



# Newcastle City Centre

## Locality specific provisions

Section 6.01  
Newcastle DCP 2012

## **Newcastle Development Control Plan 2012**

NSW Department of Planning and Environment  
[www.planning.nsw.gov.au](http://www.planning.nsw.gov.au)

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Photo 6.01-1 Potential new development along the edge of Birdwood Park in the West End (Impression: Arup, 2012)



## 6.01.01 Introduction



## A. Newcastle city centre locality specific provisions

### Description

This Newcastle Development Control Plan (DCP) section provides detailed standards and guidance for development in Newcastle's city centre.

This section forms part of the community vision and is consistent with the provisions of the Newcastle Local Environmental Plan (LEP) 2012. It is to be read in conjunction with the LEP and other relevant sections of the DCP for the assessment of all development applications in the city centre.



Figure 6.01-1 Land to which the Newcastle City Centre Development Guide applies (Aerial imagery source: Nearmap, 2014)

**Purpose of this Development Control Plan section**

This Development Control Plan section has been prepared as an implementation action of the Newcastle Urban Renewal Strategy. It integrates place-based planning for Newcastle East, Honeysuckle and Newcastle West. The Development Control Plan section contains a comprehensive set of planning and design guidelines. The design guidelines are derived from the characteristic features of distinct areas within the city centre.

**Land and development covered by this guide**

This guide applies to the Newcastle City Centre as outlined in Figure 6.01-1 below.



Aims of this section	
1.	To implement the Newcastle Urban Renewal Strategy
2.	To integrate planning for Newcastle East, Honeysuckle and Newcastle West.
3.	To provide a comprehensive set of planning and design guidelines based on the characteristic of distinct areas within the city centre.

**The vision**

Newcastle City Centre will continue to grow and evolve to strengthen its position as the Hunter Region’s capital. The city centre will reflect the Newcastle Community Strategic Plan 2030 vision to be a ‘Smart, Liveable and Sustainable City’, and the initiatives of the Newcastle Urban Renewal Strategy. Newcastle city centre will be an attractive city that is built around people and reflects our sense of identity.

**How to use this guide**

This guide has been developed to consolidate and replace sections 6.01 and 6.02 of the Newcastle Development Control Plan 2012. This guide has performance criteria that explain the planning outcomes to be achieved. Accompanying the performance criteria are acceptable solutions that illustrate the preferred way of complying with the corresponding performance criterion. There may be other ways of complying with performance criteria and it is up to the applicant to demonstrate how an alternative solution achieves this.



## B. Planning Context

### Savings provisions

Any development application lodged but not determined prior to this guide coming into effect will be determined taking into consideration the provisions of this document.

### Relationship with other strategic planning documents

The provisions of the following listed environmental planning instruments, or any subsequent instruments, also relate to development applications to which this section applies:

Newcastle Local Environmental Plan 2012

State Environmental Planning Policy No 65 —  
Design Quality of Residential Flat Development

State Environmental Planning Policy (Building  
Sustainability Index: BASIX) 2004

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

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

*Note 2: Section 74E (3) of the Environmental Planning and Assessment Act 1979 enables an environmental planning instrument to exclude or modify the application of this Development Control Plan in whole or part.*

### Relationship with other development control planning documents

Relevant provisions of the Newcastle Development Control Plan 2012 and the associated Technical Manuals not addressed in this guide, will also apply to development proposals within the Newcastle City Centre.

*Note: This Development Control Plan part prevails over the rest of the Development Control Plan and Council's Technical Manuals, where there is any inconsistency.*

### Development Application requirements

3D modeling: any application to carry out development that exceeds two storeys in height, or development that is in a "Key Precinct" is to be accompanied by a 3D file of the proposed development within in the context of the Newcastle CBD 3D model. The format should be compatible to that used by the City of Newcastle council.

The 3D Model should be used to develop the following information:

- context 'before' and 'after' streetscape drawings/images and/or photomontages;
- shadow diagrams; and
- assessment of impact on view corridors.

### Urban Design Consultative Group

Council has established an Urban Design Consultative Group to provide independent urban design and architectural advice on major development proposals within the Newcastle City Centre. The Urban Design Consultative Group is recognised by the Minister for Planning as a SEPP 65 Design Review Panel. In addition to providing advice on SEPP 65 matters, the Group may consider any development matters in accordance with the approved Charter for the Urban Design Consultative Group.

*Note 3: Clause 7.5 (4) of the Newcastle Local Environmental Plan 2012 requires an architectural design competition for certain types of development.*

*Clause 7.5 (6) of the Newcastle Local Environmental Plan 2012 states that the consent authority may grant consent for a variation of up to 10% of the maximum floor space ratio or height control if the proposal has been reviewed by a Design Advisory Panel.*





Photo 6.01-2 Potential public domain improvements to Crown Street, with active uses such as outdoor dining (Impression: Arup, 2012)









## 6.01.02 Character areas

- A. Character Areas overview
- B. West End
- C. Honeysuckle
- D. Civic
- E. Parry Street
- F. East End
- G. Newcastle Beach
- H. Newcastle East Heritage Conservation Area
- I. Foreshore



## A. Character Areas overview

Within the city centre there are a number of areas with distinct characteristics. These 'character areas' each have their own unique setting that provide opportunities for the ongoing renewal and revitalisation of the city centre. They are divided into areas based on their attributes, including topography, landscape, heritage, streetscape, land uses and built form. The character areas are described in the following character statements in this part and are identified in Figure 6.01-2.

In addition to the character areas, three 'key precincts' have been identified. The key precincts are focused around major public spaces in the city centre and have special provisions outlined in Part 04 of this DCP section that need to be considered.

This part contains the character statements and supporting principles for development within all character areas of Newcastle's city centre. The statements are place-specific and build on the existing urban structure, character of the neighbourhoods and important elements that will contribute to the future quality of the area. The statements are supported by a number of principles that help reinforce and enhance the character of each locality.

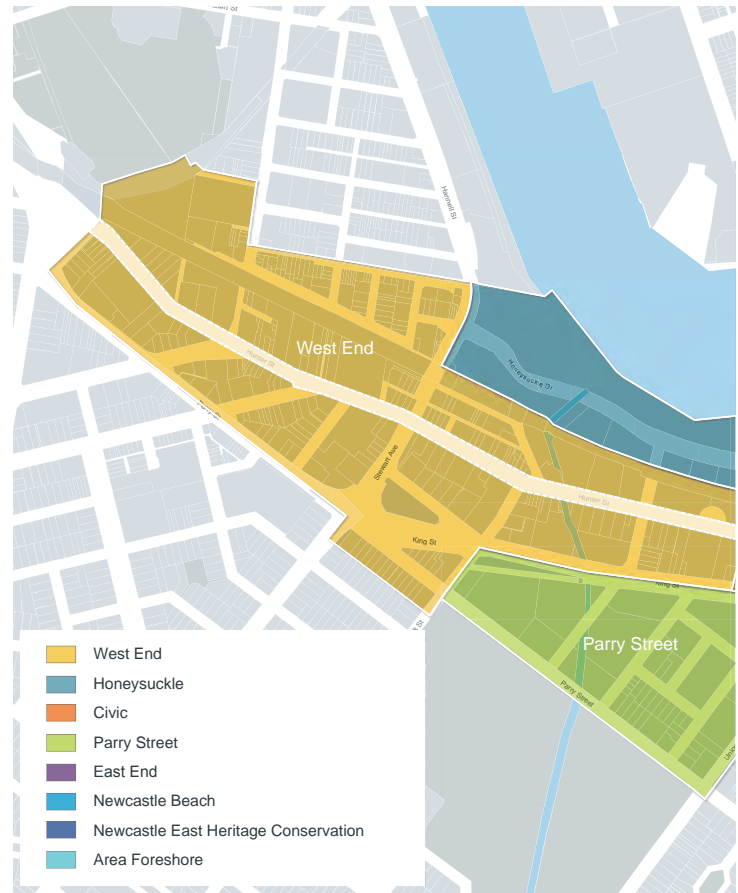
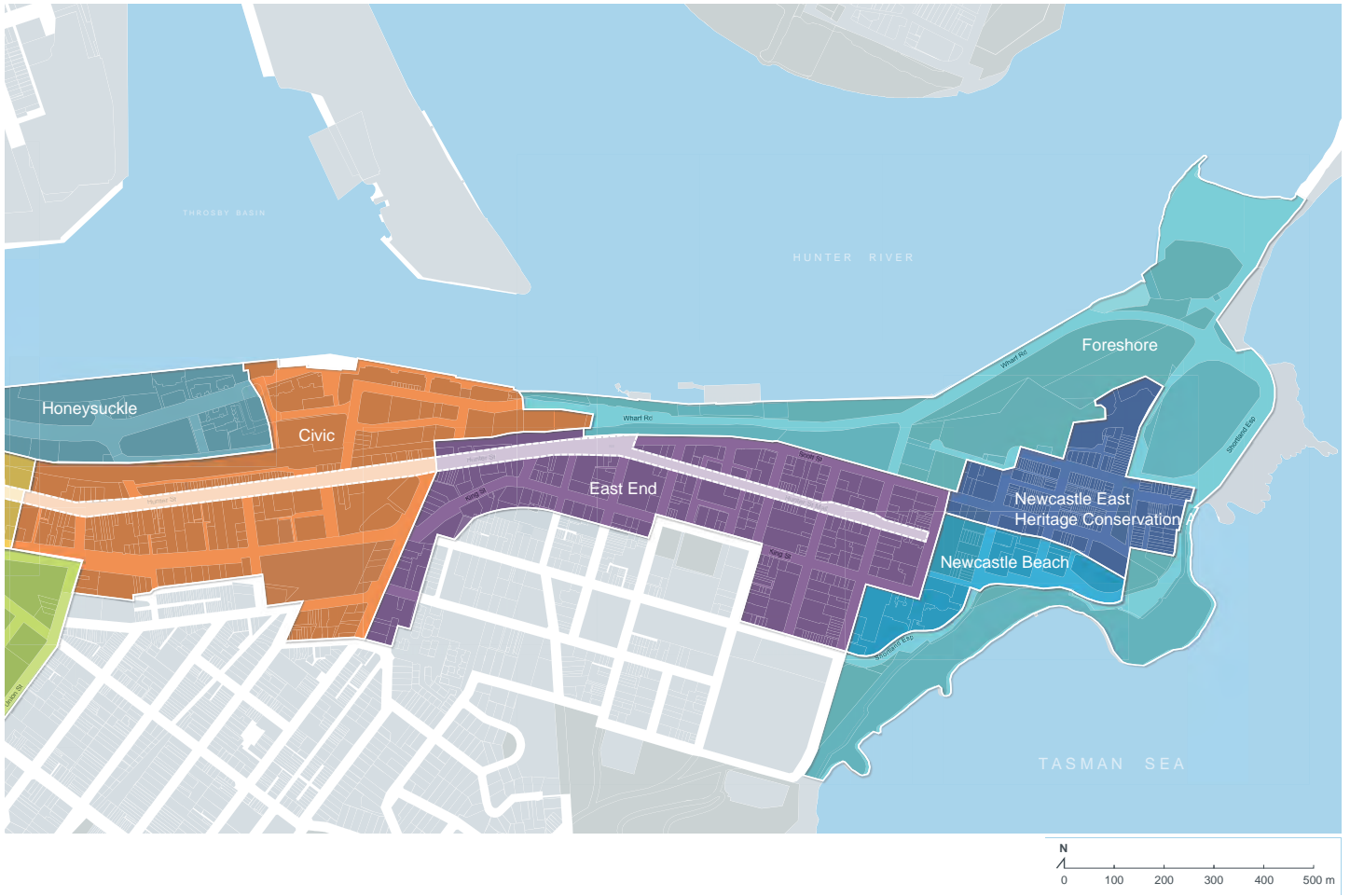


Figure 6.01-2 Character Areas

### Overall principles

- a) The unique character of each Character Area is enhanced.
- b) New development has regard to the fabric and character of each area in scale, proportion, street alignment, materials and finishes and reinforce distinctive attributes and qualities of built form.
- c) Heritage items and their setting are protected.
- d) Public spaces, including streets, lanes and parks maintain high levels of solar access.
- e) Active frontages address the public domain.
- f) Existing significant views and vistas to buildings and places of historic and aesthetic importance are protected.



## B. West End



Figure 6.01-3 West End Character Area

This area is the western gateway to Newcastle's city centre and is an area of unrealised potential. It currently has showroom and bulky goods facilities, retail, car dealerships and self storage. The predominance of larger consolidated land holdings and fewer environmental and heritage constraints make this precinct ideally suited to become the future CBD of Newcastle.

This precinct has fewer public domain assets. Improvement of public open space is needed to ensure the precinct is well-served as it evolves into a commercial precinct. Public domain opportunities include improvements to Birdwood Park, the Cottage Creek corridor and connections to the river foreshore. Public domain improvements should be in accordance with any adopted public domain plan of Council.



Photo 6.01-3 Wood Street, view towards the Stores on Hunter Street.

### Principles - West End

- New public spaces are created to meet the demands of the future CBD and existing public open spaces are improved, such as Birdwood Park and Cottage Creek. Opportunities for new publicly accessible spaces are identified.
- Birdwood Park is recognised as an important element in the public domain network and as the western 'gateway' to the city centre.
- New development fronting Birdwood Park addresses the park edge and promotes a sense of enclosure by being built to the street alignment. Any new development ensures adequate mid-winter lunch time sun access to Birdwood Park.
- Development along the rail corridor, Cottage Creek, lanes or through-site links provide a building address to encourage activity, pedestrian and cycleway movement, and improve safety.
- Building entries are inviting with activate frontages that allow visual permeability from the street to within the building.
- Distinctive early industrial, warehouse and retail buildings that contribute to the character of the area are retained and re-purposed.
- Heritage items and their setting are protected.



## C. Honeysuckle

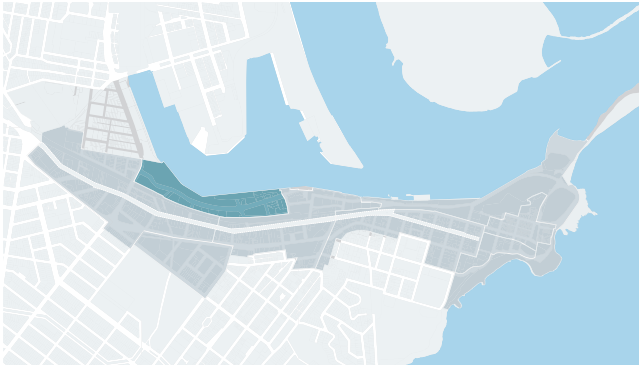


Figure 6.01-4 Honeysuckle Character Area

Honeysuckle is currently the premier locale for A-grade large floor plate commercial office development. A range of complementary uses include higher density residential development, restaurants and hotels which take advantage of Honeysuckle's prime position on the Hunter River foreshore.

Honeysuckle has opportunities for significant public domain. The extension of the foreshore park westwards will form a continuous publicly accessible foreshore that extends from Maryville to Merewether around the city centre peninsula.



Photo 6.01-4 Honeysuckle Drive, A-grade commercial office buildings

### Principles - Honeysuckle

- a) Development between the rail corridor and Honeysuckle Drive provides a building address to both frontages.
- b) Development along the waterfront, Cottage Creek, lanes or through-site links provide a building address to encourage activity, pedestrian and cycleway movement, and improve safety.
- c) Heritage items and their setting are protected.



Photo 6.01-5 Honeysuckle waterfront, mixed-use development

## D. Civic



Figure 6.01-5 Civic Character Area

Civic is the administrative, cultural and educational centre of Newcastle. It includes facilities that reflect Newcastle's importance as a major regional city such as Newcastle Museum, Newcastle Regional Art Gallery and City Hall. It is the location of major public assets such as Wheeler Place and the Civic Theatre.

The relocation of the courts to Civic and the introduction of more educational facilities associated with the University of Newcastle will have a major effect on the future character and activity within this area. Smaller commercial spaces will redevelop as support services for the courts and the university, and an increased student population will create flow-on demand for housing, retail and other services.



Photo 6.01-6 Newcastle City Hall on King Street.

### Principles - Civic

- The pedestrian connection linking a number of the city's cultural buildings and spaces is reinforced, between Newcastle Regional Art Gallery, through Civic Park and Wheeler Place, past the Newcastle Museum to the foreshore of the Hunter River.
- Visual and physical connections between Civic and the Hunter River foreshore are opened.
- Development between the rail corridor and Hunter Street provides a building address to both frontages.
- Wheeler Place is enhanced and recognised as the primary public square in the heart of Civic.
- Development along publicly accessible spaces, lanes or through-site links provide a building address to encourage activity, pedestrian and cycleway movement, and improve safety.
- Mid-winter lunch time sun access is protected to the footpath on the south side of Hunter Street and to Wheeler Place, Civic Park and Christie Place.
- Distinctive early industrial, warehouse and retail buildings that contribute to the character of the area are retained and re-purposed.



Photo 6.01-7 Christie Place, between University House and City Hall



## E. Parry Street



Figure 6.01-6 Parry Street Character Area

The area to the north of National Park and south of King Street is currently a mixture of commercial development with some residential and retail development such as the shopping centre, Markettown. In the future, this precinct will be characterised by more high density residential development taking advantage of the good amenity offered by proximity to the city centre and National Park and available services such as retail, entertainment and employment opportunities.

### Principles - Parry Street

- a) Public domain spaces are improved to support the evolving character of the area into a high-density residential and mixed use precinct.
- b) Distinctive early industrial and warehouse buildings that contribute to the character of the area are retained and re-purposed.
- c) Development along Cottage Creek provides a building address to encourage activity, pedestrian and cycleway movement, and improve safety.



Photo 6.01-8 Hall Street, an area in transition



Photo 6.01-9 Parry Street, new residential development

## F. East End

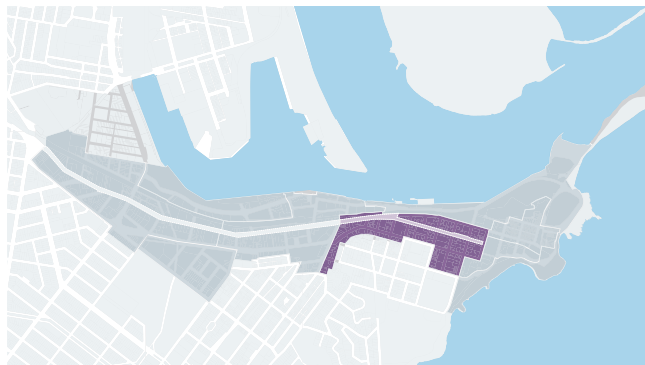


Figure 6.01-7 East End Character Area

East End centres on Hunter Street Mall and the terminus of Hunter Street at Pacific Park. The precinct is characterised by hilly topography and a mix of uses focusing on the retail spine of Hunter Street Mall. The subdivision is more finely grained than other areas of the city centre. A mix of heritage listed and historic buildings give this part of Newcastle a unique character and offer interesting and eclectic streetscapes.



Photo 6.01-10 Hunter Street, view East

### Principles - East End

- a) Hunter Street Mall continues to be the main retail spine of the area, supported by a range of complimentary uses, including residential, commercial, entertainment and dining.
- b) Hunter Street Mall is recognised and enhanced as a major pedestrian space and an informal meeting place.
- c) The historic fine grain character is maintained and enhanced.
- d) Significant views to and from Christ Church Cathedral are protected, including views from Market Street and Morgan Street. Views to Hunter River are protected and framed along Market Street, Watt Street and Newcommen Street.
- e) Vistas that terminate at significant heritage buildings are protected, such as Fort Scratchley.
- f) Distinctive early industrial, warehouse and retail buildings that contribute to the character of the area are retained and re-purposed, including prominent corner buildings.
- g) Existing laneways and pedestrian connections are enhanced.
- h) Heritage items and their setting are protected. New buildings respect the setting of heritage buildings.
- i) In-fill buildings, additions and alterations to respond to the height, massing and predominant horizontal and vertical proportions of existing buildings.



## G. Newcastle Beach



Figure 6.01-8 Newcastle Beach Character Area

With the redevelopment of Newcastle Hospital, Newcastle Beach has emerged as the location of a cluster of high rise tourist and visitor accommodation and high quality residential apartments overlooking the beach.

Newer developments have been accompanied by high quality public domain improvements and good pedestrian through-site connections to the beach front. The area adjoins Newcastle East Heritage Conservation Area, so development on this edge must ensure sensitive transitions responding to the lower scale development in Newcastle East Heritage Conservation Area.



Photo 6.01-11 Adaptive reuse of a heritage building

### Principles - Newcastle Beach

- a) The public domain and amenity is enhanced to support the high-density residential and hotel uses.
- b) Pedestrian access is improved to Newcastle Beach.
- c) New development addresses the street to provide a good interface with the public domain.
- d) Development adjoining Newcastle East Heritage Conservation Area creates a transition in scale by aligning the scale, proportion, form and finishes of the associated buildings.
- e) The high environmental quality of the area is maintained.



Photo 6.01-12 Newcastle Beach

## H. Newcastle East Heritage Conservation Area



Figure 6.01-9 Newcastle East Heritage Conservation Area Character Area

Newcastle East Heritage Conservation Area is characterised by an intact heritage streetscape which is recognised by its inclusion as a Heritage Conservation Area in Schedule 5 of Newcastle LEP 2012, and by the number of state significant heritage items. It is a highly significant cultural landscape that provides a record of the early development of Newcastle.

The area is primarily residential with terrace housing dating from the late nineteenth century. Small corner shops and other ancillary retail or commercial uses are present. Terrace houses are built to the street boundary, with many featuring first floor verandas that overhang the footpath.

The fringes of the area feature heritage listed warehouses that have been converted for residential and commercial uses, and notable buildings including Fort Scratchley Historic Site, Boatman's Row, the Cohen Bondstore and Coutt's Sailors Home. The north edge of Newcastle East Heritage Conservation Area is bounded by the Coal River Precinct, a place of outstanding heritage significance listed on the NSW State Heritage Register.

Development in this area is subject to the provisions of the Newcastle DCP 2012 heritage provisions and the following principles.

### Principles - Newcastle East Heritage Conservation Area

- The heritage significance of Newcastle East Heritage Conservation Area is retained and conserved.
- Development responds to and complements heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes.
- New development respects the scale, character and significance of existing buildings.
- Existing views and vistas are maintained into and out of the area to the water and the foreshore parkland.
- The continuity of Newcastle East's heritage conservation is retained and the diverse social mix of the area is maintained.



Photo 6.01-13 Newcastle East terraces



Photo 6.01-14 Prominent corner building, Newcastle East



## I. Foreshore

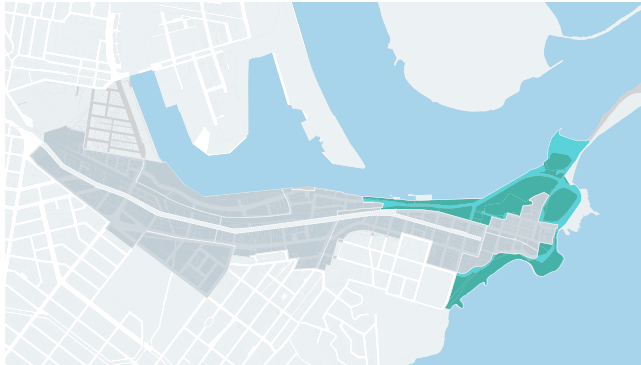


Figure 6.01-10 Foreshore Character Area

The extensive foreshore is the primary open space asset of Newcastle's city centre. It showcases the city's unique natural setting, between the Hunter River and the Pacific Ocean.

The foreshore provides public access linking the river and ocean waterfronts and is also the location of many significant heritage places such as Fort Scratchley, Customs House, the Ocean Baths and Nobbys Point lighthouse. Key public facilities can also be found in this precinct such as Nobbys Beach, Newcastle Beach, Queens Wharf, Nobbys Beach Surf Pavilion, and the foreshore cycleway and promenade. Development must complement the leisure, recreation and heritage uses of the Foreshore area.

### Principles - Foreshore

- a) The area is enhanced and continues to be the city's major recreational open space for Newcastle's workers, residents and visitors.
- b) New development respects the scale, character and significance of existing buildings, especially heritage items.
- c) New development promotes and facilitates the continuity of public access to the whole foreshore.
- d) Heritage items and their setting are protected, including the Aboriginal cultural heritage and non-Aboriginal archaeology.



Photo 6.01-16 Ocean Baths



Photo 6.01-15 Hunter River waterfront along Foreshore Park









## 6.01.03 General controls

### Building form

- A1. Street wall heights
- A2. Building setbacks
- A3. Building separation
- A4. Building depth and bulk
- A5. Building exteriors
- A6. Heritage buildings
- A7. Awnings
- A8. Design of parking structures

### Public domain

- B1. Access network
- B2. Views and vistas
- B3. Active street frontages
- B5. Addressing the street
- B6. Public artwork
- B7. Sun access to public spaces

## A1. Street wall heights

Street wall heights refer to the height of the building that addresses the public street from the ground level up to the first building setback. They are an important element to ensure a consistent building scale in streets that have a mix of uses, heritage items and infill development.

Street wall heights can provide a sense of enclosure to the street and contribute to the city's character through street alignment with appropriate street-width to building height ratios. They can also have a direct impact on sunlight access to the public domain.



Photo 6.01-17 Consistent street wall heights help define the street



Figure 6.01-11 Street wall heights plan



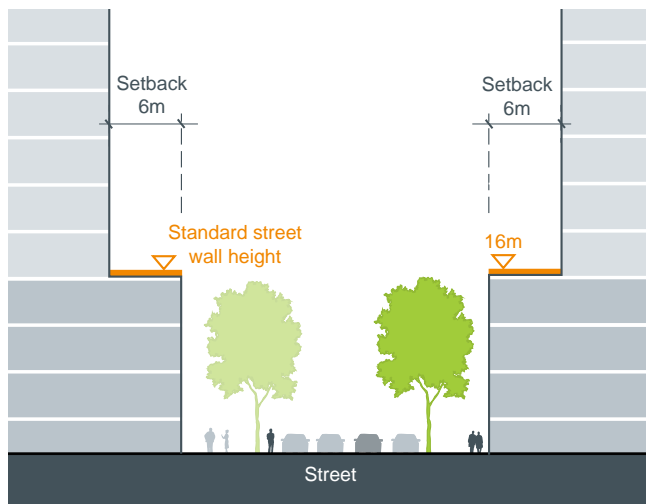


Figure 6.01-12 Section showing the typical 16m street wall height and typical 6m upper level setback



#### Performance criteria

**A1.01** Street wall heights of new buildings define and enclose the street, are appropriately scaled and respond to adjacent development.

#### Acceptable solutions

- New buildings have a street wall height of 16m unless indicated otherwise in Figure 6.01-11.
- Any development above the street wall height is set back a minimum of 6m, as shown in Figure 6.01-12.
- Corner sites may be emphasised by design elements that incorporate some additional height above the nominated street height.



Photo 6.01-18 Corners can be emphasized through change in architectural expression, material selection and design elements

#### Alternative solutions

- The street wall height of new buildings may vary if the desired future character is to maintain the existing street wall height of neighbouring buildings, such as heritage streetscapes.
- Deeper setbacks above the street wall height may be needed for heritage buildings or conservation areas to maintain the scale of the streetscape and the setting of heritage items.

## A2. Building setbacks

A building setback is the distance between the building and the street boundary, a neighbouring site, waterfront, or any other place needing separation. Building setbacks can enhance development and its relationship with the adjoining sites and the public domain, particularly in terms of access to sunlight, outlook, view sharing, ventilation, wind mitigation and privacy.

In a city centre it is desirable to locate the frontage of lower levels (the podium) on the street boundary to give strong definition to the street and create setbacks in the upper building elements.



Photo 6.01-19 Front building line is located on the boundary to define the street.

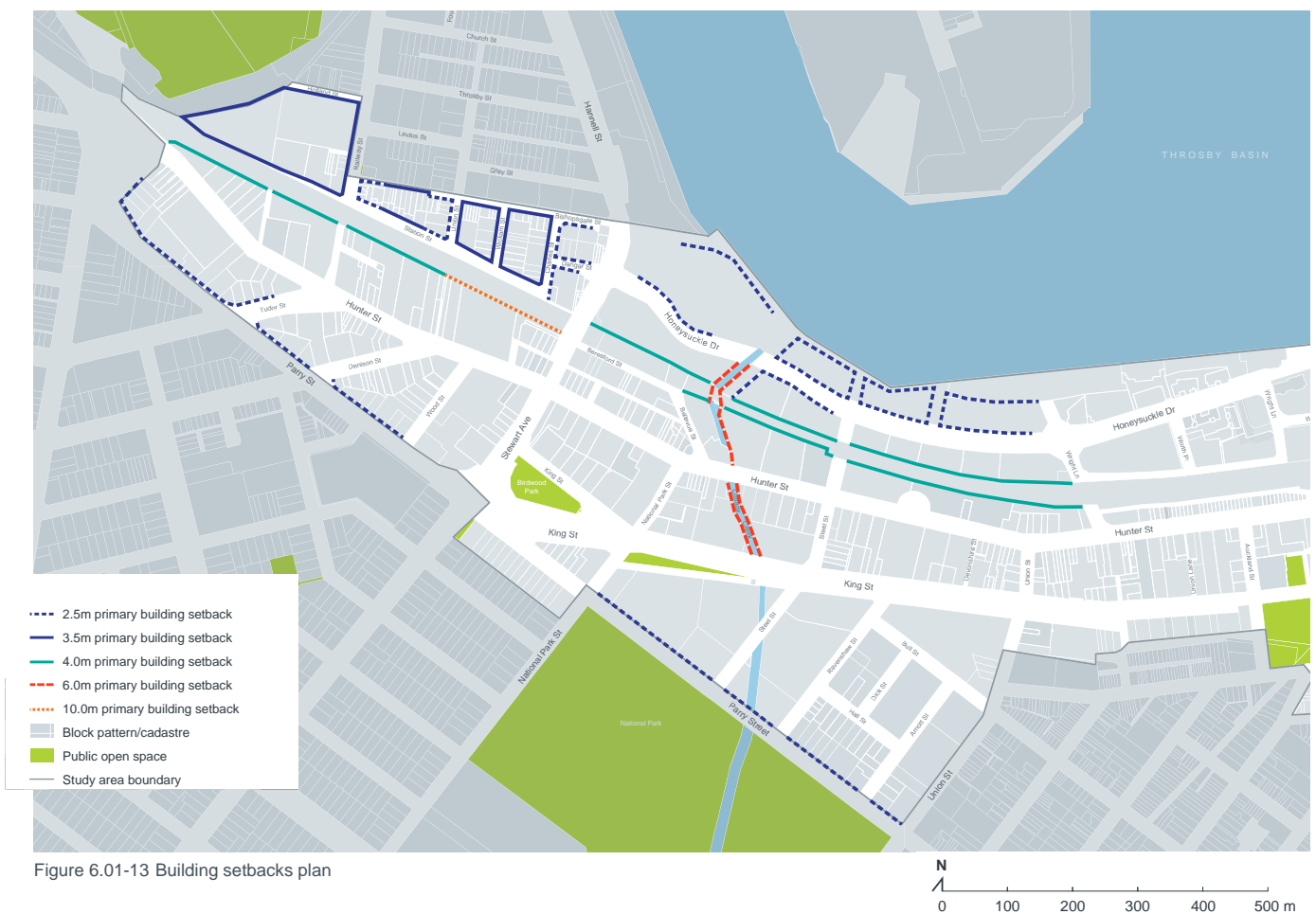




Table 6.01-1 Minimum side and rear setbacks for Commercial buildings

Minimum setback for side and rear boundaries		
Part of building	Side boundary*	Rear boundary*
Below street wall height	nil	nil
Between street wall height and 45m	6m	6m
Above 45m	12m	12m

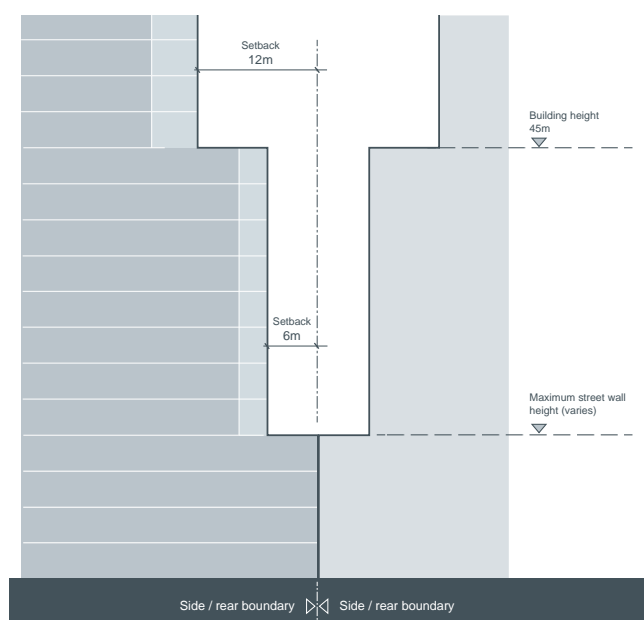


Figure 6.01-14 Section illustrating minimum side and rear setbacks for commercial buildings

\* Setback requirements may be higher for residential and mixed-use developments; to satisfy SEPP 65 guidance.

#### Performance criteria

**A2.01** Building setbacks define and address the street and public domain spaces, and respond to adjacent buildings

#### Acceptable solutions

- Front setbacks are nil (zero) unless shown otherwise in Figure 6.01-13 and Table 6.01-1.
- Where it is not possible to meet the setbacks in Figure 6.01-13 and Table 6.01-1 new development aligns with the adjoining front setbacks.
- When a setback is used, footpaths, steps, ramps and the like may be provided within it.
- Minor projections beyond the setback are possible for Juliette balconies, sun shading devices, and awnings.
- Projections into the setbacks are complementary to the style and character of adjoining buildings.

#### Performance criteria

**A2.02** Side and rear setbacks enhance amenity and allow for ventilation, daylight access, view sharing and privacy for adjoining buildings.

#### Acceptable solutions

- Development may be built to the side and rear boundary (a nil setback) below the street wall height.
- Commercial development above street wall height is consistent with the side and rear setbacks outlined in Table 6.01-1 and Figure 6.01-14.

#### Alternative solutions

- Where there is no adjoining development to respond to, half the separation distances to boundary recommended in the Residential Flat Design Code may be acceptable.
- Where there are no openings within the wall, the side setbacks are consistent with Table 6.01-1 and Figure 6.01-14.

### A3. Building separation

Building separation is the distance between two or more buildings on the same site. Building separation ensures ventilation, daylight access, view sharing and increased privacy between neighbouring buildings. In residential buildings and mixed-use buildings, separation between windows and balconies from other buildings is particularly important for privacy, acoustic amenity, view sharing and sun access.

Building separation can also enhance the built form by visually separating building elements that can result in more usable public domain spaces in terms of mitigating wind impact and ensuring daylight access. Building separation provided at lower levels, between buildings on the same site, can visually break long building frontages and provide opportunities for mid-block through-site links that connect to other streets or open space.

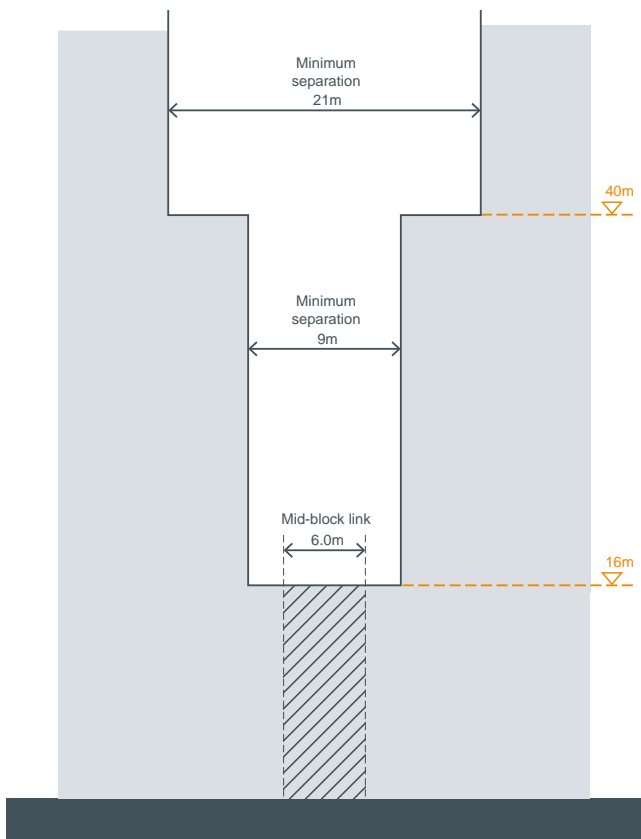


Figure 6.01-15 Section showing minimum separation distances between buildings within the same site and a minimum 6m separation where a through-site link is required.

Performance criteria

**A3.01** Sites that accommodate more than one building achieve adequate daylight, ventilation, outlook, view sharing and privacy for each building.

Acceptable solutions

- a) Buildings achieve the minimum building separation for commercial buildings within the same site, as shown in Table 6.01-2 and Figure 6.01-15.
- b) Building separation distances may be longer for residential and mixed-use developments to satisfy SEPP65 guidance.

Table 6.01-2 Minimum building separation

Up to 16m	Up to 45m	Above 45m
Nil or 6m for link	9m	21m



Photo 6.01-20 Building separation in this residential development allows for ventilation, daylight access, view sharing and privacy



Photo 6.01-21 Solid walls with non-habitable room windows are used for end elevations to manage privacy impacts

## A4. Building depth and bulk

The size of building floor plates has a direct impact on building bulk and urban form. Setting a maximum size of floor plates is also important to allow for ventilation, daylight access, view sharing and privacy in neighbouring development and the public domain.

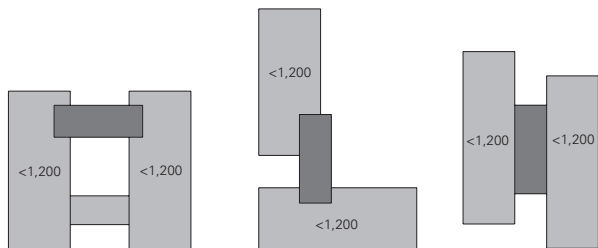


Figure 6.01-16 Commercial buildings with large floor plates expressed as separate building elements of not more than 1,200 square metres



Photo 6.01-22 Buildings with large floor plates are expressed as separate building elements

*Performance criteria*

**A4.01** Building depth and floor plate sizes relate to the desired urban form and skyline of the city centre.

*Acceptable solutions*

- a) Buildings achieve the maximum building depth and floor plate sizes as outlined in Table 6.01-3.

Table 6.01-3 Maximum building depth and floor plate size

Building typology	Floor plates affected	Maximum GFA per floor	Maximum Building Depth*
Campus-style commercial building	All floor plates; Honeysuckle	2,500m <sup>2</sup>	25m
Commercial tower	Above street wall height	1,200m <sup>2</sup>	25m
Residential tower	Above street wall height	900m <sup>2</sup>	18m

\* excluding balconies

- b) Buildings with large floor plates are expressed as separate building elements, as shown in Figure 6.01-16.
- c) Buildings above street wall height have a maximum building length of 50m.
- d) Floor plates are flexible and allow adaption for multiple configurations or uses

*Performance criteria*

**A4.02** Buildings achieve good internal amenity with minimal artificial heating, cooling and lighting.

*Acceptable solutions*

- a) Workspaces in office buildings achieve adequate natural light. Design solutions include windows, atria, courtyards or light wells and by locating workspaces within 10-12m from a window or daylight source.
- b) Consider opportunities to incorporate natural ventilation for commercial and mixed use development. Design solutions include the use of cross ventilation or stack effect ventilation via atria, light wells or courtyards to reduce reliance on artificial sources.



## A5. Building exteriors

The design of building exteriors create visual interest to the streetscape and unify developments of different styles and lot widths. Detailed architectural treatments, materials, finishes and colour have the potential to reference the history of the precinct and shape the future character of the area.



Photo 6.01-23 A well-articulated building which differentiates between base, middle and top, featuring high-quality facade materials and adopts materials that are typical of the area.

### *Performance criteria*

**A5.01** Building exteriors feature high quality design with robust materials and finishes

### *Acceptable solutions*

- a) Materials and finishes complement the character of the precinct.
- b) External walls are constructed of high quality and durable materials and finishes with low maintenance attributes such as face brickwork, rendered brickwork, stone, concrete and glass.
- c) An exterior material and finishes sample board and schedule shall be submitted with development application to show the quality of the materials proposed.

### *Performance criteria*

**A5.02** Building exteriors make a positive contribution to the streetscape and public domain

### *Acceptable solutions*

- a) Buildings are articulated to differentiate between the base, middle and top.
- b) Visually prominent parts of buildings such as balconies, overhangs, awnings, and roof tops are of high design quality.
- c) Roof lines are to be designed to create a visually interesting skyline with roof plant and lift overrun integrated into the overall architectural design of the building.
- d) Facades do not incorporate large expanses of a single material, including reflective glass.



Photo 6.01-24 This building defines the corner and features active uses on the ground floor and a well-articulated facade



Photo 6.01-25 Detailed design and building articulation along the street edge adds interest to the pedestrian environment



Photo 6.01-26 Balconies and terraces that overlook public spaces contribute to safety and casual surveillance

#### Performance criteria

**A5.03** Building exteriors are designed ensure a positive contribution to streets and public spaces.

#### Acceptable solutions

- a) Building exteriors clearly define the adjoining streets, street corners and public spaces, designed with safety in mind and easy to navigate for pedestrians.
- b) Where development exposes a blank wall a visually interesting treatment is applied to the exposed wall.
- c) Balconies and terraces are provided where buildings overlook parks and squares to contribute to casual surveillance.
- d) External building facade lighting is integrated with the design of the building and contributes to the character of the building and surrounding area.

#### Performance criteria

**A5.04** Building exteriors respond to adjoining buildings.

#### Acceptable solutions

- a) Adjoining buildings are considered in terms of:
  - appropriate alignment of building line, awnings, parapets, cornice lines and street wall heights
  - setbacks above street wall heights
  - selection of materials and finishes
  - façade proportions including horizontal or vertical emphasis
  - detailing of the interface with adjoining buildings.



## A6. Heritage buildings

This section applies to the assessment of building or alteration work (including demolition) of heritage items listed in Schedule 5 of the Newcastle LEP 2012 that requires development consent.

Additional guidelines for development within Heritage Conservation Areas are provided in the Newcastle DCP 2012, Heritage Technical Manual, City of Newcastle Heritage Strategy and the Newcastle East Heritage Conservation Area City Character Area contained in Part 02 of this Development Control Plan.

Within the city centre there are numerous heritage items of state and local significance that reflect the city's history and culture and make it unique. Retaining heritage buildings is an essential element in revitalising Newcastle.

The city centre contains a concentration of heritage items and streetscapes typified by late 19th and early 20th century buildings of between two and six storeys of a consistent scale, form and character. Many of these buildings have architectural emphasis at the skyline in the form of tower elements and parapet detail. The rich architectural detail of many heritage items is a distinctive characteristic of the Newcastle city centre.



Photo 6.01-27 Re-purposing of a heritage structure at Honeysuckle into the Newcastle Regional Museum

### Performance criteria

**A6.01** Development conserves and enhances the cultural significance of heritage items.

### Acceptable solutions

- a) A heritage management report, prepared by a suitably qualified heritage specialist, ensures the proposal achieves this performance criteria.
- b) New development is consistent with the strategic actions of the City of Newcastle Heritage Strategy and the principles of the Newcastle Heritage Policy 2013
- c) New development enhances the character and heritage significance of heritage items, heritage conservation areas, archaeological sites or places of Aboriginal heritage significance.
- d) Views and sight lines to heritage items and places of historic and aesthetic significance are maintained and enhanced, including views of the Christ Church Cathedral, T&G Building, Newcastle Courthouse and former Post Office.

### Performance criteria

**A6.02** Infill development conserves and enhances the cultural significance of heritage items and their settings.

### Acceptable solutions

- a) Design infill development to respond to the scale, materials and massing of adjoining heritage items. Design solutions include:
  - aligning elements such as eaves lines, cornices and parapets
  - responding to scale proportion, pattern, form or rhythm of existing elements such as the structural grid
  - complementary colours, materials and finishes.
- b) Infill development responds to heritage items, historic streetscapes, contributory buildings and the public domain using best practice methods, design philosophies and approaches.



Photo 6.01-28 Combining contemporary infill with heritage buildings creates an interesting relationship between old and new



Photo 6.01-29 The wharf buildings at Walsh Bay in Sydney are an example of successful adaptive reuse of heritage items



Photo 6.01-30 This historic maritime building has been transformed into the Honeysuckle Brewery, a popular destination at the waterfront

#### *Performance criteria*

**A6.03** Alteration and additions respond appropriately to heritage fabric and the item's cultural significance.

#### *Acceptable solutions*

- a) New building work and uses encourage adaption that has minimal impacts and is low maintenance.
- b) Internal and external alterations and additions are designed as a contemporary layer that is readily identifiable from the existing building, responding to but not mimicking its forms of architectural details. Design solutions include separating new work from old by:
  - incorporating generous setbacks between existing and new fabric
  - glazed voids between new additions and the existing building
  - using shadow lines and gaps between old and new work
  - using lighting, materials and finishes that enhance and reveal aspects of the heritage item.
- c) Employ innovative design strategies to deal with existing physical aspects of heritage buildings that may not be ideal for the proposed new use. Design solutions may include:
  - introducing generously sized voids to improve access to natural light and ventilation when building depth is greater than recommended.
  - facilitate sunlight access in heritage items by using the full depth of rooms and introducing skylights and clerestory windows where ceiling heights are high.
  - expose services, wall and ceiling framing, particularly in public areas and foyers, to reveal the significant internal fabric of heritage items.
  - exposing, re-using and interpreting the fabric of existing interiors.

#### *Performance criteria*

**A6.04** New building elements support future evolution of the heritage item.

#### *Acceptable solutions*

- a) Alterations are reversible and easily removed.
- b) Primary and significant fabric is retained including structure.
- c) New work is physically set-off the existing fabric.
- d) Alterations and additions allow the ongoing adaptation of the heritage item in the future.



## A6. Heritage buildings



Photo 6.01-32 The Grand Hotel in Newcastle, built in 1890, has been altered a number of times while retaining its historic integrity



Photo 6.01-31 Example of a supermarket integrated into a heritage building in Pyrmont, Sydney

### Alternative solutions

Key development controls or standards may need to be varied for adaptive re-use residential projects to facilitate appropriate heritage responses and development viability.

Standards and controls that may need to be varied relate to:

- building and room depths
- building separation
- visual privacy
- deep soil requirements
- car parking requirements
- common circulation in apartment buildings

### Performance criteria

**A6.05** Employ interpretation treatments when altering, adapting or adding to a heritage item.

### Acceptable solutions

- a) Expose the fabric of heritage items by removing later additions that obscure and detract from heritage fabric.
- b) Incorporate contemporary insertions in the building in a manner that allows the building layers to be readily identifiable and appreciated.
- c) Provide interpretive treatments. Design solutions include:
  - displays of artefacts and objects associated with the heritage item in foyers and public areas.
  - public art that references the cultural significance of the heritage item.

### Performance criteria

**A6.06** Encourage new uses for heritage buildings.

### Acceptable solutions

- a) Employ innovative design strategies to enable heritage items and contributory buildings to accommodate new uses. Design solutions may include:
  - new building elements/additions that expand the existing envelope of the heritage building while still respecting and minimising impact on cultural significance.
- b) Use innovative approaches to provide car parking where the provision of a basement or other on-site car parking is not possible. Design solutions include:
  - allowing heritage building to provide less car parking than is normally required for that land use, or no car parking where not physically possible
  - using car share schemes
  - sharing space within existing nearby car parking structures.

## 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 6.01-25 (B3 Active street 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

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.

*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.*



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 and minimise the visual impact of parking structures
  - 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.

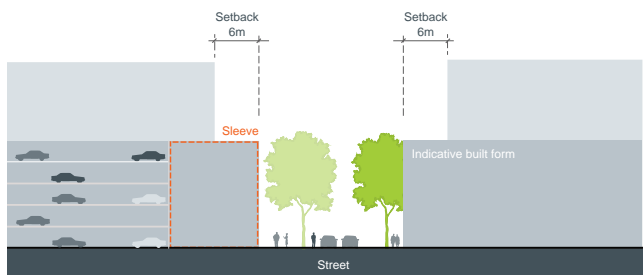


Figure 6.01-17 Diagram showing sleeved car parking

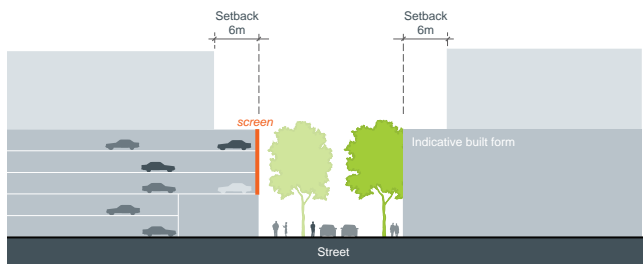


Figure 6.01-18 Diagram showing screened car parking

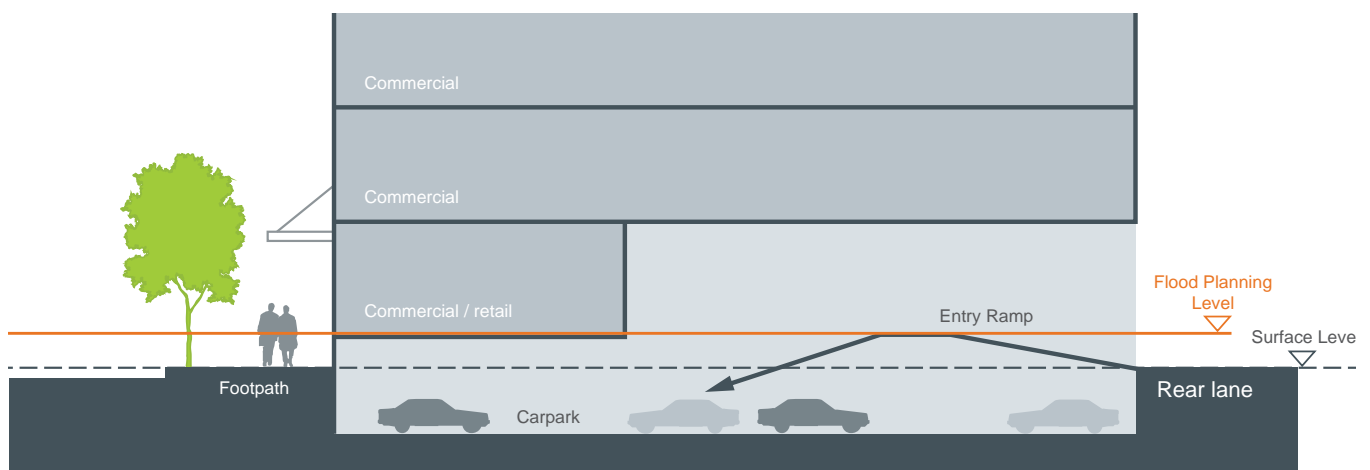


Figure 6.01-19 Basement ramp design to minimise inundation

#### 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 6.01-20 and are designed in accordance with the City Centre Technical Manual.
- New pedestrian connections are within comfortable walking distance to public transport.
- Streets and lanes are connected to encourage pedestrian use.
- Way finding signage is incorporated and clearly defined.

#### 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, way finding signage should be provided.
- 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.
- Blank walls and solid fencing that inhibit natural surveillance and encourages graffiti should be avoided.
- The design of laneways, paths and through site links are to include Crime Prevention Through Environmental Design Principles.

## B1. Access network

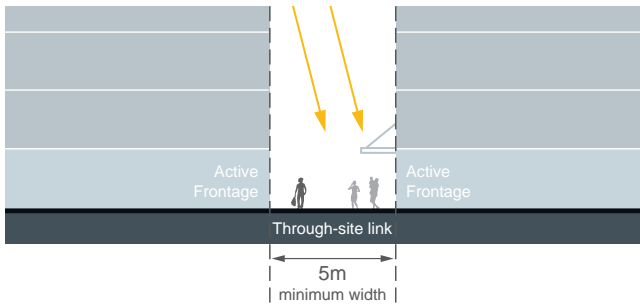


Figure 6.01-21 Through-site connections on privately-owned land

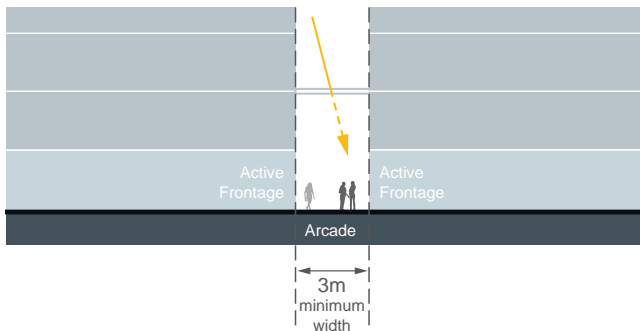


Figure 6.01-22 Arcades in retail and commercial developments



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 6.01-20.
- 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 the Crime Prevention Through Environmental 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 crossings should be located to enable a direct line of travel for pedestrians.
- 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.
- Cycling routes and cycle parking are coordinated and integrated with the location of public transport stops to enable convenient mode change.
- The design of public transport facilities should have regard to Crime Prevention through Environmental Design Principles.





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 6.01-20 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 and accessible to public transport stops.
- 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) Signage should be provided along cycle routes identifying key destinations, transport stops, bicycle parking, travel times and distances.
- e) 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

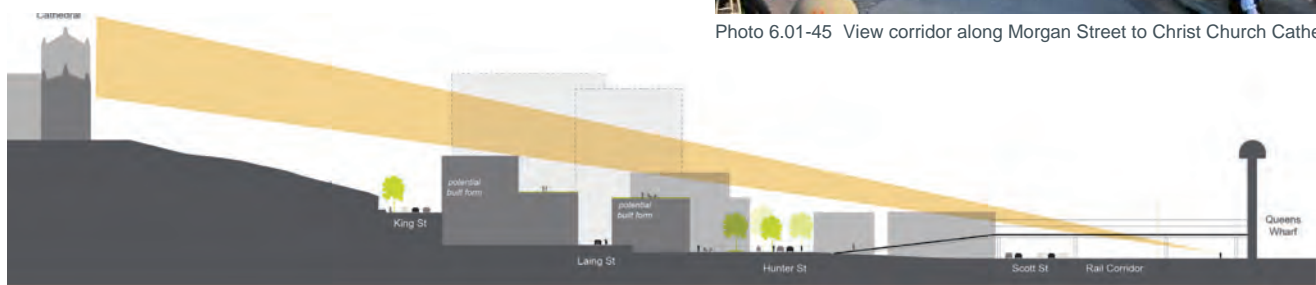


Figure 6.01-23 View axis to Christ Church Cathedral

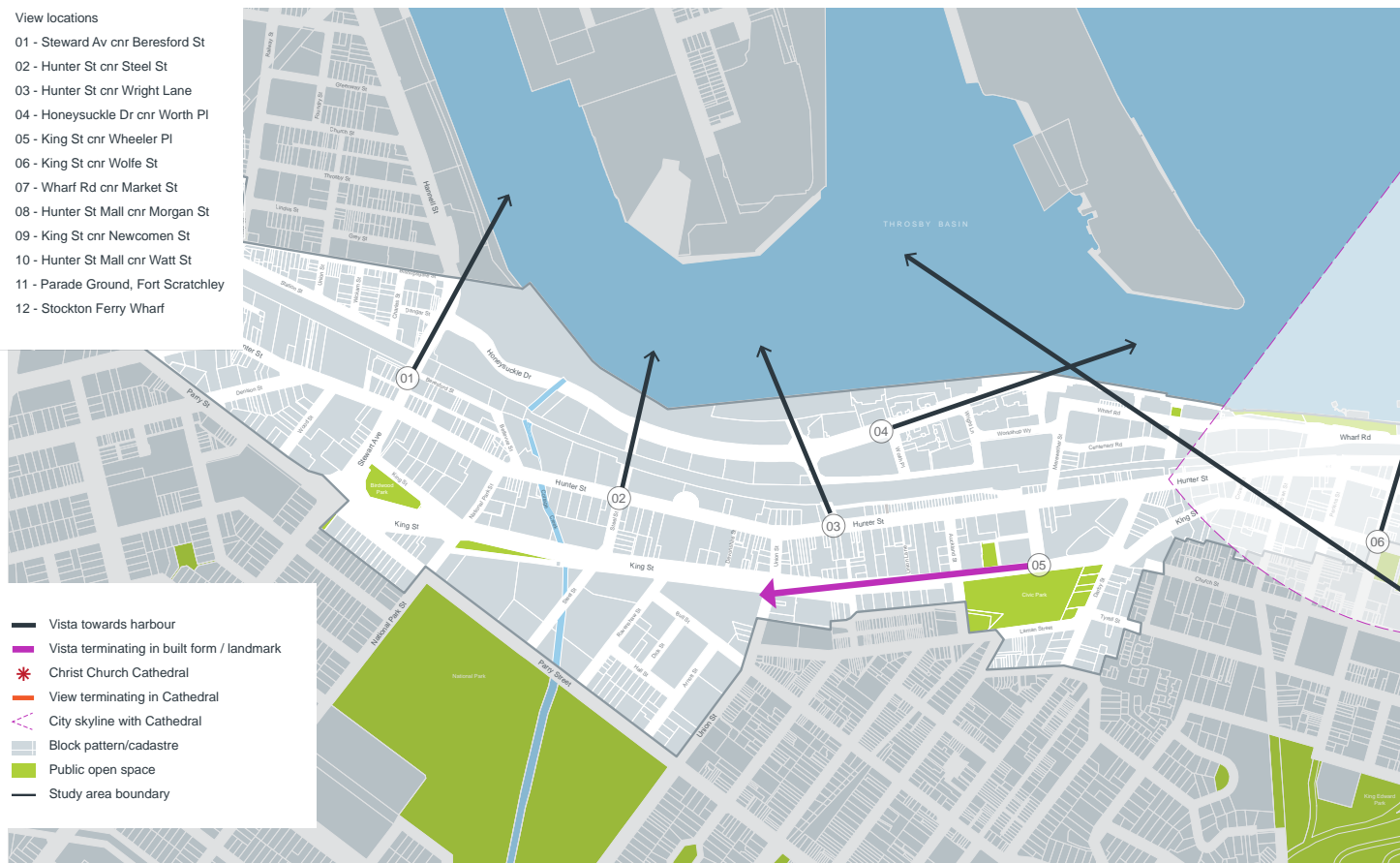


Figure 6.01-24 Views and vistas plan



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 causing the impact.



### 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



N  
0 100 200 300 400 500 m

#### 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.
- avoid blank walls that inhibit natural surveillance and encourage graffiti.

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



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

### 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 Crime Prevention through Environmental Design
  - 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).

### 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.

The key precinct guidelines in this section prevail over the more general guidelines in Section 6.01.03 in the event of any inconsistency.

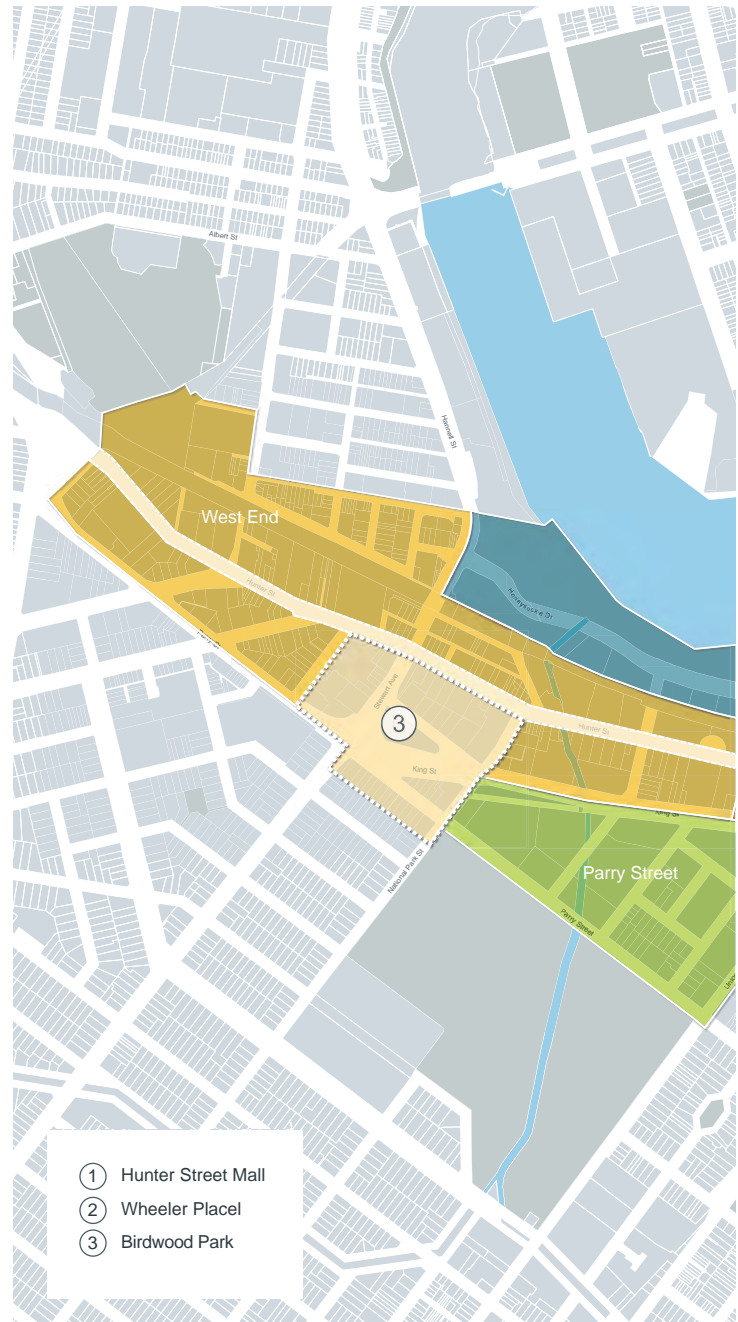
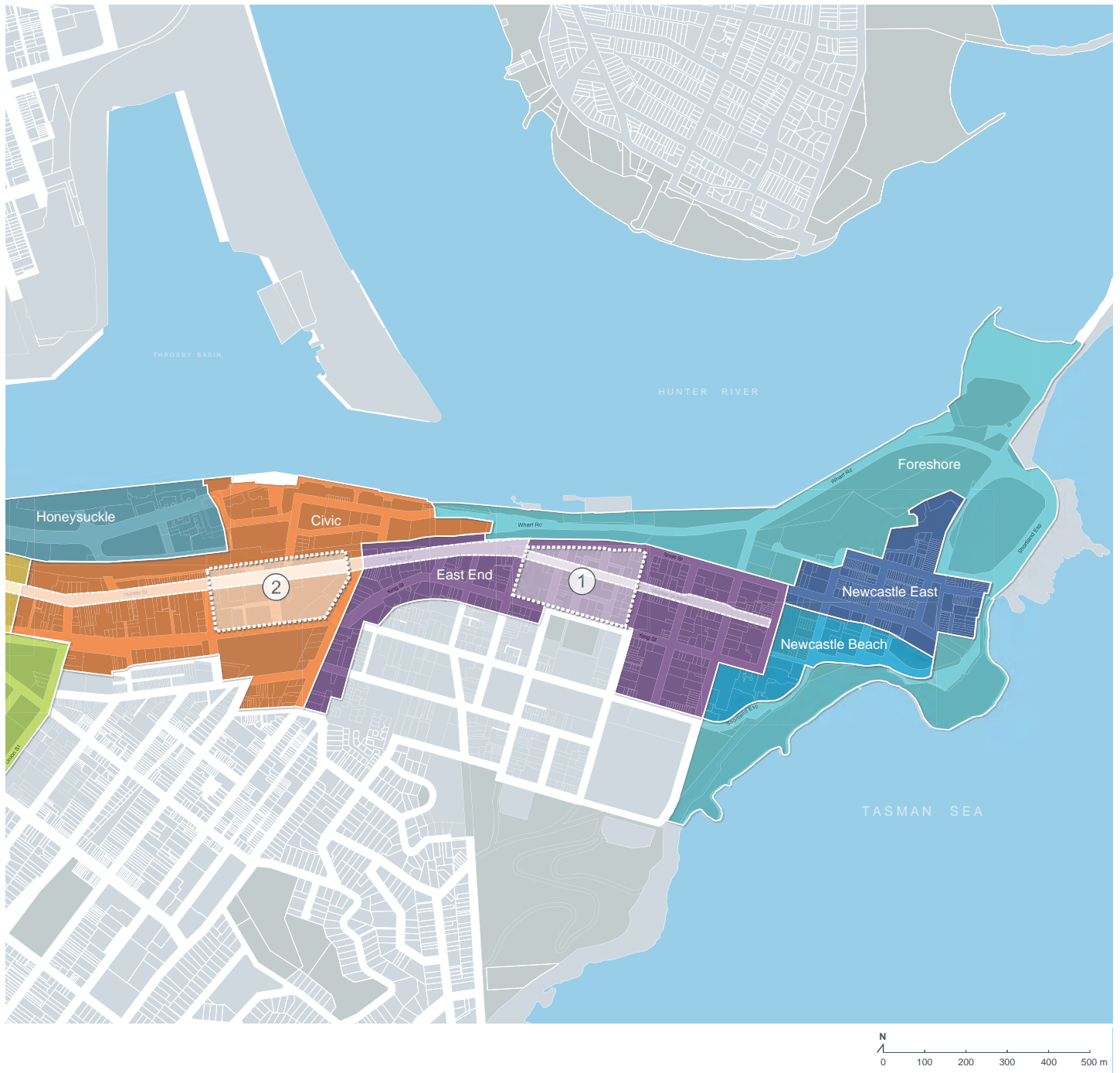


Figure 6.01-26 Character areas and key precincts map





## 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.
7. To create a space that is safe, comfortable and welcoming for pedestrians.

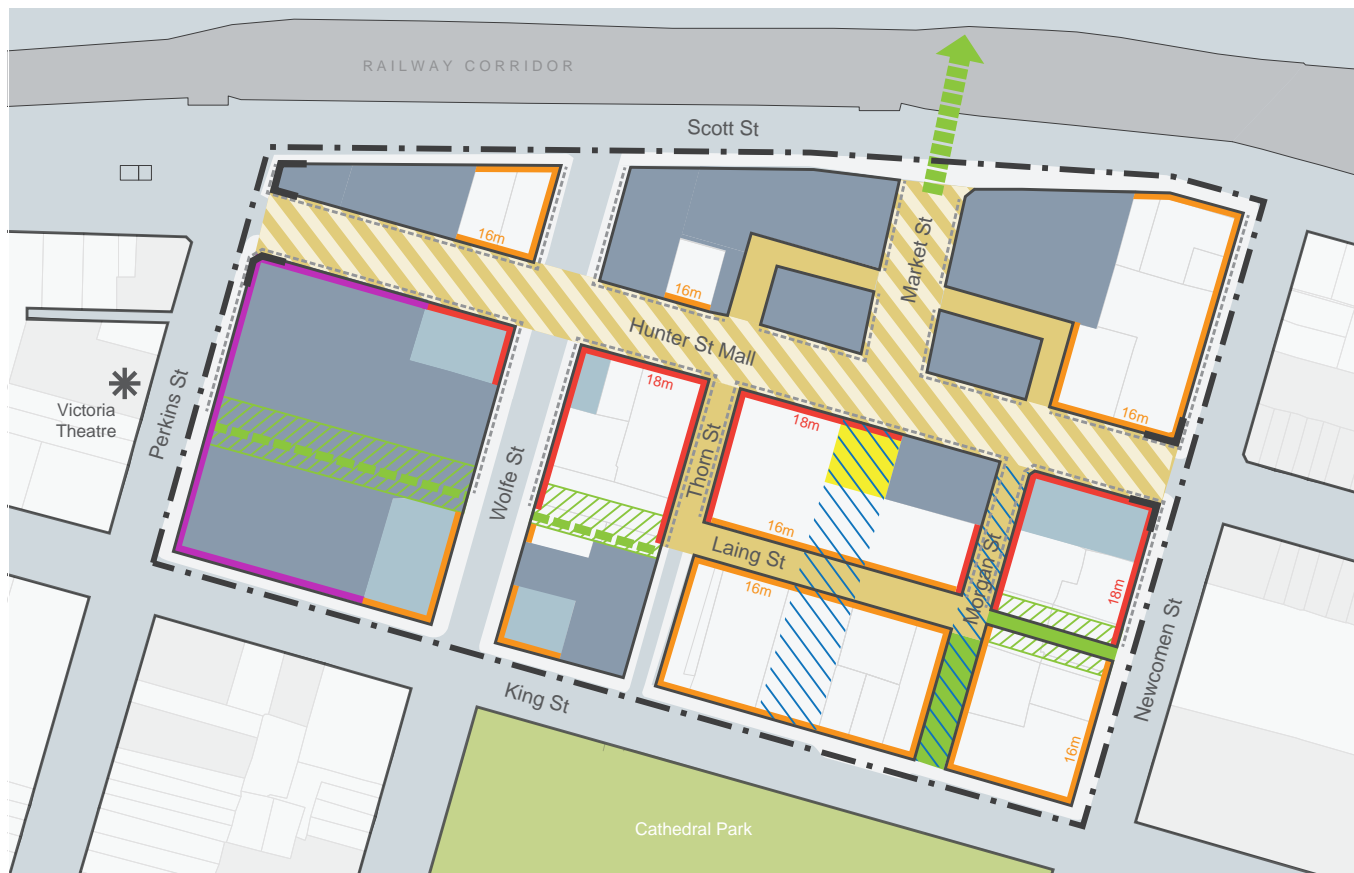


Figure 6.01-28 Hunter Street Mall precinct plan

- |  |  |
|--|--|
| — Urban block, nil setback to street boundary                  | — Connection to be retained and improved                     |
| — 18m maximum street wall height                               | — Shared zone to be retained and improved                    |
| — 16m maximum street wall height (typical)                     | — Special emphasis on corner building                        |
| — 22m maximum street wall height                               | — 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  |
|  | — 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 6.01-29. 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.

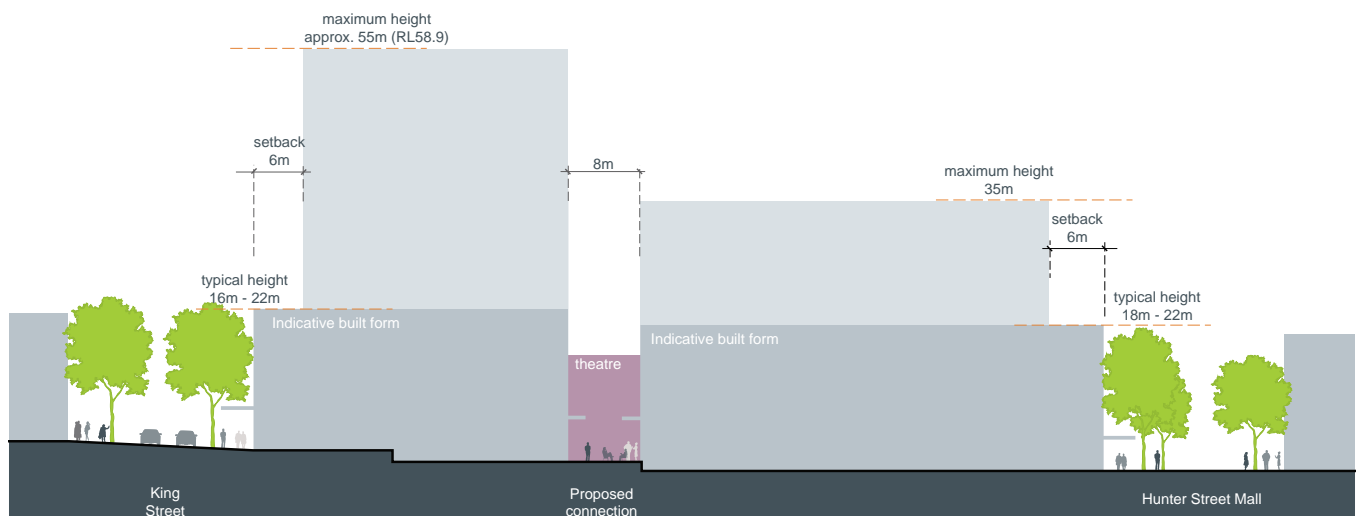


Figure 6.01-29 Section through former David Jones building, showing a proposed connection terminated by the view of Victoria Theatre

*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, bike rings and way finding signage.

*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

- a) New lanes and through site links are provided as shown in Figure 6.01-31.
- b) The pedestrian crossing on Hunter Street linking Wheeler Place and the forecourt of Civic Station is enhanced by increasing the width of the crossing.
- c) 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.
- d) A new through-site link or arcade from Christie Place to Hunter Street is provided.
- e) A new through-site link or arcade is provided from Christie Street to Auckland Street.
- f) 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

- a) Redevelopment of the former Civic Arcade site on the corner of Hunter and Auckland Street provides (as shown in Figures 6.01-32 and 6.01-33):
  - 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.
- b) 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.

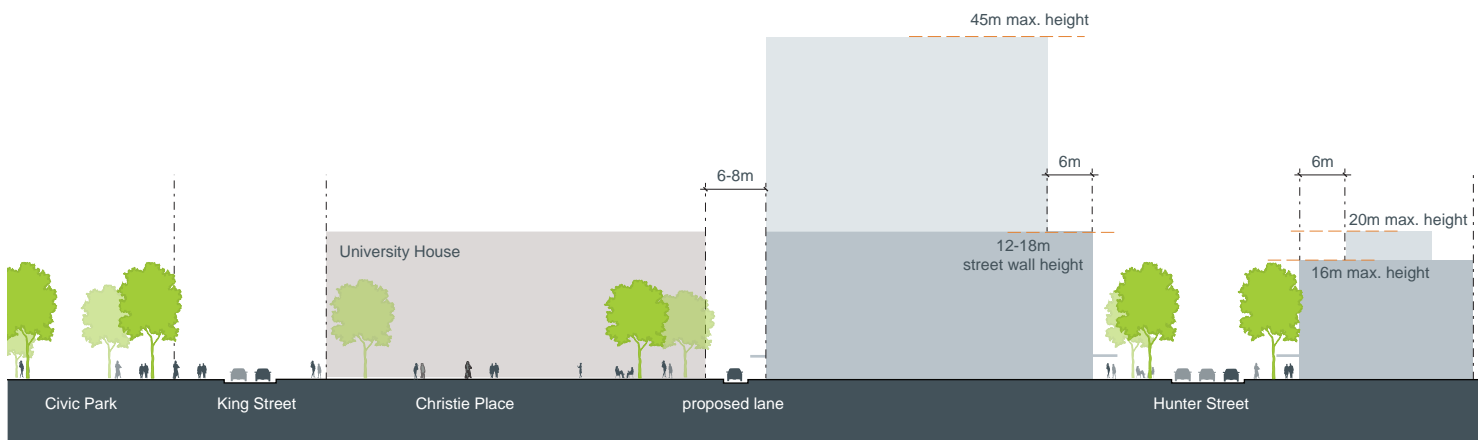


Figure 6.01-32 Section through Christie Place and the university site showing building form and setbacks

*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.

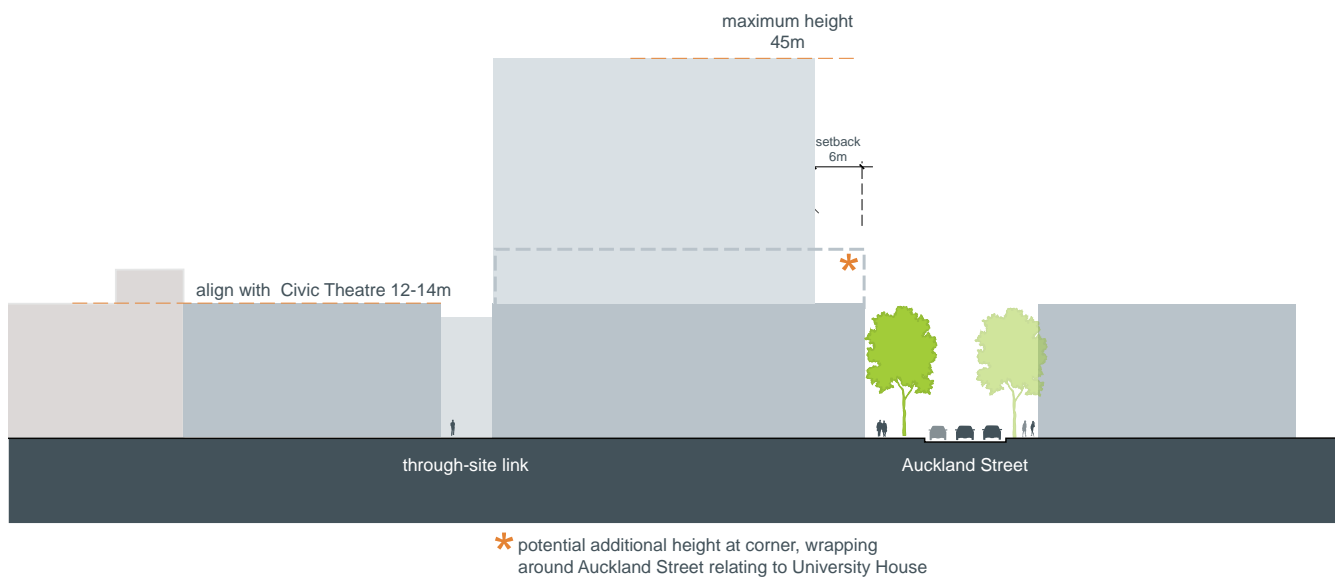


Figure 6.01-33 Section through the University of Newcastle site showing building form and setbacks



## 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 Figures 6.01-35 and 6.01-36. 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.

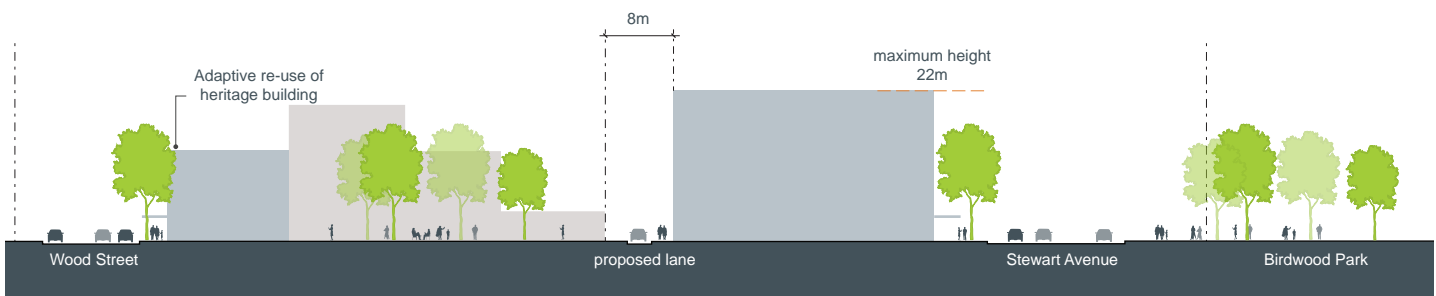


Figure 6.01-36 Section through the former brewery/regional museum site between Stewart Avenue and Wood Street



*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.

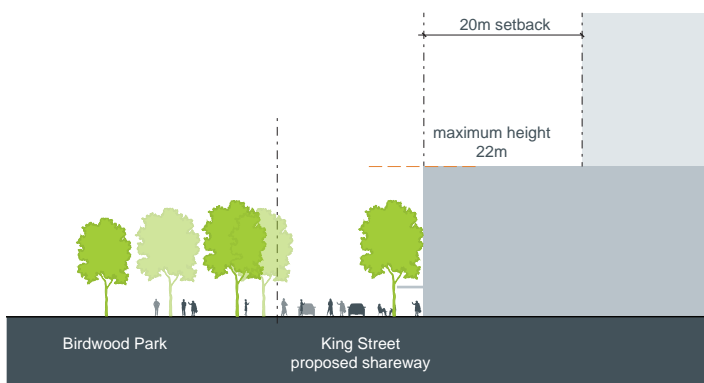


Figure 6.01-37 Section through buildings fronting King Street and Birdwood Park, showing 20m solar access plane setback

## Newcastle Development Control Plan 2012

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