

6.07 Broadmeadow 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

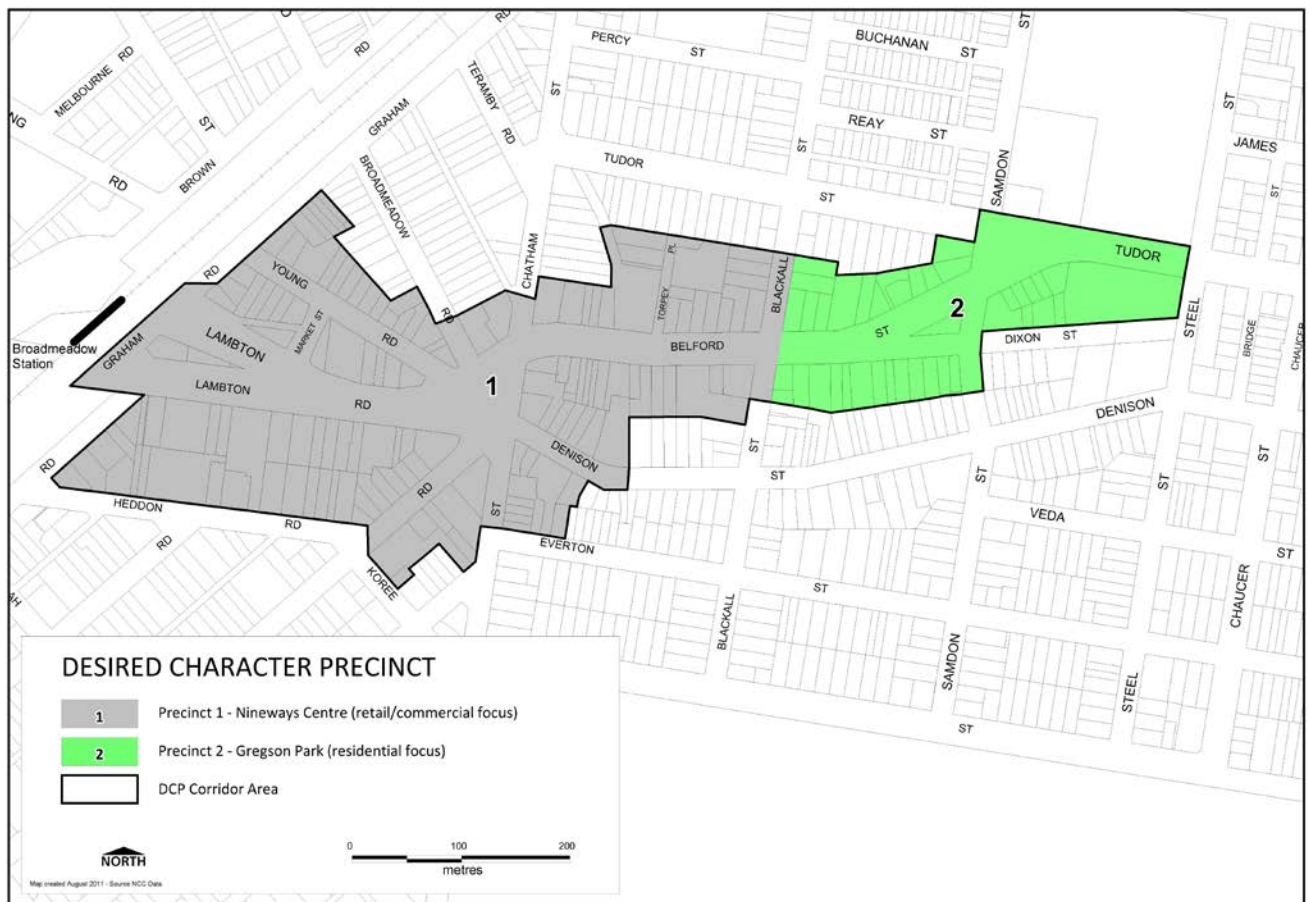
Savings provisions

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 land identified in **Map 1** – Broadmeadow Renewal Corridor study area.

Map 1: Broadmeadow 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

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: Section 74E (3) of 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 Tree 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

Broadmeadow will strengthen its position as an employment centre and transportation hub with a significant increase in residential and commercial floor space expected. Redevelopment along this corridor will provide for an additional 230 dwellings.

Young Street will develop as a retail and commercial centre linking the corridor at Nineways, to Broadmeadow Station and the regional sporting precinct to the west of the railway line. Consolidation of allotments will assist in facilitating larger scale developments, suited to this centre.

The Lambton Road and Belford Street areas will act as support precincts for the Nineways centre and will continue to provide district level service and commercial uses.

Opportunities exist to reduce the intrusive nature of Tudor Street, Belford Street and Lambton Road through increases in street tree planting and improving pedestrian accessibility along this major corridor.

Character Precincts

- **Character Precincts** - the Broadmeadow Corridor has two distinct character precincts. These have been identified through analysis of current land use and character, and consideration of the envisaged future character.
- **Precinct 1 – Nineways Centre (retail/commercial focus) character statement** - the Nineways precinct is dominated by traffic and intersections, as identified by the precincts name. This results in a disconnection between street blocks and poor pedestrian amenity. The precinct provides a mismatch of commercial activity and services but does not function well as a centre. There is also a lack of connectivity between this precinct and Broadmeadow Station. The Nineways Precinct will support significant redevelopment based around a simplified street network with improved pedestrian amenity. Amalgamation and redevelopment will result in Young Street emerging as a pedestrian focused retail and commercial centre anchored by Broadmeadow Station and the Nineways intersection. Broadmeadow Road could be redirected into Young street, which will protect and enhance the residential character and amenity of the neighbourhood adjoining the corridor, while providing opportunity for more substantial development along the corridor. This precinct has a target of providing one hundred and eighty (180) additional dwellings.

- **Precinct 2 – Gregson Park (residential focus) character statement** - this precinct has a distinct low scale residential character as well as containing a mix of uses including a primary school and heritage listed Fire Brigade Station. It is envisaged that this precinct allow for a higher density of residential development while respecting the existing character and maintaining the scale of built form. This precinct has a target of providing fifty (50) additional dwellings.

Aims of this section

1. To promote denser urban form along the corridor.
2. To intensify development around Nineways and the Broadmeadow Station.
3. To improve pedestrian amenity and connectivity to nearby sporting and residential precincts.
4. To establish potential gateways to the corridor by built form and landscape improvements.

Figure 1: Existing built character in Precinct 2



6.07.01 Land use and development

A. Land use

Objectives

1. Provide for an effective and efficient district level commercial centre.
2. Integrate/link the railway station and commercial centre.
3. Maintain, protect and reinforce the existing residential character along the eastern end of the identified corridor.

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. Ground level uses located at the street front of allotments are to be non residential.
3. Ground floor uses along Young Street are to contribute to development of a retail and commercial focused 'main street' linking between the railway station and the existing 'Nineways' intersection.

The following control applies to development within Precinct 2

4. Land uses complement the residential character of this precinct.

B. Activation of street frontages

Objectives

1. Improve pedestrian amenity and safety through improved access along the corridor.
2. Activate street frontages through facade treatment of new development and fostering pedestrian based activity.

Controls

General controls applying to all development to which this section applies

1. New development provides active street frontages through appropriate design and land uses.

The following control applies to development within Precinct 1

2. Vehicular access across the footpath to allow direct vehicular access onto Belford Street, Lambton Road, Bruncker Road, or Young Street shall only occur where no alternate option is available and the development site has a minimum width of 24m. Consolidation of lots may be necessary to achieve this minimum width.
3. Awnings over footpaths are provided for protection against the elements and to foster pedestrian activity.

The following controls apply to development within Precinct 2

4. Where residential dwellings are located on the ground floor, individual pedestrian entrances are provided to such dwellings.

5. Garages and car parks are appropriately recessed from building facades and designed to avoid dominating Belford Street and Tudor Street frontages.
6. Ground level parking shall only occur for residential flat building development where:
 - (a) located at the rear of lots behind other active uses
 - (b) covered by built form or upper level open space/landscaping)
 - (c) appropriately screened from streetscape, and
 - (d) no other options (such as sub ground car parking) are achievable.

6.07.02 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 increased 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. Provide a sense of arrival to the Nineways centre through building heights.
4. Provide a pedestrian scale to street frontages along Young Street.

Controls

General controls applying to all development to which this section applies

1. Refer to the Newcastle Local Environmental Plan 2012 for building height controls.

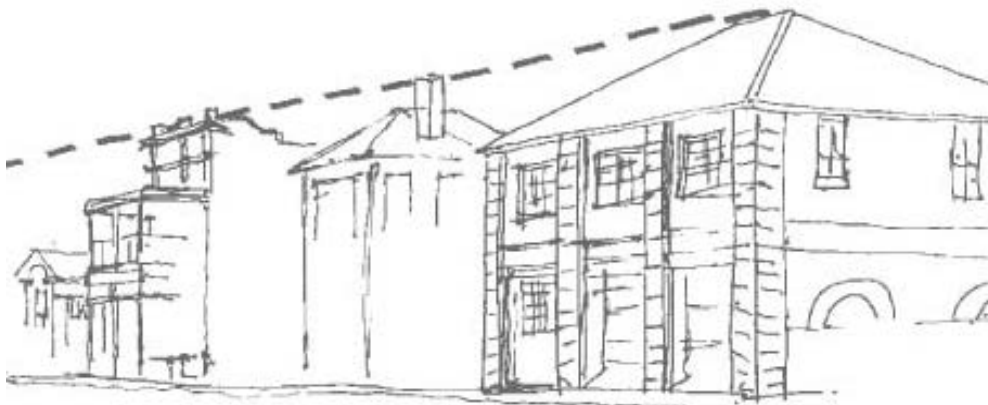
The following controls apply to development within Precinct 1

2. Building massing to provide a strong edge to the Nineways intersection.
3. Ground floor, floor-to-ceiling heights should be a minimum of 4m to allow for adaptable floor plans and support either commercial or residential uses.
4. Building heights are appropriately stepped down where adjoining areas outside of the corridor, and where the maximum height of those areas is more than 4m lower than those in the corridor.

The following control applies to development within Precinct 2

5. New development respects existing scale, massing and character within Precinct 2 (**Figure 2**).

Figure 2: New buildings to complement existing heights with Precinct 2



C. Building setbacks

Objectives

1. Provide building setbacks that reflect established setbacks of buildings within the precinct.
2. Reinforce a well defined street edge along all roads within the Nineways Centre and provide continuous built form.
3. Provide a sense of enclosure to the Nineways centre through minimal setbacks.

Controls

The following controls apply to all development within Precinct 1

1. New development adjacent to Lambton Road, Belford Road or adjoining side streets that form part of the Nineways shall be built to the front boundary.
2. All new development along Young Street is built to the front boundary and contains awnings over the footpath.
3. Development directly adjoining residential areas outside of the corridor is stepped back as to have regard to the existing setbacks of adjacent residential dwellings.

The following controls apply to all development within Precinct 2

4. New buildings provide a consistent front setback to established adjoining buildings.

D. Upper building setbacks

Objectives

1. Encourage built form and massing of development reinforces the Nineways Centre.
2. Ensure a sensitive interface is provided between new developments and adjoining areas outside of the corridor.
3. Minimise overshadowing from new development to allow suitable solar access to adjoining land.

Controls

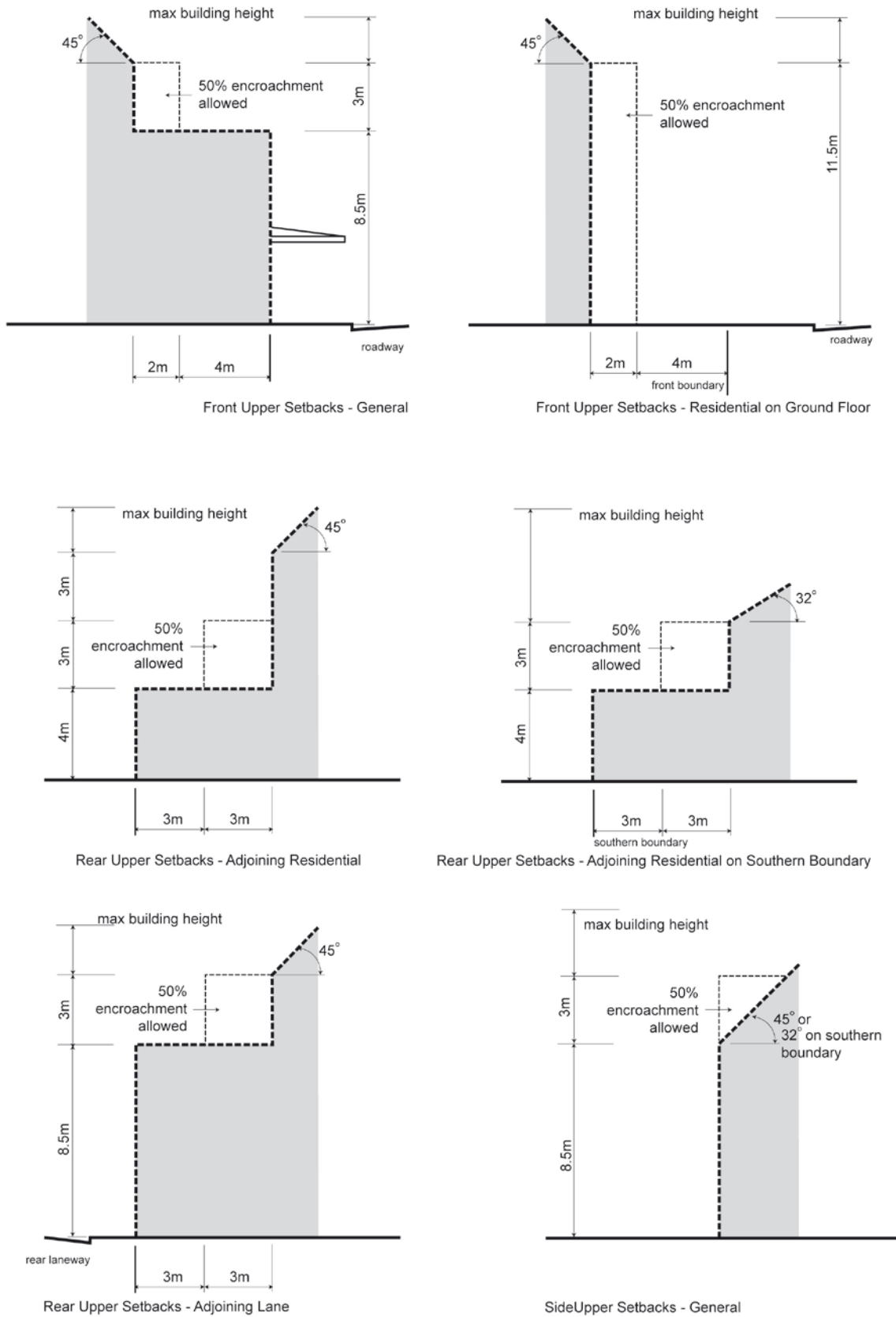
General controls applying to all development to which this section applies

1. Upper level setbacks comply with building envelopes identified in **Figures 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.

The following controls apply to all development within Precinct 1

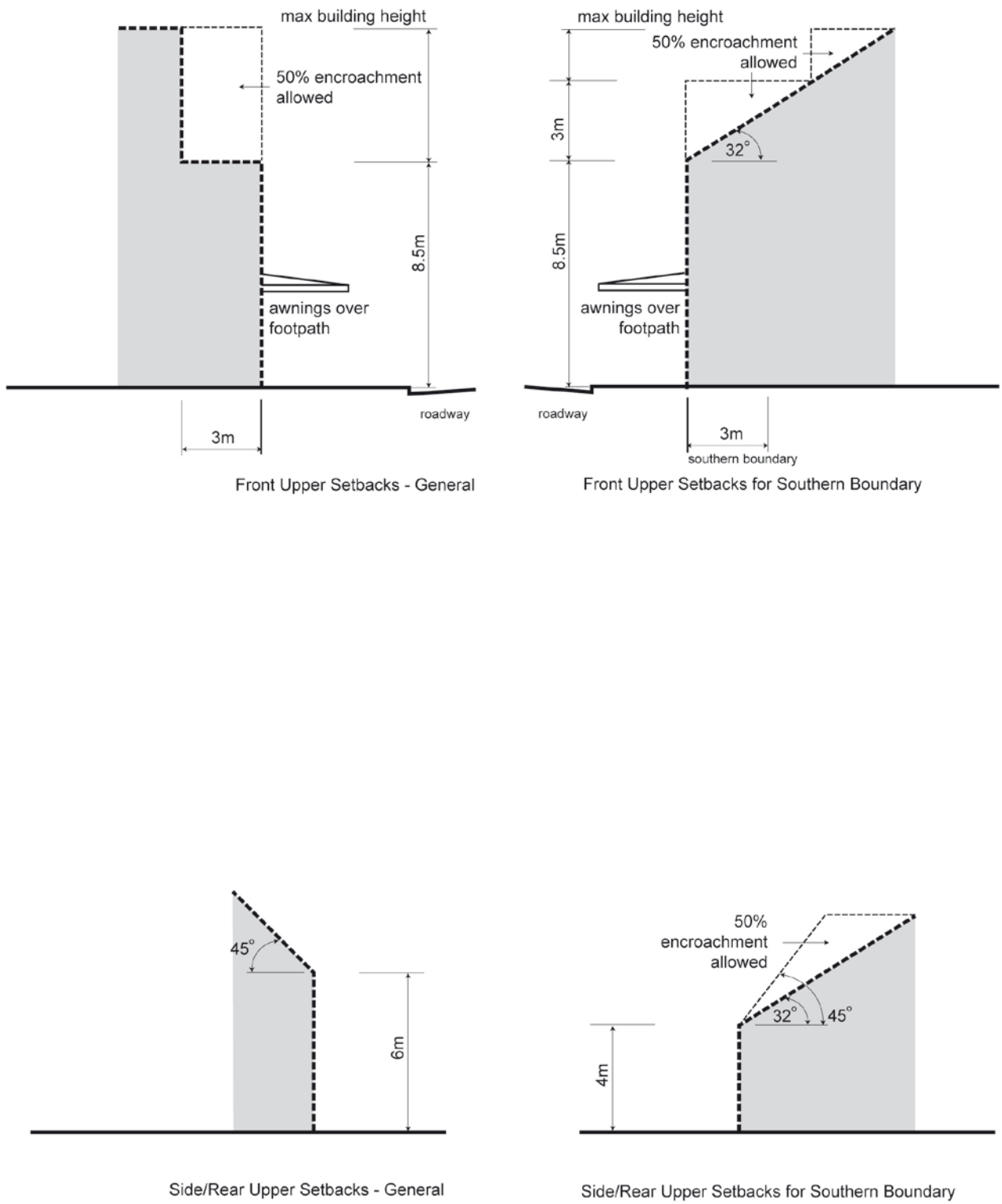
3. Buildings fronting onto Heddon Road factor the winter sun angle of 32 degrees into the building's south facing upper level setback to reduce overshadowing of adjacent sites.

Figure 3: Building envelopes for Precinct 2



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

Figure 4: Building envelopes for Precinct 1



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

E. Building design

Objectives

1. Facilitate a vibrant, interesting and safe streetscape through building design.
2. Encourage the use of materials that reflect contemporary architectural styles.
3. Encourage the use of materials that reflect domestic architectural styles and reinforce the inherent domestic character of Precinct 2.
4. Achieve a cohesive streetscape characterised by appropriate use of colour and materials.

Controls

General controls applying to all development to which this section applies

1. Exterior colour schemes are co-ordinated and consistent with existing local character. Avoid bright extravagant colour schemes that do not contribute to an integrated streetscape and the local character.
2. Mechanical, service and telecommunication equipment are discreetly enclosed on roof tops so as not to diminish the aesthetic qualities of the precinct and the building.

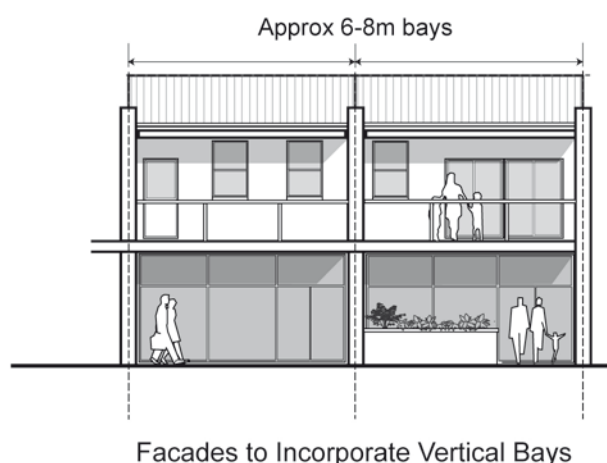
The following controls apply to all development within Precinct 1

3. Facade treatments along Belford Road incorporate vertical bays of up to 6–8m wide with horizontal elements to avoid creating blank or bland facades (see **Figure 5**).
4. Buildings support active street frontages through a strong built edge that frames the street and provides functional design through awnings, colonnades and the like.
5. Buildings along Belford Road, Lambton Road, Bruncker Road and Young Street incorporate awnings over the footpath to provide shade and shelter and encourage pedestrian activity.
6. Roof forms do not include hoardings or signage.

The following controls apply to all development within Precinct 2

7. Building design includes elements such as balconies, terraces, parapets and symmetrical fenestrations to upper level residential and/or office suites.
8. New buildings respect existing architectural character without replicating facade elements of heritage styles.
9. Building articulation provides interesting and attractive facades that address the street with fenestration and provide clearly defined entries.
10. Roof forms complement existing building character.
11. Vault and skillion roof forms are avoided.
12. The selection of materials used for new development to consider and respect the character of existing buildings in the surrounding streetscape.

Figure 5: Facades to incorporate vertical bays



6.07.03 Public domain

A. Traffic and transport

Objectives

1. Provide sufficient and discreet on-site car parking.
2. Reduce potential vehicle and pedestrian conflict.
3. Provide clear and simple vehicular access from side streets and rear access lanes.

Controls

General controls applying to all development to which this section applies

1. Garages and car parks are located at the rear of sites.
2. Access to be from side and rear streets.
3. Car parking is provided in accordance with Section 7.03 – Traffic, Parking and Access.

The following controls apply to all development within Precinct 1

4. At-grade (ground level) car parking shall only be provided where:
 - (a) set back behind other uses that provide activation to street edge
 - (b) under cover, 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) not within building setbacks
 - (e) not impeding on minimum on site landscape requirements.

The following controls apply to all development within Precinct 2

5. Car parking access is recessed from building facades along residential streets
6. Ground level parking is discouraged but may occur at the rear of lots behind active uses, where no other options (such as sub-ground car parking) is possible.

B. Pedestrian and cycle amenity

Objectives

1. Improve the accessibility and amenity for pedestrians and cyclists in the corridor.
2. Provide a well connected pedestrian and bicycle network to Gregson Park.
3. Encourage casual surveillance of public areas, including streets, laneways, cycleways and open space.
4. Create a pedestrian-friendly environment with improved linkages between the Nineways centre and Broadmeadow Station.

Controls

General controls applying to all development to which this section applies

1. Well lit pedestrian/cycle linkages should be implemented between Gregson Park to Nineways and Hamilton.
2. Pedestrian only links through street blocks are provided along the most direct route, preferably straight, well lit and offer passive surveillance from surrounding uses.
3. Provide 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.
4. Include the provision of safe, secure and accessible cycle storage facilities for occupants and visitors of all new commercial and residential developments.
5. Strategic pedestrian and bicycle access linkages from Gregson Park to Nineways and Hamilton should be implemented.

C. Open space and landscaping

Objectives

1. Strengthen the interrelationship between public and private space through quality of landscaping along the corridor.
2. Improve landscape amenity of public realm through consistent theme of pavement, street furnishings and street trees.
3. Encourage further street tree planting and landscaping along Belford Street and Tudor Street to provide links to Gregson Park and soften the streetscape.

4. Minimise impacts of fragmented redevelopment by consistent use of landscape elements within streetscape, which provide a recognisable theme along the corridor.
5. Integrate front fencing and/or walls of new developments so that they contribute to streetscape character.

Controls

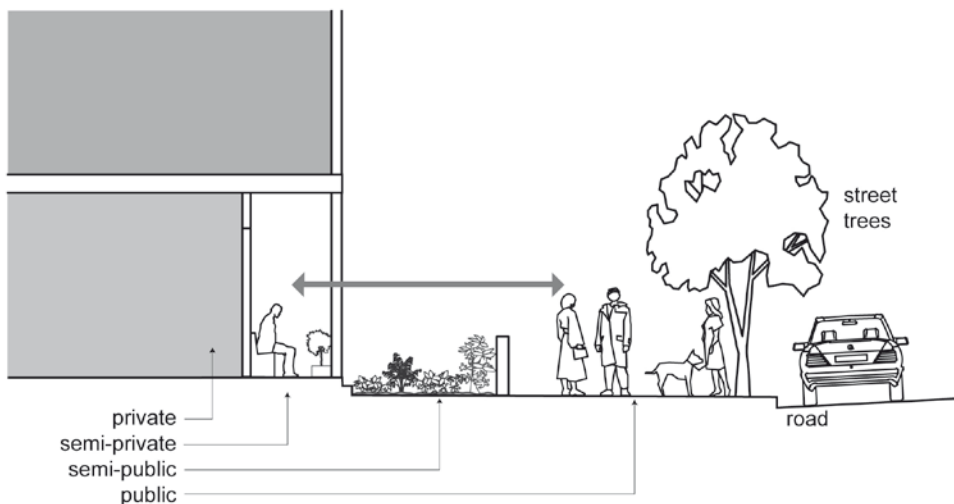
General controls applying to all development to which this section applies

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. Waste management facilities are to be appropriately screened and/or located where not visible from the streetscape.
4. Developments that require four or more wheelie bins are to use a waste removal contractor rather than Council's kerbside service.

The following controls apply to all development within Precinct 2

5. Clearly define the public and private realm through landscaping and fencing as shown in **Figure 6**.
6. Provide clear and safe access to buildings by ensuring that there is a well defined entrance from the public footpath.
7. Provide for lighting within the front setback to ensure building entries and landscaped areas are well lit.

Figure 6 : Relationship between private and public spaces



Relationship Between Private and Public Spaces