

TABLE OF CONTENTS

1	INTRODUCTION	1
1.1	EXTENT OF AREA PLAN	1
1.2	HISTORY	2
1.3	EXISTING CHARACTER	3
1.4	ENVIRONMENTAL ATTRIBUTES AND CONSTRAINTS	3
1.5	DESIRED FUTURE REGIONAL CENTRE CHARACTER	5
1.5.1	EXISTING USES	7
1.5.2	POTENTIAL DEVELOPMENT INTENSIFICATION	7
2	REGIONAL CENTRE DEVELOPMENT CONTROLS	8
2.1	LAKE MACQUARIE TRANSPORT INTERCHANGE	8
2.2	FUTURE ROAD NETWORK UPGRADES	8
2.3	INTERNAL ROADS	8
2.4	EXISTING USES	9
2.5	GATEWAY ENTRY POINTS	9
2.6	STREETScape AND LANDSCAPING	9
3	PRECINCT PLANS	10
4	PRECINCT A	11
4.1	CONCEPT PLAN	11
4.2	PEDESTRIAN AND BICYCLE LINKS	13
5	PRECINCT B	14
5.1	PRECINCT PLAN	14
6	PRECINCT C	16
6.1	PRECINCT PLAN	16
7	PRECINCT D	18
7.1	CONCEPT PLAN	18
8	PRECINCT E	20
8.1	CONCEPT PLAN	20
8.2	WINDING CREEK ENVIRONMENTAL CORRIDOR	22
8.3	LANDSCAPING	22

LIST OF FIGURES

Figure 1 - Extent of the Area Plan 2

Figure 2 - Indicative extent of flood prone land, native vegetation and mine subsidence 4

Figure 3 - Glendale regional centre structure plan 6

Figure 4 - Precinct boundaries within the Glendale regional centre 10

Figure 5 - Precinct Plan: Precinct A 12

Figure 6 - Precinct Plan: Precinct B 15

Figure 7 - Precinct Plan: Precinct C 17

Figure 8 - Precinct Plan: Precinct D 19

Figure 9 - Precinct Plan: Precinct E 21

1 INTRODUCTION

Glendale is a major emerging regional centre within the Lake Macquarie local government area that provides high order retail, commercial and community facilities to the Lower Hunter region. This section contains local objectives and controls for development in the Glendale regional centre, which are in addition to the general provisions contained in:

- Part 4 - Development in Centres and Mixed Use Employment Zones
- Part 5 - Development in Productivity Support, Industrial and Infrastructure Zones
- Part 7 - Development in Environment Protection Zones
- Part 8 - Subdivision Development

Where conflict arises between this section and other parts of the DCP, the controls in this Area Plan take precedence.

Note: For details of the matters considered as part of preparing this Area Plan, refer to the 'Glendale Regional Centre Planning Report'. Additional planning for the Glendale regional centre is also in progress and includes planning for the Lake Macquarie Transport Interchange and Section 7.11 development contributions. This Area Plan will be updated as the additional planning is completed.

1.1 EXTENT OF AREA PLAN

The Glendale regional centre is located at the northern end of the Lake Macquarie local government area, approximately 16km southwest of Newcastle CBD and 7km northwest of Charlestown. This Area Plan applies to the land shown in Figure 1.

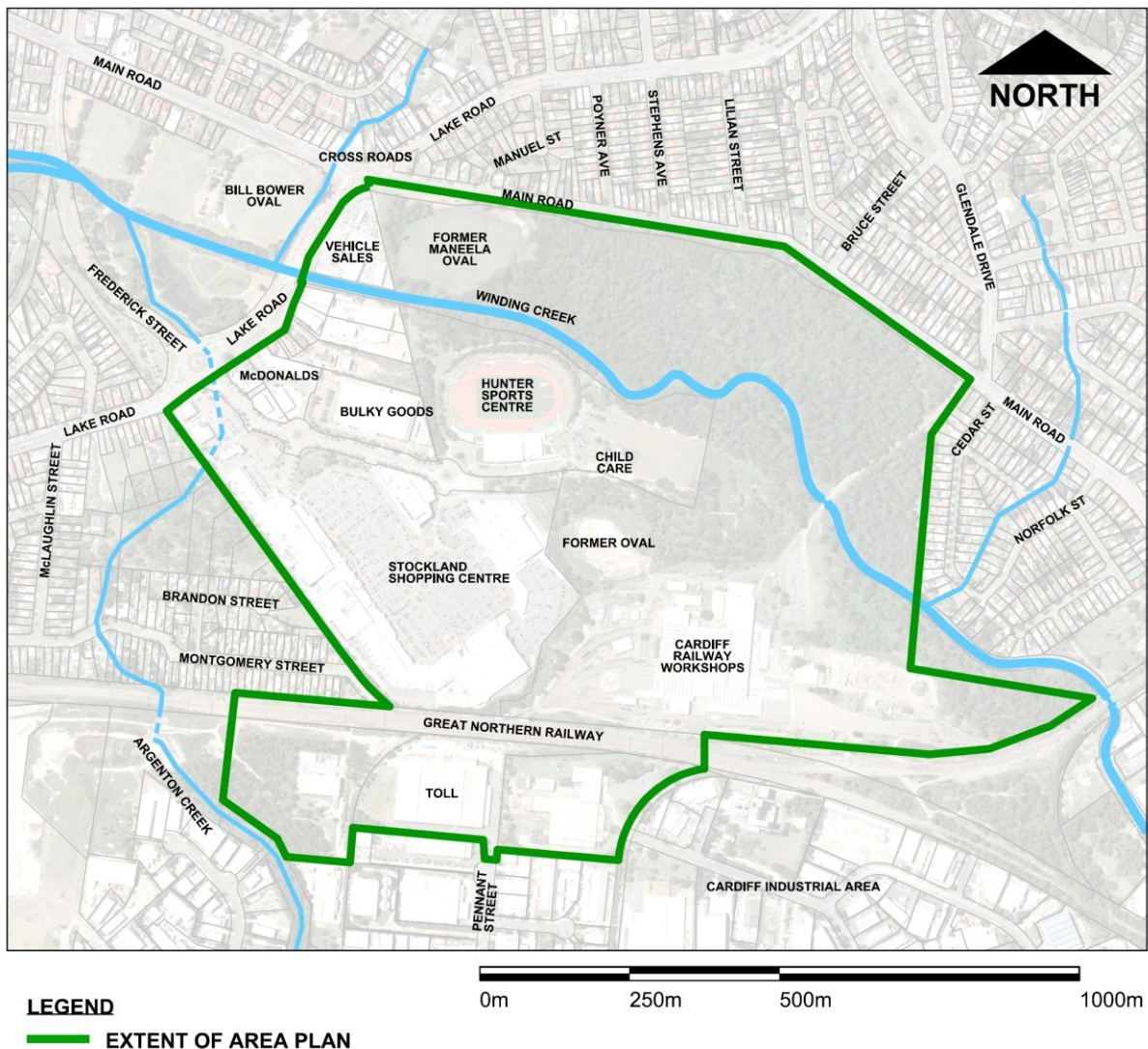


Figure 1 - Extent of the Area Plan

1.2 HISTORY

The Glendale regional centre is located within the traditional country of the Awabakal people. European settlement in the area began in the 1830-40s and consisted of small-scale agriculture and coalmining.

The Cardiff Railway Workshops commenced operations in the 1920s. The workshops played an important role in the manufacture and maintenance of locomotives and rolling stock within NSW – a role continuing to this day.

Commercial and retail activity was initially located at the intersection of Main Road and Lake Road (the 'cross roads'). Major retail development commenced south of the cross roads during the late 1980s and continued during the 1990s. Development of the Hunter Sports Centre occurred during the mid-1990s.

1.3 EXISTING CHARACTER

Topography

The Glendale regional centre is located on a flat valley floor surrounded by hills and ridgelines. Winding Creek is a natural watercourse that flows through the middle of the regional centre. Munibung Hill and the Watagan Mountains are visible in certain locations.

Activities and uses

The Glendale regional centre includes a range of existing retail, sporting and industrial uses. Retail uses include major discount department stores, supermarkets, cafes and fast food outlets. A cinema complex is also present as well as a service station, hardware stores and car yards. Sporting uses include regional level athletics, gymnastics and trampoline facilities (Hunter Sports Centre). Industrial uses include railway workshops and a transport depot. Remnant native vegetation also covers a significant portion of the regional centre area.

Built form

The built form within the Glendale regional centre varies reflecting the retail, sporting and industrial uses of the buildings. Buildings are all generally single storey.

1.4 ENVIRONMENTAL ATTRIBUTES AND CONSTRAINTS

Winding Creek Water Course

Winding Creek is a significant landscape feature located in the middle of the Glendale regional centre, however, land adjacent to Winding Creek is also flood prone as shown in Figure 2.

Biodiversity values

Remnant native vegetation is located within the Glendale regional centre as shown in Figure 2 and contains significant biodiversity values including threatened species of flora and fauna and an endangered ecological community. The remnant vegetation also has very high scenic values, bushfire risk and includes an Aboriginal scar tree.

Mine Subsidence

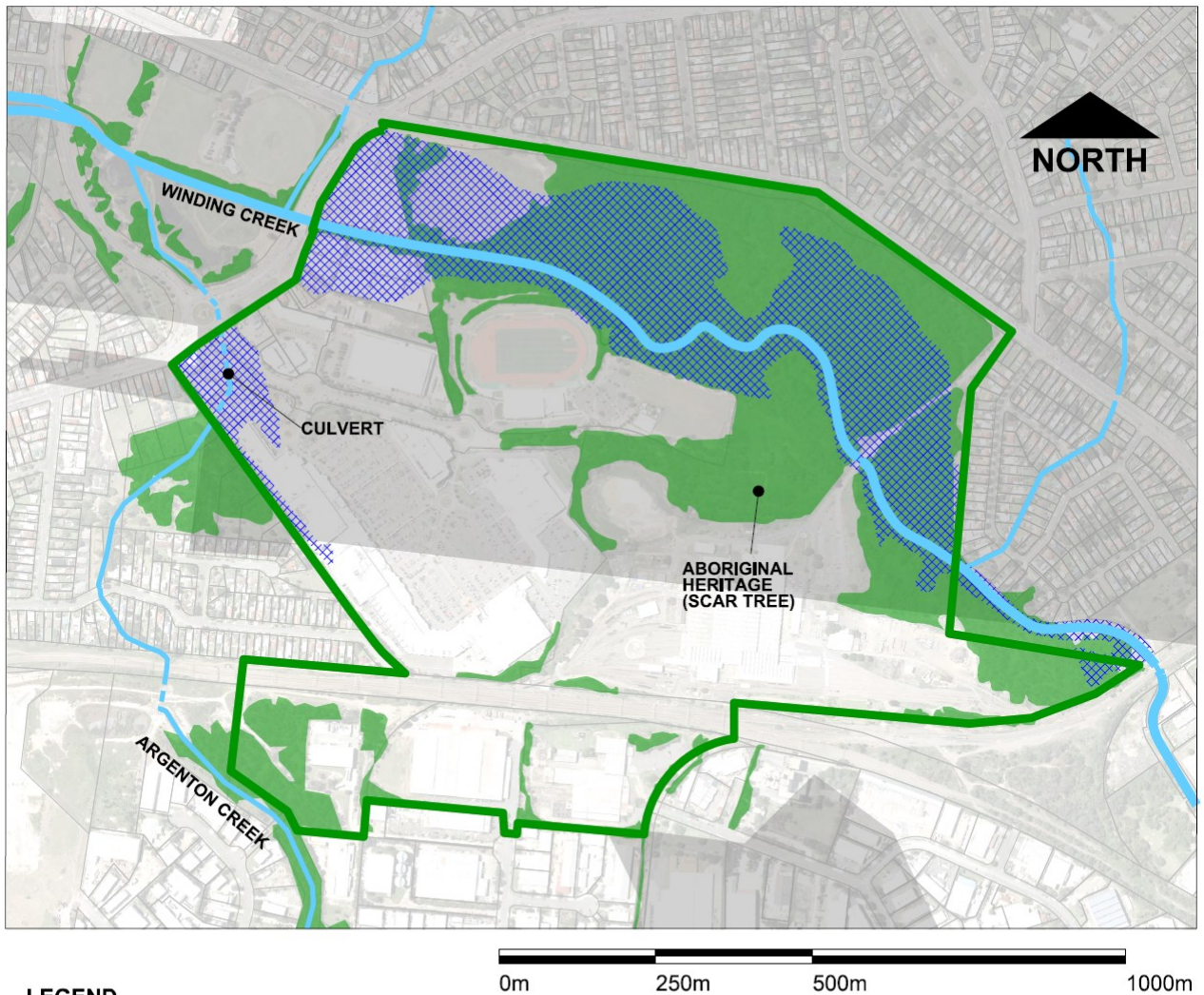
Abandoned underground coal seam mine workings are located north of the Great Northern Railway as shown in Figure 2. Mine subsidence is anticipated in this area and is likely to limit building heights.

Land contamination

The Glendale regional centre has potential land contamination. The regional centre was previously zoned for industrial uses and past/ongoing activities on the land, and in the surrounding area, have included the Cardiff Railway Workshops, Great Northern Railway and the former Pasmenco Lead Smelter.

Noise and Vibration

Lake Road and Main Road experience high levels of road traffic noise, and movement along the Great Northern Railway generates railway noise and vibration.



LEGEND

- EXTENT OF AREA PLAN**
- INDICATIVE EXTENT OF UNDERGROUND MINE WORKINGS**
- INDICATIVE EXTENT OF FLOOD PRONE LAND**
- INDICATIVE EXTENT OF NATIVE VEGETATION INCLUDING:**
 - THREATENED SPECIES OF FLORA INCLUDING *GREVILLEA PARVIFLORA* AND POTENTIALLY *TETRATHECA JUNCEA*;
 - THREATENED SPECIES OF FAUNA INCLUDING THE POWERFUL OWL (*NINOX STRENUA*) AND SQUIRREL GLIDER (*PETAURUS NORFOLCENSIS*);
 - AN ENDANGERED ECOLOGICAL COMMUNITY, THE RIVER-FLAT EUCALYPT FOREST ON COASTAL FLOODPLAINS;
 - VERY HIGH SCENIC VALUES; AND
 - BUSHFIRE RISK.

Figure 2 - Indicative extent of flood prone land, native vegetation and mine subsidence

1.5 DESIRED FUTURE REGIONAL CENTRE CHARACTER

Glendale Regional Centre Master Plan

In 2010, Council adopted the Glendale Regional Centre Master Plan following public exhibition. The vision outlined by the Master Plan is that “*Glendale will become the major urban focus for the City of Lake Macquarie*”, and that the Glendale regional centre will provide intensive retail, office, entertainment, sporting and residential activities and uses.

Regional Centre Structure

The desired urban structure for the Glendale regional centre is outlined in Figure 3, and intends to provide an overall structure to allow the regional centre to develop in accordance with the Glendale Regional Centre Master Plan vision in the long-term. The regional centre structure is based on the following principles:

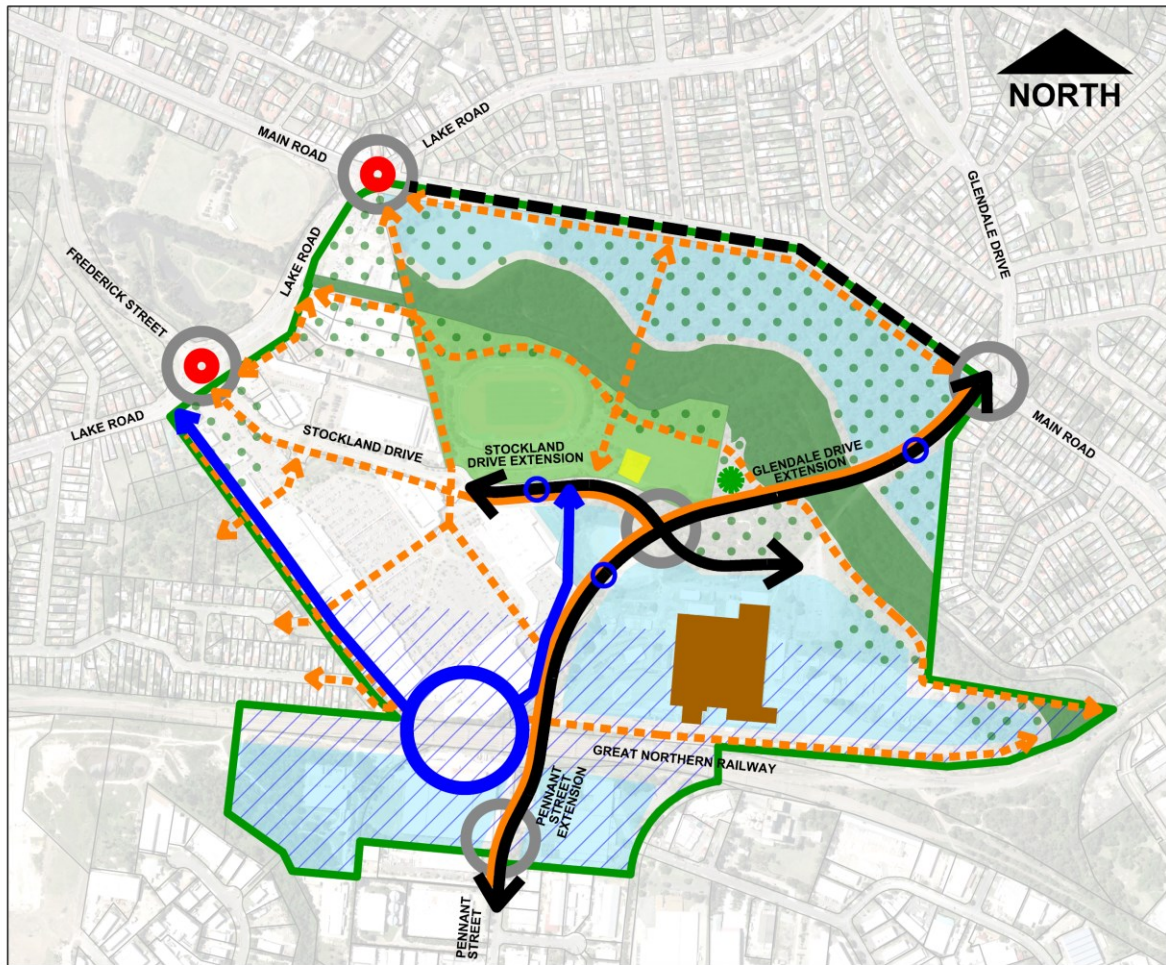
- Principle 1: To encourage expansion of the regional centre
- Principle 2: To establish the Winding Creek environmental corridor
- Principle 3: To provide additional open spaces and community facilities
- Principle 4: To allow development of the potential future Lake Macquarie Transport Interchange (LMTI)
- Principle 5: To allow potential future road network upgrades
- Principle 6: To enhance pedestrian and bicycle movement through the regional centre
- Principle 7: To provide gateway entry points to the regional centre

Streetscape and open spaces

Winding Creek is a significant landscape feature within the regional centre and offers a point of difference to other town centres in Lake Macquarie, such as Charlestown, Warners Bay, Belmont and Toronto. Winding Creek is largely a natural waterway surrounded by dense native vegetation. The streetscapes and public open space should enhance the natural environment, utilising native vegetation and water sensitive urban design principles to enhance the quality of Winding Creek and its surrounding bushland.

Built Form

Building character and finishes should be similar to higher end retail, commercial and entertainment activities and high quality residential apartments. Visually identifiable buildings and/or landscaping will be provided at ‘gateway entry points’ to the regional centre. Buildings will be up to three storeys high.



LEGEND

- | | | | |
|--|---------------------------------------------------------------------------------------------------------------------|--|------------------------------------------------------------------------------------------------------------|
| | EXTENT OF AREA PLAN | | POTENTIAL FUTURE LAKE MACQUARIE TRANSPORT INTERCHANGE (LMTI) (TRAIN STATION, BUS STATION, AND PARK & RIDE) |
| | EXISTING COMMUNITY USES | | POTENTIAL FUTURE BUS STOP |
| | EXISTING SPORTING AND RECREATION USES | | POTENTIAL FUTURE BUS ROUTE |
| | EXISTING HERITAGE ITEM | | PROPOSED GATEWAY ENTRY POINT |
| | POTENTIAL REGIONAL CENTRE EXPANSION AREA | | POTENTIAL FUTURE INTERSECTION UPGRADE |
| | PROPOSED WINDING CREEK ENVIRONMENTAL CORRIDOR (INDICATIVE BOUNDARY ONLY) | | PROPOSED ROAD LINK |
| | INDICATIVE EXTENT OF FLOOD PRONE LAND &/OR NATIVE VEGETATION (MAY CONSTRAIN DEVELOPMENT - SEE FIGURE 2 FOR DETAILS) | | POTENTIAL FUTURE ROAD WIDENING |
| | LAND WITHOUT UNDERGROUND COAL SEAM MINE WORKINGS | | PROPOSED PEDESTRIAN AND BICYCLE LINK |
| | POTENTIAL FUTURE PARK | | POTENTIAL FUTURE PEDESTRIAN AND BICYCLE LINK |

Figure 3 - Glendale regional centre structure plan

1.5.1 EXISTING USES

The desired future character for the Glendale regional centre represents a long-term vision. In the short-to-medium term the continuation and expansion of existing uses, such as industrial uses, may be appropriate where the proposal does not compromise the ability of the regional centre to develop in accordance with the desired regional centre character in the long-term.

1.5.2 POTENTIAL DEVELOPMENT INTENSIFICATION

As indicated in Figure 3, the centre contains a number of prominent entry points referred to as 'gateways'. Development in these locations should reflect the importance of these sites through architectural merit and greater building heights compared to other sites. It should be noted, however, that development over three storeys may be restricted due to the presence of abandoned underground coal seam mine workings

Land adjacent to the Great Northern Railway is free from abandoned underground coal seam mine workings, however, some of this land may be required for the potential future Lake Macquarie Transport Interchange (LMTI).

Increased building heights above three storeys may be possible in both these locations, however, are subject to further investigations including but not limited to:

- geotechnical investigations,
- visual impact and overshadowing assessments, and
- determination of the future land requirements for the LMTI train station, bus interchange and park & ride.

2 REGIONAL CENTRE DEVELOPMENT CONTROLS

2.1 LAKE MACQUARIE TRANSPORT INTERCHANGE

Objectives

- a. To allow for the development of the potential future Lake Macquarie Transport Interchange (LMTI) train station, bus interchange and park & ride.

Controls

1. Development should be designed to allow for the construction of the potential future LMTI train station, bus interchange, and park & ride shown indicatively in Figure 3.

Note: Prior to lodging an application for development adjacent to the potential future LMTI, consultation with Council and Transport for NSW (TfNSW) should occur to determine the future land requirements for the LMTI train station, bus interchange and park & ride.

2.2 FUTURE ROAD NETWORK UPGRADES

Objectives

- a. To allow for the development of the potential future road network upgrades.
- b. To minimise the impacts of traffic generation.
- c. To facilitate safe pedestrian and bicycle crossings.

Controls

1. Future development should be designed to allow for the construction of the potential future road network upgrades shown in Figure 3.
2. A Traffic Impact Statement must be prepared and submitted where more than 1000m² Gross Floor Area is proposed.

Note: Traffic Impact Statements should include road traffic modelling as directed by Council and TfNSW.

3. Any future intersection upgrades at the intersections of Lake Road, Frederick Street and Stockland Drive, and Lake Road and Main Road, should include safe pedestrian and bicycle crossing facilities on all approaches.

2.3 INTERNAL ROADS

Objectives

- a. To ensure roads links are designed to appropriate standards.

Controls

1. Roads within the regional centre should be consistent with 'commercial/business' area road types in Section 3.20 in Part 8 of LMDCP 2014, which includes footpaths on both sides of the street and on-road cycling, and Section 3.4 to 3.6 in Part 4 of LMDCP 2014.

Note: This control does not apply to the Stockland Drive, Pennant Street and Glendale Drive extensions.

2.4 EXISTING USES

Objectives

- a. To ensure the continuation or expansion of existing uses, such as industrial uses, do not adversely affect the achievement of the desired regional centre character.

Controls

1. The continuation or expansion of existing uses must not result in the subdivision of land that is inconsistent with the structure plan and precinct plan principles outlined in this Area Plan.

2.5 GATEWAY ENTRY POINTS

Objectives

- a. To promote high quality, visually identifiable development at gateway entry points.
- b. To maximise building mass at the gateway entry points.

Controls

1. Development at gateway entry points shown in Figure 3 should be designed with:
 - i. nil setbacks from gateway entry point street frontages or category 3 landscaping along the gateway entry point street frontages;

Note: See Section 7.1 under Part 4 of LMDCP 2014 for category 3 landscaping details.

- ii. building frontages, windows and entries clearly visible from the gateway entry point; and
- iii. vehicle car parking and service areas located at the side or rear of buildings, and not along gateway intersection street frontages.

2.6 STREETScape AND LANDSCAPING

Objectives

- a. To enhance the natural landscape character of Winding Creek.
- b. To promote a consistent landscape theme throughout the regional centre.

Controls

1. Street trees and landscaping plantings in road reserves, street setbacks and open spaces should include native species such as those found along the Winding Creek corridor, and be consistent with Council's adopted Streetscape Master Plan for the town centre.

3 PRECINCT PLANS

Precinct plans and additional development controls apply to precincts A to E shown in Figure 4, and provide additional guidance on the desired future character for the Glendale regional centre.

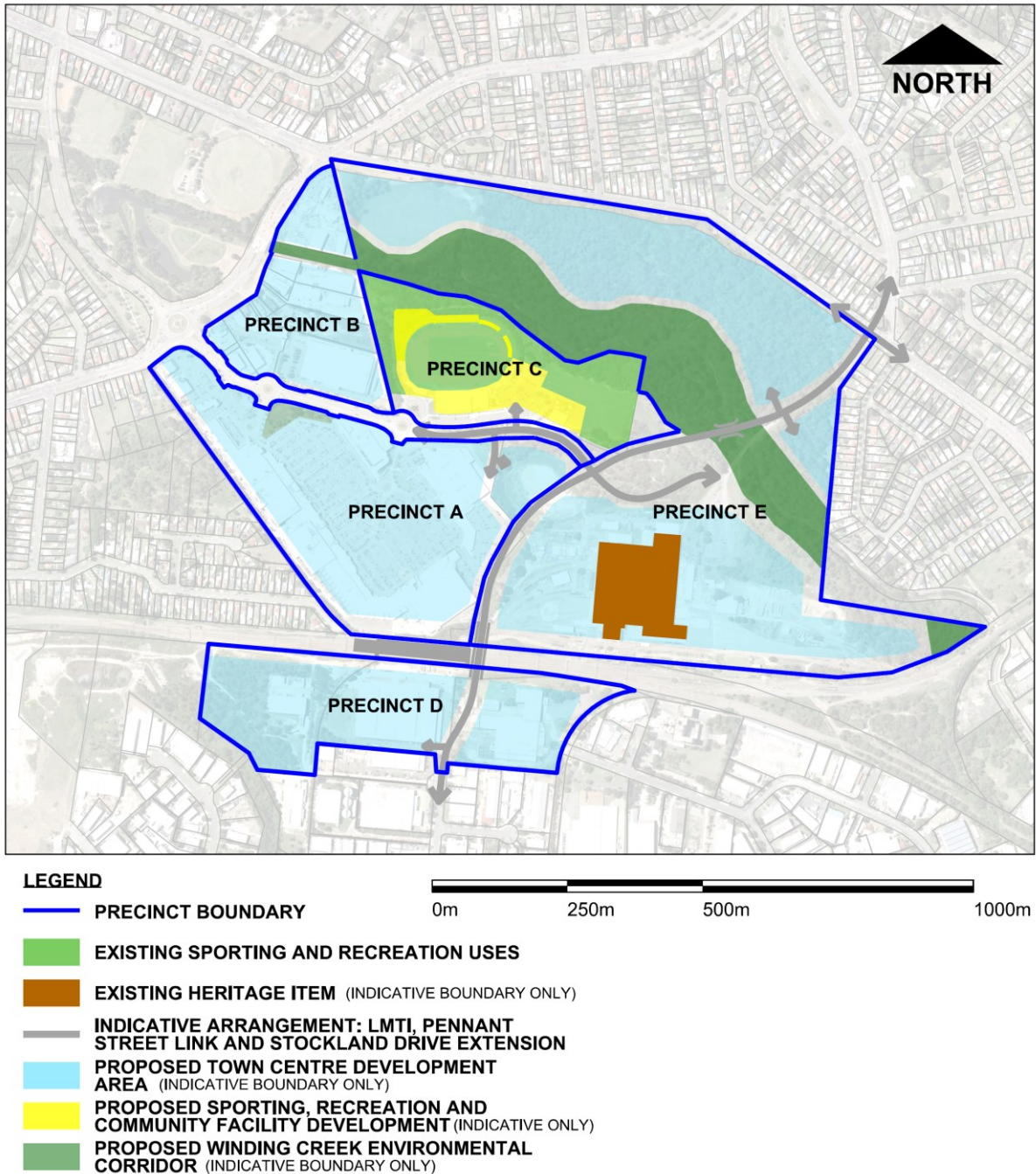


Figure 4 - Precinct boundaries within the Glendale regional centre

4 PRECINCT A

Retail and entertainment activities and uses should occur in this precinct, with entertainment uses co-located with existing entertainment uses. Business services, housing and tourism are also encouraged.

Precinct Plan

Future development within Precinct A should be consistent with the following principles:

- Principle 1: To ensure future development integrates with the potential future LMTI
- Principle 2: To deliver a grid-based internal road network
- Principle 3: To deliver a mixture of main street-style development and enclosed shopping malls
- Principle 4: To provide active street frontages along Main Road
- Principle 5: To enhance passive surveillance within the precinct and of the surrounding area
- Principle 6: To allow pedestrian and bicycle movement to and through the precinct and to the potential future LMTI
- Principle 7: To provide open-air, landscaped areas within the precinct such as plazas

Built Form

Building character and finishes should be similar to higher end retail, commercial and entertainment development and high quality residential apartments. Buildings should be up to three storeys high.

4.1 CONCEPT PLAN

Objectives

- a. To identify land requiring a 'concept plan'.
- b. To ensure that concept plans are consistent with the precinct plan principles.

Controls

1. A concept plan must be prepared for precinct A in accordance with Section 2.22, Part 4 of LMDCP 2014.
2. The concept plan must demonstrate consistency with the precinct plan principles.

Note: Precinct A contains the Stockland Supercentre site (Lot 1 DP 860494) and Site 'A' (a land parcel proposed to be created as part of the extension of the Stockland Drive extension), as shown in Figure 5, and individual concept plans may be prepared for each site.

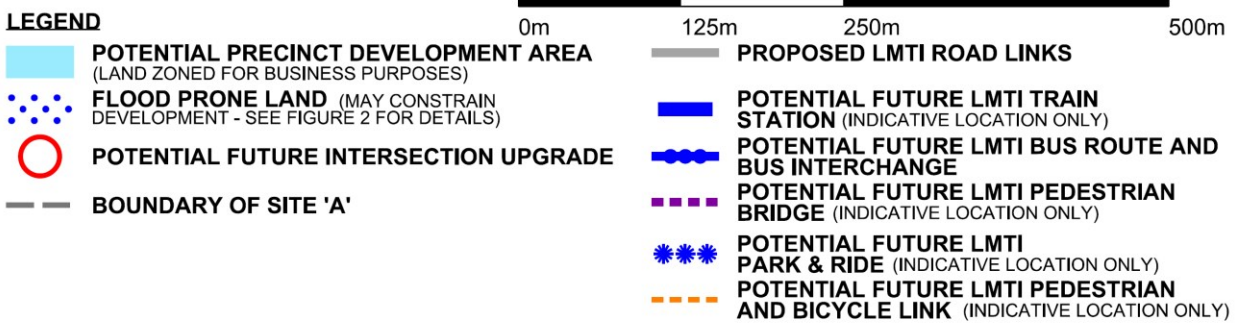
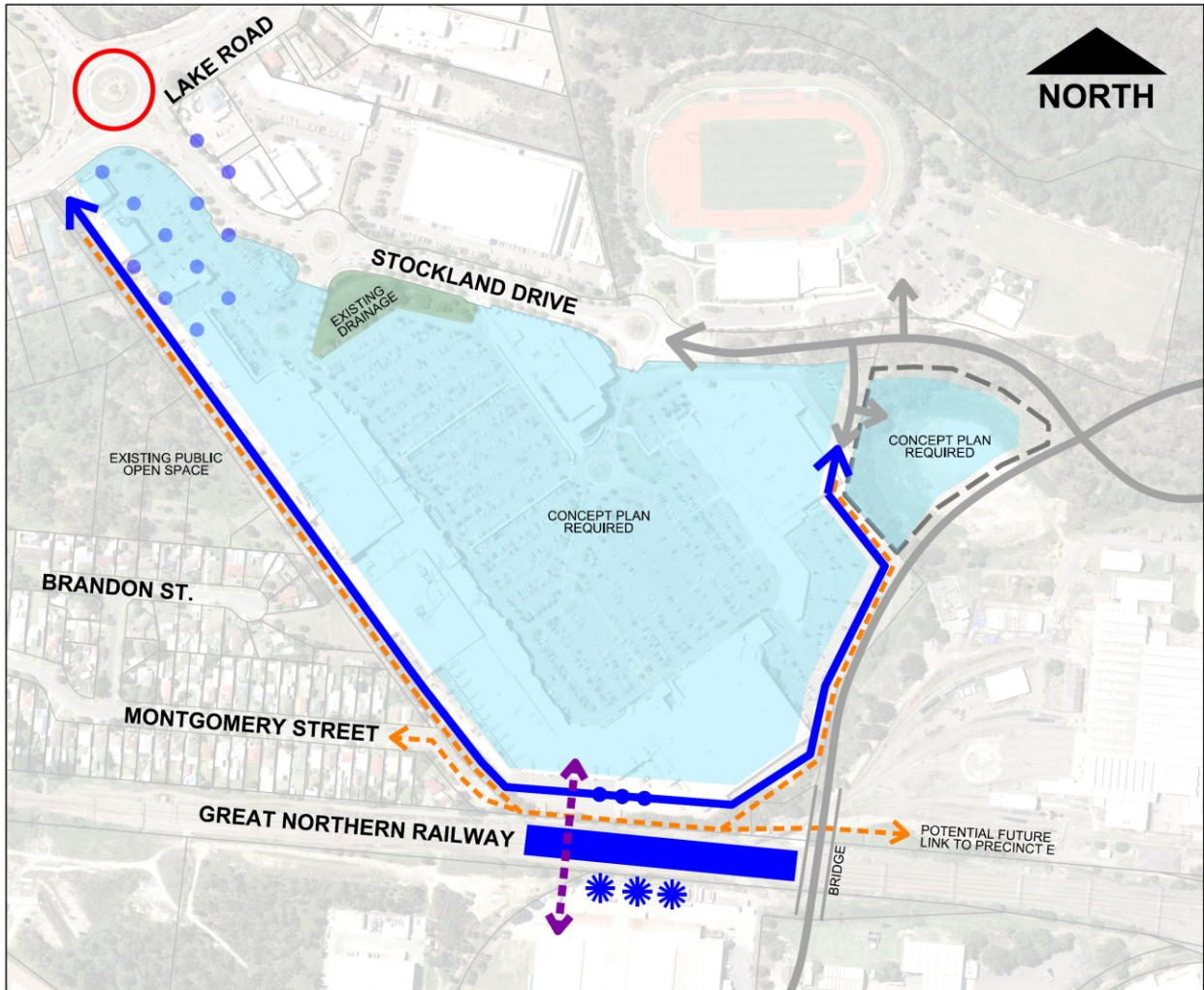


Figure 5 - Precinct Plan: Precinct A

4.2 PEDESTRIAN AND BICYCLE LINKS

Objectives

- a. To ensure pedestrian and bicycle links are designed to appropriate standards and are well connected, functional and attractive.
- b. To ensure that pedestrian and bicycle movement through the precinct is not constrained.

Controls

1. Pedestrian and bicycle links should be consistent with Section 3.1 and 3.2 in Part 4 of LMDCP 2014.
2. Where pedestrian and bicycle links are not proposed to be dedicated to Council, the links must provide 24-hour pedestrian and bicycle access through the precinct.

5 PRECINCT B

Bulky goods premises should be the predominant use in this precinct.

Precinct Plan

The precinct plan for Precinct B is outlined in Figure 6, and is based on the following principles:

- Principle 1: To promote a grid based internal road network
- Principle 2: To enhance pedestrian and bicycle movement through the precinct regional centre
- Principle 3: To enhance passive surveillance of the Hunter Sport Centre, the Winding Creek environmental corridor, and along Lake Road, Stockland Drive
- Principle 4: To allow potential future road network upgrades

Built Form

Building character and finishes should be similar to higher end retail and commercial development. Buildings should be up to three storeys.

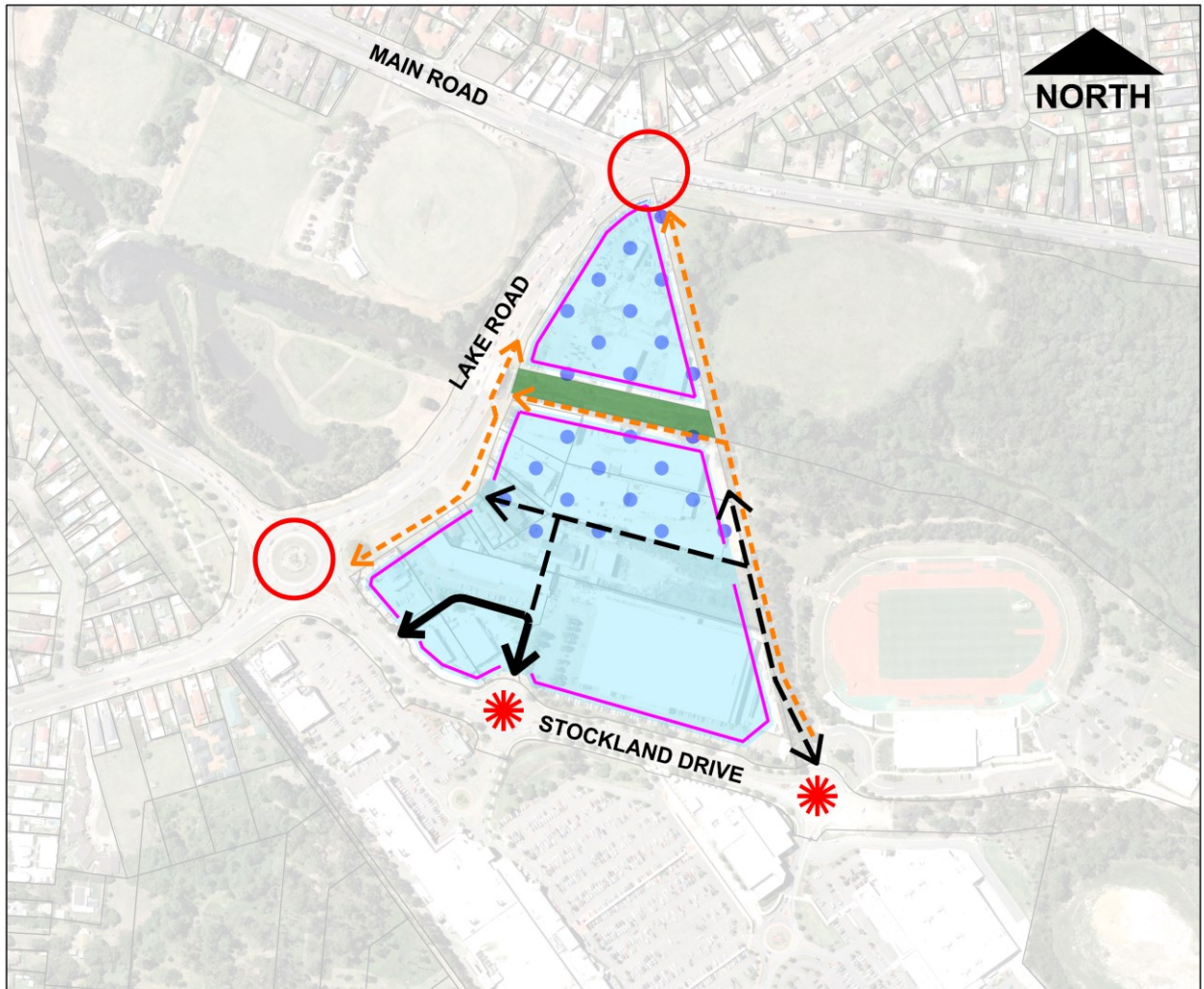
5.1 PRECINCT PLAN

Objectives

- a. To ensure development is consistent with the precinct plan.

Controls

1. Development should be consistent with the precinct plan shown in Figure 6, or demonstrate consistency with the precinct plan principles.



LEGEND

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|--|------------------------------------------------------------------------------------------------------------------------|--|-------------------------------------------------------------------------|
| | POTENTIAL PRECINCT DEVELOPMENT AREA
(LAND ZONED FOR BUSINESS PURPOSES) | | POTENTIAL FUTURE PEDESTRIAN AND BICYCLE LINK |
| | PROPOSED WINDING CREEK ENVIRONMENTAL CORRIDOR
(INDICATIVE BOUNDARY ONLY) | | MAJOR ACCESS / EGRESS POINT |
| | FLOOD PRONE LAND (MAY CONSTRAIN DEVELOPMENT - SEE FIGURE 2 FOR DETAILS) | | BUILT FORM SHOULD PROVIDE PASSIVE SURVEILLANCE OF ADJACENT AREAS |
| | PROPOSED ROAD LINK | | POTENTIAL FUTURE INTERSECTION/ UPGRADE |
| | POTENTIAL FUTURE ROAD LINK
(SHOULD ADDITIONAL ACCESS POINTS TO LAND PARCELS WITHIN THE PRECINCT BE REQUIRED) | | |

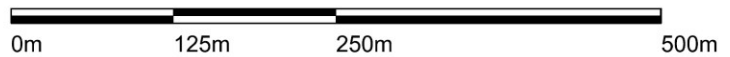


Figure 6 - Precinct Plan: Precinct B

6 PRECINCT C

The precinct should consist of major sporting facilities and multipurpose community uses.

Precinct Plan

The precinct plan for Precinct c is outlined in Figure 7, and is based on the following principles:

- Principle 1: To ensure consistency with the Hunter Sports Centre Master Plan
- Principle 2: To provide additional open spaces and community facilities
- Principle 3: To ensure future development integrates with the potential future LMTI
- Principle 4: To enhance pedestrian and bicycle movement through the regional centre
- Principle 5: To enhance passive surveillance of the Winding Creek environmental corridor and Stockland Drive

Built Form

Building character and finishes should be similar to higher end retail and commercial development. Buildings should be up to three storeys.

6.1 PRECINCT PLAN

Objectives

- a. To ensure development is consistent with the precinct plan.
- b. To plan appropriately for public open space within the precinct.

Controls

1. Development should be consistent with the precinct plan shown in Figure 7, or demonstrate consistency with the precinct plan principles.
2. Prior to lodging a development application for 'site B', consultation with Council should occur to determine if the land is required under Council's Development Contributions Plan for a future park.

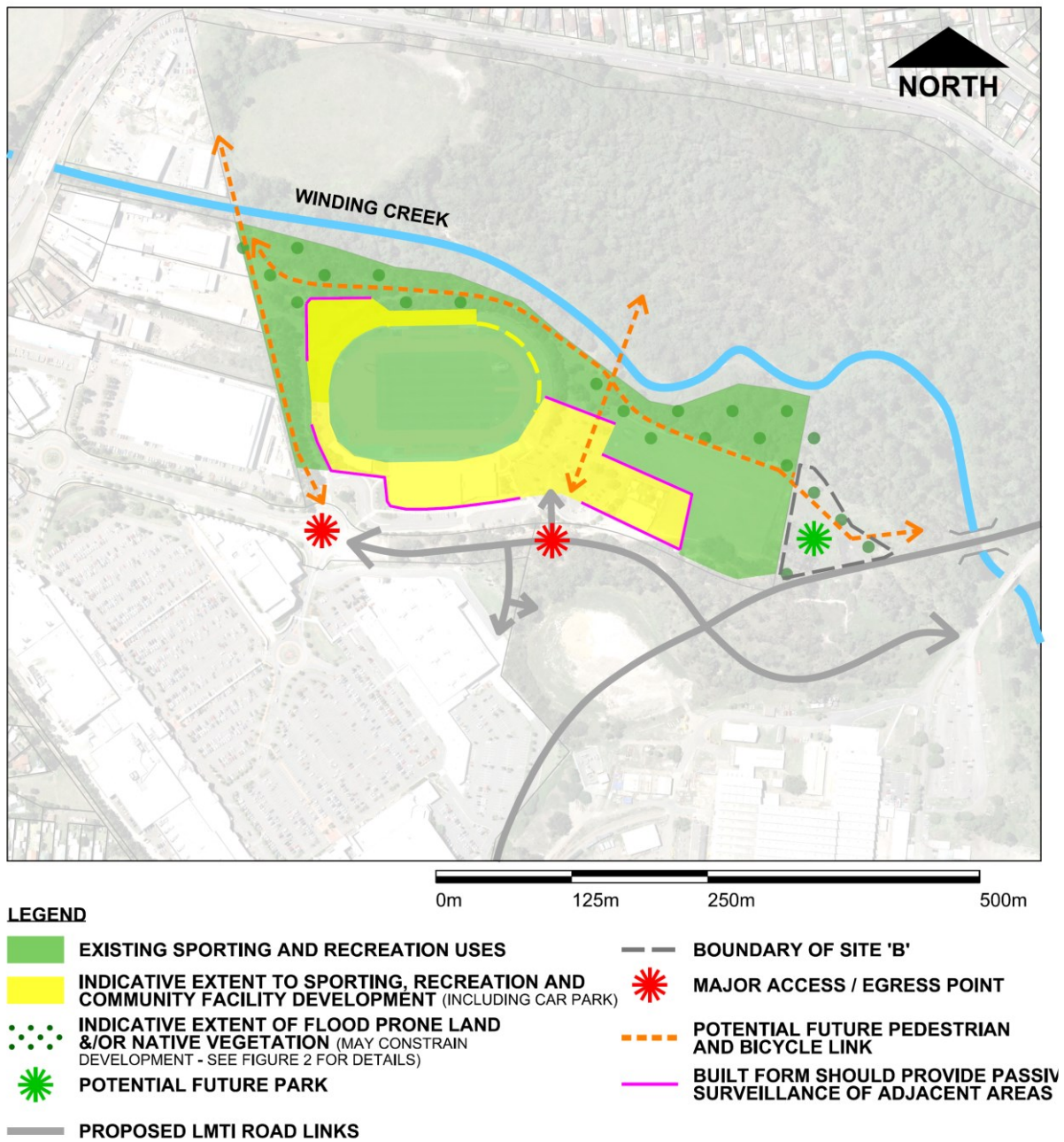


Figure 7 - Precinct Plan: Precinct C

7 PRECINCT D

In the future, mixed use and intensive commercial development should occur in this precinct.

Precinct Plan

The precinct plan for Precinct D is outlined in Figure 8, and is based on the following principles:

- Principle 1: To ensure future development integrates with the potential future LMTI
- Principle 2: To deliver a grid based internal road network
- Principle 3: To enhance pedestrian and bicycle movement through the regional centre
- Principle 4: To ensure passive surveillance of the potential future LMTI and pedestrian and bicycle links

Built Form

Building character and finishes should reflect a vibrant commercial precinct. Buildings should be up to 15m high.

7.1 CONCEPT PLAN

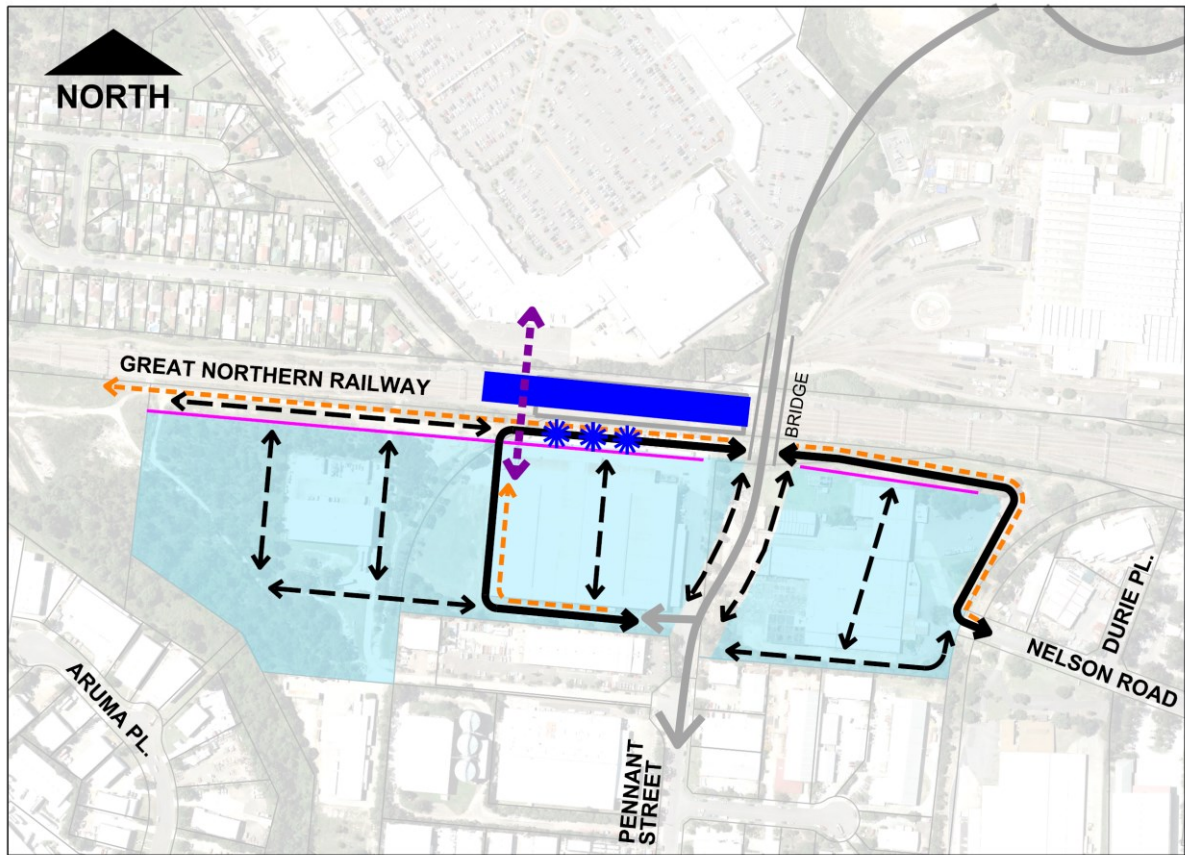
Objectives

- a. To identify land requiring a 'concept plan'.
- b. To ensure that concept plans are consistent with the precinct plan principles.

Controls

1. Where proposed development is inconsistent with the precinct plan shown in Figure 8, a concept plan must be prepared in accordance with Section 2.22, Part 4 of LMDCP 2014.
2. Concept plans must demonstrate consistency with the precinct plan principles.

Note: Precinct D contains three lots (Lot 11 D.P. 806924, Lot 11 D.P. 537508, and Lot 137 D.P. 529121), and concept plans may be prepared for each individual lot.



LEGEND

- | | | | |
|--|---------------------------------------------------------------------------------------|--|-------------------------------------------------------------------------|
| | POTENTIAL PRECINCT DEVELOPMENT AREA
(LAND ZONED FOR BUSINESS PARK PURPOSES) | | POTENTIAL FUTURE ROAD LINK |
| | PROPOSED LMTI ROAD LINKS | | POTENTIAL FUTURE PEDESTRIAN AND BICYCLE LINK |
| | POTENTIAL FUTURE LMTI TRAIN STATION | | POTENTIAL FUTURE ACCESS ROADS |
| | POTENTIAL FUTURE BUS ROUTE AND BUS INTERCHANGE | | BUILT FORM SHOULD PROVIDE PASSIVE SURVEILLANCE OF ADJACENT AREAS |
| | POTENTIAL FUTURE LMTI PARK & RIDE | | |
| | POTENTIAL FUTURE LMTI PEDESTRIAN BRIDGE | | |

Figure 8 - Precinct Plan: Precinct D

8 PRECINCT E

In the future, mixed use development, commercial development, intensive residential development should occur in this precinct.

Precinct Plan

The precinct plan for Precinct E is outlined in Figure 9, and is based on the following principles:

- Principle 1: To encourage expansion of the regional centre
- Principle 2: To establish the proposed Winding Creek environmental corridor
- Principle 3: To allow development of the potential future LMTI
- Principle 4: To allow potential future road network upgrades
- Principle 5: To deliver a grid based internal road network
- Principle 6: To enhance pedestrian and bicycle movement through the regional centre
- Principle 7: To encourage active street frontages along Main Road and Glendale Drive
- Principle 8: To provide passive surveillance of the proposed Winding Creek environmental corridor, pedestrian and bicycle links, and the potential future LMTI
- Principle 9: To encourage adaptive reuse of the Cardiff railway workshop buildings should the facility cease manufacturing operations in the future.

Built Form

Building character and finishes should be similar to higher end retail, commercial and entertainment development and high quality residential apartments. Buildings should be up to three storeys high.

8.1 CONCEPT PLAN

Objectives

- a. To identify land that requires a 'concept plan' in accordance with Section 2.22, Part 4 of LMDCP 2014.
- b. To ensure the concept plan is consistent with the precinct plan.

Controls

1. Where proposed development is inconsistent with the precinct plan shown in Figure 9, a concept plan must be prepared in accordance with Section 2.22, Part 4 of LMDCP 2014.
2. The concept plan must demonstrate consistency with the precinct plan principles.

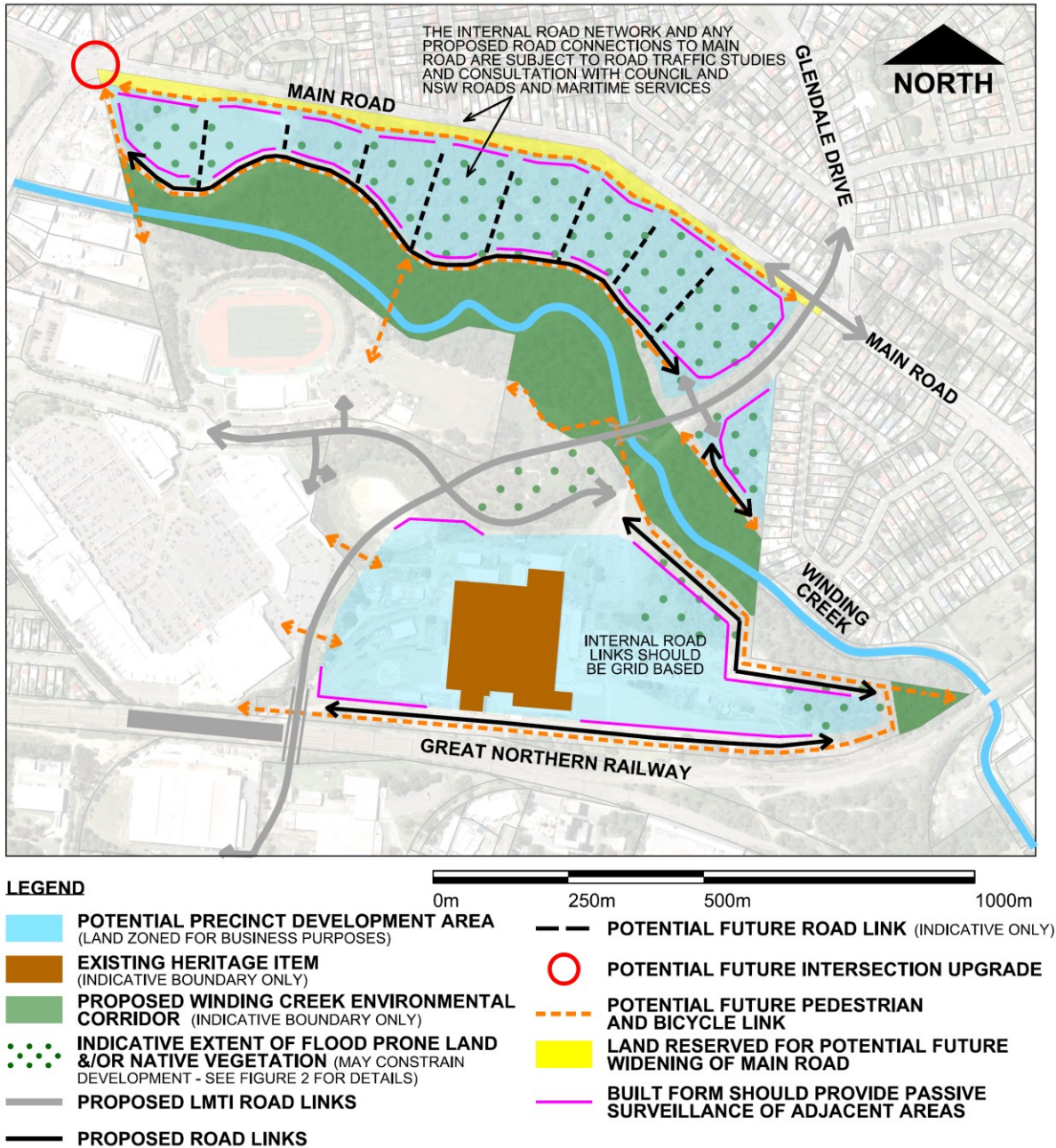


Figure 9 - Precinct Plan: Precinct E

8.2 WINDING CREEK ENVIRONMENTAL CORRIDOR

Objectives

- a. To ensure Winding Creek is rehabilitated and environmental values appropriately managed.

Controls

1. An environmental corridor must be established around Winding Creek as part of the development of the land north of Winding Creek, as indicatively shown in Figure 9.
2. The width of the Winding Creek environmental corridor should be determined in consultation with Council and include the Winding Creek waterway, riparian vegetation, land with native vegetation not proposed to be developed, and flood prone land not suitable for development.
3. A funded rehabilitation and management plan must be prepared for the Winding Creek environmental corridor to the satisfaction of Council.

Note: The establishment of the Winding Creek environmental corridor may be able to be included as part of any proposed biodiversity offsets for the development of the land north of Winding Creek.

8.3 LANDSCAPING

Objectives

- a. To retain the landscape character of the site and Winding Creek.

Controls

1. Where possible existing mature trees should be retained in road reserves, street setbacks and car parking areas, including along Main Road.
2. Where existing mature trees cannot be retained, road reserves, street setbacks and car parking areas should be planted with native tree species including those found along the Winding Creek corridor.