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1 INTRODUCTION

This section contains local objectives and controls for development in Morisset town centre as defined in Figure 5; Extent of Area Plan and are in addition to the general provision contained in Part 4 – Development in Business Zones. For general development controls, see Part 4 – Development in Business Zones. Where conflict arises between this section and Part 4, the controls in the Morisset Area Plan take precedence.

1.1 BACKGROUND

Morisset is located on the south-western side of Lake Macquarie on the Main Northern Railway, two kilometres from the F3 Freeway. It is 45 kilometres by road, from Newcastle and 110 kilometres from Sydney. It is the rail terminus for local services to and from Newcastle, and a major stop for intercity services between Newcastle and Sydney.

Morisset is also the service centre and transport hub for the surrounding villages of Cooranbong, Dora Creek, Bonnells Bay and the other suburbs of the Morisset peninsula.

The town has been identified as an emerging Major Regional Centre in the Lower Hunter Regional Strategy 2006, and Council adopted a broad Structure Plan for Morisset in November 2008. This Area Plan now provides objectives and controls for development within the town centre.

1.2 EXISTING CHARACTER

The township of Morisset dates back to 1887 when the two main industries in the area were sawmilling and the construction of the Great Northern Railway.

The town centre is located on land that falls from elevated areas in the northeast sector (between Bridge Street and Wharf Streets), to low-lying areas at the northwest corner (near Doyalson and Newcastle Streets). Many sites have broad views to the Watagan Ranges in the northwest.

Dora Street is a busy through road, and the traditional shopping street. It runs along the ridge and parallel to the railway line. The remaining town centre has a regular street grid. Most blocks are bisected east-west by 6-metre-wide lanes that provide rear access to each lot. Whilst the streets are well connected in plan, the steep topography restricts pedestrian movement and access.

Traditional building design includes smaller scale frontages on sloping sites with masonry façades, deep box awnings over the footpath, pitched or raked sheet steel roofs behind parapets, and façade walls with punched windows and entries, as shown in Figure 1 - Mullards Building on Dora Street, Morisset.

Figure 1 - Mullards Building on Dora Street, Morisset
1.3  DESIRED FUTURE CHARACTER

The hilly topography and open northern aspect lends itself to a pleasant mix of shady and sunny public spaces and streets, with outlook to the Watagans. Morisset has the potential to develop pedestrian-friendly and comfortable-scale streets that are edged by two to four storey buildings up to the street boundary.

Town Centre Structure

The desired Morisset town centre structure (see Figure 2 - Morisset: desired town centre structure):

1. Recognises the rail line as the southern edge of the centre;
2. Recognises Dora Street as the existing shopping strip and main vehicle route, until construction of a bypass for through traffic, as recommended in Morisset Structure Plan 2008;
3. Provides for new pedestrian links across the long east-west blocks at street level;
4. Establishes Station Street as a pedestrian and cycle ‘spine’, linking the rail station to the main recreation reserve;
5. Recovers Kahibah Street road reserve to form an integrated recreation reserve north of the town;
6. Retains the existing street and lane grid, and inserts new pedestrian and vehicle laneway links; and
7. Establishes the Town Square and the future town hub, to be surrounded by development suited to extended hours activity such as retail, cafés and takeaway food retailing, and community and function facilities.

Figure 2 - Morisset: desired town centre structure
Town Square

Morisset currently lacks any central public place. This plan includes a Town Square that would provide residents, visitors and shoppers with a pleasant, lively and safe place for waiting, meeting, relaxing, or engaging in community life.

**Activation of a Town Square**

The proposed Town Square is centrally located, close to rail and bus interchange services. The development sites surrounding the Town Square provide the opportunity for mixed-use development that would support activity over extended hours. Development overlooking, or opening onto the town square could accommodate office space, community facilities, function rooms, entertainment facilities, cafés and retail space, as shown in Figure 3 - Impression of future Town Square and surrounding development.

**Key Location of Crown Reserve**

The Crown Reserve at 73 Dora Street (DP 1141789 Lot 7325 is an area of 2810m² reserved for Police Purposes (gazettal 5.2.1913). The police station occupies the southeast section whilst the northwest section is currently unoccupied. This part of the Crown Reserve fronting Yambo Street is ideally located for a future town square.

![Figure 3 - Impression of future Town Square and surrounding development](image)

**Built Form**

The desired built form of the town centre, as shown in Figure 4 - Development scenario based on built form principles, and in the Area Plan controls, would be achieved by ensuring that:

1. Development around the town square maximises site coverage and height, includes basement parking, and activates the edges of the town square;
2. Development along the pedestrian-based retail streets is built to the street boundary and side boundary;
3. Parking and service areas are located towards the rear or middle of a lot, and accessed from the rear lane;
4. Building floor levels step with the street slope;
5. Development in the northeastern blocks is primarily freestanding buildings for residential use and secondary commercial use;
6. Lots are amalgamated to allow building footprints on an east-west axis, and to maximise views and solar access to the north; and
7. Off-street public parking facilities are provided for long term growth of the centre.
Figure 4 - Development scenario based on built form principles and the Area Plan controls

Built Character
Characteristic and desirable elements for future buildings in Morisset are:

- Smaller scale frontages on sloping sites;
- Deep box awnings over footpath;
- Masonry façades with parapets;
- Pitched or raked sheet steel roofs behind parapets;
- Façade walls with punched windows and entries; and
- Recessed balconies on the first level above the street.

Landscape Character
Morisset can take advantage of its open northern aspect and the outlook to the Watagans. Tree plantings along public streets, at the rear of lots along the laneways, and in the middle of lots would all contribute to a pleasant green outlook from sites that are more elevated.

Development should:

- Maximise advanced tree plantings in the street of broad-canopy native trees and selected exotic trees that have a traditional presence in Morisset; and
- Maximise plantings of evergreen trees within the lot and in car parks in order to reduce heat load, and provide visual softening from overlooking buildings and sites.
2 DEVELOPMENT CONTROLS

This Area Plan applies to the area bounded by the green line, as shown in Figure 5 - Extent of Area Plan. Plans and sections are provided for each of the town centre blocks. The Block Controls are designed to respond to the topography, aspect and context of each block and street frontage, in order to support the desired future structure, built form and character of the Morisset town centre (Figures 8-22).

Figure 5 - Extent of Area Plan and Key to Block Controls

In the event of a development proposal that cannot be accommodated on existing commercially zoned land, such as a large floor-plate discount department store, the Potential Commercial Area fronting Doyalson Street would be subject to further investigations.

Any request for rezoning must detail the requirements of development. It must demonstrate that these requirements cannot be physically accommodated on another site, or that all reasonable attempts to assemble an alternate development site have been unsuccessful.
2.1 BLOCK CONTROLS

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

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

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

- The location of public open space, public pedestrian links, and street awnings
- The location of new vehicle links
- The location of non-residential uses
- Front setbacks at street level and upper levels
- The desired location of building mass close to the street
- The overall maximum depth of development
- The expected provision of basement car parking
- Aspects where building mass should be broken up (i.e. 50% occupied areas)

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

**Objectives**

a. To improve the amenity and connectivity of the public domain.

b. To improve vehicle circulation and access to public transport.

c. To ensure that building scale, height and setback contributes to the desired future character of the town centre.

**Controls**

1. Development must make a positive contribution to the desired future character of the town centre as described in Section 1.3.

2. A development proposal must address the requirements of the relevant Block Plan and Section(s), as shown in Figures 8-22.

3. Site planning and building design must be based on a comprehensive site and context analysis.
3 STREETS AND PUBLIC SPACE

3.1 TOWN SQUARE DEVELOPMENT

Objectives
a. To provide a pleasant, safe and lively public space for community and social activity.
b. To maximise commercial floor space surrounding the town square.
c. To provide active retail frontages and al fresco uses at the edges of the town square.
d. To support a mix of commercial and community uses on upper levels overlooking the town square.
e. To provide a rear lane for access to service areas and basement parking.

Controls
1. Ground floor uses fronting the town square and Yambo Street between Station and Short Streets must be pedestrian-based retail uses, active community space or entries to upper level floor space.
2. Development on sites with a frontage to Yambo Street and the town square must provide a footpath trading area or internal floor space with large retractable wall or window area, suited to future café trading.
3. Upper levels must include balconies or terraces overlooking the town square.
4. Development of Lot 5 DP758707 (current Westpac site) must include provision of a pedestrian lane with a minimum width of 4 metres, as shown on the Block B Plan (see Figure 8 - Block A B and H Control Plan). It must also meet all the criteria set out below for pedestrian lanes.
5. Development of Lot 7325 DP 1141789 (Police Station site) must include an 8 metre wide vehicle laneway on the alignment, as shown in the Block B Plan (see Figure 8 - Block A B and H Control Plan).

Note: Council may vary the provisions for the vehicle and pedestrian lanes in Block B Plan, subject to the resolution of the Town Square proposal.

3.2 PEDESTRIAN LANES

Objectives
a. To improve north-south access for pedestrians and cyclists.
b. To provide a pleasant, safe, well-lit and interesting pedestrian corridor.

Controls
1. Development must include an open pedestrian lane where the development site coincides with, or is immediately adjacent to, the nominated location of the pedestrian lane, as shown on the Block Controls (Figures 8-22).
2. Each pedestrian lane must be a minimum 4 metres in width.
3. The lane alignment must ensure a clear line of sight from end to end.
4. The building elevation fronting the lane must include windows, entries, cantilevered awnings and architectural detail that support casual surveillance and visual interest.
5. The building elevation fronting the lane must include lighting to the lane.
6. Where ground floor residential floor space is fronting a pedestrian lane, there must be a setback of at least 1 metre from the lane. Windows overlooking the lane must be screened. Blank walls facing a lane are not acceptable.

Note: Council may require the property owner to maintain the lane as an open access way, or for the land to be dedicated to Council as a public laneway.
3.3 FOOTPATH DINING

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

Controls
1. Footpath dining must be located in areas where it is possible to maintain a two metre-wide clear pedestrian through route.
2. Development for café use must provide a large wall opening and retractable windows or doors below awning level, and which occupy at least 75% of the façade area.

Note: The Street Improvement Plan identifies areas suited for footpath dining, including the Town Square, the Stationmaster’s Cottage and the upper end of Station Street.

3.4 STREET IMPROVEMENT PLAN

Objectives
a. To provide high quality infrastructure for walking, cycling and access to public transport.

Controls
1. The interface between development and the public domain must be consistent with the provisions of the Street Improvement Plan, as shown in Figures 23-27.
2. Works undertaken within the public domain must be consistent with the provisions of the Street Improvement Plan.

Note: The Street Improvement Plan identifies works that support public transport access, walking and cycling. Council may determine that funding or undertaking of these works is a suitable offset for a shortfall in commercial on-site parking.

3.5 GROUND FLOOR LEVELS

Objectives
a. To ensure a visual connection between the street and ground level activity where practical.
b. To allow for practical floor-plate areas on steeper streets.

Controls
1. For development on 23 Yambo St (Lot 2, DP 508750), 24 Yambo St (Lot 2 DP 758707), 25 Yambo St (Lot 13, DP 758707), and 29 Yambo St (Lot 56, DP 1007560), the difference in level between the public footpath and the internal floor level at any point on the street boundary must not exceed 1.8 metres.
2. For development on all other lots, the difference in level between the public footpath and the internal floor level at any point on the street boundary must not exceed 1 metre, as shown in Figure 6 - Level change between footpath and ground floor level.
3.6 STREET AWNINGS

**Objectives**

a. To provide shelter and shade for pedestrians and footpath activity in pedestrian priority areas.

b. To allow for awning design on steeper streets.

**Controls**

1. Where shown in the Block Controls, (Figures 8-22), development must provide a continuous or stepped solid box awning for the full extent of the building frontage. It must be at least 3 metres wide, or extend to within 600mm of the kerb face.

2. Where shown in the Block Controls, development must provide a solid box awning for at least 50% of the building frontage, including the entrance to the building. It must be at least two metres wide, or extend to within 600mm of the kerb face.

3. The vertical distance from the footpath to the underside of the awning must be between three and four metres at any point.

4. Despite the above, Council may require an awning setback of 1.5 metres from the kerb line, to accommodate street planting within the footpath area.

**Note:** Layout and location of street trees are indicated generally in the Street Improvement Plan (Figures 23-27).
4 ACCESS AND PARKING

4.1 SITE ACCESS

Objectives

a. To maximise the retail frontage to streets in the town centre.

b. To minimise vehicle movements across pedestrian footpaths.

c. To create a pedestrian-friendly core in Station Street, and in Yambo Street between Station and Bridge Streets.

Controls

1. Heavy vehicle movements to any site in the town centre must be designed to avoid Station Street and Yambo Street, between Station and Bridge Streets.

2. Vehicle access to on-site car parking or service areas must not be located on the primary street frontage, wherever access can be gained from a secondary street or rear lane.

3. Site access must comply with the locations shown in Block Controls (Figures 8-22).

4. The driveway crossover at the boundary must not exceed the minimum design width required to meet Council traffic requirements.

5. Access to on-site car parking and servicing facilities must be designed perpendicular to the street alignment and must not ramp along a street or lane alignment.

6. Where there is no alternative to access at the primary street frontage, the crossover must not occupy more than 25% of that frontage.

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

4.2 PARKING PROVISION

Objectives

a. To maximise commercial floor space yield on priority development sites within the town core, as shown in Figure 7 - Priority Development Sites.

b. To maximise parking spaces in basement excavations.

c. To reduce the demand for parking facilities through improvements to public transport, cycling and walking facilities.

d. To support the provision of public car parking facilities.

Controls

1. For Priority Development sites, as shown in Figure 7 - Priority Development Sites, where the required parking cannot be entirely provided on-site, alternative provisions for car parking may be made, in accordance with the relevant Section 7.11 Contributions Plan(s) and/or Council’s Policy – Planning Agreement – Car Parking Deficiencies.
Figure 7 - Priority Development Sites
5 BUILDING DESIGN

5.1 BUILDING TO THE STREET BOUNDARY

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

Controls
1 Development must be built to the street boundary on any lot unless otherwise nominated in the Block Control (Figures 8-22).
2 On corner lots, the front façade may include a chamfer or splay across the corner, provided that the chamfer wall length does not exceed 5 metres, and it includes an entry door or window with clear glazing.

Note: See Access and Parking for setbacks to laneways.

5.2 FRONT SETBACKS

Objectives
a. To provide for privacy and amenity for residential floor space at street level.
b. To allow for landscaping and street tree planting on Newcastle Road.

Controls
1 Buildings on Newcastle Street between Station and Doyalson Streets must be set back a minimum of 3 metres from the street boundary (Figure 16 - Block D Section D-D).
2 Where ground floor residential use is permitted the building must be setback a minimum of 4 metres from the street boundary (Figure 20 - Block F Section F-F, and Figure 22 - Block G Section G-G).
3 Where ground floor residential use is permitted, up to 40% of the building frontage may encroach up to 1 metre into the front setback area. In this situation, however, development must retain adequate aerial space and deep soil volume for the planting of shade trees within the front setback area.

Note: Ground floor residential use is restricted to lots northeast of Bridge Street in Block F and Block G.
5.3 SETBACKS TO LANEWAYS

Objectives

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

Controls

1 Where the existing laneway width is less than 8 metres, development must be set back a minimum of 1 metre from the lane.

Note: Most rear lanes in the town centre are 6 metres in width and require a building setback at the lane boundary. Fences are encouraged on the lane boundary.

5.4 MAXIMUM OCCUPIED AREA

Definition

One hundred percent (100%) occupied area means that the floor space on that level completely fills the maximum possible area within the setbacks from each boundary.

Fifty percent (50%) occupied area means that the floor space on that level occupies no more than 50% of the maximum possible area within the setbacks from each boundary.

Objectives

a. To reduce the bulk and visual impact of building mass.

Controls

1 Development must comply with maximum occupied areas, as shown on the Block Controls and Sections (Figures 8-22).

5.5 BUILDING HEIGHT

Objectives

a. To allow sufficient height to accommodate buildings with a reasonable floor-plate area on steeper sites.

b. To encourage higher density development in the town core, and around the Town Square.

Controls

1 The maximum number of storeys must comply with the Block Controls (Figures 8-22).

2 Where an Area Plan does not specify height in storeys development must not exceed 3 storeys and 13 m in height.
5.6 BUILDING HEIGHT AT THE STREET

Objectives

a. To maximise the building mass and floor space in the town centre.
b. To define and reinforce the spatial character of the street.
c. To emphasise each corner of a block with additional height and/or building mass.

Controls

1. Development must provide at least two storeys in height along the primary street frontage.
2. On corner lots, the maximum height of development must occur at the corner element.
3. On corner lots, development must provide a minimum of two storeys on the secondary frontage for a minimum length of 10 metres, measured from the corner.
6 LANDSCAPE

6.1 DEEP SOIL AREAS

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

Controls
1 Development in Blocks A and D must reserve at least 10% of the site area for deep soil planting.
2 Development in Blocks F and G must reserve at least 15% of the site area for deep soil planting.
3 Each deep soil area must have a minimum dimension of at least 2 metres and a minimum area of 6m².
4 Each deep soil area allocated to tree planting must have a corresponding clear air space that is at least 8 metres high and 6 metres in width.

6.2 TREE PLANTING

The following requirements relate to trees on private land. For street tree planting requirements, refer to the Street Improvement Plan (Figures 23-27).

Objectives
a. To provide broad-canopy tree cover in car parks for shade, shelter and screening.
b. To provide broad-canopy trees which define the edge of rear laneways.
c. To provide tree cover in front setback areas to enhance street character.
d. To provide shade for private open space areas.

Controls
1 Development must include installation and maintenance of at least one advanced clear-trunked broad-canopy tree per 20m² of deep soil area, or installation and maintenance of at least one advanced clear-trunked broad-canopy tree per four at-grade car parking spaces (whichever is the greater).
2 Tree planting must be located to reinforce the rear lane boundary.
3 Tree planting in car parks must provide general shade and shelter to the car park.
4 Development in Blocks D, F, and G must provide tree planting within the front setback area.
5 All trees must be advanced stock, and at least 45L container size.

Note: Root volume for trees in car parks trees may be achieved using load-bearing soils below the vehicle pavement.
7 BLOCK CONTROLS

Note: The uses mentioned in the cross sections below are indicative only.

Figure 8 - Block A B and H Control Plan

Figure 9 - Block A Section A-A
Figure 13 - Block C Control Plan

Figure 14 - Block C Section C-C
Figure 15 - Block D Control Plan

Figure 16 - Block D Section D-D
Figure 17 - Block E Control Plan

Figure 18 - Block E Section E-E
Figure 19 - Block F Control Plan

Figure 20 - Block F Section F-F
Figure 21 - Block G Control Plan

Figure 22 - Block G Section G-G
Figure 24 - Street Improvement Plan Station Street North

- Link to 3m wide off road pathway through Bennie Goodwin Park to North Corrimal and North Morisset subdivisions.
- Review road redesign for traffic lights.
- Trees in road pavement to council standard detail (refer DCP Guidelines Volume 1 - Landscape). Feature tree guards with mild steel panels (refer MTG).
- 1.5m wide kerb side planting beds with groundcovers to correspond with tree locations and discourage cycling into safety zones.
- Separate pedestrian and bicycle path with raised median kerb 0.5 m wide (refer MTG).
- Preferred min 2 m wide pedestrian zone (refer MTG for paving treatment). 1 m kerb side planting beds with groundcovers to correspond with tree locations.
- New kerb and gutter to allow heavy vehicle turning circle.

NOTES:
- Detailed road design required and subject to Council approval.
- For public domain documentation requirements and investments paving, furniture comply with Morisset Town Centre Streetscape and Public Domain Technical Guidelines (MTG).
Figure 25 - Street Improvement Plan Station Street South

Maximise trees in road pavement along Yambio Street between Bridge and Daysdale Streets. Parallel kerb side parking.

Applied finish to road surface along Yambio Street (between Station and Short Streets) to delineate high use pedestrian zone between Town Square and Ciden development (refer MTG).

Kerb extensions to Yambio Street at Station and Short Street intersections.

Town Square - Incorporating large format tree plantings, Wi-Fi, public art, alfresco dining spaces, street furniture, community activities.

Footpath plantings with ground cover.

Sidewalk plantings with ground cover.

Separate pedestrian and bicycle path with 1.2 m gap. Promenade paving treatment and refer MTG.

In-ground tree planting with ground cover and large trees. Feature tree guards with infill panels. (refer MTG).

Option for 2 m wide x 3 m long level platforms to be identified or removed as required for alfresco dining, adjacent to parallel beds.

Widened sidewalks path - opportunity for landmark tree planting and public art. Feature tree guards with infill panels. (refer MTG).

NOTES:
- Detailed road design required and subject to Council approval
- For public domain documentation requirements and treatments (paving, furniture) comply with Matraville Town Centre Streetscape and Public Domain Technical Guidelines (MTG)
Further investigation required for potential adaptive reuse of Railway Cottage and brick outshoe.

Option of a separate small commercial building to support adaptive reuse options for the cottage (kiosk, news stand, flower stand, fresh juice etc.) with awning. Final configuration to be determined on best adaptive reuse options for Stationmaster’s House. 1.5 m pedestrian path to top of slope.

Steps to Dora Street.

Cassed area on NW side to property line and NE site.

Maintain visually open and publicly accessible area around cottage for OPTED. Low fencing only.

Public art opportunity to denote arrival at the town centre.

Adaptive commercial reuse of Stationmaster’s House to create landmark development for town centre. Low transparent boundary fencing. Heritage constraints.

1.5 m wide ramped herbals path to comply with AS1428. Water for shared or separated cycle lane subject to further utilities investigation.

Public art opportunity.

Bicycle racks.

Figure 26 - Street Improvement Plan Stationmaster’s Cottage
Figure 27 - Street Improvement Plan Yambo and Short Streets Precinct

- Maximize trees in road pavement along Yambo Street between Bridge and Doyleson Streets. Parallel kerb side parking.
- Kerb extension with trees in pavement.
- Relocate pedestrian crossing away from pole.
- Remove lower path and plant between kerb and path.
- Enlarge kerb extensions.
- Grass for parking access.
- Remove retaining walls and garden beds within footpath zone. Full-width paving. Split building floor plate to better relate to footpath levels.
- Full-width path.

NOTES:
- Detailed road design required and subject to Council approval.
- For public domain documentation requirements and treatments (paving, furniture) comply with Latrobe Town Centre Streetscape and Public Domain Technical Guidelines (MTS).