastructure (such as power poles, street lighting, bus stops, drainage and telecommunication pits) are coordinated in their design and that their placement does not obstruct the public domain.

Controls

These controls should be read in conjunction with Section 7.10 Street Awnings and Balconies.

1. Awnings must be provided in accordance with Figure 34 Islington Street Tree and Awning Map.
2. Awnings are to be consistent with Figure 33 Awnings Diagram.
3. The underside of an awning must be no lower than 3 metres above the footpath.
4. As shown in Figure 33 Awnings Diagram, the depth of an awning is determined by the footpath width to allow appropriate space for planting, street furniture and lighting.
5. Continuous awnings must be provided to all active frontages. Breaks in awnings may be permitted for residential lobbies for legibility and for existing street trees.
6. New awnings should respond to existing awnings in terms of width, height and material. Awning material preference should complement heritage or period facades with similar materials, signage and colour treatments.
7. Awnings on Primary Streets should provide a continuous awning for the entire length of the frontage. Breaks in awnings may be permitted for residential lobbies for legibility and for existing street trees
8. Awnings on Secondary Streets should provide a continuation of the awning on the Primary Street, covering any active frontage for an appropriate distance relative to length of development.
9. Where a proposed street tree is indicated on Figure 34 Islington Street Tree and Awning Map, comprehensive redevelopment should provide new street tree planting, as per Section 5.03 of this DCP and The Newcastle Urban Forest Technical Manual. Alternative tree locations and additional planting will be considered on merit.

Note: The proposed tree locations are dynamic and provided as a guide. Development may consider street blister or vault planting for street trees where continuous awnings are prescribed.

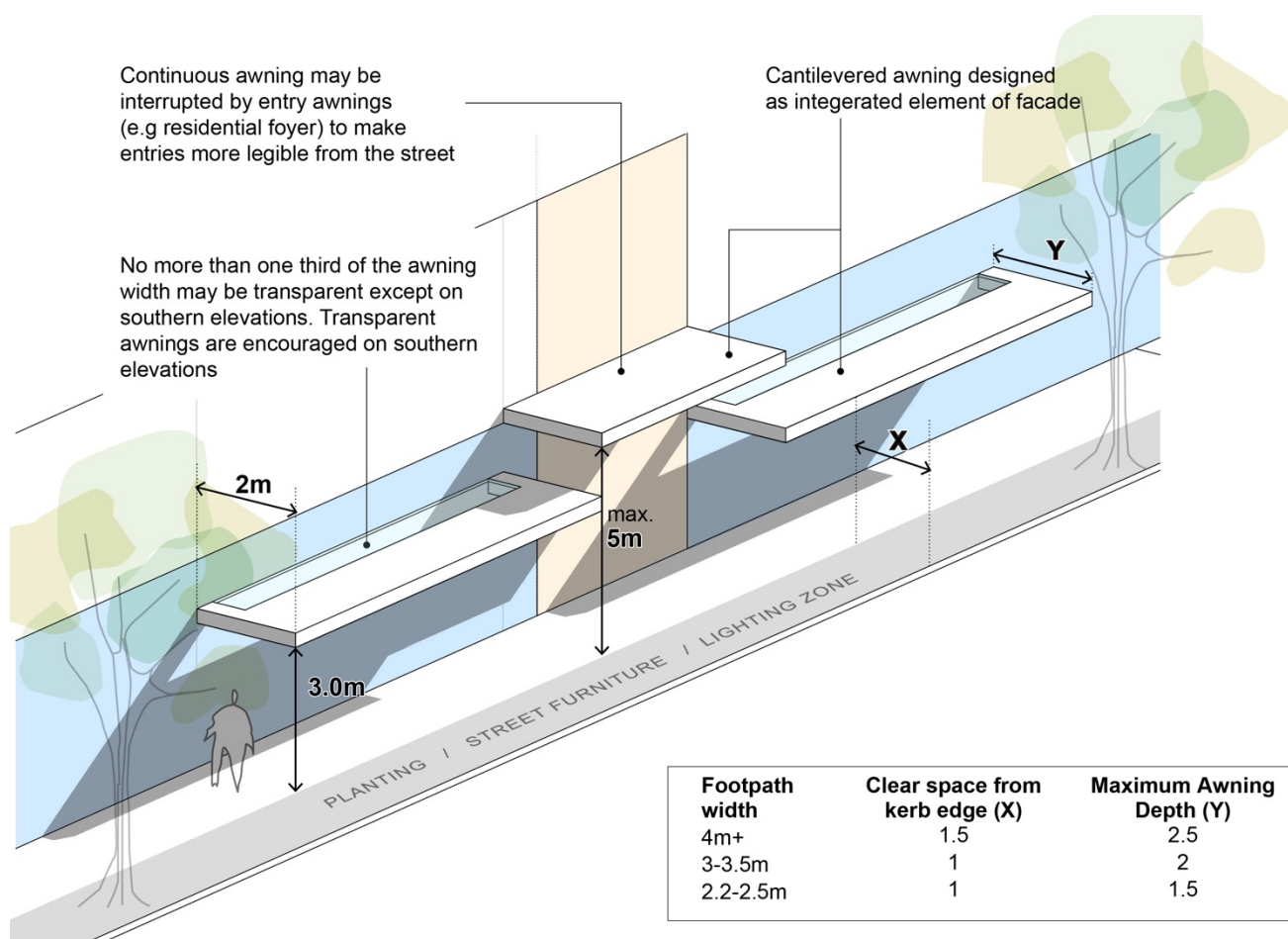
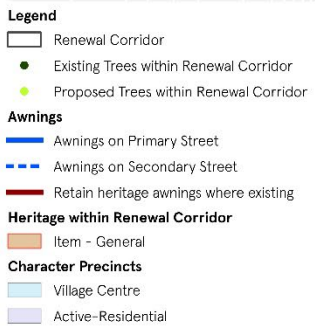


Figure 33: Awnings Diagram



Newcastle Development Control Plan 2012

C. Traffic and Transport

Objectives

1. Minimise vehicles directly accessing onto Maitland Road from new development.
2. Provide sufficient off-street car parking.
3. Minimise impact from car parking on the streetscape and outdoor areas on site.

Controls

General controls applying to all development to which this section applies

1. Vehicular access must comply with Figure 35: Islington Vehicle Access Map.
2. Vehicular access onto Maitland Road is only to occur where no alternate option is available, and the development site has a minimum width of 24m.
3. Vehicle entrances do not dominate the streetscape and should be recessed from building facades.
4. Vehicular access to loading areas is restricted to side or rear streets and lanes, where these occur.
5. Rear lanes to the south of Maitland Road should be the primary vehicular access point to redeveloped sites along the southern side of the corridor.
6. Car parking is provided in accordance with Section 7.03 Traffic, Parking and Access.
7. Sub-ground car parking is encouraged, however, where above-ground car parking is provided, it should be located to the rear of sites and appropriately screened from streets through the use of architectural screens, landscape or building forms.
8. At grade (ground level) car parking is only provided where:
 - (a) set back behind other uses that provide activation to street edge
 - (b) under cover and integrated into the built form and covered by upper levels of development or upper level open space/landscaping provision
 - (c) ceiling heights and floor levels allow for future adaption to other uses
 - (d) not within building setbacks
 - (e) not impeding on ability to meet onsite landscape requirements.

The following controls apply to development in 'Transition-Residential' character typology

9. Existing rear lanes and streets, predominantly Hubbard, Coal and May Streets should be utilised for vehicle access points.
10. Pedestrian entrances should be predominantly from Maitland Road to activate the street, while vehicle access should be restricted to rear and side streets where possible.

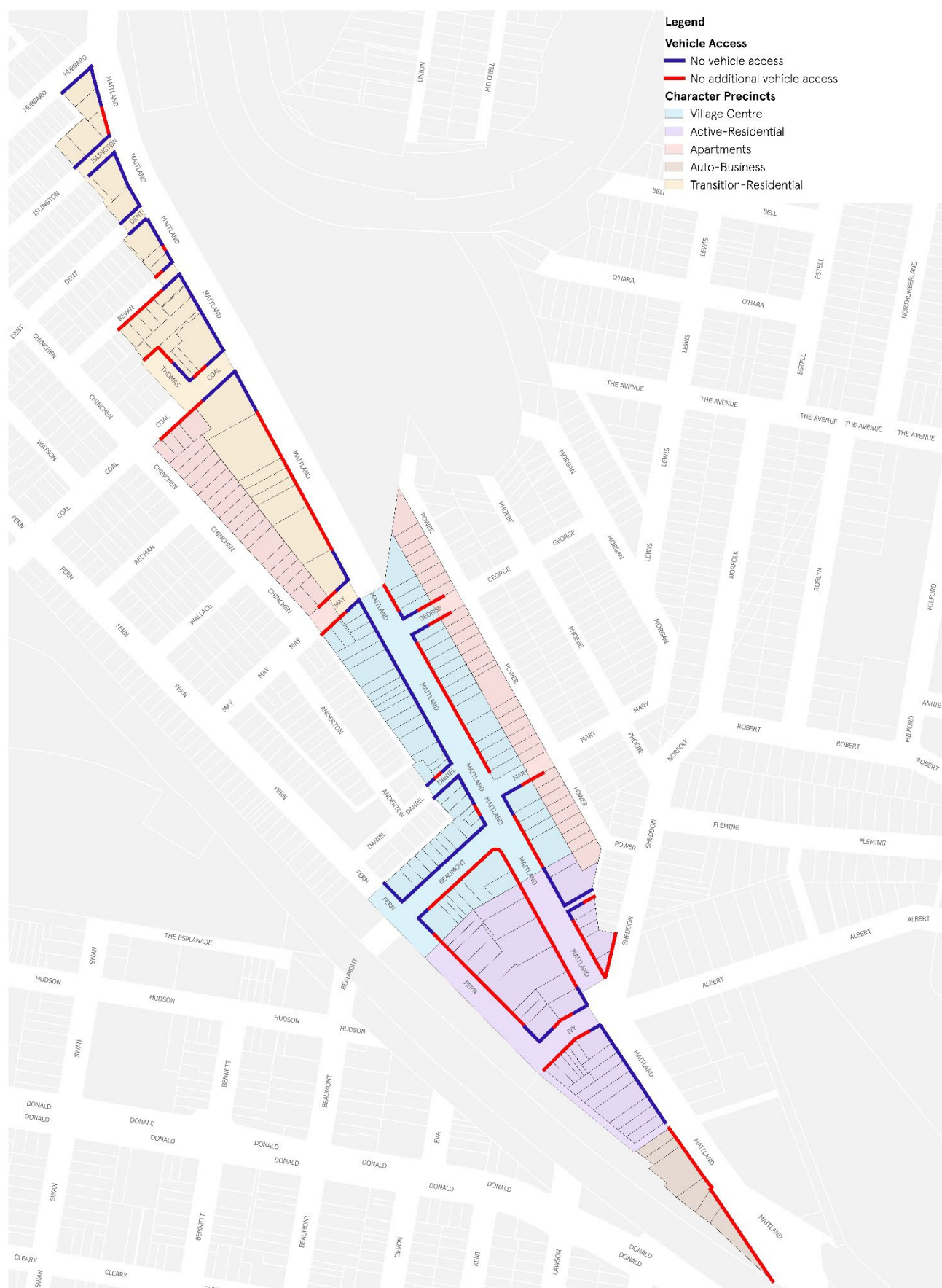


Figure 35: Islington Vehicle Access Map

D. Site specific provisions

Objectives

1. Guide development outcomes on specific sites.
2. Ensure good design outcomes that respect local character and heritage.

Controls

Development adjoining former Regent Theatre

The former Regent Theatre has State heritage significance as one of the few examples of picture palaces in NSW (and possibly Australia) that remains substantially unaltered. It has a unique façade with classical detailing and occupies a prominent corner in Islington, giving it landmark qualities.

1. Development adjacent to the former Regent Theatre reflects and responds to its building form and scale.
2. New development fronting Beaumont Street and Maitland Road relates to existing parapets in order to complement the existing character and scale of the former Regent Theatre (see Figure 36) and the Hamilton Station Hotel to the south.



Figure 36: Scale of development adjoining former Regent Theatre

Development in the Local Village Centre character typology area

The existing roof parapets along Maitland Road should be maintained, with new development not detracting from these as the main building feature.

3. Roof forms do not dominate parapets, which should be the main feature of building facades in this precinct (see Figure 37).



Figure 37: Existing parapets dominating the street edge

Development fronting Wickham Park

4. Development fronting Wickham Park should reinforce a mixed use outcome and respond to existing built form as shown in Figure 38.



Figure 38: Indicative built form outcome for lots facing Wickham Park

6.04.06 Character Typologies

A. Village Centre

These controls apply to all areas identified as *Village Centre* on the relevant renewal corridor map.

Character Statement

Village Centres are the focus of retail activity. These areas have the character of a traditional high street or main street, featuring active frontages with narrow-width shopfronts.

Village Centres are built to zero front setback with consistent awnings and respect the existing local character through adaptive reuse of heritage assets and sympathetic bulk and scale.

The public domain and footpath are generally paved, providing a high standard of finish and where appropriate, features space for landscape planting and outdoor dining. Tree canopy integrates with building awnings to create a shaded footpath environment.

Objectives

1. To encourage retail and commercial intensification at the ground floor within the established centres by concentrating retail and commercial activity.
2. To maintain the integrity and viability of ground floor non-residential uses over time and protecting commercial floorspace from conversion to residential uses.
3. To ensure ground floor uses contribute to centre activity, vibrancy, passive surveillance and local character.
4. To improve and enhance the function and appearance of ground floor uses such that they are pedestrian oriented and contribute to streetscape amenity.
5. To reinforce the small block and narrow frontage character and continuity of ground floor shops within established centres.
6. To minimise and ameliorate the effect of blank walls (with no windows or entrances) and building services at the ground level.

Controls

1. Development in a Village Centre character typology area must demonstrate consistency with the above objectives.

Building setbacks

2. Front building setbacks must be consistent with the relevant character typology setback diagram identified on the relevant corridor setback map.
3. Upper-level setbacks are encouraged to be used for provision of open space and landscaping, provided privacy of adjoining uses are protected.

Figure 39: Setback VC1 - Mid-block

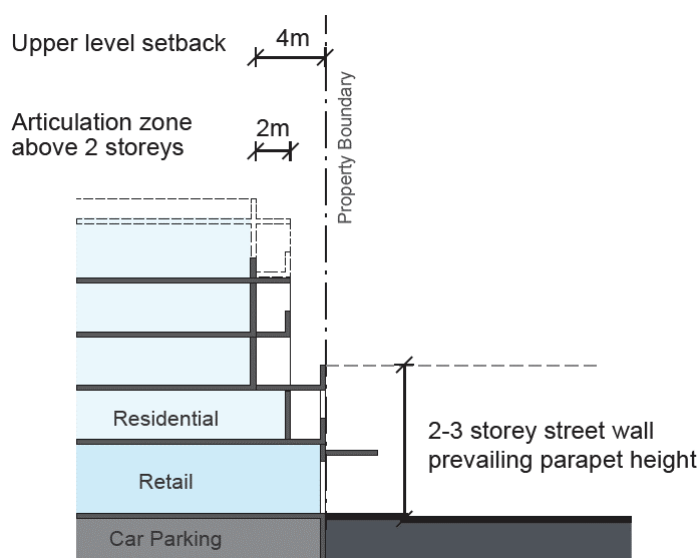


Figure 40: Setback VC2 – Corner block

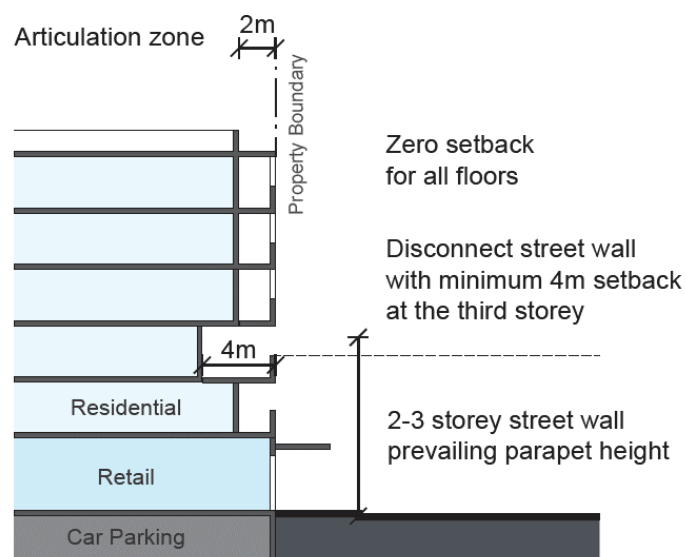
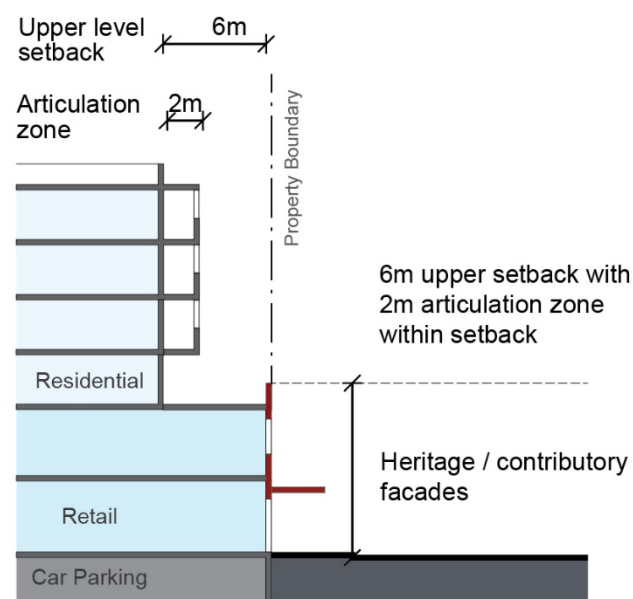


Figure 41: Setback VC3 - Lots with heritage/contributory facades



Active frontage

4. A minimum 85% of street frontage identified with an VC1, VC2 or VC3 setback as are to be active uses, such as cafes, takeaway shops, retail shops, and business premises.
5. A maximum 15% of lot frontage with an VC1, VC2 or VC3 setback may be for non-active uses, such as commercial foyers or residential lobbies.
6. Car parking, services, fire doors, switchboards, and the like must be sleeved by active uses, or appropriately concealed and integrated in the design of the façade so as not to create blank or undesirable interfaces to the street.
7. On corner sites where active frontages cannot be provided to secondary streets, walls should incorporate public art, variation in building materials or other architectural or “green” wall design elements to create street interest.

Ground level floor space

8. Ground floor non-residential uses should have a minimum depth of 10m from the front property line to accommodate amenities, storage space, general back of house activities and other spatial requirements to support non-residential uses. An example is shown in Figure 42.
9. Residential accommodation uses are not permitted at the ground level.

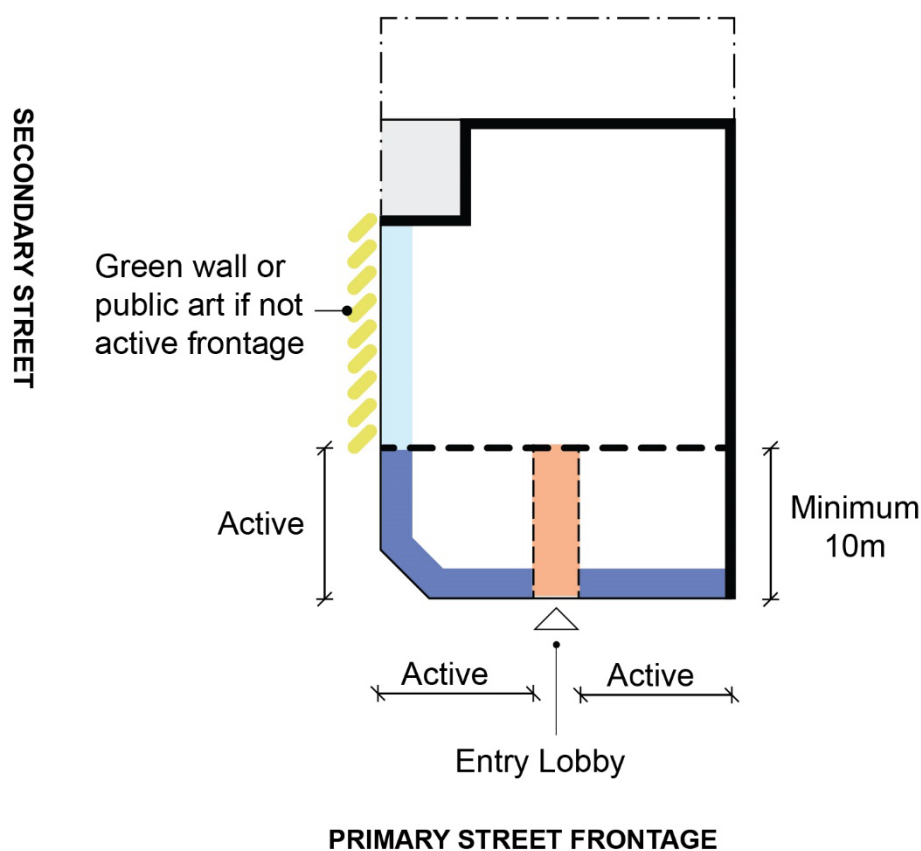


Figure 42: Ground level floor space and active frontages – Village Centre

Façade design

10. Ground level facades identified with an VC1, VC2 or VC3 setback should have a solid to void ratio of approximately 80% void (entries and windows) and 20% solid (walls). Openings for new development should be full height (i.e. to street level), unless a better outcome would be achieved in responding to the character of adjacent buildings.
11. Ground floor frontages identified with an VC1, VC2 or VC3 frontage width greater than 15m should be vertically articulated so as to reflect the small block and narrow frontage character of the centre. Larger footprint retail shops (such as supermarkets) should be sleeved by smaller shops with individual entries to the street to maintain the small block and narrow frontage character.
12. The ground floor façade identified with an VC1, VC2 or VC3 setback should be built to the property line (i.e. zero setback) but may have indented entries or bays where it is consistent with existing streetscape character.
13. Facades should incorporate 'soft edges', such as transparent facades, large window openings, double-door entries, and spill out zones for goods on display. Consider 'openable' facades (windows and doors) to encourage engagement with the street and natural ventilation.
14. On corner sites 'permeable corners' should be considered such as splayed corner entries, glazed corners, and/or openable window or door treatments.
15. Where active frontages are predominantly glazed, up to 25% of the glazing may be frosted or semi-opaque should a level of privacy be required for the tenancy use.
16. Highly reflective finishes and use of vinyl decal signage to address blank walls or long windows is not permitted.

Entries

17. Entries for non-residential ground floor uses must be located on the primary street frontage.
18. Ground floor entries to retail, community or commercial uses are to have the same finished floor level as that of the adjacent footpath, unless required to be raised due to flood impacts.
19. Where the finished floor level is raised, universal access between the street and ground floor uses must be provided and detailed design and landscape considerations given to achieving easy access from the footpath. Level changes may also be accommodated within the building.
20. Avoid locating the length of access ramps to the primary frontage of the building. Where this is unavoidable, landscaping must be integrated to soften the street edge.
21. Vehicular parking and/or loading bays are to be accessed via a secondary street or rear lane where possible. Where secondary street or rear lane access is not available, vehicular parking and/or loading is to be at basement level or sleeved at ground level, accessed via no more than a single, two-way driveway from the primary street.
22. Where vehicular entries are located to the primary or secondary street, entry doors should be recessed a minimum of 6m.

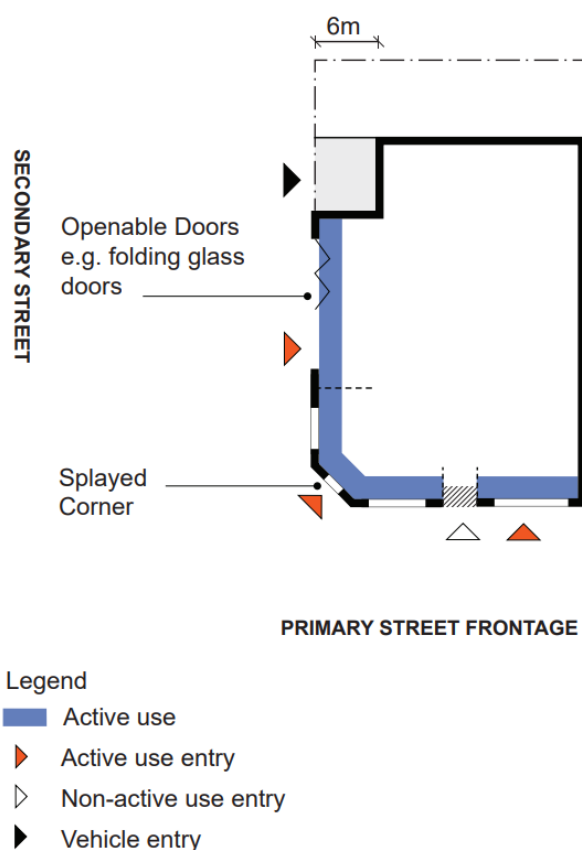


Figure 43: Entries and active uses – Village Centre

Blank Walls

23. Large areas of blank, minimally or poorly articulated walls are not acceptable. Measures to avoid this may include windows, awnings, sun shading devices, pergolas, green walls, public art or a recognisable increased setback to the upper storey.
24. Blank walls are not permitted where facing the public domain.
25. The maximum length of any blank wall must not exceed 5 metres.
26. The maximum height of a blank wall must not exceed 3 metres.
27. Where adjacent development is unlikely to occur in the short term, blank side walls should include the provision of public art or murals, as shown in Figure 48: Blank wall with public art in Broadmeadow.



Figure 44: Blank wall with public art in Broadmeadow

Landscaping and deep soil

28. Non-residential development in the Village Centre character typology area has no onsite deep soil requirement and may develop to 100% site coverage.

B. Active-Residential

These controls apply to all areas identified as *Active-Residential* on the relevant renewal corridor map.

Character Statement

Active-Residential areas cater for a variety of uses with active frontages and non-residential ground floor uses. Street corners are well defined by buildings with zero front setback, while mid-block setbacks are deeper to allow space for landscape, goods display and outdoor dining (where local amenity permits).

Mid-block setbacks assist in mediating existing uses where there may be a 6m residential setback or a car parking zone to the street.

Objectives

1. To ensure the integrity and viability of non-residential ground floor uses
2. To ensure non-residential ground floor uses provide for active frontages
3. To ensure ground floor uses are pedestrian oriented and contribute to streetscape amenity, local character and passive surveillance
4. To appropriately address interfaces between non-residential and residential ground floor uses
5. To minimise and ameliorate the effect of blank walls (with no windows or entrances) and at-grade parking areas at the ground level.
6. To ensure there is adequate unbuilt upon areas to allow for landscaped areas and deep soil planting capable of supporting large trees that increase urban tree canopy cover.

Controls

1. Development in an Active-Residential character typology area must demonstrate consistency with the above objectives.

Front setbacks

2. Front building setbacks must be consistent with the relevant character typology setback diagram identified on the relevant corridor setback map.
3. Upper-level setbacks are encouraged to be used for provision of open space and landscaping, provided privacy of adjoining uses are protected.

Figure 45: Setback AR1 - Corner sites/ general

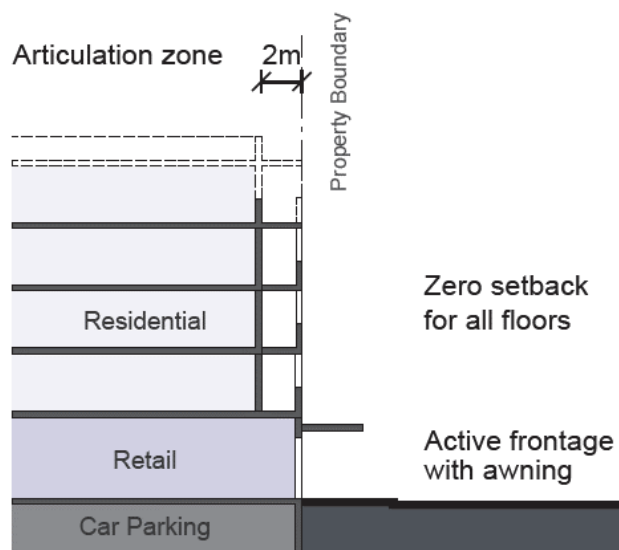


Figure 46: Setback AR2 - Mid-block

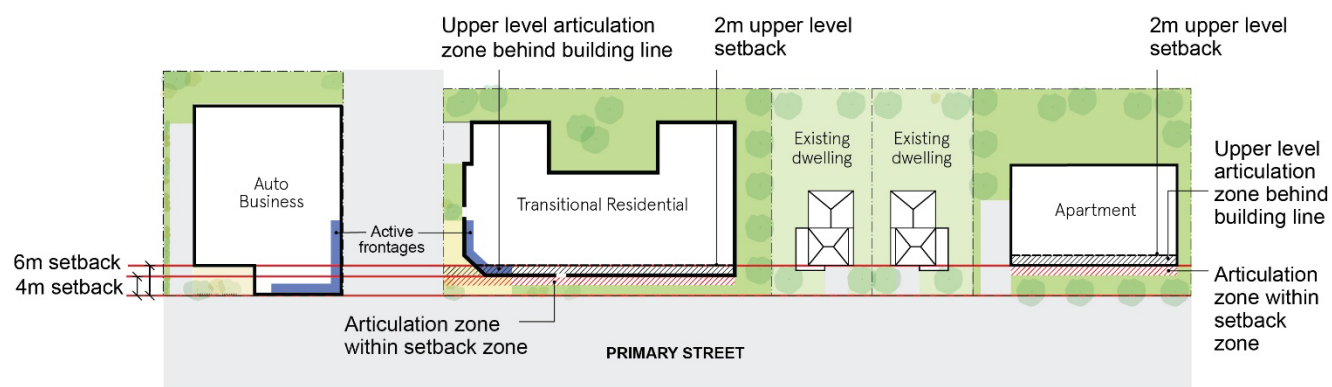
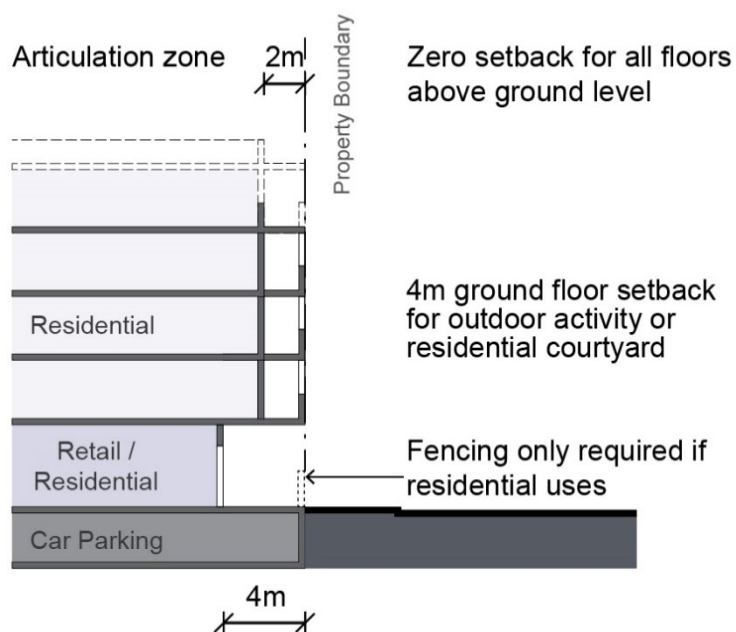


Figure 47: Front prevailing setback and articulation zone

Rear setbacks

4. Rear setbacks are to be consistent with Table 2.

Table 2. Rear setbacks	
Wall height	Rear setbacks
Up to 4.5 metres	1.5 metres
4.5 - 8.5 metres	3 metres
Over 8.5 metres	6 metres

5. In the R3 Medium Density Residential, R4 High Density Residential and B4 Mixed Use zones side or rear boundary setbacks may be reduced/built to the boundary where:
- the wall height and length match an existing or similarly constructed wall on the adjoining site; and
 - the proposed wall and the wall on the adjoining property do not contain any openings; and
 - the wall will not impede the flow of stormwater or overland flow paths.
6. In the R3 Medium Density Residential, R4 High Density Residential and B4 Mixed Use zones, side and rear boundary setbacks are increased, where the site directly adjoins a site in the R2 Low Density Residential Zone.
7. Where a rear boundary adjoins a lane, development complies with Section 7.11 - Development adjoining laneways, of this DCP.
8. On corner lots, the boundary opposite the primary road frontage is taken to be the rear boundary for the purposes of applying setbacks.

Ground level frontages

9. For sites identified with an AR1 or AR2 setback, a minimum 85% of street frontage are to be non-residential uses, preferably active uses, such as cafes, takeaway shops, retail shops, and business premises. For corner sites, active uses are to be focused at the corner of street blocks.
10. For sites identified with an AR1 or AR2 setback, a maximum 15% of lot frontage may be for residential lobbies.
11. Car parking, services, fire doors, switchboards, and the like are to be sleeved by active uses, or appropriately concealed and integrated in the design of the façade so as not to create blank or undesirable interfaces to the street.
12. Where active frontages or non-residential uses cannot be provided to secondary streets, walls should incorporate public art, variation in building materials or other architectural or “green” wall design elements to create street interest.

Ground level floor space

13. Ground floor non-residential uses should have a minimum depth of 10m from the building line to accommodate amenities, storage space, general back of house activities and other spatial requirements to support non-residential uses.
14. Ground level floor to ceiling height must be a minimum of 4m to allow for adaptable floor plans that can support either commercial or residential uses.

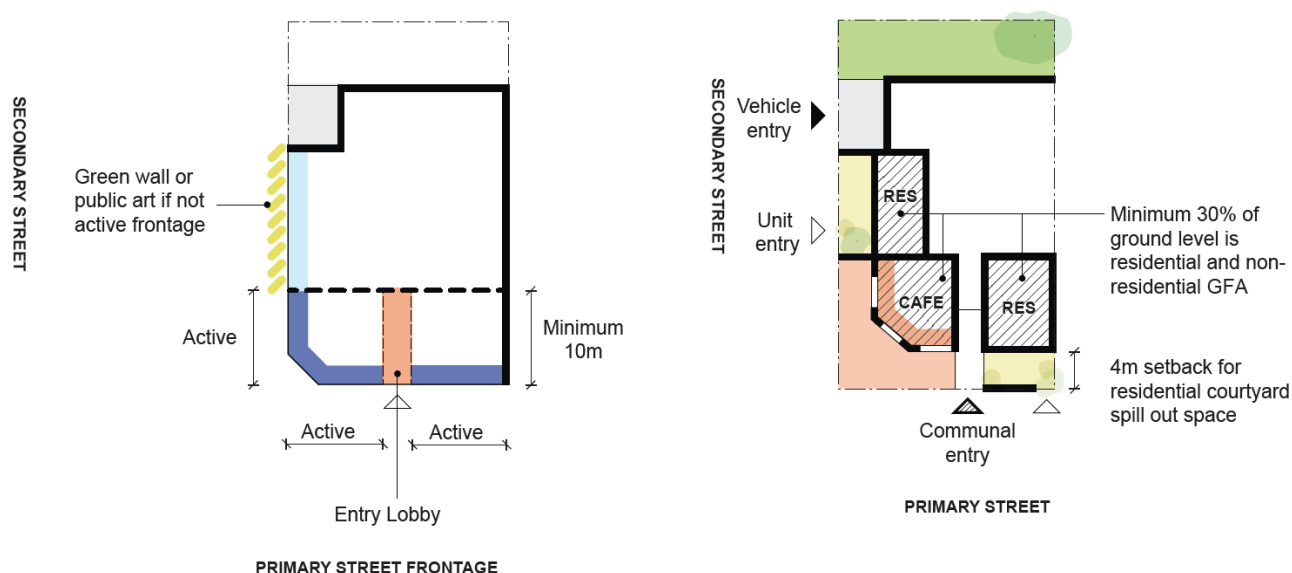


Figure 48: Ground level floor space and active frontages – Active-Residential

Façade design

15. For sites identified with an AR1 or AR2 setback, ground level facades for non-residential uses, including residential communal areas, should have a maximum 50% solid to void ratio. Where active uses are provided, a minimum of 80% void (entries and windows) and 20% solid (walls) applies.
16. Where active frontages are predominantly glazed, up to 25% of the glazing may be frosted or semi-opaque should a level of privacy be required for the tenancy use.
17. For sites identified with an AR1 setback, the ground floor façade should be built to the property line (i.e. zero setback) but may have indented entries or bays where it is consistent with existing streetscape character.
18. Facades should incorporate 'soft edges', such as transparent facades, large window openings, double-door entries, and spill out zones for goods on display. Consider 'openable' facades (windows and doors) to encourage engagement with the street and natural ventilation.
19. Ground floor frontages greater than 15m should be vertically articulated to reflect a small block and narrow frontage character.
20. Highly reflective finishes and use of vinyl decal signage to address blank walls or long windows is not permitted.

Entries

21. Where development comprises of non-residential and residential activity, separate pedestrian entrances, lift access, increased ground floor height and designated car parking must be provided.
22. Entries for non-residential ground floor uses must be located on the primary street frontage.
23. Ground floor entries to retail, commercial uses or other non-residential uses are to have the same finished floor level as that of the adjacent footpath, unless required to be raised due to flood impacts.
24. Where residential uses are located at the ground floor, ground floor units are to be provided with individual (courtyard) entries to the street to facilitate engagement with the public domain and passive surveillance.
25. Avoid locating the length of pedestrian access ramps to the primary frontage of the building. Where this is unavoidable, integrate landscaping to the street edge to create a softer edge to the street.
26. Continuous awnings must be provided to all active frontages. Breaks in awnings may be permitted for residential lobbies for legibility.
27. Vehicular parking and/or loading bays are to be accessed via a secondary street or rear lane where possible. Where secondary street or rear lane access is not unavailable, vehicular parking and/or loading is to be at basement level or sleeved at ground level, accessed via no more than a single driveway from the primary street.
28. Where vehicular entries are located to the primary or secondary street, entry doors should be recessed a minimum of 6m.

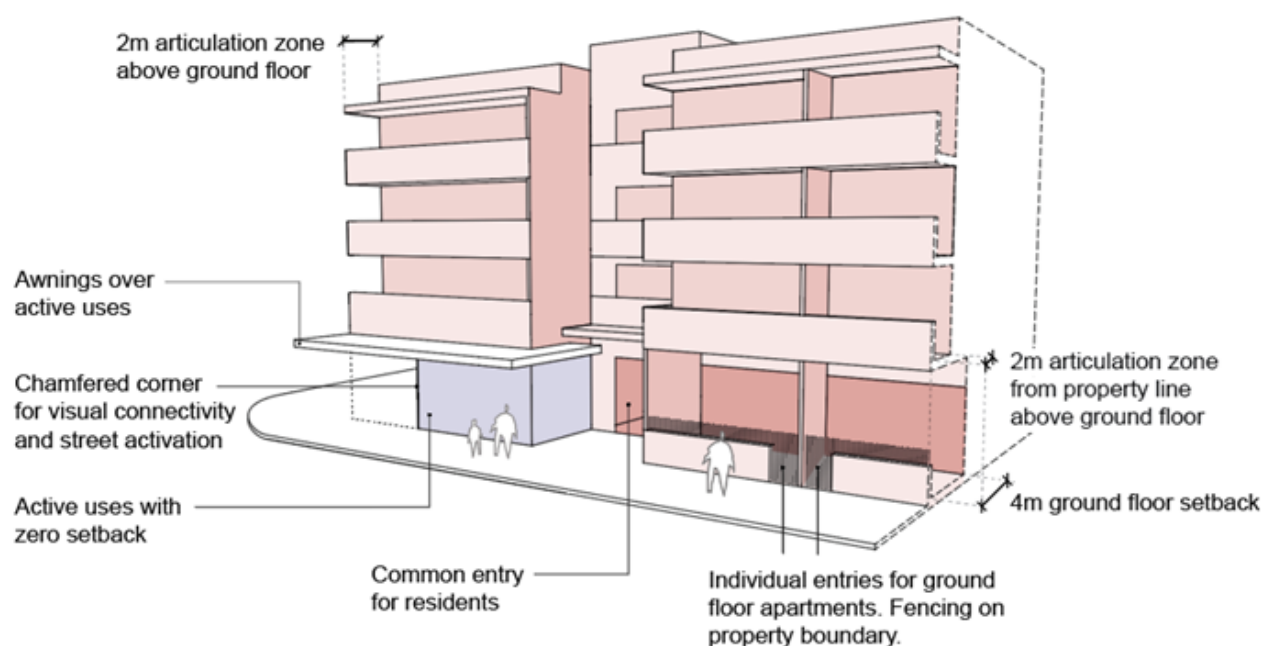


Figure 49: Non-residential and residential uses at ground level

Fencing

29. Fencing is only permitted for residential uses. Non-residential uses are to be built to the property boundary as per the building setback controls.
30. Ground floor residential uses may have a front fence up to 1.5m high. Solid materials, such as masonry, concrete render etc, are to be used to a maximum height of 1m high. This is to be combined with visually permeable treatments (such as slats or battens) to a height of 1.5m or landscape hedging above (any height) with or without piers to 1.5m.

Note: Strip footing on fencing should be avoided where deep soil is proposed or there are existing trees.

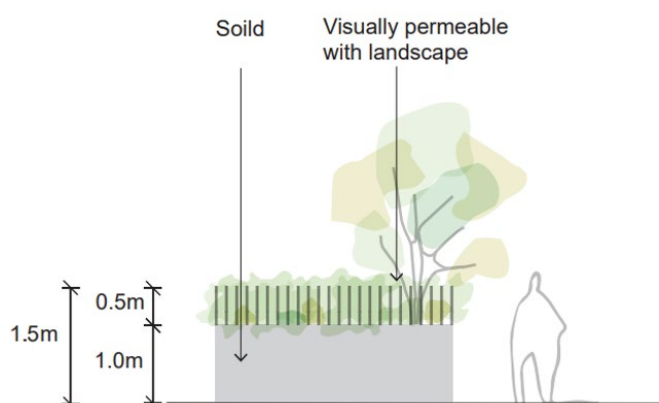


Figure 50: Active-Residential Fencing Controls

Minimum lot size and frontage

31. For the development types listed in Table 3, lot size and frontage width must be equal to or greater than the minimums specified in Table 3.

Table 3. Minimum lot and frontage size		
Development Type	Minimum lot size	Minimum frontage width
Boarding houses	1,000m ²	18 metres
Hostels		
Multi dwelling housing		
Residential flat buildings		
Shop top housing		
Mixed use development that includes a component of the above		

32. Development for the purpose of residential flat buildings, multi dwelling housing or shop top housing is not to result in the creation of an isolated site that could have been developed in compliance with the relevant planning controls. Council will require appropriate documentary

evidence to demonstrate that a genuine and reasonable attempt has been made to purchase an isolated site based on a fair market value.

33. Where amalgamation of the isolated site is not feasible, applicants will be required to demonstrate that an orderly and economic use and development of the separate sites can be achieved.
34. The development of existing isolated sites is not to detract from the character of the streetscape and is to achieve a satisfactory level of amenity including solar access, visual and acoustic privacy. Development of existing isolated sites may not achieve the maximum potential, particularly height and floor space ratio, and will be assessed on merit.
35. Where adjacent sites are developing concurrently, site planning options for development as an amalgamated site are to be explored.

Blank Walls

36. Large areas of blank, minimally or poorly articulated walls are not acceptable. Measures to avoid this may include windows, awnings, sun shading devices, pergolas, green walls, public art or a recognisable increased setback to the upper storey.
37. Blank walls are not permitted where facing the public domain.
38. The maximum length of any blank wall must not exceed 5 metres.
39. The maximum height of a blank wall must not exceed 3 metres.
40. Where adjacent development is unlikely to occur in the short term, blank side walls should include the provision of public art or murals, as shown Figure 51: Blank wall with public art in Broadmeadow.



Figure 51: Blank wall with public art in Broadmeadow

Landscaping and deep soil

41. Non-residential development should provide deep soil planting at side setback with a minimum dimension of 1.5-metres.
42. The minimum landscaped area that must be provided on a lot is shown in the following table:

Table 4. Minimum landscaped area		
Lot Area	Minimum landscaped area	Minimum deep soil zone
<600m ²	25% of site area	12%
>600m ²	30% of site area	15%

Note: New and existing trees must be clearly indicated in landscape plans.

C. Apartments

These controls apply to all areas identified as *Apartments* on the relevant renewal corridor map.

Character Statement

The Apartments typology reinforces and supports the characteristics of medium to high density neighbourhoods. Residential flat buildings and apartments are built with ground floor residential uses and a 6-metre landscaped setback. Setbacks may be reduced on corner sites.

Fencing is a consistent size and uses common materials across the corridors, providing space for landscape planting to soften building edges and improve tree canopy cover.

Ground floor apartments address the primary street frontage with individual dwelling entries while vehicular and waste access prioritises the uses of rear lanes or secondary streets. Existing road and footpath levels are respected and maintained, where possible avoiding ground floor levels lower than the street.

Objectives

1. To ensure consistent definition of the street edge via setbacks, fencing and landscaping.
2. To appropriately balance noise attenuation and visual privacy requirements with engagement with the public domain.
3. To increase opportunities for landscaping and deep soil planting in the front setback, facing the public domain.
4. To ensure there is adequate unbuilt upon areas to allow for landscaped areas and deep soil planting capable of supporting large trees that increase urban tree canopy cover.

Controls

1. Development in an Apartments character typology area must demonstrate consistency with the above objectives.

Front setback

2. Front building setbacks must be consistent with the relevant character typology setback diagram identified on the relevant corridor setback map.
3. Upper-level setbacks are encouraged to be used for provision of open space and landscaping, provided privacy of adjoining uses are protected.
4. Front setbacks are to provide landscaping and deep soil to support large trees.

Figure 52: Residential Setback

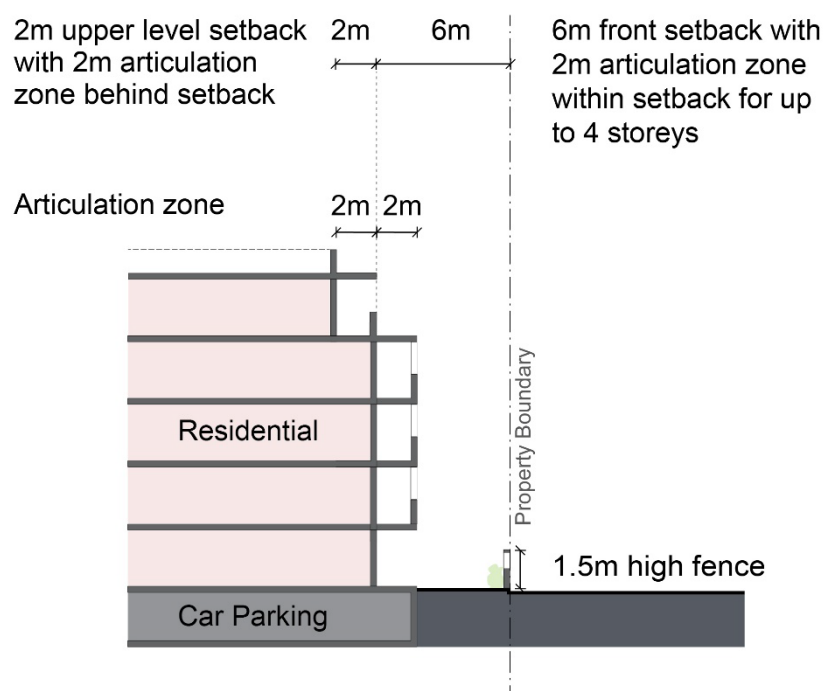
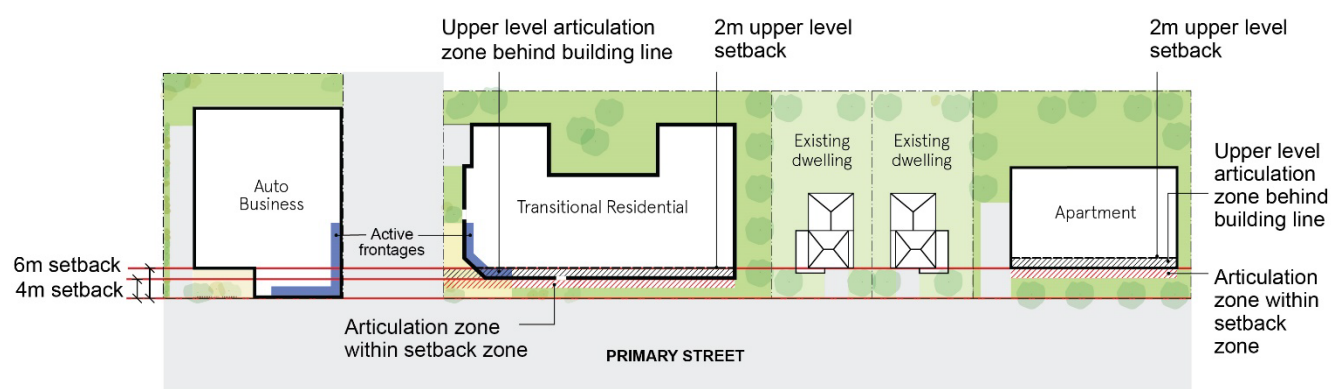


Figure 53: Front prevailing setback and articulation zone



Rear setbacks

5. Rear setbacks are to be consistent with Table 5

Table 5. Rear setbacks	
Wall height	Rear setbacks
Up to 4.5 metres	1.5 metres
4.5 - 8.5 metres	3 metres
Over 8.5 metres	6 metres

6. In the R3 Medium Density Residential, R4 High Density Residential and B4 Mixed Use zones side or rear boundary setbacks may be reduced/built to the boundary where:
- the wall height and length match an existing or similarly constructed wall on the adjoining site; and
 - the proposed wall and the wall on the adjoining property do not contain any

openings; and

- c. the wall will not impede the flow of stormwater or overland flow paths.
7. In the R3 Medium Density Residential, R4 High Density Residential and B4 Mixed Use zones, side and rear boundary setbacks are increased, where the site directly adjoins a site in the R2 Low Density Residential Zone.
 8. Where a rear boundary adjoins a lane, development complies with Section 7.11 - Development adjoining laneways, of this DCP.
 9. On corner lots, the boundary opposite the primary road frontage is taken to be the rear boundary for the purposes of applying setbacks.

Ground level floor space

10. A minimum 30% of the ground floor of the building must be occupied by residential GFA to ensure the ground level is not wholly occupied by car parking, building services and communal amenities. This is to ensure ground floor activation and screen ground floor car parking from the public domain. Residential GFA must be located to the primary street.
11. Ground floor residential GFA should result in at least two residential units.
12. Ground floor residential GFA may include communal facilities such as shared workspaces.

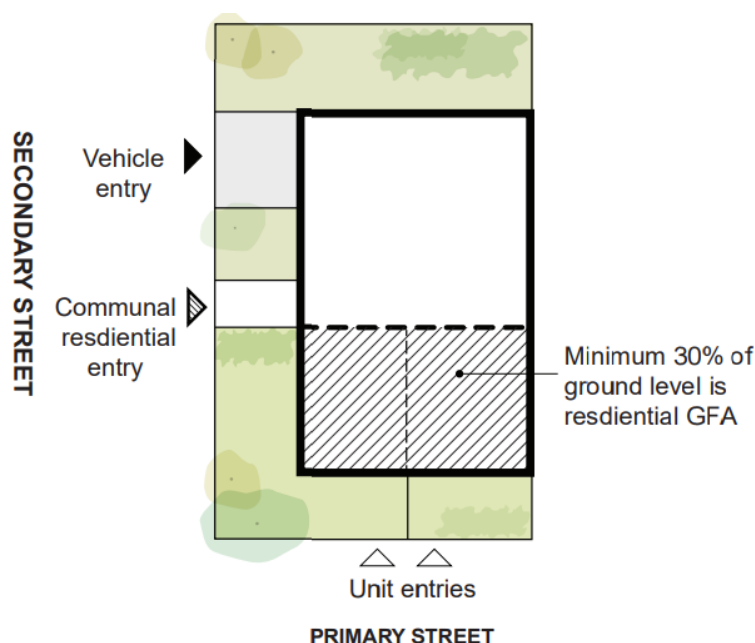


Figure 54: Ground level floor space – Apartments

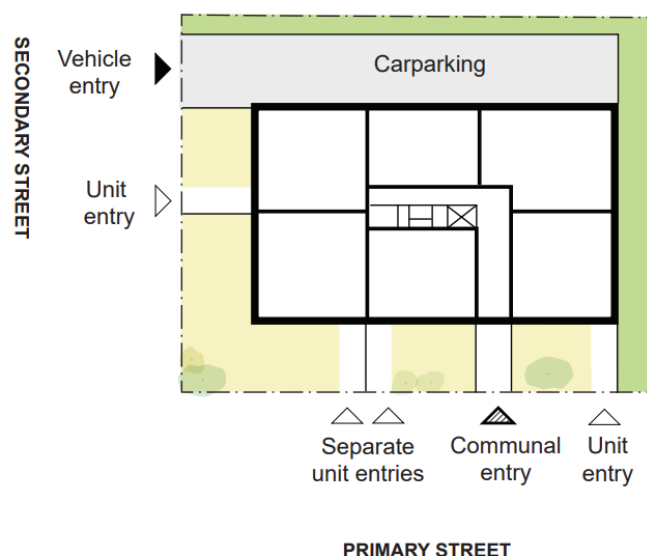
Façade design

13. Car parking, services, fire doors, switchboards, and the like are to be appropriately concealed and integrated in the design of the façade so as not to create blank or undesirable interfaces to the street.

Residential entries

14. Ground floor units are to be provided with individual (courtyard) entries to the street to facilitate engagement with the public domain and passive surveillance. These entries should look and feel materially different to a communal building entry.
15. Residential entries must not be located below street or footpath level.
16. Residential uses at ground floor should be designed so that the ground floor is raised above the finished footpath level to provide for occupant privacy, up to a maximum of 1.2m.
17. Where the finished floor level is raised, universal access between the street and ground floor uses must be provided and detailed design and landscape considerations given to achieving easy access from the footpath. Level changes may also be accommodated within the building.
18. The length of access ramps should not be located along the primary frontage of the building. Where this is unavoidable, landscaping must be integrated to the street edge to create a softer edge to the street.
19. Vehicular parking must be accessed via a secondary street or rear lane where possible. Where secondary street or rear lane access is not unavailable, vehicular parking and/or loading is to be at basement level or sleeved by units at ground level, accessed via no more than a single driveway from the primary street.

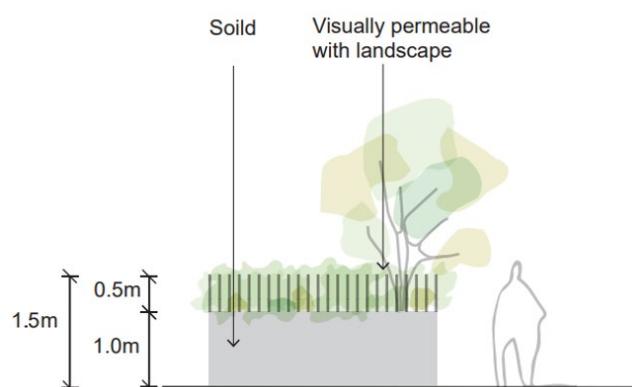
Figure 55: (Right) Ground level entries – Apartments



Fencing

20. Ground floor residential uses must have a front fence up to 1.5m high. Solid materials, such as masonry, concrete render etc, are to be used to a maximum height of 1m high. This is to be combined with visually permeable treatments (such as slats or battens) to a height of 1.5m or landscape hedging above (any height) with or without piers to 1.5m.

Figure 56: (Right) Residential Fencing Controls



Minimum lot size and frontage

21. For the development types listed in Table 6, lot size and frontage width must be equal to or greater than the minimums specified in Table 6.

Table 6. Minimum lot and frontage size		
Development Type	Minimum lot size	Minimum frontage width
Boarding houses	1,000m ²	18 metres
Hostels		
Multi dwelling housing		
Residential flat buildings		
Shop top housing		
Mixed use development that includes a component of the above		

22. Development for the purpose of residential flat buildings, multi dwelling housing or shop top housing is not to result in the creation of an isolated site that could have been developed in compliance with the relevant planning controls. Council will require appropriate documentary evidence to demonstrate that a genuine and reasonable attempt has been made to purchase an isolated site based on a fair market value.
23. Where amalgamation of the isolated site is not feasible, applicants will be required to demonstrate that an orderly and economic use and development of the separate sites can be achieved.
24. The development of existing isolated sites is not to detract from the character of the streetscape and is to achieve a satisfactory level of amenity including solar access, visual and acoustic privacy. Development of existing isolated sites may not achieve the maximum potential, particularly height and floor space ratio, and will be assessed on merit.
25. Where adjacent sites are developing concurrently, site planning options for development as an amalgamated site are to be explored.

Blank Walls

26. Large areas of blank, minimally or poorly articulated walls are not acceptable. Measures to avoid this may include windows, awnings, sun shading devices, pergolas, green walls, public art or a recognisable increased setback to the upper storey.
27. Blank walls are not permitted where facing the public domain.
28. The maximum length of any blank wall must not exceed 5 metres.
29. The maximum height of a blank wall must not exceed 3 metres.
30. Where adjacent development is unlikely to occur in the short term, blank side walls should include the provision of public art or murals, as shown Figure 57: Blank wall with public art in

Broadmeadow.



Figure 57: Blank wall with public art in Broadmeadow

Landscaping and deep soil

31. Non-residential development should provide deep soil planting at front setback or side setback with a minimum dimension of 1.5-metres.
32. The minimum landscaped area that must be provided on a lot is shown in the following table:

Table 7. Minimum landscaped area		
Lot Area	Minimum landscaped area	Minimum deep soil zone
<600m ²	25% of site area	12%
>600m ²	30% of site area	15%

Note: New and existing trees must be clearly indicated in landscape plans.

D. Auto-Business

These controls apply to all areas identified as *Auto-Business* on the relevant renewal corridor map.

Character Statement

The 'Auto-Business' Character Typology applies to areas generally zoned B4 Mixed Use, R4 High Density, or B2 Local Centre but that are currently occupied by vehicle-oriented businesses such as car yards, petrol stations, vehicle repair shops and the like, which are unlikely to change in the near future.

To help concentrate residential development activity in other areas of the corridors and minimise land use conflict, the current uses and building typologies in these areas should be allowed to continue until significant changes in local character or transport infrastructure dictate a need for these areas to transition to other uses.

Development in these areas should respond to existing rather than future character, while providing opportunities for adaptive reuse of buildings and access arrangements that permit easy conversion to future alternative uses.

Development in these areas should seek to significantly increase deep soil planting and landscaping to help mitigate the impacts of urban heat and improve the public realm.

Objectives

1. To ensure the integrity and viability of non-residential ground floor uses.
2. To ensure non-residential ground floor uses provide for active frontages.
3. To ensure ground floor uses are pedestrian oriented and contribute to streetscape amenity, local character and passive surveillance.
4. To appropriately address interfaces between existing non-residential development and future mixed use development.
5. To minimise and ameliorate the effect of blank walls (with no windows or entrances) and at-grade parking areas at the ground level.

Controls

1. Development in an Auto-Business character typology area must demonstrate consistency with the above objectives.

Front setback

2. Front building setbacks must be consistent with the relevant character typology setback diagram identified on the relevant corridor setback map.
3. Front setbacks are to generally be 6 metres.
4. Front setbacks may be altered to an alternative character typology setback where:
 - a. The setback matches an existing or similarly constructed wall on the adjoining site; and

- b. The setback is consistent with the Auto-Business character statement and results in a more appropriate built form outcome; and
- c. The minimum landscaping and deep soil provision can still be achieved.

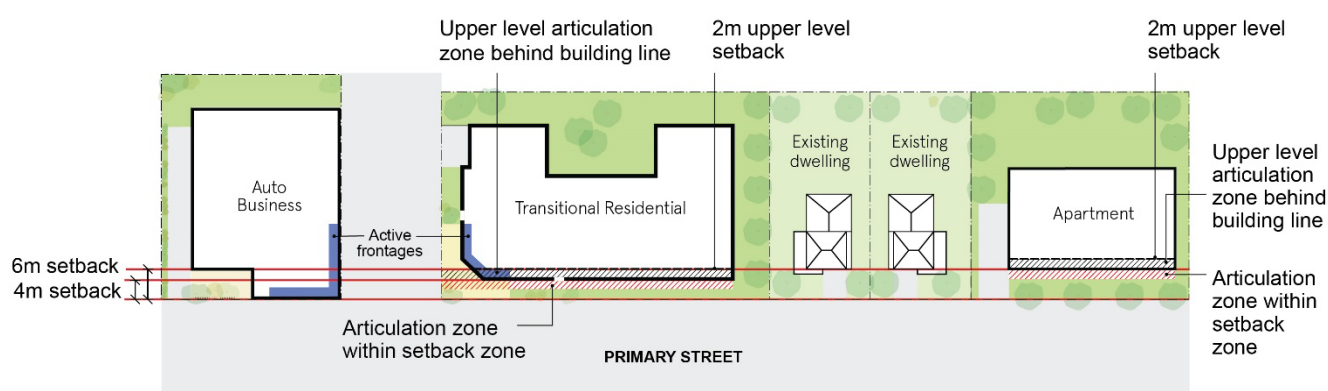


Figure 58: Front prevailing setback and articulation zone

Rear setbacks

5. Rear setbacks are to be consistent with Table 8

Wall height	Rear setbacks
Up to 4.5 metres	1.5 metres
4.5 - 8.5 metres	3 metres
Over 8.5 metres	6 metres

6. In the R3 Medium Density Residential, R4 High Density Residential and B4 Mixed Use zones side or rear boundary setbacks may be reduced/built to the boundary where:
 - a. the wall height and length match an existing or similarly constructed wall on the adjoining site; and
 - b. the proposed wall and the wall on the adjoining property do not contain any openings; and
 - c. the wall will not impede the flow of stormwater or overland flow paths.
7. In the R3 Medium Density Residential, R4 High Density Residential and B4 Mixed Use zones, side and rear boundary setbacks are increased, where the site directly adjoins a site in the R2 Low Density Residential Zone.
8. Where a rear boundary adjoins a lane, development complies with Section 7.11 - Development adjoining laneways, of this DCP.
9. On corner lots, the boundary opposite the primary road frontage is taken to be the rear boundary for the purposes of applying setbacks.

Ground level frontage

10. For sites with a frontage of 40m or greater, a minimum 50% of the frontage must be built to the property boundary.
11. Minimum 85% of frontage built to the boundary should provide for active uses, such as cafes, takeaway shops, retail shops, and business premises. Where a combination of non-residential and active uses are provided, active uses should be focused at the corners of buildings.
12. Car parking, services, fire doors, switchboards, and the like are to be sleeved by active uses, or appropriately concealed and integrated in the design of the façade so as not to create blank or undesirable interfaces to the street.
13. On corner site where active frontages cannot be provided to secondary streets, walls should incorporate public art, variation in building materials or other architectural or “green” wall design elements to create street interest.

Ground level floor space

14. A minimum 50% of the ground floor of the building must be occupied by non-residential GFA. This is to ensure ground floor activation and screen ground floor car parking from the public domain.
15. Ground floor non-residential uses should have a minimum depth of 10m from the building line to accommodate amenities, storage space, general back of house activities and other spatial requirements to support non-residential uses.
16. Floor to floor height must be a minimum of 4m to allow for adaptable floor plans that can support either commercial or residential uses in future.
17. Habitable residential accommodation uses are not permitted at the ground level. This control does not apply in the Adamstown Renewal Corridor.

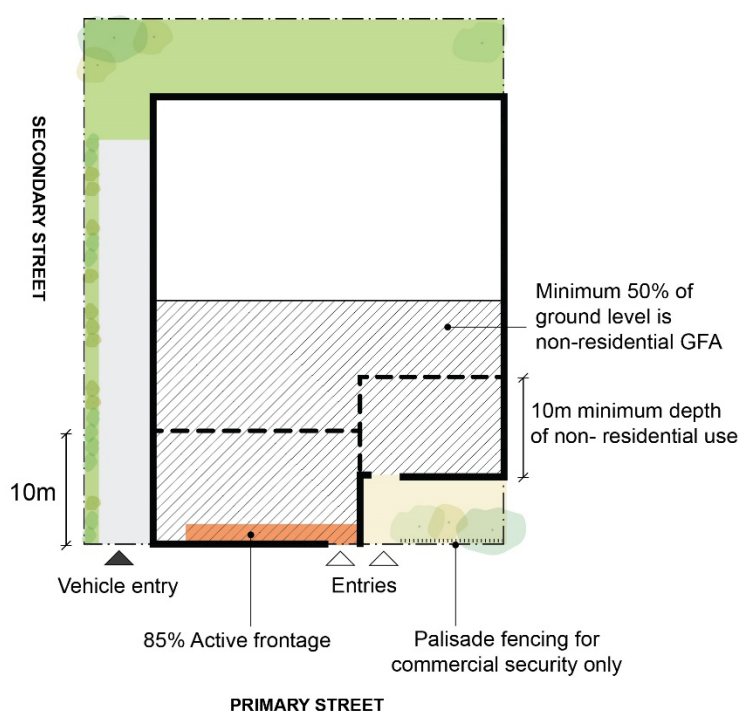


Figure 59: Ground level floorspace – Auto-Business

Façade design

18. Ground level facades for non-residential uses should have a maximum 50% solid to void ratio. Where active uses are provided, a minimum of 80% void (entries and windows) and 20% solid (walls) applies.
19. Where active frontages are predominantly glazed, up to 25% of the glazing may be frosted or semi-opaque should a level of privacy be required for the tenancy use.
20. Facades at the property boundary should incorporate 'soft edges', such as transparent facades, large window openings, double-door entries, and spill out zones for goods on display. Consider 'openable' facades (windows and doors) to encourage engagement with the street and natural ventilation.
21. Ground floor frontages greater than 15m should be vertically articulated with recesses generally spaced at 10m-20m intervals, or in response to the existing character of the street.
22. Highly reflective finishes and use of vinyl decal signage to address blank walls or long windows is not permitted.

Entries

23. Where development comprises of non-residential and residential activity, separate pedestrian entrances, lift access, increased ground floor height and designated car parking must be provided.
24. Entries for non-residential ground floor uses must be located on the primary street frontage.
25. Ground floor entries to retail, commercial uses or other non-residential uses are to have the same finished floor level as that of the adjacent footpath, unless required to be raised due to flood impacts.
26. Where the finished floor level is raised, universal access between the street and ground floor uses must be provided and detailed design and landscape considerations given to achieving easy access from the footpath. Level changes may also be accommodated within the building.
27. Avoid locating the length of pedestrian access ramps to the primary frontage of the building. Where this is unavoidable, integrate landscaping to the street edge to create a softer edge to the street.
28. Continuous awnings must be provided to all active frontages if built to property boundary. Breaks in awnings may be permitted for residential lobbies for legibility.
29. Vehicular parking and/or loading bays are to be accessed via a secondary street or rear lane where possible. Where secondary street or rear lane access is not unavailable, vehicular parking and/or loading is to be at basement level or sleeved at ground level, accessed via no more than a single driveway from the primary street.
30. Where vehicular entries are located to the primary or secondary street, entry doors should be recessed a minimum of 6m.

Fencing

31. Fencing is permitted for non-residential uses where it is required for security purposes. Black

palisade fencing up to 1.8m should be used, combined with landscaping and tree planting where appropriate.

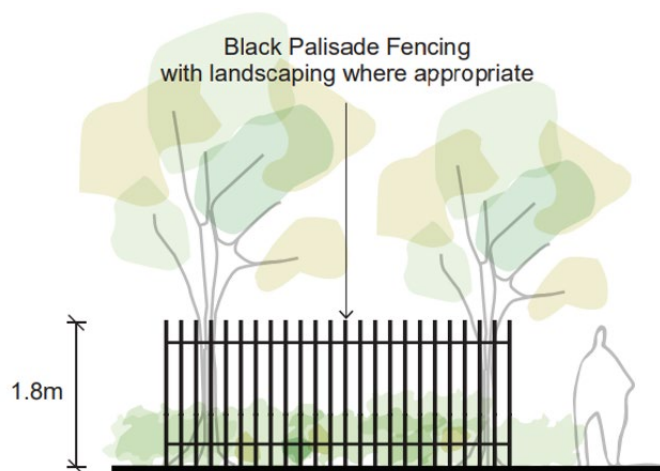


Figure 60: Non-residential fencing controls

Minimum lot size and frontage

24. For the development types listed in Table 9, lot size and frontage width must be equal to or greater than the minimums specified in Table 9.

Table 9. Minimum lot and frontage size		
Development Type	Minimum lot size	Minimum frontage width
Boarding houses Hostels Multi dwelling housing Residential flat buildings Shop top housing Mixed use development that includes a component of the above	1,000m ²	18 metres

25. Development for the purpose of residential flat buildings, multi dwelling housing or shop top housing is not to result in the creation of an isolated site that could have been developed in compliance with the relevant planning controls. Council will require appropriate documentary evidence to demonstrate that a genuine and reasonable attempt has been made to purchase an isolated site based on a fair market value.
26. Where amalgamation of the isolated site is not feasible, applicants will be required to demonstrate that an orderly and economic use and development of the separate sites can be achieved.
27. The development of existing isolated sites is not to detract from the character of the streetscape and is to achieve a satisfactory level of amenity including solar access, visual and acoustic privacy. Development of existing isolated sites may not achieve the maximum potential, particularly height and floor space ratio, and will be assessed on merit.
28. Where adjacent sites are developing concurrently, site planning options for development as an amalgamated site are to be explored.

Blank Walls

29. Large areas of blank, minimally or poorly articulated walls are not acceptable. Measures to avoid this may include windows, awnings, sun shading devices, pergolas, green walls, public art or a recognisable increased setback to the upper storey.
30. Blank walls are not permitted where facing the public domain.
31. The maximum length of any blank wall must not exceed 5 metres.
39. The maximum height of a blank wall must not exceed 3 metres.
40. Where adjacent development is unlikely to occur in the short term, blank side walls should include the provision of public art or murals, as shown Figure 61: Blank wall with public art in Broadmeadow.



Figure 61: Blank wall with public art in Broadmeadow

Landscaping and deep soil

41. Non-residential development should provide deep soil planting at front setback or side setback with a minimum dimension of 1.5-metres.
42. The minimum landscaped area that must be provided on a lot is shown in the following table:

Table 10. Minimum landscaped area		
Lot Area	Minimum landscaped area	Minimum deep soil zone
<600m ²	25% of site area	12%
>600m ²	30% of site area	15%

Note: New and existing trees must be clearly indicated in landscape plans.

E. Transition-Residential

These controls apply to all areas identified as *Transition-Residential* on the relevant renewal corridor map.

Character Statement

The 'Transition-Residential' Character Typology applies to areas where the surrounding character is primarily residential, but businesses premises operate along main road corridors in a range of building typologies.

The future character of these areas is a transition between the 'Active-Residential' and 'Apartments' character typologies, reflecting how the current built form has been slow to respond to the underlying planning controls.

Objectives

1. To establish a primarily residential interface at the ground level.
2. To appropriately address interfaces between existing non-residential development and future residential development.
3. To ensure consistent definition of the street edge via setbacks, fencing and landscaping.
4. To appropriately balance noise attenuation and visual privacy requirements with engagement with the public domain.
5. To provide opportunities for landscaping and deep soil planting at the street interface.

Controls

1. Development in a Transition-Residential character typology area must demonstrate consistency with the above objectives.

Front setback

2. Front building setbacks must be consistent with the relevant character typology setback diagram identified on the corridor setback map.
3. Front setbacks may be altered to an alternative character typology setback where:
 - a. The setback matches an existing or similarly constructed wall on the adjoining site; and
 - b. The setback is consistent with the character statement and results in a more appropriate built form outcome; and
 - c. The minimum landscaping and deep soil provision can still be achieved.

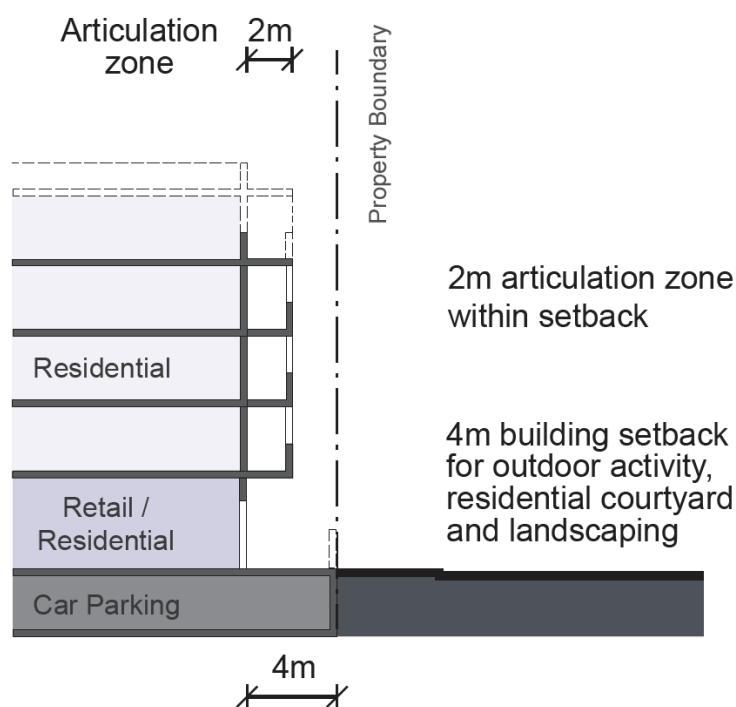


Figure 62: Setback Transition-Residential

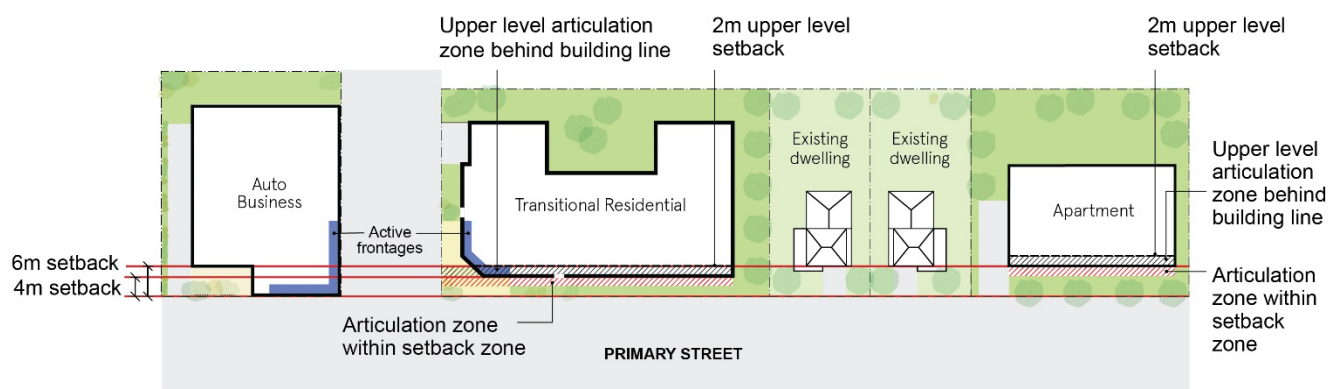


Figure 63: Front prevailing setback and articulation zone

Rear setbacks

4. Rear setbacks are to be consistent with Table 11.

Table 11. Rear setbacks	
Wall height	Rear setbacks
Up to 4.5 metres	1.5 metres
4.5 - 8.5 metres	3 metres
Over 8.5 metres	6 metres

5. In the R3 Medium Density Residential, R4 High Density Residential and B4 Mixed Use zones side or rear boundary setbacks may be reduced/built to the boundary where:
- the wall height and length match an existing or similarly constructed wall on the adjoining site; and

- b. the proposed wall and the wall on the adjoining property do not contain any openings; and
 - c. the wall will not impede the flow of stormwater or overland flow paths.
- 6. In the R3 Medium Density Residential, R4 High Density Residential and B4 Mixed Use zones, side and rear boundary setbacks are increased, where the site directly adjoins a site in the R2 Low Density Residential Zone.
- 7. Where a rear boundary adjoins a lane, development complies with Section 7.11 - Development adjoining laneways, of this DCP.
- 8. On corner lots, the boundary opposite the primary road frontage is taken to be the rear boundary for the purposes of applying setbacks.

Ground level floor space

- 9. A minimum 30% of the ground floor of the building must be occupied by residential and/or non-residential GFA to ensure the ground level is not wholly occupied by car parking, building services and communal amenities. This is to ensure ground floor activation and screen ground floor car parking from the public domain. Residential GFA must be located to the primary street.
- 10. Where non-residential uses are provided at ground level, active uses such as cafes, takeaway shops, retail shops, and business premises are preferred.

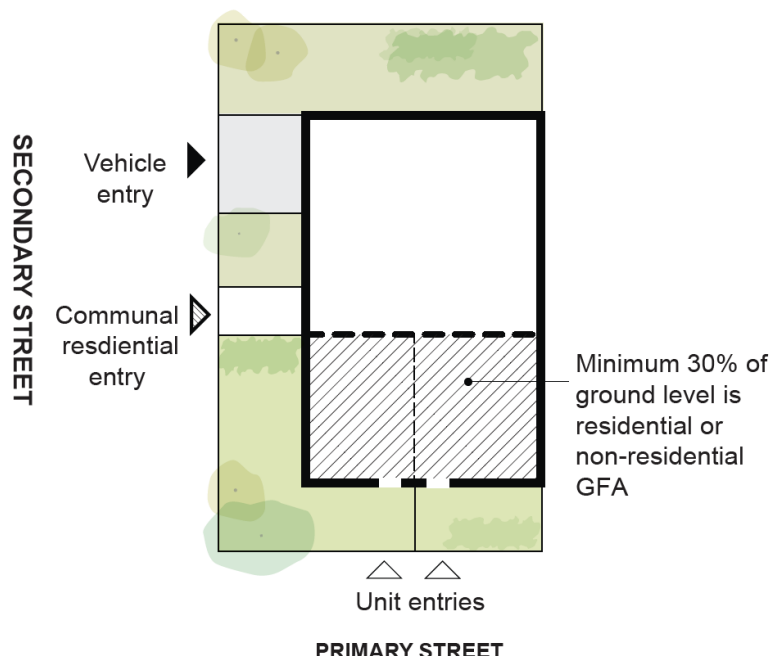


Figure 64: Ground Level Floor Space Transition-Residential

Façade design

- 11. Car parking, services, fire doors, switchboards, and the like are to be appropriately concealed and integrated in the design of the façade so as not to create blank or undesirable interfaces

to the street.

12. Where active uses are provided, a minimum of 80% void (entries and windows) and 20% solid (walls) applies.
13. Where active frontages are predominantly glazed, up to 25% of the glazing may be frosted or semi-opaque should a level of privacy be required for the tenancy use.

Entries

14. Ground floor units are to be provided with individual (courtyard) entries to the street to facilitate engagement with the public domain and passive surveillance.
15. Residential entries must not be located below street or footpath level.
16. Residential uses at ground floor should be designed so that the ground floor is raised above the finished footpath level to provide for occupant privacy, up to a maximum of 1.2m.
17. For non-residential ground floor uses where the finished floor level is raised, universal access between the street and ground floor uses must be provided and detailed design and landscape considerations given to achieving easy access from the footpath. Level changes may also be accommodated within the building.
18. The length of access ramps should not be located along the primary frontage of the building. Where this is unavoidable, landscaping must be integrated to the street edge to create a softer edge to the street.
19. Vehicular parking should be accessed via a secondary street or rear lane where possible. Where secondary street or rear lane access is not unavailable, vehicular parking and/or loading is to be at basement level or sleeved by units at ground level, accessed via no more than a single driveway from the primary street.
20. Where vehicular entries are located to the primary or secondary street, entry doors should be recessed a minimum of 6m.

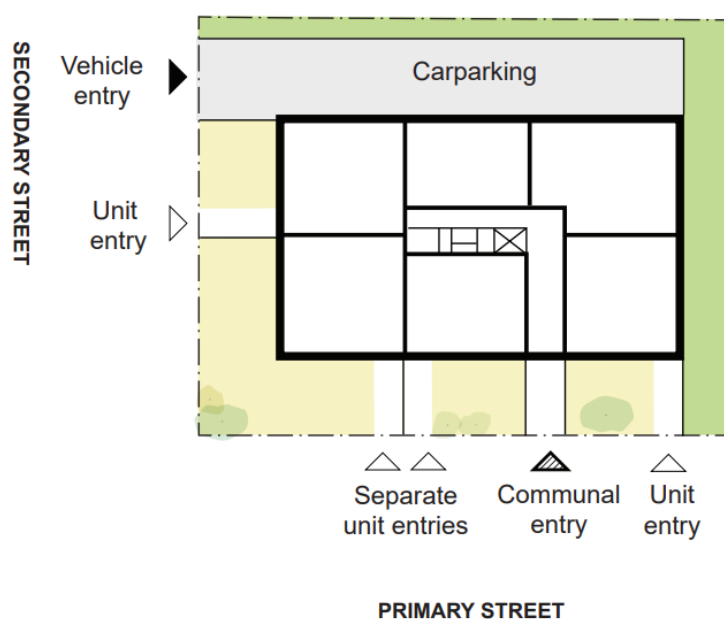


Figure 65: Ground level entries Transition-Residential

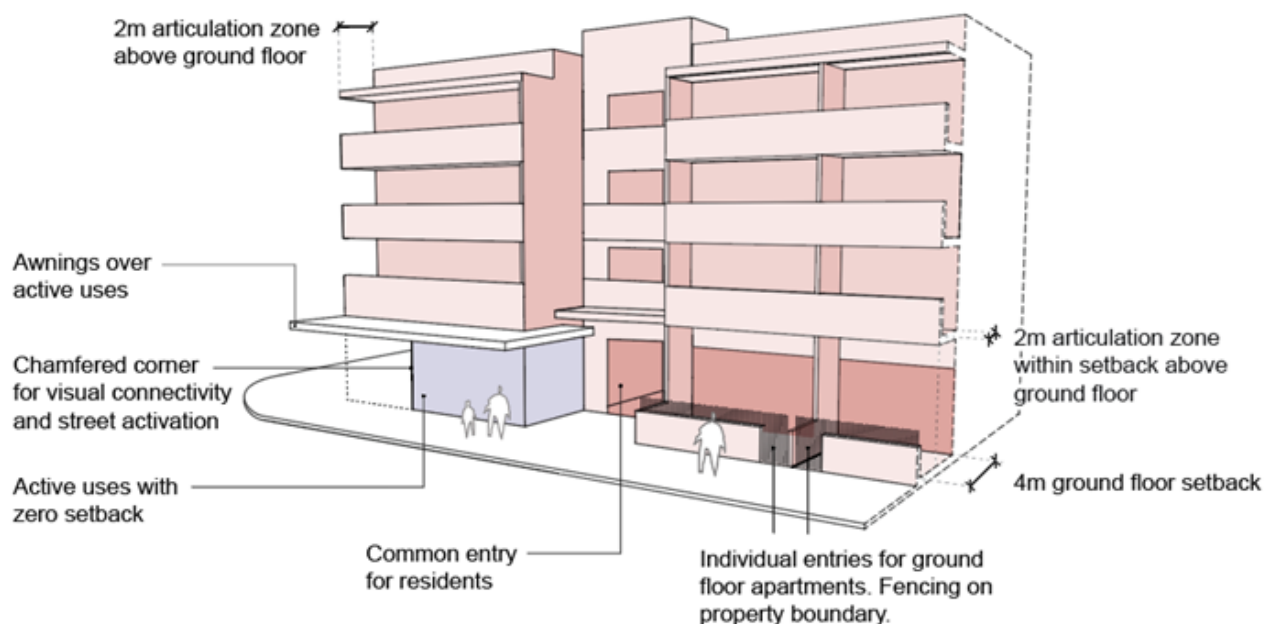


Figure 66: Non-residential and residential uses at ground level

Fencing

21. Ground floor residential uses must have a front fence up to 1.5m high. Solid materials, such as masonry, concrete render etc, are to be used to a maximum height of 1m high. This is to be combined with visually permeable treatments (such as slats or battens) to a height of 1.5m or landscape hedging above (any height) with or without piers to 1.5m

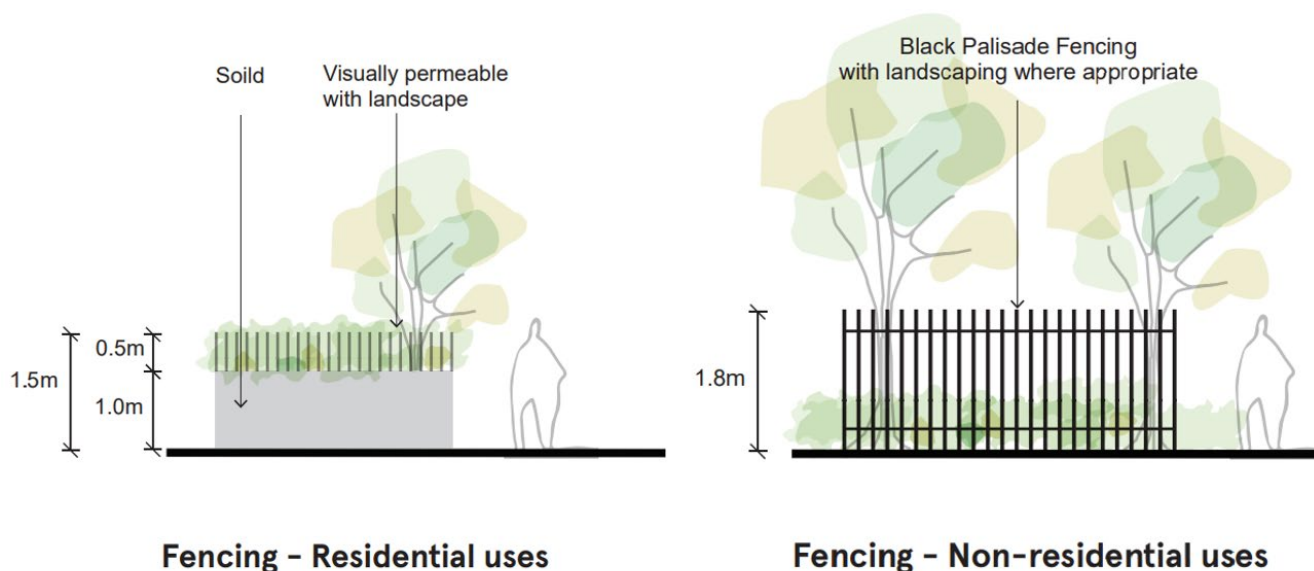


Figure 67: Fencing Controls

Minimum lot size and frontage

29. For the development types listed in Table 12, lot size and frontage width must be equal to or greater than the minimums specified in Table 12.

Table 12. Minimum lot and frontage size		
Development Type	Minimum lot size	Minimum frontage width
Boarding houses Hostels Multi dwelling housing Residential flat buildings Shop top housing Mixed use development that includes a component of the above	1,000m ²	18 metres

30. Development for the purpose of residential flat buildings, multi dwelling housing or shop top housing is not to result in the creation of an isolated site that could have been developed in compliance with the relevant planning controls. Council will require appropriate documentary evidence to demonstrate that a genuine and reasonable attempt has been made to purchase an isolated site based on a fair market value.
31. Where amalgamation of the isolated site is not feasible, applicants will be required to demonstrate that an orderly and economic use and development of the separate sites can be achieved.
32. The development of existing isolated sites is not to detract from the character of the streetscape and is to achieve a satisfactory level of amenity including solar access, visual and acoustic privacy. Development of existing isolated sites may not achieve the maximum potential, particularly height and floor space ratio, and will be assessed on merit.
33. Where adjacent sites are developing concurrently, site planning options for development as an amalgamated site are to be explored.

Blank Walls

34. Large areas of blank, minimally or poorly articulated walls are not acceptable. Measures to avoid this may include windows, awnings, sun shading devices, pergolas, green walls, public art or a recognisable increased setback to the upper storey.
35. Blank walls are not permitted where facing the public domain.
36. The maximum length of any blank wall must not exceed 5 metres.
30. The maximum height of a blank wall must not exceed 3 metres.
31. Where adjacent development is unlikely to occur in the short term, blank side walls should include the provision of public art or murals, as shown Figure 68: Blank wall with public art in Broadmeadow.



Figure 68: Blank wall with public art in Broadmeadow

Landscaping and deep soil

36. Non-residential development should provide deep soil planting at front setback or side setback with a minimum dimension of 1.5-metres.
37. The minimum landscaped area that must be provided on a lot is shown in the following table:

Table 13. Minimum landscaped area		
Lot Area	Minimum landscaped area	Minimum deep soil zone
<600m ²	25% of site area	12%
>600m ²	30% of site area	15%

Note: New and existing trees must be clearly indicated in landscape plans.