

6.04 Islington Renewal Corridor

Amendment history

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

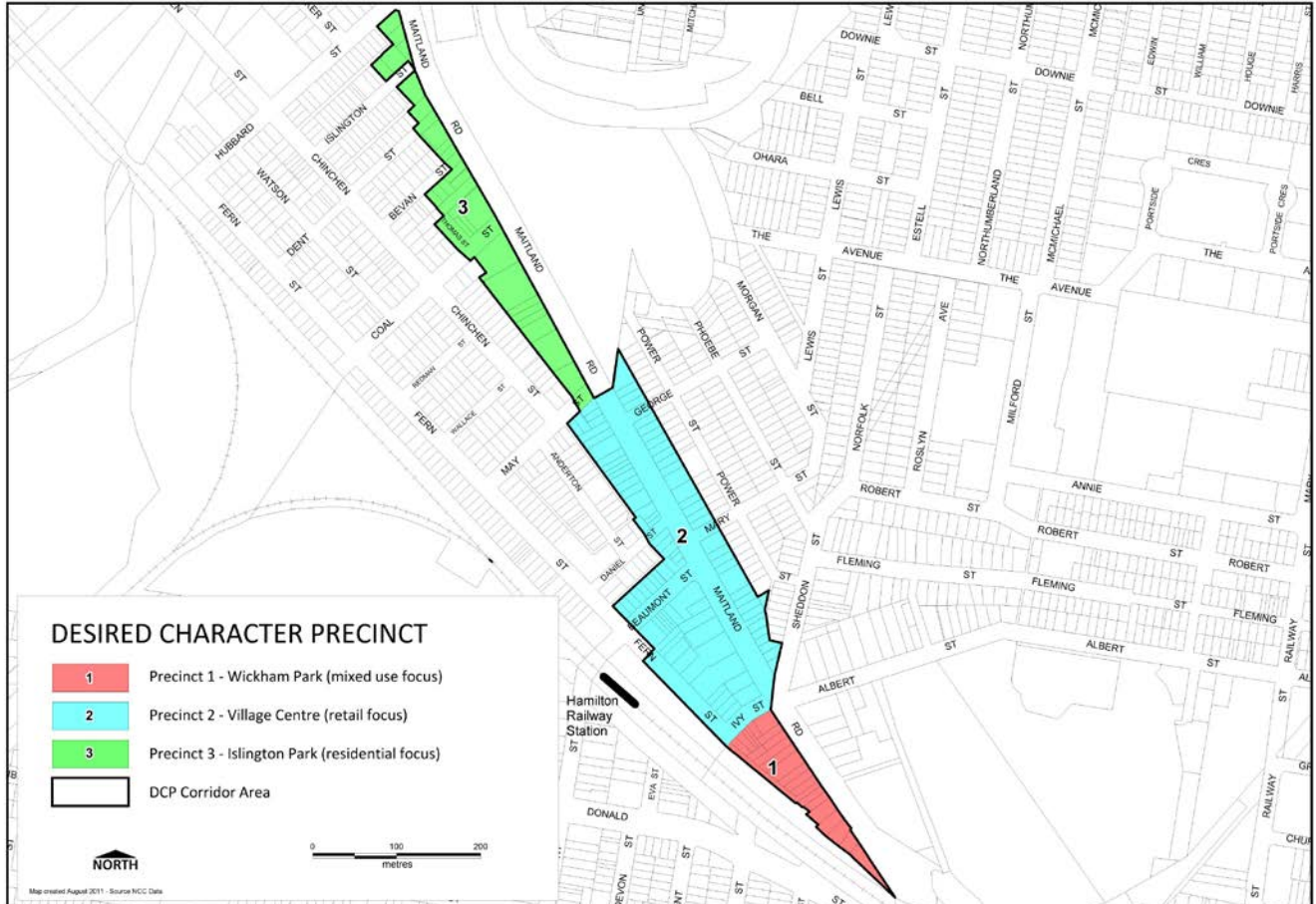
Savings provisions

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

Land to which this section applies

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

Map 1 – Islington Renewal Corridor area



Development (type/s) to which this section applies

This section applies to all development consisting:

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

Applicable environmental planning instruments

- Newcastle Local Environmental Plan 2012
- State Environmental Planning Policy No 65—Design Quality of Residential Flat Development
- State Environmental Planning Policy No 71—Coastal Protection.

In the event of any inconsistency between this section and the above listed environmental planning instruments, the environmental planning instrument will prevail to the extent of the inconsistency.

Note 1: Additional environmental planning instruments may also apply in addition to those listed above.

Note 2: 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

The Islington Renewal Corridor is characterised by its position on a principal access route into the Newcastle CBD, adjoining significant open space areas (Wickham Park, Islington Park and Throsby Creek), and its location adjacent to the Beaumont Street Shopping Precinct and the Sydney to Newcastle railway line.

The aim of this plan is to ensure that development builds on the characteristics of the Islington village centre and existing built form along Maitland Road, while providing opportunities to intensify residential density to accommodate an additional 150 dwellings, and stimulate commercial activity, to vitalise the streetscape along the corridor.

Tree planting on Maitland Road will mature and serve to visually integrate the built form and to ensure an ongoing contribution of large and significant trees to the local landscape character.

Pedestrian movement across Maitland Road aims to be improved to enable increased accessibility to the open spaces of Islington Park, Throsby Creek, and Wickham Park.

Character Precincts

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

- **Precinct 1 – Wickham Park (mixed use focus) character statement** – Precinct 1 is situated between the railway line and Maitland Road, opposite from Wickham Park and consists a mix of uses and vacant sites, including land identified as surplus to RailCorp's operations. It is envisaged that this precinct will provide for a mix of uses that take advantage of its proximity to Wickham Park and Hamilton Railway Station and acts as a gateway to the corridor through distinct built form and height. This precinct has a target of providing thirty (30) additional dwellings. Introduction of consistently themed landscaping and street tree planting that will contribute to an improved public domain.

Figure 1: Indicative built form outcome for lots facing Wickham Park



- **Precinct 2 – Village Centre (retail focus) character statement** – Precinct 2 has a village like character, containing one and two storey buildings fronting onto Maitland Road. The precinct is well serviced by public transport, including Hamilton Railway Station, and is well connected with Hamilton commercial centre along Beaumont Street. It is envisaged that new development will reinforce the street edge and scale along the streetscape through appropriate use of setbacks, facade treatment, and awnings over the footpath. This precinct will act as a neighbourhood centre complimentary to the nearby Hamilton commercial centre in function but will still maintain its own distinct character. This Precinct has a target of providing fifty (50) additional dwellings.
- **Precinct 3 – Islington Park (residential focus) character statement** - This precinct is made up of a mix of commercial type development and large underutilised sites. The precinct has an outlook and views over Islington Park across Maitland Road and is adjoined by existing residential areas. There is potential to redevelop this precinct over time for higher density residential development overlooking Islington Park. This will improve passive surveillance of the area. Additional streetscape improvements including additional pedestrian crossings will also help to activate this area and improve pedestrian safety. This precinct has a target of providing seventy (70) additional dwellings.

Aims of this section

1. To reinforce the existing character and sense of place for the Islington Renewal Corridor through appropriate built form and streetscape improvements.
2. To provide site responsive and sustainable development that maximises environmental benefits afforded by the northerly aspect.
3. To enhance the views to Islington Park and Wickham Park through appropriate building orientation.
4. To provide improved connectivity from the corridor to adjoining precincts and open space linkages.
5. To improve pedestrian amenity and safety through street activation and passive surveillance from adjoining uses.

6.04.01 Land use and development

A. Land use

Objectives

1. Strengthen the commercial core of Islington through appropriate redevelopment of sites that reinforces the centre.
2. Encourage mixed use buildings that consist of active frontages at ground level.
3. Improve safety and amenity through uses that activate the street edge.
4. Provide for mixed use development that is sympathetic to the character of Islington.
5. Encourage consolidation of allotments to allow developments to be planned and designed in a holistic manner.
6. Ensure desired outcomes relating to increasing residential, commercial, and retail densities are achieved in suitable locations.

Controls

General controls applying to all development to which this section applies

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

The following control applies to development within Precinct 1

2. Incorporate adaptable floor layouts to enable longevity of uses such as retail/commercial/residential.

The following control applies to development within Precinct 2

3. Non residential landuses are provided at street level.

The following control applies to development within Precinct 3

4. The ground floor of new buildings incorporate adaptable floor layouts to enable longevity of uses such as retail/commercial/residential.

B. Activation of street frontages

Objectives

1. Activate street frontages to ensure an interesting and safe streetscape.
2. Ensure that new development contributes to the character of Maitland Road.
3. Maintain a pedestrian scale and built form along the street edge.
4. Respect the existing fine grain subdivision pattern along Maitland Road frontage.
5. Maximise views to Islington Park and Wickham Park from new development.

Controls

General controls applying to all development to which this section applies

1. Shopfronts incorporate a combination of window sill heights and openings at street level to create interest and encourage activity.
2. Vehicular access across the footpath to allow direct vehicular access onto Maitland Road is only to 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.

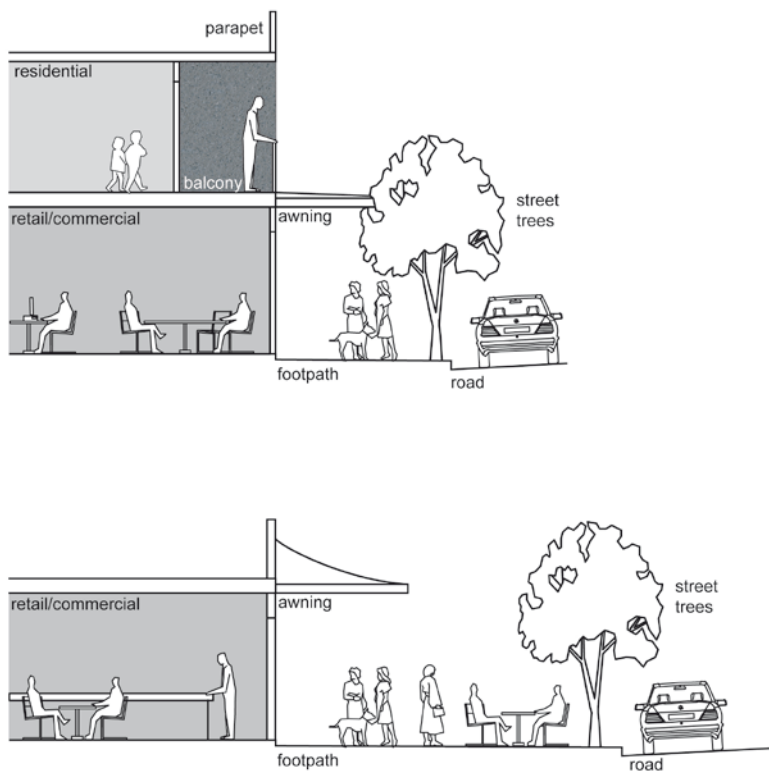
The following control applies to development within Precinct 1

3. The eastern section of Precinct 1 should contain larger buildings to take advantage of the wider streetscape scale afforded by Wickham Park.

The following controls apply to development within Precinct 2

4. Building form reflects the fine grain allotment pattern that supports building modules of a notional rhythm to reinforce the existing diverse character.
5. Awnings over footpaths are provided, for protection against the elements and to foster pedestrian activity (see **Figure 2**).

Figure 2: Examples of street edge activation



The following control applies to development within Precinct 3

6. New development addresses Islington Park, to take advantage of views and amenity while providing passive surveillance of the streetscape.

6.04.02 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. Ensure building density responds to and enhances the built form and character of Islington.
4. Provide building density that is responsive to changes along the corridor and maintain a pedestrian scale.

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.

The following control applies to development within Precinct 2

2. Development adjacent to the former Regent Theatre reflects and responds to its building form and scale.

B. Height

Objectives

1. Ensure the scale of development enhances and makes a positive contribution towards the desired built form by reinforcing the established centres hierarchy.
2. Allow reasonable daylight access to all developments and the public domain.
3. Ensure building heights respond to and enhance the built form and character of Islington.
4. Provide for building heights that are responsive to changes along the corridor and maintain a pedestrian scale.
5. Ensure the scale of development respects the former Regent Theatre on the corner of Maitland Road and Beaumont Street.

Controls

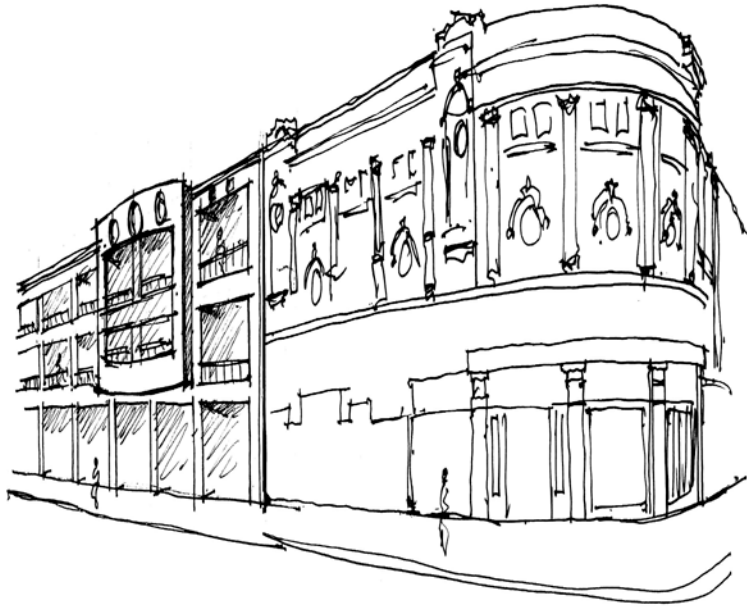
General controls applying to all development to which this section applies

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

The following controls apply to development within Precinct 2

2. Development adjacent to the former Regent Theatre reflects and responds to its building form and scale.
3. New development fronting Beaumont Street and Maitland Road does not appear to exceed a height of two storeys along the street edge and relates to existing parapets in order to complement the existing character and scale of the former Regent Theatre (see **Figure 3**) and the Hamilton Station Hotel to the south.

Figure 3: Scale of development adjoining former Regent Theatre



C. Building setbacks

Objectives

1. Reinforce a consistent street edge and maintain the scale of facade along the street.
2. Respect the adjoining residential precinct and commercial centre through the implementation of appropriate building setbacks at each interface.

Controls

The following controls apply to development within Precinct 1

1. Development is built to the Maitland Road property boundary to reinforce a consistent streetscape edge.
2. Despite the requirements of Control 1, above, where residential uses are located at ground floor, such uses are set back 6m to front facade (or 4m to the edge of balconies, verandas, pergola or the like) to allow a suitable landscape buffer.
3. Development is set back at least 2m from Ivy and Fern Streets to provide clear private entries and front yards to buildings.

The following control applies to development within Precinct 2

4. Along Maitland Road, buildings maintain a zero lot line to reinforce the street's commercial character and established streetscape.

The following controls apply to development within Precinct 3

5. Development is built to the front boundary along Maitland Road to reinforce the street edge, except where residential uses are located at ground floor, such uses should have a setback of 6m to front facade (or 4m to the edge of balconies, verandas, pergola or the like) to allow a suitable landscape buffer.
6. Ground floor residential uses fronting Maitland Road contain private open space and individual entries to dwellings.
7. Floor levels of ground floor residential uses may be raised to a maximum of 1.2m above ground natural ground level to allow for sub-grade car parking.
8. The ground floor of buildings along Maitland Road include adaptable floor plans that enable longevity of use to include retail/commercial or residential occupation.
9. A setback of up to 5m to be provided to rear lanes and/or residential boundaries to ensure an appropriate separation distance.

D. Upper building setbacks

Objectives

1. Provide a pedestrian scale along street frontages.
2. Encourage building mass, forms and articulation that are consistent with the site location.
3. Provide sensitive interface between new development and existing heritage buildings.
4. Respect and reinforce the existing two and three storey height along the street edge within this precinct.
5. Encourage well articulated mixed use developments that provide a transition in building scale between Maitland Road and the residential streets of Islington.
6. 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. The built form of new development is contained within the identified building envelopes, as shown in **Figures 4 and 5**.
2. Upper floors for buildings above two storeys are set back 6m from the street edge along Maitland Road, with the exception of Precinct 1 and potential landmark sites at the intersections of Maitland Road as follows:
 - Ivy Street
 - Beaumont Street
 - May Street
 - Coal Street
 - Hubbard Street
 - Sheddon Street
 - Mary Street
 - George Street.
3. Building mass provides a transitional form by stepping back from adjoining residential streets to minimise overshadowing and amenity impacts.
4. Development to maintain adequate solar access to adjoining dwellings during the winter solstice by stepping back the southern facades.
5. Upper level setbacks are encouraged to be utilised for provision of open space and landscaping, provided privacy of adjoining uses are protected.

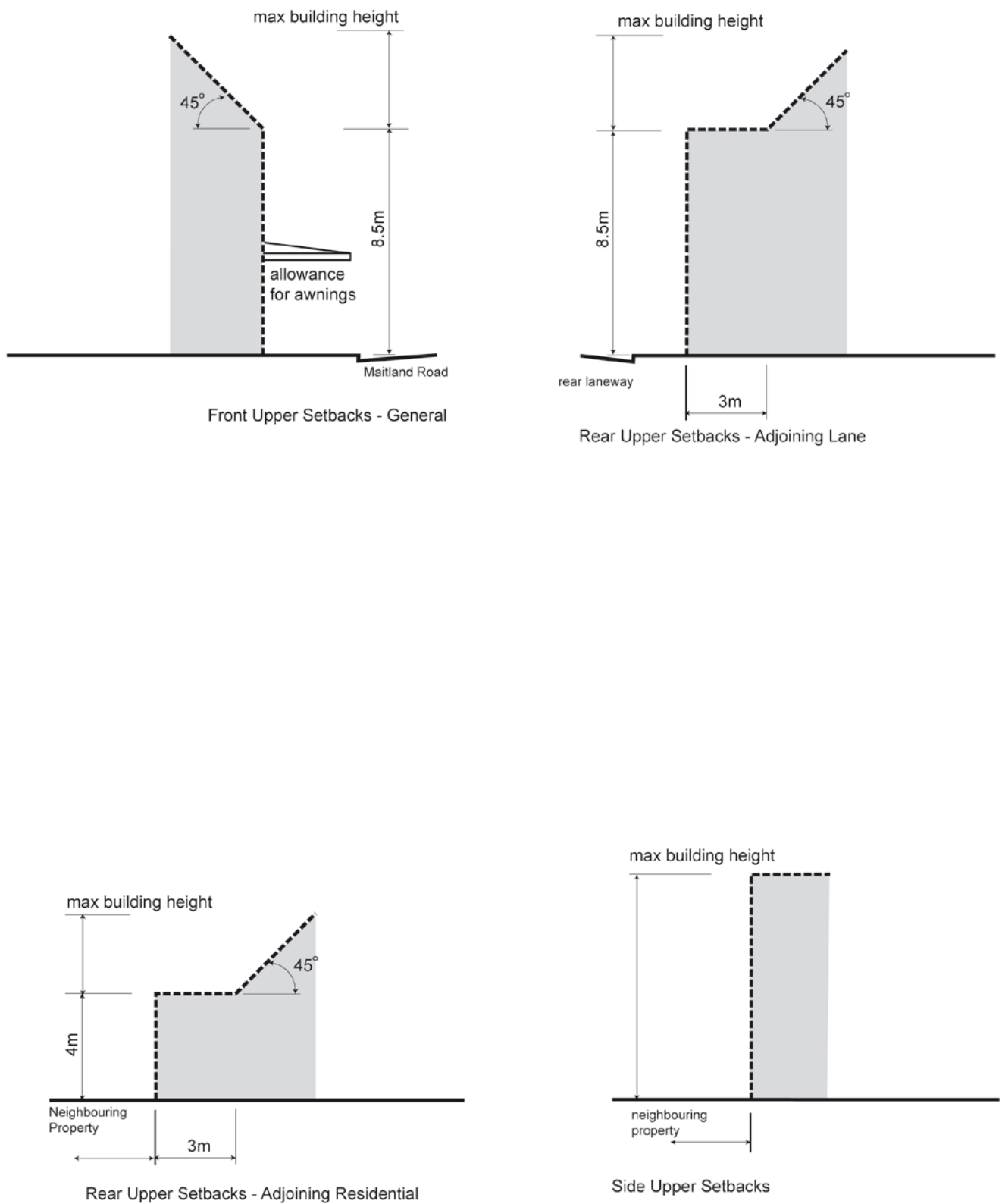
The following controls apply to development within Precinct 1

6. Orientate buildings to allow for living areas and balconies to have park views that will provide opportunities for passive surveillance and across Maitland Road.

The following controls apply to development within Precinct 2

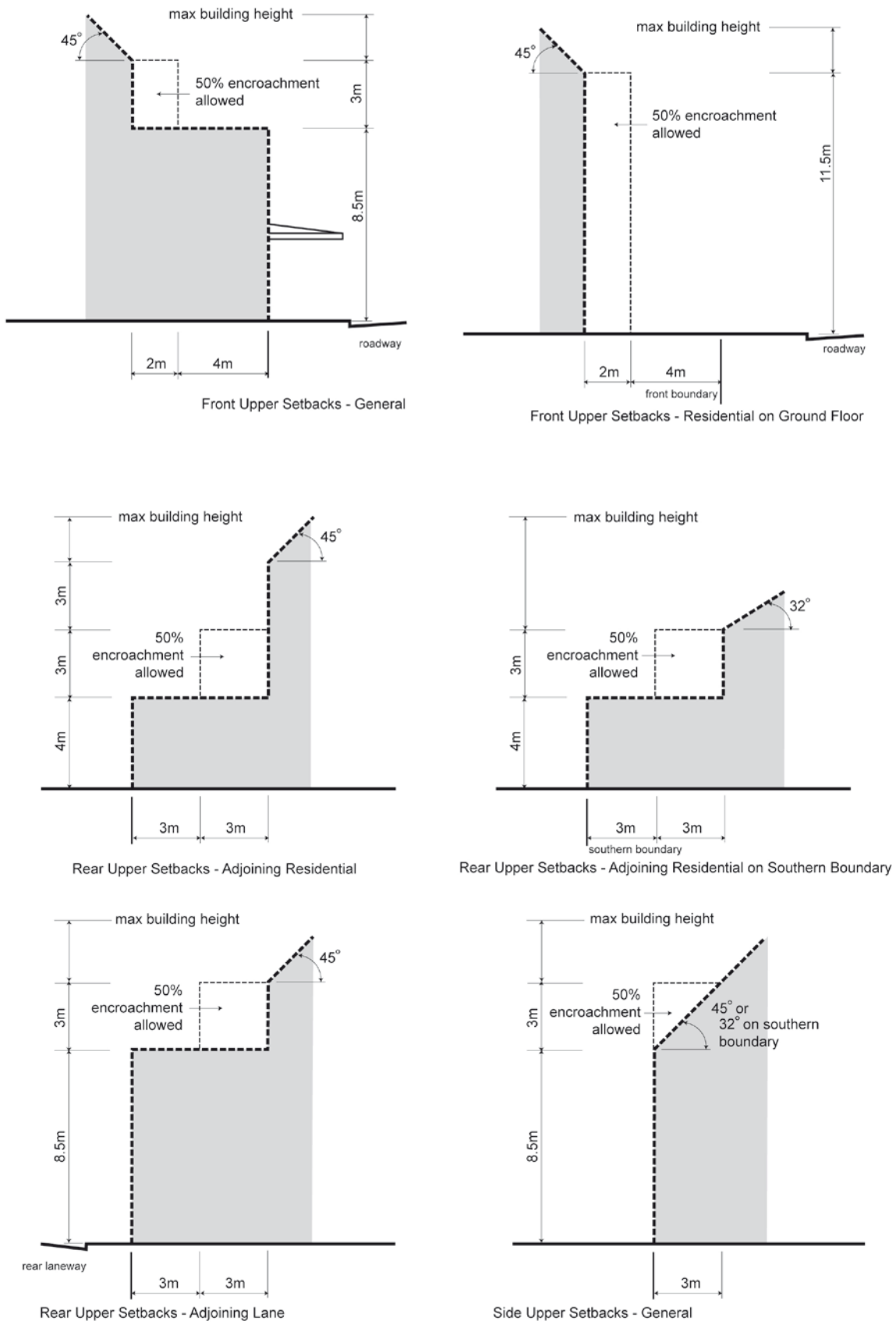
7. Upper level setbacks are utilised to reinforce the height of the street edge and existing parapets heights and forms.

Figure 4: Precinct 2 Building envelopes



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

Figure 5: Precincts 1 and 3 Building Envelopes



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

E. Building design

Objectives

1. Create a vibrant streetscape through appropriate architectural expression.
2. Ensure building facades reinforce the established commercial streetscape character through appropriate design, articulation and fenestration.
3. Incorporate vertical bays that reflect the traditional built form of Maitland Road, Islington.
4. Encourage the use of materials that reflect contemporary architectural styles but reinforce the inherent character of Islington.
5. Ensure that a cohesive streetscape character is achieved through the appropriate use of colour and materials.
6. Integrate built form with the dominant parapet character of existing buildings.

Controls

General controls applying to all development to which this section applies

1. Building facades incorporate a range of balconies and fenestration to provide visual interest and amenity for residents.
2. Building facades at street level include a combination of multiple openings and glazing to activate the street.
3. Ground level facades incorporate awnings to encourage pedestrian activity and allow 'spilling' of indoor activities out to the street (see **Figure 2**).
4. Entry porches, window awnings and verandas are provided to contribute to facade articulation and streetscape interest.
5. Exterior colour schemes are coordinated and consistent with existing local character. Use muted base colours to ensure an integrated and co-ordinated streetscape. Bright colour schemes and reflective surfaces should be avoided.
6. Mechanical, service and telecommunication equipment are discreetly screened if placed on the roof so that they are not visually prominent.
7. Roof forms are not dominated by hoardings or signage.
8. Roof forms do not detract from the architectural expression of the former Regent Theatre.

The following controls apply to development within Precinct 2

9. New building facades incorporate bay widths of approximately 6m to reflect vertical articulation of existing buildings.
10. Roof forms do not dominate parapets, which should be the main feature of building facades in this precinct (see **Figure 6**).

Figure 6: Existing parapets dominating the street edge



11. The selection of materials used for new development to consider and respect the character of existing buildings in the surrounding streetscape.

6.04.03 Public domain

A. Traffic and transport

Objectives

1. Minimise vehicular access directly onto Maitland Road from new development.
2. Provide safe and orderly vehicular access.
3. Provide sufficient off-street car parking.
4. Minimise impacts from car parking on the streetscape and outdoor areas on site.

Controls

General controls applying to all development to which this section applies

1. Vehicular access onto Maitland Road is only to occur where no alternate option is available and the development site has a minimum width of 24m.
2. Vehicle entrances do not dominate the streetscape and should be recessed from building facades.
3. Vehicular access to loading areas is restricted to side or rear streets and lanes, where these occur.

4. Rear lanes to the south of Maitland Road should be the primary vehicular access point to redeveloped sites along the southern side of the corridor.
5. Car parking is provided in accordance with Section 7.03 Traffic, Parking and Access.
6. Sub-ground car parking is encouraged, however, where above-ground car parking is provided, it should be located to the rear of sites and appropriately screened from streets through the use of architectural screens, landscape or building forms.
7. At grade (ground level) car parking is only provided where:
 - (a) set back behind other uses that provide activation to street edge
 - (b) under cover and integrated into the built form and covered by upper levels of development or upper level open space/landscaping provision
 - (c) ceiling heights and floor levels allow for future adaption to other uses
 - (d) not within building setbacks
 - (e) not impeding on ability to meet onsite landscape requirements.

The following controls apply to development within Precinct 3

8. Existing rear lanes and streets, predominantly Hubbard, Coal and May Streets should be utilised for vehicle access points.
9. Pedestrian entrances should be predominantly from Maitland Road to activate the street, while vehicle access should be restricted to rear and side streets where possible.

B. Pedestrian and cycle amenity

Objectives

1. Provide a pedestrian and bicycle network which enables convenient and safe links to surrounding neighbourhoods and open space.
2. Improve the amenity and safety for pedestrians and cyclists along the corridor.
3. Encourage casual surveillance of public areas, including streets, laneways, cycleways, and open space.

Controls

General controls applying to all development to which this section applies

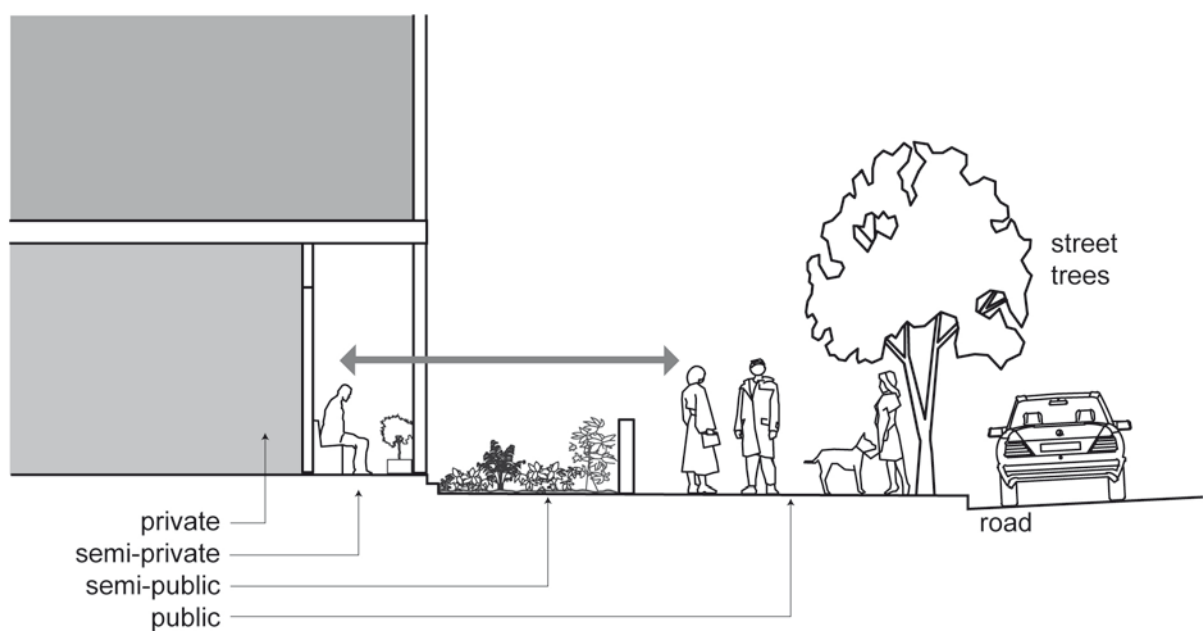
1. Pedestrian footpaths should be upgraded in conjunction with new developments to enhance the link between Islington and Hamilton.
2. Pedestrian and vehicular access to development is separated through building design.
3. Clear and safe access is provided to buildings through well defined entrance/s from the public footpath.

4. Pedestrian/cycle paths should be well lit.
5. Buildings should provide opportunities for balcony 'gardens' that will contribute to the general streetscape character.

The following controls apply to development within Precinct 3

6. Front fences and walls contribute to the streetscape character of Islington by ensuring visual connectivity between private and public spaces (see **Figure 7**).

Figure 7: Relationship between private and public places



7. Ground level of residential developments include front gardens that contribute to street character and provide an attractive local environment.

6.04.04 Landscaping

Objectives

1. Encourage quality landscapes to complement building form and character.
2. Encourage landscaping along street frontages to soften built form and provide shade and shelter for pedestrian amenity.
3. Ensure landscaping complements street trees along Maitland Road and vegetation within Islington Park.

4. Minimise impacts of fragmented redevelopment by use of consistent landscape elements within streetscape, which provide a recognisable theme along the corridor.

Controls

General controls applying to all development to which this section applies

1. Landscaping is provided in accordance with Section 3.03.01 D - Landscaped Area.
2. Landscaping requirements for mixed use development and non-residential development will be assessed on its merits, having respect for the character of the existing streetscape and that of adjoining land.
2. Lighting is provided to front setbacks in particular to building entries and landscaped areas.
3. Onsite open space requirements may be achieved on upper levels and rooftops of development.
4. Soft landscaping (plantings) on upper levels and roof tops through use of roof and wall gardens and the like is encouraged.
5. Waste management facilities are to be appropriately screened and/or located where not visible from the streetscape.
6. Developments that require four or more wheelie bins are to use a waste removal contractor rather than Council's kerbside service.
7. Where practical, development should provide opportunities for street tree planting adjacent to buildings along street frontages.

The following control applies to development within Precinct 3

8. Landscaping within the front setback of developments should complement existing street tree planting.