

6.10 Beaumont Street Hamilton

Amendment history

Version Number	Date Adopted by Council	Commencement Date	Amendment Details
1	15/11/2011	15/06/2012	New

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 development within the heavy line on the Beaumont Street Commercial Precinct map in **Map 1**.

Map 1: Beaumont Street, area



Development (type/s) to which this section applies

This section applies to all development within the Beaumont Street Commercial Precinct.

Applicable environmental planning instruments

The provisions of the Newcastle Local Environmental Plan 2012 also applies to development applications to which this section applies.

In the event of any inconsistency between this section and the above listed environmental planning instrument, 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

Section 6.06 Hamilton Renewal Corridor also covers part of the area covered by this section (Tudor Street corridor) and prevails to the extent of any inconsistency.

The following sections 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
- 5.07 Heritage Conservation Areas - known conservation area
- 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
- 4.03 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 Outdoor Advertising and Signage – signage and outdoor advertising
- 7.10 Street Awnings and Balconies – awnings or balconies to be located over public land.

Associated technical manuals

- Commercial Technical Manual – Design Guidelines Beaumont Street.

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

Aims of this section

1. To encourage aesthetic and harmonious development, and reinforce the existing character of Beaumont Street.
2. To encourage conservation of buildings with heritage significance.

6.10.01 Urban structure

A. Approaches, edges and landmarks

Objectives

1. Reinforcing the major entries to the commercial centre from all approaches.
2. Maintain a distinct edge to the Beaumont Street commercial centre.
3. Retain and improve significant landmarks.

Controls

1. The design of corner buildings recognises their importance as dominant elements in the streetscape.
2. Replacement of awnings and verandahs on buildings at the entries to the centre is encouraged, as well as supplementary tree planting.
3. Buildings on approaches which contribute to the areas heritage are retained.
4. Appropriate fencing and screen planting is provided between car parking areas and residential development.
5. The following significant landmarks are retained:
 - Wesley Church - 152 Beaumont Street Hamilton
 - Scots Kirk Presbyterian Church - 94 Tudor Street Hamilton.

6.10.02 Urban form

A. Height

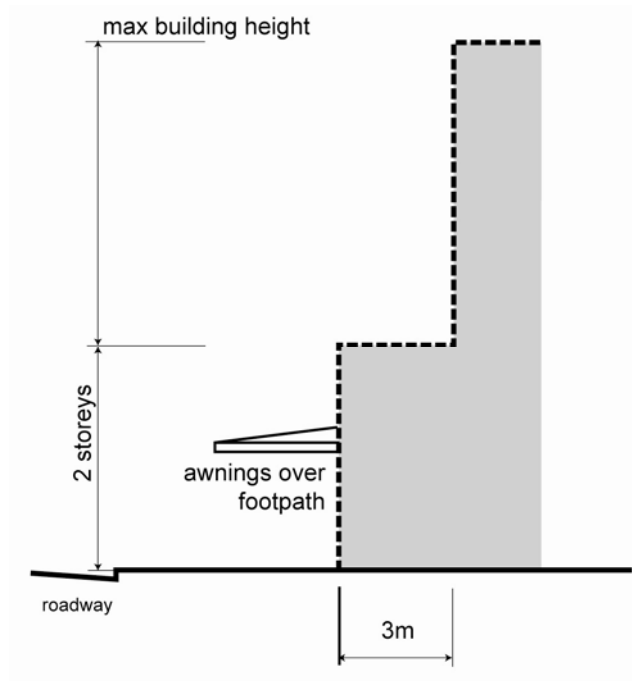
Objectives

1. Ensure the scale of development makes a positive contribution towards desired built form, consistent with the established centre hierarchy.
2. Allow reasonable daylight access to all developments and the public domain.
3. Maintain the continuity of two storey buildings at the present common parapet height.
4. Control the bulk of development.

Controls

1. Refer to the Newcastle Local Environmental Plan 2012 for building height controls. Building height is a maximum of two (2) storeys at the street edge. Upper levels above the two storeys are set back from the street frontage as per **Figure 1** so as not to be visually assertive.

Figure 1: Upper level setbacks



B. Density

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.

Controls

1. Refer to the Newcastle Local Environmental Plan 2012 for floor space ratio controls.

C. View corridors

Objectives

1. Protect existing view corridors.
2. Develop more interesting views within the commercial centre.

Controls

1. Views to significant landmarks are preserved through the careful placement of buildings and any supplementary trees (refer **Map 2**).
2. Additional views within the street should be created by developing landscaped pedestrian plazas as settings for significant buildings.

Map 2: Landmarks and view corridors



D. Setbacks

Objectives

1. Maintain the overall character of the street, including the position of buildings in relation to the street.

Controls

1. Generally, new development or additions to existing development adopts the front alignments of adjoining buildings with the following exceptions:
 - (a) intersections, where an arrangement similar to the plaza at the north-western corner of Beaumont and Cleary Streets could be considered
 - (b) at other locations where redevelopment can provide for setbacks below the awning level to create additional outdoor space for commercial activities, to allow for approaches to arcades or internal squares, or to provide enhanced view corridors to landmark buildings.

E. Corner sites

Objectives

1. Strengthen the urban form along Beaumont Street.

Controls

1. The following buildings have been identified as creating strong corner identities and are retained:
 - Exchange hotel - corner Beaumont and Denison Streets
 - Wesley Church - corner Beaumont and Denison Streets
 - Former bank - south-western corner Beaumont and Tudor Streets
 - Former Niagra cafe - north-eastern corner Beaumont and Tudor Streets
 - Hamilton Municipal Building - corner Beaumont and James Streets
 - Kent hotel - south-east corner Beaumont and Lindsay Streets
 - Sydney Junction hotel - north-western corner Beaumont and Hudson Streets
 - Scots Kirk Presbyterian Church - corner Tudor and Murray Streets.
2. Redevelopment of corner sites incorporates strong corner architectural design elements, particularly at the Donald Street and Tudor Street intersections with Beaumont Street.
3. First floor verandahs over footpaths of corner sites are replaced in a sympathetic style, where they have been removed. Such verandahs are not to be enclosed but are to be available for appropriate commercial uses if desired, such as outdoor eating.

F. Infill development

Objectives

1. Improve the relationship between buildings.

Controls

1. Infill development is compatible with nearby buildings, which make a positive contribution to the character of the Beaumont Street Centre.
2. Articulation of building facades reflects the common bay width of 4.5m to 6.0m.

G. Envelope design

Objectives

1. Maintain the overall character of the street, including the position of buildings in relation to the street and the design of the building.

Controls

1. External building forms, facades, materials and finishes contribute positively to the image of the Beaumont Street commercial area, refer to 'Commercial Technical Manual Design Guidelines for Beaumont Street' for details of preferred elevation treatment.

H. Pedestrian spaces and outdoor furniture

Objectives

1. Ensure external works complement the streetscape.

Controls

1. Existing stone pavings and kerbs within paving schemes are preserved where possible.
2. Arcades, courtyards, squares and the like are developed behind the street frontage where opportunity allows to provide for additional commercial frontage and for links to car parking areas.
3. New development should give consideration to appropriate artwork at the initial design stage of the project (eg. town art on hoardings).
4. Footpath widening at intersections adjacent to corner buildings, providing for the extension of civic or commercial activity such as outdoor eating, rest areas and meeting places.
5. The creation of new pedestrian spaces provided with seating and landscape treatment where possible to reinforce the existing network and land use patterns.

6. The development and reinforcement of centres of pedestrian activity such as intersections and key buildings within the precinct is encouraged.
7. Continuous circuits of pedestrian movements and the avoidance of dead ends should be ensured.
8. Additional pedestrian ways through the street blocks are encouraged so as to provide cross-links.

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