



# CESSNOCK DEVELOPMENT CONTROL PLAN 2010

## *PART E – SPECIFIC AREAS*



**E16:  
CESSNOCK COMMERCIAL PRECINCT**

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### **16.1.1 Overview**

This Chapter of the Cessnock Development Control Plan 2010 provides development controls for the development of land comprising the 'Cessnock Commercial Precinct' as shown in **Figure 1**.

Cessnock is a Major Regional Centre that performs a multifaceted role as a service hub and as a gateway to the Hunter Region and surrounding National Parks.

The Commercial Precinct is used by residents, workers and visitors as an important centre for civic functions, business, employment, education, community facilities and services.

Visitors seek out Cessnock as an attractive and convenient place to stop on their journey, as a day trip destination, and also as a base from which to explore the many attractions of the Hunter Region.

### **16.1.2 Vision for the Cessnock Commercial Precinct**

***The Cessnock Commercial Precinct is 'The Gateway to Hunter Valley Wine Country' that celebrates the cultural landscape of the region and provides a quality environment where the community is actively encouraged to participate in community and civic life.***

The Gateway to the Hunter Vision builds upon the notion of the Lower Hunter Region as a notable productive landscape—a 'Wine Country' for its residents and surrounding cities and towns.

The region boasts a complex rural economy driven largely by livestock grazing, poultry farming and protected, broad acre and cultivated cropping and the region has established a sound international reputation for wine making and viticulture—a reputation which has impelled a thriving tourism industry alongside it.

Fulfilling its role as a regional centre, the City of Cessnock is a key location within the region as the first point of contact for visitors to the region from the south. Its location provides visitors to the region with a place to stop, orient and refresh themselves before setting off to explore the offerings of the Hunter's Wine Country. It also offers a base camp for those wishing to stay in the region longer, a place to eat, sleep and be entertained.

Cessnock has the opportunity to capitalise on the agricultural and viticulture identity of the region by incorporating the idea of the 'productive landscape' into its branding and open space strategy.

### **16.1.3 Chapter Objectives**

The principal development objectives of this Chapter are to:

- (a) Facilitate redevelopment of the Cessnock Commercial Precinct as an important regional centre and tourist destination.
- (b) Ensure high quality design of local retail and businesses to activate the Main Street and surrounding retail precinct.
- (c) Ensure appropriate built form of new retail, commercial and residential development through building design, height, layout and setback controls that encourage development, yet are sensitive to existing heritage sites.

- (d) Implement the Cessnock Commercial Precinct Public Domain Plan to provide for an accessible, safe, connected and enjoyable public domain.
- (e) Encourage and facilitate sustainable transport within the Cessnock Commercial Precinct including walking, cycling and public transport.
- (f) Encourage environmentally sustainable design for all new development.
- (g) Identify and incentivise the development of 'Catalyst Sites' that have the potential to transform the Commercial Precinct.
- (h) Provide objectives and controls that complement and supplement those of the other Chapters in the Cessnock Development Control Plan 2010.
- (i) Implement the Cessnock Local Environmental Plan 2011.

#### ***16.1.4 Application***

This locality-specific Chapter applies to the Cessnock Commercial Precinct, which is identified in Figure 1. This Chapter forms part of the Cessnock Development Control Plan 2010 that covers the whole Local Government Area (LGA). It consists of the written statement and plans referred to in this document.

This Chapter was adopted by Council on 20 September 2017





**Figure 1: Cessnock Commercial Precinct**

### ***16.1.5 Purpose of this Chapter***

The purpose of this Chapter is to provide specific standards for development within the Cessnock Commercial Precinct. It provides detailed provisions specific to the Precinct that support the land use provisions provided in the Cessnock Local Environmental Plan (CLEP) 2011.

Council will consider the provisions of this Chapter in determining development applications. At Council's discretion, Council may consent to an application that departs from the provisions of this Chapter. Where this occurs, applications should be

accompanied by a comprehensive written justification.

### **16.1.6 Relationship to other Plans and Chapters of CDCP 2010**

This Chapter supplements the provisions of the CLEP 2011 and the other Chapters of the CDCP 2010.

This Chapter should be read in conjunction with all relevant Chapters of the CDCP 2010, including:

- Chapter C.1 Parking and Access;
- Chapter C.6 Access and Mobility;
- Chapter C.8 Social Impact Assessment and Crime Prevention through Environment Design (CPTED)
- Chapter D.2 Urban Housing;
- Chapter D.3 Industrial Development;
- Chapter D.5 Outdoor Signage;
- Chapter D.8 Temporary Events;
- Chapter D.9 Outdoor Dining;
- Chapter D.12 Heritage Conservation and Design Guidelines; and
- any other relevant Council policies, including the Cessnock Commercial Precinct Public Domain Plan.

Where there is an inconsistency between this Chapter and other Chapters of CDCP 2010, the provisions of this Chapter prevail. If a development application has been made before the commencement of this Chapter in relation to land to which this Chapter applies and the application has not been finally determined before that commencement, the application must be determined as if this Chapter had not commenced.

Where there is any inconsistency between this Chapter and any environmental planning instrument that applies to the land, the provisions of the instrument prevail. An environmental planning instrument includes a State Environmental Planning Policy (SEPP), a Regional Environmental Plan (REP) or a Local Environmental Plan (LEP).

### **16.1.7 Structure Plan and Thematic Precincts**

The Structure Plan and the Thematic Precincts Map at Figure 2 and Figure 3, respectively, have been developed to provide a considered, holistic scheme for development in the Commercial Precinct. These plans identify the basic development principles that apply to the land in the Commercial Precinct and functions as a guide for individual developments to enable them to contribute to the Vision for the area.

#### **Objective**

- (a) Ensure development accords with the overall strategic Vision for the Cessnock Commercial Precinct as outlined in the Structure Plan and Thematic Precinct Map.

#### **Control**

1. Development is to be generally consistent with the Structure Plan at Figure 2 and the Thematic Precincts Map at Figure 3.



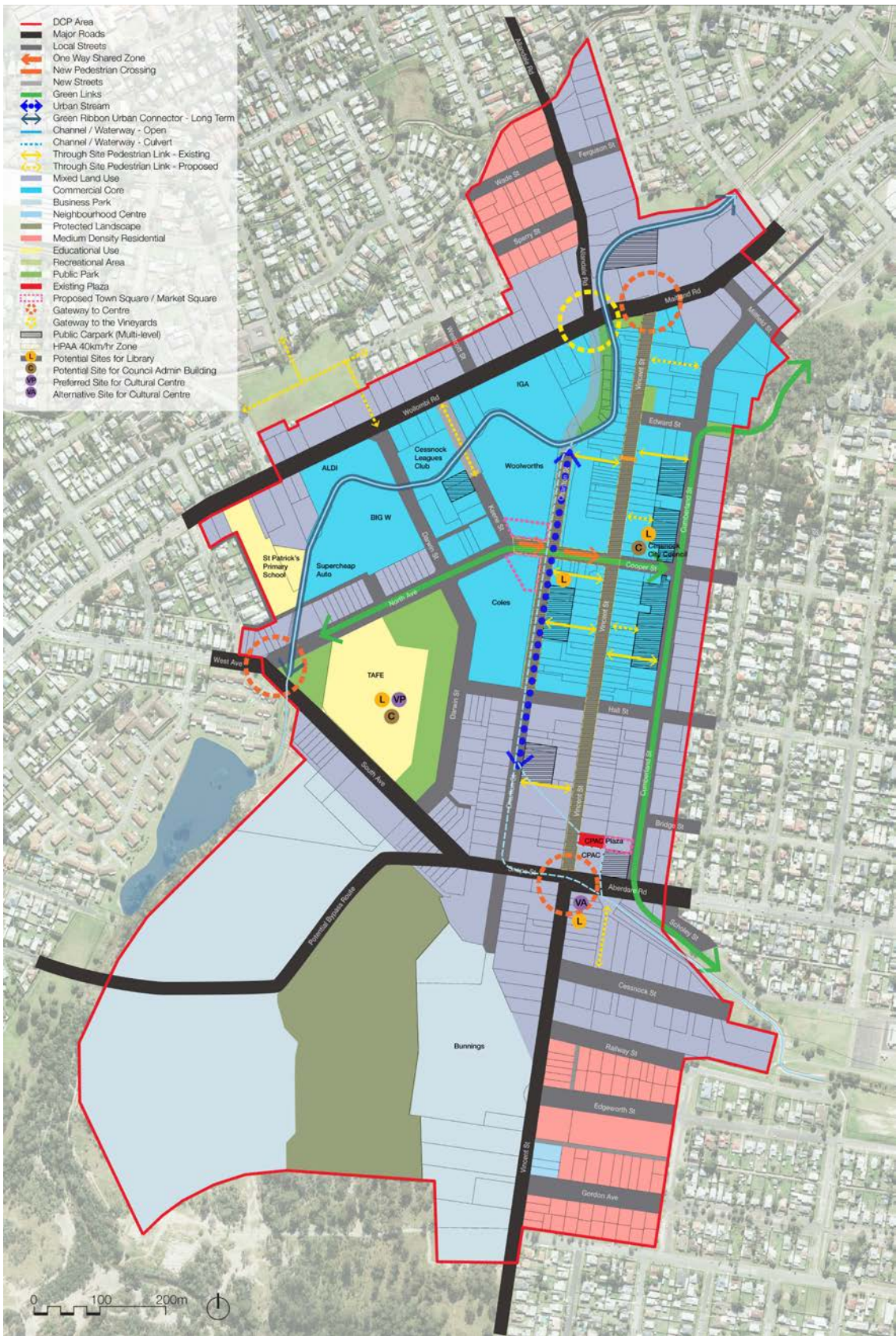
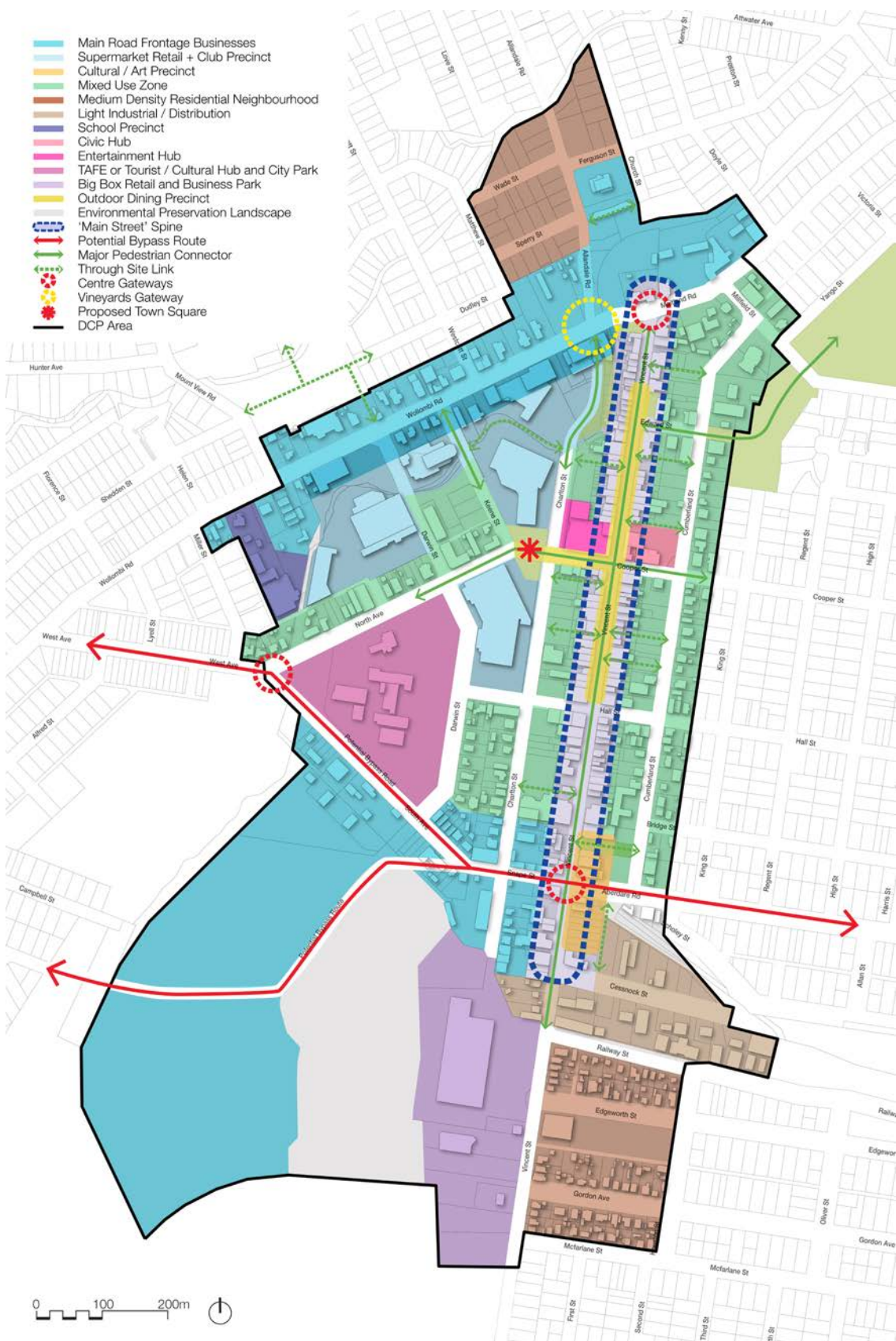


Figure 2: Structure Plan





**Figure 3: Thematic Precincts Map**



## **Part 1 – General Development Controls**

### ***16.1.8 Design Quality: Addressing the Street and Public Domain***

High quality street frontages are important for achieving the desired character of the Commercial Precinct. Desirable design elements include attractive building entries, window displays, display cases, artworks, well-detailed architecture, facade modulation and clear glazed windows.

#### **Objectives**

- (a) Provide fine grain, high quality tenancy frontages that address the street and public domain in a positive manner.
- (b) Minimise and ameliorate the effect of blank walls to the street and public domain.
- (c) Reinforce street edge conditions that contribute to local heritage character.

#### **Controls**

1. Entries to retail and commercial premises are to be legible and accessible from the public domain.
2. Development with a blank wall is not acceptable. If no other design outcome is possible due to site constraints, walls are to minimise size and impact and be complimentary to the streetscape.
3. Corner buildings fronting a laneway or publicly accessible through-site link are to be designed to include elements that open out to or overlook the laneway (e.g. windows, entrance points, design articulation, murals).



*Precedent images: public domain, laneway and through-site link treatments*

### ***16.1.9 Active Frontages and Awnings***

#### **Objectives**

- (a) Promote lively, active streets in the Commercial Centre.
- (b) Ensure that development contributes to the quality, activity, safety and amenity of streets and public domain.
- (c) Provide for comfortable pedestrian environment through the provision of awnings.

- (d) Contribute to the vitality of streets by maximising entries and display windows to retail uses and minimising blank walls.

### Controls

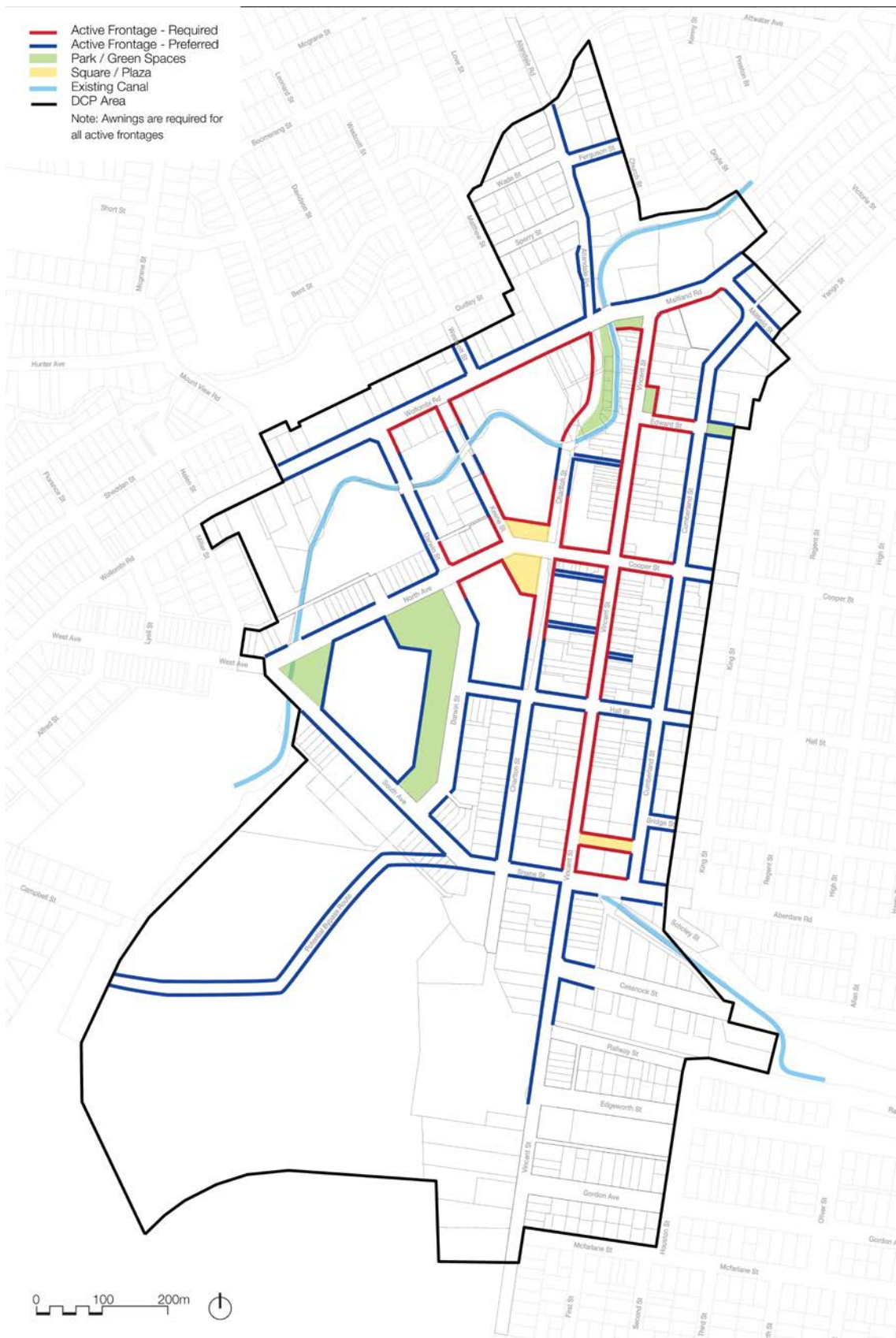
1. Active frontages are to be provided in the locations nominated on the Active Frontages Map at Figure 4.
2. Active frontages are to be designed in accordance with the following criteria:
  - a. The ground floor level at the same level as the footpath.
  - b. At minimum, 70% of the ground floor frontage is to be transparent glazing.
  - c. Foyer spaces are not to occupy more than an 8m-width of a street frontage.
  - d. Enclosed glazed shopfronts are preferred to open shopfronts, except for food and drink premises, which are encouraged to provide open shopfronts.
  - e. Security grilles may only be fitted internally behind the shopfront and are to be fully retractable and at least 50% transparent when closed.
3. Driveways are not permitted on active frontages (refer to Figure 4) unless there is no alternative, and it is justified that the driveway would have no unacceptable impacts on pedestrian safety.
4. Awnings are to be provided on all required active street frontages, as indicated on the Active Frontages Map at Figure 4.



*Precedent images: active frontages*

**Note:** An active frontage is not required for any part of a building that is used for any of the following:

- a) entrances and lobbies (including as part of mixed use development);
- b) access for fire services; and
- c) vehicle access.



**Figure 4: Active Frontages Map**



### **16.1.10 Building Materials, Finishes and Colours**

This Section applies to both heritage and non-heritage buildings within the Commercial Precinct.

#### Objectives

- (a) Encourage building materials, finishes and colours that create a finer texture and add visual interest to streetscapes.
- (b) Encourage use of sustainable building materials and methods.

#### Controls

1. Developments are to use a combination of colour and texture to provide visual interest in building facades (e.g. use colour to articulate vertical proportions of buildings or building entries).

### **16.1.11 Built Form, Setbacks and Street Hierarchy**

#### Objectives

- (a) Achieve strong, consistent built form definition of streetscapes and all other areas of public domain.
- (b) Ensure a well-scaled public domain that prioritises pedestrian over vehicular use.
- (c) Ensure that the scale, modulation and façade articulation of development responds to its context.
- (d) Ensure development reinforces the existing and desired character of the Commercial Precinct.
- (e) Avoid significant overshadowing of parks, public streets and places.
- (f) Ensure roads and access arrangements integrate pedestrian and cyclist access, landscaping, lighting, street furniture, and are suitable for the nature and volume of traffic in the Commercial Precinct.
- (g) Provide for a legible street environment with a good human scale.

#### Controls

1. Development is not to encroach the setbacks illustrated in the Front Setbacks Map at Figure 5.
2. Development, including street frontage height and setbacks above street frontages, is not to encroach the setbacks illustrated on the relevant street hierarchy cross sections identified in Figure 7 through Figure 11. (Refer to Figure 6 to determine which cross section is applicable).
3. Each building facade is to be well articulated to differentiate between the base, middle and top.
4. No windows are permitted on side or rear boundaries that abut another site (i.e. don't face onto the public domain).
5. Residential development must include minimum side and rear setbacks that comply with the Apartment Design Guide.
6. Where there are existing adjoining buildings within 40 metres of the street frontage:
  - a. The front setback must be consistent with the established setbacks; or
  - b. Where adjoining building setbacks vary by more than three metres, the front setback must be the same distance as one or the other of the adjoining buildings; or

- c. Where adjoining buildings vary in setback, development must locate between their setbacks.



Figure 5: Front Setbacks Map

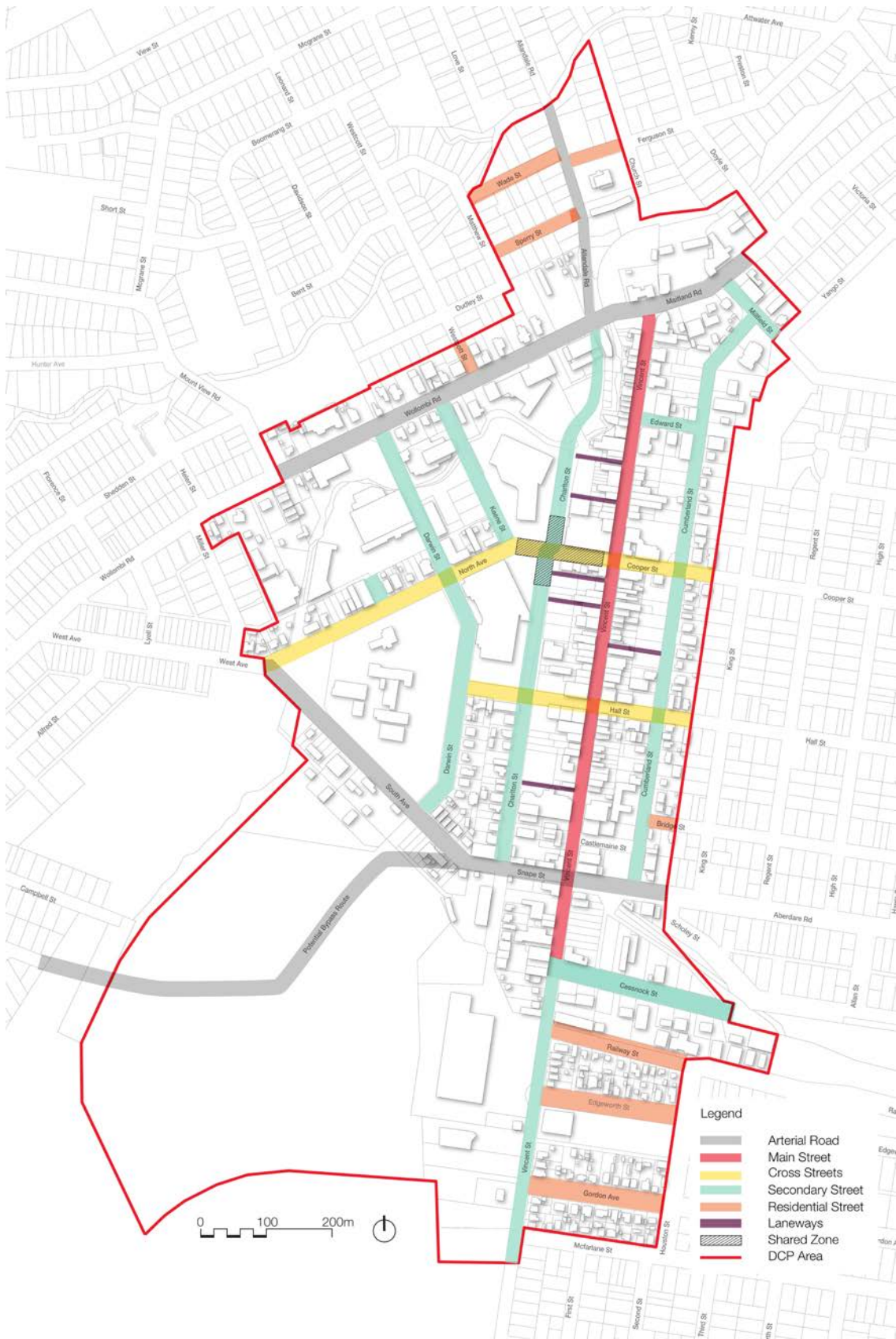
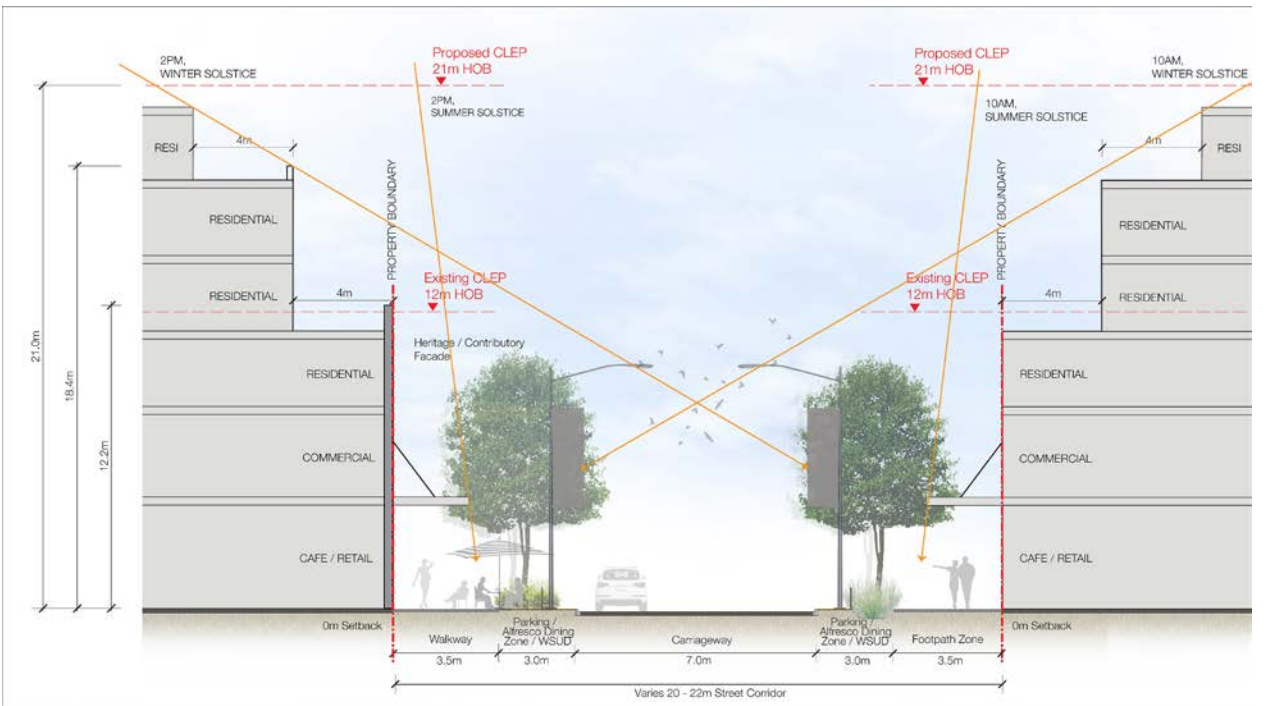


Figure 6: Street Hierarchy Map

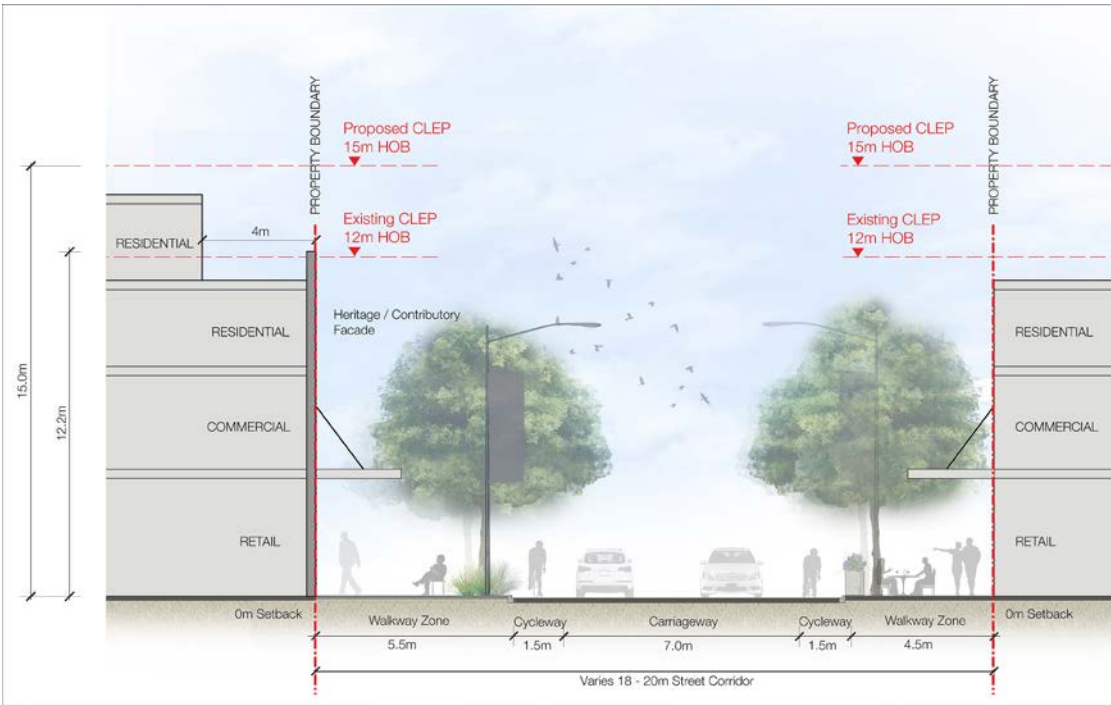




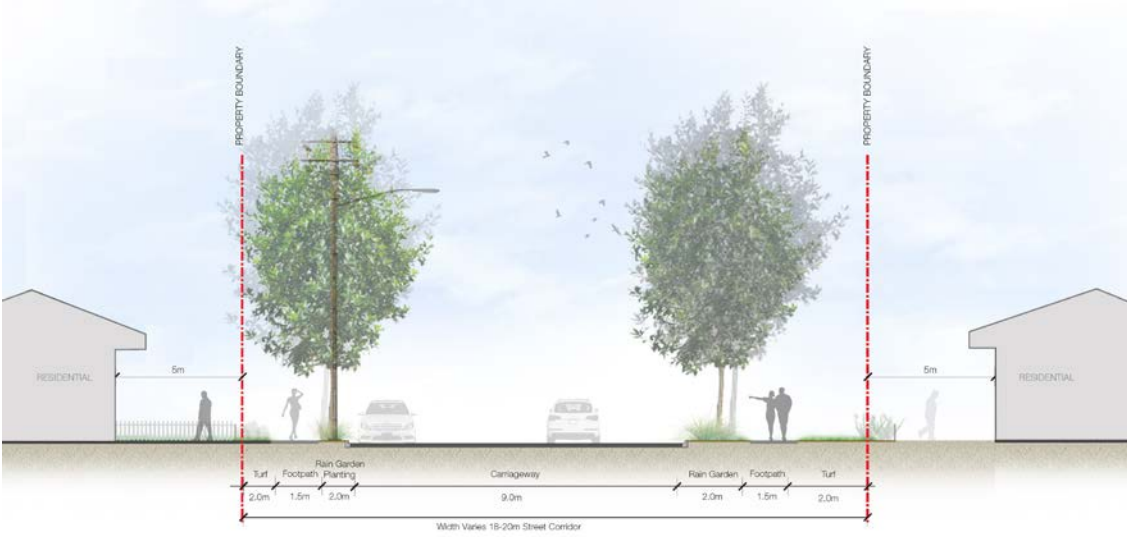
**Figure 7: City Bypass/Arterial Road Typology**



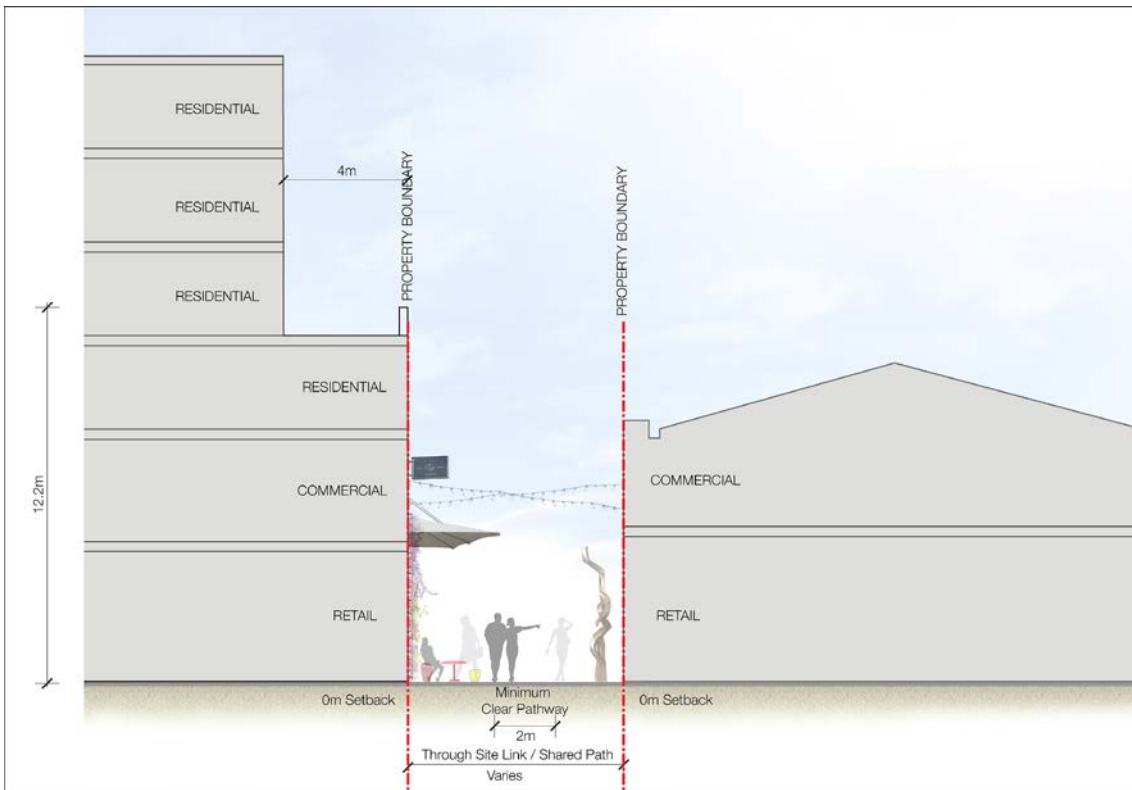
**Figure 8: Main Street Typology**



**Figure 9: Cross Street and Secondary Street Typology**



**Figure 10: Residential Street Typology**



**Figure 11: Laneway Typology**

### **16.1.12 Height in Storeys**

#### Objective

- (a) Ensure the height in storeys of development reinforces the desired character of the Cessnock Commercial Precinct.

#### Controls

1. Development is to be consistent with the Height in Storeys Map shown at Figure 12. In case of inconsistency the LEP prevails over the DCP.



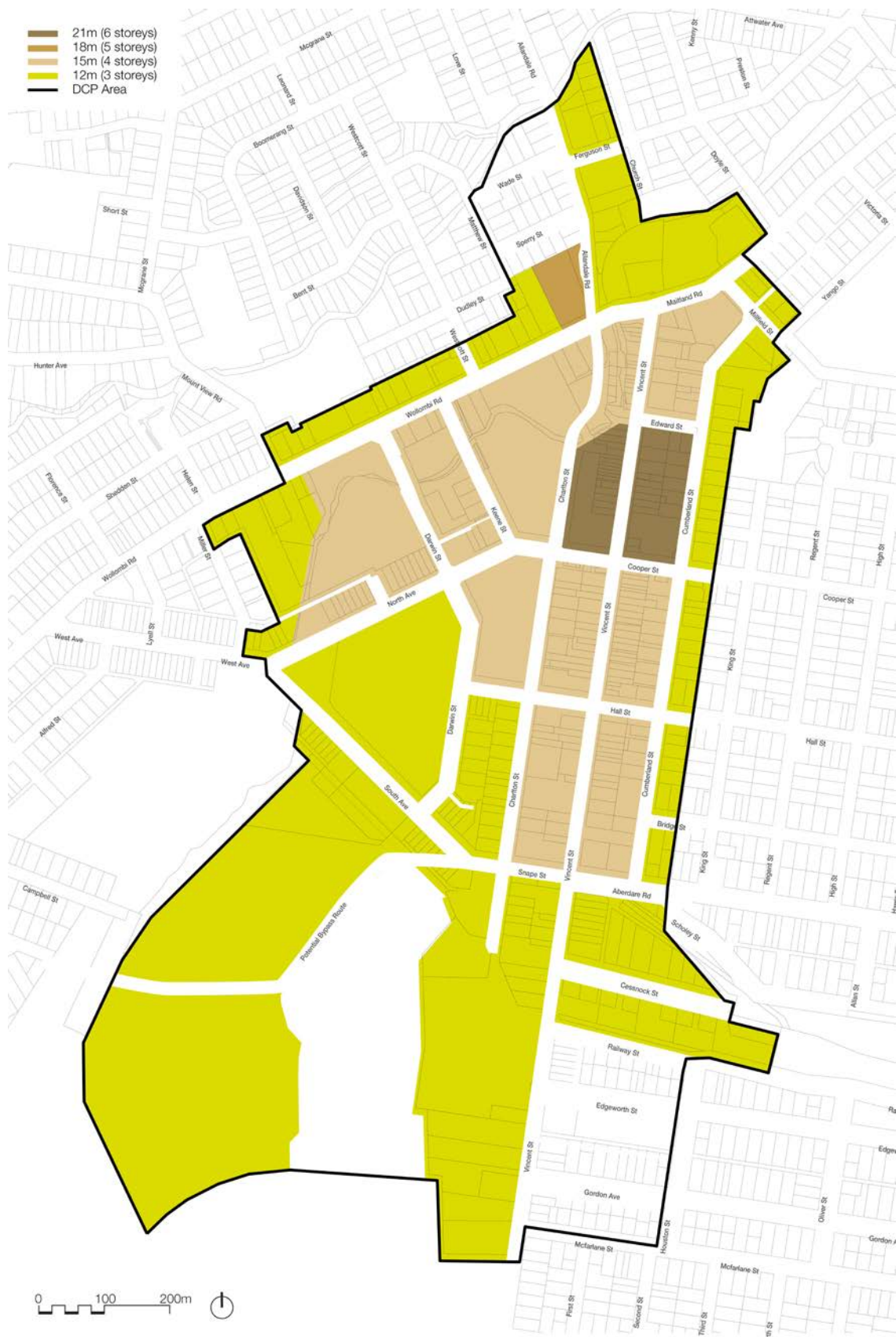


Figure 12: Height in Storeys Map

### **16.1.13 Parking and Access**

#### Objectives

- (a) Provide adequate car parking to meet the needs of the Commercial Precinct.
- (b) Encourage economic growth within the Commercial Precinct through reduced parking requirements for nominated uses.

#### Controls

1. Development in the Commercial Precinct is to provide on-site parking in accordance with Part C.1 'Parking and Access' of Cessnock Development Control Plan 2010.
2. Despite (1), no parking is required for development in the Commercial Precinct for the purposes of a neighbourhood shop (less than 90sqm in size), restaurant or café, take away food and drink premises, or small bar.

### **16.1.14 Pedestrian and Bike Network**

#### Objectives

- (a) Prioritise pedestrian and bicycle access, connectivity and safety in the Commercial Precinct.
- (b) Ensure that development is consistent with the Cessnock Bicycle Strategy 2016.
- (c) Ensure that any new public pedestrian and cycling links are located on nominated sites.
- (d) Promote cycling through the mandatory provision of bike storage for nominated land uses.
- (e) Promote cycling through the strategic placement of bike storage facilities in the public domain.

#### Controls

1. Through-site links are to be provided in the locations shown on the Active Transport Strategy Map at **Figure 13**.
2. Through-site links are to be designed to:
  - a. generally, have a minimum width of 4m, or 6m where bike access is provided;
  - b. generally, be open to the sky or provide naturally ventilated glazed roofs for weather protection;
  - c. have a clear line of sight between public places;
  - d. be fully accessible 24 hours per day; and
  - e. be well lit for the safety of users.
3. Provision of cycleways and public bicycle parking facilities is to be consistent with the locations identified in the Active Transport Strategy map at **Figure 13**.
4. Bike parking is to be provided in accordance with the rates and categories set out in **Table 1** below. Where the proposed use is not shown in the table or the use does not meet the minimum amount of GFA, no bike parking is required.
5. Bicycle parking facilities are to be designed in accordance with the relevant Australian Standards [AS2890.3 (2015)].
6. An equivalent number of lockers must be provided for employee bicycle parking spaces.

**Table 1: On-site bike parking rates and categories\***

Proposed use	Employees/residents	Customers/visitors
Office premises or business premises	1 space per 300m <sup>2</sup> GFA (Category B)	-
Bulky goods premises	1 space per 100m <sup>2</sup> GFA (Category B)	1 space per 1,500 m <sup>2</sup> GFA (Category C)
Shopping centre	1 space per 200m <sup>2</sup> GFA (50% Category B and 50% Category C)	1 space per 300m <sup>2</sup> GFA (Category C)
Industry or warehouse or distribution centre	1 space per 20 staff (Category B)	-
Hotel or motel accommodation	1 space per 30 units or part thereof (Category B)	
Serviced apartments	1 space per 5 units or part thereof (Category B)	1 space per 30 units or part thereof (Category C)
Boarding house	1 space per 10 bedrooms or part thereof (Category B)	1 space per 20 bedrooms or part thereof (Category B)
Group home	1 space per 10 bedrooms or part thereof (Category B)	1 space per 20 bedrooms or part thereof (Category B)
Attached Dwellings, multi density housing, residential flat buildings, shop top housing	1 space per dwelling	1 space per 10 dwellings where more than 4 dwellings are within the same development (Category C)
Other retail	1 space per 100m <sup>2</sup> GFA (Category B)	

\* Category Definitions:

- Category A: Bike Locker (High security lockable individual storage units)
- Category B: Bike Storage Cage (sheltered)/Room (bring your own lock)
- Category C: Bike Racks (bring your own lock)



*Precedent image: public bicycle parking facilities and public domain treatments*





Figure 13: Active Transport Network Map

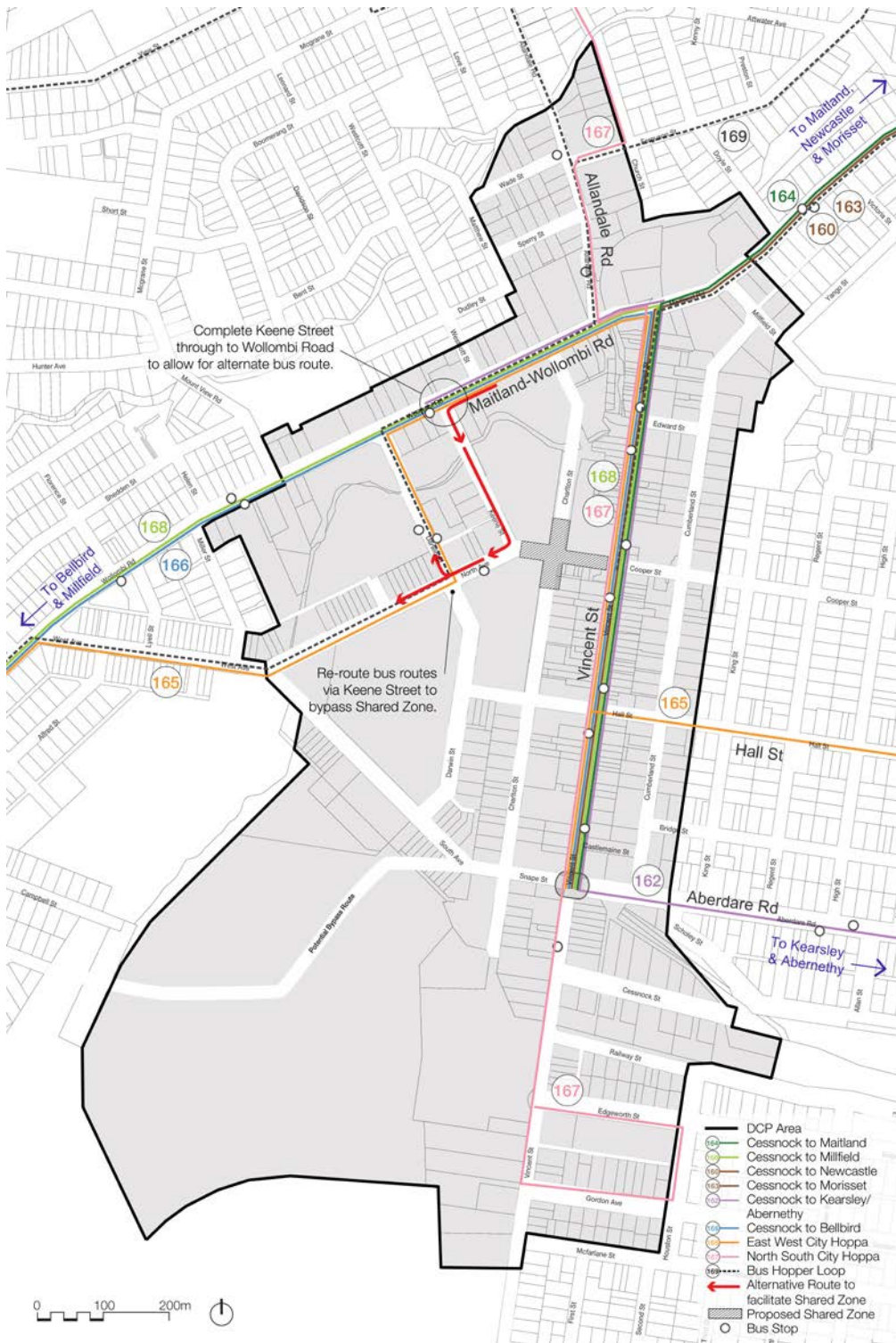
### **16.1.15 Public Transport**

#### Objectives

- (a) Encourage public transport, access and connectivity through the Commercial Precinct so that residents, workers and visitors have access to safe and convenient public transport.
- (b) Encourage public transport (bus) use, frequency and amenity, including:
  - a. shelters for weather protection (where no awnings);
  - b. seating to suit all age groups;
  - c. adequate lighting for safety;
  - d. transport information signage;
  - e. easy to read maps with key destinations illustrated; and
  - f. provisions for the site impaired.

#### Controls

1. The public transport movement network in the Commercial Precinct is to be generally consistent with the Public Transport Network Map shown at Figure 14.
2. Development incorporating new public transport facilities is to be consistent with the Cessnock Commercial Precinct Public Domain Plan.
3. New development is to be generally consistent with the Public Transport Strategy shown at Figure 14.
4. Provisions for site impaired, such as tactile indicators, should be consistent with AS 1428.4.1:2009.



**Figure 14: Public Transport Network Map**

### 16.1.16 Public Open Space and Landscaping

#### Objectives

- (a) To integrate high quality landscaping into the built environment of the Cessnock Commercial Precinct.
- (b) The public landscape should create visual interest and character that is interconnected to public open space as illustrated in the Open Space Strategy and Public Domain Plan.



## Controls

1. Development is to be consistent with the Open Space Strategy shown at Figure 15 and the Public Domain Plan.
2. Any public art installed at the locations identified in Figure 15 is to be themed with reference to the Hunter Valley's 'Wine Country' or 'Mining Heritage'. Please refer to Council's Public Art Policy for guidelines.
3. Landscape design should utilise plants that are suited to the soils and climate of the region.



*Precedent images: public open space and landscaping*



**Figure 15: Open Space Strategy**



### **16.1.17 Sustainable Development and Water Sensitive Urban Design**

#### Objectives

- (a) Apply principles and processes in the private and public domain that contribute to Ecologically Sustainable Development (ESD).
- (b) Reduce the environmental impacts of development.
- (c) Reduce the causes and impacts of the urban heat island effect.
- (d) Increase the resilience of development to the effects of climate change.
- (e) Reduce the use of potable water.
- (f) Minimise waste.
- (g) Improve biodiversity.
- (h) Promote Water Sensitive Urban Design (WSUD), including the restoration of urban drainage systems, waterways and canals.



*Precedent images: Water Sensitive Urban Design*

#### Controls

1. For non-residential development, all new water fittings and fixtures (e.g. showerheads, water tap outlets, urinals and toilets) are to be the highest Water Efficiency Labelling Scheme (WELS) star rating available at the time of development.
2. Non-residential development is to be designed to minimise the need for active heating and cooling by incorporating passive design measures related to glazing, natural ventilation, thermal mass, external shading and vegetation.
3. Lighting for streets, parks and other public domain spaces to be provided as part of a development should be energy-efficient lighting, such as LED lighting in accordance with Section 10 of the Cessnock Commercial Precinct Public Domain Plan.
4. The placement of photovoltaic solar panels is to take into account potential building form on adjacent properties in accordance with the built form and setback controls outlined in Section 16.1.11 of this DCP.



5. Development is to be designed so that the flow of pollutants from the site due to stormwater is reduced.
6. Developments 1,000sqm or greater in area are to incorporate Water Sensitive Urban Design (WSUD) techniques in their stormwater management systems to improve the quality of water entering the waterways (e.g. porous pavements, rain gardens and infiltration trenches). Development Applications are to be accompanied by a WSUD Report outlining the measures to be incorporated in the proposal.

## Part 2 – Catalyst Sites



Figure 16: Catalyst Sites

### **16.1.18 Catalyst Sites**

Owing to their location, size and/or function, these sites have significant potential to positively shape the future of the Precinct. The Catalyst Sites are identified in Figure 16.

#### Objectives

- (a) Provide development incentives to enable design excellence and sustainable design for new development within Catalyst Sites.
- (b) Identify redevelopment opportunities and development objectives for Catalyst Sites.
- (c) Reduce the isolated nature of the major shopping centre areas.
- (d) Improve the appearance and reduce the environmental impacts of public car parks.
- (e) Identify options for the redevelopment of the TAFE site as a regional cultural/educational centre and district-level park.
- (f) Identify the long term renewal plan for the Commercial Precinct's major stormwater canal as an attractive landscaped linear green space and access way.

#### Controls

1. Development of 'Catalyst Sites' identified in Figure 16 should respond to the development objectives outlined in **Table 2**.



**Table 2: Catalyst Sites + Open Space Opportunities**

Ref.	Catalyst Site	Ownership	Area (Ha)	Significance	Opportunity	Development Objectives
1	South Ave properties	Private	1.31	Properties along South Avenue have important frontages (visually prominent) to proposed future Bypass route.	(To rezone as B6 Enterprise Corridor to optimise opportunities for employment and new business in the Centre - TBC, subject to confirmation of Bypass route.)	<ul style="list-style-type: none"> <li>• To encourage future development promotes commercial, retail and business activity.</li> </ul>
2	TAFE	Department of Technical + Further Education	3.16	A major site in the west of the Centre - if educational use is to continue, a facility of this scale brings employment, retail demand and a vibrant student demographic to the Centre.	To redevelop as a renewed educational facility serving the region, a new library, and/or tourism information centre. Opportunity to better define and activate adjoining streets, rather than current significant setbacks. Potential to be the Council relocation site.	<ul style="list-style-type: none"> <li>• To encourage the continuing use of the TAFE site as an education hub, potentially in conjunction with a compatible civic use, such as library and multi-purpose cultural centre (museum space, wine and mine centre etc.).</li> </ul>
3	Coles supermarket	Private + Council (Operational)	2.00	A large, and key site in the heart of the Centre and a major retail destination. A key site on the Cooper Street cross axis link to 'Main Street' and with an important frontage to TAFE Park.	To better define and activate adjoining streets, and proposed Town Square, rather than current blank walls or activity setback from street frontages by large parking areas on the east and south. To better screen 'back of house' activities on west (TAFE Park frontage). To provide improved weather protection for pedestrians - to better link supermarket and 'Main Street' retail.	<ul style="list-style-type: none"> <li>• To aid in the development of an integrated commercial centre.</li> <li>• To promote the development of a town square for the neighbourhood, accommodating areas for gathering, seating and childrens' play.</li> </ul>
4	Cessnock Plaza (Woolworths)	Private + Hunter Water Corporation	1.82	Also a large, and key site in the heart of the Centre and a major retail destination. A key site on the Cooper Street cross axis link to 'Main Street' and with important street frontages.	To better define and activate adjoining streets, rather than current setbacks for parking on west, south and east. To upgrade the environment along the canal to the north. To coordinate/ collaborate with IGA site to realise a better urban development outcome. To provide weather protection (e.g. awnings) for pedestrians - to better link supermarket and 'Main Street' retail.	<ul style="list-style-type: none"> <li>• To aid in the development of an integrated commercial centre.</li> <li>• To promote the development of a town square for the neighbourhood, accommodating areas for gathering, seating and childrens' play.</li> </ul>

Ref.	Catalyst Site	Ownership	Area (Ha)	Significance	Opportunity	Development Objectives
5	Cessnock Pool site	Council (Community)	0.69	The long term plan is for Cessnock Pool to be relocated to a new site outside the Centre, and, as a result, this prominent corner site, at the northern 'gateway' to Cessnock Commercial Centre, would become available for other uses.	To mark this important corner in the Centre with a high quality urban outcome - a 'model' mixed use development of high quality architecture with attractive landscaped street frontages. Enterprise Corridor retail to main road frontages and/or hotel.	<ul style="list-style-type: none"> <li>To ensure any future development of the site achieves high quality architectural design.</li> <li>To encourage future development that promotes a suitable mix of land uses.</li> </ul>
6	Former Cinema & carpark	Private	0.60	A prominent 'Main Street' corner property with significant frontage to Cooper Street - an important west-east connector street. The former cinema provided one of the few night-time entertainment venues in the Commercial Centre.	To re-establish as a night-time entertainment venue, to better define and activate adjoining streets, particularly Charlton Street, and to screen existing parking area with active ground level frontages.	<ul style="list-style-type: none"> <li>To encourage the ongoing use of the site for entertainment purposes.</li> </ul>
7	Vincent St carpark site	Council (Operational) + Private	0.33	Consolidated, current carpark site in the heart of the CBD, with both Vincent Street and Cumberland Street frontages. Elevated with views west over the valley.	To realise a high quality urban development outcome - a 'model' mixed use development of high quality architecture with attractive landscaped street frontages.	<ul style="list-style-type: none"> <li>Future development of the site is to achieve high quality architectural outcome that promotes retail, commercial and residential uses.</li> </ul>
8	Cessnock City Council	Council (Operational)	0.52	Current Cessnock City Council, Council Chamber, offices, public address and associated car parking. A key consolidated site within the CBD with Vincent Street, Cooper Street and Cumberland Street frontages.	To realise a high quality urban development outcome - a 'model' civic development of high quality architecture with attractive landscaped street frontages.	<ul style="list-style-type: none"> <li>To ensure any future development of the site achieves high quality architectural design.</li> </ul>
9	Public carpark	Council (Operational) + Private	0.59	Consolidated Commercial Centre site, currently used for public car park. Significant CBD corner/street frontages.	To develop as multi-level car park, sleeved with ground level retail/active street frontages. To develop rooftop as hotel/motel accommodation, private apartments or affordable housing. Potential to be a relocation site for Council.	<ul style="list-style-type: none"> <li>Ensure future development promotes activity on the street and within the public domain.</li> </ul>
10	Mixed use & public carpark site	Cessnock Leagues Club	0.54	Large consolidated site, including on site parking and green space.		<ul style="list-style-type: none"> <li>To ensure any future development of the site achieves high quality architectural design and public domain outcome.</li> </ul>

Ref.	Catalyst Site	Ownership	Area (Ha)	Significance	Opportunity	Development Objectives
11	Public carpark	Council (Operational)	0.16	Consolidated Commercial Centre site currently used for public car park. Significant CBD corner/street frontages.	To develop as multi-level car park, sleeved with ground level retail/active street frontages. To develop rooftop as hotel/motel accommodation, private apartments or affordable housing.	<ul style="list-style-type: none"> <li>• Future development is to encourage active street frontages.</li> </ul>
12	Vincent St site	Council (Community)	0.41	Consolidated, prominent 'Main Street' corner site, currently three-quarters vacant.	To create a consolidated cultural/arts hub, consisting of Cessnock Library (relocated/expanded), Regional Art Gallery and potential alternative site for Visitor Centre - adjacent to existing Cessnock Performing Arts Centre.	<ul style="list-style-type: none"> <li>• To ensure any future development of the site achieves high quality architectural design and public domain outcome.</li> </ul>
13	Hall St site	Council (Operational)	0.07	Prominent Centre corner site, currently vacant.	To realise a high quality urban development outcome - a 'model' mixed use development of high quality architecture with attractive landscaped street frontages.	<ul style="list-style-type: none"> <li>• To ensure any future development of the site achieves high quality architectural design and public domain outcome.</li> <li>• To provide for active street frontages to promote activity on the street and within the public domain.</li> </ul>
14	Potential Library site and public carpark	Council (Operational)	0.40	Consolidated Commercial Centre site currently used for public car park.	To develop a new multi-level public carpark with potential Cessnock Library on ground floor, or other active / retail use.	<ul style="list-style-type: none"> <li>• Future development is to encourage active street and laneway frontages.</li> <li>• High quality architectural design and public domain outcome.</li> </ul>

### Open Space Opportunities

Ref.	Opportunity	Ownership	Area (Ha)	Significance	Opportunity	Development Objectives
A	TAFE site	Department of Technical and Further Education (TAFE)	1.51	A large green space at the 'heart' of the CBD that is currently underutilised, poorly defined, and lacks usable spaces and places to enjoy on a day to day basis (e.g. currently consists of a war memorial, gazebo, exposed lawn areas, scattered trees and parking areas).	To provide a District Level Playground and well-defined park areas.	<ul style="list-style-type: none"> <li>• To provide a town park for the community, accommodating areas for gathering, picnicking, childrens' play and relaxation.</li> </ul>



Ref.	Opportunity	Ownership	Area (Ha)	Significance	Opportunity	Development Objectives
B	Stormwater canal (north)	(Hunter Water Corporation)	833m (length)	A major concrete stormwater canal, of significant width, depth and length, weaves through the urban fabric of five city blocks.	In the long term to establish an attractive landscaped linear green space and accessway, connecting the TAFE Site to bushland and park reserves to the northeast.	<ul style="list-style-type: none"> <li>• Upgrade and incorporate WSUD of the existing stormwater canal.</li> </ul>
C	Vincent St 'North Gateway' Park	Council (Community)	0.07	Prominent corner site at the north gateway to the Commercial Centre.	To mark/define the entry to Cessnock CBD with appropriate paving, signage, lighting, artwork, and feature landscaping at this key intersection. To activate the open/arrival space with adjoining building frontages both defining and opening to the space.	<ul style="list-style-type: none"> <li>• Enhance the existing park signifying its gateway location.</li> </ul>
D	HJ Sternbeck Lions Park	Private	0.08	Publically accessible, medium sized park located on a key corner of the 'Main Street'.	To improve the amenity and usefulness of the park for users and to activate the edges of the park through introducing retail uses on adjoining building frontages, to the north and east.	<ul style="list-style-type: none"> <li>• Upgrade the existing park and open to surrounding public domain.</li> </ul>
E	Cooper St & Shopping Centre carparks	Private	0.48	Undeveloped space at the 'heart' of the CBD, with connections from key shopping centres to the 'Main Street', currently only used for carparking.	To develop as a City Market - a multi-mode public plaza, suitable for use for regular weekly regional farmers markets and for special events/festivals, reverting to parking at other times. To provide lightweight sculptural glass/steel permanent weather protective roof for market days, potential to integrate solar PV power generation.	<ul style="list-style-type: none"> <li>• To promote the development of a town square for the neighbourhood, accommodating areas for gathering, seating and childrens' play.</li> <li>• Develop Cessnock Market Strategy.</li> </ul>
F	CPAC carpark	TBC	0.08	Important through-block public domain, pedestrian and visual connection from Vincent Street (existing plaza) through to Cumberland Street, adjoining CPAC.	To extend existing CPAC plaza east through to Cumberland Street, consolidating parking in a multi-level parking station, sleeved at ground level in retail/cultural uses.	<ul style="list-style-type: none"> <li>• Encourage the expansion of the existing CPAC plaza through to Cumberland Street.</li> </ul>
G	Western Gateway Triangle	TBC	0.37	Prominent corner, triangular site at the west gateway to the Commercial Centre.	To mark/define the entry to Cessnock CBD with appropriate paving, signage, lighting, artwork, and feature landscaping at this key intersection.	<ul style="list-style-type: none"> <li>• Deliver a gateway park which enhancing streetscape.</li> </ul>

2. Development of 'Catalyst Sites' (5, 6, 7, 10 and 11) in accordance with the development opportunities and objectives outlined in **Table 2** and that achieves design excellence in accordance with the "Design Excellence" clause under Part 7 of the Cessnock LEP 2011 are eligible for the following reduced car parking rates:
  - a) 25% less than the required by Chapter C.1 of this DCP for land uses including business & office premises; entertainment facilities; function centre; places of public workshop; restaurant; shops and general business; or
  - b) 50% less than that required by Chapter C.1 of this DCP for land uses including business & office premises; entertainment facilities; function centre; places of public workshop; restaurant; shops and general business where the development includes residential floor space equal to or greater than 50% of the total floor space of the development.