

A7. Awnings

Awnings increase the usability and amenity of public footpaths by protecting pedestrians from sun and rain. They encourage pedestrian activity along streets and in conjunction with active edges, such as retail frontages, support and enhance the vitality of the local area.

Awnings, like building entries, provide a public presence and interface within the public domain and contribute to the identity of a development.



Photo 6.01-33 Simple awning design that responds to the building's proportions



Photo 6.01-34 Awning contributes to the character of the heritage building

Performance criteria

A7.01 Awnings provide shelter for public streets where most pedestrian activity occurs.

Acceptable solutions

- a) Continuous street frontage awnings or weather protection to entrances are provided for all new developments in areas requiring an active frontage on Figure 6.01-22 (B4 Active frontages).
- b) Awnings are continuous to ensure pedestrian amenity.

Performance criteria

A7.02 Address the streetscape by providing a consistent street frontage in the City Centre.

Acceptable solutions

- a) Awnings are generally flat or near flat and similar to the prevailing awning of each particular streetscape and in keeping with the design of the building.
- b) Awnings that break the continuity of the edge fascia with strongly geometrical forms such as triangular or barrel vaulted shapes are avoided.
- c) First floor verandahs are permitted in the East End and Newcastle East Character Areas where they are designed to be sympathetic with the overall form, proportion and division of bays of the buildings to which they are attached.
- d) Awnings attached to residential terraces are designed in a manner that responds to the division of buildings into vertical bays.

A8. Design of parking structures

Note: Traffic, parking and access controls for the city centre are covered by Newcastle DCP 2012 Section 7.03. This section contains additional provisions for managing the visual impact of car parking in the city centre.

On-site parking includes underground (basement), surface (at-grade) and above ground parking, including parking stations. Underground and semi-underground parking minimises the visual impact of car parks and is an efficient use of the site, which creates the opportunity to increase communal and private open space

High water table and mine subsidence and the impact of these on development feasibility means that above ground car parking structures are often the only way to accommodate on-site parking in Newcastle. A well designed car parking structure is an opportunity to introduce innovative design to the city, whether it is a new build, freestanding, retrofit or part of an integrated mixed use development.

Parts of Newcastle city centre are flood prone. In these areas, if basement car parking is provided, it should be designed to minimise the potential for inundation during a flood event.



Photo 6.01-35 Example of a screened above-ground carpark within a commercial development with ground floor uses, in Parramatta. The screen could be improved with a custom artwork or green cover.

Performance criteria

A8.01 At-grade or above-ground parking structures are well designed.

Acceptable solutions

- a) Proposed at-grade or above-ground parking structures whether freestanding or part of larger developments in the city centre are to be reviewed and endorsed by Council's Urban Design Consultative Group prior to be lodged for development consent as:
 - having fulfilled the requirements of Newcastle DCP 2012 Section 7.03.04 Clause B Parking areas and structures
 - being well designed and well integrated with the streetscape and ground plane of the particular site in accordance with the requirements set out in performance criteria A8.02 below
 - Consultative Group confirms that development meets the performance criteria.

Performance criteria

A8.02 Minimise the visual impact of at grade or above-ground parking structures.

Acceptable solutions

- a) All parking is provided within the building footprint either within basements or well integrated into the building's design using materials and architectural façade treatments that are common to the rest of the development.
- b) Where on-site parking cannot be provided within the building footprint it is located to the side or rear and not visible from the primary street frontage.
- c) Access to above ground car parking is located in side or rear streets or lanes.
- d) At-grade or above-ground car parking is screened from view from public spaces. Design solutions include:
 - green walls and roofs
 - solar panels incorporated into screens and awnings over car parking
 - architecturally designed façade treatments that incorporate artworks
 - using car park roof tops for community facilities such as tennis courts
 - sleeved by active and/or other uses as per Figure 6.01-17 and Figure 6.01-18.

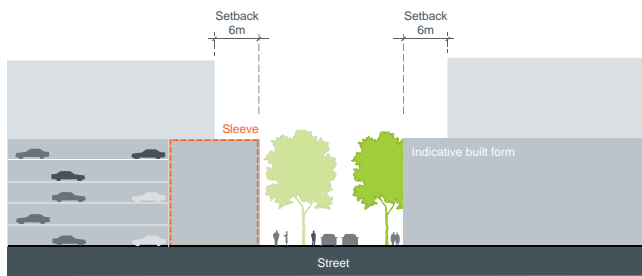


Figure 6.01-17 Diagram showing sleeved car parking

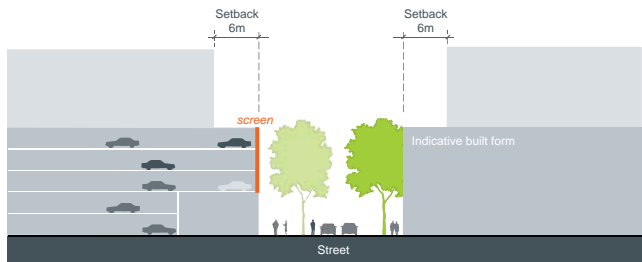


Figure 6.01-18 Diagram showing screened car parking

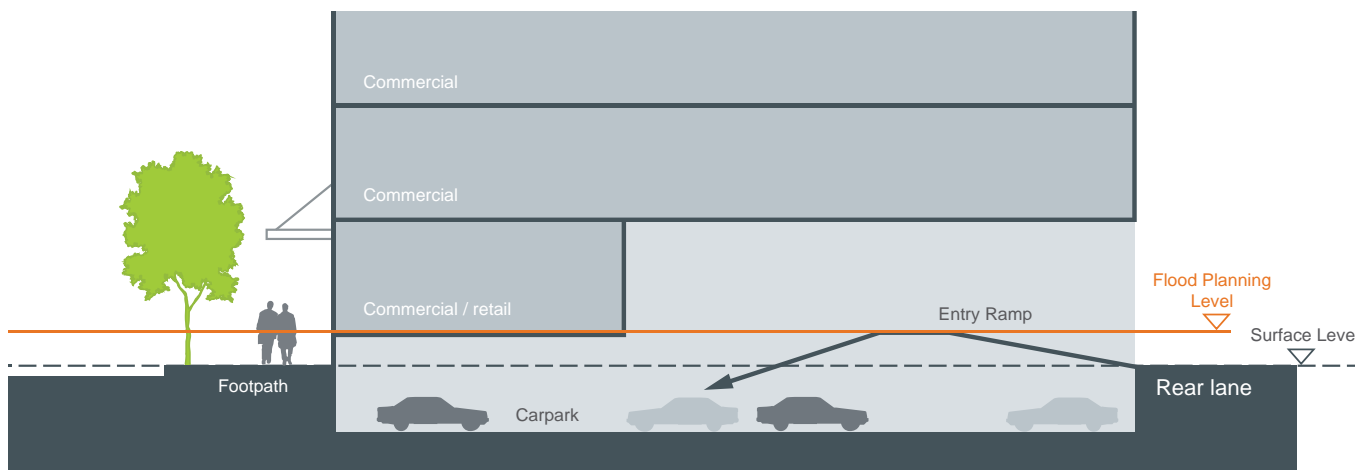


Figure 6.01-19 Basement ramp design to minimise inundation

Performance criteria

A8.03 Basement car parks are designed to provide protection against flooding.

Acceptable solutions

- The design of entry ramps, ventilation points and pedestrian exits prevents water entering the basement until the last possible moment in a flood event, as per Figure 6.01-19. Design solutions include warning signage of the hazard and the route to safe refuge affixed in prominent locations.



Photo 6.01-36 Example of above-ground car park screening addressing the side street, Melbourne

B1. Access network

Streets and lanes provide pedestrian and vehicle connections through the city at all hours. The structure of the access network determines how permeable movement is through the city. Pedestrian activity can be encouraged by developing a fine-grain, connected and legible street and lane network that integrates pedestrians, cycling and public transport.

The promotion of active transport (walking and cycling) increases activity in the city centre by increasing the opportunities for people to move around. More activity equates to a higher retail spend. Active transport promotes well-being and reduces the environmental impacts of congestion. It is critical that streets and bike networks are safe, attractive and well connected to promote active transport.



Photo 6.01-37 Streets need to provide space for cars but also cater for pedestrians, cyclists and public transport users



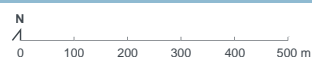
Photo 6.01-38 A network of integrated and legible connections link the city's public spaces and destinations



Figure 6.01-20 Access network plan



Photo 6.01-39 Pedestrian-only lanes provide a safe environment with opportunities for active frontages



Performance criteria

B1.01 Streets prioritise pedestrian, cycling and public transport users to support sustainable travel behaviour.

Acceptable solutions

- Improved and new pedestrian connections are as shown in Figure 6.01-17 and are designed in accordance with the City Centre Technical Manual.
- Streets and lanes are connected and encourage pedestrian use.

Performance criteria

B1.02 Lanes, through-site links and pedestrian paths are retained, safe and enhanced to promote access and public use.

Acceptable solutions

- Retain existing laneways.
- New streets, lanes, through-site links and pedestrian paths are provided as shown in Figure 6.01-20 and designed in accordance with the City Centre Technical Manual.
- Lanes and through-site links maintain clear sight lines from each end.
- Dead-ends or cul-de-sacs are avoided. Where they exist they are extended to the next street, where possible. Where unavoidable, the streets leading to them must be no longer than 60m and straight and with a direct line of sight from adjoining public spaces.
- Pedestrian bridges are avoided over public spaces, including lanes.
- Development adjacent to a lane or pedestrian path includes:
 - active uses at the ground level
 - appropriate lighting
 - access for service vehicles if necessary.
- Streets, lanes and footpaths include lighting and illumination in accordance with the requirements of the City Centre Technical Manual.

B1. Access network

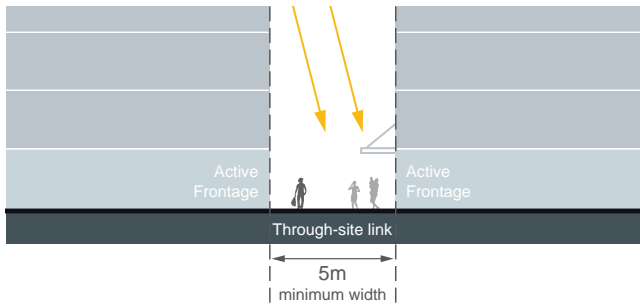


Figure 6.01-21 Through-site connections on privately-owned land

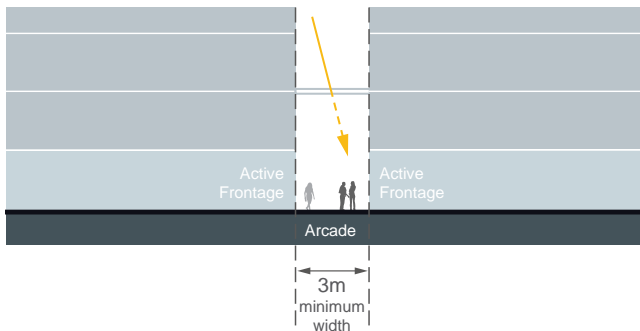


Figure 6.01-22 Arcades in retail and commercial developments



Photo 6.01-40 Retail arcade with active frontages and access to daylight



Photo 6.01-41 Public transport needs to be integrated and light rail and bus stops located within walking distance from each other

Performance criteria

B1.03 Street and block network is permeable and accessible to promote pedestrian use.

Acceptable solutions

- A permeable pedestrian network from the city centre to the foreshore is provided as shown in Figure 6.01-17.
- Through-site connections on privately owned land are:
 - minimum 5m wide with no obstructions
 - lined with active street frontage and/or a building which addresses the frontage
 - clear and direct through-ways
 - open to the air and publicly accessible at all times
 - provided with signage at street entries indicating public accessibility and the street to which the through-block connections ends
 - designed in accordance with 'safer-by design' principles
- Arcades in retail and commercial developments provide:
 - minimum width of 3m
 - ground level active uses
 - access to natural light
 - public access during business hours
 - clear connections to streets and lanes with a direct line of sight between entrances
- Pedestrian-only public lanes are designed in accordance with the City Centre Technical Manual.

Performance criteria

B1.04 Public transport facilities are integrated into the access network.

Acceptable solutions

- Pedestrian access to public transport stops is convenient, safe and accessible.
- Light rail and bus stop locations are coordinated to enable convenient mode change, i.e. stops are located within walking distance from each other and designed in accordance with the City Centre Technical Manual.
- Cycling routes and cycle parking are coordinated and integrated with the location of public transport stops to enable convenient mode change.



Photo 6.01-42 Example of dedicated cycle lanes



Photo 6.01-43 Bicycle parking should be conveniently located and secure

Performance criteria

B1.05 Cycle routes are safe, connected and well-designed.

Acceptable solutions

- a) Separated cycle ways are provided on Hunter Street as shown in Figure 6.01-16 and designed in accordance with the City Centre Technical Manual.
- b) Cycle ways are connected into the network indicated in the City of Newcastle Cycling Strategy.
- c) Safety is maximised through active street frontages. Buildings that adjoin pedestrian and cycle paths are designed to address the path and provide passive surveillance opportunities.
- d) Commercial development includes end of trip cycling infrastructure. Design solutions include:
 - secure bike parking
 - shower and change room facilities.



Photo 6.01-44 Undercover bicycle parking off a shared public link

B2. Views and vistas

Preserving significant views around the city is critical to place-making and for retaining the unique character of Newcastle. Significant views include views from public places towards specific landmarks, heritage items or areas of natural beauty. The most important views in Newcastle tend to be along streets leading to the water or landmark buildings, including Christ Church Cathedral and Nobby's Head.



Photo 6.01-45 View corridor along Morgan Street to Christ Church Cathedral



Figure 6.01-23 View axis to Christ Church Cathedral

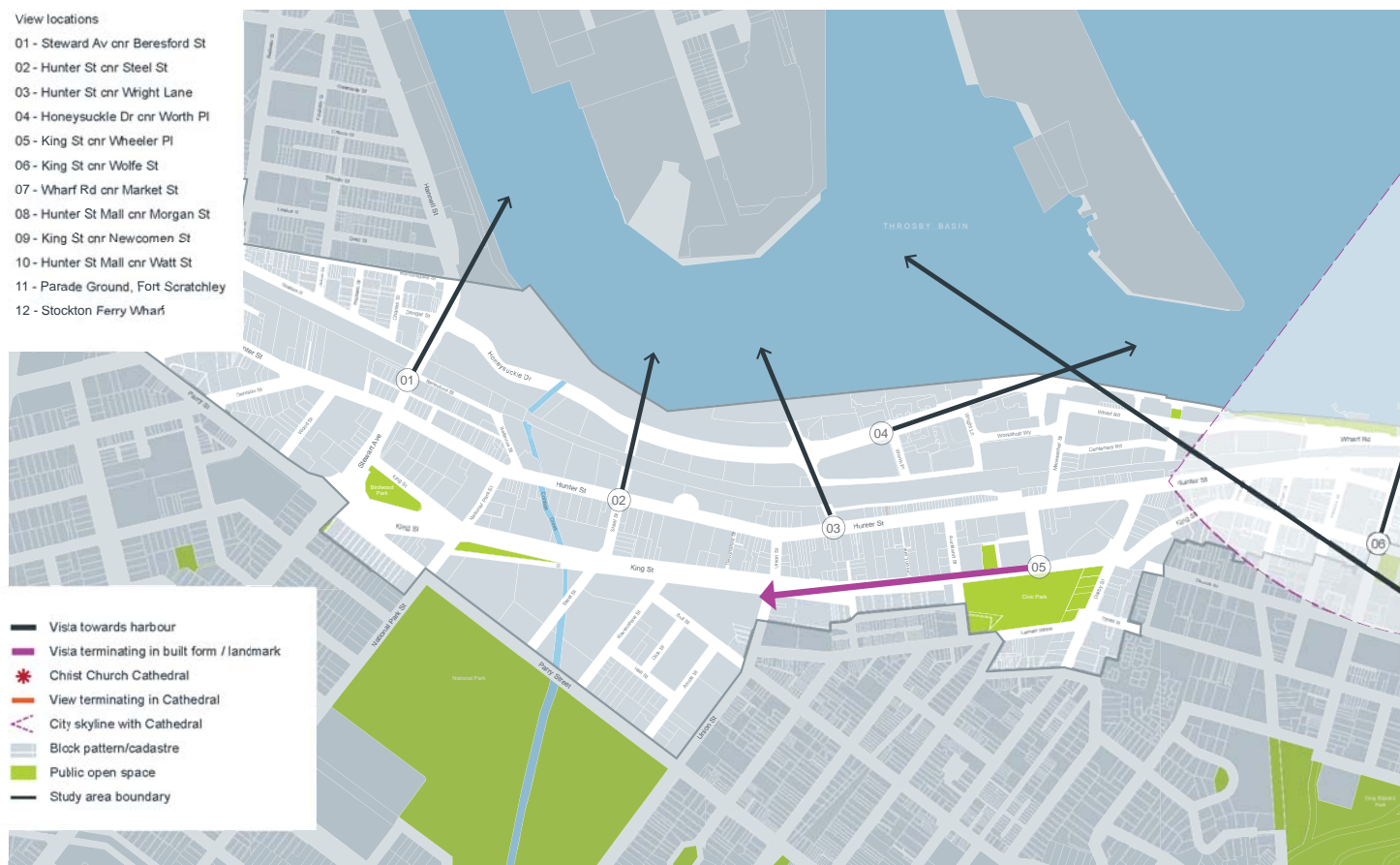


Figure 6.01-24 Views and vistas plan



Photo 6.01-46 View along Honeysuckle Drive towards Nobby's Head



Performance criteria

B2.01 Public views and sight lines to key public spaces, the waterfront, prominent heritage items and landmarks are protected.

Acceptable solutions

- New development protects the views nominated in Figure 6.01-24.
- New development in the vicinity of views to Christ Church Cathedral nominated on Figure 6.01-24 must ensure that vistas of the Cathedral's tower, roof-scape and pinnacles of the buttresses are preserved.
- A visual impact assessment accompanies the application and confirms that this performance criteria has been met.

Performance criteria

B2.02 New development achieves equitable view sharing from adjacent development.

Acceptable solutions

- Align new development to maximise and frame view corridors between buildings, taking into account topography, vegetation and surrounding development.
- Where there is potential impacts on views an assessment of the following principles should be submitted with the application:
 - the views to be affected
 - what part of the property the views are obtained
 - the extent of the impact
 - the reasonableness of the proposal that is

Visual Impact Assessments

A visual impact assessment identifies and analyses the affected views in their existing state, includes photomontages of the view once the proposed development is in place and then assess the impact on that view.

B3. Active street frontages

Active street frontages promote an interesting and safe pedestrian environment. Shops, studios, offices, cafes, recreation and community facilities provide the most active street fronts. Residential buildings can contribute positively to the street by providing a clear street address, direct access from the street and outlook over the street.



Photo 6.01-47 Shopfronts activate the street edge

Performance criteria

B3.01 In identified activity hubs ground floor uses add to the liveliness and vitality of the street.

Acceptable solutions

- Active frontages are a minimum 70% of the primary street frontage. They have transparent glazing to allow unobstructed views from the adjacent footpath to at least a depth of 6m within the building.
- Active frontages are to be provided in activity nodes:
 - in the locations shown in Figure 6.01-25
 - on through block links, pedestrian only lanes and arcades
 - on all other streets where possible.



Figure 6.01-25 Active street frontages plan



Photo 6.01-48 Cafes and restaurants enliven the street edge



Acceptable solutions

c) New development:

- maximises entries or display windows to shops and/or food and drink premises, customer service areas and activities which provide pedestrian interest and interaction.
- minimises fire escapes, service doors, car park entries and plant and equipment hatches and grilles, to the active frontage
- provides elements of visual interest such as display cases, or creative use of materials where fire escapes, service doors and plant and equipment hatches cannot be avoided.
- provides a high standard of finish for shop fronts.

d) Street frontages are activated through one or more of the following:

- retail and shop fronts
- cafés or restaurants
- active office uses, visible from the street
- public building or community facilities where activities inside the building are visible from the street
- entries and lobbies
- multiple entries for residential buildings
- uses that overlook the street
- uses that screen or sleeve car parks to a minimum depth of 6m from the street
- avoiding porte cochères

e) Ground levels of buildings in commercial core and mixed zones have a minimum 4m floor to ceiling height on the ground floor to ensure flexibility for a variety of active uses.

f) Foyer and lobby spaces are no more than 20% of the street frontage where active frontages are required as per Figure 6.01-25, or no more than 8m of a street frontage elsewhere.

g) The ground floor level is at the same level as the footpath.

h) Shopfronts are enclosed, unless they are food and drink premises.

i) Security grills, where provided, are fitted internally behind the shop front, are fully retractable and at least 50% transparent when closed.

B4. Addressing the street

'Addressing the street' relates to all development outside the "active frontage areas" shown on Figure 6.01-25 or where a continuous 'active frontage' cannot be achieved.

A positive building address to the street contributes to the safety, amenity and quality of the public domain. The way buildings interface with the public domain also has a direct influence on the urban character of the city. It defines the relationship between the building and the street edge and can determine how accessible and functional a building is. All development adjoining the public domain needs to be well designed, using high quality durable materials.



Photo 6.01-50 Ground floor residential elevated up to 1m above the footpath with semi-transparent screening



Photo 6.01-49 Shopfront and apartments overlooking the street add to the urban character of the city and contribute to the quality of the public domain

Performance criteria

B4.01 Buildings positively address streets, footpaths, lanes and other public spaces.

Acceptable solutions

- a) Acceptable design solutions include:
 - maximise the number of entries onto the street
 - ground floor internal uses are visible from the street
 - building name and / or street number signage is well designed and easily identifiable
 - well lit building entries
 - well designed efficient external lighting to non-residential buildings
 - building frontages to incorporate 'safer by design' principles
 - entries are at the same level as the adjacent footpath on sites not flood affected
 - finished floor levels are no greater than 500mm above or below the adjacent footpath or public domain
 - finished floor levels are no greater than 1.2m above the adjacent footpath or public domain on sites with a cross fall of greater than 1 in 10
 - high quality finishes and public art that is visible from the public domain
 - opportunities for direct surveillance from the building to the adjacent street
 - ground floor residential uses can be elevated up to 1.0m above ground level for privacy

Performance criteria

B4.02 Ground levels are designed to mitigate flood risk while ensuring accessibility and a positive relationship to the public domain.

Acceptable solutions

- a) Equitable access to a building is provided where the lowest level is elevated above the flood planning level.
- b) Locate accessibility ramps from the footpath to the lowest level of buildings above the flood planning level so that a positive address to the street and activated frontages are maintained.

B5. Public artwork

Public art is a defining quality of dynamic, interesting and successful cities. More public artworks are needed in private developments and in the public domain. Public art can be integrated with essential infrastructure, such as stormwater treatment and water collection or above-ground car park screening.



Photo 6.01-51 Bespoke street furniture in the East End of Newcastle



Photo 6.01-52 A sculpture designed to invite interaction, Brisbane

Performance criteria

B5.01 Significant development incorporates public artwork.

Acceptable solutions

- a) Public and civic buildings, development on key sites and development over 45m in height are to allocate 1% of the capital cost of development towards public artwork for development.
- b) Council is consulted on the location and proposal for public art.

Performance criteria

B5.02 Artworks in new buildings are to be located so they can be appreciated from streets and public spaces.

Acceptable solutions

- a) Design solutions include:
 - locating artworks in a public foyer so that they are visible from the street
 - integrating public artwork into the design of the building such as its façade or roof features
 - integrating public artworks with the delivery of essential open space infrastructure such as stormwater treatment or rainwater collection.

Performance criteria

B5.03 Public artworks are used to interpret heritage components or recognise former uses of large development sites.

Acceptable solutions

- a) Work with a heritage consultant and/or a public artist to develop innovative ways to interpret heritage using public art.

B6. Sun access to public spaces

Good sun access is a key contributor to the amenity of public spaces, particularly during winter. Sun access in public spaces is becoming more important as more people move into apartments in the city centre. Good sun access ensures that public spaces such as squares and parks, are inviting and well utilised.

This section should be read in conjunction with section A1 Street wall heights and Part 3 Key precincts (where applicable).

Objectives

1. Allow reasonable sun access to significant public spaces in the city centre.
2. Provide for an appropriate transition in building heights from key public spaces.

Performance criteria

B6.01 Reasonable sunlight access is provided to new and existing significant public spaces.

Acceptable solutions

- a) Sunlight access is provided to significant public spaces for at least 2 hours during mid-winter between 9am and 3pm, demonstrated by shadow diagrams. Significant public spaces in the city centre include:
 - Civic Park
 - Wheeler Place
 - Birdwood Park
 - Little Birdwood Park
 - Cathedral Park
 - Pacific Park
 - National Park
 - Christie Place
 - Fletcher Park
 - Church Walk Park.



Photo 6.01-54 Sun access is a key contributor to the amenity of public spaces



Photo 6.01-53 Good sun access ensures that public spaces such as parks are inviting and well used

Note: Shadow diagrams submitted with the development application are to indicate the existing condition and proposed shadows at each hour between 9am and 3pm on 21 June. Shadow diagrams are not to include vegetation. If required, the consent authority may require additional detail to assess the overshadowing impact.



Photo 6.01-55 Potential public domain improvements to Devonshire Lane, with active frontages (Impression: Arup, 2012)





6.01.04 Key precincts

- A. Key precincts overview
- B. Hunter Street Mall
- C. Wheeler Place
- D. Birdwood Park

A. Key precincts overview

Three key precincts have been identified within the Character areas of Newcastle's city centre. They are:

- Hunter Street Mall
- Wheeler Place
- Birdwood Park.

These three key precincts have their own set of objectives and performance criteria designed to achieve specific outcomes related to particular development and public domain opportunities of that precinct. These specific performance criteria and acceptable solutions must be considered in addition to the general controls in this section.

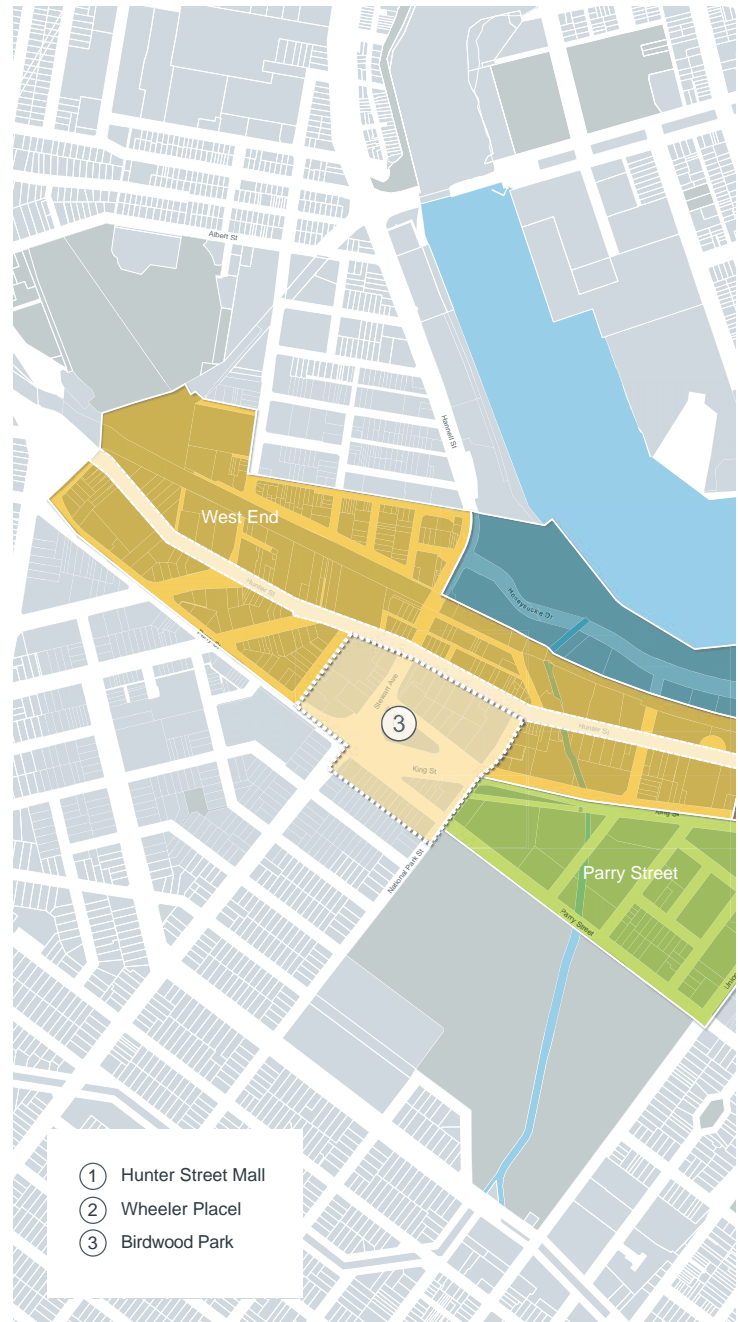
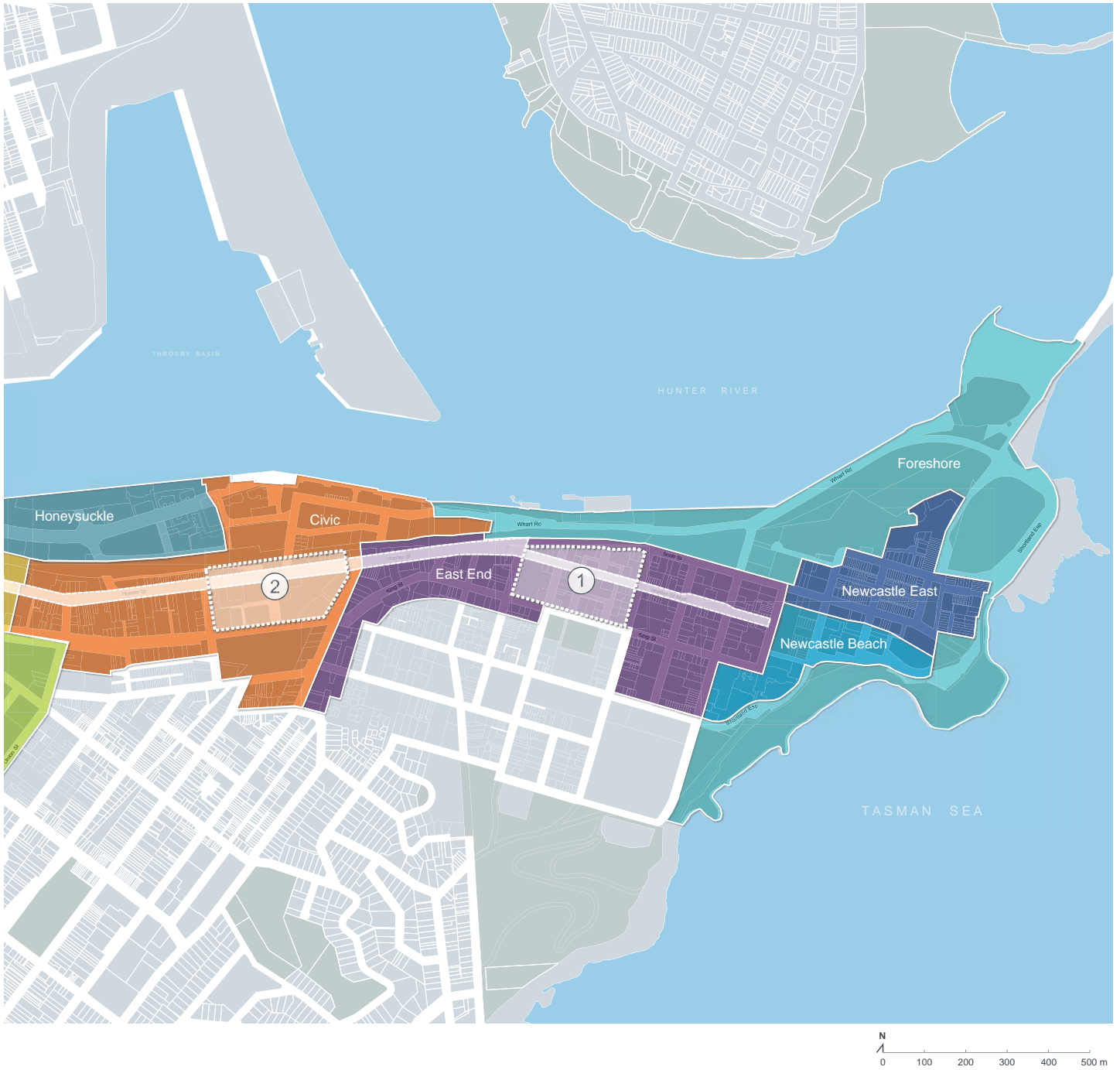


Figure 6.01-26 Character areas and key precincts map



B. Hunter Street Mall



Figure 6.01-27 Potential public domain upgrades to Hunter Street Mall (Impression: JMD Design, 2012)

Existing character

The Hunter Street Mall precinct contains a mix of uses and building types. In its centre is Hunter Street Mall, a shared street for pedestrians and vehicles and is becoming a popular destination for a variety of activities including specialty retail, dining, entertainment, nightlife and events. The precinct is rich in cultural heritage with views of Christ Church Cathedral. Access to the foreshore is currently constrained.

Future character

This precinct has the potential to develop as boutique pedestrian-scaled main street shopping, leisure, retail and residential destination. Infill development is encouraged that promotes activity on the street and which responds to heritage items and contributory buildings. Views to and from Christ Church Cathedral and the foreshore are retained and enhanced. Foreshore access is improved.

Objectives

1. Strengthen the sense of place and urban character of the east end as a boutique retail, entertainment and residential destination.
2. Diversify the role of Hunter Street Mall precinct as a destination for many activities including retail, dining, entertainment, nightlife and events, additions to regular day-to-day services for local residents.
3. Promote active street frontages.
4. Protect heritage items and contributory buildings.
5. Protect views to and from Christ Church Cathedral.
6. Promote a permeable street network in Hunter Street Mall precinct with well connected easily accessible streets and lanes.

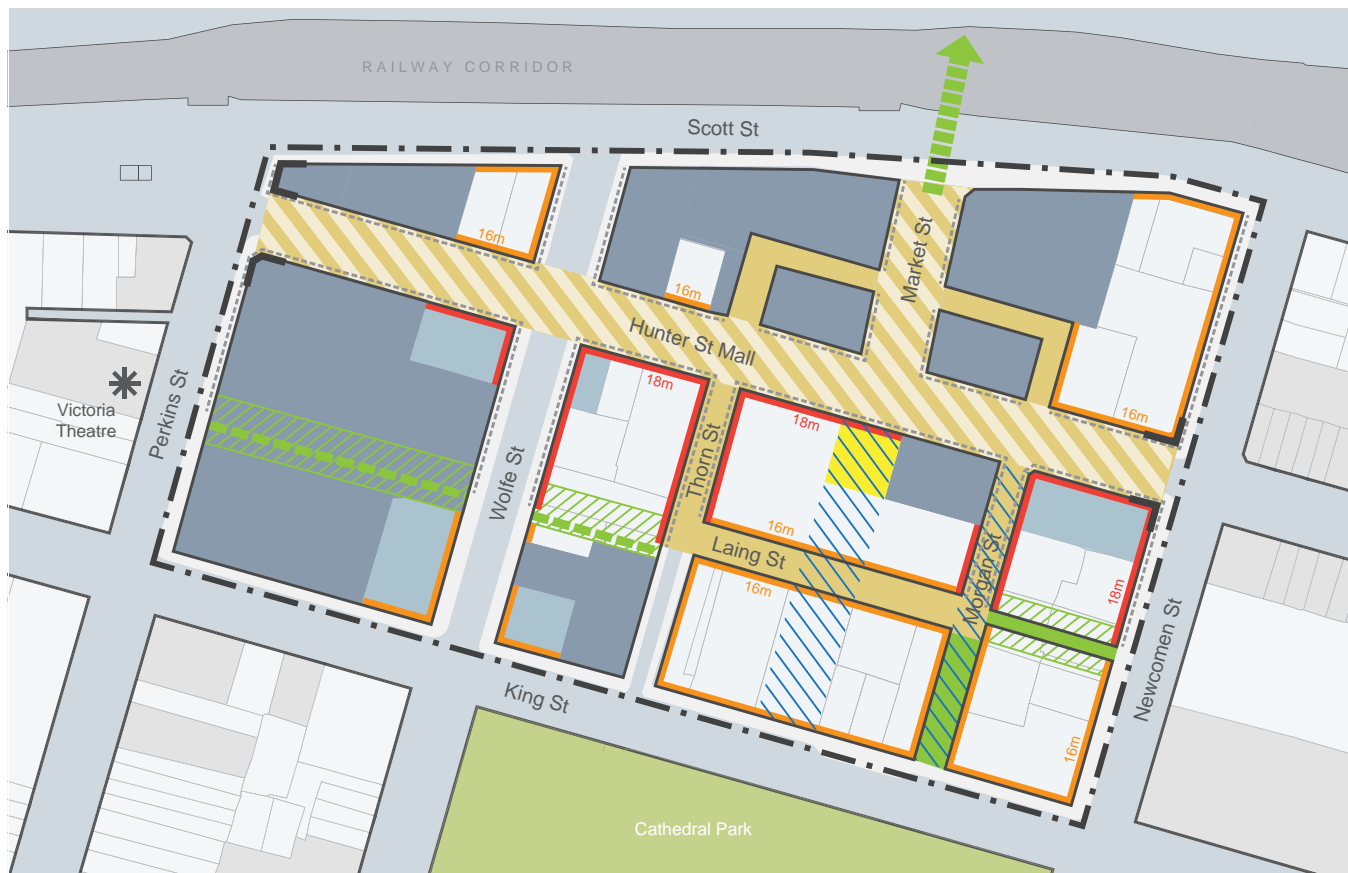


Figure 6.01-28 Hunter Street Mall precinct plan

- | | |
|--|--|
| — Urban block, nil setback to street boundary | ▨ Shared zone to be retained and improved |
| — 18m maximum street wall height | — Special emphasis on corner building |
| — 16m maximum street wall height (typical) | ----- Active frontage required |
| ▨ Proposed new open space / courtyard | ■ Heritage building |
| ▨ Important view corridor to Christ Church Cathedral | ■ Contributory building (desired reuse) |
| ▨ Proposed new pedestrian crossing (replacing footbridge) | ■ Heritage building outside precinct boundary |
| ▨ Proposed new open pedestrian link (preferred location) | ✱ Important landmark / destination outside precinct boundary |
| ▨ Proposed new through-site link / arcade (preferred location) | ■ Public green open space |
| ▨ Zone in which proposed new link should occur | — Cadastre boundary |
| ▨ Connection to be retained and improved | — Key precinct boundary |

B. Hunter Street Mall

Performance criteria

B.01 Pedestrian permeability and amenity is improved.

Acceptable solutions

- a) New lanes and through-site links are provided in the locations identified in Figure 6.01-28. They are designed in accordance with the Public Domain section of this Development Guide and the City Centre Technical Manual.
- b) New links include:
 - a continuous pedestrian connection between Newcommen and Perkins Streets mid block between Hunter and King Streets
 - a minimum 3m wide pedestrian only link between Newcommen and Laing Streets connected to the Laing Street alignment
 - a new pedestrian link or arcade between Thorn and Wolfe Street
 - a pedestrian connection between Morgan and King Street.

Performance criteria

B.02 Significant views are protected (refer to section B3)

Acceptable solutions

- a) Development between Thorn and Morgan Street provides an opening on the Market Street alignment to preserve views of Christ Church Cathedral.

Performance criteria

B.03 Building form integrates with existing heritage character and retains contributory buildings.

Acceptable solutions

- a) Street wall heights ensure minimum two hours of sunlight between 9am and 3pm in mid-winter to the southern side of Hunter Street Mall.
- b) Large scale new development is articulated so that large expanses of building form are broken down into smaller elements to relate to the fine grain of the precinct.
- c) Retain and adaptively re-use existing character buildings that are not heritage items but contribute to the historic identity of the precinct.

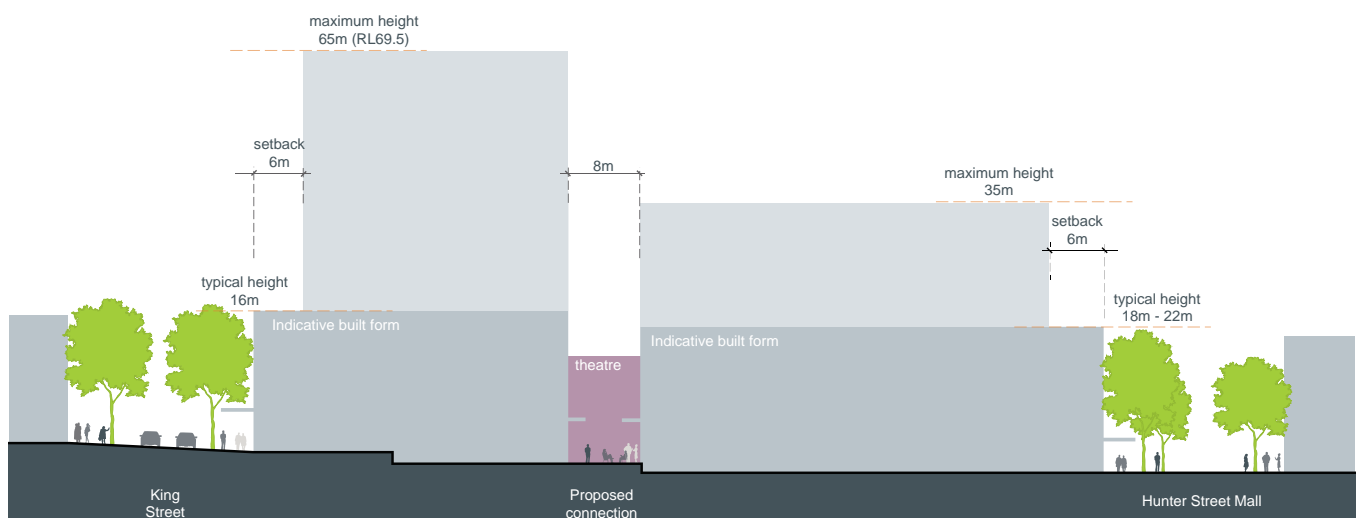


Figure 6.01-29 Section through former David Jones building, showing a proposed connection terminated by the view of Victoria Theatre

Performance criteria

B.04 Hunter Street Mall is a pedestrian and vehicular thoroughfare and a place of activity.

Acceptable solutions

- a) Remove existing lightweight and concrete freestanding awnings structures.
- b) Define clear pedestrian spaces along the fronts of buildings.
- c) Provide a centrally located one way share-way for vehicles with threshold treatments at the entry and exit to Hunter Street Mall.
- d) Provide limited short stay car parking with priority given to accessible parking spaces.
- e) Provide a centrally located space that is relatively clear of obstructions that can be used for special events.
- f) Remove the pedestrian bridge along Market Street to promote connections to the waterfront and future light rail stops.
- g) Integrate Market Street into the Mall using common public domain materials and treatments.
- h) Provide additional street trees, new street furniture, new lighting and bike rings.

Performance criteria

B.05 Servicing and access is designed to minimise conflicts with pedestrians.

Acceptable solutions

- a) Hours for service deliveries from Hunter Street Mall are restricted to minimise potential conflicts with other activities.
- b) Vehicle access and servicing is located to minimise conflicts with pedestrians.
- c) Loading docks and their access points are not located on Hunter Street Mall.

C. Wheeler Place



Figure 6.01-30 Potential public domain upgrades to Wheeler Place (Impression: JMD Design, 2012)

Existing character

The Wheeler Place precinct contains the primary administrative and cultural facilities of Newcastle. These facilities reflect Newcastle's importance as a major regional city and include the City of Newcastle Administration Building, Newcastle Courts Complex, Newcastle Regional Art Gallery, the Newcastle Museum, Civic Theatre and City Hall. The precinct also contains major public open space in the form of Wheeler Place and Civic Park.

Future character

The civic importance of the precinct will be reinforced by improving pedestrian access through the precinct and linkages to Newcastle Museum and the foreshore in the north and Darby Street to the south. Major new education facilities will be provided through the redevelopment of the Civic Arcade site for new faculties for the University of Newcastle.

Objectives

1. Promote Wheeler Place precinct as the civic, administrative, education and cultural heart of Newcastle.
2. Promote a permeable street network and enhance pedestrian connections to Newcastle Museum and the foreshore in the north and Newcastle Regional Art Gallery and Darby Street to the south via Wheeler Place and Civic Park.
3. Promote active frontages to streets and public spaces along the pedestrian route through the precinct.
4. Protect heritage items and contributory buildings.
5. Protect sunlight to Christie Place, Wheeler Place, Civic Park and the southern side of Hunter Street.

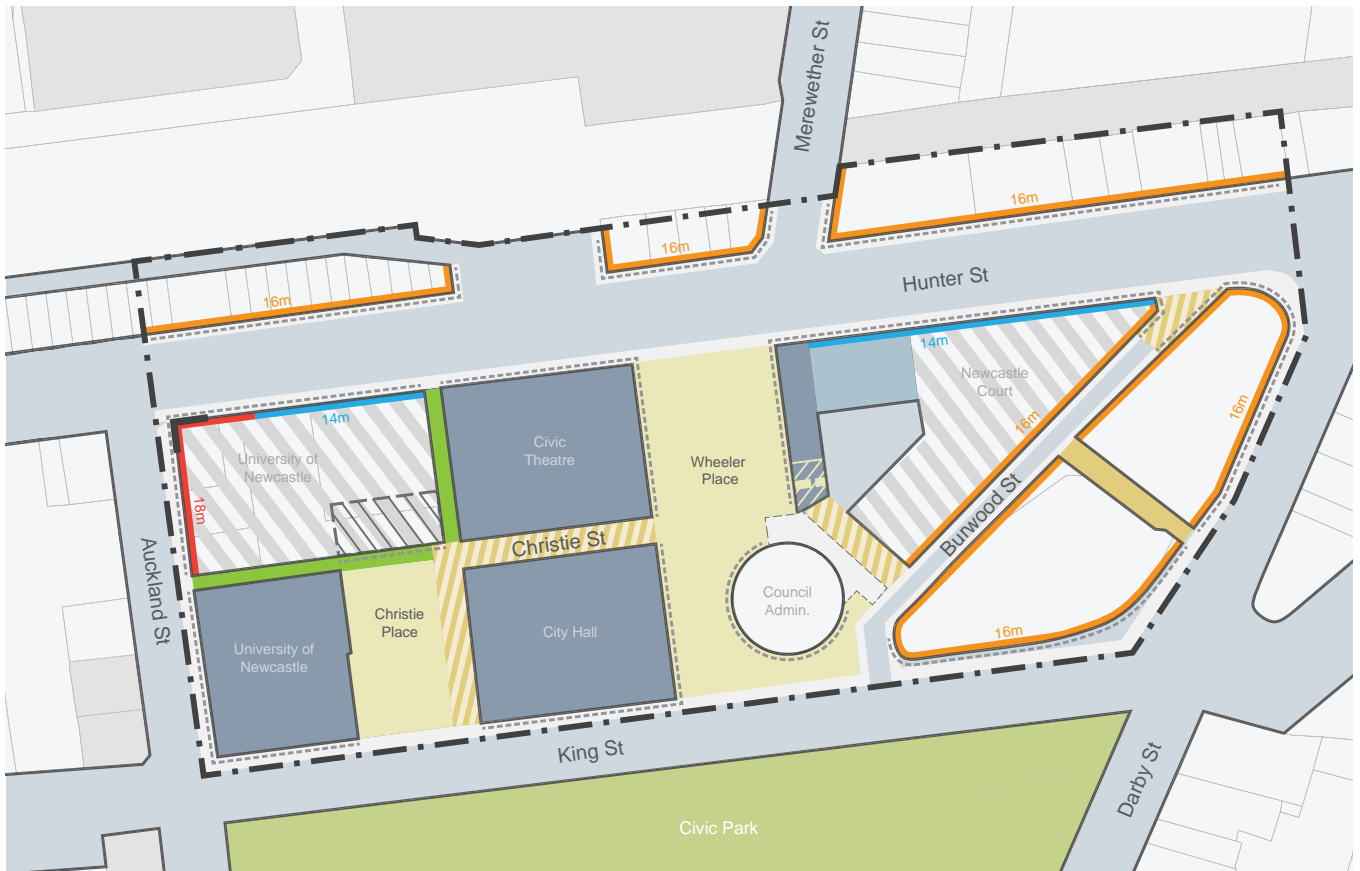


Figure 6.01-31 Wheeler Place precinct plan

- Urban block, nil setback to street boundary
- 18m maximum street wall height
- 16m maximum street wall height (typical)
- 14m maximum street wall height
- Solar access setback zone
- Proposed new open pedestrian link (preferred location)
- Through-site link to be retained (Undercroft Fred Ash bldg)
- Connection to be retained and improved
- Shared zone to be retained and improved
- Special emphasis on corner building
- Active frontage required
- Heritage building
- Contributory building (desired reuse)
- Site currently under construction / in planning phase
- Carpark entry/exit (Council Administration building)
- Heritage building outside precinct boundary
- Civic open space
- Public green open space
- Cadastre boundary
- Key precinct boundary

C. Wheeler Place precinct

Performance criteria

C.01 Pedestrian permeability and amenity is improved.

Acceptable solutions

- New lanes and through site links are provided as shown in Figure 6.01-31.
- The pedestrian crossing on Hunter Street linking Wheeler Place and the forecourt of Civic Station is enhanced by increasing the width of the crossing.
- Pedestrian connections between Hunter Street, Civic Station and the Newcastle Museum are improved and enhanced. Design solutions include:
 - redesign Civic Station forecourt as a pedestrian space that has common fixtures, materials and details to those in Wheeler Place.
 - adapt Civic Station so that it addresses the new pedestrian forecourt, providing an activated frontage
 - link the pedestrian route across the rail corridor at Civic Station to pedestrian paths across the forecourt to Newcastle Museum.
- A new through-site link or arcade from Christie Place to Hunter Street is provided.
- A new through-site link or arcade is provided from Christie Street to Auckland Street.
- New development provides an address to Christie Place with active frontages.

Performance criteria

C.02 Building form integrates with existing heritage character and retains contributory buildings.

Acceptable solutions

- Redevelopment of the former Civic Arcade site on the corner of Hunter and Auckland Street provides:
 - a slender tower located near the corner of Hunter and Auckland Streets, no wider than University House (former Nesca House)
 - ensure the clock tower of City Hall retains its prominence in the precinct
 - an appropriate curtilage is provided to Civic Theatre
 - protect sunlight access to Christie Place.
 - a 6m setback to the tower from the rear facade of University House.
- New buildings and alterations to existing buildings along the rail corridor have double frontages with active frontages to Hunter Street and rear frontages designed to address the rail corridor.

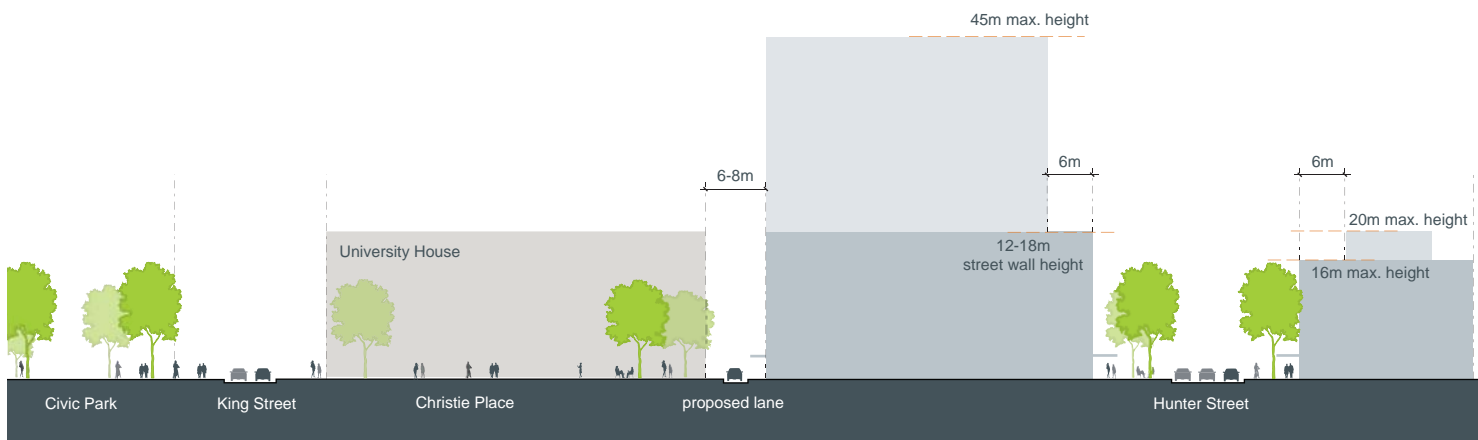


Figure 6.01-32 Section through Christie Place and the university site showing building form and setbacks

Performance criteria

C.03 Wheeler Place is designed to support a range of uses and events.

Acceptable solutions

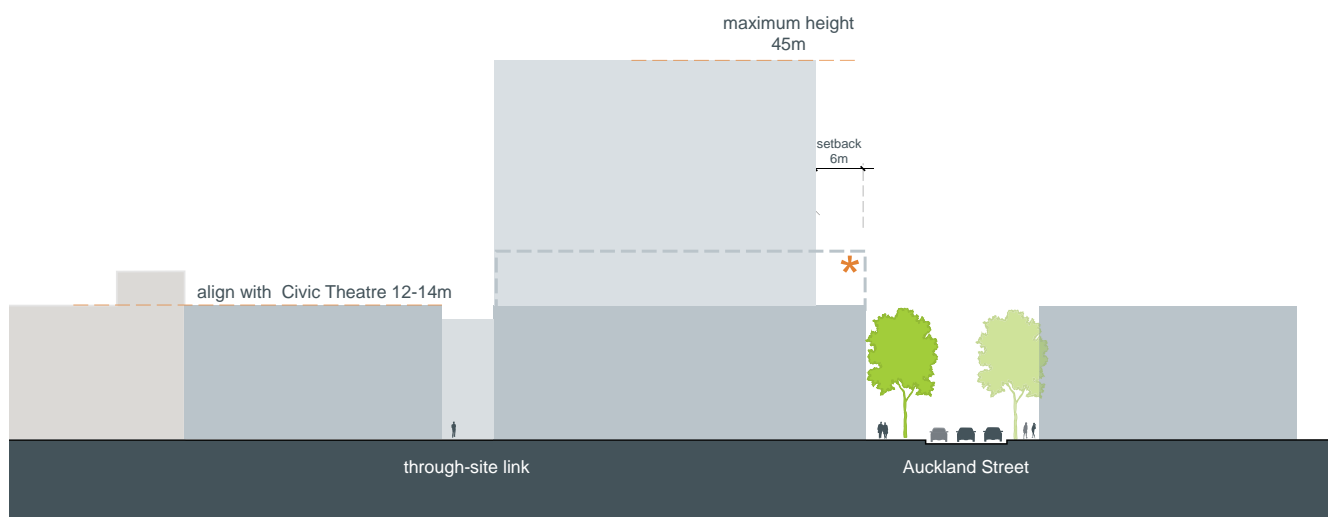
- a) A light weight stage can be erected to host events in accordance with any adopted public domain plan of Council.
- b) Wheeler Place is redesigned to improve pedestrian amenity by increasing shade and providing a water feature, seating and bike rings.
- c) Bespoke street furniture, fixtures and public art is provided to distinguish Wheeler Place from other public places in Newcastle city centre and in accordance with any adopted public domain plan of Council.
- d) A Water Sensitive Urban Design Strategy is developed for landscaping to sustainability manage stormwater.
- e) The quality of public domain treatments is improved, with materials, finishes and fixtures, including bespoke fixtures and public art, selected in accordance with the performance standards and specifications of the City Centre Technical Manual.

Performance criteria

C.04 Servicing and access minimises conflicts with pedestrians.

Acceptable solutions

- a) Service deliveries are not to be made from Hunter Street for development which has access to another street frontage.
- b) For development that has no other frontage than Hunter Street, hours for service deliveries are restricted to minimise potential conflicts with other activities.
- c) Vehicle access and servicing is located to minimise conflicts with pedestrians.
- d) Loading docks and their access points are not permitted on Hunter Street.



* potential additional height at corner, wrapping around Auckland Street relating to University House

Figure 6.01-33 Section through the University of Newcastle site showing building form and setbacks

D. Birdwood Park



Figure 6.01-34 Potential transformation of King Street edge alongside Birdwood Park (Impression: Arup, 2012)

Existing character

The Birdwood Park precinct is the western gateway to Newcastle city centre and currently houses a range of uses including showroom and bulky goods retail, car dealerships and self storage. This precinct contains the major heritage assets, including the former brewery. Birdwood Park is the primary open space but is currently surrounded by busy roads resulting in sub-standard amenity.

Future character

This precinct has the potential to become part of the future central business district of Newcastle. This is due to the location of the new transport interchange in the precinct. There is also a predominance of larger consolidated land holdings and fewer environmental and heritage constraints combined with generous floor space and height allowances. Improvements to streetscapes and Birdwood Park will raise the quality of the public domain, while adaptive re-use of the former brewery will enrich built form character in this precinct.

Objectives

1. Guide development that contributes to the realisation of a future commercial core.
2. Create a sense of arrival into the city centre from the western approach.
3. Promote active street frontages.
4. Protect heritage items and contributory buildings.
5. Promote a permeable street network in Birdwood Park precinct with well connected easily accessible streets and lanes.
6. Provide new public spaces and improve pedestrian amenity, particularly to Birdwood Park.
7. Improve Birdwood Park with a strong built edge and protecting sunlight access.



Figure 6.01-35 Birdwood Park precinct plan

- | | |
|--|---|
| — Urban block, nil setback to street boundary | ■ Heritage building |
| — 16m maximum street wall height (typical) | ■ Contributory building (desired reuse) |
| ▤ Solar access setback zone | ▨ Site currently under construction / in planning phase |
| ■ Proposed new open pedestrian link (preferred location) | ■ Heritage building outside precinct boundary |
| ▤ Retained through-site link (Undercroft Fred Ash bldg) | ■ public open space |
| ■ Connection to be retained and improved | ■ Public park |
| ▤ Shared zone to be retained and improved | — Cadastre boundary |
| ■ Special emphasis on corner building | — Key precinct boundary |
| --- Active frontage required | |

D. Birdwood Park

Performance criteria

D.01 Pedestrian permeability and amenity is improved.

Acceptable solutions

- New lanes and through-site links are provided in the locations identified in 6.01-35. They are designed and constructed in accordance with the Public Domain section of this Development Guide and the City Centre Technical Manual.
- The design of the laneway network integrates with the ground floor uses of adjoining buildings and provides opportunities for external activities.

Performance criteria

D.02 The bulk of building form is managed to promote good amenity for pedestrians and neighbouring buildings and to integrate well with heritage items and contributory buildings.

Acceptable solutions

- Large scale new development is articulated so that large expanses of building form are broken down into smaller elements to reduce building bulk.
- Taller buildings are to be set back from Hunter Street, to provide a gradual increase in scale from Hunter Street.

Performance criteria

D.03 Public domain – promote Birdwood Park as the primary open space asset in the precinct.

Acceptable solutions

- New development in the precinct ensures that a minimum of 3 hours of sunlight is provided to 50% of Birdwood Park between 9 am and 3pm on 21 June.
- Reshape King Street, along Birdwood Park, as a shared pedestrian and vehicular street and a place of pedestrian activity by:
 - reducing the road carriageway to minimum widths to maximise space on the footpath for pedestrians, landscaping, public art or outdoor dining.
 - raising the level of the carriageway and marking the space with indicators to slow drivers and signal arrival into a shared space.
 - incorporating other traffic calming measures such as landscaping and low speed limits.
 - restricting service vehicle access at certain times of the day to allow for other activities.
- Public domain works including tree planting, furniture, lighting and materials, is carried out in accordance with the City Centre Technical Manual.

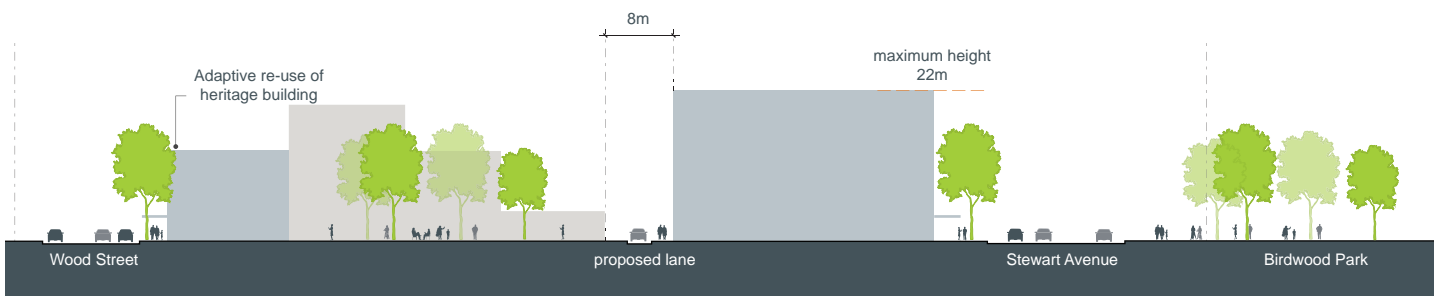


Figure 6.01-36 Section through the former brewery/regional museum site between Stewart Avenue and Wood Street

Performance criteria

D.04 Servicing and access minimises conflicts with pedestrians.

Acceptable solutions

- a) Service deliveries are not to be made from Hunter Street or Stewart Avenue for development which has access to another street frontage.
- b) For development that has no other frontage than Hunter Street, hours for service deliveries are restricted to minimise potential conflicts with other activities.
- c) Vehicle access and servicing is located to minimise conflicts with pedestrians.
- d) Loading docks and their access points are not permitted on Hunter Street.

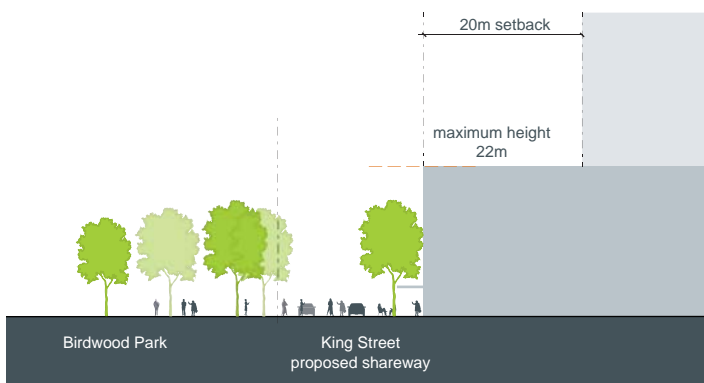


Figure 6.01-37 Section through buildings fronting King Street and Birdwood Park, showing 20m solar access plane setback

**Draft Section 6.01
Newcastle City Centre
Locality specific provisions**

Newcastle Development Control Plan 2012

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