

2011

Maitland City Wide Development Control Plan



Part E –
Special Precincts

Part E – Special Precincts

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E.1 Centres

1. Preamble

This part of the Development Control Plan (DCP) sets out Council's requirements for centres. It contains general requirements for development in centres, additional design considerations for new centres and specific design requirements for particular locations.

Centres are generally zoned for business or commercial purposes and denoted by the 'Bx' in the Maitland Local Environmental Plan; for example; B1 Neighbourhood Centre, B2 Local Centre and B3 Commercial Core. These centres exist as a hierarchy that is determined by the centre's function and the catchment it is intended to serve. For example; a neighbourhood centre provides "a range of small-scale retail, business and community uses that serve the needs of people who live or work in the surrounding neighbourhood." The hierarchy was established by the [Activity Centres and Employment Clusters Strategy 2010](#) (ACECS 2010).

In addition to these hierarchical centres, there are three other business zones that are used in Maitland. The B4 Mixed Use zone provides a mixture of compatible land uses including residential. The remaining zones, B5 Business Development and B6 Enterprise Corridor are used to accommodate other business, commercial and industrial activities.

The hierarchy of centres (as per the ACECS 2010) is set out below:

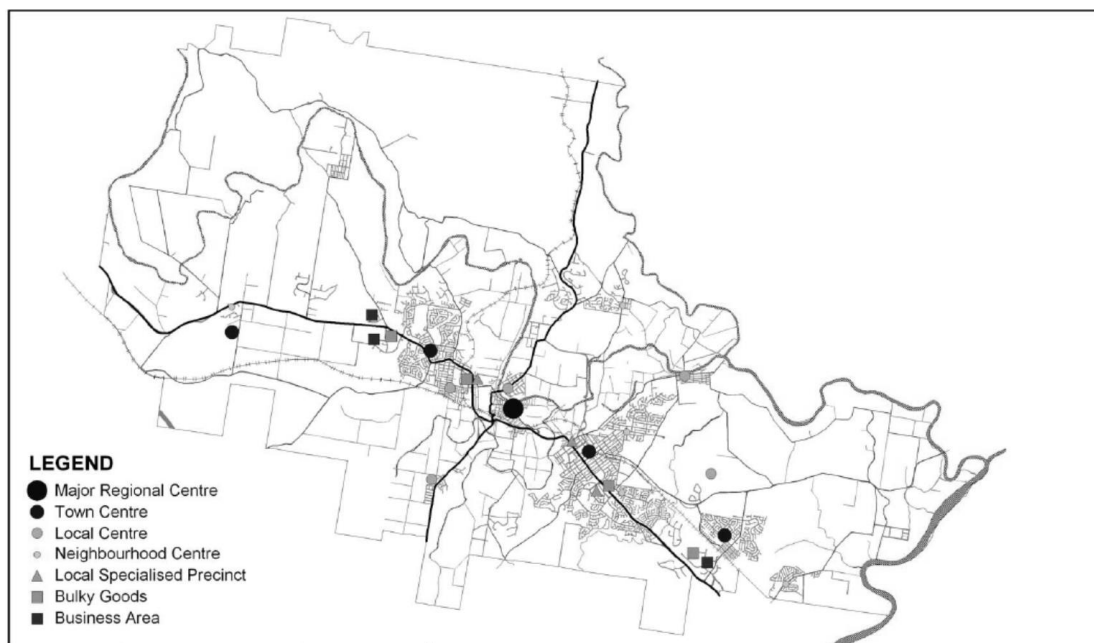


Figure 1: Network of centres and employment clusters. Source: [Activity Centres and Employment Clusters Strategy 2010](#).

Most of Maitland's Centres are established and many of these have significant heritage

streetscapes or elements. New development in existing centres shall respect the built form of the existing centre and the elements that make the centre unique.

New centres have different challenges. New centres are typically designed and owned by a single entity which affects the diversity of the built form and the type of uses offered. New centres often lack a strong street address as they are preferentially recessed behind car parking.

Centres in urban release areas shall become a key focal point for the community and be uniquely identifiable. Centres need to incorporate a variety of uses including community, retail and a range of services that meet the needs of the surrounding residents.

2. New centres

2.1 Development requirements

These provisions only apply to new centres. New centres must also address: General Provisions, Development adjoining sensitive land uses and mixed use developments and Precinct Requirements, where applicable.

Objectives

1. New centres are designed and planned to provide an attractive and accessible public space.
2. New centres provide a focal point for the community, with a unique and identifiable built form.
3. Centres provide space for public events and celebrations.
4. Bulky and unattractive buildings are avoided.
5. Overbearing or monotonous building design is avoided where viewed from any public place.

Development controls

1. Development of a new centre must be accompanied by a design masterplan that demonstrates how the centre will achieve superior design quality.
2. A new centre shall:
3. Create an active street along the primary road frontage
4. Reinforce prominent corners with the design of the building
5. Be designed to incorporate a range of materials and building elements that create visual interest.
6. New centres must nominate an area/or areas within the site for public events.
7. The public space must be accessible at all times and serviced with infrastructure to support the events such as electricity and lighting.
8. Individual shop fronts shall be defined by changes to materials or design elements.
9. The maximum length of any similar facade treatment is 20m.
10. Side and rear facades are to be treated with equivalent materials and finishes to the front facade.

11. Building facades shall be designed to reflect the orientation of the site incorporating environmental control devices, e.g. sun shades, ventilation vents, overhangs, building recesses, eaves, as an integrated design feature of the building.
12. Where tilt-up treatments are proposed with a wall length greater than 20m, the panels include features that articulate or break-up the design such as:
 - Grills;
 - Inserts;
 - Windows;
 - Cladding; or
 - Pop-outs.
13. Landscaping may be used in conjunction with the above treatments but shall not be used as the sole means to treat tilt-up walls.
14. Where tilt-up walls higher than a single storey are proposed, horizontal treatments such as:
 - Different materials;
 - Colours; or
 - Other elements are incorporated into the building design.

3. All centres

3.1 Active Frontages

These provisions apply to all active street frontages identified in Figures 4 to 11.

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 in zones B1 Neighbourhood Centre or B2 Local Centre.
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.

3.2 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.

3.3 Awnings

Awnings may be complying development under the SEPP (Exempt and Complying Development Codes) 2008 where they are attached to an existing, non-residential building and they are not within a Heritage Conservation Area. Additional approvals may be required under the Local Government Act 1993 and the Roads Act 1993.

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 consistent with the existing streetscape; or
 - 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.

3.4 Building design

Objectives

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

Development controls

1. An application for a new building or building works shall:
 - Adopt elements reflected in the dominant era and style of buildings in the centre.
 - Avoid intrusion of incompatible elements.

2. Have a façade height within 20% of the average height of the buildings on either side.
3. Where more than 2-storeys are proposed, the third and higher storeys are setback further by a minimum of 3.0m.
4. In an established street, roof form and roof materials shall be consistent or complementary to those developments in that street.
5. Variations in roof form including the use of skillions, gables and hips are to be provided in the development or between developments.
6. Flat roofs shall be avoided unless they are behind a parapet.
7. Lift over-runs and service plant shall be concealed within roof structures.
8. All roof plant is to be represented on plans and elevations.
9. Outdoor recreation areas on flat roofs shall be landscaped and incorporate shade structures and wind screens to encourage use.
10. Security grills (for e.g. roll-up doors) shall be avoided.
11. 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.

3.5 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.

3.6 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.

3.7 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.
5. Alternative solutions that contribute to accessibility of a centre are available in lieu of car parking.

Development controls

1. Car parking provision shall be in accordance with Part C11 of the Maitland Development Control Plan 2011.
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.
11. Where car parking cannot be provided on the site without compromising an established streetscape Council may consider entering into a voluntary planning agreement or similar arrangement for works or contributions that contribute to the overall accessibility of the centre.

3.8 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.

3.9 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.

3.10 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.

3.11 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.

3.12 Development adjoining sensitive land uses

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.

3.13 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.

3.14 Thornton

Objectives

1. The amenity of the Thornton town centre is improved.
2. The Thornton Town Centre shall become the focus of entertainment, retail and community activities for the residents of Thornton and the surrounding areas.
3. A variety of uses that activates the centre throughout the day and evening is encouraged.
4. The centre integrates with the adjoining sports and community facilities.

Development controls

1. A comprehensive urban design masterplan shall be prepared for the centre ahead of any significant development.
2. The masterplan should improve the centre's relationship with Taylor Avenue and Thornton Park.
3. The urban design strategy shall consider the following:
 - Constructing an active edge to Taylor Avenue.
 - Providing a corner treatment (preferably a building with an active edge) at the intersection of Taylor Avenue and Thomas Coke Drive.
 - Providing an active edge to Thornton Park.

3.15 Rutherford

Objectives

1. The Rutherford Town Centre is reinforced as the location of entertainment, retail and community activities for the residents of Rutherford and the surrounding areas.
2. Access, movement and way finding to and within the centre is improved.
3. Safety in and around Rutherford Town Centre is improved.

4. Greater activation of the centre is encouraged.
5. The future development of the business-zoned, residential area along Arthur and Weblands Street and North Mall and Alexandra Avenue is planned to integrate into the centre.
6. A continuous, integrated development front along Arthur and Weblands Streets shall be provided.

Development controls

1. A comprehensive urban design masterplan shall be prepared for the centre ahead of any significant development. The urban design masterplan shall:
 - Include a parking, access and movement strategy.
 - Identify a new (or refurbished) area for public uses, such as a town square or piazza.
 - Recommend treatments to reduce the impact of the extensive hardstand.
 - Review signage to improve way finding into and throughout the centre.
 - Consider future integration of the commercially zoned, residential lots.
 - Consider the interface between the centre and the adjoining residential development.
2. Development along Arthur Street and Weblands Street shall be built boundary to boundary.

3.16 Central Maitland

◆ The following Central Maitland precinct requirements are currently under review and shall be updated in the near future. Development applications in Central Maitland must address the Centres provisions above as well as the following provisions.

INTRODUCTION

The Lower Hunter Regional Strategy and Council's own planning frameworks identify Central Maitland as the primary centre and "heart" of the Maitland LGA.

Council recognised that additional strategies were necessary to support the development of Central Maitland in the face of increasing commercial development in locations such as Rutherford and Greenhills.

The Central Maitland Structure Plan (2009) was prepared to ensure that Central Maitland's role as the primary centre within Maitland is maintained and to improve the interrelationships between the many functions – professional services, commercial operations, government, community, retail, cultural and entertainment – that make it distinct from other centres within Maitland that focus primarily on retail/commercial activities.

This chapter of the DCP will require extensive review to reflect the recommendations and directions arising from the Central Maitland Structure Plan and the provisions in the Maitland LEP 2011.

In the interim, the chapter remains essentially unchanged from the Maitland Citywide DCP. The chapter will contain anomalies between the LEP and the DCP. Council staff should be consulted to discuss the relevance of any particular provisions.

This chapter:

1. encourages the development of non-residential development able to withstand the effects of flooding;
2. provides opportunities for housing on land generally above the 1 % flood level, and to allow the replacement of flood affected housing turned over to other uses, subject to flood proofing measures in new housing, and limits on the amount of new housing to ensure the overall numbers of people exposed to flood risk do not increase;
3. recognises and aims to strengthen Central Maitland's regional, commercial, entertainment, historical, tourism and recreation roles and functions; and
4. aims to facilitate and encourage the provision of shoptop housing in commercial areas as a means of continued revitalisation of Central Maitland, through the use of a flexible, performance based approach to such development.

Application

This plan applies to land to which Maitland Local Environmental Plan 2011 applies.

The land known as Central Maitland includes the localities of Horseshoe Bend, South Maitland and Central Maitland.

Purpose

The purpose of this plan is to give detailed guidance to people wishing to develop within Central Maitland and to indicate Council's policies with respect to development.

Objectives

1. To minimise the public and private costs of flood damage and the risk to life of floods by encouraging construction and development which is compatible with the flood risk of the area;
2. To ensure that any new development incorporates flood precaution and protection measures;
3. To contain the spread of new urban development in flood-prone areas;
4. To promote the development of Central Maitland as a regional commercial, entertainment and recreation centre and to ensure it functions effectively as a centre;
5. To ensure the preservation of the existing historical character of Central Maitland, and of individual historic buildings and precincts;
6. To generally promote development as a means of achieving urban improvement; and

7. To maintain the viability of Central Maitland by encouraging shoptop housing through the use of a flexible, performance/merits based approach to such development.

DEVELOPMENT APPLICATIONS – GENERAL PRINCIPLES

In making or determining a development application on land the subject of this plan, the applicant and the Council respectively shall have regard to a number of planning principles.

A statement, which adequately addresses these principles, shall be prepared and accompany the development application. These principles are as follows:-

1. The development will not increase the flood hazard or flood damage to other properties, or adversely affect them in any way during times of floods.
2. Development should be designed in such a manner that the risks of structural failure or damage in the event of flood, including damage to other property, are minimised.
3. Development should be designed to withstand the effects of inundation of floodwaters, including the incorporation of measures to raise floor levels, to prevent the entry of floodwater by way of levees or the like, to seal or floodproof buildings, to avoid activities or fittings susceptible to flood damage, or to store the contents of buildings above the Flood Standard.
4. Permanent, fail safe, maintenance free measures are incorporated in the development to ensure the timely, orderly and safe evacuation of people from that area, should a flood occur. In addition, it must be also demonstrated that the displacement of these people during times of flood will not significantly add to the overall cost and community disruption caused by the flood.
5. Applications for development on land below the flood standard should be accompanied by information describing the intended method of evacuation or removal of people, goods, material, plant equipment or livestock, in the event of a flood.
6. Land above the flood standard should be carefully managed to enable it to be used for high intensity development that is less able to locate in flood prone areas.
7. Development should not have the effect of increasing the exposure of people to risk or life or health in the event of a flood, and wherever possible should contribute to a reduction of such risk.
8. Development should as far as possible contribute to the functioning of Central Maitland as a commercial, historical, tourist, recreation and entertainment centre.
9. Development should be of a type, height and scale that is compatible with the existing urban and historic fabric and to the maximum extent, consistent with the expansion of the functions of the centre.
10. Construction methods and materials used at levels below the flood standard shall conform with Part 8 – Flood Proofing Guidelines.
11. The design and materials of buildings and signage shall be such as to enhance the historic character of Central Maitland.

DEVELOPMENT IN THE 2(B) FLOOD LIABLE RESIDENTIAL ZONE

Objectives

Development proposed on land within zone 2(b) Flood Liable Residential shall be in accordance with the following objectives:

1. To ensure that the proposed development does not increase the stock of residential accommodation on flood prone land;
2. That the proposed development reinforces the commercial, tourism, recreation, historical and entertainment function of Central Maitland;
3. The development is designed and capable of being operated in a manner which minimises the risk of damage in the event of flood.

In order to achieve the above objectives the Council shall:

1. Give preference to commercial development on land which adjoins land within zone 3(a) or 3(b);
2. encourage those developments associated with trotting to be located on land within close proximity to Maitland Showground;
3. encourage agricultural uses or purposes associated with agriculture.

Non-Residential Development

Development for non-residential purposes shall be such that:

1. The development shall not result in a general loss of amenity to the surrounding area;
2. The development will have no more than a minor impact on the level and velocity of flood waters in the locality; and
3. The development will be constructed so as to comply with the Flood Proofing Guidelines as set out in Part 7.

Where non-residential development is proposed, the following special provisions apply:

1. Any non-residential development must be compatible in scale with other buildings in the immediate streetscape and /or with adjoining buildings on neighbouring properties;
2. New buildings should enhance and make a positive contribution to the streetscape. Buildings should address and front the street by incorporating main entries and windows in the front façade. The development should use building, window and door proportions and external materials and colours that resemble those predominating in the adjacent streetscape;
3. On-site car parking or garages should not be located on street frontages or dominate the streetscape;
4. Developments are to be designed, constructed and operated to minimise the potential for offensive noise generation. Council may require the provision of an acoustic study to establish noise levels and to provide a mitigation strategy;

Non-residential development proposals shall be advertised to afford residents of the locality the opportunity to view the proposal and make submissions to Council in relation to the proposal prior to the determination of the application. In determining the application Council shall take into account any submission received during the public exhibition period.

Renovations and Additions to Existing Dwellings

- a) Maintenance and minor repairs to existing dwellings are permitted as they do not require Council's approval.
- b) DELETED AND REPLACED WITH THE FOLLOWING:

In accordance with Council's resolution of 25th July 2000, Council resolved to remove the 20% limitation on extensions to existing dwellings in the 2(b) Flood Liable Residential Zone. Council now considers applications on a merits based assessment in accordance with the requirements contained within Development Control Plan No. 29 – Hunter River Floodplain Management.

The relevant extract from DCP No. 29 relating to additions in the 2(b) Flood Liable Residential Zone has been reproduced below.

2(b) Flood Liable Residential

"30. In addition to the provisions of Clauses 16-20 in Maitland LEP 1993, and any relevant DCP's, the following controls apply.

- a) Maintenance and minor repairs to existing dwellings are permitted and these do not require Council approval.*
- b) Applications for additions to existing buildings will be assessed on their merits, having regard to the following matters:*
 - 1) the size and scale of the proposed addition,*
 - 2) whether the addition is above or below the flood standard,*
 - 3) whether the addition will significantly increase the habitable floor space of the dwelling,*
 - 4) the effect that the development will have on the population levels of Central Maitland,*
 - 5) the effect that the development will have on heritage and the existing streetscape,*
 - 6) the impact that the development will have on flood flows, whether existing services are capable of handling the development.*
- c) Any materials used in the construction of additions or renovations to existing dwellings shall be of a similar type to the main structure as long as they do not compromise the safety of the occupants in floods up to the nominated level as defined in Clause 24(b).*
- d) Any Development Application will require that provision is made for the safe evacuation of people and the flood free storage of household effects."*

- c) Rebuilding of part of a dwelling may be permitted provided the part being rebuilt exits as an integral part of the dwelling and must be rebuilt solely because of:
 - i) a rationalisation of function within the building; or
 - ii) the form of construction to be used for any additions requires the rebuilding of that section of the dwelling.
- d) Any materials used in the construction of additions or renovations to existing dwellings shall be of a similar type to the main structure.
- e) Council shall not consent to the renovation of a dwelling which significantly extends the life of the dwelling unless provision is made for the safe evacuation of people and the flood free storage of household effects.
- f) All renovations and additions shall comply with the Flood Proofing Guidelines as set out in Part 8, except where the dwelling is identified as an item of environmental heritage.
- g) In the event of a dwelling being destroyed the Council will consider an application for the rebuilding of the dwelling on its merits, having regard to flooding, heritage and environmental factors. Any replacement dwelling approved by Council shall be constructed in accordance with the flood proofing guidelines specified in Part 8 of this DCP and such that all habitable floor levels are a minimum of 500mm above the flood standard.

Rural Workers Dwellings

1.
 - a) The Council may grant consent to the erection of a rural workers dwelling provided the residence is associated with agriculture and is appropriately designed to withstand the effects of flooding.
 - b) Where an application is made pursuant to Clause 4.4(1)(a), Council must be satisfied that the landowner derives the majority of his/her income from the agricultural pursuit and that the agricultural enterprise is or will be economically viable as an entity within itself. In order to satisfy this requirement the applicant must furnish a detailed submission setting out the reasons why a new dwelling house is required and the nature of the agricultural pursuit.
 - c) Rural workers dwellings shall only be permitted on the land holding on which the major operational part of the agricultural enterprise is located.
 - d) The habitable floor level of any new dwelling shall not be less than the Design Floor Level.
 - e) Construction methods and materials shall comply with the Flood Proofing Guidelines which form Part 8 of this Development Control Plan.
 - f) Applications for Construction Certificates shall be accompanied by a survey plan showing the relative levels to A.H.D. of the ground level, flood standard and design floor level prepared by a registered surveyor.
 - g) A certificate by a practicing Structural Engineer is to be submitted with the construction certificate certifying that the proposed structure is capable of withstanding the effects of immersion in times of flood, having due regard to the characteristics of flooding in the locality.

- h) A certificate by a registered surveyor certifying the level of the habitable floors of the building is required by Council prior to construction proceeding beyond habitable floor level.
 - i) Provision is to be made within the design of the proposed dwelling for a safe and clear means of evacuation in time of flood from the first floor. This means of evacuation is to be detailed in the building application for the proposed dwelling.
2. The following conditions apply to horse training enterprises and must be read in conjunction with (1) above:
- a) the training enterprise shall provide a significant part of the applicant's income;
 - b) the rural dwelling must be occupied by the horse trainer;
 - c) the site must be within close proximity to the Maitland Showground;
 - d) the site must be large enough to accommodate a minimum number of eight (8) horses (this is considered a viable operation), the rural dwelling and associated storage area;
 - e) the dwelling and stables shall be located on the same land parcel;
 - f) the development will not by its nature interfere with the amenity of the locality;
 - g) the horse stables are to be established prior to the issue of a Construction Certificate for the associated rural dwelling;
 - h) appropriate flood proofing and flood protection measures must be incorporated into the development; and
 - i) an evacuation plan for the relocation of the horses in times of flooding must be submitted to Council.

DEVELOPMENT IN ZONE 2(A) RESIDENTIAL

In considering development applications for land within the 2(a) Residential zone the Council shall have regard to the primary purpose of the zone to provide opportunities for residential development to offset the longer term reduction of population likely to result from redevelopment of other land the subject of this plan.

Non-Residential Development

- a) The Residential 2(a) zone permits a range of non-residential uses which, depending on their scale, location and design may be compatible with residential uses.
- b) Depending on the scale of the development Council may require the submission of additional information to demonstrate that the development will not adversely affect the existing or future amenity of the area. Such information may include noise studies, advice on traffic generating potential, etc.

New Residential Development

- a) Subject to sub-clause 4.1, the Council shall not grant consent to the erection of a dwelling house, boarding house or residential flat building on any land within the 2(a) Residential zone where the level of inundation in a 1% flood exceeds 1.5 metres above ground level.

- b) For the purposes of subclause (a) “ground level” includes a finished level after filling, where the Council has approved the filling and is satisfied that it will not adversely affect flood behaviour on other land.

Development Generally

In considering an application for development Council will generally –

- a) i) advise adjoining property owners and others who may be affected by the development; or
ii) in addition to (i), erect a notice on the land and advertise the application in the local newspaper;
- b) allow the public a minimum of 14 days to comment on the proposal;
- c) consider any comments made by the public on the proposal before determining the application.

DEVELOPMENT IN ZONE 3(A) GENERAL BUSINESS

In considering development applications for land within zone 3(a) General Business, the Council shall have regard to the primary purpose of the zone to consolidate retailing activity, and may give preference to development for the purpose of shops of a type likely to suffer high damage costs if otherwise located on land below the Flood Standard.

Restrictions on Ground Level Development

Development for the purposes of commercial premises, or residential flat buildings shall generally be prohibited at ground level on any street frontage, provided that the Council may grant consent to development for the purposes of commercial premises on ground level where it is satisfied that the particular purpose requires such location and supports the retail functions of land in zone 3(a).

Site Amalgamation

In considering any development within zone 3(a), Council shall have regard to the potential amalgamation of sites for development or redevelopment purposes and the extent to which any development proposal may deter or hinder the amalgamation of such sites.

Advertising

In considering sign applications due regard shall be given to the type of sign, the size of the sign and the character of the building upon which the sign is to be erected. The sign shall be appropriately positioned so that the sign does not detract from the building façade or adjoining property facades.

Shop-top Housing

Development for the purpose of shop-top housing is permissible and will be considered in the 3(a) General Business zone. Applications for such development will generally be supported where the commercial uses on the ground floor are consistent with the objectives of the 3(a) zone, and Council is satisfied that the shop-top housing requires such a location and supports the retail and commercial functions of the land.

DEVELOPMENT IN ZONE 3(B) SUPPORT BUSINESS

In considering development applications for land within the 3(b) Support Business zone, the Council shall have regard to the primary purpose of the zone to provide for commercial development associated with or in support of the functions of zone No. 3(a) General Business.

Office Development

Development for the purposes of offices on land within zone 3(b) Support Business should be designed to ensure that plant, equipment, storage or other fixtures or fittings liable to damage by floods are located within the building above the flood standard.

Advertising Signs

In considering sign applications due regard shall be given to the type of sign, the size of the sign and the character of the building upon which the sign is to be erected. The sign shall be appropriately positioned so that the sign does not detract from the building façade or adjoining property facades.

New Development

Any new development shall meet the requirements of Part 8 – Flood Proofing Guidelines.

Shop-top Housing

Development for the purpose of shop-top housing is permissible and will be considered in the 3(b) Support Business zone. Applications for such development will generally be supported where the commercial uses on the ground floor are consistent with the objectives of the 3(b) zone, and Council is satisfied that the shop-top housing requires such a location and supports the retail and commercial functions of the land.

FLOOD PROOFING GUIDELINES

These guidelines are to be read in conjunction with Parts 3 to 7. The guidelines are designed so as to ensure that materials and equipment are not adversely affected by floodwater.

Compliance with these guidelines is not to be taken as any indication that Council will approve any building or development in flood liable areas. The guidelines seek merely to assist in the minimisation of flood losses.

Guidelines

1. The guidelines have been extracted from “Housing in Flood Prone Areas” (Australian Department of Housing and Construction”, 1975).
2. Construction methods and materials have been graded into four classes according to their resistance to floodwaters. These classes are:-

Most Suitable: the materials or products which are relatively unaffected by submersion and unmitigated flood exposure and are the best available for the particular application.

2nd Preference: where the “most suitable” materials or products are unavailable or economic considerations prohibit their use, these materials or products are considered the next best choice to minimise the damage caused by flooding.

3rd Preference: as for “2nd Preference” but considered to be more liable to damage under flood conditions.

To Be Avoided: the materials or products listed here are seriously affected by floodwaters and in general have to be replaced if submerged.

3. Table 1, attached provides a list of materials by building component within each grading.
4. Materials listed in the “to be avoided” column of Table 1 shall not be permitted where the proposed use is below the flood standard.
5. All new buildings and extensions constructed in flood liable areas shall, where practicable, conform to the following requirements:-

a) Rural Workers Dwelling

- i) Main Power Supply – subject to approval of Energy Australia – the incoming main commercial power service equipment, including all metering equipment, shall be located above the D.F.L. Means shall be available to easily disconnect the dwelling from the main power supply.
- ii) Wiring – all wiring, power outlets, switches, etc should, to the maximum extent possible, be located above the D.F.L. All electrical wiring installed below the D.F.L. should be suitable for continuous submergence in water and should contain no fibrous components. Only submersible type splices should be used below the D.F.L. All conduits located below the D.F.L should be so installed that they will be self-draining if subjected to flooding.
- iii) Equipment – all equipment installed below or partially below the D.F.L. should be capable of disconnection by a single plug and socket assembly.
- iv) Reconnection – should any electrical device and/or part of the wiring be flooded it should be thoroughly cleaned or replaced and checked by an approved electrical contractor before reconnection.
- v) Heating and Air Conditioning Systems – heating and air conditioning systems should, to the maximum extent possible, be installed in areas and spaces of the house above the D.F.L. When this is not feasible every precaution should

be taken to minimise the damage caused by submersion according to the following guidelines.

- vi) Fuel – heating systems using gas or oil as a fuel should have a manually operated valve located in the fuel supply line to enable cut off.
- vii) Installation – the heating equipment and fuel storage tanks should be mounted on and securely anchored to a foundation pad of sufficient mass to overcome buoyancy and prevent movement that could damage the fuel supply line. All storage tanks should be vented to an elevation of 600 millimetres above the D.F.L.
- viii) Ducting – all ductwork located below the D.F.L. should be provided with openings for drainage and cleaning. Self-draining may be achieved by constructing the ductwork on a suitable grade. Where ductwork must pass through a watertight wall or floor below the D.F.L. the ductwork should be protected by a closure assembly operated from above D.F.L. Where, in the opinion of the Council, a proposed development could be damaged by flooding no work shall commence until a certificate of structural adequacy with regard to stability as a result of flooding has been submitted by a qualified structural/civil engineer.

b) Residential Development – Existing Dwellings

- i) Where additions and alterations to existing buildings include habitable rooms, the above requirements should apply except where, in the opinion of Council, the floor level requirement is unreasonable in particular circumstances.
- ii) Where additions and alterations do not involve habitable rooms applicants should be notified of the likelihood of proposals being flooded and should be required to ensure that any new structures do not adversely effect the existing flow of floodwaters.

c) Commercial and Industrial – New and Existing

- i) Applicants should refer to the requirements a) (i) to (viii) above.
- ii) Where applications for development in flood liable areas are considered, Council requires that a survey plan, prepared by a registered practicing surveyor and showing relative levels to A.H.D. of the flood standard and design floor level be submitted.
- iii) All applications should be accompanied by a certificate from a qualified practicing structural or civil engineer stating that the building is capable of withstanding the effects of immersion in time of flood, having due regard to the characteristics of flooding in the locality.
- iv) Any development consent in relation to applications for new buildings, alterations to existing buildings or change of use will be endorsed with advice on matters affecting the land including flood damage.

d) Other Development

- i) Developments such as sporting grounds, open air car parks and storage areas will be considered on flood liable land.
- ii) Any consents for such development may require certificates from surveyors and engineers as referred to above.

SHOP-TOP HOUSING DEVELOPMENTS

General Provisions

Council recognises that shop-top housing can help to revitalise Central Maitland by bringing residents back into the commercial heart of the City. Shop-top housing boosts the population of the City, helps conserve heritage buildings and more fully utilises existing space and services.

Council is generally supportive of shop-top housing developments in Central Maitland and has introduced the following flexible guidelines to encourage such development.

Development Guidelines

Car Parking:

In accordance with Council's Car Parking Code (DCP No. 40), Council does not require car parking for the residential component of the development for existing floor space, however applications to Council must demonstrate due consideration of car parking arrangements, including availability of adjacent parking, access to public transport and or the historical lack of physical access to parking.

Parking requirements for any commercial floorspace associated with the development will be assessed in accordance with Car Parking Code.

Parking requirements for new residential floor space will be assessed at one (1) car parking space per dwelling. Visitor car parking space will be assessed at one (1) visitor space for the first three (3) dwellings and one (1) space for every five (5) thereafter or part thereof.

Design Considerations:

Any application for housing must be assessed in accordance with DCP No 22 – Lower Hunter Urban Housing which sets out standards for high quality urban design, including provisions for residential amenity, privacy, noise, vehicular access and open space. However, for applications for shop-top housing, it is recognised that many of these provisions will be difficult, if not impossible to achieve, particularly where major alterations to an existing building are not possible or practical. The following factors therefore should be considered in the design of shop-top housing developments:

- an efficient internal layout with respect to access to each unit and any common areas of the building;
- a separately identifiable residential entry and address;

- separation of services (e.g. garbage, utility installations);
- provision of natural light to common areas where possible;
- security for common areas, including residential parking when and if this is provided;
- access to direct sunlight within one room for at least 2 hours between 9.00am and 3.00pm on the 21st June.
- access to natural light and ventilation for each habitable room, preferably through the use of windows;
- maximisation of visual and acoustic privacy;
- provision of external living areas, including balconies, roof deck and the like where possible provided that they do not detract from the significance of the building or locality;
- optimisation of views and outlook;
- minimisation of vehicular access points to the site and consideration of the broader pedestrian network;
- provision of storage for each unit;
- consideration of access to carparking, privacy, noise and solar access for adjoining residential development; and
- garbage collection services and access for tradespersons and furniture removalists.

Each application will be assessed on its merits, having regard to the specific locality, the practicalities of achieving the above provisions and any constraints associated with the heritage significance of the particular site. Council will seek to ensure that there is a high standard of housing design and that residents are comfortable within their environment.

Section 94 Contributions

Existing Buildings/Conversions:

Applications for shop-top housing that involve the conversion of existing floorspace for residential uses will not be liable for Section 94 Contributions if there is no increase in the number of dwellings that were historically located on the site. Applicants will be required to demonstrate to Council the number of dwellings that were historically located on the site for Council to waive this contribution. If the application for shop top housing proposes to increase this number, a section 94 contribution will be required for each additional unit.

New Buildings:

All new floorspace for residential development will be subject to Section 94 Contributions in accordance with Council's adopted Section 94 Contributions Plan.

Building Legislation

Each application for shop-top housing will need to include an assessment of the deemed to satisfy provisions of the Building Code of Australia, or provide suitable evidence as to performance based alternatives. Such alternatives need to be suitably certified by appropriately qualified persons.

The following requirements are typical of those that need to be assessed for compliance:

- Fire Resistance Levels achieved in external walls in proximity to Fire Source Features
- Fire Separation and/or compartmentation between classifications (i.e. between residential (Class 4) and the remainder of the building (typically Class 6))
- Safe egress from the building in emergencies, which may include fire isolated stairwells, external fire stairs and/or isolated paths of travel to the required exits
- Essential fire services such as fire hydrants, fire hose reels, fire shutters, smoke detectors, portable fire extinguishers, emergency lighting and illuminated exit signs
- Disabled access and facilities. (NB: there may be some concessions in this regard where no changes are proposed for existing uses related to shops or retail outlets.)

Council's Building Surveyors should be consulted as early as possible in the design and concept stages of a project so as to provide appropriate advice and direction.

Flooding

A survey plan is to be submitted with the application for shop top housing, verifying that floor levels of all habitable rooms for new and existing floor space are 500mm above Council's Flood Standard. All developments located in the floodplain shall take the requirements of DCP No. 29 – Hunter River Floodplain Management into consideration.

Rating Relief

Applicants who undertake shop-top housing developments, can, upon completion of the development, apply to Council for rating relief for the residential component of the development. Each application will be assessed on its merits, with the residential component generally being apportioned via the Valuer General's determination.

Accessible Living

Each application for shop top housing for existing floor space will be assessed on its merits. Applications for shop top housing for new floor space will be assessed in accordance with Chapter C.1: Accessible Living.

TABLE 10 Flood Proofing Code

component	order of preference suitable	mild effects	marked effects	severe effects
flooding and sub-floor structure	<ul style="list-style-type: none"> concrete slab-on-ground monolithic construction notes: clay filling is not permitted beneath slab-on-ground construction, which could be inundated suspension reinforced concrete slab 	<ul style="list-style-type: none"> timber floor (T & G boarding, marine plywood) fully epoxy sealed joints 	<ul style="list-style-type: none"> timber floor (T & G boarding, marine plywood) with ends only epoxy sealed on joints and provision of side clearance for board swelling 	<ul style="list-style-type: none"> timber close to ground with surrounding base timber flooring with ceilings or soffit trims timber flooring with seal on top only
floor covering	<ul style="list-style-type: none"> clay tile concrete, precast or in situ concrete tile epoxy, formed-in-place massic flooring, formed-in-place rubber sheets or tiles with chemical-set adhesives silicone floors formed-in-place vinyl sheets or tiles with chemical-set adhesive ceramic tile, fixed with mortar or chemical-set adhesive asphalt tiles, fixed with water resistant adhesive 	<ul style="list-style-type: none"> cement/numerous formed-in-place cement/later formed-in-place rubber tiles, with chemical-set adhesive terrazzo vinyl tile with chemical-set adhesive vinyl-asbestos tiles asphaltic adhesives loose rugs ceramic tiles with acid and alkali-resistant grout 	<ul style="list-style-type: none"> asphalt tiles with asphaltic adhesive loose fit nylon or acrylic carpet with closed cell rubber underlay 	<ul style="list-style-type: none"> carpeting, glue-down type or fixed with smooth edge on joint felts chipboard (particle board) cork linoleum PVA extension cements vinyl sheets or tiles coated on cork or wood backings fibre matting (sea-grass matting)
wall structure (up to the DFL)	<ul style="list-style-type: none"> solid brickwork, blockwork, reinforced, concrete or mass concrete 	<ul style="list-style-type: none"> two skins of brickwork or blockwork with inspection openings 	<ul style="list-style-type: none"> brick or blockwork veneer construction with inspection openings 	<ul style="list-style-type: none"> inaccessible cavities large window openings
roofing structure (for situations where DFL is above the ceiling)	<ul style="list-style-type: none"> reinforced concrete construction galvanised metal construction 	<ul style="list-style-type: none"> timber trusses with galvanised fittings 	<ul style="list-style-type: none"> traditional timber roof construction 	<ul style="list-style-type: none"> inaccessible flat roof construction ungalvanised steel work e.g. trusses, arch bars, tie rods, beams etc. unsecured roof tiles

component	order of preference suitable	mild effects	marked effects	severe effects
doors	<ul style="list-style-type: none"> solid panel with waterproof adhesives flush door with marine ply filled with closed cell foam painted metal construction aluminium or galvanised steel frame 	<ul style="list-style-type: none"> flush panel or single panel with marine plywood and water proof adhesive T & G lined door, framed, beaded and braced painted steel timber frame fully epoxy sealed before assembly 	<ul style="list-style-type: none"> fly-wire doors standard timber frame 	<ul style="list-style-type: none"> hollow core ply with PVA adhesives and honeycomb paper core
wall and ceiling linings	<ul style="list-style-type: none"> asbestos-cement board brick, face or glazed clay tile glazed in waterproof mortar concrete concrete block steel with waterproof applications stone, natural solid or veneers, waterproof grout glass blocks glass plastic sheeting or wall with waterproof adhesive 	<ul style="list-style-type: none"> brick, common plastic wall tiles metals, non ferrous rubber mouldings and trim wood, solid or exterior grade plywood fully sealed 	<ul style="list-style-type: none"> chipboard exterior grade hardboard exterior grade wood, solid (boards or trim) with allowance for swelling wood, plywood exterior grade fibrous plaster board 	<ul style="list-style-type: none"> chipboard fibreglass panels mineral fibreboard paperboard plasterboard, gypsum plaster wall coverings (paper, burlap cloth types) wood, standard plywood strawboard
insulation	<ul style="list-style-type: none"> foam or closed cell types 	<ul style="list-style-type: none"> reflective insulation 	<ul style="list-style-type: none"> bat or blanket types 	<ul style="list-style-type: none"> open cell fibre types
windows	<ul style="list-style-type: none"> aluminium frame with stainless steel or brass rollers 	<ul style="list-style-type: none"> epoxy sealed timber waterproof glues with stainless steel or brass fittings galvanised or painted steel 		<ul style="list-style-type: none"> timber with PVA glues mild steel fittings
nails, bolts, hinges and fittings	<ul style="list-style-type: none"> brass, nylon or stainless steel removable pin hinges 	<ul style="list-style-type: none"> galvanised steel aluminium 		<ul style="list-style-type: none"> mild steel

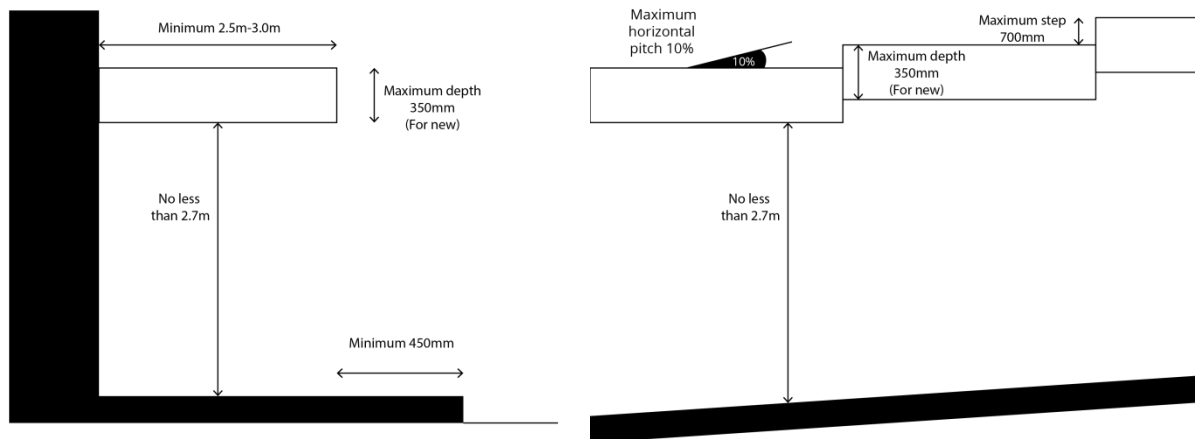


Figure 2: Awning details.



Figure 3: An example of a colonnade.

Active streets maps



Figure 4: Active streets: East Maitland.

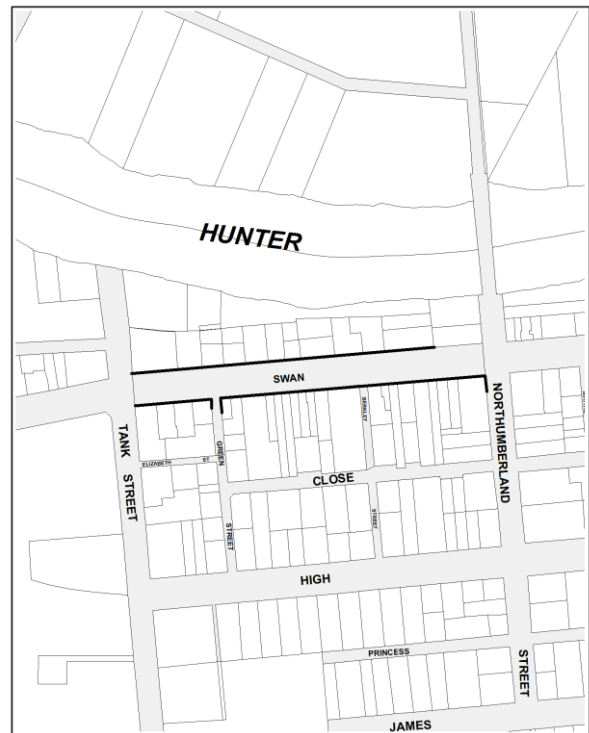


Figure 5: Active streets, Morpeth.



Figure 6: Active street frontages, Tenambit.

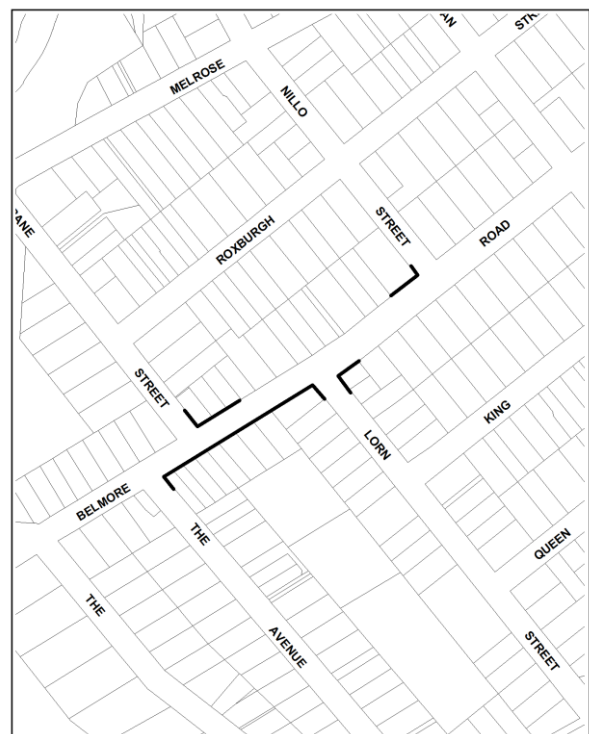


Figure 7: Active street frontages, Lorn.

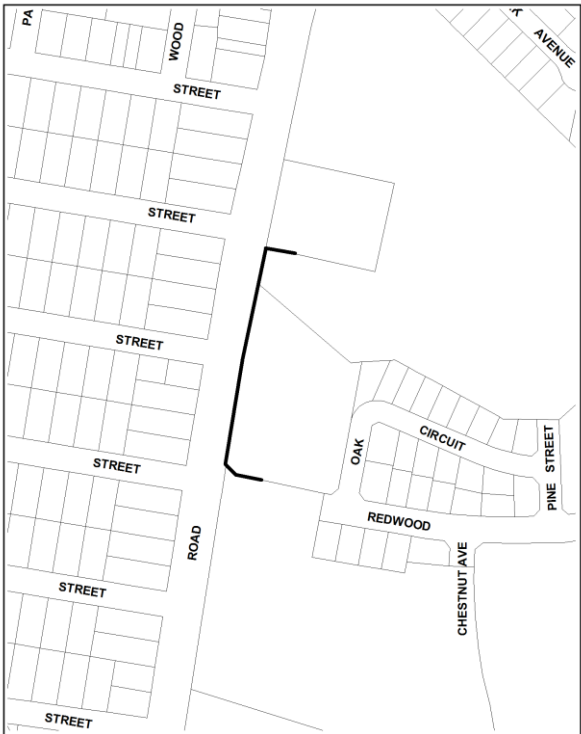


Figure 9: Active street frontages, Gillieston Heights.

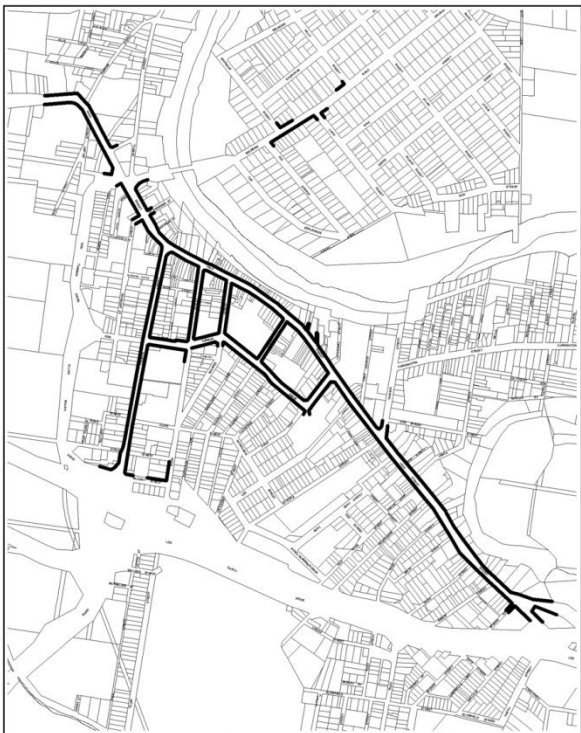


Figure 11: Active street frontages, Central Maitland.

E.2 - Employment Areas

Not applicable

E.3 - Heritage Conservation Areas

Introduction

There are five (5) Heritage Conservation Areas (HCA) with special characteristics in the Maitland local government area. The purpose of these descriptions is to provide an understanding of their history and diversity, to identify those things that are unique about them, and to provide a thematic and historic context within which individual buildings can be considered. This context or background is essential to the preparation and assessment of development applications in Heritage Conservation Areas.

A Heritage Conservation Area is more than a collection of individual heritage items, more than a place which “looks good” because of its design, its neighbourhood amenity, or because of the individual buildings in it. Heritage Conservation Areas have a sense of place, or a spirit of place, which is hard to define, and also hard to replace. This is because their character reflects not just the buildings in them, but also the reasons for the buildings, the changing social and economic conditions over time, and the physical responses to those changes.

Factors in defining the sense of place may be the original subdivision pattern, a consistency in building form or building materials, the density of development or the mix of land uses which reflect a particular period or periods in the history and growth of the area.

The components of a Heritage Conservation Area, therefore, while not necessarily individually listed items, can have a collective significance. Loss of, or unsympathetic alteration to, any one of them can erode the significance of the Heritage Conservation Area as a whole.

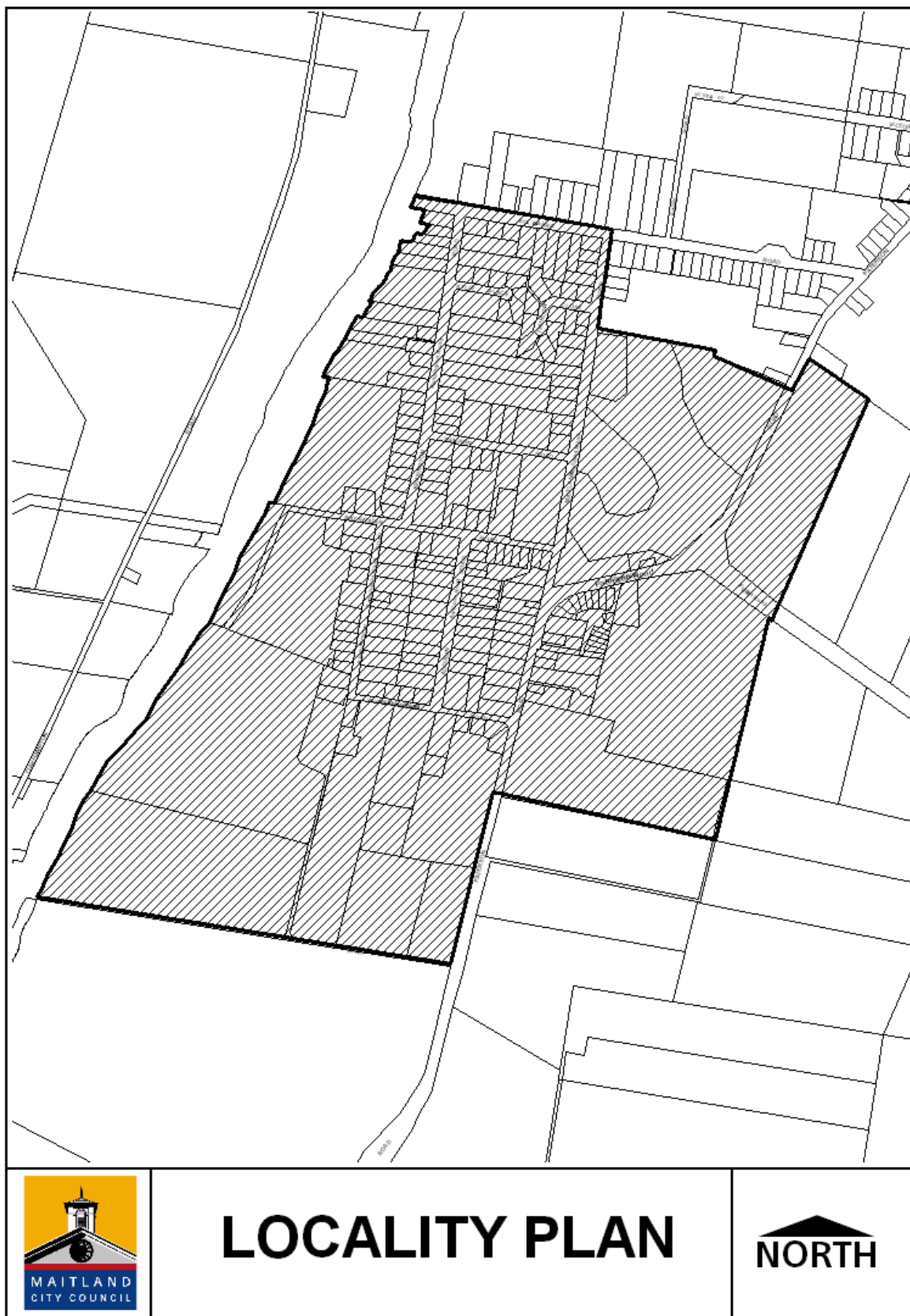
The information for each of the five Heritage Conservation Areas provides:

- A Map of the Conservation Area;
- A Character Statement which describes the elements or features that make each area special, or give them their “sense of place”;
- A Statement of Significance; and
- Conservation policies which provide the general framework for development in particular locations, and the broader design guidelines within which particular development proposals will be considered.

When preparing a development application for a site within a Heritage Conservation Area the relevant section should be read, and any relevant matters incorporated into the detailed design process.

Part C: Heritage Conservation in this DCP provides general information and should be considered in the first instance.

1. Bolwarra Heritage Conservation Area



1.1 Character Statement

General

Unlike Lorn and Morpeth the village of Bolwarra has changed markedly since the flood of 1955, because of substantial infill rebuilding. While like Morpeth, the limits of development of Bolwarra were determined by its siting on a hilltop above an anticipated flood line, the infill development which has occurred since 1955 has resulted in a less uniform visual quality of development than is evident in Morpeth and Lorn. The pattern of subdivision, as determined in 1847, remains evident but the new start which the flood provided has meant that the distinctive timber cladding theme of the pre 1950s has been dispensed with. In addition, denser settlement, on smaller lots is evident along Paterson Road, Victoria Street and Canna Street and also in the post 1970s streets within the old Victorian area of the village.

Nevertheless, Bolwarra has well defined edges being well elevated above the flood plain. Like Morpeth it is characterised by predominantly residential development behind one “main commercial street”. Unlike Morpeth this street is the only through street and it does not have former district centre visual status. It is a quaint thoroughfare with a small grouping of neighbourhood shops at its northern entrance.

The urban setting starts and stops abruptly at the northern and southern inclines to the town, each approach being a narrow carriageway through open rural landscape.

In the south the town edge is marked by magnificent trees, including a large Bunyah Pine. In the north, an attractive bend in the road marks the entrance to the town.

Landscape and Streetscape

In general all buildings are set within a mature, well wooded landscape and there are many small undulations in the landscape on the edges of the town providing an infinite number of views into and out of the town.

In the more established southern sector, buildings are generally well concealed behind deep landscaping and informal fences and street verges. Recent development is much more urban and visually evident, within kerb and guttered streets. The town edges are informally defined. An obelisk is located at the intersection of Westbourne and Addison Roads.

Buildings

The most obvious buildings are the residential and commercial buildings on the main thoroughfare, which are generally of smaller scale and sophistication than those off the main road, built between the late 19th century and 1950.

There are few particular reference landmark buildings other than for the vast residences (and former Mill) which determine the intimate scale and visual quality of

the secondary streets. This quality is not mirrored in recent residential development. The southern Bunya Pine, main thoroughfare plantings and northern barn have significant streetscape scale and presence.

1.2 Statement of Significance

The historic significance of Bolwarra can be traced to the surviving buildings and gardens of the late nineteenth century which record the original subdivision of “gentleman’s houses”. These qualities give the area historic significance for the locality. The same remnant plantings and surviving estate development are of aesthetic significance. Many of the later but undistinguished houses are set in attractive gardens complementing the character of the earlier development.

1.3 Conservation Policies

What to Keep:

- Well defined edges of the Conservation Area due to floodplain;
- Predominating single detached residential character;
- Neighbourhood character of shopping precinct;
- Existing form of road approaches to the town;
- Existing density of development.
- Landmark trees, including the large Bunyah Pine at the town’s entrance.
- Buildings and outbuildings associated with agricultural landuse.

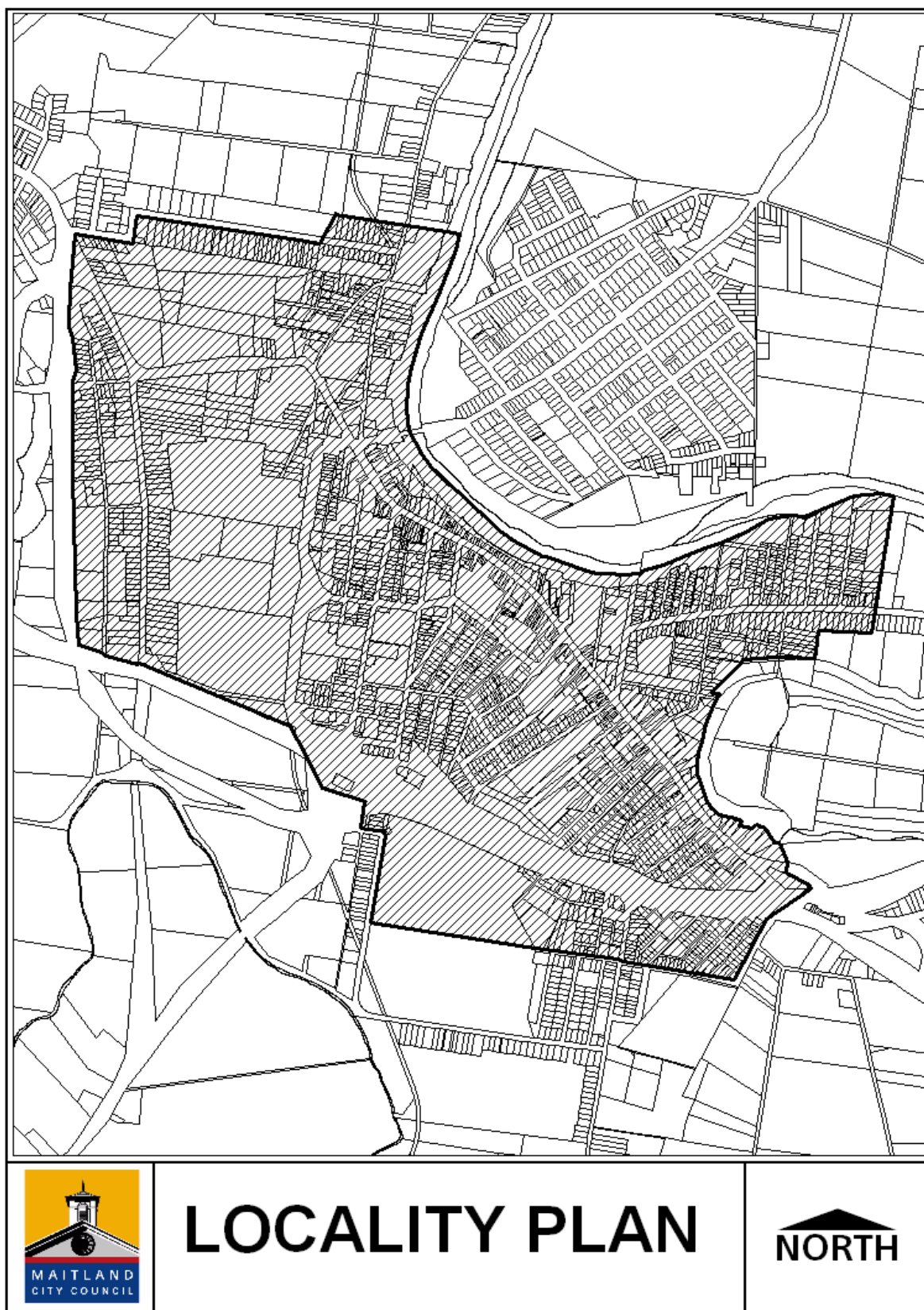
What to Encourage:

- Single detached residential dwellings;
- Consistent scale and form of residential development, predominately single storey.

What to Avoid:

- Medium density development and detached dual occupancy – which are inappropriate because of their scale, design, size of allotment, etc;
- Re-subdivision of larger allotments to allow new dwellings in rear or front yards;
- Large garages and carports on the street frontage, and details on them which mimic those on the dwelling.

2. Central Maitland Heritage Conservation Area



1.1 Character Statement

General

Early European Settlement

The first European settlement at Maitland was for convict cedar cutters who built thatched huts in the brush. The now open plain at Maitland was covered in dense vegetation – giant red cedars, fig trees, myrtle and softwood brush, with tall gums and swamp oaks along the river.

In 1818 the Governor allowed a number of people to occupy land on the river flats naming the area Wallis Plains. One of these tenants was Mary Hunt, commonly known as Molly Morgan whose subsequent land grant comprised much of the area now known as Central Maitland.

Setting

Central Maitland's appearance as a distinct urban centre is a result of its location in an open flood plain highlighting the contrast between rural and urban character. From without, it appears as a settlement of small scale buildings punctuated by towers and spires of the major buildings and complemented by groups of trees.

The transition from rural landscape to urban form, which includes many mature street trees, is particularly distinctive at the Centre's northern and western edges, where the rise of the high ground and the built edge has remained essentially the same for a century. This provides an appreciation of the quality and density of development within the centre.

Particularly interesting views of the area are obtained from surrounding settlements, particularly Bolwarra and East Maitland, and from the southern approach road from Kurri Kurri. While its northern and western edges remain clearly defined, the once distinctive urban form is now somewhat compromised on its southern and south-eastern edges.

The current location of the New England Highway helps to accentuate the rural setting of the City Centre. However, it also creates difficulties in terms of capacity to interpret the southern edges of early development of the town; important components of that phase now sit isolated on the southern side of the highway.

Central Maitland itself is relatively flat and views within the town are confined to the immediate street scene; but near the edge, the rural surrounds and the settlements beyond are prominent, together with hills in the background. This rural setting is an important characteristic of Central Maitland.

Layout

Central Maitland has a random layout creating a compact, intimate character. Its main arteries are relatively narrow and have traditionally been bordered by impressive, commercial, religious and cultural buildings. The irregular pattern of streets branching off High Street following original tracks and land grants vary in width and character.

The road pattern of residential areas, small scale buildings together with a smattering of rural uses, combine to form areas of unique character and special seclusion.

The Hunter River forms the northern boundary of the City Centre, reflected in the meandering nature of High Street, however the City's built environment does not directly address the River.

Changing attitudes and changing fortunes of Maitland City Centre between the 1950s and the 1990s brought structural change to the City Centre streetscape in a number of instances, altering its homogeneous 19th century scale and form within certain street blocks.

Landscape and Streetscape

High Street is characterised by a remarkable collection of early buildings which reflect the growth of the town as a centre of commerce in the Hunter Valley. Banks, shops and offices, together with churches and houses, date from every period of development and exhibit a variety of architectural styles.

High Street is the spine from which the majority of streets branch off at an acute angle. The original bullock track became fixed as the line of the main street enclosed by buildings of two - three storeys, and punctuated along its length by landmark or "reference" buildings.

Throughout its development, the two storey building has dominated the streetscape with only a few instances of one or three storey buildings occurring.

Maitland's prominence as a trading centre meant that development and redevelopment was always taking place and, in many areas, the present buildings might be the third or fourth buildings on the site. This process of growth and redevelopment has caused some unusual groups of buildings - each building being different from one another in style and period - occurring in various parts of the town: for example, Bourke Street, in the heart of the residential area, contains buildings dating from the 1850s, 1880s, 1890s and twentieth century.

The earliest buildings for which dates are known are residential buildings and they have survived largely because they are on the edge of town, away from the business centre and, also, because they are of masonry construction and have withstood the floods.

Within the town are several buildings such as slab huts, which might date from this early period. Cottages and houses from the 1850s to 1910 occur in sufficient numbers for a recognisable sequence of styles to be identified, including fashions peculiar to Maitland.¹

Because of its length, and the advent of the mall over a portion of that length, the character of High Street now changes somewhat from east to west.

Regent Street and Church Street in the west consist of major residences and private landscapes, and major cultural buildings and public landscapes.

Each of the residential areas in Central Maitland has its own special character, however they do share some common features. These include an irregular street pattern, predominance of old buildings, many vacant allotments, a scattering of rural uses and few trees.



“High Street is characterised by a remarkable collection of early buildings which reflect the growth of the town as a centre of commerce in the Hunter Valley.”

Central Maitland - A Study of its Historic Buildings and Townscape, Bergsteiner McInnes and Rigby Ltd

Buildings

The character of Maitland’s architecture is very strong and is comprised of two distinct building types. High Street is typified by those buildings having parapets which conceal the roof. Areas away from High Street are typified by buildings having a visible hipped or gable roof.

Central Maitland has retained most of its landmark public and private buildings which continue to dominate the skyline. The majority of buildings in High Street were built before World War 1, and display recognisable styles characteristic of the locality including examples from each period of Maitland’s growth.

Individually, many of these buildings have special architectural and historical significance because of Maitland’s 19th century commercial significance.

Together, they represent both the history of the development of High Street and a catalogue of late 19th century facades. Importantly, from a streetscape viewpoint, the smaller buildings complement the larger buildings in both scale and design.

The earliest commercial buildings remaining appear to date from the 1850s - 1860s. It is possible that the rear timber portions on the buildings on the northern side of High Street backing on to the Hunter River might date from this time, although the facades are much later.

The central residential area contains a mix of styles, shapes and sizes of structures. The buildings dispersed along Ken Tubman Drive remain as the earliest evidence of development in the town centre.

Most residential buildings are detached with pairs and terraces being unusual. The two storey single fronted house with full height verandah built in brick or timber is a particularly special feature of Maitland.

The majority of the cottages and houses were commissioned by their first occupants, many of whom were businessmen or traders in the High Street.

The existence of several architects in the town suggests that a considerable number of these buildings were designed by architects, particularly those built after 1870.

The evolution of the built environment in Central Maitland can be summarised as follows:

Pre 1843	The majority of buildings were slab huts with shingle roofs. The overall road pattern was established.
1843 - 1860	Church Street, Bulwer, Bourke and Catherine Streets began to be settled. The railway was commenced (1856) and iron introduced as a building material.
1860 - 1879	Maitland remains as the centre of the agricultural community. Horseshoe Bend is subdivided from agricultural to residential land. Street lighting introduced.
1880 - 1893	Much redevelopment and building in High Street. New shop fronts and wide verandah/colonnades added to shops. Cast iron decoration and corrugated iron becomes popular. Town Hall built (1889). The old courthouse is demolished and a new one built (1893). Kerbs are formed and sealed with stone gutters. Fine banks built. Many major buildings of this boom period were designed by architects of state and national stature.
1894 - 1913	The 1890's depression followed by further building boom with most vacant land being taken up in the area. Electricity is introduced
1914 - 1945	Many shops in High Street rebuilt. Verandahs began to be removed from shops. Some redevelopment and new brick bungalows particularly in Horseshoe Bend.

Post 1945 Major floods in 1949 and 1955 drastically reduce the resident population and the number of houses. New 'wave' of commercial redevelopment begins.

1.2 Statement of Significance

Central Maitland has historic significance of exceptional value recording an early settlement of the Hunter Valley which grew to be the major centre in the region – larger than Newcastle. It also became one of the largest settlements in NSW during the middle of the nineteenth century. Its historic role is reflected in the excellent examples of Commercial, Civic and Ecclesiastical buildings and in the rarer and more modest surviving examples of early housing.

The Heritage Conservation Area's aesthetic significance is derived from the intactness of its streetscapes, its landmark buildings and strong edge definition of river and flood plain. Regent Street contains an exceptional collection of mansions and large residences of the late Victorian and Federation periods.

The area is of social significance for its continuing roles as a regional centre for administration, cultural activities and several religious denominations.



Central Maitland is noted for its distinct edges between rural floodplains and its buildings



Landmarks such as St Mary's spire dominate the skyline of Central Maitland

1.3 Conservation Policies

High Street

What to Keep:

- Large commercial and administrative buildings which explain the historical importance and affluence of Maitland's commercial centre in the 19th Century;
- Retention of the original and early details of all important buildings;
- Views to important or reference buildings, spires and the like, and the imposition of height limits to achieve this in close proximity to the buildings;
- Generally, a maximum height of three storeys in High Street and surrounding commercial streets;
- Views to surrounding rural areas, where possible and appropriate;

- The open landscape around Central Maitland Railway Station;
- Shop fronts which are original to the building or which make an important historical or architectural contribution to building and the street.
- Original signage;
- The original character and status of streets, side-streets and laneways as much as is practicable;
- Original fabric of buildings of significance.

What to Encourage:

- Infill development that is sympathetic to surrounding development in terms of height, scale and form;
- Re-instatement of original/appropriate verandahs, in accordance with the guidelines contained in this DCP;
- Where new verandah posts are proposed for commercial buildings they should reinstate original arrangements. Where no evidence of original verandahs can be found, traditional construction methods appropriate to the building should be used;
- Uses appropriate to the original design or function of buildings where possible;
- Where the original shopfront has been removed and replaced with an unsympathetic alteration, the reinstatement of earlier styles of shopfront in keeping with the character of the building;
- Retention of the sense of enclosure of High Street by ensuring that new development maintains building scale and height (ie. two storeys where two storey already exists), appropriate parapet height and design, and reinforcement of established building lines;
- Generally a maximum height limit of three storeys unless inappropriate having regard to surrounding development or the need to preserve views.

What to Avoid:

- Facades with strongly horizontal character, which do not reflect the rhythm of fenestration and vertical elements in original buildings;
- Cantilevered or suspended awnings on commercial and light industrial buildings;
- Changes of use/function which are inappropriate to the original use/purpose of the buildings, because they require major alterations to original fabric.
- Mimicking detail of heritage items/surrounding buildings, or application of inappropriate detail.
- Large areas of bitumen surfaced car parking areas
- Dominant use of unsympathetic corporate colours on building facades and signage.
- Modern aluminium shopfronts which are not consistent with guidelines contained in this DCP.
- Verandah posts inserted directly underneath cantilevered awnings will generally not be considered appropriate.

Residential Areas

What to Keep:

- Historical pattern of development, lot frontages, depths and sizes, and setbacks to streets;
- Defined edges, to rural/floodplain areas and to commercial precincts;
- Significant vegetation, particularly where it is part of original gardens;
- The original character and status of streets, side streets of laneways in particular to keep residential streets for residential purposes;
- Retain and enhance the original scale and form of existing buildings;
- Front garden areas with minimal hard surface treatment.

What to Encourage:

- Alterations and additions to dwellings that do not necessitate changes to roof form, or are at the rear of the dwelling and not visible from the street;
- Re-instatement of appropriate/original verandahs in accordance with the guidelines in this DCP.

What to Avoid:

- Garages and carports becoming a prominent part of the streetscape;
- Intrusion into original fabric of buildings of significance;
- Second storey additions which are visually prominent from the street frontage or other public viewing places;
- Raising of dwellings above flood levels where there would be a significant impact on the streetscape.

Regent Street**What to Keep:**

- Garden suburb character of substantial, single dwellings with surrounding gardens;
- Well defined edges to floodplain areas, and semi-rural nature of uses in large surrounding allotments.

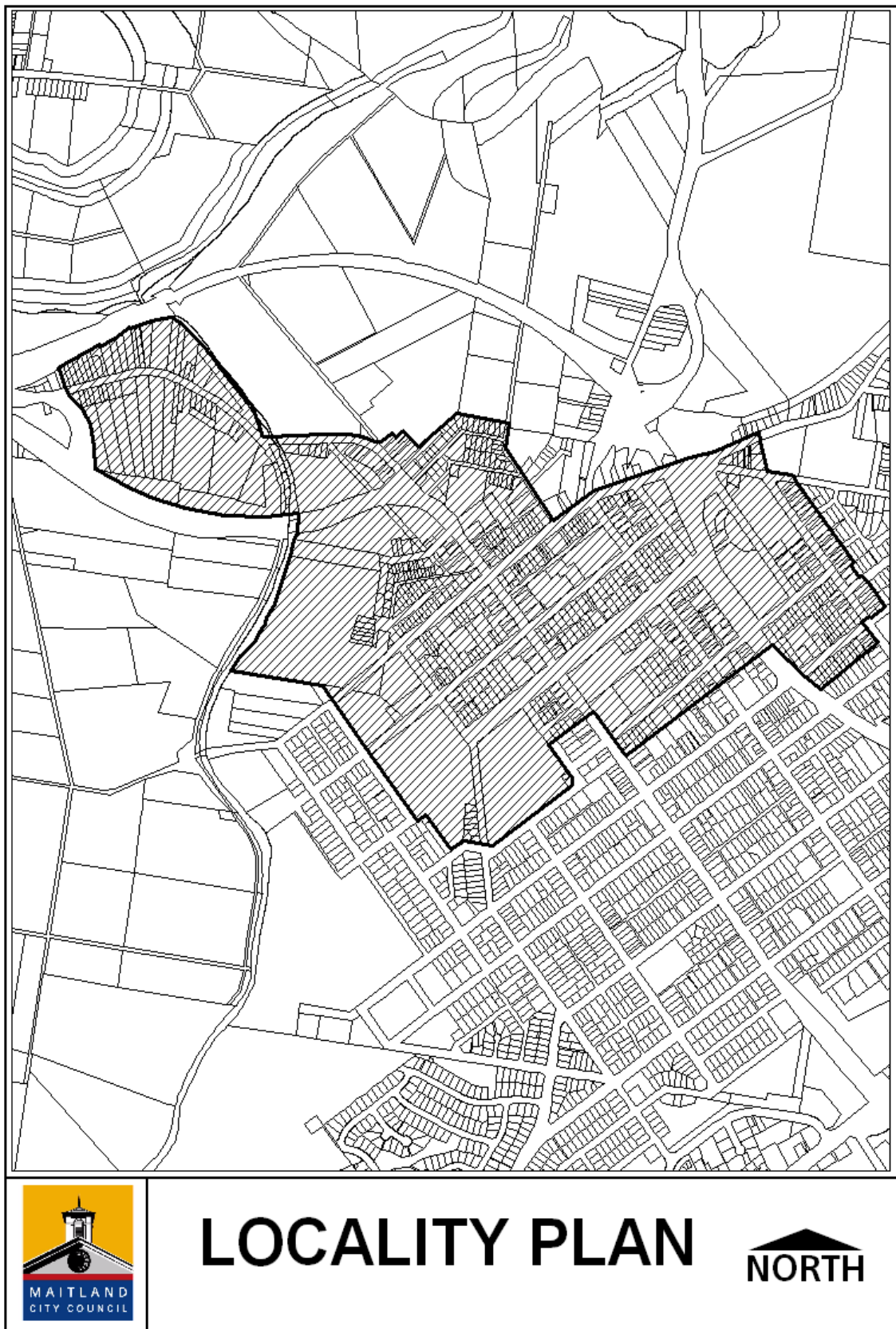
What to Encourage:

- Generally single residences, on allotments of similar size to surrounding lots;
- Alterations and additions to dwellings that do not necessitate changes to roof form, or are at the rear of the dwelling and not visible from the street.
- Retention of the dominant presence of landmark buildings.
- Retain and enhance the scale, form and detail of existing buildings.

What to Avoid:

- Re-subdivision of allotments, battle-axe lots and the like;
- Dual-occupancy developments unless able to be accommodated within existing building structure and with minimum disturbance to garden areas for parking and driveways;
- Garages and carports becoming a prominent part of the streetscape;
- Second storey additions which are visually prominent from the street frontage or other public viewing places.

3. East Maitland Heritage Conservation Area



1.1 Character Statement

General

East Maitland is significant as a unique township because of its origins primarily as an administrative centre. Although it has experienced a degree of change to its buildings and streetscapes, there is still abundant evidence of its origins based primarily on government functions, with links to the convict period.

The area's aesthetic significance and visual character is a direct product of the interrelationship between its unique collection of residential, commercial, and government/institutional buildings, particularly dating from the mid 19th century.

The visual character of the area is determined principally by the William Street axial linkage between the predominant hillside location of the Court House and Stockade Hill to the north and Cooks Square Heritage Park, to the south. The adjacent King and Banks Streets have almost equal historical/visual significance. King, George and High Streets tie the area now north of the railway line, with the lands around the route of the highway.



East Maitland Courthouse

In and around the Banks to King Street precinct, adjacent to the rail corridor, the early 19th century vintage of the town is evident, with remaining residential development being of small scale. The scale and form of buildings is similar in the western section, with more recent, as well as grander public buildings, occupying higher ground and spreading out from this area. Melbourne Street retains much of its early 19th

century commercial precinct character.

The visual character of East Maitland is a direct product of its collection of residential, commercial and government buildings, particularly dating from the mid 19th Century.

Maitland Gaol, East Maitland



Landscape and Streetscape

In 1829 Sir Thomas Mitchell centred the regular grid pattern of streets on the principal axis of William Street and the visual impact of this concept remains the defining characteristic of the landscape. To this day, William Street retains its central avenue of Moreton Bay Figs linking the East Maitland Courthouse on the northern ridge to Cooks Square Heritage Park on the southern ridge. The impact of the avenue as originally conceived, can still easily be appreciated.

The other defining characteristic of the East Maitland Heritage Conservation Area is the railway corridor. The corridor breaks the William Street vista but the mid-late Victorian buildings associated with the advent of the railway, contribute to the area's individual character.



East Maitland Railway Corridor and former East Maitland Post Office

The landscape setting of the Courthouse (and adjacent Goal), with William Street and the adjoining Cooks Square Heritage Park ridgeline is a unique example of town planning from the early 19th century in New South Wales. The maturity of the trees, particularly between Lawes and Williams Streets and around the Courthouse provides an attractive framework for the Government buildings and emphasises the original formal street layout.

At the northern and southern edges of the Heritage Conservation Area interesting views are available southwards, while the area between the highway and railway line is relatively flat.

The character of the Heritage Conservation Area changes at its western extremity where development is less formal, on a more intimate scale and is more associated with the eastern edges of development of Central Maitland than with East Maitland.

The western edges of the Heritage Conservation Area is totally low-lying land, unlike the land flanking William Street.

Other than in and around William and Banks Streets, street plantings and formalised footpaths are uncommon. The formalised footpaths of the streets adjacent to the Gaol and Courthouse tie these streets to William and Banks in early significance (they include High Street, which currently lies beyond the Conservation Area).

Buildings

There is a mix of period, type and scale of dwellings with the mid nineteenth century masonry dwellings of one and two storeys strongly represented in and around Banks and William Streets. Smaller timber dwellings are more common on the western and north-western edges. More substantial Californian Bungalow (and more recent) dwellings are associated with the higher ground adjacent to the highway and in High Street.



Banks Street defined the eastern edge of early commercial development in East Maitland

There are also intrusive light industrial developments on the western edge of the Conservation Area and in King Street. These buildings, including supermarkets and car repair and sales buildings are of inconsistent scale and design.



The character of East Maitland is determined by the contribution of streetscape elements, (such as the parks at the terminations of its major vistas and the street widths and street plantings of William and Banks Streets) and the landform, as much as it is by its wealth of 19th and early 20th Century quality buildings.

The character of East Maitland is determined by its parks, vistas, landform and wealth of 19th and early 20th Century quality buildings.

In addition to identified heritage items there are many other buildings and streetscape elements which contribute to the character of East Maitland. The character of William Street is defined by its central avenue of trees, as well as the domestic scale of its early buildings, while Banks Street defined the eastern edge of early commercial development.

There are also significant street character “Reference” buildings in High Street which have visual importance in describing the history of early development of East Maitland (e.g. the 19th century buildings associated with the former Maitland Boys’ High School), which is an integral component of the Heritage Conservation Area.

1.2 Statement of Significance

East Maitland’s historic significance is in its surviving record of the urban growth of Maitland. It is a relatively rare example of a town with origins based primarily on government functions, with links to the convict period and early immigration (Caroline Chisholm House).

Its government functions, continued in the ongoing use of the Gaol (over almost 150 years), Courthouse and Lands Office and in the preservation of the former police buildings and Post Office, contribute to both historic and social significance.

The Heritage Conservation Area’s aesthetic significance is derived from its collection of residential, government, institutional and commercial buildings of all its periods of historic growth and their visual inter-relationship, in particular the strong axial composition based on the prominent hillside location of the Court House and Stockade Hill.



William Streets’ central avenue of fig trees linking the East Maitland Courthouse with Cooks Square Heritage Park. The Avenue was central to the 1829 town plan set out by Sir Thomas Mitchell.

1.3 Conservation Policies

What to Keep:

- Retain significance of the area as a relatively rare example of a town based on government/administrative functions;
- Retain formal street plantings and footpaths in and around William and Banks streets;
- Retain the landscape setting of the major administrative buildings such as the Courthouse and formal nature of original street layout;
- Retain street widths of original townships and terminations of major vistas at parks;
- Retain scale of original residential development within the limits of original township;
- Retain original subdivision pattern, lot sizes and building setbacks.
- Original layout of sandstone kerb and guttering.

What to Encourage:

- Generally low density, residential development retaining existing subdivision layout;
- High quality of new and infill commercial design through better guidelines and more stringent controls.

What to Avoid:

- Large scale medium density development on large lots or at the rear of existing dwellings on larger lots;
- Re-subdivision of large residential lots;
- Inadequately controlled expansion of “Support Business” and “Special Business” uses in the Heritage Conservation Area.

4. Lorn Heritage Conservation Area



1.1 Character Statement

General

The visual character of Lorn presents an image of a well-cared-for turn-of-the-century, residential settlement in which the different periods of architecture are integrated by the consistency of the introduced landscape. The immediate visual impression is of an essentially residential precinct of single and double storey Victorian houses and early 20th century character, with clearly-defined edges. The village appears as “an urban island in the flood plain”, contained by a series of levee banks. The uniquely different feature of Lorn, as compared with its neighbours, is the high quality of design and execution of its Federation and Californian Bungalow periods housing stock. Unlike Morpeth, Lorn is arranged on an irregular grid and in addition, because of the high levee banks, does not afford views from the village to the river and countryside beyond. Lorn is significant for its continuity of use as a garden suburb of Maitland, and is the best example of the garden suburb ideal in the Hunter Region.

Landscape and Streetscape

Lorn’s local landscape is thus much more typical of an urban, than of a semi-rural setting and the quality of the buildings provides an insight into the turn-of-the-century affluence of its residents. For this reason, there is an evident consistency of landscape between public and private spaces. Mature, formal street planting is evident throughout the area with good private landscaping as well. Species include native pines, palms, jacarandas and eucalypts. Special townscape features include picket fences, stone and brick walls, iron railings and hedges. Generally periods and styles are mixed throughout the area. There are, however, few modern or out of character intrusions. The streets are generally wide. Some are kerbed and guttered but most have narrow pavements with gravel shoulders. Most streets also have concrete footpaths with grass verges.

Belmore Road is characterised by consistent quality fences, consistent building lines and reduced and detailed single storey masonry dwellings immediately across before Belmore Bridge, but with a lack of notable street tree plantings until after Warrane Street intersection. After Nillo Street heading North East, Belmore Road is characterised by mature English trees and Jacarandas. The street plantings combined with quality kerb and guttering, wide grass verges and the subtle bends in the road contribute to its visual consistency. The trees in front of Nillo School are listed on Council’s Significant Tree Register.

With the exception of Roxburgh Street with its magnificent street trees and Queen Street south of Allen Street the majority of the secondary streets have undistinguished landscapes/streetscapes. However the informal roll-over kerbing provides a distinctive character, as do the generally wide grass verges and the consistent wide verandahs in Allen Street.

Buildings

In Belmore Road, the older, grander buildings tend to occur north east of Nillo Street (and this tends to be borne out by the relative proportion of identified heritage items). These buildings occupy larger lots than are evident elsewhere.

The opposite progression is true of Melrose Street moving North East from Brisbane Street where initially late 19th century weatherboards are evident up to Nillo Street, but thereafter the street is characterised by late Federation/Californian Bungalow dwellings on mid-sized lots.

Off Belmore Road, dwellings are generally of Federation or Californian Bungalow style and of quality construction and detail, of consistent setbacks and highly detailed. This is especially notable in Roxburgh Street which is characterised by chimneys and tiled roofs, bay windows, fine fences and interesting variations in scale of building elements. There are quality dwellings throughout Allan Street and Queen Street, but lower quality more recent (1940s - 1950s plus) buildings on the eastern and Northwestern edges of the township.

Conservation management within Heritage Conservation Areas depends on an understanding of the determining elements of the area's character. In Lorn's case, there are more buildings and streetscape elements which determine its character, than is indicated by the number of heritage items listed in the Maitland LEP 2011.

In Belmore Road, the character of the streetscape immediately east of Belmore Bridge has a great deal to do with the quality of stucco and timber detailing evident on the California Bungalow dwelling between the Bridge and Brisbane Street. The detail evident on the shop further along, on the eastern side of Belmore Road, clearly reflects an awareness of the quality of this "reference" detail.



Lorn is distinctive for its high quality of residential buildings.

1.2 Statement of Significance

The area is of historical significance as probably the best example in the region of the garden suburb ideal. Lorn has an excellent collection of residential architecture dating from the late Victorian period, the Federation period and the Inter-Wars period. It records the historic expansion of Maitland's residential development onto the flats across the river. The social significance of the suburb is preserved in an urban form and building content still functioning as a garden suburb of greater Maitland and deriving meaning from its continuity of usage. The aesthetic significance of Lorn is derived from the many excellent examples of residential architecture styles of the late Victorian period, Federation period and the Inter-wars period, supported by many other later impressive but contributory buildings of compatible scale and form; wide streets and civic tree planting; and well established gardens. The urban edge is well defined by river levees and open agricultural land contributing to its identity as a cohesive townscape.

1.3 Conservation Policies

What to Keep:

- Contain spread of commercial uses to existing extent.
- Narrow carriageways lined with informal grass verges and plantings or gravel shoulders.
- Distinct built edge boundary with rural surrounds.
- Lorn's predominantly single storey street frontage. Roof conversions should be located to the rear of the existing house.
- Contributory street tree plantings.

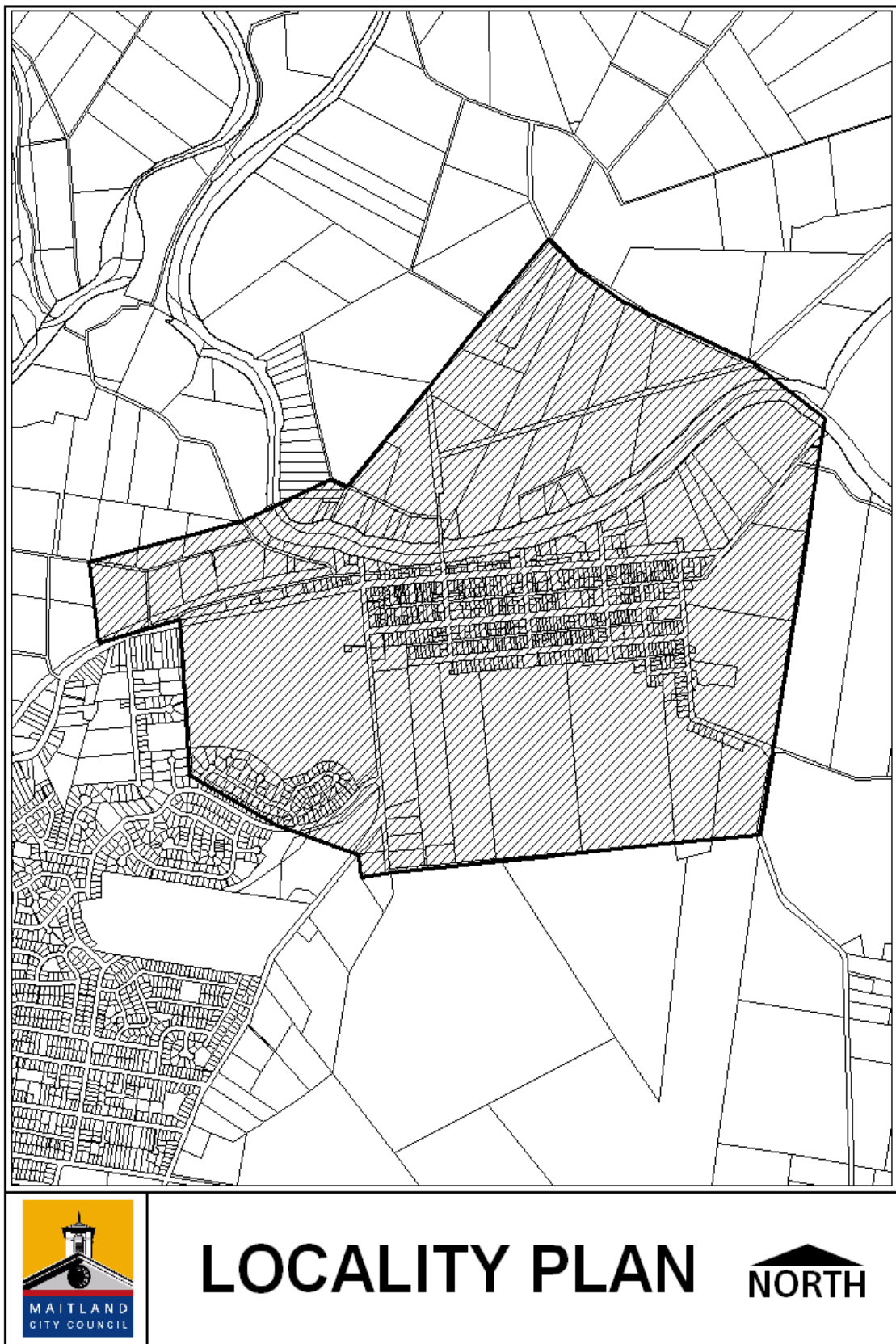
What to Encourage:

- Strictly limited building heights and setbacks, especially along Belmore Road.
- Fencing designs and materials suited to the period of the dwelling;
- Reference to the 1985 Lorn Conservation Planning Study which provides a list of recommended exotic and Australian species for private and public gardens
- Where required, kerbs constructed using a roll-over profile rather than the upright profile.
- Maintain the predominance of single residences per allotment;
- Maintain existing subdivisional character in any future subdivision of land in Lorn.
- Infill development which does not modify the historic character of Lorn.
- Roof form and pitches which emulate those of the existing house in the case of additions, and in new development borrow the main characteristics without necessarily creating a replica of particular styles in the street.
- Attic space can be accommodated in the existing roof space where there is no substantial change to the existing roof form and where new openings are not located on the street elevation.
- Location of new garages behind the rear building line as detached structures.
- Reinforcement of street tree plantings.

What to Avoid:

- Removal of any healthy plantings
- Use of high saturation/intense colours
- Loss or compromise of all heritage items and contributory reference buildings (as previously described) and landscape elements.
- Upright kerb and guttering.
- Use of modern profile steel sheeting, concrete tiles and high glazed or variegated coloured terracotta tiles.
- Use of textured red, white and modern patterned bricks, and concrete blockwork (painted or unpainted)
- Complete cladding of walls with plain panels such as fibro.

5. Morpeth Heritage Conservation Area



1.1 Character Statement

General

History of Development

The character of Morpeth derives from its history of development over 150 years as well as its popularity over the past 20 years as a residential area and a place for developing specialty shops for the tourist market.

A Distinct Urban Entity in a Rural Landscape

Morpeth has a clearly defined edge and a distinctive form in a rural setting. The town is the same size and shape as indicated in the earliest known plan (1840) with few changes. It is clearly separate from other urban areas, and is also visible as an entity in the landscape from surrounding areas and from several approach roads.

Founding and Siting

Morpeth is sited on a ridge of high land alongside the Hunter River, on part of the land granted to EC Close in 1823. The government store ship St Michael was permanently berthed here – at this point travel to Maitland was more convenient by river than by road. The eastern boundary of the common (land is extension to part of McFarlanes Road) is part of the eastern boundary of the original grant.

Beside the town are the houses and grounds of EC Close (Closebourne and Morpeth house) each sited with expansive views to the Hunter River, and later owned by the Anglican Church.

The physical character of the town reflects:

- its very early settlement (1820s) as the major port of the Hunter region;
- its establishment phase occurring before the halfway point of the nineteenth century and paralleling the establishment of railways in NSW;
- rapid growth in the late Victorian, post gold rush period;
- decline after the early decades of the 20th century; and
- resurgence in the latter part of the 20th Century.

The Morpeth characteristic most immediately obvious is that it has a homogenous appearance related directly to the high proportion of commercial and private buildings surviving from its middle to late 19th century establishment and growth phase.

The town remains visually a river town, its immediately distinctive characteristics being:

- its situation on higher ground adjacent to the River with a distinctive timber bridge at its heart and with its major streets laid parallel to the river. Its hilltop location provides distant views to and from the town;
- its clearly defined limits, reflecting both the flood-susceptibility of the surrounding land and the lack of further developable land because of its

- location at the limits of navigability of the River; the town's wide, quality commercial street gives it a distinctive district centre look and status;
- its physical "intimacy" which relates directly to: the relative narrowness of the streets; the relative length of street blocks between side streets, and, the relative comparison of the subdivision pattern. The intimate feel of the streets is heightened by avenues of Brush Box trees. It is heightened by the relative narrowness of the combination of topography, built features and approach roads, which all serve to make the last section of all approaches, slow-paced;
- the older buildings (pre - 1870) are generally sited close to (or on), street boundaries and it is these buildings which therefore provide the towns street blocks with their individual "reference" scale and form;
- its residential area being located behind its single main street commercial precinct, the residential area thus generally being forced to turn its back on the river;
- its formal, regular layout.



Older buildings in Morpeth are generally sited close to the street

Landscape and Streetscape

The landscape and streetscape of Morpeth is notable for:

- its range of landscapes and landscape /streetscape elements, including: the fig trees along the approaches from Maitland and Duckenfield and in Morpeth Park; the Brush Box trees in High Street; the palms and pine trees within the grounds of significant buildings and; the hedges and fruit trees in many earlier domestic gardens;
- its uncommon and distinctive pattern of street allotments were different from the government town standards of the time; a skilful adaptation of the standard dimensions for government towns to the topography, following the principles underlying the planning of towns in the colony. A key factor in the plan is the location of the church at the top of the ridge, within clear view of

Closebourne, at the end of High Street and visible from many parts of the town. High Street is close to the top of the ridge, and James Street is at the top of the rise. The allotments between Swan Street and High Street are greater in depth than those between High Street and James Street.

- the distinctive high-quality stone kerbing (denoting the extent of development in the 19th century), is distinctive for a small 19th century town, giving lie to its regional significance as a commercial centre.
- its low-intensity, small scale development, with no building exceeding 3 storeys in height. As well as providing for a consistent scale of streetscape within the main shopping/ commercial precinct, this low scale ensures that all public spaces and thoroughfares are sunny and open.
- Its setting on the river, symbolised by the well known landmark of Morpeth Bridge and remaining wharf archaeological remains.



The history of Morpeth and its aesthetic charm are closely linked to its river setting

More About Morpeth's Layout

Morpeth has a grid layout of three major streets with lanes between, and five minor cross streets. The dimensions of the major streets, distances between intersections (longer than usual 10 chains), and depth of the allotments, are significantly different from the standard dimensions. It is likely that the concept for the layout evolved from the time of the first sale, in 1834 up to 1840 from which date a plan survives which shows the whole of the town as it is now. If EC Close had relinquished the land to the government rather than retaining the land himself, a very different town

would have resulted, probably more like East Maitland in layout and including more land, as it is likely that the government might have held more auctions.

The main streets are:

- Swan Street (88 ft 5 in); High Street (86ft 6 in); James Street (77ft 10in) and two lanes (33ft) providing rear access between them, and five cross streets (each 66ft).
- There is a predominance of detached dwellings, with a few wide lots remaining and reflecting the large lot size (2 chain wide(120ft/38.22m) of the original pattern).

Buildings

There are a variety of building types and ages which together reflect some of the themes of history in Morpeth. Buildings which house major services within the town - the Post Office, former Courthouse, former Railway Station and CBC Bank, remain as landmarks, complemented by modest houses, churches, and schools.

Morpeth is outstanding among small towns in the Hunter for the number of town uses and facilities housed in buildings of architectural and historic interest.

The pattern and age of houses broadly reflects the development of the town; there are house styles of all types and ages, with pre 1868 buildings, close to the alignment, making a notable contribution and distinguishing Morpeth from other towns in the region.

A variety of buildings in age and style, exist from the 19th and 20th centuries. Whilst houses built since 1950 are more than half the stock of dwellings, the older houses remain prominent in the townscape in every area of the town. New buildings, through their numbers, are an obvious component of the town's character, but are generally sympathetic in form and scale to the older buildings.

In general, the buildings of Morpeth can be divided according to use and form, as follows:

Community Buildings	Churches, Halls, Clubs, sporting facilities
Public Buildings	Courthouse, Police Station, Post Offices, etc
Commercial Buildings	Hotels, shops
Industrial Buildings	Generally large in scale
Domestic and Backyard uses	Sheds and garages, former stables
Houses	And other domestic buildings

Community Buildings

Surviving community buildings include the Grandstand c1890 - a fine example of a small scale grandstand and the Morpeth School of Arts.

Public Buildings

Morpeth has a fine collection of public buildings built to accommodate uses needed in towns and commercial buildings, reflecting its 19th century origins. Buildings from major government uses remain, and together these are good examples of the work of the colonial government architects, and comparable to buildings of the same use built in other prestigious towns.



Designed by Mortimer Lewis, Junior Morpeth Courthouse is a fine example of the work of Colonial Government design.

Commercial Buildings

The commercial area focussed on the western end of Swan Street. Within this area there is considerable diversity in building form and age, including several houses – mostly 20th Century, and buildings for commercial or public purposes also including dwellings or other quarters.

Four types of shop are evident in Morpeth:

- the large store or emporium - Campbell's Store, cnr Tank Street, c1850.
- shop with dwelling above (two or three storey), usually brick construction.
- shop with dwelling at side or rear, single storey (examples in timber)
- house with shop as a projecting bay at front.

Many retail and commercial buildings remain from the mid 19th century. With the exception of a couple of vacant shops in High Street, the remainder are in Swan Street, principally in one block, between Tank Street and Northumberland Street. Most of these buildings were built as shops and dwellings, but are now used only as shops.

Of the 19th century hotels, two remain as hotels and a third is a dwelling. Taylor's Bond Store, in Swan Street, at the north-east corner of Northumberland Street, has been converted to terrace houses.



The group of shops on Swan Street are considered to be the most significant group of pre 1880 retail buildings in the Hunter Region.

The oldest houses are sited close to the street and close to the ground (due to construction and build-up of earth) - they are simple in form.

The hotels that remain are two storey with post supported verandahs, and have been adapted by various additions and modifications to present needs.

Most of the older shops in Swan Street were built in the period 1850-1880. Many of the buildings were constructed pre 1868 that is, during the period when Morpeth was a major port in the 1850s and 1860s. Together, these shops - particularly Campbell's Store and the three storey shops and dwellings - are the most significant group of retail buildings pre 1880 in the Hunter Region. Individual buildings of the same period exist in other towns, but there are no comparable groups that make such a major contribution to the streetscape.

Industrial Buildings and Sheds

There are several large industrial buildings which occupy the land in Swan Street. Throughout the town, there are also many large sheds of various shapes and built for various purposes, including stables and industries.

Like the large industrial buildings, these add to the visual appeal and historic authenticity of Morpeth.

An area of industrial buildings and uses is located alongside the river; a legacy and reminder of past function as a river port, with rail access, of which substantial evidence remains in the formation for the track, retaining walls and tree planting. There are also sheds built for light industrial or rural purposes within the predominantly residential area.

Residential Buildings

Morpeth contains dwellings from all periods from the 1840s onwards which greatly outnumber all the other building types.

The residential area has a legacy of wide allotments, with detached single-storey houses the most common form of dwelling. There are some semi-detached dwellings (or pairs) mostly from mid 19th Century, which are single-storey and sited close to the front boundary. The few two-storey houses are modest in scale. Large historic residences (Kiora, Marlborough) retain their expansive garden setting.

Morpeth did not have any style distinctive from those in other towns in the locality, but the circumstances of the town have kept an outstanding number of pre 1870 buildings unrivalled in the Hunter Region.

The most predominant type is the house with four room core, with variation in verandah, kitchen; bathroom, and other construction from earliest times up to the 1920s.

1.2 Statement of Significance

Morpeth is of State Significance:

- For its role in the pattern of NSW's cultural history: As the major river port town in the European settlement and development of the Hunter region in the 19th Century.
- For demonstrating a high degree of creative or technical achievement in NSW: As a privately founded town whose layout is a skilful adaptation of the standards for government towns to the circumstances of the site, and the requirements of its founder, who lived alongside and whose family continued to own much land in the town and its surrounding area until 1920.
- For its uncommon and endangered aspects of NSW's cultural history: As a town with a large collection of buildings and works from the 19th Century, many pre 1868, compared with other similar sized and aged towns; and which provides comprehensive evidence of architectural standards and building techniques, which are now relatively rare in the state.

As a town with extensive archaeological evidence with potential to yield information that will contribute to an understanding of NSW's cultural history; in particular of the river port and associated works and structures currently in an endangered condition; and

As a private town where the founder lived alongside and whose family

continued to have an impact on the town and its development for almost 90 years after its founding.

Morpeth is of Regional Significance:

- For its uncommon evidence of the impacts of European settlement on the natural character of the landscape: activities of early settlement (such as tree clearing) where a factor in floods that made major changes to the course of the Hunter River at Morpeth, leaving large off cuts and lagoons.
- For its strong and special association with its local community which has shown its appreciation of Morpeth's history, heritage and character, including its scenic qualities of the relationship between a riverside town and the surrounding rural area.
- For demonstrating the range and variety of dwelling types occurring in towns from 1830s to the present, with intact dwellings, mostly detached and single-storey, from every period of its development.
- As an uncommon example of a town whose road layout and extent has changed little since the mid 19th century and has developed and maintained a clear edge and distinctive form in its rural setting.

Morpeth is of Local Significance

- As a town that demonstrates its history through tangible evidence in its current built form.
- As a major tourist destination, creating greater public awareness of the heritage significance of the Maitland area generally.

1.3 Conservation Policies

Precincts

Morpeth has retained its original town plan dating to c1840, comprising of three primary streets running parallel to the river and six primary cross streets. The traditional grid layout has provided easily defined areas of built types and land use within the township itself. These areas have distinct characteristics that contribute as a whole to the character of Morpeth and can generally be described as precincts.

In this regard, Morpeth can be divided into four precincts of unique character:

Commercial Precinct

the shopping and business area of Swan Street.

Residential Precinct

the areas of the town that are predominantly residential in nature (with some community uses in High Street).

Industrial Precinct

the industrial area of eastern Swan Street.

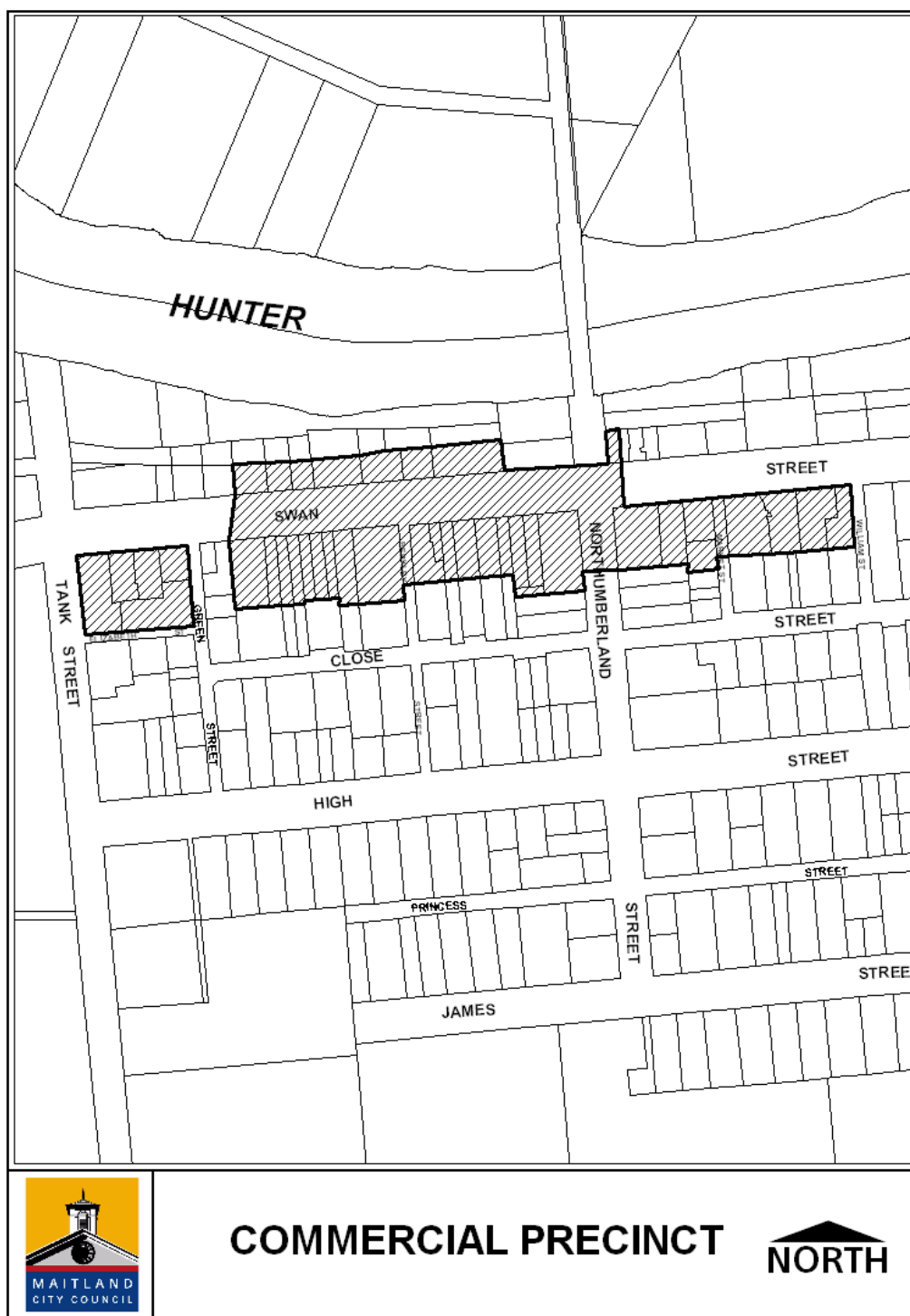
Rural Outskirts Precinct

the surrounding rural plains, including the Morpeth Common and the riverside

The nature of land uses and specific characteristics within each precinct further defines the character of the town and its built form. These unique characteristics can inform new development and provide a guide to streetscape form and scale at this local level.

Commercial Precinct

The Commercial Precinct is contained within the western section of Swan Street predominantly between Tank Street and Northumberland Street.



Within this area there is considerable diversity in building form and age, including some housing. However the specific character of this precinct is defined by the established row of shops and dwellings along the southern side of Swan Street of two and three storey (attic style) buildings. Together, these shops - particularly Campbell's Store and the three storey shops and dwellings - are the most significant group of retail buildings pre 1880 in the Hunter Region. Individual buildings of the same period exist in other towns, but there are no comparable groups that make such a major contribution to the streetscape.

The northern side of Swan Street by comparison is characterised by predominantly freestanding single two storey buildings. This northern side of Swan Street due to the placement of freestanding buildings maintains defined view corridors to the Hunter River and the rural plains beyond.

Building Design Requirements

Aims:

- To maintain the existing overall form, character and diversity of buildings in Swan Street and to ensure heritage authenticity.
- To encourage small scale, high quality specialty business.
- To allow new development provided it does not adversely impact on the visibility and appreciation of the historical buildings and pattern of development.
- To maintain existing view corridors to and from Swan Street to the river and surrounding area.

Requirements:

1. Further expansion of the B2 Local Centre Zone into existing residential zones is not supported.
2. There should be no new awnings or verandahs constructed across the footpath along Swan Street, apart from reconstructing a historic front facade to an existing building to its original form based on documentary evidence. Any major reconstruction will require the services of a conservation architect.
3. Houses and buildings constructed as houses should be retained.
4. New buildings in Swan Street to be separate (not attached) to existing buildings.
5. Development at the rear of existing buildings may be attached to the existing building or built as a pavilion structure.
6. Any new commercial development to provide on-site car parking. Land zoned R1 General Residential fronting Close Street at the rear of Swan Street commercial properties to be retained for service access and parking, and screened accordingly.
7. Traditional building forms should be retained. Buildings with upper levels over parking or service areas are not appropriate where visible from the street or a public place.

8. New buildings should maintain setbacks of existing buildings on site, or be set back on vacant sites to avoid diminishing the visual impact of adjoining or nearby heritage buildings.
9. The maximum height of buildings between Tank and Northumberland Street is to be two storeys. West of Northumberland Street generally one storey, with one and a half storeys or two storey only at the rear of the building.
10. A Statement of Heritage Impact prepared by a suitably qualified heritage architect will be required for any new building proposed within the Commercial precinct.
11. The lower scale contributory single storey buildings on the northern side of Swan Street should generally be retained as single storey.
12. Plantings over 1.5m within identified view corridors are not appropriate.



Verandahs across footpaths should be constructed only where documentary evidence exists as to their original design.



Land fronting Close Street at the rear of Swan Street commercial properties to be retained for service access and parking.



Sympathetic building forms and modern, but simple detailing have been used in this commercial development



Gaps between buildings to rural surrounds should be maintained.

Shopfront Requirements

Aims:

- To retain shopfronts which contribute to the heritage significance of the building and surrounding area.
- To ensure that new shopfronts complement the significance and character of the existing building and surrounding area.

Requirements:

1. Original shopfronts should be retained.
2. Where the original shopfront has been removed and replaced by an unsympathetic alteration, the reinstatement of earlier styles of shopfront in harmony with the overall building character is desirable.
3. Timber framed shopfronts will generally be required for any new developments.

Signage Requirements

Aim:

- To ensure that signage respects and enhances the amenity of the precinct.

Requirements:

General

1. The scale, type, design, location, materials, colour, style of any sign should be compatible with the design and character of the building and should not intrude on the visual qualities of the streetscape.
2. Above awning signs will generally not be permitted.
3. Business identification signs will be limited to one sign per street elevation.
4. Advertising signage is not permissible within the commercial zone.
5. Internally illuminated or fluorescent signage is not acceptable.
6. Appropriate positions for business identification signs include signwriting on the verandah fascia board and sympathetically sized and shaped signs suspended below the awning.

Colour

7. Colours used in signage should be sympathetic to the surrounding area and be related to the colours of the building.
8. The use of entire glazed shopfronts for temporary notices is not considered appropriate, nor is the use of temporary fluorescent sign writing.
9. The use of bright corporate colours and sign designs, which are not related to the architecture or character of the precinct and building are not appropriate.

Lettering Styles

10. Traditional styles of lettering can be interpreted for modern buildings such as the use of raised lettering or traditional styles such as Clarendon, Ionic, Tuscan, Modern and Fat. (See Over)

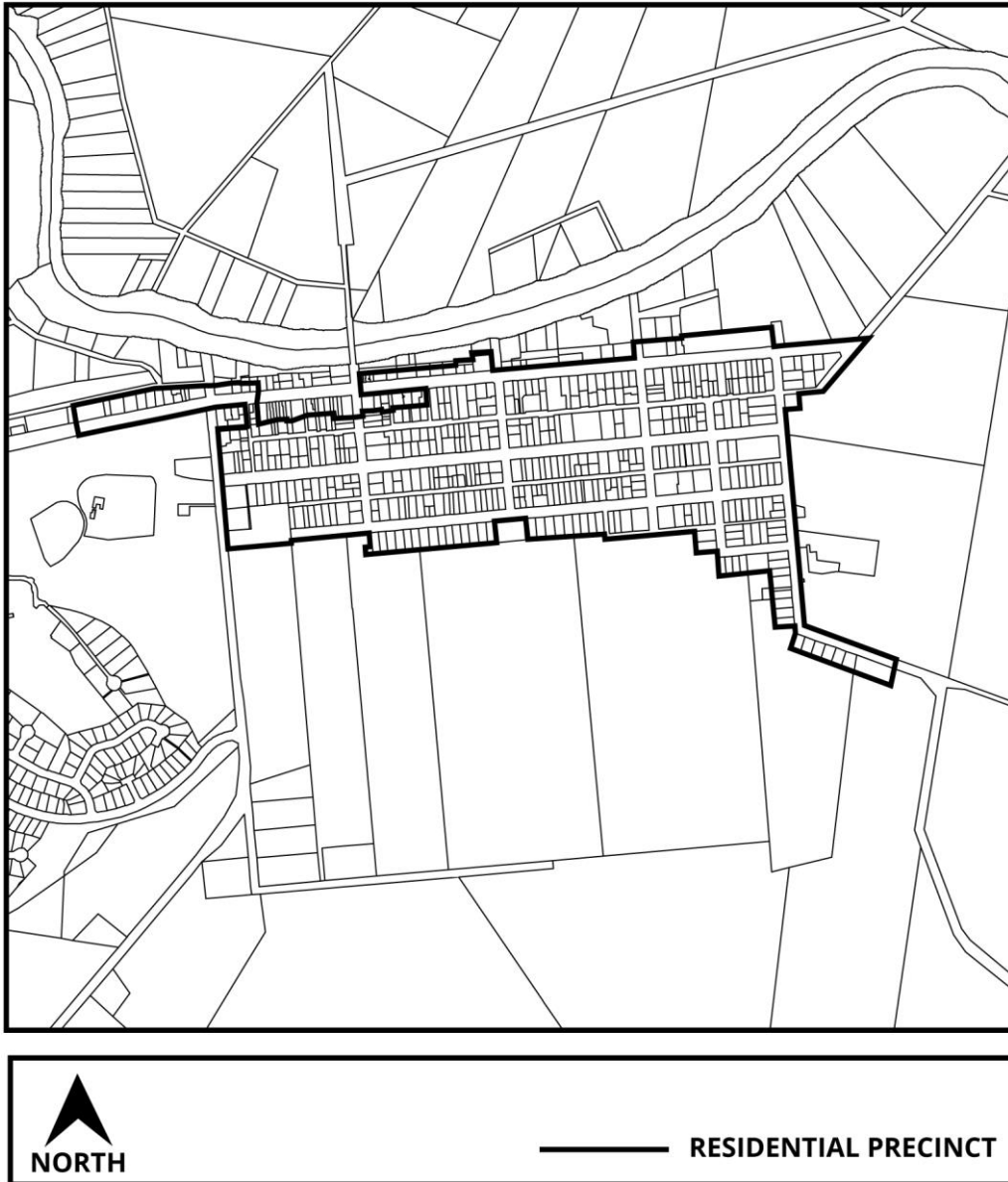
ABCDEFGHIJK
ABCDEFGHIJKL
BCDEFGHIJKL
ABCDEFGHIJKLM
BCDEFGH
UVWXYZ
BCDEFGHIJK

Original Signs

11. Early signage has cultural value and should be retained and conserved.

Residential Precinct

The Residential Precinct occupies the remaining streets of the township between Tank and Edward Street, the Hunter River and James Street with the exception of the commercial and industrial precincts. This land is zoned for residential purposes and forms the largest precinct within the township of Morpeth.



The specific character of this residential precinct is defined by single storey detached dwellings of various ages. A small number of attached dwellings (less than 5%) and two storey buildings also exist within the residential area, along with large historic residences that retain their expansive garden settings. Residential allotment sizes vary through the township. Those established around Swan Street consist of small allotments compared to the wider frontage allotments created on the edges of the township along James Street.

Some diversity in building style exists in the form of a series of churches and associated community buildings that are located within this precinct. These buildings in general maintain surrounding yards and gardens associated with their community use as gathering spaces and provide a spacious amenity to this residential precinct.

The specific characteristics of this precinct can be summarised by the following:

- Single storey small detached dwellings located relatively close to the street and ground.
- Wide streets and wide allotments with narrow rear lanes.
- Domestic outbuildings, such as sheds and carports, that are located in rear corners of the yard separate from the dwelling and typically freestanding buildings.

General Design Requirements

Aim:

- To maintain the single storey and detached nature of development within the residential area.

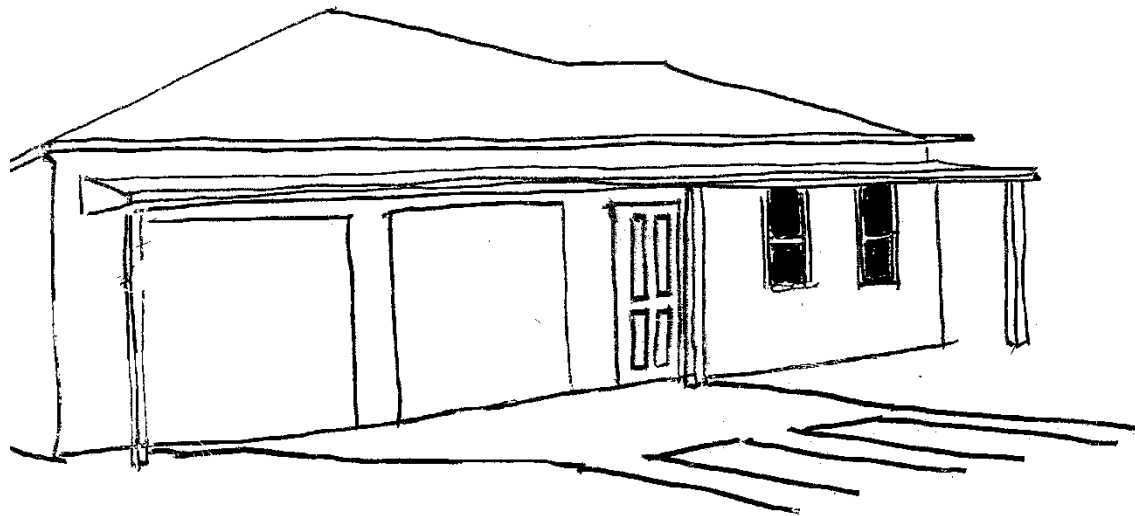
Requirements:

1. New development in residential areas should be single storey.
2. Two storeys may be permitted on steep sites e.g. Morpeth Road, providing the building is only single storey at the road frontage.
3. Additional floor area in dwellings may be accommodated within the roof space providing the overall roof height and pitch is in keeping with surrounding structures. Dormer windows should be positioned on the side or rear elevations.



*Dormer windows should be located to the rear of new development.
Dormer windows to street elevations will generally not be acceptable.*

4. The architectural style of new development should respond to typical characteristics of existing buildings in the vicinity in the choice of materials, size, roof form and pitch and site planning.
5. Garage openings should not form part of the main street elevation of the building. If connected to the main dwelling, openings should be substantially setback from the front building line (i.e. 5m) or be connected to the rear of the building.



New buildings with garage openings to the street are not considered to be appropriate



This new cottage maintained the scale of residential buildings in the vicinity of the site

6. Important view corridors to the river and rural surrounds should be maintained.
7. No development is to obstruct view corridors as identified on the View Corridors - Map A (Morpeth).
8. Project homes (single and two storey) will generally not be appropriate in the Morpeth Conservation Area. If proposed, major changes such as the relocation of garages from front elevations, change in roof pitch, change in window style and arrangement are likely to be required.

Alterations and Additions

Aim:

- To respect the traditional heritage form and character of historic buildings.

Requirements:

Attic additions and scale

1. Additions to be generally limited to single storey. Attic rooms, or two storey additions constructed as a distinct form behind a building may be allowed provided they do not adversely impact upon the form of the existing building, streetscape or amenity of neighbouring properties.
2. Attic spaces may be allowed in existing buildings, but only within the existing roof form without alteration to the roof pitch. Dormers or skylights must be in scale with the roof and be located on the rear elevation or on other elevations where they can be demonstrated to be sympathetic.

Setbacks

3. Alterations and additions should retain gaps between buildings or adjoining allotments alongside boundaries with the aim of maintaining existing views to other parts of town and particularly to rural surrounds where these views exist. Setback requirements as identified elsewhere in this document.
4. Additions should not be located in front of the existing building line.

Style

5. Alterations to heritage buildings should employ traditional construction methods appropriate to the era of the building.
6. Alterations and additions to contemporary buildings should employ simple contemporary design, not the reproduction of historical detail.
7. Alterations or additions visible from public spaces should be generally consistent with the character of the existing building, while not necessarily reproducing historical detail.

Recladding and Rendering

8. The recladding of existing timber weatherboard buildings with any material other than timber weatherboards is not encouraged. Face brickwork should remain unpainted and unrendered

Verandahs

9. Alterations to the front façade (including verandah additions or similar) should be in the style of the existing building, or be reconstructed to an earlier known form.
10. Original verandahs which extend across the front elevation of the building only should generally not be returned along the side elevation.



Victorian Cottage with front verandah



The extension of a verandah on federation buildings such as this may be appropriate, however a verandah return around buildings of a strongly symmetrical character such as the Victoria cottage above will detract from its character and authenticity.

Setbacks

Aim:

- To retain the prominence of historic and contributory buildings, and the historic pattern of residential development in Morpeth.

Requirements:

1. New buildings including garages and carports should not obstruct streetscape views or be set forward of buildings constructed before 1949.
2. New buildings should be set back a distance equal to the greater setback of adjoining structures (the distance measured to the front building line) where these do not predate 1949.
3. Increased setbacks may be required where necessary to maintain the prominence of a significant heritage item or building constructed pre 1949.
4. Where there are no adjoining structures, in Close and Princess Streets, the setback is to be no less than 3 metres, in Green, Berkeley, Elizabeth, Ann, Market and William Streets the setback is to be a minimum of 2 metres, and all remaining streets the setback shall be 6 metres. The setback requirements apply to all residential buildings.
5. Garages, carports and sheds are required to be set back a minimum of 5 metres from the front or rear boundary (where a property has dual frontages).
6. If a building is demolished, any new building must comply with the above setback standards.
7. In the residential area, side setbacks are to be the standard 900mm minimum on one side, but increased to 2.5 - 3.5m minimum on the other to maintain views between buildings and low density characteristics.

Close Street

8. A 1.5m footpath width measured from the kerb to the property boundary shall be retained on both sides of Close Street with the exception of sites where public utilities are located within the former road widening reserve.
9. All utilities shall be retained within the road reserve.
10. Setback requirements for Close Street will be calculated on the basis of the setback of adjoining existing buildings. Where buildings on both adjoining boundaries have been setback to allow for former road, new buildings should generally be set back the same distance.
11. Where there are no adjoining buildings, the minimum setback of 3m shall be measured from a point 4m from the kerb line.
12. New buildings shall not be set forward of any pre 1949 building.
13. Fencing along Close Street shall be restricted to suitably designed front fences to 1.2m height or timber paling fences to 1.8m height.
14. Special consideration will be given to boundary treatments on all corner sites. The height of fencing and vegetation shall be restricted to a height of 900mm, and be of an open nature.

Dual Occupancies and Multi Dwelling Housing

Aim:

- To maintain the detached house as the principal residential form in Morpeth and the existing density characteristics of the township.

Requirements:

1. The detached house should be maintained as the principal residential form in Morpeth. Dual occupancies and multi dwelling housing are therefore not considered appropriate on lots with frontages to main streets (ie Swan, High, Tank, Northumberland, Robert, George, Edward).
2. Dual occupancy development will only be considered in the following circumstances:
 - Where applicable, the dual occupancy includes an existing residence fronting a main street;
 - Where the total site coverage is no more than 50 % of the site area;
 - Where the side and front setback requirements identified in this plan are maintained;
 - Where new development is not located on main streets including Swan, High, Tank, Northumberland, Robert, George and Edward Streets.
 - If access is provided from secondary lanes;
 - Dual occupancies of a suitable design may be considered on corner blocks where proposals meet the identified requirements.
3. In areas where dual occupancy development will be considered, appropriate forms include:
 - New development at the rear of existing buildings;
 - A single building mass to the street frontage, with detached garages to the rear or side of a building;
 - Building running back from the street with a shared driveway along one side providing access to the second residence fronting a main street (where there is no existing driveway crossing).
4. Inappropriate forms include:
 - A complex dominated by a central double garage or carport and driveway;
 - A repetitive form of more than 2 units along the street frontage, such as terraces or townhouses.

Fencing

Aim:

- To ensure that fences of heritage significance are retained and that new fences are compatible with the building and the street.



Plain timber picket fencing

Requirements:

- Existing fences which contribute to the character of the area or are original to the site should be retained and repaired where necessary.
- New fences should be in a style and materials consistent with the design of the building. Fence types could include:
 - plain timber pickets (painted) 1840-1925;
 - simple mild steel rod palisade using flat steel bar rails 1860 – 1900;
 - chain link galvanised wire mesh, woven wire (not plastic coated) or steel ribbon 1900-1925;
 - hedges behind a picket or palisade fence 1860 – 1900, or in isolation 1900-1925.
- New front fencing should not exceed 1200mm in height. Side and rear boundary fencing should not exceed 1800mm in height.
- Side fences forward of the building line, and fences to the rear or side lanes or streets should be in traditional materials (ie timber paling or corrugated iron – not cliplock, colorbond or similar).
- Side fences behind the building line where they do not face onto a street or public space may be in other materials, although timber paling fences are recommended.
- Timber paling fences using steel posts in concrete footings are considered to be acceptable and will assist in minimising maintenance requirements.



Hedge fencing



Simple picket fencing to a c1940's building

Garages, Carports and Sheds

Aim:

- To ensure that new garages, sheds, carports and other outbuildings are not dominant within the streetscape and complement existing buildings.

Requirements:

1. Garages, sheds and double carports should preferably be detached from the main building, located behind the rear primary building line and should not imitate detail contained on the main building (i.e. through the addition of finials or ornate timber fretwork).
2. Where attached to the main building, garages should be recessed from the main elevation (i.e. 5m) or located behind the dwelling.
3. Single detached carports may be located behind the front building line providing they are of a suitable design including timber construction with a roof pitch above 25 degrees. Other options may be considered if the above is inappropriate to the style of the building.
4. A roof pitch above 25 degrees will generally be required for carports, sheds and garages.
5. Triple door garages are not acceptable in any location visible from the street or a public place.
6. Where visible from the street, external cladding of garages should generally be consistent with that of the principal building on the site, or be of horizontal timber weatherboard construction.
7. All sheds and garages shall generally be single storey. The addition of storage attic areas above garages, carports or other outbuildings shall only be considered when roof window openings are not visible from the street.
8. Habitable space within a roof area will generally not be acceptable due to the substantial increase in required height and scale.
9. The scale and form of a garage or shed shall not dominate that of the principal residence or building, or adjoining structures.



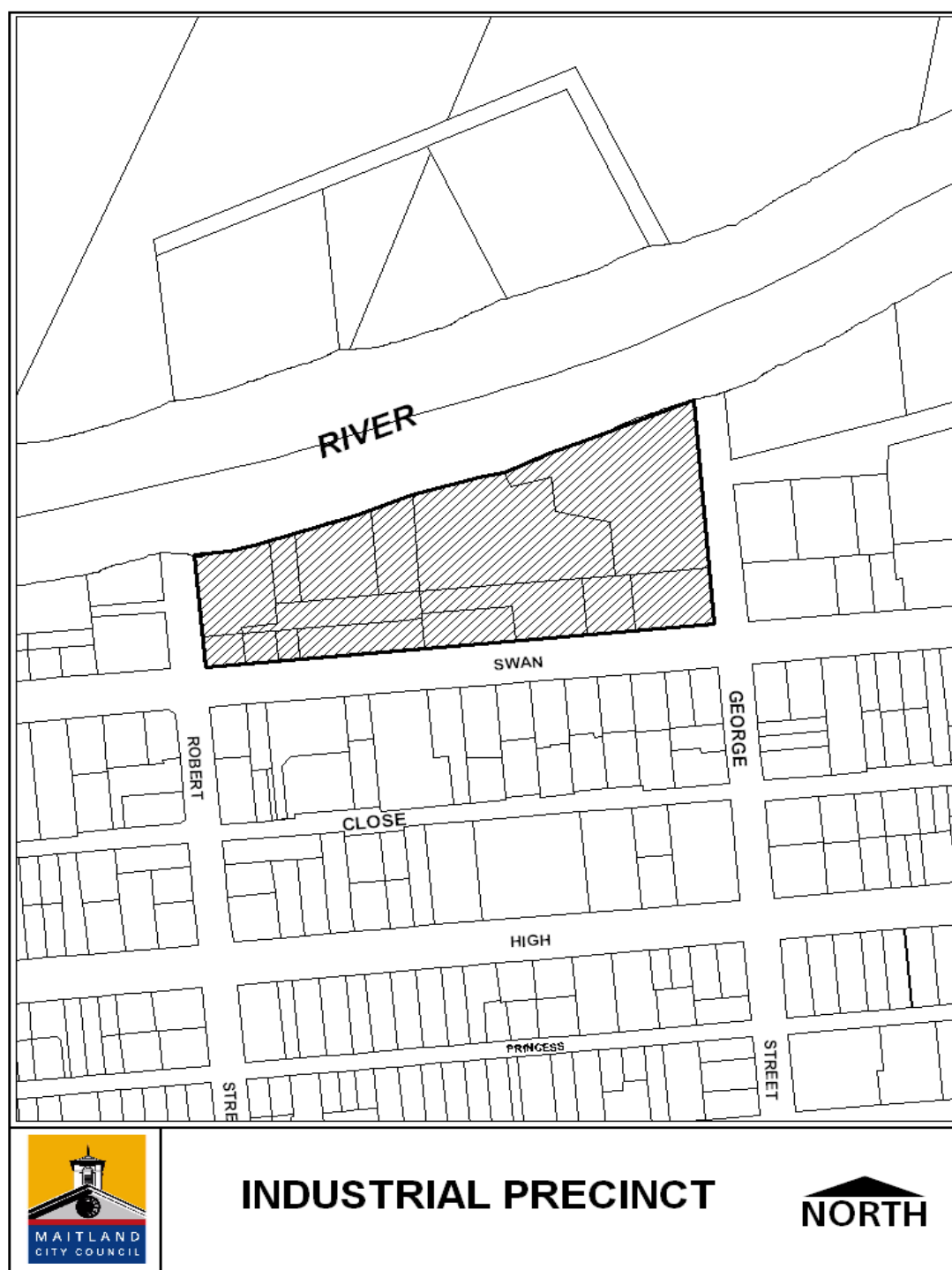
Double garage behind the rear building line of a residence



Double carports or garages should be located behind the main building line, and be constructed of materials consistent with the main house or in a timber weatherboard

Industrial Precinct

The Industrial Precinct is contained within the eastern section of Swan Street on the northern side predominantly between Robert Street and George Street. This area represents the zoned industrial land within the town however this zone is surrounded by a combination of land uses and consequently the precinct extends across Swan, Robert and George Streets to form the basis of this industrial precinct.



The specific character of this precinct is defined by the large industrial buildings located along the edge of the Hunter River associated with the town as a river port and the Morpeth railway line. Consisting of a combination of building forms these industrial sheds are constructed in both metal sheeting and timber. Located within this precinct is a single block of buildings on the northern side of Swan Street which define this eastern end of the township with a strong built edge along the street boundary. The industrial precinct provides a tangible record of the manufacturing industries associated with the river port of Morpeth. The specific physical characteristics of this precinct can be summarised by the following:

- Limited vegetation within the precinct, including along the riverbank.
- Large scale, single pitched roof buildings of consistent building materials such as iron and timber with minimal openings in the form of windows and/or doors.
- Located along the riverbank as frontage to the site was the river rather than Swan Street.
- Landmark fig tree plantings fronting Swan Street.

Aim:

- Maintain the local industries established within this precinct and the existing buildings associated with their operation as a local industry and service area.
- Maintain the prominence of the industrial heritage buildings within the townscape.
- Upgrade levee bank riverside appearance of precinct, along with a physical link to rail line, with additional landscaping and maintenance works.

Requirements:

1. The existing industrial zonings and allowable uses should be retained.
2. New uses of an industrial or commercial nature may be considered by Council where they suit the size of the buildings and do not require major external alterations.
3. Tourist uses within these areas are not considered appropriate.



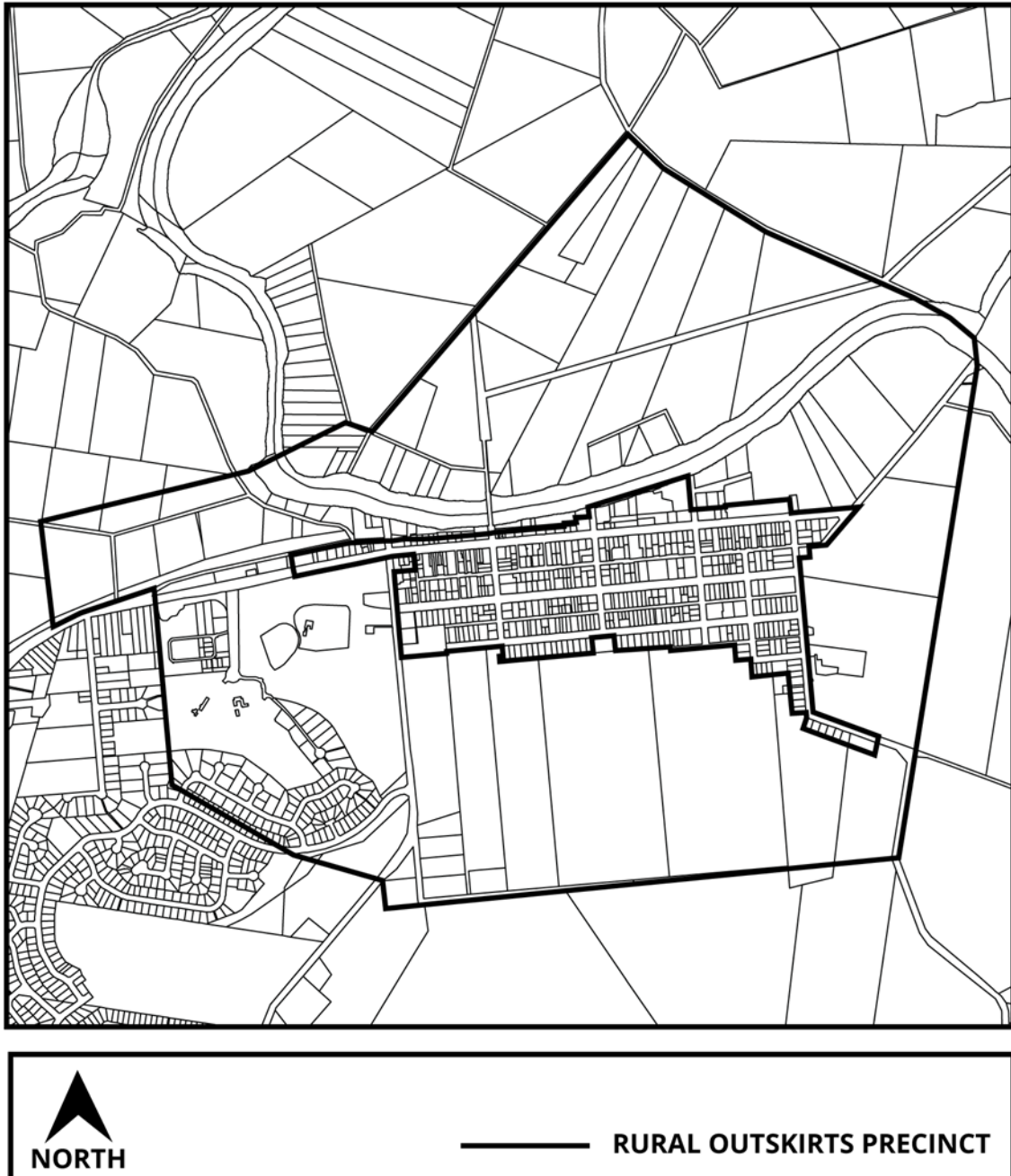
This industrial area provides streetscape amenity through significant avenue plantings



Industrial zoned areas in the Morpeth township should be retained

Rural Outskirts Precinct

The Rural Outskirts Precinct contains the Morpeth Common and sports ground as a recreational space and the rural plains that surround the township of Morpeth. This land is zoned a combination of rural and recreational and defines the edge of the town as located on a natural ridge above the river and surrounding flood prone land.



The specific character of this precinct is defined by its open rural nature that supports predominantly open pasture. The only buildings associated with this land are isolated barns and rural dwellings and those associated with the Morpeth Sportsground in the form of the grandstand and adjacent Morpeth Bowling Club.

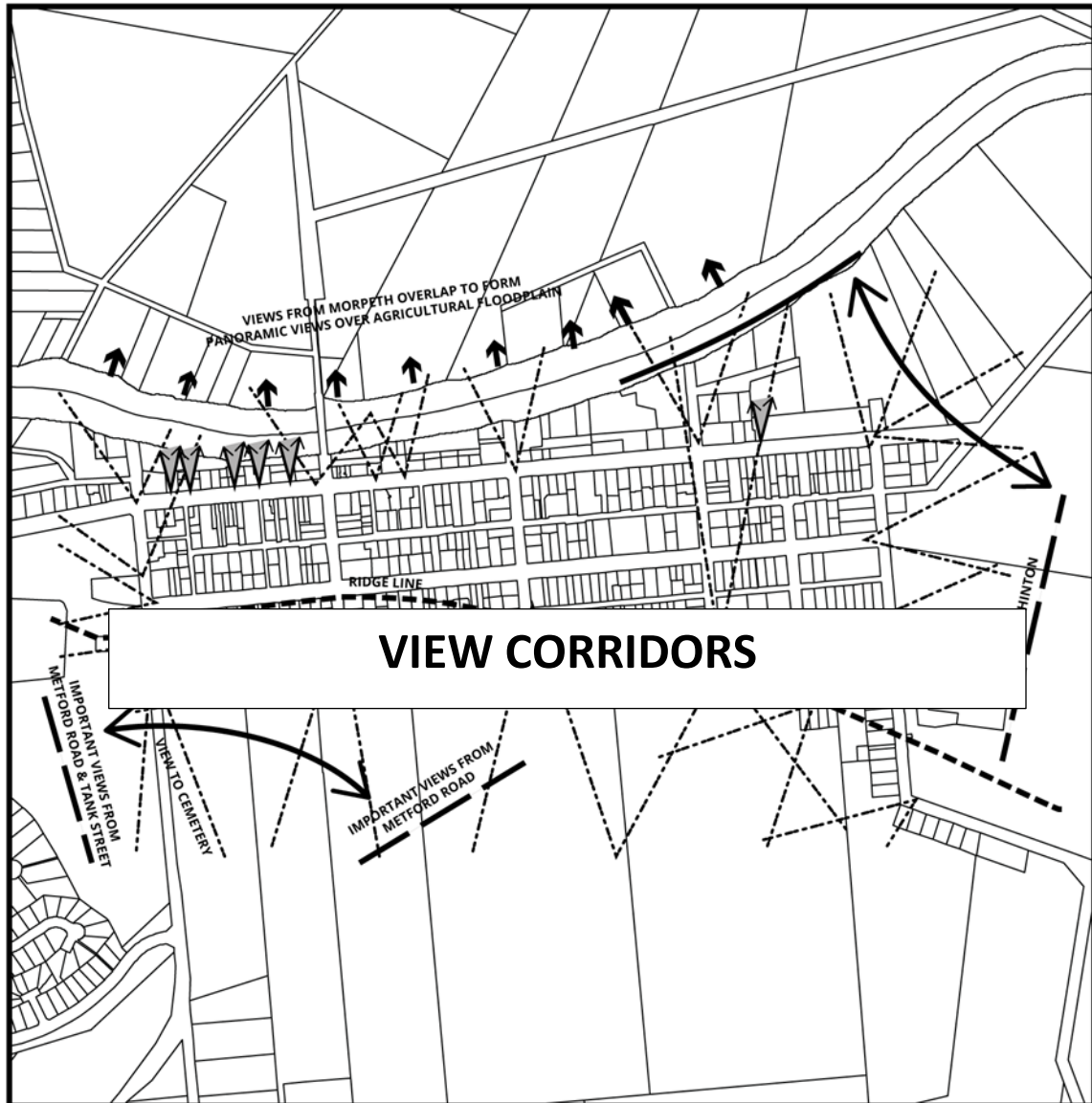
This rural land provides views to and from Morpeth of the surrounding plains, the Hunter River and the hilltop township of Morpeth as viewed from the entry roads into the town.

The specific characteristics of this precinct can be summarised by the following:

- Rural surrounds which features barns and farm houses and evidence of floods.
- Open farming plains that provide clear views to the township of Morpeth from surrounding areas.
- Incorporates the floodplains and meandering Hunter River.
- Rural approaches to the Morpeth township with landmark transition Avenue plantings at Morpeth Road (Fig Tree Hill) and Duckenfield Road.

Views

Morpeth is elevated above surrounding agricultural land and river flats and has a very strong connection to these rural surrounds. Views along streets, gaps between buildings and open land at the axis of streets are of particular significance. Significant views and view corridors have been identified on the map below.



VIEW CORRIDORS

Views from within Township to Rural Surrounds

Aim:

The relationship between the town and the rural surrounds should be maintained through the protection of these significant view corridors.

Requirements:

- 1 Views identified on the View Corridors – Map A (Morpeth) are protected as view corridors within which there should be no new development.
- 2 Where view corridors are identified between buildings along Swan Street, these gaps should be maintained and not obstructed by new development.
- 3 There should be no building work or tall plantings undertaken at street intersections where existing rural views would be interrupted.



View corridors between buildings are important to retain



View north from Tank Street



View from Fig Tree Hill



The axis of streets should not be obstructed by new development

Views Toward the Town from Approach Roads and Outlying Areas

Aim:

To maintain the setting of the village within an open rural landscape.

Requirements:

1. There should be no non-rural (ie residential or commercial) development on surrounding rural and vacant land. Areas directly adjoining the urban township are affected by this policy and include, but are not limited to the vacant land on the corner of Tank and Close Street, allotments on the southern edge of the town ship, allotments to the east of Edward Street, and holdings on the northern side of the River.
2. Reference should be made to the View Corridors - Map A (Morpeth) showing view corridors towards the town which should not be obstructed by new development.
3. Planting and enhancement of the 'green belt' approaches to Morpeth is encouraged.
4. The approaches to the township should remain informal in character avoiding formal footpaths along the primary access routes ie Metford Rd and Fig Tree Hill.



View from Tank Street

The approach to Morpeth along Morpeth Road



Subdivisions and Amalgamations

Aim:

To maintain the general subdivision pattern of wide lots fronting the main Streets (Swan, High and James) with vehicular access from the rear lanes (Close and Princess) and to maintain old sandstone kerb and guttering.

Requirements:

1. Where any subdivision occurs, it will generally be supported only as a Torrens Title subdivision for the purposes of a single detached residence.
2. Subdivision will generally be considered only where there is an established pattern of subdivision in the vicinity of the site and where not located in the vicinity of a heritage item or intact groupings of heritage buildings.
3. No new kerb crossings within existing sandstone kerb and gutter will be permitted, in particular on Swan, High or James Streets. Any subdivisions of allotments facing these streets will be permitted only where rear lane access to all lots can be provided and/or use existing kerb crossings.
4. Frontages to east west streets (Swan, Close, High, Princess and James) shall not be reduced to less than 15 metres, and frontages to side streets shall not be reduced to less than 40m.
5. No amalgamation of sites permitted, unless for a use of identified community benefit.



Sandstone Kerb and Guttering in High Street

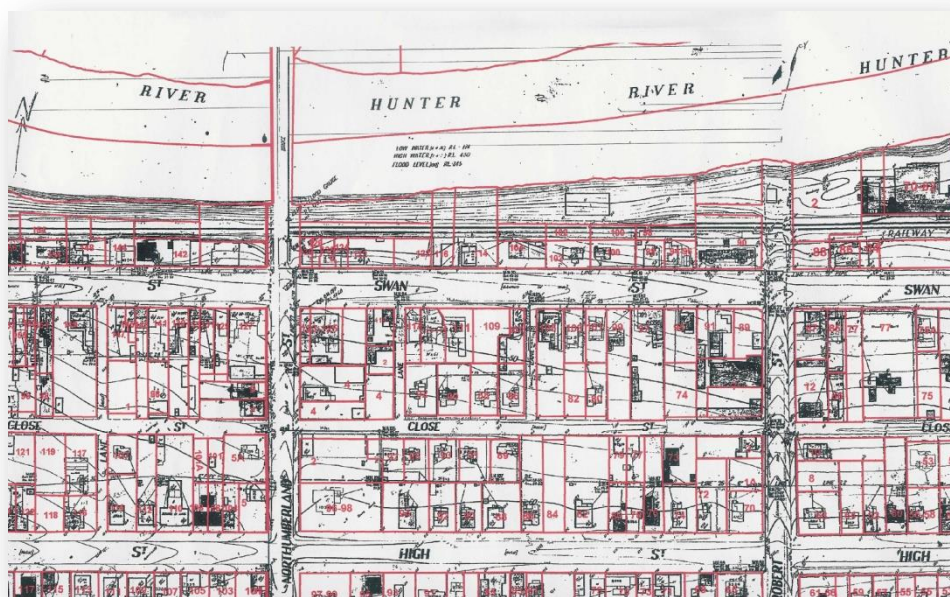
Demolition

Aim:

To retain the character of Morpeth as a collection of groups of buildings from different eras, in particular those dating from the mid to late 19th century.

Requirements:

1. Demolition of any pre 1949 structure will generally not be supported. Demolition includes partial demolition or the defacing or replacement of external materials and finishes. No demolition of a building will be permitted without development approval for the replacement structure. (Note: A reference plan showing those buildings existing in 1949 is available for viewing at Maitland City Council. The plans are also provided as Attachment 1).
2. In some cases the demolition of severely deteriorated sheds, garages or small sheds will be considered, providing the replacement building is of a suitable design, and the shed itself has no heritage value.
3. Any proposal for the demolition of a building is required to be accompanied by:
 - (a) A Statement from an engineer experienced in the assessment of heritage buildings including options for the repair and reuse of the structure where relevant; and
 - (b) A Statement of Heritage Impact from a suitably qualified heritage consultant assessing the heritage significance of the building and a heritage assessment of any replacement proposal. Detailed requirements are provided elsewhere in this document.



Excerpt from the plan showing the location of buildings pre 1949

Adaptive Re-Use of Buildings in Residential Zones

Aim:

To allow buildings constructed for non-residential uses to have viable future.

Requirements:

1. Non-residential uses will be permitted in the following structures with the possibility of using additional space on the site providing the structure and its heritage values are maintained and there are no additional negative impacts on the immediate neighbourhood:
 - Former Cinema 85 High Street;
 - Former Shop and dwelling 79 High Street;
 - Green barn 60 James Street;
 - Former Catholic School James Street;
 - Former milking shed beside 376 Morpeth road;
 - Shed Princess Street (rear of 39 High Street);
 - Morpeth Trading co 7-9 Robert Street;
 - Post Office and residence 105 Swan Street;
 - Hairdresser, former barbers shop 94 Swan Street



Former Barbers Shop at 94 Swan Street

Car Parking

Aim:

To maintain the level of visitation within the capacity of the town and to accommodate it without an adverse impact on heritage.

REQUIREMENTS:

1. Land zoned R1 General Residential fronting Close Street at the rear of Swan Street commercial properties to be retained providing service access and car parking.
2. All new commercial development should provide on site carparking.
3. Commercial premises to provide on site staff parking areas.
4. Buildings with upper levels over parking or service areas will not be permitted where visible from the street or public places.

1.4 Streetscape Policy

The design approach suggested by this study is that of authenticity and unobtrusiveness – the retention and reconstruction of authentic historic elements wherever possible, supplemented by quality but unobtrusive new elements as required.

It encourages the use of a variety of designs, including the use of one-off and/or locally crafted pieces, with consistency achieved by a restricted palette of materials, rather than the selection of a few standard pieces. It also encourages designs that respond to the layout of a particular setting rather than a set layout applied throughout the town.

Road Surfaces

The streets within Morpeth have traditionally had unformed edges. Gravel shoulders to principle streets and bitumen running to grass swale drains on minor streets characterise the town, with the exception being Swan Street where bitumen runs to the sandstone gutter.

Sandstone kerb and guttering is located along the principal streets of Morpeth that include Swan, High and Tank Streets with parts of Northumberland, Robert and Close Streets also featuring sandstone kerb and guttering and stone swale drains.

Aim:

To maintain the diversity and hierarchy of the road surfaces in Morpeth and to ensure no further loss of unformed gravel or grassed verge edges.

Requirements:

Road Surfaces

1. Retain the existing mix of road surfaces (bitumen with gravel or grassed edges) that maintain the visual emphasis on the central section of the road.
2. Existing road surfaces that presently feature bitumen shall maintain a clearance to the outer edge of the gutter and shall not extend over the surface of the gutter stones.
3. Where there is existing bitumen extended across the full width of the road, maintenance and upgrading of these road shoulders should provide a contrast with the central bitumen section in colour by the use of brown aggregate or the like, if suitable materials are available.

Road Verges

4. Extend grassed verges, use dust suppressants or use gravel mixed with concrete as potential options to dust generation and erosion problems.
5. Maintain existing road shoulders of compacted gravel and open grassed verges. Consideration may be given to bitumen finished with a concrete strip with grassed verges (i.e. King Street Lorn and parking areas at the eastern end of Swan Street Morpeth) or permeable paving where cost effective (e.g. grass rings).



Example of a grass shoulder in Morpeth

Footpaths

The footpaths within Morpeth take three forms: hard paving generally full width in the Commercial precinct of Swan Street; narrow paved paths with grass verges in adjoining streets to the Commercial precinct; and grass with small sections of formed paths in the remainder of the residential area.

Three distinct precincts are established in Morpeth and separate requirements for the construction and maintenance of foot paving exists for each.

There is diversity within the paving types in the Commercial precinct of Morpeth. The paving types include sandstone flagging, brick pavers, bitumen and concrete

with sandstone flagging. This last type is typically located adjacent to original shopfronts, identifying it as an important characteristic of this commercial area

Aim:

To ensure that the authentic, original footpath materials are retained and that standards are established for footpaths, specific to their location.

Requirements:

All Footpaths

1. Retain the existing diversity of type and location of footpaths. This identifies their hierarchy in the Morpeth streetscape.
2. Footpaths to only be replaced when their condition requires reconstruction. When replacing footpaths either repair original, sympathetic surface; if not possible, reconstruct path to an earlier known form; or if not known, replace with new path using the Morpeth Footpath mix.
3. Original sandstone flagging is to be retained in situ wherever possible. Minimal replacement work should only be undertaken where it will improve safety or rectify poor work.
4. Bitumen is to be removed from sandstone where possible, as part of ongoing maintenance and restoration works.
5. New sandstone flagging shall only be laid in areas where it can be shown to have previously existed.
6. All new footpath paving shall consist of unadorned concrete made from a Morpeth Footpath Mix, except where noted.

Commercial Precinct Footpaths

7. In Swan Street, full width footpaths are only to be constructed where the adjoining building presently supports an awning or verandah that extends fully across the width of the footpath.
8. On the southern side of Swan Street where no awnings or verandahs exist across the footpath, paving shall be maintained to a central area of between 1500mm – 1800mm, with grass verges to either side of the central path.



Sandstone flagging of commercial footpaths

Residential Precinct Footpaths

9. Regarded grassed verges shall be maintained as the predominant footpath for residential streets, particularly in High Street.
10. New footpaths may be provided where demand can be shown due to pedestrian volume (visible tracks), water problems, erosion or the interpretation of the heritage character. These footpaths shall be minimal in width and shall maintain grassed nature strips at their sides.
11. Driveways should provide a minimal use of hard paving, consisting of unadorned concrete and paired wheel strips across the footpath area. Infill areas between wheel strips shall be confined to private property and shall consist of soft landscaping such as turf, grass rings or gravel.



Residential footpath with grassed verges

Outskirts Precinct Footpaths

12. Paved footpaths may be provided where demand can be shown due to pedestrian volume, water problems, erosion and the interpretation of heritage

character. These footpaths shall be minimal in width and shall only consist of compacted gravel surfaces.



Compacted gravel footpath in Swan Street outskirts precinct

Kerb & Gutter

The sandstone drainage and swale drain system constitutes one of the most significant elements of the Morpeth streetscape due to its intact nature throughout the township. It remains uninterrupted in the principal streets of the town and sandstone swale drains are present in some secondary streets. The lack of formed drains in some areas, where grassed drains exist, is equally as significant. In more recently developed areas of the town, concrete kerb and guttering predominates.

Council has in recent years come under community pressure to alter and increase kerb and guttering in the town, to address drainage, driveway and amenity issues. These pressures have resulted in the introduction of a sandstone and concrete swale drain in some of the minor streets behind the Commercial precinct. This type of work is now considered to be inappropriate given the heritage significance of this element of the streetscape, as it can confuse old fabric with new and undermine the distinction of the road hierarchy.

Aim:

To retain the historic pattern and remnants of sandstone drainage and swale drain systems in the Morpeth streetscape.

Requirements:

1. Retain all existing sandstone kerb and guttering and sandstone swale drains with appropriate maintenance programs.
2. Avoid the replacement, damage or obscuring of in situ sandstone drainage systems.
3. Maintain grass or bitumen swale drains in minor streets. No new kerb and guttering in minor streets.
4. Stormwater outlets from buildings to stone kerbs should reuse existing pipes to minimise new outlets. Outlets should be contained within existing holes in the stone, without any visible PVC piping.

5. Retain identification of archaeological evidence within kerb and guttering that allows interpretation, including verandah post bases, stormwater outlets and kerb crossing.
6. New concrete kerb and guttering in Swan, High and James Streets is to consist of a wider kerb and gutter (indicative or traditional sandstone in scale and dimension) using the Morpeth Kerb and Gutter Mix concrete to maintain compatible texture and colour.



Grassed swale drain in a minor street of Morpeth



Residential stormwater outlet utilising an existing hole within the kerb and guttering



Example of a sandstone swale drain

Kerb Crossings

The intact nature of the kerb and gutter within the Morpeth streetscape limits the ability for kerb cutting or removal to provide access for vehicle and pedestrian ramps. The removal of existing stone kerb and gutter to provide at-grade crossings is inappropriate within Morpeth and consequently kerb-crossing bridges may be provided across existing stone kerb and gutter as an accessible path.

Kerb crossings shall only be considered where they are associated with established pedestrian footpaths and shall be limited in number to reduce the impact of the stone kerb and gutters.

Aim:

To preserve the intact nature of kerb and gutter within the Morpeth streetscape by providing for kerb crossing bridges in appropriate locations.

Requirements:

1. Kerb crossings should preferably consist of a bridge crossing (1200mm maximum width) with discreetly located culvert piping (no visible piping) to accommodate stormwater flows. The construction and alterations to any bridge crossings shall comply with the gradients specified in *Australian Standard 1428.2 Design for Access and Mobility*.
2. No new kerb crossings for vehicles in areas of sandstone kerb and guttering, particularly along High, Swan and major cross streets. Access should be provided from rear lanes.



Example of a new kerb bridge

Street Furniture

Morpeth has a diversity of styles of street furniture that forms a neutral element within the streetscape. The items that have heritage significance include the street lamp outside the courthouse museum, the hitching posts and the cast iron horse troughs.

The major issue in regard to street furniture is the introduction of inappropriate pseudo-historic styles and/ or highly intrusive items such as wheelie-bins or telephone booths and the replacement or loss of the existing items of value.

Aim:

To maintain authentic street furniture in Morpeth, with new elements to be unobtrusive and high quality.

General Requirements:

1. Street furniture should remain as a neutral element in the streetscape.
2. Designs that in some way interpret or draw upon the history of the town are encouraged.
3. Locations for seats and table that can utilise existing or proposed sun and rain protection from trees or buildings are encouraged.
4. While elements should be fairly regularly spaced out within any given area to minimise clutter, they should also be clustered in areas of specific demand.
5. Items should not obscure historic details, including sandstone flagging or specific historic features of buildings, or important views, such as those along laneways or between buildings overlooking the river flats.
6. Street furniture should preferably not be fixed to items of historic significance, including sandstone flagging. If fixing is required, it must cause minimal impact and be readily reversible. Stainless steel should be used for all fixings to historic stone or brickwork to prevent rust damaging the material.
7. Public services (such as public telephones, ATMs) shall only be located within existing sheltered areas off main thoroughfares or internal to buildings and shall comply with AS 1428.2.
8. The provision of street furniture shall provide for clear, safe and unobstructed access for people mobility restrictions in accordance with AS 1428.2.

Location Specific Requirements:

A number of different components and locations influence street furniture in Morpeth. The range and styles of street furniture reflects and enhances the character of the specific area.

Formal Settings

These elements are to be located at the street frontage of public or formal buildings and should be positioned to respond to the symmetry or axis of the building's architecture.

These buildings include:

- Courthouse
- Post office
- Railway station
- School of Arts
- Old bank on Swan Street
- School
- Police Station



Formal setting seat top match existing seating

9. The design of these items should match the existing cast iron and timber benches at the courthouse. Timber used for seating should be oiled, with cast iron painted or left natural.

Town Centre

These principles relate to the Commercial precinct but exclude formal buildings and shops with verandahs and awnings.

10. Street furniture in the town centre should be a modern interpretation of traditional park design with wrought iron frames and timber slatted seats. Frames should be painted and timbers oiled.



Picnic table settings for parks in Town Centre



Seating for the Town Centre

Shops

The location of street furniture for shops is on footpaths outside shops within the town centre, particularly where they are protected by a verandah or awning and the footpath is paved to the kerb.

Seating in this location may be privately owned or provided by Council.

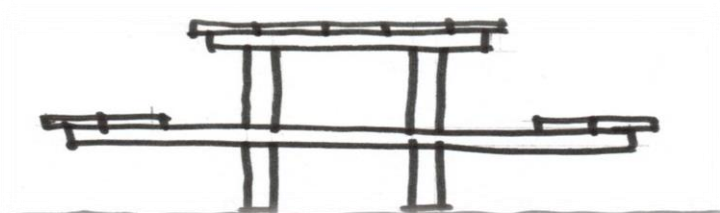
11. One private seat per shop is generally adequate, and additional seating should only be used for wide frontages or where the demand can be demonstrated.
12. Private seats should be located immediately outside shops.
13. For seating provided by shop owners, the use of original or one-off designs are encouraged to build on the unique character of the town, although a standard design is also acceptable.
14. Original or one-off designs should be made of traditional materials (timber, metal or stone) and not be overly large or intrusive in design. Use of recycled and historic elements is encouraged, particularly where they originate in the town or interpret historic themes of the area. Overly ornate details, such as scrolled or shaped backs and arms are not appropriate. Items should be readily distinguishable as new.
15. A simple example would be a timber bench made of hardwood or perhaps railway sleepers.
16. Seating should appear as “loose furniture”. Fixings should be readily reversible to allow removal in the future.
17. Timber garden-type seats and benches are encouraged as a standard design.
18. The existing metal/ timber and concrete/ timber seats in this location are to be removed.
19. Consent may be necessary before the placement of new furniture on the footpath. Please contact Council to confirm.

Parks

Parks are located around the edges of the town and roadside reserve including:

- Queens Wharf
- Morpeth Common
- Fig Tree Hill
- Morpeth Wharf

20. A modern style of seating is preferred; using timber framed settings with a rugged design and oiled timbers.

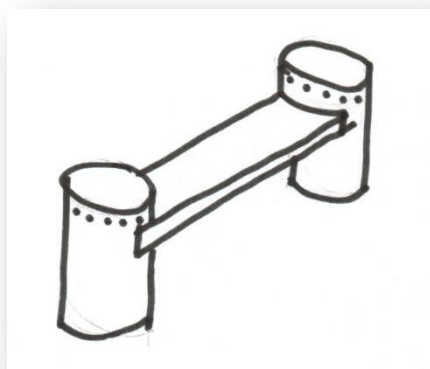


Profile of example of picnic setting for park areas

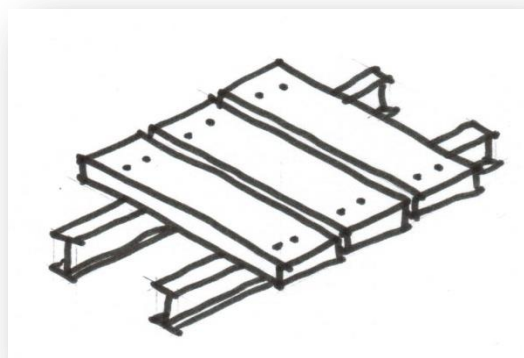
Natural Areas

Natural areas in Morpeth principally include the riverbanks between Robert and Tank Streets but also include:

- Queens Wharf
 - The area below Illalaung Park
 - Land adjacent to Morpeth Wharf
 - (Morpeth Common) around the pond
 - The avenue leading to Closebourne adjacent to the water tower
21. Original and one-off designs are proposed for natural areas. Use of recycled and historic elements is encouraged. Items should be rugged to require minimal maintenance and withstand the effects of flooding. The seats should be informal in design and be located to respond to views of the river, sandstone cuttings or other natural or historic features.
 22. Designs might include, for example, the use of railway sleepers or rails, heavy hardwood timbers similar to jetty construction, or sandstone blocks. They need not be complex structures.



"Wharf seat" – example of simple seating drawing on history of Morpeth



Seating made from rail tracks and sleepers also draws on the heritage of development in Morpeth

23. Shelters to picnic settings should be large enough to provide adequate protection from sun and rain. Within parks, provision of larger shelter shed to house several tables and barbecues is encouraged. Simple structures of hardwood timber framing and galvanised corrugated iron gable roofs are appropriate.



Simple structure to house picnic settings

Bins

24. Bins should be evenly distributed throughout the commercial area, though with greater capacity around waste-generating places such as takeaway food shops and the parks.
25. Bins within parks should be set back and not immediately adjacent to the street.
26. All freestanding and post-supported wheelie bins should be removed from the town centre.
27. Existing and new bin enclosures should be located where they:
 - a) Are not immediately in front of an historic building
 - b) Do not obscure any historic details such as sandstone flagging
 - c) Do not obstruct views along laneways or between buildings
 - d) Otherwise impede appreciation of the historic character of the town
 - e) Can be preferably setback from the kerb.
28. Shopkeepers are also encouraged to provide their own bins for use by customers, inside their own premises.
29. Bin enclosures of metal and timber design to match the existing structures are recommended. Timber should be oiled and metal painted dark grey. Grouped enclosures in parks are appropriate.

Marker Posts

30. Marker posts include bollards, directional signs and posts and should only be used where appropriate to enclose and identify hazards.
31. Original posts should be retained in situ.
32. Reconstruction of missing historic bollards is appropriate but their replication and widespread use throughout the town is not.
33. White painted, round log posts are recommended within road reserves.
34. Marker posts on footpaths should be white painted, square timber posts.
35. Where continuous barriers are required, white painted post and rail-type hitching rails are appropriate.
36. Black metal bollards with ball tops and chains may be used to enclose items such as culverts.

Street Lights

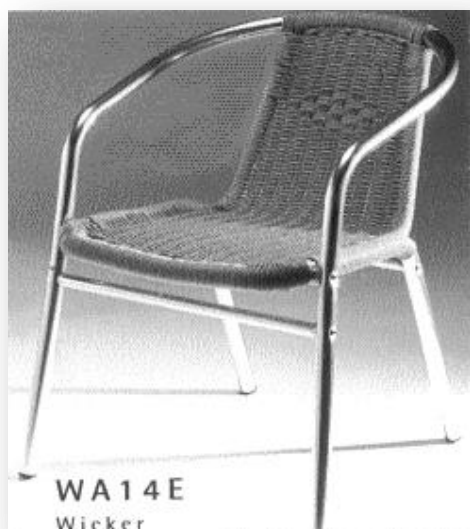
37. 37 It is appropriate to reconstruct streetlights to match existing lights at original locations, with ceiling mounted fittings under verandahs or awning outside commercial buildings.
38. 38 Simple modern light fittings mounted on existing electricity poles or buildings, or if required on specifically installed timber poles, may be used to light parks and other parts of Swan Street.
39. 39 Widespread replication and use of historic lights is not appropriate. Reconstruction of missing historic lights is appropriate.

Other items

40. Barbecues – the existing barbecues are to be rendered and re-tiled in a more unobtrusive scheme, with the tiling possibly replaced by polished concrete or terrazzo. New barbecues are to be constructed to this design.
41. Drinking fountains – the cast iron drinking fountain at the courthouse is to be retained, with new drinking fountains to be unobtrusive, modern stainless steel design similar to other existing drinking fountains.
42. Telephone Boxes – old painted timber telephone boxes within the town centre are to be refurbished and reused where appropriate. Modern telephone boxes may be used outside the town centre but should be finished with a dark paint. Shopkeepers should be encouraged to provide public telephones within their premises.

Outdoor Dining

43. These provisions apply to all outdoor dining settings, including those on verandahs, courtyards and laneways.
44. Settings shall be located so as to relate directly to the establishment to which they belong. They must not obstruct free pedestrian movement along the footpath.
45. The design of outdoor dining furniture should be either a classic traditional style or a modern unobtrusive style.
46. Materials should be traditional; such as timber, wicker, metal or stone, though modern forms such as aluminium or stainless steel, timber veneers and synthetic wickers may be suitable.
47. Metal components may be polished however highly reflective surfaces should be minimised.
48. The use of tablecloths is discouraged to minimise clutter.
49. Plastic furniture is not appropriate.
50. Original and one-off designs are also acceptable provided they use traditional materials (timber, metal or stone).



Examples of Chairs appropriate for Outdoor Dining



Examples of appropriate tables for Outdoor Dining

Umbrellas and Canvas Blinds

50. The use of umbrellas on footpaths outside shops where verandahs or awnings are not present or are setback from the kerb is appropriate. Their use under verandahs and awnings is discouraged.
51. Umbrellas must be canvas and timber market type of a neutral, unobtrusive colour and preferably set in the middle or at the edge of tables to minimise clutter rather than be freestanding between tables.
52. Umbrellas should not contain any advertising logos except for the name of the business plus/ or one (1) product that is a core product of the business or is supplied to the public, subject to a merits based assessment and approval of the style, colour and location of the business name and/ or product name.
53. Traditional canvas drop blinds fixed to the verandah or awning edge are historically appropriate. The same design principles apply as for umbrellas.

Barriers

54. Barriers are most appropriate in visually defining an area, rather than physical barriers and are more suitable around large areas of permanent outdoor dining.
55. Barriers should not create visual clutter or potential trip hazards.
56. Barriers are discouraged in Morpeth, but where necessary should be constructed of traditional materials and removed when not in use.
57. No advertising logos are permitted on barriers, except for the name of the business.

Interpretational Signage

Information signage includes route markers for historic tracks and trails (generally incorporated into footpath paving), and informational signage related to the nature and operation of public or community buildings or places.

Aim:

To provide for public signage that allows interpretation and information of historical buildings and places, in a visible and accessible location that is discrete and relevant.

Requirements:

- 1 Interpretational signage shall be confined to historical buildings and places. These signs shall only be erected where their placement will be easily visible and accessible and where they will not obstruct significant view corridors or established pedestrian routes.
- 2 Signage shall be confined to a single nameplate for historic buildings, mounted on the wall of the buildings such that the mounting does not damage the fabric of the building. Alternatively, the signage may be fixed to a grounded post.
- 3 All signage should comply with Australian Standard AS 1428.2 for people with a vision impairment and be located at a level for common viewing.
- 4 Signage that is obsolete or no longer fulfils its purpose should be removed.

Repairs and Maintenance

Aim:

To ensure the retention of historic stone elements within the Morpeth streetscape, by encouraging appropriate conservation and maintenance methods.

Requirements:

General

1. Traditional materials and techniques should be used in repair work. Modern materials and techniques should only be used where substantial conservation benefits would be achieved.
2. A cautious approach should be taken when working on existing sandstone kerb and guttering or swale drains, so that as little change as possible is made.
3. New work should be readily identifiable as “new” and additions to stone items should be reversible, without damage being caused to the stone.

Kerb and Gutter

4. Any gutters, drains or drainage works should be cleaned out by hand and reconstructed where necessary for the adequate operation of the works. Street cleaning machines should not be used for the cleaning of gutters.
5. All areas to be reconstructed should be chalk marked, photographically recorded and re-laid in the original configuration and construction details.
6. Relaying of kerb and guttering should preferably be undertaken on a porous bed of sand/ gravel mix with stones dry laid to avoid the use of mortar between the joints.

Bed depths and finalized designs should be identified through site-specific geotechnical investigations and liaison with suitably qualified heritage consultants. The location and depth of services and traffic loads should be considered.

7. Double edged stone kerb and gutter should be maintained in the current configuration.
8. An audit of archaeological evidence within stone kerb and guttering should be undertaken in Swan Street, prior to any relaying of stone or major repair works. A suitably qualified consultant should undertake the audit.

Stone Flagging

9. Where stone flagging has been covered by bitumen and requires maintenance, the flagstones should be cleaned and re-laid, and further stones found to replace those that are badly damaged.
10. Repair of existing flagging should be contained to minimal stone replacement work, undertaken only to improve safety or rectify areas of poor work. As much original fabric as possible should be retained in situ even though it may not be in as good condition or look as good aesthetically.
11. Replacement of deteriorated stone with synthetic stones is inappropriate for large areas, but may be used for small damaged sections. Should a stone require replacement, the deteriorated section should be cut back to sound stone, and cut to a regular shape to enable a new block to be inserted. This process however introduces a new material and should only be used where no other alternative is available.



Example of bitumen extending over the sandstone kerb and guttering

Attachment 1

Existing Buildings c.1949

