
ATTACHMENTS DISTRIBUTED UNDER SEPARATE COVER

ITEM-23 CCL 26/05/20 – ADOPTION OF LOCAL STRATEGIC PLANNING STATEMENT

Attachment A: Local Strategic Planning Statement
Attachment B: Summary of changes
Attachment C: Summary of submissions

ITEM-24 CCL 26/05/20 – EXHIBITION OF DRAFT HERITAGE STRATEGY

Attachment A: Draft Newcastle Heritage Strategy 2020 - 2030

ITEM-25 CCL 26/05/20 – ADOPTION OF AMENDMENT TO NEWCASTLE LEP 2012 - CREATE NEW HERITAGE ITEM FOR PARKWAY AVENUE, NEWCASTLE

Attachment A: Planning Proposal – new heritage item for Parkway Avenue, Newcastle
Attachment B: Summary of Submissions and Responses
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ITEM-28 CCL 26/05/20 – MARCH QUARTERLY BUDGET REVIEW STATEMENT

Attachment A: March Quarterly Budget Review Statement

ITEM-29 CCL 26/05/20 – EXECUTIVE MONTHLY PERFORMANCE REPORT

Attachment A: Executive Monthly Performance Report – April 2020

**ORDINARY COUNCIL MEETING
26 MAY 2020**

**CCL 26/05/20
ADOPTION OF LOCAL STRATEGIC PLANNING STATEMENT**

ITEM 23 Attachment A: Local Strategic Planning Statement

ITEM 23 Attachment B: Summary Changes

ITEM 23 Attachment C: Summary of Submissions

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**ORDINARY COUNCIL MEETING
26 MAY 2020**

**CCL 26/05/20
ADOPTION OF LOCAL STRATEGIC PLANNING STATEMENT**

ITEM 23 Attachment A: Local Strategic Planning Statement

Planning Newcastle 2040: Global City, Local Character

Local Strategic Planning Statement



newcastle.nsw.gov.au



City of
Newcastle

Acknowledgment

The City of Newcastle acknowledges the traditional country of the Awabakal and Worimi peoples. We recognise and respect their cultural heritage, beliefs and continuing relationship with the land, and that they are the proud survivors of more than two hundred years of dispossession. City of Newcastle reiterates its commitment to addressing disadvantages and attaining justice for Aboriginal and Torres Strait Islander peoples of this community.



The 17 Sustainable Development Goals are a universal call to action to end poverty, protect the planet and ensure that all people enjoy peace and prosperity.

The *Local Strategic Planning Statement* contributes to the following Goals.



For information about the Local Strategic Planning Statement, contact the Urban Planning Team, City of Newcastle.

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Message from the Lord Mayor, Nuatali Nelmes

Welcome to the Newcastle Local Strategic Planning Statement – our shared land use planning vision that will guide the sustainable growth and change of our amazing city over the next 20 years.

By 2040, we expect our population to grow by almost 40,000 people to 200,000 people. This statement provides us with a clear roadmap for managing the transformation into a ‘Global City with Local Character’.

This statement ensures the transition from a Regional City at the heart of the Hunter, into a smart, liveable and sustainable Global City underpinned by our community vision and values. It places the protection of the environment, providing jobs close to home, accessibility to transport and being an inclusive community, at the core of our land use planning.

We have worked hard to ensure that the planning priorities and actions in this statement will enhance what we love about Newcastle, our natural environment, public spaces and parks, strong sense of community, access to local shops and services, our cultural and built heritage and the local character of different suburbs.

While the Local Strategic Planning Statement guides growth over the next 20 years, it is worthwhile to look back over the past twenty odd years, to 1998,

when we prepared the first Newcastle Urban Strategy to contribute to Newcastle becoming a more equitable, tolerant and accessible City. The Lord Mayor at that time, Councillor Greg Heyes, wrote in his message introducing this first urban strategy about the challenges of the future and the implications for the City. He wrote that:

As jobs in heavy industry continue to decline and the ability to work from home increases, there should be opportunities to build an urban form that allows us to use the car less, to have working and convenience shopping, recreational and cultural choices within easy walking distance from home ... in well-designed, pedestrian-friendly and diverse neighbourhoods well-connected by public transport.

Technology has leapt ahead in ways that were impossible to predict at this time and no doubt the changes that are in store for us over the next twenty years will continue to surprise. What won't change are our community values. This statement is a living document and will continue to be refined to respond to our growing and changing community. I'm excited about the role we all have in shaping the future of our city and I commend this document to you.

Nuatali Nelmes
Lord Mayor of Newcastle



Message from the Chief Executive Officer, Jeremy Bath

This Local Strategic Planning Statement highlights the most important land use priorities and actions for our city.

It is the centrepiece of our local strategic planning framework, providing a link between our Community Strategic Plan 'Newcastle 2030' and local land use plans, policies and strategies.

In preparing the statement, we have undertaken a comprehensive engagement program covering a broad cross section of our community to capture what we value most and embed those values into all of our land use planning decisions.

We'll be updating this statement at least every 7 years to ensure it continues to reflect the community vision and aspirations for the future of our city.

I would like to thank everyone who dedicated their time and effort in contributing to the statement. With your ongoing engagement we are confident that the Newcastle of tomorrow will continue to be one that we are proud to pass onto future generations.

Jeremy Bath
CEO

Acknowledgement of Awabakal and Worimi Peoples

The Awabakal and Worimi peoples are descendants of the traditional owners of the land situated within the Newcastle local government area (LGA), including wetlands, rivers, creeks and coastal environments. It is known that their heritage and cultural ties to Newcastle dates back tens of thousands of years.

It is difficult to determine the exact traditional boundaries of the Awabakal and Worimi peoples, which is mainly a consequence of the breaking down of kinship and belief systems, and dispossession of their lands. However, today it is more readily acknowledged that the lands to the north of the Coquun (Hunter River) are known to be connected to the Worimi peoples, and lands to the south of the Coquun are considered that of the Awabakal peoples.

There was a place on the Newcastle harbour called 'Muluubinba', which translates as a place with plenty of seafern. The 'Muluubinba' place name has become synonymous with the name for the current city of Newcastle. This is a symbolic acknowledgment and reference of the Awabakal and Worimi peoples' historical connections to Newcastle, that they lived and continue to live on and about this country, building and reviving their strong cultural practices and spiritual affiliations to this land.

Sacred sites, ceremonies, song-lines and storytelling are prominent and spiritual aspects of Aboriginal life. The knowledge of significant places, enactments and narrations, were imparted from one generation to the next. Demonstrating a deep knowledge of country, that contained key information and laws, that regulated and sustained relations between all living things.

The evidence of continuous and extensive Aboriginal occupation of Newcastle is also reflected in many colonial records such as journals, maps and sketches, as well as recent archaeological records. Multiple sites containing Aboriginal objects have been uncovered and documented throughout the Newcastle local government area, and in 2016 eight Aboriginal place names were gazetted by the NSW Geographical Names Board.

These eight Newcastle landmarks are officially dual named with their traditional Aboriginal names in recognition of Aboriginal Cultural Heritage. The names are based on Aboriginal references to the landmarks documented in maps, sketches and geological descriptions dating back to as early as 1798:

- Nobbys Head – Whibayganba
- Flagstaff Hill – Tahlbihn
- Pirate Point – Burrabihngarn
- Port Hunter – Yohaaba
- Hunter River (South Channel) – Coquun
- Shepherds Hill – Khanterin
- Ironbark Creek – Toohrnbing
- Hexham Swamp – Burraghinhbihng

Today, Newcastle is home to one of the largest Aboriginal populations in Australia, drawn from many Aboriginal language groups. These diverse communities proudly and actively identify with, foster and protect their distinctive cultures, beliefs and languages. Their knowledge and heritage continue to enrich and inform Aboriginal and non-Aboriginal communities of Newcastle and the Hunter region.

About the Local Strategic Planning Statement

The Local Strategic Planning Statement (LSPS) is City of Newcastle's (CN) plan to guide our land use planning over the next 20 years.

The LSPS implements priorities from our Community Strategic Plan, Newcastle 2030, and brings together land use planning actions in other CN adopted strategies. The LSPS also gives effect to the State Government strategic directions for the Hunter region, outlined in the Hunter Regional Plan 2036 and the Greater Newcastle Metropolitan Plan 2036.

The LSPS outlines Planning Priorities to achieve our land use planning vision and will inform our decisions on any changes to the planning rules in Newcastle Local Environmental Plan 2012 and the Development Control Plan 2012.

The purpose of the LSPS is to:

Build on the strategic directions of the Community Strategic Plan

Detail our community's 20-year land use planning vision

Outline the characteristics that contribute to our local identity

Identify our shared values to be maintained and enhanced

Describe how growth and change will be managed into the future

Implement the Greater Newcastle Metropolitan Plan as it relates to CN

Identify where detailed strategic planning may be needed.



Planning Newcastle 2040: Global City, Local Character

To assist in developing this LSPS, CN undertook a comprehensive community consultation program in 2019. The engagement included the following activities:

Dedicated Have Your Say consultation webpage

Online vision, land use and neighbourhood character survey

Interactive social pinpoint map to identify great streets, places and neighbourhoods

Pop-up stalls at Wallsend Winter Fair, Newcastle Pride Fair, City Library, Tighes Hill TAFE, University of Newcastle NEWSpace

Kids 'Big Picture' Drawing Activity with a Newcastle map and template for drawing your own map prepared by illustrator Liz Anelli

Over 171 comments were pinned to the social pinpoint map

61 big picture drawings were supplied to Council by our young people

491 people participated in the vision, land use and neighbourhood character survey

Draft LSPS was placed on public exhibition

What we heard:

Our community highly value:

Special places centred on our natural environment, public spaces and parks such as Newcastle Beach, Bathers Way, Lambton Park and Blackbutt Reserve;

The sense of community and opportunities for people to connect and engage in their streets, neighbourhoods and special places;

Easy access to local shops, services and parks; and

Cultural heritage and local character of different suburbs.

Our community are most concerned about:

Traffic in local streets and the loss of trees and gardens arising from new medium and high density housing;

The lack of safe separated cycleways, walking paths and integrated public transport; and

The loss of trees and public green spaces.

The LSPS has been updated to reflect what we heard during public exhibition, which includes:

The importance of trees and public green spaces

Further promoting the transition to cycling and active transport

New local centres hierarchy acknowledging the role and importance of our centres

Recognition of Aboriginal ownership

Inclusion of a 'Key Growth Driver' for the Catalyst Areas to clarify the infrastructure and interventions required to target investment in specific sectors



491
Survey
Respondents



Largest response
16-19
age group



52%
identify as
female



70% live in a detached house

Our 20-year land use planning vision

In 2040 Newcastle will be a smart, liveable and sustainable global city.

We will have a mix of great places that Novocastrians feel attracted to and proud of, and which provide for all residents, workers, visitors and students, regardless of their background, age or status.

We will have:

An integrated and accessible transport network

Our integrated transport network and land use pattern makes it easy, safe and convenient for our community to access jobs, education, services, recreation and entertainment facilities.

Our need for private car ownership and use has declined as we choose to:

- Walk or cycle on our network of footpaths and separated cycleways;
- Use light rail that has been extended to Broadmeadow Sports and Entertainment Precinct, John Hunter Health and Innovation Precinct and University of Newcastle at Callaghan;
- Use rapid bus transit network linking Catalyst Areas and strategic centres across the Greater Newcastle Metropolitan Area, including the Newcastle Airport; and
- Use shared electric vehicles, on-demand autonomous buses and ride share services.

Freight is transported on the dedicated freight rail line between Fassifern and Hexham. The Industrial Drive / Maitland Road corridor supports uses compatible with a freight corridor to and from the Port of Newcastle.

A green city

Our urban environment is greener with natural areas retained, protected and enhanced with more public park and street plantings.

Local blue and green corridors are established and protected with biodiversity sensitive urban design and regard to Aboriginal cultural heritage. Local corridors protect existing natural assets and link with rehabilitated bushland, waterways, wetlands and coastal habitats.

We are a leader in the circular economy, including resource recovery and reuse and a sustainable carbon neutral city.

We are a resilient city, with capacity to mitigate and adapt to climate change risks to our local environment, community and economy.

We continue to collaborate with leading universities, research institutions and other agencies to understand and improve our responses to emerging environmental and climate issues.

New development exceeds minimum energy and water use standards and adopts best practice design to retain and expand trees and landscaped areas, green roofs and walls, and urban biodiversity. Our community has the knowledge, tools and resources to retrofit existing buildings and create urban spaces that reduce energy, water usage and urban heat island effects.

A liveable city

Our City Centre attracts people of all ages and backgrounds as the business, civic, recreation and cultural hub of the Greater Newcastle Metropolitan Area.

Our local centres enable businesses to meet the changing retail and service needs of the community. Our local centres are easily accessed from all homes by active and public transport.

Our community is inclusive and socially connected with safe, accessible and walkable streets, parks and gathering spaces in each neighbourhood and local centre.

Our built environment recognises and responds to our valued cultural heritage, coastline and bushland, and complements the local character of each neighbourhood.

We recognise and respect Aboriginal cultural heritage, beliefs and continuing relationship with the land.

We have diverse housing types and tenures in our neighbourhoods for a variety of household types, income levels and life stages. We have greater housing choice in our suburbs with more single, dual occupancy, terrace and manor houses. In Catalyst Areas, Strategic Centres and Urban Renewal Corridors we have a mix of terrace houses and apartment buildings.

We are leaders in sustainable, accessible and inclusive buildings. In our Catalyst Areas and Urban Renewal Corridors at least 30% of new housing is affordable. New housing is built to the Liveable Housing Design Guidelines.

A smart and innovative economy

Our city meets the challenges of a changing economic base and delivers a just transition.

High profile institutions and corporates have established headquarters in our City Centre attracting and retaining global talent, and local businesses service international markets.

The John Hunter Health and Innovation Precinct and Astra Defence and Aerospace Precinct are driving job creation, producing international standard innovations, advanced technologies and practices.

We are internationally recognised for technology and innovation and are established leaders in sustainable and new energy industries including renewables and hydrogen.

A diverse range of goods flow through the Port of Newcastle and an expanded Newcastle airport enabled by established logistics hubs and efficient integrated supply chains.

Our urban industrial areas support incubators and hubs for innovative start-ups and jobs in creative industries, urban services, advanced manufacturing and high value industries.

We attract many visitors from around the world to experience our valued heritage, natural, built and cultural environment and our diverse calendar of events.

Our night-time economy has grown and attracts people of all ages and backgrounds with a diverse range of venues and activities that support live music, arts and other entertainment as an integrated part of our city environment.

Regional Context

Our place in the region

The City of Newcastle is located about 160 km north of Sydney. Newcastle is Australia's seventh largest city and is the centre of the Greater Newcastle Region, the largest regional centre in NSW.

Newcastle has an international profile as a major port city, gateway to the world for the Hunter's rich resources and is the economic hub of the Hunter Region. The City accounts for approximately 30% of the Hunter's developed industrial space and 80% of the office space.

We are home to the John Hunter Hospital, which is the tertiary referral hospital for Northern NSW,

the University of Newcastle and a number of world class research organisations including the CSIRO and Hunter Medical Research Institute.

As the cultural heart of the Hunter Region supporting the Newcastle Art Gallery, Newcastle Museum, Civic Theatre and Playhouse and the Newcastle Library, we host a diverse calendar of cultural events.

The City sits in the regionally recognised blue-green corridor that includes the internationally and State significant Lower Hunter Wetlands.

Our place in the region is shown on Map 1.



Megatrends in a changing world

Megatrends are long term transformative changes that will affect the way we live. The CSIRO has identified 7 megatrends that will have a major impact on Australia over the next 20 years and need to be considered as we plan our future:

More from less – increasing demand for limited natural resources and a scarcity of these resources.

Going, going... gone? – A window of opportunity to protect biodiversity, habitats and the global climate.

The silk highway – rapid economic growth and urbanisation in Asia and the developing world.

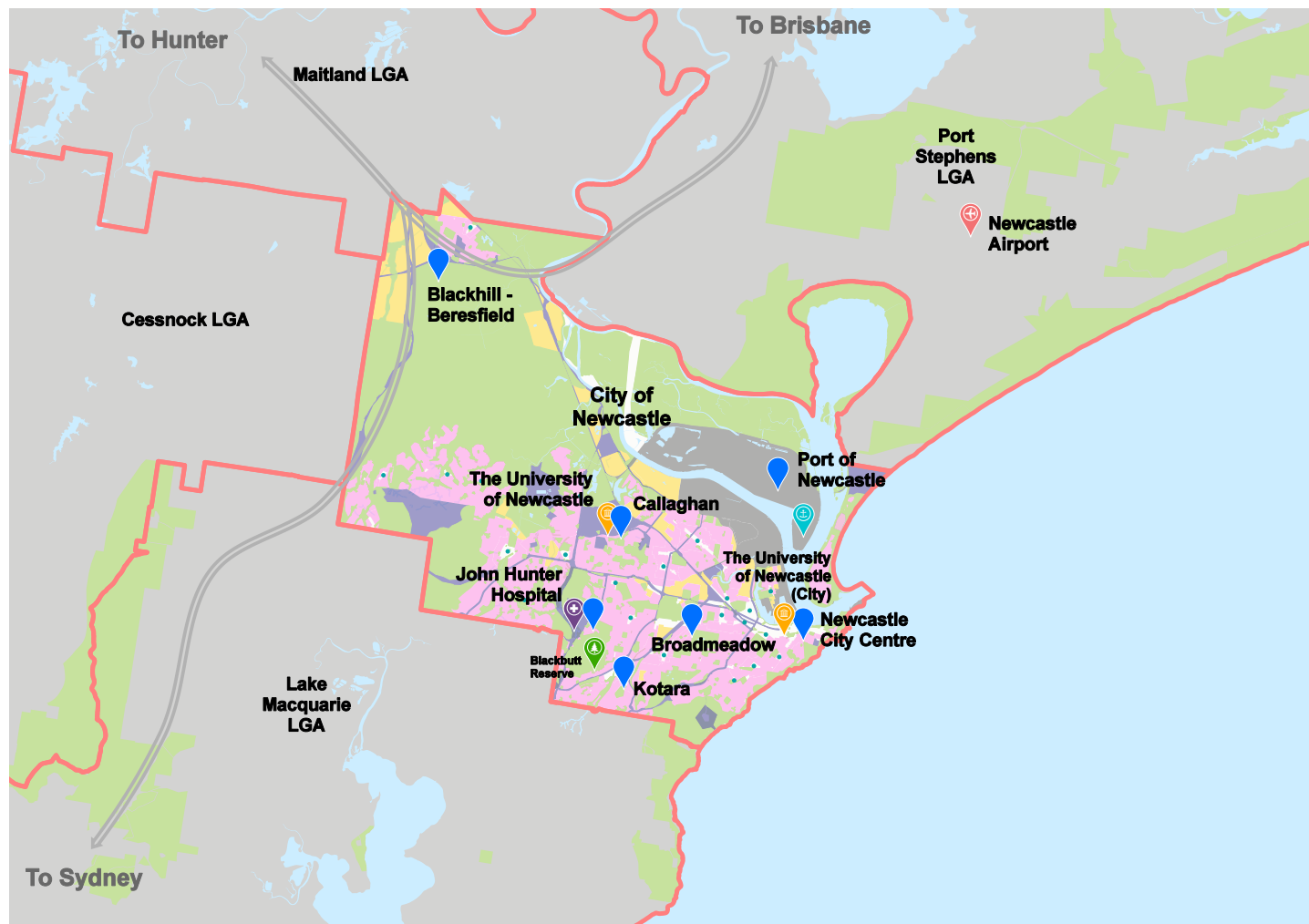
Forever young – An ageing population, changed retirement patterns, chronic illness and rising healthcare expenditure.











Virtually here – digital technology reshaping retail and office precincts, city design and function of labour markets.

Great expectations – Changing consumer expectations for services, experiences and social interaction.

An imperative to innovate – Technological advancement is accelerating and it is creating new markets and extinguishing existing ones.

Map 1 Regional Context



- Local Centres
-  Catalyst Areas (as per Metro Plan 2036)
-  University
-  Health Precinct
-  Port
-  Reserve
-  Industrial
-  Residential
-  Special Uses
-  Environmental and Open Space
-  LGA Boundary

Local Context

Novocastrians are a proud community and our culture is shaped collectively by our history as a penal settlement and the birthplace of the Australian coal industry.

The Awabakal and Worimi Aboriginal people are acknowledged as the traditional custodians of the land and waters of Newcastle. European settlement introduced a range of activities from farming to coal mining and industry.

While the industrial sector continues to play an important employment role, a substantial and growing portion of our economy is now based around the service sectors.

We are home to artists, galleries, museums, theatres, creative enterprises, arts organisations, cultural education providers, cultural collections and a community that embraces cultural expression.

We have a diverse natural environment featuring forested ridges and bushland areas with creeks flowing through our suburbs to wetlands, beaches, coastal headlands, and dunes.

Our suburbs are also diverse, from the heritage lined streets of Newcastle East to leafy homes in our middle suburbs, such as Lambton and Kotara and more recent greenfield estates at Fletcher and Minmi.

The principles of 'Newcastle Urbanism' have been embraced by the community since our first Urban Strategy was adopted in 1998.

The aim of Newcastle Urbanism is to provide greater choices to the community in terms of housing, employment, transport, social and cultural services, while offering reduced travel demand, improved air quality and greater identity for Newcastle, its city centre, and its local and neighbourhood centres.

The community's commitment to the principles of Newcastle urbanism have been reaffirmed in the shared community vision for a smart, liveable and sustainable city under the Newcastle 2030 Community Strategic Plan.

"Mixed-use urban villages supported by integrated transport networks."

Newcastle 2030 Community Strategic Plan

Over the next 20 years, we will need to facilitate new homes, jobs and services for an additional 38,000 people, while maintaining the aim of Newcastle Urbanism to retain our liveability, valued heritage, natural environment and diverse local character.





2016 Snapshot

Population: 164,104

Median Age: 37

Aboriginal and Torres Strait Islander: 3.5%

Households: 62,336

28% Lone person households

68 817 private dwellings

30% medium and high density housing

35% households rent

Median weekly rent: \$344

30% households with a mortgage

Median weekly repayment: \$410

Median weekly household income: \$1,366

Source: .id the population experts, profile.id.com.au/newcastle

2040 Population and Dwelling Projections



202,049 ↑21%

Population



83,629 ↑34%

Households

Source: .id the population experts, forecast.id.com.au/newcastle

Economy

No. jobs / Jobs by sector: 102,800

20,293 (19.7%) in health care and social assistance

Unemployment rate: 5.3% (March 2019)

Journey to work: 75,551 or 73.3% by car

Gross Regional Product: \$17.617 Billion



36,331

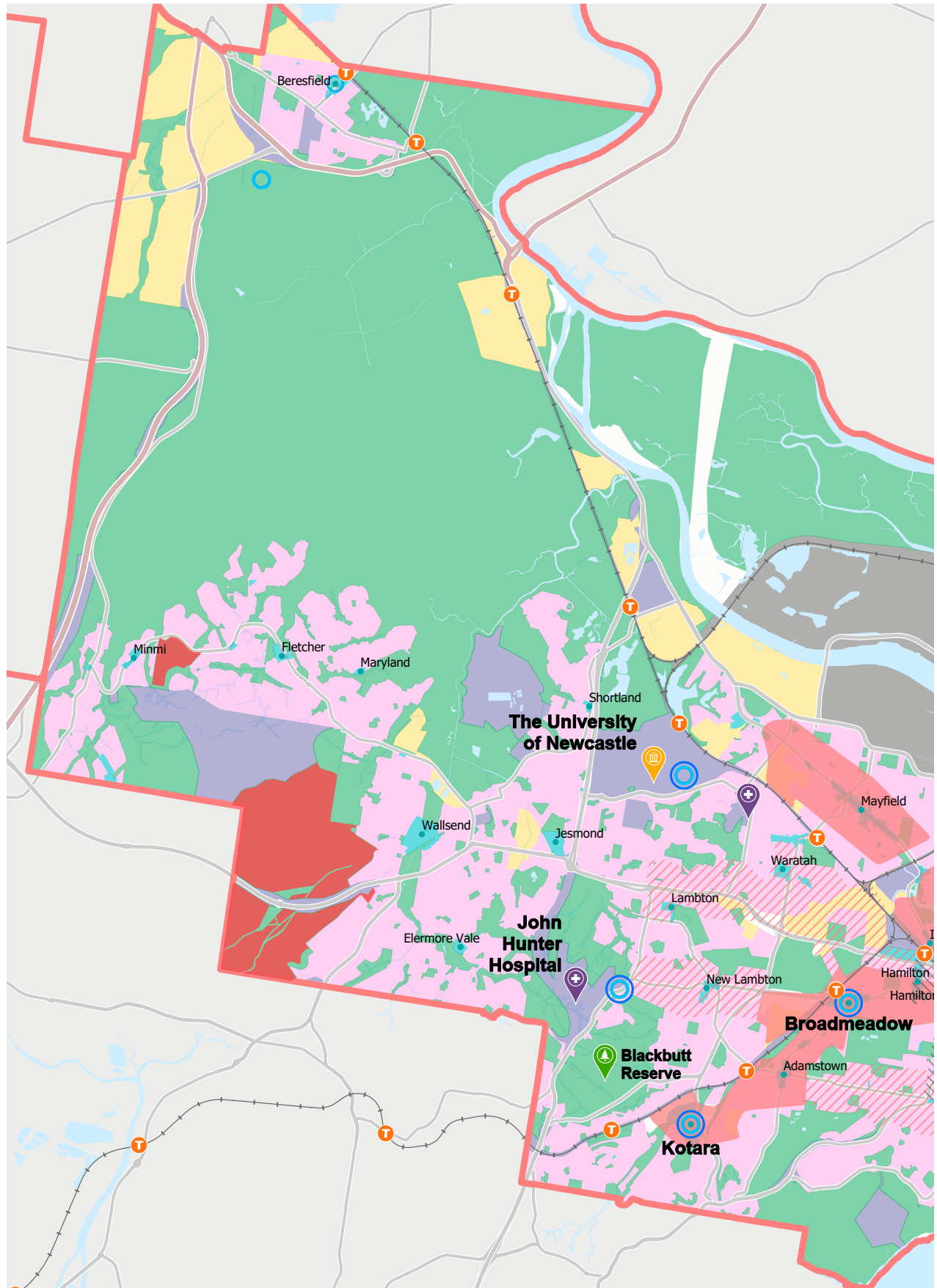
Businesses

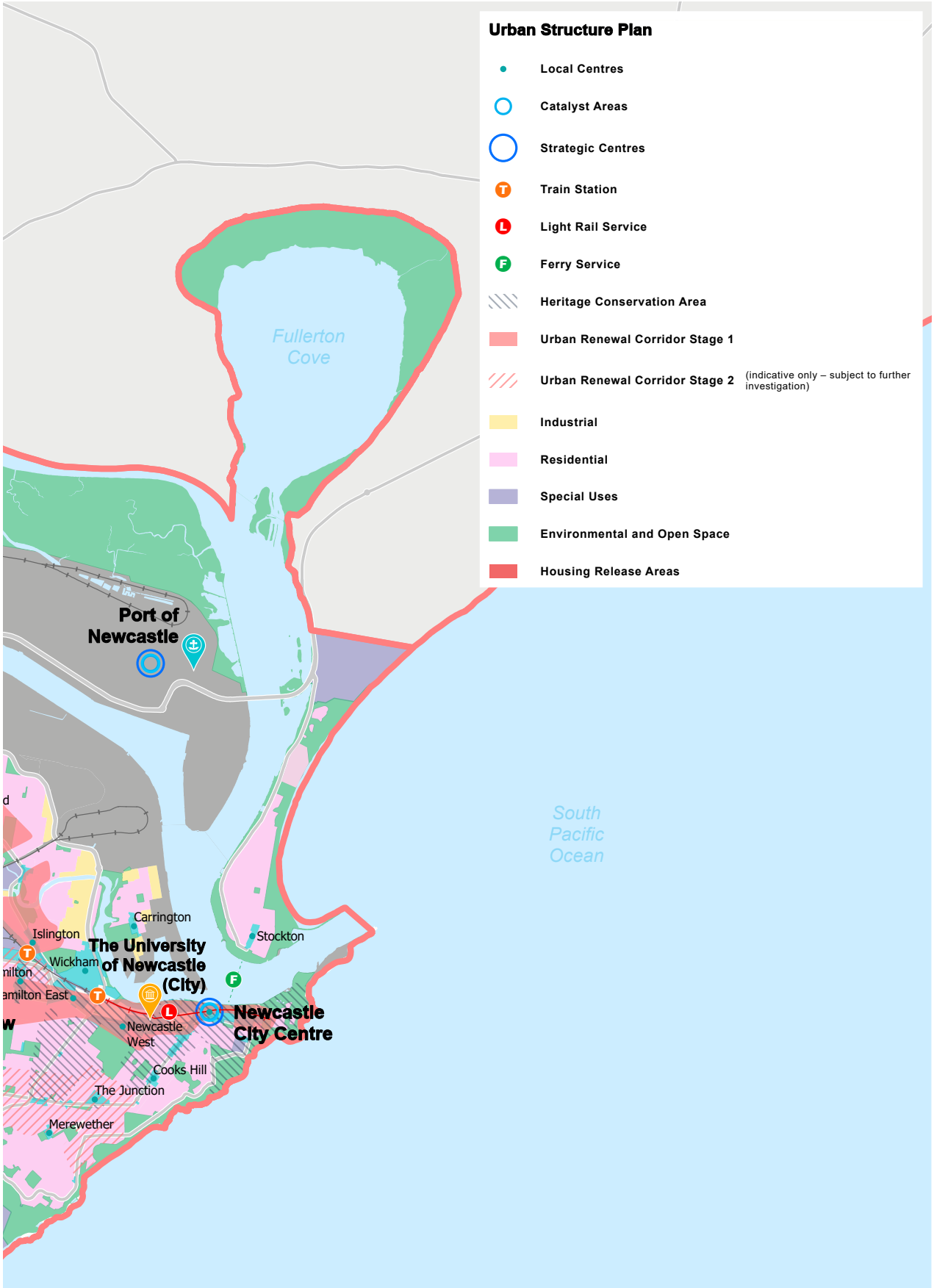
Source: REMPLAN economy, economyprofile.com.au/newcastle

Development snapshot 2016-2018

| | 2016/17 | 2017/18 | 2018/19 |
|--|----------|-----------|-----------|
| Complying Development Certificates (CDCs) approved | 667 | 632 | 687 |
| Value of CDCs approved | \$83.6M | \$94.8M | \$167.1M |
| Development Applications (DAs) approved | 1445 | 1400 | 1287 |
| Value of DAs approved | \$998.7M | \$1022.1M | \$1021.2M |

Structure Plan





Areas of Change

Housing Release Areas

CN has two remaining sites identified as Housing Release Areas, located in the western part of the local government area. These areas will undergo significant change in the future to accommodate housing and associated services.

Land use and infrastructure planning is needed for these areas to identify challenges and opportunities and enable sustainable growth that reflects our land use planning vision and planning priorities.

Urban Renewal Corridors

CN has previously identified 5 'renewal corridors' – Islington, Mayfield, Hamilton, Broadmeadow and Adamstown as having opportunities for housing and economic growth. These existing corridors align with the Stage 1 Urban Renewal Corridors identified in the Greater Newcastle Metropolitan Plan 2036.

Planning controls were amended in these corridors to support growth and change. It is now time to review the planning controls for the Stage 1 Urban Renewal Corridors to ensure we can facilitate the desired densities, essential infrastructure and outcomes.

The Greater Newcastle Metropolitan Plan 2036 also identifies 3 Stage 2 Urban Renewal Corridors as areas for investigation of renewal potential. Detailed investigations are needed to identify challenges and opportunities and enable sustainable growth that reflects our land use planning vision and planning priorities.

Catalyst Areas

The Greater Newcastle Metropolitan Plan 2036 identifies 'Catalyst Areas' as places of metropolitan significance where substantial growth and change will occur to deliver new jobs and homes.

A collaborative approach is required to start planning for growth and sustainability across the greater Newcastle area. The Hunter Joint Organisation of Councils and Committee for the Hunter will play key roles in supporting the delivery and implementation of the Greater Newcastle Metropolitan Plan 2036.

A Newcastle Catalyst Areas Program Steering Group has been established by the Hunter and Central Coast Development Corporation to support the work of CN and key NSW government agencies in achieving the vision and outcomes of the Catalyst Areas.

Key Growth Drivers have been identified for each Catalyst Area to clarify the infrastructure and interventions required to target investment in specific sectors, thereby creating focused clusters of connected and collaborative uses.

Seven of the Catalyst Areas are within the boundaries of Newcastle Local Government Area. These are:

Newcastle City Centre

Beresfield - Black Hill

Broadmeadow

Callaghan

John Hunter Health and Innovation Precinct

Kotara

Newcastle Port

Land use and infrastructure planning for the Catalyst Areas will be critical to their success. The Catalyst Areas must be well connected and managed to provide new opportunities for employment generating uses and liveability.



Newcastle City Centre

Key Growth Driver: Regional Centre

Targets 2036



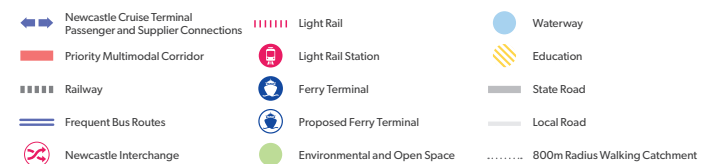
The renewal of the Newcastle City Centre commenced in 2012 with the introduction of the State Government's Newcastle Urban Renewal Strategy (NURS). This strategy advocated a strategic shift of the commercial core of the City from Newcastle East to Newcastle West.

Infrastructure investment including the new law courts, city campus of the University of Newcastle, construction of the Interchange at Newcastle West and the new light rail line to Newcastle East has seen record private investment in residential and commercial developments throughout the City centre. Investment in the City centre is set to continue with a second university establishing facilities in the near future.

CN will continue to monitor and review existing plans and work with the Hunter and Central Coast Development Corporation to ensure continued jobs and housing growth in our city centre.



Figure 10: Catalyst Area
Newcastle City Centre
2018



Map 3: Newcastle City Centre Catalyst Area – Greater Newcastle Metropolitan Plan 2036
© State of New South Wales and Department of Planning and Environment [2018]



Beresfield – Black Hill

Key Growth Driver: Leading freight and logistics hub

Targets 2036



800

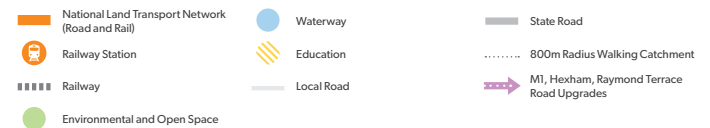
Jobs

The Beresfield – Black Hill Catalyst Area is ideally positioned to be a leading freight and logistics hub with easy access to the M1, Hunter Expressway, Newcastle Port and Newcastle Airport.

CN will implement changes to the existing industrial zones to better facilitate this vision. Further strategic planning is needed to better understand challenges and opportunities before changes are implemented to planning controls across this Catalyst Area.



Figure 11: Catalyst Area
Beresfield-Black Hill
2018



Map 4: Beresfield – Black Hill Catalyst Area – Greater Newcastle Metropolitan Plan 2036
© State of New South Wales and Department of Planning and Environment [2018]

Broadmeadow

Key Growth Driver: Nationally significant sport and entertainment precinct

Targets 2036



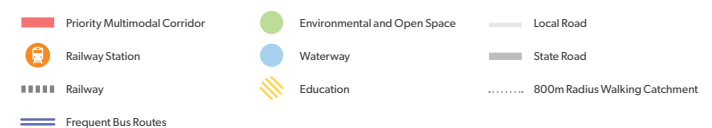
The renewal of this Catalyst Area is centred around the future development of a world class sport and entertainment precinct covering the areas of the existing Newcastle Entertainment Centre and Showground, McDonald Jones Stadium and a variety of other sports facilities located in this area.

This Catalyst Area also includes substantial areas of former industrial land that provide opportunity for delivering growth in jobs, visitor accommodation and housing connected by a potential network of transport links to the Newcastle city centre and other surrounding Catalyst Areas.

CN will continue to collaborate with the Hunter and Central Coast Development Corporation to undertake the detailed strategic planning required to understand all challenges and opportunities before changes to planning controls are implemented in this Catalyst Area.



Figure 12: Catalyst Area Broadmeadow 2018



Map 5: Broadmeadow Catalyst Area – Greater Newcastle Metropolitan Plan 2036 © State of New South Wales and Department of Planning and Environment [2018]

Callaghan

Key Growth Driver: Tertiary education, research and innovation cluster

Targets 2036

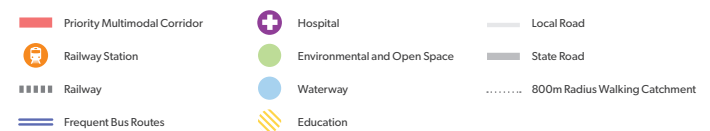


This Catalyst Area is centred on the University of Newcastle Callaghan campus but also takes in the surrounding local centres of Jesmond, Waratah and Warabrook.

The University of Newcastle will lead strategic planning for the Callaghan Campus Precinct and CN will collaborate with the University when undertaking the detailed strategic planning required to understand all challenges and opportunities before changes to planning controls are implemented in this Catalyst Area.



Figure 13: Catalyst Area Callaghan 2018



Map 6: Callaghan Catalyst Area – Greater Newcastle Metropolitan Plan 2036 © State of New South Wales and Department of Planning and Environment [2018]

John Hunter Health and Innovation Precinct

Key Growth Driver: Health cluster centre

Targets 2036



1,700

Jobs

John Hunter Health and Innovation Precinct contains the tertiary referral hospital for Northern NSW, private hospital services, forensic services, education, training and medical research facilities. Redevelopment of this precinct is guided by a Master Plan that includes a \$780 million expansion of John Hunter Hospital and John Hunter Children’s Hospital.

CN will continue to work with stakeholders to align the Newcastle Local Environmental Plan and Development Control Plan to accommodate growth in jobs and health services for the community within this precinct and surrounding areas. Detailed strategic planning will need to be undertaken to understand all challenges and opportunities before changes to planning controls are implemented for areas surrounding this precinct.

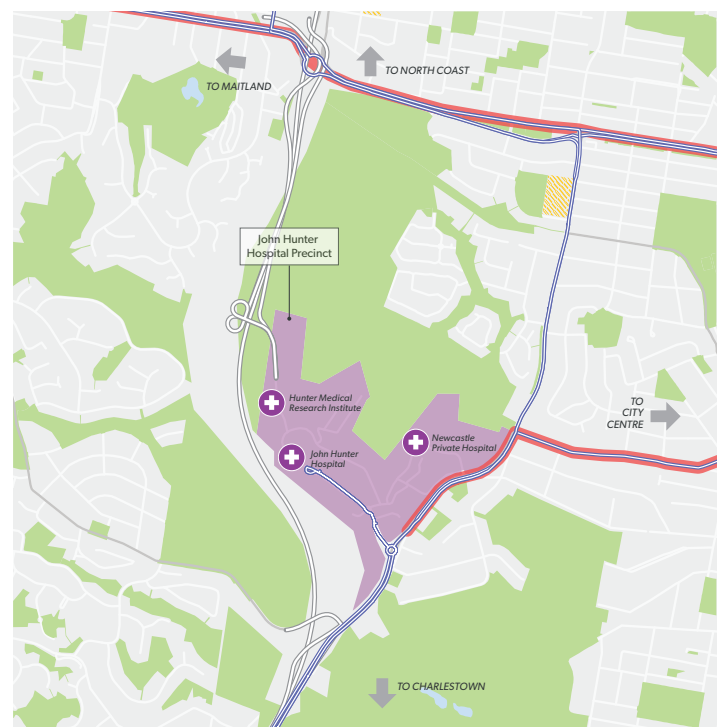
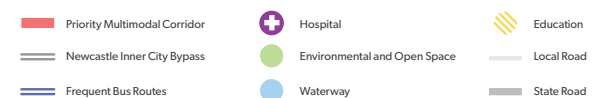


Figure 15: Catalyst Area
John Hunter Hospital
2018



Map 7: John Hunter Hospital Catalyst Area – Greater Newcastle Metropolitan Plan 2036
© State of New South Wales and Department of Planning and Environment [2018]

Kotara

Key Growth Driver: Transit-oriented mixed-use development

Targets 2036



Kotara is the largest retail centre within the local government area (and surrounds) and includes an important large-format retail function. The Greater Newcastle Metropolitan Plan envisages the development of a transit-oriented mixed-use town centre which may include residential development to support a viable public transport system.

The current role of Kotara Town Centre Precinct and Shopping Precinct as a regional shopping centre and large-format retail centre will continue with any future growth and diversification into a transit-oriented mixed-use centre retaining its regional commercial and retail function.

Detailed strategic planning is needed to understand all challenges and opportunities before changes to planning controls are implemented in this Catalyst Area.

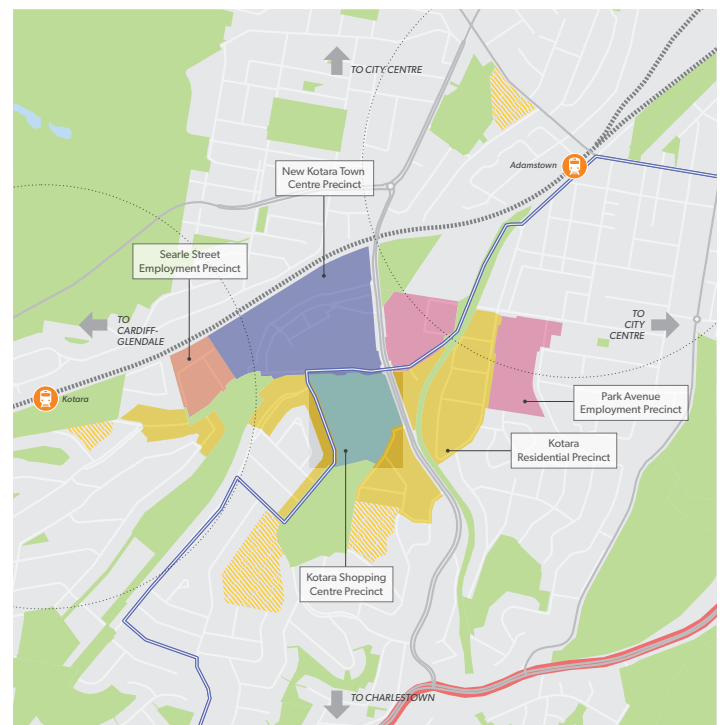
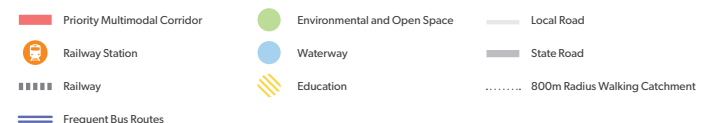


Figure 16: Catalyst Area
Kotara
2018



Map 8: Kotara Catalyst Area – Greater Newcastle Metropolitan Plan 2036
© State of New South Wales and Department of Planning and Environment [2018]

Newcastle Port

Key Growth Driver: Growth and diversification of trade

Targets 2036



550

Jobs

The Newcastle Port is the largest port on the East Coast of Australia and a global gateway for NSW. A Master Plan (Port Master Plan 2040) has been prepared by the Port of Newcastle to identify future development opportunities to support growth and diversification of the Port.

The diversification of the Port is critical to the economic growth of Newcastle as well as the State of NSW.

The Port of Newcastle and Department of Planning, Industry and Environment are the lead agencies in delivering the outcomes identified for this Catalyst Area. CN will continue to work with these agencies to align the Newcastle Local Environmental Plan and Development Control Plan to support growth and diversification of the Port and increase job opportunities while minimising environmental and amenity impacts on surrounding lands.

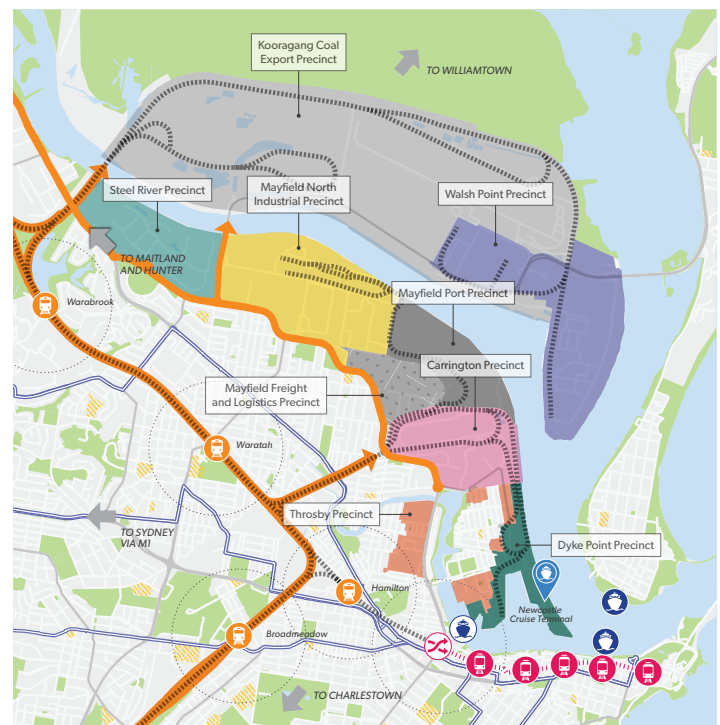
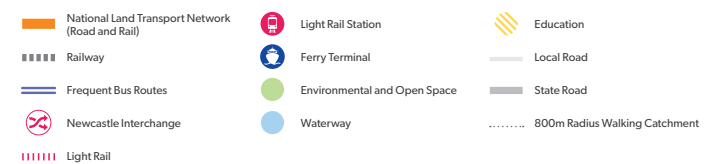


Figure 17: Catalyst Area
Newcastle Port
2018



Map 9: Newcastle Port Catalyst Area – Greater Newcastle Metropolitan Plan 2036
© State of New South Wales and Department of Planning and Environment [2018]

Our Planning Priorities

Our land use planning vision is expressed as four key inter-related themes that underpin the transformation of Newcastle to a smart, liveable and sustainable global city.

The Planning Priorities describe the broad direction needed to achieve our land use planning vision, whilst also giving effect to the Greater Newcastle Metropolitan Plan 2036.

Each Planning Priority lists actions which CN will commence during the next four years. These actions are only the first step to achieving our Planning Priorities and 20-year land use planning vision and will be refined and updated over time.





Prioritise active transport in our City

Rationale

Active transport is physical activity used for transport such as walking, skateboarding, scootering and cycling. It has many benefits including reducing the number of cars on our roads and improving health and wellbeing.

Our community identifies a strong desire to incorporate active transport in their day to day travel options, but improvements are needed to our built environment to make this an attractive and safe travel option.

Improvements to pedestrian and cycle paths will also increase opportunities for people with disabilities that rely on wheelchairs and other mobility aids to move around the area.

Actions

1.1 Review and update the Newcastle Cycling Strategy and Action Plan to guide the growth of cycling and active transport networks with the Newcastle Transport Strategy, and include:

- Targets for the construction of new separated cycleways, pedestrian paths, and safe cycling improvements.
- Respond to the importance of cool transport corridors in encouraging use of active transport and identify opportunities to incorporate shade along active transport routes.

1.2 Review and update Newcastle Development Control Plan provisions for movement networks, car parking and active transport to facilitate use of active transport in Catalyst Areas, Strategic Centres, Urban Renewal Corridors and Housing Release Areas.

Principles

Prioritise active and public transport in the City, particularly in Catalyst Areas, Urban Renewal Corridors and Strategic Centres.

Encourage uptake of active transport by planning for short trips (distance of 400m to 4km).

Alignment with State and CN Priorities

Is consistent with Newcastle 2030 Strategies

1.2a Continue to upgrade, extend and promote cycle and pedestrian networks

Gives effect to the Greater Newcastle Metropolitan Plan 2036

20. Integrate land use and transport planning

Supports implementation of the Sustainable Development Goals

11. Make cities and human settlements inclusive, safe, resilient and sustainable

Transport Strategy

Is a strategic framework to guide CN's approach to transport planning.

The strategy will identify our mission statement for transport planning, set out the context, identify core themes and corresponding objectives and outcomes.

It will include an Action Plan detailing the key actions required to achieve the objectives and outcomes.

Support emerging transport opportunities and public transport improvements with continued integration of land use and transport planning.

Rationale

The location of trip attractors such as schools, shops and employment, their density and mix and relationship to where people live, affects how often cars are used to get around and the length of day to day trips. Integrating land and transport planning enables improved public transport and a more liveable city as people can get where they need to go easily and quickly without needing to rely on using their own cars. This not only reduces congestion but it also gives people more leisure time and allows infrastructure funding to be allocated to other improvements.

Emerging transport technologies will also reshape the way people and goods move around the City and have the potential to improve liveability and sustainability in our City.

Intensification of land use, increases in housing and employment in Urban Renewal Corridors, Strategic Centres and Catalyst Areas are needed to support extensions to the Light Rail and rapid bus transport or other new mass transport technologies.

Actions

2.1 Collaborate with relevant State Agencies to plan the light rail corridor identified in the Newcastle Light Rail Extension Strategic Business Case (Newcastle Interchange to John Hunter Hospital via Broadmeadow) and identify opportunities for improved connections both to and between Catalyst Areas and Strategic Centres.

2.2 Review and update the Newcastle Transport Strategy (or equivalent) to guide integration of transport and land use planning.

2.3 Review and update planning controls to support the uptake and use of electric vehicles, shared transport schemes and more efficient car parking management to support a transition to more sustainable forms of transport.

Principles

Where intensification of land use is proposed comprehensive traffic and transport planning is undertaken to ensure the required infrastructure, initiatives and funding mechanisms are achievable.

Alignment with State and CN Priorities

Is consistent with Newcastle 2030 Strategies

- 1.1a Support implementation of the regional transport strategy
- 1.1b Advocate for public transport improvements including extension of the light rail network
- 1.1c Plan and deliver accessible local infrastructure improvements for public transport
- 5.2a Plan for concentrated growth around transport and activity nodes

Gives effect to the Greater Newcastle Metropolitan Plan 2036

- 20. Integrate land use and transport planning

Supports implementation of the Sustainable Development Goals

- 11. Make cities and human settlements inclusive, safe, resilient and sustainable

Protect freight movement from incompatible land uses

Rationale

Movement of freight between the Port of Newcastle, our industrial areas, and beyond the Hunter Region is important for the economic prosperity and employment opportunities of the entire State of NSW.

The efficiency of freight movement is reliant on the provision of designated road and rail corridors that are separated from impacts by local traffic and are not restricted due to their potential impact on the amenity of incompatible land uses.

Freight corridors are protected by designating appropriate adjoining land uses and ensuring sensitive land use are adequately buffered from likely impacts.

Actions

- 3.1 Work with Transport for NSW to identify existing and potential strategic road and rail freight corridors in the Newcastle Transport Strategy.
- 3.2 Review provisions in the Newcastle Local Environmental Plan and Development Control Plan to ensure appropriate land uses are permitted on land adjoining strategic road and rail freight routes and sensitive uses can be adequately buffered.

Principles

The role of freight corridors is prioritised over the introduction of new residential and other sensitive land uses.

Alignment with State and CN Priorities

Is consistent with Newcastle 2030 Strategies

1.3a Ensure safe road networks through effective planning and maintenance

Gives effect to the Greater Newcastle Metropolitan Plan 2036

23. Protect major freight corridors

Supports implementation of the Sustainable Development Goals

11. Make cities and human settlements inclusive, safe, resilient and sustainable

Green our neighbourhoods

Rationale

Urban green spaces in our City refers to private gardens, green roofs and walls, parks, street gardens and trees.

Urban green spaces have many benefits to our health and wellbeing and are vital for biodiversity. Green spaces can enhance wellbeing by facilitating physical activity, social interaction and relaxation. Well-designed green spaces also improve air quality, reduce ambient temperature, protect us from UV exposure, store carbon, reduce flooding impacts and improve the quality of stormwater run-off.

Our community highly value the existing urban green spaces as a major contributor to the local character of our neighbourhoods and for the health, wellbeing, and environmental benefits they provide. There is strong community support to enhance and expand our urban green spaces and networks.

Actions

- 4.1 Review Newcastle Development Control Plan provisions for landscaped and impervious area, shade and vegetation management including opportunities to use green roofs and walls.
- 4.2 Review and update the Urban Forest Policy (or equivalent) to sustain and increase our urban tree canopy cover.

Principles

Greenspace across City of Newcastle is maintained and improved.

Upgrades to residential streets and local centres incorporate green spaces and natural or built shading.

Additional public green spaces and the provision of natural and built shade are included in planning for the mixed-use Catalyst Areas, Strategic Centres, Urban Renewal Corridors and Housing Release Areas.

The blue and green grids are improved.

Alignment with State and CN Priorities

Is consistent with Newcastle 2030 strategies

- 2.2a Provide and advocate for protection and rehabilitation of natural areas
- 3.1a Provide quality parkland and recreation facilities that are diverse, accessible and responsive to changing needs
- 5.1a Ensure our suburbs are preserved, enhanced and promoted, while also creating opportunities for growth

Gives effect to the Greater Newcastle Metropolitan Plan 2036

- 11. Create more great public spaces where people come together
- 12. Enhance the blue and green grid and urban tree canopy cover

Supports implementation of the Sustainable Development Goals

- 11. Make cities and human settlements inclusive, safe, resilient and sustainable
- 15. Protect, restore and promote sustainable use of terrestrial ecosystems, sustainably manage forests, combat desertification, and halt and reverse land degradation and halt biodiversity loss

Protect and enhance our bushland, waterways and wetlands.

Rationale

As a coastal City located within the estuary of a major waterway, our region enjoys a comparatively rich variety of natural environments that support a diversity of habitats. This natural heritage contributes to our quality of life and provides many social and economic benefits for our community.

A riparian zone is land alongside creeks, streams, gullies, rivers and wetlands. These areas are unique, and diverse and are easily degraded by urban development and overuse by recreational activities.

Impacts on our natural environment from the urbanisation of our City (including poor quality stormwater run-off to our waterways, weed infestation of our bushland, and increasing urban heat from the loss of trees) should be prevented and/or managed to maintain our quality of life and the social and economic benefits our natural environment brings.

Actions

- 5.1 Complete the review and update of the Environmental Management Strategy to protect and enhance our environment, and include:
 - Map of the local blue and green grids.
 - Identification of baselines and targets for key environmental indicators.
- 5.2 Investigate the use of riparian zone mapping in the Local Environmental Plan to protect waterways and wetlands from inappropriate development.
- 5.3 Review the land use tables for Environmental Zones in Newcastle Local Environmental Plan to ensure permitted and prohibited uses reflect the conservation intentions within the zone objectives.

5.4 Review Newcastle Development Control Plan provisions for stormwater and landscaping to incorporate best practice mechanisms to reduce the impact of stormwater runoff on bushland, waterways and wetlands.

5.5 Investigate development of a local biodiversity offsetting policy and a policy on the retention, transfer and ownership of lands of environmental value to support the protection and enhancement of bushland.

Principles

The blue and green grids are improved.

Alignment with State and CN Priorities

Is consistent with Newcastle 2030 strategies

2.2a Provide and advocate for protection and rehabilitation of natural areas

Gives effect to the Greater Newcastle Metropolitan Plan 2036

12. Enhance the blue and green grid and urban tree canopy cover

Supports implementation of the Sustainable Development Goals

14. Conserve and sustainably use the oceans, seas, marine resources for sustainable development

15. Protect, restore and promote sustainable use of terrestrial ecosystems, sustainably manage forests, combat desertification, and halt and reverse land degradation and halt biodiversity loss

Environmental Management Strategy

Is a strategic framework to guide CN's approach to the protection and restoration of the natural environment.

The strategy will identify our mission statement for protecting and enhancing the local environment, set out the context, identify core themes and corresponding objectives and outcomes.

It will include an Action Plan detailing the key actions required to achieve the objectives and outcomes.

Reduce carbon emissions and resource consumption

Rationale

The NSW State government has set a priority to become net carbon neutral by 2050 and CN is leading the way by being the first local government in NSW to switch to 100% renewable energy for its operational uses..

Reducing carbon emissions and resource consumption has environmental, social and economic benefits.

Our community will benefit socially and economically from new development that exceeds the current energy and water targets set by the NSW government through BASIX. This will also provide longer term benefits to our global community by reducing our environmental footprint to sustainable levels.

Actions

- 6.1 Review the Newcastle Development Control Plan provisions for waste management with an emphasis on reduce, reuse and recycling.
- 6.2 Investigate provisions in the Newcastle Local Environmental Plan and Development Control Plan that facilitate greater efficiencies of energy and water use than current minimum standards and net zero carbon emissions in new development (including industrial uses).
- 6.3 Complete the review of the Carbon and Water Management Plan (Climate Action Plan) to provide a framework for reducing carbon emissions and resource consumption.

Principles

Carbon emissions are minimised or offset.

In the Urban Renewal Corridors (including Stage 2 corridors), Catalyst Areas, Strategic Centres and Housing Release Areas, proposals will incorporate mechanisms to achieve excellence in sustainable and urban building design.

Alignment with State and CN Priorities

Is consistent with Newcastle 2030 strategies

- 2.1a Improve waste minimisation and recycling practices in homes, workplaces, development sites and public places
- 2.1b Investigate and implement renewable energy technologies
- 2.1c Encourage energy and resource efficiency initiatives
- 5.4a Advocate for implementation of energy and resource efficiency in new developments

Gives effect to the Greater Newcastle Metropolitan Plan 2036

- 15. Plan for a carbon neutral Greater Newcastle by 2050

Supports implementation of the Sustainable Development Goals

- 7. Ensure access to affordable, reliable, sustainable and modern energy for all
- 11. Make cities and human settlements inclusive, safe, resilient and sustainable
- 12. Ensure sustainable consumption and production patterns

Plan for climate change and build resilience

Rationale

Changes in natural hazards including more frequent and severe weather events such as storms and flooding, coastal erosion and inundation, heat waves, drought and bush fires as a result of climate change are already being seen. Rising global temperatures will continue to impact on our climate and affect our environment, health and wellbeing. Planning for these changes will enable us to adapt, reduce the impacts and respond effectively to natural hazards.

It is likely that we will experience more frequent, longer and more extreme periods of uncomfortable summertime heat and heat wave events in the future. The provision of quality shade will be one of the most cost-effective ways to address this in the long term and has the co-benefit of protecting us from UV exposure.

Actions

- 7.1 Investigate the use of coastal hazard vulnerability mapping for inclusion in State Environmental Planning Policy (Coastal Management) 2018 to enable land use planning to respond to coastal hazard risks.
- 7.2 Review and update planning controls in the Newcastle Local Environmental Plan and Development Control Plan to enable new development to respond to hazard and risk information as it becomes available.

- 7.3 Investigate opportunities to incorporate provisions in the Newcastle Local Environmental Plan and Development Control Plan to address urban heat island impacts and reduce UV exposure.

Principles

Urban growth and change responds to environment and climate change risks and impacts.

Infrastructure and asset planning incorporates emergency management principles and disaster risk reduction.

Carbon emissions are minimised or offset.

Alignment with State and CN Priorities

Is consistent with Newcastle 2030 strategies

- 2.3a Ensure decisions and policy response to climate change remains current and reflects community needs
- 2.3b Support individuals and communities to prepare, respond and recover from emergency events

Gives effect to the Greater Newcastle Metropolitan Plan 2036

- 14. Improve resilience to natural hazards

Supports implementation of the Sustainable Development Goals

- 11. Make cities and human settlements inclusive, safe, resilient and sustainable
- 13. Take urgent action to combat climate change and its impacts

Plan for growth and change in Catalyst Areas, Strategic Centres, Urban Renewal Corridors and Housing Release Areas

Rationale

A planned approach to growth and change will improve infrastructure and land use sequencing to capitalise on the opportunities for jobs and housing growth identified within each Catalyst Area, Strategic Centre, Urban Renewal Corridor and Housing Release Area.

It will also enable our City to grow in a way that reflects our vision to be a smart liveable and sustainable global city, with greater choice in housing and jobs, improved access to active and public transport and well-planned recreation and green spaces.

Actions

- 8.1 Work with stakeholders to plan and prioritise infrastructure delivery with future development of Catalyst Areas, Strategic Centres, Urban Renewal Corridors and Housing Release Areas.
- 8.2 Work with stakeholders to commence investigations for a land use and infrastructure delivery plan for the Broadmeadow Catalyst Area.
- 8.3 Review the planning controls for the Newcastle City Centre in Part 7 of the Newcastle Local Environmental Plan to ensure controls facilitate continued growth and renewal.
- 8.4 Prepare a priority schedule to review and update the planning controls for Stage 1 Urban Renewal Corridors to ensure controls support the desired development outcomes. Update the Implementation Plan to identify the timing of each corridor review.
- 8.5 Prepare a priority schedule to identify the redevelopment potential and implementation of the Stage 2 Urban Renewal Corridors. Update the Implementation Plan to identify the timing of each corridor review.
- 8.6 Review the actions and continue to implement the Wickham Master Plan:
 - (a) with respect to the permissible housing types within the Village hub precinct and their impact on densities and the envisaged character.
 - (b) to consider the implications of mine subsidence and potential options.

Principles

Work with the State government to ensure Catalyst Areas deliver strong community benefits for both CN and the Greater Newcastle Metropolitan Area.

Work with all stakeholders to identify challenges and opportunities within areas of change, so that land use policy reflects our land use planning vision, planning priorities and promotes integrated, sustainable long-term growth.

Planning Proposals in Catalyst Areas demonstrate consistency with the key growth drivers of the Catalyst Area.

Commercial development is concentrated within the Newcastle City Centre, particularly the West End.

Alignment with State and CN Priorities

Is consistent with Newcastle 2030 strategies

5.2a Plan for concentrated growth around transport and activity nodes

6.1a Recognise and strengthen Newcastle's role as a metropolitan capital and hub for education, health, tourism, creative, port and logistics industries.

6.2a Support and advocate for innovation in business, research activities, education and creative industries

6.3c Work with businesses, planners and government at all levels to facilitate key infrastructure to support business growth

6.3d Foster a collaborative approach to continue City centre renewal

Gives effect to the Greater Newcastle Metropolitan Plan 2036

1. Reinforce the revitalisation of Newcastle City centre and expand transformation along the waterfront

4. Grow health precincts and connect the health network

5. Expand education and innovation clusters

7. Respond to the changing land use needs of the new economy

9. Plan for jobs closer to homes in the metro frame

17. Unlock housing supply through infrastructure coordination and delivery

Supports implementation of the Sustainable Development Goals

11. Make cities and human settlements inclusive, safe, resilient and sustainable

Sustainable, healthy and inclusive streets, neighbourhoods and local centres

Rationale

'A sense of community' is considered by many Novocastrians as a valued element of neighbourhood character and something that should be maintained and where possible enhanced. Inclusive spaces in our streets, neighbourhoods and local centres foster opportunities for all community members to strengthen social connections. This in turn supports health and wellbeing.

Access to affordable, healthy food and limited access to energy-dense, nutrient-poor foods are prerequisites for healthy eating. The built environment can be shaped to support healthy eating options.

Our local centres play an important role in meeting the day to day needs of local residents. CN has implemented a 'Local Centres Program' to guide infrastructure renewal and make local centres safe, healthy and accessible.

Our Employment Lands Strategy identifies a need to maintain a centres hierarchy and for greater flexibility of planning controls in local centres and small increases in land zoned to support retail uses, in order to cater for population growth and to meet changing consumer needs.

Actions

9.1 Review each local centre and its place in the commercial centres hierarchy. Prepare a priority schedule to implement any changes to planning controls needed to provide sufficient land to meet the retail needs of our

growing population; and enable flexibility of uses to meet changing retail demand.

9.2 Continue to improve the amenity and accessibility of local centres through infrastructure investment by progressing the Local Centres Program.

9.3 In conjunction with local character assessments and the Local Centres Program identify spaces in neighbourhoods where people can gather, such as community gardens and seating, which incorporate well-designed shade.

9.4 Support access to healthy food by identifying community land appropriate for community gardens and preparing policies to support the development of community gardens, public space gardens, farmers markets, verge planting and roadside stalls.

Principles

Streets are the primary public spaces for access and exchange between people, and should be safe, friendly, healthy, attractive and efficient.

Alignment with State and CN Priorities

Is consistent with Newcastle 2030 strategies

4.2a Ensure people of all abilities can enjoy our public places and spaces

5.4b Plan, provide and manage infrastructure that continues to meet community needs

Gives effect to the Greater Newcastle Metropolitan Plan 2036

11. Create more great public spaces where people come together

Supports implementation of the Sustainable Development Goals

11. Make cities and human settlements inclusive, safe, resilient and sustainable

Commercial Centres Hierarchy



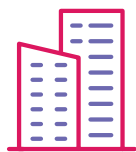
Strategic Centre

Services the Hunter region with higher order administration, education, health services, cultural and recreational facilities with high density commercial and residential uses.

Newcastle City Centre

Broadmeadow

Kotara



Local Centre (Major)

A shopping and business centre including health and professional services, supermarket or other retail anchor, mixed with medium and higher density residential.

Adamstown

Beresfield / Tarro

Jesmond

Hamilton

Islington

Mayfield

The Junction

Wallsend

Warabrook

Waratah Village



Neighbourhood Centre

A smaller centre that meets the daily and weekly needs of local residents and workers with small scale retail, community and service facilities.

Bar Beach

Beresfield - Lennox Street

Birmingham Gardens

**Fletcher - Kurraka Drive / Tibin Drive
- Britania Boulevard**

**Kotara - Joslin Street
- Orchardtown Road**

**Merewether - Beach
- City Road
- Glebe Road
- Llewellyn Street**



Local Centre (Minor)

A centre that meets the daily and weekly needs of local residents with a limited range of retail, community and service facilities.

Carrington

Elmore Vale

**Fletcher - Maryland Drive
- Churnwood Drive**

Georgetown

Lambton

Maryland

New Lambton

Stockton

Waratah - Station Street

Development responds to the desired local character of our communities

Rationale

Our existing planning controls enable a greater capacity of housing than currently needed to meet our future needs. However, in some neighbourhoods our controls are resulting in new development that is not compatible with the local character desired by our community.

The existing housing capacity together with the additional capacity that will be created within certain Catalyst Areas, Urban Renewal Corridors and Housing Release Areas presents an opportunity to fine-tune our planning controls to facilitate a range of development types and sizes that better reflect the diverse character of different neighbourhoods and thereby enhance the lived experience of our community.

Actions

- 10.1 Work with stakeholders to undertake local character assessments of different neighbourhoods utilising the NSW Government's Local Character and Place Guideline. Assessments will commence with Tighes Hill, Denison Street Hamilton and Kotara (outside of the Catalyst Area boundary). Future local character assessments will be nominated in the LSPS Implementation Plan.
- 10.2 Investigate opportunities to better articulate and consider the desired local character of different neighbourhoods within the Newcastle Local Environmental Plan and Development Control Plan, so that new development positively contributes to desired local character.

- 10.3 Review the Newcastle Local Environmental Plan to consider the application of State Environmental Planning Policy 65 - Design Quality of Residential Apartment Development to boarding houses and serviced apartments, so that new development contributes positively to the desired local character.

Principles

Design contributes to achieving the envisaged character of neighbourhoods and local centres. The liveability of different neighbourhoods is enhanced through sustainable growth that reflects desired local character.

Ensure known and potential heritage places and values are conserved and contribute to local character and sense of place.

Alignment with State and CN Priorities

Is consistent with Newcastle 2030 strategies

- 5.2a Plan for concentrated growth around transport and activity nodes
- 5.1b Ensure our suburbs are preserved, enhanced and promoted, while also creating opportunities for growth

Gives effect to the Greater Newcastle Metropolitan Plan 2036

10. Create better buildings and great places.
18. Deliver well-planned rural-residential housing areas

Supports implementation of the Sustainable Development Goals

11. Make cities and human settlements inclusive, safe, resilient and sustainable



Protect and celebrate our heritage

Rationale

The Awabakal and Worimi peoples are acknowledged as the traditional custodians of the land and waters of Newcastle, and their cultural heritage continues to enrich and inform our community and environment.

Newcastle was first established as a penal settlement in 1804 and significant heritage sites associated with the convict period survive. The City is largely defined by its rich industrial history showcased through its iconic architecture such as the civic buildings, warehouses, railway workshops, tram sheds and historic homes which are highly valued by our Community.

Actions

11.1 Complete the review of the Newcastle Heritage Strategy to guide the protection and celebration of heritage over the next 10 years.

11.2 Work with the Awabakal, Worimi and Mindaribba Local Aboriginal Land Councils to identify constraints and opportunities for land holdings identified in their Community Land and Business Plans.

Principles

The City's identity is maintained by protecting and enhancing heritage buildings, streetscapes, views and key features.

CN's land use decisions will reflect our commitments included in our Heritage Policy to:

- Know our heritage
- Protect our heritage
- Support our heritage
- Promote our heritage

Alignment with State and CN Priorities

Is consistent with Newcastle 2030 strategies

4.1a Acknowledge and respect First Nations peoples

5.1a Protect and promote our unique built and cultural heritage

Gives effect to the Greater Newcastle Metropolitan Plan 2036

11. Create more great public spaces where people come together

Supports implementation of the Sustainable Development Goals

11. Make cities and human settlements inclusive, safe, resilient and sustainable

Heritage Strategy

Is a strategic framework to guide CN's approach to the management of heritage.

The strategy will identify our mission statement for heritage, set out the context, identify core themes and corresponding objectives and outcomes.

It will include an Action Plan detailing the key actions required to achieve the objectives and outcomes.

Sustainable, affordable and inclusive housing

Rationale

Access to secure, appropriate and affordable housing is not only a basic requirement for all people, it is an essential component of an inclusive, dynamic and sustainable city.

Although we have enough residential land (including identified Housing Release Areas) to provide housing to meet our population growth, the types of housing being built are not meeting the needs of our whole community.

We have considerable supply gaps in social and affordable housing to suit a range of very low, low, and moderate income households. We also need more housing for people with specific needs, including students, the elderly and people with a disability.

Actions

12.1 Finalise the Local Housing Strategy to guide the development of sustainable, affordable and inclusive housing across the local government area.

12.2 Implement the short-term actions identified in the Newcastle Affordable Living Plan.

Principles

Housing at appropriate densities will be located to support effective and integrated public transport.

A culturally rich and vibrant community will be encouraged by providing a greater diversity of quality housing within each neighbourhood for current and future community needs.

The 'lived experience' of residents will be improved by enhancing

the quality and liveability of housing as it relates to health, overall cost of living and local character.

In the Urban Renewal Corridors (including Stage 2 Corridors), Catalyst Areas, Strategic Centres and Housing Release Areas, proposals will incorporate affordable housing, adaptable housing and mechanisms to achieve excellence in sustainable building design.

Alignment with State and CN Priorities

Is consistent with Newcastle 2030 strategies

2.1c Encourage energy and resource efficiency initiatives

5.2a Plan for concentrated growth around transport and activity nodes

5.3a Ensure sufficient housing diversity to meet community needs, including affordable living and adaptable housing options

5.4a Advocate for implementation of energy and resource efficiency in new developments

Gives effect to the Greater Newcastle Metropolitan Plan 2036

8. Plan for growth and change in Catalyst Areas and Urban Renewal Corridors

15. Plan for a Carbon Neutral Greater Newcastle by 2050

16. Prioritise the delivery of infill housing opportunities within existing urban areas

19. Prepare local strategies to deliver housing

Supports implementation of the Sustainable Development Goals

11. Make cities and human settlements inclusive, safe, resilient and sustainable

Local Housing Strategy

Is a strategic framework to guide CN's approach to achieving sustainable, affordable and inclusive housing that responds to local character.

The strategy will identify our vision for housing, set out the context, identify core themes and corresponding objectives and outcomes.

It will include an Action Plan detailing the key actions required to achieve the objectives and outcomes.

Grow our key health and education sectors

Rationale

Health care and social assistance is the largest industry sector in Newcastle supporting over 20,000 jobs followed by education and training which supports almost 10,000 jobs. These sectors will continue to grow and provide jobs for our community.

Actions

13.1 Work with John Hunter Hospital and the University of Newcastle to align the Newcastle Local Environmental Plan and Development Control Plan with the adopted Master Plans and investigate changes needed to planning controls in the surrounding areas.

13.2 Work with other health and education providers to align the Newcastle Local Environmental Plan and Development Control Plan with future growth plans.

Principles

Infrastructure and planning provisions enable the expansion and intensification of uses that provide or support key health and education sectors.

Alignment with State and CN Priorities

Is consistent with Newcastle 2030 strategies

5.2a Plan for concentrated growth around transport and activity nodes

6.1a Recognise and strengthen Newcastle's role as a metropolitan capital and hub for education, health, tourism, creative, port and logistics industries

6.1b Attract new businesses and employment opportunities

Gives effect to the Greater Newcastle Metropolitan Plan 2036

1. Reinforce the revitalisation of Newcastle City Centre

4. Grow health precincts and connect the health network

5. Expand education and innovation clusters

Supports implementation of the Sustainable Development Goals

8. Promote sustained, inclusive sustainable economic growth, full and productive employment and decent work for all

10. Build resilient infrastructure, promote inclusive and sustainable industrialisation and foster innovation

Enable the transition to new economy jobs and grow creative industries

Rationale

While it is recognised that traditional manufacturing industries and jobs are in decline, industrial zoned land is needed to cater for new non-commercial employment opportunities that arise in the future.

Our Employment Lands Strategy identifies that we have enough land zoned for industrial uses and we need to protect and retain these lands to support new economy jobs and grow creative industries.

Our review of land use supply also found that we have an adequate supply of land available to meet our future housing needs. Hence, there is no need for housing in areas not otherwise identified for this purpose within the Greater Newcastle Metropolitan Plan 2036.

Actions

- 14.1 Implement the actions identified in the Employment Lands Strategy (or equivalent) and the Smart City Strategy (or equivalent).
- 14.2 Review the residential zone land use tables and Clause 5.4 controls to enable more home businesses and industries.
- 14.3 Review the land use tables in the industrial zones to ensure these allow for uses within the new economy, creative industries and artisan manufacturing.

Principles

Retain and protect land zoned for industrial uses for economic and employment generating uses.

Commercial development is concentrated in the Newcastle City Centre.

Alignment with State and CN Priorities

Is consistent with Newcastle 2030 strategies

6.1a Recognise and strengthen Newcastle's role as a metropolitan capital and hub for education, health, tourism, creative, port and logistics industries

6.1b Attract new businesses and employment opportunities

6.2a Support and advocate for innovation in business, research activities, education and creative industries

6.2b Support and advocate for the small business sector

Gives effect to the Greater Newcastle Metropolitan Plan 2036

7. Respond to the changing land use needs of the new economy

Supports implementation of the Sustainable Development Goals

8. Promote sustained, inclusive sustainable economic growth, full and productive employment and decent work for all

10. Build resilient infrastructure, promote inclusive and sustainable industrialisation and foster innovation

12. Ensure sustainable consumption and production patterns

Plan for the expansion and diversification of Newcastle Port

Rationale

The Port of Newcastle is Australia's largest coal export port by volume and a growing multi-purpose cargo hub. The port precinct hosts a range of ship repair and other port related services in an area of over 700 hectares.

Industrial land around the Port needs to be retained and protected to enable growth and diversification of the Port, increasing job opportunities and minimising environmental and amenity impacts to surrounding land uses.

Actions

- 15.1 Work with operators of the Newcastle Port to align the Newcastle Local Environmental Plan and Development Control Plan with the adopted Master Plan; and investigate changes needed to planning controls in the surrounding areas

Principles

Land within the boundaries of State Environmental Planning Policy (Three Ports) is retained for Port related uses.

Land uses adjoining the Port of Newcastle do not compromise the viability of current and future port operations.

Alignment with State and CN Priorities

Is consistent with Newcastle 2030 strategies

- 1.3a Ensure safe road networks through effective planning and maintenance
- 6.1a Recognise and strengthen Newcastle's role as a metropolitan capital and hub for education, health, tourism, creative, port and logistics industries
- 6.3c Work with businesses, planners and government at all levels to facilitate key infrastructure to support business growth

Gives effect to the Greater Newcastle Metropolitan Plan 2036

- 7. Respond to the changing land use needs of the new economy

Supports implementation of the Sustainable Development Goals

- 10. Build resilient infrastructure, promote inclusive and sustainable industrialisation and foster innovation

Grow our tourism and night-time economies

Rationale

A diverse night-time economy is a key component of a successful global city, has a central role to play in City centre revitalisation and exerts a major influence over the visitor and cultural economies of our City and the region.

Tourism is also an important contributor to our local economy. It is estimated that 5145 jobs in Newcastle are supported by tourism and it generates an output of \$974.823 million.

Actions

- 16.1 Review the Local Environmental Plan to ensure tourism related land uses nominated in the land use table in all zones are consistent with the zone objectives.
- 16.2 Investigate opportunities within the Newcastle Local Environmental Plan and Development Control Plan to better support the night-time economy, reduce land use conflict and support live music and performance in key locations.
- 16.3 Implement the land use related actions identified in the Newcastle After Dark Night-Time Economy Strategy and the Destination Management Plan.

Principles

Different types of tourism, accommodation and transport needs are considered in areas undergoing transformation.

The viability of night-time economy businesses are considered in the strategic planning of mixed use precincts to minimise land use conflict.

Recognise the importance of culture and heritage in economic and tourism growth.

Alignment with State and CN Priorities

Is consistent with Newcastle 2030 strategies

3.1c Support and deliver cultural and community programs, events and live music

3.3b Plan for a night-time economy characterised by creativity, vibrancy and safety that contributes to cultural and economic revitalisation

6.1a Recognise and strengthen Newcastle's role as a metropolitan capital and hub for education, health, tourism, creative, port and logistics industries

6.3a Facilitate events that attract visitors and support the local economy and vibrancy of Newcastle

6.3b Work with the tourism sector to further develop Newcastle as a visitor and event destination

Gives effect to the Greater Newcastle Metropolitan Plan 2036

8. Promote tourism, major events and sporting teams on the national and international stage

Supports implementation of the Sustainable Development Goals

11. Make cities and human settlements inclusive, safe, resilient and sustainable

12. Ensure sustainable consumption and production patterns

Implementation, Monitoring and Reporting

This LSPS complements our Community Strategic Plan. CN will align future LSPS updates with the review of the Community Strategic Plan, which is undertaken every four years.

Like the Community Strategic Plan, progress with implementing the actions identified in this LSPS will be monitored through the Integrated Planning and Reporting Framework.

CN is investigating the use of indicators to track progress in achieving our community's vision to be a smart, liveable, and sustainable global city. The synergies between this LSPS and the Community Strategic Plan support the development of a holistic suite of liveability indicators and measures. This will enable us to track progress in meeting our land use planning vision and inform future Planning Priorities and Actions.

Actions

- 17.1 Develop a holistic suite of indicators and measures to track progress in meeting our land use planning vision and achieving our community's vision to be a smart, liveable, and sustainable global city.
- 17.2 Explore the development of a City of Newcastle Liveability Index based on the indicators and measures in Action 17.1, with reference to similar approaches adopted by cities nationally and globally.
- 17.3 Report progress with implementing actions identified in the LSPS through the Integrated Planning and Reporting Framework.
- 17.4 Align future LSPS updates with the review of the Community Strategic Plan.

A separate Implementation Plan has been prepared to guide and monitor the implementation of the actions identified in the LSPS.



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Local Strategic Planning Statement

Implementation Plan

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City of
Newcastle



Introduction

The Local Strategic Planning Statement (LSPS) is the land use planning component of our Integrated Planning and Reporting Framework (IP&R). The priorities and actions of the LSPS are aligned with the Community Strategic Plan (CSP) and will be reviewed concurrently every four years.

Implementation of the actions identified in the LSPS will be monitored through the IP&R Framework. To align actions with the framework, actions are identified as commencing within 1 year to 4 years.

The Implementation Plan will be reviewed every 12 months as actions are completed and to reflect changes in Federal, State or Local priorities as well as resources and budgets.

Legend

Timeframe



Short: 1 Year



Medium: 2 – 3 years





Long: 4+ years



An integrated and accessible transport network

| Planning Priority | Action | Deliverable | Timeframe | Responsibility |
|--|--|--|-----------|-----------------------------------|
| Planning Priority 1: Prioritise active transport in our City | 1.1 Review and update the Newcastle Cycling Strategy and Action Plan to guide the growth of cycling and active transport networks with the Newcastle Transport Strategy, and include: <ul style="list-style-type: none"> • Targets for the construction of new separated cycleways, pedestrian paths, and safe cycling improvements. • Respond to the importance of cool transport corridors in encouraging use of active transport and identify opportunities to incorporate shade along active transport routes. | Updated Newcastle Cycling Strategy and Action Plan | | Traffic & Parking |
| | 1.2 Review and update Newcastle Development Control Plan provisions for movement networks, car parking and active transport to facilitate use of active transport in Catalyst Areas, Strategic Centres, Urban Renewal Corridors and Housing Release Areas. | Amended Newcastle Development Control Plan | | Regulatory, Planning & Assessment |
| Planning Priority 2: Support emerging transport opportunities and public transport improvements with continued integration of land use and transport planning | 2.1 Collaborate with relevant State Agencies to plan the light rail corridor identified in the Newcastle Light Rail Extension Strategic Business Case (Newcastle Interchange to John Hunter Hospital via Broadmeadow) and identify opportunities for improved connections both to and between Catalyst Areas and Strategic Centres. | Land use and infrastructure plan for the light rail corridor | | Regulatory, Planning & Assessment |
| | 2.2 Review and update the Newcastle Transport Strategy (or equivalent) to guide integration of transport and land use planning. | Updated Newcastle Transport Strategy | | Traffic & Parking |
| | 2.3 Review and update planning controls to support the uptake and use of electric vehicles, shared transport schemes and more efficient car parking management to support a transition to more sustainable forms of transport. | Amended Newcastle Development Control Plan | | Regulatory, Planning & Assessment |

| Planning Priority | Action | Deliverable | Timeframe | Responsibility |
|---|--|---|---|-----------------------------------|
| Planning Priority 3: Protect freight movement from incompatible land uses | 3.1 Work with Transport for NSW to identify existing and potential strategic road and rail freight corridors in the Newcastle Transport Strategy. | Map identifying strategic road and rail freight routes |  | Traffic & Parking |
| | 3.2 Review provisions in the Newcastle Local Environmental Plan and Development Control Plan to ensure appropriate land uses are permitted on land adjoining strategic road and rail freight routes and sensitive uses can be adequately buffered. | Amended Newcastle Local Environmental Plan and Development Control Plan |  | Regulatory, Planning & Assessment |







LEGEND

Timeframe  Short: 1 Year  Medium: 2 – 3 years  Long: 4+ years



A green city

| Planning Priority | Action | Deliverable | Timeframe | Responsibility |
|---|---|--|-----------|-----------------------------------|
| Planning Priority 4: Green our neighbourhoods | 4.1 Review Newcastle Development Control Plan provisions for landscaped and impervious area, shade and vegetation management including opportunities to use green roofs and walls. | Amended Newcastle Development Control Plan | | Regulatory, Planning & Assessment |
| | 4.2 Review and update the Urban Forest Policy (or equivalent) to sustain and increase our urban tree canopy cover. | Updated Urban Forest Policy | | Assets & Projects |
| Planning Priority 5: Protect and enhance our bushland, waterways and wetlands | 5.1 Complete the review and update of the Environmental Management Strategy to protect and enhance our environment, and include: <ul style="list-style-type: none"> • Map of the local blue and green grids. • Identification of baselines and targets for key environmental indicators.. | Updated Environmental Management Strategy | | Assets & Projects |
| | 5.2 Investigate the use of riparian zone mapping in the Local Environmental Plan to protect waterways and wetlands from inappropriate development. | Riparian Zones map | | Regulatory, Planning & Assessment |
| | 5.3 Review the land use tables for Environmental Zones in Newcastle Local Environmental Plan to ensure permitted and prohibited uses reflect the conservation intentions within the zone objectives. | Amended Newcastle Local Environmental Plan | | Regulatory, Planning & Assessment |
| | 5.4 Review Newcastle Development Control Plan provisions for stormwater and landscaping to incorporate best practice mechanisms to reduce the impact of stormwater runoff on bushland, waterways and wetlands. | Amended Newcastle Development Control Plan | | Regulatory, Planning & Assessment |
| | 5.5 Investigate development of a local biodiversity off-setting policy and a policy on the retention, transfer and ownership of lands of environmental value to support the protection and enhancement of bushland. | Biodiversity Off-setting Policy | | Assets & Projects |







| Planning Priority | Action | Deliverable | Timeframe | Responsibility |
|---|---|---|---|-----------------------------------|
| Planning Priority 6: Reduce carbon emissions and resource consumption | 6.1 Review the Newcastle Development Control Plan provisions for waste management with an emphasis on reduce, reuse and recycling. | Amended Newcastle Development Control Plan |  | Regulatory, Planning & Assessment |
| | 6.2 Investigate provisions in the Newcastle Local Environmental Plan and Development Control Plan that facilitate greater efficiencies of energy and water use than current minimum standards and net zero carbon emissions in new development (including industrial uses). | Amended Newcastle Local Environmental Plan and Development Control Plan |  | Regulatory, Planning & Assessment |
| | 6.3 Complete the review of the Carbon and Water Management Plan (Climate Action Plan) to provide a framework for reducing carbon emissions and resource consumption. | Climate Action Plan |  | Corporate & Community Planning |
| Planning Priority 7: Plan for climate change and build resilience | 7.1 Investigate the use of coastal hazard vulnerability mapping for inclusion in <i>State Environmental Planning Policy (Coastal Management) 2018</i> to enable land use planning to respond to coastal hazard risks. | Coastal hazard maps included in the SEPP |  | Regulatory, Planning & Assessment |
| | 7.2 Review and update planning controls in the Newcastle Local Environmental Plan and Development Control Plan to enable new development to respond to hazard and risk information as it becomes available. | Amended Newcastle Local Environmental Plan and Development Control Plan |  | Regulatory, Planning & Assessment |
| | 7.3 Investigate opportunities to incorporate provisions in the Newcastle Local Environmental Plan and Development Control Plan to address urban heat island impacts and reduce UV exposure. | Amended Newcastle Local Environmental Plan and Development Control Plan |  | Regulatory, Planning & Assessment |





LEGEND

Timeframe  Short: 1 Year  Medium: 2 – 3 years  Long: 4+ years



A livable city

| Planning Priority | Action | Deliverable | Timeframe | Responsibility |
|--|---|--|---|-----------------------------------|
| Planning Priority 8: Plan for growth and change in Catalyst Areas, Strategic Centres, Urban Renewal Corridors and Housing Release Areas | 8.1 Work with stakeholders to plan and prioritise infrastructure delivery with future development of Catalyst Areas, Strategic Centres, Urban Renewal Corridors and Housing Release Areas. | Infrastructure Plan for each Catalyst Area, Housing Release Area and Urban Renewal Corridor |  | Regulatory, Planning & Assessment |
| | 8.2 Work with stakeholders to commence investigations for a land use and infrastructure delivery plan for the Broadmeadow Catalyst Area. | Land use and infrastructure plan for Broadmeadow |  | Regulatory, Planning & Assessment |
| | 8.3 Review the planning controls for the Newcastle City Centre in Part 7 of the Newcastle Local Environmental Plan to ensure controls facilitate continued growth and renewal. | Discussion paper on the effectiveness of existing planning controls and recommendation for any changes needed. |  | Regulatory, Planning & Assessment |
| | 8.4 Prepare a priority schedule to review and update the planning controls for Stage 1 Urban Renewal Corridors to ensure controls support the desired development outcomes. Update the Implementation Plan to identify the timing of each corridor review. | A schedule identifying a process for the review of planning controls for Stage 1 Urban Renewal Corridors. |  | Regulatory, Planning & Assessment |
| | 8.5 Prepare a priority schedule to identify the redevelopment potential and implementation of the Stage 2 Urban Renewal Corridors. Update the Implementation Plan to identify the timing of each corridor review. | A schedule for the development of infrastructure and land use plans for Stage 2 Urban Renewal Corridors. |  | Regulatory, Planning & Assessment |
| | 8.6 Review the actions and continue to implement the Wickham Master Plan: (a) with respect to the permissible housing types within the Village hub precinct and their impact on densities and the envisaged character. (b) to consider the implications of mine subsidence and potential options. | An amended Action Plan for the Wickham Master Plan |  | Regulatory, Planning & Assessment |


| Planning Priority | Action | Deliverable | Timeframe | Responsibility |
|--|--|--|---|-----------------------------------|
| Planning Priority 9: Sustainable, healthy and inclusive streets, neighbourhoods and local centres | 9.1 Review each local centre and its place in the commercial centres hierarchy. Prepare a priority schedule to implement any changes to planning controls needed to provide sufficient land to meet the retail needs of our growing population; and enable flexibility of uses to meet changing retail demand. | A schedule prioritising the implementation of recommendations and actions identified in the Employment Lands Strategy |  | Regulatory, Planning & Assessment |
| | 9.2 Continue to improve the amenity and accessibility of local centres through infrastructure investment by progressing the the Local Centres Program. | Local centres with improved liveability |  | Assets & Projects |
| | 9.3 In conjunction with local character assessments and the Local Centres Program identify spaces in neighbourhoods where people can gather, such as community gardens and seating, which incorporate well-designed shade. | Areas for social connection identified in local character assessments |  | Regulatory, Planning & Assessment |
| | 9.4 Support access to healthy food by identifying community land appropriate for community gardens and preparing policies to support the development of community gardens, public space gardens, farmers markets, verge planting and roadside stalls. | Policies to provide details of when and where community gardens, public space gardens, farmers markets, verge planting and roadside stalls can be installed. |  | Corporate & Community Planning |

LEGEND

Timeframe  Short: 1 Year  Medium: 2 – 3 years  Long: 4+ years



| Planning Priority | Action | Deliverable | Timeframe | Responsibility |
|--|--|--|-----------|-----------------------------------|
| Planning Priority 10: Development responds to the desired local character of our communities | 10.1 Work with stakeholders to undertake local character assessments of different neighbourhoods utilising the NSW Government's Local Character and Place Guideline. Assessments will commence with Tighes Hill, Denison Street Hamilton and Kotara (outside of the Catalyst Area boundary). Future local character assessments will be nominated in the LSPS Implementation Plan. | Local character statement for Tighes Hill, Denison St Hamilton and Kotara. LSPS Implementation Plan to nominate future local character assessments. | | Regulatory, Planning & Assessment |
| | 10.2 Investigate opportunities to better articulate and consider the desired local character of different neighbourhoods within the Newcastle Local Environmental Plan and Development Control Plan, so that new development positively contributes to desired local character. | Amended Newcastle Local Environmental Plan and Development Control Plan | | Regulatory, Planning & Assessment |
| | 10.3 Review the Newcastle Local Environmental Plan to consider the application of <i>State Environmental Planning Policy 65 - Design Quality of Residential Apartment Development</i> to boarding houses and serviced apartments, so that new development contributes positively to the desired local character. | Amended Newcastle Local Environmental Plan | | Regulatory, Planning & Assessment |
| Planning Priority 11: Protect and celebrate our heritage | 11.1 Complete the review of the Newcastle Heritage Strategy to guide the protection and celebration of heritage over the next 10 years. | Updated Heritage Strategy | | Regulatory, Planning & Assessment |
| | 11.2 Work with the Awabakal, Worimi and Mindaribba Local Aboriginal Land Councils to identify constraints and opportunities for land holdings identified in their Community Land and Business Plans. | Ongoing engagement and updated Community Land and Business Plans | | Regulatory, Planning & Assessment |







| Planning Priority | Action | Deliverable | Timeframe | Responsibility |
|---|--|---|---|-----------------------------------|
| Planning Priority 12: Sustainable, affordable and inclusive housing | 12.1 Finalise the Local Housing Strategy to guide the development of sustainable, affordable and inclusive housing across the local government area. | Local Housing Strategy |  | Regulatory, Planning & Assessment |
| | 12.2 Implement the short-term actions identified in the Newcastle Affordable Living Plan. | New Affordable Housing Contributions Scheme, Affordable Housing Policy and amended Newcastle Local Environmental Plan |  | Regulatory, Planning & Assessment |

LEGEND

Timeframe  Short: 1 Year  Medium: 2 – 3 years  Long: 4+ years



A smart and innovative economy

| Planning Priority | Action | Deliverable | Timeframe | Responsibility |
|--|--|---|---|-----------------------------------|
| Planning Priority 13: Grow our key health and education sectors | 13.1 Work with John Hunter Hospital and the University of Newcastle to align the Newcastle Local Environmental Plan and Development Control Plan with the adopted Master Plans and investigate changes needed to planning controls in the surrounding areas. | Amended Newcastle Local Environmental Plan and Development Control Plan |  | Regulatory, Planning & Assessment |
| | 13.2 Work with other health and education providers to align the Newcastle Local Environmental Plan and Development Control Plan with future growth plans. | Amended Newcastle Local Environmental Plan and Development Control Plan |  | Regulatory, Planning & Assessment |
| Planning Priority 14: Enable the transition to new economy jobs and grow creative industries | 14.1 Implement the actions identified in the Employment Lands Strategy (or equivalent) and the Smart City Strategy (or equivalent). | Identified land use actions |  | Corporate & Community Planning |
| | 14.2 Review the residential zone land use tables and Clause 5.4 controls to enable more home businesses and industries. | Amended Newcastle Local Environmental Plan |  | Regulatory, Planning & Assessment |
| | 14.3 Review the land use tables in the industrial zones to ensure these allow for uses within the new economy, creative industries and artisan manufacturing. | Amended Newcastle Local Environmental Plan |  | Regulatory, Planning & Assessment |
| Planning Priority 15: Plan for the expansion and diversification of Newcastle Port | 15.1 Work with operators of the Newcastle Port to align the Newcastle Local Environmental Plan and Development Control Plan with the adopted Master Plan; and investigate changes needed to planning controls in the surrounding areas. | Amended Newcastle Local Environmental Plan and Development Control Plan |  | Regulatory, Planning & Assessment |

| Planning Priority | Action | Deliverable | Timeframe | Responsibility |
|---|---|---|---|-----------------------------------|
| Planning Priority 16: Grow our tourism, entertainment, and night-time economies | 16.1 Review the Local Environmental Plan to ensure tourism related land uses nominated in the land use table in all zones are consistent with the zone objectives. | Amended Newcastle Local Environmental Plan |  | Regulatory, Planning & Assessment |
| | 16.2 Investigate opportunities within the Newcastle Local Environmental Plan and Development Control Plan to better support the night-time economy, reduce land use conflict and support live music and performance in key locations. | Amended Newcastle Local Environmental Plan and Development Control Plan |  | Regulatory, Planning & Assessment |
| | 16.3 Implement the land use related actions identified in the Newcastle After Dark Night-Time Economy Strategy and the Destination Management Plan. | Identified land use actions |  | Regulatory, Planning & Assessment |

LEGEND

Timeframe  Short: 1 Year  Medium: 2 – 3 years  Long: 4+ years

Implementation, Monitoring and Reporting

- 17.1 Develop a holistic suite of indicators and measures to track progress in meeting our land use planning vision and achieving our community's vision to be a smart, liveable, and sustainable global city.
-
- 17.2 Explore the development of a City of Newcastle Liveability Index based on the indicators and measures in Action 17.1, with reference to similar approaches adopted by cities nationally and globally.
-
- 17.3 Report progress with implementing actions identified in the LSPS through the Integrated Planning and Reporting Framework.
-
- 17.4 Align future LSPS updates with the review of the Community Strategic Plan.
-



**ORDINARY COUNCIL MEETING
26 MAY 2020**

**CCL 26/05/20
ADOPTION OF LOCAL STRATEGIC PLANNING STATEMENT**

ITEM 23 Attachment B: Summary of Changes

Attachment B - Summary of changes - Local Strategic Planning Statement

| Section | Change | Reason |
|-------------------------------------|---|--|
| New section | <ul style="list-style-type: none"> Aboriginal Statement Added | Respond to submissions |
| Our land use planning vision | <ul style="list-style-type: none"> Add “20 year” to title Transport theme amended to “An integrated and accessible transport network” Environment theme amended to “A green City” and statements within this theme have been altered to clarify intent People-orientated city theme amended to “A liveable City” Economy theme amended to “A smart and innovative economy” | Consistency with Community Strategic Plan |
| Strategic Context | <ul style="list-style-type: none"> Add additional paragraph “The City sits in the regionally recognised blue-green corridor that includes the internationally and state significant Lower Hunter Wetlands | Additional information |
| Local Context | <ul style="list-style-type: none"> Amend natural environment paragraph Add additional icon for creek line | Clarify context and additional information |
| Areas of Change | <ul style="list-style-type: none"> Add text on Urban Renewal Corridors and Housing Release Areas Add description of the “Key Growth Driver” for each Catalyst Area Amend text in Kotara Catalyst Area to clarify role and development vision for this area | Additional information and clarify expectations for areas of change |
| All Planning Priorities | <ul style="list-style-type: none"> Delete related CN Plans and Strategies | Many strategies and plans are currently being reviewed and some will be renamed. This information is likely to become obsolete as other plans and strategies are adopted |

| Section | Change | Reason |
|--|--|--|
| Planning Priority 1 - Prioritise active transport in our City | <ul style="list-style-type: none"> • Add additional text in rationale to recognise people with disabilities • Consolidate Actions 1.1 and 1.2 and add additional text to acknowledge importance of shade in the use of active transport • Action 1.1 notes potential integration of Cycling Strategy with the Transport Strategy focussing on targets and the design of new active transport routes • Update Action 1.2 (formally 1.3) to reference DCP changes to facilitate active transport | Respond to submissions and clarify actions |
| Planning Priority 2 - Support emerging transport opportunities and public transport improvements with continued integration of land use and transport planning. | <ul style="list-style-type: none"> • Add reference to new mass transit technologies in the Rationale • Update Action 2.1 to reference the Newcastle Light Rail Extension Strategic Business Case and the identified priority corridor • Update Action 2.2. to clarify why the transport strategy is being updated • Update Action 2.3 to include electric vehicle infrastructure and active transport share schemes to support transition to more sustainable forms of transport • Add information about the Transport Strategy | Respond to submissions and clarify actions |
| Planning Priority 3 - Protect freight movement from incompatible land uses | <ul style="list-style-type: none"> • Update Action 3.1 to acknowledge working with Transport for NSW and noting corridors to be shown in the transport strategy • Amend Action 3.2 to clarify intent for land uses adjoining freight routes • Update planning principle to refer to the role of freight corridors. | Respond to submissions and clarify actions |

| Section | Change | Reason |
|---|---|--|
| Planning Priority 4 - Green our neighbourhoods | <ul style="list-style-type: none"> • Update rationale to reference UV exposure and reducing flooding impact • Delete Action 4.1 (moved to PP5) • Update Action 4.1 (formally 1.2) to reference impervious area and shade • Delete Actions 4.3 and 4.4 • Amend Action 4.2 (formally 4.5) to detail aim to sustain and increase tree canopy cover • Include 2 additional principles relating to shade and the addition of green spaces in areas of change | Address submissions and clarify actions |
| Planning Priority 5 - Protect and enhance our bushland, waterways and wetlands | <ul style="list-style-type: none"> • Update rationale to reference riparian zones • Add new Action 5.1 to complete Environmental Strategy including mapping of blue and green grids and setting targets • Update Action 5.2 to clarify desired outcome • Update Action 5.4 (formally 5.3) to clarify desired outcome • Update Action 5.5 (formally 5.4) to clarify desired outcome • Add information about the Environment Strategy | Respond to submissions and clarify actions |
| Planning Priority 6 - Reduce carbon emissions and resource consumption | <ul style="list-style-type: none"> • Update Action 6.2 to refer to net zero carbon emissions. • Amend Action 6.3 to refer to completion of the Climate Action Plan • Update principle to refer to housing release areas | Respond to submissions and clarify actions |
| Planning Priority 7 - Plan for climate change and build resilience | <ul style="list-style-type: none"> • Update rationale to refer to coastal erosion and inundation, drought, heat, heatwaves and UV exposure • Update Action 7.1 to clarify desired outcome • Amend Action 7.2 to enable amendments to NLEP 2012 and NDCP 2012 to address best available hazard and risk information • Update Action 7.3 to reference UV exposure • Update principles | Respond to submissions and clarify actions |

| Section | Change | Reason |
|---|---|--|
| Planning Priority 8 - Plan for growth and change in Catalyst Areas, Strategic Centres, Urban Renewal Corridors and Housing Release Areas | <ul style="list-style-type: none"> • Update planning priority to include 'housing release areas' • Update rationale to include more information about growth that aligns with the community vision • Delete Action 8.1 and include as a Planning Principle • Add new Action 8.1 - Prioritise infrastructure planning for future development in growth areas • Add new Action 8.2 - Land use and infrastructure delivery plan for the Broadmeadow Catalyst Area • Amend Action 8.3 to clarify reason for review of city centre controls • Amend Action 8.4 Review of planning controls in Urban Renewal Corridors to ensure controls support desired outcomes • Add new Action 8.5 - Implementation plan to be prepared that will prioritise and identify the timing for each Stage 2 Urban Renewal Corridor review • Amend Action 8.6 (formally 8.4): Review the actions of the Wickham Master Plan in relation to the permissible housing types within the Village Hub Precinct and to consider the implications of mine subsidence • Delete first 2 planning principles and replace with 3 new principles to clarify intent | Respond to submissions and clarify actions |

| Section | Change | Reason |
|---|--|--|
| Planning Priority 9 - Sustainable, healthy and inclusive streets, neighbourhoods and local centres | <ul style="list-style-type: none"> • Amend the Planning Priority to “Sustainable, healthy and inclusive streets, neighbourhoods and local centres” • Update rationale to include reference to the centres hierarchy and healthy food • Amend Action 9.1 to reference the commercial centres hierarchy and implementation of any changes needed • Delete Action 9.2 • Amend Action 9.2 (formally 9.3) to clarify Local Centres Program • Amend Action 9.3 (formally 9.4) to clarify implementation and inclusion of shade • Add new Action 9.4 for policy development to support access to healthy food • Add new diagram with the Commercial Centres Hierarchy | Respond to submissions, clarify actions and provide additional information |
| Planning Priority 10 - Development responds to the desired local character of our communities | <ul style="list-style-type: none"> • Update rationale to refer to Housing Release Areas • Update Action 10.1 to clarify the intent to undertake character assessments of all areas, commencing with the 3 areas identified • Update Action 10.2 to clarify intent • Update Action 10.3 to clarify intent • Add 2 new planning principles | Respond to submissions and clarify actions |
| Planning Priority 11 - Protect and celebrate our heritage | <ul style="list-style-type: none"> • Update Action 11.1 to clarify intent • Delete Action 11.3 (as it is not a true action) • Add information about the Heritage Strategy | Respond to submissions and clarify actions |
| Planning Priority 12 - Sustainable, affordable and inclusive housing | <ul style="list-style-type: none"> • Amend Planning Priority to ‘Sustainable, <i>affordable</i> and inclusive housing’ • Update Action 12.1 to explain the role of the local housing strategy • Amend Action 12.2 to specifically reference affordable housing scheme development • Update planning principle to refer to housing release areas • Add information about the Local Housing Strategy | Respond to submissions and address Councillor NOM |

| Section | Change | Reason |
|--|---|--|
| Planning Priority 13 - Grow our key health and education sectors | <ul style="list-style-type: none"> No changes | |
| Planning Priority 14 - Enable the transition to new economy jobs and grow creative industries | <ul style="list-style-type: none"> Minor changes for clarification | To recognise strategies are kept under review |
| Planning Priority 15 - Plan for the expansion and diversification of Newcastle Port | <ul style="list-style-type: none"> No changes | No changes requested to this Planning Priority relating to planning for the expansion and diversification of Newcastle Port. |
| Planning Priority 16 - Grow our tourism, entertainment, and night-time economies | <ul style="list-style-type: none"> Update Action 16.2 to reference night-time economy Update Action 16.3 to include reference to land use Add new principle to recognise the importance of culture and heritage in economic and tourism growth | Respond to submissions and clarify actions |
| General | <ul style="list-style-type: none"> Typographical and minor errors corrected throughout the document | Identified through revision of the document |
| Implementation, Monitoring and Reporting | <ul style="list-style-type: none"> Delete the table and include sentence that a separate Implementation Plan has been prepared to guide and monitor the implementation of the actions. | Respond to submissions |

**ORDINARY COUNCIL MEETING
26 MAY 2020**

**CCL 26/05/20
ADOPTION OF LOCAL STRATEGIC PLANNING STATEMENT**

ITEM 23 Attachment C: Summary of Submissions

Attachment C - Summary of submissions - Local Strategic Planning Statement

| Submitter | Issues | Comment | Action |
|-----------|--|--|--|
| | <ul style="list-style-type: none"> NOM 26/11/19 Consider the recommendations in the PCA report 'Every Building Counts - A practical plan for emissions reduction in the built environment' to expediate the delivery of Net Zero Emission Buildings as part of the LSPS. | The LSPS is consistent with the recommendations and Action 6.2 supports the investigation of opportunities to facilitate greater efficiencies of energy and water use than current minimum standards and net zero carbon emissions This action would be implemented through the DCP and / or LEP. Other recommendations in this report are best implemented through other CN Policies (e.g. infrastructure). | Nil |
| Internal | <ul style="list-style-type: none"> The heritage section of the CSP <i>[sic]</i> should include the Cultural Plan and some mention of the Museum, Library and Fort's role in collecting and interpreting City of Newcastle Heritage, as heritage includes moveable cultural heritage and we all interpret and educate about built heritage. | <p>The 'related CN strategies and plans' section has been removed because many of these are currently reviewed and references may become obsolete.</p> <p>The Heritage Strategy contains greater detail on CN's framework for collecting, interpreting and educating about moveable and built heritage.</p> | As the Heritage Strategy contains more detail on Heritage, a specific reference and details about this strategy have been included. |
| Internal | <ul style="list-style-type: none"> The LSPS should discuss the importance of designating a corridor for the future light rail expansion and that CN is working with Transport NSW in this regard. | Supported | Action 1.1 amended to include identification of future light rail corridors |
| Internal | <ul style="list-style-type: none"> Suggest minor changes to green, liveable city vision, additional statements in 'Our Place in the Region' and 'Local context'. Acknowledge need for "cool transport corridors" consistent with metro plan Suggest various amendments to Planning Priority 4 to clarify intent of actions and related Council Strategies/Plans. Suggest various amendments to Planning Priority 7 to clarify rationale, intent of actions and related Council Strategies/Plans. Add additional action "Engage with community and local businesses to grow their capacity to prepare for, cope with, and recover from sudden emergency events and future climate risks." | <p>Supported</p> <p>Supported</p> <p>Supported</p> <p>Partially supported - additional action not been included as the action does not directly relate to land use planning and may be better placed in the Environmental Management Strategy.</p> | <p>Suggested changes have been included</p> <p>Action 1.1 amended to include reference to cool transport corridor / shade</p> <p>Suggested changes have been included</p> <p>Relevant amendments included.</p> |

| Submitter | Issues | Comment | Action |
|------------------------|---|---|--|
| Uniting Church | <ul style="list-style-type: none"> Define boundaries for what is within and outside the Catalyst Areas. PP8: Add principle with respect to Catalyst Areas: "Proposals to rezone land holdings within a Catalyst Area precinct will need to undertake holistic strategic planning of the whole precinct". PP8: Add Action: "Investigate strategic development sites within Urban Renewal Corridors to catalyse redevelopment and favourably consider planning proposals that demonstrate merits for intensive development on planning and urban design grounds." PP10: add action "As part of investigations for desired local character, consider how development within Strategic Centres, Catalyst Areas, and Urban Renewal Corridors can transition towards more intensive built form outcomes." | <p>Catalyst Area Maps are from the GNMP and further refinement will be undertaken as land use and infrastructure planning is undertaken.</p> <p>Strategic sites will be considered during master planning of Catalyst Areas and in review of Urban Renewal Corridor planning controls.</p> <p>Specific action not required in this section as the issue is addressed in actions contained in PP8.</p> | <p>Planning Priority 8 has been rewritten. Planning principles and actions have been amended. The planning principle of concern has been deleted.</p> |
| Industry (ADW Johnson) | <ul style="list-style-type: none"> Request integration and identification of the Housing Release Area in the Structure Plan and inclusion in the 'Areas of Change' section of the LSPS. PP8: suggest new action "<i>In consultation with State agencies and Lake Macquarie City, investigate the values, opportunities and constraints of the identified Housing Release Area and identify and proceed with amendments to planning controls to provide for housing growth</i>". New principle "<i>Proposals to rezone the identified Housing Release Area either side of the Link Road will need to undertake holistic strategic planning for the Area and contributions to our land use planning vision</i>". PP 10 suggest changes to Rationale to acknowledge Housing Release Areas. | <p>Partially supported - Areas of Change should reflect housing release areas.</p> <p>Actions for specific sites and standard processes (such as a planning proposal for an identified housing release area) are not necessary (and discouraged by DPIE). However, a principle has been included to confirm that CN will work with all stakeholder in the planning of Areas of Change.</p> | <p>Areas of Change section has been updated to include housing release areas and urban renewal corridors.</p> <p>Planning Priority 8 has been rewritten to incorporate planning principles and actions to reflect the intent to work with all stakeholders in preparing infrastructure and land use plans for areas of change.</p> |

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| AMP Capital (managers of Marketown Shopping Centre) | <ul style="list-style-type: none"> • Encourages collaboration between landowners. • Confirm the 33% reduction in dwelling targets in the Catalyst area (from 6,000 to 4,000) between the Hunter Regional Plan 2036 and the draft LSPS. • Consult and collaborate with AMP Capital and other major stakeholders during any planning processes for the West End Precinct and local centres. • Acknowledge the compelling strategic potential of Marketown to deliver and act on the visions for the City Centre under the draft LSPS and consider increasing the height and floor space ratio controls relating to the Marketown sites. • Update the LSPS to acknowledge that flooding constraints and future DCP controls do not preclude future development and density uplift on sites where it can be demonstrated that matters can be appropriately managed and mitigated through site planning and engineering responses. • Disclose what future infrastructure is envisaged to help mitigate the impacts of flooding through the City Centre. • Amend the draft LSPS and draft Employment Lands Strategy to clarify that new retail provisions will be limited within the B3 Commercial Core zone, to ensure that existing centres can continue to grow and evolve. • Acknowledge the important role and functions of Marketown in servicing the retail needs of existing and future populations and retain the existing B4 zoning of the site. • Work with the development industry and landowners to ensure that development contributions (including affordable housing levies) are not cost prohibitive for new developments; review successful examples of development contributions plans across the state and carefully consider the cumulative impacts of development levies, including transparency and accountability of how such levies are calculated and expended. | <p>The Hunter Regional Plan states <i>"Monitor residential development activity to assist with planning 6,000 new homes"</i>. This refers to the projected dwelling need for the whole LGA and is different to the specific target of "4000" dwellings for the Newcastle City Centre Catalyst Area identified in the Greater Newcastle Metropolitan Plan and repeated in the LSPS.</p> <p>Appropriate studies are needed to consider changes to the height and FSR. This site is located within the 'Newcastle City Centre' for the purpose of Part 7 of the LEP and an action 8.3 proposes review of these planning controls.</p> <p>Existing legislation requires site constraints to be considered when amending planning controls or assessing development.</p> <p>The objectives of the B3 Commercial Core zone include providing a wide range of retail uses and strengthening the role of the city centre as the regional business, retail and cultural centre of the Hunter region. Limiting retailing in the B3 zone is not supported.</p> <p>The development contributions system is currently being reviewed by CN and the State government.</p> | <p>Consultation will occur with landowners during any planning process for the West End precinct and local centres.</p> |

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| Samaritans | <ul style="list-style-type: none"> • PP 1 has additional, flow-on effects for people with disability. Cycleways and pedestrian paths, well designed and separated from cars, provide safe spaces for wheelchairs and mobility aids. It would be positive to see the needs of people with disability articulated in that priority. | Supported | Additional text added to rationale. |
| Bykko | <ul style="list-style-type: none"> • An efficient and integrated transport network - More emphasis should be put on extending the dedicated cycleways and shared paths, as well as on education around the benefits of cycling for the economy and for the individuals, and on introducing car-free streets or zones. • PP 1: Recommend reviewing the NDCP to include provisions for bike sharing and work with the key stakeholders to introduce incentives for new developments to invest in bike sharing facilities. • PP 2: The emphasis should be put on increasing the accessibility, attractiveness and efficiency of public transport coupled with measures to encourage cycling and walking as modes of travel, but also as modes of exercising with health benefits. There is a need to increase accessibility to the peripheral parts of the city centre. We would recommend integrating mobility hubs (bike sharing, car sharing, micromobility) with mixed land uses in Strategic Centres and Catalyst Area to facilitate emerging transport technologies. • A green, liveable city: more research must be done to start planning for climate change mitigation actions. Street planting shall be prioritised over street parking. Renewable energy shall be prioritised over coal-based energy. Investment in smart technologies shall be increased. • A people-orientated city More planning has to be done to attract more people to the city centre by active and public transport modes. | <p>Partially supported – the vision, planning priorities and actions generally support these comments.</p> <p>Action 1.1 has been updated to address consideration of cool transport corridors and shade in the Cycling Plan.</p> <p>Action 2.3 has been amended to support the review of DCP provisions including the opportunities for shared transport schemes.</p> <p>An additional “theme” of safe city is not supported and is addressed through other CN plans.</p> | <p>Action 1.1 amended to include reference to cool transport corridor / shade.</p> <p>Action 2.3 has been updated to incorporate shared forms of transport.</p> |

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| Bykko Cont. | <ul style="list-style-type: none"> A creative and innovative economy Local start-up environment is very active in Newcastle and Hunter region however support in terms of access to funding, national networking and global exposure is still very low. The council shall increase support for local start ups by promoting local companies, organising international events to attract more investors and create a stronger mentoring network. Additional theme - A Safe City. | | |
| Newcastle East Residents Group | <ul style="list-style-type: none"> Concerns regarding lack of consideration from Council about negative impacts from major events (e.g. Supercars) on the community, businesses, as well as on the use of public spaces and the natural environment. Council therefore needs to apply due diligence to planning major events and consider their overall impact on other treasured ideals before decisions are made to host them. | <p>Noted - the Vision is a 20-year land use planning vision.</p> <p>CN has several existing plans that address Events such as the Newcastle After Dark Night-Time Economy Strategy, Live Music Strategy, Destination Management Plan and Event Plan.</p> | No change needed. |
| Cancer Council NSW | <ul style="list-style-type: none"> Suggestions to ensure the value of shade for UV radiation protection and other co-benefits are fully recognised in the 20-year vision for the LGA. Suggested Planning priority: 'Design and provide places and spaces that are healthy to live in, to work in and to visit' with suggested rationale, principles and actions. | Generally supported with additional text added to address UV radiation and shade in various planning priorities and actions. | Additional text added within existing planning priorities and actions updated to refer to shading. |
| Cancer Institute NSW | <ul style="list-style-type: none"> Local planning provisions have a key place in ensuring the practical planning and delivery of shade, as does other policy that encourages the retention and addition of shade in a range of settings. Suggest additions to the Rationale, Principles and Actions to address shade provision within PP1, PP2, PP3, PP4, PP6, PP7, PP8, PP9, PP10, PP13 and PP16. | Generally supported with additional text added to address UV radiation and shade in various planning priorities and actions. | Additional text added within existing planning priorities and actions updated to refer to shading. |

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| Catholic Diocese Maitland-Newcastle | <ul style="list-style-type: none"> Supports Action 8.2 and welcomes the opportunity to participate in any discussions relevant to long-term planning or planning control adjustments being considered for the Newcastle City Centre. Recommends Council deletes the second principle under Planning Priority 8, as it may impact on the growth potential of Catalyst Areas and would be unreasonable in many cases. | Supported. Planning Principles amended to refer to “key growth driver” for each catalyst area and working with State government and stakeholders to develop appropriate land use policy. | Planning Priority 8 has been completely rewritten to incorporate planning principles and actions to reflect the intent to work with all stakeholders in preparing infrastructure and land use plans for areas of change. |
| Community Housing Industry Association NSW | <ul style="list-style-type: none"> CHIA NSW supports the use of State Environment Planning Policy no. 70 – Affordable Housing (Revised Schemes) as the principle mechanism for delivering affordable housing through the planning system and encourages councils to consider partnering with registered community housing providers to develop council owned land to deliver affordable rental housing for local people in need. Recommends the LSPS to be strengthened to explicitly identify affordable rental housing as a strategic priority for the community; Acknowledge the economic and social benefits of affordable rental housing and the role it plays in supporting job growth and economic prosperity for local communities; Identify clear mechanisms and targets for delivering affordable rental housing through the planning system and/or by leveraging other opportunities available to the council such partnering with registered community housing to redevelop council owned land and identifying how the council will work in partnership with community housing providers and the NSW and federal governments to deliver affordable rental housing in their communities. | <p>Noted, these proposals are included in the Local Housing Strategy (LHS) and this Planning Priority has been updated to reflect the NoM to prepare an affordable housing contributions scheme.</p> <p>A reference has also been included to the draft Local Housing Strategy which will contain greater detail on our framework for housing.</p> | Action 10.2 amended to refer to the preparation of an affordable housing scheme. |

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| Dr. Wynn C.N. Cam | <ul style="list-style-type: none"> • Refine the wording of the 4 themes Land Use Planning Vision. • Refine the Structure / sub-headings under each Planning Priority by identifying Immediate-Term Outcomes. • Suggestions for various actions and principles within PP 1, PP2, PP3, PP4, PP5, PP6, PP7, PP9, PP10, PP13, PP15 and PP16. | <p>Noted, the vision themes have been amended to align with the CSP themes.</p> <p>Various amendments to planning principles and actions have been included to better align with the Metro Plan and existing Council Plans and Policies. Actions have been refined so that actions a realistic and achievable.</p> <p>A separate implementation plan has been prepared which includes more information on the timing of actions.</p> | <p>Vision themes amended to align with the CSP.</p> <p>A separate Implementation Plan has been prepared to identify the and timing of actions.</p> |
| GLOW (Great Lifestyle of Wickham) | <ul style="list-style-type: none"> • Draw attention to discrepancy between current B4 zoning and the “Village Hub” precinct in Wickham. • Some single houses unable to be redeveloped in this area as single dwellings not permissible. • Consider allowing single dwellings as a permissible use in the Village Hub, excluding properties on any of the proposed main Village Hub thoroughfares - so Hannell St, Throsby St and Union St* (with one small exception, identified in last bullet point). • Dickson St is too narrow to support ‘mixed uses’ and the remaining residential properties on the street should be permitted to rebuild as single residential. • Grey St is a wider one-way street, suggest keeping this street as part of the Village Hub for long-term residents, permitting rebuilds of single dwellings on existing residential lots. • Church St - suggest permission to rebuild some of the homes currently there as single dwellings. • *Union St - this is our exception to the thoroughfare rule. There are two old properties on Union St - on lots of about 150m2 each which are unlikely to be redeveloped as B4 any time soon, and unlikely to be consolidated into a larger site. Suggest allowing these to rebuild as single dwellings to ensure we don’t have stalled renewal in Wickham. | Supported | Action 8.6 has been amended to review the outcomes for Wickham Master Plan to address this issue. |

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| Hunter Regional Committee of the National Trust | <ul style="list-style-type: none"> • Notes several of the planning priorities (eg 4, 8, 9, 10 & 11, etc) have a close inter-relationship which should be depicted graphically. • Some of the priorities are potentially in competition. For example, Planning Priority 8: planning for growth and change in catalyst areas, envisages a further 4,000 new dwellings within the Newcastle City Centre. Most of the City Centre lies within the Newcastle East and Newcastle City Centre heritage conservation areas (HCA). • Planning Priority 8 needs to reflect an alignment with Action 5.1a -protect and promote our unique heritage and culture. It is imperative that the cultural heritage and sense of place of Newcastle remains discernible in the built environment, in concert with enhanced interpretation and placemaking. • Planning Priority 9: Place making, and interpretive initiatives can develop and strengthen cultural capital. • Planning Priority 10: commends the inclusion of Denison Street, Hamilton in Action 10.1. It makes sense to prioritise character assessments of areas identified as 'catalysts of change' within the next two decades, however, many other areas of Newcastle are worthy of assessment for character or as heritage conservations areas. These suburbs include: Carrington, Georgetown, Lambton, Mayfield, New Lambton, Stockton, Waratah and Wallsend. • Planning Priority 11: 'Rationale' should summarise the benefits of conserving and celebrating our built heritage and in Action 11.3 emphasis should be placed on early heritage planning strategies to assist with adaptive reuse. | <p>Noted</p> <p>The infrastructure and land use planning process for each catalyst area supports working with stakeholders to consider all challenges and opportunities (such as heritage) in developing land use policy that is consistent with the land use vision and planning priorities. The actions and principles have been amended to broadly address this.</p> <p>Action 10.1 amended to clarify the intention to undertake local character studies of all neighbourhoods over time and that this will commence with the 3 areas listed.</p> <p>Planning Priority 11 amended to better reference the heritage priorities through the Heritage Strategy.</p> | <p>Planning Priority 8 has been rewritten to incorporate planning principles and actions to reflect the intent to work with all stakeholders in preparing infrastructure and land use plans for areas of change.</p> <p>Action 10.1 amended.</p> <p>Additional information provided in Planning Priority 10 the Heritage Strategy.</p> |

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| Community member | <ul style="list-style-type: none"> • Traditional ownership of the land should be recognised at the outset of the document. Recognition and respect should be a fundamental part of the document, but it does not replace recognition of traditional ownership. • An efficient and integrated transport network' is questionable as choice for the first theme of the land use planning vision. 'green, liveable city' and 'people orientated city' are more visionary. • Having transport-related planning priorities as 1, 2 and 3 implies they are higher on the hierarchy of importance. Whilst this may not be so, listing them as the first priorities relegates planning priorities that I consider more important to down the list. • Newcastle Council does not have a canopy target, nor does it appear that an appropriate target has been researched or pursued. It is unclear whether the Newcastle LGA canopy has increased, decreased or not changed. In the absence of setting urban forest canopy targets, an objective of increasing canopy every year, at least until a canopy target is adopted would be an appropriate objective from which relevant actions that delivered canopy could be included in the LSPS. • 'Actions' is a bit of a misnomer for Actions 4.1 to 4.5. Each one is either review or investigate. The documents referred to are not new and the implementation of outstanding and relevant actions contained therein should be specified as actions in the LSPS. • A detailed urban forest strategy that aims to achieve specific canopy targets for various land uses and areas, and details how to achieve a healthy and beneficial urban forest should be an action with a specific timeline of no longer than 18 months. City of Sydney and City of Melbourne have good exemplars of what constitutes good urban forest policy and strategy. | <p>CN has been working with the Guraki Committee and the Awabakal LALC and Worimi LALC to develop an appropriate statement for the Heritage Strategy. This has been adapted for an LSPS statement.</p> <p>The Vision and Planning Priorities are based on the outcomes of community engagement undertaken to develop the LSPS.</p> <p>Appropriate Targets for canopy cover /green space are intended to be developed within the Environmental Strategy. Actions have been amended in this section to target key policies that will be reviewed and updated as the basis for greening in the LGA.</p> | <p>Statement of Aboriginal land ownership added.</p> <p>Actions under Planning Priority 4 amended to clarify intent.</p> |

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| Community member | <ul style="list-style-type: none"> The document would benefit from relevant specific contextual information that locates the LSPS within its legal and historical context. The LSPS should be prefaced with a recognition of prior occupation of the land it covers by the local Indigenous People who used the land before European occupation, and acknowledgement that their sovereignty over that land has never been ceded. This would reflect the Council's recognition of such matters elsewhere (e.g., in its Acknowledgement of Country before each Council meeting, and the Welcome to Country at the start of each new Council term). The use of the word "efficient" in the first heading related to council's land use planning vision for transport is inappropriate. I suggest "A more socially equitable and environmentally sustainable integrated transport network". Include the word "diminishing" before "window" in the Megatrend "Going, going... gone?" and acknowledge the transition away from fossil fuels. The statements in PP3 are all based on the priority of protecting freight movements, with little recognition that there is also a need to protect existing residential communities from the negative impacts of freight movements, and the LSPS should recognise that there may be future opportunities to rationalise freight movements in ways that offer alternative land uses without significantly compromising required freight capacity. Hope that the commitments of the LSPS relating to greening will be met, as council has failed to effectively implement actions regarding greening in the past. | <p>Noted</p> <p>CN has been working with the Guraki Committee and the Awabakal LALC and Worimi LALC to develop an appropriate statement for the Heritage Strategy. This has been adapted for an LSPS statement.</p> <p>All 4 vision themes have been renamed to more closely align with the CSP, therefore transport theme is now "Integrated and accessible transport network."</p> <p>Megatrends statements are reproduced directly (with permission) from the CSIRO.</p> <p>Actions 3.1 and 3.3 amended to better reflect the intent of separating or buffering freight routes and sensitive land uses.</p> <p>Action 10.1 commits CN to undertaking local character studies. As the State Government is yet to finalise plans on how local character will be incorporated into LEPs and given that the 'local character overlay' may not eventuate and /or the criteria for using an overlay is unknown and may result in limited use, Action 10.2 needs to be written to enable all planning mechanisms to be considered.</p> <p>References to other Council Strategies and Plans has been removed from the LSPS.</p> | <p>Statement of Aboriginal land ownership added.</p> <p>Each of the 4 Vision themes have been renamed</p> <p>Action 10.1 and 10.2 amended</p> |

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| Community member cont. | <ul style="list-style-type: none"> The draft LSPS should specifically express local character considerations as an aim and should indicate its intention to incorporate local character considerations into relevant Council planning controls. The current wording of Action 10.2 does not specifically commit Council to any course of action that would incorporate local character into Council's development controls in a way that would ensure that local character considerations have a meaningful impact on future development assessment and approvals. The reference section for planning for climate change should include Council's Strategic Position Paper for Low Lying Areas. | | |
| Arkadia Property Services | <ul style="list-style-type: none"> Suggest that the LSPS gives greater consideration to finer grain local strategic planning opportunities and adopt the recommendations of key studies supporting the LSPS such as the Newcastle Housing Needs and Local Character Evidence Report (October 2019), which have included recommendations for the Darby Street/Cooks Hill Precinct to be investigated as a new Major Local Centre. Update the urban structure plan to provide detail of the planning direction for the area. Local centres such as Cooks Hill need greater recognition under an expanded Planning Priority 9 within the LSPS and the Darby Street Corridor' (DPIE, 2018) should be considered as an 'area of change' within the LSPS. The LSPS should provide a greater commitment to exploring urban renewal opportunities and uplift within suitable locations of Newcastle. The LSPS should drive more effective and increased use of opportunity sites within Local Centres. A framework is needed in the LSPS for a place-based planning assessment process and preparation of structure plans for each Local Centre. | <p>The housing evidence report identifies enough zoned land to meet our current housing needs and further detail for housing directions will be included in the Local Housing Strategy.</p> <p>The urban structure plan is consistent with current planning structure based on current evidence. Urban renewal opportunities Catalyst Areas and Urban Renewal Areas are the priority currently.</p> <p>Planning Priority 9 has been renamed to 'Sustainable, healthy and inclusive streets neighbourhoods and local centres' to better reflect the intent. Action 9.1 has been amended to clarify that local centres and their place in the hierarchy will be prioritised for review.</p> | <p>Planning Priority 9 name is amended.</p> <p>Action 9.1 amended</p> |

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| Newcastle Greens Local Government Reference Group | <ul style="list-style-type: none"> Recommend the LSPS acknowledge the move to carbon neutrality by 2050 that is the goal of the City of Newcastle (CoN), the NSW Government, and the Greater Newcastle Metropolitan Plan and recognise the shift away from cars to mass public transport, cycling, walking and EVs. Catalyst Areas text should indicate the strategic planning issues it has to manage in order to realise the GNMP, within the context of the surrounding neighbourhoods and city. The “purpose of the LSPS” should include an additional point: ‘To plan for and begin the transition to becoming a carbon-neutral city by 2050’ (Strategy 15 of the Greater Newcastle Metropolitan Plan. Add a new point to ‘Megatrends in a changing world’: Winds of change – to prepare for and take advantage of the opportunities offered by the transition to a carbon-neutral State and city. Update the Regional Context Map to identify the Catalyst Areas in adjoining LGA’s as these will influence transport planning in this LGA. “Local Context” section, paragraph 8 should be amended to: ‘The aim of Newcastle Urbanism is to provide greater choices to the community in terms of housing, employment, transport, social and cultural services. <i>These choices will be suitable for and available to all, irrespective of income, ability and cultural identity. Newcastle Urbanism will offer reduced travel demand, improved air quality and greater identity for Newcastle, its city centre, and its local and neighbourhood centres.</i>’ The Structure Plan map should include an extra category for Biodiversity (or Green) Corridors, Of particular importance, and notable by its absence from this document, is the Stockton to Watagans Green Corridor established and supported by Council in previous land planning. Support the Catalyst Areas, Strategic Centres, and Local Centres but are concerned that the Planning Statement treats them in isolation. | <p>Noted, CN has a separate environmental strategy and Climate Action Plans that will include appropriate targets and actions to move to carbon neutrality.</p> <p>The purpose of the LSPS is outlined in the EP&A Act and guideline.</p> <p>Megatrends statements are reproduced directly (with permission) from the CSIRO.</p> <p>The mapping of the blue and green grid will form part of the Environmental Management Strategy.</p> <p>An additional action on spending of developer contributions cannot be included as collection and spending of local infrastructure contributions is legislated under the EP&A Act and detailed in separate legal contributions plans.</p> <p>An additional action on assessing local character is not suitable in the LSPS as assessment and approval of development is legislated under the EP&A Act. Action 10.1 commits CN to undertaking local character studies. As the State Government is yet to finalise plans on how local character will be incorporated into LEPs and given that the 'local character overlay' may not eventuate and /or the criteria for using an overlay is unknown and may result in limited use, Action 10.2 needs to be written to enable all planning mechanisms to be considered.</p> <p>The Local Housing Strategy will include more detailed actions around housing.</p> | No change needed. |

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| Newcastle Greens Local Government Reference Group cont. | <ul style="list-style-type: none"> • A large Strategic Centre in the western corridor should be specifically identified as a strategic objective of this plan Wallsend or Cardiff. • Concerned that “a Newcastle Catalyst Areas Program Steering Group has been established. We believe CN has the powers and the responsibility for land use and social planning in these areas and should be the lead agency in that process. • Various suggestions for additional statements and actions within Catalyst Areas and PP2, PP3, PP4, PP5, PP6, PP7, PP8, PP9, PP10, PP11, PP12, PP13, PP14, PP15 and PP16. | | |
| Newcastle Hunter Urban Planning and Transport Alliance | <ul style="list-style-type: none"> • Concern Vision for ‘green, liveable City’ is inconsistent with what is currently happening and there is no specific reference to the Green Corridor. Recommend that this vision statement is given some real standing in future planning policies and plans. • NHUPTAL recommends the extension and maintenance of the Green Corridor be considered in the Beresfield precinct. • Include cycle and pedestrian/shared path planning at roadwork planning stage and advocate strongly with RMS and TfNSW that cycleways are included and given priority in their roadway planning. • Lobby the state government to give urgent priority to an environmentally sustainable freight line between Fassifern and Hexham. • There is little evidence of renewal in the now ex-CBD. Alternative transport and urban activation plans need be put in place to genuinely bring life back into the old city centre. • In Broadmeadow, the showground needs to stay within public hands. • Include a plan for the city’s future beyond coal. | <p>Noted. The Vision is a 20-year vision. Integration of actions into the IP&R framework will support performance monitoring and whether objectives/vision is being achieved.</p> <p>The vision, planning priorities and actions generally support these comments.</p> | No change needed. |

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| Origin - Architecture and Heritage | <ul style="list-style-type: none"> • CN needs to better connect the various transport modes for smoother journeys. Currently very disjointed & cumbersome. • Aboriginal culture must be celebrated & integrate into any heritage signage/displays/sites, & the dedicated Aboriginal Centre at the old GPO is real positive step. Our heritage/ historic buildings & stories are what makes us distinct from other cities. • Various suggestions for additional statements and actions within PP3, PP4, PP8, PP10, PP11. | Supported. The vision, planning priorities and actions generally support these comments, noting that public transport options are provided by State government. | Changes have been made within the planning priorities to better articulate planning priorities and actions. |
| Community member | Good to see cycleways being prioritised. Let's think big here and really connect the city so these is a practical alternative to cars for most people and families. Also, great to see the light rail would be extended, especially to Broadmeadow. | Noted | No change needed. |
| Shelter NSW | <ul style="list-style-type: none"> • Suggest inclusion of more specific policies and planning mechanisms from the actions in the Affordable Living Plan and future Local Housing Strategy, particularly investigation of an inclusionary zoning policy and an LEP bonus to encourage affordable housing. | Supported. Planning Priority 12 updated to reference 'affordable' housing. Actions amended to clarify intent of Local Housing Strategy and a new action added to address Council NoM regrading preparation of an Affordable Housing Contributions Scheme. | Planning Priority 12 and Actions 12.1 and 12.2 updated. |
| Urban Development Institute of Australia (UDIA) NSW | <ul style="list-style-type: none"> • Provide timeframes for delivery of each Action. • The LSPS should be delivered concurrently with the Local Housing Strategy. If they are delivered separately, then the LSPS should contain an Action to review the LSPS upon the adoption of the Local Housing Strategy. The LSPS should provide a timeframe for the delivery of the Local Housing Strategy. • Council should provide flexibility in planning controls to encourage housing diversity. • Council should consult with industry as it considers amendments to its LEP and DCP and should support a merit-based approach to planning proposals and set out a clear approach for additional sites to be rezoned. | Due to legislated timelines for completion of the LSPS it has not been possible to complete the LHS at the same time. The evidence report has been prepared and has been considered in the preparation of the LSPS. A detailed analysis of the housing pipeline was undertaken for the evidence report for the Local Housing Strategy and forms the basis of a UDP. Further investigation is needed to determine how it can be kept up to date before it is made public. | A separate Implementation plan with timeframes has been created |

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| Urban Development Institute of Australia (UDIA) NSW Cont. | <ul style="list-style-type: none"> • Council should develop a local Urban Development Program that is up-to-date and publicly available to deliver and monitor growth of housing and employment land, with clear accountabilities in partnership with industry. • Proceed cautiously and collaborate closely with industry in the development of any sustainability policies including a local biodiversity offset policy and take a regional approach to biodiversity conservation. • Regular monitoring and review of Council's plans is critical to the successful coordination of the LGA's growth. UDIA is pleased to note Council's intention to review the LSPS on a four-year cycle concurrent with its four-year Community Strategic Plan, and to monitor the LSPS through the Integrated Planning and Reporting Framework and recommend additional monitoring and reviewing the actions every year to incorporate them into Council's annual Operational Plan. • Appropriate infrastructure provision is critical to both the delivery and long-term success of development projects and suggest the LSPS identify as a priority the coordination of infrastructure with future development. • We encourage Council to develop a robust local Urban Development Program for both housing (greenfield and infill) and employment land. • Recommend any local biodiversity offset policy should consider conservation measures applied during the rezoning process and should be limited to development requiring offset under the Biodiversity Conservation Act 2016. | <p>CN is committed to engaging with stakeholders and will continue to consult with relevant stakeholders when developing plans and policies or making amendments to the LEP and DCP.</p> <p>A separate implementation plan has been prepared with timeframes for the commencement of actions detailed. This will enable the Implementation Plan to be reviewed and updated annually in line with the IP&R framework.</p> | |

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| Scentre Group Limited | <ul style="list-style-type: none"> • Inconsistency of LSPS (Employment Lands Strategy) with Greater Newcastle Metropolitan Plan as it seeks to prohibit residential and large office developments and retain the current stand-alone role of the Kotara Centre (including Westfield Kotara). Concerned that the draft LSPS is suggesting that the Kotara Centre remain as a grouping of stand-alone retail shopping centres, with no diversification of uses. • Kotara may be a suitable location for increased residential densities over the long-term in conjunction with inclusionary provisions for SAH. Further investigations should assess potential for increasing residential densities against Kotara's future role in the employment land hierarchy, and the viability of improving access to Kotara Train Station. • The final LSPS should adopt Centre classifications as defined in the Metropolitan Plan and support the retention of the primary retail and commercial focus of centres, whilst recognising the benefits that additional and varied uses such as residential do contribute to the vibrancy of centres and include a requirement for Place based Precinct Plans be prepared to support the implementation of mixed-use land use outcomes for each Strategic Centre. | Noted and clarification provided. | <p>The submission is objecting to the findings of the Employment Lands Strategy which recommended that a new town centre not be developed at Kotara and the role of this regional shopping centre be maintained.</p> <p>The LSPS section on Kotara in 'Areas of Change ' has been amended to note that it is to grow over time to be a mixed use transit oriented development.</p> |
| Community member | <ul style="list-style-type: none"> • Need a well-connected and safe cycle path network to create a 'bicycle-focused city' rather than a 'car-focused city' Need a higher density city (with affordable housing) to combat urban sprawl, and to enable better services, such as public transport and cycle ways. | Noted – Planning Priority 1 aims to make active transport a priority with Action 1.1 being to review the Cycling Strategy to guide the growth of active transport networks. | No further change needed. |
| Community member | <ul style="list-style-type: none"> • Need to include access to roads and schools as part of the four themes. Schools cannot be excluded and passed off as an issue for State government. Families moving in need access to more than cycle tracks and parks to live a quality life. Concerns about additional cars and traffic due to the projected additional dwellings. Road bottlenecks cannot be ignored. | Noted. The focus of the LSPS is on planning outcomes that can be undertaken by CN. The Department of Education is consulted when proposals are made to rezone areas for residential. | No change needed. |

| Submitter | Issues | Comment | Action |
|------------------|--|--|--|
| Community member | <ul style="list-style-type: none"> Environmental outcomes (i.e. greening our neighbourhoods, climate change resilience etc.) need to be the highest priority. Increasing native trees, shrubs, etc. especially within the city centre will have boundless positive effects such as increased biodiversity, reduced temperature due to shade and micro-climates created, positive psychological effects, and many more. | Noted –the outcomes of the preliminary consultation with the community indicated that transport was a top priority however obtaining good environmental outcomes is an important priority as all the themes are in the LSPS. | No change needed. |
| Community member | <ul style="list-style-type: none"> Strategic interwoven green corridors should be further considered. Newcastle streetscapes need more trees. They lack appeal at present. Need to keep cultural identity when transforming to high rise. Think New York Highline & Vancouver. Stop clearing land (re: housing release areas), densify/go up instead. Preserve what we have left. | Noted. | No change needed. CN has a separate street tree planting program. |
| Community member | <ul style="list-style-type: none"> The Creative and Innovative theme doesn't reference the arts, which I think is key to both creativity and innovation and is an area in which Newcastle could improve when compared to large counterpart cities. | This theme has been amended to “A Smart and Innovative Economy” to line up with the CSP themes. CN's Cultural Strategy contains a 10-year vision for culture in Newcastle. | No change needed. |
| Community member | <ul style="list-style-type: none"> Suggests that the area on the western side of Newcastle University's Callaghan campus (Birmingham Gardens/Jesmond) has a lot of opportunity for future student housing and/or an increase in densities. It is already used informally for student housing and seems to have attributes that make this area suitable for such development. In addition to its location close to the identified catalyst areas of Jesmond and Callaghan, it has large blocks, is flat and most housing stock is old (without heritage values). | Noted – this can be considered in the Local Housing Strategy. | No change needed. |
| Community member | <ul style="list-style-type: none"> More trees need to be planted as soon as possible. | Noted | No further change needed. Tree planting is managed under separate CN plans and policies. |

| Submitter | Issues | Comment | Action |
|-----------------------------|--|---|---------------------------|
| Community member | <ul style="list-style-type: none"> • Creative and innovative economy is a bit weak and misses one of the main employment gaps in Newcastle (youth and graduate employment). Encouraging State and Federal departments to increase their presence (and job opportunities) within Newcastle would alleviate the issue with graduates leaving the LGA and high youth unemployment. • LSPS could possibly use more information on waste management and increasing environmental sustainability in new and existing developments. Some way to encourage greening of existing private areas (is it possible to retrofit a green roof??) etc. would be a great initiative. It would be great if council were able to rate buildings on energy efficiency and environmental design or be able to increase green roofs or edible street verges in suburban areas. | <p>Noted</p> <p>CN's Cultural Strategy contains Newcastle's 10-year vision for culture in Newcastle.</p> <p>Controls on waste management are in CN's DCP which is currently being reviewed.</p> | No further change needed. |
| Tighes Hill Community Group | <ul style="list-style-type: none"> • The draft LSPS does not specifically state that Local Character Statements (including for Tighes Hill) will be developed and a Local Character Overlay developed to reference local character into the Newcastle Local Environmental Plan and that the current wording of Action 10.2 provides no assurance that any Local Character Statements or any other work Council does on local character will be reflected in council development decisions. We therefore strongly urge that the wording of Action 10.2 be amended to express Council's intention to ensure that desired local character objectives are reflected in development decisions by appropriate additions to Council's Development Control Plan and Local Environmental Plan, including Local Character Statements in the DCP and a Local Character Overlay in the LEP. • Council resolved on 28 May last year that community consultation related to unspent reserved funds from the proceeds of the sale of the Tighes Hill School of Arts would be conducted as part of the community engagement and consultation for the Local Strategic Planning Statement. We are not aware of any part of the LSPS process so far that could be regarded as fulfilling that Council resolution. | <p>Action 10.1 commits CN to undertaking local character studies. As the State Government is yet to finalise plans on how local character will be incorporated into LEPs and the 'local character overlay' may not eventuate and /or the criteria for using an overlay is unknown and may have limited use, Action 10.2 needs to be written to enable all planning mechanisms to be considered.</p> | |

| Submitter | Issues | Comment | Action |
|-------------------------------|---|--|--------|
| Property Council of Australia | <ul style="list-style-type: none"> • Review Urban Renewal Corridors and include in Areas of Change. • Investigate Stage 2 Corridors sooner rather than later. • Include review of major centres outside of catalyst areas. • Suggest priority order for review of Catalyst Areas. • Concern with principles in Planning Priority 8 and potential to sterilise growth. • Biodiversity and waste management are heavily governed by existing legislation and duplication should be avoided. • Establish clear collaboration to work with adjoining LGA's for land adjoining LGA boundaries. • Local character should not become basis for reduction in development potential or restrictive planning controls. • Directly applying the requirements of SEPP 65 and the ADG to boarding houses and serviced apartments should be avoided. | <p>Generally supported</p> <p>Urban Renewal Corridors and Housing Release Areas have been included in the areas of change section of the LSPS.</p> <p>A specific Action has been included in Planning Priority 8 to prioritise the investigation of Stage 2 Urban Renewal Corridors.</p> <p>Planning Principles in PP8 have been amended to refer to "key growth driver" for each catalyst area and working with State government and stakeholders to develop appropriate land use policies.</p> | |
| Salvation Army | <ul style="list-style-type: none"> • The Salvation Army have significant landholdings in the LGA and a number of sites have strategic merit for review of planning controls. • Sites are located within stage 2 Urban renewal Corridors and are well positioned to provide a range of community service offerings and accommodation in the form of crisis housing, transitional / supportive housing, community services and market housing or other commercial uses that would generate income. • Support the planning priority and commitment to achieve 30% affordable housing and suggest Council recognise the potential of nominated sites to achieve this. | <p>Noted, Planning Priority 8 has been updated to include an action to prioritise review of Stage 2 Urban Renewal Corridors. Part of this review can look at strategic site opportunities.</p> | |

| State Agency | Issues | Comment | Action |
|--|---|---|--|
| Department of Planning, Industry and Environment | <ul style="list-style-type: none"> • Develop and expand on rationale section in planning priorities to clarify the intent and demonstrate the link between the priority and how the actions will deliver it. • Suggest clarify governance for Planning Priority 8 'Plan for growth and change in Catalyst Areas, Strategic Centres and Urban Renewal Corridors' – given these are the areas of significant growth and change. Principle 2 in particular needs further details to clarify/justify. • Support new Action 17.1 'Develop a holistic suite of indicators and measures to track progress...' The monitoring indicators should be tailored to respond to the actions. Completing this section should be prioritised. Need to outline how data will be sourced or collected over time to monitor and report on implementation. • Suggest amendments to PP4 to clarify and link with GNMP. • Suggest amendments to PP5 to include additional context and actions. • Suggest amendments to PP8 to clarify and demonstrate importance of these areas. Also amend principles to avoid unintended consequences. • Suggest expanding and strengthening the principles in PP10. | <p>Generally supported. Additional context has been added in various places. Planning Priorities, principles and actions have been updated to clarify the purpose and intent of each planning priority and provide reasons for each action.</p> <p>Actions are included that are achievable within CN's resources and responsibilities.</p> | <p>Various updates across the document have been made.</p> <p>Planning Priority 8 has been completely rewritten to incorporate planning principles and actions to reflect the intent to work with all stakeholders in preparing infrastructure and land use plans for areas of change.</p> |
| Hunter New England Health | <ul style="list-style-type: none"> • Support for planning priorities: particularly liveability, improving infrastructure for active and public transport, creating inclusive and green neighbourhoods/local centres. • Recommends access to healthy food be added as planning priority. | <p>Additional information added to rationale and additional action 9.4 added to address access to healthy food through policy development.</p> | <p>Rationale amended and new action 9.4 added.</p> |

| State Agency | Issues | Comment | Action |
|-------------------|---|--|----------------------------|
| Heritage NSW | <ul style="list-style-type: none"> Consider how known and potential heritage places and values contribute to the local character and sense of place for their community. Consultation with the Aboriginal community and Local Land Councils is required with specific regard given to cultural heritage and connection to land. Consider how Aboriginal Cultural Heritage and cultural landscapes can be better protected in the LEP. Consider linkages between culture, heritage and tourism, and the opportunities culture and heritage bring to economic growth. Consider further articulating heritage as it relates to the character of an area, including potentially identifying clusters of places and items which contribute to the significant character of the place. Consider the linkages between actions and priorities, for example, the ways in which heritage and culture contribute to attractive and liveable places, as well as local employment and community wellbeing. | Noted. CN's Heritage Strategy addresses these matters. Consideration of heritage as it relates to the character of an area can be part of local character studies as they roll out after the adoption of the Local Housing Strategy. | No further changes needed. |
| Transport for NSW | <ul style="list-style-type: none"> Suggest in "Alignment with State and CN Priorities" list relevant actions from Greater Newcastle Future Transport Plan, e.g. Planning Priorities 1,2 and 3. TfNSW will work with Council on the future of TfNSW land in the Newcastle LGA (including railway stations and non-operational sites), including on how the land could be utilised to support placemaking outcomes, enhance transport outcomes and meet local housing needs and employment targets through the LEP review process. Council should also consider how Transport land can support Council's aspirations for its Catalyst Areas including Broadmeadow and Callaghan. Suggest amendments to show alignment with various State transport policies. Mapping of key freight lands and routes would add value. | <p>The table within each Planning Priority shows alignment with the Greater Newcastle Metropolitan Plan and CN's Community Strategic Plan as this is required to be shown. It would be difficult to include references to other State Plans, as we may inadvertently leave plans out.</p> <p>Action 3.1 identifies mapping of freight corridors and has been amended to refer to working with TfNSW.</p> | Action 3.1 amended. |

**ORDINARY COUNCIL MEETING
26 MAY 2020**

**CCL 26/05/20
EXHIBITION OF DRAFT HERITAGE STRATEGY**

Item 24 - Attachment A:- Draft Newcastle Heritage Strategy 2020-2030

DISTRIBUTED UNDER SEPARATE COVER

DRAFT

Heritage Strategy

2020-2030



newcastle.nsw.gov.au



City of
Newcastle

Acknowledgment

City of Newcastle acknowledges the traditional country of the Awabakal and Worimi peoples. We respect their cultural heritage, beliefs and continuing relationship with the land, and recognise that they are the proud survivors of more than two hundred years of dispossession. City of Newcastle reiterates its commitment to addressing disadvantages and attaining justice for Aboriginal and Torres Strait Islander peoples of this community.

Our Global Commitment

In September 2015, Australia was one of 193 countries to commit to the Sustainable Development Goals (SDGs). These goals were developed by the United Nations to provide a roadmap for all countries to work toward a better world for current and future generations. Newcastle is a United Nations City, with a CIFAL research institute at the University of Newcastle. City of Newcastle has adopted the SDGs and New Urban Agenda as cornerstones for our strategic direction. All stakeholders, including governments, civil society and the private sector, are expected to contribute to the realization of these goals and we as leaders of our City are committed to driving this forward.

Production

Newcastle Heritage Strategy 2020-2030
was prepared by City of Newcastle

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1.0 Introduction

In New South Wales, the responsibility for managing and regulating cultural heritage is split between the state and local government. Local government has responsibility for local heritage, through environmental planning instruments, regulatory services and community engagement activities.

The Heritage Strategy is a strategic framework to guide City of Newcastle's (CN) approach to the management of heritage in the Newcastle local government area over the next ten years. It is drawn from its parent document the Newcastle 2030 Community Strategic Plan 2018-2028 (CSP) (City of Newcastle, 2018) and the Newcastle Heritage Policy 2013.

The Heritage Strategy identifies the mission statement for heritage at CN, sets out the context, identifies the core themes and the objectives and outcomes of these themes. Attached as Appendix A is the Action Plan which details, under each theme, the key actions to achieve the objectives and reach the outcomes. The Action Plan is a live document, which aligns with CN's delivery plan. This Strategy sets out the long-term vision for heritage at CN over the next ten years. This Strategy is underpinned by extensive research.

Consultation with the community has told us that the Newcastle community has strongly expressed its aspiration that moving towards 2030, local heritage will be valued, enhanced and celebrated. This heritage strategy allows City of Newcastle to articulate a framework for achieving this vision and to meet its statutory responsibilities for managing local heritage. It also supports alignment with the Sustainable Development Goals and New Urban Agenda developed by the United Nations, the Hunter Regional Plan 2036 and contemporary heritage guidelines for local government required by the NSW Heritage Council.

'Conservation is the application of common sense, to the common problems, for the common good.'

Gifford Pinchot (1910)





SYDNEY'S SIBERIA

IN 1787,

all Sydney's convict men
were sent to the New South
Wales colony in Australia
and the women were sent
to the New South Wales
colony in Australia.



2.0 Historical context

2.1 Aboriginal history

The Awabakal and Worimi peoples are descendants of the traditional owners of the land situated within the Newcastle local government area, including wetlands, rivers, creeks and coastal environments. It is known that their heritage and cultural ties to Newcastle date back tens of thousands of years.

The traditional boundaries of the Awabakal and Worimi peoples are somewhat difficult to be exact, but this is remnant of the dispossession and forced removal of the people from their lands, the breaking up of families and breaking down of kinship relations and the dismantling of their ideas, values, and belief systems. Today, it is more readily acknowledged the lands to the north of the *Coquun* (Hunter River) are known to be connected to the Worimi peoples and lands to the south of the *Coquun* are considered that of the Awabakal peoples.

At Newcastle there was a place on the harbour called *Mulubinba* where a local seafern was traditionally harvested as a food crop. In breaking down the word it conveys that 'mulu' is the name for the seafern, 'bin' is a plural suffix and 'ba' a locative suffix – suggesting a place with plenty of seafern. The missionary and scholar Rev. Lancelot Threlkeld documented a substantial sum of a local language (which was coined the name '*Awabakal*'

by Rev. Dr. John Frazer in 1892) and different aspects of traditional culture of the Awabakal people from 1825 to 1859. Threlkeld referenced a link between the Aboriginal name 'Mulubinba' and the name of the settlement called Newcastle.

Threlkeld obtained this information mostly through an interpreter he befriended, an Aboriginal man from Broken Bay named John Mander Gill (John M'Gill or Biraban). As a boy M'Gill was raised in the military barracks of Sydney working as an officer's houseboy, he arrived in Newcastle aged almost twenty with Captain Francis Allman who became the Commandant at Newcastle in 1824. The 'Mulubinba' place name has become synonymous with the name for the current City of Newcastle. A symbolic acknowledgment and reference to the Awabakal and Worimi peoples' historical connections to Newcastle, that they lived and continue to live on and about this country, building and reviving their strong cultural practices and spiritual affiliations to this land.

Prior to and during the settlement of Newcastle, many colonial records documented the Awabakal and Worimi peoples, their association with the surrounding landscapes, and place names.

'Indeed, every remarkable point of land, every hill and valley in the territory, has its native name, given, as far as can be ascertained from particular instances, from some remarkable feature of the particular locality...'

Lang (1834)

'Mulubinba, the site of 'Newcastle.'

Lancelot Threlkeld (1834)



Walter PRESTON *Corroboree, or dance of the natives of New South Wales, New Holland* 1820 hand coloured engraving on paper 38.0 x 56.9cm Purchased 1971 Newcastle Art Gallery collection



Joseph LYCETT *The Sugar Loaf Mountain, near Newcastle, New South Wales* 1824 hand coloured etching and aquatint on paper 17.1 x 27.0cm Purchased 1968 Newcastle Art Gallery collection

Walter PRESTON *Newcastle, Hunter's River, New South Wales*
1820 hand coloured engraving on paper 30.8 x 46.0cm Purchased 1971
Newcastle Art Gallery collection



Lieutenant John Shortland in 1797, was the first to officially record the sites of Aboriginal camps at Newcastle and Stockton when mapping the Hunter River and noting those locations on his drawing of 'An Eye Sketch of the Hunter River'. Captain Matthew Flinders when circumnavigating Australia in 1803, in some respect, provided the first dual name of an Aboriginal significant place in Newcastle by including on his map 'Chart of Terra Australia' the word *Yohaaba*, the Aboriginal name for Port Hunter. This significant place name was given by Bungaree, an Aboriginal man from Broken Bay who assisted and advised Matthews during his epic voyage. Surveyor Sir Thomas Mitchell wrote *Whibayganba* above a sketch of Nobbys Island in one of his 1828 logbooks. Another contemporary of Mitchell's was surveyor Henry Dangar who captured many Aboriginal place names and prominently reproduced them on his survey maps of the Hunter region. Those names included *Tahlbihn* (Flagstaff Hill), *Burrabihngarn* (Pirate Point), *Toohrnbing* (Ironbark Creek), and *Burragihnbihng* (Hexham Swamp). In 1834 J. D. Lang recorded the name of the Hunter River as '*Coquun*', the name conveyed to him by an Aboriginal man named Wallaby Joe whilst crisscrossing the river. In 1858 Henry Taylor Plews recorded in a geology and mining report to London the word *Khanterin* above a diagram of the

geology of Shepherds Hill. It is well recognised that the Awabakal have a sacred story that details how coal came to be, and they are known to have mined and utilised for the purpose of fire and trade. In 2016, supported by such information and following an application to the Guraki Aboriginal Advisory Committee, the above eight significant geographical features within the Newcastle local government area had their Aboriginal name officially recognised and gazetted by the NSW Geographical Names Board.

Traditionally, large numbers of local skin groups were known to have lived at Newcastle along the river and coast, around the wetlands and hinterlands. Some lived a settled life managing and farming their lands according to their cultural and family obligations and their laws, while others carefully moved with the seasons and for ceremonial necessities. Following Shortland's first mapping of Aboriginal campsites at Newcastle in 1797, additional colonial records including maps, illustrations and artworks verified locations of campsites on the southern banks of the Hunter River and to the south of Christ Church (Joseph Lycett 1817; Walter Preston 1820; Joseph Cross 1828). A corroboree described to have taken place in 1818 at Government House, Newcastle indicates that there were at that time large clan clusters of Aboriginal people in the local area.

'At night Jack, Burigon King of the Newcastle Tribe, with about 40 men women and children of his Tribe came by Capt. Wallis's desire to the Govt. House between 7 and 8 o'clock at night, and entertained with a carrauberie [sic] in high stile of Half an Hour in the grounds in the rear of Govt. House...'

Lachlan Macquarie (1818)

The evidence of continuous and extensive Aboriginal occupation of Newcastle is also reflected in the recent archaeological records. Multiple sites containing Aboriginal objects have been uncovered and documented throughout the Newcastle local government area. This has included but is not limited to sites in Black Hill, Fletcher, Maryland and Shortland in close proximity to *Burragihnbihng* (Hexham Swamp), in Hunter Street Newcastle West, Wolfe Street The Hill, the location of a shell midden at *Meekarlba* (Honeysuckle) and tool making sites at the Convict Lumber Yard on Scott Street.

Many district surveyors and gentry also observed that the land looked like the 'parklands' of England, and that the lands seemed to have been ploughed and managed by the local Aboriginal occupants. J.D. Lang in 1834 described the country as *'exceedingly beautiful'*, there were no fence structures providing division of property but gentle hills and gullies defining whose land. These lands were managed using fire and traditional cultural burning methods, burning small clearings in wooded areas to create those grasslands.

'The spot where these coals are found is clear of tree or bush for the space of many acres, which are covered with a short tender grass, very proper for grazing sheep, the ground rising with a gradual ascent, intersected with vallies, on which wood grows in plenty, sheltered from the winds, forming the most delightful prospects.'

Grant (1803)

'... we found trees incrustated (sic) with oysters, and the shore covered to a great depth with oyster-shells, from which lime might be made on the spot, should it at any time be required for the purposes of building'.

Grant (1803)

By ensuring 'increase rites' ceremonies were performed and burning cycles planned across the landscape, local Aboriginal people subsequently managed the forests and their lands sustainably. Informed decisions were made to safeguard the environment and all things that depended on it. Consideration given to the amount of fuel loads and whether those were manageable, species being accounted for and knowledge of their breeding cycles habitats, and food sources, confirming the right season and weather conditions, and by only taking from the environment what was generally needed. Following a burn, the new growth attracted the kangaroos, emus, etc, increasing their numbers for anticipated hunting or gathering expeditions, and providing nature with cue to germinate native seeds for food production and consumption.

It is not surprising, that the landscape was thriving with an unlimited variety of native fauna and flora. Observations of large numbers of kangaroos was made by Grant in 1803 and captured in artwork by Lycett in 1817. Aboriginal people also used staple foods, they cultivated grasses, and harvested and stored grains for accessing out of season, made flour and baked seed cakes and bread. Their water systems were clean using natural vegetated filtering methods, and others were dammed. Wetlands were breeding grounds for fish and birds; the paperback tree provided medicine, insect repellent, as well as used for fire and shelter, mangrove trees provided bark for shields and implements. Colonial documents convey vast examples of the abundance and availability of fresh and saltwater foods, and evidence of extensive middens.

'...the quantity of oyster shells on the beaches inland is beyond conception: they are in some places for miles...These are four feet deep...'

Patterson (1801)

'At the entrance of Newcastle there is a small high island, called by the English Nobby's Island... a tradition that it is the abode of an immensely large Kangaroo which resides with the centre of the high rock, that occasionally he shakes himself which causes the Island to tremble and large pieces to fall down...'

Threlkeld (1855)

Sacred sites, ceremonies, song-lines and storytelling are prominent and spiritual aspects of Aboriginal life. The knowledge of significant places, enactments and narrations, were imparted from one generation to the next, demonstrating a deep knowledge of country, that contain key information and laws that regulated and sustained relations between all living things. The most iconic 'dreaming' story recorded at Newcastle is linked to *Whibayganba* (Nobbys Island) where a notorious great kangaroo was imprisoned and the underlying story of this peculiar kangaroo is understood to have a historical reference to local earthquake activity.

The colonial construction of an 'Aboriginal dreaming' concept loosely translates as a time or beginning that encapsulates their worldviews, philosophies and teachings. Aboriginal peoples' view and understanding of their world is much more encompassing, unceasing, relational, and multi-dimensional. Their holistic ideals are grounded in the very earth itself, in their notion of Country and relational ties to all things, earthly and ethereal. This knowledge of this world, of its creation and the

laws of existence continue to be found within the landscapes, along the song-lines, as fundamentals in ceremonies, and in the narration of their stories, all aspects containing a deep knowledge of country. There are cultural stories that indicate a time before the 'dreaming', a time when country was bare earth with no shape, or vegetation, or water, or peoples.

At Newcastle, first recording of contacts between Aboriginal people and Europeans were notably hospitable. In November 1800 a gang of 15 convicts seized a sloop in Broken Bay and sailed north finding themselves at the Hunter River where their boat ran aground in bad weather at *Burrabihngarn* (Pirate Point, Stockton). Nine of the convicts were eventually captured and punished by Governor King's men. As for the other six – they were accepted and lived out the rest of their lives with a local Worimi clan group. Henry Huntington relayed an account by Dr Mason to Governor King in 1801 that described the character of a group of Aboriginal people Mason encountered on the river at Newcastle as having a peaceful nature.

'Between 60 and 70 natives (men, women, and children) came in here without spears, and manifested the most friendly dispositions. I fell (sic) in with a party some distance up the river who seemed to oppose our landing. I ordered the boat to pull from them and called to some in their knoes (canoes), one of which had paid us a visit. We landed with him, and soon had an interview with his friends, about 30 men, women, and children, but many of them trembled when they shook hands with me. They saw we would ground the boat, and two of them came after us and paddled before us in their knoes (canoes) to show us the deep water, then push the boat over a small bank of mud.'

Dr Mason (1801)

There were also many records of hostile encounters. An altercation that attracted much attention was the killing of Burigon (alias King Jack), also known by the whites as the 'Chief of Newcastle' who was fatally injured on 27 October 1820 and dying on 7 November. Convict John Kirby became the first European in Australia's history to be tried, convicted and executed for the murder of an Aboriginal person. A Newcastle JP took accounts of the attack in which John M'Gill (Biraban) gave a deposition that he was with the party who took Kirby and John Thompson prisoner, holding them overnight until the soldiers arrived. Kirby called Burrigan over and immediately lashed out at him with a knife causing the fatal cut. Burrigan was held in high esteem by colonial officials, including Captain James Wallis who once described Burrigan as *'a brave expert fellow'*.

With permanent and increasingly intensive European occupation of Newcastle in the early nineteenth century, Aboriginal people became dispossessed and displaced from their lands. Coupled with

the introduction of alcohol and diseases, such as smallpox, the local population was significantly reduced, and their way of life profoundly altered. From that time a series of measures applied across Australia to oppress and assimilate Aboriginal people. This included the 'Australian Frontier Wars' of 1788 to 1934 (for example the killing of 12 Wonnarua people at the Patterson River, Hunter Valley in February 1827); the removal of people onto missions and reserves such as Threlkeld's mission at Ebenezer (Toronto) during the 1830s which continued into the twentieth century with families relocated to the Platt's Estate at Waratah (recorded as being settled from 1937 until the last families were evicted and building structures demolished at the end of 1960); and the 'Stolen Generations' which through various government policies between 1910 and 1970 forcibly removed Aboriginal children from their families. This has left a legacy of intergenerational trauma and loss that continues to affect the Aboriginal communities, families and individuals of Newcastle.



Yolngu musician GAMBIRRA (performance) celebrating NAIDOC week at Newcastle Art Gallery, 2014.

In more recent times across Australia there has been an improvement to the rights and protection of Aboriginal people and their cultural assets. Key turning points included the 1967 referendum which modified the Australian constitution allowing Aboriginal people the right to vote in Commonwealth elections; the 1992 High Court of Australia decision on the Mabo Case, which declared the previous legal concept of *'terra nullius'* to be invalid and confirming the existence of native title in Australia; in February 2008 Prime Minister Kevin Rudd issued a public apology to members of the Stolen Generations on behalf of the Australian Government; and currently the recommendations of the 2017 *'Uluru Statement of the Heart'*, if enacted and enshrined in the Australian Constitution, suggests a future where all contributions of Aboriginal culture and heritage is better recognised, respected, supported and protected by all of its citizens.

At the local level, in 1977 the City of Newcastle was the first city council in Australia to fly the Aboriginal flag, and in 2003 Newcastle commenced flying the

Aboriginal permanently beside the Australian flag on City Hall and on display in Council Chambers. Shortly after the Aboriginal Land Rights Act of 1983, Local Aboriginal Land Councils held their first meetings, and in 1999 CN's Guraki Aboriginal Advisory Committee was established in response to Council's 1998 Commitment to the Aboriginal and Torres Strait Islander Peoples of the City of Newcastle.

Today the Newcastle urban area is home to one of the largest Aboriginal populations in Australia, drawn from many Aboriginal language groups. This diverse community still proudly and actively identify with, foster and protect their distinctive cultures, beliefs and languages through connection to land and each other.

The tangible and intangible cultural heritage of the Awabakal and Worimi peoples continues to enrich and inform contemporary Aboriginal and non-Aboriginal communities of Newcastle and the Hunter region.

"if we are to survive, let alone feel at home, we must begin to understand our country. If we succeed, one day we might become Australian".

**Bill Gamage -
The Biggest Estate on Earth**

2.2 The story of modern Newcastle

Following in the footsteps of the explorer Captain James Cook and his first voyage of 1768 to 1771, the First Fleet under Captain Arthur Phillip arrived in Botany Bay in January 1788 to establish a penal colony and the first European settlement in Australia.

For the next thirteen years, approximately 120km to the north of Sydney Harbour's penal colony, the coastline and harbour of what is now called Newcastle was the scene of escaping convicts, pursuing naval officers, off-course fisherman and official explorers. Such activity helped to publicise the deep-water port and rich coal seams on display in the surrounding cliffs. This included Lieutenant John Shortland who, in 1797, while pursuing a group of escaped convicts, landed and camped at the foot of what is now Market Street in Newcastle, 'discovered' the *Coquun* - a river which he renamed after Governor Hunter, and reported coal deposits. The following year ships began collecting small amounts of coal from the riverbanks and selling it to Sydney. In 1799 a shipment of local coal, which was sent to Bengal, was Australia's first commercial export.

In June 1801 in the first official exploring expedition, Colonel William Paterson reported to Governor King that a small settlement should be established for coal, boiling salt and burning shells for lime, while noting that fish was in plentiful supply and further inland excellent pasture for cattle. In 1801, a convict camp called Kings Town (named after Governor King) was established at the mouth of the Hunter River (then also known as *Mulubinba* or Coal River) to mine coal and cut cedar. In the same year, what is thought to be the first coal mine in the Southern Hemisphere was sunk at Colliers Point, below *Tahlbihn* (Fort Scratchley), and the first shipment of coal was dispatched to Sydney. However, this settlement closed less than a year later.

A permanent settlement at the mouth of the Hunter River began in March 1804, as a secondary place of punishment for recalcitrant convicts. The administration in Sydney, under Governor King, decided the site's isolation, combined with the hard manual labour of coalmining, lime-burning (at

that time lime was extracted from burning natural shell beds and shell middens - their destruction disrespectful for local Aboriginal communities as middens are culturally significant particularly as they are often a key meeting place or burial site), salt-making, timber cutting and construction work would make an ideal secondary penal colony for recidivists. The settlement was initially named Coal River, also Kingstown, and finally Newcastle, after England's famous coal port. The convicts were mostly Irish rebels from the Castle Hill convict uprising. Initially placed under the direction of Lieutenant Menzies and then from 1805 to 1808 Charles Throsby, the convict settlement rapidly gained a reputation as a hellhole, the regime was severe and the work arduous. By 1814 it became the major prison in NSW with over one thousand convicts.

Under Captain James Wallis, commandant from 1815 to 1818, a building boom began. Captain Wallis laid out streets, built the first church on the site of Christ Church Cathedral near an established Aboriginal camp, erected a gaol, and began work on the breakwater. In 1816, the oldest public school still operating in Australia was established in East Newcastle.

Newcastle's appearance and layout as a penal colony is well documented in paintings by convict artists such as Joseph Lycett and Richard Browne. Lycett proved to be an excellent chronicler of penal Newcastle, successfully capturing the shape, colour and development of the town in his paintings. His paintings also without romanticism or denigration recorded Aboriginal people living near Newcastle and their cultural practices such as hunting kangaroo and taking part in a corroboree. This work provides an important snapshot in a time not long before their way of life was to profoundly alter by the growing European population and the corresponding dispossession of their land and measures to oppress and assimilate.

Military rule ended in 1823 following the recall of Governor Macquarie to England and the release of the Bigge Report on the state of the colony. Prisoner numbers were reduced to 100 (most of these were



Joseph LYCETT *Inner view of Newcastle* c1818 oil on canvas 59.8 x 90.0cm Purchased with assistance from the National Art Collections Fund, London UK 1961 Newcastle Art Gallery collection

employed on the building of the breakwater) and the remaining 900 were sent to Port Macquarie. Work on the Breakwater slowed, gradually ceasing.

The great legacy of this period is the foundation of the modern city of Newcastle, which has continued to grow since 1804. Significant heritage sites associated with the convict period survive in the form of Macquarie pier and breakwater, the Convict Lumber Yard, Christ Church Cathedral and burial ground (Cathedral Park), Nobbys, King Edward Park, Bogey Hole, and Signal Hill within the Fort Scratchley Historic Site.

With the decision to declare Newcastle a free town, surveyor Henry Dangar was sent to Newcastle to re-design the street layout for public sale. In 1828 he laid out the town as a grid of three east-west and seven north-south streets, with a central axis at Christ Church, descending to a broad market at Hunter Street (now Market Square). The width of Dangar's city blocks was 90 metres, compared to 200 metres in Melbourne and 500 metres in Adelaide. Dangar's streets were 20 metres wide, creating an enduring intimacy and human scale still evident in the layout of Newcastle. Even today, it is Dangar's town plan that gives Newcastle a human scale unseen in any other Australian city.

In 1828 the Australian Agricultural Company (AA Company) was given a 2000 acre parcel of coal bearing land in the inner section of Newcastle, and with it, a monopoly on the mining and export of coal. The land extended west from Brown Street to Hamilton and was to constrain residential development west of the city for years to come. Several coal pits were sunk, commencing with the first private coal mine in Australia, the A Pit, just off Church Street, in 1828, followed by the B, C, D, E, F, and Sea pits. On 10 December 1831 the AA Company opened Australia's first railway in Brown Street to service the A Pit. Remains of the railway are kept in the collection of Newcastle Museum.

Between 1835 and 1850, the Australian Agricultural Company was involved in significant Australian historical law events relating to its monopoly and private railway access, instigated by Dr James Mitchell. Mitchell had purchased 900 acres of coastal land extending from the far side of Merewether ridge to Glenrock Lagoon - the Burwood Estate. In 1842, Mitchell announced he would build two railway tunnels, an Australian first, through Burwood Ridge (now Merewether Heights) and Merewether Beach. Remains of both of these tunnels and the railway can still be seen today.



Group of men at Brown's Colliery, Minmi Ralph Snowball (no date). Newcastle Regional Library

Because the AA Company owned the land between the Burwood estate and the port, the company refused to allow Mitchell to transport coal by rail across its land. Mitchell successfully lobbied the Government which enacted the state's first private Act of Parliament, *Burwood and Newcastle Tramroad Act 1850*. This specifically allowed Mitchell to carry coal through Australian Agricultural Company land.

The breaking of the AA Company's monopoly led to the gradual subdivision of their land for residential development. Cooks Hill was subdivided from the 1860s, followed by Hamilton and West Newcastle. Hamilton South and residual swamp land, including National Park, were sold off in parcels from 1914.

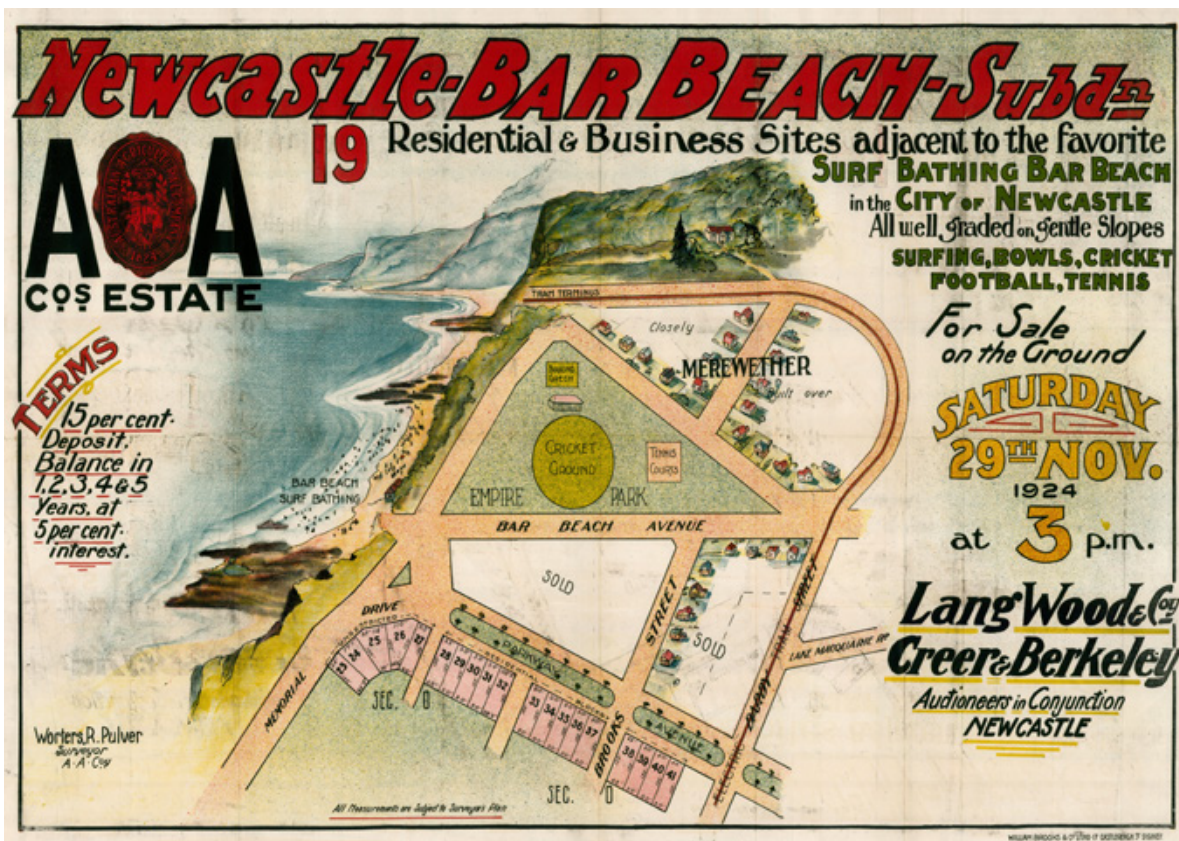
A plethora of new coal mines opened from the 1850s on, becoming the basis for new townships – Merewether, Waratah, Minmi, Wallsend/Plattsburg, Lambton and New Lambton. Townships at Cooks Hill, Hamilton, Stockton, Carrington and Wickham were also establishing. In this manner, the urban development of Newcastle was unique, as it began as a series of independent coal mining villages, all feeding from the famous Borehole Seam, unlike Sydney which expanded outwards following the railways.

The period 1850-1860 saw unprecedented growth in Newcastle and the establishment of civic institutions. The first bank was opened in 1853, the Newcastle Borough Council in 1859,

the first fire brigade in 1855 and a chamber of commerce in 1856. Most significantly, the Great Northern Railway was opened between Maitland and Honeysuckle Point in 1857, making possible Newcastle's domination of the Hunter region.

Important civic buildings were built in the 1860s and an office of the Department of Public Works opened, symbolising the importance of the region to the economic conditions of New South Wales. On Hunter Street a court house, lock-up and post office were built, and the first part of Newcastle Railway station begun. Customs House was built, along with the Carrington Hydraulic power house and the modernisation of the port's coal loading facilities.

Australia experienced an economic boom in the 1880s. The city of Newcastle was growing and experiencing significant building activity and waves of immigration. The architecture matched the optimism of the time and throughout the city there was a flurry of construction. Architects who emerged at this time include Frederick Menkens, James Barnet (NSW government architect), James Henderson, Peter Bennet and Ernest Yeomans. These architects were responsible for the design of some of the city's finest buildings, such as the Centennial Hotel, the Frederick Ash building, St Andrews Presbyterian Church, the Baptist Tabernacle, Cohen Bond Store, Customs House, Earp Gillam Bond Store, Lance Villa, The Boltons and Jesmond House.



Subdivision plan of Bar Beach, 1924. Newcastle Regional Library

Formalisation of coal villages as independent municipalities also occurred during this period. Wickham, Waratah, Lambton and Hamilton were incorporated in 1871, Wallsend and Plattsburg in 1874, Adamstown and Merewether in 1875, Carrington 1887, New Lambton 1888, and Stockton in 1889. Most built their own council chambers, a few of which survive including Wickham, Carrington and Lambton. A steam tram service was developed linking the inner city of Newcastle to Wallsend in 1887.

By 1901 the Borehole Seam was mostly worked out, leading to the closure of pits at Hamilton (1901), and Stockton (1907). Many of the villages became ghost towns. Subsequently, the Newcastle chamber of commerce lobbied government to diversify Newcastle's economy, by attracting new industries to the city. The situation improved when the state government announced the development of the state dockyard at Carrington and permitted BHP to build a steelworks on land at Port Waratah. Both of these initiatives began in 1913 and were soon expanding in readiness for the coming war.

By 1919, other heavy industries had established locally, including Commonwealth Steel, Rylands and Lysaghts. The outcome was a complete reconstruction of the local economy from a declining coal town, to manufacturing and heavy industry. Business in the city centre boomed and Newcastle was cemented as a major centre of retail, commerce and industry.

The modern city landscape took shape in the first three decades of the 20th century. Many architectural treasures were built such as the final stages of the Christ Church Cathedral, NESCA House, City Hall, the CML building, T&G, Court house annex, the Store, BHP Administration building, and the sandstone banks in Hunter Street.

The story of post-war Newcastle relates to urban infill that occurred on undeveloped land between the coal villages. Kotara, Adamstown Heights, Merewether Heights, Rankin Park and New Lambton Heights were subdivided and developed following 1945. This additional housing assisted with accommodating the wave of post-war immigration to Newcastle in the decades immediately following 1945. Providing homes and employment to people predominantly from the war-ravaged countries of Western Europe, notably the United Kingdom, Italy and Greece and refugees from Central and Eastern Europe escaping the expanded Soviet regime. In 1973 the Whitlam Government adopted a completely non-discriminatory immigration policy, effectively putting an end to the White Australia policy. This began the contemporary and more limited wave of predominantly Asian immigration to Newcastle and throughout Australia which continues to the present day.

The educational and health sector developed substantial regional facilities in Newcastle during the period, including the Rankin Park campus of



Newcastle Gasworks, 1 Chatham Road, Hamilton North

the Royal Newcastle Hospital, expansion of the old Royal Hospital, and the establishment of the Newcastle Teachers' College, the Hunter Institute of Higher Education (which later amalgamated with the University of Newcastle) and Tighes Hill TAFE.

A major turning point for the City occurred in 1999, when BHP Steelworks Port Waratah closed. This closure heralded a decade of economic and social change from a heavily industrial base to a more diversified economy dominated by the healthcare, services and education sectors. At the same time, significant revitalisation of the harbour waterfront transformed the face of Newcastle with emerging residential development at Wickham and Honeysuckle. The CBD, which had been in decline since the 1970s, also continued its transition from a purely commercial hub to a residential, educational, tourist and recreational precinct.

Over the last decade this transition and CBD revitalisation process has accelerated with the truncation of the Great Northern Railway at Wickham and the construction of the Newcastle Interchange and light rail service to Newcastle Beach.

This has facilitated a shift of the commercial core from Hunter Street Mall and Civic precinct in the east to more intensively developed sites clustered around the new public transport interchange in the west. Notable recent changes to the former commercial core of the CBD in the east have included a new Court House, the establishment of a city campus for the University of Newcastle and an international campus for the Tokyo-based Nihon University, and the redevelopment of the Hunter Street Mall precinct into a luxury hotel, residential apartments and boutique retail. As the City grows, more intensive development has also rippled into the suburbs surrounding the CBD and beyond, increasing the population and incrementally changing the built character of suburban Newcastle. The suburbs of Minmi, Maryland and Fletcher are becoming more established in the outer west. This recent development activity has often involved the adaptive re-use of heritage items and led to the discovery of many European and Aboriginal archaeological objects, artefacts and relics; some of which are now on public display at Newcastle Museum.





3.0 Legislative context

3.1 State

In New South Wales, the responsibility for managing and regulating cultural heritage is split between the state and local governments. The NSW Heritage Council, assisted by Heritage NSW, has responsibility for items of state heritage significance listed on the State Heritage Register and for relics of state and local significance. Local government has responsibility for local heritage, through environmental planning instruments including Local Environmental Plans and Development Control Plans.

The State Heritage Inventory contains the State Heritage Register which lists items and areas that have significance to the people of New South Wales, while nationally significant places are listed on the National Heritage List administered by the Commonwealth Department of Environment and Energy.

There are three legislative instruments that regulate cultural heritage in New South Wales:

1. NSW Heritage Act 1977
2. Environmental Planning and Assessment Act, 1979
3. NSW National Parks and Wildlife Act 1974.

New South Wales State Heritage Criteria

The NSW heritage assessment criteria encompass the four values of the Australia ICOMOS Burra Charter 2013, which are commonly accepted as generic values by Australian heritage agencies and the heritage conservation sector:

Historical significance

Aesthetic significance

Scientific significance

Social significance.

The NSW state heritage criteria provide detailed performance measures to ensure there is a rigorous and unambiguous process for assessing heritage significance. These criteria were gazetted following amendments to the Heritage Act in April 1999.

3.2 Local

Local Government Act 1993

The advent of the Local Government Act in 1993 established the legal framework in which local councils operate. Clause 8 of the LG Act specifically notes several elements of a Council's charter, including that it exercise community leadership and properly manage, develop, protect, restore, enhance and conserve the environment of the area for which it is responsible, in a manner that is consistent with and promotes the principles of ecologically sustainable development. These requirements guide the approach City of Newcastle takes in regard to cultural heritage. Clause 89 of the LG Act requires councils to take heritage matters into consideration when assessing a proposed activity:

89 Matters for consideration

- (1) In determining an application, the council:

- (3) Without limiting subsection (2), in considering the public interest the matters the council is to consider include:

- (c) any items of cultural and heritage significance which might be affected.

Environmental planning instruments

The principal tool guiding local government heritage management decisions are the Local Environmental Plan (LEP) provisions for heritage. These provisions are compulsory clauses which must be included in City of Newcastle's LEP.

Heritage items, heritage conservation areas and archaeological sites are listed in Schedule 5 of the Newcastle LEP (NLEP) and regulated through the provisions at Part 5 of the LEP.

As well as the LEP, there is an adopted development control plan, pursuant to the *Environmental Planning and Assessment Act, 1979*. The Newcastle Development Control Plan (NDCP) provides detailed guidance for development in specific localities, such as heritage conservation areas. These deal with the treatment of fences, colour schemes, replacement of vegetation, setbacks and other factors that contribute to the heritage significance of an area. This guidance is also supplemented by the Heritage Technical Manual.

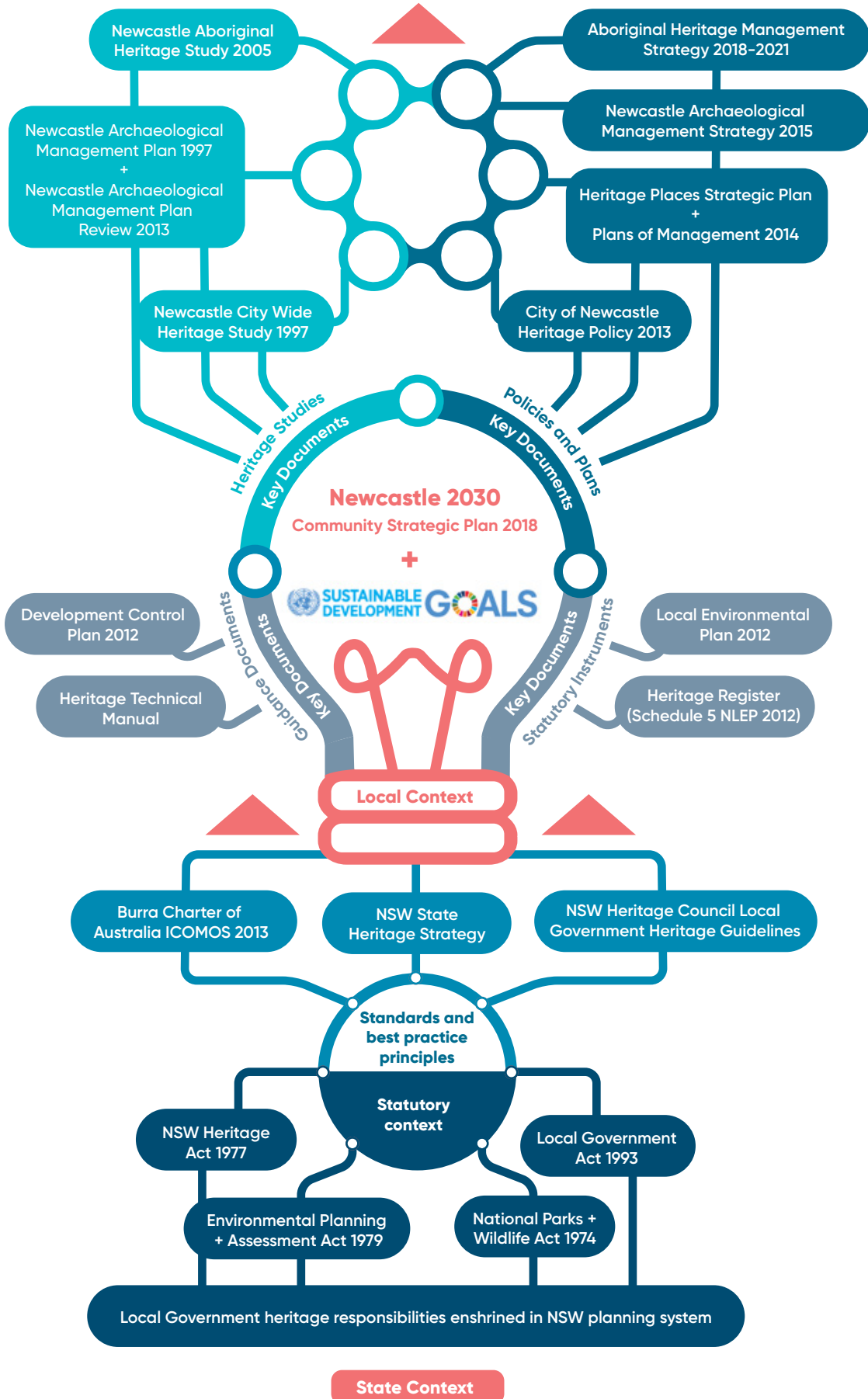
City of Newcastle prepared and adopted a City-Wide Heritage Study and an Archaeological Management Plan in 1997 (the Archaeological Management Plan was reviewed and updated in 2013) to identify the city's heritage items and areas of archaeological potential. The studies led to the inclusion of additional heritage items in the NLEP and the inclusion of guidelines in the NDCP. As of May 2020, there are around 700 individually listed items in the NLEP, including eight heritage conservation areas and twenty-three archaeological sites. The Heritage Study led to the adoption of a Heritage Policy in 1998 and its revision in 2013.

The statutory framework, standards and best practice principles, key documents, and influences on City of Newcastle's heritage services are presented graphically on the right.

Figure 1 – Heritage Context/Key Influences



Heritage Strategy 2020-2030



4.0 Vision

The vision for heritage in Newcastle is:

In 2030, the City of Newcastle will be a leader in local government heritage management by providing outstanding services to the community in a manner which is economically and environmentally sustainable and respects the diversity and significance of local heritage to the people of Newcastle.

The City of Newcastle's heritage assets will be well managed and presented, reinforcing the city's attractiveness as a heritage tourism destination and strengthening its reputation as a smart, liveable and sustainable global city.





5.0 Key directions

5.1 Strategic directions for Aboriginal cultural heritage

Council adopted the Aboriginal Heritage Management Strategy in June 2018. The Strategy summarises previous work completed to understand Aboriginal peoples' association with the land around Newcastle; the current legislative framework around the management of Aboriginal sites; current initiatives across City of Newcastle to raise awareness and celebrate Aboriginal culture; as well as strategies and actions whereby City of Newcastle will meet community expectations and relevant legislative requirements, guidelines and codes. An important set of principles were articulated in the 2005 city-wide Aboriginal Cultural Heritage Study carried through into the 2018 strategy which guides City of Newcastle's approach, as outlined on the right:



1. Aboriginal cultural heritage is to be recognised as a finite and valuable resource of the Newcastle Local Government Area.
2. Aboriginal community members are to be pivotal in the identification, assessment, and management of Aboriginal cultural heritage, as it is primarily Aboriginal people who should determine the significance of their heritage.
3. Places of Aboriginal cultural value within the Newcastle Local Government Area are to be actively conserved and managed to retain those cultural values. Appropriate conservation action will vary according to the level of significance.
4. Aboriginal cultural heritage is to be actively managed during the development process, to ensure appropriate conservation and impact mitigation outcomes are achieved.
5. Compliance with relevant statutory controls, specifically the *National Parks and Wildlife Act (1974)* and the *Environmental Planning and Assessment Act (1979)*, is to be required for all development and heritage programs.
6. Sustainable, ongoing management strategies for Aboriginal cultural heritage should be promoted within City of Newcastle and the broader community, through heritage training for City of Newcastle personnel and public interpretation programs.



Students at Lambton Public School
Ralph Snowball, 1912.
Newcastle Regional Library

5.2 Newcastle Heritage Policy

Council adopted an updated Heritage Policy on 25 June 2013. The policy is a statement of commitment to the principles of heritage conservation and contains strategies to achieve the vision of the 2030 CSP.

The Policy underpins the identification, preservation, conservation, celebration and promotion of the City's rich cultural heritage, based on the principles of the *Burra Charter of Australia ICOMOS* (Australia ICOMOS, 2013) and best practice. The Policy recognises the importance and diversity of heritage, including: Aboriginal heritage; buildings; structures; precincts; streetscapes; monuments; memorials; moveable heritage; industrial and maritime relics; trees; archaeological sites and artefacts; items in institutional collections; and the cultural landscapes that comprise the environment of the Newcastle local government area.

The four strategies contained in the Heritage Policy commit City of Newcastle to:

Knowing our heritage – enhancing our community's knowledge of and regard for local heritage items and places.

Protecting our heritage – Council will protect and conserve the City's heritage places for the benefit of everyone.

Supporting our heritage – Council will protect the integrity of heritage places by ensuring consistent and sympathetic uses, physical and aesthetic treatments and outstanding interpretations.

Promoting our heritage – Newcastle's significant heritage places are a unique historical resource and represent an asset for the continuing educational, cultural and economic enrichment of the region. Council will invest in the promotion and care of these assets as part of the City's economic and cultural development.

Each of these four commitments is to be implemented through actions over the ten years 2020–2030, along with the relevant CSP objective and SDG, are summarised in Section 7.0 and contained in the accompanying Action table in Appendix A.

5.3 Heritage Places Strategic Plan and Plans of Management

The Heritage Places Strategic Plan and Plans of Management 2014, was adopted by Council in order to support the management of City of Newcastle's heritage listed parks and open spaces. Fourteen areas of community land with a heritage listing were included in the document, such as the Convict Lumber Yard,

Kauma Park, Fletcher to *Burragihnbihng* (Hexham Swamp)



Gregson Park, King Edward Park, Cathedral Park, Nobbys Headland and the Newcastle Ocean Baths. Although this document is in need of a strategic review, the adopted set of principles remain relevant and have been incorporated in the Action table (and summarised on the right).



Continuity - Newcastle's heritage places are integral to the City's identity and a rich resource with which to shape its future. City of Newcastle will protect and conserve the City's heritage for future generations.

Investment - Newcastle's significant heritage places, and in particular the five convict sites (Nobbys Headland, Fort Scratchley, King Edward Park, Cathedral Park and the Convict Lumber Yard), are a unique historical resource in Australia and represent an asset for the continuing educational, cultural and economic development of the region. City of Newcastle will invest in this asset as part of the City's economic and cultural development.

Reconciliation - City of Newcastle recognises that the City occupies an area inhabited for thousands of years by indigenous people of Australia. In fostering the common interests and shared futures of its residents, City of Newcastle will, in consultation with the Aboriginal community, acknowledge and present the indigenous heritage of the City along with the presentation and interpretation of its European heritage.

Integrity - The integrity of heritage places can be undermined by inappropriate uses, unsympathetic structures, uncoordinated landscaping and visual presentation and inadequate interpretation. These can damage the fabric, aesthetics, ambience or meaning of heritage place. City of Newcastle will protect the integrity of heritage places by ensuring consistent and sympathetic uses, physical and aesthetic treatments and interpretation.

Urban open space as a public good - Many of the City's heritage places are also urban open spaces. Urban open space is a valuable but finite and limited resource which is often under threat. City of Newcastle will protect its stock of urban open space as a public good for the use of future generations.

Public Access - Heritage places in the care of City of Newcastle are community land or Crown land. These places and the facilities on them, should not be alienated from public access and use. City of Newcastle will ensure that heritage places on community and Crown land are not alienated from public use.

Equitable Access - Heritage places in the care of City of Newcastle and facilities on them should be accessible to the public on an equitable basis. City of Newcastle will ensure equity of access through fair pricing policies (including where appropriate free entry), by providing physical access for people with a disability wherever this can reasonably be achieved and through the appropriate multi-use of facilities.

6.0 Emerging issues

The Australian Productivity Commission conducted an inquiry into the conservation of Australia's historic heritage in 2006. The Inquiry identified two emerging trends in heritage conservation - the greater shift to adaptive re-use over demolition; and the growth in heritage tourism. The Inquiry noted that rising levels of wealth, gentrification, advances in knowledge and education, and shifts in social attitudes could be expected to lead to changes in the way Australians view (and positively value) heritage buildings. It was concluded that into the future, this trend would lead to new positive approaches to heritage items and greater levels of private investment in heritage buildings.

Conserving heritage places has long been recognised for the economic and social benefits that are returned to the city, and recently, the environmental benefits in conserving buildings has been recognised outside the conservation sector. Conserving heritage buildings reduces energy usage associated with demolition, waste disposal and the manufacture of new materials and construction and promotes sustainable development by conserving embodied energy.

The Newcastle Heritage Policy 2013 (CN, 2013) has adopted a commitment to adaptive reuse and building renovation, in preference to demolition of heritage items and buildings in heritage conservation areas. Demolition of heritage buildings undermines the effort to create sympathetic and appropriately scaled infill development. Wherever possible, development controls should be designed to facilitate the retention, renovation and use of historic buildings to achieve a liveable and distinctive built environment.

It is worth noting that many older buildings constructed of timber, concrete or brick, have lower scale embodied energy than modern buildings of glass, steel and aluminium, and often lower operational costs owing to better thermal mass, verandahs, window and wall proportions, all of which support passive cooling and heating. Furthermore, one of the most important factors in reducing the impact of embodied energy is to design long life, durable and adaptable buildings, which are the characteristics of many heritage buildings.



Air Force Club (Wood Chambers), 129 Scott St, Newcastle



Kauma Park, Fletcher

The Productivity Commission Inquiry also noted that where historic heritage is conserved for tourism purposes, significant economic benefits will flow through the local economy. For example, hotels, shops, and restaurants may be established in historic precincts to cater for the tourism market. The development of tourism infrastructure can, in turn, bring benefits such as the income stream to fund repair and maintenance. This is relevant to Newcastle because there is both a viable tourism sector in the city, as well as a critical mass of heritage items that offer product to the tourism market. City of Newcastle's Destination Management Plan 2016-19 identifies heritage and history as one of the eight key tourism assets for Newcastle.

The Australian Heritage Commission investigated the economic value of tourism and heritage and found that heritage tourism is a significant contributor to the economic development of regional Australia (Australian Heritage Commission, 2001). In terms of Newcastle's role in the Hunter region, the City contains a critical mass of heritage items that offer tourism product, and many of these items are owned or managed by City of Newcastle.

Tourism and interpretative plans have been prepared to guide the development of such sites including the Convict Lumber Yard, City Hall, Bathers Way and Fort Scratchley Historic Site. Further investment in these sites will ensure Newcastle continues to grow its heritage tourism offering and maintains its reputation for unique and interesting heritage tourism experiences, which in turn delivers economic benefits to the region.

City of Newcastle has undertaken extensive research into the city's heritage, providing a robust and well-informed heritage management framework. Studies include: Newcastle City-wide Heritage Study; Aboriginal Heritage Study; Archaeological Management Plan; various urban design studies of the city centre; and several heritage studies of Cooks Hill, The Hill, Newcastle East and Hamilton South. These studies are the basis for best practice and sound governance, so the need to maintain the currency of these studies is important.

6.1 Implications for the Heritage Strategy

Newcastle has a rich cultural heritage that is being conserved and protected through City of Newcastle's Heritage Policy, the 2030 Community Strategic Plan, organisational governance, collecting institutions, external regulations and planning incentives. The community expects that City of Newcastle will continue to play a role in supporting a viable future for the city's heritage.

In adopting the Heritage Policy 2013 and the actions in the 2030 Community Strategic Plan (2018), adaptive reuse and building renovation is preferred to wholesale demolition of heritage items and conservation area buildings. Wherever possible, development should retain, renovate, and re-use heritage buildings to conserve energy use and achieve a liveable and distinctive built environment. The Newcastle Urban Renewal Strategy (2014 Update) also supports this principle.

The way that our urban areas have historically developed means there will be a higher concentration of historic (and heritage) buildings close to the centre of suburbs and villages. At the same time, the planning framework and higher land values in the inner suburbs can place pressure on the heritage buildings within the inner city and village nodes. Paradoxically, there are latent opportunities to recycle, refurbish and upgrade heritage buildings while meeting density targets and revitalising the city at the same time.

Incentives for management of heritage places could be expanded beyond the existing zoning incentives in the local environmental plan to include floor space bonuses, additional height allowances or relaxation of car parking requirements where heritage items are kept. It would also be prudent to support more intensive development on such sites in exchange for positive heritage outcomes.

There is latent tourism potential in the city's major heritage items, City of Newcastle's moveable cultural heritage collections and the Aboriginal cultural heritage of Newcastle. These cultural and heritage assets can be further enriched as high quality tourism product, bringing economic benefits to the city.

The environmental benefits in conserving buildings (regardless of heritage status) is another tool in managing the environment and new construction should be balanced with the environmental benefits of building conservation. Conversely, City of Newcastle development guidelines should offer innovative and high quality guidance on designing for long life, durable and adaptable buildings that offset the impacts of embodied energy and building waste that goes to landfill.

Technology is improving exponentially, providing increased opportunities for interpretation of heritage sites and places using such techniques as virtual reality (VR) and augmented reality (AR) to digitally interpret and reconstruct Newcastle's culture and history for visitors and the local community.

Change is expected on the horizon at both the Federal and State levels of government with regards to improved recognition and protection of Aboriginal cultural heritage and increased involvement of Aboriginal people in decision-making. In May 2017 the 'Uluru Statement from the Heart' was released by delegates to an Aboriginal and Torres Strait Islander Referendum Convention. A potential turning point in the history of Australia, it called for and outlined a path for a 'First Nations Voice' in the Australian Constitution to allow Indigenous Australians a voice in the laws and policies that are made about them. It also recommended a 'Makaratta Commission' to supervise a process of agreement-making and truth-telling between government and Aboriginal and Torres Strait Islander peoples. These recommendations for constitutional recognition are currently being worked through by the Commonwealth Government.

At the State level, Aboriginal cultural heritage legislation in NSW has been under review since 2010 to replace the relevant sections of the NSW National Parks and Wildlife Act 1974. During 2017 and 2018 the NSW government consulted with the public on the draft Aboriginal Cultural Heritage Bill (ACH Bill), with further targeted consultation carried out in early 2019 to refine the proposals in the draft bill. If enacted, this new legislation is intended to provide a more respectful and contemporary understanding of ACH, create new governance structures that gives Aboriginal people legal responsibility for and authority over ACH, and improvements to the protection, management and conservation of ACH.



Newcastle Cathedral to Nobbys



7.0 Strategic priorities and themes

7.1 Strategic priorities for heritage

Four strategic priorities for heritage

Knowing our heritage Enhancing our community's knowledge of and regard for local heritage items and places



Protecting our heritage City of Newcastle will protect and conserve the City's heritage places for the benefit of everyone



Supporting our heritage City of Newcastle will protect the integrity of heritage places by ensuring consistent and sympathetic uses, physical and aesthetic treatments and outstanding interpretations



Promoting our heritage Newcastle's significant heritage places are a unique historical resource and represent an asset for the continuing educational, cultural and economic enrichment of the region. City of Newcastle will invest in the promotion and care of these assets as part of the City's economic and cultural development



Theme 1

Knowing our heritage

| | | |
|-------------------------|--|---|
| Priority/ Theme | Enhancing our community’s knowledge of and regard for local heritage items and places | |
| Objective | How do we get there? | <p>1.1 CN will increase promotion and awareness of the city’s indigenous cultural heritage</p> <p>1.2 Ensure that the diversity of the city’s heritage is recognised and represented</p> |
| Outcome | What does success look like? | To ensure there is a strong future for Newcastle’s heritage (CN’s moveable cultural heritage collection, heritage items, heritage conservation areas, archaeological sites, Aboriginal objects and Aboriginal places) |
| Links to the SDG | What Sustainable Development goals will be achieved with this strategy? | <p>4.7 By 2030, ensure that all learners acquire the knowledge and skills needed to promote sustainable development, including, among others, through education for sustainable development and sustainable lifestyles, human rights, gender equality, promotion of a culture of peace and non-violence, global citizenship and appreciation of cultural diversity and of culture’s contribution to sustainable development</p> <p>10.2 By 2030, empower and promote the social, economic and political inclusion of all, irrespective of age, sex, disability, race, ethnicity, origin, religion or economic or other status</p> <p>11.4 Strengthen efforts to protect and safeguard the world’s cultural and natural heritage</p> <p>12.2 By 2030, achieve the sustainable management and efficient use of natural resources</p> <p>15.5 Take urgent and significant action to reduce the degradation of natural habitats, halt the loss of biodiversity and, by 2020, protect and prevent the extinction of threatened species</p> |
| Measures | (these can be taken from the CN’s Indicators directory) | |
| Survey question | The quality of heritage conservation in supporting Newcastle’s identity? | |

Theme 2

Protecting our heritage

| | | |
|-------------------------|---|---|
| Priority/ Theme | City of Newcastle will protect and conserve the City's heritage places for the benefit of everyone | |
| Objective | How do we get there? | <p>2.1 Ensure there is a strong future for heritage items, heritage conservation areas, archaeological sites, Aboriginal objects and Aboriginal places</p> <p>2.2 CN's cultural institutions to protect and promote Newcastle and the Hunter Region's unique heritage</p> |
| Outcome | What does success look like? | To ensure there is a strong future for Newcastle's heritage (CN's moveable cultural heritage collection, heritage items, heritage conservation areas, archaeological sites, Aboriginal objects and Aboriginal places) |
| Links to the SDG | What Sustainable Development goals will be achieved with this strategy? | <p>4.7 By 2030, ensure that all learners acquire the knowledge and skills needed to promote sustainable development, including, among others, through education for sustainable development and sustainable lifestyles, human rights, gender equality, promotion of a culture of peace and non-violence, global citizenship and appreciation of cultural diversity and of culture's contribution to sustainable development</p> <p>10.2 By 2030, empower and promote the social, economic and political inclusion of all, irrespective of age, sex, disability, race, ethnicity, origin, religion or economic or other status</p> <p>11.4 Strengthen efforts to protect and safeguard the world's cultural and natural heritage</p> <p>12.2 By 2030, achieve the sustainable management and efficient use of natural resources</p> <p>15.5 Take urgent and significant action to reduce the degradation of natural habitats, halt the loss of biodiversity and, by 2020, protect and prevent the extinction of threatened species</p> |
| Measures | (these can be taken from the CN's Indicators directory) | |
| Survey question | The quality of heritage conservation in supporting Newcastle's identity? | |

Supporting our heritage

| | | |
|-------------------------|---|--|
| Priority/ Theme | City of Newcastle will protect the integrity of heritage places by ensuring consistent and sympathetic uses, physical and aesthetic treatments and outstanding interpretations | |
| Objective | How do we get there? | <p>3.1 CN will support projects which will protect and restore the integrity of heritage places</p> <p>3.2 CN to lead by example by ensuring that heritage is given due consideration in CN projects and development assessment, facilitated by CN staff training</p> <p>3.3 Integrate climate change and social equality measures into CN heritage policies, strategies and planning</p> |
| Outcome | What does success look like? | To ensure there is a strong future for Newcastle's heritage (CN's moveable cultural heritage collection, heritage items, heritage conservation areas, archaeological sites, Aboriginal objects and Aboriginal places) |
| Links to the SDG | What Sustainable Development goals will be achieved with this strategy? | <p>4.7 By 2030, ensure that all learners acquire the knowledge and skills needed to promote sustainable development, including, among others, through education for sustainable development and sustainable lifestyles, human rights, gender equality, promotion of a culture of peace and non-violence, global citizenship and appreciation of cultural diversity and of culture's contribution to sustainable development</p> <p>7.2 By 2030, increase substantially the share of renewable energy in the global energy mix</p> <p>10.2 By 2030, empower and promote the social, economic and political inclusion of all, irrespective of age, sex, disability, race, ethnicity, origin, religion or economic or other status</p> <p>11.4 Strengthen efforts to protect and safeguard the world's cultural and natural heritage</p> <p>12.2 By 2030, achieve the sustainable management and efficient use of natural resources</p> <p>13.2 Integrate climate change measures into national policies, strategies and planning</p> <p>15.5 Take urgent and significant action to reduce the degradation of natural habitats, halt the loss of biodiversity and, by 2020, protect and prevent the extinction of threatened species</p> <p>17.17 Encourage and promote effective public, public-private and civil society partnerships, building on the experience and resourcing strategies of partnerships</p> |
| Measures | (these can be taken from the CN's Indicators directory) | |
| Survey question | The quality of heritage conservation in supporting Newcastle's identity? | |

Promoting our heritage

| | | |
|-------------------------|--|--|
| Priority/ Theme | Newcastle’s significant heritage places are a unique historical resource and represent an asset for the continuing educational, cultural and economic enrichment of the region. City of Newcastle will invest in the promotion and care of these assets as part of the city’s economic and cultural development | |
| Objective | How do we get there? | <p>4.1 Newcastle is positively perceived by the local community and visitors for its wealth of heritage buildings and attractions</p> <p>4.2 Increase understanding and participation to conserve, enhance and interpret Newcastle’s heritage places and cultural heritage</p> |
| Outcome | What does success look like? | To ensure there is a strong future for Newcastle’s heritage (CN’s moveable cultural heritage collection, heritage items, heritage conservation areas, archaeological sites, Aboriginal objects and Aboriginal places) |
| Links to the SDG | What Sustainable Development goals will be achieved with this strategy? | <p>4.7 By 2030, ensure that all learners acquire the knowledge and skills needed to promote sustainable development, including, among others, through education for sustainable development and sustainable lifestyles, human rights, gender equality, promotion of a culture of peace and non-violence, global citizenship and appreciation of cultural diversity and of culture’s contribution to sustainable development</p> <p>8.9 By 2030, devise and implement policies to promote sustainable tourism that creates jobs and promotes local culture and products</p> <p>10.2 By 2030, empower and promote the social, economic and political inclusion of all, irrespective of age, sex, disability, race, ethnicity, origin, religion or economic or other status</p> <p>11.4 Strengthen efforts to protect and safeguard the world’s cultural and natural heritage</p> <p>17.17 Encourage and promote effective public, public, private and civil society partnerships, building on the experience and resourcing strategies of partnerships</p> |
| Measures | (these can be taken from the CN’s Indicators directory) | |
| Survey question | The quality of heritage conservation in supporting Newcastle’s identity? | |



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Appendix A – Action Tables

Actions 2020–2030









These action tables identify actions and services that will work towards achieving the vision for Newcastle articulated in the Newcastle 2030 Community Strategic Plan and the UN’s Sustainable Development Goals, the vision for heritage established in this strategy, and the four principles of the Newcastle Heritage Policy 2013.

Knowing our heritage

Enhancing our community's knowledge of and regard for local heritage items and places

1.1 CN will increase promotion and awareness of the city's Aboriginal cultural heritage


1.2 Ensure that the diversity of the city's heritage is recognised and represented







| Delivery Program | Operational Plan | CAMMS Strategy | Operational Plan | | | |
|--|---|--|--|---|---------|--|
| Objective | Action | Heritage Policy Statement | Task - What we will deliver | Timeframe | Date | Responsibility |
| 1.1 CN will increase promotion and awareness of the city's indigenous cultural heritage | 1.1.1 Publicise the importance of Aboriginal heritage items, places and objects, and the significance of the continuing culture of the Awabakal and Worimi communities. | Recognise, document and present the Aboriginal heritage of the city. | Updated content available on City of Newcastle's (CN's) website that better presents a living Aboriginal history of Newcastle. |  | Jun-21 | Lead: Regulatory, Planning & Assessment Partner: Major Events & Corporate Affairs |
| | | | Work with the Guraki Aboriginal Advisory Committee to update oral and written of CN's Acknowledgement of Country. |  | Jun-21 | Regulatory, Planning & Assessment |
| | | | Information provided on CN's website and Intranet guiding appropriate use of Acknowledgement of Country. |  | Jun-21 | Regulatory, Planning & Assessment |
| | | | Acknowledgement of Country on front page of CN's website, corporate email, electronic communications and published documents. Acknowledgement embedded in updated CN Corporate Style Guide. |  | Jun-21 | Major Events & Corporate Affairs |
| | | | Acknowledgement of Country digital display/signage, with CN's agreed wording, in all public facing buildings owned or operated by CN. |  | Jun-22 | Civic Services Museum Art Gallery Libraries & Learning Customer Experience Waste Services Parks & Recreation |
| | | | Investigate options to display replica Aboriginal objects at an appropriate CN facility. The displays could consist of a selection of 3D-printed copies of Aboriginal objects previously recovered from development sites. |  | Jun-21 | Lead: Regulatory, Planning & Assessment Partner: Depot Operations Customer Experience |
| | 1.1.2 CN projects convey information about local indigenous culture and heritage. | Engage with the Guraki Committee, Local Aboriginal Land Councils, and other interested members of local Aboriginal and Torres Strait Islander communities, recognising the continuation of a living indigenous heritage for future works and projects. | Incorporate Aboriginal cultural information and content in CN asset projects and works where appropriate. |  | Ongoing | Assets and Projects |
| Inclusion of Aboriginal and Torres Strait Islander narratives and culture for public consumption in exhibitions, shows and performances at CN's cultural institutions. |  | | Ongoing | Civic Services Museum Art Gallery Libraries & Learning | | |

Timeframe key








 Short (1 year)









 Medium (2-3 years)

 Long (3-4 years)

| Community Strategic Plan | | | | |
|--|---|--|---|---|
| Measures/Outcome | CSP - Theme | CSP - Objective | SDG - Theme | SDG - Task |
| <p style="text-align: center;">↑</p> <p>Survey question: The quality of heritage conservation in supporting Newcastle's identity?</p> <p>Outcome: To ensure there is a strong future for Newcastle's heritage (CN's moveable cultural heritage collection, heritage items, heritage conservation areas, archaeological sites, Aboriginal objects and Aboriginal places)</p> <p style="text-align: center;">↓</p> | <p> Vibrant, Safe and Active Public Spaces</p> <p> Inclusive Community</p> <p> Liveable Built Environment</p> | <p>3.2a Celebrate Newcastle's cultural heritage and diversity.</p> <p>3.2b Celebrate Newcastle's identity by sharing local stories, both historical and contemporary, through arts and cultural programs.</p> <p>4.1a Acknowledge and respect First Nations peoples.</p> <p>5.1a Protect and promote our unique built and cultural heritage.</p> | <p> 4 QUALITY EDUCATION</p> <p> 10 REDUCED INEQUALITIES</p> <p> 11 SUSTAINABLE CITIES AND COMMUNITIES</p> | <p>4.7 By 2030, ensure that all learners acquire the knowledge and skills needed to promote sustainable development, including, among others, through education for sustainable development and sustainable lifestyles, human rights, gender equality, promotion of a culture of peace and non-violence, global citizenship and appreciation of cultural diversity and of culture's contribution to sustainable development.</p> <p>10.2 By 2030, empower and promote the social, economic and political inclusion of all, irrespective of age, sex, disability, race, ethnicity, origin, religion or economic or other status.</p> <p>11.4 Strengthen efforts to protect and safeguard the world's cultural and natural heritage.</p> |

Knowing our heritage continued

| Delivery Program | Operational Plan | CAMMS Strategy | Operational Plan | | | |
|--|--|--|---|---|---------|---|
| Objective | Action | Heritage Policy Statement | Task – What we will deliver | Timeframe | Date | Responsibility |
| 1.2 Ensure that the diversity of the city's heritage is recognised and represented | 1.2.1 Review and update the city-wide heritage study and the archaeological management plan (including Aboriginal archaeological sites) to assess potential heritage items and heritage conservation areas, to assess potential new sites and impact of recent development in the city. | Ensure that the diversity of the city's heritage is recognised and represented in the statutory listings covering the spectrum of heritage items and places (built, Aboriginal, landscape and archaeological) on local, state, national registers. Ensure that sites and places of Aboriginal cultural significance are statutorily protected. | Update the city-wide heritage study. Additional heritage items and heritage conservation areas, sites and places of Aboriginal cultural significance are included in the Heritage Schedule of the Newcastle Local Environmental Plan (NLEP) and their significance is thoroughly documented in the Newcastle heritage database of the State Heritage Inventory. |  | Jun-25 | Regulatory, Planning & Assessment |
| | | | An updated Newcastle Archaeological Management Plan is current, comprehensive and freely available on CN's website. |  | Jun-25 | Regulatory, Planning & Assessment |
| | 1.2.1 Review and update the city-wide heritage study and the archaeological management plan (including Aboriginal archaeological sites) to assess potential heritage items and heritage conservation areas, to assess potential new sites and impact of recent development in the city. | Ensure an on-going process for the identification and recording of all items of heritage significance across the Newcastle local government area. | Maintain a comprehensive inventory of heritage items on CN's website, including current condition and heritage significance of heritage items and places, and ensure the community has access to such studies. |  | Ongoing | Regulatory, Planning & Assessment |
| | | | Undertake an annual housekeeping review of the Heritage Schedule in NLEP 2012. Prepare planning proposals to keep the NLEP heritage schedule up to date as required and part of the annual heritage review process. |  | Annual | Regulatory, Planning & Assessment |
| | 1.2.3 Heritage studies, conservation management plans and heritage impact assessments available to view on CN website using CN's geographical information system (GIS) mapping layer. Newcastle Archaeological Management Plan is current, comprehensive and freely available on CN's website. | Maintain a comprehensive inventory of heritage items on CN's website, including current condition and heritage significance of heritage items and places, and ensure the community has access to such studies. | Capture heritage information from previously produced and submitted heritage studies, conservation management plans and heritage impact assessments and store such documentation on CN's GIS mapping layer for public view. |  | Jun-23 | Regulatory, Planning & Assessment |
| | | | Finalise the mapping of the 2013 update of the Archaeological Management Plan and publish on CN's website. |  | Dec-21 | Regulatory, Planning & Assessment |
| | 1.2.4 Maintain the Collections Database as a comprehensive inventory of moveable cultural heritage assets. | Acknowledge the heritage values of objects in institutional collections such as libraries, galleries and museums. | Add in new information to the Collections Database of CN's moveable cultural heritage collection (works of art, local history collection, objects) as it is obtained. |  | Ongoing | Museum Art Gallery Libraries & Learning |

| Community Strategic Plan | | | | |
|---|--|--|--|--|
| Measures/Outcome | CSP - Theme | CSP - Objective | SDG - Theme | SDG - Task |
| <p>↑</p> <p>Survey question: The quality of heritage conservation in supporting Newcastle's identity?</p> <p>Outcome: To ensure there is a strong future for Newcastle's heritage (CN's moveable cultural heritage collection, heritage items, heritage conservation areas, archaeological sites, Aboriginal objects and Aboriginal places).</p> <p>↓</p> |  Protected Environment | 2.2a Provide and advocate for protection and rehabilitation of natural areas. 5.1a Protect and promote our unique built and cultural heritage. 5.1b Ensure our suburbs are preserved, enhanced and promoted, while also creating opportunities for growth. 5.1c Facilitate well designed and appropriate scale development that complements Newcastle's unique character. |    | 11.4 Strengthen efforts to protect and safeguard the world's cultural and natural heritage. 12.2 By 2030, achieve the sustainable management and efficient use of natural resources. 15.5 Take urgent and significant action to reduce the degradation of natural habitats, halt the loss of biodiversity and, by 2020, protect and prevent the extinction of threatened species. |
| |  Vibrant, Safe and Active Public Spaces  Liveable Built Environment | 3.2a Celebrate Newcastle's cultural heritage and diversity. 3.2b Celebrate Newcastle's identity by sharing local stories, both historical and contemporary, through arts and cultural programs. 5.1a Protect and promote our unique built and cultural heritage. |   | 4.7 By 2030, ensure that all learners acquire the knowledge and skills needed to promote sustainable development, including, among others, through education for sustainable development and sustainable lifestyles, human rights, gender equality, promotion of a culture of peace and non-violence, global citizenship and appreciation of cultural diversity and of culture's contribution to sustainable development. 11.4 Strengthen efforts to protect and safeguard the world's cultural and natural heritage. |

Protecting our heritage

City of Newcastle will protect and conserve the City's heritage places for the benefit of everyone

2.1 Ensure there is a strong future for heritage items, heritage conservation areas, archaeological sites and Aboriginal cultural heritage sites.


2.2 CN's cultural institutions to protect and promote Newcastle and the Hunter Region's unique heritage

| Delivery Program | Operational Plan | CAMMS Strategy | Operational Plan | | |
|--|--|--|--|---------|---|
| Objective | Action | Heritage Policy Statement | Task - What we will deliver | | |
| 2.1 Ensure there is a strong future for heritage items, heritage conservation areas, archaeological sites, Aboriginal objects and Aboriginal places. | 2.1.1 Prepare guidelines about heritage consent requirements for built, archaeological and Aboriginal cultural heritage affected sites to reduce the incidence of unauthorised development of heritage affected properties. | Provide guidelines for the management of heritage places that support the conservation and preservation of heritage items and places. | Provide guidelines freely available on CN's website that are clear, current, comprehensive, and based on world's best practice and technical expertise. These guidelines facilitate effective due diligence to identify and investigate Aboriginal cultural heritage affected sites and also encourage protection of views and vistas relating to Aboriginal Places and sympathetic recycling or adaptation of heritage items and contributory buildings in heritage conservation areas. | | |
| | 2.1.2 Development of heritage items and in heritage conservation areas and other heritage places (built, Aboriginal, landscape and archaeological) is assessed for Aboriginal cultural heritage/evidence of occupation, and is sympathetic to the heritage significance. | Maintain an effective development assessment service to ensure heritage is given appropriate consideration in the development assessment process. The assessment of proposed maintenance, infrastructure and landscape works to places and sites under CN's care and control gives appropriate consideration to heritage. | Ensure that development of sites with archaeological and/or Aboriginal cultural heritage potential and properties with heritage items and in heritage conservation areas is assessed for Aboriginal cultural heritage/evidence of occupation, and is sympathetic to the heritage significance of the item or place. | | |
| | 2.1.3 Identify heritage items that are located on Community Land in the city and provide comprehensive and up-to-date guidelines to support their conservation and preservation. | Provide guidelines for the management of heritage places that support the conservation and preservation of heritage items and places. | Undertake a desktop review to identify which public land within the curtilage of Aboriginal Places and State significant heritage items meet the criteria of an 'area of cultural significance' (Aboriginal, historical or culturally significant) as per the Local Government Act 1993. | | |
| | | | Prepare site specific Plans of Management for land which has been identified and declared by Council resolution to be 'an area of cultural significance' (Aboriginal, historical or culturally significant) as per the Local Government Act 1993. | | |
| | | | Timeframe | Date | Responsibility |
| | | |  | Ongoing | Regulatory, Planning & Assessment |
| | | |  | Ongoing | Regulatory, Planning & Assessment Property & Facilities Assets & Projects Parks & Recreation |
| | | |  | Jun-21 | Lead: Parks & Recreation Partner: Regulatory, Planning & Assessment |
| | | |  | Jun-23 | Lead: Regulatory, Planning & Assessment Partner: Parks & Recreation |

Timeframe key

 Short (1 year)

 Medium (2-3 years)

 Long (3-4 years)

Community Strategic Plan

Measures/Outcome



Survey question:

The quality of heritage conservation in supporting Newcastle's identity?

Outcome:

To ensure there is a strong future for Newcastle's heritage (CN's moveable cultural heritage collection, heritage items, heritage conservation areas, archaeological sites, Aboriginal objects and Aboriginal places)



CSP - Theme



Protected Environment



Liveable Built Environment

CSP - Objective

2.2a Provide and advocate for protection and rehabilitation of natural areas.

5.1a Protect and promote our unique built and cultural heritage.

5.1b Ensure our suburbs are preserved, enhanced and promoted, while also creating opportunities for growth.

5.1c Facilitate well designed and appropriate scale development that complements Newcastle's unique character.

SDG - Theme





SDG - Task

11.4 Strengthen efforts to protect and safeguard the world's cultural and natural heritage

12.2 By 2030, achieve the sustainable management and efficient use of natural resources

15.5 Take urgent and significant action to reduce the degradation of natural habitats, halt the loss of biodiversity and, by 2020, protect and prevent the extinction of threatened species

Protecting our heritage continued

| Delivery Program | Operational Plan | CAMMS Strategy | | Operational Plan | | |
|--|---|---|---|---|---------|---|
| Objective | Action | Heritage Policy Statement | Task - What we will deliver | Timeframe | Date | Responsibility |
| 2.2 CN's cultural institutions to protect and promote Newcastle and the Hunter Region's unique heritage. | 2.2.1 CN's cultural institutions are the primary repositories of moveable cultural heritage objects and associated professional advice for Newcastle and the Hunter Region. | Collect, manage and interpret moveable cultural heritage for the community which best reflect the historic, cultural and social development of Newcastle and the Hunter Region. | Technical information about a range of heritage matters is available on CN's website free of charge. The technical information is based on world's best practice in heritage conservation management for cultural institutions. An updated Newcastle Archaeological Management Plan is current, comprehensive and freely available on CN's website. |  | Ongoing | Museum Art Gallery Libraries & Learning |
| | | Provide technical expertise to assist with the conservation and longevity of heritage items, places and moveable cultural heritage. | Acquire objects, artworks, papers, documents, photographs and oral histories which complement the existing collections and reflect the historic, cultural and social development of Newcastle and the Hunter Region from the many thousands of years of Aboriginal settlement through to the present. |  | Ongoing | Museum Art Gallery Libraries & Learning |

Community Strategic Plan

Measures/Outcome



Survey question:

The quality of heritage conservation in supporting Newcastle's identity?

Outcome:

To ensure there is a strong future for Newcastle's heritage (CN's moveable cultural heritage collection, heritage items, heritage conservation areas, archaeological sites, Aboriginal objects and Aboriginal places).



CSP - Theme



Vibrant, Safe and Active Public Spaces



Liveable Built Environment

CSP - Objective

3.2a Celebrate Newcastle's cultural heritage and diversity.

3.2b Celebrate Newcastle's identity by sharing local stories, both historical and contemporary, through arts and cultural programs.

5.1a Protect and promote our unique built and cultural heritage.

SDG - Theme



SDG - Task

4.7 By 2030, ensure that all learners acquire the knowledge and skills needed to promote sustainable development, including, among others, through education for sustainable development and sustainable lifestyles, human rights, gender equality, promotion of a culture of peace and non-violence, global citizenship and appreciation of cultural diversity and of culture's contribution to sustainable development.

11.4 Strengthen efforts to protect and safeguard the world's cultural and natural heritage.





Supporting our heritage

City of Newcastle will protect the integrity of heritage places by ensuring consistent and sympathetic uses, physical and aesthetic treatments and outstanding interpretations

3.1 CN will support projects which will protect and restore the integrity of heritage places

3.2 CN to lead by example by ensuring that heritage is given due consideration in CN projects and development assessment, facilitated by CN staff training


3.3 Integrate climate change and social equality measures into CN heritage policies, strategies and planning

| Delivery Program | Operational Plan | CAMMS Strategy | Operational Plan | Timeframe | Date | Responsibility |
|---|--|--|--|---|---------|--|
| Objective 3.1 CN will support projects which will protect and restore the integrity of heritage places. | Action 3.1.1 To introduce a local heritage initiatives fund to provide small grants to owners and operators of heritage places. | Heritage Policy Statement Provide incentives to support the interpretation, restoration and repair of heritage items and places in private ownership. | Task - What we will deliver Annual Heritage restoration scheme is established, and coordinated by CN staff to increase community participation and proactive conservation and management of heritage places. |  | Jun-22 | Regulatory, Planning & Assessment |
| | 3.1.2 Provide support (negotiation, procedural, logistic and financial) to Newcastle's Aboriginal communities in the repatriation and interpretation of ancestral remains, objects, artefacts and relics, and the nomination of Aboriginal Places. | Engage with the Guraki Committee, Local Aboriginal Land Councils, and other interested members of local Aboriginal and Torres Strait Islander communities, recognising the continuation of a living indigenous heritage for future works and projects. | Ancestral human remains, objects, artefacts and relics are respectfully repatriated back to Country with support from Local Aboriginal Land Councils and other interested members of the local Aboriginal communities. |  | Ongoing | Regulatory, Planning & Assessment Museum |
| 3.2 CN to lead by example by ensuring that heritage is given due consideration in CN projects and development assessment, facilitated by CN staff training. | 3.2.1 Heritage is well integrated into the Local Strategic Planning Statement (LSPS) and reflected in subsequent amendments to the NLEP. | Ensure zoning and other regulatory incentives are in place to enable ongoing use and occupation of heritage items. | Heritage is incorporated into the LSPS. With subsequent amendments to NLEP to review boundaries of conservation areas, give consideration to potential new heritage conservation areas, and improve consistency in zonings and heritage. |  | Dec-22 | Regulatory, Planning & Assessment |
| | 3.2.2 The management of CN heritage assets is outstanding, minimising recurrent costs, the infrastructure backlog and/or deterioration. Parks and gardens works, road works and footway projects in the Heritage Conservation Areas and near Heritage items reinforce the heritage character of those areas and enhance the historic fabric. | Lead by example by maintaining and managing heritage assets, historically significant infrastructure, and the heritage related collections under CN's care and control. | Ensure that works to CN owned or managed sites with archaeological and/or Aboriginal cultural heritage potential proceeds with caution, with any unexpected archaeological deposits or relics and Aboriginal objects discovered during works (which are additional to the assessment or approval), are identified by the works team and statutory procedures followed to cease work and notify the relevant State authorities. |  | Ongoing | Property & Facilities Civil Construction & Maintenance Assets & Projects Parks & Recreation |

Timeframe key

 Short (1 year)

 Medium (2-3 years)

 Long (3-4 years)

Community Strategic Plan

Measures/Outcome



Survey question:

The quality of heritage conservation in supporting Newcastle's identity?

Outcome:

To ensure there is a strong future for Newcastle's heritage (CN's moveable cultural heritage collection, heritage items, heritage conservation areas, archaeological sites, Aboriginal objects and Aboriginal places)



CSP - Theme



Inclusive Community



Liveable Built Environment



Smart and Innovative

CSP - Objective

4.1a Acknowledge and respect First Nations peoples.

5.1a Protect and promote our unique built and cultural heritage.

5.1b Ensure our suburbs are preserved, enhanced and promoted, while also creating opportunities for growth.

6.2a Support and advocate for innovation in business, research activities, education and creative industries.

6.3d Foster a collaborative approach to continue city centre renewal.

SDG - Theme



SDG - Task

4.7 By 2030, ensure that all learners acquire the knowledge and skills needed to promote sustainable development, including, among others, through education for sustainable development and sustainable lifestyles, human rights, gender equality, promotion of a culture of peace and non-violence, global citizenship and appreciation of cultural diversity and of culture's contribution to sustainable development.

10.2 By 2030, empower and promote the social, economic and political inclusion of all, irrespective of age, sex, disability, race, ethnicity, origin, religion or economic or other status.

11.4 Strengthen efforts to protect and safeguard the world's cultural and natural heritage.

17.17 Encourage and promote effective public, public-private and civil society partnerships, building on the experience and resourcing strategies of partnerships.



Protected Environment



Liveable Built Environment



Smart and Innovative

2.2a Provide and advocate for protection and rehabilitation of natural areas.

5.1a Protect and promote our unique built and cultural heritage.

5.1b Ensure our suburbs are preserved, enhanced and promoted, while also creating opportunities for growth.

5.1c Facilitate well designed and appropriate scale development that complements Newcastle's unique character.

6.3d Foster a collaborative approach to continue city centre renewal.







4.7 By 2030, ensure that all learners acquire the knowledge and skills needed to promote sustainable development, including, among others, through education for sustainable development and sustainable lifestyles, human rights, gender equality, promotion of a culture of peace and non-violence, global citizenship and appreciation of cultural diversity and of culture's contribution to sustainable development

11.4 Strengthen efforts to protect and safeguard the world's cultural and natural heritage

12.2 By 2030, achieve the sustainable management and efficient use of natural resources

15.5 Take urgent and significant action to reduce the degradation of natural habitats, halt the loss of biodiversity and, by 2020, protect and prevent the extinction of threatened species

Supporting our heritage continued

| Delivery Program | Operational Plan | CAMMS Strategy | | Operational Plan | | |
|---|---|---|--|---|---------|--|
| Objective | Action | Heritage Policy Statement | Task - What we will deliver | Timeframe | Date | Responsibility |
| 3.2 CN to lead by example by ensuring that heritage is given due consideration in CN projects and development assessment, facilitated by CN staff training. | 3.2.2 The management of CN heritage assets is outstanding, minimising recurrent costs, the infrastructure backlog and/or deterioration. Parks and gardens works, road works and footway projects in the Heritage Conservation Areas and near Heritage items reinforce the heritage character of those areas and enhance the historic fabric. | Lead by example by maintaining and managing heritage assets, historically significant infrastructure, and the heritage related collections under CN's care and control. | Ensure sandstone is retained when undertaking kerb and gutter rehabilitation in heritage conservation areas or in the vicinity of heritage items. Match materials and colours with the original pavement treatment to ensure the integrity of footway treatments in heritage areas. Ensure heritage brick paving and all heritage road assets are maintained in the heritage conservation areas and near heritage items. |  | Ongoing | Civil Construction & Maintenance Assets & Projects |
| | | | Minor works and maintenance to CN owned or managed gardens, parks and landscapes is sensitive to the heritage significance of the heritage conservation areas and heritage items. |  | Ongoing | Parks & Recreation |
| | 3.2.3 Annual CN staff training session provided by internal and external parties with appropriate cultural knowledge and heritage expertise to staff which increases staff knowledge and appreciation of the role of local government in heritage management. | Build capacity within the organisation to achieve positive heritage outcomes. | Undertake an annual CN staff training session on heritage legislation and local government heritage responsibilities (heritage buildings and places, archaeology, Aboriginal cultural heritage). |  | Jun-21 | Regulatory, Planning & Assessment |
| 3.3 Integrate climate change and social equality measures into CN heritage policies, strategies and planning | <p>3.3.1 To encourage high levels of retention of heritage items and outstanding heritage adaptive reuse that adds value to the interpretation of heritage items.</p> <p>Development retains the significant original fabric and building material. Building waste to landfill is reduced. Development applications make provision for the use of reclaimed and recycled building materials in development projects.</p> <p>Access to and within heritage items is more equitable for those with disabilities.</p> <p>On-site production of renewable energy is encouraged.</p> | <p>Encourage innovation in the business sector, art and creative communities to enable the interpretation and adaptive reuse of heritage items.</p> <p>Raise awareness of the contribution of heritage in achieving environmental sustainability in conserving the embodied energy in buildings and reducing building waste sent to landfill.</p> | NDCP updated to include comprehensive guidelines for adaptive reuse and interpretation of heritage items, and benefits of heritage in energy conservation and waste minimization. Also include comprehensive guidelines in the NDCP to encourage works to improve access for those with disabilities and on-site production of renewable energy if they are sympathetic to the heritage significance of the item. |  | Jun-21 | Regulatory, Planning & Assessment |

Community Strategic Plan

Measures/Outcome



CSP - Theme



Protected Environment



Liveable Built Environment



Smart and Innovative

CSP - Objective

2.2a Provide and advocate for protection and rehabilitation of natural areas.

5.1a Protect and promote our unique built and cultural heritage.

5.1b Ensure our suburbs are preserved, enhanced and promoted, while also creating opportunities for growth.

5.1c Facilitate well designed and appropriate scale development that complements Newcastle's unique character.

6.3d Foster a collaborative approach to continue city centre renewal.

SDG - Theme



SDG - Task

4.7 By 2030, ensure that all learners acquire the knowledge and skills needed to promote sustainable development, including, among others, through education for sustainable development and sustainable lifestyles, human rights, gender equality, promotion of a culture of peace and non-violence, global citizenship and appreciation of cultural diversity and of culture's contribution to sustainable development

11.4 Strengthen efforts to protect and safeguard the world's cultural and natural heritage

12.2 By 2030, achieve the sustainable management and efficient use of natural resources

15.5 Take urgent and significant action to reduce the degradation of natural habitats, halt the loss of biodiversity and, by 2020, protect and prevent the extinction of threatened species

Survey question:

The quality of heritage conservation in supporting Newcastle's identity?

Outcome:

To ensure there is a strong future for Newcastle's heritage (CN's moveable cultural heritage collection, heritage items, heritage conservation areas, archaeological sites, Aboriginal objects and Aboriginal places)



Protected Environment



Inclusive Community



Liveable Built Environment



Smart and Innovative

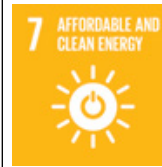
2.1c Encourage energy and resource efficiency measures.

4.1c Improve, promote and facilitate equitable access to services and facilities.

5.1a Protect and promote our unique built and cultural heritage.

5.1b Ensure our suburbs are preserved, enhanced and promoted, while also creating opportunities for growth.

5.1c Facilitate well designed and appropriate scale development that complements Newcastle's unique character.



7.2 By 2030, increase substantially the share of renewable energy in the global energy mix

10.2 By 2030, empower and promote the social, economic and political inclusion of all, irrespective of age, sex, disability, race, ethnicity, origin, religion or economic or other status

11.4 Strengthen efforts to protect and safeguard the world's cultural and natural heritage

12.2 By 2030, achieve the sustainable management and efficient use of natural resources






13.2 Integrate climate change measures into national policies, strategies and planning

Promoting our heritage

Newcastle's significant heritage places are a unique historical resource and represent an asset for the continuing educational, cultural and economic enrichment of the region. City of Newcastle will invest in the promotion and care of these assets as part of the city's economic and cultural development.

4.1 Newcastle is positively perceived by the local community and visitors for its wealth of heritage buildings and attractions. The film and creative sectors choose Newcastle as a location for commercials, films and creative enterprises. areas, archaeological sites and Aboriginal cultural heritage sites.


4.2 Increase understanding and participation to conserve, enhance and interpret Newcastle's heritage places and cultural heritage.

| Delivery Program | Operational Plan | CAMMS Strategy | Operational Plan | | | |
|---|---|--|--|---|---------|--|
| Objective | Action | Heritage Policy Statement | Task - What we will deliver | Timeframe | Date | Responsibility |
| 4.1 Newcastle is positively perceived by the local community and visitors for its wealth of heritage buildings and attractions. | 4.1.1 Provide on-site interpretation of the Aboriginal and European history of Newcastle. | Raise awareness of the Aboriginal and European history, sites, languages and cultures of the Newcastle local government area. | Complete the works for Cathedral Park Stage III, including interpretation of the Mulimbah cottage site. |  | Jun-22 | Lead: Parks & Recreation Partner: Regulatory, Planning & Assessment Property & Facilities Assets & Projects |
| | 4.1.2 Promote the economic and social benefits of heritage to the city so that the local community and visitors have a better understanding of the heritage and history of Newcastle and the Hunter region. | Encourage, share and promote the value of heritage items and places to the environmental, social and economic wellbeing of the Newcastle local government area. Promote the heritage of Newcastle as a draw card for tourism, creativity and design innovation, and as a generator of economic development. | CN's updated Destination Management Plan recognises the significant existing and potential contribution of Newcastle's Aboriginal and European heritage as a drawcard for tourism. It provides measurable actions to support the heritage experience for visitors and the local community. |  | Jun-21 | Lead: Major Events & Corporate Affairs Partner: Regulatory, Planning & Assessment |
| | | | Publish the uniqueness and abundance of Aboriginal and European heritage places, attractions and cultural events in the city on CN's website, and Visit Newcastle website. |  | Ongoing | Lead: Major Events & Corporate Affairs Partner: Regulatory, Planning & Assessment |
| | | | CN's Visitor Information Centre at Civic Station and the Newcastle Museum promotes history and heritage of Newcastle to visitors and the local community. Includes promotion of Awabakal and Worimi language names which also contain the meaning and pronunciation with European name. |  | Ongoing | Civic Services Museum |
| The public can readily access CN's moveable cultural heritage collections through exhibitions, audience engagement and education carried out by CN's cultural institutions. |  | Ongoing | Museum Art Gallery Libraries & Learning | | | |

Timeframe key

 Short (1 year)

 Medium (2-3 years)

 Long (3-4 years)

Community Strategic Plan

Measures/Outcome



Survey question:

The quality of heritage conservation in supporting Newcastle's identity?

Outcome:

To ensure there is a strong future for Newcastle's heritage (CN's moveable cultural heritage collection, heritage items, heritage conservation areas, archaeological sites, Aboriginal objects and Aboriginal places)



CSP - Theme



Vibrant, Safe and Active Public Spaces



Inclusive Community



Liveable Built Environment

CSP - Objective

3.2a Celebrate Newcastle's cultural heritage and diversity.

3.2b Celebrate Newcastle's identity by sharing local stories, both historical and contemporary, through arts and cultural programs.

4.1a Acknowledge and respect First Nations peoples.

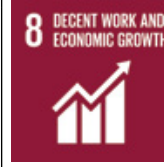
5.1a Protect and promote our unique built and cultural heritage.

6.2a Support and advocate for innovation in business, research activities, education and creative industries.

6.3a Facilitate events that attract visitors and support the local economy and the vibrancy of Newcastle.

6.3b Work with the tourism sector to further develop Newcastle as a visitor and event destination.

SDG - Theme



SDG - Task




4.7 By 2030, ensure that all learners acquire the knowledge and skills needed to promote sustainable development, including, among others, through education for sustainable development and sustainable lifestyles, human rights, gender equality, promotion of a culture of peace and non-violence, global citizenship and appreciation of cultural diversity and of culture's contribution to sustainable development

8.9 By 2030, devise and implement policies to promote sustainable tourism that creates jobs and promotes local culture and products

10.2 By 2030, empower and promote the social, economic and political inclusion of all, irrespective of age, sex, disability, race, ethnicity, origin, religion or economic or other status

11.4 Strengthen efforts to protect and safeguard the world's cultural and natural heritage

Promoting our heritage continued

| Delivery Program | Operational Plan | CAMMS Strategy | Operational Plan | | | |
|--|--|---|--|---|---------|---|
| Objective | Action | Heritage Policy Statement | Task - What we will deliver | Timeframe | Date | Responsibility |
| 4.2 Increase understanding and participation to conserve, enhance and interpret Newcastle's heritage places and cultural heritage. | 4.2.1 Developments are approved with specific interpretive and archival record components that include positive messages about heritage and history. | Encourage high quality interpretative treatments and archival record of heritage places and archaeological sites that increase understanding of the heritage significance of such places in development projects. | Encourage high quality interpretative treatments of heritage items, places within heritage conservation areas, Aboriginal places and archaeological sites that increase understanding of the heritage significance of such places in development projects. |  | Ongoing | Regulatory, Planning & Assessment Property & Facilities Assets & Projects Parks & Recreation |
| | | | Require archival record be provided to CN's Local Studies Section of Newcastle Region Library if significant alterations to heritage items, places and archaeological sites are to occur. |  | Ongoing | Regulatory, Planning & Assessment Property & Facilities Assets & Projects Parks & Recreation |
| | 4.2.2 Owners of heritage properties are well informed and actively participate in the conservation and enhancement of the built environment and cultural heritage. | Provide guidelines for the management of heritage places that support the conservation and preservation of heritage items and places. | Commence running an annual community workshop for owners of heritage listed buildings and properties within heritage conservation areas to understand their needs and their perceptions in relation to heritage issues. |  | Jun-21 | Regulatory, Planning & Assessment |

Community Strategic Plan

Measures/Outcome



Survey question:

The quality of heritage conservation in supporting Newcastle's identity?

Outcome:

To ensure there is a strong future for Newcastle's heritage (CN's moveable cultural heritage collection, heritage items, heritage conservation areas, archaeological sites, Aboriginal objects and Aboriginal places).



CSP - Theme



Vibrant, Safe and Active Public Spaces



Smart and Innovative

CSP - Objective

3.2a – Celebrate Newcastle's cultural heritage and diversity.

3.2b – Celebrate Newcastle's identity by sharing local stories, both historical and contemporary, through arts and cultural programs.

6.2a – Support and advocate for innovation in business, research activities, education and creative industries.

SDG - Theme



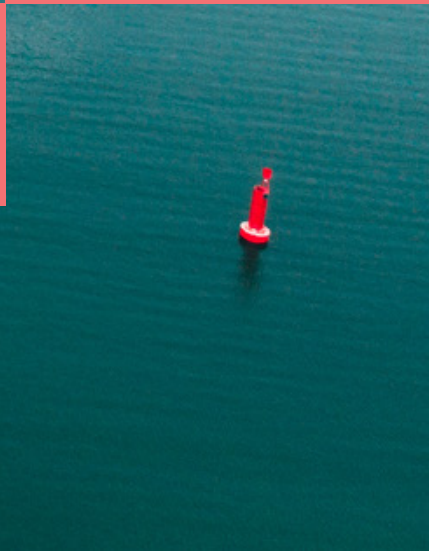
SDG - Task

4.7 - By 2030, ensure that all learners acquire the knowledge and skills needed to promote sustainable development, including, among others, through education for sustainable development and sustainable lifestyles, human rights, gender equality, promotion of a culture of peace and non-violence, global citizenship and appreciation of cultural diversity and of culture's contribution to sustainable development.

11.4 - Strengthen efforts to protect and safeguard the world's cultural and natural heritage.

17.17 - Encourage and promote effective public, public-private and civil society partnerships, building on the experience and resourcing strategies of partnerships.





**ORDINARY COUNCIL MEETING
26 MAY 2020**

**CCL 26/05/20
ADOPTION OF AMENDMENT TO NEWCASTLE LEP 2012 - CREATE NEW
HERITAGE ITEM FOR PARKWAY AVENUE, NEWCASTLE**

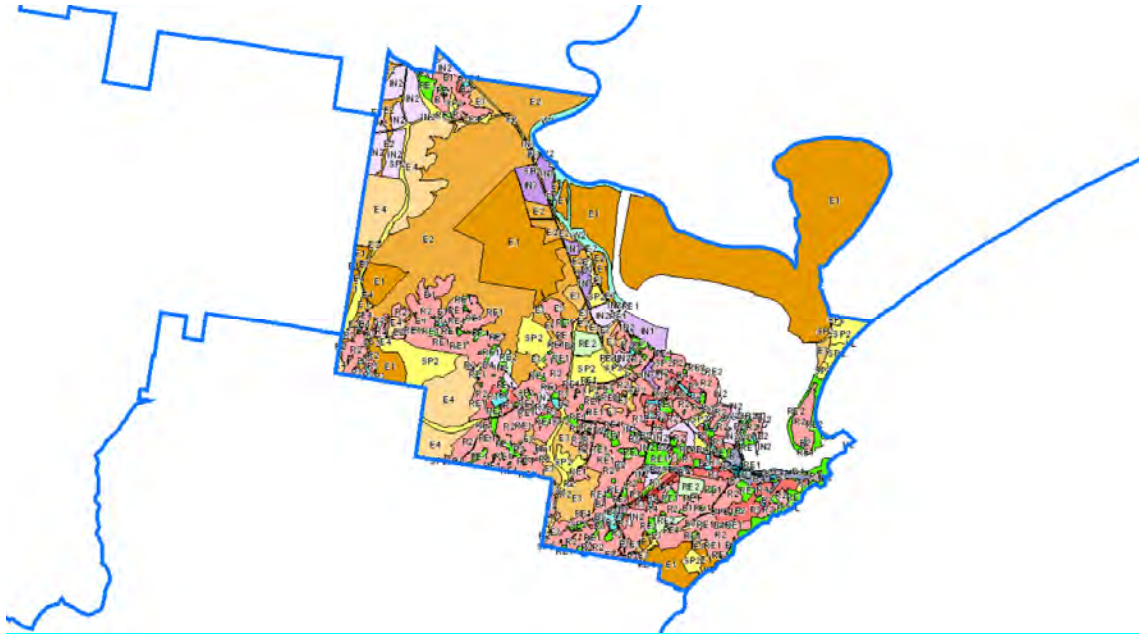
- ITEM 25 Attachment A:** Planning Proposal – new heritage item for
Parkway Avenue, Newcastle
- ITEM 25 Attachment B:** Summary of Submission and Responses
- ITEM 25 Attachment C:** Site Map

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**ORDINARY COUNCIL MEETING
26 MAY 2020**

**CCL 26/05/20
ADOPTION OF AMENDMENT TO NEWCASTLE LEP 2012 - CREATE NEW
HERITAGE ITEM FOR PARKWAY AVENUE, NEWCASTLE**

ITEM 25 Attachment A: Planning Proposal – new heritage item for
Parkway Avenue, Newcastle



Planning Proposal – create new heritage item for Parkway Avenue, Newcastle

Proposed Amendments to Newcastle Local Environmental Plan 2012
Instrument | Schedule | Mapping

Version 3 | Final Adoption
May 2020

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Parkway Avenue, Newcastle

Introduction

This planning proposal has been prepared in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979* (NSW). It explains the intended effect of a proposed local environmental plan (LEP) and sets out the justification for making the plan.

'*A guide to preparing planning proposals*' has been used to guide and inform the preparation of this planning proposal.

This planning proposal is for everyone. It will be used to decide whether the proposal should proceed or not.

The planning proposal may evolve over time due to various reasons, such as feedback during exhibition. It will be updated at key stages in the plan making process.

Summary of proposal

| | |
|--------------------------|---|
| Proposal | Amend the Newcastle Local Environmental Plan 2012 to create a new heritage item for Parkway Avenue, Newcastle. |
| Property Details | Grassed verges, public footpaths, public roadway and median strips of Parkway Avenue between Denison Street and Memorial Drive, Newcastle, and stormwater channel at 127A Union Street, Cooks Hill (Lots 100 and 101, DP 1097553) |
| Applicant Details | City of Newcastle |

Background

The heritage value of Parkway Avenue was recognised with Council studies undertaken by Colin Brady & Associates in 2002, and by Ecotecture in 2005. Both reports recommend the heritage listing of Parkway Avenue, either as a heritage item or included in either Cooks Hill Heritage Conservation Area (HCA) or Hamilton South Garden Suburb HCA.

The Review of Conservation Areas Report of June 2016 reviewed the boundaries of existing HCAs and the need to establish new HCAs. A copy of the report is provided in **Appendix A**. In the chapter concerning the Hamilton South 'Garden Suburb' HCA, it noted:

"Parkway Avenue remains highly important in demonstrating the application of the Garden Suburb principles with its wide central median. It was designed as an important access corridor from Hamilton to the beach. The street plan remains relatively true to the original design, apart from road closures and the introduction of roundabouts on Parkway Ave, the signalisation of Gordon Avenue / Glebe Road in the 1960s and Stewart / Parkway Avenues in 2003.

Parkway Avenue is the most enduring aspect of Sulman's plan for the area, with its wide central median that extends beyond the boundaries of the conservation area, from Denison Street at its western end, to Memorial Drive in the east. It is reflective of Sulman's skill as a surveyor and planner that he provided a logical road connection from Hamilton to the beach and treated it as a wide grand avenue. It is strongly suggested that this avenue with its central median, is protected by its listing as a heritage item, to minimise any loss of intactness, or under regulated changes to street design, layout or form."

As a result of the assessment, the Review of Conservation Areas Report recommended that in a future LEP amendment the entire length of Parkway Avenue from Hamilton East to Bar Beach be protected through the mechanism of a statutory landscape heritage item.

Site

The site is almost the entire length of Parkway Avenue. That being from Denison Street in Hamilton East to Memorial Drive in Bar Beach, including the stormwater channel at 127A Union Street, Cooks Hill (Lots 100 & 101, DP 1097553). The northern end section of Parkway Avenue in Hamilton East between Tudor Street and Denison Street is excluded from the planning proposal site, as though planned as part of the main avenue, it is incomplete and has remained as a narrow suburban street.

The site to be included as a heritage item is approximately 9.12 hectares in area and 2.3 km in length, linear shaped bounded by Denison Street to the north, the predominantly residential areas of Hamilton East, Cooks Hill and Bar Beach to the east, and Hamilton East, Hamilton South, The Junction and Bar Beach to the west. It is located approximately between 220m and 1.0km west and south from the Newcastle City Centre. The predominant use in the locality is residential with a large area of public recreational space known as National Park towards the middle of Parkway Avenue immediately to the north east. Refer to the Location Map in Figure 1.

Parkway Avenue extends south from Tudor Street to Stewart Avenue where it alters orientation to the south-east, diverting slightly at Union Street, continuing in a south-east orientation and terminating at Memorial Drive. Parkway Avenue provides access from Hamilton South, Hamilton East, through Cooks Hill and terminates at Bar Beach, serving as a main thoroughfare and providing access to the beach and inner city areas of Newcastle.

It is a linear avenue defined by its grand width, mature trees, grassed median strip and grassed verges and linear pathways. The median strip is planted with Norfolk Island Pines, interspersed infrequently with Cook Island Pines. Both tree species are planted in a single evenly spaced avenue between Denison Street and Union Street and a double avenue between Union Street and Memorial Drive.

Stormwater channels and bridges have been constructed in the south-eastern section of Parkway Avenue in the vicinity of Jenner Parade and Corlette Street. The Cottage Creek channel intersects with Parkway Avenue from National Park (in the vicinity of Jenner Parade) and diverts in a south-east direction along the median strip of Parkway Avenue to Corlette Street where it again diverts away from Parkway Avenue (between Corlette and Bruce Streets) to the south. The Cottage Creek Channel includes a bridge to the south-east of Jenner Parade, a bridge at the intersection of Parkway Avenue and Union Street and a third bridge at the intersection of Parkway Avenue and Corlette Streets. Another stormwater channel intersects Parkway Avenue from National Park and then follows the route of Jenner Parade. Two bridges are located on Parkway Avenue at this intersection.

Under the Newcastle Local Environmental Plan 2012, the planning proposal site is consistent with immediately adjacent lots utilised for residential and recreational activities. It is zoned either R3 Medium Density Residential, R2 Low Density Residential or RE1 Public Recreation, with a Minimum Lot Size of either 400m or 40 hectares, and in the section of the Avenue outside of an HCA has a Maximum Building Height of either 10m or 8.5m and a Maximum Floor Space Ratio (FSR) of either 0.75, 0.6 or 0.9:1. The full length of the site between Everton Street and Jenner Parade is located within the Hamilton South 'Garden Suburb' Heritage Conservation Area, and accordingly there is no nominated Maximum Building Height or FSR for this section of Parkway Avenue.

The site is acid sulfate soils Classes 4 and 5 and is identified by the City of Newcastle as flood prone land, with adjacent lots either side located within a Mine Subsidence District.

There are several heritage items located adjacent to the site. These include the local significant items of Newcastle District Ambulance Station (Item no. 160), the Fig Trees of Stewart Avenue (Item no. 161), and Newcastle High School (Item no. 174) in Hamilton East, Dr Watkins House (Item no. 93) in Cooks Hill, and Kamarem Court (Residential Units) (Item no. 20), and Parkhurst Flats (Item no. 30) in Bar Beach.



Figure 1 - Vista looking north-west along Parkway Avenue at intersection of Parkway Avenue and National Park Street.

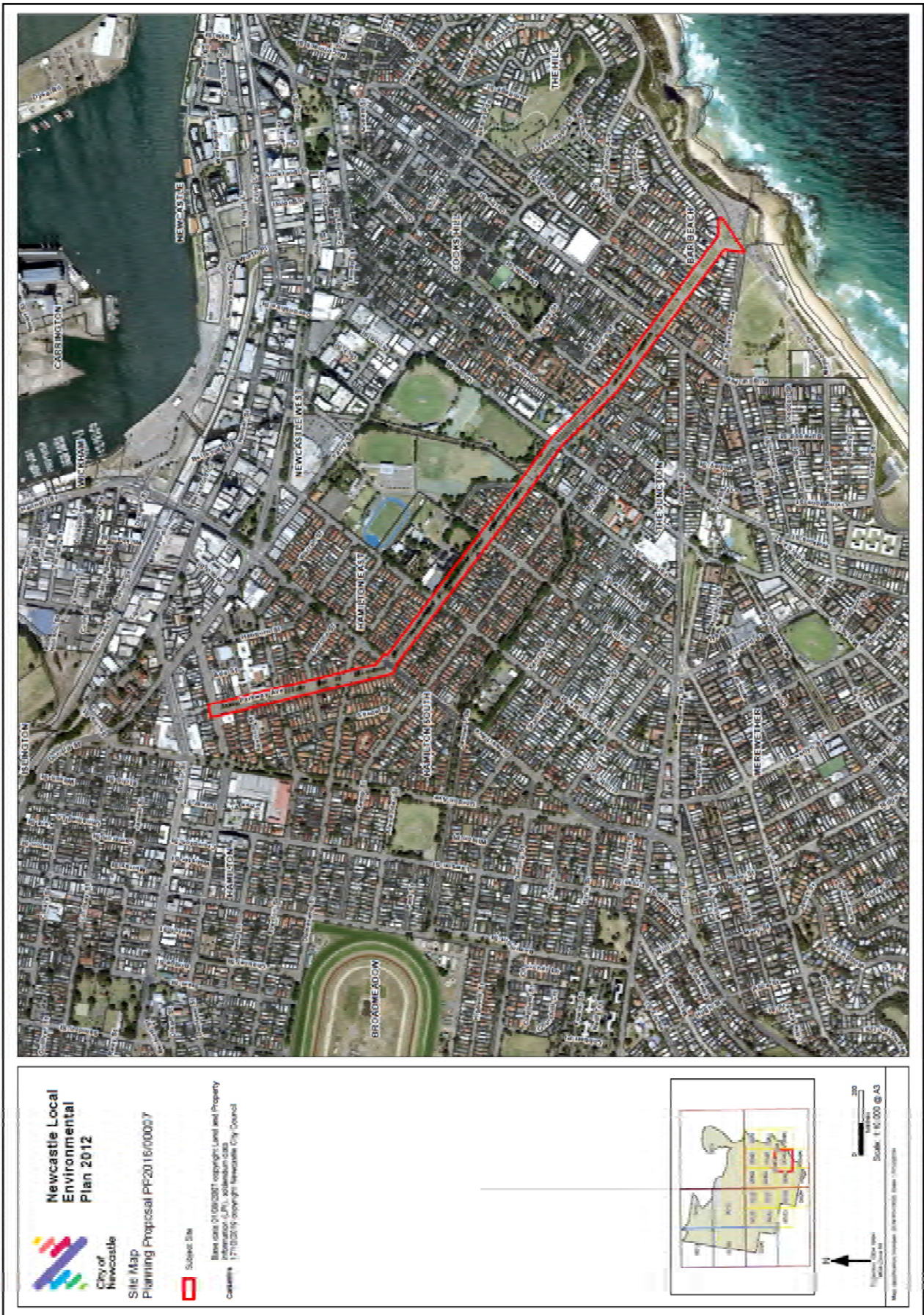


Figure 2 - Local context of the site, Parkway Avenue

Part 1 - Objectives or intended outcomes

To amend the Newcastle Local Environmental Plan 2012 to include Parkway Avenue as a landscape heritage item of local significance. The amendment will ensure the heritage significance of the site will be protected. In particular, the avenue with its central median, is protected by its listing as a heritage item, to minimise any loss of intactness, or unsympathetic changes to street design, layout or form.

Part 2 - Explanation of provisions

The proposed outcome will be achieved by making the following amendments to the Newcastle LEP 2012:

- Amending Schedule 5 and the Heritage Map by designating the site as a landscape heritage item of local significance to be referred to as 'Parkway Avenue'.

Part 3 - Justification

Section A - Need for the planning proposal

1. *Is the planning proposal a result of any strategic study or report?*

The Review of Heritage Conservation Areas Report, June 2016 prepared by Newcastle City Council presented the findings of a review of the five existing HCAs across the Newcastle Local Government Area (LGA) and suggested two new HCAs. The review defined the current heritage significance of each area, produced desired future character statements, assessed the appropriateness of boundaries, examined the development control framework and the relevant planning context, identified items that contribute to or detract from each area and documented what the community valued about these areas. In its investigation of a potential boundary adjustment to the existing Hamilton South Garden Suburb HCA, it recommended that in a future LEP amendment the entire length of Parkway Avenue from Hamilton East to Bar Beach be protected through the mechanism of a statutory landscape heritage item.

Newcastle 2030 is a shared community vision developed as a guide to inform policies and actions throughout the city for the next twenty years. To guide the city forward, seven strategic directions have been set to guide the implementation of this vision. This planning proposal aligns with the Newcastle 2030 Community Strategic Plan (CSP) principles and will contribute to a liveable and distinctive built environment, vibrant and activated public places and open and collaborative leadership.

Through the CSP, the Newcastle community has expressed its aspiration that moving towards 2030, local heritage will be valued, enhanced and celebrated. Overall, Council aims to ensure that the significant aspects of the City's heritage are identified, cared for, celebrated and appropriately managed on behalf of residents and visitors of Newcastle. The intention is to ensure that decisions about heritage places are made with due regard to heritage significance, and that opportunities to strengthen or better appreciate heritage significance are undertaken.

The Newcastle Heritage Strategy 2013-2017 provides a framework for Council to work towards achieving the aspirations of the community articulated in the 2030 Community Strategic Plan. The Heritage Strategy is a strategic framework to guide Council's approach to the management of heritage in the Newcastle local government area. It is drawn from the principles of the Newcastle 2030 Community Strategic Plan (Revised 2018) and the Newcastle Heritage Policy 2013. The Heritage Strategy 2013-2017 provides detailed actions and an implementation framework based on the key strategic directions of the CSP and Newcastle Heritage Policy 2013.

2. *Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?*

Yes, amending the Newcastle LEP 2012 is considered the best means of achieving the protection of the heritage significance of Parkway Avenue.

Section B - Relationship to strategic planning framework

3. *Is the planning proposal consistent with the objectives and actions of the applicable regional, sub-regional or district plan or strategy (including any exhibited draft plans or strategies)?*

Hunter Regional Plan 2036

The Hunter Regional Plan 2036 (HRP) is the NSW Government's plan to guide land use planning and infrastructure priorities and decisions over the next 20 years. The plan identifies regionally important natural resources, transport networks and social infrastructure and provides a framework to guide more detailed land use plans, development proposals and infrastructure funding decisions. The plan includes overarching directions, goals and actions as well as specific priorities for each local government area in the Hunter region.

The planning proposal is consistent with Direction 19 of the HRP which seeks to identify and protect the region's heritage. The plan notes cultural heritage is considered important to communities by providing tangible connections to the past and heritage items can also attract tourism, which can contribute to local economies.

Greater Newcastle Metropolitan Plan

The Greater Newcastle Metropolitan Plan (GNMP) aims to deliver a collaborative framework to achieve a significant part of the Hunter Regional Plan 2036 by identifying the strategies and actions needed to create an integrated metropolitan city, as well as identify and prioritise infrastructure and services needed in catalyst areas.

The Planning Proposal is consistent with strategies and actions to facilitate Outcome 2 - Enhance environment, amenity and resilience for quality of life. In particular, the protection of heritage buildings and places will help retain the distinctiveness of Greater Newcastle's neighbourhoods and celebrate their history and character. It will support Strategy 10 - Create better buildings and great places to 'promote innovative approaches to the creative-use of heritage places, ensuring good urban design preserves and renews historic buildings and places'.

4. *Is the planning proposal consistent with a council's local strategy or other local strategic plan?*

Newcastle 2030 Community Strategic Plan

The Newcastle Community Strategic Plan (CSP) reflects the community's vision for the city and is Council's guide for action. It contains the strategies to be implemented and the outcomes that will indicate achievement of the defined goals. Council adopted the Newcastle 2030 Community Strategic Plan in February 2011. It was revised and updated in 2018. The following relevant strategic directions and their objectives from the Newcastle CSP are addressed in relation to this planning proposal.

Vibrant and Activated Public Places

The planning proposal primarily aligns to the strategic direction 'Vibrant, Safe and Active Public Places' identified within the Newcastle 2030 Community Strategic Plan. In particular, '*Culture, heritage and place are valued, shared and celebrated*'. The plan recognises the cultural value of the city and the historic and cultural aesthetics which make it unique. The plan aims to maintain and enhance these qualities as a reflection of civic pride and creative expression.

A Liveable and Distinctive Built Environment

An objective of the planning proposal is to maintain and enhance the heritage significance of the Parkway Avenue site, which supports this direction for '*a built environment that maintains and enhances our sense of identity*'.

Local Planning Strategy

The Local Planning Strategy (LPS) was adopted by Council in 2015. It was prepared in accordance with the Community Strategic Plan.

The strategy is a comprehensive land use strategy prepared to guide the future growth and development in Newcastle to 2030 and beyond. It underpins the Local Environmental Plan.

The planning proposal is consistent with both LPS Principle P8 which seeks to ensure development will protect culture, heritage and place and LPS Principle P12 which aims to ensure the built environment will maintain and enhance the City's identity by protecting and enhancing heritage buildings, streetscapes, views and key features as well as encouraging building innovation that respects the scale and bulk of the existing urban fabric. The plan notes that it is important that there are appropriate heritage guidelines and controls within the Newcastle LEP 2012 and Newcastle DCP 2012 to ensure our heritage items and areas are protected and the land use zonings within the conservation areas are appropriate to reflect the desired character. As such, a strategic direction for heritage includes ensuring '*development controls and zoning protect the heritage significance of items and conservation areas.*'

Newcastle Heritage Strategy

The Newcastle Heritage Strategy 2013-2017 provides a framework for Council to work towards achieving the aspirations of the community articulated in the 2030 Community Strategic Plan. The Heritage Strategy is a strategic framework to guide Council's approach to the management of heritage in the Newcastle local government area. It is drawn from the principles of the Newcastle 2030 Community Strategic Plan (Revised 2018) and the Newcastle Heritage Policy 2013. The Heritage Strategy 2013-2017 provides detailed actions and an implementation framework based on the key strategic directions of the CSP and Newcastle Heritage Policy 2013.

This Planning Proposal delivers on the following strategies:

- Strategy 1 - Knowing our heritage - enhancing our community's knowledge of and regard for local heritage items and places;
- Strategy 2 - Protecting our heritage - Council will protect and conserve the City's heritage places for the benefit of everyone;

- Strategy 3 - Supporting our heritage - Council will protect the integrity of heritage places by ensuring consistent and sympathetic uses, physical and aesthetic treatments and outstanding interpretations; and
- Strategy 4 - Promoting our heritage – Newcastle’s significant heritage places are a unique historical resource and represent an asset for the continuing educational, cultural and economic enrichment of the region.

5. Is the planning proposal consistent with applicable State Environmental Planning Policies?

An assessment of the planning proposal against the relevant SEPPs is provided in the table below.

Table 1 - Relevant State Environmental Planning Policies

| Relevant SEPPs | Consistency and Implications |
|---|---|
| SEPP 64 (Advertising and Signage) | The planning proposal can satisfy the requirements of the SEPP. This SEPP does not apply to signage which is exempt development under an environmental planning instrument. The scope of what constitutes exempt development is significantly reduced for signage within heritage listed sites and heritage conservation areas. The site is already partly included within an existing HCA. The scope of what constitutes exempt development is significantly reduced for signage within heritage listed and heritage conservation areas. As such, SEPP 64 would more readily apply to the part of the site which is to be heritage listed but is not already within a HCA. |
| SEPP (Exempt and Complying Development Codes) 2008 | The site is already partly included within an existing HCA. For the part of the site not already within an HCA, its listing as a heritage item will significantly reduce the scope of what constitutes exempt development and complying development as stipulated by the SEPP. This includes demolition works and several physical works prescribed by the SEPP which needs development consent if located within a heritage item site. |
| SEPP (Coastal Management) 2018 | The planning proposal can satisfy the requirements of the SEPP. |

6. Is the planning proposal consistent with applicable Ministerial Directions (s.9.1 directions)?

An assessment of the planning proposal against the relevant Ministerial Directions is provided in the following table.

Table 2 - relevant Ministerial Directions (Section 9.1 directions)

| Relevant Section 9.1 Directions | Consistency and implications |
|---|--|
| 1. Employment and Resources | |
| 1.1 Business and Industrial Zones | The planning proposal is consistent with the aims of this Direction. The planning proposal should not significantly affect the ability of future development to encourage employment growth in suitable locations, protect employment land in business zones, and support the viability of identified centres on the site. |
| 2. Environment and Heritage | |
| 2.3 Heritage Conservation | The planning proposal is consistent with the aims of this Direction. The proposed heritage item is intended to facilitate the conservation of items, places and buildings of environmental significance to the area, in relation to the historical, scientific, cultural, social, architectural and aesthetic value of the site as identified by the draft State Heritage Inventory listing in Appendix B . |
| 3. Housing, Infrastructure and Urban Development | |
| 3.1 Residential Zones | The planning proposal is consistent with the aims of this Direction. The planning proposal should not significantly affect the ability of future development to create a variety of housing choice on lots adjacent to the site and to use or adapt existing infrastructure on the site where possible e.g. roads and heritage buildings. |
| 3.4 Integrating Land Use and Transport | The planning proposal is consistent with the aims of this Direction. |
| 4. Hazard and Risk | |
| 4.1 Acid Sulfate Soils | The planning proposal is consistent with the aims of this Direction. The site is affected by either class 4 or class 5 Acid Sulfate Soils. Future development must comply with Clause 6.1 Acid Sulfate Soils of the NLEP 2012. |
| 4.2 Mine Subsidence and Unstable Land | The planning proposal is consistent with the objective of this Direction. The planning proposal applies to the roadway and the proposed heritage listing will not permit any uses not already permissible on the land. |
| 4.3 Flood Prone Land | The planning proposal is consistent with the objectives of this Direction. The site is identified as flood prone however the proposed heritage listing will not alter permitted uses on the roadway. |
| 5. Regional Planning | |
| 5.1 Implementation of Regional Strategies | |
| 5.10 Implementation of Regional Plans | The planning proposal is considered consistent with the vision, land use strategy, goals, directions and actions contained within the HRP. See Section 3 of the planning proposal for discussion. |

Section C - Environmental, social and economic impact

7. *Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?*

The land subject to the proposal does not contain critical habitat or threatened species, populations or ecological community, or their habitats.

8. *Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?*

The planning proposal is not likely to result in development that will create any significant adverse environmental effects.

Traffic and Transport Considerations

The planning proposal is not likely to result in development that will create any significant adverse traffic and transport effects.

Urban Design Considerations

The planning proposal is not likely to raise any additional urban design considerations as the site is already a public road and landscaped median strip, is adjacent to existing heritage items and is in part located within a heritage conservation area.

Social and Cultural Considerations

Heritage impacts

There are several heritage items located adjacent to the site. These include the local significant items of Newcastle District Ambulance Station (Item no. 160), the Fig Trees of Stewart Avenue (Item no. 161), and Newcastle High School (Item no. 174) in Hamilton East, Dr Watkins House (Item no. 93) in Cooks Hill, and Kamarem Court (Residential Units) (Item no. 20), and Parkhurst Flats (Item no. 30) in Bar Beach. The planning proposal will strengthen planning controls for the setting of the neighbouring heritage items and so contribute to ensuring their heritage significance and character are protected.

The heritage value of Parkway Avenue was recognised by Council studies undertaken by Colin Brady & Associates in 2002, by Ecotecture in 2005, and The Review of Heritage Conservation Areas Report of June 2016. All three reports recommend the heritage listing of Parkway Avenue.

The heritage significance of Parkway Avenue is culturally significant on a number of levels. The Statement of Significance is proposed as follows:

‘Parkway Avenue, Denison Street to Union Street

Parkway Avenue, between Denison Street and Union Street, marks the northern boundary of the first subdivision of Hamilton and records the development of suburban Newcastle on land sold by the Australian Agricultural Company (A.A.Co) in May 1914. It records both the sale of A.A.Co land as the company closed coal mining interests in Newcastle and Hamilton and the economic and urban growth of Newcastle as other industries and the port developed. Worters Pulver, appointed in 1913 as Chief Surveyor of the A.A.Co, was a timely influence having an interest in planning and commissioned the architect, John Sulman of Sulman and Hennessy to design the suburb of Hamilton including Parkway Avenue.

Parkway Avenue between Denison Street and Union Street and the surrounding suburban area of Hamilton was influenced by the Garden Suburb Movement and the ideals of the English philosopher planner Ebenezer Howard. John Sulman designed Parkway Avenue and the suburb of Hamilton based on the principles of the Garden Suburb Movement. It is however a record of John Sulman's planning and his diversion from the ideals of the English Garden City Movement with its attention to the grid pattern, linear avenues as opposed to the curvilinear streets and increased density without small park areas. This early section of Parkway Avenue is representative of garden suburb planning in Australia in the early 20th century and it is typical of other city plans at the time including Daceyville, Sydney and the 1920s suburbs of Canberra (both designed by John Sulman) with axial avenues lined with trees. Typical qualities of this Garden Suburb Planning movement in Australia included wide grassed areas allowing for avenues of trees, a hierarchy of streets including grand linear avenues intersected with wide arced and narrower curvilinear streets, a consistency of house type (which in Australia was the detached bungalow type), and this consistency included the detail of fences, driveways, pathways and street signs. Changes to Parkway Avenue including alterations to detached bungalows, roadway, intersections, median strip, road verges, driveways, pathways and fences have diminished this significance to an extent and further alterations will have a cumulative effect on the consistent detail of the garden suburb planning, vistas, axial qualities and ability to interpret the garden suburb planning.

Parkway Avenue, Denison Street to Memorial Drive

The whole of Parkway Avenue between Denison Street to Memorial Drive, is important as a main axis between Bar Beach and Denison Street, Hamilton. Its aesthetic qualities include the vistas along the grand open avenue enhanced by the mature Norfolk Island Pines. The extension of Parkway Avenue is consistent in design and detail and continues the linear form of the earlier section of Parkway Avenue and the recent planting of Norfolk Island Pines has the potential to enhance this part of the avenue.

Parkway Avenue when viewed as a whole from Denison Street to Memorial Drive is aesthetically significant. Its qualities include the vistas along the grand open avenue enhanced by the mature Norfolk Island Pines. The extension of Parkway Avenue is consistent in design and detail and continues the linear form of the earlier section of Parkway Avenue and the Norfolk Island Pines have the potential to enhance this part of the avenue. Other significant details of Parkway Avenue include the concrete kerbs and the curved plan form of the median strips and verges intersections. The inter-War and post WWII houses and residential flats provide an important historical and aesthetic context for the extension of Parkway Avenue between Union Street and Memorial Drive. Changes to these buildings and demolition will cumulatively diminish the significance of the vistas and axial qualities of Parkway Avenue.

The whole of Parkway Avenue, Denison Street to Memorial Drive is held in high esteem by the current residents of this avenue and the local community of Newcastle.'

An Assessment of Significance against the State Heritage Register (SHR) criteria to determine the level of significance is proposed as follows:

| | |
|--|--|
| <p>SHR Criteria a) [Historical significance]</p> | <p>Parkway Avenue between Denison Street to Union Street: Parkway Avenue, marking the northern boundary of the first subdivision of Hamilton, records the development of suburban Newcastle on land sold by the Australian Agricultural Company (A.A.Co) in May 1914. It records both the sale of A.A.Co land as the company closed coal mining interests in Newcastle and Hamilton and the economic and urban growth of Newcastle as other industries and the port developed.</p> <p>The grand scale of Parkway Avenue records the optimism of this period just prior to WWI and the continued construction of Parkway Avenue and this subdivision during the War, records the growth of Newcastle industry and its workforce during WWI.</p> <p>Worters Pulver, appointed in 1913 as Chief Surveyor of the A.A.Co, was a timely influence having an interest in planning, and he commissioned John Sulman of Sulman and Hennessy to design the suburb of Hamilton including Parkway Avenue.</p> <p>Parkway Avenue and the surrounding suburban area of Hamilton were influenced by the Garden Suburb Movement and the ideals of the English philosopher planner Ebenezer Howard. The Australian architect, John Sulman of Sulman and Hennessy, designed Parkway Avenue and the suburb of Hamilton based on the principles of the Garden Suburb Movement. It is however a record of John Sulman’s planning and his diversion from the ideals of the English Garden City Movement with its attention to the grid pattern, linear avenues as opposed to the curvilinear streets and increased density without small park areas.</p> <p>Parkway Avenue between Union Street to Memorial Drive: There is no historic evidence that John Sulman planned the extension of Parkway Avenue to Cooks Hill that terminates at Bar Beach. The extension of Parkway Avenue is likely to have been planned after the removal of the tramway in Union Street, the removal of the eastern sand dunes and development of Bar Beach in the 1920s and 1930s.</p> <p>Parkway Avenue between Union Street to Memorial Drive: The extension of Parkway Avenue is an historic record of the continued urban development of Newcastle in the post War period.</p> |
| <p>SHR Criteria b) [Historical Association significance]</p> | <p>Parkway Avenue, Denison Street to Union Street is associated with the architect John Sulman of the architectural firm Sulman and Hennessy, who designed this grand avenue in 1913-1914 as part of the garden suburb of Hamilton.</p> <p>Parkway Avenue between Union Street to Memorial Drive: There is no historic evidence that John Sulman planned the extension of Parkway Avenue to Cooks Hill, terminating at Bar Beach.</p> |

| | |
|---|---|
| <p>SHR Criteria c) [Aesthetic significance]</p> | <p>Parkway Avenue, Denison Street to Union Street is an integral part of the design of the garden suburb of Hamilton.</p> <p>Parkway Avenue, Denison Street to Memorial Drive is important as a main axis between Bar Beach and Denison Street, Hamilton. Its aesthetic qualities include the vistas along the grand open avenue enhanced by mature Norfolk Island Pines. The extension of Parkway Avenue is consistent and continues the linear form of the earlier section of Parkway Avenue and the Norfolk Island Pines have the potential to enhance this part of the avenue. The consistent width of the road, median strip and verges all contribute to the extension of the axis of Parkway Avenue. Other significant details of Parkway Avenue include the concrete kerbs and the curved plan form of the median strips and verges at intersections.</p> <p>Alterations to the avenue including the road, intersections, median strip, road verges, driveways, pathways and fences have diminished this significance to an extent and further alterations will have a cumulative effect on the consistent detail of the garden suburb planning, vistas, axial qualities and ability to interpret the garden suburb planning.</p> <p>The consistent rhythmical planting of one tree species, Norfolk Island Pines interspersed with Cook Island Pines, though not original planting, has enhanced Parkway Avenue and the vistas and its interpretation of Sulman's intention of a tree lined avenue. Other significant elements include the remnant plant beds of Norfolk Island Hibiscus and concrete edging, and the remaining avenue of Brush Box Trees in the vicinity of Newcastle High School.</p> <p>Parkway Avenue, Jenner Parade to Corlette Street The Stormwater channels and bridges follow the linear avenue, branching within the curvilinear street form of Jenner Parade. The bridges enhance Parkway Avenue as a utilitarian bridge type in a Stripped Classical Style from the Inter-War period.</p> |
| <p>SHR Criteria d) [Social significance]</p> | <p>Parkway Avenue, Denison Street to Memorial Drive is held in high esteem by the current residents of this avenue and the local community of Newcastle.</p> |
| <p>SHR Criteria e) [Research potential]</p> | <p>Parkway Avenue, Denison Street to Union Street The design of Parkway Avenue as a grand axial avenue and the associated plants and infrastructure has the potential for further research in the garden suburb planning in Australia in the early to mid 20th century.</p> |

| | |
|---|--|
| SHR Criteria g) [Representativeness] | <p>Parkway Avenue, Denison Street to Union Street is a representative example of garden suburb planning in Australia in the early 20th century. It is typical of other city plans at the time including Daceyville and Canberra (both designed by John Sulman) with axial avenues lined with trees. Typical qualities of this Garden Suburb Planning Movement in Australia included wide grassed areas allowing for avenues of trees, a hierarchy of streets including grand linear avenues or wide arced and narrower curvilinear streets. A consistency of house type which in Australia was the detached bungalow type, and this consistency extended to the detail of fences, driveways, pathways and street signs.</p> <p>Parkway Avenue, Jenner Parade to Corlette Street The Stormwater channels and bridges are likely to date from the post WWII period and are representative of this utilitarian bridge type in a Stripped Classical Style.</p> |
| Integrity/Intactness: | <p>Parkway Avenue, Denison Street and Union Street retains its qualities and is able to be interpreted as a part of the garden suburb of Hamilton.</p> |

A draft State Heritage Inventory for the proposed item including the Statement of Significance and Assessment of Significance is provided in **Appendix B**.

The Planning Proposal to include the site as an item in Schedule 5 of the NLEP 2012 will complement the identified heritage significance of the Hamilton South 'Garden Suburb' HCA within which it partly sits. The suburb is one of Newcastle's earliest and largest examples of a planned garden suburb, and the evidence of Sir John Sulman's original design is reflected in the road layout, allotment shape and pattern, and form of housing – with a strong symmetrical and hierarchical pattern of streets including Parkway, Gordon and Stewart Avenues.

Aboriginal archaeology

An AHIMS Search has confirmed twenty-two items of Aboriginal heritage have been identified within 200m of the site. The planning proposal will assist in the recognition and protection of potential Aboriginal relics located within the site.

European archaeology

No items of European cultural heritage have been identified on the site. It is unlikely given the historic land uses. The planning proposal will assist in the recognition and protection of potential relics located within the site.

9. Has the planning proposal adequately addressed any social and economic effects?

Social and Cultural Considerations (not addressed above)

The planning proposal is intended to ensure the heritage significance of the Parkway Avenue site is protected.

The planning proposal will deliver some important social benefits including protecting a built environment that maintains and enhances the community's sense of identity.

Economic Considerations

The economic impact of the planning proposal is likely to be limited with no change to the current land use zoning and no proposal to intensify or reduce the existing use of the site.

Section D - State and Commonwealth interests

10. Is there adequate public infrastructure for the planning proposal?

Existing infrastructure is adequate to serve or meet the needs of the proposal.

11. What are the views of State and Commonwealth public authorities consulted in accordance with the Gateway determination?

Consultation with State and Commonwealth public authorities will occur in accordance with Gateway requirements.

Part 4 - Mapping

The planning proposal seeks to amend the following maps within Newcastle LEP 2012:

- Heritage Map

The Matrix below indicates (with an “X”), which map sheets (of Newcastle LEP 2012) are to be amended as a result of this planning proposal (eg. HER_001C)

| | HER |
|-------|-----|
| 001 | |
| 001A | |
| 001B | |
| 001C | |
| 001D | |
| 002 | |
| 002A | |
| 002B | |
| 002C | |
| 002D | |
| 002E | |
| 002F | |
| 002G | |
| 002H | |
| 003 | |
| 004 | |
| 004A | |
| 004B | |
| 004C | |
| 004D | |
| 004E | |
| 004F | |
| 004FA | |
| 004G | X |
| 004H | |
| 004I | |
| 004J | |
| 004K | |

Map Codes:

HER = Heritage Map

The following maps illustrate the proposed amendments to the Newcastle LEP 2012 maps:

- **Figure 3:** Existing Heritage Map
- **Figure 4:** Proposed Heritage Map

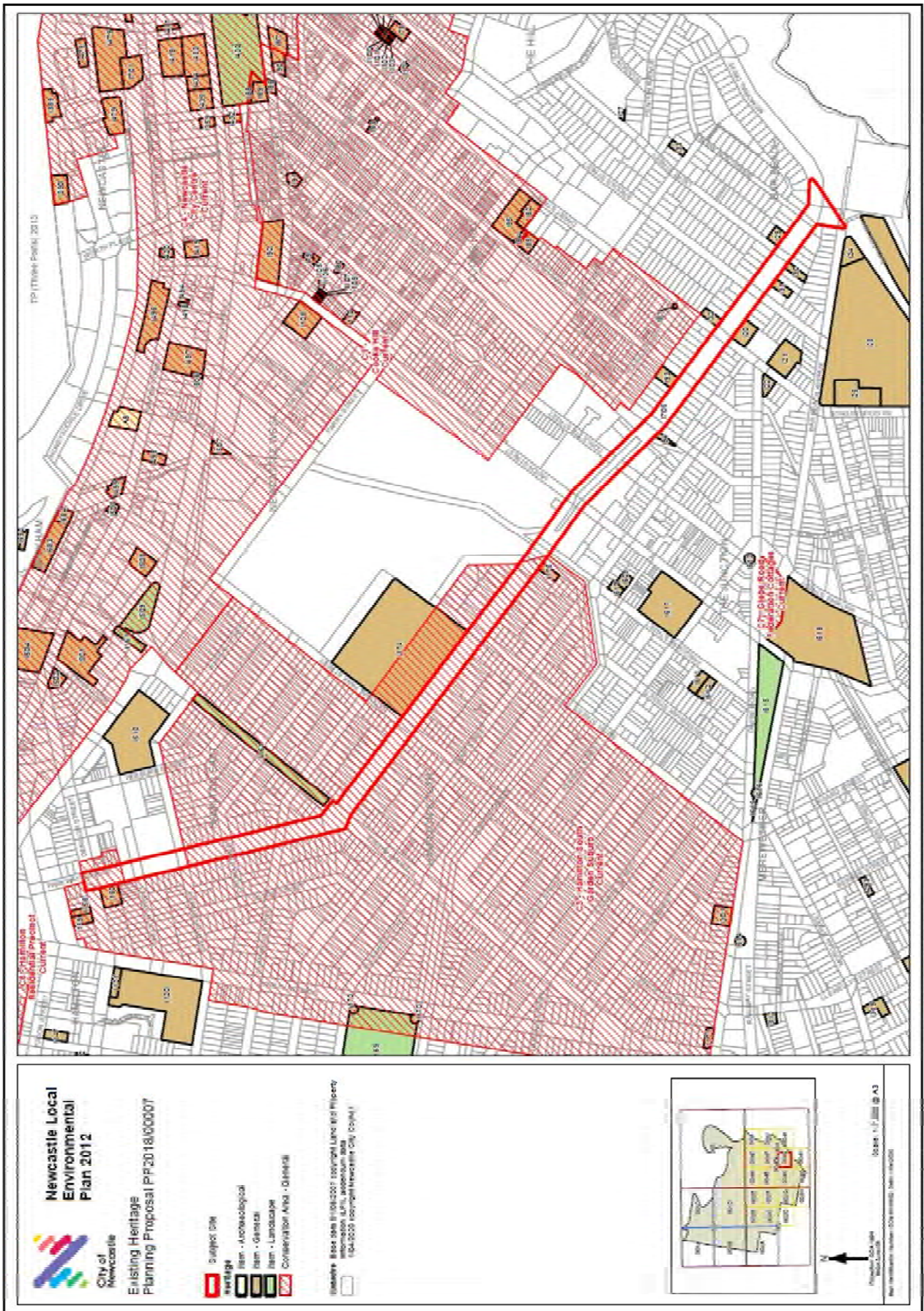


Figure 3 - Existing Heritage Map

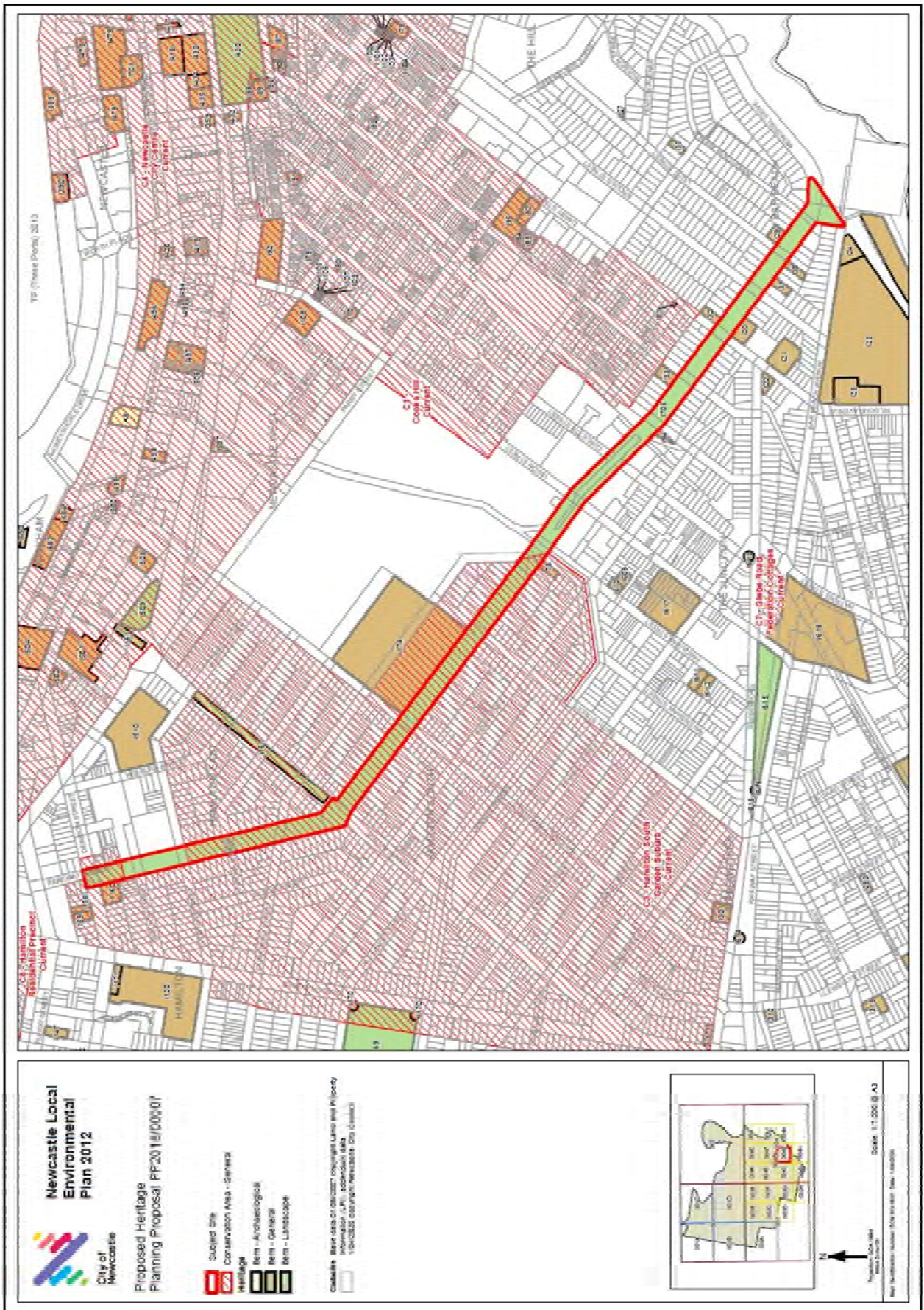


Figure 4 - Proposed Heritage Map

Part 5 - Community consultation

The planning proposal is not considered as low impact in accordance with the Department of Planning and Environment's guidelines, 'A guide to preparing local environmental plans'. The Planning Proposal was publicly exhibited for 30 days between 20 January to 18 February 2020, exceeding the 28 day minimum required under Section 3.34(2)(c) and Schedule 1 Clause 4 of the Act.

During the exhibition period CN received eleven submissions. Nine submissions were in support of the Planning Proposal, one with no comment and one raising concerns. A detailed summary of the submissions and comments/responses is at Appendix C of this report.

No consultation is required with public authorities or organisations prior to public exhibition under Section 3.34(2)(d) of the Act.

Consultation was undertaken by Council in February and March 2016 during the preparation of the Heritage Conservation Area report. The process and outcomes of this consultation is documented in the Consultation Report at Appendix A and B of this report.

Part 6 - Project timeline

The plan making process is shown in the timeline below. It will be undertaken in accordance with the Gateway determination.

| Task | Planning Proposal Timeline | | | | | | | | | |
|---|----------------------------|--------|--------|--------|--------|--------|---------|--------|--------|--|
| | Jan 20 | Feb 20 | Mar 20 | Apr 20 | May 20 | Jun 20 | July 20 | Aug 20 | Sep 20 | |
| Anticipated commencement date (date of Gateway determination) | | | | | | | | | | |
| Commencement and completion dates for public exhibition period | | | | | | | | | | |
| Timeframe for consideration of submissions | | | | | | | | | | |
| Timeframe for the consideration of a proposal post exhibition | | | | | | | | | | |
| Anticipated date RPA* will make the plan (if delegated) | | | | | | | | | | |
| Anticipated date RPA* will forward to the Department for notification (if delegated) or for finalisation (if not delegated) | | | | | | | | | | |

*RPA Relevant Planning Authority

Appendices

Appendix A: Review of Heritage Conservation Areas – Final Report June 2016

Appendix B: Draft State Heritage Inventory for Parkway Avenue

Appendix C: Summary of Submissions

**Appendix A: Review of Heritage Conservation Areas – Final Report
June 2016**



Review of Heritage Conservation Areas
Final Report
June 2016

Published by

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ABBREVIATIONS

| | |
|------------|--|
| AA COMPANY | Australian Agricultural Company |
| CSP | Newcastle 2030 Community Strategic Plan |
| DCP | Development Control Plan |
| EP&A Act | Environmental Planning and Assessment Act 1979 |
| HCA | Heritage Conservation Area |
| HA | Heritage Act 1977 |
| FSR | Floor Space Ratio |
| GFA | Gross Floor Area |
| HOB | Height of Buildings |
| LEP | Local Environmental Plan |
| LHRS | Lower Hunter Regional Strategy |
| LPS | Local Planning Strategy |
| SEPP | State Environmental Planning Policy |

EXECUTIVE SUMMARY

This report presents the findings of a review of five heritage conservation areas (HCAs) across the Newcastle Local Government Area. The review defines the current heritage significance of each area, produces desired future character statements, assesses the appropriateness of boundaries, examines the development control framework and the relevant planning context, identifies items that contribute to or detract from each area and documents what the community values about these areas. The review also investigated a number of potential new HCAs.

The methodology of the review is based on NSW Heritage criteria as found in the heritage assessment guidelines of the NSW Heritage Council. These guidelines are accepted as the standard methodology for assessing heritage significance. The review also considers the "Heritage Conservation Areas" best practice guidelines of the NSW Heritage Council. A literature review of previous studies and analysis of new information based on fieldworks and community surveys was undertaken. The results of the community surveys are treated as the baseline data to determine the social significance of each HCA.

The final recommendations made in this report are a result of the analysis of the submissions made by the community, agencies, and the survey results conducted by Newcastle Voice, during the exhibition period (1 February - 14 March 2016).

The review finds support from residents of HCAs to maintain the special character of these areas and to maintain existing conservation area boundaries. There was also general support in the community for the creation of proposed new HCAs. The preparation of design guidelines to be included in the Newcastle Development Control Plan (DCP) 2012 is considered to be an appropriate way to reinforce character along with revisions to the Heritage Technical Manual.

The review concludes that Council should develop a program to amend relevant planning controls, ie. the Local Environmental Plan (LEP) and Development Control Plan (DCP) to give effect to the findings of the review. The final recommendations include:

- Amendments to the Cooks Hill, Hamilton South and The Hill Heritage Conservation Area boundaries
- Proposed Heritage Conservation Areas for Glebe Road Federation cottages and Hamilton Residential and additional heritage items in Parkway Avenue and Gordon Avenue Hamilton
- Amendments to the DCP and Heritage Technical Manual to include desired future character statements, contributory building maps and design guidelines.

Assessing land zonings was outside the scope of this review. A review of land zonings is a separate future project. The review itself does not make any amendments to HCA boundaries or heritage listings. Changing conservation area boundaries and heritage listings requires amendments to the LEP. A strict legal process must be followed to amend the LEP. Similarly, recommended changes to the DCP require a formal, legal process. This work will be undertaken as a separate project.

CHAPTER ONE - INTRODUCTION

1.0 Introduction

This report presents the results of a review of five heritage conservation areas (hereafter referred to as HCAs) across the Newcastle Local Government Area, conducted between February 2014 and October 2015. The draft document was publicly exhibited for six weeks between 1 February 2016 and 14 March 2016. The final document has been refined as a result of the exhibition.

HCAs are included in Part 2, Schedule 5 of the Newcastle Local Environmental Plan 2012 (LEP) and identified in accompanying heritage maps to the LEP. They comprise¹:

- Cooks Hill
- Hamilton South 'Garden Suburb'
- Hamilton Business Centre
- The Hill
- Newcastle East

The review has also assessed two potential HCAs. These are discussed in Chapter 7 of this report.

The review was prepared by staff of the Strategic Planning Unit, Newcastle City Council. The community surveys undertaken as part of this review were conducted on behalf of Strategic Planning by Newcastle City Council Communications Unit (Newcastle Voice).

A second round of community surveys was conducted through Newcastle Voice as part of the exhibition process in February and March 2016. The results of the engagement are attached in **Appendix A**.

The project plan comprised the following tasks:

- Review the heritage significance of HCAs in accordance with NSW Office of Environment and Heritage guidelines.
- Identify and define building styles and key elements of heritage value within each heritage conservation area.
- Undertake fieldwork to identify the contributory buildings and identify these using mapping software for publication in the Heritage Technical Manual. Give each building a contributory, neutral or non-contributory rating and define a policy for managing contributory buildings.
- Review the boundaries of the HCAs to ensure they continue to reflect the heritage significance of each and analyse the planning framework including development controls. Examine whether the areas should be managed as individual areas for development assessment purposes.
- Commission a heritage architect to develop a series of design options for the various building styles. These are to be included in the Heritage Technical Manual.
- Conduct a community survey in each HCA to determine what residents value about their particular HCA and what role Council should have in guiding development.

¹ The City Centre HCA was recently subject to LEP and DCP amendments by the NSW Department of Planning. It was therefore determined to be outside the scope of this review.

- Consult with the architectural and building design industry on appropriate design options for the Newcastle DCP and Technical Manual.

1.1 Purpose of this report

This report brings together the findings of the conservation area review project and presents the information as a consolidated heritage review report. The report makes recommendations for managing HCAs into the future.

The draft document was reported to Council on 24 November 2015 where Council resolved to place the document on public exhibition for a minimum period of six weeks. Submissions received have been used as the basis of the final recommendations.

1.2 Newcastle 2030 Community Strategic Plan

Newcastle 2030 is a shared community vision developed as a guide to inform policies and actions throughout the city for the next twenty years. To guide the city forward, seven strategic directions have been set to guide the implementation of this vision. This project aligns with the Newcastle 2030 Community Strategic Plan (CSP) principles, and will contribute to a liveable and distinctive built environment, vibrant and activated public places and open and collaborative leadership.

| | |
|---|---|
| <p>Liveable and Distinctive Built Environment</p> <p>An attractive city that is built around people and reflects our sense of identity.</p> | <ul style="list-style-type: none"> • A built environment that maintains and enhances our sense of identity • Mixed-use urban villages supported by integrated transport networks • Greater diversity of quality housing for current and future community needs • Best practice energy and water efficient buildings and infrastructure |
| <p>Vibrant and Activated Public Places</p> <p>A city of great public places and neighbourhoods promoting people's health, happiness and wellbeing.</p> | <ul style="list-style-type: none"> • Public places that provide for diverse activity and strengthen our social connections • Culture, heritage and place are valued, shared and celebrated • Safe and activated places that are used by people day and night |
| <p>Open and Collaborative Leadership</p> <p>A strong local democracy with an actively engaged community and effective partnerships.</p> | <ul style="list-style-type: none"> • Integrated, sustainable long-term planning for Newcastle and the Region • Considered decision-making based on collaborative, transparent and accountable leadership • Active citizen engagement in local planning and decision-making processes and a shared responsibility for achieving our goals • The City of Newcastle: a local government organisation of excellence |

Through the CSP, the Newcastle community has expressed its aspiration that moving towards 2030, local heritage will be valued, enhanced and celebrated. Overall, Council aims to ensure that the significant aspects of the City's heritage are identified, cared for, celebrated and appropriately managed on behalf of residents and visitors of Newcastle. The intention is to ensure that decisions about heritage places are made with due regard to heritage significance, and that opportunities to strengthen or better appreciate heritage significance are undertaken.

1.3 Alignment with Newcastle Heritage Strategy 2013-2017

The Newcastle Heritage Strategy 2013-2017 provides a framework for Council to work towards achieving the aspirations of the community articulated in the 2030 Community Strategic Plan. The Heritage Strategy is a strategic framework to guide Council's approach to the management of heritage in the Newcastle local government area. It is drawn from the principles of the Newcastle 2030 Community Strategic Plan (Revised 2013) and the Newcastle Heritage Policy 2013. The Heritage Strategy 2013-2017 provides detailed actions and an implementation framework based on the key strategic directions of the CSP and Newcastle Heritage Policy 2013.

This review delivers on the following strategies:

Strategy 1 - Knowing our heritage - enhancing our community's knowledge of and regard for local heritage items and places

Strategy 2 - Protecting our heritage - Council will protect and conserve the City's heritage places for the benefit of everyone

Strategy 3 - Supporting our heritage - Council will protect the integrity of heritage places by ensuring consistent and sympathetic uses, physical and aesthetic treatments and outstanding interpretations

Strategy 4 - Promoting our heritage – Newcastle's significant heritage places are a unique historical resource and represent an asset for the continuing educational, cultural and economic enrichment of the region.

1.4 What is a heritage conservation area?

A heritage conservation area is a geographic area recognised for a range of physical characteristics that collectively have been found to have heritage significance. HCAs are usually identified through a heritage study process or comprehensive heritage assessment and will exhibit a range of heritage values that the community deems is worthy of preservation. Heritage conservation areas are typically distinguished from other places and surroundings by their history, streetscapes, landscape or other physical attributes that are deemed to have heritage value.

Heritage conservation areas are more than a collection of individual heritage items. According to the NSW Heritage Council, they are places in which the historical origins and relationships between various elements creates a sense of place that is worth keeping.²

Depending on the degree of heritage significance, heritage conservation areas may be statutorily recognised in national, state and local heritage registers. In New South Wales, there are heritage conservation areas listed on the NSW State Heritage Register subject to the provisions of the NSW Heritage Act 1977, including Braidwood and the Rocks precinct. At the local government level, HCAs may be included in the heritage schedules of LEPs. In such cases, the standard instrument heritage provisions of the NSW Environmental Planning and Assessment Act 1979 apply and will govern the circumstances in which development is permitted.

² *Heritage Conservation Areas: Guidelines for Managing Change*. Heritage Office and Department of Urban Affairs and Planning, 1996. ISBN 0 7310 6224 8

A heritage conservation area is determined by examining its heritage significance and by identifying the special characteristics that make up that significance. These characteristics can include the subdivision pattern, the consistency of the building stock, or common building and construction materials. Heritage conservation areas will usually demonstrate aspects of our cultural, economic and social history, and patterns of change and development over time. These elements will provide evidence of how Australians have responded physically, emotionally, socially and architecturally to their environment; and how places have been occupied, used, ignored, refined, degraded or associated with Australian history over time.

1.5 Conservation principles

As the second oldest city in the State, Newcastle's heritage is embodied in its history of work and industry, its historic buildings, its rich cultural landscape and working harbour. This heritage contributes to Newcastle's identity as an important place of maritime and economic activity, and to its identity as a place which has a rich social fabric, and an interesting environment.

The approach to managing change to a HCA is derived from the Australia International Council on Monuments and Sites (ICOMOS) Charter for Conservation of Places of Cultural Significance (The Burra Charter). The Burra Charter is the foundation of the heritage conservation sector in Australia and is the industry standard for managing change to heritage places. This review of heritage conservation areas is based on the following Burra Charter approaches:

- Change should be based on an understanding of heritage significance.
- Change should respect the heritage significance of the item, site, streetscape and/or area.
- Change should be managed in accordance with an appropriate conservation policy.

A key principle is that the sum of the parts is equally important as the individual features themselves and explains why the cumulative impact of change is an important consideration. This is often not well understood. Where buildings positively reinforce the character of a HCA, they will need to be retained to conserve the significance of the HCA.

1.6 How are heritage conservation areas determined?

Heritage conservation areas are determined using an objective, evidence based process established by the Burra Charter of Australia ICOMOS³. Under the methodologies contained in the Burra Charter, the significance of an area is defined and assessed, typically through a heritage study or community based heritage study, and its comparative values are established. This is achieved by applying the NSW Heritage criteria, which is defined under the NSW Heritage Act 1977.

³ *The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance*, Australia ICOMOS, 2013. ISBN 0 9578528 4 3

1.7 Contributory buildings

There are three levels of contribution that buildings can make in a HCA. The contribution of any particular building to streetscape, character or heritage significance will guide the approach to development and assist in determining the degree of change that will be permitted. Each level of contribution is explained in the table below.

This review has undertaken field surveys to identify the contribution of every building in each HCA and Contributory building maps have been prepared. These maps are to be inserted into the Heritage Technical Manual, and published on Council's website. It is intended that these maps will be updated annually.

Contributory buildings

Contributory buildings make a significant contribution to the character of heritage conservation areas and streetscapes. Typically they will retain a high proportion of original features and alterations are generally reversible. Contributory buildings are an important resource for the interpretation and understanding of the history and development pattern of the area. Such buildings will contribute to the overall heritage value of the area. The appearance of a principal or significant frontage should be retained, with alterations and additions located at the rear of contributory buildings.

Neutral buildings

Neutral buildings do not contribute or detract from the significant character of the heritage conservation area or streetscape. They include buildings that are associated with an area's historic development but may have been altered, or their intactness reduced over time. Neutral buildings may also be new sympathetic development or infill that sits well within a streetscape. It is preferable to keep such buildings and restore elements to increase the contribution of the buildings to the streetscape.

Non Contributory buildings

Non-contributory buildings are intrusive to the streetscape of a heritage conservation area owing to their inappropriate scale, bulk, setback, roof treatment, atypical garage arrangements or materials. Non-contributory buildings may detract from the heritage conservation area streetscape and are suited to redevelopment. The redevelopment of non-contributory buildings provides an opportunity for new development to reinforce the character of the area. Non-contributory buildings provide locations for appropriate infill development.

1.8 Methodology

The NSW Heritage criteria, defined in the NSW Heritage Act 1977, are the foundation of the NSW heritage assessment system and are enshrined in the heritage assessment guidelines of the NSW Heritage Council. This review is based on these guidelines,⁴ as the standard methodology for assessing heritage significance. The document "*Heritage Conservation Areas*", best practice guidelines of the NSW Heritage Council was also used.

⁴ NSW Heritage Office 2001, *Heritage Assessment Guidelines*, ISBN 1 876415 53 3

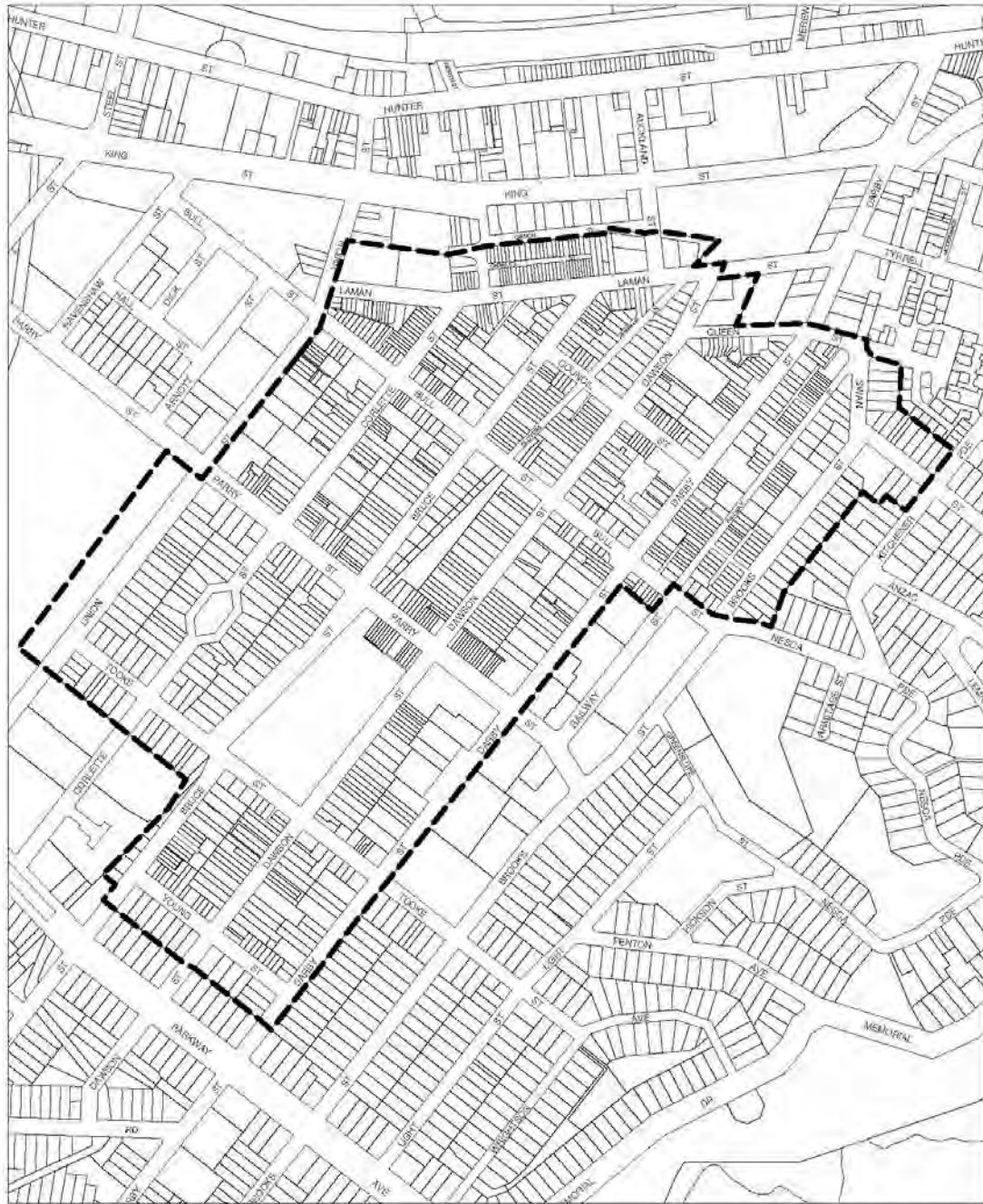
This review has conducted a literature review of previous heritage studies relating to the heritage conservation areas, and an analysis of new information, including the results of the fieldwork, historical updates, and the community surveys.

An important element of heritage significance is social value - that is, the esteem people place on an item or HCA. In order to seek the views of each community residing in the HCAs in a robust and objective manner, the review has included a series of community surveys. These surveys were conducted on behalf of the project team by Newcastle Voice, and the results are included within each HCA chapter. The results have been treated as the baseline data to explore the social significance of each heritage conservation area.

CHAPTER TWO - COOKS HILL HERITAGE CONSERVATION AREA

2.1 Introduction

This report presents the findings of the review of the Cooks Hill Heritage Conservation Area. The current boundaries and location of the Cooks Hill HCA are as reproduced in **Figure 2.1**.



Cooks Hill
Heritage Conservation Area



Figure 2.1 - Cooks Hill HCA - current boundary

2.2 Heritage Status - Cooks Hill

Cooks Hill was first listed as an *Urban Conservation Area* by the National Trust of Australia (NSW) on 27 April 1981. The area extended in a southerly direction from Laman Street to Bull Street, and was bounded to the east by Railway Street and to the west by Union Street.

The area was included in the heritage schedule of Newcastle Local Environmental Plan 1987 as Amendment No. 52, Government Gazette 3 July 1992 as "HCA". The Hill and Newcastle East Heritage Conservation Areas were gazetted at the same time. Following a resolution of Council in 1996, the boundaries of the Cooks Hill Heritage Conservation Area were extended, with changes gazetted on 21 June 1996 and 19 September 1997 to include the area south of Bull Street through to Young Street, including Centennial Park.

At the time of its gazettal, Council adopted Development Control provisions for The Hill, Cooks Hill, and Newcastle East within DCP 44. Council also at that time adopted guidelines developed in 1996 by Godden Mackay Heritage Consultants, in a study to extend the heritage areas.

2.3 History

This history is drawn from a number of secondary sources including histories compiled within heritage impact assessments, heritage studies and previous Council documents. The reports are available in the Local Studies Collection of Newcastle Region Library.

Settlement in Cooks Hill was initiated in response to demand for housing for the coal miners who worked the Australian Agricultural Company's pits east of Darby Street. The AA Company's first mine, the A Pit, was established in 1831 near the corner of Church and Brown Streets, followed shortly after by the opening of the B Pit in 1835 at the eastern end of Pitt Street (now Queen Street). It was the B Pit, together with the C, F and Sea pits that led to the urban development of Cooks Hill. The most prolific of these pits, the Sea pit, opened in 1888 to the east of Darby Street (near Nesca Park) and it operated until 1916. At its peak, the Sea pit employed 790 men under ground and 160 above. Railway lines in Brooks Street transported the coal from these pits to the harbour.

The demand for housing and the increase in population in Cooks Hill led the AA Company to start to divide up their land holdings to sell to their workers. The chief surveyor of the AA Company, George Elder Darby, was handed the task of laying out town allotments of the company's estate. The first auction was held in April 1853 and comprised thirty-two quarter acre lots in Darby Street which sold for £30 each. Many of the purchasers were miners employed in the nearby mines.

Early residential development in Cooks Hill was situated east of Bruce Street and north of Bull Street. West of Bruce Street development was prevented by swampy land and the presence of the Newcastle Coal and Copper Company's railway, which brought coal from mines in the Burwood estate (Merewether). Built in 1851 the railway cut a swathe through the AA Company's lands, and was a significant catalyst in the breaking of the AA Company's monopoly on the mining and sale of coal. Coal continued to be hauled to the port along this railway until the mid-twentieth century.

The historical and associative significance of the railway should not be underestimated. The line was the Burwood Coal and Copper Company Railway built by Sir Thomas Mitchell. The Newcastle Industrial Heritage Association helps us grasp the immense historical significance of the remnant railway line running through Cooks Hill as attested in this grab:

*In 1835 **Sydney doctor and businessman James Mitchell** purchased about 900 acres of coastal land extending from the far side of Merewether ridge to Glenrock Lagoon. He named the property the Burwood estate, after his wife's family home in London and later extended it to 1,834 acres. In 1842 Ludwig Leichhardt visited the Burwood estate and drew up the stratigraphy of the coastline. Leichhardt may also have established the extent of the coal seams under Mitchell's property, as it was not long after Leichhardt's visit that Mitchell commissioned a tram/road tunnel through Burwood ridge (now Merewether ridge). Known as 'Mitchell's tunnel' the historical events surrounding its construction make it one of the most significant sites in NSW. It was partly due to the tunnel's construction that coal mining in Australia was opened up to independent mining, which in turn led to the Hunter's establishment as a coal-mining centre. It was also the first tunnel of its type to be constructed in Australia.*

***Mitchell** publicly claimed construction of the tunnel was to allow access to Burwood Beach so he could build a salt works. In private, however, it appears Mitchell was planning to overturn the Australian Agricultural Company's (AACo) Government supported monopoly on coal mining. He had already approached Governor Gipps with several requests, including: that the Metallic Ores Act be repealed, allowing copper ores to enter NSW duty free; that Newcastle be made a free port so private vessels could enter the estuary without restrictions; and that he be permitted to mine and use coal from his estate as fuel for a copper smelter. Gipps agreed to the first two requests but felt he had no power to agree to the third.*

Despite this set back, Mitchell continued with his tunnel project and commissioned its construction in 1846. It was constructed directly into a coal seam, located in line with present day Merewether Street. Work was carried out from both ends with the point of meeting marked by an obvious change in direction of the pickaxe marks. The roof was high enough to accommodate a horse team. Two to three thousand tons of coal were extracted, which Mitchell could do nothing with due to the AACo monopoly.

***The AACo** and the Government were also under a great deal of pressure from other quarters to relinquish the monopoly. A number of people operated small mines in the district in defiance of the monopoly, which the AACo mostly ignored. However, a former employee of Mitchell's mining near East Maitland, a Mr James Brown, brought the matter into the public domain when he directly undercut the AACo price to supply coal to steamships at Morpeth. He was subsequently prosecuted. The Government's legal advice after this case was that they would have to individually prosecute every other person involved in such activities. The then Governor, Fitzroy, expressed the opinion that the AACo should bear the costs of these prosecutions. In 1847 the NSW Legislative Council appointed a Select Committee to investigate the matter further. This was known as the Coal Inquiry, and both Mitchell and Brown gave evidence; Mitchell in relation to his tunnel, Brown in relation to price-cutting.*

Before the committee could issue any recommendations the AACo gave in and relinquished its monopoly. Mitchell proceeded to lease out the coal rights on the Burwood estate, with five mines being quickly established by J & A Brown, Donaldson, Alexander Brown, Nott and Morgan. However, the AACo owned the land between the Burwood estate and the Port of Newcastle and refused to allow Mitchell to transport coal by rail across its land. Mitchell lobbied the Government again and in 1850 a Private Act of Parliament Mitchell's Tram Road Act (the first in NSW) was passed finally allowing him to carry coal through AACo lands. (<http://www.niha.org.au/staticpages/index.php/20110830001925853/print> Accessed 1/04/2016)

What is most interesting is that the AA Company's monopoly ended with the first ever Private Act of Parliament in NSW in 1850. What also happened was a change in thrust of the company who began to hedge their bets by benefiting from land sales in hiving off parcels on Lake Macquarie Road (now Darby Street).

Still, the AA Company remained capitalised in Newcastle's inner area until the early 20th century. The AA Company provided land and money for the building of St John's Anglican Church in 1857, together with a rectory and a school. With the employment provided by the mines by 1861, there were 22 houses in the area, which were a mix of brick and timber miners' cottages. Many of the streets started to be formally named after men connected to the AA Company including Darby, Dawson, Bruce, Corlette, Parry and Bull Streets. As the population continued to grow it came to be dominated by small cottages and closely built terrace houses that were said to resemble the workers' housing of English industrial cities.

Sales brochures of the 1860s reveal insights into the cost and nature of housing in Cooks Hill. In the early 1860s, a two storey wooden cottage on Bruce Street could be bought for £250, and were marketed to the workers of the area. As is now, affordability was inextricably connected to job security and hence house styles that survive reflect broader economic shifts.

In Cooks Hill we see a diverse mix of styles and building forms as a result of economic cycles and fashions - what's cool. The national recession of 1890, the Edwardian spurt of 1900, the Inter-war era, the post war boom and later conservation movement in the 1970s instigated by the residents of Cooks Hill (including the late Anne Von Bertouch) have all made a stylistic mark on the built form of Cooks Hill and created a citizen culture that is pervasive and enduring.

Development accelerated in the 1870s when investors began to build rental accommodation, shops, hotels and factories. By 1870, Darby Street had five hotels, a foundry, nineteen shops with adjoining residences, two surgeries with residences and numerous houses. Referred to as the "drinking man's paradise", at one time there were ten hotels in Cooks Hill. By the 1880s, Cooks Hill was firmly established as a thriving village and was officially named Cooks Hill in 1885 following the opening of the Cooks Hill Public School in Laman Street. The name Cooks Hill is reputed to be derived from Thomas Cook, a wealthy owner of an impressive residence that stood at the rise of land at the intersection of Auckland and Laman Streets.

In 1864, five acres of AA Company land between Melville (Union) and Bruce Streets was leased to the Newcastle Cricket Club for the establishment of a cricket ground. The first match was played in 1867. Catering to the demand for after-match drinks between opposing teams, the Cricketer's Arms hotel was constructed in 1869 on the west side of Bruce Street just south of Bull Street (opposite the current day Cricketer's Arms). The Oriental Hotel was also erected at this time on the corner of Bull and Bruce Streets. In 1889, the Newcastle Cricket Club voted to provide members a lawn bowling facility, with the City Bowling Club established on the southern end of the cricket ground. In 1888 the AA Company set aside 5.5 acres of land for a park as a centennial gift

and aptly named Centennial Park. Terrace houses, a benevolent asylum and a lying-in hospital were built on the north edge of the park along Parry Street.

The presence of Centennial Park brought increased property values in its vicinity. Although Cooks Hill had evolved as an essentially working class suburb, there were many middle class residents such as William Arnott the biscuit maker, whose own family home was built on Union Street and who lived in Cooks Hill. Many fine houses were also built throughout the Cooks Hill in the 1880s and beyond.

In 1880, St Andrews Presbyterian church was built at the corner of Laman and Auckland Streets to a design by the prominent architect Frederick Menkens followed by another of Menken's commissions in 1889 with the building of the Baptist Tabernacle.

The last of the AA Company's mines in the area closed in 1916 and this saw many of the miners move to other coal fields in the Hunter Valley. However, the proximity of Cooks Hill to the city and services meant that it remained popular with workers. The AA Company sold the last remaining parcels of land in the early decades of the 20th century, including the cricket ground with the exception of the cricket pitch which remains to this day as a pocket park on Corlette Street.

By the end of the 1920s, Cooks Hill was a suburb of mixed fortunes. Dilapidated old houses and 'tenements' were often adjoined by new and more modern buildings. Many tenements were demolished after the war and many lots were re-subdivided and redeveloped.

By the 1960s, Cooks Hill was becoming a desirable place for people wanting to live close to the city centre. Demographic change led to a property boom in the 1970s, and the battle to conserve the suburb began, led by Anne von Bertouch who restored her home and art gallery on Laman Street. The earthquake of 1989 destroyed many buildings and many more were damaged. In 1992, the suburb was heritage listed by its inclusion in the Newcastle Local Environmental Plan.



Figure 2.2 - Subdivision history of Cooks Hill

2.4 Physical Description

There are a number of physical elements in Cooks Hill that date from the 19th and early 20th centuries and provide it with a distinctive historic character. These elements represent more than 160 years of residential development:

- The variety of building styles throughout Cooks Hill that date from the nineteenth and early twentieth century including attached terrace houses and semi detached cottages, Victorian period villas and early twentieth century detached bungalows in various styles
- Minimal street frontage setbacks that give the impression of a densely clustered neighbourhood
- Mature trees in gardens and streets including Council, Parry, Swan and Dawson Streets
- The former Burwood Coal and Copper Company rail line and bridge abutments under Laman Street
- Fences from the Inter-war and Federation periods and earlier
- Sandstone kerbs and gutters
- Victorian era post box on Corlette Street
- Pubs and shops on Darby and Bull Streets

- Parks, including Centennial Park, Corlette Street reserve (formerly the Newcastle Cricket Club pitch), National Park.

Cooks Hill contains comparatively dense residential development at the northern edge between Laman and Bull Streets and houses are generally aligned with the street boundary or have only a small setback from the front boundary. Smaller lots of land dominate the northern precinct whereas the southern section contains larger blocks of land where there are a higher number of free standing houses around Centennial Park and towards Young Street.



Figure 2.3 - Georgian style attached terraces on Queen Street

One of the most significant features of Cooks Hill is the evidence of the route of the Burwood Coal and Copper Company railway, which is evident in the layout of houses and the shape of streets and lanes. The route of the railway line has left an indelible impression on the suburb to the present day. Laman Street could not be constructed until after the Company built a bridge to support the extension of the road, allowing coal trains to pass underneath.

Precincts in Cooks Hill

In 1996, Council commissioned Godden Mackay Pty Ltd to assess the character and heritage significance of the area. The report found that there are five areas within Cooks Hill that have a distinctive character. The report describes these areas as precincts to the extent to which they define the character of each. However, for the purposes of development assessment, the report did not assign individual controls or design guidelines to the individual precincts the report identified. Instead, generic guidelines were developed for the whole of the conservation area which were adopted as "DCP 44 Conservation Area Guidelines" in 1996. This review finds that the controls should continue this approach because it is simple to apply and takes into account the generally eclectic nature of Cooks Hill.

The question of what controls should apply and whether these can be customised to individual streets or precincts was canvassed with the Building Design Industry Reference Group in May 2014. The consensus of the Group was that the DCP acknowledges these variations in house type and streetscape character and is an appropriate means of managing character, supporting and encouraging design innovation and creativity. The Group provided feedback that precinct based controls were unnecessary, preferring instead a series of design guidelines that could be applied depending on the situation. Consequently, it is not recommended that the controls be broken down into precinct based controls. The review finds that such an approach would burden the development assessment process with additional, unnecessary complexity.

The Residential Precinct

Cooks Hill as a whole is essentially residential in character, typified by a mixture of single storey and two storey buildings providing residential, commercial and public uses. It has a dense quality bestowed by the fact the houses are generally not set back from the street or have small front gardens. Especially distinctive are the cantilevered balconies of Victorian Regency houses and the prevalence of timber weatherboard dwellings including free standing cottages and terrace houses. Also notable are the variety of architectural treatments that survive from the late 19th and early 20th centuries in the form of parapets, pediments, classical detailing and cast iron filigree decoration. The avenues of street trees within Cooks Hill are also significant and are valued by residents and visitors to the area.

Darby Street Commercial Precinct

Buildings in the commercial strip of Darby Street tend to be modestly scaled, almost entirely one or two storeys high with some multi level buildings of more recent construction. For detailed guidelines in relation to this precinct refer to Section 6.09 of the DCP 2012.

Railway Street Residential Precinct

Railway Street has a distinctive character of two storey houses, some single storey detached houses, which address each other across a narrow north-south street. The narrowness of the thoroughfare gives it a pleasant linear quality. There are few front gardens with most houses being built to the street line. Unity is bestowed by a general harmony of scale and by the use of traditional materials, corrugated iron roofs, terrace houses and some fine examples of buildings from the 1860s are particularly notable.



Figure 2.4 - Houses on Railway Street Cooks Hill

Public Buildings Precinct

This is dominated by the St. Andrew's Presbyterian Church, the splendid gothic landmark, and the Baptist Tabernacle. The Laman Street underpass visible with large brick buttressed retaining walls at the end of Glovers Lane and at the rear of the Signalmans cottage, is an important physical remnant of the former coal railway.

School Precinct

The Federation period buildings of the former Cooks Hill primary school group are a strong presence in the precinct and also have landmark qualities at the slight elevation of Laman Street.

2.5 Previous Heritage Studies

The heritage value of the inner suburbs of Newcastle has been recognised since the 1960s. On 30 October 1978, the National Trust of Australia (New South Wales) resolved to classify both The Hill and Newcastle East as an "Urban Conservation Area" (see **Figure 5.2**). The 1978 listing boundary determined by the National Trust became the same boundary that was later gazetted into the Newcastle LEP as the statutory boundary of the Hill and Newcastle East Heritage Conservation Areas.

Soon after the National Trust listing, the area was also included on the Register of the National Estate by the Australian Heritage Commission as the "Newcastle Conservation Area", in 1979.

In 1982, Council commissioned the firm Suters Busted + Lester Firth to assess the character and heritage significance of Cooks Hill, The Hill and Newcastle East areas. The purpose of the study was:

- To identify and conserve the environmental heritage of the inner city of Newcastle.
- To provide rehabilitation and infill guidelines for this area, and
- To provide a draft development control plan for urban conservation, including the identification of public works.

The major emphasis of the study was to enable policies and objectives for conservation management to be incorporated in detailed development controls for the area. The area was regarded by Council as a key aspect of the city's physical identity and heritage.

The draft study was called the Newcastle Inner Areas Conservation Planning Study and was placed on public exhibition in September 1985. The study contains invaluable urban planning and heritage documentation and is available for viewing in Newcastle Region Library. The Newcastle Inner Areas Conservation Planning Study remains an invaluable baseline document for managing the heritage values of the areas.

The areas identified were eventually listed as heritage conservation areas in the Newcastle Local Environmental Plan, Amendment No 52 in 1992. In 1997, Council adopted development control guidelines in the form of DCP 44 - covering Newcastle East, The Hill and Cooks Hill. The DCP introduced principles and objectives to facilitate the protection and management of the built environment within each precinct.

In 2005, a study of proposed heritage conservation areas was commissioned by Council⁵. An area just outside of the east boundary of Cooks Hill was assessed as part of this study. This area was around Anzac Parade, Kitchener Parade and extended up to Bingle and High Streets in The Hill. It was a recommendation of the study that the area be formed as a heritage conservation area with the name Shepherds Hill, however the study was not reported to Council and no further work was progressed.

⁵ Ecotectue (2005), Review of Potential Heritage Items - Group 1 Final Report, prepared on behalf of Newcastle City Council

2.6 Assessment of Cultural Significance

Applying the NSW Heritage Criteria

In revising the heritage significance of the area, the NSW Heritage criteria have been applied as expressed below:

- *Criterion a - An item is important in the course, or pattern, of NSW's cultural or natural history:*

Cooks Hill Heritage Conservation Area represents a pattern of urban settlement that typifies the history of Newcastle's development. Starting as a cluster of coal mines owned by the Australian Agricultural Company, the area gradually transitioned into a residential suburb from the mid-19th century onward, closely influenced by the decisions and activities of the Australian Agricultural Company. The AA Company began disposing their land holdings in the early 1850s, releasing parcels along Darby Street, Council Street and Railway Street. Examples of early residential and commercial buildings in these streets survive to the present day, representing the oldest development in the suburb of Cooks Hill. Other parts of the suburb were released later in the 19th century and into the 20th century. By the 1890s Cooks Hill was densely settled and had acquired the character of a worker's village with services and public buildings along Darby and Bull Streets and the suburb is demonstrative of this criterion at the local level.

The internal street network in Cooks Hill was progressively dedicated to public use by the AA Company from the 1860s to the 1880s. Private housing would usually follow this dedication and as many of the buildings in Cooks Hill are the original buildings on the land the heritage conservation area is demonstrative of these times of dedication.

- *Criterion b - An item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history:*

Cooks Hill has been the birthplace and home of significant individuals who have contributed to the political and cultural life of Australia including the nation's first female Lord Mayor Joy Cummings, gallery owner Ann Von Bertouch, and celebrated artists John Olsen and William Dobell. Historically Cooks Hill is strongly associated with the Australian Agricultural Company.

- *Criterion c - An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW:*

Cooks Hill is a defining visual marker of the urban geography of Newcastle, containing a collection of buildings, trees, historical features and parks that visually establish a sense of place that is aesthetically linked to its history. The avenues of street trees provide an attractive green canopy that is a unifying visual element. Starting as a cluster of coal mines from the 1830s, the area gradually transitioned into a residential suburb from the mid 19th century onward, closely influenced by the decisions and activities of the Australian Agricultural Company. Aesthetically, Cooks Hill heritage conservation area contains an important collection of elements that share aesthetic characteristics that establish a strong historical character and sense of place. These elements are:

- Buildings that represent architectural styles and construction technologies predominantly from the mid-19th century, as well as Victorian, Federation, and Inter War periods of urban development.
 - Streetscapes in which there is a strong character of densely clustered buildings, with minimal setbacks and generally on small lots.
 - Mature fig trees which deepen the sense of place and the historical character of Cooks Hill.
 - The variety of building styles throughout Cooks Hill that date from the nineteenth and early twentieth century including attached terrace houses and semi detached cottages, Victorian period villas and early twentieth century detached bungalows in various styles
 - Minimal street frontage setbacks that give the impression of a densely clustered neighbourhood
 - Mature trees in gardens and streets including Council, Parry, Swan and Dawson Streets
 - The former Burwood Coal and Copper Company rail line and bridge abutments under Laman Street
 - Fences from the Inter-war and Federation periods and earlier
 - Sandstone kerbs and gutters
 - Victorian era post box on Corlette Street
 - Pubs and shops on Darby and Bull Streets
 - Parks, including Centennial Park, Corlette Street, National Park.
- *Criterion d - An item has strong or special association with a particular community or cultural group in NSW for social, cultural or spiritual reasons:*

Cooks Hill is highly regarded by the community for its interesting urban character, liveable streetscapes, and the diverse range of historic buildings that unify and provide the suburb with a special character. A 2014 community survey confirms that there is an established and distinctive 'Cooks Hill' character which is valued by residents and visitors to Cooks Hill. Cooks Hill meets this criterion as there is a high degree of esteem held by the resident community and strong attachment to the character of the area, the streetscape, buildings and public open space. The area meets this criterion on cultural grounds at the local level.

The conservation movement of the 1970s instigated by the residents of Cooks Hill (including the late Anne Von Bertouch) have all made a stylistic mark on the built form of Cooks Hill and created a citizen culture that is pervasive and enduring.

- *Criterion e - An item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history:*

Given the rate of survival of key elements of the early urban settlement of Newcastle, including its ability to demonstrate elements of the early development of Newcastle as well as the system of land subdivision by the Australian Agricultural Company from the 1860s onwards, the area has the potential to yield information that will contribute to understanding aspects of Newcastle's

cultural history. There are numerous building styles ranging from early Victorian terraces through to post war residential flat buildings. A high number of contributory buildings help to establish the streetscapes of Cooks Hill, along with the hotels, shops, churches, schools and parks.

- *Criterion f - An item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history:*

The area has the capacity to demonstrate rare and uncommon aspects of local heritage as the first of the Australian Agricultural Company's land holdings to be released for urban development. Some of these aspects are quite unusual including the evidence of the route of the Burwood Coal and Copper Company railway, the Signalman's cottage at Civic park, and many surviving small miners' cottages.

- *Criterion g - An item is important in demonstrating the principal characteristics of a class of NSW's cultural or natural places or cultural or natural environments:*

Cooks Hill contains many surviving elements of the mid-late 19th and early 20th centuries and the processes of urbanisation including land subdivision, street layout and varying building types that reflect a long period of urbanisation. It demonstrates these characteristics in its elements including building stock setting, scale and form of buildings, street layout including laneways, and heritage items and parklands.

2.7 Comparative Assessment

Cooks Hill is demonstrative of the ad-hoc land release prerogatives of the Australian Agricultural Company and demonstrates through its irregular subdivision pattern this aspect of its history. As such, it is a unique example of a place reserved for coal mining that would become one of the earliest suburbs of Newcastle.

2.8 Threatening Processes

In terms of the processes that undermine the character of Cooks Hill, the principle threat is arising from the demolition of contributory building stock. The character and heritage significance of Cooks Hill would be lost if large numbers of contributory buildings were removed. It stands to reason that maintaining a control on demolition and building alterations is an essential tool for managing the character of the Heritage Conservation Area into the future.

2.9 Desired Future Character Statement

This review has gathered data on the elements of heritage value in Cooks Hill, the features that establish character and provide a sense of place, and the views of the building design industry and residents. As a result of this work, a **statement of desired future character** has been prepared. It is proposed to include the statement in the DCP as a clear guide for development assessment and design planning.

The character of the Cooks Hill Heritage conservation area is made up of a variety of building styles that date from the late 19th and early decades of the 20th century. The special character of Cooks Hill will be preserved, celebrated and maintained through the retention of contributory buildings, the existing subdivision pattern, and elements of visual interest. Elements that are to be preserved include:

- *Contributory buildings constructed prior to the second world war*
- *Mature trees in gardens and the public domain*
- *The former Burwood Coal and Copper Company rail line and bridge abutments at Laman Street*
- *Heritage Fences*
- *Sandstone kerbing and guttering*
- *Victorian era post box on Corlette Street*
- *Pubs and shops on Darby, Union and Bull Streets*
- *Parks, including Centennial Park, Corlette Street, National Park*

The eclectic character of Cooks Hill will continue to provide residents with a unique and valued sense of place into the future.



Figure 2.5 – A group of workers' cottages on Young Street



Figure 2.6 – A bungalow on Corlette Street. The dwelling contributes in a positive manner to the streetscape

2.10 Contributory Buildings

Fieldwork was undertaken during March and April 2014 in order to establish the overall level of intactness of the HCA and to map the location of contributory buildings. For definitions of contributory buildings, refer to section 1.7.

The following images are intended to provide guidance on the three categories of building contribution in Cooks Hill HCA, starting with contributory buildings, neutral and ending with the category of non-contributory building. Finally a map of the area is provided which identifies, by colour, the category of each building within the heritage conservation area.

Contributory



Contributory



Neutral



Neutral



Non Contributory⁶



⁶ Non-contributory buildings are only deemed non-contributory in the context of the character of a HCA. The authors are not seeking to disparage such buildings and no offence should be taken.



Figure 2.7 - Contributory Buildings Cooks Hill (Source: NCC GIS, 18 August 2015)

2.11 Newcastle Voice Community Survey Results

As part of the Cooks Hill HCA review, a survey of local community members was conducted to gain an understanding of what residents and property owners value about the HCA. The survey was conducted in March and April 2014. A total of 197 survey responses were completed. The key findings are as follows:

- 96% were aware that Cooks Hill is a Heritage Conservation Area
- 93% agree that Cooks Hill should be a Heritage Conservation Area
- 29% had lodged a development application (DA) for a property in the CHHCA in the past 10 years
- the elements residents valued most about Cooks Hill were the streetscape and character (86%), the proximity to facilities and services (84%), and the heritage houses and building (82%).

The majority of respondents agreed that there are buildings in the area that both contribute to, and detract from, the character of the area. Over half the respondents agreed that buildings in the HCA should be allowed to be demolished where they are in poor structural condition (58%) or where the building has been altered or does not fit with the character of the area (50%). The majority of Cooks Hill residents (86%) agreed that new development, including alterations and additions, should be designed to fit the existing character of the area.

Opinion on whether HCA development guidelines should be merit based or prescriptive was divided, with 55% of respondents indicating a preference for the merit based approach and 45% preferring prescriptive standards. Cooks Hill residents were supportive of the idea of including sketches, models and concept plans for new building and alterations and additions in the development control plan (DCP) guidelines.

NOTE: The exhibition of the draft report included another community survey conducted by Newcastle Voice. This survey was open between 1 February 2016 and 14 March 2016 and the results are provided at **Appendix A**.

2.12 Boundaries

A review of the boundaries of HCA was undertaken. Overall the boundaries are in appropriate positions to ensure that the heritage significance of the area is retained and conserved, with two exceptions.

The Darby Street block between Tooke and Parry Streets, has been fragmented by recent development including three storey residential flat buildings and atypical development. Fieldwork also identified a large aged care complex, and large townhouse developments that are at odds with the valued character of Cooks Hill. As a recommendation of this review it is advised that the boundary of the Conservation Area at this section is adjusted to exclude these parcels from the Conservation Area. These parcels are 252, 256, 260, 266-268, 272, 274, 278, 282, and 286 Darby Street. See **Figure 2.8** below.

A small section of Anzac and Kitchener Parade was assessed as part of this review. As noted, Council commissioned a heritage assessment of this area in 2005. The finding recommended that a heritage conservation area was warranted to preserve heritage significance. This review has revisited this recommendation and found that the lower part of Anzac and Kitchener Parades retains several Inter-war period bungalows that are intact and produce a streetscape that is uniform and reflects its history of construction typologies following the First World War and should be preserved, by extending the eastern boundary of Cooks Hill HCA to include it. See **Figure 2.8** below.



Figure 2.8 - Proposed Boundary Changes to Cooks Hill HCA (Source: NCC GIS, 18 August 2015)

CHAPTER THREE - HAMILTON SOUTH GARDEN SUBURB HERITAGE CONSERVATION AREA

3.1 Introduction

This chapter examines the Hamilton South 'Garden Suburb' Heritage Conservation Area. Its' cultural significance, as its name suggests, is embodied in the surviving physical elements of the 'garden suburb' movement of the early 20th century. The layout of roads such as Parkway, Gordon and Stewart Avenues, and public open space including Learmonth and National Parks, creates a distinctive character planned around large residential allotments containing single dwellings on allotments of between 520m² and 820m².

The suburb today is defined by elements that reflect the ideas of the garden suburb movement. Key visual elements include:

- California and Inter-War bungalows built as single storey detached dwellings on large lots
- Consistent front and side setbacks
- a soft 'edge' between the public domain and gardens in the private domain
- a strongly symmetrical pattern of streets supporting a grid layout
- Parkway, Gordon and Stewart Avenues as the obvious dominant feature streets, parts of which contain the street trees planted by the AA Company
- Newcastle High School
- Learmonth Park. The park contains a pair of masonry monuments that originally formed the southern gateway at the intersection of Gordon Ave and Glebe Road
- Parkway Avenue is important in demonstrating the "garden suburb" design principles.

Stewart Avenue (later to become the Pacific Highway), Gordon Avenue, and Parkway Avenue, provide the central axis to the plan. Parkway Avenue remains highly important in demonstrating the application of the Garden Suburb principles with its wide central median. It was designed as an important access corridor from Hamilton to the beach. The street plan remains relatively true to the original design, apart from road closures and the introduction of round-a-bouts on Parkway Ave, the signalisation of Gordon Avenue / Glebe Road in the 1960s and Stewart / Parkway Avenues in 2003.

Parkway Avenue is the most enduring aspect of Sulman's plan for the area, with its wide central median that extends beyond the boundaries of the conservation area, from Denison Street at its western end, to Memorial Drive in the east. It is reflective of Sulman's skill as a surveyor and planner that he provided a logical road connection from Hamilton to the beach and treated it as a wide grand avenue. It is strongly suggested that this avenue with its central median, is protected by its listing as a heritage item, to minimise any loss of intactness, or under regulated changes to street design, layout or form.

The street pattern gives a strong identity to the area, while houses, fences, building and street trees provide the fabric of the area that sets the character of the place.

3.2 Heritage Status - Hamilton South Garden Suburb

The current boundaries of the HCA were made as Amendment No. 110 to the Newcastle LEP 1987, dated 18 September 1998, Government Gazette No 145, page 8163. A locality specific Development Control Plan was adopted as the Hamilton South DCP No. 58 on 8 July 2003 following exhibition and workshops in 2001 and 2002. The current boundaries of the area remain as gazetted in 1998. See Figure 3.1



Figure 3.1 - Hamilton South Garden Suburb HCA - current boundary

3.3 History

The Garden Suburb Hamilton was developed by the Australian Agricultural Company (AA Company), between 1913 and 1935, at the behest of the chief surveyor Worters Pulver.⁷ The land was part of the AA Company's 2000 acre coal bearing land acquired from the colonial government in 1829. As the mines wound down and the pits were closed at the turn of the 20th century, the AA Company found itself with a large area of redundant land, situated between the AA Company's townships of Hamilton and Cooks Hill.

The land was mostly flat and swampy and occupied by sand dunes. Two creek lines converged to form Cottage Creek in what was boggy ground and the drainage sink for a broader flood plain.

The challenge was to transform this land into a respectable suburb that would appeal to the growing professional and managerial classes, and move them away from the dense and industrial portside districts.⁸ The Sydney firm Sulman & Hennessey, who had been involved in the design of the Daceyville estate, were engaged to lay the suburb out in a way that would appeal to the middle class. Modelled on the Garden Suburb ideals, the plan by Sulman and Hennessey made provision for an urban green space on Stewart Avenue, and extensive parklands throughout. National Park, Learmonth Park, Wilson Place and small pocket parks were set aside in the original design. Newcastle Council was responsible for the development of these parks.

Sulman and Hennessey's scheme was to fill in the swamps inland of Bar Beach taking the sand from the dunes that swept across what is now Empire Park, and to relocate the Chinese market gardens in the swamp land (which is now National Park) to Hexham. Emeritus Professor of History University of Newcastle, John Ramsland, notes "*Under Sulman's plan, work began to transform Hamilton South into a garden suburb that would be totally unlike Newcastle's modest mining towns with their small timber gun-barrel shaped miners' cottages almost opening onto the street. A middle-class suburb was thus created by filling and draining the many swamps between the Cook's Hill precinct of Newcastle and Hamilton and leveling the main sand dunes to create a large subdivision of AA land to be sold to the highest bidder.*"⁹ To provide the required fill, around 1800mm of earth was taken from the coastal hillside above Bar Beach (now Bar Beach carpark) and transported to the Garden Suburb by a temporary small-gauge railway to fill in the hollows and swamps. A massive concrete stormwater channel was also built by the Hunter Water Board, straightening natural creeks and gullies to drain the area for development.

The AA Company first advertised the Sulman and Hennessey plan in the window of Palings Music Warehouse, Hunter Street, in mid-1913 and the plan was submitted to Hamilton Council. Inspired by the Griffin's plan for the Civic area in Canberra, the final design featured three wide avenues, each envisaged as main roads with avenue trees planted on what would become the road reserves of Gordon, Stewart and Parkway Avenues. Parkway Avenue, the widest, was intended to provide direct vehicular access to Bar Beach from Hamilton and it bisected the suburb.

⁷ Meredith Walker & Associates, 1986, p. 10.

⁸ John Ramsland. 2014. p. 25.

⁹ Ibid. p. 24.

The area was well positioned being in close proximity to the beach and the Newcastle central business district. The first subdivision occurred on the ground at 2:30pm on 30 May 1914. Gas, electricity and sewerage were to be available. In the Creer and Berkeley auction poster, the garden suburb Hamilton was promoted as “*A triumph of town planning...ample public recreation grounds. Gardens...Bathing beaches....imposing tree planted avenues.*” Eighty-five lots were offered in the first auction, the boundaries of which were the Newcastle (Broadmeadow) racecourse to the west and the coastline in the east. Some of the posters carried a sketch of a picturesque California bungalow nestled between trees and shrubs, all intended for middle class families.¹⁰

Notwithstanding the promotional material, the subdivision of the streets occurred at a slow pace, because of external forces including the onset of war in 1914, and later the Great Depression of 1929. Sales halted completely in 1918.

It is notable that the AA Company commissioned the local architect Frank G Castelden to design a comfortable four-bedroom dwelling as a model home for the estate so that “*intending home-makers would have a concrete example of how and what cost to build.*”¹¹ The intention of the AA Company was that the estate would be a model suburb with tree-lined streetscapes and attractive California bungalows with gardens front and back on spacious blocks along the parkway (later Parkway Avenue) and Gordon Avenue.

In the original plan of the estate dated 1912, a focal point was designed around a central village green and provided for a business hub on Stewart Avenue. A rotunda for brass bands was intended to be a centre piece, but it was never built. Today, a few shops have been built and a petrol station, but the village green idea was never realised. Land for parkland was also set aside, although it was left to Newcastle Council to fill National Park and develop it as a sporting ground.

John Sulman, sought to devise the road network with Parkway Avenue as the centerpiece and certainly, Parkway Avenue endures as a dominant attribute of the Garden Suburb. Norfolk pines were planted along its length and on either side houses of a superior class of kiln-fired bricks (many of which remain today), together with neat and well tended lawns and gardens. Most homes were well set back on Parkway Avenue to emphasise and display the large front gardens.

Ramsland has analysed the legacy and enduring aspects of the Hamilton Garden Suburb estate. Ramsland has identified many surviving elements of the original concept - for example the majority of the dwellings - which are examples of the styles that were to define the Garden Suburb - California bungalows, Art Deco, and Spanish Mission houses of the 1920s-1930s. Ramsland says that the dwelling stock has “*maintained the elaborate traditional and exotic front gardens of hedges, flowering bushes, small trees and rose gardens*”¹². Most tellingly and of most relevance to this review, Ramsland has remarked that “*While the title Garden Suburb has been dropped long ago, the structure has survived better than at Daceyville, Matraville and Castlecrag combined.*”¹³

¹⁰ Ibid. p. 23.

¹¹ John Ramsland. 2014. p. 23.

¹² Ibid. p. 23.

¹³ Ibid. p. 23.

Of interest to this review is that the north and south sections of the Garden Suburb were intended to be purchased by two different demographic segments of the population. The Garden Suburb was designed to allow the section roughly north of Jenner Parade to be marketed to the more wealthy buyer (the managerial and professional class of an industrial city) who would build brick houses, while the south half (roughly south of Jenner Parade) was marketed to tradesmen and shop owners who were expected to build weatherboard houses. As a part of its marketing strategy the Company built two brick display houses in Gordon Avenue in the north end, and two weatherboard display houses at the south end, presumably to drive this socio-economic vision for the area. This attempt at social stratification was not overly successful as outside events would drive a more drawn-out development timeframe than first anticipated, and lead to a more mixed blend of brick and weatherboard houses throughout. However there are some streets where there are consistent rows of brick or weatherboard houses.

3.4 Physical Description

There are a number of physical elements in Hamilton South that date from the early 20th century that give the suburb a distinctive residential character. These elements represent more than 100 years of residential development:

- Original single storey detached houses constructed between 1918 and 1940, represented by detached Inter-War bungalows in various styles and treatments.
- Generous allotment sizes, ranging from 420 – 820m² with the predominant allotment size being 520 – 620m² (Meredith Walker, 1986, p.9).
- Generous street frontage setbacks (approximately 5.9m), which is landscaped with grass, plantings and low brick or timber fences.
- A distinct difference between the north of the conservation area (predominantly brick construction with more Federation style dwellings) and the south of the conservation area (predominantly clad construction and later houses of the 1920s and 30s).
- Large and mature street trees along road verges including Gordon Avenue, Stewart Avenue, Jenner Parade and Parkway Avenue.
- The width of the carriageways of the principle streets including Parkway, Gordon and Stewart Avenues.
- National Park, Learmonth Park, Wilson Place and small pocket parks.
- Low density residential development throughout.

3.5 Previous Heritage Studies

In 1986, Council commissioned Meredith Walker & Associates to assess the character and heritage significance of the area. This report found that the area was predominantly characterised by consistent streetscapes, including the massing and scale of individual dwellings. This report provided recommended guidelines for the control of development within the area, with reference to Council's DCP No. 14 which at the time, did not provide specific controls for the purposes of development assessment in the Garden Suburb.

Council commissioned a second report in 1996 from the same firm with the aim of providing guidance to council on appropriate boundaries for the area. That report included the area south to the original boundary of the subdivision to Glebe Road. In 1997, Council adopted a resolution to make the area a heritage conservation area as an amendment to the local planning instrument. The current boundaries were made as amendment number 110 to the Newcastle LEP 1987, dated 18 September 1998, Gazette No 145, page 8163.

Other studies undertaken by Council include a review of the heritage significance of Parkway Avenue by Colin Brady & Associates in 2002, and a heritage assessment of both Parkway Avenue and National Park, by Ecotecture in 2005. Both of these reports recommend the heritage listing of Parkway Avenue and National Parks, either as heritage items or included in either Cooks Hill Heritage Conservation Area or Hamilton South Garden Suburb HCA.

3.6 Assessment of Cultural Significance

Hamilton South "Garden Suburb" Heritage Conservation Area represents a pattern of urban settlement that is representative of the gradual urban infill of the Newcastle coal field after 1900. As such, it has the capacity to demonstrate aspects of the history of Newcastle associated with state historical themes. In revising the heritage significance of the area, the NSW State Heritage Inventory criteria has been applied to assess cultural significance, expressed in detail below:

- *Criterion a - An item is important in the course, or pattern, of NSW's cultural or natural history:*

The Garden Suburb is historically significant for its associations with the Australian Agricultural Company, at a time when the economy of Newcastle was shifting from coal to steel making. The opening of the BHP Steelworks created a need for a higher standard of housing for professional staff, and the garden suburb is evidence of the need to house the growing middle class that emerged as a result of the establishment of BHP. The garden suburb is also representative of the type and style of building construction and development in the years between the two world wars, with numerous examples of the work of local building firms. The area is important in the course of Newcastle's history as its design and development represents the activities, decision making and strategies of the AA Company at the turn of the 20th century. It is also important in the course of Newcastle's history as one of the last areas to be opened up to residential development once the AA Company divested their land holding in inner Newcastle.

The garden suburb at Hamilton South is an important surviving example of the garden suburb movement and is representative of an approach to urban development that utilised town planning concepts from the United Kingdom and other features of the movement including well planned streets, tree lined avenues, parks and gardens. It is an important representative example of the model garden suburbs developed by the recognised architect Sir John Sulman, who was responsible for laying out the street plan for the Daceyville Garden Suburb of 1912, Matraville, and other garden suburbs in Sydney. The large parks contained within the area are representative of the AA Company's intention to market the area to a discerning buyer who would be attracted to parkland and open space.

- *Criterion b - An item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history:*

The HS Garden Suburb HCA has special associations with the A.A. Company, being part of their 2000 acre grant of land in inner Newcastle which remained undeveloped until after 1910. The land was converted from swamp and sand dunes, to level blocks of land suitable for residential occupation, and specifically designed to attract Newcastle's emerging middle class. This occurred as a result of the strategies and decisions of the Australian Agricultural Company, and the creative influence of its contracted town planners and architects, Sir John Sulman, John Hennessey, and Frank Castelden. HS GS HCA has strong associations with the work of John Sulman and important in the course of Newcastle's urban history as an expression of his ideas.

- *Criterion c - An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW:*

The Hamilton South Garden Suburb HCA is important in demonstrating aesthetic characteristics that define the garden suburb town planning movement. These features include:

1. House styles – Federation and Inter War bungalows in the popular styles of the time, Edwardian, California, Art Deco and Spanish Mission.
2. Suburb layout and its reflection of the aspirations of the AA Company and their ambition for a high standard of residential development attractive to Newcastle's growing middle class.
3. Streetscapes and landscaping, especially on roads including Gordon Avenue, Stewart Avenue and Parkway Avenue, which strongly contribute to the character of the suburb with their wide carriageways and many mature street trees, particularly Parkway Avenue which is highly significant for its green open space.
4. The overall layout of the suburb which provides evidence of the technical achievement of the firm of Sulman and Hennessey in laying out the suburb to fit an existing town grid.
5. The areas of park and green space designed to be an integral element of the suburb's design and appeal, including Learmonth Park, National Park and smaller pocket parks.
6. The location of the garden suburb in close proximity to the Newcastle City Centre, is a defining visual marker of the urban geography of Newcastle.

The Garden Suburb provides a consistent development pattern with respect to style, scale, built form and materials and is important in demonstrating the key elements of the garden suburb town planning ideals of single storey detached dwellings in a garden setting flanked by tree lined streets.

- *Criterion d - An item has strong or special association with a particular community or cultural group in NSW for social, cultural or spiritual reasons:*

A survey of residents in 2014 revealed that the community value the character and physical elements of the Hamilton South Garden Suburb and they agree with its protection as a heritage conservation area. On the whole there is a high degree of esteem held by the resident

community and strong attachment to the character of the area, the streetscape, buildings and public open space. The area meets this criterion on cultural grounds at the local level.

- *Criterion e - An item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history:*

Given the rate of survival of key elements of the garden suburb town planning movement, including its ability to demonstrate elements of the work of John Sulman as well as the behaviour and strategies of the AA Company in the early 20th century following the cessation of coal mining, the area has the potential to yield information that will contribute to understanding aspects of Newcastle's cultural history, and more broadly to the state of NSW for the capacity to yield information about the garden suburb movement, John Sulman, and the Australian Agricultural Company.

- *Criterion f - An item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history:*

The area does not demonstrate this criterion to any notable degree.

- *Criterion g - An item is important in demonstrating the principal characteristics of a class of NSW's:*

- *cultural or natural places or*
- *cultural or natural environments.*

The Hamilton South Garden Suburb HCA contains many surviving elements of the early 20th century town planning ideals of the garden suburb movement, and demonstrates these characteristics in its key elements including garden suburb layout and town plan, single detached bungalows and houses on large lots, and street trees and open space.

3.7 Comparative Assessment

Fieldwork undertaken for this review has found that the area contains many surviving elements associated with the Garden Suburb town planning concept (bungalows, gardens, large lots (over 600m²), parklands and smaller pocket parks, Art Deco and Spanish Mission houses). Perhaps the most striking element is the largely unaltered road and lot layout. The finding is supported by Ramsland's recent comparison of early 20th century model garden suburbs, where he identifies the Hamilton South Garden Suburb as the best surviving example of its class of item. He argues that Hamilton South retains a "*dominant early 20th century look and feel about its entire landscape*"¹⁴, compared against Daceyville, Matraville and Castlecrag.

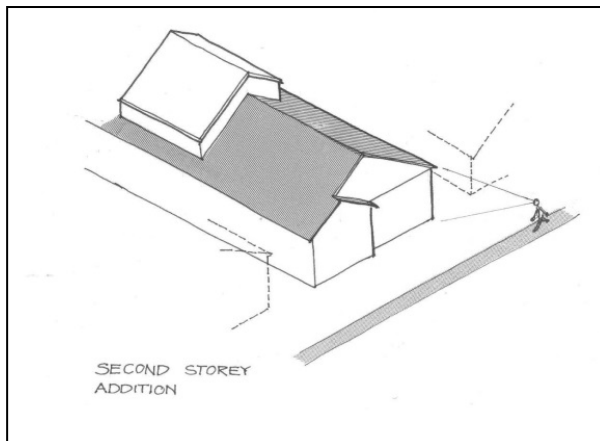
¹⁴ Ramsland. 2014. p. 26.

3.8 Threatening Processes

Notwithstanding Ramsland's findings about the comparative significance of the Hamilton South Garden Suburb HCA, the fieldwork identified a large number of dwellings that have been altered. Of this group, a high proportion of dwellings have been compromised by the scale and form of additions that have occurred over the past 20 years. Such is the degree of change that numerous houses were deemed to be no longer contributory to the area. In most cases this was due to an addition at the first floor and/or accommodation for vehicles situated in a manner which made them appear large and out of scale with the host dwelling.

Negative impacts undermine the integrity of the heritage conservation area especially in cases where the design of large extensions is visually dominant and clutters the appearance of the original house. Although some first floor extensions are only slightly discernible (and hence have minimal effect on the scale of the host dwelling), the roofline of many houses has been altered to a significant degree. This is often the case where the extension is floor space added above the roof line necessitating the addition of multiple roofs. Some houses have five roof elements which has resulted in convoluted roof geometry. Although the degree of impact can be subjective, this review finds that these changes affect the consistency of the streetscape and threaten the area's valued character.

The Heritage Technical Manual includes provisions that deserve attention. Two sub sections provide guidelines that influence the form of development - *Alterations and Additions* and *Roof Form and Shape*. These sections aim to minimise the impact where the roof space is to be converted to additional floor space. Relevant sketch is copied below.



Although this is intended to discourage second storey additions by concealing additional floor space largely inside the roof cavity, the fieldwork identified many examples where the addition was out of scale and visually dominant. Recognising that the residents were supportive of Council's efforts to manage the character of the area, it is recommended that clearer controls be formulated based on design principles that are specific and measurable. This may include numeric standards such as building envelopes, maximum number of roof elements and minimum setbacks.

This review has identified dominant first floor additions as the key threatening process to the character of the heritage conservation area and the cumulative impact over time is identified as a risk to the heritage significance of the area. Because of the high number of non-contributory dwellings where additions were carried out after the introduction of DCP controls in 2003, it is clear that there is a need to provide clearer standards on the bulk and scale of additional floor space. Stringent development controls are required to manage these threatening processes and to guide future changes to homes in the HCA.

3.9 Desired Future Character Statement

This review has gathered information about the elements of heritage value in Hamilton South, and the features that establish character and provide a sense of place that is recognisable and worth keeping. As a result of this work, a statement of desired future character has been prepared. It is proposed to include the statement in the DCP as a clear guide for development assessment and design planning.

The character of the Hamilton South 'Garden Suburb' Heritage conservation area is made up of a variety of building styles that date from the late 19th and early decades of the 20th century. The special character of Hamilton South Garden Suburb will be preserved and maintained through the retention of contributory buildings, open space, the existing subdivision pattern and maintenance of the 'Garden Suburb' layout, street trees and elements of visual interest and heritage significance such as Parkway Avenue, Learmonth Park, small pocket parks, and the vegetated edges of Cottage Creek. Elements that are to be preserved include:

- *The original dwellings of the Garden Suburb which were built up to 1935*
- *The single storey scale of housing stock that is an original defining feature of the Garden Suburb*
- *The consistent front and side setbacks including retaining the offsets to side boundaries and keeping front gardens as open space*
- *Existing subdivision pattern and street layout as evidence of Sulman's 'garden suburb' layout and town plan*
- *A strong symmetrical and hierarchical pattern of streets including Parkway, Gordon and Stewart Avenues*
- *The existing appearance, form and function of Parkway Avenue, including the road verges, street trees, bridge abutments at Cottage Creek, and the central median that splits the carriageway into two single lane roads*
- *Gardens, street trees and public open space including pocket parks at Wilson Place, Corona Street, and elsewhere*
- *The relationship of houses to their gardens and houses to each other.*

3.10 Contributory Buildings

Fieldwork was undertaken during September and October 2014 to establish the overall level of intactness of the heritage conservation areas and to map the location of contributory buildings. For definitions of contributory buildings, refer to section 1.7.

Contributory buildings may be defined as those buildings that are part of the original building stock, or have historic or aesthetic significance, or make a positive contribution to the streetscape. Generally buildings in this category had not been heavily altered or where alterations were evident these were of a scale or style that retained the character of the building. Removal of contributory buildings is detrimental to the heritage conservation area because these elements establish the prevailing character and reinforce its sense of place. On the other hand, demolition of and alterations to non-contributory buildings is encouraged if the replacement design is more in character with the streetscape. The contribution of any particular building to streetscape, character or heritage significance will guide the approach to development and assist in determining the degree of change that will be permitted.

The following images are intended to provide guidance on the three categories of contribution, starting with contributory buildings, neutral and ending with the category of non-contributory building. Finally a map of the area is provided which identifies, by colour, the category of each building within the HCA.

| | |
|--------------|--|
| Contributory |  |
| Contributory |  |

Contributory



Contributory



Neutral



Neutral



| | |
|--------------------------------|--|
| Non Contributory ¹⁵ |  |
| Non Contributory |  |
| Non Contributory |  |

¹⁵ Non-contributory buildings are only deemed non-contributory in the context of the character of a HCA. The authors are not seeking to disparage such buildings and no offence should be taken.



Figure 3.2 Hamilton South Heritage Conservation Area - Contributory Buildings map (Source: NCC GIS 18 August 2015)

3.11 Newcastle Voice Community Survey Results

Newcastle Voice conducted a survey of residents who reside in the Hamilton South Garden Suburb HCA. The outcomes of this survey provide an insight into what people value about the heritage conservation area (HCA), the level of awareness of the heritage area and attitudes to current and future heritage controls.

The on-line survey was conducted between 8 October - 24 October 2014 and was open to all residents across the HCA. Information sessions comprised of two drop-in sessions at Hamilton Library on the 14th and 15th October 2014. Information flyers were placed in all resident letter boxes in the heritage conservation area, inviting residents to attend the information sessions and to complete the survey on line. A total of twenty-two people attended these sessions and were provided an opportunity to talk to Council staff about the HCA and the survey. The total number of respondents to the survey was 245 out of around 800 households (30%).

A summary of the responses is provided below:

- 97% are aware that they are a resident of the HCA
- 92% agree with the Hamilton South Garden Suburb being a HCA

- 61% of participants within the Hamilton South Garden Suburb HCA have not lodged a Development Application with Council to make changes to property in the Hamilton South Garden Suburb HCA in the last ten years
- 96% think there are buildings in the Hamilton South Garden Suburb that contribute positively to the character of the area
- 57% would find it helpful if the contributory buildings were identified on a map, 29% do not.
- 92% think new development (alterations/ additions or new buildings) should be designed to fit the existing character of the HCA
- 56% indicated that the guidelines for development in the Hamilton South Garden Suburb HCA should be merit based, with 44% supportive of a prescriptive standard.

Top three elements most valued

- 91% streetscape and character
- 88% heritage houses and buildings
- 75% proximity to facilities and services

Top three aspects to be included in development guidelines

- 77% examples of concept plans for alterations / additions
- 68% examples of architect designed sketches
- 62% guidance about fences

Circumstances where buildings may be permitted to be demolished

- 59% building has been altered and detracts from the streetscape and area's character
- 52% poor structural conditions
- 31% poor condition of building

The majority of residents agreed that there are buildings in the area that contribute positively or negatively detract from the character of the area. Over half of the residents that participated in the survey agreed that buildings should be allowed to be demolished where they are in poor structural condition (52%) or where the building has been altered or does not fit with the character of the area (59%). The majority of residents (92%) agree that new development, including alterations and additions, should be designed to fit the existing character of the area.

The survey reveals that of the residents who participated in the survey there is a high level of support for the continued protection of the area's character through the mechanism of the heritage conservation area listing, along with clear recognition of the necessity of the development control measures in the LEP and DCP. The survey also reveals that a high proportion of residents (77%) believe there is benefit in having concept plans included in development guidelines to help illustrate the types of development suitable for the HCA. Such guidelines were outside of the scope of this review but should be undertaken following its completion.

NOTE: The exhibition of the draft report included another community survey conducted by Newcastle Voice. This survey was open between 1 February 2016 and 14 March 2016 and the results are provided at **Appendix A**.

3.12 Boundaries

A review of the boundaries of the HCA was undertaken. In recognition of the heritage significance and existing character of Denison Street, Parkway Avenue and Ada Street, it is recommended that the north boundary of the HCA be adjusted to include properties on the north side of Denison Street (currently the boundary is in the middle of Denison Street), and properties at 302-308 Parkway Avenue and 2-10 Ada Street Hamilton East, as shown in **Figure 3.3**.

The draft review report recommended that the boundary of the HCA at Glebe Road be amended by removing a section between 152 and 210 Glebe Road Merewether. Following analysis of the submissions made during the public exhibition it has been determined to not proceed with this recommendation.



Figure 3.3 - Proposed boundary changes to Hamilton South HCA (Source: NCC GIS 18 August 2015)

CHAPTER FOUR - HAMILTON BUSINESS CENTRE HERITAGE CONSERVATION AREA

4.1 Introduction

The Hamilton Business Centre HCA is defined by the principle commercial street which may be described as a traditional shopping strip with commercial buildings of two and three storeys built to the boundary alignment on each side of the street. The side streets are mainly residential development of one and two storeys. Key visual elements include:

- A traditional commercial shopping strip comprising commercial buildings of two –three storeys built to the boundary alignment
- Active street frontages in commercial buildings at the ground level
- Parapets concealing roofs from the street
- Masonry buildings with face brick or rendered wall surfaces
- Parallel parking either side of the street
- Minimal street trees
- Sandstone kerb and guttering
- Various heritage items including the Wesley Uniting Church, Scotts Kirk, the former Masonic Hall, and several hotels
- Post 1990 infill development built after the 1989 earthquake.

Beaumont Street was heavily impacted by the Newcastle earthquake of 1989. As a consequence there are numerous examples of infill development and many buildings that date from the early 1990s. The character of Beaumont Street is reinforced by the activity at street level, rather than by a collection of intact heritage buildings. Many of the buildings that are original have been altered at both street and first floor level and there are very few that remain intact. Those that are considered to be of heritage significance are included as heritage items in Schedule 5 of the Newcastle LEP 2012.

The boundaries of the Heritage Conservation Area are shown in **Figure 4.1**.



Figure 4.1 - Hamilton Business Centre Heritage Conservation Area - Current Boundary

4.2 Heritage Status

The area known as the Hamilton Business Centre Heritage Conservation Area was gazetted as a heritage conservation area as Amendment No. 52 to the Newcastle LEP 1987, dated 25 June 1992, Gazette No 83, page 4652. The current boundaries of the area remain as gazetted in 1992.

4.3 History

The Hamilton Business Centre HCA is situated on land that was owned by the Australian Agricultural Company (AA Company). The land was part of the AA Company's 2000 acre coal bearing land acquired from the colonial government in 1829. Most of the area known now as the suburb of Hamilton was the Company's coal field, opened up to mine the lucrative borehole seam The D Pit was located in Hamilton and a small township sprang up around it. It would be the genesis of the modern suburb of Hamilton.

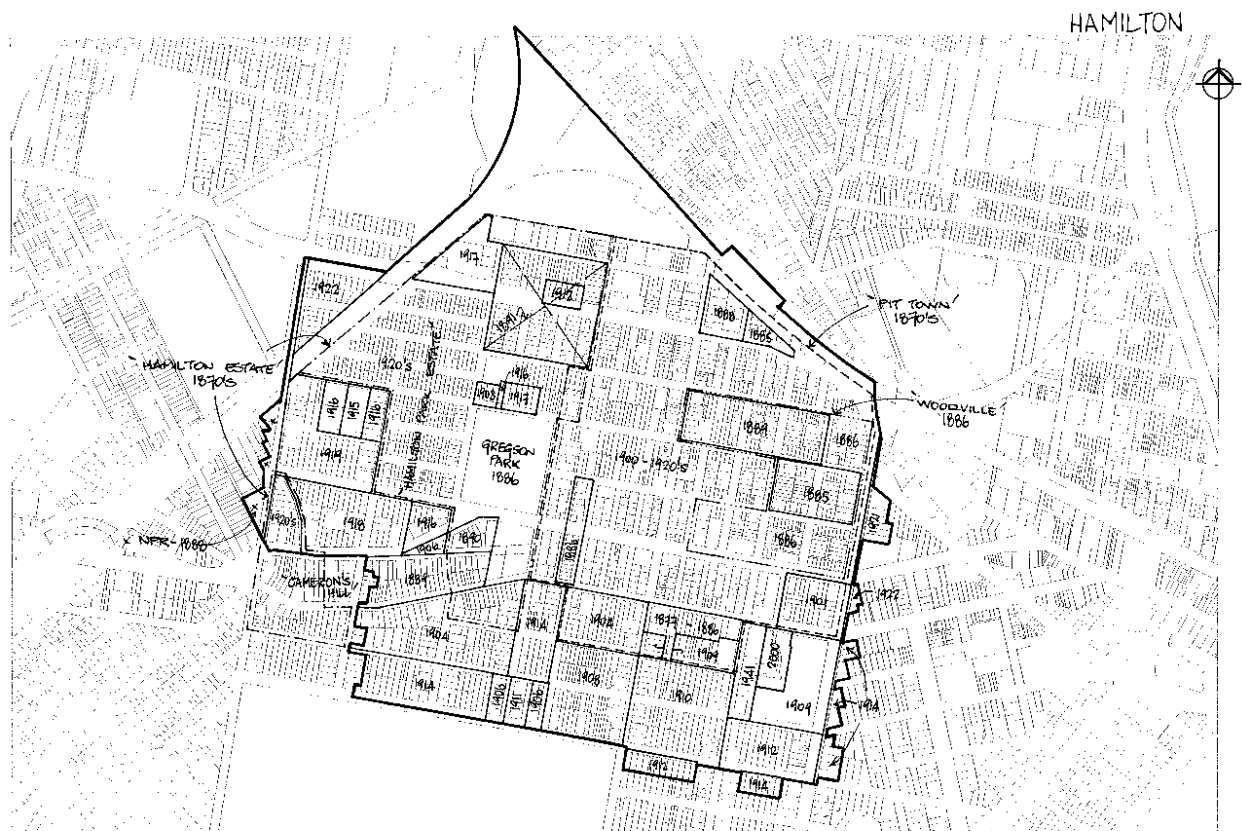


Figure 4.2 - Land release dates in the suburb of Hamilton (Source: NCC GIS)

The area in which Beaumont Street is situated was released by the Australian Agricultural Company for commercial and residential purposes between 1900-1910. Hence, many of the buildings along the Beaumont Street corridor were built after 1910. Most were built between 1910 and 1930. The residential area to the immediate east of Beaumont Street was released earlier, with Pit Town occurring in 1870 and sections including a section called 'Woodville' subdivided in 1885, other sections following 1886 and 1888. The housing stock is a reflection of these dates of urban release and is typically of the late Victorian and early Federation era.

4.4 Physical Description

There are a number of physical elements in Hamilton Business Centre HCA that date from the mid-late 19th centuries and give the area a distinctly commercial character of a human scale of between one and three stories. These elements represent the commercial growth of the area after its establishment as Pit Town in the years following the opening of the Australian Agricultural Hamilton pits from 1848.

Today Beaumont Street is a north - south spine where the building stock is built to the street frontage. Side boundaries are generally based on zero lot lines with shared party walls, reflecting the commercial nature of the precinct. Many of the shops were planned around a ground floor commercial space, with residential accommodation at the first floor level accessed from a flight of stairs at the back of the shops. The majority of the building stock on Beaumont Street is derived from the period between 1890-1930, or is post-Earthquake infill.

The side streets off Beaumont Street are predominantly residential in character, and of a single storey scale, typified by detached dwellings. This establishes a sense of common uniform to many of these streets.

4.5 Assessment of Cultural Significance

Hamilton Business Centre HCA represents a pattern of urban settlement that is representative of the gradual urban infill of the Newcastle coal field during the mid-19th to early twentieth centuries. The NSW State Heritage Inventory criteria and inclusion and exclusion guidelines have been applied to assess cultural significance, expressed in detail below:

- *Criterion a - An item is important in the course, or pattern, of NSW's cultural or natural history:*

Hamilton Business Centre HCA is historically significant for its associations with the AA Company, during the mid-to late 19 century and its development is reflective of the coal mining that dominated inner Newcastle. The economic shift from coal mining to steel making around the turn of the century is also reflected in the way Beaumont Street changed over time. The area is important in the course of Newcastle's history as a settlement that originated as a satellite village to a coal mine, to become a densely populated commercial and residential precinct.

The extent to which the HCA represents this pattern of development is compromised by later changes and the removal of the earlier original building stock. Alterations and additions have reduced the integrity of the HCA as an area of early 20th century development.

- *Criterion b - An item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history:*

Hamilton Business Centre HCA does not demonstrate this criterion to any notable degree.

- *Criterion c - An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW:*

Hamilton Business Centre HCA does not demonstrate this criterion to any notable degree.

- *Criterion d - An item has strong or special association with a particular community or cultural group in NSW for social, cultural or spiritual reasons:*

Hamilton Business Centre HCA does not demonstrate this criterion to any notable degree.

- *Criterion e - An item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history:*

The Hamilton Business Centre HCA may over time have potential to yield information about the process of re-building and reconstruction, in both a physical and economic sense following a major natural disaster.

- *Criterion f - An item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history:*

The area does not demonstrate this criterion to any notable degree.

- *Criterion g - An item is important in demonstrating the principal characteristics of a class of NSW's:*
 - *cultural or natural places, or*
 - *cultural or natural environments.*

The area does not demonstrate this criterion to any notable degree.

In conclusion, the Hamilton Business Centre HCA has marginal heritage significance for its association with the Australian Agricultural Company, and the transition of land used originally for coal mining into commercial and residential land uses.

4.6 Boundaries

Fieldwork was undertaken in November 2014 to establish the overall level of intactness of the heritage conservation area and to map the location of contributory buildings.

The map shows a significant number of non-contributory and neutral buildings. Although there was a relatively high number of individually listed heritage items and a generally consistent two storey scale within Beaumont Street, the high proportion of altered buildings raises questions about the validity of maintaining the existing status quo. Away from Beaumont Street, in the side streets, there was a higher level of intactness, particularly in Bennett, William and Murray Streets with a differing residential character.

It was therefore recommended in the draft HCA report that the Hamilton Beaumont Street Heritage Conservation Area be removed from the heritage schedule of the LEP. However as a result of the analysis of the submissions made during the public exhibition this final review report has concluded that the removal of the Hamilton Business Area Heritage Conservation Area should not proceed at this time. It is further recommended that the sandstone kerb and gutters not be heritage listed.



Figure 4.3 - Hamilton Business Centre Heritage Conservation Area – contributory building map (Source: NCC GIS 18 August 2015)

CHAPTER FIVE - THE HILL HERITAGE CONSERVATION AREA

5.1 Introduction

This section documents The Hill Heritage Conservation Area, located in the inner area of the city of Newcastle, bounded to its north by the Newcastle City Centre, west by Cooks Hill and east by the Pacific Ocean. A map of the heritage conservation area is reproduced in **Figure 5.1** of this chapter.¹⁶



The Hill
Heritage Conservation Area



Figure 5.1 - The Hill Heritage Conservation Area - current boundary

¹⁶ This section should be read in conjunction with background studies to the original statutory listing of The Hill Heritage Conservation Area in the Newcastle LEP 1987, including the *Urban Conservation Area Guidelines for Inner Newcastle*, 1996, by Godden Mackay Heritage Consultants (Dewey Q711.558/NEW), and the *Newcastle Inner Areas Conservation Planning Study*, March 1984, by Suters Busted Lester Firth (Dewey RSQ711.5/SUT).

5.2 Heritage Status - The Hill

The area known as The Hill Heritage Conservation Area was gazetted as a heritage conservation area as Amendment No. 52 to the Newcastle LEP 1987, dated 3 July 1992, Gazette No 83, page 4668. The current boundaries of the area remain as gazetted in 1992.

5.3 History

Awabakal and Worimi peoples are acknowledged as the traditional owners of the land and waters of Newcastle. For thousands of years before the arrival of the British in Newcastle, Aboriginal people lived on and around the harbour and its hinterland. Newcastle was called Muloobinba while the Hunter River was called Coquon.

Although landscape of the Hill has changed dramatically since European arrival, Newcastle and The Hill continues to hold important cultural significance to local Aboriginal communities. There are meanings and associations in the landscape that reinforce the deep and ancient history of the area and continuity of Aboriginal connection. The high cliff at South Newcastle Beach extending into King Edward Park is called Yi-ran-na-li, and in dreaming story it is a fearful place. Yi-ran-na-li must be respected by all and no one should linger or speak in its vicinity because of the danger of falling rocks. Yi-ran-na-li is interpreted today by an artwork made by members of the local community.

Natural landscape features and known sacred sites near to the Hill Heritage Conservation Area include Whibay Gamba (Nobbys). It is said that a kangaroo jumped from Tahlbihn Point, at the site now known as Fort Scratchley, to the safety of Whibay Gamba. The kangaroo remains hidden in the island's bowels occasionally thumping its tail and making the land tremble. The thumping is said to be a reference to the region's earthquake activity.

Paintings depicting Aboriginal people were produced after the establishment of a permanent British settlement in 1804. A large collection of artworks are important testimony of the Aboriginal ownership of the area, and a reminder of the experience of first contact between the Awabakal and Worimi tribes and the British. As such, The Hill has profound historical significance as a place of first contact between the traditional owners of the land and waters of Newcastle and the newly arrived Europeans.

In 1804, a penal settlement was established by proclamation of Governor King. The area just south of the penal settlement, on the lower slopes of the Hill, was to become the site of the church and the location of Government House and domain. In the fashion typical of the settlers, the traditional Aboriginal place names were ignored and the new area was called Church Hill, in recognition of the church established in 1817 by Commandant Wallis.

By 1822 the penal settlement was moved to Port Macquarie and Newcastle and the Hunter was declared a free settlement. The remaining convicts stayed at Newcastle to build the breakwater and the barracks within the government domain, and infrastructure and road improvements in the town. The government appointed the surveyor Henry Dangar to devise a layout for the settlement, and in 1823, his plan for the town of Newcastle was accepted. The alignment of streets in The Hill still follows this plan.

Dangar's Plan of the Town of Newcastle

The layout created by Dangar sufficed for many years, even though it was not officially aligned. It was not until 8 August 1853, that the streets in the inner part of Newcastle were officially aligned. This covered the area bounded on the south by Church Street, on the west by Brown Street (the boundary of the AA Company's land), on the north by the harbour and on the east by Telford and Pacific Streets. Licensed Surveyor John Rogers had surveyed the plan. Subsequently, in 1854, the Colonial government spent £190/1/3/0 aligning Newcastle's streets.

The line of Brown Street and The Terrace were altered to allow an adjustment of the boundary between the AA Company grant and the official town. A sketch plan by the Surveyor-General of April 1857 of the altered line showed the changes. By 1860, Newcastle was slowly emerging from the shackles of its penal past, growing in economic importance as a place for coal extraction and exportation. The Awabakal people were pushed out by the new system of land alienation and now lived on the outskirts. The city's rapidly burgeoning middle class chose The Hill to build large fine houses. Many of these survive in The terrace and Cliff Street, Claremont House, Marlborough House, Jesmond House, Lee Terrace, Shalimah, Lance Villa and Woodlands among others. Working people also built houses and many modest examples survive as physical evidence of the age and historical layering that defines The Hill.

Parks and reserves in The Hill

King Edward Park was set aside in November 1856, an area of 35 acres for a Recreation Area and Reservoir. It was later dedicated on 2 July 1863. In 1897, the Upper or Horse-shoe Reserve was occupied by a bowling green and tennis court. During World War Two, King Edward Park became an important site for the defence of Newcastle and an army base was established. A series of tunnels were dug under the park and a searchlight and engine house was built at the base of the bowling club. Houses on The Terrace and High Streets were resumed by the government for occupation by the military. The shepherds Hill coast battery site of 1 acre 2 roods was set aside by 31 July 1890. The Obelisk is the site of the 1821 stone windmill, which was later rebuilt as an obelisk. Arcadia Park was originally part of the Recreation Reserve. By the late 1840s, Church Walk Park, located at the western end of Church Street, was the route of the AA Company's railways from the D Pit at Hamilton.

Cathedral Park originally formed part of the burial ground of the church. A sketch map of land at Newcastle by Henry Dangar, dated as 9 October 1832, suggests that it extended to the north-east towards the corner of King and Newcomen Streets. The actual boundary has not been verified with the modern cadastre. By the 1890s, the burial ground was replaced by the opening of the Sandgate cemetery, and the burial ground began a process of neglect. In 1966, the Christ Church Cathedral Act was gazetted and the land was transferred to the ownership of Newcastle City Council. This was extended in 1990 to include the portion on the corner of Wolfe and King Streets, previously occupied by Simon's Kemp's cottage Mulimbah.

Fletcher Park was reserved as public open space as early as 1860. By October 1893 Fletcher and Shortland Parks were shown on survey maps of the area. The Ocean Beach Foreshores were dedicated as 40 acres on 7 November 1906, but there were later changes to the area.

5.4 Physical Description

The Hill occupies the steep slopes on the southern shore of Newcastle harbour, with the highest point being the Obelisk and Shepherds Hill in the grassy knoll atop King Edward Park. Two major spurs run west along Tyrrell Street and north down King Street. South of the obelisk, the major ridge line continues along The Terrace to the reservoir.

Christ Church Cathedral is situated on a secondary knoll at the heart of The Hill. The Cathedral is an iconic landmark dominating the skyline of The Hill. Secondary landmarks include the Lead Light Tower at the corner of Brown and Tyrrell Streets, the Obelisk above Ordnance Street and the tower of Jesmond House in Barker Street.

The topography and the views it allows from the public domain over the harbour and ocean are an important aspect of The Hill's urban character. Panoramic views are available from the Obelisk and Cathedral Park. Scenic views along the coastal cliffs include those from the reservoir at Shepherds Hill, King Edward Park and the end of Ordnance Street. Views of townscape interest include the view up Bolton Street, terminating with the court House and channelled street views over the harbour along Perkins and Wolfe Streets. A majority of large residences have been located to take advantage of views.

Parks and reserves are an important element of the amenity and physical character of The Hill. In fact, the Hill has a long history of public land reservation.

In summary, the physical character of The Hill is defined by a range of historically, culturally and visually significant built, natural and landscape features. These features include:

- Diversity of built form demonstrated by the diversity of building types and architectural styles - apartments, terraces and detached houses reflecting varying periods of economic prosperity and building activity, the earliest of which date from the closure of the penal settlement in 1822 (Newcomen House, the remains of the parsonage, archaeological remains from the first Christ Church).
- Original building stock of between one and three storeys, through to the post-war era.
- Buildings purpose built to accommodate a range of civic, religious and educational functions reflecting the history of the city as the second oldest urban centre outside Sydney.
- Aboriginal places and sites of cultural significance including locations of known dreaming stories and places of meaning and attachment.
- .Archaeological areas and relics, known and unknown.
- A distinct topography which provides views out to the coastline, port of Newcastle and harbour mouth.
- Large and mature trees in gardens and in the public domain.
- Parks and reserves including King Edward Park, Cathedral Park, Fletcher Park, and Arcadia Park, each with their own history, significance and place in the story of Newcastle.

5.5 Previous Heritage Studies

The heritage value of the inner suburbs of Newcastle has been recognised since the 1960s. On 30 October 1978, the National Trust of Australia (New South Wales) resolved to classify both Newcastle East and The Hill as an "Urban Conservation Area" (see **Figure 5.2**). The 1978 listing boundary determined by the National Trust became the same boundary that would later be gazetted into the Newcastle LEP as the statutory boundary of the Hill and Newcastle East Heritage Conservation Areas.

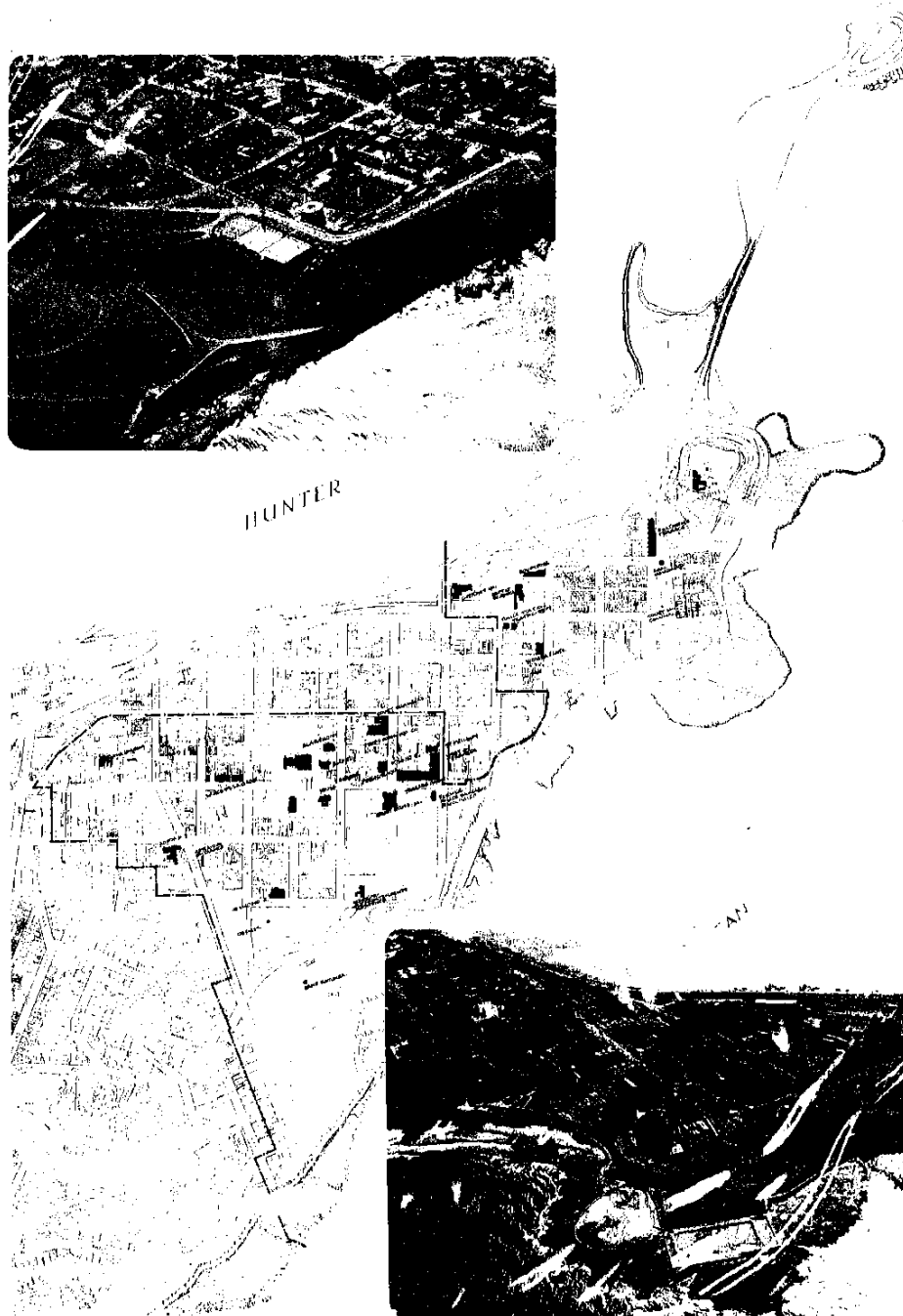


Figure 5.2 - Newcastle Urban Conservation Area 1978 listing boundary

Soon after the National Trust listing, the area was also included on the Register of the National Estate by the Australian Heritage Commission as the "Newcastle Conservation Area", in 1979.

In 1982, Council commissioned the firm Suters Busted + Lester Firth to assess the character and heritage significance of Newcastle East and The Hill areas. The purpose of the study was:

- To identify and conserve the environmental heritage of the inner city of Newcastle
- To provide rehabilitation and infill guidelines for this area
- To provide a draft development control plan for urban conservation in Newcastle East, including the identification of public works.

The major emphasis of the study was Newcastle East and The Hill area to enable policies and objectives for conservation management to be incorporated in detailed development controls for the area. The area was regarded by Council as a key aspect of the city's physical identity and heritage.

The draft study was called the Newcastle Inner Areas Conservation Planning Study and was placed on public exhibition in September 1985. The study contains invaluable urban planning and heritage documentation and is available for viewing in Newcastle Region Library. The Newcastle Inner Areas Conservation Planning Study remains an invaluable baseline document for managing the heritage values of the areas.

The areas identified were eventually listed as heritage conservation areas in the Newcastle Local Environmental Plan, Amendment No 52 in 1992. In 1997, Council adopted development control guidelines in the form of DCP 44 - covering The Hill, Newcastle East and Cooks Hill. The DCP introduced principles and objectives to facilitate the protection and management of the built environment within each precinct.

5.6 Assessment of Cultural Significance

The Hill Heritage Conservation Area represents a pattern of urban settlement that traces its origins back to the earliest phase of the European settlement of the city of Newcastle, and beyond that, to the long tradition of indigenous settlement, the physical remains of which are contained in a rich archaeological layer and in stories and paintings of Aboriginal people set within The Hill following the arrival of the British from 1797. As such, The Hill Heritage Conservation Area has the capacity to demonstrate aspects of the history of Newcastle, in terms of its long indigenous heritage, through to colonisation and urban change. The Hill HCA is broadly representative of the urbanisation of a natural landscape.

The cultural significance of The Hill is embodied in the surviving physical elements of the area. The street layout is the most enduring aspect of Dangar's plan of inner Newcastle as it provides an orderly network of streets that provide vistas to the harbour and a strong north-south orientation. The building stock is representative of the urban history of Newcastle, covering almost all decades from the 1820s to the present. The eclectic range of buildings, as well as sandstone walls and street drainage, and the street trees give The Hill a unique and eclectic character, typified by its dominance of older buildings. Key visual elements include:

- The diversity of the building stock which reflects a long history of urban settlement
- The random house styles and varying building setbacks
- An organic street layout which reflects the steep topography of the Hill
- Stone retaining walls in the public and private domain
- Views from public areas over the coastline and harbour as these are an important aspect of the urban character of The Hill
- Open space and reserves including King Edward Park and Ordnance Reserve, Cathedral Park, Arcadia Park and Fletcher Park
- Iconic buildings and structures of significance including the Newcastle Cathedral, Newcastle Club, Claremont House, Newcastle Courthouse, the Obelisk, the Lead Light Tower and Newcastle Reservoir, the original Newcastle East Public School on Bolton Street and the newer Newcastle East Public School on Tyrrell Street.

Applying the NSW Heritage Criteria

In revising the heritage significance of the area, the NSW Heritage criteria has been applied as expressed below:

- *Criterion a - An item is important in the course, or pattern, of NSW's cultural or natural history:*
The Hill HCA is significant for its role in the course of the history of New South Wales, including being a place of documented first contact between Aboriginal people and the British. It is significant as the location of the first attempt at coal extraction in 1801. It is also important in the course of NSW's history as the site of the Colonial government's attempt to control and punish recidivist convicts, through the proclamation by Governor King of the penal settlement in 1804, which continued for an 18 year period until 1822. The penal period would create the hallmarks of the city layout and character that defines it today, including the site of the first church and burial ground (now Christ Church Cathedral and Park), the site of the parsonage (1818, corner of Church and Newcomen Street), and the gradual transition from an altered landscape to a modern city. It is also a place that is important in course of NSW's cultural history as the site of the establishment of the first private coal mining venture in Australia, the archaeological evidence of which survives in the site of the A Pit off Church Street.

The Hill HCA is important for its ongoing existence as a modern urban settlement which can demonstrate through the rich archaeological heritage the pre contact traditions and life ways of Aboriginal people, who through the ongoing connections of the Awabakal people maintain an attachment to area today. Following the arrival of the British, Awabakal associations are recorded in paintings and records of the penal period and the decades that followed.

- *Criterion b - An item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history:*

The Hill HCA has special associations with the convict history of Australia, being a place of secondary punishment for reoffending convicts between 1804-1822. The first administrators of the colony and some of the first European navigators are associated with the area, including Lieutenant Shortland, Governors King and Hunter, and numerous others of importance in the history of early colonial Australia, including Commandant Wallis and Commandant Morisset. The area is also associated with the Australian Agricultural Company, being the eastern most extent of their 2000 acre grant of land in inner Newcastle. The AA Company established the first private coal mine in Australia at the A Pit, just off Church Street, in 1828. The AA Company, through its modern system of coal extraction and its coal export monopoly, made an important contribution to the origins of the Australian economy.

- *Criterion c - An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW:*

The Hill HCA is important urban cultural landscape that demonstrates aesthetic characteristics that define the evolution of an early Australian city established during the penal period. It has evolved a rich urban fabric that represents 210 years of urban development. These aesthetic features include:

1. Buildings that represent architectural styles and construction technologies from all periods of Australia's development including buildings of the Georgian, Victorian, Edwardian, Federation, Inter War and post war periods of urban development.
2. Suburb layout and its reflection of the Dangar plan of 1823, as well as the boundary of the Australian Agricultural Company's 2000 acre grant of coal bearing land in inner Newcastle.
3. Streetscapes and vistas outwards and inwards which strongly contribute to the character of the suburb.
4. The areas of park and green space designed to be an integral element of the Hill including King Edward Park, Fletcher Park, Arcadia Par and Cathedral Park.
5. The location of the Hill adjacent to the Newcastle City Centre, is a defining visual marker of the urban geography of Newcastle.

- *Criterion d - An item has strong or special association with a particular community or cultural group in NSW for social, cultural or spiritual reasons:*

A survey of residents in 2015 revealed that the residents value the character and physical elements of The Hill and they agree with its protection as a heritage conservation area. On the whole there is a high degree of esteem held by the resident community and strong attachment to the character of the area, the streetscape, buildings and public open space. The area meets this criterion on cultural grounds at the local level.

- *Criterion e - An item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history:*

Given the rate of survival of key elements of the early urban settlement of Newcastle, including its ability to demonstrate elements of the work of Henry Dangar as well as the behaviour and strategies of the system of land subdivision and crown grants following the cessation of the penal colony mining, the area has the potential to yield information that will contribute to understanding aspects of Newcastle's cultural history, and more broadly to the state of NSW for the capacity to yield information about the cessation of a penal settlement and its evolution to a modern city.

- *Criterion f - An item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history:*

The area does not demonstrate this criterion to any notable degree.

- *Criterion g - An item is important in demonstrating the principal characteristics of a class of NSW's:*

- *cultural or natural places, or*
- *cultural or natural environments.*

The Hill contains many surviving elements of the early 19th and 20th centuries and the processes of urbanisation. It demonstrates these characteristics in its key elements including street layout and the evidence of the Dangar town plan, housing stock and historic iconic elements and green space.

5.7 Comparative Assessment

Fieldwork undertaken for this review has found that the area contains many surviving elements associated with the gradual development of the city of Newcastle following the arrival of the invading British in 1804. Perhaps the most striking element is the steep gradients and undulating topography which has focused urban development to the determined the fairly organic subdivision layout and large number of retaining walls and split streets. The finding is supported by citations made by the Australian Heritage Commission and the National trust in their findings in the early 1980s of the value and significance of the Hill as an historic precinct.

5.8 Threatening Processes

This review has identified the demolition of contributory buildings as one of the key threatening processes, which over time, could undermine the valued character of the heritage conservation area. Cumulatively, this impact, if unmitigated, would compromise the heritage significance of the area.

A secondary key threatening process is the anticipated impact that future building envelopes in close proximity to the Hill will have on the views and character of the Hill HCA. These envelopes are a set of controls adopted in the Newcastle Local Environmental Plan 2012, and other planning considerations would apply. However as *potential* building envelopes the specific controls deserve consideration.

The Newcastle LEP 2012 at Part 7 *Additional local provisions - Newcastle City Centre* - includes provisions for building heights, Floor Space Ratios and building envelopes for land in the vicinity of the Hill Heritage Conservation Area. The maximum height for three particular parcels is 58.9m. If future developments were built to the maximum extent of the controls, the resulting buildings would be significantly taller than any of the existing buildings in the immediate vicinity of the Hill HCA.

Properties with the allowable larger height controls are in direct proximity to the north boundary of The Hill Heritage Conservation Area. In effect, the City Centre to the immediate north of the HCA is within the visual curtilage of The Hill HCA so any changes to the scale and form of the City Centre could affect the character, amenity and visual quality of the Hill HCA. Vistas outwards from the Hill HCA could be interrupted or obscured by any future buildings and if no mitigation measures are introduced could undermine the human scale that defines both The Hill and adjacent City Centre.

A concept plan was approved by the Hunter and Central Coast Joint Regional Planning Panel in April 2016 for the former Hunter Street mall site which limits building height to below 40m AHD. The Joint Regional Planning Panel concluded that the approved concept plan would have no unacceptable impacts on the built or natural environments including the heritage character of the locality. The LEP should be amended to reflect the concept plan approved building heights.

5.9 Desired Future Character Statement

This review has gathered information about the elements of heritage value in The Hill, and the features that establish character and provide a sense of place that is recognisable and worth keeping. As a result of this work, a statement of desired future character has been prepared. It is proposed to include the statement in the DCP as a clear guide for development assessment and design planning.

The character of the The Hill Heritage conservation area is made up of a variety of building styles that date from the late 19th and early decades of the 20th century. The special character of The Hill will be preserved and maintained through the retention of contributory buildings, open space, the existing subdivision pattern, street trees and elements of visual interest and heritage significance such as the many iconic buildings located in The Hill, parks and open space, views and vistas, the unique steep topography and street layout, and the character of the streetscapes including street trees, buildings and the relationship of built elements.

Elements that are to be preserved include:

- *The range of contributory and historic buildings, particularly intact or historically significant groupings, heritage items, iconic structures, and the appearance and layout of streets*
- *Sandstone retaining walls, street features such as sandstone kerbing and guttering, and other features of historical interest such as coal shutes, public stairs, lanes, parks, views and vistas*
- *The eclectic and organic nature of the urban pattern and varying ages of the building stock that demonstrates the gradual urbanisation during the 19th and 20th century of a once indigenous landscape*

- *The existing appearance of the Hill, views outwards to the coastline and harbour and views into the area from the City, foreshore and Stockton which reveal a tree-lined suburb with a steep topography*
- *Gardens, street trees and public open space*
- *Existing subdivision pattern and street layout.*

5.10 Contributory Buildings

Fieldwork was undertaken in May 2015 to establish the overall level of intactness of the heritage conservation areas. The location of contributory buildings has been mapped. For definitions of contributory buildings, refer to section 1.7

Contributory buildings may be defined as those buildings that are part of the original building stock, or have historic or aesthetic significance, or make a positive contribution to the streetscape. Generally buildings in this category had not been heavily altered or where alterations were evident these were of a scale or style that retained the character of the building. Removal of contributory buildings is detrimental to the heritage conservation area because these elements establish the prevailing character and reinforce its sense of place. On the other hand, demolition of and alterations to non-contributory buildings is encouraged if the replacement design is more in character with the streetscape. The contribution of any particular building to streetscape, character or heritage significance will guide the approach to development and assist in determining the degree of change that will be permitted.

The following images are intended to provide guidance on the three categories of contribution, starting with contributory buildings, neutral and ending with the category of non-contributory building. Finally a map of the area is provided which identifies, by colour, the category of each building within the heritage conservation area.



Contributory



Neutral



Neutral



Non Contributory¹⁷



Non Contributory



¹⁷ Non-contributory buildings are only deemed non-contributory in the context of the character of a HCA. The authors are not seeking to disparage such buildings and no offence should be taken.

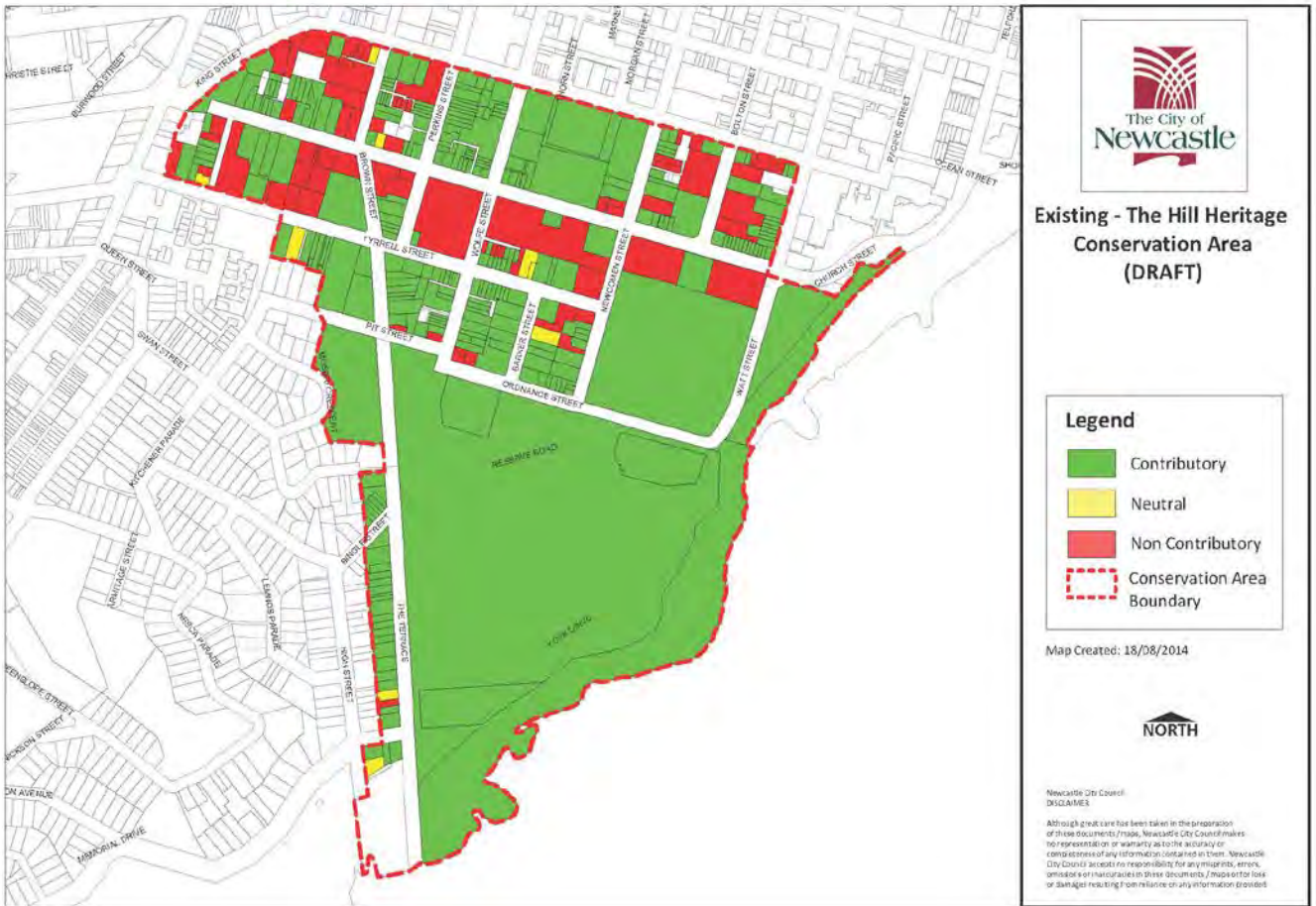


Figure 5.3 -The Hill - Contributory Buildings map (Source: NCC GIS 18 August 2015)

5.11 Newcastle Voice Community Survey Results

The Hill HCA is an inner-urban precinct of regional and state heritage significance and the heritage values of this area are held especially dear to local residents. In order to gain an understanding of specifically what it is that residents and the general community value about the HCA, a survey was conducted in March and April 2014 by Newcastle Voice.

In total, 88 survey responses were received, with 73 of these stating that they were local residents of The Hill HCA. Some key findings from these 73 resident respondents were:

- 73% were aware that The Hill is a Heritage Conservation Area;
- 97% agreed that The Hill should be a Heritage Conservation Area;
- 16% had lodged a development application (DA) for a property within the HCA in the past 10 years; and
- The top three elements that residents valued most about The Hill were: heritage houses and buildings (92%), streetscape and character (92%) and proximity to facilities and services (88%).

All respondents (both residents and non-residents) agreed that there are buildings in the HCA that contribute to the character of the area. Almost half of the resident respondents agreed that buildings in the HCA should be allowed to be demolished where the building has been altered or does not fit with the character of the area (47%). The majority of resident respondents (92%) agreed that new development, including alterations and additions, should be designed to fit the existing character of the area.

Opinion on whether the HCA development guidelines should be merit based or prescriptive standard was divided, with 60% of resident respondents indicating a preference for the merit based approach and 40% preferring prescriptive standards. Resident respondents were supportive of the idea of including examples of concept plans for alterations / additions (77%), examples of architect designed sketches (73%) and sketches, models and concept plans for new buildings (72%) in the development control plan chapter on HCAs.

The survey results will be considered in the re-formulation of the statement of significance and desired future character statement for The Hill HCA. This re-formulation will then be considered for incorporation in the DCP.

NOTE: The exhibition of the draft report included another community survey conducted by Newcastle Voice. This survey was open between 1 February 2016 and 14 March 2016 and the results are provided at **Appendix A**.

5.12 Boundaries

A review of the boundaries of The Hill HCA was undertaken. Generally the boundaries are appropriate to ensure that the heritage significance of the area is retained and conserved. However, the city block between King, Church, Bolton and Newcomen Streets is included in the Newcastle Urban Renewal Strategy and has controls, zone and guidelines consistent with the Renewal Strategy. This block is also within the boundary of The Hill and hence subject to its heritage controls. The zoning of this block is R4 High Density residential and the FSRs and Height of Building map applies to it. In terms of character this block is much more reflective of the commercial nature of development in the city centre. However, the City Centre HCA has been outside the scope of this review. It is, however, recommended that this block be further investigated for possible excision from The Hill HCA as part of a future review of the City Centre HCA.

Council has in the past considered expanding the Hill HCA boundary to take in other parts of the suburb considered to be of heritage significance. In 2005, Council commissioned Ecotecture to assess a section of the Hill for protection as a heritage conservation area¹⁸. The area covered was High Street, Anzac, Lemnos and Kitchener Parades (see **Figure 5.4**). This area was released by the Australian Agricultural Company for residential development at the end of the First World War. As a result of a previous report by Ecotecture, it was recommended that Council create a stand-alone Heritage Conservation Area on the basis of its heritage significance and character. However, this idea did not progress and no further action was taken.

As part of this review, the Ecotecture 2005 report was considered in order to determine whether a Heritage Conservation Area remained a valid option to conserve its heritage significance. It was found that in the ten years since the 2005 report, there were notable changes to the character of the potential area. However, it was also found that there are significant outstanding groups that should be conserved through their inclusion in both The Hill HCA (by extending the boundary to include all of High Street and parts of Anzac Parade) and as an extension to the Cooks Hill HCA (parts of Kitchener and Anzac Parades). Lemnos Parade, by contrast, was found to be of low intactness and has not been recommended for inclusion.

As a result of the review the following recommendations are made:

1. On the basis of the character, significance and streetscape qualities of High and Bingle Streets, as well as a small section of Anzac Parade, a boundary adjustment to The Hill HCA is proposed to extend it to include this area. Refer **Figure 5.4**.
2. On the basis of the character, significance and streetscape qualities of a small part of Kitchener and Anzac Parades, a boundary adjustment to the Cooks Hill HCA is proposed to extend it to include this area. Refer **Figure 5.4**.

¹⁸ Review of Potential Heritage Items Group 1 - Final Report Appendix B, prepared on behalf of Council by Ecotecture Pty Ltd, September 2005.



Figure 5.4 - Proposed boundary changes to The Hill Heritage Conservation Area (Source: NCC GIS 9 October 2015)

CHAPTER SIX - NEWCASTLE EAST HERITAGE CONSERVATION AREA

6.1 Introduction

This section documents The Newcastle East Heritage Conservation Area, located in the inner area of the city of Newcastle, which is bounded by Watt Street at its west, the Pacific Ocean at its east, Pacific Park to the south and to the north by the harbour. A map of the heritage conservation area is reproduced in **Figure 6.1**.¹⁹



Figure 6.1 - Newcastle East Heritage Conservation Area - current boundary

6.2 Heritage Status - Newcastle East

The area known as Newcastle East Heritage Conservation Area was gazetted as a heritage conservation area as Amendment No. 52 to the Newcastle LEP 1987, dated 3 July 1992, Gazette No 83, page 4668. The current boundaries of the area remain as gazetted in 1992.

¹⁹ This section should be read in conjunction with background studies to the original statutory listing of Newcastle East Heritage Conservation Area in the Newcastle LEP 1987, including the *Urban Conservation Area Guidelines for Inner Newcastle*, 1996, by Godden Mackay Heritage Consultants (Dewey Q711.558/NEW), and the *Newcastle Inner Areas Conservation Planning Study*, March 1984, by Suters Busted Lester Firth (Dewey RSQ711.5/SUT).

6.3 History

Awabakal and Worimi peoples are acknowledged as the traditional owners of the land and waters of Newcastle, and the original owners of the suburb now called Newcastle East. For thousands of years before the arrival of the British in Newcastle, Aboriginal people lived on and around the harbour and its hinterland. Newcastle was called Muloobinba while the Hunter River was called Coquon. Newcastle and Newcastle East continues to hold important cultural significance to local Aboriginal communities. There are meanings and associations in the landscape that reinforce the deep and ancient history of the area and continuity of Aboriginal connection.

Natural landscape features and known sacred sites near to Newcastle East Heritage Conservation Area include Whibay Gamba (Nobbys). It is said that a kangaroo jumped from Tahlbihn Point, at the site now known as Fort Scratchley, to the safety of Whibay Gamba. The kangaroo remains hidden in the island's bowels occasionally thumping its tail and making the land tremble. The thumping is said to be a reference to the region's earthquake activity.

Paintings depicting Aboriginal people were produced after the establishment of a permanent British settlement in 1804. The large collection of artworks are an important testimony of the Aboriginal ownership of the area, and a reminder of the experience of first contact between the Awabakal and Worimi tribes and the British. As such, Newcastle East has profound historical significance as a place of first contact between the traditional owners of the land and waters of Newcastle and the newly arrived Europeans.

Convictism was the main imperative in the earliest years of Newcastle East. Many of the important structures of that period, including the lumber yard, the convict stockade, the gaol and salt-works, were situated in what is now the Newcastle East HCA. Henry Dangar's map of 1823, also shows a fort in this area. The massive breakwater linking Nobbys island to the mainland, is a post penal era improvement located in Newcastle East.

Following cessation of the penal settlement in 1822, many of the convicts were moved to Port Macquarie. Those that remained were employed in the building of the barracks at James Fletcher hospital, the breakwater, or employed by the AA Company in their coal mines. After 1822, the shipping industry began to develop and soon a high proportion of the population were employed in the maritime industry - pilots, lighthouse keepers, life-boat sailors, tug boat crews, wharf labourers, ship chandlers, and customs staff.

The need for improved coastal defences along Australia's east coast was accepted by the 1890s and Fort Scratchley was built as part of a wider defence plan. It was completed by 1886, with modifications continuing up until the 1940s.

One of the early major problems with building in Newcastle East was caused by wind blown sand. Soon after the arrival of Europeans, vegetation was removed from the area now known as Pacific Park, and along the coastline, and this caused the inundation of the area by sand dunes. This issue would continue to limit the residential development of Newcastle East until the 1870s, when mitigation work was carried out on behalf of the government by the Scottish Australian Investment Company. To do this, coal mine chitter was used to stabilise the sand by limiting its' movement. Subdivision and development stimulated by the growth of Newcastle in the boom period of the 1870s, then took place. By the 1880s, substantial Victorian villas began to emerge. Newcastle East, by this time, was described as the 'aristocratic end of the city'.

6.4 Physical Description

Newcastle East comprises of an area of flat land at the north east end of the Newcastle peninsula. It contains iconic sites of cultural significance to the local Aboriginal community, including Nobbys Wi-by-gamba, the harbour landscape and ocean. Fort Scratchley Historic site, the Newcastle Customs House, Convict Lumber Yard, Coutts Sailors' Home, and Foreshore Park are significant heritage places that define Newcastle East.

The underlying geology tells important aspects of the Newcastle story. The coal measures outcrop at Newcastle East under Fort Scratchley. The proximity and views of the harbour and ocean are an important aspect of Newcastle East's urban character.

The current built character of Newcastle East HCA ranges from small -scale residential to intensive urban forms, from recreational to business uses. The residential buildings are mostly Victorian or Federation period. A majority of the building stock in the central section of the HCA contributes to the character of the HCA in some way. Collectively, the contributory building stock demonstrates a consistency of scale, style, or other features which together make up a consistent built form in the Newcastle East HCA. In summary, the physical character of Newcastle East can be described as a cultural landscape comprising historically significant built and natural heritage items. These features include:

- Two and three storey terrace houses, historically significant former bond stores, commercial buildings and worker's housing from the late 19th century early decades of the 20th century.
- Aboriginal places and sites of cultural significance including locations of known dreaming stories and places of meaning and cultural connection. The Convict Lumber Yard is the location of a documented Aboriginal archaeological site.
- Archaeological areas and relics, known and unknown.
- Views out to the coastline, port of Newcastle and harbour mouth.
- Foreshore Park, Nobbys, Fort Scratchley, Pacific Park and the Convict Lumber Yard, each with their own history, significance and place in the story of Newcastle.

6.5 Previous Heritage Studies

The heritage value of the inner suburbs of Newcastle has been recognised since the 1960s. On 30 October 1978, the National Trust of Australia (New South Wales) resolved to classify both The Hill and Newcastle East as an "Urban Conservation Area" (see **Figure 6.2**). The 1978 listing boundary determined by the National Trust became the same boundary that was later gazetted into the Newcastle LEP as the statutory boundary of the Hill and Newcastle East Heritage Conservation Areas.

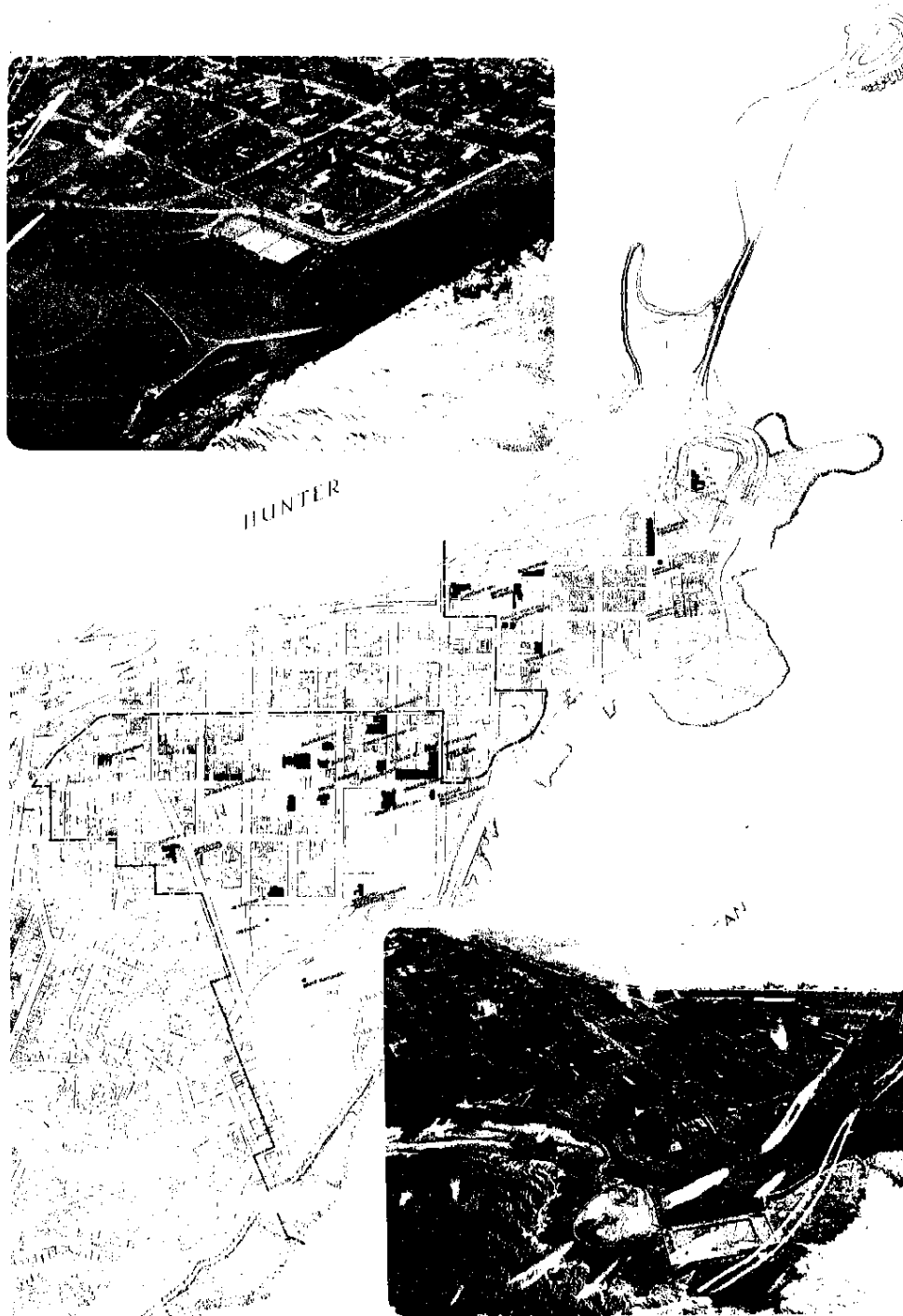


Figure 6.2 - 1978 National Trust Listing Boundary of the Newcastle Urban Conservation Area

Soon after the National Trust listing, the area was also included on the Register of the National Estate by the Australian Heritage Commission as the "Newcastle Conservation Area", in 1979.

In 1982, Council commissioned the firm Suters Busted + Lester Firth to assess the character and heritage significance of The Hill and Newcastle East areas. The purpose of the study was:

- To identify and conserve the environmental heritage of the inner city of Newcastle
- To provide rehabilitation and infill guidelines for this area
- To provide a draft development control plan for urban conservation in Newcastle East, including the identification of public works.

The major emphasis of the study was to enable policies and objectives for conservation management to be incorporated in detailed development controls for the area. The area was regarded by Council as a key aspect of the city's physical identity and heritage.

The draft study was called the Newcastle Inner Areas Conservation Planning Study and was placed on public exhibition in September 1985. The study contains invaluable urban planning and heritage documentation and is available for viewing in Newcastle Region Library. The Newcastle Inner Areas Conservation Planning Study remains an invaluable baseline document for managing the heritage values of the areas.

The areas identified were eventually listed as heritage conservation areas in the Newcastle Local Environmental Plan, Amendment No 52 in 1992. In 1997, Council adopted development control guidelines in the form of DCP 44 - covering Newcastle East, Newcastle East and Cooks Hill. The DCP introduced principles and objectives to facilitate the protection and management of the built environment within each precinct.

6.6 Assessment of Cultural Significance

The Newcastle East Heritage Conservation Area represents a pattern of urban settlement that traces its origins back to the earliest phase of the European settlement of the city of Newcastle, and beyond that, to the long tradition of indigenous settlement, the physical remains of which are contained in a rich archaeological layer and in stories and paintings of Aboriginal people following the arrival of the British from 1797. As such, Newcastle East Heritage Conservation Area has the capacity to demonstrate aspects of the history of Newcastle, in terms of its long indigenous heritage, through to colonisation and urban change.

The cultural significance of Newcastle East is embodied in its setting - a core of heritage items and significant building groups surrounded by water on three sides. The inner part of the HCA, bounded by Scott Street and Stevenson Place, is enclosed and the physical elements within it are iconic features of Newcastle East. The building stock is representative of the urban history of Newcastle, covering almost all decades from the 1820s to the present. The historic buildings provide a series of uniform streetscapes which visually reinforce the historical character of the area.

The archaeological potential of the Newcastle East HCA cannot be overstated. The Newcastle Archaeological Management Plan 1997 and the Review 2013 confirm that the archaeological resources of this area are abundant, both Aboriginal and historical. The Coal River Precinct, listed on the NSW state Heritage Register, is an area where there is documented and predicted archaeological remains of profound research potential to the nation as the place of first contact with the local Aboriginal population and the place of the establishment of the Australian coal industry.

The architectural values of the Newcastle East HCA are to be found in the high quality of buildings, in the landscape settings of many of them, in the style, scale and detail, and in the contribution to the streetscape. The overall impression of Newcastle East is a strongly established historic precinct.

Key visual elements include:

- The narrow range of building types including terrace houses, workers' housing, government buildings, and bond stores which reflects the long history of urban settlement and various industrial themes in the city's history
- A uniform street layout which reflects the flat topography of Newcastle East and laneways which reflects the historical mechanism of sanitisation
- Views from public areas over the coastline and harbour as these are an important aspect of the urban character of Newcastle East
- Open space and reserves including Foreshore Park, Convict Lumber Yard, Newcastle Beach foreshore, Nobbys breakwater and headland, and Pacific Park
- Iconic buildings and structures of significance including Nobbys lighthouse and headland, Customs House, Fort Scratchley, the Coutts Sailors Home, the Bond stores, Tyrrell House, and Boatmans' Row.

Applying the NSW Heritage Criteria

In revising the heritage significance of the area, the NSW Heritage criteria has been applied as expressed below:

- *Criterion a - An item is important in the course, or pattern, of NSW's cultural or natural history:*
Newcastle East HCA is significant for its role in the course of the history of New South Wales, including being a place of documented first contact between Aboriginal people and the British. It is significant as the location of the first attempt at coal extraction in 1801. It is also important in the course of NSW's history as the site of the Colonial government's attempt to control and punish recidivist convicts, through the proclamation by Governor King of the penal settlement in 1804, which continued for an 18 year period until 1822. The penal period would create the hallmarks of the city layout and character that defines it today, including the site of the Convict Lumber Yard and Coal River precinct, Flagstaff Hill (Fort Scratchley) and the gradual transition from an indigenous landscape to a residential precinct. It is also a place that is important in

course of NSW's cultural history as the site of the establishment of the first successful coal mining in Australia at Fort Scratchley.

Newcastle East HCA is important for its ongoing existence as an urban settlement which can demonstrate through the rich archaeological heritage the pre contact traditions and life ways of Aboriginal people, who through the ongoing connections of the Awabakal people maintain an attachment to area today. Following the arrival of the British, Awabakal associations are recorded in paintings and records of the penal period and the decades that followed.

- *Criterion b - An item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history:*

Newcastle East HCA has special associations with the convict history of Australia, being a place of secondary punishment for reoffending convicts between 1804-1822. The first administrators of the colony and some of the first European navigators are associated with the area, including Lieutenant Shortland, Governors King and Hunter, and numerous others of importance in the history of early colonial Australia, including Commandant Wallis and Commandant Morisset. The area is also associated with the discovery of coal and its extraction and export from Newcastle was the first in the country. The Coal River precinct is significant for its ability to demonstrate the history of coal mining, its impact on the Australian economy and how coal has shaped the Australian economy.

- *Criterion c - An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW:*

Newcastle East HCA is important urban cultural landscape in that it demonstrates aesthetic characteristics that define the evolution of an early Australian city established during the earliest phases of Australia's development into a modern nation, and that has evolved a rich urban fabric that represents 200 years of urban development. These aesthetic features include:

1. Buildings that represent architectural styles and construction technologies predominantly from the Victorian, Federation, and Inter War periods of urban development.
2. A Strongly homogenous street and lot layout, developed after the sand reclamation efforts of the 1870s and which can be said to be a reflection of the economic boom of the 1880s.
3. Streetscapes and vistas outwards and inwards which strongly contribute to the character of the suburb
4. An enclosed central precinct with a strongly historic character between King Streets, Stevenson Place, Parnell Place and Telford Streets.
5. The areas of parkland that are an integral element of Newcastle East including Foreshore Park, Pacific Park, the beaches and coastal facilities.
6. The location of Newcastle East at the end of the Newcastle peninsula, is a defining visual marker of the urban geography of Newcastle.

- *Criterion d - An item has strong or special association with a particular community or cultural group in NSW for social, cultural or spiritual reasons;*

A survey of residents in 2015 revealed that the community significantly value the character and physical elements of Newcastle East and identify with its' protection as a heritage conservation area. On the whole there is a high degree of esteem held by the resident community and strong attachment to the character of the area, the streetscape, buildings and public open space. The area meets this criterion on cultural grounds at the local level.

- *Criterion e - An item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history;*

Given the rate of survival of key elements of the early urban settlement of Newcastle, including its ability to demonstrate elements of the early development of Newcastle as well as the system of land subdivision and crown grants following the cessation of the penal colony mining, the area has the potential to yield information that will contribute to understanding aspects of Newcastle's cultural history, and more broadly to the State of NSW for the capacity to yield information about the cessation of a penal settlement and its evolution to a modern city.

- *Criterion f - An item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history:*

The area does not demonstrate this criterion to any notable degree.

- *Criterion g - An item is important in demonstrating the principal characteristics of a class of NSW's:*

- *cultural or natural places or*
- *cultural or natural environments.*

Newcastle East contains many surviving elements of the early 19th and 20th centuries and the processes of urbanisation. It demonstrates these characteristics in its key elements including building stock and the relationship of buildings to the street and each other, street layout including laneways, along with heritage items and green space.

6.7 Comparative Assessment

Fieldwork undertaken for this review has found that apart from modern developments on the edges of the HCA, the area in its central core is very intact and contains many historic elements that can be placed in the late 19th century and early 20th century. The high concentration of state and nationally significant heritage items in this HCA (Fort Scratchley, Nobbys Lighthouse, Newcastle Customs House, Convict Lumber Yard, Ocean Baths and Coutts Sailors Home), make this HCA very unique. The finding is supported by citations made by the Australian Heritage Commission and the National Trust in their findings in the early 1980s of the value and significance of Newcastle East as an historic precinct.

6.8 Threatening Processes

There are some issues that continue to undermine the integrity and intactness of the Newcastle East HCA. These include:

- Unsympathetic development, in particular, inappropriately scaled and designed infill development that replaces original building stock
- The R3 zoning objectives should be considered against heritage conservation objectives, and may need to be investigated in a future study
- The 'wire scape' created by power poles and power lines continues to detract from the amenity and character of Newcastle East
- Increased traffic movements through the Newcastle East HCA reduces the amenity of the HCA.

6.9 Desired Future Character Statement

This review has gathered information about the elements of heritage value in Newcastle East, and the features that establish character and provide a sense of place that is recognisable and worth keeping. As a result of this work, a statement of desired future character has been prepared. It is proposed to include the statement in the DCP as a clear guide for development assessment and design planning.

The character of the Newcastle East Heritage conservation area is made up of a variety of building styles that date from the late 19th and early decades of the 20th century. The special character of Newcastle East will be preserved and maintained through the retention of contributory buildings, open space, street trees and elements of visual interest and heritage significance such as the many iconic buildings located in Newcastle East, parks and open space, views and vistas, the unique steep topography and street layout, and the character of the streetscapes including street trees, buildings and the relationship of built elements. Elements that are to be preserved include:

- *The range of contributory and historic buildings, particularly intact or historically significant groupings, heritage items, iconic structures, and the appearance and layout of streets*
- *Existing subdivision pattern and street layout, including preserving the integrity of laneways.*
- *Street furniture such as sandstone kerbing and guttering, and other features of historical interest such as heritage items, public stairs, lanes, parks, views and vistas.*
- *The regular and homogenous urban form which reflects a regular pattern of subdivision and development, and building stock from between the 1870s and 1930, demonstrating the gradual urbanisation of a once indigenous landscape.*
- *The existing appearance of Newcastle East, views outwards to the coastline and harbour, and views into the area from Foreshore Park and the Newcastle coastline and Ocean Baths.*
- *Icon heritage items including the Coal River Precinct, the Nobbys headland and breakwater, Fort Scratchley Historic Site, Convict Lumber Yard and Customs House precinct, the Newcastle Ocean baths, Joy Cummings Centre and other significant groups such as the Lahey Bond Store and Stevenson Place terraces.*
- *Parks and reserves, including Newcastle beach, Nobbys Beach, and Foreshore Park.*

6.10 Contributory Buildings

Fieldwork was undertaken in May 2015 to establish the overall level of intactness of this area. For definitions of contributory buildings, refer to section 1.7.

Contributory buildings may be defined as those buildings that are part of the original building stock, or have historic or aesthetic significance, or make a positive contribution to the streetscape. Generally, buildings in this category had not been heavily altered or where alterations were evident these were of a scale or style that retained the character of the building. Removal of contributory buildings is detrimental to the heritage conservation area because these elements establish the prevailing character and reinforce its sense of place. On the other hand, demolition of and alterations to non-contributory buildings is encouraged if the replacement design is more in character with the streetscape. The contribution of any particular building to streetscape, character or heritage significance will guide the approach to development and assist in determining the degree of change that will be permitted.

The following images are intended to provide guidance on the three categories of contribution, starting with contributory buildings, neutral and ending with the category of non-contributory building. Finally a map of the area is provided which identifies, by colour, the category of each building within the heritage conservation area (see **Figure 6.3**).

| | | |
|--------------|--|--|
| Contributory |  | |
| Contributory |  | |

| | | |
|--------------------------------|--|--|
| Neutral |  | |
| Neutral |  | |
| Non Contributory ²⁰ |  | |
| Non Contributory |  | |

²⁰ Non-contributory buildings are only deemed non-contributory in the context of the character of a HCA. The authors are not commenting on the architectural or design merits of such buildings and no offence should be taken.



Figure 6.3 - Contributory Buildings - Newcastle East (Source: NCC GIS 18 August 2015)

6.11 Newcastle Voice Community Survey Results

The Newcastle East HCA is an inner-urban precinct of regional and state heritage significance. Its unique features, its accessibility and its prominent location mean that the area is held dear to both local and regional residents as well as visitors. In order to gain an understanding of specifically what it is that residents and the general community value about the HCA, a survey was conducted between the 9 March and 17 April 2015 by Newcastle Voice. The purpose of this data is to assist in Council's review process of all of its HCAs. In total, 102 survey responses were received, with 71 respondents stating that they resided within the Newcastle East HCA. Some key findings from these 71 resident respondents were:

- 97% were aware that Newcastle East is a Heritage Conservation Area
- 99% agreed that Newcastle East should be a Heritage Conservation Area
- 25% had lodged a development application (DA) for a property within the HCA in the past 10 years

- The top three elements that residents valued most about the Newcastle East HCA were: heritage houses and buildings (90%), proximity to facilities and services (89%) and streetscape and character (89%).

99% of resident respondents agreed that there are buildings in the HCA that contribute to the character of the area. Almost half of the resident respondents agreed that buildings in the HCA should be allowed to be demolished where the building has been altered or does not fit with the character of the area (46%). The majority of resident respondents (85%) agreed that new development, including alterations and additions, should be designed to fit the existing character of the area.

Opinion on whether the HCA development guidelines should be merit based or prescriptive standard showed that 63% of resident respondents indicated a preference for the merit based approach and 37% preferred prescriptive standards. Resident respondents were supportive of the idea of including examples of architect designed sketches (84%) examples of concept plans for alterations / additions (83%), and guidance about improving the environmental performance of buildings (eg. solar power, rainwater tanks) (64%) in the development control plan chapter on HCAs.

NOTE: The exhibition of the draft report included another community survey conducted by Newcastle Voice. This survey was open between 1 February 2016 and 14 March 2016 and the results are provided at **Appendix A**.

6.12 Boundaries

A review of the boundaries of Newcastle East HCA was undertaken. Overall the boundaries are in appropriate positions to ensure that the heritage significance of the area is retained and conserved. The boundary also coincides with the Coal River State Heritage precinct.

The Newcastle East HCA boundary was assessed as appropriately positioned to ensure the conservation of the most significant parts of the Newcastle East area.

CHAPTER SEVEN - PROPOSED HERITAGE CONSERVATION AREAS

7.1 Introduction

During the course of the review it became apparent that two small areas in close proximity to the Hamilton Business Centre Heritage Conservation Area and the Hamilton South Heritage Conservation Areas possessed a distinctive character and had potential heritage significance. Fieldwork was undertaken to examine the extent of contributory buildings and research into the history and heritage significance of these places was undertaken, in accordance with the guidelines for assessing heritage significance. The areas are discussed separately below.

7.2 Hamilton Residential Precinct Heritage Conservation Area

A relatively compact pocket of residential development located between Donald Street, Murray Street, Devon Street, Gordon Avenue and Tudor Street Hamilton was examined (**See Figure 7.2**). It was determined that as a representative example of residential development, this area, to the immediate east of the Hamilton Beaumont Street HCA is a highly intact residential area and strongly representative of the late 19th and early 20th century. An assessment of heritage significance was undertaken following the standard Heritage Assessment Guidelines and the NSW state heritage criteria. As a result of the assessment, it is recommended that the area be protected through the mechanism of a statutory heritage conservation area, and referred to as the Hamilton Residential Precinct Heritage Conservation Area, in a future LEP amendment.

In addition to the proposed heritage conservation area, this review identified three potential heritage items - 18, 32 and 34 Gordon Avenue. These items were developed after the land releases in 1885 and 1886, and are excellent representative examples of Edwardian homes with high levels of intactness. These properties are assessed as having local heritage significance and should be considered for inclusion in Part 1, Schedule 5 of the NLEP 2012, as local heritage items.

7.3 History

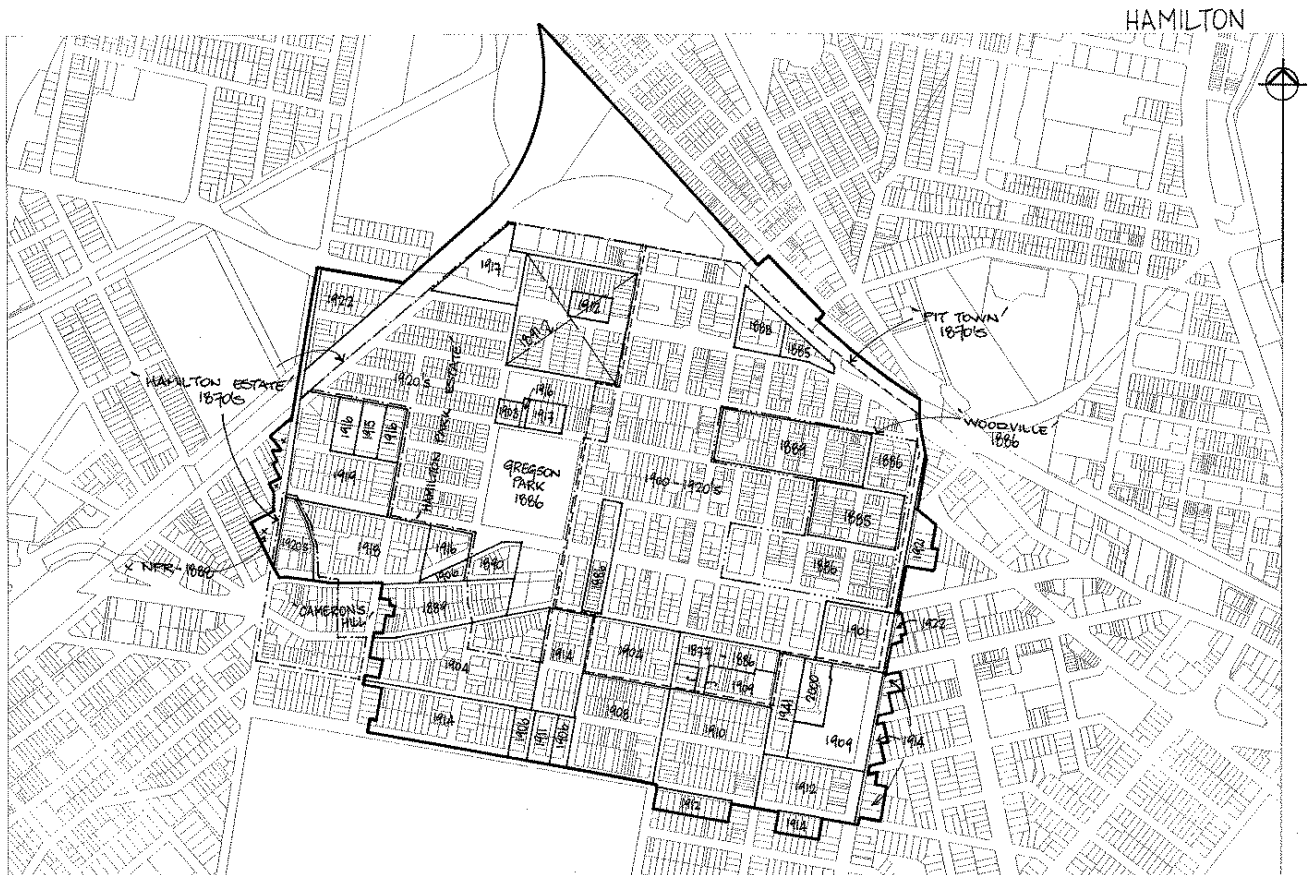


Figure 7.1 - Subdivision history (Source: NCC GIS)

7.4 Physical Description

The Hamilton Residential precinct HCA is a low scale, residential area typified by small lot housing of generally one and two storeys. The age of most of the building stock is late Victorian, Federation or Inter-war. In this sense, the character of the area and its streetscapes is representative of the late Victorian, Federation and pre-war periods of Australian urban development. These features include:

1. The style of housing – late Victorian terraces and cottages, Federation cottages and bungalows in the popular styles of the time, Italianate, Queen Anne, Edwardian, and California and Spanish mission influences.
2. The large number of detached terrace houses, which is unusual for terrace housing, indicating that, although the terrace house was still a favoured building form, purchasers' were moving away from party walls in building construction, which was associated with workers' housing.
3. The predominant age of houses indicates a boom around 1897, when Hamilton railway station was completed. Coupled with this is the observation that streetscapes are generally comprised of small lot housing, with a traditional street grid nestled adjacent to Hamilton railway station,

suggesting the emergence of a commuter culture within Newcastle. The area was also well serviced by the abundant network of trams in the city.

4. The small lot layout reflects the residential market with the suburb being popular with miners and nearby waterside industries.
5. The general absence of space for vehicle accommodation is important evidence that the suburb was developed in an age prior to the advent and take up of the motor car.

Examples of the range of housing styles found in this precinct is provided in the following images.







7.5 Previous Heritage Studies

The heritage value of Hamilton residential precinct was recognised in the Newcastle City Wide Heritage Study of 1997. The heritage study recognized it as an area of historic character, based around a traditional village centre.

7.6 Assessment of Cultural Significance

The Hamilton residential precinct represents a pattern of urban settlement that is representative of the gradual urban infill of the Newcastle coal field as mining moved out to the Hunter valley from 1880s until the turn of the 20th century. The urban development in the suburb reflects the gradual release of land by the AA Company, with some houses built as early as 1870. Most of the suburb was released in 1885-1886, and 1900-1920. As such this area has the capacity to demonstrate aspects of the history of Newcastle associated with state historical themes. Cultural significance has been assessed using the NSW State Heritage Inventory criteria and inclusion and exclusion guidelines, as follows:

- *Criterion a - An item is important in the course, or pattern, of NSW's cultural or natural history:*

The residential precinct referred to as the Hamilton Residential Precinct Heritage Conservation Area is important in the course of Newcastle's cultural history, as it demonstrates key aspects of the urban development of land formerly owned by the Australian Agricultural Company, from the

1870s until the 1900s. The Australian Agricultural Company, who donated the land in which the township would develop, were instrumental in the growth of the area, operating the coal mines and establishing a local settlement around the pits of the borehole seam. The company donated a large parcel of land on which to base the commercial part of Hamilton, as well as Gregson Park and the surrounding areas. As the coal reserves were exhausted the Company developed their redundant coal land for residential uses. More than any other suburb of Newcastle, Hamilton exemplifies the changes that were happening to the economy and social character of Newcastle at the end of the 19th century. Hamilton exemplifies the population growth that occurred as a result of coal mining, and the boom in the local economy. Between 1880 and 1890, the population increased from 2000 to over 5000. But by the late 1890s the main mine, the Borehole pit, was in decline resulting in its closure in 1901, and the position of the town as a mining village ended.

Hamilton's development between 1880 and 1900 reflects a period of intensive infrastructure investment by the state government, comprising the opening of the railway and train station in 1887. This attracted people to the suburb from the city centre and the style and age of much of the housing stocks reflects this period of growth and development.

- *Criterion b - An item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history:*

The Hamilton Residential precinct HCA has special associations with the Australian Agricultural Company, being part of their 2000 acre grant of land in inner Newcastle. The township developed around the lucrative borehole pit, and was named "Pit Town", with operations at the No 1 pit, No 2 pit, the Hamilton pit and the lucrative D pit on Cameron Hill, all of which were opened up in the late 1840s and 1850s. The enduring legacy of the AA Company is still reflected in the contemporary names of streets, including Lindsay, Denison, Cleary, Everton and Skelton Streets. The smaller lot layout of the present day residential area of Hamilton can be attributed to the manner in which the AA Company released land for sale, the main purchasers being miners and company employees, and also reflects an era of urban development before the widespread use of the motor car, with little provision made for car parking.

- *Criterion c - An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW:*

The Hamilton Residential precinct HCA is important in demonstrating aesthetic characteristics that define the late Victorian and Federation periods in Australian urban development. These features include:

1. The style of housing – late Victorian terraces and cottages, Federation cottages and bungalows in the popular styles of the time, Italianate, Queen Anne, Edwardian, California and Spanish mission influences.
2. The large number of detached terrace houses, which is an irregular modification to the usual 'attached' form of terrace housing. This pattern provides evidence of a move away from the construction of terrace houses, to detached terrace housing. This indicates that although

the terrace house was still a favoured building form, party walls in building construction were not the favoured form of construction in this area.

3. The predominant age of houses indicates a boom around 1897, when Hamilton railway station was completed. Related to this is that streetscapes are generally comprised of small lot housing, with a traditional street grid nestled adjacent to Hamilton railway station, suggesting the emergence of a commuter culture within Newcastle. The area was also well serviced by the abundant network of trams in the city.
4. The small lot layout also reflects the demography of the real estate market with the suburb being popular with miners and waterside workers.
5. The general absence of space for vehicle accommodation is important evidence that the suburb was developed in an age prior to the widespread use of the motor vehicle.

- *Criterion d - An item has strong or special association with a particular community or cultural group in NSW for social, cultural or spiritual reasons:*

The area does not demonstrate this criterion to any notable degree.

- *Criterion e - An item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history:*

The area does not demonstrate this criterion to any notable degree.

- *Criterion f - An item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history:*

The area does not demonstrate this criterion to any notable degree.

- *Criterion g - An item is important in demonstrating the principal characteristics of a class of NSW's:*

- *cultural or natural places, or*
- *cultural or natural environments.*

The area does not demonstrate this criterion to any notable degree.

7.7 Comparative Assessment

Fieldwork undertaken for this review has found that there is very little contemporary development in this precinct, and it is considered highly intact on a comparative level. In relative terms, this area is more intact than the nearby Hamilton Business Centre HCA, and is locally rare for its number of intact two-storey free standing terrace houses and a range of distinctive houses of the late Victorian and Edwardian periods.

7.8 Desired Future Character Statement

This review has gathered information about the elements of heritage value in this precinct, and the features that establish character and provide a sense of place that is recognisable and worth keeping. As a result of this work, a statement of desired future character has been prepared. If the area is subject to the regulation of a heritage conservation area, the following statement of desired future character would apply:

The character of the proposed Hamilton residential Heritage conservation area is made up of a variety of building styles that date from the late 19th and early decades of the 20th century. The special character of Hamilton residential precinct will be preserved and maintained through the retention of contributory buildings, street trees and elements of visual interest and heritage significance. Elements that are to be preserved include:

- *The range of contributory and historic buildings, particularly intact or historically significant groupings, heritage items, iconic structures, and the appearance and layout of streets.*
- *Street furniture such as sandstone kerbing and guttering, and other features of historical interest.*
- *The urban form which reflects a regular pattern of subdivision and development that dates from the 1890s to the 1930s, and building stock from this period.*
- *Prevailing absence of garages and on-site car parking accommodation*
- *Sandstone kerb and gutters and traditional road layout*
- *Items of heritage significance individually listed as heritage items in Schedule 5 of the Newcastle LEP.*

7.9 Contributory Buildings

Fieldwork was undertaken in early 2015 to establish the overall level of intactness of this area. The location of contributory buildings has been mapped, see **Figure 7.2**.

Contributory buildings may be defined as those buildings that are part of the original building stock, or have historic or aesthetic significance, or make a positive contribution to the streetscape. Generally buildings in this category had not been heavily altered or where alterations were evident these were of a scale or style that retained the character of the building. Removal of contributory buildings is detrimental to the heritage conservation area because these elements establish the prevailing character and reinforce its sense of place. On the other hand, demolition of and alterations to non-contributory buildings is encouraged if the replacement design is more in character with the streetscape. The contribution of any particular building to streetscape, character or heritage significance will guide the approach to development and assist in determining the degree of change that will be permitted.



Figure 7.2 - Proposed Hamilton Residential Heritage Conservation Area - Contributory buildings map (Source: NCC GIS 18 August 2015)

The following images are intended to provide guidance on the three categories of contribution, starting with contributory buildings, neutral and ending with the category of non-contributory building. Finally a map of the area is provided which identifies, by colour, the category of each building within the heritage conservation area.



Contributory



Neutral



Neutral



Non Contributory²¹



Non Contributory



Non Contributory



²¹ Non-contributory buildings are only deemed non-contributory in the context of the character of a HCA. The authors are not seeking to disparage such buildings and no offence should be taken.

7.10 Proposed The Junction Federation Cottages Heritage Conservation Area

A section of Glebe Road in The Junction business area was examined. The area contains a highly intact group of Federation period dwellings, at street addresses 55 and 75 Glebe Road. See **Figure 7.4**.

The heritage investigation has now been undertaken by council staff and it is recommended that a Heritage Conservation Area be proposed in recognition of the heritage significance of this group of Federation era cottages. It is proposed that this area is called the “Glebe Road Federation cottages Heritage Conservation Area”. It is suggested that locality specific development controls are devised to retain the single storey scale of the group, including prescribing stringent envelope and heights controls imposed by the LEP. An amendment to the heritage schedule should be undertaken as this will create the necessary statutory controls to preserve the group.

The zoning on the north side of Glebe Road is B2 Local Centre, recognizing the commercial and shopping function. The south side of Glebe Road is zoned R3 Medium Density. It is acknowledged that the difference in zoning recognises a distinct change in the character from one side of Glebe Road to the other, from commercial to residential. The road is the boundary.

7.11 History

The cottages were constructed in rapid succession following the release of the land for residential development by the Australian Agricultural Company, in 1908. As a result, the cottages share similar characteristics and represent Federation style housing. The cottages are in fact at the southern-most edge of the AA Company's estate, so their release was coincident with the releases of other parts of the AA Company's land holding, including sections of Gordon Avenue north in Hamilton. Glebe Road itself is an important marker of the physical boundary of the AA Company's land holding, and the large Merewether Estate to the south.



Figure 7.3 - Subdivision history - The Junction (Source: NCC GIS)

7.12 Physical Description

The character of the south side of Glebe Road is defined by single storey detached weatherboard dwellings set close to Glebe Road, and set off side boundaries. It is noted that none have attached or built in garage structures with their associated garage doors facing the street. Access for vehicles is provided at the side of the dwelling and provision for parking occurs at the side or at the rear. The lack of obvious garaging is considered a distinctive feature of the group, and is evidence of the age of the dwellings. The uniformity of the group in terms of age, height, setbacks and materials contributes to defining the character.

The fieldwork confirms that most of the houses in the group have undergone renovation and restoration that retains and enhances the intact one storey weatherboard with hipped and gabled roof character.

7.13 Previous Heritage Studies

In 2004, Hunter History Consultants Pty Ltd did a brief historical analysis of the group in 2004 to accompany a development proposal²². This history has been used as the basis of this assessment of cultural significance.

In 2005, the Land and Environment Court handed down a judgment that supported refusal of a development application for demolition of a dwelling. The reason was partly attributed to the observation that the area had potential heritage significance as a group of intact Federation houses. In refusing the appeal, the judgement concluded:

"There is real evidence that there is heritage significance in the streetscape, and cultural significance in the early origins of the subdivision, and the row of houses, and there is particular reference to the cultural significance of the existing house on No. 55 Glebe Road. The council is in the process of examining that."

The court also found that because the houses are relatively intact they could be considered fine representative examples of the era of construction - ie. between 1909 and 1915. The court noted:

"The reasons the streetscape is valuable also relates to heritage matters the respondent said. In this aspect:

- (1) The land on which the row of houses stand was the first residential subdivision by the pioneering AA Company at The Junction.*
- (2) The consistency, aesthetic form, scale, detail, alignment and remnant external finishes of the row of houses are intact and demonstrate the early Federation cottage form of detached working persons' houses. Each house in the row had contributory significance for the whole row."*

The court also noted that one of the dwellings, No 55 Glebe Road, was shown to have important historical associations with RJ Kilgour, a past mayor of Merewether, and whose son was the first to enlist locally in 1915 for the First World War. The judgement states "...there is a strong association with a prominent person of the locality and WWI. There was cultural heritage value in the existing house itself".

7.14 Assessment of Cultural Significance

This review has taken these principles further and applied an assessment of cultural significance based on the NSW State heritage inventory criteria. As a result of this, it is recommended that a formalised heritage conservation area be made in Schedule 5 of the Newcastle LEP. This recommendation should be reported to council after July 2015, and based on the boundaries as shown in **Figure 7.4** below.

²² Hunter History Consultants Pty Ltd for Jackson Teece Architects, October 2004

Cultural significance has been assessed using the NSW State Heritage Inventory criteria and inclusion and exclusion guidelines, as follows:

- *Criterion a - An item is important in the course, or pattern, of NSW's cultural or natural history:*

The proposed Glebe Road Federation Cottages Heritage Conservation Area is important in the course of Newcastle's cultural history, as it demonstrates key aspects of the urban development of the city of Newcastle, including the gradual urban infill of land held by coal companies, including in this case, land owned by the Australian Agricultural Company. Released by the Australian Agricultural Company for auction in 1909, the group is important in the course of The Junction's cultural history as it represents the transition of this area from undeveloped mining land at the southern extremity of the AA Company's estate, to a residential area dating from the turn of the 20th century.

- *Criterion b - An item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history:*

The house at 55 Glebe Road has associative significance with a prominent individual, being the home of RJ Kilgour who was one of the first mayors of the amalgamated City of Greater Newcastle. The group of houses itself has associational significance with the Australian Agricultural Company, and the south east boundary line abuts the easement of the former Burwood Coal and Copper Company railway line, which was the Merewether estate's coal haulage line.

- *Criterion c - An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW:*

The proposed Glebe Road Federation Cottages Heritage Conservation Area is important in demonstrating aesthetic characteristics that define the Federation period and the style of housing of that period. These features include:

1. Detached Federation cottages, with a detached single storey weatherboard cottage flanked by a driveway to one side, consistent 4 metre front setback and rear garden zones.
2. The consistency in the scale, form, massing, style, and construction of houses and allotment layout. This is aesthetically significant while also being representative of residential construction across Newcastle up until 1915 when the last house was built.

- *Criterion d - An item has strong or special association with a particular community or cultural group in NSW for social, cultural or spiritual reasons:*

The area does not demonstrate this criterion to any notable degree.

- *Criterion e - An item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history:*

The area does not demonstrate this criterion to any notable degree.

- *Criterion f - An item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history:*

The area does not demonstrate this criterion to any notable degree.

- *Criterion g - An item is important in demonstrating the principal characteristics of a class of NSW's:*
 - *cultural or natural places, or*
 - *cultural or natural environments.*

The proposed Glebe Road Federation Cottages Heritage Conservation Area is important at the local level in demonstrating the principal characteristics of the Federation period and the nature of residential building construction in Newcastle between 1909 and 1915. The narrow window of time in which the precinct developed is significant in providing evidence of the key features of the Federation period including construction and building technologies, fashions and key elements of the Federation style, including the single storey scale of these modest dwellings, a symmetrical street frontage, open verandah, pyramidal roof form, hip and gable roofs, bearer and joist construction with lightweight cladding material (weatherboard), and the absence of garaging.

7.15 Desired Future Character Statement

This review has gathered information about the elements of heritage value in the Glebe road precinct, and the features that establish character and provide a sense of place that is recognisable and worth keeping. As a result of this work, a statement of desired future character has been prepared. If the area is subject to the regulation of a heritage conservation area, the following statement of desired future character would apply:

The character of the proposed The Junction Federation cottages Heritage conservation area is made up of the single storey Federation cottages that were built between 1909-1920. The homogenous character of this precinct will be preserved and maintained through the retention of all contributory buildings, elements of visual interest and heritage significance. Elements that are to be preserved include:

- *The building group at 55 to 75 Glebe Road, The Junction, is a fine representative example of a group of intact Federation era cottages which have high contributory value to the streetscape.*
- *The urban form which reflects a regular pattern of subdivision and development that dates from the 1900-1920.*
- *Side driveways with access to garages and on-site car parking accommodation at the rear of the house group.*
- *Items of heritage significance recommended for individual listing as heritage items in Schedule 5 of the Newcastle LEP.*

7.16 Contributory Buildings

Fieldwork was undertaken in 2015 to establish the overall level of intactness of this area. The location of contributory buildings has been mapped, see **Figure 7.4**.

Contributory buildings may be defined as those buildings that are part of the original building stock, or have historic or aesthetic significance, or make a positive contribution to the streetscape. Generally buildings in this category had not been heavily altered or where alterations were evident these were of a scale or style that retained the character of the building. Removal of contributory buildings is detrimental to the heritage conservation area because these elements establish the prevailing character and reinforce its sense of place. On the other hand, demolition of and alterations to non-contributory buildings is encouraged if the replacement design is more in character with the streetscape. The contribution of any particular building to streetscape, character or heritage significance will guide the approach to development and assist in determining the degree of change that will be permitted.



Figure 7.4 - Proposed Glebe Road Heritage Conservation Area - contributory buildings map (Source: NCC GIS 18 August 2015)

Selected images of these houses are provided below:







7.17 Development standards and controls

The land to be incorporated into the proposed "The Junction HCA" currently has a maximum building height of 10m and an FSR of 0.9, which is inconsistent with the current built form on the land and would conflict with the conservation objectives that this review proposes.

Council does not currently apply numeric building height or FSR controls to its HCAs given these controls do not adequately dictate the desired building envelope outcomes, nor would they necessarily result in a built form that respects the character and significance of the existing building stock. Hence, it is recommended that consideration should be given to amending the LEP height of building and FSR maps to remove such controls from the subject land.

Detailed design guidelines should also be developed and included in the Heritage Technical Manual to ensure the heritage significance and character of this area is protected.

7.18 Community Survey 1 February 2016 - 14 March 2016

The results of the community survey are at **Appendix A**. The results of the questions posed to the community in the survey are summarised below:

Issue 1: The proposed Hamilton residential area should be included in the Newcastle LEP as a Heritage Conservation Area

62% of this group were in support with this proposal, while 31% indicated disagreement.

Issue 2: The heritage significance of properties at 32, 34 & 18 Gordon Avenue Hamilton should be assessed to determine if they should be listed as heritage items in the Newcastle LEP

62% agreed with this proposal (agree or strongly agree), while 17% disagreed with it. A further 17% were neutral towards this proposed change and 3% were unsure/ not applicable.

Issue 3: A new heritage conservation area should be established to include all of the properties 55 to 75 Glebe Road, The Junction

The majority (14 of 17 people) were in agreement with this proposed change.

Issue 4: A locality specific set of development guidelines should be prepared to protect the single storey character of the potential new Glebe Road The Junction HCA

The majority (14 of 17 people) were in agreement with this proposed change.

Accordingly, this report recommends that Council proceed with the next stage to make these two areas heritage conservation areas, and to proceed with the listing of the houses at 18, 32 and 34 Gordon Avenue Hamilton. It is noted also that there is an existing heritage item at 36 Gordon Avenue Hamilton.

CHAPTER EIGHT - PLANNING FRAMEWORK

8.1 Introduction

This chapter sets out the planning context in which Council regulates and manages the heritage conservation areas listed in the Newcastle LEP 2012.

In New South Wales, the responsibility for managing heritage is split between the State and Local Governments. The NSW Heritage Council, assisted by the NSW Office of Environment and Heritage, has responsibility for items of State heritage significance listed on the State Heritage Register and for relics of State and Local significance. Local Government has responsibility for local heritage, through Local Environmental Plans and Development Control Plans.

The State Heritage Register lists items and areas that have significance to the people of New South Wales, while nationally significant places are listed on the National Heritage List administered by the Commonwealth Department of Environment, Water, Sustainability Population, and Communities.

The three legal instruments that regulate cultural heritage in New South Wales are:

1. *NSW Heritage Act 1977*
2. *Environmental Planning and Assessment Act, 1979*
3. *NSW National Parks and Wildlife Act 1974.*

Identifying and listing items and places of heritage significance are the first steps in protecting and managing those places deemed to be of heritage significance. Listing heritage places on statutory heritage registers provides a legal framework for managing the approval of major changes so that heritage significance is retained and not diminished.

The legal framework in which Council's heritage listings are made is through the Environmental Planning and Assessment Act 1979 which enables the listing of heritage items and places through the local environmental plan (LEP) and the provisions for regulating heritage that are contained in the standard instrument LEP. This is the mechanism in which heritage items, heritage conservation areas and archaeological sites are recognised and managed.

8.2 Local Environmental Plan

The standard instrument provisions contained in the Newcastle Local Environmental 2012 (LEP) establish the consent requirements for development in heritage conservation areas and provide the assessment framework for Council to follow when assessing a development application within a HCA.

The provisions at Part 5 of the LEP set out the matters that Council must consider in its assessment of a development application within a heritage conservation area. Generally, the majority of development activities within HCAs will need the consent of Council, with the exception of some types of exempt development.

Under Part 5.10 of the Newcastle LEP 2012, Council must assess the impact of a proposed development on the heritage significance of the heritage conservation area concerned. Most types of development in a heritage conservation area, unless exempt, will require development consent via a development application or complying development certificate. An applicant must demonstrate that there is no heritage impact or that it is minimal and measures to manage impacts are in place.

The heritage clauses at Part 5 of the NLEP are mandatory clauses set by the NSW Department of Planning and Environment. Council has no discretion to alter or amend these provisions. The LEP is however supported by the Newcastle DCP, to clarify and provide direction on the types of alterations permissible in a heritage conservation area. This is further explained below.

Heritage Conservation Areas are listed in Schedule 5 of the LEP. Any changes to boundaries, the removal of a heritage conservation area or creating HCA or heritage item requires an amendment to the LEP.

8.3 Development Control Plan

A development control plan is a guideline document that supports the LEP with more detailed planning and design guidelines. The *Newcastle Development Control Plan 2012* contains controls for heritage conservation areas in Section 5.07, and brings together separate DCP chapters including DCP 44 (The Hill, Cooks Hill and Newcastle East), DCP 57 (part of The Hill), and DCP 58 (Hamilton South Garden Suburb) into the one section.

The DCP enables merit assessment of development applications because it contains relevant aims, objectives and controls on future development. The Council can implement the DCP in a discretionary capacity, and in this way, flexibility in the controls supports design without prescribing the means of achieving it. Applicants can demonstrate that the objectives for the area have been met but can decide on the design options in meeting these objectives. In this sense, the DCP is a non-restrictive planning tool. This approach takes into account the principle that there is no one-size-fits-all that will be suitable within the heritage conservation area, that technology and fashions change and therefore provided that the objectives are met Council does not prescribe the actual means of achieving it.

This review has found that minor changes could be made to the DCP to strengthen it. Firstly, the Statement of Desired Future Character introduced throughout this review for each of the HCAs should be included in the DCP. Secondly, Section 5.07 should be moved to the locality specific provisions in Section 6, so that the relationship between desired future character and development outcomes is better emphasised. Section 5.07 is currently included in Section 5 of the DCP which focusses on environmental protection provisions.

The DCP is supported by the Heritage Technical Manual, effectively an instruction manual for development in heritage areas containing detailed design guidelines. During the early stages of this review, an architect was engaged to prepare design concepts for the Cooks Hill Heritage Conservation Area. A package of design concepts was prepared for each building type including terrace houses, bungalows and cottages. A package was prepared and workshopped with an industry liaison group who provided feedback to refine the designs. As a result of this work, the Heritage Technical Manual was amended and 3D design concepts modelling height, bulk, scale and siting were introduced into the Manual. These design concepts illustrate a range of best practice options for changing buildings in the Cooks Hill HCA.

These designs should now be applied to the Newcastle East and the Hill Heritage Conservation Areas. They should not be applied to the Hamilton South Garden Suburb HCA as further detailed guidelines will need to be prepared specifically to retain the single storey bungalow character of the Garden Suburb HCA. The two proposed HCAs identified in Chapter 7 of this report will also need development guidelines similar to the Hamilton South Garden Suburb HCA, as the building typologies and character are similar.

8.4 Land Use Zones

Zoning is the division of land into categories. The categories determine the types of activities and development allowed in the area they cover. Zoning is guided by the standard instrument provisions in the LEP, and is identified in maps and relevant land use tables.

The standard Instrument LEP contains 34 zoning categories including various residential zones. For each zone it identifies certain mandatory objectives and mandatory land uses that are *permitted with consent* or permitted without consent. It also includes a range of land uses which are prohibited in each zone.

During the course of this review, Council adopted a Local Planning Strategy²³ to guide future land use and development for the Newcastle LGA. Two of the relevant strategic directions are:

Ensure development controls and zoning protect the heritage significance of items and conservation areas.

Evaluate the extent of R3 Medium Density zone within heritage conservation areas where identified desired character is inconsistent with zone directions.

It was not within the scope of this review to examine land use zones. This work will be undertaken in a future review.

²³ The Local Planning Strategy was adopted on 28 July 2015.

CHAPTER NINE - FINAL RECOMMENDATIONS

9.1 Introduction

The final recommendations made in this report are a result of the analysis of the submissions made by the community, agencies, and the survey results conducted by Newcastle Voice, during the exhibition period (1 February - 14 March 2016).

The final recommendations for managing the Heritage Conservation Areas, are as follows:

1. Cooks Hill - it is recommended that the east boundary is extended to include the lower portion of Kitchener and Anzac Parades, and reduced at Darby Street to exclude the section of Darby Street as identified in the report.
2. Hamilton South 'Garden Suburb' - it is recommended that the north boundary of the HCA is extended to include the north side of Denison Street and Ada Street. It is recommended that the Glebe Road boundary proposal (to exclude a small section), does not proceed.
3. The Hill - It is recommended that the boundary adjustment to include High Street, and parts of Anzac and Kitchener Parades, proceed as recommended in the report. The city block between King, Church, Bolton and Newcomen be further investigated for possible excision from The Hill HCA as part of a future review of the City Centre HCA.
4. Hamilton Business Area Heritage Conservation Area - it is recommended that the removal of the Hamilton Business Area Heritage Conservation Area not proceed. It is not recommended that the sandstone kerb and gutters not be heritage listed at this time.
5. Proposed Heritage Conservation Areas for Glebe Road Federation cottages and Hamilton Residential - it is recommended that the proposed making of two additional heritage conservation areas proceed.
6. Newcastle DCP amendments - It is recommended that the DCP is amended to include the statements of desired future character and revised statements of heritage significance as contained in the report.
7. Heritage Technical Manual - It is recommended that the Technical Manual is updated to include the contributory maps. It is also recommended that the Cooks Hill design guideline also apply to the Hill, Newcastle East and the proposed Hamilton Residential heritage conservation area.
8. Potential heritage items - Parkway Avenue as a landscape heritage item and 18, 32 and 34 Gordon Avenue Hamilton - it is recommended that the proposed heritage listing of these four items proceed. Parkway Avenue is to include the entire length from its commencement at Tudor Street through its terminus at Memorial Drive Bar Beach.
9. New design guidelines - it is recommended that locality specific design guidelines be prepared for Hamilton South Garden Suburb, and Glebe Road cottage heritage conservation area respectively. These are to be included in the technical manual.
10. It is recommended that DCP section for HCAs be moved from Environmental Controls to Locality Specific controls.
11. It was not within the scope of this review to examine land use zones. However, it is recommended that the zoning in all HCAs be examined at a future date.

CHAPTER TEN -

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APPENDIX A -

NEWCASTLE VOICE COMMUNITY SURVEY

1 February 2016 - 14 March 2016



Newcastle ● voice

Heritage Conservation Area

Public Exhibition results

March 2016

March 2016

Prepared by: Corporate Services, Newcastle City Council

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Executive Summary

The exhibition looked into the following Heritage Conservation Areas(HCA); Cooks Hill, Hamilton South Garden Suburb, Hamilton Business Centre, The Hill, Proposed Hamilton resident area, Proposed Glebe Road cottages and Newcastle East. Participants were asked to provide feedback on the HCA proposals.

- The survey received a total of 195 people participants.
- 3x information sessions received 108 attendees in total.

Cooks Hill

- A total of 35 people made comment on the proposals for Cooks Hill.
- Majority of participants in survey were property owners and residents.
- 72% agreed that The Cooks Hill HCA should be extended to include portions of Anzac and Kitchener Parades.
- 46% agreed that Darby Street, between Parry and Tooke Street, should be removed from the heritage conservation area.

Hamilton South Garden Suburb

- A total of 132 people made comment on the proposals for Hamilton South Garden Suburb.
- Majority of participants in survey were property owners and residents.
- 48% did not support the proposal to remove part of Glebe Road from the boundary of Hamilton South Garden Suburb HCA.
- 72% agreed with the inclusion of a part of Denison Street and Ada Street in Hamilton East in the Hamilton South Garden Suburb.
- 83% agreed that Parkway Avenue should be included as a landscape heritage item in Schedule 5 of the Newcastle LEP.
- 66% agreed that specific guidelines for alterations and additions to be prepared and included in the Heritage Technical Manual.

Hamilton Business Centre Heritage Conservation Area

- Just 12 people made comment on the proposed changes to the Hamilton Business Centre HCA.
- Majority of participants were many those with interest in the area.
- Seven out of 12 participants disagreed that Hamilton Beaumont Street should be -delisted as a HCA.
- Six out of 12 agreed that the sandstone kerb and gutters in Beaumont Street should be heritage listed.

The Hill

- A total of 27 people made comment on the proposals for The Hill HCA.
- 67% of participants were owners and residents.
- 63% agreed with the proposal to extend the boundary of The Hill HCA to include parts of Kitchener Parade, Anzac, Bingle and High Streets.

Proposed Hamilton Residential Area

- A total of 29 people made comment on the proposals for Hamilton Residential HCA.
- 59% of participants were owners and residents.
- 62% agreed with the proposal for Hamilton residential area to be included in the Newcastle LEP as a Heritage Conservation Area.
- 62% agreed that the heritage significance of properties at 32, 34 and 18 Gordon Avenue Hamilton should be assessed to determine if they should be listed as heritage items in the Newcastle LEP.

Proposed Glebe Road - The Junction cottages

- Just 17 people made comment on the proposed changes to the Glebe Road - The Junction cottages.
- Majority of participants were many those with interest in the area.
- 14 out of 17 agreed with the proposal for a new heritage conservation area to be established to include all of the properties 55 to 75 Glebe Road, The Junction.
- 14 out of 17 agreed with the proposal for a locality specific set of development guidelines to be prepared to protect the single storey character of the potential new HCA.

Newcastle East

- Just 17 people made comment on the proposed changes to the Newcastle East HCA.
- Comments were received about recommendation to update the Heritage Technical Manual to revise statement of significance and new contributory buildings map.

All areas

Zoning was not within the scope of this review, however Council recognises the need to analyse the zones in HCAs.

- 60% of participants agreed that Council should examine the applicable land use zones and zone objectives in each HCA.
- 58% agreed that analysis of the zones should be high priority.

Introduction

In 2014, a process was begun to review all of the Heritage Conservation Areas (HCAs) within the Newcastle Local Government Area, including Cooks Hill, Hamilton South 'Garden Suburb', The Hill, Newcastle East and the Newcastle City Centre HCAs.

As part of the initial review, it was deemed as crucial that local community members should be consulted through information sessions and a survey. The objectives of these HCA review and consultation processes are to:

- ensure that as the city moves towards 2030, an attractive and distinctive built environment, focussed around people reinforces Newcastle's unique sense of identity and built environment and is aligned with objective 5.1 of the 2030 Newcastle Community Strategic Plan.
- produce development controls that are consistent with the principles of the Newcastle Heritage Policy, are easy to use and are unambiguous.
- produce development controls that are supported by a clear character statement that shapes the desired future character of each area.
- ensure that Council's role in regulating development in heritage areas is supported by a framework of heritage planning best practice, as defined by the NSW Heritage Council.
- incorporate input from property owners, residents and industry stakeholders on how the development controls can be better structured and designed.
- The data captured was considered in the re-formulation of the statement of significance and desired future character statements. Elements addressed were considered and were applicable incorporated into the Development Control Plan (DCP). The results from study were reported to Council as part of the HCA review as background data.

Objectives

The Heritage Conservation Area review report (draft) examines the heritage significance, character, boundaries and planning context of five heritage conservation areas (HCAs). It includes the results of community surveys of residents in four of the HCAs, which occurred in 2014 and 2015.

The draft document presents a range of findings that may or may not result in future changes to the LEP.

Should changes to the LEP occur at a future time, there may be impacts on the residents in these areas. Feedback on the findings of the HCA report is required in order to create a priority action plan and finalise the report for adoption by Council.

On 24 November 2015, Council resolved:

- to place the draft Review of Heritage Conservation Areas Report on public exhibition for six weeks
- Commence community consultation process with residents to notify residents about the content and recommendations in the report and receive a report back with the outcomes.

Public Exhibition objectives:

- build community awareness of exhibition period for draft Review of HCA
- awareness that feedback on the draft is invited and will help to prioritise actions for future heritage management and direction
- provide opportunities for feedback on the draft report
- gain an understanding for the levels of support for new areas of Heritage Conservation Areas and the expanded HCAs
- focus on feedback from property owners

Engagement framework

Community participation refers to the degree to which the community is involved in planning and decision making. Council recognises and abides by best practice principles developed by the International Association for Public Participation (IAP2). The IAP2 Public Participation Spectrum, outlined in figure 1, is a useful tool to help identify and select the appropriate level of public participation, from informing the community through to empowering the community to make decisions that will be implemented by Council. This study falls under INFORM and CONSULT in the IAP2's Public Participation Spectrum.

IAP2's Public Participation Spectrum

| | | INCREASING IMPACT ON THE DECISION | | | | |
|---------------------------|-----------------------|--|--|---|--|--|
| | | INFORM | CONSULT | INVOLVE | COLLABORATE | EMPOWER |
| PUBLIC PARTICIPATION GOAL | | To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions. | To obtain public feedback on analysis, alternatives and/or decisions. | To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered. | To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution. | To place final decision making in the hands of the public. |
| | PROMISE TO THE PUBLIC | We will keep you informed. | We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision. We will seek your feedback on drafts and proposals. | We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision. | We will work together with you to formulate solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible. | We will implement what you decide. |

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Figure 1 IAP2's Public Participation Spectrum

Methodology

The HCA survey was open from 1 February 2016 and 14 March 2016.

Survey was promoted through Information Sessions, Council's website, Facebook, Media release, Newcastle Voice newsletter, and direct email to those that had participated in previous surveys. In addition to this, 4972 brochures promoting the survey were mailed to affected property owners.

Three information sessions were held during the exhibition period;

- Monday 8 February 2016 6-7pm Glebe Road Uniting Church Merewether - Church hall (good disability access)
- Tuesday 9 February 2016 - 6-7pm The "Yoga" Room, 21 Gordon Ave Hamilton (U3A building) (no disability access)
- Wednesday 10 February - 6-7pm The Benson Library - Newcastle East Public School (good disability access)

Information sessions were facilitated by Council's community engagement officer and a presentation was undertaken by Council's heritage strategist. Notes taken at session are included in Appendix III.

Data Collection

Formal written submissions were collected by Strategic Planning. The Newcastle Voice survey was a structured questionnaire with a total of 12 questions about the proposed changes. A copy of the survey is included in Appendix I.

Data handling

All data was analysed by NCC Community Engagement staff using Sparq panel management and survey software.

Respondents

A total of 195 people participated in the survey.

Participants were invited to provide feedback on proposals across a number of areas. Each participant could nominate any number of areas of interest to them. Figure 2 below shows the number of participants providing comment on proposals in each area.

Figure 2: Participation by area

| Area of interest | Number of people commenting | % of participants |
|---------------------------------|-----------------------------|-------------------|
| Cooks Hill | 35 | 18% |
| Hamilton South Garden Suburb | 132 | 68% |
| Hamilton Business Centre | 12 | 6% |
| The Hill | 27 | 14% |
| Proposed Hamilton resident area | 29 | 15% |
| Proposed Glebe Road cottages | 17 | 9% |
| Newcastle East | 17 | 9% |

The majority of participants made comment on one area only (83%); however, almost 1 in 10 (9%) made comment on two areas and some made comment on a total of 3, 4, 6 or 7 areas, as shown in Figure 3.

Figure 3: Percentage providing feedback on one or more areas

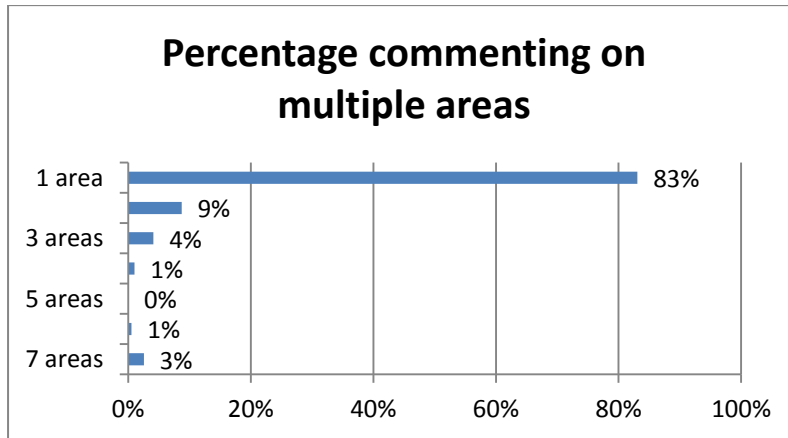


Figure 4 below shows the overlap in areas being commented on:

Figure 4: Participation by area

| | Cooks Hill | Hamilton South Garden Suburb | Hamilton BC | The Hill | Prop. Hamilton residential | Prop. Glebe Rd cottages | Newcastle East |
|------------|------------|------------------------------|-------------|----------|----------------------------|-------------------------|----------------|
| TOTAL | 35 | 132 | 12 | 27 | 29 | 17 | 17 |
| Cooks Hill | - | 11 | 8 | 10 | 8 | 12 | 10 |
| HSGS | 11 | - | 8 | 7 | 9 | 11 | 5 |
| HBC | 8 | 8 | - | 6 | 9 | 6 | 7 |
| The Hill | 10 | 7 | 6 | - | 6 | 9 | 11 |
| Prop. HRA | 8 | 9 | 9 | 6 | - | 7 | 6 |
| Prop. GRC | 12 | 11 | 6 | 9 | 7 | - | 7 |
| NE | 10 | 6 | 7 | 11 | 6 | 7 | - |

Survey Findings

Cooks Hill

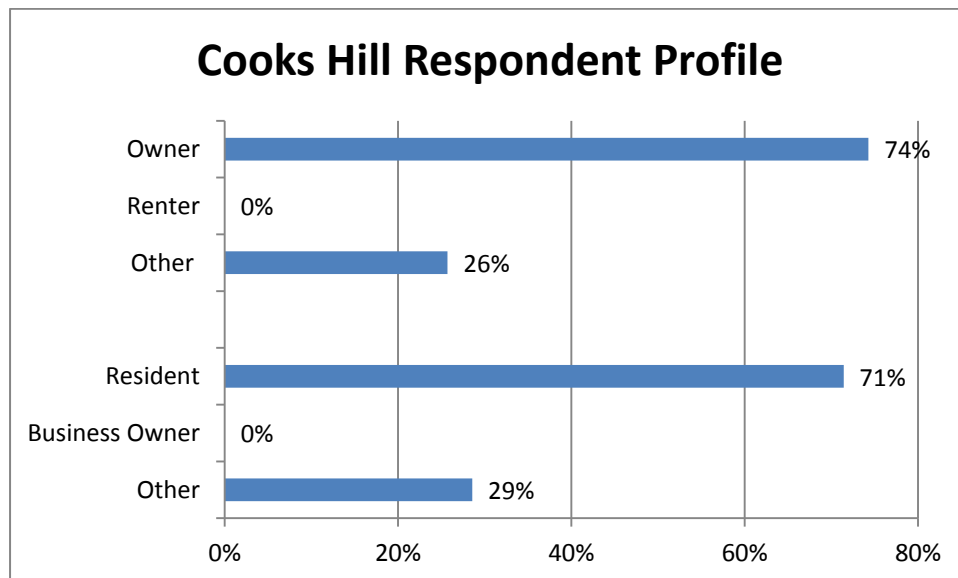
Profile

A total of 35 people made comment on the proposals for Cooks Hill. This is a small sample size so care should be taken when reviewing the data for this group.

Of those responding to plans for the Cooks Hill area, the majority (74%) were Owners, none were Renters (0%); and the remainder were 'Others'. 'Others' included an LGA ratepayer, a Parkway Avenue resident, a 'user', someone interested in the area, someone with housing provided and 3 others.

The majority were Residents (71%); none were Business Owners although one person indicated they were both a resident and business owner.

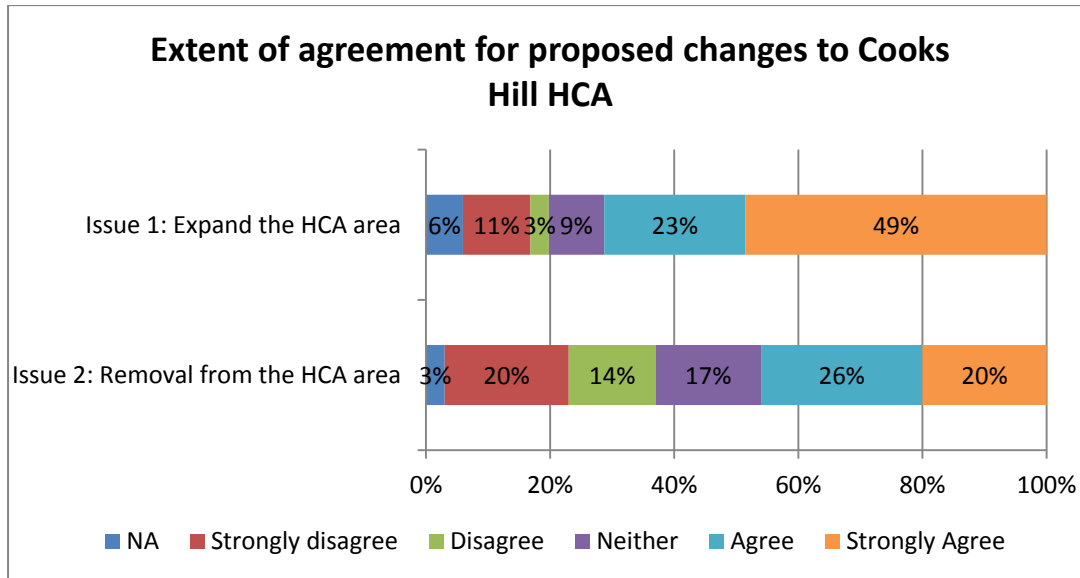
Figure 5: Profile of Cooks Hill Respondents



The issues

Those commenting on the Cooks Hill area were asked to indicate the strength of their agreement with two issues:

Figure 6: Extent of agreement with proposed changes to The Cooks Hill HCA



Issue 1: The Cooks Hill HCA should be extended to include portions of Anzac and Kitchener Parades

The majority (72%) agreed, or strongly agreed, with this statement, while 14% disagreed (disagree or strongly disagree).

Further comments made on this issue are shown in Figure 7.

Figure 7: Further comments made on Cooks Hills proposal 1

| Response to Issue 1 | Comment |
|--|---|
| Strongly disagree | the inclusion of this area will only cause unnecessary restriction and more paper work to complete renovations or repairs to my properties. it will also risk a reduction in the value of my properties with no consequent benefit. |
| Strongly agree | I believe that the northern side of Nesca Pde between Brooks St and Kitchener Pde should also be included. This strip of the street until very recently was a strip of significant character - weatherboard and brick bungalows from the early 20th century. It was an attractive streetscape with real heritage appeal and interest. In the last two years two properties have been demolished and very modern houses that have been designed with no consideration for the existing streetscape have been built. It is important that this trend does not continue in the street. |
| Strongly agree (and strongly agree to issue 2) | As a resident of parkway Ave for the past 16 years I value the quiet nature of the area. The last thing I want is increased traffic flow along the street this will impact our lifestyle and property values. |

Issue 2: Darby Street, between Parry and Tooke Street, should be removed from the heritage conservation area

Sentiment for the second statement explored was more divided, with 46% agreeing (agree or strongly agree) and 34% disagreeing (disagree or strongly disagree). 20% were neutral (no answer or neither).

Further comments made on this issue are shown in Figure 8 below.

Figure 8: Further comments made on Cooks Hills proposal 2

| Response to Issue 2 | Comment |
|--|---|
| Strongly disagree | No. No heritage area should be reduced. That just plays into the hands of the unscrupulous. |
| Strongly disagree | Any future proposals for development of the area on Darby Street between Parry and Tooke Street should fit in with the heritage conservation area. One has to question how these developments were approved with the Cooks Hill Conservation Area in place!! |
| Strongly disagree | The HCA between Centennial park and Darby St was in reasonable shape before the Soviet era inspired concrete bomb shelter was recently erected behind 139-143 Dawson st. Either pull it down or cover it with something like vertical gardens to make it conform to the HCA that it was supposed to be subject to. If these are not options then : 1 Someone's nuts should be on the line for permitting the travesty of a future slum nucleus to be built the way it was 2 Excise the Dawson st lots whose heritage values have been seriously degraded by that development from the HCA, as well as the Darby St section. |
| Strongly agree | the surrounding cooks hill area has ample HCA, agree with the decision to remove the main street CA and let businesses adapt to modern trends and growth |
| Strongly agree | I think in the case of the Darby St/area , with the exclusion of St John's Church etc is developed with no particular advantage to the conservation area any more. I do think that the Anzac Pde and Kitchener Pde should be included. |
| Strongly agree (also strongly agreed to issue 1) | As a resident of parkway ave for the past 16 years I value the quiet nature of the area. The last thing I want is increased traffic flow along the street this will impact our lifestyle and property values. |
| Neither | The developments approved on Darby Street compromise the HCA by their bulk and their impact on on street parking in the vicinity. In my view changes at the edge of HCAs contribute to the erosion of streetscape values and add pressure on Council to enable changes within the HCA itself. |

Hamilton South Garden Suburb

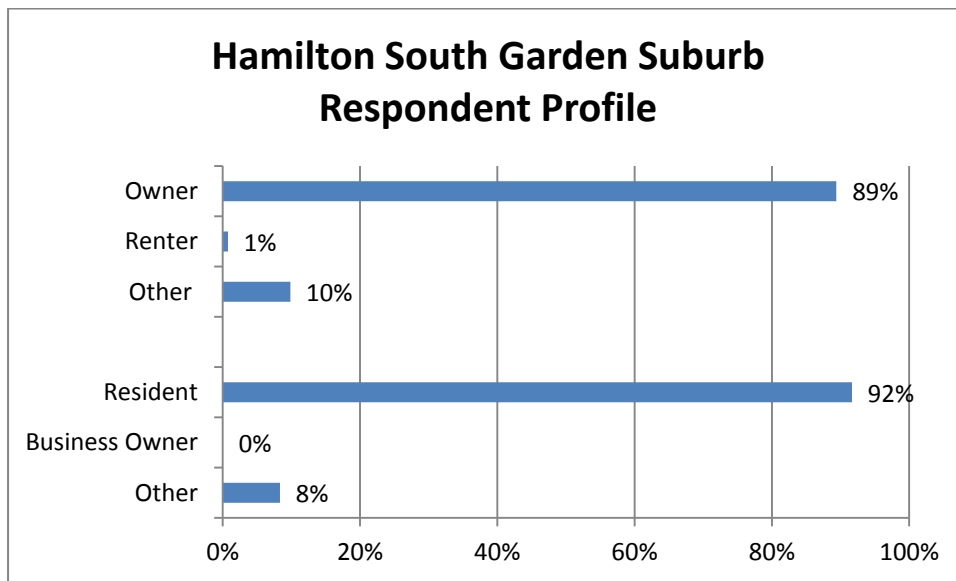
Profile

A total of 132 people made comment on the proposals for Hamilton South Garden Suburb.

The majority of this group (89%) were Owners, just 1% were Renters; and the remainder were 'Others'

The majority were Residents (92%); none were Business Owners and the remainder (8%) selected 'Other'.

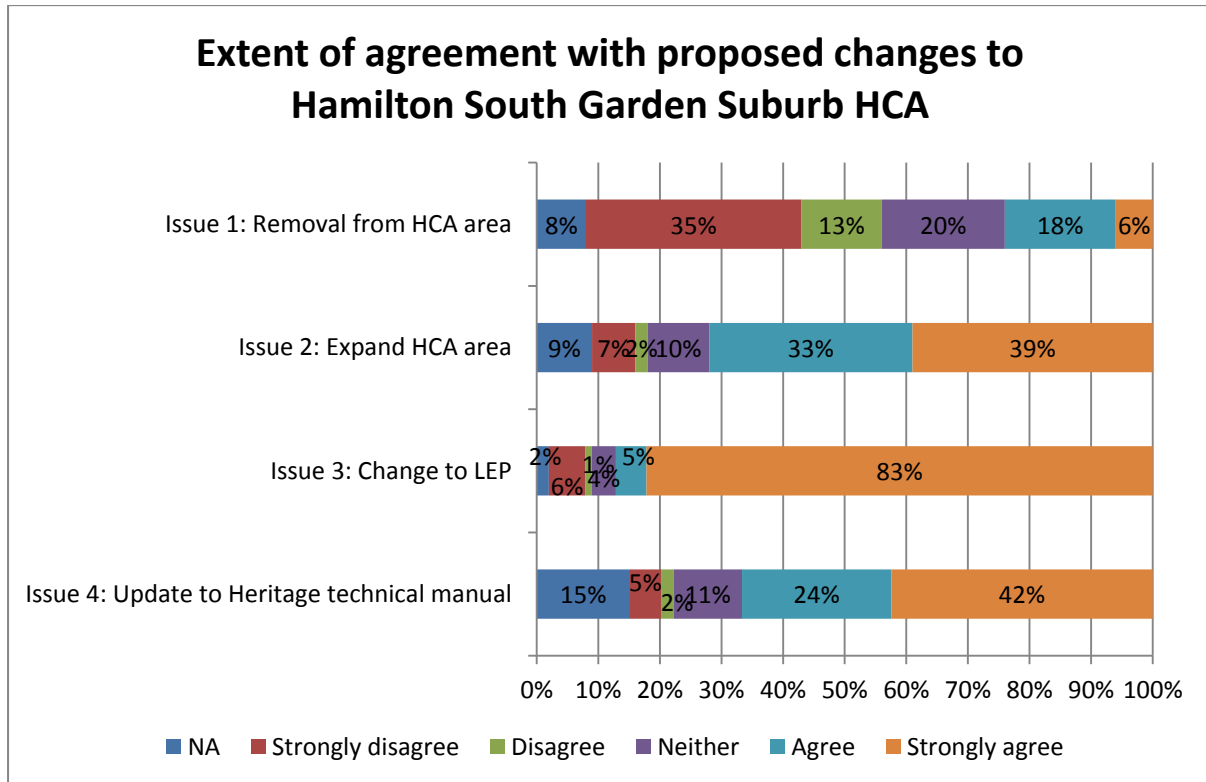
Figure 9: Profile of Hamilton South Garden Suburb Respondents



The issues

Those commenting on the Hamilton South Garden Suburb area were asked to indicate the strength of their agreement with four issues. The results can be seen below in figure 10.

Figure 10: Extent of agreement with proposed changes to Hamilton South Garden Suburb HCA



Issue 1: Removal of part of Glebe Road from the boundary of Hamilton South Garden Suburb HCA

A greater proportion was against this proposal (48%) than supported it (38%). 21% took a neutral stance.

Issue 2: Inclusion of a part of Denison Street and Ada Street in Hamilton East in the Hamilton South Garden Suburb

The majority (72%) agreed, or strongly agreed, with this proposal. In contrast 9% disagreed (disagree or strongly disagree).

Issue 3: Parkway Avenue should be included as a landscape heritage item in Schedule 5 of the Newcastle LEP

Support for this proposal was very strong, with 83% of respondents indicating strong agreement and a further 5% recording agreement. 7% disagreed (disagree or strongly disagree).

Issue 4: Specific guidelines for alterations and additions to be prepared and included in the Heritage Technical Manual

Support for this proposal was also strong, with 66% of respondents recording agreement (agree or strongly agree). In contrast, 7% disagreed (disagree or strongly disagree). It is worth noting that 15% responded with "not sure/ not applicable" and a further 11% were neutral on the matter.

Figure 11: Further comments made on Hamilton South Garden Suburbs proposals

| Issue 1 | Issue 2 | Issue 3 | Issue 4 | Comment |
|-------------------|-------------------|-------------------|-------------------|--|
| Strongly agree | Neither | Neither | Neither | This area looks run down, assuming the HCA is removed, this area could be revitalised by residents and council |
| Neither | Strongly disagree | Neither | Strongly disagree | The affected residents campaigned very hard recently to limit the development 65-67 Denison St because it did not fit in with the design of the area and a number of other issues whereby it did not comply with area requirements. Now this development has been approved and houses have been demolished to make way for modern residential and business development, that council has now decided to make it a heritage area that would have prevented this development from occurring. This is crazy and smacks of hypocrisy. The timing is impeccable! i will suspect the affected residents that are affected will again campaign very hard to prevent this ludicrous rezoning from occurring. |
| Strongly agree | Agree | Strongly agree | Strongly agree | Strong guidelines that Council will enforce and support is crucial to ensure no further erosion of properties in the area to non contributory status.in the past Council has entertained such development proposals and surrounding residents have needed to campaign against such undesirable development applications. Bottom line Council must actively promote and support its own heritage guidelines |
| Strongly disagree | Strongly agree | Strongly agree | Strongly agree | The removal of the boundary directly impacts my property in that I live at 566 National Park St. The removal means that my property becomes the edge of the boundary. I am concerned about this change as it means that medium/high density housing could be built on my fence line overshadowing my property. I am already surrounded by 3 x 2 storey properties that overlook and overshadow my property. My recommendation is that a transitional boundary (buffer zone) be proposed which limits what can be built around the edges of boundaries. This would address the issue of having a 5 storey apartment complex next to a single storey heritage house. |
| Neither | Strongly disagree | Strongly disagree | Strongly disagree | Just that I think it is important to protect the heritage value of the area and reduce the impact of extensions. |
| Strongly disagree | Agree | Neither | Neither | After listening to the presentation from council, I still cant understand why an area with contributing houses would be removed. My concerns are as follows Parking, Storm water, flooding, Traffic management and the effect on Cram street, street scape. I am strongly against removing the Glebe rd area from the heritage area. |
| Strongly disagree | Strongly agree | Strongly disagree | Strongly disagree | Under no circumstances should the Glebe road boundary be altered. This includes a church and church hall used by the community |

| | | | | |
|-------------------|----------------|----------------|----------------|---|
| Strongly disagree | Strongly agree | Strongly agree | Agree | If the area on Glebe road was to be removed and high density accommodation built on the site I am concerned about Stormwater drainage from those properties to those within the Heritage area, shading of dwellings in Cram Street, increased traffic and noise to dwellings in Cram Street, and the impact on the character and setting of the streetscape looking towards the south side of Cram Street. There is also concern that any new buildings on the Glebe road site would not be in keeping with the building form, scale, roof scale, and in keeping with other notable features of the area. |
| Strongly disagree | Strongly agree | Strongly agree | Strongly agree | Parkway Avenues grassed median and Pine trees are a unique residential feature of genuine heritage conservation significance to the entire City of Newcastle. This architecturally designed promenade was a key component in the landscape planning of the Hamilton South Garden Suburb. Originally Including lovely flowerbeds (we lived here at the time) the significance of the term Garden Suburb' is closely linked to features such as this. With constant pressure from traffic and building construction it is encumbernt upon us as Historical custodians to take measures to protect This Avenue of aesthetically pleasing lines and greenery and acknowledge prominent role it plays in the City. The Novocastrians Parkway Avenue is synonymous with beautiful tree lined street. |
| Strongly disagree | Strongly agree | Strongly agree | Strongly agree | There are very few areas in Newcastle that are as unique as parkway avenue for the architecture of the homes and the central garden and pine trees. It would be tragic if this was not conserved fro future generations. I would trust that the council and local government would have the foresight to ensure this occurs. |
| Strongly disagree | Strongly agree | Strongly agree | Strongly agree | The streetscape of Parkway Ave should remain as is and protected from any alterations under the Newcastle LEP. It is an important part of the original Garden Suburb. |
| Strongly disagree | Strongly agree | Strongly agree | Strongly agree | Removal of the part on Glebe Road would allow for multi-storey buildings to be built along this section. This would impact on the streetscape of Cram Street significantly, which would mean that views from the street on Cram Street would no longer be in keeping with the Heritage Conservation Area requirements. |
| Strongly disagree | Strongly agree | Strongly agree | Strongly agree | Former Town Planner Brent Knowles advised me personally that he had personally sought through detailed analysis that the grassed verged separating Parkway Avenue and the Norfolk Island Tree species had been gazetted by the NSW Government. Furthermore, this area should and does fall within the BURRA charter. The trees and the lineal form of Parkway Avenue were designed to provide clear lineal indicators to other significant landmarks including the city's Obelisk and provide directions to visitors/tourists to the CBD and the harbour foreshore area. It is also a significant part of the historical drive that leads to our beach areas. It is interesting to note that a Heritage Architect is to be commissioned to aid Council in the decision making process, critically relevant to that should be a parallel commission of a reputable Heritage Landscape Architect that Council deemed important enough to ask me as principal designer for Newcastle Christ Church Cathedral to seek such expert (Heritage Landscape Architect) to determine our DA and CC application for the |

| | | | | |
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| | | | | cathedral. The area is classed as a 'Garden Suburb' the issues relating to Landscape and existing hardscape/softscapes plantings trees and Heritage impact DO NOT fall within the ambit of a General Heritage Architect - that is why there is two separate disciplines in Architecture. Please involve the appropriate expert for Heritage Garden issues that incorporate the important protection of this highly heritage significant grassed/tree verge separating Parkway Avenue Hamilton South. |
| Disagree | Strongly agree | Strongly agree | Strongly agree | Parkway Avenue should be included in the LEP within the HSCA |
| Neither | Strongly agree | Strongly agree | Strongly agree | , LEAVE THE MEDIAN STRIP IN PARKWAY AVE AS IS, WE NEED SOME GREEN SPACE, AS FAR AS TRAFFIC SIDE GOES, THE STEWART AVE LIGHTS NEED TO BE ON LONGER FOR RIGHT HAND TURNS EACH WAY, THE BANK UP OF TRAFFIC ONLY LAST TILL SCHOOL STUDENTS ARRIVE AT S.F.C. GOING EAST TO GRAMMER SCHOOL AND TOWN THERE IS MORE TRAVELLING THAT WAY. ANY CHANGES TO THESE BOUNDARY'S WE NEED TO BE GIVEN PLENTY OF NOTICE. |
| Agree | Agree | Strongly agree | Agree | parkway ave is one of the grand boulevard of newcastle and should be protected especially those green median strips and norfolk island pines ... it is an iconic street of Newcastle |
| Agree | Agree | Strongly agree | Agree | The RMS proposal to increase traffic flow on Parkway Ave would greatly diminish the heritage value of the Hamilton South area. |
| Agree | Agree | Strongly disagree | Agree | There is a suggestion that RMS wish to narrow the Parkway Ave median strip to allow for more traffic flow along Parkway Ave.I strongly oppose this & I believe that Council should oppose this too.Such a development would greatly diminish the landscape heritage value of the Hamilton South Garden Suburb. |
| Disagree | Agree | Strongly agree | Agree | We live on Parkway Avenue. We have a young family and walk to and from Hamilton South Public School every day. Parkway Avenue, including its pedestrian friendly wide central median, is an important feature of the Hamilton South garden Suburb and should be reflected by inclusion in the LEP as an item of significant value to Heritage Conservation Plan. |
| Neither | Agree | Strongly agree | Agree | The verge and trees must be protected in Parkway Ave |
| Neither | Neither | Strongly agree | NA | The entire length of Parkway Avenue has historic relevance.As one of the suburbs main streets it is visually pleasing, creating a sense of space and a park - like feeling. Its central strip of Norfolk Island Pines is environmentally important contributing to air quality (helping balance the increasing traffic pollution) and supporting a variety of bird life. Parkway Avenue and Hamilton garden Suburb, as they exist today, should be |

| | | | | |
|-------------------|----------------|----------------|----------------|--|
| | | | | included in the LEP and as such would remain true to the designers original aspirations. |
| Strongly disagree | Strongly agree | Strongly agree | Strongly agree | I strongly believe that Parkway Avenue should be left as is, no change should be made to the current size of the median strip |
| Strongly disagree | Strongly agree | Strongly agree | Strongly agree | Parkway avenue is an iconic feature of Newcastle and should retain its heritage features. |
| Strongly disagree | Strongly agree | Strongly agree | Strongly agree | <p>We have too many to enumerate here. Suffice to say since the introduction of the various HCAs there have been many non complying developments approved on the boundaries and within the areas themselves by either clever words or deceit. It would seem that there is one rule for the residents and one for the developers. Why is it that compliance is only for those who cannot afford the costly legal challenges, which when they come from developers Council just caves in. Prime example is the disgusting Bimet development which really did not satisfy the HCA requirements of being on a boundary.</p> <p>The Glebe road area which it would seem may be excised from the HS HCA - why? Was there an application to remove this area. If so who applied? A person or entity?</p> <p>The area should NOT be removed as it will only create a precedent for peripheral areas along the HCAs (as with Bimet - but that fell under SEPP which of course is an out for Council)</p> <p>As for Parkway Avenue it is time that this area properly protected by heritage conservation laws as this is the last intact and thus significant area by the fact that it intact; designed by Sir John Sulman.</p> <p>The amenity of this area has been destroyed by the huge volumes of traffic, some of which should not even be in the area (GVM>Strongly agreeT)and the excessive speed at which it travels.</p> <p>The ideals of the HCA are certainly not being adhered to by any save for the residents.</p> <p>Parkway Avenue is a residential street and not any sort of heavy vehicular traffic road. It is supposedly a Collector Road which in theory gathers traffic from the local roads and feeds it to the arterial roadway system. It is not for through traffic both heavy and too fast for a residential area. It would seem that these issues are overlooked for the sake of Council and the RMS not wishing to improve the surrounding arterial road system.</p> <p>By the way we are not the only residents who think this way. Should you wish further discussion please feel</p> |

| | | | | |
|-------------------|-------------------|----------------|-------|--|
| | | | | free to contact me. |
| Strongly disagree | Strongly disagree | Strongly agree | Agree | Since Parkway was an original avenue in the setup of the Garden Suburb concept it should always be retained / conserved for its absolute heritage value. |
| NA | NA | Strongly agree | NA | Parkway Avenue is a vitally important feature of Hamilton South Garden Suburb and this should be reflected by inclusion in the LEP as an item of huge significant value to Heritage Conservation Plan. This should not be altered in any way. |
| Agree | Neither | Strongly agree | Agree | <p>Not only should Parkway avenue be included in the Newcastle LEP, it should also be brought back to how it was in its early years with the inclusion of gardens on the central median strip. After all, it is classified as the 'Garden Suburb' of Newcastle. Lets show the world what can be done. Maybe this can be done with the NCC working close with the property owners, and possibly getting them involved in some of the streetscape/garden upkeep.</p> <p>The Avenue also has the potential to become one of Newcastle's premier Christmas attraction by installing lighting in the Norfolk Island pines from Hamilton to Bar Beach. Imagine the 'sea of lights' as you drive down Parkway Avenue at Christmas. Again this could be done by the NCC, with the help of the residents of the area.</p> |
| NA | NA | Strongly agree | NA | Its vital Parkway Ave remains an important feature of the Hamilton South Garden Suburb and this must be reflected by the inclusion in the LEP as an item of significant value to Heritage conservation plan |
| NA | NA | Strongly agree | NA | Please Parkway Avenue must be included in the LEP as an item of huge and immense importance to the heritage conservation plan the value is priceless to this area |
| NA | NA | Strongly agree | NA | This Heritage conservation plan will only benefit by Parkway Avenue being included in the LEP Parkway Avenue is a huge important and historical part of Hamilton South and it must remain that way including the majestic Norfolk Pines that line this street |
| NA | NA | Strongly agree | NA | Parkway Avenue is a vital and important part of the Hamilton South Garden Suburb, it has been forever the Norfolk Pines are majestic and the native birds such as cockatoos on this strip are a daily morning and afternoon occurrence please keep parkway Ave in the LEP for historical and environmental and heritage significant No not change this |
| Strongly disagree | Agree | Strongly agree | Agree | <p>Parkway Ave with its green and wooded divide is a unique feature of area part of Newcastle.</p> <p>If there are plans to widen the thoroughfare, consideration must be given to the fact that there are two large</p> |

| | | | | |
|-------------------|-------------------|-------------------|-------------------|---|
| | | | | schools on this road with many students having vehicles these days. The confusion and congestion before and after school times is already quite dangerous, and this would be exacerbated by increased traffic flows and speed. |
| Neither | Agree | Strongly agree | Agree | Parkway is an important feature of the Hamilton East area and should be reflected by inclusion in the LEP as an item of significant value to heritage conservation in the area. |
| Neither | Agree | Strongly agree | NA | I don't want to see Parkway avenue altered in any way. Reducing the size of the median strip would spoil the beauty of the avenue and rob the area of its distinctive character. I can't believe that this would even be considered as it is such a long-standing and beloved part of Hamilton South and surrounds. |
| Agree | Agree | Strongly agree | Neither | parkway ave is a significant land mark in Newcastle and should be protected |
| Neither | Agree | Strongly agree | Agree | <p>Parkway avenue has one of the most enduring features of suburban Newcastle in the long median strip and the Norfolk pine trees. It is a heritage of grand planning dating back to post WW1 and the early 1920's. There are 3 schools along its length and it has many years of efforts to calm traffic in what is already a neighbourhood zone.</p> <p>It was a travesty when the traffic lights were so poorly constructed at Stewart avenue causing traffic chaos on a regular basis. The streets were never meant to be feeder roads and never designed to be the next main road parallel to Glebe and King streets.</p> <p>There should be less traffic not more, if anything add a proper 'cycles only' cycle path instead.</p> |
| Strongly disagree | Disagree | Agree | Disagree | Strongly oppose removal of part of Glebe Road from boundary of Hamilton South HCA. |
| Agree | Neither | Strongly agree | Strongly agree | Isn't the Ada St section where they've just knocked down 4 houses??? |
| Strongly disagree | Strongly disagree | Strongly disagree | Strongly disagree | Removal of the boundary in Glebe road from the Hamilton south Garden suburb HCA would be catastrophic for the existing residences of the surrounding area. The only person who would benefit from this is the person who brought the property on glebe road where Merewether smash repairs previously was. My property borders this property and I would be the most disadvantaged in the area. Having renovated our home within the guidelines of the heritage area and at great expense we should be protected by inappropriate/unsympathetic developments. The impact on traffic, parking, noise, loss of value of our property |

| | | | | |
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| | | | | and the destruction of our lifestyle would be unthinkable. Council planning dept has been lacking by its own admission and has already allowed inappropriate development/renovations in the heritage area but this must stop. This could open the flood gates for potential high density development of up to 4 storeys. Common sense should prevail and this MUST NOT GO AHEAD |
| Strongly disagree | Neither | Agree | Neither | The proposed removal from the Garden Suburb HCA of properties on Glebe Road between National Park and Smith Streets due to the buildings in this area being deemed of non-contributory to HCA is of great concern. The heritage significance of these particular properties is not relevant - it is the impact on the surrounding area that a change in the HCA boundary may have. That is, the removal of the HCA in effect makes way for the potential high density development which this area is currently protected from. The building mass, population density and inherent traffic issues from potential over-development will adversely affect the liveability of all surrounding residents who purchased in this area for the very benefits the Garden Suburb HCA currently provides. There is absolutely no good reason to remove this portion of Glebe Road from the HCA. Any future development of this portion of Glebe Road needs to be consistent with existing HCA of Hamilton South Garden Suburb. |
| NA | NA | Strongly agree | NA | A once beautiful Newcastle icon is being transformed into a high density raceway. Modern urban design thinking strongly suggests the car is not the future and yet we continue to cater to this. Time to think back to what is beauty and how to increase it or at least maintain what we have. |
| Strongly disagree | Strongly agree | Strongly agree | NA | Parkway Avenue is an amazing street that should be protected from developement. It is well known by visitors from all over the area, enjoyed by the residents for its style and the median strip wonderful for minimising the noise of traffic. |
| Strongly disagree | Strongly disagree | Strongly agree | Strongly agree | The Grass Median in Parkway Avenue must be maintained in order to preserve the original plan for the Garden Suburb. Council should also abide by the concept of a 'Garden Suburb' and disallow the removal of trees which provide shade and a healthy environment. Council should not allow the area to become a concrete jungle with out of proportion areas of concrete which do not allow for drainage or absorption. Considering the rates which residents pay, the Council should not allow the Garden Suburb environment to be destroyed. It is a fitting entry path to the beaches and coastline and a city which will hopefully rise again! |
| Agree | Disagree | Strongly agree | Strongly agree | Do not alter Parkway Ave or its median strip at all. We are under strict rules about what alterations, extensions, fences and even garage doors that we can have in this heritage area so under NO circumstances can the heritage streetscape of Parkway Ave be altered as it is the main feature of this heritage area. |
| Agree | Agree | Strongly agree | Strongly agree | Parkway Ave must be included in the Ncle LEP to preserve the median strip for its heritage significance, and keep the area as it is meant to be. |

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| Neither | Neither | Strongly agree | Neither | Parkway Avenue is an important feature of the Hamilton South Garden Suburb and this be reflected by inclusion in the LEP as an item of significant value to the Heritage Conservation Plan. |
| NA | NA | Strongly agree | NA | Parkway Ave is and must remain as a landscape heritage item in the LEP it holds the Hamilton South Garden Suburb together and establishes this area with beauty and must remain for all citizens of Newcastle and surrounds. The key importance is the Norfolk pines, the wide grassed strip to define and attracts the wildlife (cockatoos) historically garden beds were also along the Avenue as well providing extra beauty to this garden strip. Without Parkway Avenue remaining as is there would be no defined Hamilton South Garden Suburb heritage Area. please preserve this wonderful avenue as it has historically been intended. |
| NA | NA | Strongly agree | NA | Parkway Ave is and must remain as a landscape heritage item in the LEP it holds the Hamilton South Garden Suburb together and establishes this area with beauty and must remain for all citizens of Newcastle and surrounds. The key importance is the Norfolk pines and the wide grassed strip to define this lovely garden strip. Without Parkway Avenue remaining as is there would be no defined Hamilton South Garden Suburb heritage Area. please preserve this wonderful avenue as it has historically been intended it holds such significant value to the Heratage Conservation Plan |
| Neither | Strongly agree | Strongly agree | NA | Protect our heritage and beauty of the area and especially Park way ave .. No more traffic should be funnelled down it |
| Strongly disagree | Strongly agree | Strongly agree | Strongly agree | <p>Residents in the Hamilton South Garden Suburb HCA have made significant investment in restoration and maintenance of their homes in keeping with the provisions of the heritage conservation plan for the suburb.Any change to the perimeter of the HCA will erode this process as well as impacting on the privacy and amenity of residents who have planned the back yard areas of their properties to highlight family and social recreation.A rezoning along Glebe Road raises the prospect of these areas being overlooked.</p> <p>The removal of Glebe Road properties from the HCA has the potential to seriously impact on the character,safety and facility of the residents of Cram and National Park Streets.</p> <p>Any intensification of development on Glebe Road will also impact on the drainage to Cram Street which has experienced serious flooding issues in the past.Cram Street takes storm drainage from Glebe Road and Turnbull Street.A significant increase in building coverage and hard surface on the Glebe Road properties would greatly increase flooding potential in Cram Street.</p> <p>Parking restrictions on Glebe Road already cause increased parking on Cram Street.This would be increased by any change in development density on Glebe Road.</p> <p>My survey of properties from 152 Glebe Road to 214 Glebe Road shows that the majority of households in that area have kept their housing within the concepts of the HCA.</p> |

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| | | | | <p>From Smith Street to National Park Street six original houses have been restored in keeping with the HCA and one left unrestored. Three new houses have been built outside the concepts of the HCA. In the Glebe Road section beyond National Park Street four houses retain the fabric and concept of the HCA and one has been redeveloped out of sympathy with The HCA.</p> <p>The Glebe Road frontage forms an integral part of the HCA and should be left intact.</p> <p>Five properties abutting the corner of Smith and National Park Street form a neighbourhood commercial precinct. Any redevelopment of the commercial premises should be constrained to the current footprint to retain its neighbourhood focus.</p> |
| Agree | Agree | Strongly agree | Agree | <p>Parkway Avenue is a major feature of Hamilton South, with its greenscape and Norfolk Island Pines being a significant value to the Heritage Conservation Plan. It also gives the area a sense of space within an area that is becoming densely populated.</p> |
| Strongly disagree | Strongly agree | Strongly agree | Strongly agree | <p>The Hamilton South Garden Suburb HCA is highly valued & strongly supported by residents within the area. This is reflected in the excellent condition of the properties within the HCA and the high resale value when properties are sold.</p> <p>The heritage classification has given owners, & potential owners greater certainty that the heritage character of the area will be respected & preserved and that unsympathetic development will not be permissible. This confidence is reflected in the quality of property maintenance & in the respectful way that the character of the dwellings, their surrounds & the streetscape has been honoured during maintenance, renovations, restorations and additions on the housing stock within the HCA.</p> <p>I strongly object to the removal of part of Glebe Road from the Hamilton South Garden Suburb HCA. The majority of the houses in this section of Glebe Road are still intact as originally constructed and still reflect the character & streetscape of the HCA.</p> <p>If this area of Glebe Road is rezoned the current properties & land in Glebe Road will be subject to redevelopment. Existing properties & open space will be destroyed & replaced by buildings of much greater height & density & a totally different character to that of the HCA.</p> <p>These changes will degrade the quality & amenity of the properties behind them in Cram Street & National Park Street. Privacy will be destroyed by much taller properties overlooking both the curtilage & rooms at the rear of the existing dwellings in Cram & National Park Streets.</p> <p>I have seen these detrimental effects caused by a Glebe Road redevelopment which looms over a neighbour's home in Cram Street. The pool, backyard & rear rooms in the neighbour's property are totally overlooked by this unsympathetic two story development on the boundary fence thus reducing the amenity for the home owners & the resale potential of the affected property. This redevelopment happened prior to the</p> |

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| | | | <p>declaration of the Hamilton South Garden Suburb HCA.</p> <p>It is important for council to consider that residents within the HCA purchased their homes and have invested heavily in quality maintenance, restorations, renovations & additions which respected the heritage character of the area. Owners did so in the belief that they had the certainty of protection against detrimental redevelopment in their designated Heritage Conservation Area. Now it is proposed to change the rules. This will adversely impact on the capital asset of the property owners and the amenity of the affected residents. Long standing drainage & flooding issues in Cram Street will be exacerbated by the increasing density & coverage of open space in Glebe Road which will occur with the proposed rezoning. Glebe Road is higher than Cram Street which has a long history of acting as a drainage detention basin for Glebe Road.</p> <p>Parking will become much more of a problem due to increased numbers of occupants from higher density redevelopment in Glebe Road. Overflow parking will occur in Cram & National Parks Streets. As our existing area has revitalised with younger families moving into the area there is much more on street parking in Cram & National Park Streets due to increasing levels of vehicle ownership. Because more family members have personal or work vehicles they need to park on the street.</p> <p>Higher density will increase traffic management & safety issues as residents & visitors at the new dwellings will need to enter & exit onto the very busy Glebe Road.</p> <p>The adverse impacts associated with the proposed removal of part of Glebe Road from the boundary of the Hamilton South Garden Suburb HCA have not been adequately considered by Council. The proposed rezoning & resulting redevelopment along Glebe Road will degrade the character of the HCA & over time lead to attrition in the HCA. There will be a decline in amenity for affected residents & the quality & value of the affected homes in Cram Street & National Park Street will be downgraded because property owners will not have the same commitment to living in & maintaining these properties. The HCA will be undermined by attrition.</p> <p>Additional comments: I have lived in our family home since January 1980. The Uniting Church properties, the Vet (with attached original house), the Smash Repair business (now closed) at the National Park end of Glebe Road and the Automotive business (with its adjacent home in Smith Street) at the Smith Street end of Glebe Road have been long established. These commercial properties & the Church properties have been an accepted part of the local character of the Hamilton South Garden Suburb.</p> <p>The three commercial properties on Glebe Road west of National Park Street are more recent additions in the Glebe Road streetscape. When we moved into our home in 1980 there was an original two story brick building with Chemist shop on the ground floor, & a dwelling above, on the corner of Glebe Road & National Park Street. Adjacent to this were the small Take Away hot food shop & a butcher shop. The Chemist shop building which was built in the style and character of the area was demolished due to earthquake damage. The other two shops were demolished & replaced by very unsympathetic commercial buildings prior to the declaration of the HCA.</p> |
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| | | | | <p>Church property has encroached on Robinson Place Reserve for many years. Apparently this encroachment includes the old wooden building which was moved onto the site many years ago. When the Church congregation was more active with younger members, the Church claimed exclusive use of the tennis court on Robinson Place Reserve & neighbouring residents were excluded from usage. As the congregation aged the tennis courts have fallen into disrepair & Council has not rectified this situation.</p> <p>Robinson Place Reserve has been used by local children, (including our own children & grandchildren) over the years. The mowing of the Reserve has been shared by the Church or Council over the years. Local residents have planted many of the trees & shrubs in Robinson Place Reserve & these provide a very pleasant backdrop for local residents and a bird habitat in the Reserve.</p> <p>For unexplained reasons Council has removed the Robinson Place Reserve signage. Hopefully this does not signal Council's intent to reclassify the Reserve to allow residential development on this land (& on any surplus property owned by the Church). Although that may be a popular direction for developers it will not be so with local residents who value the open space & tree cover in Robinson Place Reserve and have contributed to improvements by tree planting in the Reserve.</p> <p>It is also worth noting that local residents have, and continue to pay very high rates while the Church would have been be exempt from rates. The encroachment of Church property onto Robinson Place Reserve has been either at no cost, or for a peppercorn rent. Apparently the Lease expired many years ago.</p> <p>Any rezoning of Robinson Place Reserve to allow residential development would lead to the destruction of the Reserve. Any development on the Reserve would have detrimental impacts on the surrounding homes. Part of the value of these homes has been based on the attractive open space, recreation space & tree cover in the Reserve. Development would destroy the amenity & property values for the adjoining residents (in ways as outlined previously in this submission).</p> |
| Disagree | Agree | Strongly agree | Agree | <p>Parkway Avenue in its current form (wide median and substantial/aged pine trees) provides significant landscaped heritage qualities. From Hamilton South to Bar Beach the avenue should be protected and included in the LEP.</p> |
| Disagree | Strongly agree | Strongly agree | Strongly agree | <p>Parkway Avenue is the last remaining intact boulevard in the original Garden Suburb plan by the famous Architect and Planner, Sir John Sulman. Its impressive streetscape, and relatively unspoiled architectural development makes it a unique and imposing icon, well worthy of preservation and listing on the State Heritage register.</p> <p>Whilst residents have previously stated their strong desire to preserve the form of Parkway Ave, RMS are currently planning to encroach on the central median to allow more more traffic to flow through the Heritage Area. Construction work would certainly endanger the root systems of the magnificent Norfolk Island pines, and allow the diesel and petrol exhaust fumes emanating from trucks to discharge directly into the tree canopies causing distress and likely permanent damage.</p> |

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| | | | | <p>RMS should be more concerned with the safety aspects of encouraging more traffic past the three large schools, and resident amenity and access to their properties. and taking measures to divert traffic away from Parkway Avenue. There appears to be little communication between RMS and Council in this matter.</p> <p>The recent and sudden demolition of all of the remaining properties in Denison St appears highly coincidental and worthy of investigation.</p> |
| Strongly disagree | Strongly agree | Strongly agree | Strongly agree | <p>Newcastle has so few beautiful avenues, why destroy one now. Its a wonderful access area to some of Newcastle's prime attractions such as the beach, the ANZAC memorial walk and King Edward Park.</p> |
| Agree | Agree | Strongly agree | Strongly agree | <p>Re: Parkway Avenue</p> <p>It absolutely should be included as a landscape heritage item in Schedule Strongly agree of the Newcastle LEP.</p> <p>NCC's draft report supports this view with numerous references to it being "...the most enduring aspect...of the area..."</p> <p>Previous heritage studies "...recommend the heritage listing of Parkway Avenue...as (a) heritage item...</p> <p>""Elements that are to be preserved include the existing appearance, form and function of Parkway Avenue, including the road verges, street trees....and the central median that splits the carriageway into two single lane roads".</p> <p>Based on the above quote from NCC's own reports, I fail to see any viable option other than including Parkway Avenue as a landscape heritage item in Schedule Strongly agree of the Newcastle LEP.</p> <p>NCC / RMS (whoever is responsible) are currently complicit in eroding the heritage significance of this thoroughfare. It is a collector road, not a sub-arterial road. The signalisation of the junction with Stewart Avenue accelerated this process and NCC / RMS continue to ignore residents concerns. Vehicle weight limits are never enforced, the traffic calming measures (speed humps / Agree0km/h zone, redirection of traffic flow along Smith St) never materialised with no feedback from NCC. The median strip continues to be damaged by illegally parked cars during winter weekends.</p> <p>If NCC are serious about protecting THE most enduring aspect of the Hamilton South Garden Suburb HCA, they MUST act now and enforce the rules.</p> |
| NA | Strongly agree | Strongly agree | Strongly agree | <p>Re proposed new area for Ada St and Denison St:</p> <ul style="list-style-type: none"> - Zoning was changed from Residential to Mixed Use Medium Density in 2012, no residents were aware of change, therefore there was no effective public consultation - First we knew of zoning change was when the current Denison St development was proposed; there were |

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| | | | | <p>over 50 submissions from the public against it - most feeling it was out of character</p> <ul style="list-style-type: none"> - Following the earthquake houses had to be rebuilt in residential style sympathetic to heritage, why change this attitude? - Re the block between Ada and Parkway; 7 of 8 houses are owner occupied; Neither houses were built for the Australian Agricultural Company circa 1890 and all are well maintained(the area is older than Hamilton Sth, I have a photo from 1910 showing Parkway did not exist as a road); - Many residents have spent a lot upgrading properties sympathetic to heritage concerns - There are many fine heritage properties in Denison St as well, as well as the nearby Ambulance Station and TAFE, which are both heritage listed - The character of the area is at a tipping point due to decision to change to medium density mixed use, and the subsequent development in Denison St, which is completely out of character. This needs to be overturned, else the heritage character of this area, which is far older than Hamilton South, will be lost. - In my view, the houses on Denison St between Ada St and Parry St should be added as well. All the properties are residential style and many are pre 1930. E.G. The house on corner of Ada and Denison is also circa 1890 |
| Disagree | Agree | Strongly agree | Strongly agree | All building approval should adhere to strict heritage building guidelines in order to preserve heritage areas. The beautiful streetscape of Parkway Avenue should be preserved as it is one aspect of Newcastle Heritage that defines Newcastle as the city that it is. |
| Neither | Strongly disagree | Strongly disagree | Strongly disagree | With the current push for major developments in this area (such as the current 3 storey mixed commercial residential building comprising of 4 medical suites and 10 units)it is incredibly important that we look to protect the heritage homes and landscape that we have left. This also includes the iconic Parkway avenue landscape and median strip. |
| Neither | Neither | Strongly agree | Neither | The landscape of Parkway Ave must be preserved as a gateway to the beach and should be protected as a heritage item. |
| Disagree | Strongly agree | Strongly agree | Strongly agree | Essential to maintain landscape heritage of Parkway Ave. (Traffic control needed ++) |
| Strongly disagree | Strongly agree | Strongly agree | Strongly agree | Parkway Avenue is a unique streetscape in the city of Newcastle and has considerable environmental and aesthetic importance to all Novocastrians. Heritage and Conservation is not only about buildings but also about preserving our environment from the ever increasing construction of hard surfaces which place greater stress on our trees and grassed areas. Over time both Stewart and Gordon Avenues have lost their medians |

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| | | | | <p>to vehicular traffiis priority. Due to poor road planning Gordon Avenue no longer safely links with the current road system and so attracts very little traffic.</p> <p>Case in point: That median should never have been removed.</p> <p>Parkway Avenue should be protected from the same fate and priority listed without further alteration to the LEP.</p> |
| Disagree | Agree | Strongly disagree | Disagree | <p>Re inclusion of Parkway Avenue as a heritage item, I am particularly interested in ensuring there is no loss of median area or trees due to road widening or addition of turn pockets etc.</p> <p>I also quote the draft report p.40: "The existing appearance, form and function of Parkway Avenue, including the road verges, street trees, bridge abutments at Cottage Creek, and the central median that splits the carriageway into two single lane roads"</p> <p>I have a concern that Parkway Avenue westbound between National Park and Stewart has become a de facto two lane road. Please take action to return this section of Parkway to a single lane of traffic.</p> |
| Disagree | Agree | Strongly agree | Agree | <p>Parkway Avenue is a Newcastle landmark and I strongly support the proposal to have it listed as a landscape heritage item to protect this wonderful thoroughfare.</p> |
| Strongly disagree | Strongly agree | Strongly disagree | Strongly disagree | <p>I am very please and supportive that the Council is adopting a positive and proactive to heritage planning and guidelines.</p> |
| Agree | Agree | Strongly agree | Strongly agree | <p>I agree with the Review of Heritage Conservation Areas Draft Report in that Parkway Avenue should be listed as a heritage item in Newcastle LEP 2012 because it is a fundamental surviving element of Sulman's Garden Suburb design. The Avenue with its generous median and plantings of Norfolk pines are central to the suburb's street pattern and should be protected from potential changes to street design and functionality. Parkway Avenue is the highest in the order of streets in Hamilton South and should be left intact to protect the visible evidence of Newcastle's efforts to grow out of its coal mining town beginnings into the diverse City it is today. The Garden Suburb principles that the Avenue exemplifies, contributes to the City's prosperity and generosity.</p> |
| Strongly disagree | Strongly agree | Strongly agree | Strongly agree | <p>Every city must have an identity and an integral part of its identity shows a blend of valued heritage areas and the need to be progressive. A progressive approach is to preserve the integrity of heritage areas and manage the somewhat "sneaky" erosion of valuable heritage areas.</p> <p>As a community we need to ensure the proposed boundaries of heritage areas are managed sensitively</p> <p>I live in the Hamilton South Garden Suburb precinct and find the lack of traffic control to be a major concern to the integrity and amenity of this highly regarded residential are.</p> |

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| | | | | I recently hosted a visitor from Minnesota USA who remarked about the attractiveness of the Norfolk Pine lined Parkway Avenue. |
| Disagree | Strongly agree | Strongly agree | Strongly agree | AS a resident of the Garden Suburb my whole life, I feel it would be detrimental to reduce the size of the median strip in Parkway Avenue. Having grown up in Parkway Avenue and having now bought in Hebburn street, part of the appeal to this area was the trees and parks, not seen like this anywhere else in Newcastle. |
| Strongly disagree | NA | NA | NA | I don't believe that the fact that inappropriate development has occurred in Glebe road is a reason to move the boundary. This would place at risk what we see from our back yard. (3 Cram st). Leaving it as is maintains a logical boundary at one side Glebe road and may lead to future sympathetic development. I also think it's a backward step to water down the rules that have been in place for 20 years. I haven't commented on the heritage technical manual but do think that any clarification between "guidelines" and rules is probably a good thing. We were able to do what I believe was a suitable extension without issue. I would be very happy to discuss my views further if required. Thanks you |
| Disagree | Disagree | Strongly agree | Agree | I have lived in Parkway Avenue for over 50 years and throughout that time it has been a beautiful avenue in the true sense of the word forming a centerpiece for what is now the garden suburb. Even though the council no longer maintains the many garden beds which are now buried under grass or full of dying hibiscus it still forms a graceful corridor from the centre of town to the beach. This tree-lined avenue and its maintenance in its current form (single lane carriageway) is vital if this area is to reflect its name as the Garden Suburb. Beyond this it is a unique and beautiful feature within the city, one we should care for and protect in its current form. |
| Disagree | Agree | Strongly agree | Agree | do not widen Parkway Avenue. I live in Parkway Ave, have young children and do not want any more traffic along this road. I bought here because it is not a major road and changing this will impact on our enjoyment of living here and would negatively impact property values. |
| Strongly disagree | Strongly agree | Strongly agree | Neither | Under no circumstances should the amenity of Parkway Ave be reduced to accommodate additional traffic. It is a residential area - not a major thoroughfare. |
| Disagree | Agree | Strongly agree | Strongly agree | In these areas the existing streetscape ought to be maintained. There are other, more appropriate, areas suitable for development. |
| Neither | Agree | Strongly agree | Agree | Do not wish to see Parkway Avenue Hamilton changed in any manner whatsoever. The median strip is a delightful and essential part of Hamilton and surrounds. |
| Agree | Agree | Strongly | Agree | Parkway Ave is the last of the wide avenues with mature trees providing a pleasant vista to drive down. I wish |

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| | | agree | | to protect this picturesque avenue as far as possible. Thanks |
| Neither | Strongly agree | Strongly agree | Strongly agree | I have been a resident of this area for the past NA years. This is a stunning original area of Hamilton with houses dating back well over 100 years. The loss of several houses of this era has recently occurred in Dennison which saw well over 10 objections to this loss occur. This demonstrates the communities love of our area and its heritage value. Our block in particular is one of the last remaining intact historic blocks of Parkway Ave. Our houses have histories with the beginning of the AA Company in this area. Preserving this history only adds to the history of our community as a whole. |
| Strongly disagree | Neither | Neither | Neither | <p>Attention Sarah Cameron.</p> <p>My objection to the proposed boundary changes are as follows.</p> <ol style="list-style-type: none"> 1. The proposed boundary changes will lead to rezoning and redevelopment in Glebe Road which will allow buildings of much greater height and density. This will be totally out of character with the existing homes in the HCA. 2. High buildings will overview out homes and outdoor areas, this will lead to a loss of privacy in the rear of our homes. 3. The streetscape as seen from the street and homes in Cram Street and National Park Street will be adversely impacted by increased heights and densities. 4. Increased densities will lead to drainage and flooding problems in Cram Street. Glebe Road and Turnbull Street drain into Cram Street due to their higher elevation. Cram Street has a very long history of flooding in heavy rain. 5. Parking will be increased in Cram Street due to increased densities. Parking is restricted in Glebe Road so excess parking from new residents and visitors will overflow into Cram Street and National Park Street. 6. The above detrimental effects will make this area much less appealing to home owners. Downgrading of our amenity and homes will impact on the integrity of this part of the HCA. This will flow on to other parts of the HCA over time. |
| Neither | Strongly agree | Strongly agree | Strongly agree | <p>the area of Denison and Ada St complement the area already heritage listed.</p> <p>Beautiful buildings along Denison and the block of Ada and Parkway being the oldest in the area.</p> <p>Consideration should also be given to Denison st between Parkway and Parry St it has a high degree of continuity, with 11 of the 13 houses on the north side original and the sth side showing how medical suits had to be built in keeping with the street scape following the earthquake. which is now part of the Newcastle</p> |

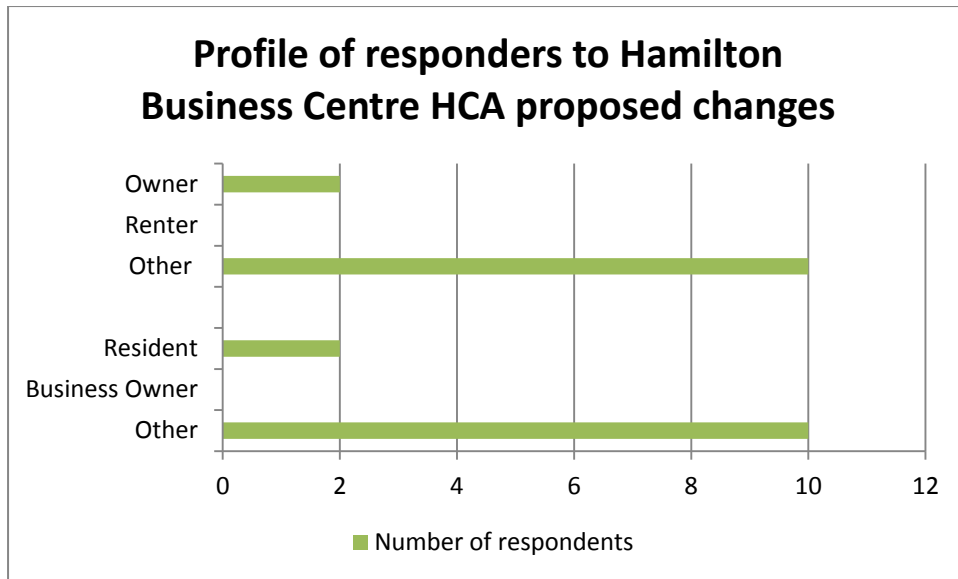
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| | | | | <p>heritage</p> <p>Denison once was a grand street and with some love this could be returned.</p> |
| Strongly agree | Strongly agree | Strongly agree | Strongly agree | <p>I strongly oppose any change to the median in Parkway Ave. Parkway Avenue has been the main town-planning feature of this area since my family first moved here in 1947. Most of the houses are in close-to-original prospect from what I can remember as a child way back then. The main part of this is the very wide gorgeous green median that runs the full length which even looks better without the oleandas that were there in the 1940s. Any reduction in the size of the median for things like turning lanes at Stewart/Parkway lights can be done just as well by re-routing the bicycle route to quieter streets like Jenner Parade to cross Stewart Ave at the pedestrian lights at Alexander St and thereby have a full 2 lanes of traffic at the Stewart/Parkway lights (we live on that corner). The cycleway can then follow Alexander and Beaumont to the Racecourse and Dumaresq St. Any proposal for light rail along Parkway is crazy - if trams come south they should go to The Junction (servicing Bar Beach) and on to Merewether or Dixon Park Beaches and then back along Gordon Avenue and Denison St to Wickham.</p> |
| Neither | Strongly agree | Strongly agree | Strongly agree | <p>As a resident of Parkway Avenue I strongly object to any changes that would bring additional traffic to this street or reduce the aesthetic of the current width of the medium strip and the beauty of existing trees. In fact I would promote additional streetscaping involving additional tree plantings and gardens to enhance this avenue towards its original design - as a generous green corridor. Turning it into a busier road would have a significant and detrimental impacts on residents including increased noise levels, loss of aesthetic, negative impact on heritage areas either side of Parkway Ave, higher risk of road accidents (car and pedestrian) and a downgrade in the sense of community as residents would be less likely to spend time in their front yards/verges if it were a busy road. These negatives would also reduce property values which is significant to me as I moved here Agree years ago to take advantage of the current environment and streetscape. I would therefore be disadvantaged by losing these advantages and losing property value. I strongly object to making Parkway Ave a busier street and support it being listed on the LEP.</p> |

Hamilton Business Centre Heritage Conservation Areas

Just 12 people made comment on the proposed changes to the Hamilton Business Centre HCA. This is a very small sample size and care must be taken when reviewing this data. For this reason the data is reported in terms of numbers of people rather than as percentages.

Just 2 of the 12 were owners, and 2 of the 12 were residents. None were renters and none were Business Owners.

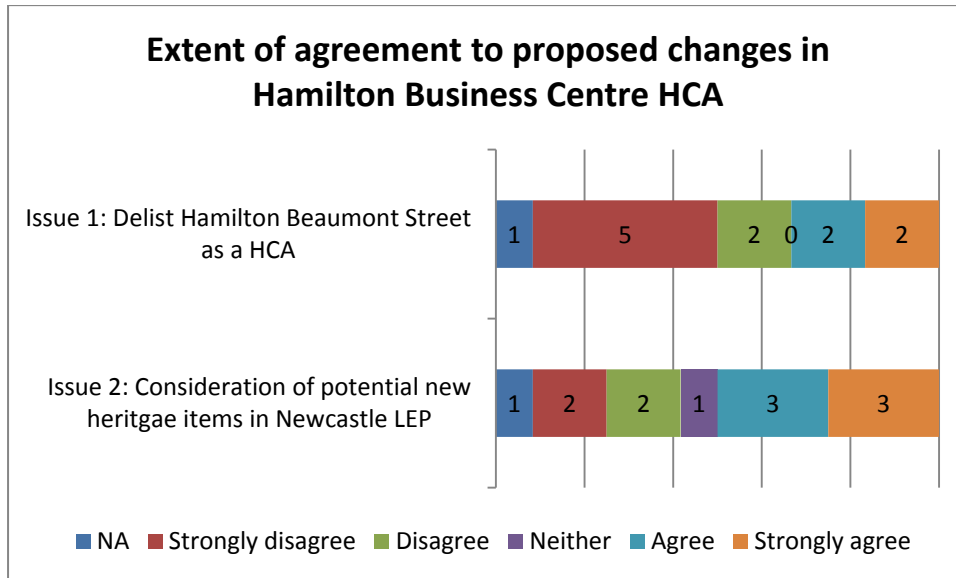
Figure 12: Profile of Hamilton Business Centre HCA Respondents



The issues

Those commenting on the Hamilton Business Centre HCA area were asked to indicate the strength of their agreement with two issues. The results can be seen below in figure 13.

Figure 13: Extent of agreement with proposed changes to Hamilton Business Centre HCA



Issue 1: Hamilton Beaumont Street should be -delisted as a HCA

Disagreement with this proposal was greater than agreement with it, with 7 people disagreeing and 4 people agreeing.

Issue 2: The sandstone kerb and gutters in Beaumont Street should be heritage listed.

Six of the twelve responders indicated agreement with this proposal. 4 disagreed and the remaining 2 voted either neutral or unsure/not applicable.

Figure 14: Further comments made on Hamilton Business Centre proposals

| Response to Issue 1 | Response to Issue 2 | Comment |
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| Strongly agree | Strongly disagree | I think the Hamilton Business centre has struggled over the past decade to grow as a top income earner for the city. Removing the HCA from the businesses centre will give and residents and business owners more ownership to transform the heart of Hamilton. |
| Agree | Agree | I think Beaumont Street business precinct is looking untidy at present, with a few premises unoccupied. The Islington end is looking far better, so I have no objections to the precinct having the opportunity to be smartened up by removing the Heritage category. |
| Agree | Agree | Future development in the street should reflect the scale of the existing streetscape. |
| Strongly disagree | Agree | The street scape is unique to this strip. However there should be proper cleaning of the street/footpath and maintenance. There are to many Asian food Shops/ eatery in this Area it should be more available to/for Southern Europe cuisine as is the history of this strip and it's ethnic influence. |
| Strongly | Neither | I do not see that these features really contribute greatly to the streetscape. I would rather see modern kerbs and gutters that suit the |

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| disagree | | commercial development of the area, and the sandstone material could be used elsewhere where heritage significant areas are being upgraded or restored. |
| Disagree | Disagree | I would be concerned if lifting the heritage listing what would be the LEP be. I could understand developing it more, but not to make it a second Kotara. |

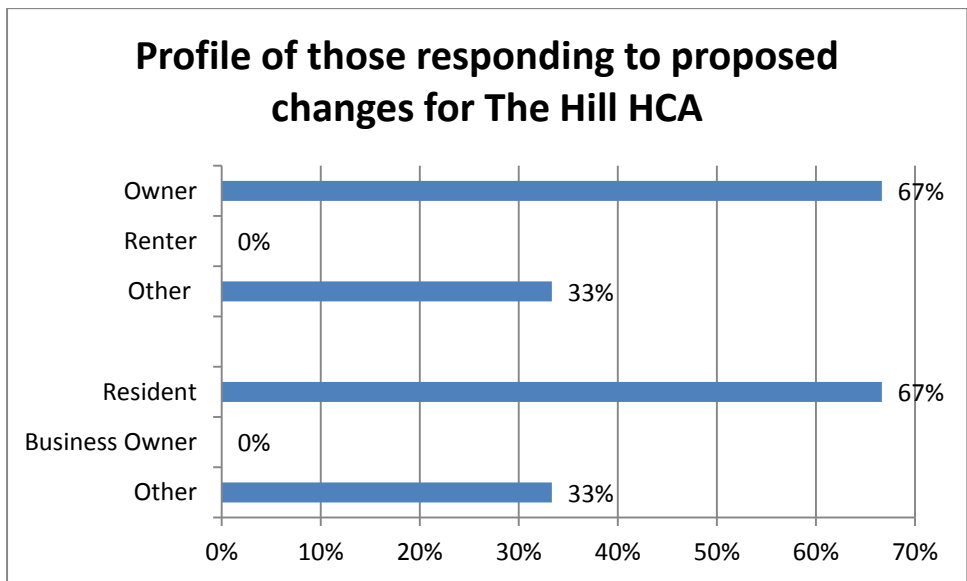
The Hill

Profile

A total of 27 people made comment on the proposals for The Hill HCA. This is a small sample size and care should be taken when reviewing the data.

Approximately two-thirds of this group were Owners (67%) and two-thirds were Residents (67%) - note that not all owners were also residents. No Renters and No Business Owners participated.

Figure 15: Profile of The Hill HCA Respondents

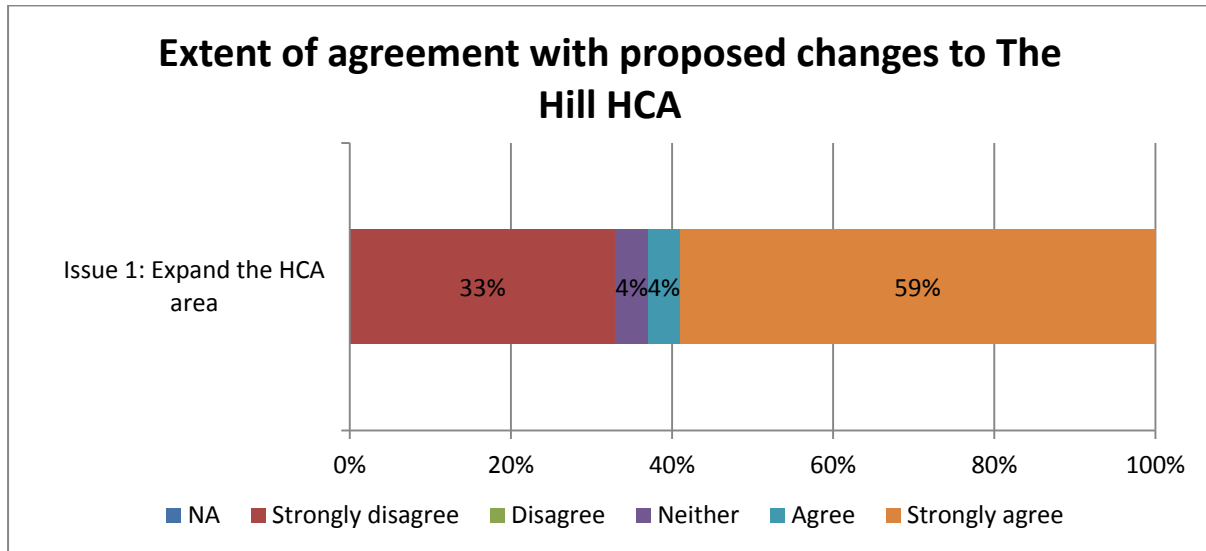


The issues

Those commenting on the The Hill HCA area were asked to indicate the strength of their agreement with one issue. The results can be seen below in figure 8.

Issue 1: The boundary of The Hill HCA should be extended to include parts of Kitchener Parade, Anzac, Bingle and High Streets

Figure 16: Extent of agreement with proposed changes to The Hill HCA



Agreement with this proposal was greater than disagreement, with approximately two-thirds (63%) agreeing (agree or strongly agree) and one-third (37%) people disagreeing (disagree or strongly disagree).

Figure 17: Further comments made on The Hill HCA proposals

| Response to Issue 1 | Comment |
|---------------------|--|
| Strongly agree | this area needs to be included urgently to prevent the redevelopment in an inconsistent way with the neighbor hood |
| Strongly agree | Obviously in this area there will be a tendency towards developments: 1. designed to maximise revenue-gathering 2. obsessed with size and grandeur at the expense of aesthetics and impact on neighbours 3. unsympathetic to the gracious character of the area Therefore we are keen to see our area included in the heritage conservation zone |
| Strongly | Although there are some 'out of character' buildings here there are quite a few houses worthy of conservation protection. Listing this area will prevent redevelopment and |

| | |
|-------------------|--|
| agree | reconstruction of unsympathetic buildings on the fringe of an existing conservation area. |
| Strongly agree | <p>Yes I strongly agree.</p> <p>However I believe that the whole of the eastern side of Lemnos Pde should be included in the extended HCA zone.</p> <p>According to me reading of the criteria, the following houses in that eastern side of Lemnos Pde would be classified as follows. No 1 - a modern architecturally designed house with features sympathetic to the streets heritage styles - e.g pitched roof. No 1A as above No 3 neutral / contributory No 5 contributory No 7 neutral contributory (pitched roof) No 9 contributory</p> |
| Strongly agree | I strongly agree with the boundary extension but R3(medium density) development should not be permitted in a Heritage Conservation area. |
| Strongly agree | I am very pleased to endorse this addition to The Hill Conservation Heritage Area. I would now like to encourage our Council to ensure that these heritage areas are not over-crowded by medium density development ((R3) as has happened in other parts of Newcastle and NSW. These heritage areas should be left to demonstrate to all Novocastrians and to tourists visiting our City our pride in our history. They should be available to future generations and not drowned by adjacent high rise development. We have a very special heritage to proclaim. |
| Strongly agree | Ensure that all property owners are consulted on the potential change and its implication for property maintenance and improvements. |
| Strongly disagree | This action would decrease the house values in the proposed area and although I value heritage and my home is approx 100 years old and beautifully restored i feel it unfair that i should lose value by councils actions |
| Strongly disagree | The approval of developments not consistent with existing building stock over many years by NCC, particularly on the northern side of High Street, has created a hodge podge of conflicting building styles and densities which makes it a case of "try and spot the heritage houses." The inclusion of buildings at 11A and 30 High Street as contributing to the heritage values of 19th century and inter-war houses makes me wonder what the consultants were thinking. Presumably this means that the future development of modern style houses such as No. 11A will be OK if the boundary adjustment is approved. The issue of including High Street in the existing HCA has been examined extensively in the past and no compelling reasons were found for its inclusion. Council should only include new areas in HCAs where there has been a low level of attrition and degradation of the housing stock to be protected and not where the streetscape has already been significantly altered by inappropriate development. The area is also progressively being turned into a parking lot due to the failure of NCC to provide adequate parking in the CBD which is hardly consistent with HCA values. |
| | <p>this will restrict my ability to renovate and repair my property that i have lived in for nearly 50 years. there is no obvious benefit to owners and a risk of de-valuing my property if I chose to sell.</p> <p>council already has substantial regulations and another level of regulations is not required or wanted</p> |

| | |
|--------------------------|---|
| <p>Strongly disagree</p> | <p>These changes will make it difficult for owners to make updates to their properties as required. Having to get approval for this constantly will be a real problem.</p> |
| | <p>I agree with Council's endeavours to promote conservation through efforts like identifying potential heritage, raising community awareness about heritage, and establishing and managing conservation zones. However, the proposal to extend the existing area would significantly deteriorate the fabric that constitutes a true heritage conservation area.</p> <p>In simple terms, a conservation area is one that is historic in character and is special or attractive enough to warrant protection to maintain the traditional, special and individual character of a place. The Terrace and other areas within the existing Conservation Zone in my view meet this criteria. However, the extension of the zone as proposed will achieve nothing but to fossilise the proposed extension area and not allow it to evolve with the modern world that Newcastle City is becoming. My home for example was constructed in 1998 and a large percentage of other homes were also built around the same time. They have no heritage significance or character and they add nothing to making the existing Conservation Zone any "more special." I do however consider the terrace homes on the northern eastern side of Bingle Street would be the only properties worthy of inclusion in any proposed extension of the conservation zone.</p> <p>I also recognise the counter argument that whilst conservation area status does lead to additional planning constraints and considerations for the land owner, the purpose of conservation is not about preventing all change but about managing it in a way which preserves its special interest. The extension area proposed has no areas of special interest. While the benefits of owning a property in a conservation zone tend to be intangible in nature and flow from the pleasure or enjoyment associated with owning a historic or unique house of conservation value, the costs are more real and visible. These include the cost of ensuring alterations and extensions to the house are sympathetic to homes of historic value and the owner is burdened by the opportunity cost of forgoing land development opportunities which are available to homes outside conservation zones.</p> <p>There are also costs the Council bears in regulating land use in conservation zones and Council is dropping the ball when it comes to regulating the existing Conservation zone on The Hill. The significant property at 12 The Terrace for example standouts. It has been transformed into a illegal boarding house and the front downstairs verandah has a staircase constructed to connect it to the upstairs verandah! The conservation value, appeal, and aesthetics of the area is impacted because Council is unable to meet its regulatory and conservation demands. If Council cannot meet its current obligations it will be unable to meet them under and extended conservation zone.</p> |
| <p>Strongly disagree</p> | <p>I believe each property in this area should be individually assessed and reviewed by Council should the Owner want to redevelop the property.</p> <p>Whilst I appreciate keeping our history intact there are properties within this boundary which have absolutely no heritage value at all. They were built at a time when financial hardship meant the design and materials used were of a low standard and quality.</p> <p>The city is experiencing a revitalization and most developers (not talking about big developers but just ordinary people wanting to buy and live in the city) are sympathetic to the property's character and try to build or redevelop with that in mind. It would be a shame to see properties remain in disrepair because a person is not able to remodel in the modern accepted styles of today.</p> <p>Afterall, if we were to use this philosophy we would all still be living with dirt floors and architects would be redundant.</p> |

Strongly
disagree

I don't feel that the housing merits the extension of the HCA. The housing is not heritage, in the same way that the terrace is. There is a very high number of non heritage housing and brick flat buildings. The mix of housing in High Street is typical of many streets in Newcastle that are not listed as HCA.

I am surprised to see my house listed as a contributing to the HCA as it is a 1950's brick building, which was rendered and painted baby blue in the 1990's!

The eco texture report supports extending the HCA to High Street in 2005, and this same report is then questioned as to whether it is a valid opinion due to the age. The report then simply states that "This review has re-assessed the area and finds certain streets are considered worthy of statutory listing as a HCA" can we have more information as to why the High Street extension is proposed?

None of the 2015 public voice responses included extending the HCA to include High Street.

It should be noted that Council previously approved the demolition of my house

I have spoken to many neighbours about this extension of the HCA and none have understood or been supportive of it. I hope that they have been able to take the time to raise their objections. I should also note that those that I have spoken to did not receive notification of the 2015 survey in the mail, myself included.

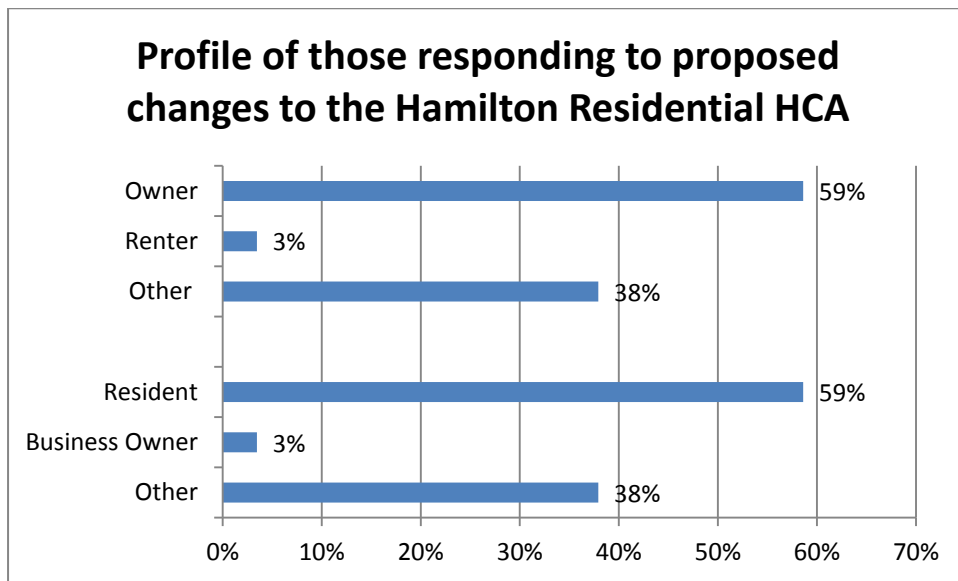
Proposed Hamilton Residential Area

Profile

A total of 29 people made comment on the proposals for Hamilton Residential HCA. This is a small sample size and care should be taken when reviewing the data.

The majority of this group were Owners (59%), with just 3% renting. An equivalent proportion (59%) were residents, with 3% Business Owners.

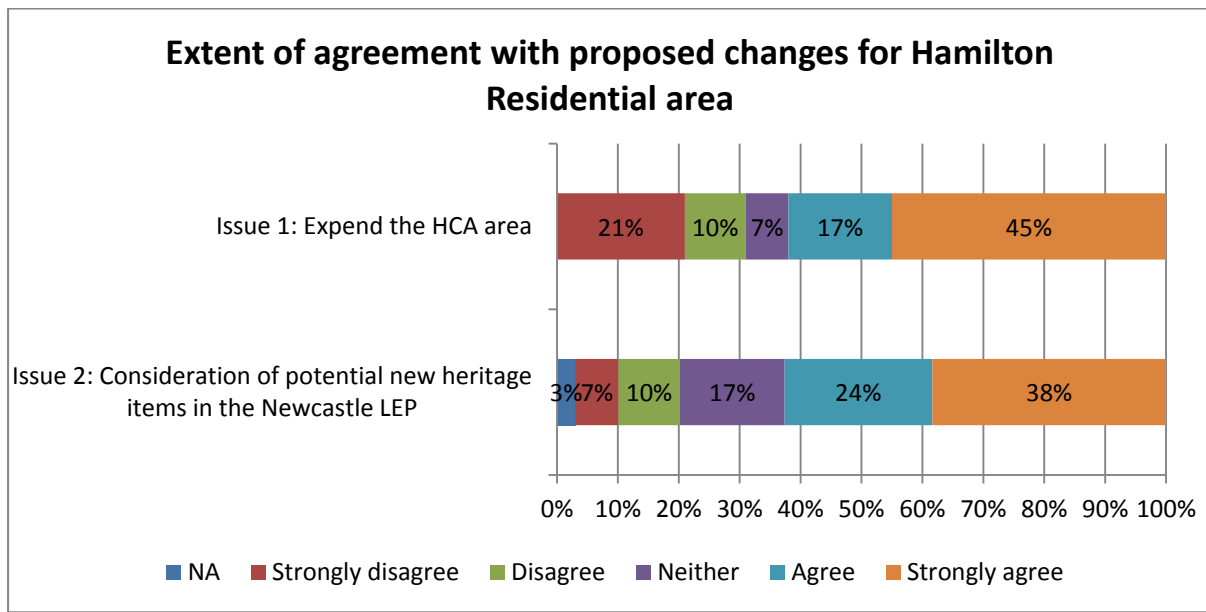
Figure 18: Profile of Hamilton Residential HCA Respondents



The issues

Those commenting on the proposed changes to the Hamilton Residential HCA were asked to indicate the strength of their agreement with two issues. The results can be seen below in figure 19.

Figure 19: Extent of agreement with proposed changes to Hamilton Residential HCA



Issue 1: The proposed Hamilton residential area should be included in the Newcastle LEP as a Heritage Conservation Area

62% of this group were in support with this proposal, while 31% indicated disagreement.

Issue 2: The heritage significance of properties at 32, 34 and 18 Gordon Avenue Hamilton should be assessed to determine if they should be listed as heritage items in the Newcastle LEP

62% agreed this this proposal (agree or strongly agree), while 17% disagreed with it. A further 17% were neutral towards this proposed changed and 3% were unsure/ not applicable.

Figure 20: Further comments made on the proposed Hamilton residential area HCA

| Response to Issue 1 | Response to Issue 2 | Comment |
|---------------------|---------------------|--|
| Disagree | Disagree | I am not clear on the implications this would have on the processes for renovating our property. I expect it means that applications for approval for any renovation will need to be submitted (with additional fees). I also expect that there will be design limits or constraints imposed. For eg. Another house in our street is already listed and the owners were only permitted to restore not renovate. I am not clear on the implications for property value but I would suspect that it would not increase and is more likely to decrease the value as the costs and trades associated with maintaining or restoring may be unattractive to buyers. I don't understand the impact this will have on our rates. Will there be an additional fee or tax added to already escalating rates? There are many homes within the proposed area that are certainly not of heritage significance and I am left scratching my head over the motivations council have for wasting time and public money on such an unnecessary proposal. I can't see on any advantages or benefits for the home owner in this proposal. |
| Disagree | Neither | <p>The proposed Heritage Conservation Area for the Hamilton Residential Precinct is not supported given the mixed demographic the precinct attracts.</p> <p>The concept of a HCA means that the current proportion of contributory dwellings will tend to naturally limit who can take up residence within the precinct:</p> <ul style="list-style-type: none"> - Those with sufficient funds to maintain such dwellings, which becomes more expensive than modern designed and constructed dwellings; - Those with sufficient funds to live within such dwellings, which again is generally more expensive due to greater requirements for unnatural heating, cooling, and lighting. <p>Currently, the village atmosphere exists because of the diversity in demographic: this may be put at risk, for example, students may not be able to afford even greater amounts of rent as living in heritage style housing becomes even more expensive; or relatively lower income families despite abilities to save, may not be able to afford to live there, as the greater living expense may be used up in the capital acquisition in a form of debt paydown. In the long term, this may sterilise the village like atmosphere enjoyed in the area.</p> |
| Strongly disagree | Neither | I doubt the historical significance of this area is particularly valuable. I believe the more valuable HCA should be Veda street and surrounds as this was where the first Mine Superintendants were housed in the early days of the "Bog Hole". |
| Strongly agree | Strongly agree | I am delighted that the Council is considering this precinct as Heritage Conservation. Too many houses have been demolished and rebuilt with cement "boxes" or in many cases not maintained to an appropriate standard. |

| | | |
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| | | <p>I imagine there are some owners who buy properties as investments in this area and just let them out without doing any running repairs or improving gardens etc. So I am delighted that owners may be encouraged to take more pride in their houses.</p> <p>Also, I was pleased to hear at the meeting last night that reclassification is likely to include streetscape improvements like street trees, traffic calming devices on corners etc. I would love to see a community garden established within the precinct somewhere, maybe the library or some other appropriate spot in the way it has been done on the corner of Bull and Darby Sts Cooks Hill -I think it would add a point of interest and a community gathering point as well as providing a practical asset to the community.</p> |
| Strongly disagree | Disagree | <p>Making areas Heritage compliant places greater financial burden on property owners. Rates are increasing and it will not be possible to undertake reasonable repairs or changes to my home if heritage guidelines are imposed.</p> |
| Strongly disagree | Strongly disagree | <p>The make up of the building in this area are too diverse in nature and age to constitute any particular style or type of building to make any unique heritage style. Some examples: 21 Cameron street is circa 1905 whereas 25 Cameron St is less than 10 years old. The same is for 22 Cameron and the property two doors further down. 16 James street is circa 1991 and also 12 James street is also a "new property". This is also the case for the property two doors East as well as the duplex next door. Cnr. Lindsay and Cameron is also a "New house" again with no "Heritage value.</p> <p>These are only a few examples within a small radius of 61 Lawson St, the house I own. Without going further this is typical of this suggested area.</p> <p>I know that several of these dwellings were replaced because of damage ie. termite infestations making any repair impossible and because of the small size and shape of the blocks these owners were left with optimising their finances to construct feasible- non heritage dwellings.</p> <p>Also, what kind of dwelling style would be suitable for this area as the current buildings range from wooden miner's to freestanding terraces, older apartments like the corner of James and Lawson to buildings exhibiting ethnic heritage styles and many houses built over the last 40 years?</p> <p>That there is no particular heritage style to be preserved makes the idea silly.</p> |
| Strongly agree | Strongly agree | <p>I think the heritage significance should include 32, 34, 36, 38 and also 5 James Street.</p> |
| Strongly agree | Strongly agree | <p>The property we own at 3 Murray st is included with which we agree. It is a 1900 house, which had separate kitchen and outside toilets. We have removed them and made the back modern. However, the front half is as it was when built except the front verandah which was demolished. We rebuilt it to look like the original. We think that the frontages should be heritage, but not the back.</p> |

| | | |
|----------------|----------------|---|
| Neither | Neither | <p>The Catholic Diocese of Maitland - Newcastle owns significant property interests to the East of the proposed Heritage Conservation Area. The properties owned and operated by the Diocese are at 841 and 845 Hunter Street, 246 - 252 Parry Street, 7 and 5 Selma Street Newcastle West.</p> <p>The Diocese is currently in the process of drafting a Master Plan for the sites mentioned above including the any additional sites affronting Selma Street.</p> <p>Given the Master Planning process is well underway the Diocese would like to understand the impact (if any)of the proposed Hamilton Residential Heritage Conservation Area on the Diocese's proposed draft Master Plan.</p> |
| Agree | Neither | <p>Their should be consideration of long term owner/occupier needs ie knock down rebuild in view of aging issues and living in a more suitable home for ageing owners.</p> <p>As Govt; wants the elderly to stay in there home and for many like myself I have been planning this for 20 years. To stay on my property site. and should not be disadvantage re the proposed new changes (perhaps there should be a clause re this issue added to any change). Additionally, re streetscape I would like to see traffic calming/restriction (greened kerbs) restrictions to oversize vehicles/caravans etc being parked on street obstructing the non-owners property to streetscape view/light/security/safety and the overall enjoyment of environment/surrounds (some areas are becoming a caravan/ truck storage area). James street is the only entry point from Gordon Ave; and has become a noisy thoroughfare 2Agree/7 consideration to making this entry a Cul-de-sac/other ?</p> |
| Strongly agree | Strongly agree | <p>This is a very significant collection of diverse housing styles and I support its addition to the HCAs.It is most important to gain the approval of the residents/owners of the housing within the area and build their awareness of the plan and its strictures in regard to development and renovation before declaring the new HCA.All efforts should be made to link the HCA smoothly to the Beaumont Street precinct by way of signage ,street furniture and vegetation.</p> |
| Strongly agree | Strongly agree | <p>The heritage area should be extended to include Dumaresq Street West of Gordon Avenue.</p> |

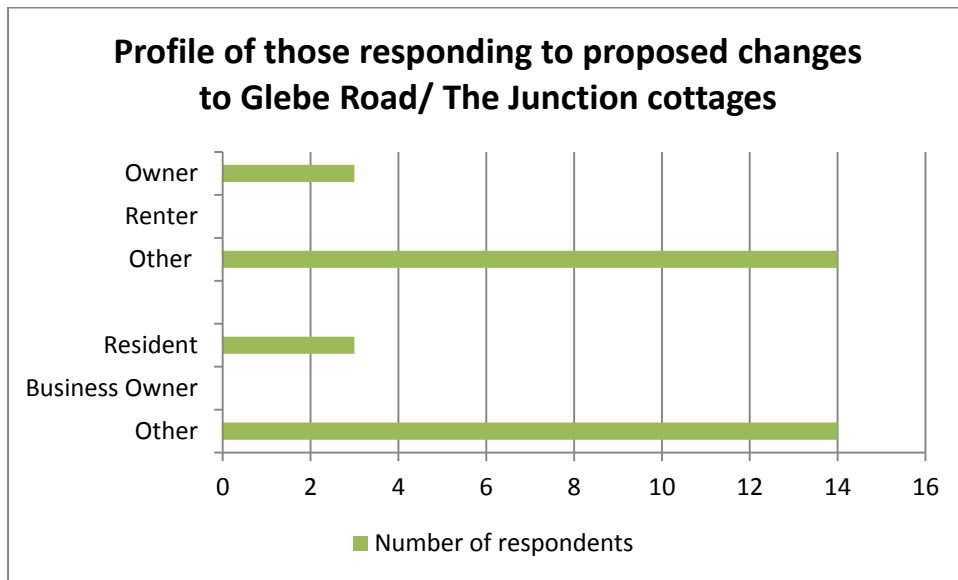
Proposed Glebe Road - The Junction cottages

Profile

Just 17 people made comment on the proposed changes to the Glebe Road The Junction cottages. This is a very small sample size and care must be taken when reviewing this data. For this reason the data is reported in terms of numbers of people rather than as percentages.

Just 3 of the 17 were owners, and 3 of the 17 were residents; one owner was a resident and two were landlords. None were renters and none were Business Owners.

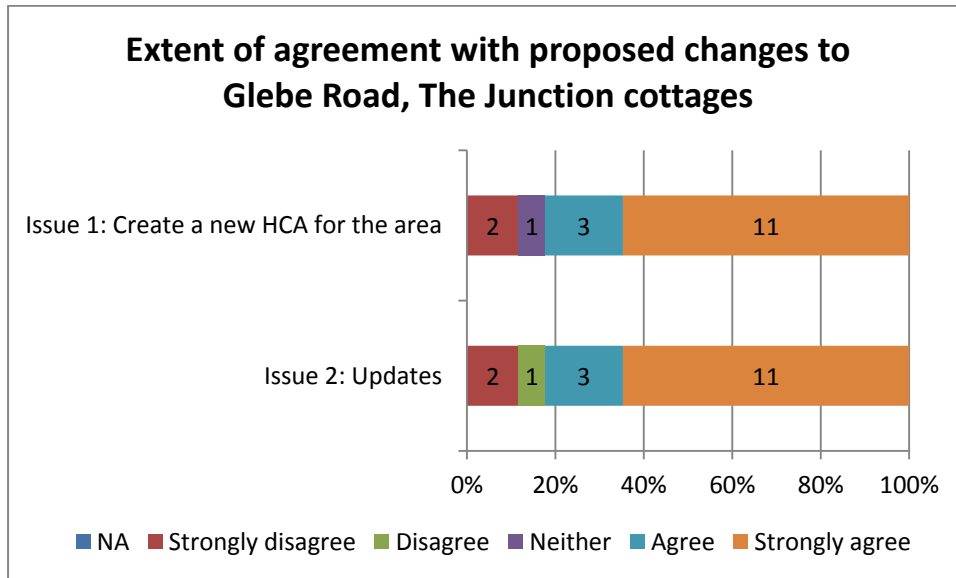
Figure 21: Profile of those responding to proposed changes to Glebe Road/ The Junction cottages



The issues

Those commenting on the proposed changes to the Glebe Road The Junction cottages were asked to indicate the strength of their agreement with two issues. The results can be seen below in figure 22.

Figure 22: Extent of agreement with proposed changes to Glebe Road/ The Junction cottages



Issue 1: A new heritage conservation area should be established to include all of the properties 55 to 75 Glebe Road, The Junction

The majority (14 of 17 people) were in agreement with this proposed change.

Issue 2: A locality specific set of development guidelines should be prepared to protect the single storey character of the potential new HCA

The majority (14 of 17 people) were in agreement with this proposed change.

Figure 23: Further comments made on the proposed Glebe Road The Junction cottages

| Response to Issue 1 | Response to Issue 2 | Comment |
|---------------------|---------------------|--|
| Strongly disagree | Strongly disagree | The heritage nature of this area has already been compromised by the construction of a 2nd (modern) dwelling at the rear of 2 of the 10 or 11 properties that would be affected by this proposed conservation area. The proposed area is also quite small & isolated, in that it is essentially enclosed on Neither sides by The Junction's existing retail & commercial development. This development already detracts from the overall visual appeal of the current streetscape. |
| Strongly agree | Strongly agree | Approximately 5 years ago an appeal was denied for a development plan for 55 Glebe Rd by the Minister for Planning and Inviroment. The court considered that the facades of the cottages 55 to 75 were mostly unchanged and should be maintained as an example of the original village architecture still in tact. |

| | | |
|----------------|----------------|--|
| Strongly agree | Strongly agree | <p>The Junction Village is a rather unique 'village' style shopping precinct. It is bounded by residential properties some of which have valuable heritage character. e.g in Corlette St and in Glebe Rd. For the 'village' character to be maintained there must be a clear boundary between commercial and residential and having residential right up close to shops etc helps retain this character.</p> <p>The strip of single storey character houses on the south side of Glebe road provides an interesting neat boundary to the 'village'.</p> <p>Glebe Rd is an entry thoroughfare to inner beachside Newcastle and as such its character needs to be preserved where possible.</p> |
| Strongly agree | Strongly agree | <p>These are an outstanding group of well maintained garden cottages that add to the character of The Junction. Ensure that all owners are fully aware of the proposal and its implications for maintenance and renovation before declaring the heritage area</p> |
| Strongly agree | Strongly agree | <p>These properties warrant a heritage classification under a new HCA. With one exception, the character of the cottages between Robinsons Real Estate & Arrivederci Restaurant is intact. The owners have respected the character & streetscape of these cottages & have kept them in a very well maintained state. Previously the residents strongly supported the retention of these homes & opposed the proposed demolition of one of the cottages for redevelopment. Council's decision to reject the proposed demolition & redevelopment & to preserve the character of this small group of cottages was supported by an external judgement by a Heritage Consultant.</p> <p>It may be possible to sympathetically build into the existing roof structures, set back from the streetscape as has happened with some dwellings in the Hamilton South Garden Suburb HCA. As long as the single story character is preserved with adequate set back within the roof line to preserve the heritage character of the homes then it may be suitable. Similarly it may be possible for garage roof structures to be extended to allow extra development within the roof space if the change is sympathetic to the character of the street. Such possibilities would need proper study & consideration so that the heritage character would not be adversely impacted.</p> |
| Agree | Agree | <p>Lovely group of old cottages most of which are still in good condition if not exactly in an original state. Worthy of protection in the inner city.</p> |

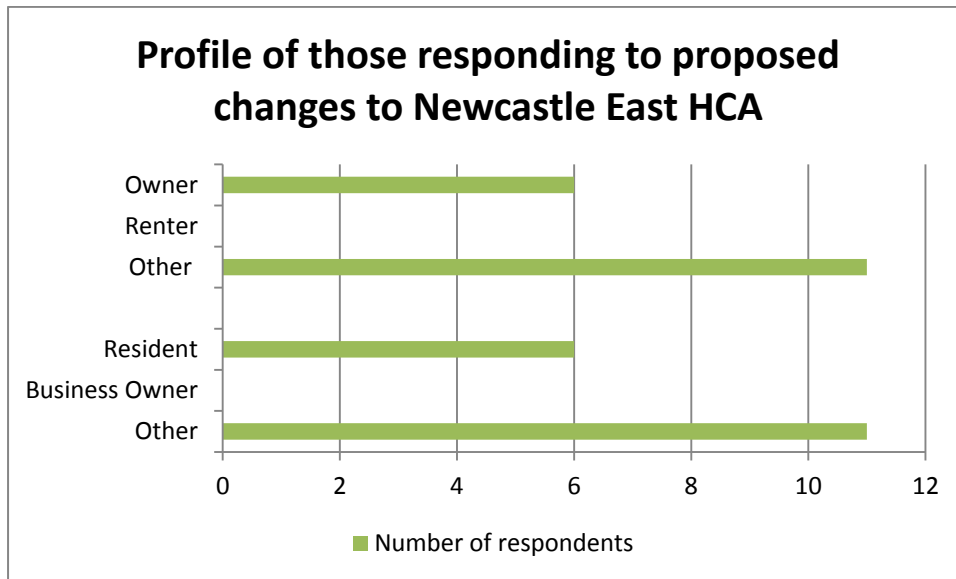
Newcastle East

Profile

Just 17 people made comment on the proposed changes to the Newcastle East HCA. This is a very small sample size and care must be taken when reviewing this data. For this reason the data is reported in terms of numbers of people rather than as percentages.

Six of the 17 were owners, and these 6 were also residents. None were renters and none were Business Owners.

Figure 24: Profile of those responding to proposed changes to Newcastle East HCA.



The issues

Participants were asked to comment on one issue:

Update to Heritage technical manual: The Heritage Technical Manual to be amended with revised statement of significance and new contributory buildings map.

Figure 25: Comments made on the Newcastle East proposal

| Comment |
|---|
| Newcastle station should be included and protected |
| Many of the buildings do not have heritage value. I question the value of grouping buildings by area. The cost/inconvenience of compliance can be prohibitive to real development |
| I support the amendment of the Heritage Technical Manual to include a revised statement of significance and new contributory buildings map for the Newcastle East Heritage Conservation Area. |

Newcastle East is becoming a vibrant and character filled part of the city. The streetscapes are looking great and I notice that more and more buildings are being done up and restored and adding to the heritage value and interest of the precinct.

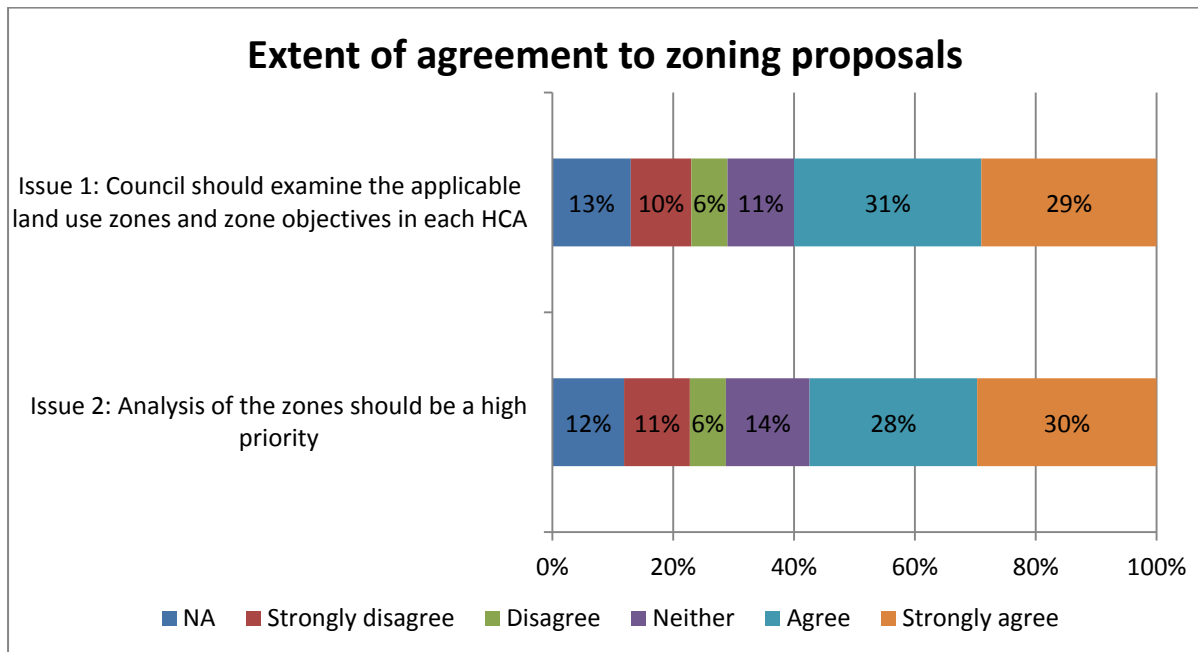
See previous comments

Should include Newcastle Station area, Watt St bothsides up to James Flether Hospital Area, Fletcher park out to Nobbys Headland

For all of the Areas

Zoning was not within the scope of this review, however Council recognises the need to analyse the zones in HCAs. With this in mind, all participants were asked to indicate the extent of their agreement with a further two issues:

Figure 26: Extent of agreement zoning proposals



Issue 1: That Council should examine the applicable land use zones and zone objectives in each HCA

60% of participants agreed (agree or strongly agree) that Council should examine the applicable land use zones and zone objectives in each HCA. 16% indicated their disagreement with this proposal.

Issue 2: That analysis of the zones should be high priority.

58% of participants agreed (agree or strongly agree) that the analysis of the zones should be a high priority. 17% disagreed with this proposal.

Figure 27: Further comments made on the proposed Glebe Road The Junction cottages

| Response to Issue 1 | Response to Issue 2 | Comment |
|---------------------|---------------------|---|
| NA | NA | Quite possibly, but I'm not sure. Certainly the lot sizes may require a refactoring of types of dwellings and changes to dwellings that can take place, as well, advances in construction and contemporary technologies that can overcome previously difficult to solve problems should be considered as part of this (eg. noise attenuation/dampening, insulation, construction materials allowing more glass for natural light etc.). |
| Strongly disagree | Strongly disagree | The zones have been reviewed in recent years and reflect a high density area. They also comply with the SAFE criteria. The objective of the r3 zone reflects cooks hills high density nature. Outside of the city centre it is one of the LGAs highest density suburbs. See housing paper to LPS. If design, in particular height, is an issue that is a design issue- not a zone issue. Hence why heights and fsr now stay alone in the LEP. They should be captured via design controls. Cooks Hill reflects a true r3 zone. Should be be anything less it would mean that the zones are not being applied consistently and cause much confusion. If height is the issue then height should be addressed. I agree that the character of a HCA should be retained but this is not the correct planning mechanism. Perhaps advice from the department should be sort on using the zones that way. |
| Strongly agree | Strongly agree | There seems to be a contradiction between having a HCA and then it is zoned for medium density. They do not work together. |
| Strongly disagree | Strongly disagree | the above response is provided that the reviews of zones are consistent with protecting heritage value |
| Strongly disagree | Strongly disagree | I believe that most of the land is zoned residential, why change? |
| Strongly agree | Strongly agree | Zoning is of vital importance if the heritage significance of the character and streetscape of the heritage conservation areas is to be maintained. Zoning should reflect the existing built environment within the Heritage Conservation Areas. The northern length of Denison Street Hamilton is a good example of the way in which inappropriate zoning has ruined the ambience and amenity of a once-popular residential area with high quality housing stock, so discouraging inner-city living. This will be the eventual fate of all Heritage Conservation Areas if zonings do not reflect the existing character. |
| Strongly agree | Strongly agree | lets not ruin historic end of Newcastle with too much high rise and boxing in of open spaces. This does not align with the history and gentrification of Newcastle and Newcastle East particularly. Short term gain. Let's |

| | | |
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| | | play the longer game for the future of the city. |
| Agree | Strongly agree | More and more residential dwellings are being purchased within HCAs and converted into businesses such as specialist medical practitioner rooms even though there are ample vacant buildings in commercially zoned Hunter Street. The problem with this is that they often remove grass and gardens and replace with concrete carparks. Having on-site parking is a major contributing factor in the choice of an inner city residentially zoned dwelling over a commercially zoned one where parking limitations and ease of access are less attractive to patients. |
| Neither | Neither | Not sure what this question means ? however had to answer to move on. |
| Strongly agree | Strongly agree | The zoning should be maintained as residential with single residential properties. Multi storey apartments should be not allowed in the heritage areas, even dual occupancy on a single block as has been allowed in the past. |
| Strongly agree | Strongly agree | Residential and commercial zones should be kept separate and multi-storey developments have no place within a HCA. |
| Agree | Agree | So long as Council abides by the significant heritage areas that are identified by such examinations and strongly protect the heritage fabric and integrity. |
| Neither | Neither | If zoning was to be reviewed and any changes proposed would such changes be presented to residents for comment? |
| Agree | Agree | R3 (medium density) development is not appropriate in a Heritage Conservation area |
| Strongly disagree | Disagree | No changes to current zoning in HCA areas. |
| Strongly agree | Strongly agree | There is a definite conflict between the intention of the Hamilton South Garden Suburb area and the change in zoning that occurred. There should be NO medium residential zoning. |
| Strongly agree | Strongly agree | See previous comments |
| Strongly agree | Strongly agree | This must be addressed now before the RMS coming in and builds another arterial route ruining our heritage in that area for ever |

| | | |
|----------------|----------------|--|
| Agree | Agree | <p>There needs to be regular contact between Council and the residents of HCAs to ensure that they are aware of the design principles and physical characteristics that contribute to the heritage status of their suburb or location. Unless this is done there will continue to be development proposals that conflict with the goals of maintaining the heritage fabric of the HCAs. In the case of Hamilton South HCA the intrusion of some second floor rooflines into the streetscape has impacted on the heritage quality of the location.</p> <p>There is a need for all Council Officers and any professional involved in planning approvals to be aware and involved in upholding the planning provisions underpinning the HVAs.</p> |
| Strongly agree | Strongly agree | <p>Each Heritage Conservation Area has its own individual characteristics which is not covered by a one size fits all approach. The above survey points should be high priority to protect the heritage fabric in each different zone and to provide guidance & certainty for individual owners, prospective owners, Council and the wider community.</p> |
| Strongly agree | Agree | <p>It is imperative that the low density zoning in the conservation area be retained. Demolition in all the inner suburbs surrounding the Hamilton South Heritage Area is proceeding at an alarming rate. Replacement buildings of blue board and cocked hat flat roofs is destroying the character of the original suburbs. This trend makes the preservation of the Hamilton South Heritage Conservation Area even more critical in retaining the ambience of the inner city.</p> |
| NA | Strongly agree | <p>If more out of character developments are allowed the heritage character of the whole area will be lost</p> <p>Considering the closeness to Tudor and Parry St and the St Francis Xavier high school and TAFE, more over or poor development in this area may well lead to the creation of an inner city ghetto, losing the current feeling of a well kept and connected community</p> |
| Strongly agree | Strongly agree | <p>Do Pull Down or removal Caveat should be Placed on all Items in the HCA area</p> |
| Agree | Agree | <p>Whatever outcome of the zoning examination it is extremely important to maintain and even extend (where possible) the open space availability. The health outcomes of residents is enhanced by the availability of open space. Once open space is lost it will never be replaced. Cities throughout the world are often recommended to visitors because of the open spaces that are available</p> |
| Strongly agree | Strongly agree | <p>Construction in Newcastle was 'fast tracked' by the previous Council and seemingly at the expense of future sustainable town planning. Its time to take a good look at just how many apartments Newcastle can reasonably accommodate and prevent this sprawl from impinging on neighbouring residential zones.</p> |
| Agree | Agree | <p>I would potentially agree but I would need to understand the implications of this proposal. What are the land</p> |

| | | |
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| | | uses that need to be removed and which ones need to be added? |
| Strongly agree | Strongly agree | Council should be mindful of maintaining the integrity of HCA which IT has created. |
| NA | NA | More information needed. What do you want to change? |
| NA | NA | I don't believe zoning has been an issue in our area / experience (3 Cram St) but i do now understand after attending the info session how this could muddy the waters in some inner CBD applications. |
| Agree | Agree | Ask residents what they want, not commuters. We are the ones who would have to put up with greater traffic noise and a fall in property values. |
| Strongly agree | Strongly agree | Medium/ high density housing and commercial development should be prohibited in these areas. |
| Neither | Neither | Clearly all such requirements ought to be subject to periodic review to establish if they still meet the needs of the affected community. It is imperative, however, that advice of any such review is widely disseminated in the affected community and that it is conducted openly. |
| Strongly agree | Strongly agree | As a resident of parkway ave for the past 16 years I value the quiet nature of our street. The last thing I want is increased traffic flow along parkway ave as it will decrease our property value and change our lifestyle |
| NA | NA | I do not want Parkway Avenue Hamilton changed in any way and especially no change to the median strip. |
| Strongly agree | Strongly agree | It is possible to extend a house without changing its character (the extensions done to our home by a previous owner are a good example) - it just takes a bit more money to get a decent architect to do it properly, and the benefits to house value will be more than the cost. |

Additional comments

At the close of the survey, participants were asked if there were any further comments they would like to make. All comments are shown in Appendix II.

Where to from here

- Identify areas where this feedback can be incorporated into the final document.

Appendix I- questionnaire

Heritage Survey: Public Exhibition

The Heritage Conservation Area report presents the findings of a review of five heritage conservation areas (hereafter referred to as HCAs) across the Newcastle Local Government Area.

The purpose of the review was to;

- define the current heritage significance of each area,
- produce desired future character statements,
- assess the appropriateness of boundaries,
- examine the development control framework and the relevant planning context,
- identify what items contribute to or detract from each area,
- understand what the community values about these areas.
- investigate the potential for new HCAs or extensions to existing HCAs.

The draft report is currently on public exhibition to gain community feedback. This survey looks at the particular proposals for each HCA. Your feedback will be considered in the development of the final draft which will go to Council for review and then put on public exhibition.

Here are a few terms to keep in mind while leaving your feedback...

Contributory: a building or feature that positively reinforces or reflects the character or the heritage significance of the HCA

Non- contributory: a building or feature that detracts from the character or the heritage significance of the HCA

LEP: Local Environmental Plan - the statutory landuse planning instrument

Heritage Technical Manual: A manual that contains detailed guidelines to supports the Development Control Plan. View the Heritage Technical Manual

HCA: Heritage Conservation Area

Your details will be used for nothing further than ensuring that the survey is not compromised with multiple completions. All data provided will be sorted by heritage conservation area.

Name:

Address:

- Prefer not to disclose

Which areas do you wish to make comment on? *(multiple response permitted)*

- Cooks Hill
 Hamilton South Garden Suburb
 Hamilton Beaumont Street
 The Hill
 Newcastle East
 Proposed Hamilton residential area
 Proposed Glebe Road cottages

The survey is divided into sections for each of the above 7 areas to allow comment to be made per area.

Please complete only the sections corresponding to those you have selected above.

Finally there is a section for all survey participants - please completed this section in addition to the area-specific sections.

THANK YOU

Cooks Hill

For more information please refer to Chapter Two of the Review of Heritage Conservation Areas draft report.

Do you own or rent property in the Cooks Hill HCA?

- Own
- Rent
- Other:

Property type

Select all that apply.

- Resident
- Business owner
- Other:

Proposed changes to Cooks Hill Heritage Conservation Area:

- **Expand the HCA area:** The HCA review has assessed an area to the east of the current Cooks Hill boundaries (around Anzac Parade, Bingle and High Streets) and found this area to have heritage significance
- **Removal from the HCA area:** The review found a part of Darby Street between Parry and Tooke Streets to be so compromised it should be excluded from the HCA.



To what extent do you agree or disagree with the following...

| | Strongly Disagree | Disagree | Neither agree nor disagree | Agree | Strongly Agree | Not sure/not applicable |
|--|--------------------------|--------------------------|----------------------------|--------------------------|--------------------------|--------------------------|
| The Cooks Hill HCA should be extended to include portions of Anzac and Kitchener Parades. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Darby Street, between Parry and Tooke Street, should be removed from the heritage conservation area. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Do you have any further comments to make about these recommendations?

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Hamilton South Garden Suburb

For more information please refer to Chapter three of the Review of Heritage Conservation Areas draft report.

Do you own or rent property in the Hamilton South Garden Suburb HCA?

- Own
 - Rent
 - Other:
-

Property type

Select all that apply.

- Resident
 - Business owner
 - Other:
-

Proposed changes to Hamilton South Garden Suburb Heritage Conservation Area:

- **Removal from the HCA area:** Change the boundary at Glebe Road - Heritage significance is compromised by inappropriate development in some sections of Glebe Road.
- **Expand the HCA area** There is merit in extending the boundary of the HCA to include parts of Denison Street, Parkway Avenue and Ada Street. These streets have been identified to have local heritage significance on historic and aesthetic grounds, with a number of contributory items identified.
- **Change to LEP:** Consideration of listing Parkway Avenue as a heritage item in the LEP. This is proposed to protect the significant physical and visual presence of Parkway Avenue to minimise any loss of intactness or erosion of this landscape and roadway feature.
- **Update to Heritage technical manual:** Resources should be obtained to produce specific updated guidelines, including enforceable envelope controls, for inclusion in the Heritage Technical Manual. This aims to prevent undesirable trends that could erode the significance of the HCA if no action is taken to address the issue.

Hamilton South Garden Suburb



To what extent do you agree or disagree with the following...

| | Strongly Disagree | Disagree | Neither agree nor disagree | Agree | Strongly Agree | Not sure/not applicable |
|--|--------------------------|--------------------------|----------------------------|--------------------------|--------------------------|--------------------------|
| The removal of part of Glebe Road from the boundary of Hamilton South Garden Suburb HCA | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| The inclusion of a part of Denison Street and Ada Street in Hamilton East in the Hamilton South Garden Suburb | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Parkway Avenue should be included as a landscape heritage item in Schedule 5 of the Newcastle LEP | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Specific guidelines for alterations and additions to be prepared and included in the Heritage Technical Manual | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Do you have any further comments to make about these recommendations?

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Hamilton Business Centre Heritage Conservation Areas

For more information please refer to Chapter four of the Review of Heritage Conservation Areas draft report.

Do you own or rent property in the Hamilton Business Centre HCA?

- Own
- Rent
- Other:

Property type

Select all that apply.

- Resident
- Business owner
- Other:

Proposed changes to Hamilton Business Centre Heritage Conservation Area:

- Heritage significance is compromised in this HCA by infill development and loss of intactness overall.
- **Consideration of potential new heritage items in the Newcastle LEP:** Undertake heritage assessment of sandstone kerb and gutters in Beaumont Street for possible consideration as a heritage item of local significance.



To what extent do you agree or disagree with the following...

| | Strongly Disagree | Disagree | Neither agree nor disagree | Agree | Strongly Agree | Not sure/not applicable |
|--|--------------------------|--------------------------|----------------------------|--------------------------|--------------------------|--------------------------|
| Hamilton Beaumont Street should be -delisted as a HCA | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| The sandstone kerb and gutters in Beaumont Street should be heritage listed. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Do you have any further comments to make about these recommendations?

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The Hill

For more information please refer to Chapter five of the Review of Heritage Conservation Areas draft report.

Do you own or rent property in The Hill HCA?

- Own
- Rent
- Other:

Property type

Select all that apply.

- Resident
- Business owner
- Other:

Proposed changes to The Hill Heritage Conservation Area:

- **Expand the HCA area:** The HCA review has assessed an area of Federation and Inter War houses at Anzac/ Kitchener Parade, Bingle and High Streets. This review has re-assessed the area and finds certain streets are considered worthy of statutory listing as HCA.



To what extent do you agree or disagree with the following...

| | Strongly Disagree | Disagree | Neither agree nor disagree | Agree | Strongly Agree | Not sure/not applicable |
|---|--------------------------|--------------------------|----------------------------|--------------------------|--------------------------|--------------------------|
| The boundary of The Hill HCA should be extended to include parts of Kitchener Parade, Anzac, Bingle and High Streets. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Do you have any further comments to make about these recommendations?

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Proposed Hamilton Residential Area

For more information please refer to Chapter seven of the Review of Heritage Conservation Areas draft report.

Do you own or rent property in the Proposed Hamilton Residential Area HCA?

- Own
 Rent
 Other:

Property type

Select all that apply.

- Resident
 Business owner
 Other:

Proposed changes to the Hamilton Residential Heritage Conservation Area:

- Expand the HCA area:** The residential precinct immediately east of the Beaumont St Business Area HCA is an intact precinct of Victorian and early Federation period houses. This review identified numerous contributory buildings and street trees of heritage value and has assessed this area as being of local heritage significance.
- Consideration of potential new heritage items in the Newcastle LEP:** Undertake heritage assessment of properties 32, 34 and 18 Gordon Avenue Hamilton as heritage items of local significance.



To what extent do you agree or disagree with the following...

| | Strongly Disagree | Disagree | Neither agree nor disagree | Agree | Strongly Agree | Not sure/not applicable |
|--|--------------------------|--------------------------|----------------------------|--------------------------|--------------------------|--------------------------|
| The proposed Hamilton residential area should be included in the Newcastle LEP as a Heritage Conservation Area | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| The heritage significance of properties at 32, 34 and 18 Gordon Avenue Hamilton should be assessed to determine if they should be listed as heritage items in the Newcastle LEP. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Do you have any further comments to make about these recommendations?

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Proposed Glebe Road The Junction cottages

For more information please refer to Chapter seven of the Review of Heritage Conservation Areas draft report.

Do you own or rent property in the Proposed Glebe Road The Junction cottages HCA?

- Own
- Rent
- Other:

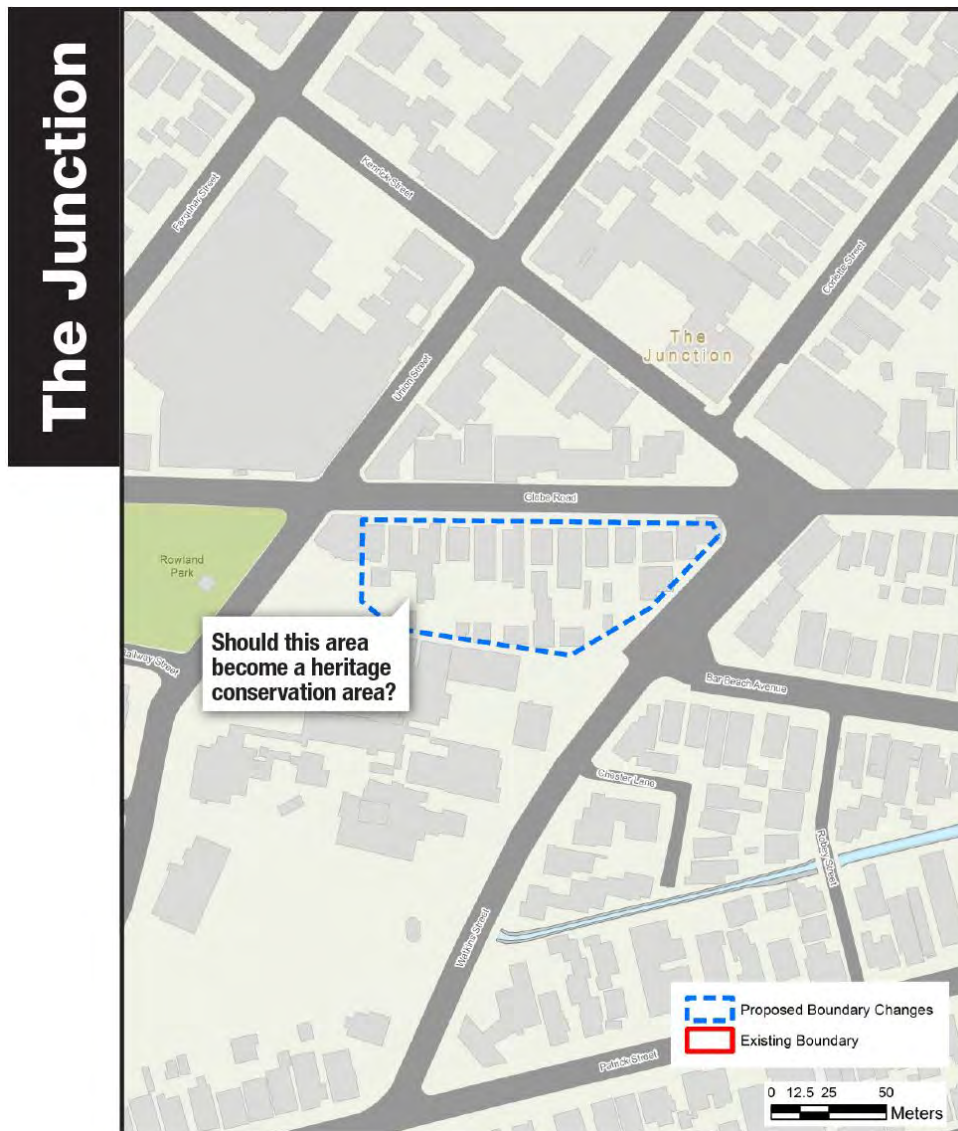
Property type

Select all that apply.

- Resident
- Business owner
- Other:

Proposed changes to the Glebe Road The Junction Cottages Heritage Conservation Area:

- **Create a new HCA for the area:** Glebe Road group (55-75 Glebe Road) has sufficient heritage significance to justify conservation. This would involve the making of a heritage conservation area.
- **Updates:** Locality specific development controls would need to be produced to facilitate the preservation of the dwellings in this area.



To what extent do you agree or disagree with the following...

| | Strongly Disagree | Disagree | Neither agree nor disagree | Agree | Strongly Agree | Not sure/not applicable |
|---|--------------------------|--------------------------|----------------------------|--------------------------|--------------------------|--------------------------|
| A new heritage conservation area should be established to include all of the properties 55 to 75 Glebe Road, The Junction. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| A locality specific set of development guidelines should be prepared to protect the single storey character of the potential new HCA. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Do you have any further comments to make about these recommendations?

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Newcastle East

Do you own or rent property in the Newcastle East HCA?

- Own
- Rent
- Other:

Property type

Select all that apply.

- Resident
- Business owner
- Other:

Proposed Updates:

Update to Heritage technical manual: The Heritage Technical Manual to be amended with revised statement of significance and new contributory buildings map.



Do you have any further comments to make about these recommendations?

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Proposals:

- **Further review:** Zoning was not within the scope of this review, however the need to analyse the zones in HCAs is recognised.

To what extent do you agree or disagree with the following...

| | Strongly Disagree | Disagree | Neither agree nor disagree | Agree | Strongly Agree | Not sure/not applicable |
|---|--------------------------|--------------------------|----------------------------|--------------------------|--------------------------|--------------------------|
| That Council should examine the applicable land use zones and zone objectives in each HCA | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| That analysis of the zones should be high priority. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Do you have any further comments to make about these recommendations?

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Do you have any additional comments?

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Appendix II - Verbatim comments

Property_type_Other:. Do you own or rent property in the Cooks Hill Heritage Conservation Area?

| Verbatim Responses | Total |
|------------------------------|--------------|
| Housing provided | 1 |
| I am interested in this area | 1 |
| LGA ratepayer and resident | 1 |
| NA | 1 |
| neither | 1 |
| no | 1 |
| non resident | 1 |
| Parkway Ave resident | 1 |
| user | 1 |

Property_type_2_Other:. Are you a resident or business owner?

| Verbatim Responses | Total |
|------------------------------|--------------|
| NA | 2 |
| Both | 1 |
| I am interested in this area | 1 |
| Landlord | 1 |
| LGA ratepayer and resident | 1 |
| neither | 1 |
| no | 1 |
| own rental property | 1 |
| visitor | 1 |

OE_recommendations. Do you have any further comments to make about these recommendations?

| Verbatim Responses | Total |
|--|--------------|
| Any future proposals for development of the area on Darby Street between Parry and Tooke Street should fit in with the heritage conservation area. One has to question how these developments were | 1 |

| | |
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| approved with the Cooks Hill Conservation Area in place!! | |
| As a resident of parkway ave for the past 16 years I value the quiet nature of the area. The last thing I want is increased traffic flow along the street this will impact our lifestyle and property values. | 1 |
| I believe that the northern side of Nesca Pde between Brooks St and Kitchener Pde should also be included. This strip of the street until very recently was a strip of significant character - weatherboard and brick bungalows from the early 20th century. It was an attractive streetscape with real heritage appeal and interest. In the last two years two properties have been demolished and very modern houses that have been designed with no consideration for the existing streetscape have been built. It is important that this trend does not continue in the street. | 1 |
| I think in the case of the Darby St/area , with the exclusion of St John's Church etc is developed with no particular advantage to the conservation area any more. I do think that the Anzac Pde and Kitchener Pde should be included. | 1 |
| Nil | 1 |
| No. No heritage area should be reduced. That just plays into the hands of the unscrupulous. | 1 |
| The developments approved on Darby Street compromise the HCA by their bulk and their impact on on street parking in the vicinity. In my view changes at the edge of HCAs contribute to the erosion of streetscape values and add pressure on Council to enable changes within the HCA itself. | 1 |
| The HCA between Centennial park and Darby St was in reasonable shape before the Soviet era inspired concrete bomb shelter was recently erected behind 139-143 Dawson st. Either pull it down or cover it with something like vertical gardens to make it conform to the HCA that it was supposed to be subject to. If these are not options then : 1 Someone's nuts should be on the line for permitting the travesty of a future slum nucleus to be built the way it was 2 Excise the Dawson st lots whose heritage values have been seriously degraded by that development from the HCA, as well as the Darby St section. | 1 |
| the inclusion of this area will only cause unnecessary restriction and more paper work to complete renovations or repairs to my properties. it will also risk a reduction in the value of my properties with no consequent benefit | 1 |
| the surrounding cooks hill area has ample HCA, agree with the decision to remove the main street CA and let businesses adapt to modern trends and growth | 1 |

HS_Property_type_Other:. Do you own or rent property in the Hamilton South Garden Suburb Heritage Conservation Area?

| Verbatim Responses | Total |
|-----------------------------|-------|
| Own property On Parkway ave | 1 |
| considering owning | 1 |

| | |
|-----------------------------|---|
| Frequently visiting | 1 |
| I am interested in the area | 1 |
| LGA resident and ratepayer | 1 |
| live near this area | 1 |
| My fathers owns a home | 1 |
| neother | 1 |
| No | 1 |
| own in the junction | 1 |
| PArkway Ave resident | 1 |
| Regular visitor | 1 |
| Resident in adjacent area | 1 |

HS_Property_type_2_Other:. Are you a resident or business owner?

| Verbatim Responses | Total |
|-----------------------------|-------|
| Visitor | 2 |
| considering residing | 1 |
| I am interested in the area | 1 |
| Invested party | 1 |
| Landlord | 1 |
| LGA resident and ratepayer | 1 |
| local resident | 1 |
| neother | 1 |
| reside the junction | 1 |
| resident | 1 |

OE_recommendationsCopy1. Do you have any further comments to make about these recommendations?

| Verbatim Responses | Total |
|--------------------|-------|
|--------------------|-------|

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| <p>, LEAVE THE MEDIAN STRIP IN PARKWAY AVE AS IS, WE NEED SOME GREEN SPACE, AS FAR AS TRAFFIC SIDE GOES, THE STEWART AVE LIGHTS NEED TO BE ON LONGER FOR RIGHT HAND TURNS EACH WAY, THE BANK UP OF TRAFFIC ONLY LAST TILL SCHOOL STUDENTS ARRIVE AT S.F.C. GOING EAST TO GRAMMER SCHOOL AND TOWN THERE IS MORE TRAVELLING THAT WAY.</p> <p>ANY CHANGES TO THESE BOUNDARY'S WE NEED TO BE GIVEN PLENTY OF NOTICE.</p> <p>██████████</p> | 1 |
| <p>A once beautiful Newcastle icon is being transformed into a high density raceway.</p> <p>Modern urban design thinking strongly suggests the car is not the future and yet we continue to cater to this.</p> <p>Time to think back to what is beauty and how to increase it or at least maintain what we have.</p> | 1 |
| <p>After listening to the presentation from council, I still cant understand why an area with contributing houses would be removed.</p> <p>My concerns are as follows Parking, Storm water, flooding, Traffic management and the effect on Cram street, street scape. I am strongly against removing the Glebe rd area from the heritage area.</p> | 1 |
| <p>All building approval should adhere to strict heritage building guidelines in order to preserve heritage areas. The beautiful streetscape of Parkway Avenue should be preserved as it is one aspect of Newcastle Heritage that defines Newcastle as the city that it is.</p> | 1 |
| <p>As a resident of Parkway Avenue I strongly object to any changes that would bring additional traffic to this street or reduce the asthetic of the current width of the medium strip and the beauty of existing trees. In fact I would promote additional streetscaping involving additional tree plantings and gardens to enhance this avenue towards its original design - as a generous green corridor. Turning it into a busier road would have a significant and detrimental impacts on residents including increased noise levels,loss of asthetic, negative impact on heritage areas either side of Parkway Ave, higher risk of road accidents (car and pedestrian) and a downgrade in the sense of community as residents would be less likely to spend time in their front yards/verges if it were a busy road. These negatives would also reduce property values which is significant to me as I moved here 4 years ago to take advantage of the current environment and streetscape. I would therefore be disadvantaged be losing these advantages and losing property value. I strongly object to making Parkway Ave a busier street and support it being listed on the LEP.</p> | 1 |
| <p>AS a resident of the Garden Suburb my whole life, I feel it would be detrimental to reduce the size of the median strip in Parkway Avenue. Having grown up in Parkway Avenue and having now bought in Hebburn street, part of the appeal to this area was the trees and parks, not seen like this anywhere else in Newcastle.</p> | 1 |
| <p>██████████</p> <p>My objection to the proposed boundary changes are as follows.</p> | 1 |

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|---|---|
| <p>1. The proposed boundary changes will lead to rezoning and redevelopment in Glebe Road which will allow buildings of much greater height and density. This will be totally out of character with the existing homes in the HCA.</p> <p>2. High buildings will overview out homes and outdoor areas, this will lead to a loss of privacy in the rear of our homes.</p> <p>3. The streetscape as seen from the street and homes in Cram Street and National Park Street will be adversely impacted by increased heights and densities.</p> <p>4. Increased densities will lead to drainage and flooding problems in Cram Street. Glebe Road and Turnbull Street drain into Cram Street due to their higher elevation. Cram Street has a very long history of flooding in heavy rain.</p> <p>5. Parking will be increased in Cram Street due to increased densities. Parking is restricted in Glebe Road so excess parking from new residents and visitors will overflow into Cram Street and National Park Street.</p> <p>6. The above detrimental effects will make this area much less appealing to home owners. Downgrading of our amenity and homes will impact on the integrity of this part of the HCA. This will flow on to other parts of the HCA over time.</p> | |
| <p>Do not alter Parkway Ave or its median strip at all. We are under strict rules about what alterations, extensions, fences and even garage doors that we can have in this heritage area so under NO circumstances can the heritage streetscape of Parkway Ave be altered as it is the main feature of this heritage area.</p> | 1 |
| <p>do not widen Parkway Avenue. I live in Parkway Ave, have young children and do not want any more traffic along this road. I bought here because it is not a major road and changing this will impact on our enjoyment of living here and would negatively impact property values.</p> | 1 |
| <p>Do not wish to see Parkway Avenue Hamilton changed in any manner whatsoever. The median strip is a delightful and essential part of Hamilton and surrounds.</p> | 1 |
| <p>Essential to maintain landscape heritage of Parkway Ave. (Traffic control needed ++)</p> | 1 |
| <p>Every city must have an identity and an integral part of its identity shows a blend of valued heritage areas and the need to be progressive. A progressive approach is to preserve the integrity of heritage areas and manage the somewhat"sneaky" erosion of valuable heritage areas.</p> | 1 |

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|---|---|
| <p>As a community we need to ensure the proposed boundaries of heritage areas are managed sensitively</p> <p>I live in the Hamilton South Garden Suburb precinct and find the lack of traffic control to be a major concern to the integrity and amenity of this highly regarded residential are.</p> <p>I recently hosted a visitor from Minnesota USA who remarked about the attractiveness of the Norfolk Pine lined Parkway Avenue.</p> | |
| <p>Former Town Planner ██████████ advised me personally that he had personally sought through detailed analysis that the grassed verged separating Parkway Avenue and the Norfolk Island Tree species had been gazetted by the NSW Government.</p> <p>Furthermore, this area should and does fall within the BURRA charter. The trees and the lineal form of Parkway Avenue were designed to provide clear lineal indicators to other significant landmarks including the city's Obelisk and provide directions to visitors/tourists to the CBD and the harbour foreshore area. It is also a significant part of the historical drive that leads to our beach areas.</p> <p>It is interesting to note that a Heritage Architect is to be commissioned to aid Council in the decision making process, critically relevant to that should be a parallel commission of a reputable Heritage Landscape Architect that Council deemed important enough to ask me as principal designer for Newcastle Christ Church Cathedral to seek such expert (Heritage Landscape Architect) to determine our DA and CC application for the cathedral.</p> <p>The area is classed as a 'Garden Suburb' the issues relating to Landscape and existing hardscape/softscapes plantings trees and Heritage impact DO NOT fall within the ambit of a General Heritage Architect - that is why there is two separate disciplines in Architecture. Please involve the appropriate expert for Heritage Garden issues that incorporate the important protection of this highly heritage significant grassed/tree verge separating Parkway Avenue Hamilton South.</p> | 1 |
| <p>I agree with the Review of Heritage Conservation Areas Draft Report in that Parkway Avenue should be listed as a heritage item in Newcastle LEP 2012 because it is a fundamental surviving element of Sulman's Garden Suburb design. The Avenue with its generous median and plantings of Norfolk pines are central to the suburb's street pattern and should be protected from potential changes to street design and functionality. Parkway Avenue is the highest in the order of streets in Hamilton South and should be left intact to protect the visible evidence of Newcastle's efforts to grow out of its coal mining town beginnings into the diverse City it is today. The Garden Suburb principles that the Avenue exemplifies, contributes to the City's prosperity and generosity.</p> | 1 |
| <p>I am very please and supportive that the Council is adopting a positive and proactive to heritage planning and guidelines.</p> | 1 |
| <p>I don't believe that the fact that inappropriate development has occurred in Glebe road is a reason to move the boundary. This would place at risk what we see from our back yard. (3 Cram st). Leaving it as is maintains a logical boundary at one side Glebe road and may lead to future sympathetic development. I also think it's a backward step to water down the rules that have been in place for 20 years.</p> | 1 |

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| <p>I haven't commented on the heritage technical manual but do think that any clarification between "guidelines" and rules is probably a good thing. We were able to do what I believe was a suitable extension without issue.</p> <p>I would be very happy to discuss my views further if required. Thanks you [REDACTED]</p> | |
| <p>I don't want to see Parkway avenue altered in any way. Reducing the size of the median strip would spoil the beauty of the avenue and rob the area of its distinctive character. I can't believe that this would even be considered as it is such a long-standing and beloved part of Hamilton South and surrounds.</p> | 1 |
| <p>I have been a resident of this area for the past 6 years. This is a stunning original area of Hamilton with houses dating back well over 100 years. The loss of several houses of this era has recently occurred in Dennison which saw well over 50 objections to this loss occur. This demonstrates the communities love of our area and its heritage value. Our block in particular is one of the last remaining intact historic blocks of Parkway Ave. Our houses have histories with the beginning of the AA Company in this area. Preserving this history only adds to the history of our community as a whole.</p> | 1 |
| <p>I have lived in Parkway Avenue for over 50 years and throughout that time it has been a beautiful avenue in the true sense of the word forming a centerpiece for what is now the garden suburb. Even though the council no longer maintains the many garden beds which are now buried under grass or full of dying hibiscus it still forms a graceful corridor from the centre of town to the beach. This tree-lined avenue and its maintenance in its current form (single lane carriageway) is vital if this area is to reflect its name as the Garden Suburb. Beyond this it is a unique and beautiful feature within the city, one we should care for and protect in its current form.</p> | 1 |
| <p>I strongly appose any change to the median in Parkway Ave. Parkway Avenue has been the main town-planning feature of this area since my family first moved here in 1957. Most of the houses are in close-to-original prospect from what I can remember as a child way back then. The main part of this is the very wide gorgeous green median that runs the full length which even looks better without the oleandas that were there in the 1950s. Any reduction in the size of the median for things like turning lanes at Stewart/Parkway lights can be done just as well by re-routing the bicycle route to quieter streets like Jenner Parade to cross Stewart Ave at the pedestrian lights at Alexander St and thereby have a full 2 lanes of traffic at the Stewart/Parkway lights (we live on that corner). The cycleway can then follow Alexander and Beaumont to the Racecourse and Dumaresq St. Any proposal for light rail along Parkway is crazy - if trams come south they should go to The Junction (servicing Bar Beach) and on to Merewether or Dixon Park Beaches and then back along Gordon Avenue and Denison St to Wickham.</p> | 1 |
| <p>I strongly believe that Parkway Avenue should be left as is, no change should be made to the current size of the median strip</p> | 1 |
| <p>If the area on Glebe road was to be removed and high density accommodation built on the site I am concerned about Stormwater drainage from those properties to those within the Heritage area, shading of dwellings in Cram Street, increased traffic and noise to dwellings in Cram Street, and the impact on the character and setting of the streetscape looking towards the south side of Cram Street. There is also concern that any new buildings on the Glebe road site would not be in keeping</p> | 1 |

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| with the building form, scale, roof scale, and in keeping with other notable features of the area. | |
| In these areas the existing streetscape ought to be maintained. There are other, more appropriate, areas suitable for development. | 1 |
| Isn't th Ada St section where they've just knocked dc own 4 houses??? | 1 |
| Its vital Parkway Ave remains an important feature of the Hamilton South Garden Suburb and this must be reflected by the inclusion in the LEP as an item of significant value to Heritage conservation plan | 1 |
| Just that I think it is important to protect the heritage value of the area and reduce the impact of extensions. | 1 |
| Newcastle has so few beautiful avenues, why destroy one now. Its a wonderful access area to some of Newcastle's prime attractions such as the beach, the ANZAC memorial walk and King Edward Park. | 1 |
| Not only should Parkway avenue be included in the Newcastle LEP, it should also be brought back to how it was in its early years with the inclusion of gardens on the central median strip. After all, it is classified as the 'Garden Suburb' of Newcastle. Lets show the world what can be done. Maybe this can be done with the NCC working close with the property owners, and possibly getting them involved in some of the streetscape/garden upkeep. The Avenue also has the potential to become one of Newcastle's premier Christmas attraction by installing lighting in the Norfolk Island pines from Hamilton to Bar Beach. Imagine the 'sea of lights' as you drive down Parkway Avenue at Christmas. Again this could be done by the NCC, with the help of the residents of the area. | 1 |
| parkway ave is a significant land mark in Newcastle and should be protected | 1 |
| Parkway Ave is and must remain as a landscape heritage item in the LEP it holds the Hamilton South Garden Suburb together and establishes this area with beauty and must remain for all citizens of Newcastle and surrounds. The key importance is the Norfolk pines and the wide grassed strip to define this lovely garden strip. Without Parkway Avenue remaining as is there would be no defined Hamilton South Garden Surburb heritage Area. please preserve this wonderful avenue as it has historically been intended it holds such significant value to the Heratage Conservation Plan | 1 |
| Parkway Ave is and must remain as a landscape heritage item in the LEP it holds the Hamilton South Garden Suburb together and establishes this area with beauty and must remain for all citizens of Newcastle and surrounds. The key importance is the Norfolk pines, the wide grassed strip to define and attracts the wildlife (cockatoos) historically garden beds were also along the Avenue as well providing extra beauty to this garden strip. Without Parkway Avenue remaining as is there would be no defined Hamilton South Garden Surburb heritage Area. please preserve this wonderful avenue as it has historically been intended. | 1 |
| parkway ave is one of the grand boulevard of newcastle and should be protected especially those green median strips and norfolk island pines ... it is an iconic street of newcastle | 1 |
| Parkway Ave is the last of the wide avenues with mature trees providing a pleasant vista to drive down. I wish to protect this picturesque avenue as far as possible. | 1 |

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| Thanks | |
| Parkway Ave must be included in the Ncle LEP to preserve the median strip for it's heritage significance, and keep the area as it is meant to be. | 1 |
| Parkway Ave with its green and wooded divide is a unique feature of area part of Newcastle. If there are plans to widen the thoroughfare, consideration must be given to the fact that there are two large schools on this road with many students having vehicles these days. The confusion and congestion before and after school times is already quite dangerous, and this would be exacerbated by increased traffic flows and speed. | 1 |
| Parkway avenue has one of the most enduring features of suburban Newcastle in the long median strip and the Norfolk pine trees. It is a heritage of grand planning dating back to post WW1 and the early 1920's. There are 3 schools along its length and it has many years of efforts to calm traffic in what is already a neighbourhood zone. It was a travesty when the traffic lights were so poorly constructed at Stewart avenue causing traffic chaos on a regular basis. The streets were never meant to be feeder roads and never designed to be the next main road parallel to Glebe and King streets. There should be less traffic not more, if anything add a proper 'cycles only' cycle path instead. | 1 |
| Parkway Avenue in its current form (wide median and substantial/aged pine trees) provides significant landscaped heritage qualities. From Hamilton South to Bar Beach the avenue should be protected and included in the LEP. | 1 |
| Parkway Avenue is a major feature of Hamilton South, with its greenscape and Norfolk Island Pines being a significant value to the Heritage Conservation Plan. It also gives the area a sense of space within an area that is becoming densely populated. | 1 |
| Parkway Avenue is a Newcastle landmark and I strongly support the proposal to have it listed as a landscape heritage item to protect this wonderful thoroughfare. | 1 |
| Parkway Avenue is a unique streetscape in the city of Newcastle and has considerable environmental and aesthetic importance to all Novocastrians. Heritage and Conservation is not only about buildings but also about preserving our environment from the ever increasing construction of hard surfaces which place greater stress on our trees and grassed areas. Over time both Stewart and Gordon Avenues have lost their medians to vehicular traffiis priority. Due to poor road planning Gordon Avenue no longer safely links with the current road system and so attracts very little traffic. Case in point: That median should never have been removed. Parkway Avenue should be protected from the same fate and priority listed without further alteration to the LEP. | 1 |
| Parkway Avenue is a vital and important part of the Hamilton South Garden Suburb, it has been forever the Norfolk Pines are majestic and the native birds such as cockatoos on this strip are a daily morning and afternoon occurrence please keep parkway Ave in the LEP for historical and environmental and heritage significant No not change this | 1 |
| Parkway Avenue is a vitally important feature of Hamilton South Garden Suburb and this should be reflected by inclusion in the LEP as an item of huge significant value to Heritage Conservation Plan. This should not be altered in any way. | 1 |

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| <p>Parkway Avenue is an amazing street that should be protected from development. It is well known by visitors from all over the area, enjoyed by the residents for its style and the median strip wonderful for minimising the noise of traffic.</p> | 1 |
| <p>Parkway Avenue is an iconic feature of Newcastle and should retain its heritage features.</p> | 1 |
| <p>Parkway Avenue is an important feature of the Hamilton South Garden Suburb and this be reflected by inclusion in the LEP as an item of significant value to the Heritage Conservation Plan.</p> | 1 |
| <p>Parkway Avenue is the last remaining intact boulevard in the original Garden Suburb plan by [REDACTED] [REDACTED] Its impressive streetscape, and relatively unspoiled architectural development makes it a unique and imposing icon, well worthy of preservation and listing on the State Heritage register.</p> <p>Whilst residents have previously stated their strong desire to preserve the form of Parkway Ave, RMS are currently planning to encroach on the central median to allow more more traffic to flow through the Heritage Area. Construction work would certainly endanger the root systems of the magnificent Norfolk Island pines, and allow the diesel and petrol exhaust fumes emanating from trucks to discharge directly into the tree canopies causing distress and likely permanent damage. RMS should be more concerned with the safety aspects of encouraging more traffic past the three large schools, and resident amenity and access to their properties. and taking measures to divert traffic away from Parkway Avenue. There appears to be little communication between RMS and Council in this matter.</p> <p>The recent and sudden demolition of all of the remaining properties in Denison St appears highly coincidental and worthy of investigation.</p> | 1 |
| <p>Parkway Avenue should be included in the LEP within the HSCA</p> | 1 |
| <p>Parkway Avenue's grassed median and Pine trees are a unique residential feature of genuine heritage conservation significance to the entire City of Newcastle. This architecturally designed promenade was a key component in the landscape planning of the Hamilton South Garden Suburb. Originally including lovely flowerbeds (we lived here at the time) the significance of the term 'Garden Suburb' is closely linked to features such as this. With constant pressure from traffic and building construction it is an encumbrance upon us as historical custodians to take measures to protect this Avenue of aesthetically pleasing lines and greenery and acknowledge prominent role it plays in the City. The Newcastle Parkway Avenue is synonymous with beautiful tree-lined street.</p> | 1 |
| <p>Parkway is an important feature of the Hamilton East area and should be reflected by inclusion in the LEP as an item of significant value to heritage conservation in the area.</p> | 1 |
| <p>Please Parkway Avenue must be included in the LEP as an item of huge and immense importance to the heritage conservation plan the value is priceless to this area</p> | 1 |
| <p>Protect our heritage and beauty of the area and especially Parkway Ave. No more traffic should be funnelled down it</p> | 1 |
| <p>Re inclusion of Parkway Avenue as a heritage item, I am particularly interested in ensuring there is no loss of median area or trees due to road widening or addition of turn pockets etc.</p> | 1 |

I also quote the draft report p.40: "The existing appearance, form and function of Parkway Avenue, including the road verges, street trees, bridge abutments at Cottage Creek, and the central median that splits the carriageway into two single lane roads".

I have a concern that Parkway Avenue westbound between National Park and Stewart has become a de facto two lane road. Please take action to return this section of Parkway to a single lane of traffic.

Re proposed new area for Ada St and Denison St:

- Zoning was changed from Residential to Mixed Use Medium Density in 2012, no residents were aware of change, therefore there was no effective public consultation
- First we knew of zoning change was when the current Denison St development was proposed; there were over 50 submissions from the public against it - most feeling it was out of character
- Following the earthquake houses had to be rebuilt in residential style sympathetic to heritage, why change this attitude?
- Re the block between Ada and Parkway; 7 of 8 houses are owner occupied; 3 houses were built for the Australian Agricultural Company circa 1890 and all are well maintained(the area is older than Hamilton Sth, I have a photo from 1910 showing Parkway did not exist as a road);
- Many residents have spent a lot upgrading properties sympathetic to heritage concerns
- There are many fine heritage properties in Denison St as well, as well as the nearby Ambulance Station and TAFE, which are both heritage listed
- The character of the area is at a tipping point due to decision to change to medium density mixed use, and the subsequent development in Denison St, which is completely out of character. This needs to be overturned, else the heritage character of this area, which is far older than Hamilton South, will be lost.
- In my view, the houses on Denison St between Ada St and Parry St should be added as well. All the properties are residential style and many are pre 1930. E.G. The house on corner of Ada and Denison is also circa 1890

Re: Parkway Avenue

It absolutely should be included as a landscape heritage item in Schedule 5 of the Newcastle LEP. NCC's draft report supports this view with numerous references to it being "...the most enduring aspect...of the area..."

Previous heritage studies "...recommend the heritage listing of Parkway Avenue...as (a) heritage item..."

"Elements that are to be preserved include the existing appearance, form and function of Parkway Avenue, including the road verges, street trees....and the central median that splits the carriageway into two single lane roads".

Based on the above quote from NCC's own reports, I fail to see any viable option other than including Parkway Avenue as a landscape heritage item in Schedule 5 of the Newcastle LEP.

NCC / RMS (whoever is responsible) are currently complicit in eroding the heritage significance of this thoroughfare. It is a collector road, not a sub-arterial road. The signalisation of the junction with

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| <p>Stewart Avenue accelerated this process and NCC / RMS continue to ignore residents concerns. Vehicle weight limits are never enforced, the traffic calming measures (speed humps / 40km/h zone, redirection of traffic flow along Smith St) never materialised with no feedback from NCC. The median strip continues to be damaged by illegally parked cars during winter weekends.</p> <p>If NCC are serious about protecting THE most enduring aspect of the Hamilton South Garden Suburb HCA, they MUST act now and enforce the rules.</p> | |
| <p>Removal of the foundry in Glebe road from the hamilton south Garden suburb HCA would be catastrophic for the existing residences of the surrounding area. The only person who would benefit from this is the person who brought the property on glebe road where Merewether smash repairs previously was. My property borders this property and I would be the most disadvantaged in the area. Having renovated our home within the guidelines of the heritage area and at great expense we should be protected by inappropriate/unsympathetic developments. The impact on traffic, parking, noise, loss of value of our property and the destruction of our lifestyle would be unthinkable. Council planning dept has been lacking by its own admission and has already allowed inappropriate development/renovations in the heritage area but this must stop. This could open the flood gates for potential high density development of up to 4 storeys. Common sence should prevail and this MUST NOT GO AHEAD</p> | 1 |
| <p>Removal of the part on Glebe Road would allow for multi-storey buildings to be built along this section. This would impact on the streetscape of Cram Street significantly, which would mean that views from the street on Cram Street would no longer be in keeping with the Heritage Conservation Area requirements.</p> | 1 |
| <p>Residents in the Hamilton South Garden Suburb HCA have made significant investment in restoration and maintenance of their homes in keeping with the provisions of the heritage conservation plan for the suburb. Any change to the perimeter of the HCA will erode this process as well as impacting on the privacy and amenity of residents who have planned the back yard areas of their properties to highlight family and social recreation. A rezoning along Glebe Road raises the prospect of these areas being overlooked.</p> <p>The removal of Glebe Road properties from the HCA has the potential to seriously impact on the character, safety and facility of the residents of Cram and National Park Streets.</p> <p>Any intensification of development on Glebe Road will also</p> <p>impact on the drainage to Cram Street which has experienced serious flooding issues in the past. Cram Street takes storm drainage from Glebe Road and Turnbull Street. A significant increase in building coverage and hard surface on the Glebe Road properties would greatly increase flooding potential in Cram Street.</p> <p>Parking restrictions on Glebe Road already cause increased parking on Cram Street. This would be increased by any change in development density on Glebe Road.</p> <p>My survey of properties [REDACTED] shows that the majority of households in that area have kept their housing within the concepts of the HCA.</p> <p>From Smith Street to National Park Street six original houses have been restored in keeping with the HCA and one left unrestored. Three new houses have been built outside the concepts of the HCA. In the Glebe Road section beyond National Park Street four houses retain the fabric and</p> | 1 |

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| <p>concept of the HCA and one has been redeveloped out of sympathy with The HCA.</p> <p>The Glebe Road frontage forms an integral part of the HCA and should be left intact.</p> <p>Five properties abutting the corner of Smith and National Park Street form a neighbourhood commercial precinct. Any redevelopment of the commercial premises should be constrained to the current footprint to retain its neighbourhood focus.</p> | |
| <p>Since Parkway was an original avenue in the setup of the Garden Suburb concept it should always be retained / conserved for its absolute heritage value.</p> | 1 |
| <p>Strong guidelines that Council will enforce and support is crucial to ensure no further erosion of properties in the area to non contributory status.in the past Council has entertained such development proposals and surrounding residents have needed to campaign against such undesirable development applications. Bottom line Council must actively promote and support its own heritage guidelines</p> | 1 |
| <p>Strongly oppose removal of part of Glebe Road from boundary of Hamilton South HCA.</p> | 1 |
| <p>The affected residents campaigned very hard recently to limit the development [REDACTED] Denison St because it did not fit in with the design of the area and a number of other issues whereby it did not comply with area requirements. Now this development has been approved and houses have been demolished to make way for modern residential and business development, that council has now decided to make it a heritage area that would have prevented this development from occurring. This is crazy and smacks of hypocrisy. The timing is impeccable! i will suspect the affected residents that are affected will again campaign very hard to prevent this ludicrous rezoning from occurring.</p> | 1 |
| <p>the area of Denison and Ada St complement the area already heritage listed.</p> <p>beautiful buildings along Denison and the block of Ada and Parkway being the oldest in the area.</p> <p>Consideration should also be given to Denison st between Parkway and Parry St it has a high degree of continuity, with 11 of the 13 houses on the north side original.</p> <p>and the sth side showing how medical suits had to be built in keeping with the street scape following the earthquake. which is now part of the newcastle heritage.</p> <p>Denison once was a grand street and with some love this could be returned.</p> | 1 |
| <p>The entire length of Parkway Avenue has historic relevance.As one of the suburbs main streets it is visually pleasing, creating a sense of space and a park - like feeling. Its central strip of Norfolk Island Pines is environmentally important contributing to air quality (helping balance the increasing traffic pollution) and supporting a variety of bird life. Parkway Avenue and Hamilton garden Suburb, as they exist today, should be included in the LEP and as such would remain true to the designers original aspirations.</p> | 1 |
| <p>The Grass Median in Parkway Avenue must be maintained in order to preserve the original plan for the Garden Suburb. Council should also abide by the concept of a 'Garden Suburb'and disallow the removal of trees which provide shade and a healthy environment. Council should not allow the area to become a concrete jungle with out of proportion areas of concrete which do not allow for drainage or absorption. Considering the rates which residents pay, the Council should not allow the Garden Suburb environment to be destroyed. It is a fitting entry path to the beaches and coastline and a city</p> | 1 |

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| <p>which will hopefully rise again!</p> | |
| <p>The Hamilton South Garden Suburb HCA is highly valued & strongly supported by residents within the area. This is reflected in the excellent condition of the properties within the HCA and the high resale value when properties are sold.</p> <p>The heritage classification has given owners, & potential owners greater certainty that the heritage character of the area will be respected & preserved and that unsympathetic development will not be permissible. This confidence is reflected in the quality of property maintenance & in the respectful way that the character of the dwellings, their surrounds & the streetscape has been honoured during maintenance, renovations, restorations and additions on the housing stock within the HCA.</p> <p>I strongly object to the removal of part of Glebe Road from the Hamilton South Garden Suburb HCA. The majority of the houses in this section of Glebe Road are still intact as originally constructed and still reflect the character & streetscape of the HCA.</p> <p>If this area of Glebe Road is rezoned the current properties & land in Glebe Road will be subject to redevelopment. Existing properties & open space will be destroyed & replaced by buildings of much greater height & density & a totally different character to that of the HCA.</p> <p>These changes will degrade the quality & amenity of the properties behind them in Cram Street & National Park Street. Privacy will be destroyed by much taller properties overlooking both the curtilage & rooms at the rear of the existing dwellings in Cram & National Park Streets.</p> <p>I have seen these detrimental effects caused by a Glebe Road redevelopment which looms over a neighbour's home in Cram Street. The pool, backyard & rear rooms in the neighbours property are totally overlooked by this unsympathetic two story development on the boundary fence thus reducing the amenity for the home owners & the resale potential of the affected property. This redevelopment happened prior to the declaration of the Hamilton South Garden Suburb HCA.</p> <p>It is important for council to consider that residents within the HCA purchased their homes and have invested heavily in quality maintenance, restorations, renovations & additions which respected the heritage character of the area. Owners did so in the belief that they had the certainty of protection against detrimental redevelopment in their designated Heritage Conservation Area. Now it is proposed to change the rules. This will adversely impact on the capital asset of the property owners and the amenity of the affected residents.</p> <p>Long standing drainage & flooding issues in Cram Street will be exacerbated by the increasing density & coverage of open space in Glebe Road which will occur with the proposed rezoning. Glebe Road is higher than Cram Street which has a long history of acting as a drainage detention basin for Glebe Road.</p> <p>Parking will become much more of a problem due to increased numbers of occupants from higher density redevelopment in Glebe Road. Overflow parking will occur in Cram & National Parks Streets.</p> | <p>1</p> |

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| <p>As our existing area has revitalised with younger families moving into the area there is much more on street parking in Cram & National Park Streets due to increasing levels of vehicle ownership. Because more family members have personal or work vehicles they need to park on the street.</p> <p>Higher density will increase traffic management & safety issues as residents & visitors at the new dwellings will need to enter & exit onto</p> | |
| <p>The landscape of Parkway Ave must be preserved as a gateway to the beach and should be protected as a heritage item.</p> | 1 |
| <p>The proposed removal from the Garden Suburb HCA of properties on Glebe Road between National Park and Smith Streets due to the buildings in this area being deemed of non-contributory to HCA is of great concern. The heritage significance of these particular properties is not relevant - it is the impact on the surrounding area that a change in the HCA boundary may have. That is, the removal of the HCA in effect makes way for the potential high density development which this area is currently protected from. The building mass, population density and inherent traffic issues from potential over-development will adversely affect the liveability of all surrounding residents who purchased in this area for the very benefits the Garden Suburb HCA currently provides. There is absolutely no good reason to remove this portion of Glebe Road from the HCA. Any future development of this portion of Glebe Road needs to be consistent with existing HCA of Hamilton South Garden Suburb.</p> | 1 |
| <p>The removal of the boundary directly impacts my property in that I live at [REDACTED]. The removal means that my property becomes the edge of the boundary. I am concerned about this change as it means that medium/high density housing could be built on my fence line overshadowing my property. I am already surrounded by 3 x 2 storey properties that overlook and overshadow my property. My recommendation is that a transitional boundary (buffer zone) be proposed which limits what can be built around the edges of boundaries. This would address the issue of having a 5 storey apartment complex next to a single storey heritage house.</p> | 1 |
| <p>The RMS proposal to increase traffic flow along Parkway Ave by means of reduction of the size of the Parkway Ave median strip would greatly diminish the heritage value of the Hamilton South Garden Suburb.</p> | 1 |
| <p>The RMS proposal to increase traffic flow on Parkway Ave would greatly diminish the heritage value of the Hamilton South area.</p> | 1 |
| <p>The streetscape of Parkway Ave should remain as is and protected from any alterations under the Newcastle LEP. It is an important part of the original Garden Suburb.</p> | 1 |
| <p>The verge and trees must be protected in Parkway Ave</p> | 1 |
| <p>There are very few areas in Newcastle that are as unique as parkway avenue for the architecture of the homes and the central garden and pine trees. It would be tragic if this was not conserved for future generations. I would trust that the council and local government would have the foresight to ensure this occurs.</p> | 1 |
| <p>There is a suggestion that RMS wish to narrow the Parkway Ave median strip to allow for more traffic flow along Parkway Ave. I strongly oppose this & I believe that Council should oppose this too. Such a development would greatly diminish the landscape heritage value of the Hamilton South</p> | 1 |

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| Garden Suburb. | |
| This area looks run down, assuming the HCA is removed, this area could be revitalised by residents and council | 1 |
| This Heritage conservation plan will only benefit by Parkway Avenue being included in the LEP Parkway Avenue is a huge important and historical part of Hamilton South and it must remain that way including the majestic Norfolk Pines that line this street | 1 |
| Under no circumstances should the amenity of Parkway Ave be reduced to accommodate additional traffic. It is a residential area - not a major thoroughfare. | 1 |
| Under no circumstances should the Glebe road boundary be altered. This includes a church and church hall used by the community | 1 |
| <p>We have too many to enumerate here. Suffice to say since the introduction of the various HCAs there have been many non complying developments approved on the boundaries and within the areas themselves by either clever words or deceit. It would seem that there is one rule for the residents and one for the developers. Why is it that compliance is only for those who cannot afford the costly legal challenges, which when they come from developers Council just caves in. Prime example is the disgusting Bimet development which really did not satisfy the HCA requirements of being on a boundary.</p> <p>The Glebe road area which it would seem may be excised from the HS HCA - why? Was there an application to remove this area. If so who applied? A person or entity?</p> <p>The area should NOT be removed as it will only create a precedent for peripheral areas along the HCAs (as with Bimet - but that fell under SEPP which of course is an out for Council)</p> <p>As for Parkway Avenue it is time that this area properly protected protected by heritage conservation laws as this [REDACTED] [REDACTED] [REDACTED]</p> <p>The amenity of this area has been destroyed by the huge volumes of traffic, some of which should not even be in the area (GVM>5T)and the excessive speed at which it travels.</p> <p>The ideals of the HCA are certainly not being adhered to by any save for the residents.</p> <p>Parkway Avenue is a residential street and not any sort of heavy vehicular traffic road. It is supposedly a Collector Road which in theory gathers traffic from the local roads and feeds it to the arterial roadway system. It is not for through traffic both heavy and too fast for a residential area. It would seem that these issues are overlooked for the sake of Council and the RMS not wishing to improve the surrounding arterial road system.</p> <p>By the way we are not the only residents who think this way.</p> <p>Should you wish further discussion please feel free to contact me.</p> | 1 |

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| <p>██████████</p> <p>██████████████████</p> | |
| <p>We live on Parkway Avenue. We have a young family and walk to and from Hamilton South Public School every day. Parkway Avenue, including its pedestrian friendly wide central median, is an important feature of the Hamilton South garden Suburb and should be reflected by inclusion in the LEP as an item of significant value to Heritage Conservation Plan.</p> | 1 |
| <p>With the current push for major developments in this area (such as the current 3 storey mixed commercial residential building comprising of 4 medical suites and 10 units)it is incredibly important that we look to protect the heritage homes and landscape that we have left. This also includes the iconic Parkway avenue landscape and median strip.</p> | 1 |
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HBC_Property_typeCopy1_Other:.. Do you own or rent property in the Hamilton Business Centre Heritage Conservation Area?

| Verbatim Responses | Total |
|------------------------------|-------|
| na | 2 |
| Citizen of Newcastle | 1 |
| considering owning | 1 |
| I am interested in this area | 1 |
| LGA resident & ratepayer | 1 |
| live nearby | 1 |
| local resident | 1 |
| neither | 1 |
| Non resident | 1 |

HBC_Property_type_2Copy1_Other:.. Are you a resident or business owner?

| Verbatim Responses | Total |
|------------------------------|-------|
| NA | 2 |
| Citizen of Newcastle | 1 |
| considering residing | 1 |
| I am interested in this area | 1 |

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|----------------------------|---|
| LGA resident and ratepayer | 1 |
| live nearby | 1 |
| neither | 1 |
| Non resident | 1 |
| Owner/Occupier | 1 |

OE_recommendationsCopy2. Do you have any further comments to make about these recommendations?

| Verbatim Responses | Total |
|---|-------|
| Future development in the street should reflect the scale of the existing streetscape. | 1 |
| I do not see that these features really contribute greatly to the streetscape. I would rather see modern kerbs and gutters that suit the commercial development of the area, and the sandstone material could be used elsewhere where heritage significant areas are being upgraded or restored. | 1 |
| I think Beaumont Street business precinct is looking untidy at present, with a few premises unoccupied. The Islington end is looking far better, so I have no objections to the precinct having the opportunity to be smartened up by removing the Heritage category. | 1 |
| I think the Hamilton Business centre has struggled over the past decade to grow as a top income earner for the city. Removing the HCA from the businesses centre will give and residents and business owners more ownership to transform the heart of Hamilton. | 1 |
| I would be concerned if lifting the heritage listing what would be the LEP be. | 1 |
| I could understand developing it more, but not to make it a second Kotara. | |
| The street scape is unique to this strip. However there should be proper cleaning of the street/footpath and maintenance. There are to many Asian food Shops/ eatery in this Area it should be more available to/for Southern Europe cuisine as is the history of this strip and it's ethnic influence. | 1 |

The_hill_Property_typeCopy2_Other:. Do you own or rent property in The Hill Heritage Conservation Area?

| Verbatim Responses | Total |
|----------------------------|-------|
| Citizen of Newcastle | 1 |
| considering owning | 1 |
| LGA resident and ratepayer | 1 |
| na | 1 |

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| No | 1 |
| No but can see The Hill from my lounge room. | 1 |
| No just interested in heritage features | 1 |
| One street from heritage area | 1 |
| xx | 1 |

The_Hill_Property_type_2Copy2_Other:. Are you a resident or business owner?

| Verbatim Responses | Total |
|---|-------|
| Citizen of Newcastle | 1 |
| considering residing | 1 |
| Landlord | 1 |
| LGA resident and ratepayer | 1 |
| na | 1 |
| No | 1 |
| No but I can see The Hill from my loungeroom. | 1 |
| Rental property | 1 |
| xx | 1 |

OE_recommendationsCopy3. Do you have any further comments to make about these recommendations?

| Verbatim Responses | Total |
|---|-------|
| Although there are some 'out of character' buildings here there are quite a few houses worthy of conservation protection. Listing this area will prevent redevelopment and reconstruction of unsympathetic buildings on the fringe of an existing conservation area. | 1 |
| Ensure that all property owners are consulted on the potential change and its implication for property maintenance and improvements. | 1 |
| I agree with Council's endeavours to promote conservation through efforts like identifying potential heritage, raising community awareness about heritage, and establishing and managing conservation zones. However, the proposal to extend the existing area would significantly deteriorate the fabric that constitutes a true heritage conservation area. | 1 |
| In simple terms, a conservation area is one that is historic in character and is special or attractive enough to | |

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| <p>warrant protection to maintain the traditional, special and individual character of a place. The Terrace and other areas within the existing Conservation Zone in my view meet this criteria. However, the extension of the zone as proposed will achieve nothing but to fossilise the proposed extension area and not allow it to evolve with the modern world that Newcastle City is becoming. My home for example was constructed in 1998 and a large percentage of other homes were also built around the same time. They have no heritage significance or character and they add nothing to making the existing Conservation Zone any "more special." I do however consider the terrace homes on the northern eastern side of Bingle Street would be the only properties worthy of inclusion in any proposed extension of the conservation zone.</p> <p>I also recognise the counter argument that whilst conservation area status does lead to additional planning constraints and considerations for the land owner, the purpose of conservation is not about preventing all change but about managing it in a way which preserves its special interest. The extension area proposed has no areas of special interest. While the benefits of owning a property in a conservation zone tend to be intangible in nature and flow from the pleasure or enjoyment associated with owning a historic or unique house of conservation value, the costs are more real and visible. These include the cost of ensuring alterations and extensions to the house are sympathetic to homes of historic value and the owner is burdened by the opportunity cost of forgoing land development opportunities which are available to homes outside conservation zones.</p> <p>There are also costs the Council bears in regulating land use in conservation zones and Council is dropping the ball when it comes to regulating the existing Conservation zone on The Hill. The significant property at 12 The Terrace for example standouts. It has been transformed into a illegal boarding house and the front downstairs verandah has a staircase constructed to connect it to the upstairs verandah! The conservation value, appeal, and aesthetics of the area is impacted because Council is unable to meet its regulatory and conservation demands. If Council cannot meet its current obligations it will be unable to meet them under and extended conservation zone.</p> | |
| <p>I am very pleased to endorse this addition to The Hill Conservation Heritage Area. I would now like to encourage our Council to ensure that these heritage areas are not over-crowded by medium density development ((R3) as has happened in other parts of Newcastle and NSW. These heritage areas should be left to demonstrate to all Novocastrians and to tourists visiting our City our pride in our history. They should be available to future generations and not drowned by adjacent high rise development. We have a very special heritage to proclaim.</p> | 1 |
| <p>I believe each property in this area should be individually assessed and reviewed by Council should the Owner want to redevelop the property.</p> <p>Whilst I appreciate keeping our history intact there are properties within this boundary which have absolutely no heritage value at all. They were built at a time when financial hardship meant the design and materials used were of a low standard and quality.</p> <p>The city is experiencing a revitalization and most developers (not talking about big developers but just ordinary people wanting to buy and live in the city) are sympathetic to the property's character and try to build or redevelop with that in mind. It would be a shame to see properties remain in disrepair because a person is not able to remodel in the modern accepted styles of today.</p> <p>Afterall, if we were to use this philosophy we would all still be living with dirt floors and architects would be redundant.</p> | 1 |

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| <p>I don't feel that the housing merits the extension of the HCA. The housing is not heritage, in the same way that the terrace is. There is a very high number of non heritage housing and brick flat buildings. The mix of housing in High Street is typical of many streets in Newcastle that are not listed as HCA.</p> <p>I am surprised to see my house listed as a contributing to the HCA as it is a 1950's brick building, which was rendered and painted baby blue in the 1990's!</p> <p>The eco texture report supports extending the HCA to High Street in 2005, and this same report is then questioned as to whether it is a valid opinion due to the age. The report then simply states that "This review has re-assessed the area and finds certain streets are considered worthy of statutory listing as a HCA" can we have more information as to why the High Street extension is proposed?</p> <p>None of the 2015 public voice responses included extending the HCA to include High Street.</p> <p>It should be noted that Council previously approved the demolition of my house</p> <p>I have spoken to many neighbours about this extension of the HCA and none have understood or been supportive of it. I hope that they have been able to take the time to raise their objections. I should also note that those that I have spoken to did not receive notification of the 2015 survey in the mail, myself included.</p> | 1 |
| <p>I strongly agree with the boundary extension but R3(medium density) development should not be permitted in a Heritage Conservation area.</p> | 1 |
| <p>Obviously in this area there will be a tendency towards developments:</p> <ol style="list-style-type: none"> 1. designed to maximise revenue-gathering 2. obsessed with size and grandeur at the expense of aesthetics and impact on neighbours 3. unsympathetic to the gracious character of the area <p>Therefore we are keen to see our area included in the heritage conservation zone</p> | 1 |
| <p>The approval of developments not consistent with existing building stock over many years by NCC, particularly on the northern side of High Street, has created a hodge podge of conflicting building styles and densities which makes it a case of "try and spot the heritage houses." The inclusion of buildings at 11A and 30 High Street as contributing to the heritage values of 19th century and inter-war houses makes me wonder what the consultants were thinking. Presumably this means that the future development of modern style houses such as No. 11A will be OK if the boundary adjustment is approved. The issue of including High Street in the existing HCA has been examined extensively in the past and no compelling reasons were found for its inclusion. Council should only include new areas in HCAs where there has been a low level of attrition and degradation of the housing stock to be protected and not where the streetscape has already been significantly altered by inappropriate development. The area is also progressively being turned into a parking lot due to the failure of NCC to provide adequate parking in the CBD which is hardly consistent with HCA values.</p> | 1 |
| <p>These changes will make it difficult for owners to make updates to their properties as required. Having to get approval for this constantly will be a real problem.</p> | 1 |
| <p>This action would decrease the house values in the proposed area and although I value heritage and my home is approx 100 years old and beautifully restored i feel it unfair that i should lose value by councils</p> | 1 |

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| actions | |
| this area needs to be included urgently to prevent the redevelopment in an inconsistent way with the neighbor hood | 1 |
| this will restrict my ability to renovate and repair my property that i have lived in for nearly 50 years. there is no obvious benefit to owners and a risk of de-valuing my property if I chose to sell. council already has substantial regulations and another level of regulations is not required or wanted | 1 |
| Yes I strongly agree. However I believe that the whole of the eastern side of Lemnos Pde should be included in the extended HCA zone. According to me reading of the criteria, the following houses in that eastern side of Lemnos Pde would be classified as follows. No 1 - a modern architecturally designed house with features sympathetic to the streets heritage styles - e.g pitched roof. No 1A as above No 3 neutral / contributory No 5 contributory No 7 neutral contributory (pitched roof) No 9 contributory | 1 |

HR_Property_typeCopy3_Other:. Do you own or rent property in the Hamilton Residential Heritage Conservation Area?

| Verbatim Responses | Total |
|-----------------------------|-------|
| Citizen of Newcastle | 1 |
| considering buying | 1 |
| hamilton south | 1 |
| I am interested in the area | 1 |
| LGA resident and ratepayer | 1 |
| Live nearby | 1 |
| na | 1 |
| Neither | 1 |
| Non resident | 1 |

| | |
|---|---|
| Own properties adjacent to this proposed area | 1 |
| Visitor | 1 |

HR_Property_type_2Copy3_Other:. Are you a resident or business owner?

| Verbatim Responses | Total |
|-----------------------------|-------|
| Citizen of Newcastle | 1 |
| considering residing | 1 |
| I am interested in the area | 1 |
| LGA resident and ratepayer | 1 |
| Live nearby | 1 |
| na | 1 |
| Neither | 1 |
| Non resident | 1 |
| Own property and rent it | 1 |
| See above | 1 |
| Visitor | 1 |

OE_recommendationsCopy4. Do you have any further comments to make about these recommendations?

| Verbatim Responses | Total |
|--|-------|
| <p>I am delighted that the Council is considering this precinct as Heritage Conservation. Too many houses have been demolished and rebuilt with cement "boxes" or in many cases not maintained to an appropriate standard. I imagine there are some owners who buy properties as investments in this area and just let them out without doing any running repairs or improving gardens etc. So I am delighted that owners may be encouraged to take more pride in their houses.</p> <p>Also, I was pleased to hear at the meeting last night that reclassification is likely to include streetscape improvements like street trees, traffic calming devices on corners etc. I would love to see a community garden established within the precinct somewhere, maybe the library or some other appropriate spot in the way it has been done on the corner of Bull and Darby Sts Cooks Hill -I think it would add a point of interest and a community gathering point as well as providing a practical asset to the community.</p> | 1 |
| I am not clear on the implications this would have on the processes for renovating our property. I expect it | 1 |

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| <p>means that applications for approval for any renovation will need to be submitted (with additional fees). I also expect that there will be design limits or constraints imposed. For eg. Another house in our street is already listed and the owners were only permitted to restore not renovate. I am not clear on the implications for property value but I would suspect that it would not increase and is more likely to decrease the value as the costs and trades associated with maintaining or restoring may be unattractive to buyers. I don't understand the impact this will have on our rates. Will there be an additional fee or tax added to already escalating rates? There are many homes within the proposed area that are certainly not of heritage significance and I am left scratching my head over the motivations council have for wasting time and public money on such an unnecessary proposal. I can't see on any advantages or benefits for the home owner in this proposal.</p> | |
| <p>I doubt the historical significance of this area is particularly valuable. I believe the more valuable HCA should be Veda street and surrounds as this was where the first Mine SUpertendants were housed in the early days of the "Bog Hole".</p> | 1 |
| <p>I think the heritage significance should include [REDACTED]</p> | 1 |
| <p>Making areas Heritage compliant places greater financial burden on property owners. Rates are increasing and it will not be possible to undertake reasonable repairs or changes to my home if heritage guidelines are imposed.</p> | 1 |
| <p>The Catholic Diocese of Maitland - Newcastle owns significant property interests to the East of the proposed Heritage Conservation Area. The properties owned and operated by the Diocese are at [REDACTED] and [REDACTED]</p> <p>The Diocese is currently in the process of drafting a Master Plan for the sites mentioned above including the any additional sites affronting Selma Street.</p> <p>Given the Master Planning process is well underway the Diocese would like to understand the impact (if any)of the proposed Hamilton Residential Heritage Conservation Area on the Diocese's proposed draft Master Plan.</p> | 1 |
| <p>The heritage area should be extended to include Dumaresq Street West of Gordon Avenue.</p> | 1 |
| <p>The make up of the building in this area are too diverse in nature and age to constitute any particular style or type of building to make any unique heritage style. [REDACTED] Cameron street is circa 1905 whereas [REDACTED]. The same is for [REDACTED] and the property two doors further down. [REDACTED] James street is circa 1991 and also [REDACTED] James street is also a "new property". This is also the case for the property two doors East as well as the duplex next door. Cnr. Lindsay and Cameron is also a "New house" again with no "Heritage value.</p> <p>These are only a few examples within a small radius of [REDACTED]. Without going further this is typical of this suggested area.</p> <p>I know that several of these dwellings were replaced because of damage ie. termite infestations making any repair impossible and because of the small size and shape of the blocks these owners were left with optimising their finances to construct feasible- non heritage dwellings.</p> <p>Also, what kind of dwelling style would be suitable for this area as the current buildings range from wooden miner's to freestanding terraces, older apartments like the corner of James and Lawson to buildings exhibiting ethnic heritage styles and many houses built over the last 40 years?</p> <p>That there is no particular heritage style to be preserved makes the idea silly.</p> | 1 |

| | |
|--|---|
| <p>The property we own at 3 Murray st is included with which we agree. It is a 1900 house, which had separate kitchen and outside toilets. We have removed them and made the back modern. However, the front half is as it was when built except the front verandah which was demolished. We rebuilt it to look like the original. We think that the frontages should be heritage, but not the back.</p> | 1 |
| <p>The proposed Heritage Conservation Area for the Hamilton Residential Precinct is not supported given the mixed demographic the precinct attracts.</p> <p>The concept of a HCA means that the current proportion of contributory dwellings will tend to naturally limit who can take up residence within the precinct:</p> <ul style="list-style-type: none"> - Those with sufficient funds to maintain such dwellings, which becomes more expensive than modern designed and constructed dwellings; - Those with sufficient funds to live within such dwellings, which again is generally more expensive due to greater requirements for unnatural heating, cooling, and lighting. <p>Currently, the village atmosphere exists because of the diversity in demographic: this may be put at risk, for example, students may not be able to afford even greater amounts of rent as living in heritage style housing becomes even more expensive; or relatively lower income families despite abilities to save, may not be able to afford to live there, as the greater living expense may be used up in the capital acquisition in a form of debt paydown. In the long term, this may sterilise the village like atmosphere enjoyed in the area.</p> | 1 |
| <p>There should be consideration of long term owner/occupier needs ie knock down rebuild in view of aging issues and living in a more suitable home for ageing owners.</p> <p>As Govt; wants the elderly to stay in their home and for many like myself I have been planning this for 20 years. To stay on my property site. and should not be disadvantage re the proposed new changes (perhaps there should be a clause re this issue added to any change). Additionally, re streetscape I would like to see traffic calming/restriction (greened kerbs) restrictions to oversized vehicles/caravans etc being parked on street obstructing the non-owners property to streetscape view/light/security/safety and the overall enjoyment of environment/surrounds (some areas are becoming a caravan/ truck storage area). James street is the only entry point from Gordon Ave; and has become a noisy thoroughfare 24/7 consideration to making this entry a Cul-de-sac/other ?</p> | 1 |
| <p>This is a very significant collection of diverse housing styles and I support its addition to the HCAs. It is most important to gain the approval of the residents/owners of the housing within the area and build their awareness of the plan and its strictures in regard to development and renovation before declaring the new HCA. All efforts should be made to link the HCA smoothly to the Beaumont Street precinct by way of signage, street furniture and vegetation.</p> | 1 |

GR_Property_typeCopy2_Other: Do you own or rent property in the Glebe Road
The Junction Cottages Heritage Conservation Area?

| Verbatim Responses | Total |
|--------------------|-------|
| No | 3 |

| | |
|--|---|
| Citizen of Newcastle | 1 |
| considering buying | 1 |
| I am interested in this area | 1 |
| LGA resident and ratepayer | 1 |
| live nearby | 1 |
| na | 1 |
| No but I live in the area and value the character of the area. | 1 |
| Non resident | 1 |
| Parkway Ave resident and frequent user of Junction Precinct | 1 |
| use this area daily | 1 |
| Visitor | 1 |

GR_Property_type_2Copy2_Other:. Are you a resident or business owner?

| Verbatim Responses | Total |
|------------------------------|--------------|
| na | 2 |
| No | 2 |
| Citizen of Newcastle | 1 |
| considering residing | 1 |
| I am interested in this area | 1 |
| Landlord | 1 |
| LGA resident & ratepayer | 1 |
| live nearby | 1 |
| neighbour | 1 |
| Non resident | 1 |
| Rental property | 1 |
| Visitor | 1 |

OE_recommendationsCopy5. Do you have any further comments to make about these recommendations?

| Verbatim Responses | Total |
|--|-------|
| <p>Approximately 5 years ago an appeal was denied for a development plan for █ Glebe Rd by the Minister for Planning and Inviroment. The court considered that the facades of the cottages █ were mostly unchanged and should be maintained as an example of the original village architecture still in tact.</p> | 1 |
| <p>Lovely group of old cottages most of which are still in good condition if not exactly in an original state. Worthy of protection in the inner city.</p> | 1 |
| <p>The heritage nature of this area has already been compromised by the construction of a 2nd (modern) dwelling at the rear of 2 of the 10 or 11 properties that would be affected by this proposed conservation area. The proposed area is also quite small & isolated, in that it is essentially enclosed on 3 sides by The Junction's existing retail & commercial development. This development already detracts from the overall visual appeal of the current streetscape.</p> | 1 |
| <p>The Junction Village is a rather unique 'village' style shopping precinct. It is bounded by residential properties some of which have valuable heritage character. e.g in Corlette St and in Glebe Rd. For the 'village' character to be maintained there must be a clear boundary between commercial and residential and having residential right up close to shops etc helps retain this character.</p> <p>The strip of single storey character houses on the south side of Glebe road provides and interesting neat boundary to the 'village'.</p> <p>Glebe Rd is an entry thoroughfare to inner beachside Newcastle and as such its character needs to be preserved where possible.</p> | 1 |
| <p>These are an outstanding group of well maintained garden cottages that add to the character of The Junction. Ensure that all owners are fully aware of the proposal and its implications for maintenance and renovation before declaring the heritage area</p> | 1 |
| <p>These properties warrant a heritage classification under a new HCA. With one exception, the character of the cottages between Robinsons Real Estate & Arrivederci Restaurant is intact. The owners have respected the character & streetscape of these cottages & have kept them in a very well maintained state. Previously the residents strongly supported the retention of these homes & opposed the proposed demolition of one of the cottages for redevelopment. Council's decision to reject the proposed demolition & redevelopment & to preserve the character of this small group of cottages was supported by an external judgement by a Heritage Consultant.</p> <p>It may be possible to sympathetically build into the existing roof structures, set back from the streetscape as has happened with some dwellings in the Hamilton South Garden Suburb HCA. As long as the single story character is preserved with adequate set back within the roof line to preserve the heritage character of the homes then it may be suitable. Similarly it may be possible for garage roof structures to be extended to allow extra development within the roof space if the change is sympathetic to the character of the street. Such possibilities would need proper study & consideration so that the heritage character would not be adversely impacted.</p> | 1 |

NE_Property_typeCopy3_Other.: Do you own or rent property in the Newcastle East Heritage Conservation Area?

| Verbatim Responses | Total |
|------------------------------|-------|
| NA | 2 |
| Citizen of Newcastle | 1 |
| considering buying | 1 |
| Frequent visitor | 1 |
| I am interested in this area | 1 |
| LGA resident and ratepayer | 1 |
| live nearby | 1 |
| No | 1 |
| The Hill | 1 |
| visited area almost daily | 1 |

NE_Property_type_2Copy3_Other.: Are you a resident or business owner?

| Verbatim Responses | Total |
|------------------------------|-------|
| na | 2 |
| Citizen of Newcastle | 1 |
| considering residing | 1 |
| Frequent visitor | 1 |
| I am interested in this area | 1 |
| LGA resident & ratepayer | 1 |
| neighbour | 1 |
| No | 1 |
| resident nearby | 1 |
| the Hill | 1 |

OE_recommendationsCopy6. Do you have any further comments to make about the recommendation?

| Verbatim Responses | Total |
|--|-------|
| I support the amendment of the Heritage Technical Manual to include a revised statement of significance and new contributory buildings map for the Newcastle East Heritage Conservation Area. | 1 |
| Many of the buildings do not have heritage value. I question the value of grouping buildings by area. The cost/inconvenience of compliance can be prohibitive to real development | 1 |
| Newcastle East is becoming and vibrant and character filled part of the city. The streetscapes are looking great and I notice that more and more buildings are being done up and restored and adding to the heritage value and interest of the precinct. | 1 |
| Newcastle station should be included and protected | 1 |
| See previous comments | 1 |
| Should include Newcastle Station area, Watt St bothsides up to James Flether Hospital Area, Fletcher park out to Nobbys Headland | 1 |

OE_recommendationsCopy7. Do you have any further comments to make about these recommendations?

| Verbatim Responses | Total |
|--|-------|
| As a resident of parkway ave for the past 16 years I value the quiet nature of our street. The last thing I want is increased traffic flow along parkway ave as it will decrease our property value and change our lifestyle | 1 |
| Ask residents what they want, not commuters. We are the ones who would have to put up with greater traffic noise and a fall in property values. | 1 |
| Clearly all such requirements ought to be subject to periodic review to establish if they still meet the needs of the affected community. It is imperative, however, that advice of any such review is widely disseminated in the affected community and that it is conducted openly. | 1 |
| Construction in Newcastle was 'fast tracked' by the previous Council and seemingly at the expense of future sustainable town planning. Its time to take a good look at just how many apartments Newcastle can reasonably accommodate and prevent this sprawl from impinging on neighbouring residential zones. | 1 |
| Council should be mindful of maintaining the integrity of HCA which IT has created. | 1 |
| Do Pull Down or removal Cavet should be Placed on all Items in the HCA area | 1 |
| Each Heritage Conservation Area has its own individual characteristics which is not covered by a one size fits all approach. The above survey points should be high priority to protect the heritage fabric in each different zone and to provide guidance & certainty for individual owners, prospective owners, Council and the wider community. | 1 |

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| I believe that most of the land is zoned residential, why change? | 1 |
| I do not want Parkway Avenue Hamilton changed in any way and especially no change to the median strip. | 1 |
| I don't believe zoning has been an issue in our area / experience () but i do now understand after attending the info session how this could muddy the waters in some inner CBD applications. | 1 |
| I would potentially agree but I would need to understand the implications of this proposal. What are the land uses that need to be removed and which ones need to be added? | 1 |
| If more out of character developments are allowed the heritage character of the whole area will be lost Considering the closeness to Tudor and Parry St and the St Francis Xavier high school and TAFE, more over or poor development in this area may well lead to the creation of an inner city ghetto, losing the current feeling of a well kept and connected community | 1 |
| If zoning was to be reviewed and any changes proposed would such changes be presented to residents for comment? | 1 |
| It is imperative that the low density zoning in the conservation area be retained. Demolition in all the inner suburbs surrounding the Hamilton South Heritage Area is proceeding at an alarming rate. Replacement buildings of blue board and cocked hat flat roofs is destroying the character of the original suburbs. This trend makes the preservation of the Hamilton South Heritage Conservation Area even more critical in retaining the ambience of the inner city. | 1 |
| It is possible to extend a house without changing its character (the extensions done to our home by a previous owner are a good example) - it just takes a bit more money to get a decent architect to do it properly, and the benefits to house value will be more than the cost. | 1 |
| lets not ruin historic end of Newcastle with too much high rise and boxing in of open spaces. This does not align with the history and gentrification of Newcastle and Newcastle East particularly. Short term gain. Let's play the longer game for the future of the city. | 1 |
| Medium/ high density housing and commercial development should be prohibited in these areas. | 1 |
| More and more residential dwellings are being purchased within HCAs and converted into businesses such as specialist medical practitioner rooms even though there are ample vacant buildings in commercially zoned Hunter Street. The problem with this is that they often remove grass and gardens and replace with concrete carparks. Having on-site parking is a major contributing factor in the choice of an inner city residentially zoned dwelling over a commercially zoned one where parking limitations and ease of access are less attractive to patients. | 1 |
| More information needed. What do you want to change? | 1 |
| No | 1 |
| No changes to current zoning in HCA areas. | 1 |
| Not sure what this question means ? however had to answer to move on. | 1 |
| Quite possibly, but I'm not sure. Certainly the lot sizes may require a refactoring of types of dwellings | 1 |

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| and changes to dwellings that can take place, as well, advances in construction and contemporary technologies that can overcome previously difficult to solve problems should be considered as part of this (eg. noise attenuation/dampening, insulation, construction materials allowing more glass for natural light etc.). | |
| R3 (medium density) development is not appropriate in a Heritage Conservation area | 1 |
| Residential and commercial zones should be kept separate and multi-storey developments have no place within a HCA. | 1 |
| See previous comments | 1 |
| So long as Council abides by the significant heritage areas that are identified by such examinations and strongly protect the heritage fabric and integrity. | 1 |
| the above response is provided that the reviews of zones are consistent with protecting heritage value | 1 |
| The zones have been reviewed in recent years and reflect a high density area. They also comply with the SAFE criteria. The objective of the r3 zone reflects cooks hills high density nature. Outside of the city centre it is one of the LGAs highest density suburbs. See housing paper to LPS. If design, in particular height, is an issue that is a design issue- not a zone issue. Hence why heights and for now stay alone in the LEP. They should be captured via design controls. Cooks Hill reflects a true r3 zone. Should be be anything less it would mean that the zones are not being applied consistently and cause much confusion. If height is the issue then height should be addressed. I agree that the character of a HCA should be retained but this is not the correct planning mechanism. Perhaps advice from the department should be sort on using the zones that way. | 1 |
| The zoning should be maintained as residential with single residential properties. Multi storey apartments should be not allowed in the heritage areas, even dual occupancy on a single block as has been allowed in the past. | 1 |
| There is a definite conflict between the intention of the Hamilton South Garden Suburb area and the change in zoning that occurred. There should be NO medium residential zoning. | 1 |
| There needs to be regular contact between Council and the residents of HCAs to ensure that they are aware of the design principles and physical characteristics that contribute to the heritage status of their suburb or location. Unless this is done there will continue to be development proposals that conflict with the goals of maintaining the heritage fabric of the HCAs. In the case of Hamilton South HCA the intrusion of some second floor rooflines into the streetscape has impacted on the heritage quality of the location. There is a need for all Council Officers and any professional involved in planning approvals to be aware and involved in upholding the planning provisions underpinning the HVAs. | 1 |
| There seems to be a contradiction between having a HCA and then it is zoned for medium density. They do not work together. | 1 |
| This must be addressed now before the RMS coming in and builds another arterial route ruining our heritage in that area for ever | 1 |
| Whatever outcome of the zoning examination it is extremely important to maintain and even extend (where possible) the open space availability. The health outcomes of residents is enhanced by the | 1 |

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| availability of open space. Once open space is lost it will never be replaced. Cities throughout the world are often recommended to visitors because of the open spaces that are available | |
| Zoning is of vital importance if the heritage significance of the character and streetscape of the heritage conservation areas is to be maintained. Zoning should reflect the existing built environment within the Heritage Conservation Areas. The northern length of Denison Street Hamilton is a good example of the way in which inappropriate zoning has ruined the ambience and amenity of a once-popular residential area with high quality housing stock, so discouraging inner-city living. This will be the eventual fate of all Heritage Conservation Areas if zonings do not reflect the existing character. | 1 |
| | |

Additional_comments. Do you have any additional comments regarding the Heritage conservation area review?

| Verbatim Responses | Total |
|--|-------|
| No | 2 |
| - While we residents understand the need for medium density areas, there are plenty of nearby areas with no heritage building or community feeling (e.g. Denison St on the opposite side of Parry Street). Medium density should be focused in these areas, and our area returned to the residents. - Please address this additional area as a high priority, else it may be too late | 1 |
| Any proposed change to an existing streetscape must be disseminated to the affected community well before its proposed implementation in a manner that clearly sets out what the real changes are. | 1 |
| As a resident of parkway ave for the past 16 years I strongly disagree with any additional traffic along parkway ave as it will decrease our property value and change our lifestyle | 1 |
| As a resident of Parkway Ave I have noticed a significant increase in traffic carriage over the last 12 months on this street. Any further changes which increase traffic flow will be detrimental to the residential area. | 1 |
| Cooks Hill adds a unique character to the inner city. Many of the terraces housed miners and stevedores since early days. It is similar to the Rocks area which we know is a tourist attraction in Sydney. We could have guided walking tours when cruise ships dock in Newcastle. | 1 |
| Council is already finding financial management difficult. If further impositions are placed on home owners then they too will be placed under greater financial duress. | 1 |
| Do not allow any more high density housing in the area. People live in this area because of the quiet lifestyle the area affords. Changing the character of the area will result in many residents being unhappy. Leave Parkway Avenue as it is. Do not widen it. | 1 |
| Do not alter Parkway Ave or its median strips at all if it's to remain a heritage area as previously stated. | 1 |
| Do not reduce any area for the reason of non-contributory buildings. If the area at Glebe Road is removed, whatever development it is replaced with will surely not comply with the requirements of developments adjacent to HCA's; such as the Bimet Lodge Development. | 1 |

| | |
|--|---|
| <p>Don't change Parkway Avenue.</p> <p>Make sure the light rail services as much of the attractions along the coast as it can, that way it can help cut the traffic in the area.</p> | 1 |
| <p>Following visual inspections of land parcels within the area any property that has had illegal extensions or additions within the area should be prosecuted. This would include the building of inappropriate fences, rendering of fences or houses without approval. Action should also be taken against the trades people if possible for building the structures etc without sighting the council approval.</p> | 1 |
| <p>Hamilton is quite unique, should be enhanced and believe it should be supported in someway without disadvantaging long term owner/occupiers (as myself)</p> <p>Happy to have further consultation with NCC.</p> <p>Please do not let some area/ streets become caravan/ truck parks !!</p> | 1 |
| <p>Has the review been funded by a developer? I am concerned that there is a two stage process occurring, whereby stage one is alteration of the boundaries to make way for stage 2, which would include rezoning of areas removed from the HCA.</p> <p>I am concerned that the areas can be considered for removal from the HCA when the contain contributory buildings within that area.</p> | 1 |
| <p>Heritage listed areas should be changed to R2</p> <p>thank you for surveying the public openly to make these changes, wish this had happened when changes where made in 2012 LEP</p> | 1 |
| <p>I believe it is important that not only the street heritage areas are maintained but the density of development in and adjacent to the area is limited to low density development so as not to overwhelm the importance of the areas</p> | 1 |
| <p>I believe that heritage conservation areas are important and believe that medium density development does not seem appropriate in a Heritage Conservation area.</p> | 1 |
| <p>I strongly object to Council agreeing to any RMS proposal to modify Parkway Avenue to allow it to have increased traffic volumes. Council should list Parkway Ave on the LEP to provide it with a higher degree of protection from current or future RMS plans and to maintain it in its current state.</p> | 1 |
| <p>I think it is a wonderful document that is well composed and easy to read. It will assist or guide future development. I like the categories and any design advice for future renovations/ Alts and ads was much needed. The character statements are great too. In my opinion in needs to address design issues rather than zoning. I don't believe a zone change would have any impact in future development is development respects design guidelines and applications are assessed by planners with heritage focus / knowledge.</p> | 1 |
| <p>I think that local people have been making decisions about their properties for over 100 years & our suburb has evolved accordingly. That gives the suburb its uniqueness in its own right. Do we need another layer of beauracracy to tell us how the next 100 years will turn out.</p> | 1 |
| <p>I think that the council have done, in the main, an excellent job maintaining the existing conservation areas. These areas are very important to Newcastle and help Newcastle maintain it charm and amenity. Remember that the whole of the Cook's Hill area was zoned high rise more than 40 years ago and the Cook's Hill</p> | 1 |

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| Community Group was able to convince the then Aldermen that the permission to do so would have been a very retrograde step. The conservation officer deserves credit for this. | |
| <p>I think that there should be a public meeting for residents of the respective HCAs for Council to address the anomalies which occur from time to time and in particular the median of Parkway Avenue which should remain intact in its entirety.</p> <p>Heavy traffic in this area also needs to be addressed as it detracts from the amenity and the heritage values of the area.</p> | 1 |
| <p>I think the council would want to be very careful watering down any restrictions that are currently in place. I think previous surveys have demonstrated how highly people within current areas value the protections offered. Since some of the rules have been in place 20 years, they should not be a surprise to anyone. A relaxing of restrictions will favour a few developers but probably anger a large number of nearby residents. My experience has been that people have been allowed to increase the size of their property without ruining the streetscape which is a great result and has probably increased a sense of community rather than disputes.</p> | 1 |
| <p>I would prefer that controls not be imposed on the population in the proposed area. Heritage impositions limit the application of eco-design and eco-technologies.</p> <p>Whilst the content of the draft report seeks to justify the Australian Agricultural Company and Pit Town to qualifying Criteria A and B for Cultural Significance Assessment, to the vast population of people residing in the precinct, if questioned they would lack any knowledge of this, and neither would they care. Whilst it is certainly fascinating, it lacks any legitimacy to genuinely supporting Criteria A and B. Criterion C remains true, but it is questionable if this by itself is enough to justify the imposition of HCA limitation to future changes within the precinct, particularly the risk to the village atmosphere this is likely to realise.</p> | 1 |
| <p>I would strongly urge council not to re-zone or remove any areas from the HCA as in doing so, may damage the aesthetics and heritage feel which is so important to this area. In addition it may affect resale value of property's in the HCA should any of the above changes take place.</p> <p>I would remind council that any current HCA have previously been established by Newcastle City council in a bid to preserve our local history and cultural identity. Please leave it as is.</p> | 1 |
| <p>Is there any further information about how you can change your 'yellow' house to a green one? What plans are afoot to address the removal of 'red' houses?</p> | 1 |
| <p>It is essential that Council honours the intent of the Heritage Conservation Areas. Home owners and the wider community need guidance and certainty. Council needs to provide an adequate budget to allow for community education about HCA's and to allow Council to properly monitor compliance with the requirements of the HCA's. Rate notices, Council News mailouts and local free Newspapers are easy ways to spread information about the HCA's & to gain public support.</p> | 1 |
| <p>It is important to respect the current heritage buildings and conditions in place</p> | 1 |
| <p>It is not broken. Leave as is</p> | 1 |
| <p>It should be carried out as a matter of priority.</p> | 1 |
| <p>It would be interesting to know why the demolition of some lovely houses in Denison Street which has an</p> | 1 |

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| attractive streetscape was approved and some ugly townhouses approved with extremely limited parking approved in an area where parking is already at a premium. This suggests that much of this 'conservation' and 'heritage' banded around Hamilton East is really not in Council's interest as there were many objections to this demolition and the fact that these houses could have been easily restored/renovated for families not necessarily wanting townhouses with their limitations . | |
| Leave Parkway Avenue median strip at its current width. Do not use Parkway Avenue to funnel more traffic, the trees must remain with the grass median strip | 1 |
| More and more residential dwellings are being purchased within HCAs and converted into businesses such as specialist medical practitioner rooms even though there are ample vacant buildings in commercially zoned Hunter Street. The problem with this is that they often remove grass and gardens and replace with concrete carparks. Having on-site parking is a major contributing factor in the choice of an inner city residentially zoned dwelling over a commercially zoned one where parking limitations and ease of access are less attractive to patients. | 1 |
| no obvious benefit to owners has been put forward. There is no improvement to services, no reduction in rates and only further restrictions on the use of my property | 1 |
| Over the years it has been a puzzle to me how a hit and miss Council has been in its application of rules within all of these preservation zones. If there's one thing that can't be replaced if it isn't protected and that is Parkway Avenue. | 1 |
| Please don't make any alterations to Parkway Avenue Hamilton. | 1 |
| Please keep Parkway Avenue as it is. | 1 |
| Please leave Parkway Avenue alone, this street should not be touched in anyway shape or form. | 1 |
| Please listen to the community. There have been too many recent instances where NCC have paid lip service with their community engagement process. Example 1 - rates increase. The majority of community feedback was for accepting a mid-range rise. Yet NCC chose to ignore the feedback. Example 2 - show holiday. The majority of community feedback was against the application for a show holiday. Yet NCC chose to ignore the feedback. Having read the community responses from the previous Newcastle Voice survey, there is overwhelming support from the local community to increase protection regarding heritage conservation. Listen to the community and act in accordance with their feedback. | 1 |
| Protect Newcastle if you wantan attractive city and tourism and lifestyle for god sake.. Look around.. See other cities and be smart.. Please | 1 |
| removal of remaining garden beds which are planted with hibiscus which require constant pruning and removal time which would better spent under lopping pines .a true AVENUE is a roadway with trees planted on both sides this magical avenue starts at dennison street (ambulance station)thru to jenner parade (s/w drain) for further history on parkway avenue please ring | 1 |

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| <p>██████████</p> | |
| <p>Residents have purchased homes in the heritage conservation because they wish to live this lifestyle and were aware of the guidelines required for extensions etc. we do not want rules changed and our neighbourhood to change. Particularly no changes to the road in parkway ie no cutting into the grassed medium strip, this should be maintained as is!</p> | 1 |
| <p>So much has already been Lost The need to protect What is Left is crucial</p> <p>Newcastle has a serious Hertiage History in the Fabric and development of Australia as an Identity Newcastle has can Lay Claim to many "Firsts"</p> <p>Most of them are in the area of concideration but needs widening</p> <p>The area should be widened to include the other areas Like all of Nobbys Headland James Flethcer and the Newcastle Railway Area</p> <p>Watt Street was the first Street in the first Settlement of Newcastle and Has a very significant Heritage significance</p> <p>Hunter or Blane Street has the Same significance and both show the development of Newcastle over time</p> <p>Newcastle is unique and as the oportunity to attract people as a Specific and amazing Tourist Destination \$\$\$\$\$\$ Our Convict Roots have never be given the recogition that is well deserved. Lets get it right this time, its a Last Chance and hold development responsible to Protect and preseve with accountability to us the public who ultomately pay the price. there is so much we can do.</p> | 1 |
| <p>Speaking for Hamilton Garden Suburb only - I would be dismayed if any major changes were made to this beautiful suburb that is close to the CBD and the beach. We are very fortunate to have such a pleasing residential and school area, with its sporting facilities and parkland, and I would hate for any of this to change without careful consideration as to the consequences.</p> | 1 |
| <p>Thank you for looking at these heritage areas and working to protect them</p> | 1 |
| <p>Thanks for the opportunity to comment on this review. Can I suggest that if there are to be future community consultations that more notice including all the appropriate documentation be provided and more time be made available for your letter box drops to allow owners and residents to have sufficient notice to attend the meeting, many families need to arrange baby sitting, or postpone other commitments etc.</p> <p>Let's hope the next meeting will be in cooler weather because the Yoga Room at the Community Centre in Gordon Avenue was extremely hot, one fan was insufficient! However I appreciate the effort your staff made to answer all the questions at the meeting.</p> | 1 |
| <p>The change of zoning to medium density of some of the HCA in the north east corner ie around Skelton and Heburn streets is in total conflict with the whole principle of the HCA concept.</p> | 1 |
| <p>The detailed review has taken considerable time and resources to complete and once feedback is received Council needs to act quickly to formalise any changes. Considerable 'damage' could be done to these areas in the meantime by current owners who wish to make changes to properties in advance of new guidelines</p> | 1 |

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| being formalised. | |
| The document is very comprehensive and well presented. Congratulations. | 1 |
| The extra traffic in the area was not covered. Why is park land being used as a busy street? That is Smith St between Dumaresque St and Parry St. | 1 |
| The Heritage Conservation Area review should highlight the fact that one of the reasons places such as Cooks Hill, Hamilton East and The Hill are so popular is that they are defined by their built heritage. This is in contrast to the brashness and artificiality of much modern building stock and architectural design. | 1 |
| The poor administration of planning applications has resulted in the loss of some of the beautiful houses in the heritage areas. I hope that this does not continue | 1 |
| The review has been very professionally prepared, the important issues addressed, with good and appropriate recommendations. Congratulations to all involved | 1 |
| The whole review is a very comprehensive study of the existing and proposed Heritage Conservation Areas. It is important to balance sympathetic development opportunities with heritage conservation. Could I ask to receive a short response to why my property at [REDACTED] is included as a neutral building and not a contributing building please by [REDACTED] The facade of the property has an interwar addition but it is mostly in tact. The recent additions made around 2005 are well hidden at the rear of the dwelling. | 1 |
| there Must be another public forum for the Hamilton South Garden Suburb area as the flyer notifying the residents of the public meeting was not distributed to the area until 24 hours after the meeting. This is totally unacceptable and wether it was the council or their contractors which were negligent in this matter is irrelevant. It is the councils responsibility to give adequate notice. This matter is too important | 1 |
| There should be street trees planted in the area Hamilton is now an area that you cannot walk in the summer. The pavement is not keeping with a heritage area. The traffic in the proposed area particularly turning from Gordon to James St. A heritage area should be quieter and not a through traffic area for peaceful existence. | 1 |
| This review has come a little too late for some of the residents in the Hamilton East area who just last year fought strongly to oppose a 3 story mixed commercial residential development which sits within the block that you are proposing to now include in the heritage conservation area. I hope that the 50+ submissions that were put forward in opposition of such developments, in order to maintain our heritage landscape, are considered. Many of these people I'm sure are a little disillusioned as a result of council voting to approve the development [REDACTED] Dennison St Hamilton East and as a result may not participate in this survey. | 1 |
| Wake up Jeff! Yeah, I know it's too late, but I believe this is another example of the damage done by him and his cronies whilst on the council. | 1 |
| We have lost two of the three avenues that were critical to the original Garden Suburb worldwide strategy envisaged by [REDACTED] | 1 |

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| <p>The key Garden Suburb entry stones have been removed to Learmonth Park and should be relocated to indicate the original Garden Suburb precinct and the arrival to such area.</p> <p>The two areas lost are Gordon Avenue and Stewart Avenue, the remaining intact Avenue known as Parkway Avenue must be maintained in its original and current form without further alteration.</p> | |
| <p>We have only recently purchased in this area and would not have purchased a property in a heritage conservation area because of the restrictions.</p> | 1 |
| <p>We need to protect the character of these areas.</p> | 1 |
| <p>Why remove only this part of Glebe road will this give developers the chance to go ahead with big townhouse construction in place of the homes already there we know some houses have already been given the OK to go we strongly object</p> | 1 |
| <p>Yes need to look at how 'outside' agencies such as Ausgrid, Telstra etc seem to be able to build / change infrastructure that distracts from heritage buildings / streetscape - seems they can do this without abiding / consulting Council.</p> <p>Heritage conservation is a key attraction to inner suburb Newcastle and is part of a key attraction to this city and needs to be preserved as much as possible</p> | 1 |
| | |

Appendix III - Information session notes

Heritage Information Session 1

Questions

- A lot of development occurring - particularly second floor developments - all need to be aware of steps taken in HCAs.
- Concerned - any development changed - could impact drainage - particularly, Cram St.
- Removing HCA could open up to development in pocket park - Robertson Reserve.
- Concern that Ausgrid does not appear to need development consent to erect large poles in the front yards of houses in the heritage conservation area.
- What does the changing of density from med to low mean for Cooks Hill?
- depressed when he looks around the street because of unpainted fascia spoils the area and lack of maintenance to properties.
- People aren't doing the right thing to preserve the HCA.
- Want more engagement from Council. What they can and can't do.
- HCA residents need to know what their responsibilities are.
- The integrity of the areas are being compromised.
- Can you explain to the people of southern side of Cram St - What can be developed there? What scales etc.
- Does that mean you can build something like the Bimet Lodge - that was allowed - does that mean that it opens us up to that.
- Unsolicited 2 storey blocks went ahead - put in objection. - HCA - Why did they allow lego house - concerned don't want to end up with buildings out of heritage scope.
- Changes on Glebe Rd now - disagrees removing and changing to medium density - will degrade the amenity of these areas.
- You will be under pressure by developers- streets are already changing - lack of on-street parking - increasing density - need to consider flow on effects including parking.
- Glebe Rd - fighting to keep amenity.
- Collin Green report - residents very strongly want to keep findings.
- Boundaries are hard when one side of the street are in the areas - creates confusion - make it whole areas.
- What is the advantage of taking away the areas - good for developers but seems like a step back.
- Change occurring where people are in bigger houses - with fewer people in them.
- Beaumont St - fully agree with removal. Do we still need to leave a submission if we agree with change.
- Parkway Avenue - wants to know about the right hand turn lane.
- Can any other Governments override the decisions made?

Information Session 2

- Majority of participants received invites this week.

- 3 attendees didn't receive invite at all.

Questions

- Who makes the decisions?
- Why can't the community make the decision?
- How binding are the results?
- What's the benefit of being in a zone and what are the negatives?
- Has the DCP been implemented and changed yet?
- Need to get the clarification right for Cooks Hill - worried that yellow will be removed - contributory.
- The DCP is pretty weak - how does the Heritage manual fall?
- Are you going to have a separate DCP for each area? - So they are targeted.
- You see developments getting put through that don't fit the character- how does this happen?
- Who makes the decision that something is contributory?
- Will council make the decision for me? I want to have a say whether my home is contributory or not. I have a retirement plan.
- Confusion about Garden South boundary- community member wants to make it clear that this area absorbs into Hamilton East.
- Sections of Carona St - implications for single story domestic dwellings - council needs to look at the applicable zoning and whether medium density R3 is impacting heritage.
- Bimet Lodge consequences, if you remove heritage areas.
- Can we expect any improvements in street scape - trees - traffic calming footpaths?
- If you live in proposed area - what if I wanted to knock it down?
- How does it impact lanes at the back?
- What are the confines of the submission - does it apply to other areas?
- Carona St - Catholic School owned land - Graffiti - removal - store paints worried it will be developed .
- DA - council workers should attend (mentioned to Ashlee)

Heritage Information Session 3

Questions

- Are there contributory maps in review?
- How do you go to the page on Council page?
- Zoning- R3 in Hamilton East, We will end up with a Bimet Lodge.
- Private Certifier risk - no requirement to go to Council - DA Team.
- Tree choice - asked Sarah to talk about the tree choices in HCA.
- Tree trimmings - lost trees - strategic tree plantings required.
- Bruce St - Trees - figs removed from Cooks Hill -want replacements.
- Disappointed no contributory for new proposed areas.
- How can it be declared a heritage area (High St) with so many ugly buildings? How can they become heritage?
- Frustrating - that this is a result of poor council planning.
- Confusion about the maps.
- Carona St garden beds have been improved
- Residence - contributory - what does it mean if you are next a non-contributory?
- Impact of HCA will you make us have contributory enforced.

APPENDIX B -

SUMMARY OF FORMAL WRITTEN SUBMISSIONS MADE DURING EXHIBITION PERIOD

The consultation process has been extensive including a six-week exhibition period. Feedback has been collected in two forms including formal written submissions and a community survey conducted by Newcastle Voice.

A total of 87 formal submissions were received including submissions from the Heritage Division of the NSW Office of Environment and Heritage, the NSW Roads and Maritime Services, the National Trust Hunter Region Committee, and the Cooks Hill Community Group Inc.

Of these submissions, forty five were presented as a form letter expressing opposition to the proposed removal of part of the Hamilton South Garden Suburb HCA.

The majority of the concerns raised in the submissions (over 50) focussed on the proposed removal of part of the Hamilton South Garden Suburb Area at Glebe Road. Residents have expressed the view that removal would potentially compromise the HCA by enabling medium density development along Glebe Road. The view was also strongly expressed that the community is in favour of making Parkway Avenue a heritage item in Schedule 5 of the Newcastle LEP. The final recommendation is that Council proceed with the listing of Parkway Avenue as a heritage item in the LEP but not proceed with the removal of the Glebe Road section of the HCA.

Concerns were raised regarding the removal of the Hamilton Business Centre HCA as a view was expressed that doing so would undermine the efforts of Hamilton businesses and community members to acknowledge and recognise the cultural and social importance of the area. The team concurs with this view and is therefore recommending that the removal of the HCA not proceed at this time in view of these comments.

There was general agreement in the written submissions to the proposed extension of the Hamilton South Garden Suburb to include the north side of Denison Street and Ada Street.

Several submissions suggested that Council reactivate a local heritage grant scheme. Such an initiative is supported but needs to be considered in the Management Plan. One submission commented that council demonstrates support for heritage areas through such schemes.

The extension to the Hill HCA is generally supported and the majority of written submissions and the Newcastle Voice survey results are in support of this proposal. There were two submissions made expressing the view that the extension is not justified on heritage grounds however the large majority are comfortable with the proposal and it is recommended to proceed.

| No. | Issues raised | Council response |
|-----|--|---|
| 24 | I support the extension of HSGS HCA into Denison, Ada and Parkway Avenue. | The final report contains this recommendation. |
| 25 | I support the removal of the Hamilton Business Area HCA. Do not support listing the kerbs and gutters as heritage items. | The majority of respondents requested that the Hamilton Business Area HCA remain. The final report does not recommend listing the sandstone kerbs and gutters |
| 26 | All properties in the HSGS HCA should be zoned low density residential to be protected from future development. Council should consider listing the Gordon Avenue Bus Depot in the HCA (by moving the boundary) or make it a heritage item. A few years ago a visiting brick expert from UK remarked on the superior brickwork and complexity of design. No 73 Gordon Ave is non-contributory, it is incorrectly noted as contributory. I support the listing of the proposed Hamilton Residential HCA. 34 Gordon Avenue merits heritage listing. I think there are houses in Gordon Avenue that need to be protected but will fall in neither the HSGS HCA or the proposed Hamilton. Council should look at including them in the HCAs. | Comments are noted. Contributory map will be reviewed amend if necessary 73 Gordon Avenue. Will consider listing the bus depot in a future review. |
| 27 | Do not support the proposed Hamilton residential HCA as it is not as significant as the garden suburb and it has no style to preserve, there are many new houses. I do not want to be encumbered by Council red tape through a heritage listing when doing maintenance to my home. | Comments are not supported by the evidence obtained from the HCA review process. There is no evidence that heritage conservation area controls create red tape or add restrictions. Maintenance and repairs are exempt development. |
| 28 | We are firm supporters of the proposed Glebe road cottages HCA as proposed by Council but we believe the current medium density zone should be maintained. We believe all HCAs complement the streetscape and assist in maintaining the heritage significance of the areas. Can Council put line markings on the driveways of houses and better sign posting. | Noted. Zoning will be the subject of a separate review. Traffic management request forwarded to Traffic section. |
| 29 | <ol style="list-style-type: none"> 1. Support the removal of the Hamilton Business Centre from the LEP. 2. Most pleased to support the proposed Hamilton residential HCA as the area is highly intact. Has good examples of Victorian, Federation and Inter-War building stock. 3. I support the heritage listing of the houses at 18, 32 and 34 Gordon Ave Hamilton. They are excellent examples of Edwardian architecture in Newcastle. 4. I strongly support the creation of a new HCA for the Glebe Road Federation cottages. I agree that locality specific controls be devised to preserve this group. This group should be zoned R2 to not allow surrounding dwellings to impact them. 5. The 1997 City Wide Heritage Study recommendations for other HCAs around Newcastle should be implemented. | <p>Noted. Zoning will be subject of a separate review. The final report recommends retaining the Hamilton Business Centre HCA in line with the majority of respondents' wishes.</p> <p>Future work will consider the 1997 Heritage Study recommendations.</p> |

| No. | Issues raised | Council response |
|-----|--|--|
| 30 | I voice my no confidence in the HCA review as Council has failed to reply to my questions and has had nearly 2 months to respond. DA 15/0876 shows Council's lack of regard for Cooks Hill HCA values and this is an over development Council is allowing to happen. These DAs should not be allowed. Council's concern for heritage values is smoke and mirrors. | Noted. |
| 31 | I do not support the revoking of the Hamilton Beaumont Street HCA as proposed. I have a strong interest in local history and my work on the Hidden Hamilton blog confirms that there is a huge amount of interest in the ethnic history and cultural diversity and history of Beaumont Street. It should be recognised that heritage is not just about buildings but your report focusses on these at the expense of other values such as social and cultural values. Removing the heritage listing sends a message that heritage is only about buildings and not about the rich social and cultural heritage of Beaumont Street that has been ignored in the report. Hamilton has important multicultural links. Lifting of the HCA is not consistent with Council's 2030 Strategic Plan and shows no support for the work of the Hamilton Business Camber. I support the proposed listing of the sandstone kerbing, also support making Parkway Ave a heritage item, also support the proposed Hamilton Res HCA, as long as the DCP guidelines allow residents to make changes to accommodate an aging population. | The removal of the Hamilton Beaumont Street HCA should not proceed at the current time further review to look at social and cultural values, especially, multicultural significance. |
| 32 | Form letter: Ham Sth Garden Suburb HCA objection to boundary change. | Noted |
| 33 | Form letter: Ham Sth Garden Suburb HCA objection to boundary change. | Noted |
| 34 | Form letter: Ham Sth Garden Suburb HCA objection to boundary change. | Noted |
| 35 | Form letter: Ham Sth Garden Suburb HCA objection to boundary change. | Noted |
| 36 | Form letter: Ham Sth Garden Suburb HCA objection to boundary change. | Noted |
| 37 | Form letter: Ham Sth Garden Suburb HCA objection to boundary change. | Noted |
| 38 | Form letter: Ham Sth Garden Suburb HCA objection to boundary change. | Noted |
| 39 | Form letter: Ham Sth Garden Suburb HCA objection to boundary change. | Noted |
| 40 | Form letter: Ham Sth Garden Suburb HCA objection to boundary change. | Noted |
| 41 | Form letter: Ham Sth Garden Suburb HCA objection to boundary change. | Noted |
| 42 | Form letter: Ham Sth Garden Suburb HCA objection to boundary change. | Noted |
| 43 | Form letter: Ham Sth Garden Suburb HCA objection to boundary change. | Noted |

| No. | Issues raised | Council response |
|-----|--|------------------|
| 44 | Form letter: Ham Sth Garden Suburb HCA objection to boundary change. | Noted |
| 45 | Form letter: Ham Sth Garden Suburb HCA objection to boundary change. | Noted |
| 46 | Form letter: Ham Sth Garden Suburb HCA objection to boundary change. | Noted |
| 47 | Form letter: Ham Sth Garden Suburb HCA objection to boundary change. | Noted |
| 48 | Form letter: Ham Sth Garden Suburb HCA objection to boundary change. | Noted |
| 49 | Form letter: Ham Sth Garden Suburb HCA objection to boundary change. | Noted |
| 50 | Form letter: Ham Sth Garden Suburb HCA objection to boundary change. | Noted |
| 51 | Form letter: Ham Sth Garden Suburb HCA objection to boundary change. | Noted |
| 52 | Form letter: Ham Sth Garden Suburb HCA objection to boundary change. | Noted |
| 53 | Form letter: Ham Sth Garden Suburb HCA objection to boundary change. | Noted |
| 54 | Form letter: Ham Sth Garden Suburb HCA objection to boundary change. | Noted |
| 55 | Form letter: Ham Sth Garden Suburb HCA objection to boundary change. | Noted |
| 56 | Form letter: Ham Sth Garden Suburb HCA objection to boundary change. | Noted |
| 57 | Form letter: Ham Sth Garden Suburb HCA objection to boundary change. | Noted |
| 58 | Form letter: Ham Sth Garden Suburb HCA objection to boundary change. | Noted |
| 59 | Form letter: Ham Sth Garden Suburb HCA objection to boundary change. | Noted |
| 60 | Form letter: Ham Sth Garden Suburb HCA objection to boundary change. | Noted |
| 61 | Form letter: Ham Sth Garden Suburb HCA objection to boundary change. | Noted |
| 62 | Form letter: Ham Sth Garden Suburb HCA objection to boundary change. | Noted |
| 63 | Form letter: Ham Sth Garden Suburb HCA objection to boundary change. | Noted |
| 64 | Form letter: Ham Sth Garden Suburb HCA objection to boundary change. | Noted |
| 65 | Form letter: Ham Sth Garden Suburb HCA objection to boundary change. | Noted |

| No. | Issues raised | Council response |
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| 66 | Form letter: Ham Sth Garden Suburb HCA objection to boundary change. | Noted |
| 67 | Form letter: Ham Sth Garden Suburb HCA objection to boundary change. | Noted |
| 68 | Form letter: Ham Sth Garden Suburb HCA objection to boundary change. | Noted |
| 69 | Form letter: Ham Sth Garden Suburb HCA objection to boundary change. | Noted |
| 70 | Form letter: Ham Sth Garden Suburb HCA objection to boundary change. | Noted |
| 71 | Form letter: Ham Sth Garden Suburb HCA objection to boundary change. | Noted |
| 72 | Form letter: Ham Sth Garden Suburb HCA objection to boundary change. | Noted |
| 73 | Form letter: Ham Sth Garden Suburb HCA objection to boundary change. | Noted |
| 74 | Form letter: Ham Sth Garden Suburb HCA objection to boundary change. | Noted |
| 75 | Form letter: Ham Sth Garden Suburb HCA objection to boundary change. | Noted |
| 76 | We strongly object to the proposed boundary change and removal of Glebe Road from the HS GS HCA. This will change the visual street view, impact traffic volumes, and density conflicts. | This is no longer a recommendation of the review report. |
| 77 | I support the proposed extension of the HSGSHCA to include Denison Street, Ada Street and part of Parkway Avenue. I think the zonings need to be carefully looked at to make sure character is preserved. | This is recommended in the Review report. Zoning is a subject of a separate project. |
| 78 | NSW Heritage Division acknowledges the work that Council has done to protect, identify and manage heritage and the Council is to be commended for that. We note that the Hamilton Beaumont St HCA does not contain any state heritage but it is noted that the Hamilton Station is a heritage item of state significance and is on the boundary of the HCA. We would like to comment on any planning proposals should they arise from the report. | Noted. Any Planning proposals that arise would be referred to OEH as a matter of course. |
| 79 | We own a large property which fronts High Street but want to subdivide it in the future. We do not oppose the proposed HCA extension for the Hill but request that it does not include the Memorial Drive lot. | Noted. The boundary as proposed in the draft review report has not been amended in the final as the property warrants inclusion in the Hill HCA. Any application for subdivision would be considered on its merits. |
| 80 | CH Community Group believes that the contributory mapping contains some inaccuracies. Needs to be reviewed. We do not support the removal of part of Darby Street. We support the extended area east of Brooks Street. | Noted. Contact will be made with the CHCG to understand what buildings are incorrectly identified. |

| No. | Issues raised | Council response |
|-----|--|---|
| 81 | I own 8 Devon Street Hamilton and do not support the proposed Hamilton Heritage Conservation Area. My house is simplistic and basic. It has been renovated and had a new kitchen and bathroom added. The area needs to be developed to enable better access to the train service. Devon Street is not impressive and has no significant dwellings. Disagree that 8 Devon Street is contributory. | Noted. Comment that 8 Devon Street is not contributory is not supported by evidence and has been re-checked. It is a contributory building. |
| 82 | Our house at 3 High Street is a timber cottage and is the only remaining structure in High Street that has not been redeveloped or renovated. My family has delayed plans to demolish. Council had previously rejected a proposal to make High Street a HCA and should again reject this proposal. The streetscape is unappealing owing to the redevelopment that has occurred. Do not support the proposed extension of the Hill HCA. | Review has found a high degree of heritage significance and so the comments are not supported. Demolition would need to be assessed under a development application and even if it does not become a HCA would still need to meet objectives regarding character and streetscape. |
| 83 | I have supported the Hamilton South HCA since Meredith Walker's work in 1985. Sarah Cameron has done excellent work and is congratulated on the draft report. I agree disagree [sic] with the removal of part of Glebe Road from HS HCA, I strongly agree with the inclusion of Ada and Denison Street to the HS HCA, I strongly disagree that Parkway Avenue should be listed as a heritage item, I agree with specific guidelines for Hamilton South. Parkway Ave is the last remaining intact boulevard from the Garden Suburb designed by Sulman, whole length should be a heritage item in the LEP. Any changes to the median, trees, original dwellings, streetscape of Parkway Avenue are not supported. I agree that Hamilton South Garden Suburb HCA should be low density. | Noted. Final report will reflect that the entire length of Parkway Avenue to Bar Beach to be listed as a heritage item. |
| 84 | I support retaining the Hamilton Beaumont Street HCA, which includes my house. I believe that the area west of Beaumont Street should be a heritage conservation area and listed as is proposed for the east side of Beaumont Street. A major problem is the replacement of dwelling verandahs and fronts with garages - this is a major concern affecting the strongly pedestrian character of Hamilton, creating a loss of street surveillance and wide vehicle crossings. This is not appropriate for inner city locations with 6-7 metre frontages and reduces the availability of on-street parking. More appropriate development guidelines should be provided. | Comment supported. Hamilton Beaumont Street will not be excised as proposed in draft report. Specific development guidelines are to focus on the narrow width of these lots and be specific for Hamilton. Future consideration should be given to HCA for west side of Beaumont Street. |

| No. | Issues raised | Council response |
|-----|---|---|
| 85 | <p>We strongly support the report and its recommendations and we believe the community and ratepayers also broadly support heritage as is evidenced in the previous Newcastle Voice community surveys. We support - proposed Hamilton Residential HCA, proposed Junction federation cottages HCA, proposed additions to the Hill HCA, Cooks Hill HCA and Hamilton South Garden Suburb HCA. We support the removal of the Darby Street section from Cooks Hill but St Hildas Hostel should be contributory and stay in the boundary. We strongly support the heritage listing of the entire street Parkway Avenue as the best example of a boulevard with strong links to Sulman and Hennessey. We strongly oppose removing the Glebe Road section from the Hamilton South Garden Suburb. We oppose removing Beaumont Street from the LEP as a HCA and we don't agree that a convincing argument has been made to support its removal. We strongly support chapter 8 on planning framework. Both sides of Smith Street should be in the HSGSHCA. We disagree with some of the calls made re contributory buildings. Unauthorised alterations should be followed up by Council compliance staff as these are affecting character and integrity. Owners should be better informed about heritage obligations. Educational pamphlets could be prepared.</p> | <p>Comments noted. Many points incorporated into final review report.</p> |
| 86 | <p>General comments on what is contributory and non contributory. Hamilton Business Chamber may wish to review the contributory and non contributory list.</p> | <p>Comments noted.</p> |
| 87 | <p>Issues locating survey</p> | <p>Resolved.</p> |

Appendix B: Draft State Heritage Inventory for Parkway Avenue

Heritage Data Form

| ITEM DETAILS | | | | | | | |
|--|--|--|----------------|--|------------------|-----------------|--|
| Name of Item | Parkway Avenue | | | | | | |
| Other Name/s Former Name/s | | | | | | | |
| Item type (if known) | Conservation Area | | | | | | |
| Item group (if known) | Urban Area | | | | | | |
| Item category (if known) | Streetscape | | | | | | |
| Area, Group, or Collection Name | | | | | | | |
| Street number | | | | | | | |
| Street name | Parkway Avenue | | | | | | |
| Suburb/town | Hamilton East, Hamilton South, Cooks Hill, Bar Beach | | | | Postcode | | |
| Local Government Area/s | Newcastle | | | | | | |
| Property description | | | | | | | |
| Location - Lat/long | Latitude | | | | Longitude | | |
| Location - AMG (if no street address) | Zone | | Easting | | | Northing | |
| Owner | | | | | | | |
| Current use | Road | | | | | | |
| Former Use | Road | | | | | | |
| Statement of significance | <p>Parkway Avenue, Denison Street to Union Street Parkway Avenue, between Denison Street and Union Street, marks the northern boundary of the first subdivision of Hamilton and records the development of suburban Newcastle on land sold by the Australian Agricultural Company (A.A.Co) in May 1914. It records both the sale of A.A.Co land as the company closed coal mining interests in Newcastle and Hamilton and the economic and urban growth of Newcastle as other industries and the port developed. Worters Pulver, appointed in 1913 as Chief Surveyor of the A.A.Co, was a timely influence having an interest in planning and commissioned the architect, John Sulman of Sulman and Hennessy to design the suburb of Hamilton including Parkway Avenue.</p> <p>Parkway Avenue between Denison Street and Union Street and the surrounding suburban area of Hamilton was influenced by the Garden Suburb Movement and the ideals of the English philosopher planner Ebenezer Howard. John Sulman designed Parkway Avenue and the suburb of Hamilton based on the principles of the Garden Suburb Movement. It is however a record of John Sulman's planning and his diversion from the ideals of the English Garden City Movement with its attention to the grid pattern, linear avenues as opposed to the curvilinear streets and increased density without small park areas. This early section of Parkway Avenue is representative of garden suburb planning in Australia in the early 20th century and it is typical of other city plans at the time including Daceyville, Sydney and the 1920s suburbs of Canberra (both designed by John Sulman) with axial avenues lined with trees. Typical qualities of this Garden Suburb Planning movement in Australia included wide</p> | | | | | | |

Heritage Data Form

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|------------------------------|---|---|
| | <p>grassed areas allowing for avenues of trees, a hierarchy of streets including grand linear avenues intersected with wide arced and narrower curvilinear streets, a consistency of house type (which in Australia was the detached bungalow type), and this consistency included the detail of fences, driveways, pathways and street signs. Changes to Parkway Avenue including alterations to detached bungalows, roadway, intersections, medium strip, road verges, driveways, pathways and fences have diminished this significance to an extent and further alterations will have a cumulative effect on the consistent detail of the garden suburb planning, vistas, axial qualities and ability to interpret the garden suburb planning.</p> <p>Parkway Avenue, Denison Street to Memorial Drive The whole of Parkway Avenue between Denison Street to Memorial Drive, is important as a main axis between Bar Beach and Denison Street, Hamilton. Its aesthetic qualities include the vistas along the grand open avenue enhanced by the mature Norfolk Island Pines. The extension of Parkway Avenue is consistent in design and detail and continues the linear form of the earlier section of Parkway Avenue and the recent planting of Norfolk Island Pines has the potential to enhance this part of the avenue.</p> <p>Parkway Avenue when viewed as a whole from Denison Street to Memorial Drive is aesthetically significant. Its qualities include the vistas along the grand open avenue enhanced by the mature Norfolk Island Pines. The extension of Parkway Avenue is consistent in design and detail and continues the linear form of the earlier section of Parkway Avenue and the Norfolk Island Pines have the potential to enhance this part of the avenue. Other significant details of Parkway Avenue include the concrete kerbs and the curved plan form of the medium strips and verges intersections. The inter-War and post WWII houses and residential flats provide an important historical and aesthetic context for the extension of Parkway Avenue between Union Street and Memorial Drive. Changes to these buildings and demolition will cumulatively diminish the significance of the vistas and axial qualities of Parkway Avenue.</p> <p>The whole of Parkway Avenue, Denison Street to Memorial Drive is held in high esteem by the current residents of this avenue and the local community of Newcastle.</p> | |
| Level of Significance | State <input type="checkbox"/> | Local <input checked="" type="checkbox"/> |

Heritage Data Form

| DESCRIPTION | |
|-----------------------------|--|
| Designer | John Sulman and Jack Hennessy |
| Builder/ maker | |
| Physical Description | <p>Parkway Avenue extends south from Tudor Street to Stewart Avenue where it alters orientation to the south-east, diverting slightly at Union Street, continuing in a south-east orientation and terminating at memorial Drive. The section between Tudor Street and Denison Street, though planned as part of the main avenue is incomplete and has remained as a narrow suburban street. Parkway Avenue provides access from Hamilton South, Hamilton East, through Cooks Hill and terminates at Bar Beach, serving as a main thoroughfare and providing access to the beach and inner city areas of Newcastle.</p> <p>It is a linear avenue defined by its grand width, mature trees, grassed medium strip and grassed verges and linear pathways all of which contribute to the axis. Parkway Avenue follows the grid pattern of Hamilton South and then alters direction between Stewart Avenue and Union Street, diverting slightly to follow the orientation of the grid pattern of Cooks Hill and Bar Beach. The diversion in Parkway Avenue is likely to be historic; Parkway Avenue as the northern border of the garden Suburb designed by Sulman follows the historic grid pattern of the earlier suburb to the east. Similarly the diversion of Parkway Avenue to the south-east follows the historic grid pattern of the earlier subdivision of Cooks Hill and this same grid continues in Bar Beach. The linear design of Parkway Avenue creates an axis and vistas looking north and north-west, south and south-east. These vistas are enhanced by the rhythm of the mature trees and the grand width of the avenue, opening views both along the avenue and more distant views.</p> <p>The whole of Parkway Avenue is a consistent width of 132 ft (2 chains as set by Sulman), with a medium strip of 65 ft to allow for tree planting and a nature strip and pathway of 12 ft. The medium strip is planted with Norfolk Island Pines, interspersed infrequently with Cook Island Pines. Both tree species are planted in a single evenly spaced avenue between Denison Street and Union Street and a double avenue between Union Street and Memorial Drive. The more mature trees between Denison Street and Union Street have been assessed as likely to be 40 years old and those between Union Street and Memorial Drive as recent c2002.¹</p> <p>Stormwater channels and bridges have been constructed in the south-eastern section of Parkway Avenue in the vicinity of Jenner Parade and Corlette Street. The Cottage Creek channel intersects with Parkway Avenue from National Park (in the vicinity of Jenner Parade) and diverts in a south-east direction along the medium strip of Parkway Avenue to Corlette Street where it again diverts away from Parkway Avenue (between Corlette and Bruce Streets) to the south. The Cottage Creek Channel includes and bridge to the south-east of Jenner Parade, a bridge at the intersection of Parkway Avenue and Union Street and a third bridge at the intersection of Parkway Avenue and Corlette Streets. Another stormwater channel intersects Parkway Avenue from National Park and then follows the route of Jenner Parade. Two bridges are located on Parkway Avenue at this intersection.</p> <p>Services along Parkway Avenue include timber electricity poles and wires and timber poles for lights. Easements for water and sewerage services are also evident. There are a number of recent traffic speed signs, suburb signs and street signs. There are no original signs evident. Other modifications are listed in the Modifications Section.</p> <p>Consistent details along the whole length of Parkway Avenue include the concrete kerbs with a low section and without gutters, which may be due to later bitumen and may be concealed. The intersections and medium strip follow a wide diameter curve. The pedestrian pathways are concrete with evidence of some replacement and some pathways have been demolished and incorporated in driveway pavers with later finishes including aggregate, stamped concrete and bitumen finish.</p> |

¹ Brady, Colin Mayne-Wilson & Associates, Heritage Assessment Report for Parkway Avenue Hamilton South, December 2002.p19

Heritage Data Form

| | | | | | | | | | |
|--|---|--------------------|-------|--------------------|-------|--------------|--------------------------|--|--|
| Curtilage | <p>Assessment of the curtilage, Colin Brady, 2002:</p> <p><i>Although an avenue is rarely conceived in terms of requiring a curtilage, it is recommended that all land between the front facades of the buildings addressing it, and including front gardens, footpaths, verges, carriageways and central median strip with plantings be included within a curtilage, so that its original Garden Suburb avenue form can be retained.</i></p> <p><i>The extent of the Avenue to the east of the Conservation Area should be considered as part of the visual curtilage to the Conservation Area. The eastern extent is a continuation of visual form and spatial links which enhance the aesthetic character of Parkway Avenue as a core component of the originating design for the Garden Suburb.</i></p> <p>Assessment of the curtilage, Elizabeth Evans, 2019:</p> <p>The recommended curtilage of Parkway Avenue is based on the assessment of significance. Parkway Avenue between Denison Street and Union Street (section designed by John Sulman as part of the garden suburb) is assessed as meeting the significance criteria:</p> <ul style="list-style-type: none"> a) historical significance, b) historical associational significance, c) aesthetic significance, d) social significance, e) technical significance and g) representativeness. <p>Parkway Avenue between Union Street and Memorial Drive is assessed as meeting the significance criteria:</p> <ul style="list-style-type: none"> a) historical significance, b) aesthetic significance, d) social significance, and g) representativeness. <p>Based on the significance assessment, the whole of Parkway Avenue should be the nominated curtilage. This should include:</p> <ul style="list-style-type: none"> ▪ road ▪ verges ▪ medium strip ▪ kerb and gutters (if revealed) and curved form at intersections ▪ Avenue of trees- Norfolk Island Pines and Cook Island Pines ▪ Lines of garden beds- Norfolk Island Hibiscus and remnant concrete for garden beds ▪ pedestrian pathways ▪ driveways | | | | | | | | |
| Physical condition and Archaeological potential | | | | | | | | | |
| Construction years | <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%; border: 1px solid black; padding: 2px;">Start year</td> <td style="width: 25%; border: 1px solid black; padding: 2px;">1914</td> <td style="width: 25%; border: 1px solid black; padding: 2px;">Finish year</td> <td style="width: 25%; border: 1px solid black; padding: 2px;">c1940</td> </tr> <tr> <td style="border: 1px solid black; padding: 2px;">Circa</td> <td colspan="3" style="border: 1px solid black; padding: 2px; text-align: right;"><input type="checkbox"/></td> </tr> </table> | Start year | 1914 | Finish year | c1940 | Circa | <input type="checkbox"/> | | |
| Start year | 1914 | Finish year | c1940 | | | | | | |
| Circa | <input type="checkbox"/> | | | | | | | | |

Heritage Data Form

| | |
|--------------------------------|---|
| Modifications and dates | <p>Stormwater canals and bridges</p> <ul style="list-style-type: none">▪ Construction of stormwater channels and bridges in low lying areas of Parkway Avenue between Jenner Parade and Corlette Street (date unknow) <p>Roundabouts</p> <ul style="list-style-type: none">▪ intersection Parkway Avenue and Darby Street▪ intersection Parkway Avenue and Smith Street▪ intersection Parkway Avenue and National Park Street <p>Traffic Lights and associated road alterations</p> <ul style="list-style-type: none">▪ intersection Parkway Avenue and Union Street▪ intersection Parkway Avenue and Stewart Avenue- right and turn c2017 <p>Alterations to Parkway Avenue</p> <ul style="list-style-type: none">▪ intersection Parkway Avenue and Memorial Drive with new carparking and northern lane offset from axis.▪ Speed Humps at Corlette Street▪ Blister at intersection Parkway Avenue and Smith Street▪ road access crossing medium strip between Stewart Avenue and National Park Street▪ road access crossing medium strip between Stewart Avenue and Dumaresq Street▪ recent pram ramps▪ recent new driveways including removal of pedestrian pavement <p>Tree Planting</p> <ul style="list-style-type: none">▪ replacement of Canary Island Palms with Norfolk Island Palms between Denison Street and Union Street (post 1950).▪ replacement of senescent Norfolk Island Pines in various locations along Parkway Avenue;▪ replacement of Norfolk Island Christmas Trees with Norfolk Island Pines (post 2002) between Darby Street and Memorial Avenue;▪ removal of Norfolk Island Hibiscus (post 2002) between Darby Street and Memorial Avenue; |
|--------------------------------|---|

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HISTORY

Historical notes

The Australian Agricultural Company (A.A.Co) was established in 1824 for agricultural purposes and granted 1 million acres in the Port Stephens area. In 1829 the company was granted an additional 2000 acres for coal mining purposes in Newcastle. This grant, with the exception of the eastern foreshore of the Hunter River and surrounding land to the east of Brown Street, Newcastle, essentially alienated the mining land, the port and railways within Newcastle in the ownership of this company. By the 1900s, the A.A.Co had moved to the South Maitland Coalfields which in the early 20th century became the most productive coal mines in Australia. From the 1880s, the A.A.Co sold their Newcastle land holdings, leaving the remaining low lying swamp lands of Hamilton to be drained and sold.

In 1913 Worters Pulver was appointed Chief Surveyor of the A.A.Co. Pulver had an interest in planning and he encouraged the A.A.Co to commission the architects John Sulman and Jack Hennessy to plan the new suburb.² Sulman developed a plan based on the Garden Suburb movement that derived from the work of the English philosopher, Ebenezer Howard in the late 19th century. Howard had published a thesis on his ideas forming the Garden City Association which was influential in the UK and this movement spread to Australia. He proposed garden cities with gardens and open land, picturesque houses and curvilinear roads in contrast to the Georgian grid and the urban density of the Victoria cities. These suburbs and towns were often designed to provide welfare housing or mass housing with public agencies and/or private entrepreneurs. Letchworth, UK, designed in 1903 by architects Barry Parker and Raymond Unwin, is a realisation of Ebenezer Howard's ideas. It included formal avenues that radiate towards the town centre (image1a).

In the United States another planning movement evolved that also affected planning in Australia. The movement strongly influenced future planning in a number of cities around the world, particularly in the USA and Europe, during the nineteenth century and also gave inspiration to city planning in Australia during the 1890s and early 20th century. Suburban parks and wide streets with lineal open spaces (parkways) were characteristic of the city beautiful movement. This included the creation of attractive tree-lined boulevards that resulted in a pleasant environment for residents and as thoroughfares in suburban areas. Important examples of these boulevards or parkways are evident in planning for Canberra and were included in Walter Burley Griffin's design (1913). Other examples include Anzac Parade (1917) and Blair Street, Bondi and St Kilda Road Melbourne (c1900). Blair Street also had a utilitarian purpose as the Bondi sewer line was located under the central landscape median.³

John Sulman would have been aware of both planning movements and had designed garden suburbs in Australia and later designed the suburbs and city of Canberra, altering Walter Burley Griffin's design. We know that Sulman was critical of Griffin's pocket parks and removed many of these in suburban areas and also altered the form of some streets. Daceyville, designed by Sulman, Hennessy and Flitzgerald in 1912 for the Housing Board, at a similar time to Hamilton garden suburb displays similar ideas including the linear tree planted avenues (image1b). Daceyville was the first mass welfare housing project before WWI. Private projects in this Inter-War period included Stockton Garden Suburb, designed by Foggit in the 1920s. Hamilton South was amongst the few pre-War private garden suburb projects which included Rosebery and Castlecrag.⁴ A list of comparative garden suburbs from the pre-WWI and Inter-War period include Daceyville (1912), Yallorn, Victoria (1921), Matraville returned soldiers homes designed by Sulman in (1921), Canberra designed by Griffin with alterations by Sulman (1913), Colonial Light Gardens (designed 1916 implemented 1921).

Sulman produced his final plan for Hamilton garden suburb between 1913 to 1914 and the first land sale was advertised in May 1914, just a few months prior to World War I. Parkway Avenue is evident to the north of this first subdivision. There was some interest, as more than 50% of the lots were sold in the first land sale (49 of the 85 lots). In the following months of June and July 5 more lots sold and

² Walker, Meredith et al, Garden Suburb Hamilton – Southern Area Study 1986, 1997

³ Freestone, Robert, Designing Australia's Cities, UNSW Press Book 2007

⁴ Freestone, Robert, The Australian Garden City: A Planning History 1910-1930, Thesis, Macquarie University

Heritage Data Form

there were further sales in the during World War I.⁵ The continuation of building and sales in this period reflects the importance of Newcastle as a port and industrial centre during the war years. Sulman planned Parkway Avenue to be a total of 132 ft wide (2 chains) with a medium strip of 65 ft to allow for tree planting and a nature strip and pathway of 16 ft. The nature strip was reduced to 12 ft, to conform with Council standards.⁶ A sketch (image 9) by Sulman dated 1913 shows a street section applying to both Stewart and Gordon Avenues.⁷ The location and distance of tree planting is shown with trees to be planted every 33 ft (10 metres). A sketch of Parkway Avenue has not been found.

Typical houses were shown on brochures including two brick bungalows designed by the architect F.G Castleden located on the western side of Gordon Avenue at the corners of Dumaresq and Kemp Streets. Two weatherboard bungalows were also designed and completed by May 1914 and these were located at the intersection of Gordon Avenue and Glebe Road. These were a standard of design and covenants were applied to retain a quality and consistency in residential construction. A brochure advertised avenues including Stewart, Gordon and Parkway:⁸

Lined with trees and marked by pillars of characteristic design, the aesthetic effect of which cannot be over estimated.⁹

The only remaining pillars and evidence of installation were located at the entry of Gordon Avenue and have been relocated to Learmonth Park.

Parkway Avenue progressed slowly. A 1922 Map shows the extent of unsewered areas in Parkway Avenue and Parkway extending only as far as Minola Street. Sulman described the planning of an avenue between Kemp and Dumaresq Streets:

for a parkway avenue two chains in width, which it is suggested should be planted with trees and grassed in the centre and thus forming a striking feature of the estate.¹⁰

Walker found that the development of the suburb proceeded *progressively inwards, ... with the land in the middle (alongside Jenner Parade and Parkway Avenue) being the last to be developed.*¹¹ Low lying areas, particularly along the route of Parkway Avenue, remained largely open land and much remained undeveloped into the 1930s. This is in accordance with Sulman's advice:

the treatment of the gully and water channel with the surrounding low land to the eastern end of the site we leave for further consideration.¹²

The 1922 sewer plan includes a hand drawn extension showing the eastern route of Parkway Avenue. This indicated that Parkway Avenue may have developed at both ends.¹³ Walker described Parkway Avenue and the garden suburb as developing first in the northern section and then moving south and the land alongside Jenner Parade was developed later.¹⁴

Prior to establishment of the Garden Suburb, much of the low lying land was used for market gardens and a part was leased by the A.A.Co to the Newcastle Cricket Club. Newcastle and Hamilton Councils requested this remain as sportsgrounds and hence this swamp land, originally known as Sneddon

⁵ Brady, Colin et al, Heritage Assessment Report for Parkway Avenue Hamilton South, December 2002

⁶ Brady, Colin et al, Heritage Assessment Report for Parkway Avenue Hamilton South, December 2002

⁷ Walker, Meredith, Garden Suburb Hamilton – Southern Area Study. p39

⁸ ⁸ Brady, Colin et al, Heritage Assessment Report for Parkway Avenue Hamilton South, December 2002.p10

⁹ A.A.Co brochure 1914

¹⁰ Walker Meredith. Garden Suburb Hamilton – Southern Area Study.

¹¹ Walker Meredith. Garden Suburb Hamilton – Southern Area Study.

¹² Walker, Meredith, Garden Suburb Hamilton – Southern Area Study.

¹³ Brady, Colin et al, Heritage Assessment Report for Parkway Avenue Hamilton South, December 2002

¹⁴ Walker, Meredith, Garden Suburb Hamilton – Southern Area Study.

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Park, became National Park. The siting of Newcastle Girls High (now Newcastle High) which is located to the east of Parkway Avenue, differs from Sulman's recommended school site to the west of Parkway Avenue. In 1925, it was decided to locate this adjacent to National Park and the later extension of the school site to the north-east resulted at some stage, in dissecting of Dumaresq Street, which altered the garden suburb plan. The school site is evident in a 1928 sale notice (image 3). This notice includes a plan showing the extent of Parkway Avenue at this date *in the vicinity of the high school and extending east past the tramline along Union Street. The notice also indicates lands further east in Kemp Street as having been sold.*¹⁵ Other public buildings in parkway Included the Marist Brother's High School and an Ambulance Station.

It is assumed that the release of low lying land in the vicinity of National Park relied on the construction of stormwater channels. The date of which is unknown and are not shown on the 1928 sale plan. Colin Brady describes the layout of the stormwater channels:

Construction of the open channels represented a major change to Sulman's original plan but also reflected an adherence to the principles of his approach. The route of the channel with its splayed return to the northeast [parallel to Jenner Parade] forms a symmetrical reflection of the route taken by Dumaresq Street from Parkway Avenue to Stewart Avenue. Whilst offset from Sulman's original three avenues, the parallel plan form provides a tartan effect [offset grid] of secondary streets also framing regular grids of housing (image 4).

A photograph post WWII (image 5), shows the development of Parkway Avenue and the stormwater channels and bridge crossing at Corlette Street. There is no planting evident in this area, though the stormwater channel prevented any tree planting on the medium strip and there is no significant planting in this medium strip area to this day.

The stormwater channel bridges are similar in style. The three bridges in the vicinity of Jenner Parade are reinforced concrete with simple bridge barrier and are likely to date between 1920s-1940s. These utilitarian structures display elements of the Stripped Classical Style. The bridge crossing at Union Street is also a simple utilitarian reinforced concrete structure with squat pylons and an open barrier in a stripped Classical Style. The bridge crossing at Corlette Street is similar in style, though with a solid barrier similar to the Jenner Parade bridges. This simple bridge style continued to be used by the Department of Main Roads into the post WWII period.

The first plan by Sulman (1913-1914) of Parkway Avenue, released with the land sale in 1914, is shown between Tudor Street and Union Street . The northern Tudor Street section was never developed as it remains a narrow street between Denison and Tudor Street. The planned eastern extent of Parkway Avenue terminated at the tramway on the Union Street.¹⁶ According to Brady:

*The eastern progress of the Avenue represented the promised extension of the garden 'parkway' to the seaside behind the suburb.*¹⁷

Brady's opinion is that the south-eastern portion of Parkway Avenue roadway and the infrastructure is likely to have developed in the post-WWII period based on the date of surrounding buildings including the Housing Commission flats c1940, YMCA building constructed in 1950 and Post WWII houses.¹⁸ The extension of Parkway Avenue is likely to have been planned after the removal of the tramway in Union Street and development of Bar Beach in the 1920s and 1930s and the houses adjacent to parkway Avenue were built between 1922-1924.¹⁹ It continues John Sulman's garden suburb planning ideas, though there is no record of Sulman planning this extension.

¹⁵ Brady, Colin et al, Heritage Assessment Report for Parkway Avenue Hamilton South, December 2002

¹⁶ Brady, Colin et al, Heritage Assessment Report for Parkway Avenue Hamilton South, December 2002.p17

¹⁷ Brady, Colin et al, Heritage Assessment Report for Parkway Avenue Hamilton South, December 2002

¹⁸ Brady, Colin et al, Heritage Assessment Report for Parkway Avenue Hamilton South, December 2002

¹⁹ Boydell, Ranald, Newcastle LEP V1. Report, Review of Potential Items-Group 1, 30 September 2005

Heritage Data Form

There are a number of factors that slowed the development of Parkway Avenue from 1928 these include the withdrawal of the A.A.Co from Newcastle starting with the closure of their mines in 1918 and then gradual sale of A.A.Co land, the Depression years from 1928 and then the war years. This delayed development of the south-eastern section of Parkway Avenue reflects this history. Planting along Parkway Avenue appears to have taken until the 1940s so the initial garden city planning and avenue of trees planned by Sulman was not commenced until 20 years or more. In addition to significant world events, there were a number of reasons for this delay including the difficulties of a salt laden coastal environment and polluted air due to surrounding industries including coal storage and steel making, which made it difficult for trees to survive. There may also have been little interest in completing the ideals of garden city planning once the land was sold and it is likely no established nurseries existed in the area.²⁰ The earliest planting, evident in the 1940s and 1950s photographs show two rows of Canary Island Palms (*Phoenix canariensis*) on the medium strip and no planting on the nature strip (images 6 and 7). A 1950s aerial photograph shows the two rows of Canary Island Palms along the length of Parkway Avenue, though in sparsely planted in parts (image 8).

Some time after the 1950s the Canary Island Palms were removed and replaced with Norfolk Island Pines (*Araucaria heterophylla*). The most mature of these plants appear to be approximately 40 years old.²¹ These had been successfully planted in other seaside towns and cities from the 1920s and it is likely that the pines were chosen to replace the Canary Island Palms that appear depleted in the 1950s photographs (image 6 and 7). In 2002 Brady noted that the medium strip in in the south-eastern section of Parkway between Darby Street and Memorial Drive was planted only with New Zealand Christmas Tree (*Metrosideros excelsa*) and Norfolk Island Hibiscus (*Lagunaria patersonii*).²² Since this date Norfolk Island Pines have been planted and there are some remnant New Zealand Christmas Trees. The Norfolk Island Hibiscus have been removed, though this plant is evident in other sections of Parkway Avenue to the north-west of Darby Street and to the north of Stewart Avenue.

In Brady's report, it is noted that the Norfolk Island Hibiscus in the section of Parkway Avenue to the north were in poor condition and some were being removed (c2002). Cook Island Pines have been planted on the medium strip to provide variety.²³ The Brush Box (*Lophostemon confertus*) planted on the verge of Newcastle High School area are assessed in Brady's report as mature trees and *well-established trees in the aerial photograph taken in 1950* (image 8).

²⁰ The Garden City suburbs of Canberra were planted with trees from the Forestry department with a tree nursery established in 1913.

²¹ Brady, Colin Mayne-Wilson & Associates, Heritage Assessment Report for Parkway Avenue Hamilton South, December 2002.p19

²² Brady, Colin et al, Heritage Assessment Report for Parkway Avenue Hamilton South, December 2002.p19

²³ Brady, Colin Mayne-Wilson & Associates, Heritage Assessment Report for Parkway Avenue Hamilton South, December 2002.p21

Heritage Data Form

| THEMES | |
|---------------------------|----------------------------|
| National historical theme | Settlement |
| State historical theme | Towns Suburbs and Villages |
| Local Historical theme | Garden Suburb Planning |

Heritage Data Form

| APPLICATION OF CRITERIA | |
|--|--|
| <p>Historical significance SHR criteria (a)</p> | <p>Parkway Avenue between Denison Street to Union Street: Parkway Avenue, marking the northern boundary of the first subdivision of Hamilton, records the development of suburban Newcastle on land sold by the Australian Agricultural Company (A.A.Co) in May 1914. It records both the sale of A.A.Co land as the company closed coal mining interests in Newcastle and Hamilton and the economic and urban growth of Newcastle as other industries and the port developed.</p> <p>The grand scale of Parkway Avenue records the optimism of this period just prior to WWI and the continued construction of Parkway Avenue and this subdivision during the War, records the growth of Newcastle industry and its workforce during WWI.</p> <p>Worters Pulver, appointed in 1913 as Chief Surveyor of the A.A.Co, was a timely influence having an interest in planning, and he commissioned John Sulman of Sulman and Hennessy to design the suburb of Hamilton including Parkway Avenue.</p> <p>Parkway Avenue and the surrounding suburban area of Hamilton were influenced by the Garden Suburb Movement and the ideals of the English philosopher planner Ebenezer Howard. The Australian architect, John Sulman of Sulman and Hennessy, designed Parkway Avenue and the suburb of Hamilton based on the principles of the Garden Suburb Movement. It is however a record of John Sulman's planning and his diversion from the ideals of the English Garden City Movement with its attention to the grid pattern, linear avenues as opposed to the curvilinear streets and increased density without small park areas.</p> <p>Parkway Avenue between Union Street to Memorial Drive: There is no historic evidence that John Sulman planned the extension of Parkway Avenue to Cooks Hill that terminates at Bar Beach. The extension of Parkway Avenue is likely to have been planned after the removal of the tramway in Union Street, the removal of the eastern sand dunes and development of Bar Beach in the 1920s and 1930s.</p> <p>Parkway Avenue between Union Street to Memorial Drive: The extension of Parkway Avenue is an historic record of the continued urban development of Newcastle in the post War period.</p> |
| <p>Historical association significance SHR criteria (b)</p> | <p>Parkway Avenue, Denison Street to Union Street is associated with the architect John Sulman of the architectural firm Sulman and Hennessy, who designed this grand avenue in 1913-1914 as part of the garden suburb of Hamilton.</p> <p>Parkway Avenue between Union Street to Memorial Drive: There is no historic evidence that John Sulman planned the extension of Parkway Avenue to Cooks Hill, terminating at Bar Beach.</p> |
| <p>Aesthetic significance SHR criteria (c)</p> | <p>Parkway Avenue, Denison Street to Union Street is an integral part of the design of the garden suburb of Hamilton.</p> <p>Parkway Avenue, Denison Street to Memorial Drive is important as a main axis between Bar Beach and Denison Street, Hamilton. Its aesthetic qualities include the vistas along the grand open avenue enhanced by mature Norfolk Island Pines. The extension of Parkway Avenue is consistent and continues the linear form of the earlier section of Parkway Avenue and the Norfolk Island Pines have the potential to enhance this part of the avenue. The consistent width of the road, medium strip and verges all contribute to the extension of the axis of Parkway Avenue. Other significant details of</p> |

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| | <p>Parkway Avenue include the concrete kerbs and the curved plan form of the medium strips and verges at intersections.</p> <p>Alterations to the avenue including the road, intersections, medium strip, road verges, driveways, pathways and fences have diminished this significance to an extent and further alterations will have a cumulative effect on the consistent detail of the garden suburb planning, vistas, axial qualities and ability to interpret the garden suburb planning.</p> <p>The consistent rhythmical planting of one tree species, Norfolk Island Pines interspersed with Cook Island Pines, though not original planting, has enhanced Parkway Avenue and the vistas and its interpretation of Sulman's intention of a tree lined avenue. Other significant elements include the remnant plant beds of Norfolk Island Hibiscus and concrete edging, and the remaining avenue of Brush Box Trees in the vicinity of Newcastle High School.</p> <p>Parkway Avenue, Jenner Parade to Corlette Street The Stormwater channels and bridges follow the linear avenue, branching within the curvilinear street form of Jenner Parade. The bridges enhance Parkway Avenue as a utilitarian bridge type in a Stripped Classical Style from the Inter-War period.</p> |
| <p>Social significance SHR criteria (d)</p> | <p>Parkway Avenue, Denison Street to Memorial Drive is held in high esteem by the current residents of this avenue and the local community of Newcastle.</p> |
| <p>Technical/Research significance SHR criteria (e)</p> | <p>Parkway Avenue, Denison Street to Union Street The design of Parkway Avenue as a grand axial avenue and the associated plants and infrastructure has the potential for further research in the garden suburb planning in Australia in the early to mid-20th century.</p> |
| <p>Rarity SHR criteria (f)</p> | |
| <p>Representativeness SHR criteria (g)</p> | <p>Parkway Avenue, Denison Street to Union Street is a representative example of garden suburb planning in Australia in the early 20th century. It is typical of other city plans at the time including Daceyville and Canberra (both designed by John Sulman) with axial avenues lined with trees. Typical qualities of this Garden Suburb Planning movement in Australia included wide grassed areas allowing for avenues of trees, a hierarchy of streets including grand linear avenues or wide arced and narrower curvilinear streets. A consistency of house type which in Australia was the detached bungalow type, and this consistency extended to the detail of fences, driveways, pathways and street signs.</p> <p>Parkway Avenue, Jenner Parade to Corlette Street The Stormwater channels and bridges are likely to date from the post WWII period and are representative of this utilitarian bridge type in a Stripped Classical Style.</p> |
| <p>Integrity</p> | <p>Parkway Avenue, Denison Street and Union Street retains its qualities and is able to be interpreted as a part of the garden suburb of Hamilton.</p> |

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| | <p>Parkway Avenue, Union Street and Memorial Drive retains its ability to be interpreted as part of the grand axis of Parkway Avenue. Alterations to the avenue including new signs, intersections, medium strip, road verges, driveways and pathways have diminished this significance to an extent and further alterations will have a cumulative effect on the significance and ability to interpret the garden suburb planning. The consistent rhythmical planting of a single tree species, Norfolk Island Pines interspersed with Cook Island Pines, though not original planting, has enhanced Parkway Avenue, the vistas and its interpretation.</p> |
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Heritage Data Form

| HERITAGE LISTINGS | |
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| Heritage listing/s | Newcastle LEP 2012: Hamilton South Garden Suburb Heritage Conservation Area includes Parkway Avenue from Everton Street to Jenner Parade and Farquhar Streets. |
| | Newcastle LEP 2012: Newcastle High School |
| | Newcastle LEP 2012: Newcastle District Ambulance Station, 77 Denison Street |
| | Newcastle LEP 2012: 135 Parkway Avenue |
| | Newcastle LEP 2012: Residence, 79 Parkway Avenue |
| | Newcastle LEP 2012: Dr Watkins House, 66 Parkway Avenue |
| | Newcastle LEP 2012: Acropolis (Residential Units), 40 Parkway Avenue |
| | Newcastle LEP 2012: Residential Units, 23 Parkway Avenue |
| | Newcastle LEP 2012: Parkhurst Flats, 17 Parkway Avenue |
| | Newcastle LEP 2012: Residence, 10 Parkway Avenue |

| INFORMATION SOURCES | | | | |
|--|---|--|------|---------------------------------------|
| Include conservation and/or management plans and other heritage studies. | | | | |
| Type | Author/Client | Title | Year | Repository |
| Report | Colin Brady Architecture and Planning et al | Heritage Assessment Report for Parkway Avenue Hamilton South | 2002 | Newcastle City Library, Local Studies |
| Report | Meredith Walker | Hamilton South-East conservation study | 1986 | Newcastle City Library, Local Studies |
| Report | Meredith Walker | Garden Suburb Hamilton Newcastle: a study of the southern area | 1997 | Newcastle City Library, Local Studies |
| Report | Meredith Walker | Hamilton South-East conservation area: review of boundaries | 1996 | Newcastle City Library, Local Studies |
| Report | Meredith Walker | Hamilton South-East conservation study (part of A.A.Co.'s garden suburb, Hamilton | 1986 | Newcastle City Library, Local Studies |
| Book | Freestone, Robert, | Designing Australia's Cities, UNSW Press Book | 2007 | Newcastle City Library |
| Thesis | Freestone, Robert, | The Australian Garden City: A Planning History 1910-1930, Thesis, Macquarie University | 1984 | Macquarie University |
| Report | Boydell, Randal | Newcastle LEP V1. Report, Review of Potential Items- Group 1 | 2005 | Newcastle City Library |
| Report | Evans, Elizabeth | Canberra Garden Suburb, Conservation Study, Blandfordia Number 5 | 1990 | ACT Heritage Unit |

| RECOMMENDATIONS | |
|------------------------|---|
| Recommendations | 1. Typical qualities of the garden suburb movement in Australia included wide grassed areas allowing for avenues of trees, a hierarchy of streets including grand linear avenues intersected with wide arced and narrower curvilinear streets, a consistency of house type (which in Australia was the detached |

Heritage Data Form

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| | <p>bungalow type), and this consistency included the detail of fences, driveways, pathways and street signs. Alterations to Parkway Avenue and significant elements including the detached bungalows, road, intersections, medium strip, road verges, driveways, pathways, fences and new signs have diminished this significance to an extent and further alterations will have a cumulative effect on the consistent detail of the garden suburb planning, vistas, axial qualities and ability to interpret the garden suburb planning.</p> <p>2. Based on the significance assessment the whole of Parkway Avenue from Denison Street to Memorial Drive should be the curtilage. This curtilage area should be listed on the Newcastle Local Environmental Plan 2012 as a heritage item. This should include:</p> <ul style="list-style-type: none"> ▪ road ▪ verges ▪ medium strip ▪ kerb and gutters and curved form at intersections ▪ Avenue of trees- Norfolk Island Pines and Cook Island Pines ▪ Lines of garden beds- Norfolk Island Hibiscus and remnant concrete for garden beds ▪ pedestrian pathways ▪ driveways |
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| SOURCE OF THIS INFORMATION | | | |
|--------------------------------------|------------------------------|-----------------------------|------------|
| Name of study or report | | Year of study or report | |
| Item number in study or report | | | |
| Author of study or report | | | |
| Inspected by | | | |
| NSW Heritage Manual guidelines used? | Yes <input type="checkbox"/> | No <input type="checkbox"/> | |
| This form completed by | Elizabeth Evans | Date | 23/04/2019 |

Heritage Data Form

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| Image caption 1a | English Garden Suburb, Letchworth source: Colin Brady | | | | |
| Image year | 1903 | Image by | | Image copyright holder | |



Figure 1a Aerial view of Parker and Unwin's town plan for Letchworth of 1903.

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| Image caption Image 1b | Dacey Garden Suburb designed by Sulman. source: Colin Brady | | | | |
| Image year | 1913 | Image by | | Image copyright holder | |

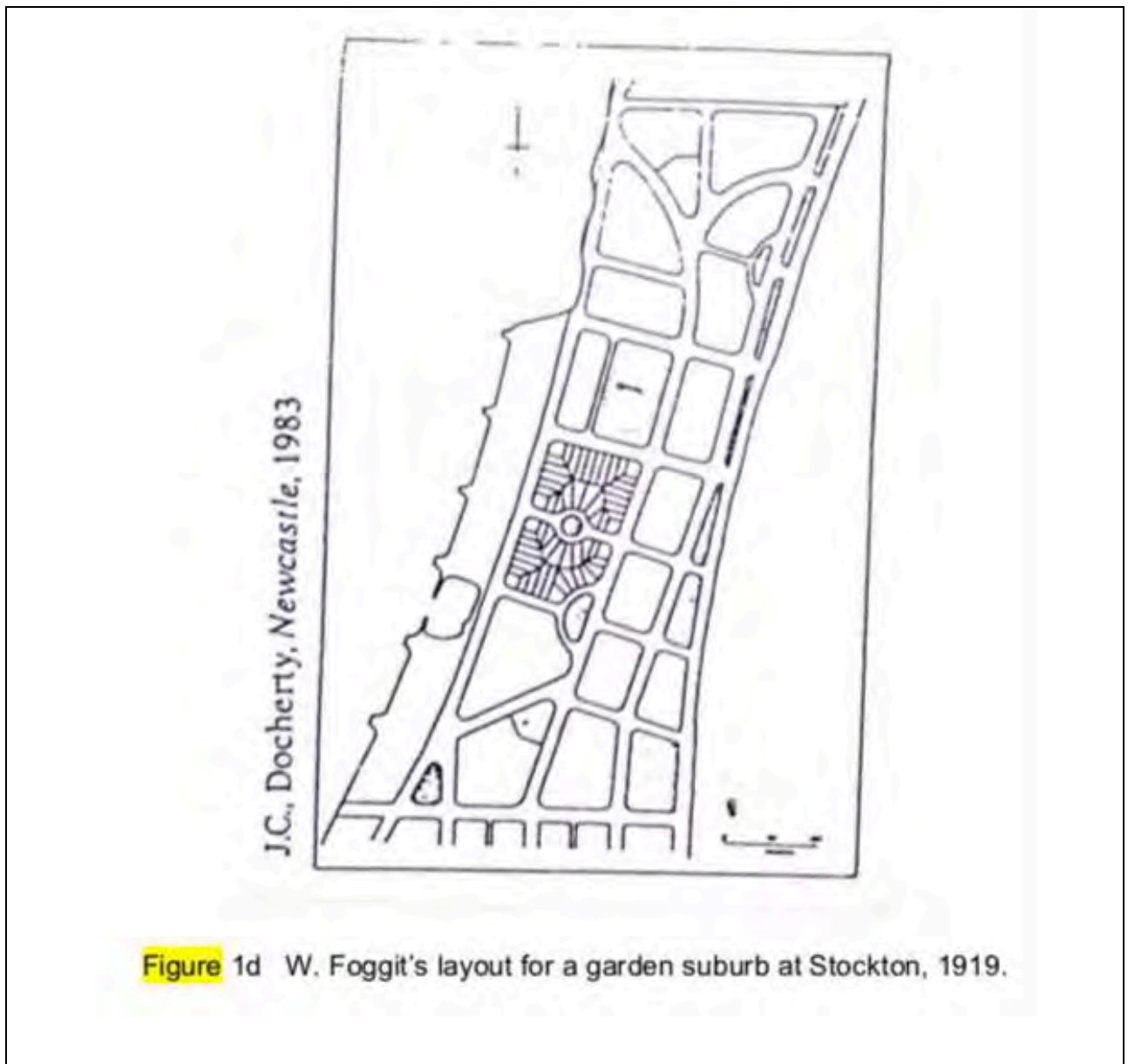


Figure 1b Aerial perspective of Sulman and Hennessy plan for Dacey Garden Suburb Sydney 1913

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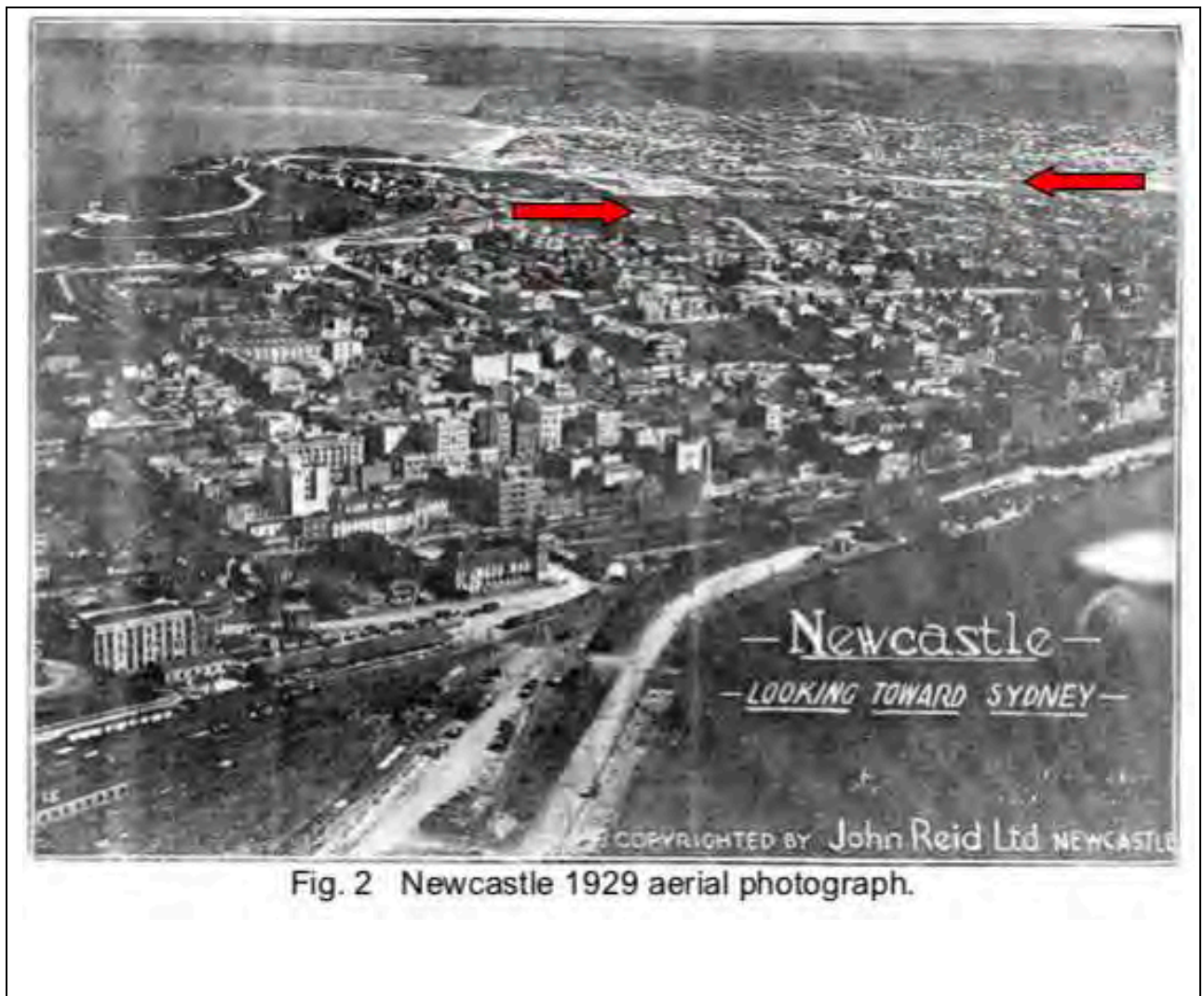
| | | | | | |
|---------------------------|---|----------|--------------|------------------------|---------------------------------|
| Image caption Image 1d | Plan of garden Suburb in Stockton source: J.C Docherty, Newcastle 1983 | | | | |
| Image year | 1919 | Image by | J.C Docherty | Image copyright holder | Local Studies Library Newcastle |



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| Image caption Image 2 | 1929 aerial. Red arrows by Colin Brady show location of low lying areas in vicinity of Parkway Avenue source: Figure 2 Colin Brady Report | | | | |
| Image year | 1929 | Image by | | Image copyright holder | Local Studies Library Newcastle |



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| Image caption Image 3 | 1928 sale notice source: Walker, M., Hamilton South Conservation Study | | | | |
| Image year | 1928 | Image by | | Image copyright holder | Local Studies Library Newcastle |



Figure 3 September 1928 Sale Notice for Lands in Parkway Avenue.

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| Image caption Image 4 | Sketch showing the symmetrical design of the stormwater channel in Jenner Parade reflecting original layout of Dumaresq Street. source: Colin Brady | | | | |
| Image year | | Image by | Colin Brady | Image copyright holder | Newcastle Council |

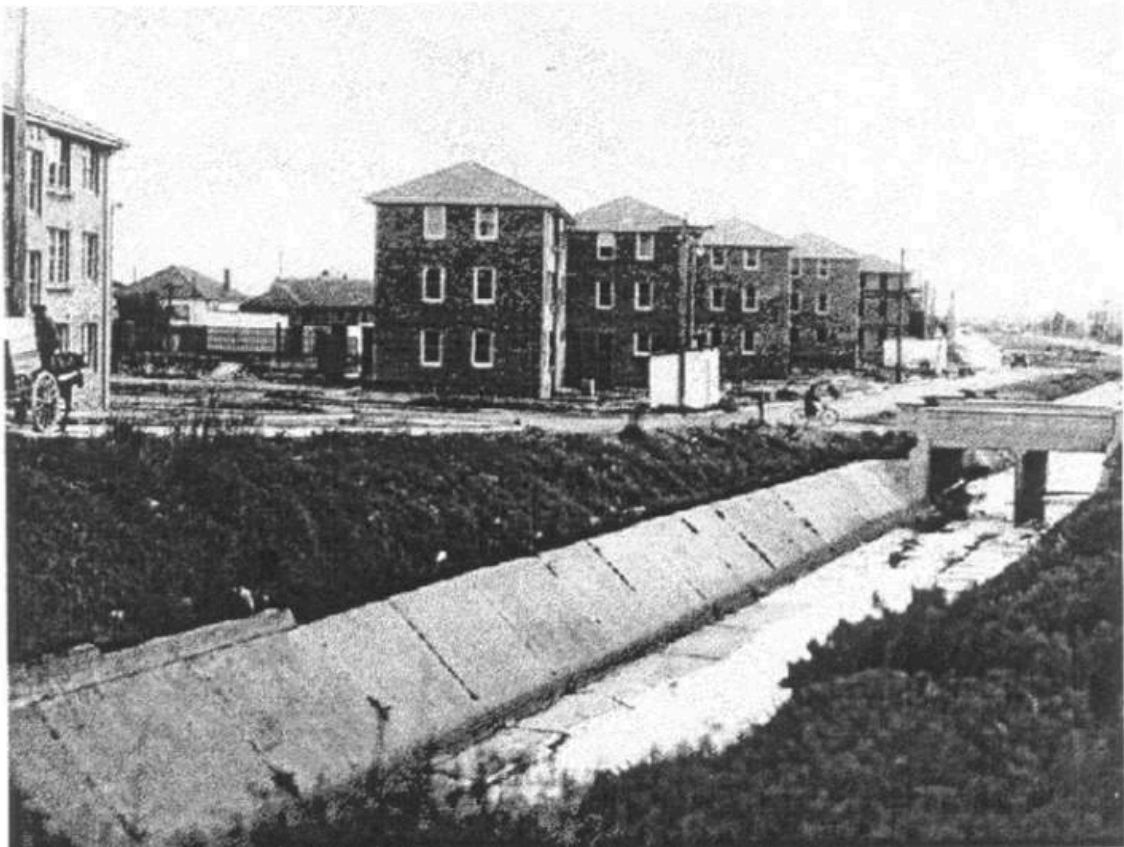


Figure 4 Tartan overlay of Sulman's principal axes and the secondary pattern of Jenner Parade and Dumaresq Street aligned with the repetitive grid block plans.

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| Image caption Image 5 | Housing Commission flats under construction and stormwater channel and bridges evident. source: Colin Brady, figure 5 | | | | |
| Image year | 1940s | Image by | | Image copyright holder | Local Studies Library Newcastle |



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Fig. 5 – Late 1940s construction of Housing Commission flats in Parkway Avenue, south of National Park.

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| Image caption Image 6 | Taken during floods in 1948 and showing two rows of Canary Island Palms on the medium strip and no planting in the nature strip. | | | | |
| Image year | 1948 | Image by | | Image copyright holder | Local Studies Library Newcastle |



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Figs. 6 and 7 taken in 1948 show two rows of young Canary Island Palms along the median strip but no street trees in the verge. Photo courtesy of Newcastle City Library.

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| Image caption Image 7 | Taken during floods in 1948 and showing two rows of Canary Island Palms on the medium strip and no planting in the nature strip. | | | | |
| Image year | 1948 | Image by | | Image copyright holder | Local Studies Library Newcastle |



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|--------------------------|---|----------|-----------|------------------------|-------------------------|
| Image caption Image 9 | Sketch by Sulman of section of Stewart and Gordon Avenue source: Colin Brady | | | | |
| Image year | 1913 | Image by | J. Sulman | Image copyright holder | Noel Butlin Archive ANU |

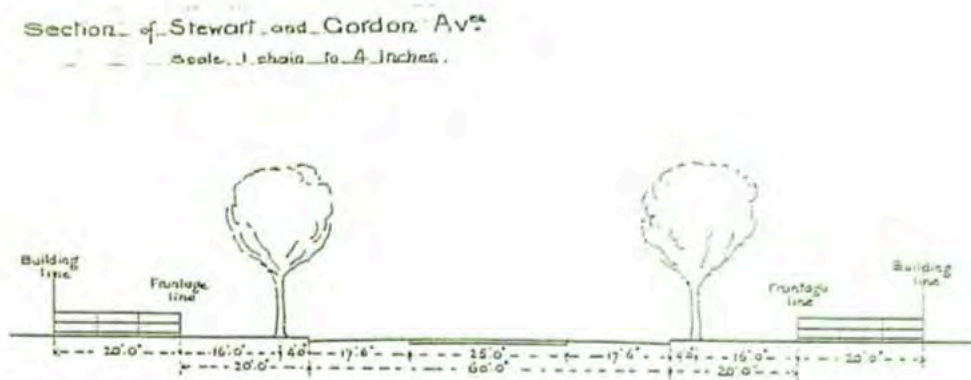


Fig. 9 J. Sulman, Section of Stewart and Gordon Aves. [Reduced scale]
Ref. 131/15/330 Australian Agricultural Company Correspondence, Noel Butlin Archive, ANU

This sketch accompanied a letter 26 February, 1913 to Colonel Ranclaud, A.A.Co. Sulman recommended that trees be planted half chain (33 ft / 10.m) apart, fitted to the dimensions "if the tree will not subdivide exactly to half chain distances apart from road to road along Gordon Avenue, they will of course have to be fitted in as nearly to that dimension as appropriate".

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| Image caption 123 | Vista looking south, east on Parkway Avenue towards Bar Beach termination of Parkway Avenue (intersection with Memorial Drive) showing beach car park area at termination. The War Memorial is located to the south of the Parkway Avenue axis. | | | | |
| Image year | 2019 | Image by | Elizabeth Evans | Image copyright holder | |



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| Image caption 119 | Vista looking south east on Parkway Avenue towards Bar Beach termination of Parkway Avenue (intersection with Memorial Drive) showing beach car park area at termination. | | | | |
| Image year | 2019 | Image by | Elizabeth Evans | Image copyright holder | |



Heritage Data Form

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Please supply images of each elevation, the interior and the setting.

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| Image caption 133 | Vista looking north-west on axis of Parkway Avenue from Bar Beach termination vantage point (intersection with Memorial Drive). This vantage point at Bar Beach termination includes vistas along the Parkway including the avenue of trees and more distant views of Mayfield. | | | | |
| Image year | 2019 | Image by | Elizabeth Evans | Image copyright holder | |



Heritage Data Form

Please supply images of each elevation, the interior and the setting.

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| Image caption 131 | Vista looking south, east on Parkway Avenue towards Bar Beach termination of Parkway Avenue (intersection with Memorial Drive) showing beach car park area at termination. The War Memorial is located to the south of the Parkway Avenue axis. | | | | |
| Image year | 2019 | Image by | Elizabeth Evans | Image copyright holder | |



Heritage Data Form

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| Image caption 129 | Bar Beach termination point of Parkway Avenue (intersection with Memorial Drive) showing carparking area to south-west of Parkway Avenue. | | | | |
| Image year | 2019 | Image by | Elizabeth Evans | Image copyright holder | |



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| Image caption 126 | Bar Beach termination point of Parkway Avenue (intersection with Memorial Drive) showing carparking area to north-east of Parkway Avenue. | | | | |
| Image year | 2019 | Image by | Elizabeth Evans | Image copyright holder | |



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| Image caption 137 | War memorial located to the south of Parkway Avenue axis. | | | | |
| Image year | 2019 | Image by | Elizabeth Evans | Image copyright holder | |



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Please supply images of each elevation, the interior and the setting.

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| Image caption 118 | Vista looking north west along Parkway Avenue from the vicinity of Light Street. The avenue of trees is depleted here with immature Norfolk Island Pines and variable species planted in centre. The avenue of trees on Parkway Avenue has been altered between Memorial Drive and Darby Street with two lines of trees to either side of the medium strip. | | | | |
| Image year | 2019 | Image by | Elizabeth Evans | Image copyright holder | |



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Please supply images of each elevation, the interior and the setting.

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| Image caption 117 | Vista looking south-east along Parkway Avenue in the vicinity of Light Street. Note the two avenues of trees, varied central tree planting and the curved concrete gutter. | | | | |
| Image year | 2019 | Image by | Elizabeth Evans | Image copyright holder | |



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| Image caption 95 | Vista looking south-east along Parkway Avenue at intersection of Parkway Avenue and Darby Street. Note the planting of 5 Norfolk Island Pines and brick edge to round-about | | | | |
| Image year | 2019 | Image by | Elizabeth Evans | Image copyright holder | |



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| Image caption 90 | Vista looking south-east along Parkway Avenue between Darby Street and Dawson Street. Note the planting of Norfolk Island Hibiscus shrubs on the medium Strip. | | | | |
| Image year | 2019 | Image by | Elizabeth Evans | Image copyright holder | |



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Please supply images of each elevation, the interior and the setting.

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| Image caption 87 | Vista looking south-east along Parkway Avenue between Dawson Street and Darby Street | | | | |
| Image year | 2019 | Image by | Elizabeth Evans | Image copyright holder | |



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Please supply images of each elevation, the interior and the setting.

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| Image caption 82 | Vista looking south-east along parkway Avenue between Bruce Street and Dawson Street Note the Norfolk Island Hibiscus planting to either side of the medium strip and the one immature pine. | | | | |
| Image year | 2019 | Image by | Elizabeth Evans | Image copyright holder | |



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| Image caption 76 | Vista looking south-east along Parkway Avenue between Bruce Street and Dawson Street. Note the Norfolk Island Hibiscus planting to either side of the medium strip and the one immature pine. | | | | |
| Image year | 2019 | Image by | Elizabeth Evans | Image copyright holder | |



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| Image caption 65 | Vista looking south-east along Parkway Avenue between Corlette Street and Bruce Street. This section includes medium strip centrally planted with Norfolk Island Pines and Oleander and a section of stormwater drain without planting. Note the concrete culvert and galvanised steel and wire fence. | | | | |
| Image year | 2019 | Image by | Elizabeth Evans | Image copyright holder | |



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| Image caption 70 | Vista looking south-east along Parkway Avenue between Corlette Street and Bruce Street. This section includes a medium strip centrally planted with Norfolk Island Pines. Due to the topography this vista extends to Bar Beach termination point. | | | | |
| Image year | 2019 | Image by | Elizabeth Evans | Image copyright holder | |



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| Image caption 67 | View looking north-west along Parkway Avenue between Bruce and Corlette Street. View of stormwater drain(Cottage Creek)and concrete bridge crossing for Corlette Street. Also evident native plants to one side of stormwater drain. | | | | |
| Image year | 2019 | Image by | Elizabeth Evans | Image copyright holder | |



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| Image caption 62 | View looking south-west along Corlette Street at bridge crossing with Corlette and Parkway Avenue. | | | | |
| Image year | 2019 | Image by | Elizabeth Evans | Image copyright holder | |



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| Image caption 52 | Vista looking south-east along Parkway Avenue between Union Street and Corlette Street. Showing stormwater drain (Cottage Creek) and Corlette Street pedestrian and vehicle bridge. | | | | |
| Image year | 2019 | Image by | Elizabeth Evans | Image copyright holder | |



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Please supply images of each elevation, the interior and the setting.

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| Image caption 41 | Vista looking south-east along Parkway Avenue towards bridge crossing at Union Street. Note the avenue of trees is interrupted in the area of the stormwater drain (Cottage Creek) which extends south-east from National Park in the vicinity of Jenner Parade to Corlette Street | | | | |
| Image year | 2019 | Image by | Elizabeth Evans | Image copyright holder | |



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| Image caption 36 | Vista looking south-east along Parkway Avenue towards bridge crossing at Union Street. Note the avenue of trees is interrupted in the area of the stormwater drain (Cottage Creek) which extends south-east from National Park in the vicinity of Jenner Parade to Corlette Street. Note the informal non-linear planting of trees in National Park. | | | | |
| Image year | 2019 | Image by | Elizabeth Evans | Image copyright holder | |



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| Image caption 51 | View looking south-west of concrete bridge over stormwater drain (Cottage Creek) at intersection of Union and Parkway Avenue. | | | | |
| Image year | 2019 | Image by | Elizabeth Evans | Image copyright holder | |



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| Image caption 53 | Vista looking north west along Parkway Avenue between Union Street and Jenner Parade. Note the avenue of trees are interrupted due to the stormwater drain between Corlette Street and Jenner Parade. | | | | |
| Image year | 2019 | Image by | Elizabeth Evans | Image copyright holder | |



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| Image caption 38 | Vista looking north towards National Park between Union Street and Jenner Parade showing eh bridge crossing for the stormwater drain (Cottage Creek) crossing at Parkway Avenue and National Park. | | | | |
| Image year | 2019 | Image by | Elizabeth Evans | Image copyright holder | |



Heritage Data Form

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| Image caption 35 | Vista looking north west along Parkway Avenue in vicinity of Jenner Parade. Note the two concrete bridges for the drain crossing. The avenue of trees is interrupted at the Jenner Street intersection and continues to the north-west towards Smith Street. | | | | |
| Image year | 2019 | Image by | Elizabeth Evans | Image copyright holder | |



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Please supply images of each elevation, the interior and the setting.

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| Image caption 26 | View of the two concrete bridges for the stormwater drain crossing. | | | | |
| Image year | 2019 | Image by | Elizabeth Evans | Image copyright holder | |



Heritage Data Form

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Please supply images of each elevation, the interior and the setting.

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| Image caption 20 | Vista looking south-east along Parkway Avenue between Dumaresq Street and Union Street. Showing the curvilinear planning of Dumaresq Street to the left of the photograph, intersecting with the linear plan of Parkway Avenue that typifies Garden City Planning. | | | | |
| Image year | 2019 | Image by | Elizabeth Evans | Image copyright holder | |



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| Image caption 7 | Vista looking north-west along Parkway Avenue between Smith Street and Jenner Parade showing the mature avenue of trees. Note the road blister which is a recent alteration. | | | | |
| Image year | 2019 | Image by | Elizabeth Evans | Image copyright holder | |



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| Image caption 536 | Vista looking northwest along Parkway Avenue from Smith Street intersection with roundabout in foreground. Note the different tree in the foreground and the avenue of trees to the right of the photograph in the vicinity of Newcastle Highschool. | | | | |
| Image year | 2019 | Image by | Elizabeth Evans | Image copyright holder | |



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Please supply images of each elevation, the interior and the setting.

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| Image caption 545 | Vista looking south-east along Parkway Avenue showing Norfolk Island Hibiscus planting and concrete edge. | | | | |
| Image year | 2019 | Image by | Elizabeth Evans | Image copyright holder | |



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Please supply images of each elevation, the interior and the setting.

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| Image caption 547 | Detail of pram ramp, footpath and altered kerb for roudabout at intersection of Parkway Avenue and National Park Street. | | | | |
| Image year | 2019 | Image by | Elizabeth Evans | Image copyright holder | |



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Please supply images of each elevation, the interior and the setting.

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| Image caption 555 | Vista looking north-west along Parkway Avenue and roundabout at intersection of Parkway Avenue and National Park Street. | | | | |
| Image year | 2019 | Image by | Elizabeth Evans | Image copyright holder | |



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| Image caption 560 | Vista looking north-west along Parkway Avenue at intersection of Parkway Avenue and National Park Street. Note the rhythm of the avenue trees is the predominant element and the planting of trees on the nature strip is not obvious. | | | | |
| Image year | 2019 | Image by | Elizabeth Evans | Image copyright holder | |



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| Image caption 640 | Vista looking south-east along Parkway Avenue between Stewart Avenue and National Park Street. Note the rhythm of the avenue trees is the predominant element and the planting of trees on the nature strip with a consistent species (Tuckeroos) will not be a dominating. | | | | |
| Image year | 2019 | Image by | Elizabeth Evans | Image copyright holder | |



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| Image caption 642 | View of recent road access created as crossover for medium strip located between Stewart Avenue and National Park Street. | | | | |
| Image year | 2019 | Image by | Elizabeth Evans | Image copyright holder | |



Heritage Data Form

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| | | | | | |
|----------------------|---|----------|-----------------|------------------------|--|
| Image caption 570 | Vista looking north-west along Parkway Avenue at intersection of Parkway Avenue and Stewart Avenue. Note the new laneway created requiring alteration to the medium strip. | | | | |
| Image year | 2019 | Image by | Elizabeth Evans | Image copyright holder | |



Heritage Data Form

IMAGES - 1 per page

| | | | | | |
|----------------------|--|----------|-----------------|------------------------|--|
| Image caption 577 | Intersection of Parkway Avenue and Stewart Avenue showing modifications including lights new paths and pram ramps. | | | | |
| Image year | 2019 | Image by | Elizabeth Evans | Image copyright holder | |



Heritage Data Form

IMAGES - 1 per page

| | | | | | |
|----------------------|--|----------|-----------------|------------------------|--|
| Image caption 582 | Vista looking north along Parkway Avenue at intersection of Parkway Avenue and Stewart Avenue. | | | | |
| Image year | 2019 | Image by | Elizabeth Evans | Image copyright holder | |



Heritage Data Form

IMAGES - 1 per page

| | | | | | |
|-----------------------------|--|-----------------|-----------------|-------------------------------|--|
| Image caption 636 | Vista looking south along Parkway Avenue towards intersection of Parkway Avenue and Stewart Avenue. Note the deterioration to the medium strip and kerb due to vehicles encroaching. | | | | |
| Image year | 2019 | Image by | Elizabeth Evans | Image copyright holder | |



Heritage Data Form

IMAGES - 1 per page

| | | | | | |
|-----------------------------|---|-----------------|-----------------|-------------------------------|--|
| Image caption 638 | View of recent road access created as crossover for medium strip. | | | | |
| Image year | 2019 | Image by | Elizabeth Evans | Image copyright holder | |



Heritage Data Form

IMAGES - 1 per page

| | | | | | |
|----------------------|--|----------|-----------------|------------------------|--|
| Image caption 584 | Vista looking north along Parkway Avenue Stewart Avenue and Dumaresq Street. | | | | |
| Image year | 2019 | Image by | Elizabeth Evans | Image copyright holder | |



Heritage Data Form

IMAGES - 1 per page

| | | | | | |
|----------------------|---|----------|-----------------|------------------------|--|
| Image caption 585 | Vista looking south along Parkway Avenue. Note the change in direction of Parkway Avenue. | | | | |
| Image year 590 | 2019 | Image by | Elizabeth Evans | Image copyright holder | |



Heritage Data Form

IMAGES - 1 per page

| | | | | | |
|----------------------|---|----------|-----------------|------------------------|--|
| Image caption 614 | Vista looking north west along Parkway Avenue towards Denison Street from the intersection of Parkway Avenue and Skelton Street Note the dominant street light. | | | | |
| Image year | 2019 | Image by | Elizabeth Evans | Image copyright holder | |



Heritage Data Form

IMAGES - 1 per page

| | | | | | |
|-----------------------------|--|-----------------|-----------------|-------------------------------|--|
| Image caption 615 | Concrete edge evident on medium strip between Skelton Street and Denison Street. This is likely to be garden edging for the Norfolk Island Hibiscus plants as evident in other sections of Parkway Avenue. | | | | |
| Image year | 2019 | Image by | Elizabeth Evans | Image copyright holder | |



Heritage Data Form

IMAGES - 1 per page

| | | | | | |
|-----------------------------|--|-----------------|-----------------|-------------------------------|--|
| Image caption 620 | Vista looking north along Parkway Avenue at intersection of Parkway Avenue and Denison Street. Note the dual roadway terminates here and Parkway Avenue continues as a single width road, terminating at Tudor Street as shown to the right of the photograph. | | | | |
| Image year | 2019 | Image by | Elizabeth Evans | Image copyright holder | |



Heritage Data Form

IMAGES - 1 per page

| | | | | | |
|-----------------------------|--|-----------------|-----------------|-------------------------------|--|
| Image caption 628 | Vista looking north along Parkway Avenue at intersection of Parkway Avenue and Denison Street. Note the dual roadway terminates here and Parkway Avenue continues as a single width road, terminating at Tudor Street as shown to the right of the photograph. | | | | |
| Image year | 2019 | Image by | Elizabeth Evans | Image copyright holder | |



Heritage Data Form

IMAGES - 1 per page

| | | | | | |
|----------------------|--|----------|-----------------|------------------------|--|
| Image caption 623 | Vista looking south along Parkway Avenue from the intersection of Parkway Avenue and Denison Street. | | | | |
| Image year | 2019 | Image by | Elizabeth Evans | Image copyright holder | |



Heritage Data Form

IMAGES - 1 per page

| | | | | | |
|----------------------|--|----------|-----------------|------------------------|--|
| Image caption 644 | Varied driveways with recent double width driveway paved and original concrete driveway. | | | | |
| Image year | 2019 | Image by | Elizabeth Evans | Image copyright holder | |



Heritage Data Form

IMAGES - 1 per page

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|----------------------|--|----------|-----------------|------------------------|--|
| Image caption 635 | Original double strip driveway and pathway intact. | | | | |
| Image year | 2019 | Image by | Elizabeth Evans | Image copyright holder | |



Heritage Data Form

IMAGES - 1 per page

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|----------------------|----------------------------------|----------|-----------------|------------------------|--|
| Image caption 541 | Typical early concrete driveway. | | | | |
| Image year | 2019 | Image by | Elizabeth Evans | Image copyright holder | |



Heritage Data Form

IMAGES - 1 per page

| | | | | | |
|----------------------|---|----------|-----------------|------------------------|--|
| Image caption 546 | Recent concrete driveway with aggregate finish. | | | | |
| Image year | 2019 | Image by | Elizabeth Evans | Image copyright holder | |



Appendix C: – Summary of Submissions

Summary of Submissions - Planning Proposal – Amendment to Newcastle LEP 2012 create new heritage item for Parkway Avenue, Newcastle

| No. | Ref. No. | Summary of Submission | Comment/Proposed Response |
|-----|------------------------|--|--|
| 1 | 62799471 Individual | <ol style="list-style-type: none"> 1. Supports in principle the proposed changes. 2. Expresses concern for recent development of private property along Parkway Avenue and potential for Parkway Avenue median strip to be developed and its Norfolk Pines cut down. | <ol style="list-style-type: none"> 1. Noted. 2. The planning proposal seeks to ensure the heritage significance of the site will be protected. In particular, the avenue with its central median, is protected by its listing as a heritage item, to minimise any loss or intactness, or unsympathetic changes to street design, layout or form. |
| 2 | 6279291 Individual | <ol style="list-style-type: none"> 1. Supports in principle the proposed changes. 2. Requests that the flower gardens in the central median strip be re-planted to improve the visual appearance of Parkway Avenue. | <ol style="list-style-type: none"> 1. Noted. 2. The aspects of what Council seeks to protect are identified in the draft State Heritage Inventory listing, this includes the median strip and recommendations for future landscaping and tree planting. |
| 3 | 6279491 Individual | <ol style="list-style-type: none"> 1. Supports in principle the proposed changes. | <ol style="list-style-type: none"> 1. Noted. |

| No. | Ref. No. | Summary of Submission | Comment/Proposed Response |
|------------|-----------------------|---|--|
| 4 | 6283904 Individual | <ol style="list-style-type: none"> 1. Supports in principle the proposed changes. 2. Suggests undergrounding the existing overhead electricity wires and poles to improve the visual appearance of Parkway Avenue. 3. Requests that the flower gardens in the central median strip be re-planted to improve the visual appearance of Parkway Avenue. | <ol style="list-style-type: none"> 1. Noted. 2. This suggested work is outside of the scope of this planning proposal. 3. The aspects of what Council seeks to protect are identified in the draft State Heritage Inventory listing, this includes the median strip and recommendations for future landscaping and tree planting. |
| 5 | 6288591 Individual | <ol style="list-style-type: none"> 1. Supports in principle the proposed changes. 2. Parkway Avenue is a unique and iconic street of Newcastle and should be protected from development. | <ol style="list-style-type: none"> 1. Noted. 2. The planning proposal seeks to ensure the heritage significance of the site will be protected. In particular, the avenue with its central median, is protected by its listing as a heritage item, to minimise any loss or intactness, or unsympathetic changes to street design, layout or form. |

| No. | Ref. No. | Summary of Submission | Comment/Proposed Response |
|------------|-----------------------|--|---|
| 6 | 6288619 Individual | <ol style="list-style-type: none"> 1. Supports in principle the proposed changes. 2. Contends the grassed patch at the end of Parkway Avenue/Memorial Drive should be protected as it is a unique public green space in keeping with the peaceful coastal amenity lifestyle of the area and the increasing importance to the community of environmental sustainability in residential areas. Also enables ocean views for adjacent properties. | <ol style="list-style-type: none"> 1. Noted. 2. The aspects of what Council seeks to protect is identified in the draft State Heritage Inventory listing, this includes the verges and median strip. |
| 7 | 6288680 Individual | <ol style="list-style-type: none"> 1. Raised concerns with the planning proposal. 2. Identifies the potential to use part of Parkway Avenue as a dedicated and segregated cycle route in both directions due to the generous width of the road, proximity to three large schools and a direct link from Hamilton to Bar Beach. Suggestion or concern that the opportunity to use part of the median strip for this purpose could be lost. | <ol style="list-style-type: none"> 1. Noted. 2. A well-designed and sensitively located cycleway along Parkway Avenue which is sensitive to the heritage significance of the item could be considered by Council. |

| No. | Ref. No. | Summary of Submission | Comment/Proposed Response |
|-----|--|---|---|
| 8 | 62886660 Individual | <ol style="list-style-type: none"> 1. Supports in principle the proposed changes. 2. Raises a number of issues for attention. These include illegal parking on the median, heavy goods vehicles exceeding the 5 tonne load limit, use of Parkway Avenue for parking by out of service buses, repairs needed to damaged brickwork of Parkway Avenue/National Park Street roundabout, many vehicles mount the median to turn right onto Stewart Avenue. | <ol style="list-style-type: none"> 1. Noted. 2. These issues are outside of the scope of this planning proposal. |
| 9 | 6288719 The National Trust of Australia (New South Wales) | <ol style="list-style-type: none"> 1. Supports in principle the proposed changes. 2. Parkway Avenue is perhaps Newcastle's most outstanding example of a boulevard. Raises a number of omitted details which could be included to improve the draft State Heritage Inventory form. These include specific mention of the three bridges which cross the stormwater channel at 127A Union Street and consideration for re-introducing New Zealand Christmas Trees in a future planting scheme. Also, properties along Parkway Avenue should be reviewed for potential new heritage items and the heritage significance of the Cottage Creek drainage channel be investigated. | <ol style="list-style-type: none"> 1. Noted. 2. The aspects of what Council seeks to protect are identified in the draft State Heritage Inventory listing, this includes the three stormwater bridges and recommendations for future tree planting. Review of Cottage Creek Drainage Channel and properties along Parkway Avenue for potential listing as heritage items is outside of the scope of this planning proposal. |

| No. | Ref. No. | Summary of Submission | Comment/Proposed Response |
|------------|---------------------------------|--|--|
| 10 | 6296202 Transport for NSW | 1. No comments to make at this stage. | 1. Noted. |
| 11 | 6265122 Individual | 1. Supports in principle the proposed changes. 2. Concern that even with Parkway Avenue being made a heritage item, the avenue could be widened and median strip reduced or light rail run on the median. | 1. Noted. 2. The planning proposal seeks to ensure the heritage significance of the site will be protected. In particular, the avenue with its central median, is protected by its listing as a heritage item, to minimise any loss or intactness, or unsympathetic changes to street design, layout or form. |

**ORDINARY COUNCIL MEETING
26 MAY 2020**

**CCL 26/05/20
ADOPTION OF AMENDMENT TO NEWCASTLE LEP 2012 - CREATE NEW
HERITAGE ITEM FOR PARKWAY AVENUE, NEWCASTLE**

ITEM 25 Attachment B: Summary of Submission and Responses

Attachment B Summary of Submissions - Planning Proposal – Amendment to Newcastle LEP 2012 create new heritage item for Parkway Avenue, Newcastle

| No. | Ref. No. | Summary of Submission | Comment/Proposed Response |
|------------|------------------------|--|--|
| 1 | 62799471 Individual | <ol style="list-style-type: none"> 1. Supports in principle the proposed changes. 2. Expresses concern for recent development of private property along Parkway Avenue and potential for Parkway Avenue median strip to be developed and its Norfolk Pines cut down. | <ol style="list-style-type: none"> 1. Noted. 2. The planning proposal seeks to ensure the heritage significance of the site will be protected. In particular, the avenue with its central median, is protected by its listing as a heritage item, to minimise any loss or intactness, or unsympathetic changes to street design, layout or form. |
| 2 | 6279291 Individual | <ol style="list-style-type: none"> 1. Supports in principle the proposed changes. 2. Requests that the flower gardens in the central median strip be re-planted to improve the visual appearance of Parkway Avenue. | <ol style="list-style-type: none"> 1. Noted. 2. The aspects of what Council seeks to protect are identified in the draft State Heritage Inventory listing, this includes the median strip and recommendations for future landscaping and tree planting. |
| 3 | 6279491 Individual | <ol style="list-style-type: none"> 1. Supports in principle the proposed changes. | <ol style="list-style-type: none"> 1. Noted. |

| No. | Ref. No. | Summary of Submission | Comment/Proposed Response |
|------------|-----------------------|---|--|
| 4 | 6283904 Individual | <ol style="list-style-type: none"> 1. Supports in principle the proposed changes. 2. Suggests undergrounding the existing overhead electricity wires and poles to improve the visual appearance of Parkway Avenue. 3. Requests that the flower gardens in the central median strip be re-planted to improve the visual appearance of Parkway Avenue. | <ol style="list-style-type: none"> 1. Noted. 2. This suggested work is outside of the scope of this planning proposal. 3. The aspects of what Council seeks to protect are identified in the draft State Heritage Inventory listing, this includes the median strip and recommendations for future landscaping and tree planting. |
| 5 | 6288591 Individual | <ol style="list-style-type: none"> 1. Supports in principle the proposed changes. 2. Parkway Avenue is a unique and iconic street of Newcastle and should be protected from development. | <ol style="list-style-type: none"> 1. Noted. 2. The planning proposal seeks to ensure the heritage significance of the site will be protected. In particular, the avenue with its central median, is protected by its listing as a heritage item, to minimise any loss or intactness, or unsympathetic changes to street design, layout or form. |

| No. | Ref. No. | Summary of Submission | Comment/Proposed Response |
|------------|-----------------------|--|---|
| 6 | 6288619 Individual | <ol style="list-style-type: none"> 1. Supports in principle the proposed changes. 2. Contends the grassed patch at the end of Parkway Avenue/Memorial Drive should be protected as it is a unique public green space in keeping with the peaceful coastal amenity lifestyle of the area and the increasing importance to the community of environmental sustainability in residential areas. Also enables ocean views for adjacent properties. | <ol style="list-style-type: none"> 1. Noted. 2. The aspects of what Council seeks to protect is identified in the draft State Heritage Inventory listing, this includes the verges and median strip. |
| 7 | 6288680 Individual | <ol style="list-style-type: none"> 1. Raised concerns with the planning proposal. 2. Identifies the potential to use part of Parkway Avenue as a dedicated and segregated cycle route in both directions due to the generous width of the road, proximity to three large schools and a direct link from Hamilton to Bar Beach. Suggestion or concern that the opportunity to use part of the median strip for this purpose could be lost. | <ol style="list-style-type: none"> 1. Noted. 2. A well-designed and sensitively located cycleway along Parkway Avenue which is sensitive to the heritage significance of the item could be considered by Council. |

| No. | Ref. No. | Summary of Submission | Comment/Proposed Response |
|-----|--|---|---|
| 8 | 62886660 Individual | <ol style="list-style-type: none"> 1. Supports in principle the proposed changes. 2. Raises a number of issues for attention. These include illegal parking on the median, heavy goods vehicles exceeding the 5 tonne load limit, use of Parkway Avenue for parking by out of service buses, repairs needed to damaged brickwork of Parkway Avenue/National Park Street roundabout, many vehicles mount the median to turn right onto Stewart Avenue. | <ol style="list-style-type: none"> 1. Noted. 2. These issues are outside of the scope of this planning proposal. |
| 9 | 6288719 The National Trust of Australia (New South Wales) | <ol style="list-style-type: none"> 1. Supports in principle the proposed changes. 2. Parkway Avenue is perhaps Newcastle's most outstanding example of a boulevard. Raises a number of omitted details which could be included to improve the draft State Heritage Inventory form. These include specific mention of the three bridges which cross the stormwater channel at 127A Union Street and consideration for re-introducing New Zealand Christmas Trees in a future planting scheme. Also, properties along Parkway Avenue should be reviewed for potential new heritage items and the heritage significance of the Cottage Creek drainage channel be investigated. | <ol style="list-style-type: none"> 1. Noted. 2. The aspects of what Council seeks to protect are identified in the draft State Heritage Inventory listing, this includes the three stormwater bridges and recommendations for future tree planting. Review of Cottage Creek Drainage Channel and properties along Parkway Avenue for potential listing as heritage items is outside of the scope of this planning proposal. |

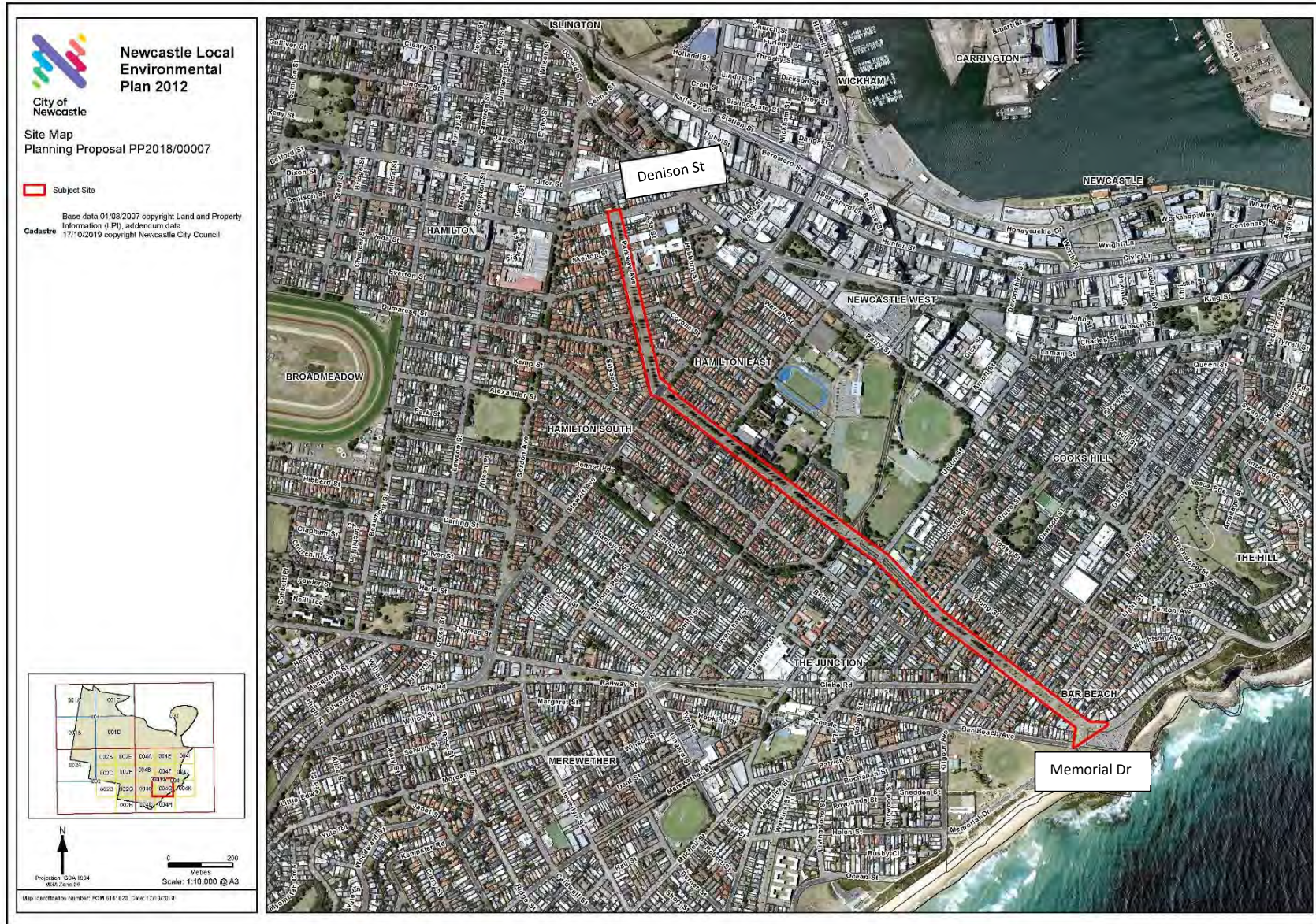
| No. | Ref. No. | Summary of Submission | Comment/Proposed Response |
|------------|---------------------------------|--|--|
| 10 | 6296202 Transport for NSW | 1. No comments to make at this stage. | 1. Noted. |
| 11 | 6265122 Individual | 1. Supports in principle the proposed changes. 2. Concern that even with Parkway Avenue being made a heritage item, the avenue could be widened and median strip reduced or light rail run on the median. | 1. Noted. 2. The planning proposal seeks to ensure the heritage significance of the site will be protected. In particular, the avenue with its central median, is protected by its listing as a heritage item, to minimise any loss or intactness, or unsympathetic changes to street design, layout or form. |

**ORDINARY COUNCIL MEETING
26 MAY 2020**

**CCL 26/05/20
ADOPTION OF AMENDMENT TO NEWCASTLE LEP 2012 - CREATE NEW
HERITAGE ITEM FOR PARKWAY AVENUE, NEWCASTLE**

ITEM 25 Attachment C: Site Map

Attachment C - Site Map - Parkway Avenue, Newcastle



**ORDINARY COUNCIL MEETING
26 MAY 2020**

**CCL 26/05/20
QUARTERLY BUDGET REVIEW STATEMENT**

Item 28 - Attachment A: Quarterly Budget Review Statement – March 2020

DISTRIBUTED UNDER SEPARATE COVER

Quarterly Budget Review Statement

March 2020



newcastle.nsw.gov.au



City of
Newcastle

Income and Expenses Budget Review Statement

Result for the financial quarter ending 31 March, 2020

| Full Year Adopted Budget \$'000 | Adopted September 2019 \$'000 | Changes Adopted December 2019 \$'000 | Recommended March 2020 \$'000 | Projected year end result 2019/20 \$'000 | Actual YTD \$'000 |
|--|--|--|-------------------------------------|---|----------------------|
| Income from Continuing Operations | | | | | |
| 182,809 | | | | 182,809 | 137,094 |
| 89,366 | 1,029 | (769) | (11,615) | 78,011 | 59,378 |
| 10,210 | (156) | | (5,014) | 5,040 | 4,324 |
| 12,101 | (828) | (379) | (1,275) | 9,619 | 9,285 |
| 14,760 | 74 | 187 | (64) | 14,957 | 7,154 |
| 12,830 | | | | 12,830 | 7,728 |
| 322,076 | 119 | (961) | (17,968) | 303,266 | 224,963 |
| Expenses from Continuing Operations | | | | | |
| 111,936 | (1,417) | | (1,521) | 108,998 | 78,853 |
| 4,760 | 159 | 4 | 71 | 4,994 | 3,674 |
| 66,939 | 5,414 | 3,462 | 1,363 | 77,178 | 44,683 |
| 48,374 | 1 | (541) | 12 | 47,846 | 35,777 |
| 59,338 | (47) | (64) | (6,913) | 52,314 | 38,260 |
| 5,948 | | | 1,491 | 7,439 | 3,227 |
| 297,295 | 4,110 | 2,861 | (5,497) | 298,769 | 204,474 |
| Total Operating result from continuing operations | | | | | |
| 24,781 | (3,991) | (3,822) | (12,471) | 4,497 | 20,489 |
| Net operating result before capital items | | | | | |
| 11,951 | (3,991) | (3,822) | (12,471) | (8,333) | 12,761 |

Income Statement Variations

Result for the financial quarter ending 31 March, 2020

Var
(\$'000)

Issue

Explanation

Revenue

| | Var (\$'000) | Issue | Explanation |
|--|-----------------|---|--|
| Rates and charges | 0 | | |
| User charges & fees | (11,615) | Waste Tipping - \$9.4m | A reduction in Tier 1 Customer activity and Soil campaigns have driven a decline in revenue at the Summerhill Waste Management Centre. In addition CN is forecasting reduced revenue through On-Street parking, the Stockton Beach Holiday Park, and Civic Theatre due to the effects of COVID-19. This is partially offset by unbudgeted stimulus funding from Transport for NSW. |
| Interest | (5,014) | Interest | Investment income is forecast to continue to decline due to volatility in the market |
| Other operating revenues | (1,275) | Fines - \$0.8m Civic Services - \$0.5m | Fines revenue is anticipated to steeply decline due to COVID-19. Civic Services includes \$0.4m of Food & Beverage sales related to postponed and cancelled shows. |
| Grants & contributions - Operating | (64) | | |
| Grants & contributions - Capital | 0 | | |
| Total Income from Continuing Operations | (17,968) | | |

Expenses

| | | | |
|--|----------------|---------------------------------|--|
| Employee costs | (1,521) | Staff costs | Predominantly due to Salary Savings due to vacant positions |
| Borrowing costs | 71 | | |
| Materials & contracts | 1,363 | Road Maintenance - \$2.4m | CN is budgeting an increased spend of \$2.4m on State Classified Roads through Transport for NSW stimulus funding. This is partially offset by reduced expenditure across CN's services. |
| Depreciation & Amortisation | 12 | | |
| Other operating expenses | (6,913) | EPA State Waste Levy - (\$6.7m) | Forecast reduced State Waste Levy due to decline on tonnes received at Summerhill waste Management Centre. |
| Net Loss from disposal of assets | 1,491 | | Lower than budgeted sales price obtained on disposal of garbage vehicles. |
| Total Expenses from Continuing Operations | (5,497) | | |

Note:

At the ordinary council meeting 28 March 2020, Council approved Phase 1 of the COVID-19 Response Package. This package was valued at \$5.5 million and is embedded in the budget changes described in the table above.

Capital Statement

Result for the financial quarter ending 31 March, 2020

| Full Year Adopted Budget \$'000 | Adopted September 2019 \$'000 | Adopted December 2019 \$'000 | Recommended March 2020 \$'000 | Projected year end result 2019/20 \$'000 | Actual YTD \$'000 | |
|--|--|---------------------------------------|-------------------------------------|---|----------------------|---------------|
| Capital funding | | | | | | |
| 48,422 | | (3,991) | (3,821) | (10,980) | 29,629 | 44,245 |
| 7,326 | | | | | 7,326 | 5,495 |
| 1,990 | | | | | 1,990 | 1,493 |
| 12,830 | | | | | 12,830 | 7,728 |
| 1,700 | | | | (1,491) | 209 | 533 |
| (3,868) | | | | | (3,868) | (2,901) |
| 68,400 | | (3,991) | (3,821) | (12,471) | 48,116 | 56,592 |
| Funding available for capital expenditure | | | | | | |
| Capital Expenditure | | | | | | |
| 18,102 | | 2,357 | 3,146 | (1,004) | 22,601 | 12,807 |
| 38,998 | | (1,697) | 9,488 | 1,485 | 48,274 | 31,376 |
| 1,825 | | 267 | (688) | (346) | 1,058 | 924 |
| 58,925 | | 927 | 11,946 | 134 | 71,933 | 45,107 |
| 9,475 | | (4,918) | (15,767) | (12,605) | (23,817) | 11,485 |
| Transfer to or (Draw down on) reserves | | | | | | |

Commentary on capital spend

Council's total capital spend forecast at 31 March is \$71.9m. This result is an increase of \$0.1m from the capital spent forecast at the conclusion of the second quarter. The total project spend inclusive of operational and capital expenditure is forecast to be \$100m compared and \$0.3m higher than forecast at December.

Works Program Summary

Result for the financial quarter ending 31 March, 2020

| Full Year Adopted Budget \$,000 | Portfolio/Program | Projected year | | | | |
|------------------------------------|--|---------------------------------------|--------------------------------------|---------------------------------------|-----------------------------------|------------------------|
| | | Adopted September 2019 (\$,000) | Adopted December 2019 (\$,000) | Recommended March 2020 (\$,000) | end result 2019/20 (\$,000) | Actual YTD (\$,000) |
| 14,221 | Buildings, Structures and Places | 7,195 | 5,979 | (253) | 27,142 | 17,117 |
| 150 | Aquatic Centres | | 272 | | 422 | 192 |
| 30 | Blackbutt Reserve | 20 | | | 50 | |
| 5,340 | Buildings - Council Support Services | 3,266 | 2,461 | 588 | 11,655 | 8,889 |
| | Caravan Parks and Commercial Properties | | | | | |
| 50 | Cemeteries | 20 | | (44) | 26 | 2 |
| 996 | City Centre Revitalisation | 64 | 1 | (269) | 792 | 378 |
| 2,375 | Coastal Revitalisation | 69 | (1,498) | 8 | 954 | 400 |
| | Community Buildings | 247 | 404 | 580 | 1,231 | 639 |
| 2,122 | Cultural Facilities | 2,343 | 90 | 37 | 4,592 | 2,273 |
| 603 | Libraries | 370 | 2,886 | 17 | 3,876 | 2,510 |
| 1,505 | Recreation Parks and Sporting Facilities | 741 | 1,175 | (223) | 3,198 | 1,635 |
| 50 | Public Toilets | | 188 | 2 | 240 | 190 |
| 1,000 | Retaining Walls | 55 | | (949) | 106 | 9 |
| 9,730 | Roads | 665 | 1,394 | 396 | 12,185 | 9,122 |
| 2,500 | Bridges | 7 | 775 | 255 | 3,537 | 2,976 |
| 350 | Footpaths | 218 | (1) | 67 | 634 | 499 |
| 730 | Road Furniture | 18 | (229) | (221) | 298 | 679 |
| 3,150 | Road Rehabilitation | 512 | 1,221 | 44 | 4,927 | 3,487 |
| 3,000 | Road Resurfacing | (90) | (372) | 251 | 2,789 | 1,481 |
| 4,035 | Transport | 722 | 448 | (377) | 4,828 | 2,772 |
| 1,110 | Cycleways | (75) | 169 | (458) | 746 | 361 |
| 1,085 | Local Area Traffic Management | 50 | 263 | (424) | 974 | 844 |
| 230 | Parking Infrastructure | (20) | | 7 | 217 | 104 |
| 1,610 | Pedestrian Access and Mobility Plan | 767 | 16 | 498 | 2,891 | 1,463 |
| 5,440 | Stormwater | 1,483 | 582 | 111 | 7,616 | 4,749 |
| 75 | Flood Planning | 3 | 13 | (2) | 89 | 33 |
| 5,365 | Stormwater System | 1,480 | 569 | 113 | 7,527 | 4,716 |
| 35,831 | Environment | (9,993) | 2,324 | (922) | 27,240 | 16,003 |
| 1,210 | Bushland and Watercourses | (215) | 460 | 195 | 1,650 | 724 |
| 1,430 | Coast, Estuary and Wetlands | 1,860 | 1,890 | (343) | 4,837 | 1,351 |
| 950 | Street and Park Trees | 60 | 60 | | 1,070 | 681 |
| 32,241 | Waste Management | (11,698) | (86) | (774) | 19,683 | 13,247 |
| 4,595 | Information Technology | 1,639 | 2,120 | 7 | 8,361 | 3,943 |
| 1,155 | Implementation and Upgrade of Applications | 349 | 247 | (50) | 1,701 | 632 |
| 3,170 | Infrastructure Improvements | 96 | 1,873 | (13) | 5,126 | 2,694 |
| 270 | Strategic and Systems Analysis | 1,194 | | 70 | 1,534 | 617 |
| 2,095 | Strategic | 1,629 | 41 | 994 | 4,759 | 2,113 |
| 2,005 | Smart City | 1,359 | 41 | 994 | 4,399 | 2,053 |
| 90 | Strategic Plans | 270 | | | 360 | 60 |
| 5,000 | Fleet Replacement | 558 | 1,907 | 370 | 7,835 | 4,348 |
| 5,000 | Fleet Replacement | 558 | 1,907 | 370 | 7,835 | 4,348 |
| 80,947 | Total Works Program | 3,898 | 14,795 | 326 | 99,966 | 60,167 |

Contracts
(quarter ended 31 March 2020)

| <i>Contractor</i> | <i>Contract Detail</i> | <i>Contract Value</i> | <i>Commencement Date</i> | <i>Estimated Completion</i> | <i>Budgeted (Y/N)</i> |
|--|---|-----------------------|--------------------------|-----------------------------|-----------------------|
| IQ Renew Pty Ltd | Processing of Recyclables | \$2,300,000 | 17/02/2020 | Feb. 2021 | Y |
| Virtual IT Services Pty Ltd | Support Services for AV Systems | \$429,000 | 30/03/2020 | Mar. 2022 | Y |
| Kingston Building (Australia) Pty Ltd | Civic Station Visitor Information Centre - Construction Fit-Out | \$406,593 | 31/01/2020 | May. 2020 | Y |
| NSW Soil Conservation Service | Stockton Beach Emergency Works February 2020 - Construction | \$400,000 | 26/02/2020 | Apr. 2020 | Y |
| Ernest & Young Australia | Agile Project Management Consulting Services | \$210,000 | 24/01/2020 | Jun. 2020 | Y |
| Never Stop Irrigation Pty Ltd | Installation of Drainage and Irrigation - Kurraka Oval, Fletcher | \$166,197 | 17/02/2020 | Apr. 2020 | Y |
| Sapio Pty Ltd | Security System Upgrades - City Hall, civic Theatre and Fort Scratchley Newcastle | \$165,553 | 11/03/2020 | Jun. 2020 | Y |
| Wisdom Innovations Pty Ltd (Think Startup) | Customer Experience Strategy Development | \$135,300 | 22/01/2020 | May. 2020 | Y |
| Bluecoast Consulting Engineers | Sediment Transport Study & Coastal Hazard Assessment - Stockton Bight | \$105,380 | 29/01/2020 | Jun. 2020 | Y |
| Hi Vis Signs & Safety | Supply, Install and Remove Line Marking at Camp Shortland Playground for 2 years | \$91,498 | 20/01/2020 | Jan. 2022 | Y |
| Harnleigh Pty Ltd | Smart Pole Works & SL Removals | \$83,215 | 19/03/2020 | Jul. 2020 | Y |
| Moduplay Group Pty Ltd | Learmonth Park Playground - Supply and Installation | \$73,473 | 7/02/2020 | May. 2020 | Y |
| AllShelter Pty Ltd | Supply and Install two partial end walls to Shelters at SWMC | \$51,232 | 15/01/2020 | Apr. 2020 | Y |

Notes:

1. Minimum reporting level is 1% of estimated income from continuing operations or \$50,000 whichever is the lesser.
2. Contracts to be listed are those entered into during the quarter and have yet to be fully performed, excluding contractors that are on Council's preferred suppliers list.
3. Contracts for employment are not required to be included.
4. Where a contract for services etc was not included in the budget, an explanation is to be given (or reference made to an explanation in another Budget Review Statement).

Consultancy & Legal Expenses
(quarter ended 31 March 2020)

| <i>Expense</i> | <i>Expenditure YTD \$</i> | <i>Budgeted</i> |
|----------------|---------------------------|-----------------|
| Consultancies | \$3,076,290 | Y |
| Legal | \$584,369 | Y |

Notes:

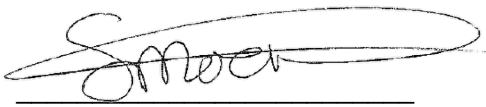
1. A consultant is a person or organisation engaged under contract on a temporary basis to provide recommendations or high level specialist or professional advice to assist decision-making by management. Generally it is the advisory nature of the work that differentiates a consultant from other contractors.
2. Where any expenses for consultancy or legal fees (including Code of Conduct expenses) have not been budgeted for, an explanation is to be given. Report on external expenses only (not internal expenses)

CITY OF NEWCASTLE

Report by Responsible Accounting Officer for the quarter ending 31 March 2020

The following statement is made in accordance with Clause 203(2) of the Local Government (General) Regulations 2005.

It is my opinion that the Quarterly Budget Review Statement for Newcastle City Council for the quarter ended 31 March 2020 indicated that Council's projected financial position at 30 June 2020 will be satisfactory at year end, having regard to the projected estimates of income and expenditure and the original budgeted income and expenditure.

Signed:  _____

Date: 6/5/2020

Name

Responsible Accounting Officer, City of Newcastle

Appendix - Works Program Projects

TOTAL

Row Labels

Buildings, Structures and Places

Aquatic Centres

- Inland Pool Investigation & Design
- Newcastle Ocean Baths Upgrade Project

Blackbutt Reserve

- Blackbutt Planning and Design

Buildings - Council Support Services

- 100552 - Depot- fuel dispensing area renewal design
- City Change - Building Fitout
- Civic Substation
- Council Chamber Relocation
- Engineering Advice General
- Local Emergency Operations Centre, Newcastle West
- Museum Lift and Change
- Resource Transportation
- Rooftop Solar Upgrade program
- Store Refurbishment Project
- Structures- Survey
- Various Buildings - renew air conditioning systems.
- Workplace Strategy

Cemeteries

- NCC Cemetery Strategy & Masterplans
- Wallsend Cemetery Lawn Beam Installation

City Centre Revitalisation

- HSR - Civic PDP
- HSR - East End PDP - Stage 2 (Foreshore)
- HSR - East End PDP (Hunter St Mall)
- HSR - Hunter/Scott St - Streetscape upgrade
- HSR - Project Management and Admin
- HSR - West End PDP - Stage 1 (Birdwood Park)
- HSR - West End PDP - Stage 2 (Cycleway)

Coastal Revitalisation

- 100006 - Coastal Revitalisation - Planning
- Bathers Way - Bar Beach & Memorial Drive
- Bathers Way - King Edward Park
- Bathers Way - Shower Rectifications
- Bathers Way - South Newcastle
- Nobbys Beach Accessibility Improvements
- South Newcastle Sea Wall Rehabilitation

Community Buildings

- 200865 - Hamilton Bowling Club Demolition
- Demolition of Stockton Childcare Centre
- Dixon Club Surfclub Precinct Upgrades
- Dixon Park Refurbishment
- Henderson Park Hall Structural Integrity Upgrade
- Life without Barriers Building Demolition

Appendix - Works Program Projects

Newcastle Beach Kiosk Roller Shutter Upgrade

Cultural Facilities

901500 - Art Gallery Works of Art

Art Gallery - cultural asset preservation.

Art Gallery - Expansion

Art Gallery - Replace / Reline Box Gutter

Art Gallery - security upgrade

Art Gallery- banner winch design

Art Gallery- internal wall renewal

Art Gallery- lighting design

Art Gallery Replace HVAC plant

City Hall - Accessibility Improvements

City Hall - Clock Tower & Fountain lighting control renewal

City Hall - Renew Function room bars

City Hall - Southern Facade Works

City Hall - Stage 3 - West and North Facades

City Hall - Upgrade Security System

City Hall -carpet purchase

City Hall- lift renewal preparation design

City Hall Passenger Lift Refurbishment

City Hall- Replace function and events furniture

Civic Station remodelling to Visitor Information Centre

Civic Theatre - Renew Projectors

Civic Theatre - renew stage crane / hoist

Civic Theatre - Upgrade Air Conditioning

Civic Theatre - upgrade Security System

Civic Theatre & Playhouse - Replace drapes & curtains

Civic Theatre Playhouse - replace roof guttering

Civic Theatre- reupholster 50 seats in Stalls & Dress

Civic Theatre Safe Handling Loading Dock

Fort Scratchley - replace security system

Historic Fort Scratchley - replace guttering to awning

Historic Fort Scratchley - Retaining wall renewal - Fort Wall on South Eastern corner

Replace Civic Theatre Front of House room mezzanine floor framing

Replace Civic Theatre Stage Floor

Revaluation of Art Gallery Collection

Libraries

901600 - Library Resources

Digital Library, Newcastle West

Heritage Collections Digitisation Lab

Lambton Library, Storybook Cottage and Early Childhood Literacy Centre

Library Strategic Infrastructure Plan

Lovett Gallery Exhibition Lighting

Monitor software and Hardware Rollout post Newcastle Library Pilot

New exterior and wayfinding signage for all library branches

Revaluation of Library Collection

Public Toilets

Corroba Oval Provision of Amenities & Ground Condition

Lambton Park-toilet demolish and upgrade

Appendix - Works Program Projects

Recreation Parks, Sporting Facilities and Open Spaces

101019 - Tennis Club Capital Works
Basketball court facilities
Camp Shortland Event Rectification
Carrington Parklands Landscape Concept Plan
Clarke Stand - renew amenities building/ demolition of old green room
Concept Masterplan - Foreshore Park
CR - South Stockton Reserves - Playground Design
Ecofit Outdoor Exercise Program
Fenced Off Leash Dog areas
Fencing - Sports Grounds
Floodlight Renewal Program
Harry Edwards Oval - sporting field renewal
Islington Park - Disabled Access/Pathway
Matching Grant Funding Program
Mitchell Park, Merewether - Clark Stand Upgrade Works
National Park Number 1 Redevelopment
Nesbitt Park - Renew existing storage
No. 2 Sports Ground Upgrades
Pacific Park Security Lighting
Parks -public address system renewal
Plans of Management Review
Playground Asset Condition and Data Audit Project
Playground replacement programme
Shepherds Hill Cottage Restoration
Sports Strategy and Facility Improvement Plan
Sportsgrounds - Design & Build
Sportsgrounds - Floodlighting renewal
Sportsgrounds - Inspect & replace steel floodlighting poles.
Sportsgrounds - Renew sub surface drainage/irrigation systems
Sportsgrounds - Renewal of lighting poles
Various Parks - upgrade public access power.

Retaining walls

Bond Street Retaining Wall - Renewal
Curzon Rd New Lambton Retaining Wall- renewal
Retaining Wall - Perkins Street Newcastle

Environment

Bushland and Watercourses

Aries Way Reserve - creek rehabilitation
Community Education at environment rehabilitation worksites
Condition and Investigation - Natural Assets
Environmental Management System (EMS) – Develop and Implement a corporate system
Environmental Project Delivery Support
Ironbark Ck Rehabilitation - St 5 - 7
Ironbark Ck Reserve Stage 1-7 - revegetation works
Jesmond Bushland Complex Rehabilitation
Kotara Park - Creek rehabilitation Stage 1 & 2
Maryland Creek - Rehabilitation
Natural Connection - Newcastle's Healthy Catchments Program

Appendix - Works Program Projects

Sydney Cl Elmore Vale- Kaiyutibbin Ck Design & Construct
Various Creeks - rehabilitation
Various Reserves - bushland regeneration
Wentworth Creek Rehabilitation - Stage 1 of 2

Coast, Estuary and Wetlands

Bar Beach Seawall, Cliff and Promenade
Coastal Cliffline Rehabilitation Monitoring
Coastal Cliff line Rehab Stabilisation- Kilgour and Nobbys
Coastline - dune preservation and restoration
Hunter River Foreshore Stockton - revegetation
Jersey Road Sandgate - Wetland Rehabilitation
Lloyd St Res Merewether-Littoral Rainforest Restoration
Market Swamp Wetland- rehabilitation design and construct
Mitchell St Sea Wall repair Stockton
Newcastle Coastal Management Program Investigation and Preparation
Newcastle Sth Cliffline (North of skate park)
Shortland Esp- rewire the rock catch fence
Stockton Beach Nourishment
Stockton Coastal Works
Stockton Riverwall - Stage 6 - 9 Design & Construct - Stage 7
Various Sites - coastal revegetation
Wetland Connection

Street and Park Trees

Citywide - Community Urban Forest Program
Citywide - tree audit for all attributes
Citywide Tree - inspection and monitoring
Living Streets Campaign
Park and Street Tree - Life extension program
SAPTRP - Street Tree Planting
Street Verge Gardens
Successional Large Tree Planting

Waste Management

Asset Identification & Condition assessment report
Astra St Remediation
CCTV and Wireless network refurbishment/upgrade
Cell 09 Landfill Design and Construction (Stage 2)
Connect Leachate Tanks to Leachate System & Water Quality Sensors
Development and Design of Long-Term Recycling (Yellow Bin) Solution
Domestic Bins (Repair, Replacement, New Deliveries and Upgrades)
Implement an Environmental Management System (EMS) at Summerhill
Litter Fencing
Organics Facility
Public Place Bins (Replacement and Upgrades)
Small Vehicle Recieveal Centre (SVRC)
Stormwater and Leachate Management - Design & Review of Existing Pond Integrity
Weighbridge refurbishment

Fleet

Fleet Replacement

Fleet Replacement Program 2019

Appendix - Works Program Projects

Fleet Replacement Program 2020

Information Technology

Implementation and Upgrade of Applications

- 100991 - Foundation 3D Model
- Business Paper Software Implementation (Minutes Manager)
- Citrix Upgrade
- Delegation Registry System
- Desktop SOE Upgrade
- Digitise Paper Based Operations
- E Planning
- Improving online user experience
- OneCouncil - Natural Assets
- OneCouncil Ci Anywhere Implementation - Stage 1
- OneCouncil to the Cloud
- Online Customer Service Experience
- Optimise Document and Records Management
- Optimised ICT Operations
- Storm Water Drain Management System
- TechnologyOne Implementation - Milestones
- Transition to Office 365
- Venue Management system - Stage 2

IT Infrastructure Improvements

- Customer and Visitor Kiosk Technology
- IT Equipment Refresh
- MFD replacement 2018
- PC Replacement
- Transformative ICT Capability
- Transition to Target Infrastructure

IT Strategic and Systems Analysis

- Business Critical Hardware and Application Review
- Contracts Management Software
- Email Domain Change Impact Assessment
- EMS Software Implementation
- Establish Integration Framework
- IT Operating Model Implementation
- Transition to Modern Workforce

Roads

Bridges

- Cottage Creek Bridge replacement
- Pedestrian Bridge Handrail replacement
- Tyrrell St Bridge - Construction

Footpaths

- 100634 - Hunter Stadium Shared Pathway Upgrade
- Cardiff Rd Elermore Vale - footpath retaining wall
- Citywide - Minor Footpath Renewal
- Hunter St Newcastle - footpath and kerb renewal
- Lloyd St Merewether footpath and kerb renewal
- Various cycleways - linemarking and signage program
- Wharf Rd Newcastle footpath and tree renewal

Appendix - Works Program Projects

William St Tighes Hill - footpath rehabilitation

Road Rehabilitation

101200 - Asset Condition Inspections
200594 - Russell Road New Lambton - Wickham Rd to Brett St - Road
Allowah St Waratah - road reconstruction
Anderson Drv Tarro - road rehabilitation
City Road HW10 Merewether
Citywide - Laneway Renewal
Design&Project Mgt Resources Build Pipeline Renewal Projects
Fern St Islington road reconstruction
Frederick St Merewether - road rehabilitation Stage 4
Howell St Kotara - road reconstruction
Local and Neighbourhood Centres Facade Improvement Scheme
Longworth Ave Wallsend - road renewal design
Merewether Street Newcastle
Minmi Rd Wallsend - road widening
Neighbourhood Renewal Joslin St Kotara
Neighbourhood Renewal Orchardtown Rd Kotara
Park Ave Kotara - road renewal design
Samdon St Hamilton - road renewal design
Shortland Local Centre Public Domain Upgrade
Station St Wickham Road Works - WTI
Tyrone Road New Lambton reconstruction
Village Centres renewal - Beresfield
Village Centres renewal - Merewether Design & Construct
Village Centres renewal - Stockton
Village Centres renewal - Wallsend Concept Design
Village Centres- renewal feasibility
Watermains replacement - Design
Watt St Newcastle - road renewal
Young St Carrington - Rehabilitation Construction

Road Resurfacing

979800 - Road Resurfacing Citywide
Road Resurfacing - pavement and road roughness testing
Road Resurfacing - site preparation
Road Resurfacing Citywide

Roadside Furniture

City Wide - Lighting Renewal
City Wide - street lighting assessment
Road Furniture - renewal
Roadside Furniture - renewal
Street lighting upgrade
Transport Stop Upgrade

Stormwater

Flood Planning

Flash Flood Alert Service - Operation & Maintenance
Flood Education Campaign
Flood Management DCP
Maintenance of Flood Detection Equipment

Appendix - Works Program Projects

Minmi Rd Detention Basin Fletcher Dam Safety Works and Monitoring.
Sea & Groundwater Level Monitoring
Wallsend Flood Plan Property Acquisition

Stormwater System

100694 - Tooke St Cooks Hill - Stage 2 Drainage Rehabilitation Design
Auckland St Newcastle Design and Construct
Beaumont St Islington- Drainage design and construct
Brookfield Ave Fletcher - Drainage Rehabilitation
Citywide - trenchless drainage rehab Implementation
Cleary St Hamilton - Stormwater Design and construct
Council Street, Cooks Hill - Drainage Rehabilitation
Creeks and Waterways - inspect erosion and sediment control
Croudace Rd Elmore Vale- Stormwater design & construction
Drainage Management and Condition Survey
Fairfield Avenue New Lambton - Stormwater Design & Construction
Frederick St Merewether - Drainage Design and Construction
Gross St Tighes Hill - GPT construction
Howell St Kotara- Drainage rehabilitation
Kinross Avenue - Stormwater Rehabilitation
Low Lying Suburbs- Tide gate rehabilitation
Mayfield East Drainage Design
Nesca Park Cooks Hill- detention design & construction
Patrick St Construction and Kilgour, Buchanan St Merwether Design
Power St Islington- Stormwater construct - Stage 2
Power St Islington- Stormwater design and construct
Sanctuary Estate Fletcher - rehabilitate biofiltration
Smith Street Merewether - Drainage Design
Stockton Laneways - Infiltration and unrelieved sags
Stormwater Drainage - Construct Access
Stormwater Drainage - Replace Grates
Stormwater Drainage- Renewal
Stormwater Drainage- Technical advice
Swan Street, Cooks Hill - Drainage Construction
Throsby and Cottage Creek 1D/2D Modelling
Throsby Creek Catchment Sediment Study Delivery Wo
University Dr Waratah West - catchment rehabilitation
Various Headwall & Outlet Rehabilitation
Water Quality Devices- Rehabilitation
Water Sensitive City Implementation

Strategic

Economic Development

Newcastle After Dark

Smart City

City Digital and Data Platforms
City West Smart Lighting Upgrade
Electric Vehicle Trial - Pool Car replacement
Energy Savings Projects
Hunter Innovation Project
Large Scale Solar

Appendix - Works Program Projects

Newcastle Living Lab
Smart City Infrastructure
Smart City Initiative
Smart Moves Newcastle
Strange Futures Technology Innovation Festival

Strategic Plans

2020 CWMAP review and update
Corporate Brand Review
Social Infrastructure Strategy

Transport

Cycleways

100923 - H23 Overpass to Mordue Parade
CP - Broadmeadow to Newcastle West Cycleway
CP - Chatham Road and Clyde Street, Hamilton North
CP - Chinchon St Islington - Scholey St to Maitland Rd (Islington Park)
CP - Cycleway Signposting
CP - Cycleways Education and Promotion
CP - Cycleways Investigation & Development
CP - Glebe Rd Adamstown to Newcastle West
CP - Lambton Park to Croudace St
CP - Maud Street - University to City Centre Cycleway
CP - Mayfield Precinct - Traffic Study and Feasibility Investigation
CP - Merewether to Newcastle City Centre
CP - Minmi Road, Fletcher - Shared Path
CP - Richmond Vale Rail Trail
CP - Shortland to Tarro Cycleway
Cycleways - JHH to Wallsend off-road pathway design
Cycleways Program Management
National Park Shared Paths
University Dr - Blue Gum Road to Regal Cinema

Local Area Traffic Management (LATM)

LATM - Albert Street, Wickham - Speed Cushions
LATM - Albert, Greenway, Church and Grey Streets, Wickham - Entry Realignments
LATM - Chinchon St, Islington - Traffic Control Signals
LATM - Croudace Road at Garsdale Avenue - Intersection Upgrade
LATM - Design and Construction of Traffic Calming Devices - Cooks Hill
LATM - Design and Construction of Traffic Calming Devices - Tighes Hill
LATM - Design and Construction Traffic Control Devices - Priority Projects
LATM - Glebe Road and Park Avenue, Adamstown - Traffic Control Signals
LATM - Joslin St, Kotara - Design thresholds and p
LATM - National Park Street, Merewether - Raised Pedestrian Crossing
LATM - Park Avenue and Joslin Street, Kotara - Traffic Control Signals
LATM - Parry Street and National Park Street Intersection, Newcastle West - Raised Crossings and Kerb Extens
LATM - Traffic Modelling, Local Area Traffic Management Studies and Program Support
LATM - Vista Parade, Kotara - Raised Pedestrian Crossing

Parking Infrastructure

600901 - Parking Meter Replacement
Mall Car Park - Internal Facilities Maintenance and Renewal
Stockton Ferry Terminal car park expansion

Appendix - Works Program Projects

Pedestrian Access and Mobility Plan (PAMP)

100447 - William St at Bryant Tighes Hill-Footway access ramps
PAMP - Allowah St, Waratah West - Footpath constru
PAMP - Anderson Dr, Tarro - Footpath construction
PAMP - Beech Close to Weller Street Shared Path
PAMP - Bruncker Rd, Adamstown - Design crossing and
PAMP - Cardiff Road, Elermore Vale - Construct ped
PAMP - Croudace Rd at EVPS - Construct kerb extens
PAMP - Croudace Road, Elermore Vale - Jubilee Road to Cardiff Road - Footpath
PAMP - Cynthia Street, Adamstown Heights - Footpath
PAMP - Denison Street, Hamilton - Kerb Ramps
PAMP - Gordon Avenue, Hamilton South - Pedestrian Refuge
PAMP - Harriet St at High St, Waratah - Pedestrian
PAMP - High Street, The Hill - Pedestrian Refuge
PAMP - Industrial Drive at Vine Street, Mayfield - Footway Access Ramps
PAMP - Janet Street, North Lambton - Footpath
PAMP - Jubilee Road, Elermore Vale - Footpath
PAMP - Maitland Rd, Mayfield - Design of kerb ramp
PAMP - Mandalong Road, Adamstown - Kerb Ramps (Narara Road and Gosford Road)
PAMP - Maryland Drive near Grange Avenue, Maryland - Pedestrian Refuge
PAMP - Minmi Road, Maryland - Footpath
PAMP - Morehead Street, Lambton - Raised Pedestrian Crossing
PAMP - Program Support and Development of Principal Pedestrian Network
PAMP - Samdon St, Hamilton - Design refuges & spee
PAMP - Samdon, Belford Sts, Hamilton - Ped leg at
PAMP - Section St, Mayfield - Kerb extension and r
PAMP - Tourle Street at Maitland Road, Mayfield - Raised Pedestrian Crossing
PAMP - Union St, The Junction - Kerb extensions an
PAMP - Union, Laman and Bull Streets, Cooks Hill - Raised Pedestrian Crossings
PAMP - Woodstock Street at Maitland Road, Mayfield - Pedestrian Refuge
PAMP - Young Road, Lambton - Pedestrian Refuges, Intersection Realignment and Kerb Ramps
PAMP - Young St, Carrington - Raised pedestrian cr
PAMP/LATM Minor Works

**ORDINARY COUNCIL MEETING
26 MAY 2020**

**CCL 26/05/20
EXECUTIVE MONTHLY PERFORMANCE REPORT**

**Item 29 - Attachment A:- Executive Monthly Performance Report –
April 2020**

DISTRIBUTED UNDER SEPARATE COVER

Monthly Performance Report

April 2020



newcastle.nsw.gov.au



City of
Newcastle


Income Statement

Result for the financial period ending 30 April 2020













| Full Year Budget | YTD Budget | YTD Actual Result | Variance (\$) | Variance (%) |
|--|----------------|----------------------|------------------|-----------------|
| \$'000 | \$'000 | \$'000 | \$'000 | \$'000 |
| Income from Continuing Operations | | | | |
| 182,809 | 152,327 | 152,327 | | 0% |
| 89,626 | 74,762 | 65,330 | (9,432) | -13% |
| 10,054 | 8,364 | 5,275 | (3,089) | -37% |
| 10,894 | 9,197 | 9,644 | 447 | 5% |
| 15,021 | 7,509 | 7,713 | 204 | 3% |
| 12,830 | 8,698 | 8,698 | | 0% |
| | | | | 0% |
| | | | | 0% |
| 321,234 | 260,857 | 248,987 | (11,870) | -5% |
| Expenses from Continuing Operations | | | | |
| 110,519 | 90,280 | 87,520 | (2,760) | -3% |
| 4,923 | 4,047 | 4,102 | 55 | 1% |
| 75,815 | 57,747 | 49,703 | (8,044) | -14% |
| 47,834 | 39,849 | 39,765 | (84) | 0% |
| 59,227 | 49,405 | 43,524 | (5,881) | -12% |
| 5,948 | 4,659 | 3,729 | (930) | -20% |
| 304,266 | 245,987 | 228,343 | (17,644) | -7% |
| 16,968 | 14,870 | 20,644 | 5,774 | 39% |
| 4,138 | 6,172 | 11,946 | 5,774 | 94% |

Operating Analysis as at 30 April 2020

Over budget by more than 5% 

Over budget by 5% or less 

Result within budget 

| Department / Service Unit | Indicator | Var (\$'000) | Var(%) | Issue | Explanation |
|------------------------------------|---|--------------|--------|-----------------------------|---|
| Operating Revenue | | | | | |
| Rates and charges |  | 0 | 0% | | |
| User charges & fees |  | (9,432) | -13% | Waste - (\$7.7m) | The Summerhill waste management centre has not met budgeted income levels, particularly in the area of campaign soils scheduled for March and April. This is partially offset by a reduced State Waste Levy expense. There has also been below budget results in On-Street Parking Meters (\$0.8m), and Development Applications. |
| Interest |  | (3,089) | -37% | Interest - (\$3.1m) | Heightened global equity market volatility continues to impact on returns. |
| Other operating revenues |  | 447 | 5% | | Higher than expected revenue from insurance recoupments \$0.2M and income from Summerhill Solar Farm \$0.3M. |
| Grants & contributions - Operating |  | 204 | 3% | | |
| Grants & contributions - Capital |  | 0 | 0% | | |
| Net Gain from disposal of assets |  | 0 | 0% | | |
| Operating Expenses | | | | | |
| Employee costs |  | (2,760) | -3% | Staff costs | - Lower than forecast staff costs due to timing of the project program and general vacancies |
| Borrowing costs |  | 55 | 1% | | |
| Materials & Contracts |  | (8,044) | -14% | Works program OPEX - \$5.9m | Operational expenditure generated through delivery of the works program is below the forecast by approx. \$5.9m. |
| Depreciation & Amortisation |  | (84) | 0% | | |
| Other operating expenses |  | (5,881) | -12% | NSW waste levy | \$4.8m reduction in expenditure on the NSW State Waste Levy due to lower than forecast tonnages. |

Capital Statement

Result for the financial period ending 30 April 2020

| Full Year Budget \$'000 | YTD Budget \$'000 | YTD Actual Result \$'000 | Variance (\$) \$'000 | Variance (%) \$'000 |
|---|-------------------------|--------------------------------|-------------------------|---------------------------|
| Capital funding | | | | |
| 40,610 General fund contribution to capital | 41,500 | 46,913 | 5,413 | 12% |
| 7,326 2012 Special Rate Variation | 6,105 | 6,105 | | 0% |
| 1,990 Stormwater Management Service Charge | 1,658 | 1,658 | | 0% |
| 12,830 Capital Grants & Contributions | 8,698 | 8,698 | | 0% |
| 1,700 Proceeds from the sale of assets | 1,417 | 764 | (653) | -85% |
| (3,868) Net Loans Borrowings / (Repayments) | (3,223) | (3,223) | | 0% |
| 60,588 Funding available for capital expenditure | 56,155 | 60,915 | 4,760 | 8% |
| Capital Expenditure | | | | |
| 23,605 Asset Renewal | 18,489 | 14,797 | (3,692) | -25% |
| 46,789 New / Upgrade | 38,000 | 36,176 | (1,824) | -5% |
| 1,404 Priority Projects | 1,066 | 1,003 | (63) | -6% |
| 71,798 Total capital expenditure | 57,555 | 51,976 | (5,579) | -11% |
| | | | | |
| (11,210) Transfer to or (Draw down on) reserves | (1,400) | 8,939 | 10,339 | 116% |

Commentary on capital spend

Council's total capital spend at the end of April is \$52m. This result is \$5.6m below the YTD budget of \$57.6m. The total project spend inclusive of operational and capital expenditure is \$68.3m compared with a YTD budget of \$79.3m.

Debtors Report as at 30 April 2020

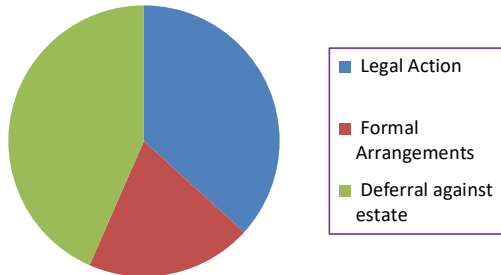
Outstanding Rates

| Debt Recovery Action | No. of Properties | \$ Amount |
|-------------------------|-------------------|------------------|
| Legal Action | 112 | 568,536 |
| Formal Arrangements | 251 | 306,586 |
| Deferral against estate | 35 | 671,659 |
| Total | 398 | 1,546,781 |

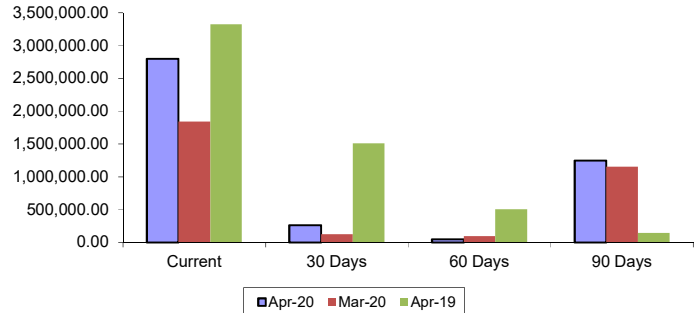
Aged Debtors Report (Major Debtors Report)

| Period | Apr-20 \$ | Mar-20 \$ | Apr-19 \$ |
|--------------|------------------|------------------|------------------|
| Current | 2,795,878 | 1,843,923 | 3,324,012 |
| 30 Days | 264,363 | 127,648 | 1,514,683 |
| 60 Days | 49,116 | 96,671 | 507,703 |
| 90 Days | 1,248,171 | 1,154,072 | 145,850 |
| Total | 4,357,528 | 3,222,314 | 5,492,248 |

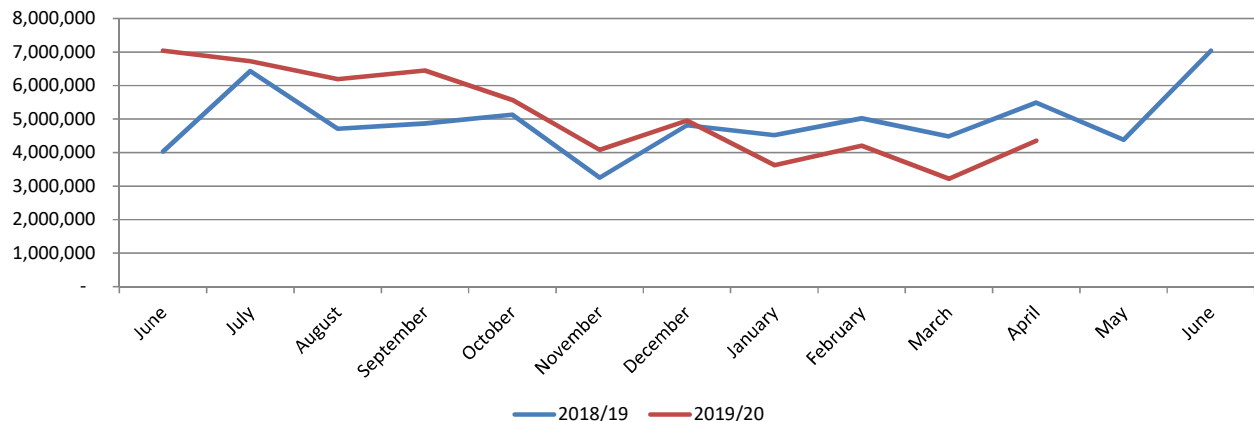
Outstanding Rates (\$)



Debtors balances



Trend of Debtors Balance (\$)



Breakdown of Material Debtors greater than \$100,000

| Debtor | Business Unit | Total \$ | Current \$ | 30 Days \$ | 60 Days \$ | 90 Days \$ |
|-------------------------------|---------------------------|--------------|------------|------------|------------|------------|
| Cleanaway | Waste Management | \$ 393,060 | 393,060 | - | - | - |
| Veolia Environmental | Waste Management | \$ 1,189,074 | 380,550 | - | - | 808,525 |
| Enviroacific Services Pty Ltd | Waste Management | \$ 576,345 | 524,649 | 51,697 | - | - |
| Cleanaway Pty Ltd | Waste Management | \$ 564,452 | 564,452 | - | - | - |
| Jemena | Civil Construction & Mana | \$ 152,777 | 31,874 | - | - | 120,903 |
| Transport for NSW | Infrastructure & Property | \$ 135,000 | 135,000 | - | - | - |
| Volvo Commercial Vehicles | Infrastructure & Property | \$ 238,600 | 238,600 | - | - | - |
| Anambah Electrical Services | Strategy & Engagement | \$ 164,043 | - | - | - | 164,043 |

Commentary on Material Debtors greater than 90 days

Veolia Environmental - Debt relates to Waste tipping fees. Discussions regarding payment are ongoing. CN expects to fully receive this amount.
 Jemena - Customer has disputed invoice. Discussions are ongoing.
 Anambah Electrical Services - Debtor has been referred to debt collection agency.

Works Program Summary

For the month ending 30 April 2020

| Full Year Revised Budget \$,000 | Portfolio/Program | YTD Revised Budget \$,000 | YTD Actual Result \$,000 | Variance to YTD budget (%) | % of FY Budget Spent |
|------------------------------------|--|------------------------------|-----------------------------|-------------------------------|-------------------------|
| 27,395 | Buildings, Structures and Places | 22,119 | 19,447 | -12% | 71% |
| 422 | Aquatic Centres | 331 | 209 | -37% | 50% |
| 50 | Blackbutt Reserve | 33 | | -100% | 0% |
| 11,067 | Buildings - Council Support Services | 9,693 | 9,631 | -1% | 87% |
| | Caravan Parks and Commercial Properties | | | 0% | 0% |
| 70 | Cemeteries | 47 | 2 | -96% | 3% |
| 1,061 | City Centre Revitalisation | 808 | 385 | -52% | 36% |
| 946 | Coastal Revitalisation | 681 | 443 | -35% | 47% |
| 651 | Community Buildings | 605 | 761 | 26% | 117% |
| 4,555 | Cultural Facilities | 3,466 | 2,884 | -17% | 63% |
| 3,859 | Libraries | 2,844 | 2,825 | -1% | 73% |
| 3,421 | Recreation Parks and Sporting Facilities | 2,683 | 2,099 | -22% | 61% |
| 238 | Public Toilets | 222 | 190 | -14% | 80% |
| 1,055 | Retaining Walls | 706 | 18 | -97% | 2% |
| 11,789 | Roads | 9,750 | 9,618 | -1% | 82% |
| 3,282 | Bridges | 2,592 | 3,408 | 31% | 104% |
| 567 | Footpaths | 520 | 520 | 0% | 92% |
| 519 | Road Furniture | 382 | 395 | 3% | 76% |
| 4,883 | Road Rehabilitation | 4,254 | 3,619 | -15% | 74% |
| 2,538 | Road Resurfacing | 2,002 | 1,676 | -16% | 66% |
| 5,205 | Transport | 4,059 | 3,162 | -22% | 61% |
| 1,204 | Cycleways | 867 | 436 | -50% | 36% |
| 1,398 | Local Area Traffic Management | 1,175 | 853 | -27% | 61% |
| 210 | Parking Infrastructure | 171 | 105 | -39% | 50% |
| 2,393 | Pedestrian Access and Mobility Plan | 1,846 | 1,768 | -4% | 74% |
| 7,505 | Stormwater | 6,183 | 5,250 | -15% | 70% |
| 91 | Flood Planning | 70 | 42 | -40% | 46% |
| 7,414 | Stormwater System | 6,113 | 5,208 | -15% | 70% |
| 28,162 | Environment | 21,986 | 17,393 | -21% | 62% |
| 1,455 | Bushland and Watercourses | 1,148 | 1,024 | -11% | 70% |
| 5,180 | Coast, Estuary and Wetlands | 3,587 | 1,456 | -59% | 28% |
| 1,070 | Street and Park Trees | 866 | 797 | -8% | 74% |
| 20,457 | Waste Management | 16,385 | 14,116 | -14% | 69% |
| 8,354 | Information Technology | 6,444 | 4,462 | -31% | 53% |
| 1,751 | Implementation and Upgrade of Applications | 1,367 | 697 | -49% | 40% |
| 5,139 | Infrastructure Improvements | 3,983 | 3,028 | -24% | 59% |
| 1,464 | Strategic and Systems Analysis | 1,094 | 737 | -33% | 50% |
| 3,765 | Strategic | 2,861 | 2,910 | 2% | 77% |
| 3,405 | Smart City | 2,601 | 2,850 | 10% | 84% |
| 360 | Strategic Plans | 260 | 60 | -77% | 17% |
| 7,465 | Fleet Replacement | 5,947 | 6,036 | 1% | 81% |
| 7,465 | Fleet Replacement | 5,947 | 6,036 | 1% | 81% |
| 99,640 | Total Works Program | 79,349 | 68,278 | -14% | 69% |

Note: The Budget above is inclusive of operational and capital works

Councillors' Expense Register 2019/2020

| | OFFICIAL BUSINESS | ACCOMPANYING PERSON (Official Business) | OVERSEAS TRAVEL | PROFESSIONAL DEVELOPMENT | AICD COURSE FEES | LGNSW / NGA ANNUAL CONFERENCE | COMMUNICATION DEVICES | COMMUNICATION EXPENSES | CARER EXPENSES | STATIONARY and OFFICE SUPPLIES | TOTAL EXPENDITURE |
|-------------------------|-------------------|---|---|--------------------------|--|---|-----------------------|------------------------|-------------------|--------------------------------|-------------------|
| LORD MAYOR | \$4,000 | \$1,000 | | \$5,000 | \$4,000 | | \$4,000 | \$3,000 | \$6,000 | \$500 | |
| Policy Provision | Annual (per year) | Annual (per year) | In accordance with a Council resolution | Annual (per year) | Once only (per term) (may be combined with Professional Development expenses in the year undertaken) | (see below) | Once only (per term) | Annual (per year) | Annual (per year) | Annual (per year) | |
| NELMES Nuatali | 1,317.29 | - | - | 2,071.95 | | 863.09 | 2,769.98 | 1,129.00 | - | 378.18 | 8,529.49 |
| ALL COUNCILLORS | \$2,000 | \$500 | | \$5,000 | \$4,000 | \$20,000 | \$4,000 | \$3,000 | \$6,000 | \$500 | |
| Policy Provision | Annual (per year) | Annual (per year) | In accordance with a Council resolution | Annual (per year) | Once only (per term) (may be combined with Professional Development expenses in the year undertaken) | Annual (per year) (shared among elected representatives inclusive of both events) | Once only (per term) | Annual (per year) | Annual (per year) | Annual (per year) | |
| BYRNE Matthew | 272.50 | - | - | - | | - | 3,586.53 | 1,045.40 | - | 177.13 | 5,081.56 |
| CHURCH John | 482.52 | - | - | - | | - | - | 540.00 | - | 449.09 | 1,471.61 |
| CLAUSEN Declan | 1,076.19 | - | - | - | | - | 3,821.53 | 1,045.40 | - | 98.93 | 6,042.05 |
| DUNCAN Carol | 803.09 | - | 21,060.34 | - | | - | 3,586.53 | 1,045.40 | - | - | 26,495.36 |
| DUNN Jason | - | - | - | - | | - | 3,586.53 | 1,045.40 | - | 178.72 | 4,810.65 |
| ELLIOTT Kath | 1,568.31 | - | - | 409.09 | | - | 3,348.75 | 1,045.40 | - | 177.13 | 6,548.68 |
| LUKE Brad | 367.96 | - | - | - | | - | 3,586.53 | 1,045.40 | - | 177.13 | 5,177.02 |
| MACKENZIE John | 204.32 | - | - | - | | - | 3,586.53 | 1,045.40 | - | 449.09 | 5,285.34 |
| ROBINSON Allan | - | - | - | - | | - | 3,586.53 | 1,045.40 | - | 300.00 | 4,931.93 |
| RUFO Andrea | 37.07 | - | - | - | | - | 3,586.53 | 1,045.40 | - | - | 4,669.00 |
| WHITE Emma | - | - | - | - | | - | 3,586.53 | 1,045.40 | - | 177.13 | 4,809.06 |
| WINNEY-BAARTZ Peta | 944.63 | - | - | - | 8,918.00 | - | 3,586.53 | 1,045.40 | - | 13.64 | 14,508.20 |
| TOTAL (exc LM) | 5,756.59 | - | 21,060.34 | 409.09 | 8,918.00 | - | 39,449.05 | 12,039.40 | - | 2,197.99 | 89,830.46 |
| TOTAL (inc LM) | 7,073.88 | - | 21,060.34 | 2,481.04 | 8,918.00 | 863.09 | 42,219.03 | 13,168.40 | - | 2,576.17 | 98,359.95 |

CEO and Lord Mayor Offices Expenses

| | YTD Budget \$'000 | YTD Actual \$'000 |
|---------------------------------|-------------------|-------------------|
| Employee costs | 1,068 | 1,010 |
| Materials & contracts | 254 | 118 |
| Depreciation & amortisation | 1 | 1 |
| Other operating expenses | 184 | 135 |
| Total Operating Expenses | 1,507 | 1,264 |



WARD 4 CAPITAL WORKS UPDATE AS AT 30 APRIL 2020

(i) Wallsend Bridge replacement/upgrade

| Item | Actual Date | Reason for delay/Status of works |
|---|-------------|---|
| Tyrrell Street Bridge - construction 2018 | March 2020 | The bridge has been opened to traffic and minor make good works are being undertaken. The project has reached practical completion although the Telstra cutover remains to be completed (delayed due to Covid-19 pandemic). |
| Boscawen Street Bridge - detailed design | | Scheduled for 2020/2021 financial year. |
| Cowper Street Bridge | | Works to be included within the detailed design for Stage 2 – Kokera Street/ Cowper Street intersection. |
| Channel Naturalisation | | Modelling of three naturalisation options for HWC's channel is underway. Due to coordination with Local Centre work and Ironbark Creek Stage 7 design work, this may extend in to mid-2020. |



Tyrrell Street Bridge

(ii) Wallsend and Beresfield Local Centre Public Domain Plans

| Item | Actual Date | Reason for delay/Status of works |
|---|----------------|---|
| Wallsend Public Domain Plan was broken in stages for preliminary costing and budgeted for in CN's forward program | 2018 | Integration with Ironbark Creek, Wallsend Flooding Assessment and Wallsend Drainage design is underway to ensure strategic consistency throughout the precinct. A draft schedule has been prepared for the timing of stages. Further community engagement for the overall Wallsend town centre, and for individual project stages, is scheduled to commence this year. |
| Stage 1 – Bunn Street bus stop relocation (outside childcare centre) accelerated | Q2 2019/20 | Trees have been planted. Covid-19 pandemic has interrupted workshop process for a mural. The team is evaluating a way to conduct a workshop. The artwork will be executed by professional artists based on input from the Childcare Centre, Wallsend Library and invited stakeholders. |
| Stage 2 – Draft schedule splits detailed design for following stages over the next three financial years: | | |
| Kokera/Cowper Street intersection | | <ul style="list-style-type: none"> Detail design has commenced, Community engagement is scheduled to inform the detail design process, Construction tender by end of 2019/2020 financial year, ready for construction 2021/2022. Detailed design tenders to be prepared for release to market in early 2020. |
| Nelson/Cowper Street Intersection | | TfNSW blackspot funding received to assist with design and construction. |
| Newcastle/Cowper Street Intersection | | Construction scheduled 2021/22 and 2022/23 subject to funding. |
| Beresfield Local Centre Public Domain and Traffic Plan | Completed 2019 | Beresfield Local Centre officially opened on 20 September 2019. Landscape design is progressing in collaboration with the University of Newcastle. Covid-19 pandemic has delayed mural delivery. The community's preferred concept will be delivered on ground in mid to late 2020. This site is part of a joint CN and University of Newcastle urban heat island monitoring and mitigation project which has been grant funded by Local Government NSW. The final design will reduce urban heat island effect through shade provision and heat reducing materials. |
| Shortland Local Centre | Initiation | Project planning for improvement works is budgeted for the 2019/20 financial year. A project charter has been developed and an online community survey will be undertaken to inform design development. |

Investment Policy compliance report

April 2020

Executive summary:

1 **Socially Responsible Investment:**

Application of the investment function has remained consistent with requirements outlined within Part E of CN's Investment Policy, "*Environmentally and Socially Responsible Investments (SRI)*".

2 **Portfolio holdings:**

CN's overall investment portfolio holdings are \$333.4million, with \$312.1million invested directly in Income producing/defensive asset classes, and \$21.3million of these monies invested in the Capital Growth focused Long Term Growth Fund with an approx. asset allocation of (80% growth and 20% defensive).

3 **Performance commentary – Income producing/ Defensive Funds:**

As at the end of April 2020 CN's allocation to the income producing/defensive assets remained at 94%. These funds continue to provide CN with a stable source of income through these volatile economic times.

Australia's four major banks have in recent weeks been reporting their six monthly financial performance. As part of these ASX market announcements the banks have been significantly increasing their loss provisioning whilst at the same time reducing dividend payouts. Whilst this capital preservation strategy hurts equity holders it strengthens the position of debt holders as the banks hold more capital to cover their expected increase in bad debts. This highlights the defensive qualities of senior unsecured debt as opposed to equity.

4 **Performance commentary – Long Term Growth Fund:**

As at the end of April 2020 CN's allocation to the Long-Term Growth Fund sat at a total of 6%.

For the month of April, the performance of many developed countries equity markets saw their best month since 1987. This performance continued the bounce back from intra-month lows witnessed in the middle of March. As economic data, not seen since the Great Depression some 100 years ago, started to filter through in April equity markets buoyancy was seemingly tied to the significant policy responses from governments and central banks globally as they continue to announce new policies aiming to do "whatever it takes" to support economies through this health crisis.

TCorp continues to manage the Long-Term Growth Fund to maintain exposures within appropriate ranges. It is important to remain aware that The Long-term Growth Fund is diversified across a number of different asset classes that have differing risk characteristics. While the volatile equity markets are the largest contributor to the total risk of this fund, the declines in the value of the fund are significantly less than the losses experienced in equity markets.

Severe market gyrations have happened before, and they will invariably happen again. It is for this reason CN has, from the outset of buying into this Fund, maintained a clear investment strategy and objective for this investment (matching the balance of this fund with specific long-term liabilities).

Our expectation is that over a rolling 10 year period we will be compensated for the heightened risk with an average rate of return greater than the defensive component of our portfolio.

It is unknown what the impact of the new coronavirus will be on the global economy ongoing and we expect the volatility of the Funds performance to continue in the short term. However, it is important to remain cognisant to the fact that CN's investment strategy for this fund is long term and its fundamentals remain strong and should be adhered to.

Investment Policy compliance report

April 2020

5 **Risk management compliance:**

CN's temporary surplus funds are invested consistent with its adopted Investment and Borrowing Policy and The Local Government Act and Regulations.

Actual performance against CN's Policy limits is disclosed later in this report.

6 **New and matured investments:**

No new investments were placed in April as CN focused on maintaining additional funds at call.

Toward the end of the month additional liquidity was sourced by CN from the sale of \$6million of ANZ June 2020 Fixed rate bonds prior to maturity. This was a considered and conservative decision made primarily to supplement CN's liquidity position thereby enabling continued support to the community in response to COVID-19. The sale transaction also netted CN a profit of \$18k.

Further disclosure of investment portfolio composition and details of any investment placements or maturities during the reporting period are detailed later in this report.

7 **Interest Income Year To Date:**

Year to Date interest income comprises \$6.0million on the Income producing/defensive funds whilst the Long-Term Growth Fund has generated a cumulative loss of \$1.1million (\$0.4m improvement on the prior month).

Overall, total cumulative 2019/20 Interest income is \$4.9million (excluding Newcastle Airport and non-investment portfolio sources of interest) as interest income for the month was a very positive \$0.9million.

The cumulative \$4.9million remains below the December revised budgeted year to date estimate of \$7.9million.

8 **Interest Income 2019/20:**

As at April 2020 the full year budget is set at \$9.48million (excluding Newcastle Airport and non-investment portfolio sources of interest income).

In the time since the construction of the 2019/20 budget several underlying assumptions, derived from financial markets, are no longer reasonable, especially in light of the extremely heightened volatility in recent months.

Strong performance of equity markets over the first seven months of the financial year, which had flowed through to above average returns on the Long-Term Growth Fund, had been offsetting the negative impacts to benchmark interest rates as well a credit risk premiums on revenue derived from the defensive investment category.

Due to the volatility of recent months this positive offset has unwound causing the deviation between actual and budget performance.

Analysis of the revised 2019/20 budget remains ongoing and further budget adjustments will be brought through at the March quarterly review.

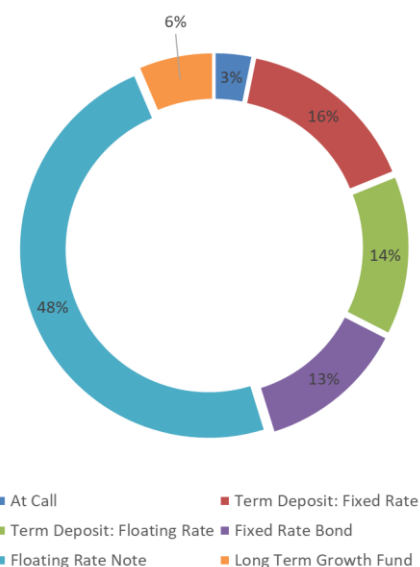
9 In accordance with Council's resolution of 30 May 1995, the schedules of investments (new placements and maturities) from the two previous meetings of Council are provided in detail at the conclusion of this report.

Investment Policy compliance report

April 2020

Portfolio holdings:

| Asset Class allocation | | |
|------------------------------|-----------------------------|----------------------|
| Investment Category | Investment type | CN exposure (\$'000) |
| Income producing / Defensive | Cash At Call | 10,629 |
| | Term Deposit: Fixed rate | 52,279 |
| | Term Deposit: Floating rate | 45,500 |
| | Floating Rate Note | 161,329 |
| | Fixed Rate Bond | 42,361 |
| Capital Growth | Long Term Growth Fund | 21,302 |
| Total | | 333,400 |



Performance:

Income producing/defensive category*:

| | 3 year (% p.a.) | 1 year % | 3 months % | FYTD % | 1 month % | 1 month annualised (% p.a.) |
|------------------------------------|-----------------|----------|------------|--------|-----------|-----------------------------|
| CN's return | 2.78% | 2.32% | 0.50% | 1.85% | 0.16% | 1.93% |
| Performance objective [^] | 2.13% | 1.62% | 0.35% | 1.24% | 0.09% | 1.08% |
| Excess return | 0.65% | 0.70% | 0.15% | 0.61% | 0.07% | 0.85% |

*Exclusive of Capital Growth (disclosed separately below).

[^] CN's Performance objective is set at the Ausbond Bank Bill Index + 0.50%.

Capital Growth category*:

| | 3 year (% p.a.) | 1 year % | 3 months % | FYTD % | 1 month % |
|------------------------------------|-----------------|----------|------------|---------|-----------|
| CN's return | n/a | (2.38%) | (10.76%) | (4.19%) | 2.27% |
| Performance objective [^] | 5.38% | 5.67% | 1.43% | 4.64% | 0.40% |
| Excess return | n/a | (8.05%) | (12.19%) | (8.83%) | 1.87% |

| | Return since Inception [#] |
|-------------|-------------------------------------|
| CN's return | (3.17%) |

* Capital Growth category consists solely of CN's exposure to TCorp Individually Managed Growth Funds.

[^] CN's Performance objective is set at CPI + 3.5% p.a. (over a rolling 10yrs)

[#] Return since inception considers the month end dollar value of the investment against CN's capital contributions since inception. Initial investment into the Capital Growth category occurred in February 2019 with incremental contributions thereafter.

April performance was calculated as at 25 April rather than calendar month end.

Investment Policy compliance report

April 2020

Risk Management compliance:

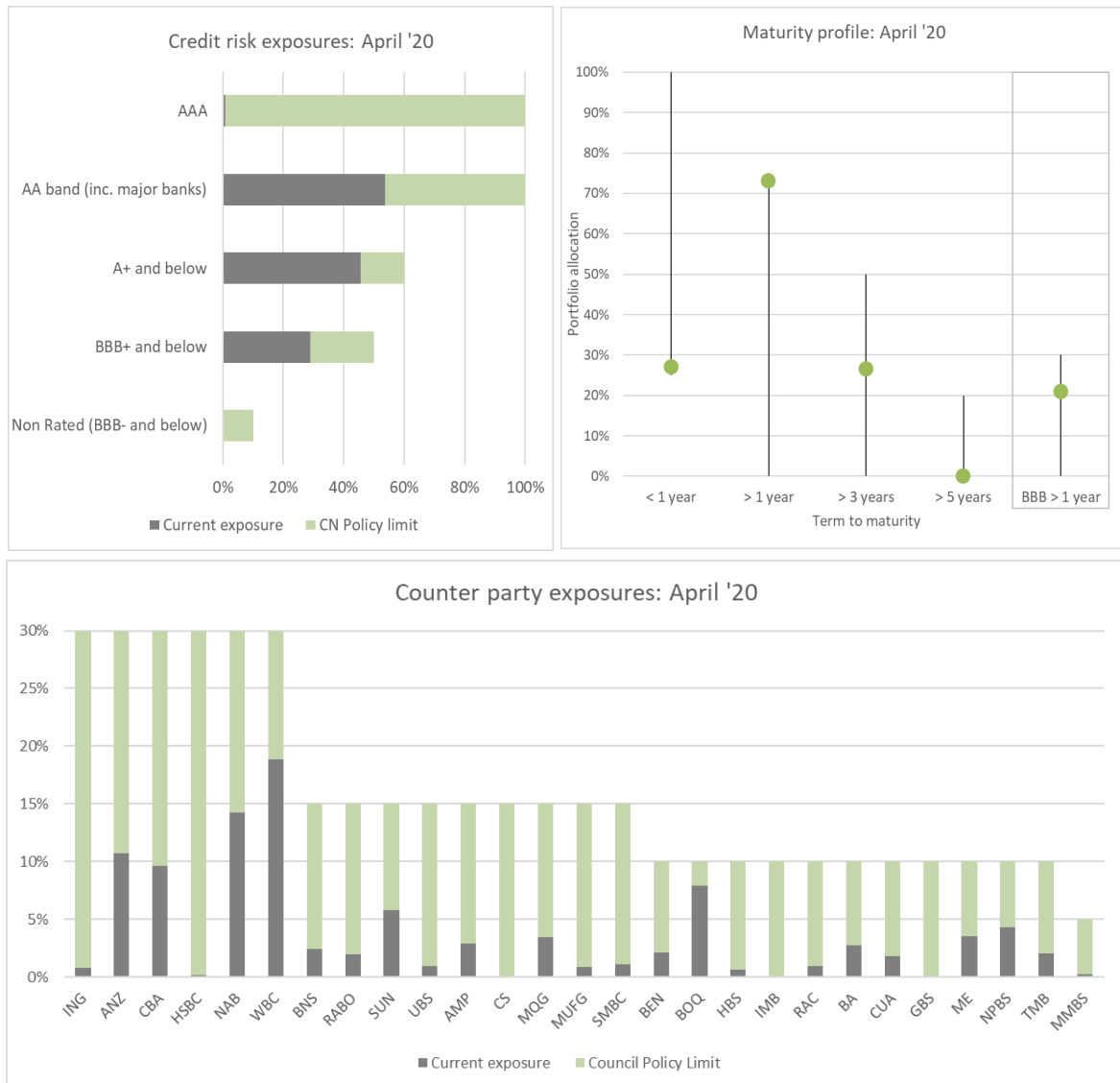
Portfolio exposure:

| Investment category | Minimum exposure | Maximum exposure | CN exposure |
|------------------------------|------------------|------------------|-------------|
| Income producing / Defensive | 80% | 100% | 94% |
| Capital Growth [^] | 0% | 20% | 6% |

[^] Capital Growth category consists solely of CN's exposure to TCorp Individually Managed Growth Funds.

Income producing / Defensive risk limits:

The below risk limits apply only to the income producing / Defensive category of CN's investment portfolio.



ING = ING Bank (Australia) maintains a long term credit rating with S&P of "A". However, CN's sole ING investment is assigned a "AAA" rating due to additional credit support of the investment class.

Investment Policy compliance report

April 2020

New and matured Investments:

New Investments:

| Contract date | Settlement date | Institution | Asset Class | Principal value | Rate of Return | Term | Maturity date |
|---------------|-----------------|-------------|-------------|-----------------|----------------|------|---------------|
| - | - | - | - | - | - | - | - |

Matured Investments:

| Date matured | Institution | Asset Class | Principal value | Rate of Return | Original Term | Original date invested |
|--------------|----------------|-----------------------------|-----------------|------------------|---------------|------------------------|
| 3 Apr 2020 | Macquarie Bank | Term Deposit: Fixed rate | \$4,000,000 | 1.60% | 113 days | 12 Dec 2019 |
| 7 Apr 2020 | Newcastle Perm | Floating Rate Note | \$2,000,000 | 90d bbsw + 1.35% | 5 years | 7 Apr 2015 |
| 7 Apr 2020 | Newcastle Perm | Floating Rate Note | \$4,500,000 | 90d bbsw + 1.58% | 3.7 years | 25 Jul 2016 |
| 17 Apr 2020 | NAB | Term Deposit: Fixed rate | \$4,000,000 | 1.70% | 210 days | 20 Sep 2019 |

Sold Investments:

| Date sold | Institution | Asset Class | Principal value | Profit on sale | Original Rate of Return | Original Term | Original date invested |
|-------------|-------------|--------------------|-----------------|----------------|-------------------------|---------------|------------------------|
| 24 Apr 2020 | ANZ | Fixed rate bond | \$2,999,565 | \$9,015 | 3.385% | 5 years | 3 Jun 2015 |
| 24 Apr 2020 | ANZ | Fixed rate bond | \$2,999,194 | \$9,386 | 3.51% | 5 years | 12 Jun 2015 |

I certify that the new investments detailed above have been made in accordance with the Local Government Act 1993, the Local Government (General) Regulation 2005, and Council's adopted Investment Policy.

Not required as no new investments placed in April 2020

Scott Moore
Responsible Accounting Officer

Investment Policy compliance report

March 2020

New and matured Investments:

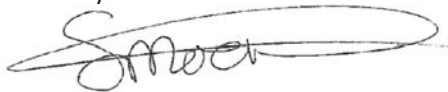
New Investments:

| Contract date | Settlement date | Institution | Asset Class | Principal value | Rate of Return | Term | Maturity date |
|---------------|-----------------|-------------|-----------------|-----------------|----------------|-----------|---------------|
| 11 Mar 2020 | 13 Mar 2020 | Westpac | Fixed rate Bond | \$1,342,185 | 1.49% | 4.4 years | 16 Aug 2024 |

Matured Investments:

| Date matured | Institution | Asset Class | Principal value | Rate of Return | Original Term | Original date invested |
|--------------|----------------|-----------------------------|-----------------|------------------|---------------|------------------------|
| 3 Mar 2020 | Macquarie Bank | Floating Rate Note | \$4,500,000 | 90 bbsw + 1.10% | 5 years | 03 Mar 2015 |
| 12 Mar 2020 | IMB Bank | Term Deposit: Fixed rate | \$3,000,000 | 1.60% | 134 days | 30 Oct 2019 |
| 20 Mar 2020 | CUA | Floating Rate Note | \$2,000,000 | 90d bbsw + 1.30% | 3 years | 20 Mar 2017 |

I certify that the new investments detailed above have been made in accordance with the Local Government Act 1993, the Local Government (General) Regulation 2005, and Council's adopted Investment Policy.



Scott Moore
Responsible Accounting Officer

Investment Policy compliance report

February 2020

New and matured Investments:

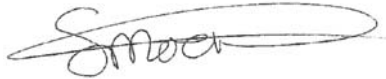
New Investments:

| Contract date | Settlement date | Institution | Asset Class | Principal value | Rate of Return | Term | Maturity date |
|---------------|-----------------|----------------|-----------------|-----------------|----------------|----------|---------------|
| 6 Feb 2020 | 19 Feb 2020 | Macquarie Bank | Fixed rate Bond | \$5,000,000 | 1.7075% | 5 years | 12 Feb 2025 |
| 18 Feb 2020 | 18 Feb 2020 | NAB | Term Deposit | \$4,000,000 | 1.48% | 80 days | 8 May 2020 |
| 28 Feb 2020 | 28 Feb 2020 | NAB | Term Deposit | \$8,000,000 | 1.55% | 124 days | 2 Jul 2020 |

Matured Investments:

| Date matured | Institution | Asset Class | Principal value | Rate of Return | Original Term | Original date invested |
|--------------|--------------|--------------------|-----------------|------------------|---------------|------------------------|
| 5 Feb 2020 | CBA | Fixed rate Bond | \$2,000,000 | 4.92% | 6.4 years | 9 Sep 2013 |
| 24 Feb 2020 | Greater Bank | Floating Rate Note | \$3,000,000 | 90d bbsw + 1.45% | 3 years | 17 Feb 2017 |

I certify that the new investments detailed above have been made in accordance with the Local Government Act 1993, the Local Government (General) Regulation 2005, and Council's adopted Investment Policy.



Scott Moore
Responsible Accounting Officer