



Lake Macquarie Development Control Plan 2014

Part 10 – Town Centre Area Plans

### CONTENTS:

**Part 10 – Town Centre Area Plans section contains the following:**

- Charlestown Town Centre Area Plan
- Belmont Town Centre Area Plan
- Warners Bay Town Centre Area Plan
- Toronto Town Centre Area Plan
- Morisset Town Centre Area Plan
- Mount Hutton Town Centre Area Plan
- Pambulong Forest Town Centre Area Plan (*repealed*)
- Glendale Regional Centre Area Plan
- Glendale Town Centre Area Plan
- Cardiff Town Centre Area Plan

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## 1 INTRODUCTION

This section applies to land shown in Figure 1. It contains local objectives and controls for development in Charlestown strategic economic centre that are in addition to the general guidelines in Part 3 – Development in Residential Zones and Part 4 – Development in Centres and Mixed Use Employment zones. Where conflict arises between this section and the guidelines in Part 3 or Part 4, the guidelines in this section take precedence.

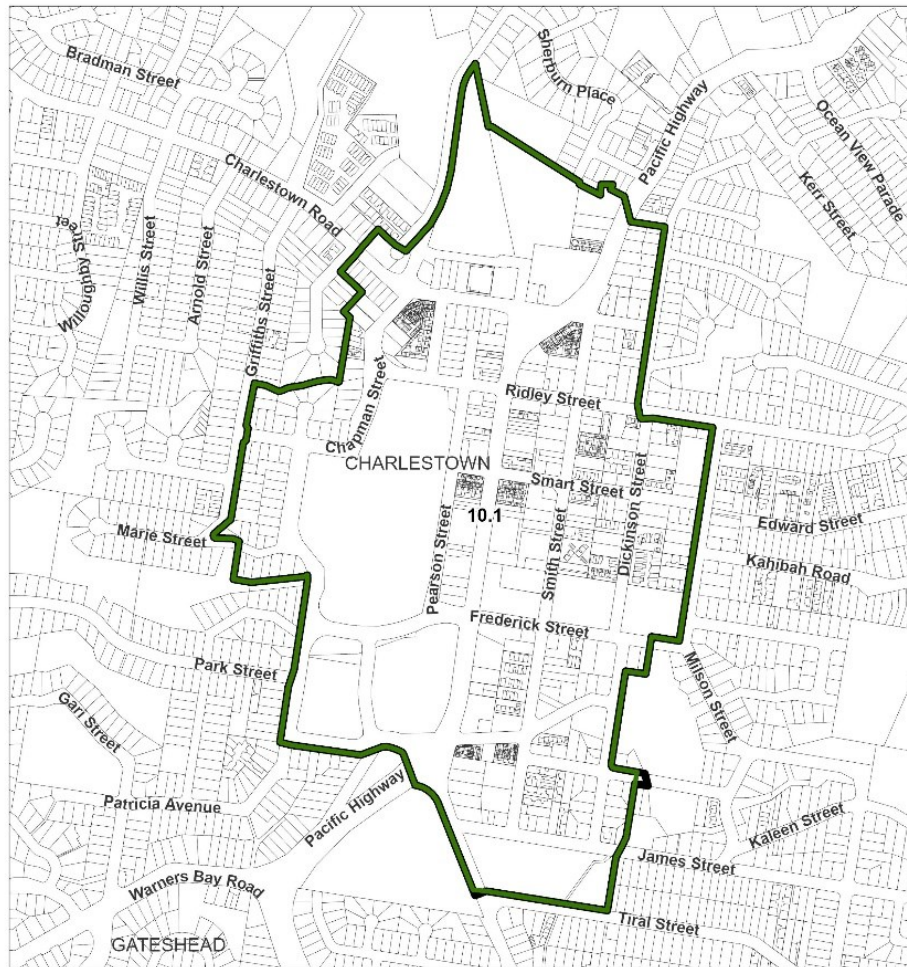


Figure 1 - Charlestown Area Plan boundary

### 1.1 BACKGROUND

Charlestown is on Awabakal country. In 1873 the Waratah Mining Company began mining operations at Raspberry Gully north of the Charlestown centre. The first subdivision was created in 1876 and includes the original street alignments along the Pacific Highway, Pearson, Smith and Ridley Streets.

Charlestown's position on the road to Newcastle created and sustained commercial activity and contributed to its growth, particularly as a residential area. As traffic flows increased, the highway has become a barrier between the two sides of the centre.

Charlestown Square, which opened in 1979, has had significant impact on the growth and development of the centre, shifting the retail focus to the west and becoming a major employer in the region. The growth of online shopping and remote office-based work trends offer opportunities for the continued evolution of Charlestown into a vibrant mixed use regional centre.

### 1.2 EXISTING CHARACTER

The Pacific Highway and Charlestown Road are key regional transport corridors that ‘divide’ the centre into 3 parts:

- The area to the east of the Pacific Highway and South of Charlestown Road is dominated by the Charlestown Square shopping centre.
- To the north of Charlestown Road
- To the east of the Pacific Highway

For most of its length, the Pacific Highway is addressed on both sides by retail frontages, with some commercial spaces on ground and upper levels. This mix of uses also extends along Charlestown Road, with this street and the highway forming the original commercial hub of the town centre. Many of these buildings are constructed over several amalgamated lots.

Further south, where building forms are located at varying distances from the highway’s edge, the streetscape is undefined. Outside the commercial core, single and multi-dwelling homes predominate with some newer apartment buildings.

### 1.3 ENVIRONMENTAL CONSIDERATIONS

#### Topography

Charlestown is located on a ridge that runs north-south through the region. This ridge is primarily defined by the path of the Pacific highway as it passes through the centre. The landform falls away from the highway into a number of valleys, which contain creek lines and natural landscapes. This topography and the elevated position of the centre offers dramatic views throughout the region and to the remaining natural landscape areas.

#### Mine Subsidence

The Charlestown centre is within a mine subsidence area and many sites are directly undermined, or within the angle of draw of historical coal mine workings. This may affect the design of buildings and require specific engineering techniques to be used. Early engagement with Subsidence Advisory NSW is recommended to gain an understanding of the potential risks, limitations and financial costs associated with developing over old mine workings.

## **2 DESIRED FUTURE CHARACTER**

### **2.1 VISION**

The identity of Charlestown as a vibrant, walkable mixed use hub continues to attract new businesses, residents and visitors to Charlestown. A sense of place is created by the Charlestown library and a new public square that form a public “living room” for the growing community.

On the eastern side of the Pacific Highway new development continues to support and grow the cluster of medical uses and quality residential apartments. Retention of existing mature shady trees, and planting of new trees in front setbacks, along street verges and in public spaces give this neighbourhood a comfortable, pleasant green character.

On the western side of the Pacific Highway, Charlestown Square and the surrounding streets continue to evolve into a vibrant neighbourhood that supports a diverse mix of commercial, retail and lifestyle businesses and a mix of quality residential apartments. A lively commercial environment and night-time economy has evolved through well designed buildings and high quality streetscapes.

Smart Street provides an interesting and safe connection to cross the Pacific Highway and connects the new public square with the retail and lifestyle focus of the western side.

### **2.2 PLANNING AND DESIGN PRINCIPLES**

The following principles guide the application of development objectives and controls:

1. Quality public spaces and streets establish Charlestown’s identity as a vibrant mixed use centre that attracts new businesses, residents and visitors.
2. Appropriately designed buildings facilitate a lively night-time economy together with more housing within the commercial centre.
3. New buildings contribute to a pleasant and safe pedestrian environment.
4. Existing canopy trees are retained to create pleasant landscaped separation between residential apartment buildings, and new shade tree planting is provided in front setback areas and along street verges.

2.3 STRUCTURE PLAN

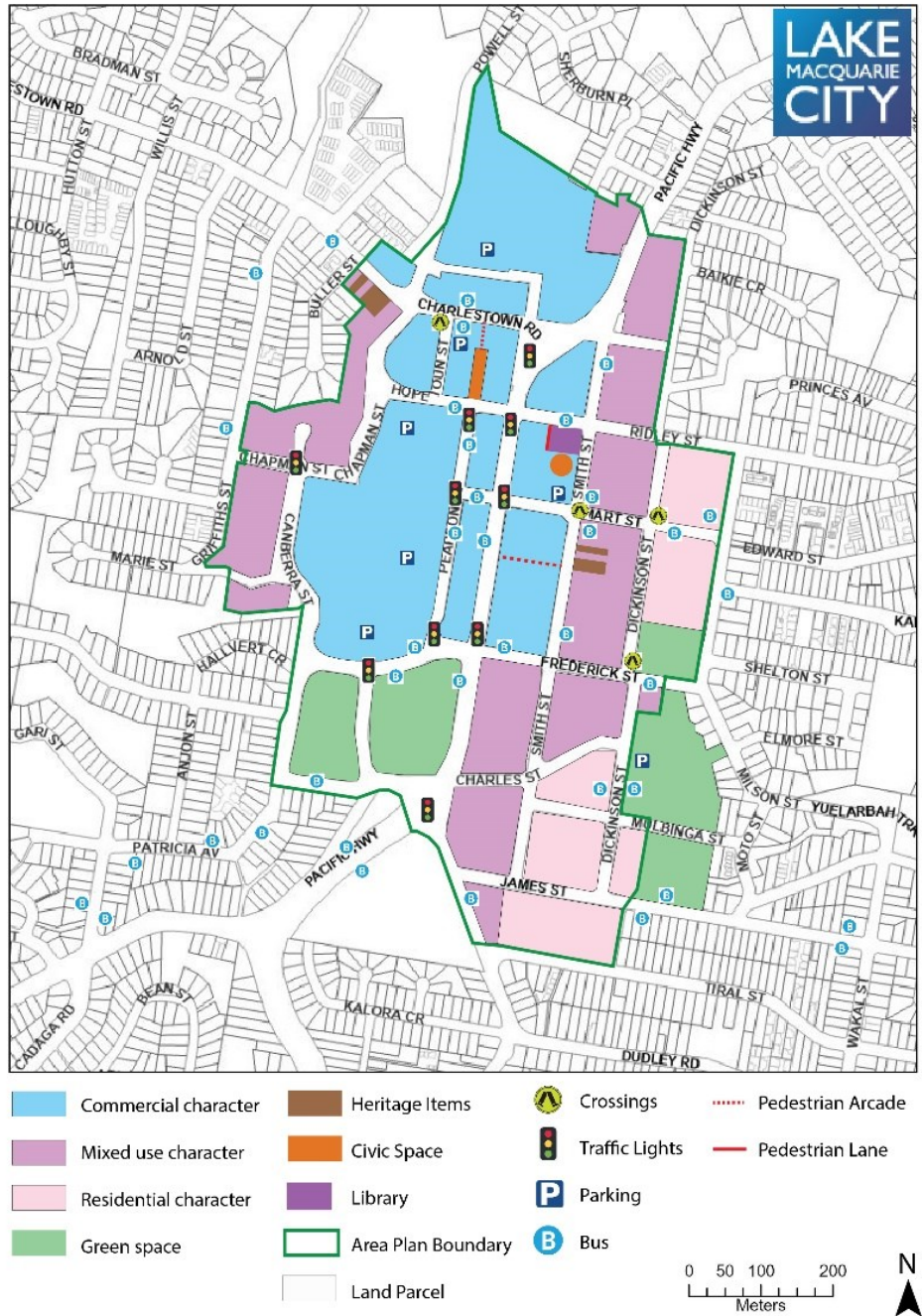


Figure 2 - Charlestown structure plan and character areas



### 3 PUBLIC SPACE AND MOVEMENT

#### 3.1 PEDESTRIAN LANES

**Objectives:**

- a. Maintain and improve pleasant, safe and direct walking and cycling routes throughout the centre.

**Controls:**

- 1 Redevelopment of the following sites incorporates direct pedestrian lanes:
  - i. 329 Charlestown Road - between Charlestown Road and Tallara Street
  - ii. 109 Pacific Highway and existing laneway – between Pacific Highway and Smith Street.
- 2 Pedestrian lanes:
  - i. Are at least 6m wide and free of structures such as kiosks, electricity substations, stairs, lifts and the like. Parts of the laneway may be used for outdoor dining, signage and the like provided a clear and direct throughway of at least 4m width is maintained
  - ii. Are easily identifiable by users and accessible to the public at all hours
  - iii. Provide a clear line of sight between public places
  - iv. Include active frontages on both sides
  - v. Exclude occupiable floor space above the pedestrian lane but may incorporate awnings for weather protection that maintain access to natural light.
- 3 Redevelopment of 324 – 338 Charlestown Road includes a direct pedestrian lane between Pearson Street Mall and Charlestown Road. Where the LEP development incentive height clause is activated the pedestrian lane is:
  - i. At least 6m wide and free of structures such as kiosks, electricity substations, stairs, lifts, and the like. Parts of the laneway may be used for outdoor dining, signage and the like provided a clear and direct throughway of at least 4m width is maintained
  - ii. Easily identifiable by users and accessible to the public at all hours.
  - iii. Provides a clear line of sight between public places
  - iv. Includes active frontages on both sides
  - v. Excludes occupiable floor space above the pedestrian lane but may incorporate awnings for weather protection that maintain access to natural light.

#### 3.2 NEW PUBLIC SQUARE AND LIBRARY LANE

**Objectives:**

- a. To create identity and sense of place that attracts new businesses, residents and visitors to Charlestown.
- b. Provide a community gathering space that supports social integration and a diverse range of activities and events.
- c. Create a space that is physically and socially accessible, safe and attractive.
- d. Support a mix of pedestrian activity and service functions for Library Lane

**Controls:**

- 1 Development of Smith Street car park (13 – 19 Smith Street and 5 – 7 Smart Street) incorporates a public square that:
  - i. is a size and design that suits a variety of uses and activities
  - ii. has active frontages facing the square for all buildings on the site
  - iii. includes features and amenities that appeal to a wide variety of people.
- 2 Development on any site adjacent to the proposed public square is to maintain sun access to at least 50 per cent of the future public space between 12 and 2pm on 21 June.
- 3 Library Lane is maintained as a public pedestrian and service laneway between Smart Street and Ridley Street. This may be in the form of a shared access way.
- 4 Buildings with a frontage to Library Lane:
  - i. have a minimum 1.5m setback from the laneway and a street wall height of 3 storeys / 12m.
  - ii. incorporate a balance of active uses, vehicular access and services to the ground floor level facing the laneway.

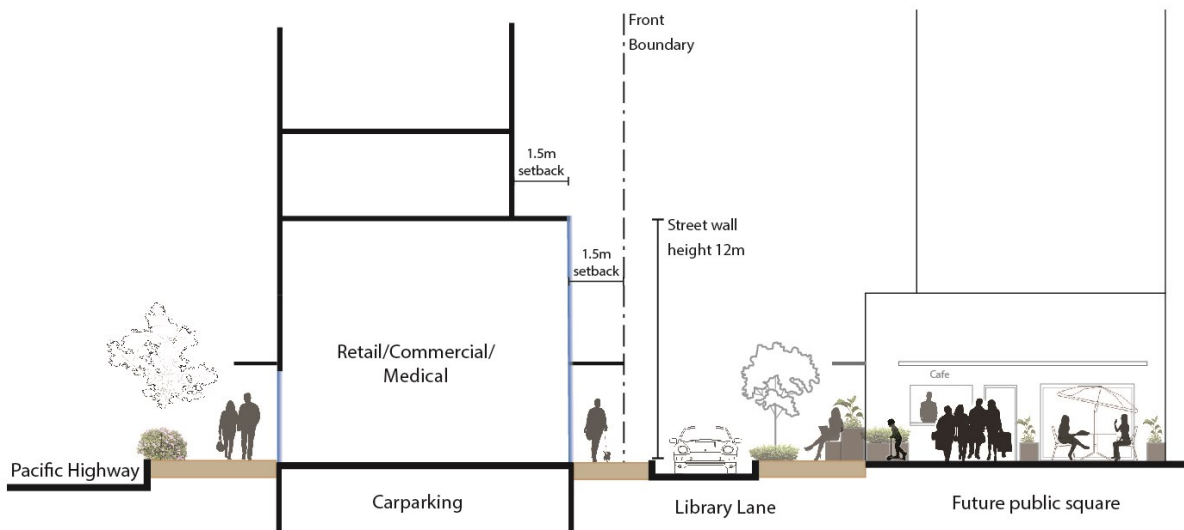


Figure 3 - Library Lane and future public square

**3.3 PEARSON STREET MALL**

**Objectives:**

- a. Maintain a pleasant and safe pedestrian environment.
- b. Provide physical and visual connection between the ground floor uses of the building and the Pearson Street Mall.

**Controls:**

1. Buildings adjoining Pearson Street Mall incorporate main entries, glazed doors and windows that face onto the mall.
2. Buildings adjoining Pearson Street Mall incorporate a maximum 3 storey (12m) street wall height. All floor levels above are setback at least 4.5m from the Pearson Street boundary.

3. Buildings incorporate design features to minimise adverse amenity impacts from commercial uses on residential uses. Examples include increased separation through placement of communal spaces, larger setbacks and appropriate materials.

## 4 CHARACTER, SITE AND BUILDING DESIGN

### 4.1 COMMERCIAL CHARACTER

#### 4.1.1 STREET INTERFACE AND BUILDING DESIGN

**Objectives:**

- a. Create a pleasant and safe pedestrian environment.
- b. Respond to individual site characteristics and provide physical and visual connection between the ground floor uses of the building and the street.
- c. Facilitate a mix of retail, medical, commercial and residential uses that contribute to a vibrant centre.
- d. Accommodate a range of commercial uses that complement the high volume of passing traffic on Pacific Highway and Charlestown Road.
- e. Encourage a lively mix of day and night time uses while maintaining residential amenity.

**Controls:**

- 1 Buildings on sloping sites are designed so that the ground floor level is stepped with the longitudinal grade of the street.
- 2 Level changes between the footpath and the ground floor are accommodated within the building.
- 3 Buildings incorporate a maximum 3 storey (12m) street wall height. All floor levels above are setback at least 4.5m from the street boundary.
- 4 Buildings with more than one street frontage:
  - i. Incorporate a balance of active uses, vehicle access and services to the ground floor level facing the secondary frontage
  - i. Locate driveway crossing on streets that are not identified as key cycle routes in Figure 2.
- 5 Street level walls incorporate main entries, glazed doors and windows. The arrangement, proportion and design of street level windows and doors reflects the fine grain rhythm and scale of existing glazed shopfronts.
- 6 Services such as substations, mailboxes, booster valves and the like are integrated into the building design.
- 7 Buildings on main roads incorporate ceiling heights and floor plates large enough to accommodate commercial, medical and office uses.
- 8 Buildings incorporate design features to minimise adverse amenity impacts from commercial uses on residential uses. Examples include increased separation through placement of communal spaces, larger setbacks and appropriate materials.
- 9 Buildings incorporate a solid continuous or stepped awning at least 2.7m wide over the footpath.
- 10 Driveway crossovers maintain a continuous footpath level for pedestrians.
- 11 Existing street trees are maintained and enhanced and new street trees planted in accordance with the Streetscape Master Plan
- 12 Footpaths materials to be 'Pavement Type P1' as detailed in the Streetscape Master Plan.

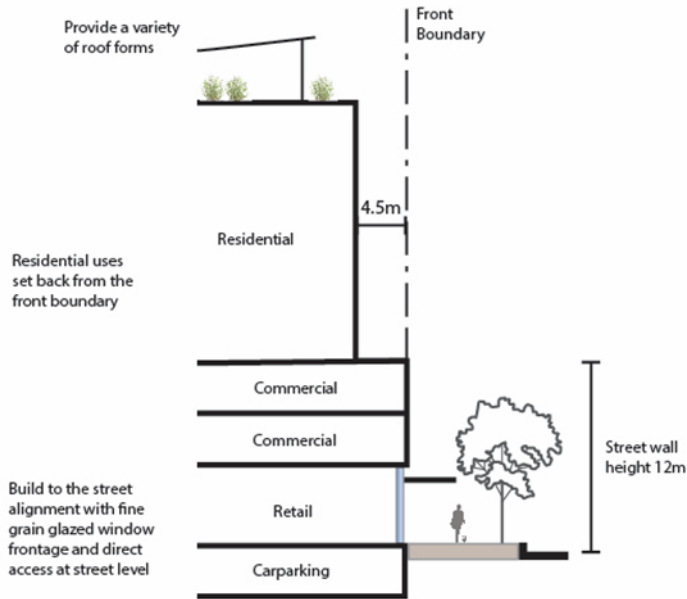


Figure 4 - Commercial street character

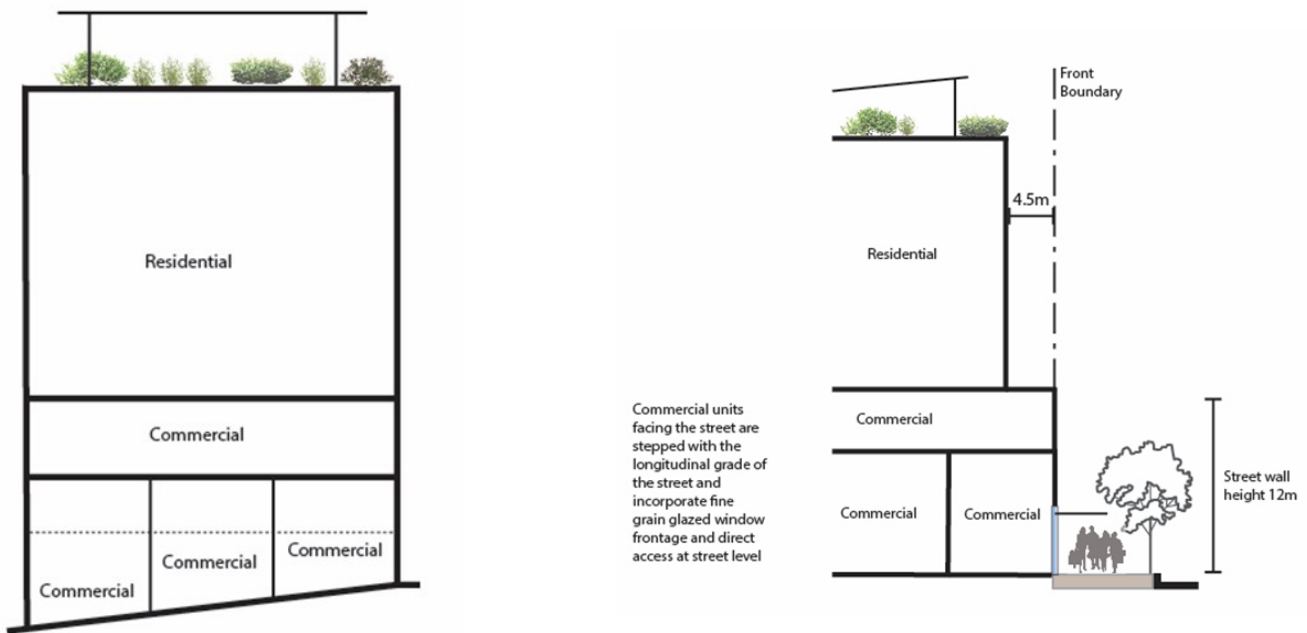


Figure 5 - Commercial street character on sloping sites

**4.1.2 SETBACKS AND LANDSCAPING**

**Objectives:**

- a. Provide high quality landscaping to soften buildings and contribute to the amenity of public and private spaces.

**Controls:**

- 1. Buildings incorporate landscaping elements such as planter boxes and green walls in communal areas and forecourts.

**4.2 MIXED USE CHARACTER**

**4.2.1 STREET INTERFACE AND BUILDING DESIGN**

**Objectives**

- a. Create a pleasant and safe pedestrian environment.
- b. Respond to individual site characteristics and provide physical and visual connection between the ground floor uses of the building and the street.
- c. Accommodate a diverse range of uses that contribute to a vibrant centre while maintaining residential amenity.
- d. Increase tree canopy and shade within the street and front setback.

**Controls:**

- 1. Street setbacks are:

<b>Building Type</b>	<b>Setback from front boundary</b>
Active Frontage	0m (3 storey / 12m street wall height)
Non-residential	3m
Residential	4.5m

- 2. Ground floor residential dwellings:
  - i. have direct entry to the street
  - ii. may have private front gardens extending up to 1.5m into the front setback area provided any fence is a maximum of 1.2m above footpath level
  - iii. may include spaces suitable for use as a home office
- 3. Buildings with more than one street frontage:
  - i. incorporate a balance of active uses or ground floor residential uses, vehicle access and services to the ground floor level facing the secondary frontage
  - ii. Locate driveway crossing on streets that are not identified as key cycle routes in Figure 2.
- 4. Services such as substations, mailboxes, booster valves and the like are integrated into the building design.
- 5. Footpaths materials to be 'Pavement Type P1' or 'Pavement Type P2' as detailed in the Streetscape Master Plan.

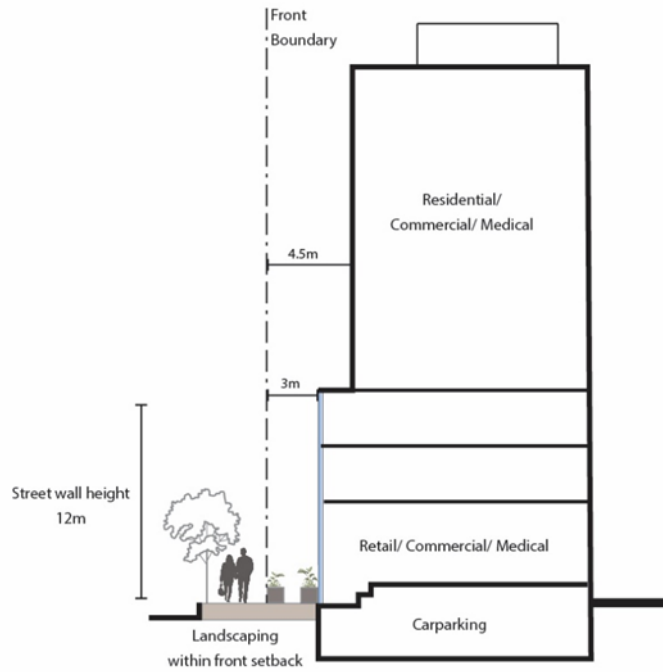


Figure 6 - Mixed use character – ground floor non-residential use

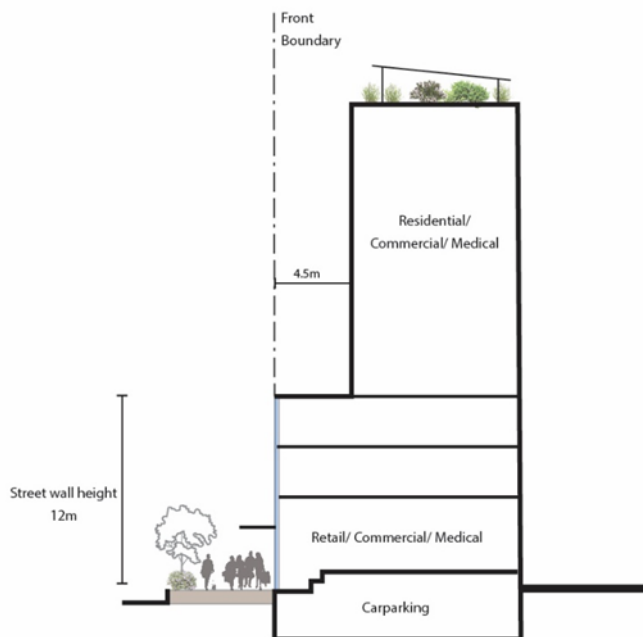


Figure 7 - Mixed use character – active frontage

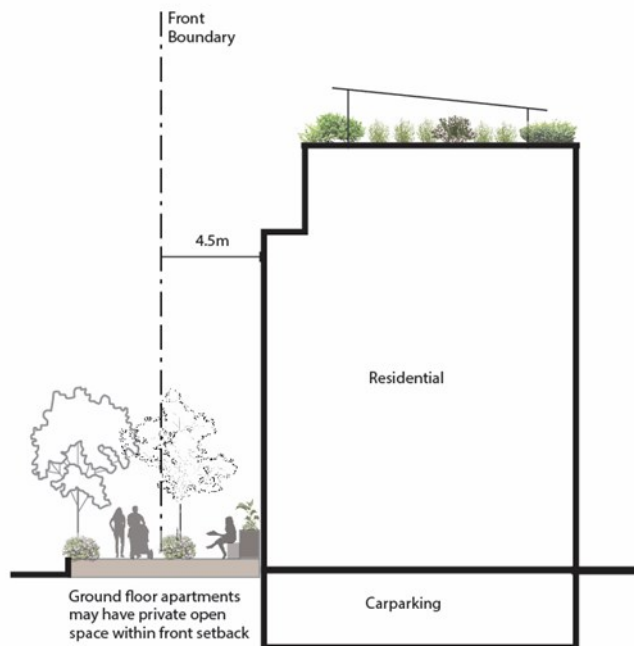


Figure 8 - Mixed use character – residential ground floor use

#### 4.2.2 SETBACKS AND LANDSCAPING

##### *Objectives*

- a. Increase tree canopy and shade to reduce urban heat impacts.
- b. Provide high quality landscaping to soften buildings and contribute to the amenity of public and private spaces.
- c. Minimise the visual bulk of large blank walls to adjoining properties and the public domain.
- d. Incorporate side and rear setbacks that enable adjoining sites to achieve development potential appropriate to the zone.

##### *Controls*

1. A minimum deep soil landscaped area of 15 per cent of the site area located in the front and rear setback is required.
2. Existing mature trees in the front, side and rear setback are retained and new street trees are installed in accordance with the Streetscape Master Plan.
3. At least one medium size canopy tree is provided in the front and rear setback area.
4. Side walls are articulated and any blank walls incorporate visually interesting design elements such as different patterns, textures or colours.
5. Residential uses are setback a minimum of 3m from side boundaries and 6m from the rear boundary.

#### 4.3 RESIDENTIAL CHARACTER

##### 4.3.1 STREET INTERFACE AND BUILDING DESIGN

##### *Objectives*

- a. Create a pleasant and safe pedestrian environment.
- b. Respond to individual site characteristics and provide physical and visual connection between the ground floor uses of the building and the street.



- c. Support quality residential apartment buildings within a landscaped setting.
- d. Ensure development in the R4 High Density Residential zone avoids the creation of isolated lots that are unable to be developed to the desired intensity and scale.
- e. Increase tree canopy and shade within the street and front setback.

**Controls**

1. Lot amalgamation controls in Part 4 – Development in Centres and Mixed Use Employment Zones applies to the R4 High Density Residential zone.
2. Buildings are setback at least 6m from the street boundary.
3. Building elements such as balconies and awnings may extend up to 2m into the articulation zone for a maximum of 30 per cent of the façade width.
4. Ground floor units may have direct access from the street.
5. Private front gardens may extend into the front setback area with fences in the front setback being a maximum of 1.2m above footpath level.
6. Footpaths materials to be ‘Pavement Type P3’ detailed in the Streetscape Master Plan.

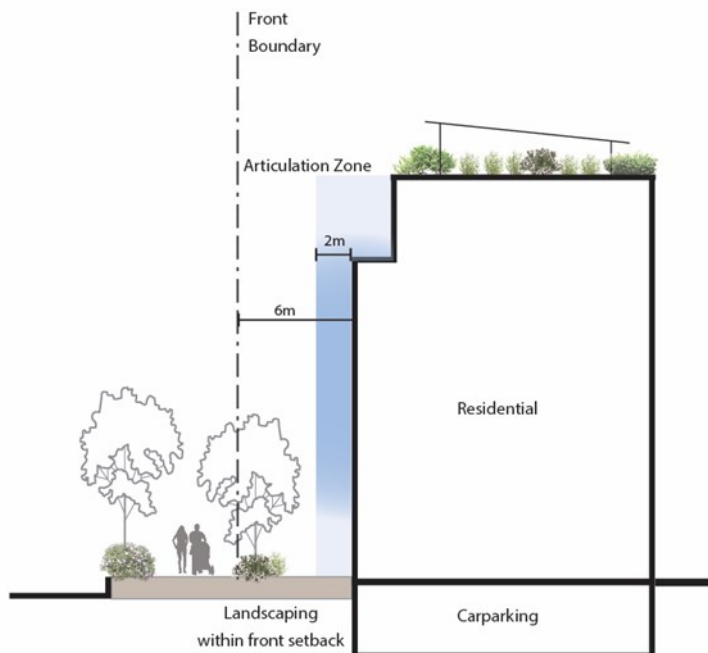


Figure 9 - Residential character

**4.3.2 SETBACK AND LANDSCAPING**

**Objectives**

- a. Maximise permeable surfaces for landscaping and on-site stormwater infiltration
- b. Support development to sit within a landscaped setting to minimise urban heat impacts.
- c. Maintain privacy and visual amenity of adjoining properties.
- d. Minimise the visual bulk of large blank walls to adjoining properties and the public domain.
- e. Incorporate side and rear setbacks that enable adjoining sites to achieve development potential appropriate to the zone.

**Controls**

1. Side setbacks are a minimum 3m and rear setbacks are a minimum of 6m.

2. Side walls are articulated and any blank walls incorporate visually interesting design elements such as different patterns, textures or colours.

Note: Additional setbacks may be required to meet the requirements of SEPP 65 – Design Quality of Residential Apartment Development.

3. A minimum landscaped area of 25 per cent of the site area is required. At least 15 per cent of the landscaped area must be deep soil zone located in the front and rear setback.
4. The maximum site coverage for development in the R4 High Density Zone is 75 per cent.

Note: Site coverage means the proportion of a site area covered by buildings. However, the following are not included for the purpose of calculating site coverage:

- any basement,
- any part of an awning that is outside the outer walls of a building and that adjoins the street frontage or other site boundary,
- any eaves,
- any unenclosed balconies, decks, pergolas and the like

5. Retain existing mature trees in the front, side, and rear setbacks.
6. At least one medium size canopy tree is provided for every 20m<sup>2</sup> of front and rear setback area.

## 5 CAR PARKING

### 5.1 DESIGN

#### Objectives

- a. Ensure parking areas are not visually prominent from the street and public areas.
- b. Ensure non-basement car parking does not result in the bulk or scale of the development being inconsistent with the desired character and built form.
- c. Respond to changing future transport modes and demands by enabling adaptive reuse of car parking areas in the future.

#### Controls

1. All car parking is located within the building footprint, either in a basement or integrated into the building.
2. Car parking areas located at ground level and above are not visible from the public domain by:
  - i. locating parking areas behind other uses; or
  - ii. using green walls and roofs; or
  - iii. using architecturally designed façade treatment or artwork.
3. Floor to ceiling heights of car parking areas at ground level or above match the height of habitable parts of that floor level.

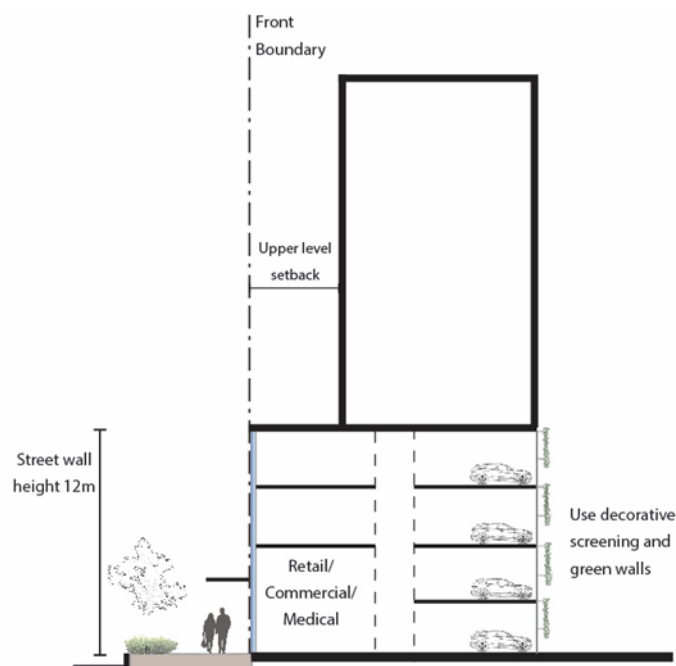


Figure 10 - Screening of above ground car parking

### 5.2 CAR PARKING RATES

#### Objectives:

- a. To facilitate change of use between different uses.

- b. To ensure that the number of car parking spaces provided does not undermine incentives for alternative modes of transport.
- c. To maximise the equitable use of all on-street and off-street centre car parking space across all hours.

**Controls:**

- 1.. The number of car parking spaces provided for development of buildings is consistent with the rates in Table 1.
- 2.. Where the proposed number of car parking spaces is less than or greater than specified in Table 1, a clear rationale is provided for the variation that supports delivery of the Charlestown Transport Management Plan.

**Table 1 - Car parking rates for development within Charlestown area plan**

Residential flat buildings, shop top housing, and including dwellings as a component of mixed-use developments.	Dwelling Type	Parking Spaces per dwelling
	Studio / 1 bedroom	0.5
	2 bedrooms	0.75
	3 or more bedrooms	1.0
	Visitor parking	1 space per 7 units
Serviced apartments	1 space per 2 units	
Business premises, office premises and retail premises	1 space per 40m <sup>2</sup> GFA	
Medical centres and health consulting rooms	1 space per 40m <sup>2</sup> GFA	
Community facilities	1 space per 40m <sup>2</sup> GFA	

**Note:** for all other parking rates see Part 4: Development in Centres and Mixed Use Employment Zones