

6.05 Mayfield 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

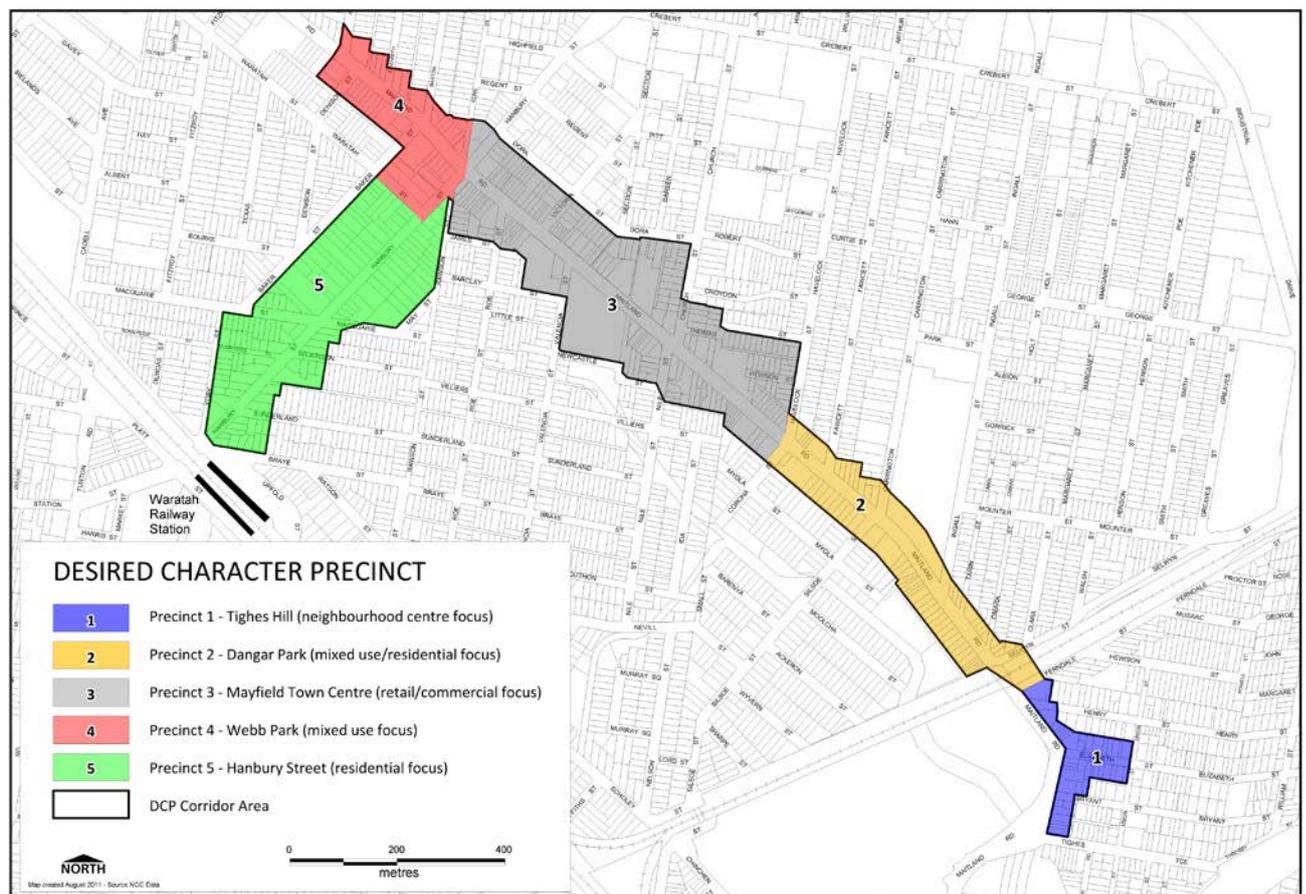
Savings provisions

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** – Mayfield Renewal Corridor area.

Map 1: Mayfield Renewal Corridor area



Development (type/s) to which this section 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
- State Environmental Planning Policy No 71—Coastal Protection.

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

- 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

Maitland Road is a major strategic transport corridor linking Mayfield with the Newcastle City Centre. The 'Maitland Road Corridor' referred to in this element, consists of land alongside Maitland Road between Mayfield West and Tighes Hill.

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

Renewal of the corridor will reinforce and consolidate the existing commercial areas of Mayfield, Mayfield West and Tighes Hill. It will also increase residential densities in areas close to these centres and public transport to accommodate an additional 960 dwellings. The renewal will improve the streetscape through development and landscaping and also improve access for residents and visitors.

Character Precincts

The Mayfield Corridor has five distinct character precincts. These have been identified through analysis of current land use and character, and consideration of the envisaged future character.

- **Precinct 1 – Tighes Hill Neighbourhood Centre (retail/commercial focus) character statement** - comprises the Tighes Hill Neighbourhood Centre which is situated along Maitland Road and Elizabeth Street. Tighes Hill is characterised by a unique village atmosphere overlooking Throsby Creek and in close proximity to the TAFE college. The existing village character of Tighes Hill will be reinforced with new commercial development accommodating additional residential dwellings on upper levels. This precinct has a target of providing thirty (30) additional dwellings. Development of a cultural hub including art galleries, studio and the like is encouraged along Elizabeth Street. Development should take advantage of the improved pedestrian access between the Tighes Hill centre, the nearby TAFE and surrounding open space.

- **Precinct 2 – Dangar Park (residential focus) precinct overview character statement** - is centred on the historic Dangar Park, and currently features a mix of medium density residential, 'main street' retail, and automotive uses. The area surrounding Dangar Park features opportunity for renewal of existing buildings and underutilised vacant sites. It is envisaged that the area will develop into a diverse mixed use area, focusing on new residential development combined with retail and other appropriate uses. This precinct has a target of providing fifty (50) additional dwellings. New development is encouraged to take advantage of the precincts proximity to Dangar Park, and improving pedestrian amenity. A denser urban form along Maitland Road is envisaged, providing renewal of the underutilised sites.
- **Precinct 3 – Mayfield Town Centre (retail/commercial focus) character statement** - currently provides a range of retail and community facilities. Opportunities exist for renewal and redevelopment of underutilised sites. The commercial component of Mayfield town centre will be reinforced through adequate supply of retail, commercial and residential floor space to meet the employment and services functions. The centre will provide shopping and business centre for the district including health and professional services mixed with higher density residential. Cafes and restaurants are encouraged along Corona Street and Fawcett Street to complement the envisaged outdoor dining and gathering areas discussed in the public domain section. Increases in building height and densities will facilitate this redevelopment, allowing for residential and office uses above active frontage ground floor retail. This precinct has a target of providing three hundred and forty (340) additional dwellings.
- **Precinct 4 - Webb Park (mixed use focus) character statement** - provides a mix of commercial uses along Maitland Road, west of Hanbury Street. This precinct also contains Webb Park, which is physically separated from adjoining properties which front Maitland Road. Webb Park is an important green space within Mayfield's otherwise urbanised environment. It is envisaged that this precinct will continue to provide a range of mixed uses but with additional residential densities, in particular where these address Webb Park. This precinct has a target of providing one hundred (100) additional dwellings. Public domain improvements will also foster better connections between Maitland Road and Webb Park.
- **Precinct 5 – Hanbury Street (residential focus) character statement** - is located between the Mayfield commercial core and the Waratah station, providing an ideal location to promote residential densities over underutilised sites to take advantage of the access to public transport and community facilities and services. This precinct will increase residential densities in key locations in close proximity to transport and services. Active frontages are encouraged along Hanbury Street, with retail, commercial uses encouraged at ground floor, particularly close to Waratah Station. This precinct has a target of providing four hundred and forty (440) additional dwellings.

Aims of this section

1. To reinforce and revitalise the Mayfield, Mayfield West and Tighes Hill commercial centres, permitting additional commercial and residential floor space.
2. To promote a denser urban form along Maitland Road while respecting surrounding residential character in adjoining streets.
3. To encourage a renewal of underutilised sites providing for increases in activity and urban densities.
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 centres.
6. To improve the public domain through landscaping and activation of public and private spaces along Maitland Road.
7. To respect and build on heritage significance.
8. To encourage increased public transport use through transit oriented development, and a pedestrian and cycle friendly environment.

6.05.01 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 controls apply to development within Precinct 1

2. Provide a range of uses including low intensity employment and residential.
3. Ground floor uses are non residential.

The following control applies to development within Precinct 2

4. Development is encouraged to provide a mix of compatible uses including higher density residential and commercial, wholesaling and some retailing (other than groceries, clothing, newsagencies or chemists).

The following controls apply to development within Precinct 3 and 4

5. Development is encouraged to provide a range of retail, business, entertainment, and community uses.

6. Residential uses are also encouraged but only where provided as part of a mixed use development and where not located on ground floor.

B. Activation of street frontages

Objectives

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

Controls

The following controls apply to development within Precincts 1, 3 and 4

1. Provide ground floor retail uses that provide multiple pedestrian accesses along Maitland Road.
2. Provide a visual connection into uses at ground level and avoid the use of solid walls or covered glassing for lengths greater than 3m.

The following controls apply to development within Precincts 2 and 5

3. Activate street edge at ground level through provision of retail or commercial uses in mixed use and mixed use (residential focus) areas.
4. Where residential dwellings are located on the ground floor of mixed use (residential focus) areas, individual pedestrian entrances are provided to each dwelling.

6.05.02 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 development that contributes to increasing residential density 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.
3. Ensure built form respects the envisaged scale and character of adjacent residential neighbourhoods.

Controls

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

Note: Precinct 1 and 2 of this corridor consist of lands within an identified mine subsidence district and may not achieve the maximum floor space ratios and building heights identified. Applicants are to seek advice from the Mine Subsidence Board as to the restrictions and/or conditions that may apply to their land.

C. Building setbacks

Objectives

1. Reinforce and maintain a well defined street edge along Maitland Road.

Controls

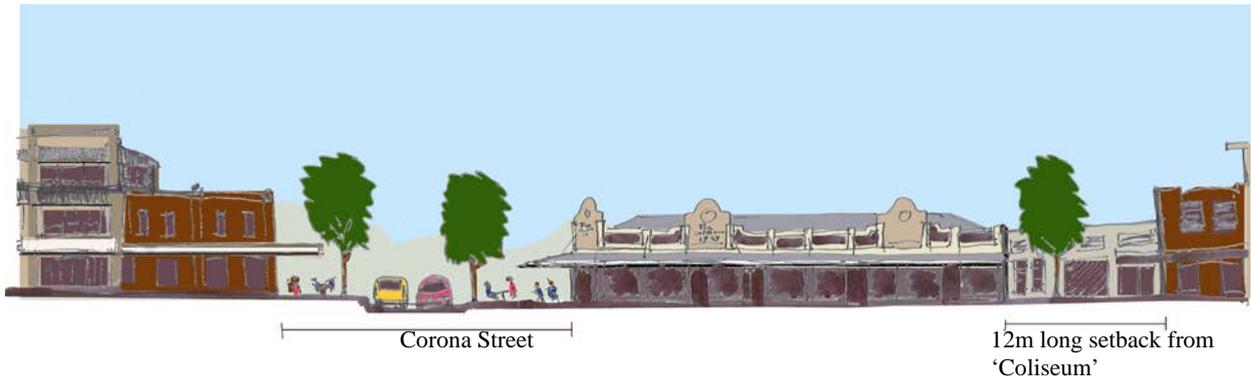
General controls applying to all development to which this section applies

1. Building setbacks should be consistent with those shown on **Map 2**.
2. Development along Maitland Road should generally be built to the front property boundary to reinforce a consistent streetscape edge. However, where residential development occurs at ground level along Maitland Road, a landscape setback of 6m or more is required. An encroachment of no more than 2m may be permitted from the building setback to allow for verandas, decks, pergolas, balconies or the like.

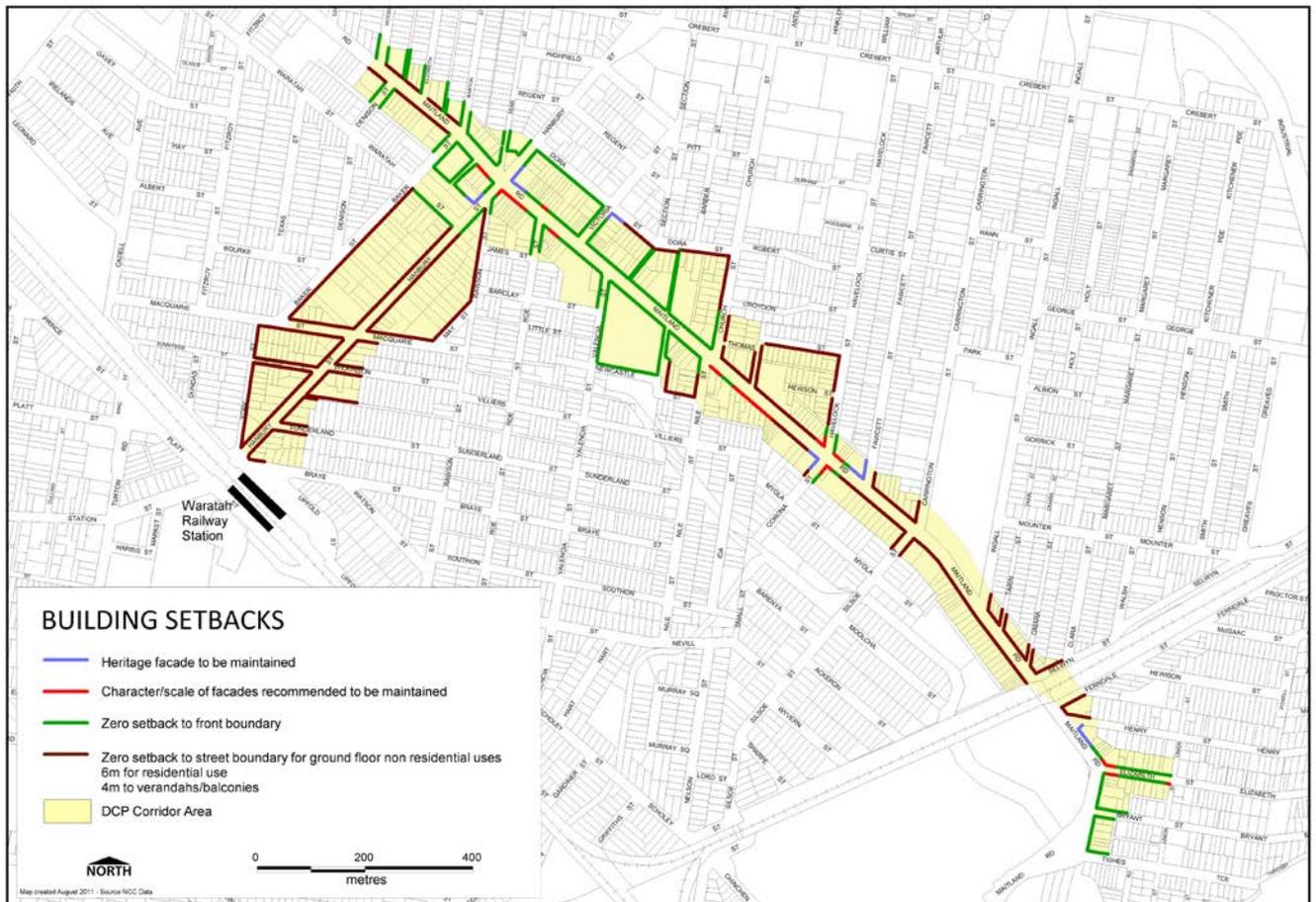
The following controls apply to all development within Precinct 2

3. Development adjoining the 'Coliseum' heritage item should be set back for 12m along the Maitland Road street frontage, at a depth of at least 6m (see **Figure 1**). Setbacks are to contain landscaping that complements the character and scale of this heritage item.

Figure 1: 12m setback to 'Coliseum' along Maitland Road



Map 2: Front setbacks



D. Upper building setbacks

Objectives

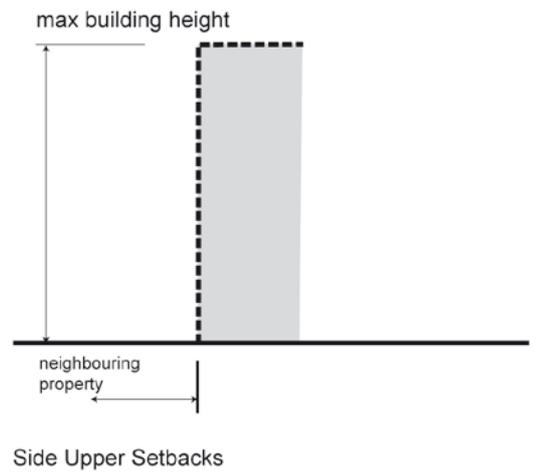
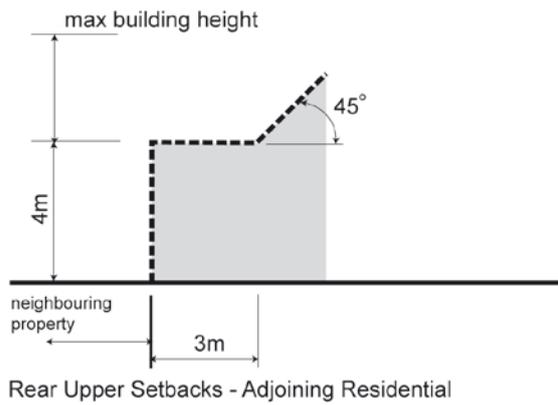
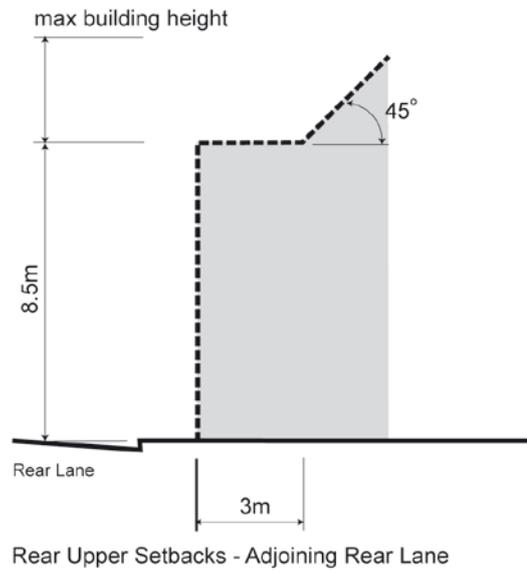
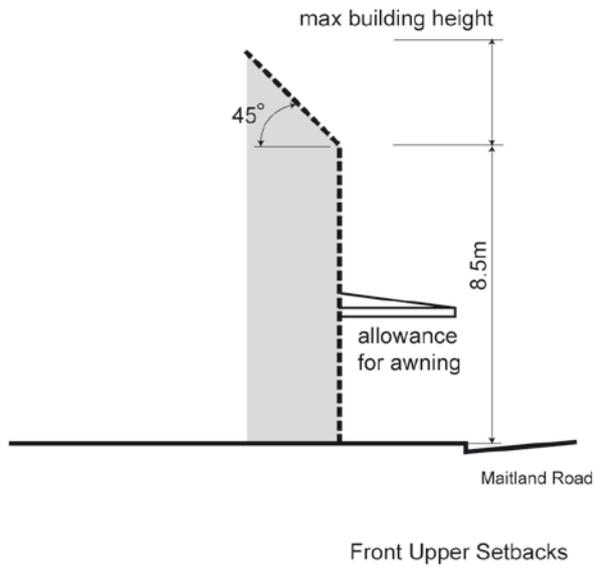
1. Maintain the scale and alignment of facades along Maitland Road to reinforce the existing character of the street edge.
2. Respect scale and form of heritage items, without mimicking these.
3. Address envisaged scale and character of areas adjoining the renewal corridor.
4. Minimise overshadowing from new development to allow suitable solar access to adjoining land.

Controls

General controls applying to all development to which this section applies

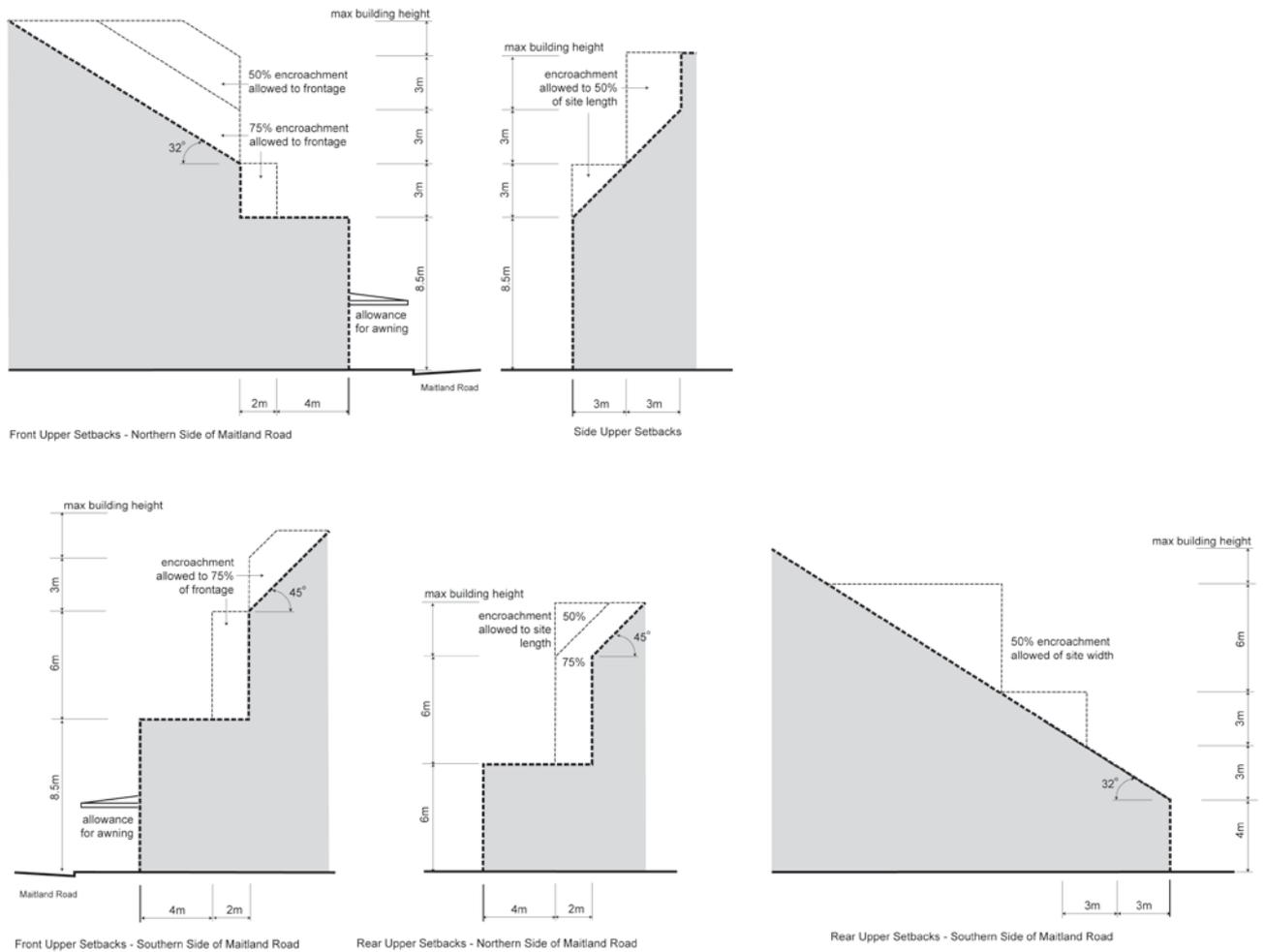
1. Upper building setbacks should be consistent with those shown in **Figures 2, 3 and 4**.
2. Upper level setbacks are encouraged to be utilised for provision of open space and landscaping, provided privacy of adjoining uses are protected.
3. Emphasise street corners by permitting a departure from the building envelopes, to allow the maximum permissible height along each front setback for a maximum length of 12m from the corner.

Figure 2: Building envelopes for Precinct 1



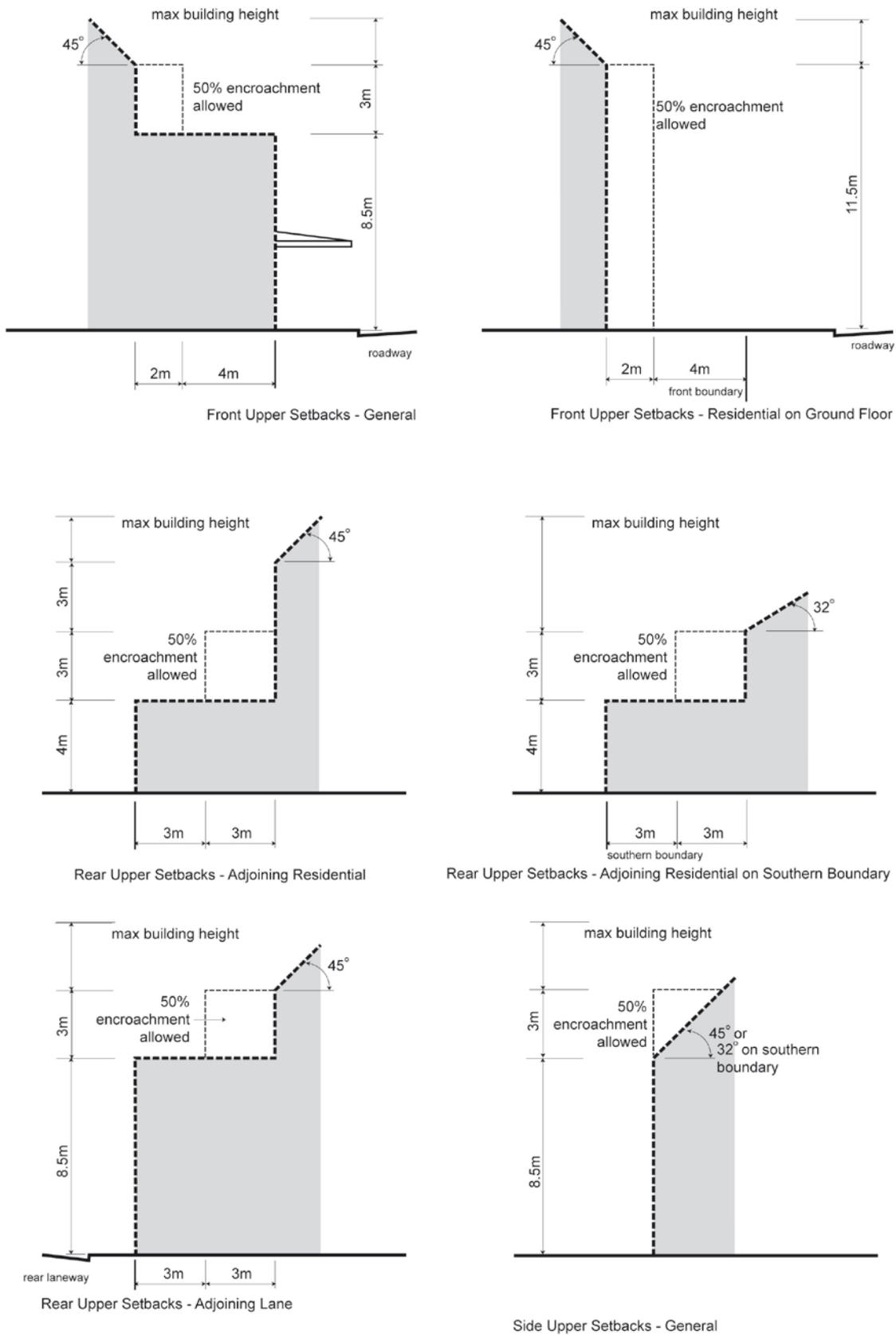
Note: Diagrams are not to scale. Use only the figured dimensions provided.

Figure 3: Building envelopes for Precinct 3



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

Figure 4: Building envelopes for Precincts 2, 4 and 5



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

E. Building design elements

Objectives

1. Encourage use of design elements and materials that reflect contemporary architectural styles and are sympathetic to adjoining heritage items, if applicable.

Controls

General controls applying to all development to which this section applies

1. Development incorporates elements that respond to nearby heritage and character facade features (identified in **Map 1 – Front Setbacks**).
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. Ground level facades are to incorporate awnings or colonnades to encourage pedestrian activity and allow ‘spilling’ of indoor activities out to the street.
4. Entry porches, window awnings, and verandas are provided to contribute to facade articulation and streetscape interest.
5. Prominent built form statement may be used to emphasise street corners but not detract from any adjoining heritage items.
6. Utilise potential open space on upper levels by including roof gardens and terraces.
7. The selection of materials used for new development to consider and respect the character of existing buildings in the surrounding streetscape.

6.05.03 Public domain

A. Traffic and transport

Objectives

1. Minimise vehicles directly accessing onto Maitland Road from new development.
2. Provide sufficient off-street car parking.
3. Minimise impact from car parking on the streetscape and outdoor areas on site.

Controls

General controls applying to all development to which this section applies

1. Where possible, site access only to be provided off side streets and rear laneways, as identified on **Map 3** – Vehicle Access.
2. Vehicle access may only be provided directly onto Maitland Road where no alternate access exists and where sites have a minimum frontage of 24m.
3. Existing laneways and right-of-ways to be retained for access by new and existing development.
4. New public laneways are to be provided as shown on **Map 3** and dedicated to Council. The exact location of these may be negotiated at the development application stage.
5. 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. Vehicle entrances are not to dominate the streetscape and are to be recessed from building facades.
6. Car parking is provided as per Section 7.03 Traffic, Parking and Access.
7. At-grade (ground level) car parking only to be provided where:
 - (a) it is set back behind other uses that provide activation to 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 on ability to meet minimum on site landscape requirements.
8. Above ground car parking facilities to be located to the rear of development along Maitland Road and screened from any street frontages by use of built form, architectural screens or landscaping.
9. Driveways directly accessing Maitland Road, where necessary, are not to result in queuing across footpath.
10. Enhance safety and amenity of bus stops by encouraging adjoining active uses, passive surveillance, and weather protection.
11. Funding or works-in-kind of s94A developer contributions may be negotiated to achieve a reduction in width of carriageway along Maitland Road, where possible, to facilitate a reduction in traffic speed and maximise opportunities for street tree planting as shown in **Figure 5**. This may only be achieved where carriageway widths do not impede on operation of bus services and provision of bus stops.

Figure 5: Example of street tree planting envisaged along Maitland Road



The following controls apply to all development within Precinct 1

12. Redevelopment of the site shown in **Figure 6** will require widening of existing rear laneway by a minimum of 5m. This dimension to include a 2m wide footpath.

Figure 6: Landscape requirements for entry to corridor in Tighes Hill



The following controls apply to all development within Precinct 2

13. Provide and dedicate to Council a public rear laneway (minimum 8m width) to any new development along Maitland Road between Silsoe and Corona Streets (refer **Figure 7**). Ensure allowance is made for future connection with such laneway on adjoining land (even if not yet redeveloped).
14. No vehicle access is provided directly to/from Maitland Road unless:
 - (a) no access is available to Corona or Silsoe Streets
 - (b) adjoining land has not yet been redeveloped to include laneway access
 - (c) development will not result in additional access to Maitland Road
 - (d) access connects to rear laneway provided (on site) in redevelopment; and such access becomes one-way upon rear lane access connecting to either Corona or Silsoe Streets.

The following controls apply to all development within Precinct 5

15. Redevelopment of the Mayfield Ex Services Club car park and adjoining vacant site, Baker Street to include provision of a new street, connecting Baker and Hanbury Streets. This providing improved entry to the club and other uses. Car parking should be provided at sub-ground level or within a multilevel facility.

B. Pedestrian amenity

Objectives

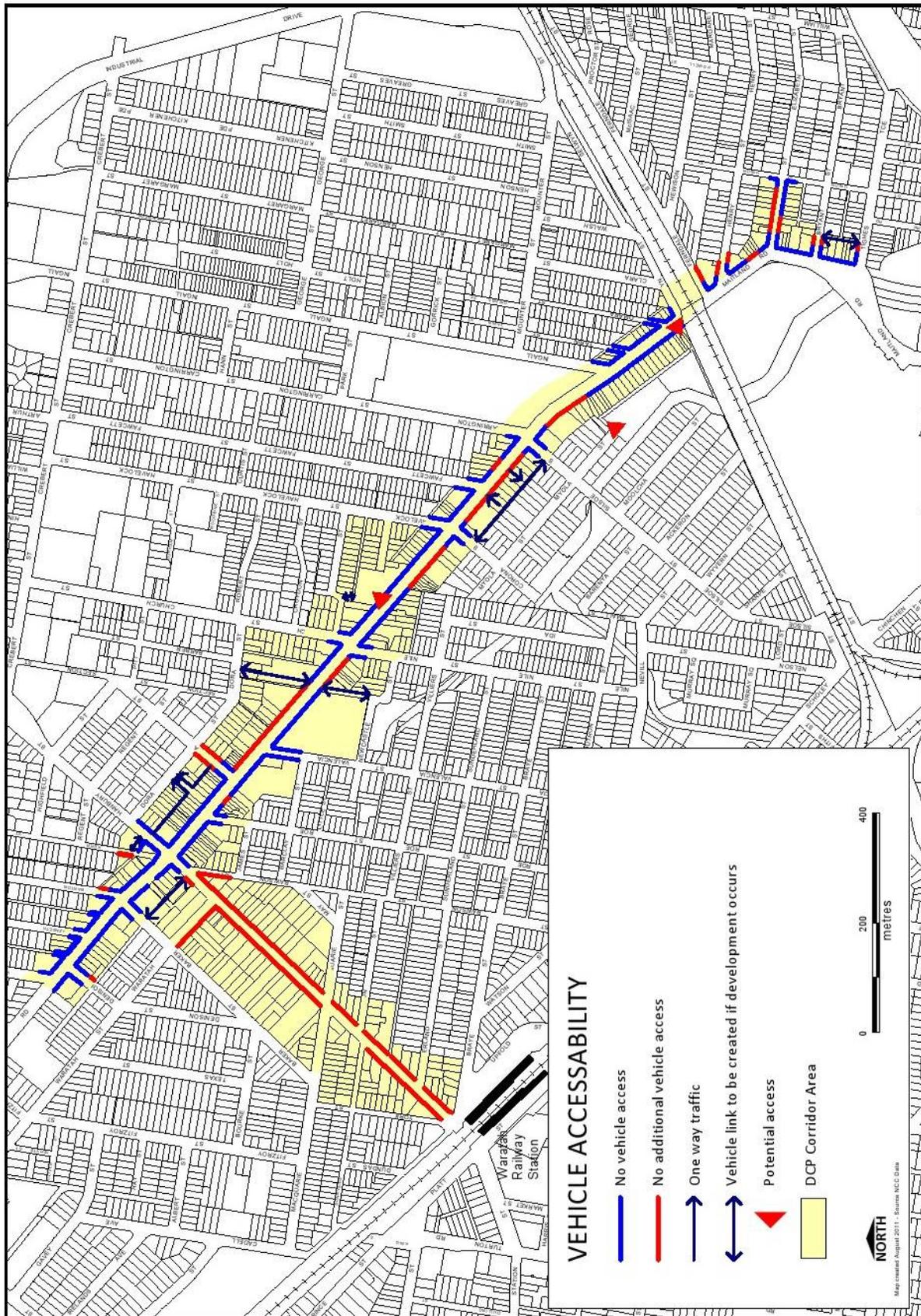
1. Improve the amenity along the corridor.
2. Encourage casual surveillance of public areas, including street, laneways, cycleways and open space.

Controls

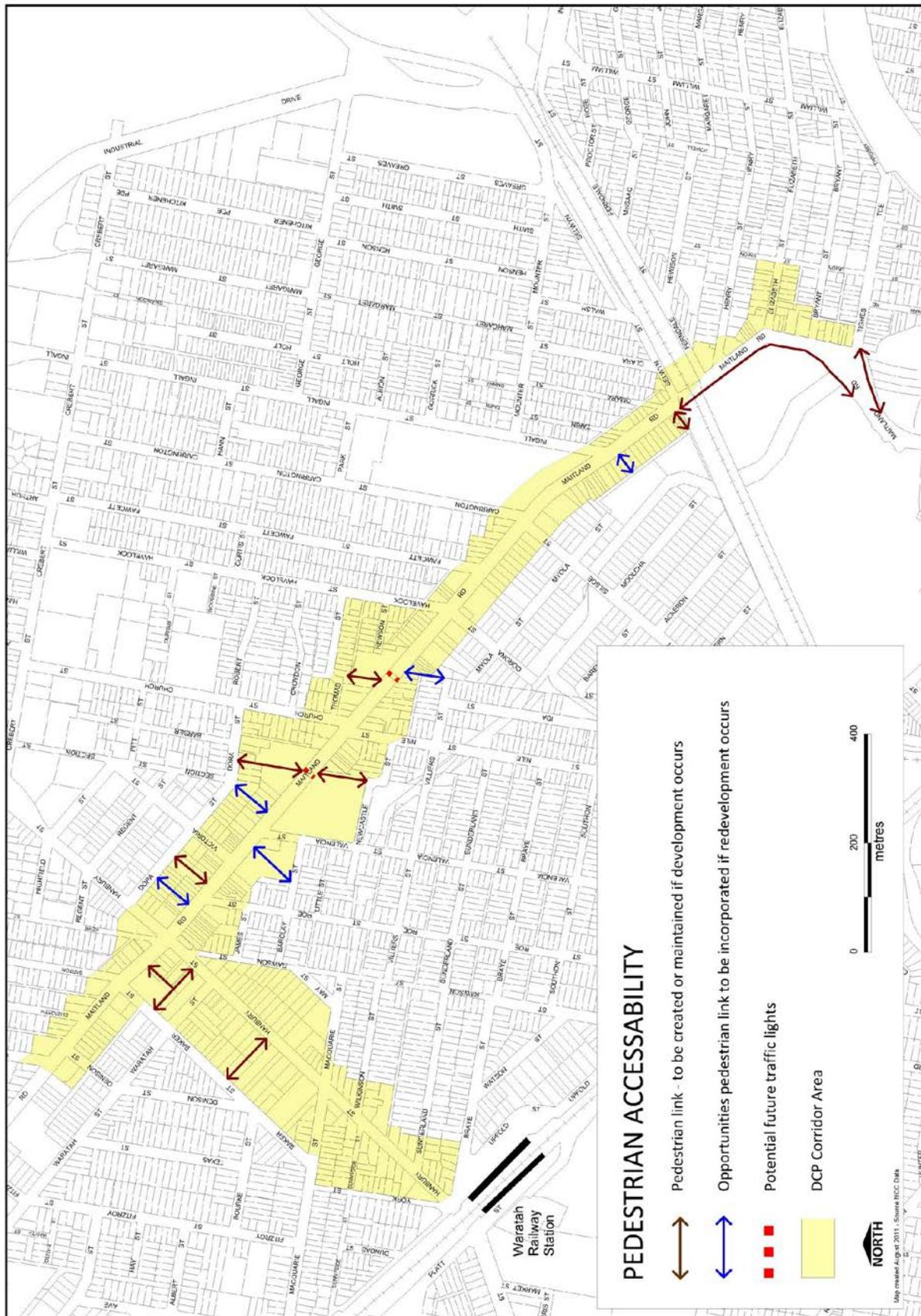
General controls applying to all development to which this section applies

1. New and improved pedestrian links to be consistent with **Map 4** - Pedestrian Access.
2. Pedestrian only links through street blocks should be along the most direct route, preferably straight, well lit and offer passive surveillance from surrounding uses.

Map 3: Vehicle Access



Map 4: Pedestrian access



C. Cycle access

Objectives

1. Provide facilities that cater for cyclist in the corridor.

Controls

General controls applying to all development to which this section applies

1. Provision of cycle storage and parking facilities at bus stops located where the corridor is intercepted by the cycle network, at all new retail and commercial developments requiring on-site car parking, and public open space areas.
2. Inclusion of the provision of safe, secure and accessible cycle storage facilities for occupants and visitor of all new commercial and residential developments.

D. Open space and landscaping

Objectives

1. Improve the provision and quality of open space along the corridor to reinforce a sense of place.
2. Provide open space for passive recreation and social activities, such as outdoor dining and gathering.
3. Create a landmark entry statement to the renewal corridor at Tights Hill through the provision of landscaping and bold public art.
4. Minimise impacts of fragmented redevelopment by use of consistent landscape elements with 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. Landscaping requirements for mixed use development and non-residential development will be assessed on its merits, having respect for the character of the existing streetscape and that of adjoining land.
3. Lighting is provided to front setbacks in particular to building entries and landscaped areas.
4. Onsite 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.
6. Waste management facilities are to be appropriately screened and/or located where not visible from the streetscape.

7. Developments fronting Maitland Road that require four or more wheelie bins are to use a waste removal contractor rather than Council's kerbside service.
8. Where practical, development provides opportunities for street tree planting adjacent to buildings along street frontages.
9. Street tree planting to take into account such matters as overhead powerlines, driveway access, footpath pavement, underground utilities, stormwater culverts and bus stop locations.
10. Funding or works-in-kind of s94 developer contributions may be negotiated to achieve streetscape embellishments located on the corner of Maitland Road with Denison or Victoria Streets. Such embellishment to include, removal of on-street parking and widening of the footpath for a length of 20m to 30m along Denison and Victoria Streets. Landscape elements such as street trees, pavement and street furniture to comply with Council specifications.
11. Where feasible, street edge treatments and land uses, of development associated with the above widened footpaths, to activate frontages and compliment outdoor gathering respectively.

The following controls apply to all development within Precinct 1

12. Funding or works-in-kind of s94A developer contributions may be negotiated to achieve closure, to vehicles of the secondary bridge across Tykes Creek, adjoining Maitland Road, and extension of existing cycleway from Islington Park.
13. Residential development between Tighes Terrace and Atkinson Street addresses the adjoining park for improved passive surveillance of open space.
14. Redevelopment proposals fronting Maitland Road between Bryant Street and Tighes Terrace may negotiate an exemption from the on-site landscaping provisions of this plan but only where development is built to the front setback and provide embellishment to the existing road reserve as follows (see **Figure 6**):
 - (a) removal of existing vehicle connection between Maitland Road and Tighes Terrace to create a landscaped open space area or forecourt to development
 - (b) provision of a level paved outdoor area for gathering and uses such as outdoor dining
 - (c) provision of landscaping and a bold public art statement.
15. Redevelopment of the abovementioned site will require widening of existing rear laneway by a minimum additional 5m. This dimension to include a 2m wide footpath containing suitable pavement and street trees (see **Figure 6**). On-site car parking to be provided at sub-basement level taking advantage of slope of site.

The following controls apply to all development within Precinct 2

16. Where relevant, new development address adjoining local parks for improved amenity, activation of park edge and improved passive surveillance.
17. Improved pedestrian amenity by provision of awnings over the footpath along Maitland Road, as well as seeking opportunities for street tree planting and consistent landscaping theme.

18. Funding or works-in-kind of s94A developer contributions may be negotiated to achieve streetscape embellishment for new development located on the corner of Maitland Road and Carrington, Fawcett, and Corona Streets should include, removal of on-street parking and widening of the footpath for a length of 20m to 30m along Carrington, Fawcett, and Corona Streets as per **Figure 7**. Such new areas should be landscaped to contain elements such as street trees, pavement, and street furniture, as per Council's specifications.
19. Where feasible, street edge treatment and land uses, of development associated with the above widened footpaths, activate frontages and compliment outdoor gathering respectively.
20. Redevelopment of land between Havelock and Church Streets may incorporate the existing cul-de-sac, Hewson Street, where redevelopment achieves the following improvements to the public domain (see **Figure 8**):
 - (a) widen existing rear laneway by 2m to include a 2m footpath with appropriate pavement and street trees and connect through to Thomas Street
 - (b) rear laneway to be sleeved with high density residential development with individual pedestrian entries provided off the laneway
 - (c) provide a landscaped pedestrian gathering space linking Thomas Street to Maitland Road
 - (d) provide a pedestrian crossing across Maitland Road mid-block of new development
 - (e) provide active frontage consisting of glazing and multiple entries along 75% of Maitland Road.

Figure 7: Example of outdoor gathering places

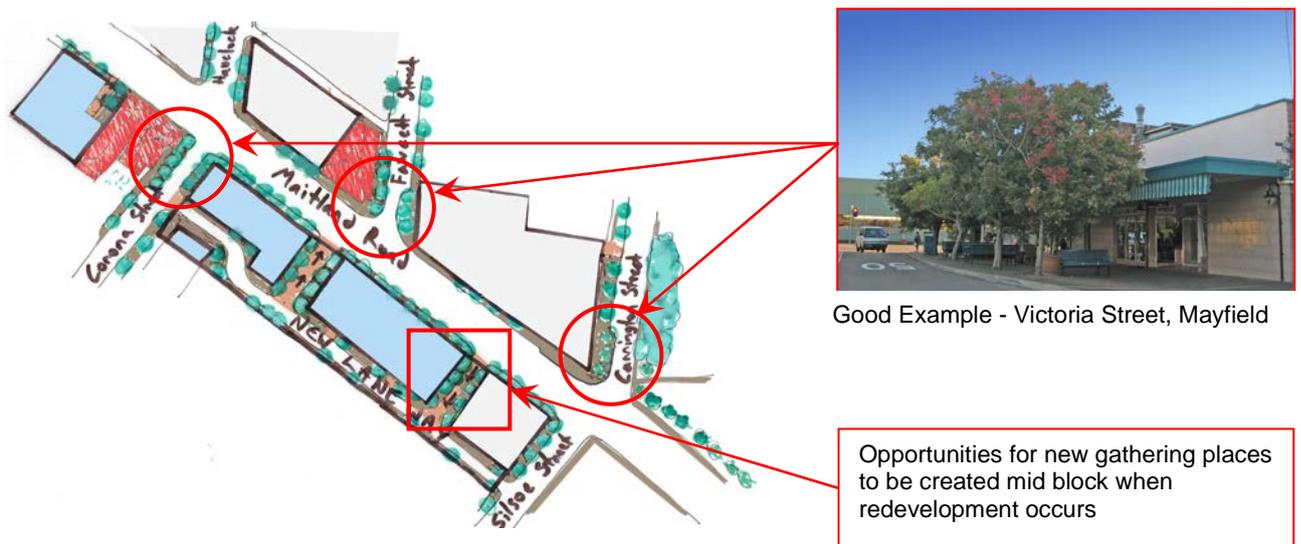


Figure 8: Landscape requirements for redevelopment between Havelock and Church Streets



The following controls apply to all development within Precinct 3

21. Funding or works-in-kind of s94A developer contributions may be negotiated to achieve streetscape embellishment for new development located on the corner of Maitland Road with Roe Street should include, removal of on-street parking and widening of the footpath for a length of 20m to 30m along Roe Street. Such new areas should be landscaped to contain elements such as street trees, pavement, and street furniture, as per Council's specifications.
22. Where feasible, street edge treatment and land uses, of development associated with the above widened footpaths, activate frontages and complement outdoor gathering respectively.
23. Improve pedestrian amenity by provision of awnings over the footpath along Maitland Road, as well as seeking opportunities for street tree planting and consistent landscaping theme.
24. Where relevant, new development address adjoining local parks for improved amenity, activation of park edge and improved passive surveillance.
25. Funding or works-in-kind of s94A developer contributions may be negotiated to achieve embellished open space along Newcastle Street with provision of playground and suitable landscaping.
26. Future redevelopment of current Woolworths site should include active street frontages and a zero front setback to Maitland Road.
27. Redevelopment of the aforementioned site should also include provision of a new street between Newcastle Street and Maitland Road, which provides for pedestrian based activity and improved links to public open space along Newcastle Street (see **Figure 9**).

28. Redevelopment along Maitland Road, opposite Woolworths, currently consisting of a mix of retail uses including fast food outlets should achieve the following (as shown in **Figure 9**):
 - (a) reinforces the public domain by providing an active built edge to Maitland Road
 - (b) include a new street between Maitland Road and Dora Street, which provides for pedestrian based activity, such as outdoor dining.
29. Open space and landscaping may be provided at upper level setbacks where accessible from residential and/or other uses within the development (see **Figure 12**), and where provision is made to ensure privacy of any adjoining residential uses through use of landscaping, architectural screening or other measures.
30. Water sensitive urban design measures should be applied to minimise the use of potable water for irrigation of vegetation.
31. Deep soil landscaping requirements need not be achieved for development within this precinct.

The following controls apply to all development within Precinct 4

32. Future redevelopment of the existing Mayfield library site should include provision of a new civic square/forecourt containing both hard and soft landscape elements including public art and shade trees. To facilitate this, part of Kerr Street should be transformed into a shared zone and realigned to connect with Hanbury Street and the existing rear lane, as shown in **Figure 10**.
33. Redevelopment within the street block containing Webb Park should include the following public domain improvements (see **Figure 11**):
 - (a) remove vehicle access onto Maitland Road but extend existing vehicle from Hanbury Street to Baker Street
 - (b) create new high amenity pedestrian environment connecting from Maitland Road to Webb Park, activated by bordering uses which spill into this space
 - (c) provision of passive surveillance over new pedestrian space and Webb Park by orientation of high density residential development on upper levels and along the edge of Webb Park.
 - (d) Embellish Webb Park by provision of playground, recreation facilities, walkways and sufficient lighting.

Figure 9: Landscape requirements for Mayfield retail core

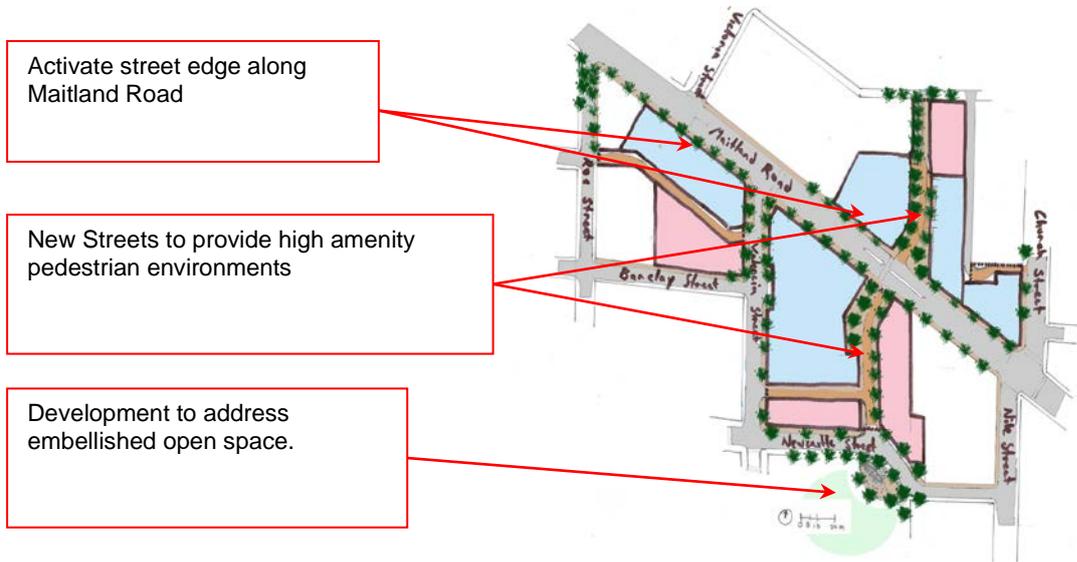


Figure 10: Landscape requirements for redevelopment of Mayfield library site

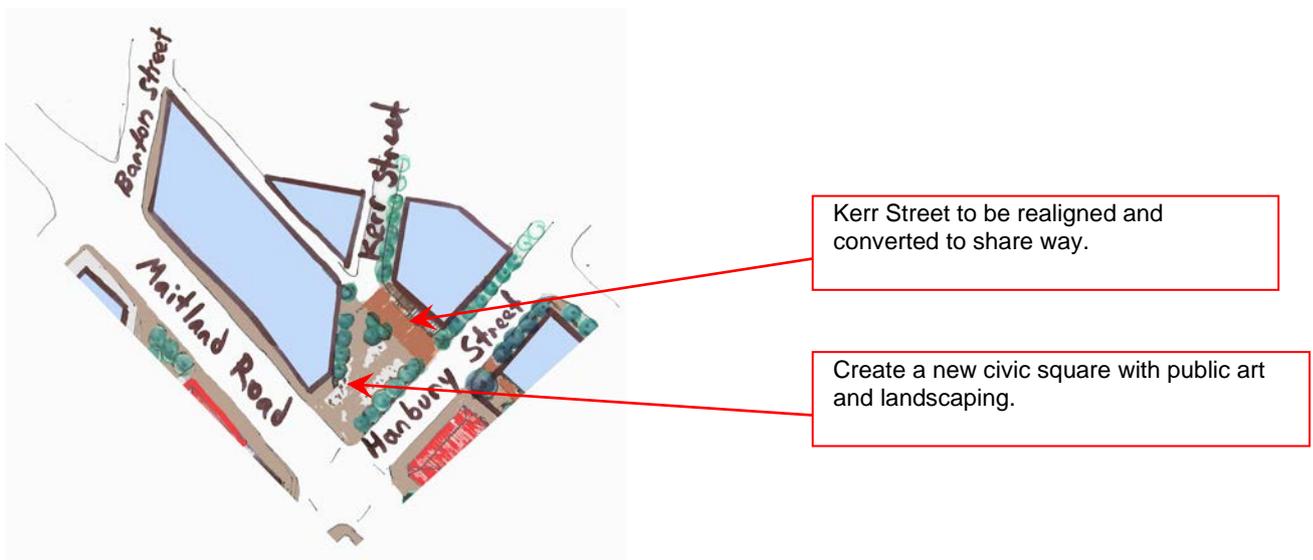


Figure 11: Landscape requirement for redevelopment adjoining Webb Park

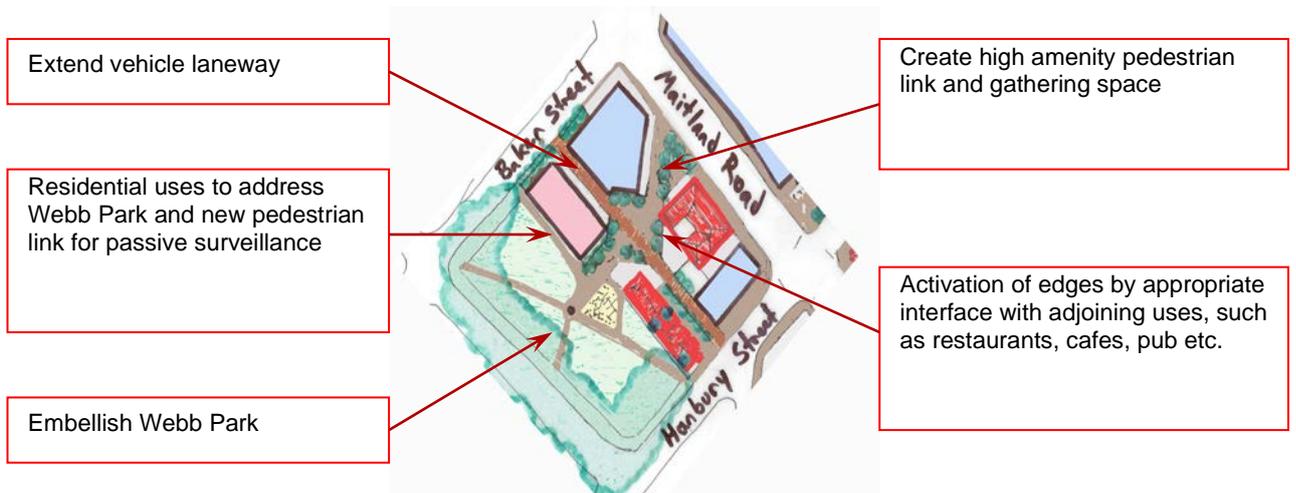


Figure 12: Landscaping and open space on upper level setbacks and roof space are encouraged.



This page is intentionally blank.