

PROPOSED AMENDMENT TO WATERFORD COUNTY PRECINCT PLAN – DRAFT

4.3 KEY DEVELOPMENT SITES – CHISHOLM NEIGHBOURHOOD CENTRE

Vision

Located within one of Maitland's newest residential neighbourhoods, the provision of a neighbourhood centre at Chisholm is critical to the creation of a sustainable community. The Chisholm Neighbourhood Centre will provide for the convenience needs of this new suburb consistent with the intentions of local planning policy.

The Centre's central location will enhance accessibility with connections to public transport, provision of an adequate road network which is supported by safe, pleasant pedestrian and cycleway links. Creating a place where residents can regularly meet and connect will foster a strong sense of place that is essential to support this vibrant new community.

Guiding Design Principles

The following guiding principles will inform the future design of the Centre:

- Spaciousness, reflective of local/regional character.
- Accessibility and convenience.
- Innovative architecture and an urban design which integrates with the master planned nature of the Precinct.
- Creation of a distinctive sense of place reflective of its topography, outlook and enhances the Centre's relationship to neighbouring land uses.

Location of the Centre

The centre is located on the street block bound by the following existing and proposed roads:

- Settlers Boulevard Extension.
- Proposed Driveway (unnamed).
- Tigerhawk Drive.
- Heritage Drive.

Objectives

- To facilitate the creation of a new planned neighbourhood centre to support the growing residential population of the Chisholm release area by providing a range of convenience based retail facilities and other complementary land uses that support the establishment of this vibrant Neighbourhood centre.
- To enable the centre to grow and evolve in a sustainable manner that reflects the needs and demands of the incoming population, whilst respecting the Centre's role in Council's adopted centres hierarchy.
- Establish the neighbourhood centre as the focal point for community identity and activity
- To encourage a high quality architectural outcome that provides, where possible and practical:

- Siting and design that presents a unified, coherent appearance that integrates with its context and takes advantage of its physical attributes. There will be logical and well defined connections to surrounding local features such as the primary school; open spaces and community uses as reflected in the design objectives diagram below.
- Activated and/or articulation zones in appropriate locations that enhance the public domain interface between private and public land. It will include a central outdoor meeting space with opportunities for outdoor dining.
- An innovative architectural style with building heights that emphasise prominent corners of the development which will ensure a unique sense of identity for the centre.
- Provision of well-defined public spaces within the Centre by incorporating an innovative and high quality landscape architectural response.
- The use of energy efficient principles in the future design of all buildings within the local centre.
- To ensure vehicular conflicts are minimised through the separation of delivery vehicle access from the main public spaces and car park areas.
- To ensure servicing areas are appropriately screened to minimise amenity impacts on nearby sensitive land use.
- To provide safe, pleasant pedestrian and cycle routes which connect the local centre to the surrounding residential neighbourhood, and
- To provide good connectivity with public transport.
- To provide appropriate uses within each land use zone on the site that can support the growth of the local centre and contribute to its sense of identity.

Development Controls

Any future development of the Chisholm Neighbourhood Centre is to satisfy the provisions of the following relevant planning policies.

- The provisions of the Maitland Local Environmental Plan including any development standards applying to the subject site.

Requirements

Future development applications for the Chisholm Neighbourhood Centre shall demonstrate consistency with the following requirements.

- The precinct should be staged generally in accordance with the indicative staging plan. The indicative staging of the development is to be responsive to market demands and reflective of the growing population and needs of the Chisholm Release Area.
- An Economic Impact Assessment shall be submitted with the development application for each stage of the Chisholm Local Centre. The EIA shall consider the potential mix of retail and commercial offerings and the scale of any to ensure the continued viability of both the Thornton and Chisholm centres.”
- A ‘full line supermarket’ and other core retail uses are to be developed in Stage 1 of the neighbourhood centre to serve the emerging residential population of Chisholm

- The design of the centre (including the height of buildings) should respond to the existing topography and capture important local views including views to adjacent open space. The centre should be scaled to positively contribute to the surrounding neighbourhood and open space areas.
- The proposed town square is to be developed within the first stage of the Chisholm Local Centre.
The town square could provide future opportunities for;
 - An informal meeting place which can be used by local residents and parents of children attending nearby local schools and child care centres,
 - Formal and informal outdoor seating areas,
 - A space for activities which support the local community such as charity fundraising stalls, donation tables etc.
 - Landscaping and design features which encourages use and activity throughout the day and in to the evening, including safe areas for children to play whilst being supervised from adjacent outdoor seating areas.
- The neighbourhood centre is to include where appropriate, areas for outdoor seating and passive recreation to activate the Heritage Drive frontage.
- The neighbourhood centre is to provide pedestrian linkages to the following areas:
 - The “riparian corridor” opposite the site on Heritage Drive including an interim pedestrian crossing as part of Stage 1.
 - St Aloysius Catholic Primary School on Tigerhawk Drive.
- The Chisholm Neighbourhood Centre is to have legible and direct pedestrian, cyclist and vehicle access to the surrounding residential area and good visibility from the main access routes.
- The areas of the Chisholm Neighbourhood Centre to be developed in future stages are to be temporarily landscaped with turf with some scattered planting.
- Development applications are to include a Traffic Impact Assessment undertaken by a suitably qualified consultant. This assessment is to include details relating to the overall traffic and pedestrian management, access to parking areas, pedestrian access provisions, assessment of the proposed car parking designs and traffic generation including an assessment on the surrounding road network and key intersections.
- Service vehicle access is to be separated from the main vehicle access points to the site on Heritage Drive, Tigerhawk Drive and Settlers Boulevard
- The surrounding street network and centre interface is to facilitate bus access with the proposed bus set down area on Tigerhawk Drive to be provided as part of Stage 1.
- Car park area may be used for pad site development such as “fast food restaurant” and “service station” in later stages subject to satisfying the relevant planning controls and car parking and traffic management standards.

Active Frontages

Objectives

1. Active uses are provided along identified frontages.
2. Uses that attract pedestrian traffic along certain ground floor street frontages are promoted.
3. A vibrant and safe public domain is provided.
4. Direct contact (visual and physical) between the street and the interior of a building is achieved.

Development controls

1. Ground floor levels shall not be used for residential purposes.
2. Active frontages shall consist of one or more of the following:
 - A shop front.
 - Commercial and residential lobbies.
 - Café or restaurant.
 - Public building if accompanied by an entry from the street.
3. A minimum of 80% of the ground floor level front facade shall be clear glazed.
4. The reflexivity index for glass shall not exceed 20%.
5. Restaurants and cafés shall provide openable shop fronts (for e.g. bi-fold doors) where practical to the public domain.
6. Colonnade structures (refer Figure 3) shall not be used unless it is demonstrated that the design:
 - would not restrict visibility into the shop or commercial premises; and
 - not limit natural daylight along footpaths; and
 - does not create opportunities for concealment.

Arcades

Objectives

1. Connections to enhance the pedestrian network and to link between shopping areas, public spaces and car parking are provided.
2. Parking at the rear of the development is encouraged by providing good permeability to the front of the site.
3. Activity within arcades is encouraged.

Development controls

1. Arcades are to:
 - Be obvious and direct through-ways for pedestrians.
 - Have a minimum width of 3m clear of all obstructions unless it includes arcade dining where a minimum footway clearance width of 1.8m for high volume pedestrian areas or 1.5m in all other circumstances; is maintained.
 - Be accessible to the public for the duration of activity in the centre.
 - Where practical, have access to natural light for part of their length and at openings at each end.
 - Have clear glazed entry doors at least 50% of the entrance, where the arcade is air-conditioned.
 - Have signage at the entry indicating public accessibility and to where the arcade leads.
 - Have clear sight lines and no opportunities for concealment.
 - Where arcades or internalised shopping malls are proposed, those shops at the entrance shall have direct pedestrian access to the street.

Awnings

Objectives

1. Weather protection is provided along key streets.

2. A consistent and complementary streetscape is maintained.
3. Active streets are well lit at all times.
4. Awnings are structurally sound.

Development controls

1. Continuous shelter from the weather is to be provided for the full extent of the active street frontage.
2. Awnings shall be horizontal or near horizontal (maximum pitch of 10%).
3. Awnings heights shall be no less than 2.7m high at any point measured above the existing ground level.
4. A minimum awning width of 2.5m-3.0m is required unless this cannot be achieved because of narrow pavements and street tree planting, traffic signals, traffic signage or utility poles.
5. New awnings shall be set back a minimum of 450mm from the kerb line.
6. Awnings along sloping streets shall step down in horizontal steps (a maximum of 700mm per step) to follow the slope of the street.
7. All contiguous awnings shall be of consistent height and depth and of complementary design and materials.
8. Awnings and/or canopies shall be provided elsewhere to define public entrances to buildings, including residential flat buildings.
9. Awnings shall wrap around street corners and contribute to the articulation and focal design of corner buildings.
10. New awning fascias have a vertical depth not greater than the average of the vertical depths of the immediately adjoining awning fascias or, if there are no adjoining awning fascias, 350mm.
11. Under awning lighting shall comply with AS/NZS1158 - Lighting for roads and public spaces.
12. Awnings are to be designed and certified by a professional engineer.

Building design

Objectives

1. Visually interesting, harmonious roof scapes and skylines are provided.
2. Roofs are used for recreation where practical and desirable.
3. A positive sense of space, safety and openness is created in the public domain.
4. Building security is achieved without compromising the streetscape.

Development controls

1. Where more than 2-storeys are proposed, the third and higher storeys are setback further by a minimum of 3.0m.
2. Variations in roof form including the use of skillions, gables and hips are to be provided in the development or between developments.
3. Flat roofs shall be avoided unless they are behind a parapet.
4. Lift over-runs and service plant shall be concealed within roof structures.
5. All roof plant is to be represented on plans and elevations.
6. Outdoor recreation areas on flat roofs shall be landscaped and incorporate shade structures and wind screens to encourage use.
7. Security grills (for e.g. roll-up doors) shall be avoided.
8. If installed, security grilles shall be provided within the building, behind the glazing and be constructed of material that allows the interior to be visible.

Connectivity and integration with the Thornton North Urban Release Area

Objectives

1. A simple and safe movement system for private vehicles, public transport, pedestrians and cyclists is achieved.
2. Centres are conveniently located and easily accessible by private vehicles, public transport, pedestrians and cyclists.

3. The release of urban land and necessary infrastructure is logically sequenced.

Development controls

1. The link between the Investa and Waterford estates via Harvest Boulevard and Dragonfly Drive shall be completed prior to the issue of an occupation certificate.

Gateway, corner and landmark sites

Objectives

1. Key sites including corner sites are developed to create distinctive and unique buildings that form gateways to town centres.

Development controls

1. The design of buildings on corner sites or at the ends of business or commercial zones shall emphasise the importance of the corner as a focal point.
2. Corner sites or at the ends of business or commercial zones shall be constructed to boundary with no car parking or servicing between the street boundary and the building.
3. Corner buildings shall include design devices such as:
 - Increased wall heights;
 - Splayed corner details;
 - Expression of junction of building planes;
 - contrasting building materials; and
 - other architectural features;
 - to reinforce the prominence and distinctiveness of the building.
4. Shopfronts shall wrap around corners and entrances located centrally to the corner.
5. The tallest portion of the building shall be on the corner.

Pedestrian Entries and Access

Objectives

1. Equity for all street users is provided.
2. Pedestrian and vehicle access ways are separated where possible and visually distinguishable.
3. Conflict between pedestrians and vehicles is minimised during the day and at night.
4. The design of buildings and spaces shall promote legibility to help users find their way.
5. Walking and cycling is encouraged.
6. Secure and convenient parking is provided for bicycles.

Development controls

1. The development complies with AS1428 - Design for Access and Mobility.
2. Pedestrian and vehicle movement areas are separated and defined by changes in pavement material, levels, lining or tactile treatments.
3. Parking areas are illuminated (naturally and/or artificially) during the time period the centre is open.
4. Signage is provided at the entries to the development detailing the services available within the centre and where they are located.
5. Signage to key public spaces accessible from the centre such as car parks, food courts shall be provided within the centre.
6. Signage to key facilities such as rest rooms, centre management, baby change rooms shall be provided within the centre.
7. Secure and convenient parking/storing for bicycles is provided close to the entrance of the development and with good surveillance.

Parking, loading and servicing

Objectives

1. Parking, loading and servicing areas are provided that are functional, safe and do not dominate the site or streetscape.
2. Deep soil planted landscaped setback areas are provided.
3. The established structure of town centre streetscapes is maintained.
4. Car parking provision does not undermine an existing streetscape.

Development controls

1. Car parking provision shall be in accordance with the provisions of C.11 of this development control plan.
2. Garage doors and loading docks shall be located at the rear of development, so that they are not a dominant element in the overall presentation of the development to key streets.
3. Signage shall be provided to direct visitors to the centre and to car parking areas.
4. Rear or internalised car parks shall be designed and constructed in a manner which enables future expansion and connection with potential future car parks in neighbouring sites. This includes consideration of levels, drainage and location of existing and future driveways and crossovers.
5. All vehicles must be able to enter and leave any development in a forward direction.
6. Loading and manoeuvring areas for service vehicles shall be separated from car parks and pedestrian paths. Where shared access is provided, no loading or unloading shall be carried out over car parking spaces and access aisles.
7. Where natural or mechanical ventilation of a car park is achieved through the use of metal grills or large openings they shall contribute to the overall design or be screened by landscaping or other design elements.
8. External service areas (for e.g. areas for rubbish storage, cardboard compacting etc) shall not be visible from roadways or public open space areas.
9. External storage and service areas shall be suitably screened from view from both roads and parking areas and pedestrian areas.
10. Basement car parks shall be setback a minimum of 3.0 metres from the street boundary.

Public art, landscaping and public domain works

Objectives

1. Planting shall be provided to shade, soften the built form and enhance its appearance from public viewpoints.
2. Planting is used to soften hardstand and reduce heat retention and reflection.
3. Medium and large trees are retained or planted to improve the amenity of the site.
4. Undeveloped areas of the site do not cause nuisance in terms of dust or erosion.
5. Undeveloped areas of the site positively contribute to the quality of the development.
6. Plant species that minimises Council's maintenance and liability responsibility are used in landscaping.
7. Water sensitive urban design is used where appropriate to assist with stormwater management and water quality.
8. Fencing does not detract from the streetscape.
9. The privatisation of public places is avoided.
10. Rear and side fencing does not detract from the streetscape or from internal areas.
11. Street furniture is coordinated with existing street furniture.
12. Street furniture does not create clutter and obstacles in the public realm.
13. Public art is consistent with Council's Public Art Strategy.

Development controls

1. A landscape plan shall be submitted with the development application that shows:
 - Existing vegetation;
 - Vegetation proposed to be removed;
 - Proposed general planting landscape treatment;
 - Design details of hard landscaping elements;

- Major earth cuts, fills and any mounding;
 - Street trees; and
 - Existing and proposed street furniture including proposed signage.
2. The landscape plan for the site achieves the following minimum standards:
- Large trees and spreading ground covers are provided in all landscape areas within the site.
 - Where screening is required, large screening shrubs of an appropriate density and size to complement the scale and bulk of the subject building are provided.
 - At grade car parking areas shall be provided with one tall, branching, mature shade tree for every 4 linear car spaces.
 - All areas less than 1.0 metre in width shall be paved.
 - Where car parking cannot be provided under or behind the building and Council has agreed to permit some or all of the parking in the front setback, a landscaped strip with a minimum width of 3.0m is provided along the entire frontage/s of the site.
 - Any portion of the site that remains undeveloped or vacant after development shall be landscaped.
 - All street plantings are to be selected from Council's landscaping policy or with the agreement of Council's Coordinator Recreation and Tree Services.
 - Water sensitive urban design facilities (such as swales, bio-detention ponds and rain gardens) are used to treat stormwater for at-grade car parking areas.
 - Water sensitive urban design facilities are designed in accordance with Council's Manual of Engineering Standards.
 - Fencing for security or privacy shall not be erected between the building line and the front boundary of a site.
 - Where fences are erected, landscaping of an appropriate height and scale shall be provided to screen the fence and achieve an attractive appearance to the development when viewed from the street or other public place.
 - Street furniture (including seats, bollards, signage, grates, grills, screens and fences, bicycle racks, flag poles, banners, litter bins, telephone booths and drinking fountains) and streetscape treatments are provided in accordance with Council's Public Domain Design Manual or with agreement of the Executive Manager Appearance and Infrastructure.
 - Any public art is provided in accordance with Council's Public Art Strategy.

Setbacks

Objectives

1. The established character of the street is reinforced.
2. The existing rhythm of the street and its built form is maintained.
3. The development provides adequate pedestrian areas and integrates into the adjoining sites.
4. A consistent streetscape or a streetscape consistent with Council's public domain design plan is achieved.
5. Structures and queues do not impede pedestrian movement.
6. Any ramps are to be integrated into the overall building and landscape design.

Development controls

1. Development along identified active streets must be built-to-boundary.
2. In all other cases, building shall be setback within 20% of the average of the adjoining buildings.
3. All pedestrian paved areas along an active street are to have a minimum paved width of 3.5m.
4. The 3.5m paved setback:
 - is clear and accessible for pedestrians for its entire length and width;
 - is clear of columns (other than awning posts where provided) and other obstructions;
 - may include outdoor dining where a minimum footway clearance width of:
 - 1.8m for high volume pedestrian areas; or
 - 1.5m in all other circumstances; is maintained.
 - has a pavement matching the gradient of the adjoining footpath and connects to pedestrian areas on neighbouring sites; and

- connects without any lip or step to adjoining footpaths or abutting pedestrian areas on neighbouring sites.
5. Pavements, furniture and landscaping are to be designed in accordance the applicable Public Domain Design Manual or in consultation with Council's Executive Manager Appearance and Infrastructure.
 6. Steps, escalators, ramps or lifts are not located within the 3.5m paved, pedestrian area.
 7. Any automatic teller machine:
 - is inset 1.5m into the building line;
 - is well illuminated at all times.
 8. Ramps are constructed and finished with materials that are similar or complimentary to those used on the building or in the street.

Waste management

Objectives

1. Waste generation is minimised through design, material selection and building practices.
2. Waste management minimisation is encouraged by including source separation, reuse and recycling facilities.
3. Efficient storage and collection of waste and quality design of facilities.

Development controls

1. A waste management plan for the construction and/or occupation of the development is provided that:
 - Recycles and reuses demolished materials where possible;
 - Integrates waste management processes into all stages of the project;
 - Specifies building materials that can be reused and recycled at the end of their life; and
 - Uses standard components and sizes to reduce waste and facilitate update in the future.
2. Separate storage bins for collection of organic waste and recyclable waste are provided within the development.
3. Bulk waste facilities shall be stored in a designated area that is physically and visually integrated into the development at ground or sub-basement level that:
 - is not visible from the street or public domain;
 - is easily accessible to businesses;
 - may be serviced by collection vehicles;
 - has water and drainage facilities for cleaning and maintenance;
 - does not immediately adjoin onsite employee recreation area; and
 - be maintained to be free of pests.
4. Cardboard compactors shall be provided for large retail and commercial developments.
5. Where waste facilities cannot be collected at the street, evidence that the site can be serviced by a waste collection service shall be provided.

Vehicular access

Objectives

1. In centres, pedestrians are prioritised over vehicles.
2. Conflict points between pedestrians and vehicles are minimised.
3. Car parking does not deactivate public space, including streets, laneways and share ways.
4. Underground car parking is integrated into the building design and streetscape.

Development controls

1. The number of vehicular crossovers shall be kept to a minimum.
2. Access and egress points are designed so that exiting vehicles have clear sight of pedestrians and cyclists.
3. Any car park ramps are located within the building footprint.
4. Access and egress to car parks is achieved in a forward direction.

5. Vehicular entrances to underground car parks are:
 - located on minor streets;
 - have a maximum crossover width of 6.0m;
 - signed and lit appropriately;
 - designed so that exiting vehicles have clear sight of pedestrians and cyclists.
6. All stairs and elevators in the parking structure are clearly visible.
7. The street level frontage of car parking structures (including multi-level car parks) where adjoining public places, including active streets, share ways and laneways, shall present an active frontage along the entire frontage less any car park entry.
8. Internal finishes of underground car parks shall be consistent with the external materials where they are visible from the public realm.
9. Underground car parks shall be designed for natural ventilation.
10. Ventilation ducts/grilles shall integrate with the streetscape and be unobtrusive and/or appropriately screened.
11. Garage doors to underground parking shall be designed to complement the materials used elsewhere on the development.

Development adjoining sensitive land uses

Sensitive land uses include residential areas, schools, childcare facilities, hospitals etc.

Objectives

1. Commercial and retail development does not unreasonably affect the amenity of adjoining sensitive uses.
2. The interface between business and commercial development and adjoining residential areas is of a high quality and achieves adequate visual and acoustic privacy.

Development provisions

1. The development is designed so that all vehicle movement areas and servicing areas are located away from adjoining residential areas.
2. Where this cannot be achieved, visual and acoustic treatment of the interface is required.
3. The building elevation adjoining the residential area shall be:
 - Articulated, with changes in setback at intervals no greater than 10m;
 - Use a variety of materials and treatments;
 - Be setback a minimum of half the height of the wall or a minimum of 3.0 metres whichever is greater.

Mixed use development

Objectives

1. Residential development is integrated with compatible retail and commercial uses.
2. To ensure that the design of mixed use developments maintains a reasonable level of residential amenity and preserves compatibility between uses.
3. Flexible building design to accommodate a range of uses and to allow for changes to uses over time is encouraged.

Development controls

1. Mixed use developments are located in areas close to key business, commercial and employment centres with good public transport accessibility.
2. The development shall be designed so that loading bays, garbage collection areas and noise and odour generating aspects of buildings are located away from residential areas.
3. Vehicular circulation systems are legible and differentiate between commercial service requirements, such as loading docks, and residential access.

4. All mixed use buildings shall be provided with a separate entry to the residential component of the development. The entry must be directly visible from a trafficable street and clearly demarcated from entries to commercial premises.
5. Security entries are to be provided to all entrances into private areas, including car parks and internal courtyards.
6. Where possible acoustic separation between loud commercial uses (such as cafés and restaurants) and residential uses is achieved by utilising an intermediate quiet-use barrier, such as offices.
7. Plant is located on the roof or visually and acoustically isolated from the residential uses.
8. Buildings are to have a simple and efficient structural grid.
9. The number of internal, apartment structural walls is minimised.
10. Ceiling heights for the ground and first floors shall be 3.3m.

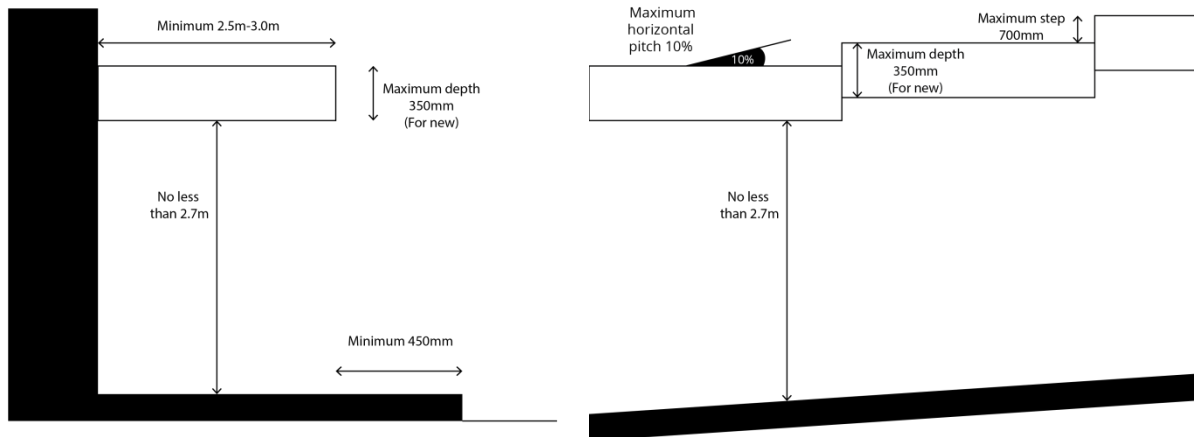
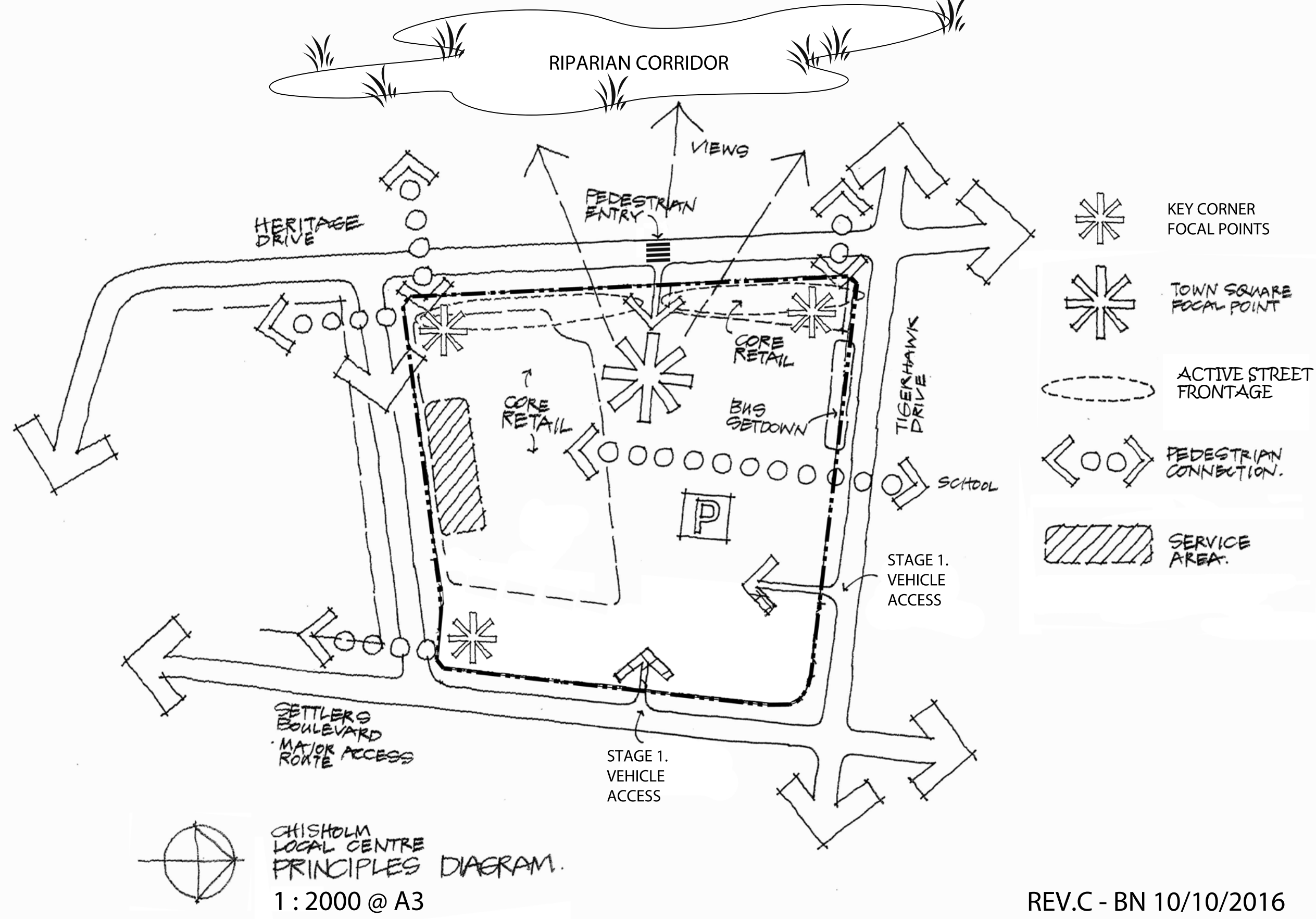


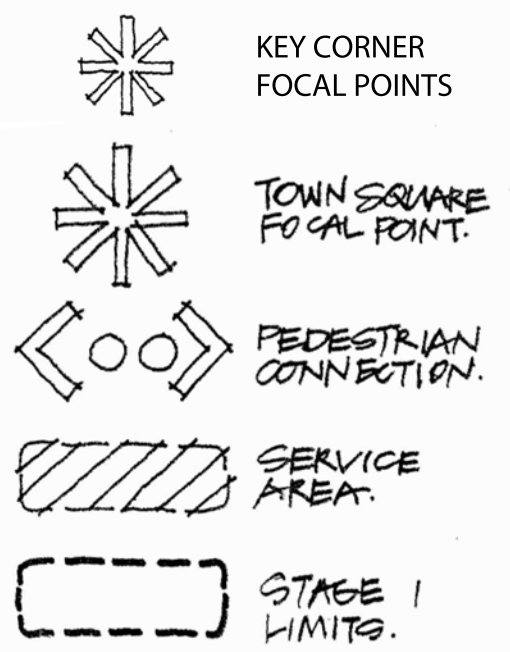
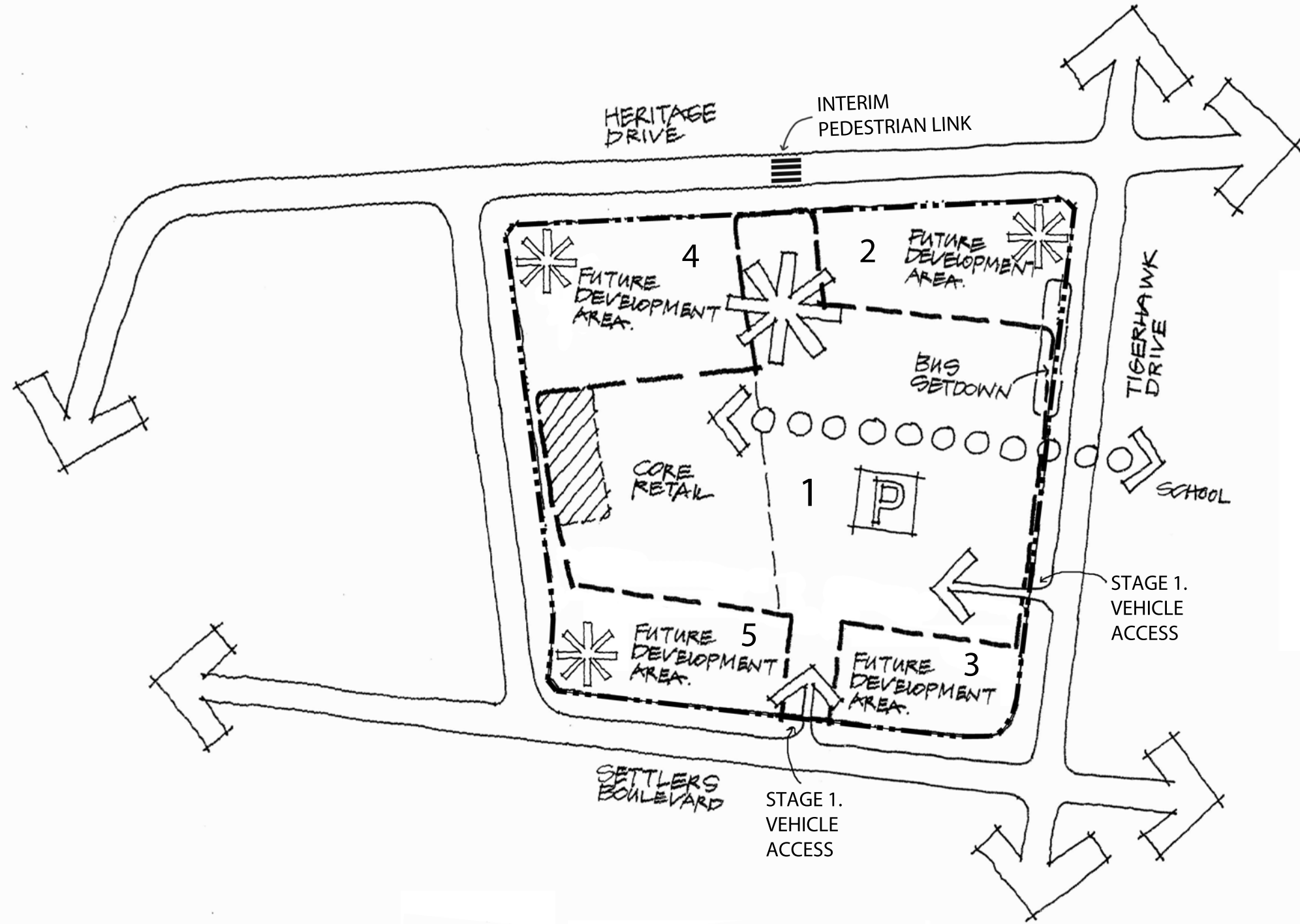
Figure 1: Awning details.



Figure 2: An example of a colonnade.

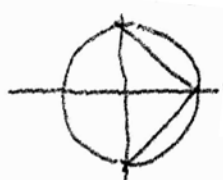


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STAGE AREAS:

STAGE 1.	22,664 m ²
STAGE 2.	6,247 m ²
STAGE 3.	3,655 m ²
STAGE 4.	6,556 m ²
STAGE 5.	3,164 m ²



CHISHOLM
LOCAL CENTRE
STAGE 1 DIAGRAM.
1 : 2000 @ A3

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