

6.08 Adamstown Renewal Corridor

Amendment history

Version Number	Date Adopted by Council	Commencement Date	Amendment Type
1	15/11/2011	15/06/2012	New
2	27/06/2017	10/07/2017	Amended

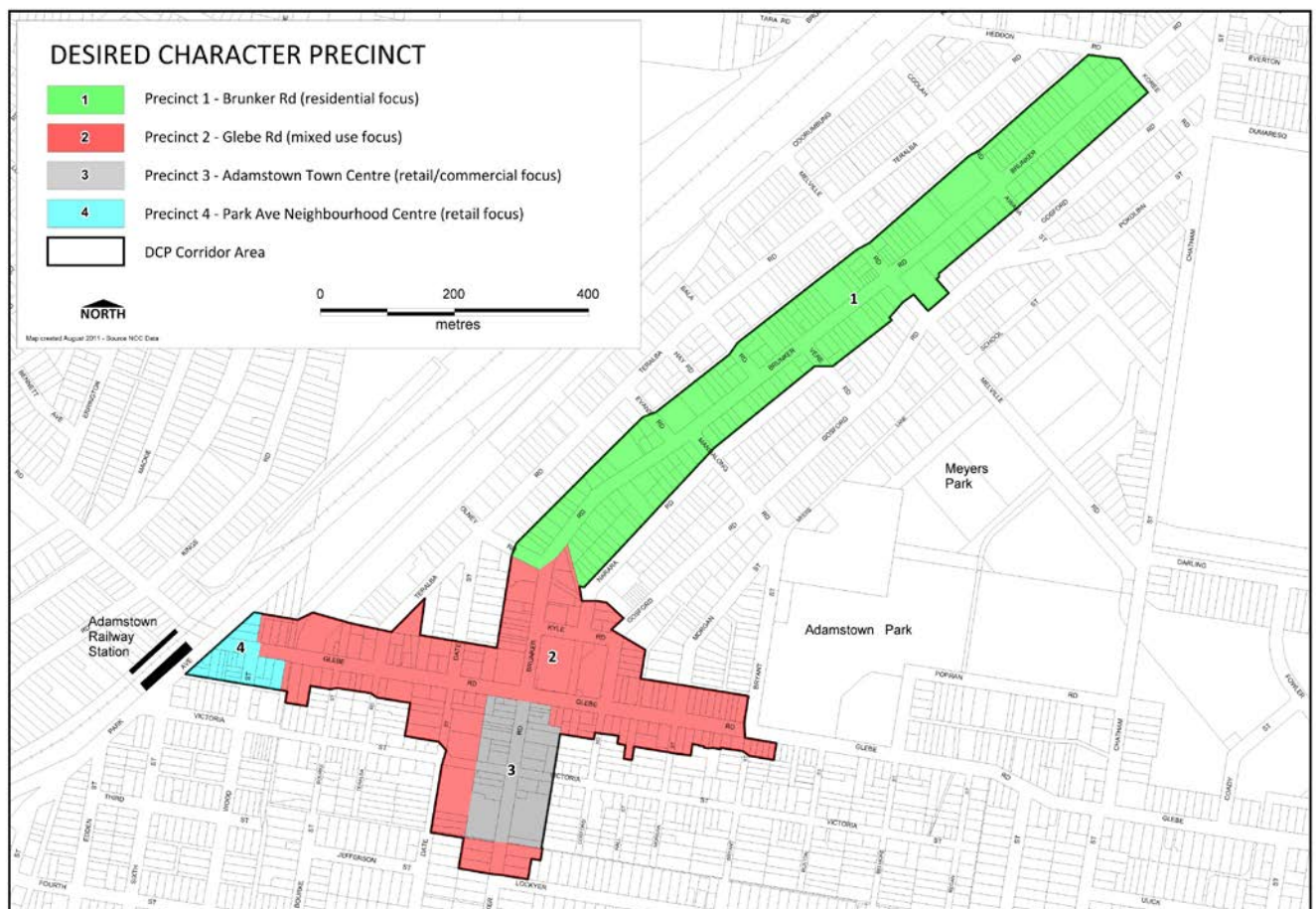
Savings provisions

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

Land to which this section applies

This section applies to all land identified in **Map 1** - Adamstown Renewal Corridor area.

Map 1: Adamstown Renewal Corridor area



Development (type/s) to which this control applies

This section applies to all development consisting:

- new buildings or structures
- additions or alterations to existing buildings or structures.

Applicable environmental planning instruments

- Newcastle Local Environmental Plan 2012
- State Environmental Planning Policy No 65—Design Quality of Residential Flat Development

In the event of any inconsistency between this section 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: The *Environmental Planning and Assessment Act 1979* enables an environmental planning instrument to exclude or modify the application of this DCP in whole or part.

Related sections

The following section of this DCP **will** also apply to development to which this section applies:

- Any applicable landuse specific provision under Part 3.00

Note: Any inconsistency between the locality specific provision and a landuse specific provision, the locality specific provision will prevail to the extent of the inconsistency.

- 4.04 Safety and Security
- 7.02 Landscaping, Open Space and Visual Amenity
- 7.03 Traffic, Parking and Access
- 7.05 Energy Efficiency
- 7.06 Stormwater
- 7.07 Water Efficiency
- 7.08 Waste Management.

The following sections of this DCP **may** also apply to development to which this section applies:

- 4.01 Flood Management – all land which is identified as flood prone land under the Newcastle Flood Policy or within a PMF or area likely to flood
- 4.02 Bush Fire Protection – within mapped bushfire area/zone
- 4.03 Mine Subsidence – within mine subsidence area
- 4.05 Social Impact – where required under ‘Social Impact Assessment Policy for Development Applications’, 1999
- 5.01 Soil Management – works resulting in any disturbance of soil and/or cut and fill
- 5.02 Land Contamination – land on register/where risk from previous use
- 5.03 Vegetation Management – trees within 5m of a development footprint or those trees likely to be affected by a development
- 5.04 Aboriginal Heritage – known/likely Aboriginal Heritage item/site and/or potential soil disturbance
- 5.05 Heritage Items – known heritage item or in proximity to a heritage item
- 5.06 Archaeological Management – known/likely archaeological site or potential soil disturbance
- 7.04 Movement Networks – where new roads, pedestrian or cycle paths are required
- 7.09 Advertising and Signage – signage and outdoor advertising
- 7.10 Street Awnings and Balconies – awnings or balconies to be located over public land.

Associated technical manual/s

- Nil

Additional information

- Nil

Definitions

A word or expression used in this development control plan has the same meaning as it has in Newcastle Local Environmental Plan 2012, unless it is otherwise defined in this development control plan.

Other words and expressions referred to within this section are defined within Part 9.00 - Glossary of this plan.

Strategic Overview

The Adamstown Renewal Corridor consists of land along Bruncker Road, linking the commercial centres of 'Nineways' Broadmeadow and Adamstown, as shown in Map 1 - Adamstown Renewal Corridor area. A segment of Glebe Road, between Adamstown Railway Station to the west and Adamstown sporting fields to the east, is also included in this element.

The Lower Hunter Regional Strategy identifies the Adamstown Renewal Corridor as presenting an opportunity for economic renewal, and for housing renewal and intensification. This element sets out guidelines for achieving these aims.

The Adamstown Renewal Corridor reinforces and encourages commercial development in the Adamstown centre, increases residential densities along the corridor to accommodate an additional 700 dwellings, improve the streetscape through development and landscaping, and improve access for residents and visitors.

Character Precincts

The Adamstown corridor has four distinct character precincts. These have been identified through analysis of current land use and character, and consideration of the envisaged future character.

- **Precinct 1 - Bruncker Road (residential focus) character statement** - Precinct 1 includes land either side of Bruncker Road south of 'Nineways' Broadmeadow to Onley Road, Adamstown. The precinct is predominantly residential but also includes a mixture of other uses, resulting in a lack of cohesive street character. Bruncker Road follows the ridgeline, hence offering potential views either side of the corridor.

The precinct will provide a mixture of high density residential uses and other compatible uses. A cohesive street character is encouraged through consistent built form and landscaping. This precinct has a target of providing four hundred (400) additional dwellings. Development of a new commercial area at the intersection of Melville Road and Bruncker Road, overlooking Arthur Park, which services the local neighbourhood is supported. Other employment opportunities will continue to be concentrated in the 'mixed use' area between Mandalong and Vere Road, providing a range of compatible uses.

- **Precinct 2 – Glebe Road (mixed use focus) character statement** - Precinct 2 transverses Glebe Road from Wood Street (near Adamstown Station) to the west and Bryant Street to the east and also partly engulfs the Adamstown commercial centre. The amenity of Glebe Road is affected by the relatively high volumes of through traffic.

This precinct will support Adamstown commercial centre with opportunities for mixed use development, consisting of commercial uses and services along Bruncker and Glebe Roads. Increased residential densities are proposed for the remainder of the precinct and at upper levels. This precinct has a target of providing three hundred (300) additional dwellings. The eastern extremities of this precinct, adjoining the Adamstown playing fields, will continue to provide neighbourhood level retail and services.

- **Precinct 3 – Adamstown Town Centre (retail/commercial focus) character statement** - Precinct 3 focuses on the Adamstown 'retail core' along Bruncker Road, between Glebe Road and Lockyer Street.

The precinct will reinforce retail and other commercial uses but retain its current urban village character. This precinct has a target of providing thirty (30) additional dwellings. Pedestrian amenity within the precinct should be improved through embellishment of the footpath, further activation of the street edge, and reduction of traffic speeds to 40km/hr along Bruncker Road.

- **Precinct 4 – Park Avenue Neighbourhood Centre (retail focus) character statement -**
The area immediately opposite Adamstown Railway Station at the corner of Park Avenue and Glebe Road is identified as Precinct 4. This area includes a number of neighbourhood level retail uses. It also features the excellent access to off-road cycleways, including the start of the Fernleigh Track and the cycleway to Kotara and Broadmeadow. The railway crossing along Glebe Road in this area possesses traffic issues due to the high volumes of vehicles.

The precinct will continue to provide neighbourhood level retail uses and services as well as taking advantage of its position close to the rail and from passing trade. This Precinct has a target of providing twenty (20) additional dwellings.

Aims of this section

1. To revitalise the corridor as an accessible, functional and vibrant area.
2. To reinforce the Adamstown commercial centre through provision of additional commercial floor space.
3. To promote a denser urban form along Brunner and Glebe Road while respecting surrounding residential character and heritage items where relevant.
4. To activate street frontages and provide opportunities for mixed uses and activities.
5. To maximise redevelopment and infill opportunities for high and medium density housing within walking distance of Adamstown 'commercial core' and public transport.
6. To improve the public domain through landscaping and activation of public and private interfaces.
7. To encourage increased public transport use through transit oriented development and a pedestrian and cycle friendly environment.

6.08.01 Land use and development

A. Land use

Objectives

1. Ensure desired outcomes relating to increasing residential, commercial and retail densities are achieved in suitable locations.

Controls

General controls applying to all development to which this section applies

1. Despite any other provisions within this plan, development comprising wholly or partly of residential accommodation, shall comply with the provisions identified within Section 3.03 Residential Development with respect to the following:
 - Landscaped area
 - Siting the development
 - Amenity
 - Configuration
 - Environment

The following control applies to development within Precinct 1

2. Provide a range of compatible uses including higher density residential and low intensity employment.

The following control applies to development within Precinct 2

3. Provide a range of compatible uses including higher density residential and employment including commercial, wholesaling, and retailing (other than groceries, clothing, newsagencies, or chemists).

The following control applies to development within Precinct 3

4. Provide a range of retail, business, entertainment and community uses that serve the needs of people who live in, work in and visit the local area.

The following control applies to development within Precinct 4

5. Provide a range of small-scale retail, business and community uses that serve the needs of people who live and work in the surrounding neighbourhood.

B. Activation of street frontages

Objectives

1. Provide for activation of street frontages to ensure a safe and accessible environment.

Controls

General controls applying to all development to which this section applies

1. Provide ground floor retail uses in neighbourhood centre and local centre areas, with other commercial or residential uses located in upper levels.
2. Activate street edge at ground level through provision of retail or commercial uses in mixed use and mixed use (residential focus) areas.
3. Where residential dwellings are located on the ground floor of mixed use or mixed use (residential focus) areas, individual pedestrian entrances are provided to such dwellings.

6.08.02 Building form

A. Floor space ratios

Objectives

1. Provide an appropriate density of development consistent with the established centres hierarchy.
2. Ensure building density, bulk and scale makes a positive contribution towards the desired built form as identified by the centres hierarchy.
3. Encourage built form and massing of developments that contributes to increasing residential density and reflects the intended building typologies for each precinct.

Controls

General controls applying to all development to which this section applies

1. Refer to the Newcastle Local Environmental Plan 2012 for floor space ratio controls.

B. Height

Objectives

1. Ensure the scale of development enhances and makes a positive contribution towards the desired built form by reinforcing the established centres hierarchy.
2. Allow reasonable daylight access to all developments and the public domain.

- Built form to respect the envisaged scale and character of adjacent residential neighbourhoods.

Controls

General controls applying to all development to which this section applies

- Refer to the Newcastle Local Environmental Plan 2012 for building height controls.
- Buildings heights within the renewal corridor, where adjoining areas outside the corridor, should not be more than 4m above the envisaged maximum height of these adjoining areas.

C. Building setbacks

Objectives

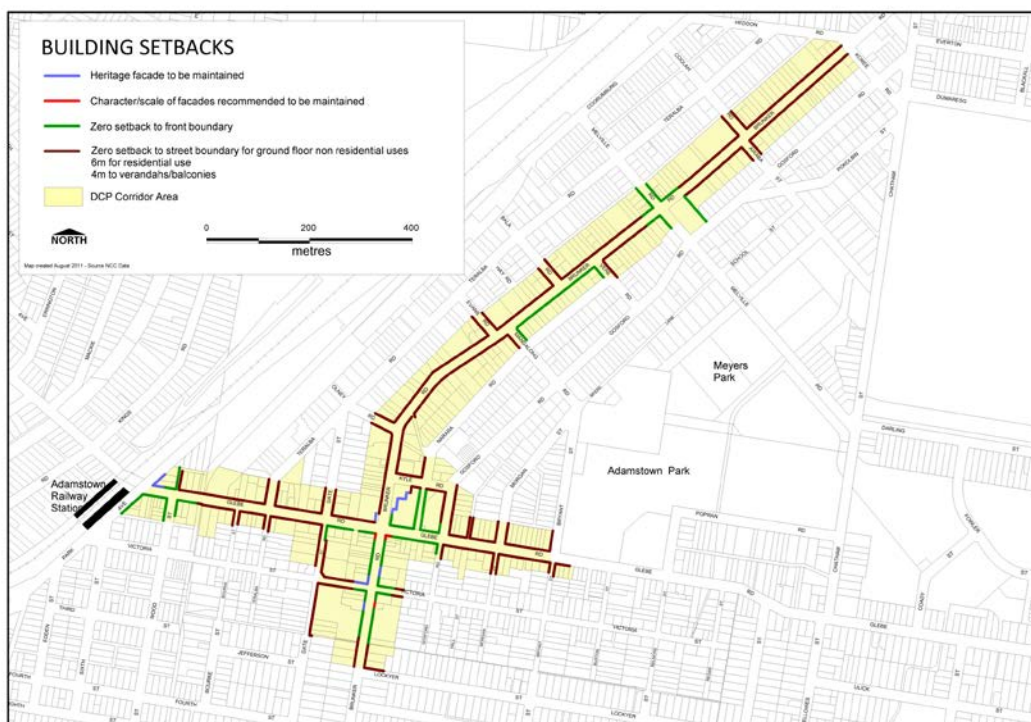
- Reinforce and maintain a well defined street edge along Bruncker and Glebe Roads.

Controls

General controls applying to all development to which this section applies

- Front building setbacks are consistent with those shown on **Map 2: Front Building Setbacks**.
- Unless shown otherwise on **Map 2**, development along Bruncker and Glebe Roads are built to the front boundary.
- Despite the requirements of control 2 above, where residential uses are located at ground floor, such uses are set back 6m to front facade (or 4m to the edge of balconies, verandas, pergola or the like) to allow a suitable landscape buffer.

Map 2 – Front building setbacks



D. Upper building setbacks

Objectives

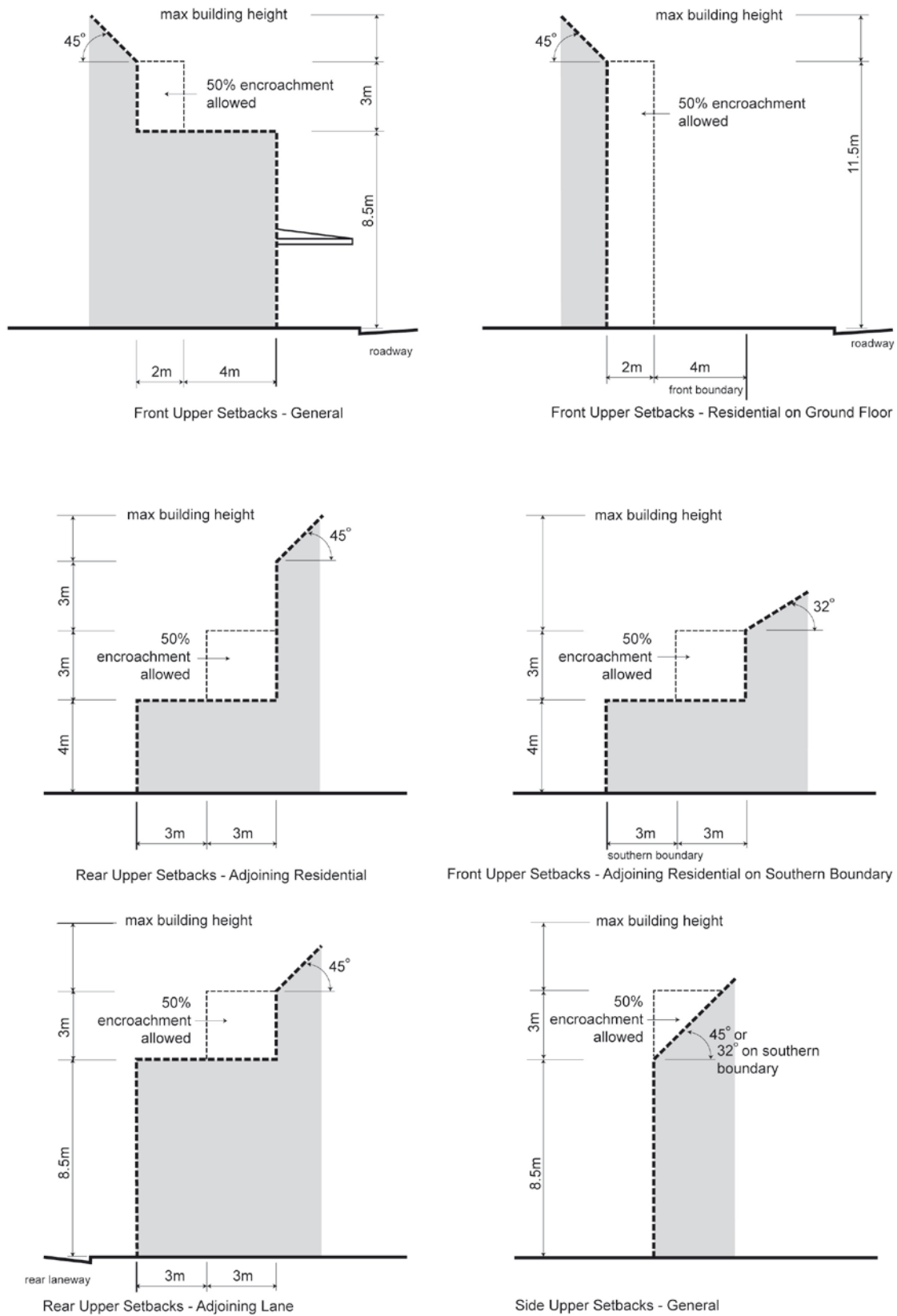
1. Protect the 'village' scale and character of Adamstown commercial centre.
2. Respect the scale and form of heritage items, without mimicking these.
3. Address envisaged scale and character of areas adjoining the renewal corridor.
4. Minimise overshadowing to allow suitable solar access to adjoining land.

Controls

General controls applying to all development to which this section applies

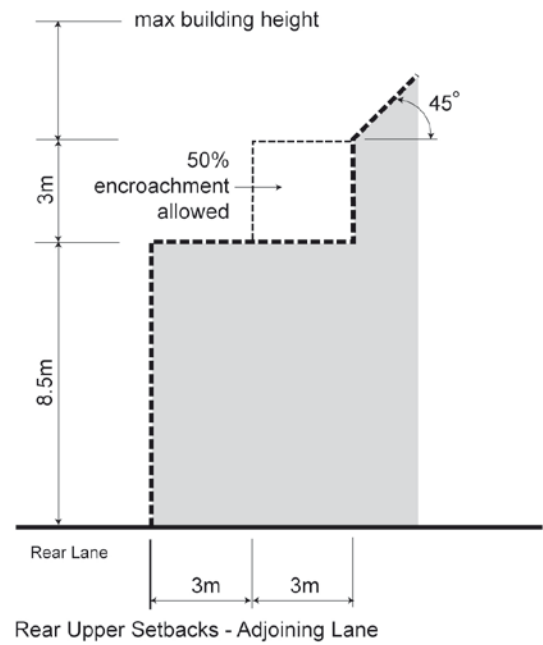
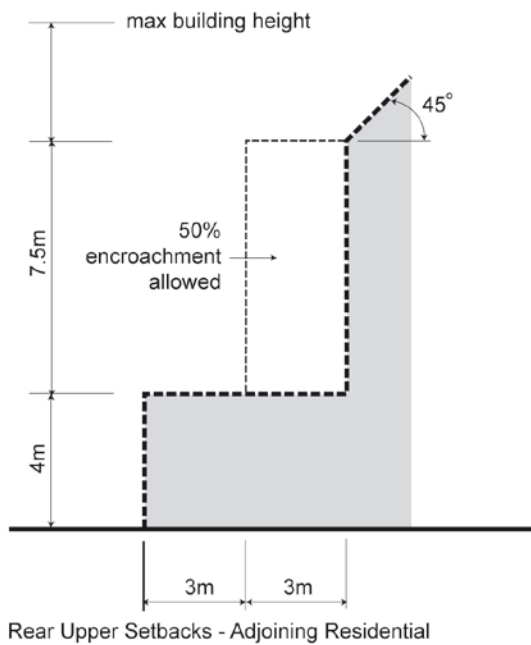
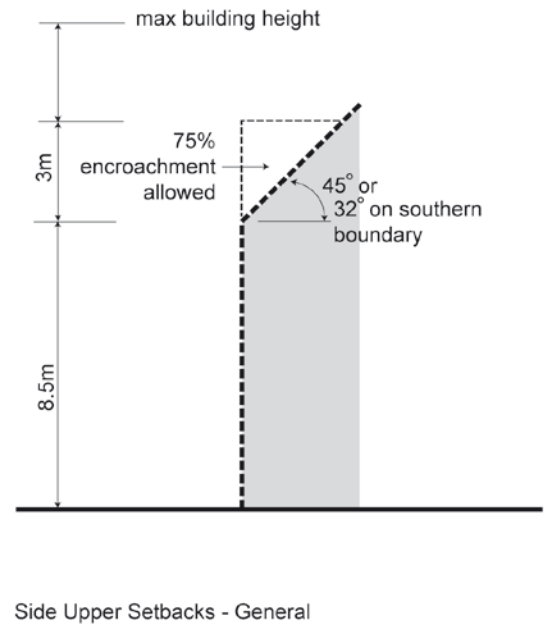
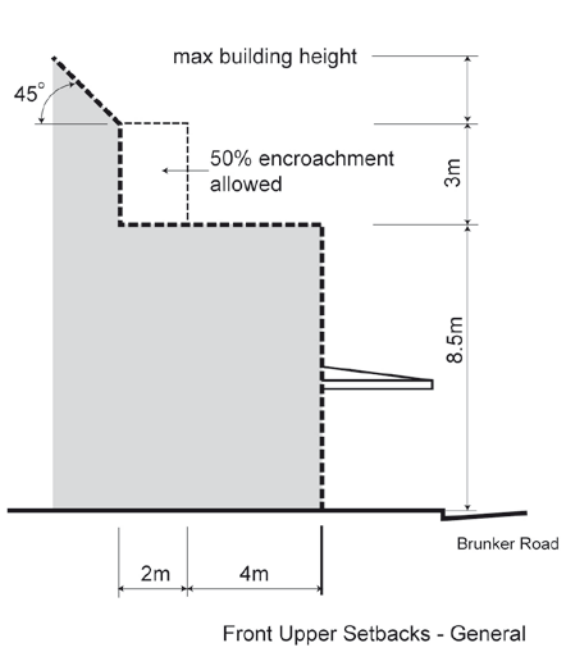
1. Upper building setbacks are consistent with those in **Figures 1 to 3**.
2. Upper level setbacks are encouraged to be used for provision of open space and landscaping, provided privacy of adjoining uses are protected.
3. Emphasise street corners by permitting the maximum permissible height along each front setback for a maximum length of 12m from the corner.

Figure 1: Building envelopes for Precincts 1 and 2



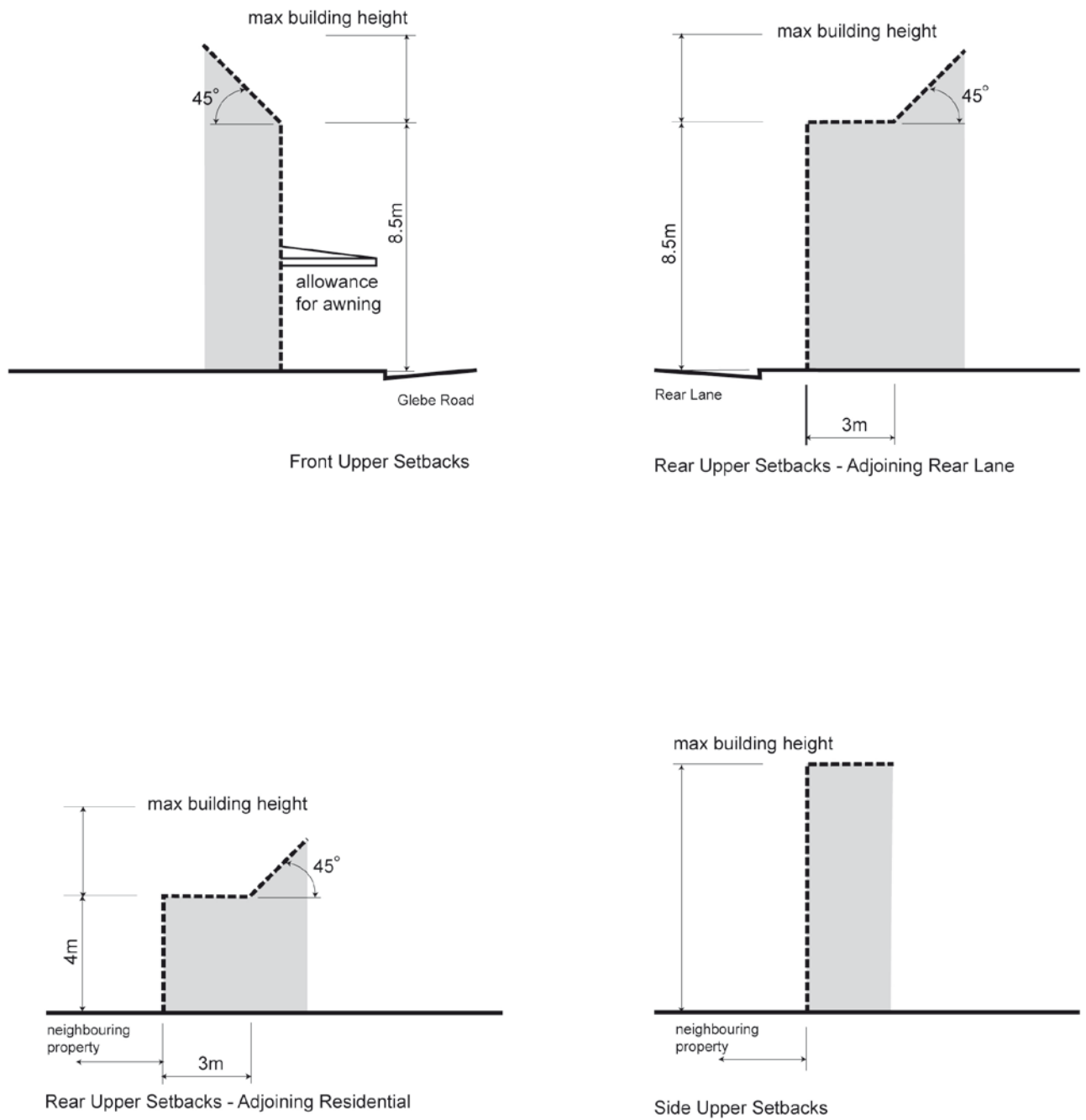
Note: Diagrams are not to scale. Use only the figured dimensions provided.

Figure 2: Building envelopes for Precinct 3



Note: Diagrams are not to scale. Use only the figured dimensions provided.

Figure 3: Building envelopes for Precinct 4



Note: Diagrams are not to scale. Use only the figured dimensions provided.

E. Building design elements

Objectives

1. Built form within Precinct 3 to reflect the vertical scale and horizontal rhythm along Bruncker Road.
2. Encourage use of design elements and materials that reflect contemporary architectural styles but are sympathetic to adjoining heritage items, where applicable.

Controls

General controls applying to all development to which this section applies

1. Development incorporates elements that respond to facade features (identified in **Map 2**) of heritage and character buildings.
2. Building facades incorporate a range of balconies and fenestration for visual interest and improved amenity.
3. Building facades at street level include a combination of openings and glazing to encourage an active street edge.
4. Ground level facades incorporate awnings or colonnades to encourage pedestrian activity and allow 'spilling' of indoor activities out to the street.
5. Entry porches, window awnings, and verandas are provided to contribute to facade articulation and streetscape interest.
6. Prominent built form statements are used to emphasise street corners but not detract from any adjoining heritage items.
7. Utilise potential open space on upper levels by including roof gardens and terraces.
8. The selection of materials used for new development considers and respects the character of existing buildings in the surrounding streetscape.

6.08.03 Public domain

A. Traffic and transport

Objectives

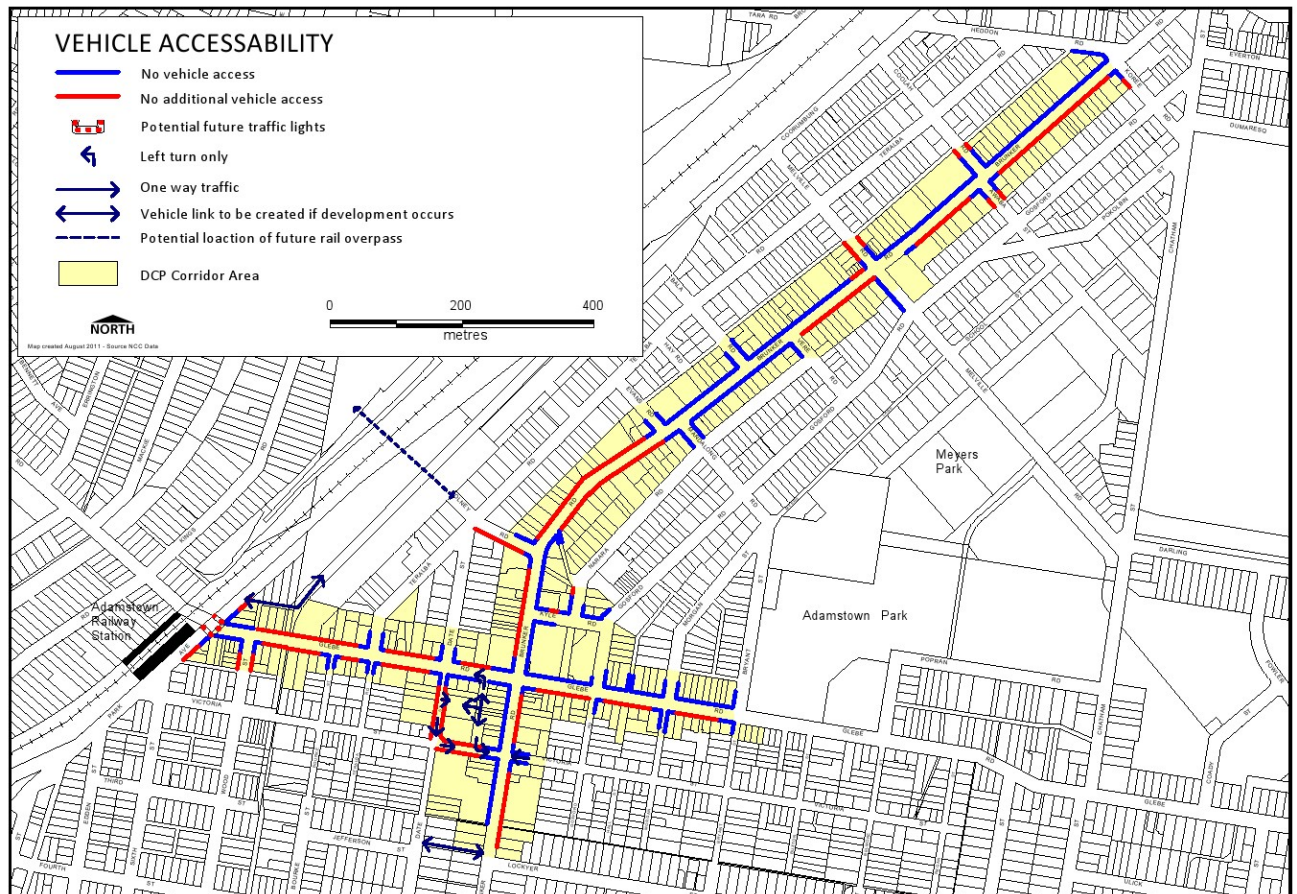
1. Minimise access onto Bruncker and Glebe Road from new development.
2. Provide sufficient off-street car parking.
3. Minimise impacts from car parking on the streetscape and outdoor areas on site.

Controls

General controls applying to all development to which this section applies

1. Vehicle access is not provided directly to Brunner or Glebe Road but is off side streets and rear laneways, except where no other options for access exist, as identified on **Map 3: Vehicle Access**.
2. Existing laneways and right-of-ways are retained for access by new and existing development.
3. New public laneways are provided as shown on **Map 3** and dedicated to Council.
4. Where negotiated prior to determination of a development proposal, such laneways may be incorporated into the development or allow development of their airspace but only where this allows for unrestricted public access.
5. Vehicle entrances do not dominate the streetscape and are recessed from building facades.
6. At-grade (ground level) car parking is only provided where:
 - (a) it is set back behind other uses that provide activation to the street edge
 - (b) it is under cover and integrated into the built form and covered by upper levels of development or upper level open space/landscaping provision
 - (c) ceiling heights and floor levels allow for future adaption to other uses
 - (d) it is not within building setbacks
 - (e) it is not impeding an ability to meet minimum on site landscape requirements.
7. Above-ground car parking facilities are located to the rear of development along Brunner and Glebe Roads and appropriately screened from any street frontages by use of built form, architectural screens or landscaping.
8. Driveways directly accessing Brunner or Glebe Roads, where necessary, have a maximum width of 3m per direction and contain a centre refuge where allowing two-way access. The design also minimises queuing across footpath.
9. New development enhances safety and amenity of bus stops by encouraging adjoining active uses, passive surveillance, and weather protection.
10. Car parking is provided in accordance with Section 7.03 Traffic, Parking and Access.

Map 3: Vehicle access



B. Pedestrian amenity

Objectives

1. Improve the amenity for pedestrians along the corridor.
2. Encourage casual surveillance of public areas, including streets, laneways, cycleways, and open space.

Controls

General controls applying to all development to which this section applies

1. New and improved pedestrian links provided as shown on **Map 4: Pedestrian access**.
2. Pedestrian-only links through street blocks are along the most direct route, preferably straight, well lit and offer passive surveillance from surrounding uses.

The following controls apply to all development in Precinct 1

3. Provides safe pedestrian crossings off Brunker Road at Melville Road.

The following controls apply to all development in Precinct 2

4. Provides safe pedestrian crossings off Glebe Road at Teralba Road.

Map 4: Pedestrian access



C. Open space and landscaping

Objectives

1. Provide quality open space for passive recreation and social activities.
2. Improve landscape amenity of the public realm through consistent theme of pavement, street furnishings and street trees.
3. Strengthen the inter-relationship between public and private space through activation of the street edge and quality of landscaping along the corridor.
4. Minimise impacts of fragmented redevelopment by use of consistent landscape elements within the streetscape, which provide a recognisable theme along the corridor.

Controls

General controls applying to all development to which this section applies

1. Landscaping is provided in accordance with Section 3.03.01 D - Landscaped Area.
2. Provides lighting to front setback to ensure well lit building entries and landscaped areas.
3. Landscape/Communal Open Space requirements for mixed use development and non-residential development is assessed on its merits, having respect for the character of the existing streetscape and that of adjoining land.
4. On-site open space requirements may be achieved on upper levels and rooftops of development.
5. Soft landscaping (plantings) on upper levels and roof tops through use of roof and wall gardens and the like is encouraged and is calculated as part of the landscape requirements of the development.
6. Waste management facilities are appropriately screened and/or located where not visible from the streetscape.
7. Development fronting Brunker Road that requires four or more wheelie bins are required to use a waste removal contractor rather than Council's kerbside service.

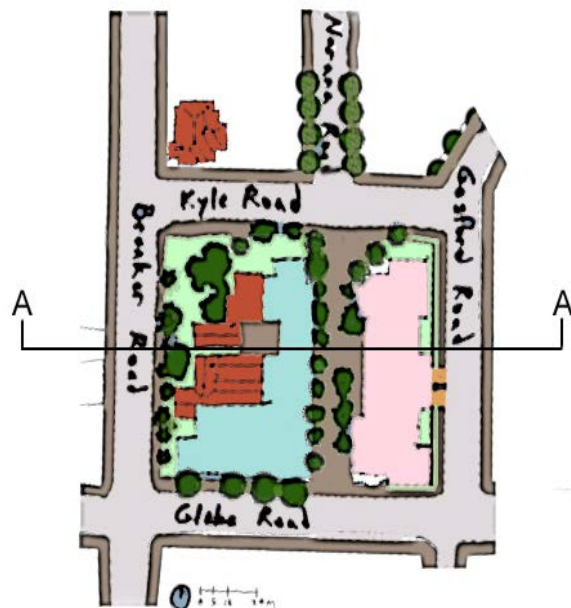
The following controls apply to all development in Precinct 1

8. Funding or works-in-kind of s94A developer contributions may be negotiated to achieve embellishment of Arthur Park (93A Brunker Road, Broadmeadow) including a new playground and/or other outdoor recreation facilities.

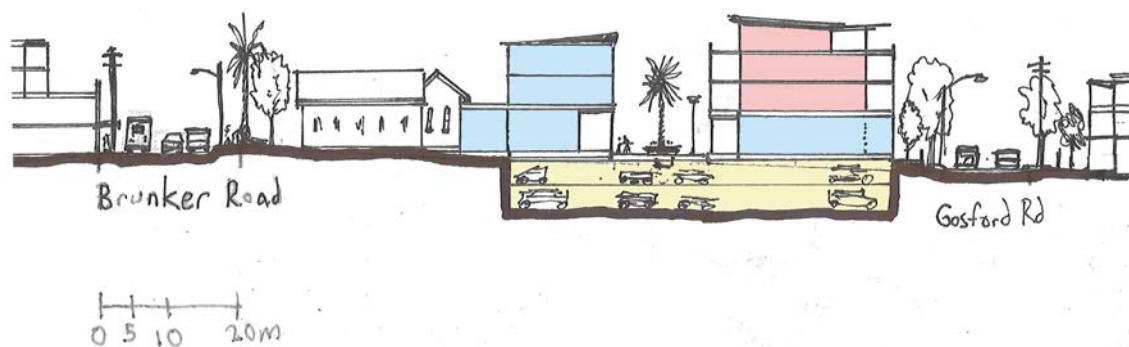
The following controls apply to all development in Precinct 2

9. Maintains vegetated setback to Brunker Road between Kyle and Glebe Road.
10. Development of the former Adamstown Public School site at the corner setback of Brunker and Kyle Roads to incorporate an informal public open space with playground facilities.
11. Provide pedestrian link between Kyle and Glebe Roads as an extension of Narara Road, incorporating formalised landscaping as a forecourt to development and as a gathering place, as shown in **Figure 4**.
12. On-site car parking associated with redevelopment of the former Adamstown Public School is provided at sub-grade with vehicle access from Gosford Road to maximise landscape opportunities on site, as shown in **Figure 4**.

Figure 4: Landscape requirements for former Adamstown Public School site



Section A-A

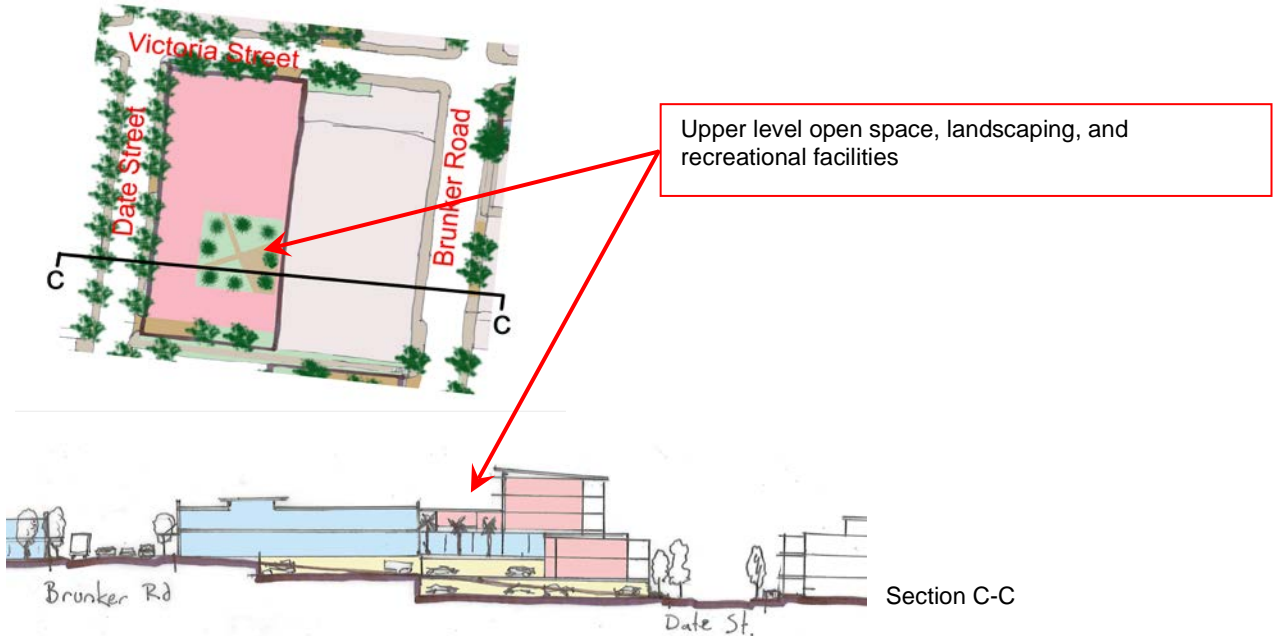


Note: Diagrams are not to scale.

13. Provide landscaped setback to all property boundaries adjoining the existing walkway between Brunker Road and Date Street, along the southern boundary of Adamstown RSL and 57 Date Street, Adamstown, with passive surveillance provided from adjoining development.
14. Development along Date Street is setback a minimum of 4.5m for non residential uses to enable embellishment of the footpath and provision of street trees.
15. Where residential uses are provided at ground floor along Date Street, provide a setback of 8m to the edge of balconies (or 10m to building facade) to enable a sufficient landscape buffer and individual front gardens per dwelling.

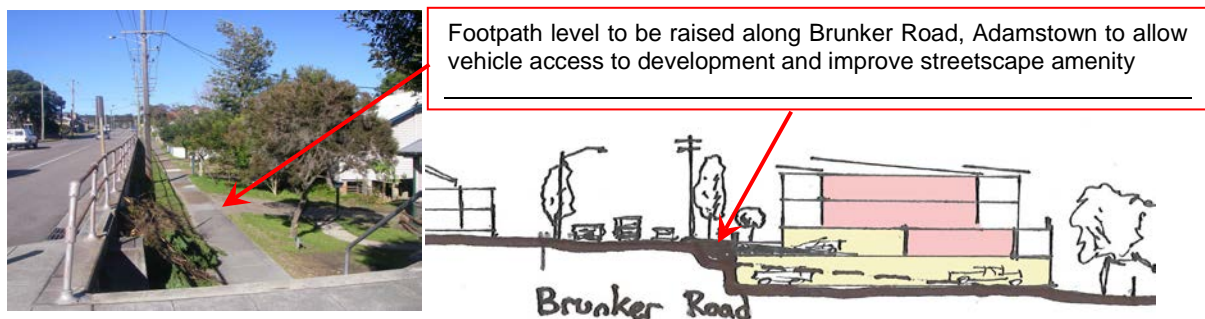
16. Redevelopment of the existing open air RSL car park to provide all on-site car parking at lower levels, whereas open space and landscaping should be provided at upper level setbacks and roof tops as shown in **Figure 5**.

Figure 5: Landscape at upper levels for redevelopment of RSL car park site



17. Raise the footpath level to that of the carriageway in front of 298, 300, 302, 304, 306 or 308 Brunker Road, Adamstown as part of any development occurring on these sites (including alterations or additions to existing dwellings, where the value of such development exceeds \$100K) to allow vehicle access and improve streetscape amenity, as shown in **Figure 6**.

Figure 6: Landscape requirements for Brunker Road, south of Adamstown RSL Club

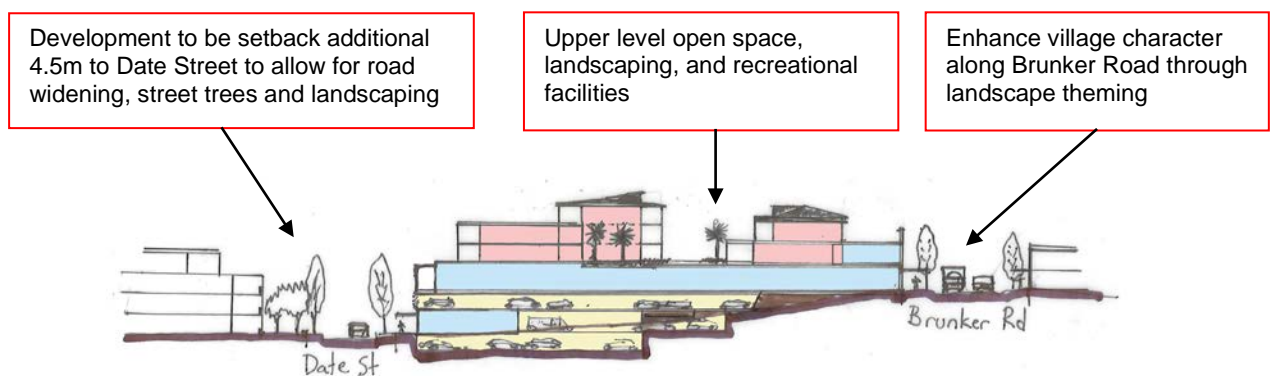


18. All retaining wall and/or structural work associated with raising the footpath level is located within the road reserve and constructed to Council's requirements.
19. Development of 298 Bruncker Road requires connection to the footpath in front of the RSL Club and to the adjoining walkway linking to Date Street. Likewise, the new footpath should link to the existing footpath where adjoining site is not being redeveloped.
20. New raised footpath, provided as part of a development is provided along a minimum of two site frontages, where the footpath has not been raised on either adjoining site, to ensure consistency of streetscape. This requires consent of all affected landowners.
21. Provision of new raised footpath does not result in part of the existing footpath remaining between two new footpaths, unless the existing footpath is greater than 20m in length.

The following controls apply to all development in Precinct 3

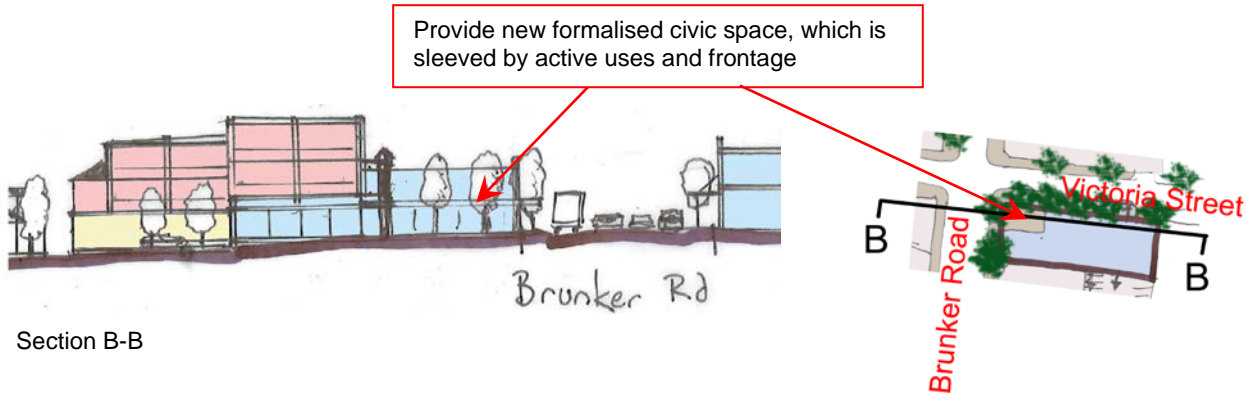
22. Removal of on-street parking spaces may be permitted along Bruncker Road, where directly in front of development site to allow footpath widening and opportunities for creating outdoor dining areas and street tree planting. However, widening of the footpath should not impact on the provision of bus stops, taxi ranks or loading zones. Any cost for their relocation, if deemed suitable by Council, will be at cost to the developer.
23. Landscape elements including footpath pavement, street furniture, and street tree planting is consistent with Council's requirements.
24. Opportunities for providing informal private/public recreation/entertainment areas on upper levels of potential redevelopment of the Council car park site, as shown in **Figure 7**.

Figure 7: Landscape opportunities for redevelopment of Council car park site



- 25. Redevelopment of Council’s existing library site, at the corner of Brunker Road and Victoria Street, incorporates a new formalised civic space that provides opportunities for gathering and outdoor dining, as shown in **Figure 8**.

Figure 8: Landscape opportunities for redevelopment of Council car park site



This page is intentionally blank.