



Image: Winding Creek Valley 1961

Cardiff Strategic Planning Framework

Integrated Planning

Adopted 9 August 2021

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1 Introduction

Cardiff economic centre and rail station are located 13 kilometres west-southwest of Newcastle's central business district and 4 km north-west of Charlestown. Cardiff is also a key centre in the North West Lake Macquarie catalyst area (Figure 1).

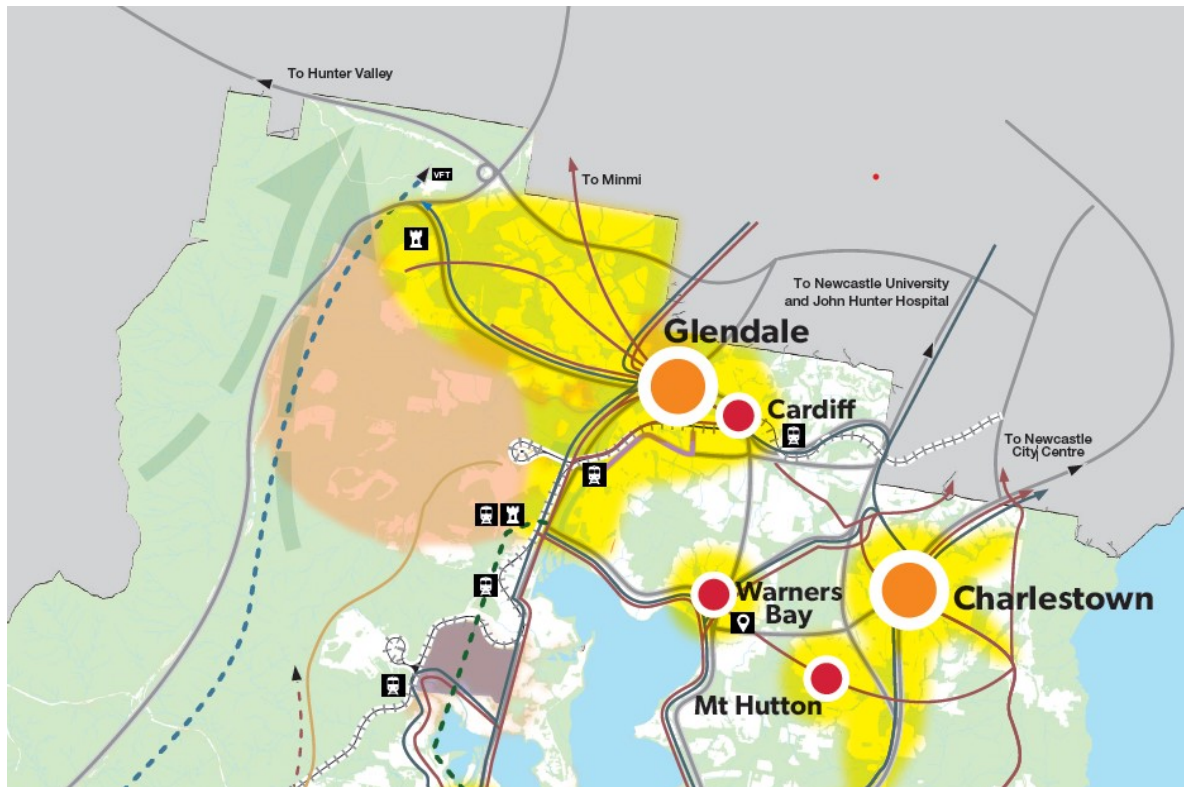


Figure 1 - Cardiff - Glendale and the North West Lake Macquarie catalyst area

2 Strategic Context

Hunter Regional Plan; Greater Newcastle Metropolitan Plan

North West Lake Macquarie Catalyst Area

Both the *Hunter Regional Plan 2036* and *Greater Newcastle Metropolitan Plan* identify North West Lake Macquarie as a catalyst area.

A key focus for Council over the medium-term is accelerating the development of the catalyst area that includes the strategic centres of Cardiff-Glendale. North West Lake Macquarie is the geographic centre of the Hunter and will be a focus for infrastructure investment including the delivery of high-speed fibre optic internet. For Cardiff this new infrastructure would provide a unique incentive for property development and business investment and attract workers and new residents.

Council believes the emerging housing and employment hub of North West Lake Macquarie is integral to the delivery of the growth targets outlined in the *Greater Newcastle Metropolitan Plan 2036*.

Lake Macquarie Local Strategic Planning Strategy 2020 (LSPS)

The LSPS provides the broad planning priorities for the City. The elements of particular relevance to Cardiff are:

Planning priority 1:

A city of vibrant centres, where people live, work, visit and play - our centres will play vital economic and social roles in the City, providing more opportunities to co-locate jobs, essential services, housing and transport options, and recreational activities.

- *Support growth, investment and activity in the centre that provides high quality development and local amenity.*
- *Deliver streetscape and public domain improvements to attract private investment.*
- *Enhance urban greenery to address heat island effects and to increase shade.*
- *Work with industry in delivering a mix of uses in economic centres such as housing, jobs, shopping, services, community facilities, public spaces, and transport options.*
- *Encourage more cycling and walking in and around the centre, with footpath trading, and a robust night-time economy.*

Planning priority 2:

A city to call home, where diverse housing options cater to everyone's needs and the City provides opportunities for substantial growth in new housing, including a greater mix of housing types to accommodate our growing population.

- *Work with the development industry to deliver a variety of new dwellings close to the shopping centre, services and the train station, and within easy walk of public open space.*

Planning priority 3:

A city of prosperity, that attracts investment, creates jobs, and fosters innovation.

- *Maximise the potential of existing infrastructure and natural assets to encourage investment and economic and employment growth.*

Planning priority 4:

A city of close connections, where people, goods and services move efficiently; expanding active transport networks; co-locating housing, jobs and services; maximising progress in technological change such as electric vehicles, autonomous vehicles and on-demand public transport.

- *Prioritise co-location of services, facilities, housing and jobs to reduce trip distances, travel times and reliance on private motor vehicles.*
- *Prioritise walking, cycling, and public transport over other transport modes in and around economic centres.*
- *Local streets maintain a social function and opportunities for social interaction.*
- *Ensure walking and cycling are easy and convenient ways of connecting with public transport.*
- *Ensure walking and cycling routes are of high-amenity, safe and comfortable to and around centres and other important local destinations.*

Planning priority 5:

A city of progress and play, where people come together in natural and vibrant public spaces.

- *Provide safe, comfortable, social and engaging public spaces that support a variety of uses on or close to Main Road and Harrison Streets and within easy walking of new medium density housing areas.*

Planning priority 6:

A city with a vast natural environment – that is valued, protected and enhanced, having more opportunities for people to enjoy it.

- *Support more trees and gardens within streets to provide visual relief, comfort, shade, and urban habitat.*
- *Investigate and support potential for rehabilitation for walking or cycling along Winding Creek.*

Planning priority 7:

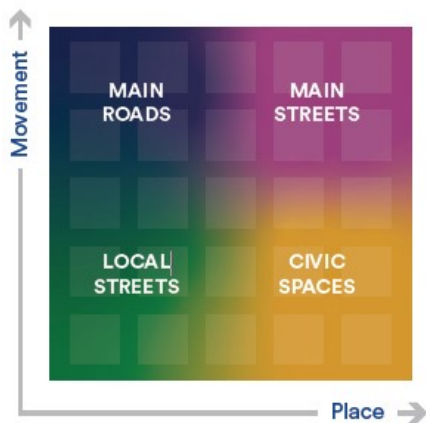
A city of resilience, where the people and places are responsive and proactive to change – an adaptable city that has effective responses to social, climatic and economic change and moves towards a more sustainable future.

- *Decisions avoid locking in a future course of action and allow for future opportunities.*

3 Movement and Place Framework

The NSW Government Movement and Place Framework advocates for the integration of transport and land use planning within and around centres. It is a cross-disciplinary, “place-based” approach to the planning, design, delivery, and operation of transport networks that recognises the important network of public space formed by roads and streets and civic spaces and parks.

The Practitioner’s Guide to Movement and Place (March 2020) has been prepared collaboratively by Government Architect NSW (GANSW) and Transport for NSW (TfNSW) with input from a range of NSW Government agencies and local government representatives.



It includes a classification of four street and public space environments to help provide a broad understanding of where movement and place interact. Roads and streets are divided into segments and then each segment categorised as one of four different types of street environment.

Figure 2 - Movement and Place types

Cardiff Town Park, Main Square, Harrison Court and Old Library Café (Civic spaces) are the potential community hubs important for social connection, pedestrian activity, outdoor trade and sense of place.

Local streets such as Veronica, Taylor, Thomas or Mary Streets are the quieter local neighbourhood streets with opportunities for tree planting and improved walking and cycling paths.

Main Streets such as Main Road and Harrison Street are within the core commercial area with potential for improved place qualities as well as movement functions.

Main Roads such as Macquarie and Myall Roads are routes central to the efficient movement of people and freight. There is the opportunity to provide landscape buffers between these movement corridors and new development.

4 Cardiff Strategic Framework

The Cardiff Strategic Framework (The Framework) below brings together the Movement and Place Framework and the LSPS to identify the opportunities in Cardiff centre and the surrounding neighbourhood.

The Framework is developed through an understanding of the existing and desired future character of Cardiff. Its implementation is set out in the accompanying Area Plan and Transport Management Plan.

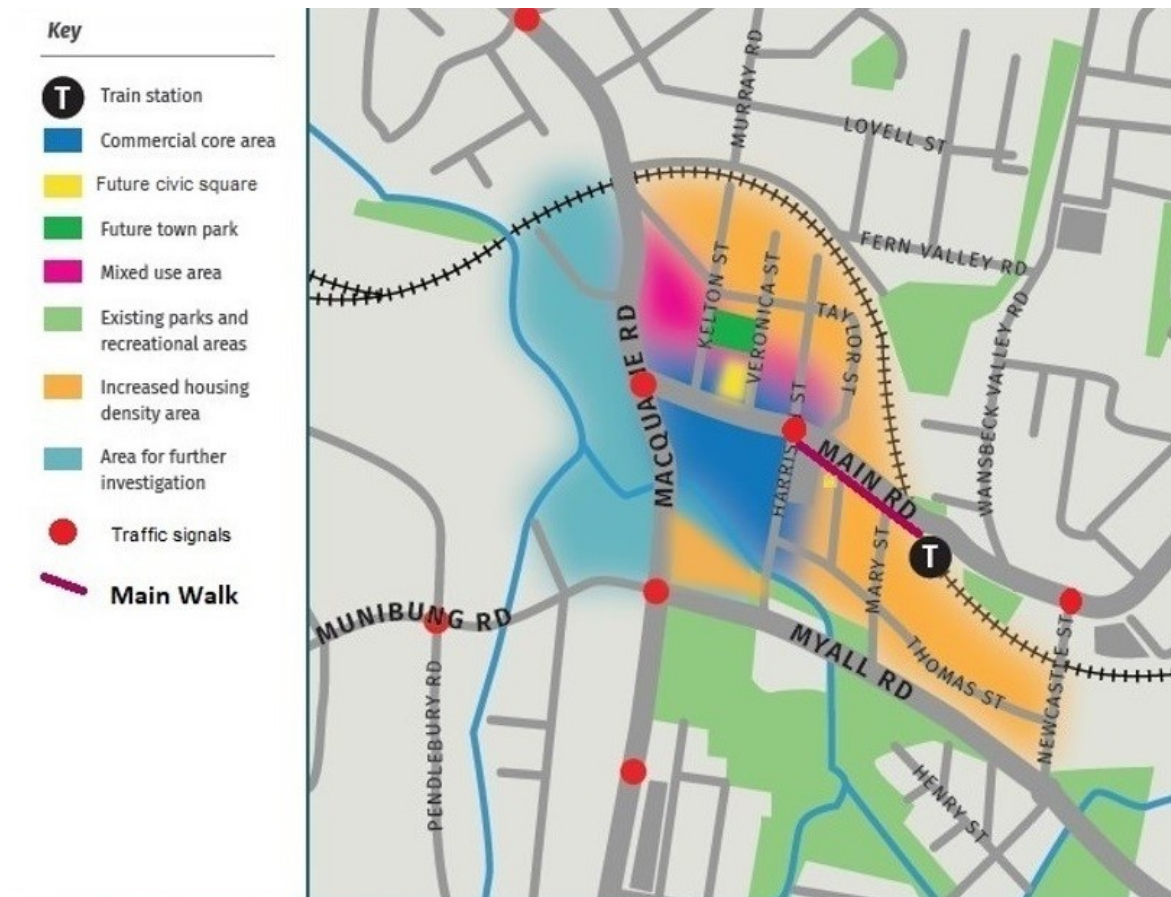


Figure 3 - Cardiff Strategic Framework

5 Existing Character of Cardiff

Indigenous Heritage

Cardiff is located within the boundaries of the Awabakal people, the Aboriginal people of the Lake Macquarie area.

Cardiff does not have known indigenous sites or artefacts but it does have clear views to Mount Sugarloaf that is a significant place of ceremony. Similarly, Munibung Hill has this line of sight to Mount Sugarloaf.

In recent times Cardiff has been important for its health services and vocational training facilities for indigenous communities. Notably these have both moved out of the centre.

Orchards and Coal Mining Heritage

European settlement of the area commenced in 1833 and the area was originally known as Winding Creek.

The recent European occupation of the area commenced in 1833 and the locality became known for its peach and plum orchards along the Winding Creek valley. Later in the 1800s coal mining began in what is now Cardiff South, with four main collieries and later multiple smaller pits opened up in the Depression years.

The Cardiff Railway Station opened in 1889. The railway was originally built through Tickhole Tunnel and ran along an alignment that is now Myall Road. It proved too steep for locomotives, and the line was relocated to the present route in 1902. The government railway workshops relocated from Honeysuckle to Glendale in 1928 and remain a major local employer.



Figure 4 - Orchards and rail line 1936

Cardiff Rail and Station

The rail line which originally ran close to current Myall Road was completed in 1887 and 'Winding Creek' station opened in 1889.

The line proved too steep for locomotives from Cardiff up to Tickhole Tunnel, and was diverted to the present route in 1902, and the Cardiff Railway Station was built shortly after at the Main Road overpass uphill from the economic centre.

Present time, Cardiff Railway Station is managed by Transport for NSW (TfNSW). The Newcastle Central Coast line connects from Newcastle to Sydney Central via Strathfield or Gordon. It is one of the busiest stations in the region with approximately 50 per cent more passenger arrivals and departures than Fassifern. Disabled access upgrades including a lift were undertaken in November 2010 along with improvements to a commuter car park located on the western side of the station.

The railway station is serviced by Newcastle Buses and Hunter Valley Buses. Bus stops for both eastbound and westbound buses, a kiss and ride stop, a taxi stop, and ride share area, are all located east of the station on Main Road.

Commercial Core

Cardiff provides a diverse range of shopping and services to the local community; including the Cardiff post office, Aldi and Woolworths supermarkets, take-away food shops, opportunity stores, gym, hotel, real estate agencies, numerous hairdressers and a vet clinic. Within the Woolworths shopping centre is a bottle shop, newsagency, bakery, sushi cafe, hairdresser, and travel agency.

The suburb is home to a large number of car dealerships surrounding the shopping precinct.

Cycling and Walking Routes

There are few cycling facilities in Cardiff, with the exception of a section of Main Road / Macquarie Road that has on-road cycle lanes. These on-road cycle lanes are short sections with gaps in between and require cyclists to merge with traffic at several points.

There is one short length of off-road shared path that links Fifth Street in Cardiff South to Percy Street in Hillsborough. A new shared path from Fifth Street to the Bowling Club on Myall Road is the next priority.

Winding Creek

Winding Creek is currently a concrete channelised waterway through the urban centre. The future rehabilitation of the creekline would play an integral role in urban amenity, with revegetation and pleasant tree cover, as well as new walking and cycling paths. Re-naturalisation would reduce heat island effects, encourage private investment on neighbouring sites and generally change how people value and use the creek corridor as public space.

Community and Recreation Facilities

The Cardiff Library, the Cardiff Seniors Citizens Centre, and the Cardiff Child Care Centre are all important community facilities located close to the shops. There is also local interest in establishing a Youth Hub building.

Cardiff has extensive open space and sporting facilities including Cardiff Bicentennial Park, Cardiff Park, Wilkinson Park, a skate Park, tennis Courts and the bowling and RSL clubs, all in areas surrounding the centre.

Housing

Many of the original workers cottages remain in the precinct. Recent developments are predominantly townhouse style dwellings.

The precinct has significant potential for more townhouses and low-rise apartments or shop top housing close to public transport, shop, services and employment.

Industrial Area

Cardiff is a major employment area in the Hunter Region owing to the Cardiff Industrial Estate. Munibung Road provides the main access route for the entire industrial estate and now connects through to Cockle Creek, and routes to the south.

6 Desired Future Character of Cardiff

Cardiff is a vibrant and well-located precinct, close to a busy train station, main access routes to the wider area, shopping and services, employment and recreational facilities. The surrounding slopes means the hills and ridgelines around Cardiff have retained their scenic quality whilst the centre develops.

New investment in public space and walking infrastructure transforms the liveability of the area and attracts significant investment in new and diverse housing. The Winding Creek corridor through the urban centre is re-naturalised with pleasant walking and cycling paths along its revegetated banks.

Residents enjoy the central location, easy safe walking and bike access to shops, services, public transport and community facilities. A quality civic square and town park provide social and active places for residents, shoppers and workers, and visitors to enjoy. The pedestrian-friendly character of the main streets, especially Main Road and Harrison Street is developed.

The historical landscape character of Winding Creek and the early orchards in the valley are expressed through designs for parks, public space, carparks, streets and the rehabilitation of Winding Creek corridor as a walking, cycling and environmental asset. Mature trees are well maintained in front setbacks and along streets, and give this precinct a green and appealing character.

The surrounding car dealerships are transformed into a diverse offering of mixed-use business, retail and residential developments with generous landscape areas to main roads and the creek.

Local entrepreneurs start up new business and foster outdoor trading in public spaces.



Figure 5 - Local entrepreneurship opportunities

7 Community Input to the Framework

A total of 613 people responded to a Cardiff on-line Community Survey in late 2019.

There was broad representation from train travellers using Cardiff station, economic centre users, and a range of age groups including under 20-years. The survey provided key input to the planning for Cardiff:

Station Users

- Over 80 per cent only use the train occasionally.
- Sixty-five percent travel to Sydney and 26 per cent to Newcastle area.
- More than half nominated travel for social or recreation purposes.
- More than 20 per cent nominate train travel for work or business purposes.
- More people arranged drop off/pick up from the station than those who said they arrive by car and park.
- Many people reported using a range of travel options – car share, drop off, bus, ride share depending on the circumstances of the day/trip.
- Approximately 20 per cent of people walked to the station as an option.
- Less than 10 per cent of responses were for bus travel.
- Many people reported poor coordination between bus and train timetables.

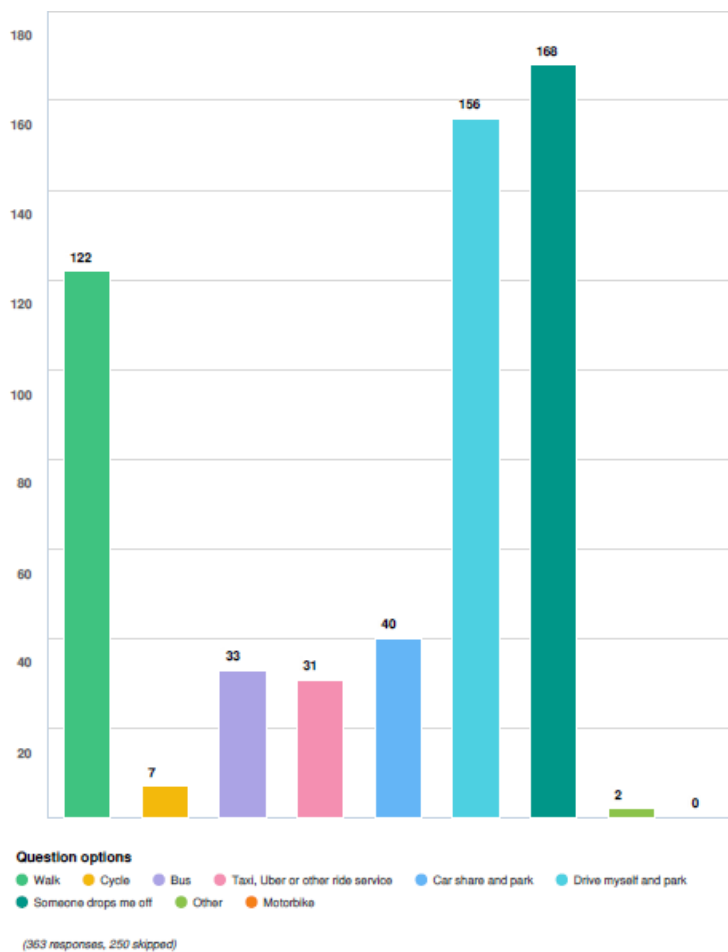
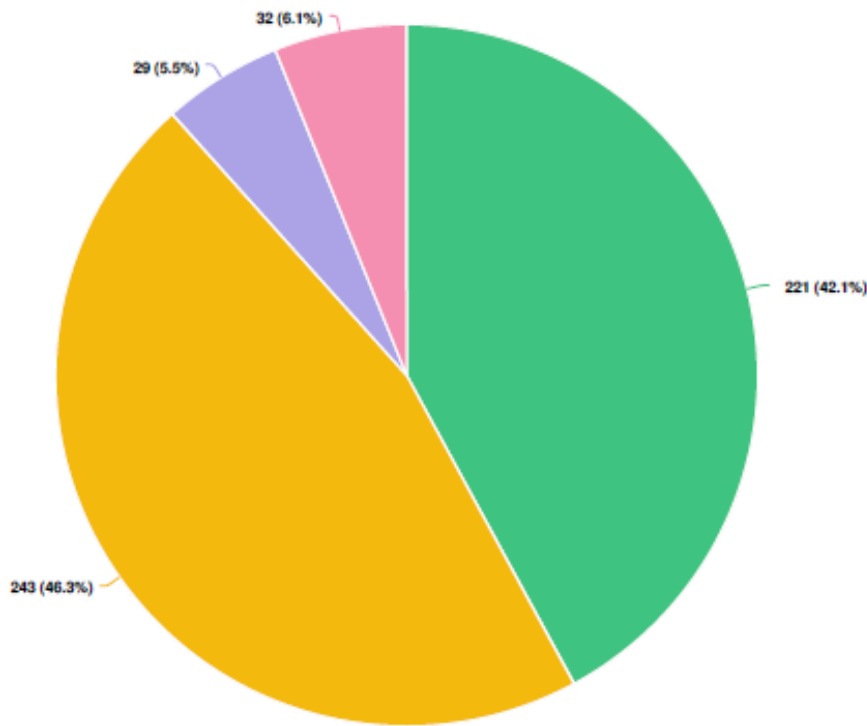


Figure 6 - Community Survey results for travel mode to the station

Economic Centre Users

- More than 80 per cent of economic centre users visit at least once a week.

- More than 80 per cent go to Cardiff to do the grocery shopping.
- On average people have more than two or three reasons to visit the centre such as grocery shopping, other shopping, personal or medical services, or café / restaurant dining, or going to their work.
- Eighty-eight per cent of respondents visit the economic centre for less than two hours.
- Almost 60 per cent of economic centre users arrive by car and park.
- Woolworths and Aldi car parks provide a significant proportion of the parking for economic centre users.



Question options

● Less than 1 hour ● 1-2 hours ● 3-4 hours ● More than 4 hours

(525 responses, 88 skipped)

Figure 7 - Community Survey results for length of stay in the economic centre

8 Principles for Cardiff Planning

These principles establish the key priorities for Cardiff:

1. Maintain and improve vistas from Main Road to surrounding treed ridgelines, Mt Sugarloaf and the Watagan National Park.
2. Enhance and foster urban landscape spaces that reflect the historical landscape of Winding Creek orchards.
3. Make it a priority to re-naturalise Winding Creek and provide for public walking and cycling paths along the creekline.
4. Deliver economic centre buildings that contribute to a distinctive rooftop character for Cardiff as viewed from higher parts of Main Road.
5. Ensure that Main Walk between the railway station and shopping centre is a priority for a safe direct and appealing walk.
6. Make it a priority to deliver new public spaces for pedestrian life on Main Road, on Harrison Street and close to new housing.
7. Maximise canopy tree planting in front setbacks, in street verges, in parks and along Winding Creek.
8. Make Cardiff known for delivering a range of quality townhouses, apartments, manor houses and studio dwellings that add to street life and trade.
9. Continually expand the network of safe, convenient and shady walking and cycling paths into and through the economic centre.



Figure 8 - The Main Walk – station to shops link

Principles for Network of Public Space

Make it a priority to:

1. Provide a safe and pedestrian friendly public space on each mainstreet area.
2. Deliver a safe pleasant central and sociable civic square on Main Road.
3. Ensure the Post Office is located close to the civic square.
4. Limit surrounding building heights to let in the winter sun. to public space.
5. Provide other opportunities for outdoor street places that support social life and pedestrian based trade.
6. On shopping streets deliver buildings with awnings, doorways, windows, floor level and uses that open on to the footpath of civic square.
7. On shopping streets deliver buildings of 3-6 stories with balconies, terraces and windows overlooking the street.
8. Include places for people to sit, meet, linger in public spaces - sitting steps, ledges, seats, columns, bollards, shade awnings, and /or water.
9. Included places for parklets, food vans and markets in the public space network.

Principles for Community Facilities

1. Where possible locate community facilities close to the shops and public space.
2. Support any initiatives for a Youth Venue in the centre.

Principles for Walking and Cycling Network

1. Give priority to a walking path from the railway station carpark to the shopping centre that is safe, direct and inviting.
2. Provide safe and shaded pedestrian links from more dense housing areas to shops, services and railway station.
3. Provide safe cycle routes from main roads to centre core and railway station.
4. Provide safe tree shaded pedestrian routes through existing car parks.
5. Maintain or improve direct pedestrian links from car parks to main streets.
6. Allow for future rehabilitation, revegetation and walking/cycling paths along Winding Creek.

Principles for Urban Greening

1. Maximise tree canopy cover in front setbacks, on street verges, in parks and along Winding Creek.
2. Give priority to public tree planting along Main Walk and the busiest walking and cycling paths.
3. Include generous tree planting parks
4. Introduce tree planting along with pedestrian routes in car parks.

Principles for Kerb Uses

1. Give priority for kerbside uses with the most shared/public benefit or use in the centre core and move outwards for most exclusive/individual kerbside uses.
2. Allow for more active transport.
3. Allow for more business activity.

Kerb Uses

- Separated cycleways
- Bus stops
- Taxi, ride share and drop off zones
- Street Trees (where inadequate canopy or root space within footpath)
- Parklets with part public use and part commercial trading
- Food trucks and extended footpath dining
- Short term / high turnover parking
- Loading zones
- Longer term parking
- All day parking

Principles for Pedestrian Lanes

Priorities for pedestrian lanes are:

1. Car free places.
2. Open to the sky for natural light and air and walking appeal.
3. Have a clear line of sight from entry to exit for safety and easy way finding.
4. Along each edge build small scale shops, cafes and businesses.
5. Make wide enough for outdoor trading.
6. Use solid and moveable awnings for part shelter and shade.
7. Design lots of entrances and windows for natural surveillance.
8. Install seats and benches and ledges for sitting.
9. Install planters and trees for shade and greenery.
10. Transfer to public ownership and keep open and accessible all hours

Principles for Parking

1. Moderate the demand for parking by making walking, cycling and bus and rail more available.
2. Allocate shorter stay street spaces in the retail core.
3. Improve the turnover of existing on-street parking spaces (education and monitoring).
4. Simplify timed 1P and 2P parking zones.
5. Establish a common development/DCP car parking supply rate for business, office and retail uses to facilitate change of use for buildings.

6. Support development that reduces private car usage (green travel plans, car share, community buses etc.).
7. Provide new parking in basement locations to reduce land take and maximise floor space at street level.
8. Ensure multi-level carparks have articulated high quality facades and public art to all elevations.
9. Avoid rooftop parking.

Principles for Council Property

1. Give priority to acquisition of public civic space close to core shopping area.
2. Develop or redevelop with active retail and community uses at the edges.
3. Give priority to accelerated acquisition of land for Town Park surrounded by future residential development.
4. Consider development of the Harrison Street car park for parking and mixed uses.
5. Enable the old library and adjacent land at corner of Margaret Street and Main Road for street activation.

Principles for Building Height

1. Retain vistas to surrounding treed ridgelines for scenic quality.
2. Maintain connection between people in the street and people on upper level balconies of buildings at the street edge (typically 4-6 storeys).
3. Modify height and setback for winter sunlight to south side footpaths or into a civic square.
4. Maximise the use of basement level parking to reduce building bulk and height.
5. Allow additional height on larger sites south of Winding Creek combined with generous treed setbacks to the creek and busy roads.
6. Allow for mine subsidence restrictions.
7. Allow additional height for architectural roofs that improve urban landscape amenity.
8. Ensure heights and built form controls support investment in developments that contribute to a vibrant centre.

Principles for Active Frontages

1. Solid continuous awnings over the footpath.
2. Provide sun and weather protection with solid, deep cantilever design.
3. Provide 10-15 premises every 100m.
4. More than 15 doors and windows every 100m.
5. A moderate range of functions and uses.
6. A few passive facades only.
7. Some depth and modulation in the building frontage.
8. Good quality materials and refined details.
9. Emphasise the slope of the street by stepping with the gradient.

- 10. Windows and entries punched in solid masonry facade, not glass curtain walls.
- 11. Opening walls, bi-fold doors for café trading.

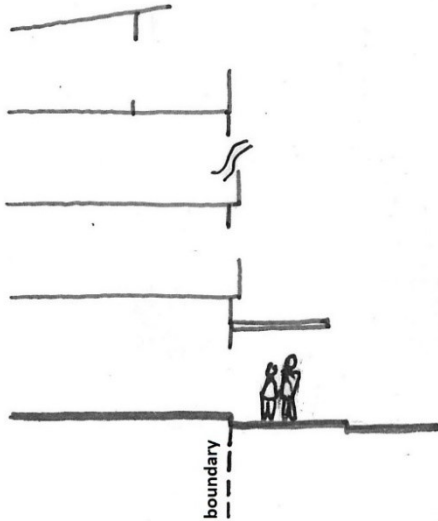


Figure 9 - Building Type for active frontage

9 Cardiff Structure Plan

The structure plan for Cardiff brings together the functions of movement, the public space network and buildings on private land. It is supported by guidelines for development of private land that relates well to public space and streets.

Cardiff Main Walk is the centrepiece that brings together the railway station and the economic centre.

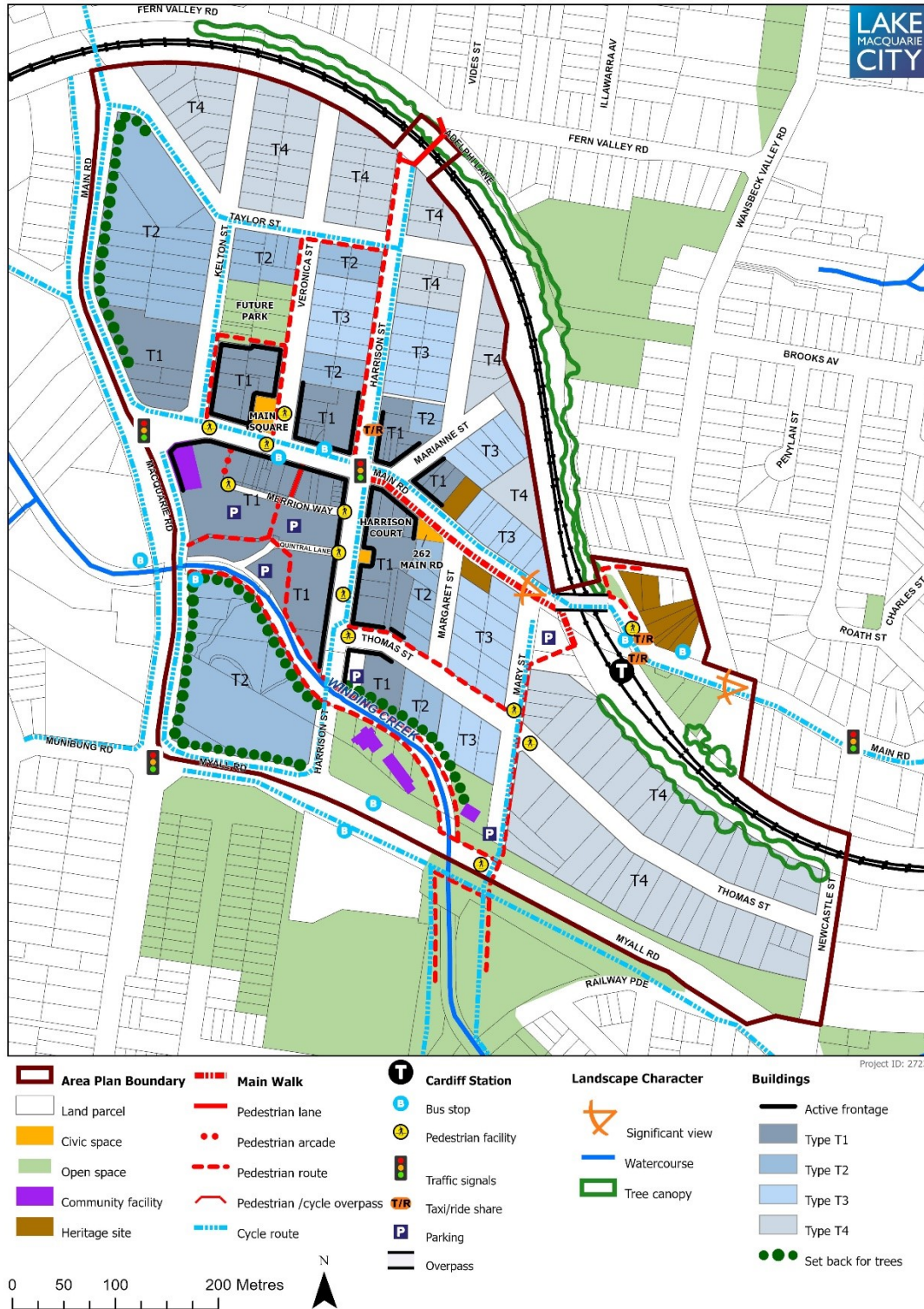


Figure 10 - Cardiff Structure Plan

10 Transport Management Plan

Community and business feedback, previous studies, and site surveys all show that the appeal and vitality of Cardiff for residents, visitors and businesses, as well as train travellers is being affected by the present situation of transport choices and parking.

Limited transport choice means some people have to drive even when they would rather not. Inequitable, under-valued or inefficiently managed parking means suitable parking is not always available for those who need it most.

The Transport Management Plan (TMP) will provide the implementation plan to inform Council’s operational and capital works programs for improved transport infrastructure and choices.

The TMP is developed in alignment with the principles for parking, walking, cycling and public transport as set out in this Framework.

The initiatives include:

1. Rationalise timed parking zones with shorter stay closer to the commercial core.
2. Build new pedestrian facilities to improve access and comfortable walking distances to on-street parking for train traveller.
3. Make drop offs and pick-ups easier and safer at the railway station.
4. Improve monitoring and compliance with agreed time restrictions including the railway station car park.
5. Advocate for better co-ordination of bus and train timetable services.
6. Investigate working with RailCorp to formalise parking at Mary Street and Myall Road.



Figure 11 - Cardiff proposed parking zones

11 Conclusion

The Framework provides the context and guidance for public and private investment in buildings and infrastructure in Cardiff.

More broadly it provides the encouragement for other social, community and business enterprises and initiatives that would support the desired future character and life of Cardiff as a unique, vibrant economic and civic centre within a highly liveable neighbourhood.