

The background of the slide is a photograph of a harbor scene with several sailboats docked at a wooden pier. The water is calm, and the sky is overcast. The entire image is covered with a semi-transparent orange filter. The text is centered on the upper half of the slide.

Lake Macquarie Development Control Plan 2014

– Revision XX

Part 10 – Town Centre Area Plans

Adopted by Council

CONTENTS:

Part 10 – Town Centre Area Plans section contains the following:

- Charlestown Town Centre Area Plan
- Belmont Town Centre Area Plan
- Warners Bay Town Centre Area Plan
- Toronto Town Centre Area Plan
- Morisset Town Centre Area Plan
- Mount Hutton Town Centre Area Plan
- Pambulong Forest Town Centre Area Plan (*repealed*)
- Glendale Regional Centre Area Plan

CONTENTS:

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TABLES

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FIGURES:

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1 INTRODUCTION

This section applies to land shown in Figure 1. It contains local objectives and controls for development in Charlestown town centre. It contains local objectives and controls for development in Charlestown strategic economic centre that are in addition to the general provision contained in guidelines in Part 3 – Development in Residential Zones and Part 4 – Development in the Business Zones. Where conflict arises between this section and the guidelines in Part 3 or Part 4, the controls guidelines in the Charlestown Town Centre Area Plan this section take precedence.

Simplify and update introduction and background



Figure 1: Charlestown Area Plan boundary

1.1 BACKGROUND

The Charlestown town centre is the major commercial centre in Lake Macquarie and provides high order retail, commercial and community facilities for the city and region.

Charlestown is located in the north-eastern corner of the Lake Macquarie Local Government Area (LGA) and is relatively close to the shopping centres at Glendale, Kotara and the Newcastle City Centre.

History

The Waratah Mining Company began mining operations in 1873 at Raspberry Gully north of the present day town centre. The company created the town's first subdivision in 1876, including original street alignments along the current Pacific Highway, and Pearson, Smith and Ridley Streets. The emerging settlement probably takes its name from Charles Smith, the company manager.

The Charlestown Oval was also established at this time, and bequeathed by the mining industry to the community of Charlestown. Within several years, the settlement had rapidly developed, with 50 houses, a post office, three hotels, a school of arts and several stores.

Charlestown's position on the road to Newcastle created and sustained commercial activity and contributed to its growth, particularly as a residential area. As traffic flows increased, the highway has become a barrier between the two sides of the town centre.

Charlestown Square, which opened in 1979, has had significant impact on the town centre, shifting the retail focus to the west and becoming a major employer in the region.

Charlestown is on Awabakal country. In 1873 the Waratah Mining Company began mining operations at Raspberry Gully north of the Charlestown centre. The first subdivision was created in 1876 and includes the original street alignments along the Pacific Highway, Pearson, Smith and Ridley Streets.

Charlestown's position on the road to Newcastle created and sustained commercial activity and contributed to its growth, particularly as a residential area. As traffic flows increased, the highway has become a barrier between the two sides of the centre.

Charlestown Square, which opened in 1979, has had significant impact on the growth and development of the centre, shifting the retail focus to the west and becoming a major employer in the region. The growth of online shopping and remote office-based work trends offer opportunities for the continued evolution of Charlestown into a vibrant mixed use regional centre.

1.2 EXISTING CHARACTER

Topography

Charlestown is located on a ridge that runs north-south through the region – this ridge is defined primarily by the path of highway as it passes through the town centre. The landform falls away from the highway into a number of valleys, which contain remnant vegetation.

Charlestown is at the top of the catchment of four local creek systems that have cut gullies through the surrounding landscape with remnant vegetation. The elevated position of the town and the steep topography offers dramatic views throughout the region and to the vegetated creek lines and remaining bushland areas.

Open Space

There are two significant areas of park in the town centre – Charlestown/Ferris Ovals and parks adjacent to the Charlestown Swim Centre.

Natural areas of remnant bushland are mostly along creek lines and within valleys, such as those adjacent to Hallvert Crescent, Daisley Crescent and Griffiths Street. These areas of vegetation connect to the regional green space network, notably at the southern end of the town centre, which is transversed by the Great North Walk. Raspberry Gully, located to the north of the town centre, is steep sided and heavily vegetated valley. Currently, there is limited visual connection between the town centre and this natural feature, with development along Charlestown Road creating a physical barrier. To the south of the town centre, there is an area of natural bushland near the junction of the highway and Warners Bay Road. Again, access to this area is limited.

Built Form

Traditionally, building lots in the town centre were relatively small, accommodating single dwellings, shops, factories and community buildings. Smith Street one of the earliest streets established has a range of uses, from retail and commercial buildings, to community, civic, educational and residential buildings which create a transition between the town centre core and low density residential areas to the east.

For most of its length, the Pacific Highway is addressed on both sides by retail frontages, with some commercial spaces on ground and upper levels. This mix of uses also extends along Charlestown Road, with this street and the highway forming the original commercial hub of the town centre. Many for these buildings are constructed over several amalgamated lots.

Simplify and update existing character description

Part 10.1 – Charlestown Town Centre Area Plan

Similarly, an extremely large site has been assembled to develop Charlestown Square. The shopping centre complex has shifted the focus of retail uses to the western side of the town centre. The large enclosed building creates a physical and visual barrier along Chapman Street and sections of Pearson Street, resulting in an abrupt change from retail to older residential uses on the western side of the town centre with no retail activity along the southern end of Pearson Street.

Further south, where building forms are located at varying distances from the highway's edge, the streetscape is undefined. Outside the town centre core, single residences predominate.

Public Domain

Charlestown has well established pedestrian flows on Pearson and Smart Streets. While these malls create generous space for pedestrian movement, they complicate the servicing of retail and commercial buildings, and are generally perceived to be unsafe places at night. Materials and detailing vary across the town centre, creating an inconsistency in the character of Charlestown's public domain.

Community Facilities

There are a number of community uses spread throughout Charlestown, with no distinct focus for these facilities.

Vehicular Movement

The Pacific Highway and Charlestown Road are busy state roads with up to 32,000 cars per day along the highway. The West Charlestown Bypass, opened in 2003, resulted in an initial 25% reduction in traffic along these streets, although volumes are now increasing. The original town centre grid of streets (including Smith, Ridley, Smart and Frederick Streets) has been essentially retained, with some streets closed, or disconnected by the Charlestown Square redevelopment.

Restrictions on right turning movements along the Pacific Highway creates circuitous routes to access Smith Street and Charlestown Square. Pearson Street, south of Smart Street, is a three lane one way road that encourages higher traffic speed that is unsafe in a town centre.

The streets through residential areas extend the grid pattern. Several streets in residential areas, such as Dickinson and Marie Streets, have been disconnected from their cross streets, limiting the flow of vehicular traffic.

Pedestrian Movement

Part 10.1 – Charlestown Town Centre Area Plan

The volume and speed of traffic along the highway conflicts with the comfort and safety of pedestrians. There are only limited opportunities to cross the Highway (at Smart, Ridley and Frederick Streets). Pedestrian arcades create additional pedestrian connections within the town centre.

The palisade fencing along the centre of the Highway has discouraged unsafe pedestrian crossing of the street, but has also created an unsightly visual barrier and encourages a higher traffic speed along the Highway. Traffic roundabouts at Charlestown Road and Chapman Street hinder pedestrian movement and safety.

Buses

The Charlestown town centre is strategically located as a focus of the regional bus transport network, and is serviced by a number of bus routes. Fifteen Newcastle Bus services connect Charlestown to the Newcastle centre, Wallsend, Belmont, Dudley, Warners Bay and Swansea. Additionally, there are 3 private bus routes and 4 long-distance coach routes that stop in the town centre.

The bus terminus is located in Pearson/Smart Streets, adjacent to Charlestown Square, accommodates bus stops as well as a lay-over area. The location of the terminus favours the western half of the town centre. Shelters or awnings at stops are inadequate to accommodate the number of patrons waiting, provide minimal shelter and have poor security. Charlestown has been identified as the location for a new regional bus interchange.

Parking Facilities

There is a range of car parking options within the town centre, including private and public, timed and unrestricted parking. Charlestown Square provides about 3600 car parking spaces. The Council car park on Tallara Street has 300 spaces.

The Pacific Highway and Charlestown Road are key regional transport corridors that 'divide' the centre into 3 parts:

- The area to the east of the Pacific Highway and South of Charlestown Road is dominated by the Charlestown Square shopping centre.
- To the north of Charlestown Road
- To the east of the Pacific Highway

1.3 ENVIRONMENTAL CONSTRAINTS CONSIDERATIONS

Topography

Charlestown is located on a ridge that runs north-south through the region. This ridge is primarily defined by the path of the Pacific highway as it passes through the centre. The landform falls away from the highway into a number of valleys, which contain creek lines and natural landscapes. This topography and the elevated position of the centre offers dramatic views throughout the region and to the remaining natural landscape areas.

Relocate topography from background and update text

Mine Subsidence

~~The risk of mine subsidence is the single biggest constraint on increasing density within the Charlestown Centre. Historical coal mining within the area has resulted in the majority of the centre being either directly undermined, or within the angle of draw for mine workings. As concurrence from the Mine Subsidence Board is required for the majority of development within the centre, Council recommends that the Board be consulted early in the concept design phase for any new development.~~

The Charlestown centre is within a mine subsidence area and many sites are directly undermined, or within the angle of draw of historical coal mine workings. This may affect the design of buildings and require specific engineering techniques to be used. Early engagement with Subsidence Advisory NSW is recommended to gain an understanding of the potential risks, limitations and financial costs associated with developing over old mine workings.

1.4 DESIRED FUTURE CHARACTER

Charlestown Master Plan

~~In 2008, Council adopted the Charlestown Master Plan after extensive community participation and consultation. The Master Plan provides the urban design principles and strategies to ensure that development of this major regional centre supports the overall objective of making Charlestown an 'accessible, vibrant, healthy, beautiful, and sustainable place to live, work and play.'~~

(original image deleted for clarity)

~~Figure 1 — Charlestown Town Centre Structure Plan~~

Town Centre Structure

Relocate to new section 2 with updated structure plan and vision

Part 10.1 – Charlestown Town Centre Area Plan

The Charlestown Master Plan has established the desired future town centre structure (as shown in Figure 1). The structure incorporates:

- a. two gateways to Charlestown, one at the northern and southern end of the Pacific Highway;
- b. a consolidated retail precinct in the central area;
- c. a traditional street grid with reinstatement of connections where required;
- d. higher residential buildings in the south;
- e. higher commercial buildings to the north of the centre;
- f. a series of public urban spaces along Pearson Street
- g. stronger east-west linkages to remnant bushland;
- h. a network of diverse and accessible green spaces;
- i. public transport facilities and car parking in safe accessible locations
- j. improved traffic circulation within the centre

Built Form

The focus of taller development at either end of the town centre will emphasise the natural landform of Charlestown, while creating gateways that mark the entries to the centre.

Generally, buildings on busier streets in the north and central area would include a podium of three storeys built up to the primary street boundary to define the public realm. These developments have potential for residential towers above the commercial podium, but set well back to protect amenity. These apartments could then capture views to the ocean, to the city in the north or the forested ridgelines to the west.

A group of taller buildings up to nine storeys within the northern gateway will create the distinctive urban form of Charlestown at the intersection of the Pacific Highway and Charlestown Road.

Development at the south between Frederick Street and Tiral Street would be setback from the front boundary to allow space for landscape planting that reinforces the greener character of the oval and open space precinct.

Public gathering places would be located at key places in the centre and provide high amenity paved and shaded with seating and other facilities.

Building Character

Charlestown is a busy urban and regional centre. Building character and finish should be associated with higher end commercial and retail functions and high quality residential apartments..

Lower levels would include extensive areas of glazing and window display. Upper residential levels would include part recessed and part projecting balconies with suitable awnings, screens and shutters for sun and wind protection.

Use of contemporary sheet materials, high quality metal products and high performance glazing would be expected.

2 DEVELOPMENT CONTROLS

Figure 2 — Extent of Area Plan and Key to Block Plans (see Figures 5-49)

2.1 BLOCK CONTROLS

The Block Plans show the overall desired structure of development, and the spatial relationship between development and the street at a block-by-block view. They are based on site context, existing street character, and the desired future character of the town centre.

The Block Plans and sections provide general building envelopes including heights in storeys and indicative building footprints. They do not dictate lot amalgamations, or describe the design of future buildings.

Block Plans and Sections show the key built form outcomes Council is seeking and include:

- The location of public open space, public pedestrian links, and street awnings.
- The location of new vehicle links
- The location of non-residential uses
- Front setbacks at street level and upper levels
- The desired location of building mass close to the street
- The overall maximum depth of development
- The expected provision of basement car parking

Original figure has been removed for clarity.
New plan provided in new section 2.

Block controls superseded by new section 'Street Character and Setbacks' to better reflect the relationship between private development and the public domain.

Part 10.1 – Charlestown Town Centre Area Plan

- Aspects where building mass should be broken up (i.e. 50% occupied areas)

Site planning and building design should be informed by both the Block Controls and a detailed site and context analysis.

Objectives:

- To improve the amenity and connectivity of the public domain.
- To improve vehicle circulation and access to public transport.
- To ensure that building scale, height and setback contributes to the desired future character of the town centre.

Controls

- Development must make a positive contribution to the desired future character of the town centre as described in Section 1.4.
 - A development proposal must address the requirements of the relevant Block Plan and Section(s), as shown in Figures 5-49.
- Site planning and building design must be based on a comprehensive site and context analysis.

3 STREETS AND PUBLIC SPACE

3.1 PEARSON STREET MALL

Public spaces moved to new section 4

Objectives:

- To provide a pleasant, safe and lively public space for community and social activity.
- To maximise commercial floor space surrounding the Pearson Street Mall.
- To provide active retail frontages and footpath uses within the Pearson Street Mall.
- To provide a visual link from the Pearson Street Mall to Charlestown Road and beyond.

Controls:

- Ground floor uses fronting the Pearson Street Mall (north of Ridley Street) must be pedestrian-based retail uses, or entries to upper level floor space.

Part 10.1 – Charlestown Town Centre Area Plan

2. Development fronting the Pearson Street Mall must provide smaller shop frontages for use as cafes or restaurants.
3. Upper levels must include balconies or terraces overlooking the Mall.
4. Redevelopment of Lots A and B in DP 173101 (current Hilltop Plaza site) must include provision for a pedestrian link through the building, as shown on the Block Plan (Figures 14 and 15). The pedestrian link should:
 - i. Provide an unobscured line of sight to Charlestown Road;
 - ii. Provide active frontages on both sides of the linkage.

3.2 PEDESTRIAN LINKS

Objectives:

- a. To provide pleasant, safe, well lit, and interesting pedestrian links through street blocks.
- b. To maintain and improve access in Charlestown by providing pedestrian links as redevelopment occurs.
- c. To ensure that pedestrian links are open to the air with active frontages along their length.

Controls:

1. Pedestrian links must be constructed in accordance with the relevant Block Plans.
2. Proposals for pedestrian links not shown in the Block Plans will be assessed by Council on a merits basis.

Pedestrian links addressed in 3.1

3.3 OVERPASSES

Objectives:

- a. To encourage pedestrian circulation at street level.
- b. To protect views and vistas along streets.

Controls:

1. New overpasses over streets are not encouraged.
2. Overpasses over service lanes may be considered, subject to the assessment of impacts on streetscape amenity, activation of the public domain, and safety and crime prevention.

Specific controls for overpasses are not required.

3.4 FOOTPATH DINING

Objectives:

- a. To support footpath dining in appropriate locations where pedestrian access can be maintained.
- b. To support buildings with large wall openings and retractable windows or doors at street level that provide an open-air café and dining experience.

Controls:

- 1. Where possible footpath dining must be located within the Pearson Street Mall. Footpath dining is not encouraged on the Pacific Highway or Charlestown Road.
- 2. Footpath dining must be located in areas where it is possible to maintain a clear pedestrian traffic route that is at least two metres wide.

Specific footpath dining controls are not required as this matter is addressed in Part 4 of the DCP and Council's Footway Dining Policy.

3.5 STREET AWNINGS

Objectives:

- a. To provide awnings for pedestrian and footpath activity which complement the scale of development.
- b. To provide weather protection for pedestrians.

Awning requirements are addressed in the street character and setback section.

Figure 3 deleted for clarity

Figure 3 — Cantilever Box Awning to Street

Controls:

- 1. Where shown in the Block Controls Plans, development must provide a continuous or stepped low profile awning that is at least three metres wide, or that extends to within 600mm of the kerb face for the full extent of the building frontage.
- 2. The vertical distance from the footpath to the underside of the awning should be between 3.2 and four metres at any point. Heights exceeding the maximum may be considered on merit.

Note: Council may require an awning setback of 1.5 metres from the kerb line to accommodate street planting or banner poles within the footpath area.

CONCEPT PLAN SITE

3.6 FORMER TAFE SITE

Objectives

- a. To ensure that development on the former TAFE site capitalises on the opportunities presented by a single consolidated site, in close proximity to a major regional centre.
- b. To ensure that development on the former TAFE site occurs in an orderly manner.
- c. To ensure that development on the former TAFE site contributes to the range of community facilities and/or services available in Charlestown.

Controls

1. Prior to Council consenting to any significant development on Lot 223 in DP 551260, a Concept Plan for the site must be approved by Council.
2. The Concept Plan must include the following:
 - i. A comprehensive site and context analysis
 - ii. Measures to retain views and vistas;
 - iii. Measures to retain significant vegetation;
 - iv. Proposed uses and facilities
 - v. Site plan and elevations showing built form, heights, setbacks;
 - vi. Indicative building character and materials
 - vii. Measures to minimise impacts on adjoining residential areas.

New section X

ACCESS AND PARKING

3.7 SITE ACCESS

Objectives

- a. To minimise the impact of vehicle access points on the streetscape.
- b. To maximise the retail frontage to primary streets.

Access and parking moved to new section 6

Part 10.1 – Charlestown Town Centre Area Plan

- c. To make vehicle access to buildings compatible with pedestrian movements.
- d. To create a pedestrian friendly core in Pearson Street.

Controls

1. Where appropriate, buildings fronting the Pacific Highway and Charlestown Road are to share or amalgamate vehicular access points. New developments should provide vehicle access points which enable them to become a shared access point, as development of adjoining sites occurs.
2. Where access can be gained from a secondary street or rear lane, vehicle access to on-site car parking or service areas must not be located on the primary street frontage.
3. Vehicle access points should take into account any services within the road reserve, such as power poles, drainage inlet pits and existing street trees.
4. Driveway crossovers at the boundary must be no wider than the minimum design width required to meet Council requirements.
5. Access to on-site car parking and servicing facilities must be designed perpendicular to the street alignment, and must not ramp along a street or lane alignment.
6. Vehicle access points should not be located adjacent to doors or windows of the habitable rooms of any residential development.
7. Where there is no alternative to access at the primary street frontage, the crossover must not occupy more than 25% of that frontage.
8. Vehicle entries are to have high quality finishes to walls and ceilings.
9. No service ducts or pipes are to be visible from public places.

Note: Generally, a development site must have a minimum street frontage of 25 metres for a two-way driveway crossing.

3.8 CAR PARKING

Objectives

- a. To encourage basement level car parking within Charlestown.
- b. To allow car parking at ground level or above to be converted to retail or commercial floor space.

Controls

Part 10.1 – Charlestown Town Centre Area Plan

1. ~~Car parking must be provided in basement levels, where feasible.~~
2. ~~Car parking at ground level must be sleeved by retail or commercial floor space along the total length of the primary road frontage, and for at least 60% of the secondary street frontage.~~
3. ~~Where all car parking cannot be accommodated at basement and ground level, car parking above ground level may be considered, provided that it is fully integrated into the building design, and adequately screened by a high quality architectural façade on all elevations.~~
4. ~~For car parking at ground level or above, the floor to ceiling height must be a minimum of 3.2 metres.~~
5. ~~Proposals for car parking at ground level must clearly demonstrate how the area used for car parking can be converted to other permissible uses in the future.~~

BUILDING DESIGN

3.9 BUILDING TO THE STREET BOUNDARY

Objectives

- a. ~~To maximise building mass and floor space at the street boundary.~~
- b. ~~To define the spatial character of the street.~~

Controls

1. ~~Developments fronting the Pacific Highway and Charlestown Road must be built to the street boundary for the first three storeys.~~
2. ~~On corner lots, the front façade may include a chamfer or splay across the corner, provided that the chamfer wall length does not exceed five metres, and it includes an entry door with clear glazing or window with clear glazing.~~

3.10 SETBACKS TO LANEWAYS

Objectives:

- a. ~~To ensure adequate turning space from a laneway into private property.~~

Controls:

This is now addressed in section 5
Street character and setbacks

This is sufficiently addressed in the
general controls for car parking design.

Part 10.1 – Charlestown Town Centre Area Plan

- 1.. Where the existing laneway width is less than eight metres, development must be setback a minimum of one metre from the lane.

3.11 FRONT SETBACKS

Objectives

- a. To establish the desired spatial proportions of the street, and define the street edge.
- b. To locate active uses such as shop fronts closer to pedestrian activity areas.
- c. To allow for street landscape character, where appropriate.

Controls

- 1. Where applicable, front building setbacks are to comply with the Block Control Plans (Figures 5–49)
- 2. Development must be built to the street boundary on lots nominated in the Block Control Plans (Figures 5–49).
- 3. Balconies may project up to a maximum of 600mm into the front setback, provided that the total width of all balconies at that particular storey equates to a maximum of 50% of horizontal width of the building façade, measured at the applicable storey.
- 4. Minor projections into the front setback for entry awnings, sun shading devices, cornices and the like are permitted.

3.12 SIDE AND REAR SETBACKS

Objectives

- a. To ensure an appropriate level of amenity for building occupants in terms of daylight, outlook, view sharing, ventilation, wind mitigation and privacy.
- b. To allow natural light and ventilation from the front and rear of properties.

Controls

- 1. Where applicable, side and rear building setbacks must comply with the Block Control Plans (Figures 5–49)

This is now addressed in section 5
Street character and setbacks

Side and rear setbacks are covered in the Apartment Design Guide which all apartment buildings are required to be addressed. Similar design controls have been included in part 5 for buildings that are not required to comply with the ADG.

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2. Residential development must satisfy the building separation, solar access and amenity requirements of *State Environmental Planning Policy No. 65 – Quality Design of Residential Flat Development*.
3. When an existing building is being refurbished or converted to another use, and applicable setback distances cannot be achieved, alternative measures such as privacy screens must be used to achieve appropriate visual privacy levels.

3.13 FAÇADE ARTICULATION

Definition: *Articulation* is the change in the external alignment of walls (or other elements) that expresses the way that the parts of the building fit together.

Objectives

- a. To define smaller scale shop fronts, windows and doorways by articulation of the building façade.
- b. To provide interest and detail at a pedestrian scale and level.
- c. To avoid potentially unsafe places or opportunities for anti-social behaviour.

Controls

1. Building design must include façade articulation, smaller scale shop fronts, and smaller floor plate shop or office premises at the street level.
2. Entries must not be recessed more than one metre from the surrounding façade wall.
3. The change in wall alignment for all other façade elements must not exceed 600mm.
4. Blank façade walls must not exceed 15 metres in length.

This is now addressed in section 5
Street character and setbacks

3.14 BUILDING HEIGHT

Objectives:

- a. To ensure that developments do not overwhelm the public street, and are of compatible scale with the surrounding, or desired future built environment.
- b. To encourage higher density development in the northern and southern gateway areas.

This is not required as maximum
building height is a development
standard within the LMLEP.

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Controls:

1. Development must not exceed the maximum number of storeys shown in the Block Control Plans (Figures 5–49)
2. Development must not exceed the maximum height in metres shown in Table 1.
3. Where an Area Plan does not specify height in storeys development must not exceed three storeys and 13m in height.

Note 1: Calculation of the maximum building heights has included allowance for sloping sites, greater floor to ceiling heights on retail and commercial floors, and the design of architectural roof forms. A development proposal may reach the maximum number of storeys without reaching the maximum permissible height.

Note 2: Approval must be granted by the Mine Subsidence Board for development within Charlestown. The Mine Subsidence Board may limit building heights, depending on the design and proposed use of a building.

Table 1 - Maximum building heights

Figure 4 — Indicative heights for three storey development on sloping site

3.15 BUILDING HEIGHT AT THE STREET

Objectives:

- a. To maximise the building mass and floor space along the Pacific Highway and Charlestown Road.
- b. To define and reinforce the spatial character of the street.
- c. To emphasise each corner of a block with additional height and/or building mass.

Controls:

1. Development must provide at least three storeys in height along the Pacific Highway and Charlestown Road.
2. On corner lots, the maximum height of development should occur at the corner element.

This is now addressed in section 5
Street character and setbacks

Part 10.1 – Charlestown Town Centre Area Plan

3. On corner lots, development must provide a minimum of three storeys on the secondary frontage for a minimum length of 15 metres, measured from the corner.

3.16 BALCONIES

Objectives:

- a. To reinforce the street wall by recessing lower level balconies in the building volume.
- b. To provide suitable privacy and amenity for users of balconies close to the street.

Controls:

1. Balconies at the first three levels above the street must be recessed in the building façade.

Note: Balconies at upper levels may project from the building volume, provided that minimum setback requirements are met.

This is now addressed in section 5
Street character and setbacks

4 LANDSCAPE

4.1 DEEP SOIL AREAS

Objectives:

- a. To allow for planting and healthy growth of large canopy trees across the town centre.
- b. To provide for stormwater infiltration on site.

Controls:

1. Development in Blocks A, C, and N must reserve at least 10% of the site area for deep soil planting.
2. Development in blocks D, E, I, L, M, P, Q, R, S, T and U must reserve at least 15% of the site area for deep soil planting.
3. Each deep soil area must have a minimum dimension of at least two metres and a minimum area of 6m².
4. Deep soil areas must be located to accommodate tree planting requirements.
5. Each deep soil area allocated to tree planting must have a corresponding clear air space that is at least eight metres high and six metres in width.

This is now addressed in section 5
Street character and setbacks

Part 10.1 – Charlestown Town Centre Area Plan

4.2 TREE PLANTING

Objectives:

- a. To provide broad canopy tree cover in car parks for shade, shelter and screening.
- b. To provide tree cover in front setback areas to enhance street character.
- c. To improve the amenity for residents within developments in regard to privacy, outlook, views and recreation opportunities.
- d. To improve the amenity of private open space.

Controls:

- 1. Tree planting in car parks must provide general shade and shelter to the car park.
- 2. Remnant vegetation must be maintained on the site wherever practical.
- 3. Where a front setback of three metres or more exists, developments must provide tree planting within the front setback.

Development must contribute to street tree planting, in accordance with the *Charlestown Streetscape Master Plan* and Council's *Streetscape Technical Guidelines*.

This is addressed in the 'street character and setbacks' as well as the general controls

5 BLOCK CONTROLS

Note: Uses shown in the sections are indicative only.

~~Figure 5 – Block A and B Control Plan~~

~~Figure 6 – Block A – Section A1-A1~~

~~Figure 7 – Block B – Section B1-B1~~

~~Figure 8 – Block B – Section B2-B2~~

~~Figure 9 – Block C and D Control Plan~~

~~Figure 10 – Block C – Section C1-C1~~

~~Figure 11 – Block C – Section C2-C2~~

Existing images for block controls have been removed for clarity. As the 'block controls' are not being retained, all images are to be deleted.

Figure 12 — Block D — Section D1-D1

Figure 13 — Block E and F Control Plan

Figure 14 — Block E — Section E1-E1

Figure 15 — Block F — Section F1-F1

Figure 16 — Block G and H Control Plan

Figure 17 — Block G — Section G1-G1

Figure 18 — Block I Control Plan

Figure 19 — Block I — Section I1-I1

Figure 20 — Block J, K and L Control Plan

Figure 21 — Block J — Section J1-J1

Figure 22 — Block J — Section J2-J2

Figure 23 — Block J — Section J3-J3

Figure 24 — Block K — Section K1-K1

Figure 25 — Block K — Section K2-K2

Figure 26 — Block L — Section L1-L1

Figure 27 — Block M, N and O Control Plan

Figure 28 — Block M — Section M1-M1

Figure 29 — Block M — Section M2-M2

Figure 30 — Block N — Section N1-N1

Figure 31 — Block N — Section N2-N2 South

Figure 32 — Block N — Section N2-N2 North

Figure 33 — Block O — Section O1-O1

~~Figure 34 – Block O – Section O2-O2 South~~

~~Figure 35 – Block O – Section O2-O2 North~~

~~Figure 36 – Block P Control Plan~~

~~Figure 37 – Block P – Section P1-P1~~

~~Figure 38 – Block Q, R and S Control Plan~~

~~Figure 39 – Block Q – Section Q1-Q1~~

~~Figure 40 – Block Q – Section Q2-Q2 North~~

~~Figure 41 – Block Q – Section Q2-Q2 South~~

~~Figure 42 – Block R – Section R1-R1 West~~

~~Figure 43 – Block R – Section R1-R1 East~~

~~Figure 44 – Block S – Section S1-S1~~

~~Figure 45 – Block T and U Control Plan~~

~~Figure 46 – Block T – Section T1-T1~~

~~Figure 47 – Block T – Section T2-T2~~

~~Figure 48 – Block U – Section U1-U1~~

~~Figure 49 – Block V Control Plan~~

2 DESIRED FUTURE CHARACTER

2.1 VISION

The identity of Charlestown as a vibrant, walkable mixed use hub continues to attract new businesses, residents and visitors to Charlestown. A sense of place is created by the Charlestown library and a new public square that form a public “living room” for the growing community.

On the eastern side of the Pacific Highway new development continues to support and grow the cluster of medical uses and quality residential apartments. Retention of existing mature shady trees, and planting of new trees in front setbacks, along street verges and in public spaces give this neighbourhood a comfortable, pleasant green character.

On the western side of the Pacific Highway, Charlestown Square and the surrounding streets continue to evolve into a vibrant mixed use neighbourhood that supports a diverse mix of commercial, retail and lifestyle businesses and a mix of quality residential apartments. A lively commercial environment and night-time economy has evolved through well designed buildings and high quality streetscapes.

Smart Street provides an interesting and safe connection to cross the Pacific Highway and connect the new public square with the retail and lifestyle focus of the western side.

Vision updated to reflect changing strategic context of Charlestown.

2.2 STRUCTURE PLAN

Updated structure plan to reflect proposed vision



Figure 2: Charlestown centre structure plan

2.3 PLANNING AND DESIGN PRINCIPLES

The following principles guide the application of development objectives and controls:

1. Quality public spaces establish Charlestown's identity as a vibrant mixed use centre that attracts new businesses, residents and visitors.
2. Appropriately designed buildings facilitate a lively night-time economy together with more housing within the commercial centre.
3. New buildings contribute to a pleasant and safe pedestrian environment.
4. Shade tree planting is maximised in front setback areas and along street verges.

Provide an overarching set of principles to guide the application of development objectives and controls

3 PUBLIC SPACE AND MOVEMENT

3.1 Pedestrian lanes and arcades

Objectives

- a. Maintain and improve pleasant, safe and direct walking and cycling routes throughout the centre.

Controls

1. Redevelopment of the following sites incorporates direct pedestrian lanes:
 - 329 Charlestown Road - between Charlestown Road and Tallara Street
 - 109 Pacific Highway and 29 Smith Street – between Pacific Highway and Smith Street.
2. Pedestrian lanes are:
 - i. At least 6m wide and free of visual intrusions, including occupiable floor space, stairs, lifts and signage structures
 - ii. Open to the sky
 - iii. Accessible to the public at all hours

Public space and key pedestrian links form a significant part of the vision for Charlestown

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3. Library Lane is maintained as a public laneway between Smart Street and Ridley Street.
4. Redevelopment of 324 – 338 Charlestown Road includes a direct pedestrian lane between Pearson Street Mall and Charlestown Road. Where the LEP development incentive height clause is activated the pedestrian lane is to be:
 - i. At least 6m wide free of visual intrusions, including, stairs, lifts and kiosks and the like
 - ii. Open to the sky
 - iii. Accessible to the public at all hours.

3.2 NEW PUBLIC SQUARE

Objectives

- a. To create identity and sense of place that attracts new businesses, residents and visitors to Charlestown.
- b. Provide a community gathering space that supports social integration and a diverse range of activities and events.
- c. Create a space that is physically and socially accessible, safe and attractive.

Controls

1. Development of Smith Street car park (13 – 19 Smith Street and 5 – 7 Smart Street) incorporates a public square that:
 - i. Is a size and design that suits a variety of uses and activities;
 - ii. Has active frontages facing the square for all buildings on the site.
 - iii. Includes features and amenities that appeal to a wide variety of people.
2. Development on any site adjacent to the proposed public square is to maintain sun access to at least 50% of the future public space between 12 and 2pm on 21 June.
3. Buildings with a frontage to Library Lane incorporate setbacks that enable ground floor active uses, vehicular access and off-street loading zones.

3.3 PEARSON STREET MALL

Objectives

- a. Maintain a pleasant and safe pedestrian environment.
- b. Provide physical and visual connection between the ground floor uses of the building and the Pearson Street Mall.

Controls

1. Buildings adjoining Pearson Street Mall incorporate main entries, glazed doors and windows that face onto the mall.
2. Buildings adjoining Pearson Street Mall incorporate a maximum 3 storey (12m) street wall height. All floor levels above are setback at least 4.5m from the Pearson Street boundary.
3. Buildings incorporate design features to minimise adverse amenity impacts from commercial uses on residential uses. Examples include increased separation through placement of communal spaces, larger setbacks and appropriate materials.

4 STREET CHARACTER AND SETBACKS

Provides detailed guidelines for how development should relate to the street to create the desired street environment.

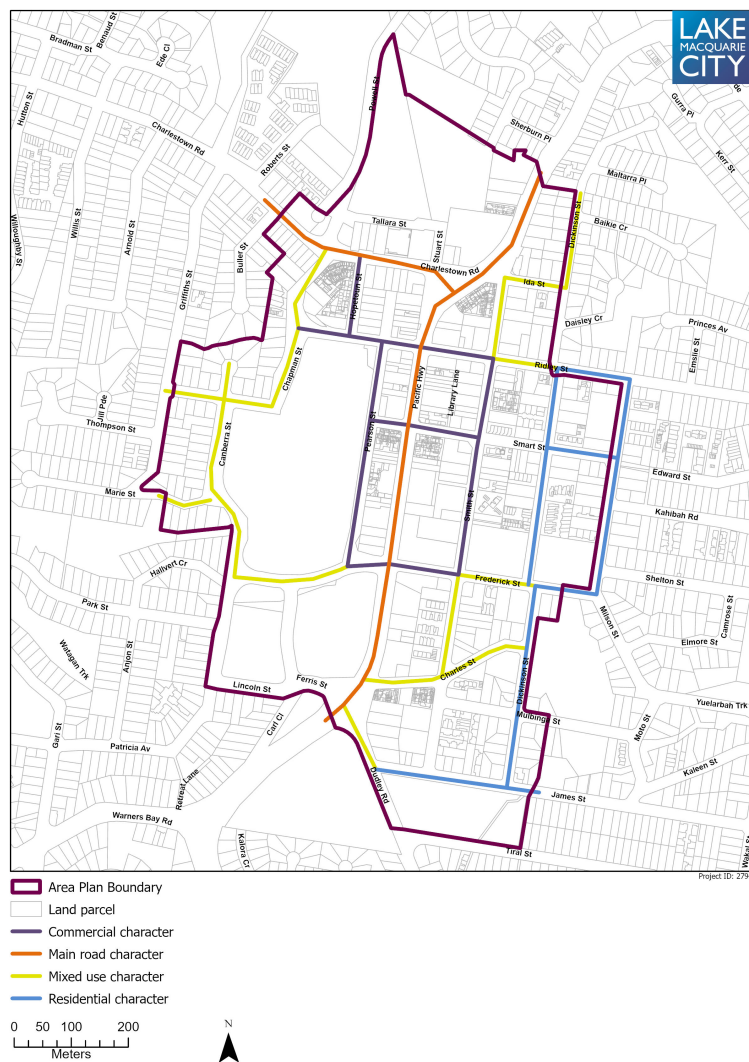


Figure 3: Street character map

4.1 COMMERCIAL STREET CHARACTER

Objectives

- c. Create a pleasant and safe pedestrian environment.
- d. Respond to individual site characteristics and provide physical and visual connection between the ground floor uses of the building and the street.
- e. Facilitate a mix of retail, medical, commercial and residential uses that contribute to a vibrant centre.
- d. Encourage a lively mix of day and night time uses while maintaining residential amenity.

Controls

1. Level changes between the footpath and the ground floor are accommodated within the building.
2. Buildings on sloping sites are designed so that the ground floor level is stepped with the longitudinal grade of the street.
3. Buildings incorporate a maximum 3 storey (12m) street wall height. All floor levels above are setback at least 4.5m from the street boundary.
4. Buildings incorporate design features to minimise adverse amenity impacts from commercial uses on residential uses. Examples include increased separation through placement of communal spaces, larger setbacks and appropriate materials.
5. Street level walls incorporate main entries, glazed doors and windows.
6. Buildings incorporate a solid continuous or stepped awning at least 2.7m wide over the footpath.
7. Driveway crossovers maintain a continuous footpath level for pedestrians.
8. Existing street trees are maintained and enhanced and new street trees planted in accordance with the Streetscape Master Plan
9. Footpaths materials to be 'Pavement Type P1' as detailed in the Streetscape Master Plan.

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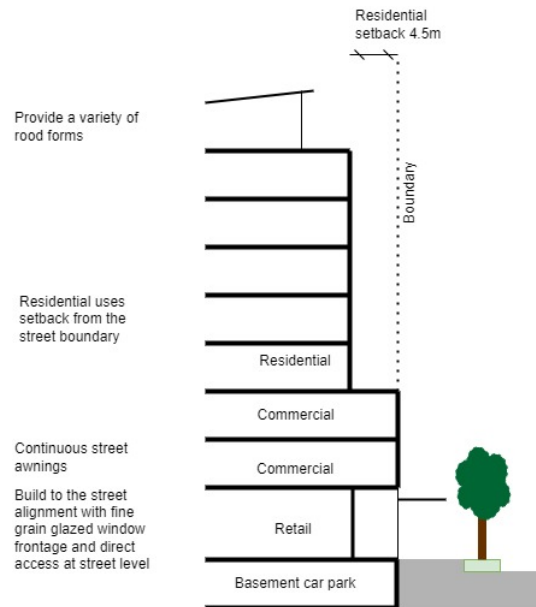


Figure 4: Commercial street character

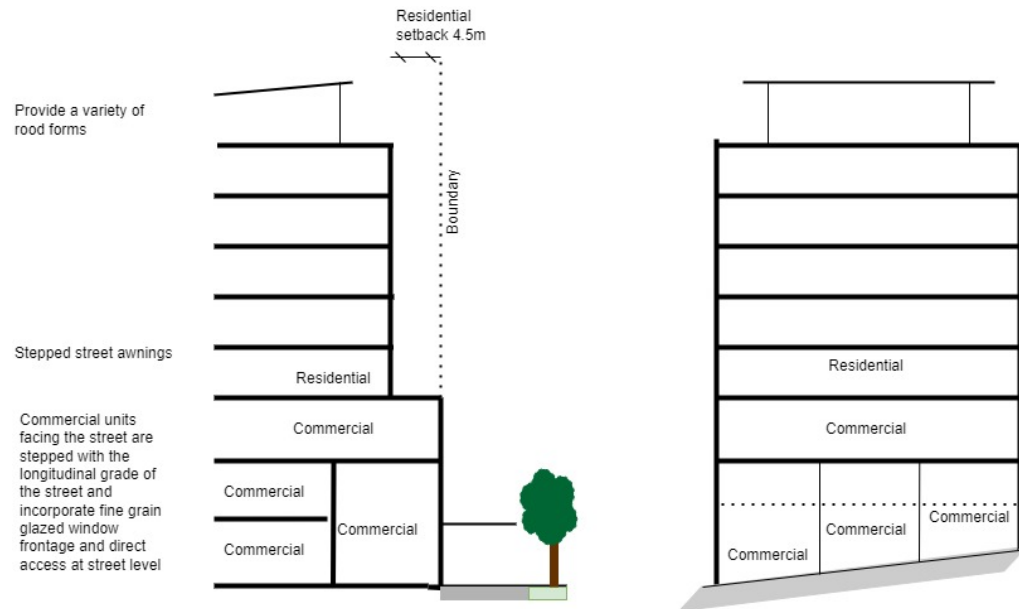


Figure 5: Commercial street character on sloping sites

4.2 MAIN ROAD CHARACTER

Objectives

- Create a pleasant and safe pedestrian environment.
- Respond to individual site characteristics and provide physical and visual connection between the ground floor uses of the building and the street.
- Accommodate a range of commercial uses that complement the high volume of passing traffic.
- Provide good residential amenity.

Controls

- Vehicular access to parking areas is from secondary street frontages or laneways.

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2. Buildings incorporate a maximum 3 storey (12m) street wall height. All floor levels above are setback at least 4.5m from the street boundary.
3. Buildings incorporate a solid continuous or stepped awning at least 3m wide over the footpath.
4. The arrangement, proportion and design of street level windows and doors reflects the fine grain rhythm and scale of existing glazed shopfronts.
5. Ceiling heights and floor plates are large enough to accommodate commercial, medical and office uses.
6. Residential uses are setback at least of 4.5m from the street boundary and incorporate design features that reduce impacts from street noise. Examples include increased separation through placement of communal spaces, larger setbacks and appropriate materials.
7. Footpaths materials to be 'Pavement Type P1' detailed in the Streetscape Master Plan.
8. Street trees to be installed in accordance with the Streetscape Master Plan.

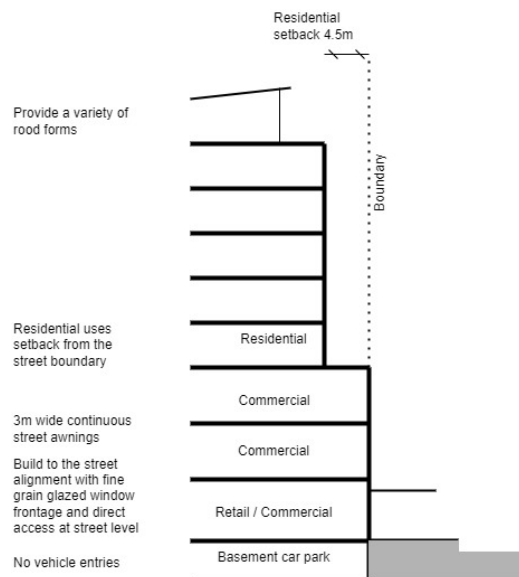


Figure 6: Main roads street character

4.3 MIXED USE STREET CHARACTER

Objectives

- a. Create a pleasant and safe pedestrian environment.
- b. Respond to individual site characteristics and provide physical and visual connection between the ground floor uses of the building and the street.
- c. Accommodate a diverse range of uses that contribute to a vibrant centre while maintaining residential amenity.
- d. Increase tree canopy and shade within the street and front setback.

Controls

1. Ground floor commercial uses are provided on sites identified as having active frontage requirements. Otherwise, residential uses with a minimum setback of at least of 4.5m from the street boundary may be provided to the ground floor level.
2. New building types such as live-work units are encouraged.
3. All ground floor residential uses have direct access to the street.
4. Private front gardens may extend into the front setback area with fences in the front setback being a maximum of 1.2m above footpath level.
5. Existing mature trees in the front setback are retained and new street trees to be installed in accordance with the Streetscape Master Plan.
6. Footpaths materials to be 'Pavement Type P2' detailed in the Streetscape Master Plan.

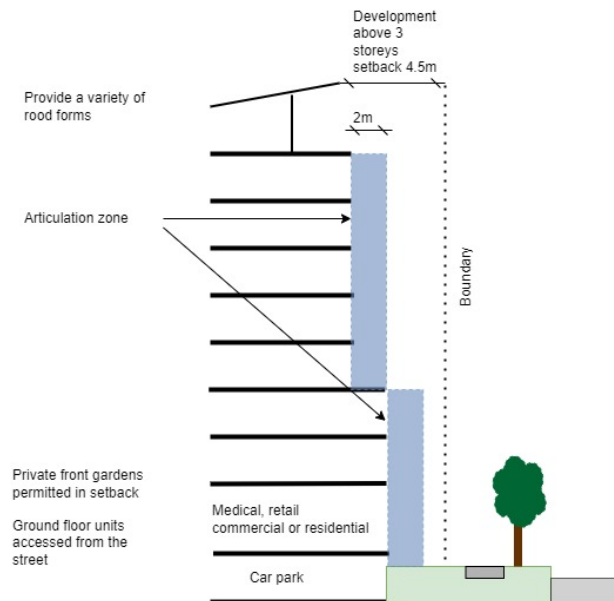


Figure 7: Mixed use street character

4.4 RESIDENTIAL STREET CHARACTER

Objectives

- Create a pleasant and safe pedestrian environment.
- Respond to individual site characteristics and provide physical and visual connection between the ground floor uses of the building and the street.
- Support quality residential apartment buildings within a landscaped setting.
- Increase tree canopy and shade within the street and front setback.

Controls

- Buildings are setback at least 6m from the street boundary.

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2. Building elements such as balconies and awnings may extend up to 2m into the articulation zone for a maximum of 30% of the façade width.
3. Ground floor units have direct access from the street.
4. Private front gardens may extend into the front setback area with fences in the front setback being a maximum of 1.2m above footpath level.
5. Retain existing mature trees in the front and rear setbacks.
6. At least one medium size canopy tree is provided for every 20m² of front setback area.
7. Footpaths materials to be 'Pavement Type P3' detailed in the Streetscape Master Plan.

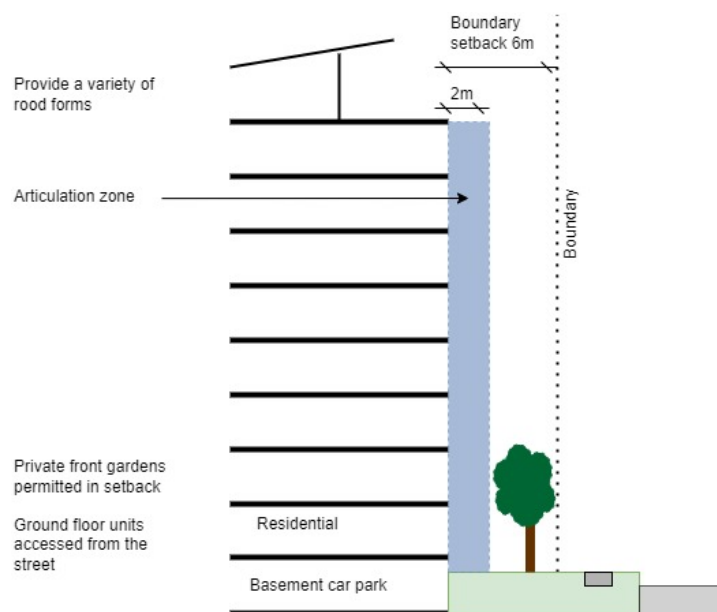


Figure 8: Residential street character

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Objectives

- a. Ensure development in the R4 High Density Residential zone avoids the creation of isolated lots that are unable to be developed to the desired intensity and scale.
- b. Maximise permeable surfaces for landscaping and on-site stormwater infiltration
- c. Support development to sit within a landscaped setting.
- d. Incorporate side and rear boundary setbacks that support amenity and privacy to adjoining properties

Controls

1. Lot amalgamation controls in Part 4 – Development in Business zones applies to the R4 High Density Residential zone.
2. Side setbacks are a minimum 3m and rear setbacks are a minimum of 6m.

Note: Additional separation setbacks may be required to meet the requirements of SEPP 65 – Design Quality of Residential Apartment Development.

3. A minimum landscaped area of 25% of the site area is required for development in the R4 High Density Residential zone. At least half of the landscaped area must be deep soil zone.
4. The maximum site coverage for development in the R4 High Density Zone is 75%.

Note: Site coverage means the proportion of a site area covered by buildings. However, the following are not included for the purpose of calculating site coverage:

- any basement,
- any part of an awning that is outside the outer walls of a building and that adjoins the street frontage or other site boundary,
- any eaves,
- any unenclosed balconies, decks, pergolas and the like

5 CAR PARKING

5.1 DESIGN

Objectives

- a. Ensure parking areas are not visually prominent from the street and public areas.

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- b. Ensure non-basement car parking does not result in the bulk or scale of the development being inconsistent with the desired character and built form.
- c. Respond to changing future transport modes and demands by enabling adaptive reuse of car parking areas in the future.

Controls

- 1. All car parking is located within the building footprint, either in a basement or integrated into the building.
- 2. Car parking areas located at ground level and above are not visible from the public domain by:
 - (a) locating parking areas behind other uses; or
 - (b) using green walls and roofs; or
 - (c) using architecturally designed façade treatment or artwork.
- 3. Floor to ceiling heights of car parking areas at ground level or above match the height of habitable parts of that floor level.

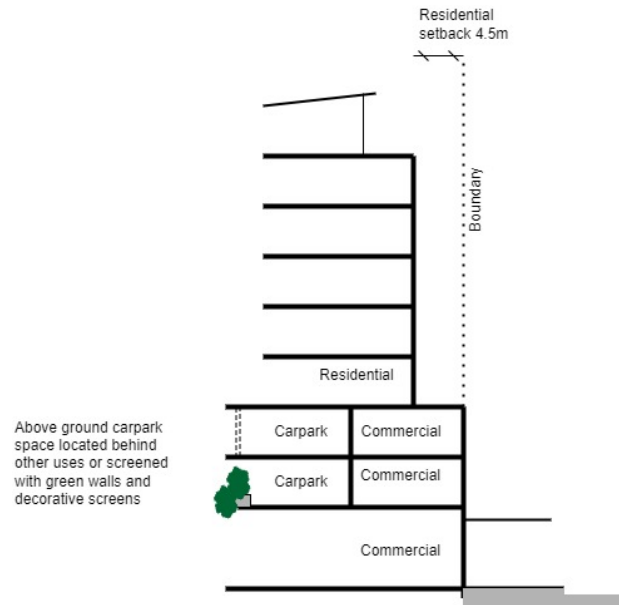


Figure 9: Screening of above ground car parking

5.2 CAR PARKING RATES

Objectives

- To facilitate change of use between different uses.
- To ensure that the number of car parking spaces provided does not undermine incentives for alternative modes of transport.
- To maximise the equitable use of all on-street and off-street centre car parking space across all hours.

Controls

Car parking rates are currently dependent on the land use zone. This can result in development within the same street block having very different car parking rates despite having similar access to shops, services and public transport.

The car parking rates proposed for Charlestown match the rate for commercial zoned land with the exception of:

- Visitor car parking – this has been reduced in line with the RTA Guide to Traffic Generating Development to address concerns raised during stakeholder engagement
- Serviced apartments - this has been reduced in line with the Cardiff car parking rate and to reflect the higher level of access to public transport, services and shops compared to other commercial centres in Lake Mac.

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1. The number of car parking spaces provided for development of buildings is consistent with the rates in Table 1.
2. Where the proposed number of car parking spaces is less than or greater than specified in Table 1, a clear rationale is provided for the variation that supports delivery of the Charlestown Transport Management Plan.

Table 1: Car parking rates for development within Charlestown area plan

Residential flat buildings, shop top housing, and including dwellings as a component of mixed-use developments.	Dwelling Type	Parking Spaces per dwelling
	Studio / 1 bedroom	0.5
	2 bedrooms	0.75
	3 or more bedrooms	1.0
	Visitor parking	1 space per 7 units
Serviced apartments	1 space per 2 units	
Business premises, office premises and retail premises	1 space per 40m ² GFA	
Medical centres and health consulting rooms	1 space per 40m ² GFA	
Community facilities	1 space per 40m ² GFA	

Note: for all other parking rates see Part 4: Development in Business Zones

1 INTRODUCTION

Part 3 - Development within Residential Zones applies to all development in the R1 General Residential, R2 Low Density Residential and R3 Medium Density Residential, and R4 High Density Residential land use zones.

The R1 General Residential zone only applies to land at North Wallarah, which has a site specific Area Plan. The North Wallarah Area Plan (in Part 12 of this DCP) contains most controls for development in this area. For issues not covered in the North Wallarah Area Plan, the controls of Part 3 – Development within Residential Zones apply to development in the R1 General Residential Zone.

This part is to be read in conjunction with Part 1 (Introduction) of LMDCP 2014, which outlines Council's general requirements for all developments and provides advice on the lodgement requirements for a Development Application. Part 1 also contains requirements for when an application seeks to vary a development control.

Additionally, controls for specific land uses may apply, depending on the type of development proposed. These controls can be found within Part 9 - Specific Land Uses of this DCP. Furthermore, an Area Plan may apply depending on the location of the development. Area Plans contain area specific controls that need to be considered. They can be found in Parts 10 - Town Centre Area Plans, 11- Heritage Area Plans and 12 - Precinct Area Plans of this DCP.

Part 3 – Development within Residential Zones is amended so that it also applies to the proposed R4 High Density Residential zone.

The remainder of Part 3 – Development within Residential Zones has been omitted for clarity as there are no changes proposed to any other section.