
ATTACHMENTS DISTRIBUTED UNDER SEPARATE COVER

**ITEM-53 CCL 23/07/19 - ADOPTION OF AMENDMENT TO NEWCASTLE DCP
2012 - SECTION 6.02 HERITAGE CONSERVATION AREAS**

- Attachment A:** Draft Section 6.02 Heritage Conservation Areas and associated Section 9.00 Glossary (for adoption)
- Attachment B:** Summary of submissions to amended draft Section 6.02 – Heritage Conservation Areas of Newcastle Development Control Plan 2012
- Attachment C:** Comparison of definition changes from the current DCP Section 6.02 HCAs and Draft Section 6.02 HCAs (following exhibition)

**ITEM-55 CCL 23/07/19 - ADOPTION OF THE WEST END STREETScape -
STAGE 2 PLAN**

- Attachment A:** West End Streetscape - Stage 2 Plan
- Attachment B:** West End Streetscape - Stage 2 Plan - Public Exhibition Survey Report - April 2019
- Attachment C:** West End Streetscape - Stage 2 Plan - Public Exhibition Summary of Written Submissions and Proposed Actions
- Attachment D:** Notice of Motion 25/05/17 - Recommendation from the Cycling Advisory Committee
- Attachment E:** Notice of Motion 27/11/18 - Inner City Cycleway on Hunter Street

**ORDINARY COUNCIL MEETING
23 JULY 2019**

**CCL 23/07/19
ADOPTION OF AMENDMENT TO NEWCASTLE DCP 2012 SECTION 6.02
HERITAGE CONSERVATION AREAS**

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| Item 53
Attachment A: | Draft Section 6.02 Heritage Conservation Areas and associated Section 9.00 Glossary (for adoption) |
| Item 53
Attachment B: | Summary of submissions to amended draft Section 6.02 – Heritage Conservation Areas of Newcastle Development Control Plan 2012 |
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Attachment C: | Comparison of definition changes from the current DCP Section 6.02 HCAs and Draft Section 6.02 HCAs (following exhibition) |

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**ORDINARY COUNCIL MEETING
23 JULY 2019**

**CCL 23/07/19
ADOPTION OF AMENDMENT TO NEWCASTLE DCP 2012 SECTION 6.02
HERITAGE CONSERVATION AREAS**

Item 53 Draft Section 6.02 Heritage Conservation Areas and
Attachment A: associated Section 9.00 Glossary (for adoption)

6.02 Heritage Conservation Areas

Amendment history

Draft

Version Number	Date Adopted by Council	Commencement Date	Amendment Type
1	24/07/2018	12/11/2018	New
2	26/03/2019	24/06/2019	Amended
3	TBC	TBC	Amended

Savings provisions

Any development application lodged but not determined prior to this section coming into effect will be determined taking into consideration the provisions of this section.

Land to which this section applies

This section applies to land shown as *Heritage Conservation Area* on the Heritage Map of Newcastle Local Environmental Plan (LEP) 2012 and described in Schedule 5 of Newcastle LEP 2012.

Development (type/s) to which this section applies

This section applies to all development.

Applicable environmental planning instruments

The provisions of the following listed environmental planning instruments also apply to development applications to which this section applies:

- Newcastle Local Environmental Plan 2012
- State Environmental Planning Policy 64 – Advertising Signage.

In the event of any inconsistency between this section and the above listed environmental planning instruments, the environmental planning instrument will prevail to the extent of the inconsistency.

Note 1: Additional environmental planning instruments may also apply in addition to those listed above.

Note 2: The *Environmental Planning and Assessment Act 1979* enables an environmental planning instrument to exclude or modify the application of this DCP in whole or part.

Related sections

The following sections of this DCP **may** also apply to development to which this section applies:

- 5.04 Aboriginal Heritage
- 5.05 Heritage Items
- 5.06 Archaeological Management.

Associated technical manual/s

This section should be read in conjunction with the:

- *Technical Manual Heritage*, Updated September 2014, Newcastle City Council.

Additional information

- *A Pictorial Guide to Identifying Australian Architecture: styles and terms from 1788 to the present*, R. Apperly, R. Irving and P. Reynolds, 1994, Sydney.
- *Altering Heritage Assets*, Heritage Office and Department of Urban Affairs & Planning, 1996, Sydney.
- *Architecture Newcastle: A Guide*, Barry Maitland and David Stafford, 1997, University of Newcastle and RAIA.
- *Assessing Heritage Significance*, 2001, NSW Heritage Office Sydney.
- [Better Placed; Design Guide for Heritage, 2019, Heritage Council of NSW & Government Architect New South Wales.](#)
- *California Bungalow in Australia*, Graeme Butler, 2003, Lothian Books.
- *Colour Schemes for Old Australian Houses*, Evans, I., Lucas, C., & Stapleton, I., 2004 & 1984, Flannel Flower Press.
- *Conservation Areas*, 1996, Heritage Office and Department of Urban Affairs & Planning.
- *Design in Context; Guidelines for Infill Development in the Historic Environment*, 2005, Heritage Office & RAIA NSW Chapter.
- *Federation Architecture Guidelines*, 1982, Trevor Howells for Heritage Council of NSW.
- *Matters of National Environmental Significance - Significant Impact Guidelines 1.1 EPBC Act 1999*, 2013, Department of the Environment.
- *More Colour Schemes for Old Australian Houses*, Evans, I., Lucas, C., & Stapleton, I., 2008 & 1992, Flannel Flower Press.
- *Photographic Recording of Heritage Items Using Film or Digital Capture*, 2001, revised 2004, 2006, Heritage Office.
- *Salt attack and rising damp: A guide to salt damp in historic and older buildings*, 2008, NSW Heritage Council with Heritage Victoria, South Australian Department for Environment and Heritage and Adelaide City Council.
- *State Heritage Inventory* www.environment.nsw.gov.au/heritageapp/heritagesearch.aspx
- *Statements of Heritage Impact*, 1996, revised 2002, Heritage Office & Department of Urban Affairs & Planning.
- *Technical Notes* www.environment.nsw.gov.au/Heritage/conservation/techadvice.htm
 - Commercial Limewashes
 - Repointing Lime Mortar Joints — some important points
 - Treating Biological Growths on Historic Masonry
 - Cracking of buildings due to shrink/swell in clay soils
 - Drought Related Cracking of buildings
- *The Burra Charter - The Australia ICOMOS Charter for Places of Cultural Significance*, Australia ICOMOS, 2013, A.C.T.
- *The Conservation Plan - A Guide to the Preparation of Conservation Plans for Places of European Cultural Significance*, J.S. Kerr, Australia ICOMOS, 2013, A.C.T.

Definitions

A word or expression used in this development control plan has the same meaning as it has in Newcastle Local Environmental Plan 2012, unless it is otherwise defined in this development control plan.

Other words and expressions referred to within this section are defined within Part 9.00 - Glossary, of this plan, and include:

- **Aboriginal cultural heritage** - Aboriginal objects and declared Aboriginal places as defined under the National Parks and Wildlife Act, 1974.
- **Aboriginal object** – has the same meaning as in the Newcastle Local Environmental Plan 2012.
- **Aboriginal place of heritage significance** – has the same meaning as in the Newcastle Local Environmental Plan 2012.
- **The Act** - the Environmental Planning and Assessment Act 1979
- **Allotment** - the legal parcel of land which has been created via subdivision and registered with the Land Property Information service, normally having a Lot Number and Deposited Plan (ie Torrens Title subdivision).
- **Alter** - in relation to a heritage item, or to a building or work within a heritage conservation area, means:
 - (a) make structural changes to the outside of the heritage item, building or work; or
 - (b) make non-structural changes (other than maintenance) to the detail, fabric, finish or appearance of the outside of the heritage item, building or work.
- **Archaeological assessment** - a report prepared by a qualified archaeologist that conforms to the current reporting requirements of the NSW Office of Environment and Heritage.
- **Archaeological site** - a site identified in the Newcastle Archaeological Management Plan 1997; or the place or site of a relic or relics as defined in the NSW Heritage Act 1977 as amended and has the same meaning as in the Newcastle Local Environmental Plan 2012.
- **Architectural character** - includes massing, articulation, composition of building elements, material use and details including building entrances, fenestration, balconies and balustrades, awnings, planters, pergolas, boundary walls, fences etc.
- **Awning** - is a predominantly horizontal structure that projects over a footpath from the host building to provide weather protection for pedestrians.
- **Balcony** - is an open area, not being an enclosed room or area, attached to or integrated with and used for the exclusive enjoyment of the occupant or occupants of a dwelling.
- **Building elements** – doors, windows, gutters, downpipes, chimneys, walls, shopfronts, roofs, and stairs.
- **Building envelope** - the three dimensional space that limits the extent of a building on an allotment. The building envelope is defined by building height and front, side and rear boundary setbacks. Refer to definitions for building height and setback for inclusions and exclusions.
- **Building height** or **Height of building** – has the same meaning as in the Newcastle Local Environmental Plan 2012.
- **Building line** or **Setback** – has the same meaning as in the Newcastle Local Environmental Plan 2012.
- **Bulk** – the total effect of the arrangement, volume, size, and shape of the building.

- **Character** – the combination of the individual characteristics or qualities of a neighbourhood, precinct or street.
- **Conservation** - all of the processes of conserving a place to retain heritage significance.
- **Conservation management plan** - refer to 'Heritage conservation management plan'.
- **Contributory buildings** - are buildings that contribute to the character of the heritage conservation area. They are:
 - (i) **Heritage item** – buildings that are listed as a heritage item in the Newcastle Local Environmental Plan 2012; or
 - (ii) **Contributory 1** – buildings that clearly reflect a Key Period of Significance for the heritage conservation area and are key elements of the heritage conservation area. This ranking is assigned where the main front portion of the building is largely unaltered as viewed from the street. Includes buildings with rear additions which do not affect the main front roof; or
 - (iii) **Contributory 2** – buildings that have been altered but are still identifiable as dating from a Key Period of Significance for the heritage conservation area. They retain their overall form from the original date of construction and, even though altered, are contributory to the heritage conservation area character. This ranking is assigned where a building has alterations such as cement rendering to Federation or Inter-war period brickwork or a first floor addition which affects the main front roof form, yet the period and style of the building remains discernible.
- **Contributory buildings map** - means a map of the heritage conservation area which identifies buildings and sites as being contributory, neutral or non-contributory. Refer to the Contributory Buildings Maps of the *Technical Manual Heritage*.
- **Contributory item** - a feature, including a building, work, relic, tree or place within a conservation area which in the opinion of the Council has cultural significance and whose loss would be detrimental to the overall heritage significance of the conservation area.
- **Curtilage** – has the same meaning as in the Newcastle Local Environmental Plan 2012.
- **Demolish** – has the same meaning as in the Newcastle Local Environmental Plan 2012.
- **Fabric** – the physical material of the place (including the building, site or area).
- **Facade** – the exterior walls of a building.
- **Facadism** – the practice of demolition of a building, retaining only the facade.
- **Fenestration** - arrangement of windows and other patterns on a building.
- **Fine grain** - a variety of different land uses in proximity to one another or a series of narrow building elements as opposed to a large consolidated land use or a broad, unbroken building form.
- **Form** – the overall shape and volume of the building and the arrangement of its parts.
- **Height of building** – refer to 'Building height'.
- **Heritage Act 1977** - an Act of the NSW Parliament providing for conservation orders and other controls over items having heritage significance. The Act is administered by the Heritage Council of NSW.
- **Heritage buildings, sites and elements** – heritage items (including landscape and archaeological items, and building elements), buildings, works, relics, trees and sites within heritage conservation area and heritage streetscapes.

- **Heritage conservation area** – has the same meaning as in the Newcastle Local Environmental Plan 2012.
- **Heritage conservation management plan** – also includes "Conservation Management Plan" - a document prepared to conform with the publication *The Conservation Plan; a guide to the preparation of conservation plans for places of European cultural significance*, J.S.Kerr, Australia ICOMOS, 2013, ACT, and has the same meaning as in the Newcastle Local Environmental Plan 2012.
- **Heritage Council of NSW** - the NSW Government's heritage advisory body established under the Heritage Act 1977. It provides advice to the Minister for Heritage and others on heritage issues. It is also the determining authority for s.60 applications.
- **Heritage impact statement** - also includes "Statements of Heritage Impact" – a document that conforms to the standards contained in the NSW Heritage Branch publication *Statements of Heritage Impact, 1996, revised 2002*, and has the same meaning as in the Newcastle Local Environmental Plan 2012.
- **Heritage management document** – has the same meaning as in the Newcastle Local Environmental Plan 2012.
- **Heritage item** - has the same meaning as in the Newcastle Local Environmental Plan 2012.
- **Heritage significance** – has the same meaning as in the Newcastle Local Environmental Plan 2012.
- **Host building** – the existing building on the land that is the subject of an alteration or addition.
- **In the vicinity** – the surrounding context, environment or setting of a heritage item.
- **Infill development** – a new building in an established neighbourhood or precinct.
- **Intactness** – the degree of original elements, or elements from a significant period of development, which demonstrate the heritage significance of the building or group of buildings.
- **Internal fabric** – the interior fittings such as fireplaces, ceilings, joinery, walls, lifts, galleries, stairs, hardware and moveable items.
- **Intrusive building** – a building that has a negative effect on the character or heritage significance of a heritage conservation area.
- **Landmarks** - prominent or distinguishing buildings or features by which people orient themselves and identify places within the City.
- **Lot** - refer to 'Allotment'.
- **Maintenance** – has the same meaning as in the Newcastle Local Environmental Plan 2012.
- **Massing** – the size and volume of a building.
- **Neutral buildings** – are buildings that are either heavily altered to an extent where the construction period is uncertain, or are from a construction period which falls outside any Key Period of Significance for the heritage conservation area, but which reflect the predominant scale and form of other buildings within the heritage conservation area, and therefore do not detract from the character of the heritage conservation area. This ranking is assigned where the building is either so altered the period and style is no longer evident, or it is a recent building which is of a height, form and scale which is consistent with the streetscape.
- **Nominated State heritage item** – has the same meaning as in the Newcastle Local Environmental Plan 2012.

- **Non-contributory buildings** - are buildings from a construction period which falls outside any Key Period of Significance for the heritage conservation area and that have scale or form that is not consistent with the key characteristics of the heritage conservation area. This ranking is assigned where the building is recent or late 20th century and is out of scale, not consistent with the height, form and scale of buildings within the streetscape.
- **Relic** – has the same meaning as in the Newcastle Local Environmental Plan 2012.
- **Restoration** - means returning the existing fabric of a building or work to a known earlier state by removing accretions or by reassembling existing components without the introduction of new materials.
- **Setback** – refer to 'Building line'.
- **Scale** – the size of a building in relation to its surroundings.
- **Setting** – the context within which a building or structure is situated in relation to the surroundings. For example, buildings, roof scapes, chimneys, valleys, ridges, view corridors, trees, parks, gardens, view corridors, vantage points and landmarks may contribute to the setting of a building.
- **State Heritage Inventory** - is an online database of all statutory listed heritage items and heritage conservation areas in New South Wales including Aboriginal Places, State Heritage Register, Interim Heritage Orders, State Agency Heritage Registers and Local Environmental Plans. Each listing may include a description of the item or area, a Statement of Heritage Significance and recommended management provisions to guide future development. The information is provided by local councils and State government agencies.
- **Statement of environmental effects** - is a document that outlines the environmental impacts of a proposed development and outlines any steps taken to protect the environment and to manage impacts.
- **Streetscape** - means the form, character and visual amenity of the street environment.
- **Verandahs** - located on the ground floor. Commonly seen on terrace houses and bungalows.
- **View** - an extensive or long range outlook towards a particular urban aspect or topographical feature of interest.

Statements of Heritage Significance and Desired Future Character

Note 3: These statements should be read in conjunction with the details provided in the *Heritage Technical Manual*, Updated September 2014, Newcastle City Council and the *State Heritage Inventory* www.environment.nsw.gov.au/heritageapp/heritagesearch.aspx

▪ **Cooks Hill Heritage Conservation Area**

Summary Statement of Heritage Significance

Cooks Hill Heritage Conservation Area is culturally significant on a number of levels. As a residential and commercial precinct it is regarded for its special historical character, liveable streetscapes, diverse range of historic residential and commercial buildings and several tree lined streets. The age of the suburb, relative to other suburbs of Newcastle, is apparent in the style and form of buildings and eclectic street layout.

It has a significant visual character comprising buildings which represent all of the common architectural styles including mid 19th century workers' houses and terraces, Federation bungalows, Inter-war cottages and post-war residential flat buildings. A critical mass of contributory buildings, traditional streetscapes, significant trees, sandstone kerb and gutters, artefacts, heritage listed hotels, shops and parklands, gives the suburb a strong sense of place and a distinctive historic identity valued by local residents and visitors.

Cooks Hill is closely associated with the Australian Agricultural Company as part of the original 2000 acre grant owned by the Company. The Company began to sell off parts of Cooks Hill in the 1850s. However, even before that the Company built huts for its workmen and so the area began its life as a mining village in the midst of the Company's railways and mines. When the first land sales did occur, development was rapid along Lake Macquarie Road (Darby Street) and eventually Blane Street (Hunter Street), becoming an extension of the main laid out streets towards the City Centre. The early houses were single and two storey terraces and miners' cottages, both brick and timber. Retailing and hotel keeping flourished as did the population. The area is significant as it reflects the land uses and activities of the AA Company. Its mines, its railways, and the Colliery railway serving the Merewether district, exercise a strong physical presence over Cooks Hill to this day.

Key Period of Significance – circa 1850 to 1940

Desired Future Character Statement

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 and
- 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.

- **Glebe Road Federation Cottages Heritage Conservation Area**

Summary Statement of Heritage Significance

The 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. Those being the single storey scale of these modest detached row of dwellings, a symmetrical street frontage, set close to Glebe Road and set off side boundaries, open verandah, pyramidal roof form, hip and gable roofs, bearer and joist construction with lightweight cladding material (weatherboard), and the absence of garaging with provision for parking occurring at the rear accessed via side driveways. The uniformity of the group in terms of architectural style, age, height, form, massing, setbacks, materials, and lack of obvious garaging contributes to defining the character.

The house at 55 Glebe Road has associative significance with a prominent individual, being the home of RJ Kilgour, a past Mayor of Merewether, and whose son was the first to enlist locally in 1915 for the First World War. 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.

Key Period of Significance – circa 1909 to 1915

Desired Future Character Statement

The character of the Glebe Road Federation Cottages Heritage Conservation Area is made up of the single storey Federation cottages that were built between 1909-1915. 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 single storey scale of housing stock that is an original defining feature of the Federation cottages group**
- 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 and
- items of heritage significance recommended for individual listing as heritage items in Schedule 5 of the Newcastle LEP.

- **Hamilton Business Centre Heritage Conservation Area**

Summary Statement of Heritage Significance

Hamilton Business Centre Heritage Conservation Area is of heritage significance for its role in the economic and social life of the local Hamilton community. It contains many examples of two storey shops and commercial premises that serve to reflect the various periods of economic growth and social history. The area is representative of the waves of immigration during the 20th century and the eastern European immigrants who came to Newcastle established businesses in the street. Newcastle's earliest examples of Italian and Greek eateries opened on Beaumont Street during the 1950s. The Newcastle Earthquake of 28 December 1989 dramatically changed Beaumont Street. There was widespread damage and loss of life and major social dislocation. However, in terms of the buildings that survived, they were revitalised and many of the two storey shopfronts were saved by judicious planning and urban design. Beaumont Street is now a thriving urban centre with a cosmopolitan character. Many of the buildings have been compromised by unsympathetic signage however, the two storey scale is important in defining the character of the street.

Key Period of Significance – circa 1870 to 1940

- **Hamilton Residential Precinct Heritage Conservation Area**

Summary Statement of Heritage Significance

The Hamilton Residential Precinct HCA is a low scale, residential area typified by small lot housing of generally one or two storeys, with the character of the area and its streetscapes representative of the late Victorian, Federation and Inter-war periods of Australian urban development. 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. In particular, a large number of detached terrace houses, with streets generally comprising of small lot housing, with a traditional street grid nestled adjacent to Hamilton railway station, and general absence of space for vehicle accommodation.

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. 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. 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.

Key Period of Significance – circa 1870 to 1940

Desired Future Character Statement

The character of the Hamilton Residential **Precinct** 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 and
- items of heritage significance individually listed as heritage items in Schedule 5 of the Newcastle LEP.

▪ **Hamilton South 'Garden Suburb' Heritage Conservation Area**

Summary Statement of Heritage Significance

The Hamilton South 'Garden Suburb' Heritage Conservation Area is significant to the local community for the surviving evidence of an early twentieth century subdivision pattern made up of single dwellings on large 'suburban' style allotments generally over 600 square metres. The precinct has associational significance with the eminent Australian architect and planner Sir John Sulman and as such, its original form is important evidence of his work and ideas. The suburb is one of Newcastle's earliest and largest examples of a planned garden suburb and as such is historically important. The evidence of Sulman's original design is reflected in the road layout, allotment shape and pattern, and form of housing – single storey detached bungalow and cottage style houses, with a consistent palette of face brick and painted weatherboard houses.

Key Period of Significance – circa 1913 to 1940

Desired Future Character Statement

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 and
- the relationship of houses to their gardens and houses to each other.

- **Newcastle City Centre Heritage Conservation Area**

Summary Statement of Heritage Significance

The Newcastle City Centre Heritage Conservation Area is significant on many levels. The mix of commercial, retail and civic buildings is a powerful reminder of the city's past, its economic and social history. Historic buildings provide the backdrop to a city of dramatic topography on the edge of the sea and the mouth of a harbour.

The pre-1840s buildings in the city are of state significance (Rose Cottage, c1830, Newcomen Club, 1830, parts of James Fletcher Hospital) and share associations with the city's convict origins. Newcastle has a rich archaeological record of national significance, with the potential to yield information about the early convict settlement and early industrial activities. The city area is known to have been a place of contact between colonists and the indigenous population. This evidence is available in historical accounts and in the archaeological record surviving beneath the modern city.

The high numbers of commercial and civic buildings of the 19th and 20th centuries gives the city a rich historic character which is notable and allows an understanding of the importance of the city as a place of commerce, governance and city building. The historical foundation of the city was the discovery and exploitation of coal with good shipping access via a safe and navigable harbour. The town's layout by Surveyor General Henry Dangar in 1828 is still visible in the city's streets, and is an element of historical value, particularly in the vicinity of Thorn, Keightley, Hunter and Market Streets.

Key Period of Significance – circa 1801 to 1940

- **Newcastle East Heritage Conservation Area**

Summary Statement of Heritage Significance

The Newcastle East Heritage Conservation Area is highly significant as a historic landscape that provides a record of the interaction between the natural environment, including the harbour and the sea, and human settlement. It contains important evidence of Aboriginal life in Newcastle East, uncovered during excavations at the Convict Lumber Yard (CLY) and historical archaeological sites. This evidence allows archaeologist to understand the human and environmental history of the precinct.

Throughout its European history the area has been shaped by different activities including being the second penal settlement on the mainland after Sydney (from 1801), the site of the processing and shipping of cedar and coal (CLY), having an important coastal defence installation (Fort Scratchley Historic site), the Nobbys lighthouse and breakwater important to the story of shipping, through to the generation of electricity. The residential area is significant for its consistent streetscapes of two and three storey terrace housing dating from the mid-19th through to early 20th centuries and its housing for workers. There are also examples of single storey detached houses.

The social history of Newcastle East is derived from it being the site of early conservation battles in the 1970s, between developers and conservationists and there are rows of public housing that make this place a community and home for many. It is also an important place of recreation at facilities like the Ocean Baths, Nobbys Beach, and Foreshore Park.

Key Period of Significance – circa 1801 to 1940

Desired Future Character Statement

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 and
- parks and reserves, including Newcastle beach, Nobbys Beach, and Foreshore Park.

▪ The Hill Heritage Conservation Area

Summary Statement of Heritage Significance

The Hill is of outstanding heritage significance to the City of Newcastle on many levels. It is a significant historic landscape containing numerous heritage items, significant trees, views of the ocean and harbour, and a steep topography that gives it a distinctive character. Its history is multi-dimensional as one of the oldest settled areas and as a place of first European settlement.

There are many significant paintings by early colonial artists including Joseph Lycett, Sophia Campbell and others, depicting European use of the hill area during the first two decades of settlement, and that depict the traditional owners of the area, the Awabakal, living in this area. The Anglican Cathedral and burial ground is situated at the top of the hill. The first railway in Australia was located in this precinct, starting at the AA Coy's A Pit, just off Church Street. The flat bench created for the mine is still visible with the "The Boltons" heritage group now sitting over the site. The funicular railway is significant as the first in Australia, and it was manually powered by the convict labour force indentured to the Company.

The heritage conservation area is also significant historically for its three AA Coy coal pits, the three earliest private coal mines in Australia, the A Pit, off Church Street, the B Pit, off Swan Street, the C Pit, off Bingle Street, and their remains including the winding house at No 18 Bingle Street (see Item No. 2173981). These sites are of high heritage significance as they brought profound changes to the economic fortunes of the colony after 1828 because a coal export trade gained great momentum. The Cathedral and its burial ground have the potential to reveal through their archaeology information about the convict settlement, and despite the repositioning of the graves, the human remains survive in their original resting places.

The Hill Heritage Conservation Area has a strong sense of place and contains highly intact streetscapes with houses, terraces and villas dating from the mid 19th Century through to the late 20th century. There are several residences which date as far back as the 1850s and Claremont House in Newcomen Street which was built in the 1840s, and these are of particular importance. A remnant stone wall (the remains of the Parsonage at the corner of Newcomen and Church Street) dates between 1818-1820. The sandstone retaining walls are an important historical element in The Hill along with mature trees, gardens, and early roads formations.

Key Development Period of Significance – circa 1801 to 1940

Desired Future Character Statement

The character of 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 and
- existing subdivision pattern and street layout.

Heritage Impact Statement Guidelines

A Heritage Impact Statement is required with development applications for properties within or within the vicinity of a heritage conservation area where the carrying out of the proposed development would affect the heritage significance of the heritage conservation area concerned. The statement is to assess the impact of the proposed development on the heritage significance of the building, streetscape, or area, and how any impact arising from the changes will be mitigated.

The length of the statement will vary depending on the scale and complexity of the proposal. For the most simplistic development proposals which apply for minor works that are likely to have a negligible impact on the heritage significance of the heritage conservation area, for example proposed works to a property which are not visible to the street, it may be sufficient for a brief one or two page Heritage Impact Statement to be included as a section within the Statement of Environmental Effects. A more extensive report would be required for more complex proposals or those that will have a significant impact on the heritage significance of the heritage conservation area, for example proposed works to a property which are visible to the street.

Note 4: It is a document that conforms to the standards contained in the NSW Heritage Branch publication *Statements of Heritage Impact, 1996, revised 2002*. The issues to be addressed by the heritage impact statement for development that is to be carried out within a heritage conservation area must include:

- (a) the heritage significance of the heritage conservation area and the contribution which any building, work, relic, tree or place affected by the proposed development makes to this heritage significance
- (b) the impact that the proposed development would have on the heritage significance of the heritage conservation area
- (c) the compatibility of any proposed development with nearby contributory buildings, the streetscape and the character of the heritage conservation area, taking into account the size, form, scale, orientation, setbacks, materials and detailing of the proposed development
- (d) the measures proposed to conserve the significance of the heritage conservation area and its setting, including protection of significant views
- (e) whether any landscape or horticultural features would be affected by the proposed development
- (f) whether any archaeological site or potential archaeological site would be affected by the proposed development
- (g) whether any Aboriginal cultural heritage or potential Aboriginal cultural heritage would be affected by the proposed development
- (h) the extent to which the carrying out of the proposed development in accordance with the consent would affect any historic subdivision pattern
- (i) an addendum to the statement to address the issues raised by any submission received in relation to the proposed development in response to the notification or advertising of the application.

The statement should clearly identify each of the proposed works and should reference all development application drawings.

The statement should consider compliance with any recommended management policies contained in the State Heritage Inventory for the property or heritage conservation area.

Where a building has a current Conservation Management Plan, the Heritage Impact Statement will need to demonstrate compliance with the plan.

The statement should include options that have been considered for the proposal and document reasons for choosing the preferred option. These should include proposals to minimise the impact of the development on the heritage significance of the building, site, streetscape or area.

Major alterations to a heritage item may also require the statement to include options and justify the preferred option for interpretation, to detail how the significant aspects and uses of the heritage item may be publicly interpreted.

The inclusion of supplementary consultants' reports, for example an archaeological assessment report, interpretation strategy report or Aboriginal cultural heritage assessment report, may be required if further detailed assessment is necessary and relevant to the application.

Aims of this section

1. To provide a framework for the conservation of the special qualities within each of Newcastle's Heritage Conservation Areas - Cooks Hill, Glebe Road Federation Cottages, Hamilton Business Centre, Hamilton Residential Precinct, Hamilton South 'Garden Suburb', Newcastle City Centre, Newcastle East, and The Hill.
2. To define the importance, in heritage terms, of each heritage conservation area by providing a Statement of Heritage Significance and a Desired Future Character Statement that shall be the basis of design development.
3. To ensure that development activity within each heritage conservation area is commensurate with heritage significance and produces good design and liveable streetscapes.
4. To ensure that all development has a positive effect on the character of heritage conservation areas.
5. To provide clarity on the types of alterations and additions acceptable in each heritage conservation area.
6. To ensure that proponents of development refer to the Heritage Technical Manual and State Heritage Inventory in the design of development proposals.
7. To identify when the adaptive re-use of existing buildings is suitable.
8. To integrate the principles of ecologically sustainable development with best practice heritage management.

6.02.01 Alterations and additions

Objectives

1. Contributory buildings are retained, recycled and adaptively reused, and their positive contribution to the area or streetscape is maintained. [Reconstruct original features by removing unsympathetic alterations and additions or using more appropriate decorative treatment.](#)
2. [The benign contribution of neutral buildings to the area or streetscape is maintained. Depending on the building's context and heritage significance, it is preferable to retain and restore neutral buildings.](#) It may be possible to remove unsympathetic alterations and additions to the neutral building to improve the contextual design and visual impact of the site to reinforce the character of the heritage conservation area.
3. The detrimental impacts of non-contributory buildings to the area or streetscape are ameliorated or removed. Development on sites containing non-contributory buildings is an opportunity to improve the contextual design and visual impact of the site to reinforce the character of the heritage conservation area.
4. The architectural style of the host building(s) is reflected in the design of the additions and alterations.
5. Alterations and additions contribute positively to the streetscape and the setting of the host building.
6. Additions are designed to minimise the impact on the special qualities of the streetscape and the architectural style of the host building.
7. Additions are in proportion to the host building and conserve the scale of the building and the street.
8. Additions are not visible from the public domain unless the addition is architecturally outstanding.

Controls

Note 5: These controls should be read in conjunction with the guidelines provided in the *Heritage Technical Manual*, Updated September 2014, Newcastle City Council and the *State Heritage Inventory* www.environment.nsw.gov.au/heritageapp/heritagesearch.aspx

Building Envelope

1. The building envelopes in Part 3 of the Newcastle Development Control Plan 2012 do not apply in heritage conservation areas. The building envelope for alterations and additions in heritage conservation areas is established on its merits having regards to:
 - (a) maintaining the profile and form of the host building and its contribution to the area and streetscape, including roof form and profile, and allowing the original building to be discerned, with additions smaller in scale than the existing building, and additional storeys located behind and preferably below the main roof ridge height of the existing building
 - (b) consistency with and complementary to the massing, form, rhythm, bulk, scale, setbacks, wall height, building height, roof pitch, parapet and ridge line of neighbouring contributory buildings which predominate in the street

- (c) amenity considerations relating to the building and its neighbours including:
- i) avoiding overbearing development for public spaces and adjoining dwelling houses and their private open space
 - ii) impact on the amenity and privacy of residents
 - iii) protection of significant views or outlook of adjoining residents
 - iv) provision of access to natural light, sunlight and breezes
 - v) ensure buildings are related to land form, with minimal cut and fill
 - vi) ensuring the development will not impede the flow of stormwater or overland paths
 - vii) sufficient landscape and deep soil areas are provided around the development to conserve existing trees and accommodate intensive new landscaping.

Note 6: To assist with 1(c) amenity considerations, this control should be read in conjunction with the relevant sections of Parts 3.00 – Landuse Specific Provisions, 4.00 – Risk Minimisation Provisions, 5.00 – Environmental Protection Provisions, and 7.00 – Development Provisions of the Newcastle Development Control Plan 2012.

Contributory Buildings

2. Alterations and additions to a contributory building are to:
- (a) respect significant original or characteristic built form
 - (b) respect significant traditional or characteristic subdivision patterns
 - (c) retain significant original fabric
 - (d) retain, and where possible reinstate, significant original features and building elements, including original balconies and verandahs, fences, chimneys, joinery, shop front detailing etc
 - (e) remove unsympathetic alterations and additions, including inappropriate building elements
 - (f) use appropriate materials, finishes and colours
 - (g) respect the pattern, style and dimensions of original windows and doors.
3. Where an addition to the building is proposed, significant original external elements are to be reinstated.
4. The appearance of a principal or significant frontage should generally be conserved and should not be significantly altered. Alterations and additions may be possible to the rear of contributory buildings where they do not significantly alter the appearance of principal and significant façades.

5. Where buildings have foyers or other significant interior features, including hallway detailing, panelling and significant staircases, that are designed to be visible from the street, these are to be retained, especially where they form part of the building's contribution to the streetscape and character of the heritage conservation area.

Neutral Buildings

6. Alterations and additions to a neutral building are to:
 - (a) remove unsympathetic alterations and additions, including inappropriate building elements
 - (b) respect the original building in terms of bulk, form, scale and height
 - (c) minimise the removal of significant features and building elements
 - (d) use appropriate materials, finishes and colours.
7. Alternatives to the retention and reuse of neutral buildings will be considered where it can be demonstrated that:
 - (a) retention and reuse of the building is not reasonable having regard to its heritage significance and contribution to the heritage conservation area
 - (b) the replacement building will not compromise the heritage significance of the heritage conservation area or streetscape.

Non-contributory Buildings

8. Alterations and additions to non-contributory buildings are to:
 - (a) remove inappropriate elements or features that are intrusive to the heritage significance of the heritage conservation area; and
 - (b) respect the prevailing character of the area and street in terms of bulk, form, scale, height and materials.
9. Alternatives to the retention of non-contributory buildings will be considered where it can be demonstrated that the replacement building will not compromise the heritage significance of the heritage conservation area or streetscape.

Architectural character

10. Additions respect the host building, preserving the significant aspects such as scale, roofscape, building form, external materials, details, and bulk.
11. Roof conversions occur where the host roof is a high pitch and can accommodate rooms largely within the roof volume. Depending on the significance and the style of the building, dormer roof windows to provide light and ventilation are permitted.
12. Wing additions occur at the rear. Roof pitch matches that of the host building with additions constructed in a manner that reflects the detailing of the host building.
13. Pavilion additions and rear additions are the preferred method of extending a building. A contemporary or contrasting form may be used where such additions are not visible from street or other public areas.

14. Two storey pavilions occur where there is no negative impact on the dwelling when viewed as an element in the streetscape; and, where it can be demonstrated that there is no negative affect on adjoining properties.
15. Sloping sites accommodate additions that follow the slope of the land. Such additions should be located at the rear.
16. Additional storey additions that alter the scale of the host building are permitted where an existing single storey building:
 - (a) is not a listed heritage item
 - (b) is surrounded by two to three storey buildings
 - (c) does not negatively affect the building in its streetscape setting
 - (d) does not result in a building of more than two storeys in total height.
17. In semi detached houses and contiguous groups of terrace houses, additions and alterations are only considered if the symmetry of the host building will be maintained.
18. Solar panels are permitted on roof planes facing the street where the host building is not a listed heritage item and where the panels are not visually intrusive.

6.02.02 Materials and details in heritage conservation areas

Objectives

1. Maximise the reuse of existing material on site.
2. Ensure selection of new materials and details compliment the local character.

Controls

1. A high proportion of the construction material from the host building are recycled and incorporated in the new additions.
2. The proposal builds on the materials, colours and detail seen throughout the area and which reflect the character of local precincts.
3. The materials palette proposed in an alteration and addition reflects the original design and appearance of the host building.
4. Traditional building elements including windows, doors, hardware, chimneys, verandahs, wall surfaces and other characteristic features of the building, are retained and repaired.
5. Sandblasting is not an acceptable method for cleaning unpainted brickwork or remove paint from brick or stone.
6. Lime mortars are replaced by mortars of similar consistency. Expert advice should be obtained for re-pointing and repair work.

7. External colour schemes are complimentary to the heritage conservation area, are based on research, and have regard of the setting.
8. Exposed brickwork, stone, tiles and shingles are not painted or rendered.
9. Repair and replace joinery in profiles matching the original detailing.
10. Where a face brick structure is proposed, this matches the brick colour and texture of the associated dwelling.

6.02.03 Accommodating vehicles in heritage conservation areas

Objectives

1. Minimise the visual intervention of new structures that accommodate vehicles.
2. Maintain the relationship of buildings to the street and to their settings.
3. Maintain the setbacks associated with the heritage conservation area.
4. Produce liveable streetscapes underpinned by the historical character of the conservation area.

Controls

1. Garages and carports are sited at the rear or behind the building line of the existing house.
2. Additional vehicle crossings in heritage conservation areas are not supported unless the vehicle crossing is to a rear laneway.
3. Where a property has access to a rear lane, vehicle accommodation is located adjacent to the laneway, providing vehicle access from the laneway.
4. Where access to the rear or side of the site is not available, single garages and carports are permitted where demonstrated that the impact on the streetscape or host building is acceptable.
5. Where double garages are proposed at the rear of sites, they are designed with two doors and a pier between them to reduce the horizontal effect of the opening.
6. Car parking where permitted in front of a building, is uncovered.
7. Sandstone kerbing is not to be disturbed.
8. Driveways are designed as concrete or brick strips with grass or gravel in between.
9. Paving materials are terminated inside the property boundary and are not extended into the public domain, unless of a matching colour and treatment.
10. New driveway crossings are to be designed in consultation with Council. All crossings are to be designed to match the colour palette of the site and the neighbouring footway, subject to advice from council staff. Generally plain concrete with a charcoal oxide and trowel finish is to be used where bitumen paving is the predominant paving material.

6.02.04 Fences in heritage conservation areas

Objectives

1. Preserve and protect fences, stone and brick retaining walls and garden settings.
2. Ensure fences within the public domain contribute to the streetscape.
3. Retain and repair surviving original fences.
4. Ensure new fences in the public domain match the details and materials of the adjoining contributory fences or matches the original fence in the case of rebuilding projects.

Controls

1. Reconstruct missing fences to their previous design based on photographic evidence.
2. Retain, repair and re-instate original and traditional fences and retaining walls.
3. Use traditional materials and designs on front or side boundaries where visible to the street.
4. Retain later fences where they reflect the traditional fence design.
5. Front fences are between 700-1200mm high, to a maximum height of 1500mm, measured from ground level.
6. Front fences extend across the whole of the front boundary of the property, and should incorporate gates where there is a driveway present.

6.02.05 Gardens in heritage conservation areas

Objectives

1. Ensure front gardens are a part of the streetscape.
2. Ensure appropriate landscaping is provided.
3. Retain surviving original garden elements such as lych gates, paths, edging tiles etc.
4. Promote use of traditionally designed gardens that enhance the appearance of historic houses and the streetscape.

Controls

1. Trees and shrubs are planted within the property boundaries and not on the front verge which forms part of the public domain.
2. The selection of street trees is undertaken by Council.

6.02.06 Subdividing or amalgamating land in a heritage conservation area

Objectives

1. Ensure that subdivision and amalgamation of land in a heritage conservation area is commensurate with the heritage significance of the area, and conserves the important characteristics of the subdivision pattern and allotment layout, streetscape character and notable features of the precinct.
2. Allow for the interpretation of the original pattern of the subdivision pattern in any development proposal.

Controls

1. Lot boundary changes are not proposed where the development pattern or early subdivision is integral to the heritage significance of the heritage conservation area.
2. Lot boundary changes within heritage conservation areas retains significant features such as buildings, archaeological sites, trees, gardens, and outbuildings associated with the pattern of development of that area.
3. Lot boundary changes to large allotments enables the continuation of the significant or early subdivision pattern of development in the area.
4. Amalgamation of sites in heritage conservation areas provides for the conservation of the fine grain pattern of development associated with the area, where applicable.

6.02.07 Infill development in a heritage conservation area

Note 7: These controls should be read in conjunction with the guidelines provided in the *Heritage Technical Manual*, Updated September 2014, Newcastle City Council and the *State Heritage Inventory* www.environment.nsw.gov.au/heritageapp/heritagesearch.aspx

All new development in the conservation area should be treated as 'infill', that is, it should respect the design of its neighbours and the character of the area generally. Similar principles are applied to infill development as are applied to alterations and additions, and must begin with an understanding of the design and heritage significance of the buildings to which it relates.

Infill development should not copy or replicate its neighbouring traditional buildings. Rather, it is appropriate to interpret the features of the neighbouring buildings and design them in a way that reflects and respects them.

Where a development application is submitted for infill development, appropriate design advice from an architect or accredited building designer should be obtained. A heritage impact statement should be written by the design professional to explain the form and style of the proposal and explain how it relates to the heritage conservation area.

Objectives

1. Infill development respects the design of its neighbours and the character of the heritage conservation area.
2. Infill development achieves a harmony of character; sympathy of scale; appropriateness of form; appropriate orientation and setback, and sympathetic materials and details within heritage conservation areas.
3. Infill development demonstrates a good fit within its setting that respects the neighbouring buildings and the character of the heritage conservation area.
4. Contributory buildings are retained, recycled and adaptively reused, and their positive contribution to the area or streetscape is maintained.
5. **The benign contribution of neutral buildings to the area or streetscape is maintained. Depending on the building's context and heritage significance, it is preferable to retain and restore neutral buildings.**
6. Non-contributory buildings provide locations for appropriate infill development. The detrimental impacts of non-contributory buildings to the area or streetscape are ameliorated or removed. Development on sites containing non-contributory buildings is an opportunity to improve the contextual design and visual impact of the site to reinforce the character of the heritage conservation area.

Controls

Building Envelope

1. The building envelopes in Part 3 of the Newcastle Development Control Plan 2012 do not apply in heritage conservation areas. The building envelope for infill development in heritage conservation areas is established on its merits having regards to:
 - (a) consistency with and complementary to the massing, form, rhythm, bulk, scale, setbacks, wall height, building height, roof pitch, parapet and ridge line of neighbouring contributory buildings which predominate in the street; and
 - (b) amenity considerations relating to the building and its neighbours including:
 - i) avoiding overbearing development for public spaces and adjoining dwelling houses and their private open space;
 - ii) impact on the amenity and privacy of residents;
 - iii) protection of significant views or outlook of adjoining residents
 - iv) provision of access to natural light, sunlight and breezes
 - v) ensure buildings are related to land form, with minimal cut and fill
 - vi) ensuring the development will not impede the flow of stormwater or overland paths
 - vii) sufficient landscape and deep soil areas are provided around the development to conserve existing trees and accommodate intensive new landscaping.

Note 8: To assist with 1(b) amenity considerations, this control should be read in conjunction with the relevant sections of Parts 3.00 – Landuse Specific Provisions, 4.00 – Risk Minimisation Provisions, 5.00 – Environmental Protection Provisions, and 7.00 – Development Provisions of the Newcastle Development Control Plan 2012.

Contributory Buildings

- Contributory buildings are to be retained.

Neutral Buildings

- Alternatives to the retention and reuse of neutral buildings will be considered where it can be demonstrated that:
 - retention and reuse of the building is not reasonable having regard to its heritage significance and contribution to the heritage conservation area, structural adequacy and risk to life, and the economic feasibility of refurbishment and reconstruction
 - the replacement building will not compromise the heritage significance of the heritage conservation area or streetscape.

Non-contributory Buildings

- Alternatives to the retention of non-contributory buildings will be considered where it can be demonstrated that the replacement building will not compromise the heritage significance of the heritage conservation area or streetscape.

Character

- The character or style of new buildings relates to the overall character of the area. The design of new buildings should be influenced by the style of buildings within the street and the neighbouring buildings.
- The character of an infill building harmonises with the style of its neighbours. In particular, the proposed building should avoid becoming a dominant element within the streetscape or being deliberately modern.

Scale

- Infill buildings must reflect the general scale of streetscapes within the heritage conservation area. In particular, infill buildings should respect and be similar to the scale of neighbouring contributory buildings in the vicinity.
- The predominant height of contributory buildings in the street should be used as the starting point for the scale of infill buildings, rather than the highest building in the street (especially where the highest building is non-contributory or intrusive).
- Consideration must be given to the relative scale of the components of a building. Infill development must be designed with elements that reflect the scale of building elements in contributory buildings. For example, window proportions and the height of major elements such as parapets and eaves lines relative to neighbouring buildings, balustrades and roof lines.

Form

10. The form of new buildings (i.e. massing and overall bulk) is consistent with the prevailing form of contributory buildings within the heritage conservation area.
11. New development relates to the massing of neighbouring contributory buildings.
12. The roof form, slope and pitch of new development reflects and is respectful of the typical forms of contributory buildings in the heritage conservation area.

Setbacks and orientation

13. Infill development is setback consistent with the prevailing setbacks in the heritage conservation area. For example, zero lot lines to front boundaries is a development pattern that should be repeated where relevant to the streetscape.

Materials and details

14. The materials and details of new development are compatible with, but not directly copy, those of contributory buildings in the streetscape.

Vehicle accommodation

15. Garages and carports are sited at the rear or behind the building line.
16. Where a property has access to a rear lane, vehicle accommodation is located adjacent to the laneway, providing vehicle access from the laneway.
17. Additional vehicular crossings in heritage conservation areas are not supported unless the proposed car-parking is provided at the rear of the site.
18. Where access to the rear or side of the site is not available, single garages and carports are permitted where demonstrated that the impact on the streetscape is acceptable.
19. Where double garages are proposed it is at the rear and does not impact the public domain or appreciation of the character of the heritage conservation area.
20. Sandstone kerbing is not impacted.
21. Paving materials are terminated inside the property boundary and are not extended into the public domain.

9.00 Glossary

The following terms will be inserted in the Glossary:

Draft

- **Aboriginal object** – has the same meaning as in the Newcastle Local Environmental Plan 2012.
- **Aboriginal place of heritage significance** – has the same meaning as in the Newcastle Local Environmental Plan 2012.
- **Archaeological site** - a site identified in the Newcastle Archaeological Management Plan 1997; or the place or site of a relic or relics as defined in the NSW Heritage Act 1977 as amended and has the same meaning as in the Newcastle Local Environmental Plan 2012.
- **Contributory buildings** - are buildings that contribute to the character of the heritage conservation area. They are:
 - (i) **Heritage item** – buildings that are listed as a heritage item in the Newcastle Local Environmental Plan 2012; or
 - (ii) **Contributory 1** – buildings that clearly reflect a Key Period of Significance for the heritage conservation area and are key elements of the heritage conservation area. This ranking is assigned where the main front portion of the building is largely unaltered as viewed from the street. Includes buildings with rear additions which do not affect the main front roof; or
 - (iii) **Contributory 2** – buildings that have been altered but are still identifiable as dating from a Key Period of Significance for the heritage conservation area. They retain their overall form from the original date of construction and, even though altered, are contributory to the heritage conservation area character. This ranking is assigned where a building has alterations such as cement rendering to Federation or Inter-war period brickwork or a first floor addition which affects the main front roof form, yet the period and style of the building remains discernible.
- **Form** – the overall shape and volume of the building and the arrangement of its parts.
- **Height of building** – refer to 'Building height'.
- **Neutral buildings** – are buildings that are either heavily altered to an extent where the construction period is uncertain, or are from a construction period which falls outside any Key Period of Significance for the heritage conservation area, but which reflect the predominant scale and form of other buildings within the heritage conservation area, and therefore do not detract from the character of the heritage conservation area. This ranking is assigned where the building is either so altered the period and style is no longer evident, or it is a recent building which is of a height, form and scale which is consistent with the streetscape.
- **Non-contributory buildings** – are buildings from a construction period which falls outside any Key Period of Significance for the heritage conservation area and that have scale or form that is not consistent with the key characteristics of the heritage conservation area. This ranking is assigned where the building is recent or late 20th century and is out of scale, not consistent with the height, form and scale of buildings within the streetscape.

**ORDINARY COUNCIL MEETING
23 JULY 2019**

**CCL 23/07/19
ADOPTION OF AMENDMENT TO NEWCASTLE DCP 2012 SECTION 6.02
HERITAGE CONSERVATION AREAS**

Item 53 Summary of submissions to amended draft Section 6.02
Attachment B: – Heritage Conservation Areas of Newcastle
Development Control Plan 2012

Attachment B - Summary of Submissions – Amendments to Draft DCP 6.02 Heritage Conservation Areas

No.	Ref. No.	Summary of Submission	Comment/Proposed Response
1	5961741 & 596197 Cooks Hill Community Group	<ol style="list-style-type: none"> 1. Supports in principle the proposed changes. 2. Contributory Mapping of the Heritage Technical Manual 2014 needs to be amended to update recent development, correct long-standing errors, and reflect proposed changes to the DCP building category definitions. 3. Requests that ‘and the economic feasibility or refurbishment and reconstruction’ be removed from Control 7(a) of Section 6.02.01 Alterations and Additions as a reason to allow removal of neutral buildings. 	<ol style="list-style-type: none"> 1. Noted. 2. Noted. The Technical Manual is in the process of being amended to update the contributory mapping for City of Newcastle’s (CN’s) heritage conservation areas (HCAs) to include recent development, correct long-standing errors and to be consistent with the new Development Control Plan (DCP) contributory building category definitions. 3. This part of the control has been removed.
2	5961739 Individual	<ol style="list-style-type: none"> 1. Supports in principle the proposed changes. 2. Identifies two recent proposals in Hamilton South Garden Suburb HCA which were granted DA consent as they were consistent with current controls, but would adversely affect these buildings identified as contributory. The suggestion is current planning controls are inadequate. 	<ol style="list-style-type: none"> 1. Noted. 2. Noted. Section 6.02 of the DCP and the Heritage Technical Manual are being amended to strengthen protection of heritage.

No.	Ref. No.	Summary of Submission	Comment/Proposed Response
3.	5961733 The National Trust of Australia (New South Wales)	<p>1. Supports in principle the proposed changes.</p> <p>2. Contributory buildings definition – suggests changing ‘significant’ and ‘important’ to ‘valuable, useful or worthy’.</p> <p>3. Contributory buildings definition – key development period of significance is ill-defined in the statements of heritage significance. Suggests changing ‘key period of significance’ to ‘acknowledged development period’. Concern that buildings which contribute to the streetscape will be excluded.</p> <p>4. Contributory buildings definition – suggests changing degree of intactness from ‘substantially’ to ‘reasonably’.</p> <p>5. Neutral buildings definition – needs further attention. Concern that buildings which contribute to the streetscape will be excluded from this definition.</p> <p>6. Non-contributory buildings definition – satisfactory, no change required.</p>	<p>1. Noted.</p> <p>2. Agreed – contributory buildings definition changed with ‘Contributory 1’ defined in part as a building which is a ‘key element’ of the HCA.</p> <p>3. Agreed - a ‘key period of significance’ is added to the Statements of Heritage Significance for each HCA to provide clarity.</p> <p>4. Agreed – neutral buildings and contributory buildings definitions changed. Buildings which are from a key period of significance for the HCA which are reasonably intact have been moved from the ‘neutral buildings’ to the ‘contributory buildings’ category. This change means enhanced protection for buildings with a discernible heritage value.</p> <p>5. Agreed – neutral buildings and contributory buildings definitions changed. Buildings which are from a key period of significance for the HCA which are altered yet discernible have been moved from the ‘neutral buildings’ to the ‘contributory buildings’ category. This change means enhanced protection for buildings with a discernible cultural heritage value.</p> <p>6. Noted.</p>

No.	Ref. No.	Summary of Submission	Comment/Proposed Response
	7.	Heritage Impact Statement – needs consideration of Aboriginal heritage.	7. Agreed – Aboriginal cultural heritage added to Note 3 part (g), with terms also added to the glossary. Ensuring due diligence with regards to this matter is consistent with CN’s adopted ‘Aboriginal Heritage Management Strategy 2018-21’.
	8.	Heritage Impact Statement – needs consideration of streetscape.	8. Agreed – assessment of streetscape added to Note 3 part (c).
	9.	Heritage Impact Statement – needs consideration of key views.	9. Agreed – assessment of key views added to Note 3 part (d).
	10.	Heritage Impact Statement – structural engineer’s report is not applicable to all HIS submissions and so outlining when it is needed is confusing.	10. Agreed – current wording and location of structural engineer’s report guidance in document confusing. This guidance is deleted to improve the clarity of the document.
	11.	Heritage Impact Statement – should be required for proposed development located outside but adjacent to a HCA area which likely to have an impact on the area.	11. Agreed – first paragraph amended to include ‘within the vicinity of a heritage conservation area’ to conform and be consistent with the requirements of Section 5.10(5) of the Newcastle LEP 2012.
	12.	6.02.01 Alterations and Additions (Contributory Buildings) – generally satisfactory, however, recommend replacing ‘significant’ or including the word ‘original’ to ensure the scope of the term is more clearly understood and defined.	12. Agreed – ‘original’ added after significant. For example, ‘retain significant original fabric’ to ensure the scope of these DCP controls are more clearly understood and defined..
	13.	6.02.01 and 6.02.07 (Building Envelope) – satisfactory, no change required.	13. Noted.

No.	Ref. No.	Summary of Submission	Comment/Proposed Response
4	5973369 Individual	<ol style="list-style-type: none"> <li data-bbox="470 315 1024 375">1. Supports in principle the proposed changes. <li data-bbox="470 407 1024 594">2. Concerned about the proliferation of two storey development in the Hamilton South Garden Suburb HCA which is adversely affecting the character of the area. The suggestion is current planning controls are inadequate. <li data-bbox="470 789 1024 906">3. 6.02.01 Alterations and Additions - recommends a new planning control specifically prohibiting two storey extensions. 	<ol style="list-style-type: none"> <li data-bbox="1062 315 1199 339">1. Noted. <li data-bbox="1062 407 1927 748">2. Agreed - Section 6.02 of the DCP and the Heritage Technical Manual are being amended to strengthen protection of heritage. In particular, Section 8 of the Heritage Technical Manual is being amended to remove first floor additions advice from the design guidelines for the Hamilton South Garden Suburb HCA. This is consistent with the recommendations of the adopted Review of HCAs Final Report, June 2016. Instead, the amended Heritage Technical Manual will provide more detailed design guidelines for this HCA regarding single-storey additions at the rear of properties, an approach consistent with preserving the heritage significance of the area. <li data-bbox="1062 789 1927 1284">3. Not supported. Such a DCP control is considered unreasonable and unnecessary. DCP Section 6.02 applies to all HCAs in the Newcastle LGA. With the exception of the Hamilton South Garden Suburb and the Glebe Road Federation Cottages, the HCAs contain contributory buildings with an eclectic mix of building heights and built form where, depending on the typology of the host building, a proposed first floor level addition could be compatible with the streetscape and heritage significance of the area. The SHI and the existing and proposed amended DCP contain sufficient guidance to discourage proposed first floor level development in the Hamilton South Garden Suburb HCA due to incompatibility with the identified heritage significance and desired future character of the area. As noted in point 2 above, Section 8 of the Heritage Technical Manual is being amended to remove advice inconsistent with protecting the heritage significance of the area.

Attachment C: Comparison of definition changes from the current DCP Section 6.02 HCAs and Draft Section 6.02 HCAs (following exhibition)

	Current DCP Section 6.02 HCAs	Draft DCP Section 6.02 HCAs (Post Exhibition changes)		
Term	Definition	Definition	Objectives	Controls
Contributory Buildings	Contributory building - a building that is associated with a significant historical period, substantially intact; and a building associated with a significant historical period, altered yet readily identifiable.	<p>Contributory buildings - are buildings that contribute to the character of the heritage conservation area. They are:</p> <p>(i) Heritage item – buildings that are listed as a heritage item in the Newcastle Local Environmental Plan 2012; or</p> <p>(ii) Contributory 1 – buildings that clearly reflect a Key Period of Significance for the heritage conservation area and are key elements of the heritage conservation area. This ranking is assigned where the main front portion of the building is largely unaltered as viewed from the street. Includes buildings with rear additions which do not affect the main front roof; or</p> <p>(iii) Contributory 2 – buildings that have been altered but are still identifiable as dating from a Key Period of Significance for the heritage conservation area. They retain their overall form from the original date of construction and, even though altered, are contributory to the heritage conservation area character. This ranking is assigned where a building has alterations such as cement rendering to Federation or Inter-war period brickwork or a first floor addition which affects the main front roof form, yet the period and style of the building remains discernible.</p>	<p>6.02.01 Alterations & Additions:</p> <p>1. Contributory buildings are retained, recycled and adaptively reused, and their positive contribution to the area or streetscape is maintained. Reconstruct original features by removing unsympathetic alterations and additions or using more appropriate decorative treatment.</p> <p>6.02.07 Infill Development:</p> <p>4. Contributory buildings are retained, recycled and adaptively reused, and their positive contribution to the area or streetscape is maintained.</p>	<p>6.02.01 Alterations and Additions:</p> <p>2. Alterations and additions to a contributory building are to:</p> <p>(a) respect significant original or characteristic built form</p> <p>(b) respect significant traditional or characteristic subdivision patterns</p> <p>(c) retain significant original fabric</p> <p>(d) retain, and where possible reinstate, significant original features and building elements, including original balconies and verandahs, fences, chimneys, joinery, shop front detailing etc</p> <p>(e) remove unsympathetic alterations and additions, including inappropriate building elements</p> <p>(f) use appropriate materials, finishes and colours</p> <p>(g) respect the pattern, style and dimensions of original windows and doors.</p> <p>3. Where an addition to the building is proposed, significant original external elements are to be reinstated.</p> <p>4. The appearance of a principal or significant frontage should generally be conserved and should not be significantly altered. Alterations and additions may be possible to the rear of contributory buildings where they do not significantly alter the appearance of principal and significant façades.</p> <p>5. Where buildings have foyers or other significant interior features, including hallway detailing, panelling and significant staircases, that are designed to be visible from the street, these are to be retained, especially where they form part of the building’s contribution to the streetscape and character of the heritage conservation area.</p> <p>6.02.07 Infill Development:</p> <p>2. Contributory buildings are to be retained.</p>

	Section 6.02 HCAs, adopted 26/03/2019	Draft Section 6.02 HCAs (Post Exhibition changes)		
Term	Definition, Objectives & Controls	Definition	Objectives	Controls
Neutral Buildings	<i>N/A - none provided for neutral buildings.</i>	<p>Neutral buildings – are buildings that are either heavily altered to an extent where the construction period is uncertain, or are from a construction period which falls outside any Key Period of Significance for the heritage conservation area, but which reflect the predominant scale and form of other buildings within the heritage conservation area, and therefore do not detract from the character of the heritage conservation area. This ranking is assigned where the building is either so altered the period and style is no longer evident, or it is a recent building which is of a height, form and scale which is consistent with the streetscape.</p>	<p>6.02.01 Alterations & Additions:</p> <p>2. The benign contribution of neutral buildings to the area or streetscape is maintained. Depending on the building's context and heritage significance, it is preferable to retain and restore neutral buildings. It may be possible to remove unsympathetic alterations and additions to the neutral building to improve the contextual design and visual impact of the site to reinforce the character of the heritage conservation area.</p> <p>6.02.07 Infill Development:</p> <p>5. The benign contribution of neutral buildings to the area or streetscape is maintained. Depending on the building's context and heritage significance, it is preferable to retain and restore neutral buildings.</p>	<p>6.02.01 Alterations & Additions:</p> <p>6. Alterations and additions to a neutral building are to:</p> <ul style="list-style-type: none"> (a) remove unsympathetic alterations and additions, including inappropriate building elements (b) respect the original building in terms of bulk, form, scale and height (c) minimise the removal of significant features and building elements (d) use appropriate materials, finishes and colours. <p>7. Alternatives to the retention and reuse of neutral buildings will be considered where it can be demonstrated that:</p> <ul style="list-style-type: none"> (a) retention and reuse of the building is not reasonable having regard to its heritage significance and contribution to the heritage conservation area (b) the replacement building will not compromise the heritage significance of the heritage conservation area or streetscape. <p>6.02.07 Infill Development:</p> <p>3. Alternatives to the retention and reuse of neutral buildings will be considered where it can be demonstrated that:</p> <ul style="list-style-type: none"> (a) retention and reuse of the building is not reasonable having regard to its heritage significance and contribution to the heritage conservation area (b) the replacement building will not compromise the heritage significance of the heritage conservation area or streetscape.

	Section 6.02 HCAs, adopted 26/03/2019	Draft Section 6.02 HCAs (Post Exhibition changes)		
Term	Definition, Objectives & Controls	Definition	Objectives	Controls
Non-contributory Buildings	<i>N/A – none provided for non-contributory buildings.</i>	<p>Non-contributory buildings - are buildings from a construction period which falls outside any Key Period of Significance for the heritage conservation area and that have scale or form that is not consistent with the key characteristics of the heritage conservation area. This ranking is assigned where the building is recent or late 20th century and is out of scale, not consistent with the height, form and scale of buildings within the streetscape.</p>	<p>6.02.01 Alterations & Additions:</p> <p>3. The detrimental impacts of non-contributory buildings to the area or streetscape are ameliorated or removed. Development on sites containing non-contributory buildings is an opportunity to improve the contextual design and visual impact of the site to reinforce the character of the heritage conservation area.</p> <p>6.02.07 Infill Development:</p> <p>6. Non-contributory buildings provide locations for appropriate infill development. The detrimental impacts of non-contributory buildings to the area or streetscape are ameliorated or removed. Development on sites containing non-contributory buildings is an opportunity to improve the contextual design and visual impact of the site to reinforce the character of the heritage conservation area.</p>	<p>6.02.01 Alterations & Additions:</p> <p>8. Alterations and additions to non-contributory buildings are to:</p> <ul style="list-style-type: none"> (a) remove inappropriate elements or features that are intrusive to the heritage significance of the heritage conservation area (b) respect the prevailing character of the area and street in terms of bulk, form, scale, height and materials. <p>9. Alternatives to the retention of non-contributory buildings will be considered where it can be demonstrated that the replacement building will not compromise the heritage significance of the heritage conservation area or streetscape.</p> <p>6.02.07 Infill Development:</p> <p>4. Alternatives to the retention of non-contributory buildings will be considered where it can be demonstrated that the replacement building will not compromise the heritage significance of the heritage conservation area or streetscape.</p>

**ORDINARY COUNCIL MEETING
23 JULY 2019**

**CCL 23/07/19
ADOPTION OF THE WEST END STREETScape - STAGE 2 PLAN**

Attachments A to E

Item 55

Attachment A: West End Streetscape - Stage 2 Plan

Item 55

Attachment B: West End Streetscape - Stage 2 Plan - Public Exhibition Survey Report – April 2019

Item 55

Attachment C: West End Streetscape - Stage 2 Plan - Public Exhibition Summary of Written Submissions & Proposed Actions

Item 55

Attachment D: Notice of Motion 25/7/17 - Recommendation from the Cycling Advisory Committee

Item 55

Attachment E: Notice of Motion 27/11/18 - Inner City Cycleway on Hunter Street

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**ORDINARY COUNCIL MEETING
23 JULY 2019**

**CCL 23/07/19
ADOPTION OF THE WEST END STREETScape - STAGE 2 PLAN**

Attachment A:

West End Streetscape - Stage 2 Plan

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WEST END STREETSCAPE - STAGE 2

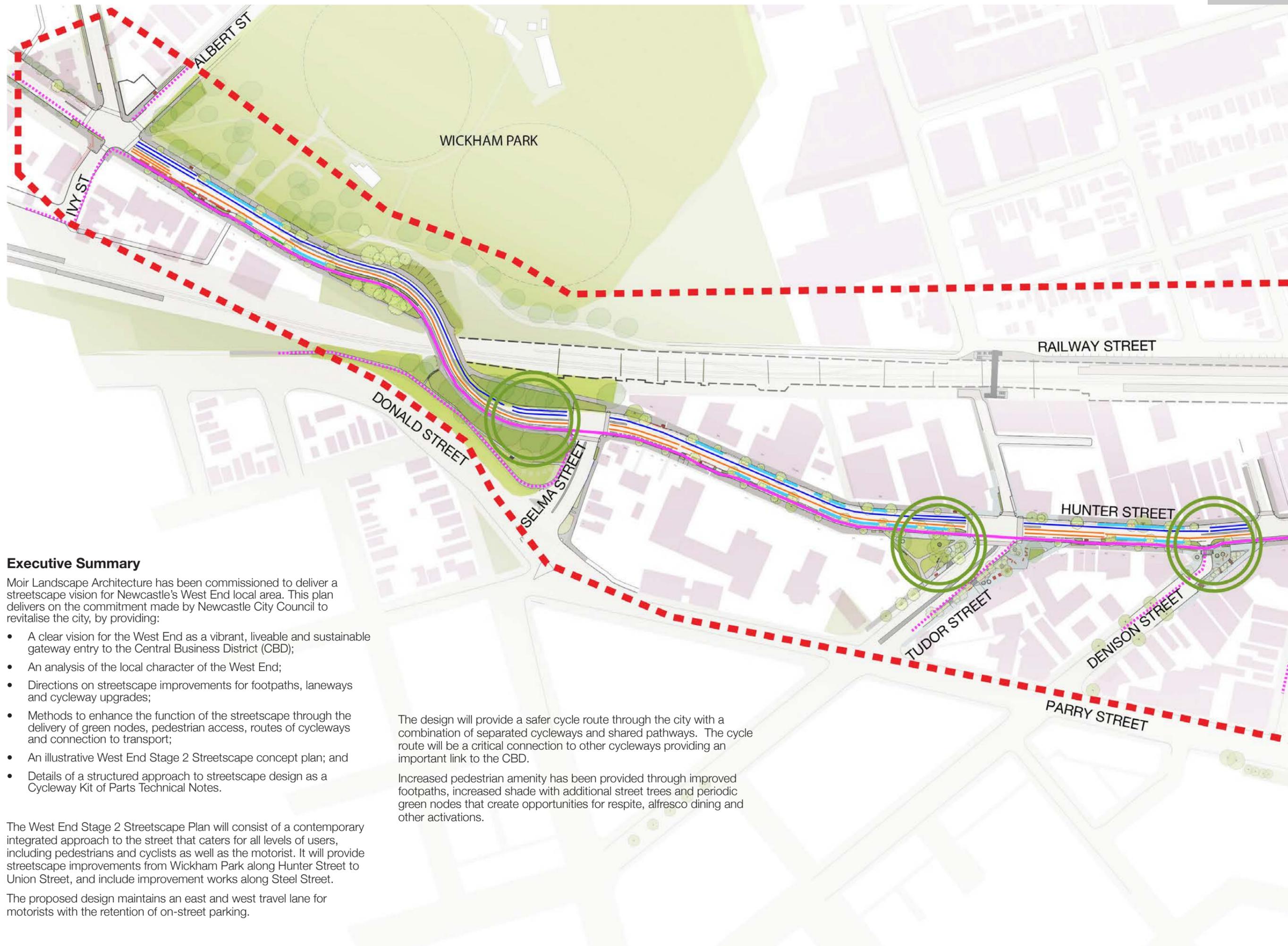


Image: Google Earth



PREPARED BY MOIR LANDSCAPE ARCHITECTURE
FOR NEWCASTLE CITY COUNCIL

ISSUE DATE
AUGUST 2018



Executive Summary

Moir Landscape Architecture has been commissioned to deliver a streetscape vision for Newcastle's West End local area. This plan delivers on the commitment made by Newcastle City Council to revitalise the city, by providing:

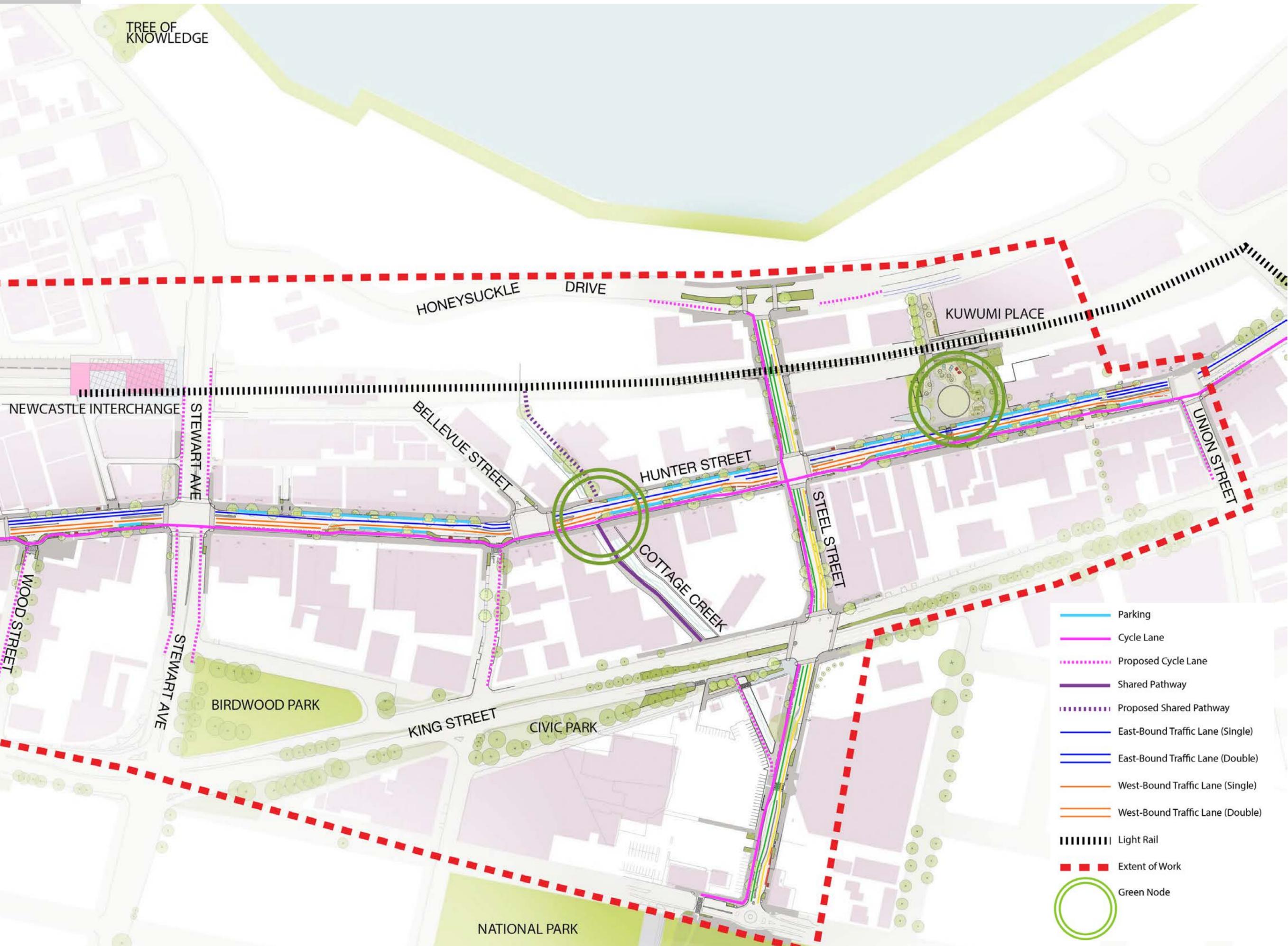
- A clear vision for the West End as a vibrant, liveable and sustainable gateway entry to the Central Business District (CBD);
- An analysis of the local character of the West End;
- Directions on streetscape improvements for footpaths, laneways and cycleway upgrades;
- Methods to enhance the function of the streetscape through the delivery of green nodes, pedestrian access, routes of cycleways and connection to transport;
- An illustrative West End Stage 2 Streetscape concept plan; and
- Details of a structured approach to streetscape design as a Cycleway Kit of Parts Technical Notes.

The West End Stage 2 Streetscape Plan will consist of a contemporary integrated approach to the street that caters for all levels of users, including pedestrians and cyclists as well as the motorist. It will provide streetscape improvements from Wickham Park along Hunter Street to Union Street, and include improvement works along Steel Street.

The proposed design maintains an east and west travel lane for motorists with the retention of on-street parking.

The design will provide a safer cycle route through the city with a combination of separated cycleways and shared pathways. The cycle route will be a critical connection to other cycleways providing an important link to the CBD.

Increased pedestrian amenity has been provided through improved footpaths, increased shade with additional street trees and periodic green nodes that create opportunities for respite, alfresco dining and other activations.



- Parking
- Cycle Lane
- - - Proposed Cycle Lane
- Shared Pathway
- - - Proposed Shared Pathway
- East-Bound Traffic Lane (Single)
- = = = East-Bound Traffic Lane (Double)
- West-Bound Traffic Lane (Single)
- = = = West-Bound Traffic Lane (Double)
- Light Rail
- Extent of Work
- Green Node

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01 Project overview

Hunter Street is the historical backbone of Newcastle, being the key transport, commercial and retail centre of Newcastle. The streetscape has civic and nostalgic importance to all Novocastrians which has ebbed and flowed over time through periods of wealth, recession and natural disasters.

Hunter Street has always had a diverse mix of small and large retail, markets and manufacturing, commercial, community, civic and service uses. The historic mining and economic wealth of the area is displayed in the remaining ornate, richly detailed and beautiful building facades which are visible as the street curves and changes direction.

Newcastle's West End is now one of the most important portals into Newcastle's rapidly changing and evolving CBD. The renewal of the West End, Hunter Street and Steel Street is the next layer in a long history of change. This Streetscape Plan will acknowledge the past but also herald the rebirth of Newcastle as a smart and growing city.

The West End Streetscape Plan Stage 2 focuses on Hunter Street between Albert Street, Wickham Street to Union Street, Newcastle and Steel Street.

Hunter Street was identified in the Hunter Street Revitalisation Strategy Masterplan, 2010 as a key multi-modal corridor to the City. Steel Street is a vital north south connection linking the National Park open space and inner suburbs to the Harbour foreshore and Throsby Creek open space networks.

The purpose of the Streetscape Plan is to identify a range of public domain and infrastructure improvements to enhance the visual amenity, liveability and the environmental sustainability of the precinct.

Public domain improvements prioritise pedestrians; encourage bike use; and enhance the public domain amenity. This creates a liveable, vibrant and comfortable place for residents, workers, businesses and visitors. The plan encourages flood resilience through the use of permeable surfaces and water sensitive urban design that enhances vegetation health and reduces heat island effects.

The Streetscape Plan provides a framework for Council to deliver public domain works through developer investment and public domain improvements in the precinct. The aim is to ensure the best aesthetic, environmental and economic outcomes are achieved as the infrastructure and development sites in the precinct are being renewed.

02 Public domain and streetscape plan process

Newcastle City Council recognises the importance of providing an attractive, vibrant and liveable city. Building on the city-wide planning policy and strategies, council is currently preparing a series of Public Domain and Streetscape Plans for each of the precincts defined in the Hunter Street Revitalisation Masterplan.

The development of these plans assist council to prioritise public domain improvement works in the precinct, anticipate future renewal works and improve the overall function of our streets.



View of Hunter Street east near Hunter TAFE



View of Hunter Street looking east towards National Park Street



Precincts as described in the Hunter Street Revitalisation Masterplan, 2010

For Newcastle's West End precinct, two public domain plans have been developed to date:

- West End - Stage 1 Public Domain Plan, which focuses on the area around Birdwood Park and King Street. This plan has been endorsed by Council.
- West End - Stage 2 Streetscape Plan, which focuses on improving the connectivity and legibility of the public domain on Hunter Street between Albert Street, Wickham Street to Union Street, including Steel Street.

The Streetscape Plan proposes a range of public domain and infrastructure measures. These respond to concepts developed as part of the Hunter Street Revitalisation Strategic Framework and Newcastle City Centre Cycleway Network Strategy. The purpose is to improve the visual amenity, usability and environmental sustainability of the new commercial core.

03 Project background

Preceding this Streetscape Plan, a significant body of work has been prepared by both the Newcastle City Council and the State Government Authorities in consultation with local community groups. Some of the key documents underpinning this Streetscape Plan include:

03-01 Hunter Street Revitalisation Strategic Framework, 2010

Newcastle City Council endorsed the Hunter Street Revitalisation Framework in 2010. This was developed through an extensive community consultation process which resulted in an aspirational, community-based vision to assist in the renewal of the Hunter Street precinct.



03-02 The Newcastle Urban Renewal Strategy, 2012

The Newcastle Urban Renewal Strategy was prepared by NSW Planning and Infrastructure, to establish an overarching framework to inform decision-making regarding zoning, planning, State significant renewal projects and economic initiatives assisting in the reactivating and reshaping of Newcastle.



03-03 Newcastle Cycle Strategy and Action Plan, 2012

The City of Newcastle Cycle Strategy establishes a long-term vision for cycling in Newcastle, aimed at encouraging and increasing cycling participation in our community.

The strategy identified a range of network and infrastructure priorities which include social initiatives and action plans.



03-04 Trial Changes to Hunter Street, 2013

In September 2013, Newcastle City Council prepared the Trial Changes to Hunter Street with the purpose to test projects that attracts, reactivates and reconnect people to Newcastle's CBD and to inform future changes to network. The proposed improvements were:

- Footpath widening to improve accessibility and pedestrian amenity.
- New 'parklets' for seating and outdoor dining to promote the usability and experience of public areas.
- Additional street trees and landscape planting to provide shaded and green streets.
- Separated cycleways to encourage safe usage.

Community consultation provided positive feedback in support of the initiative. However, the development of the Light Rail Network along Hunter Street prevented this from being implemented to its full extent.

03-05 NSW Government Draft Greater Newcastle Future Transport Plan, 2017

The NSW Government Draft Greater Newcastle Future Transport Plan 2056, dated November 2017, recognises the need to increase pedestrian and cycling participation for trips within 10km of activity centres.

This draws upon the Newcastle Transport Strategy, 2014 and Newcastle Cycle Strategy and Action Plan, adopted by council in March 2012.

The Greater Newcastle Future Transport Plan provides the overarching strategic transport network and vision that will guide future transport planning for the Greater Newcastle area.



The Transport Plan identified the provision of a cycle route on Hunter Street with a key north-south link and a pedestrian zone along the length of the Newcastle CBD as priority linkages.

03-06 Newcastle City Centre Cycleway Network Strategy, 2017

The Newcastle City Centre Cycleway Network Strategy developed by the Revitalising Newcastle Program, carefully considers Newcastle and Council priorities on the journey towards becoming a more liveable, global city.

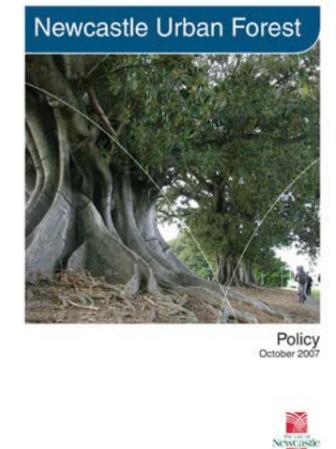
It considers the important role that active transport plays in providing access to the city centre as well as improving the health and well-being of the community.

This strategy demonstrates that a well-connected city centre-wide cycleway network can be delivered to co-exist with Newcastle Light Rail.



03-07 Newcastle Urban Forest Policy

The goal and objectives of this policy is to provide important directional statements that will guide the management of the Newcastle Urban Forest. They emphasise the role of the urban forest as an intergenerational resource that provides multiple benefits to the community, and the need to improve the capacity to provide those benefits.



SITE ANALYSIS

This section of the report describes the six (6) key components investigated as part of the site analysis:

- Site character
- Access on the street
- Public transport
- Street trees and public open space
- Cycleways
- Traffic

These components have been identified as forming the fabric and essence of Newcastle's West End.

01 Site character

The character of the city changes through a series of distinctive areas as Hunter Street meanders from west to east. Slight deflections in the street alignment provide views to the remaining ornate and historical building facades such as the Hunter Street TAFE and the Sacred Heart Catholic Church. The railway line crossing bridge on Maitland Road, Islington and a group of mature Hills Figs visible from the western approach to Newcastle offers a welcoming experience. As the city's future commercial core shifts west, this entry will become increasingly important to the legibility of the city.

Between Selma Street and Stewart Avenue, the street grid orientates in a north-eastern direction with side streets joining Hunter Street at tight angles. This has created a series of 'pocket' public spaces and clusters of street trees which provide relief from the dominating traffic on Hunter Street.

At Bellevue Avenue, Hunter Street changes direction to reveal a cluster of distinctive shops. Cottage Creek, a key feature in the landscape has potential to link two major open spaces, the National Park and the Honeysuckle Foreshore.

Generally, the existing public domain in Hunter Street and Steel Street are inconsistent and in poor condition. The streets are dominated by a four lane road, commuter parking, intermittently spaced trees and paved footpaths. The removal of unnecessary or obsolete signage will offer a more aesthetically pleasing experience of the public domain.

Building footprints and heights vary along the street with quality, age and usage differing significantly. There is a mix of businesses, residential properties and government offices located along Hunter Street.

Current planning controls allow for some sections of Hunter Street to increase in building height, which in turn, will influence the street character, increase activities and improve the vibrancy of the precinct.

02 Access on the street

02-01 Pedestrian access

A walkable streetscape with high pedestrian activity is a desirable outcome for any streetscape project. It has benefits for the individual, local business, community, council and the economics of the city. Increased pedestrian activity results in improved health and social contact, improved safety and improved trade.

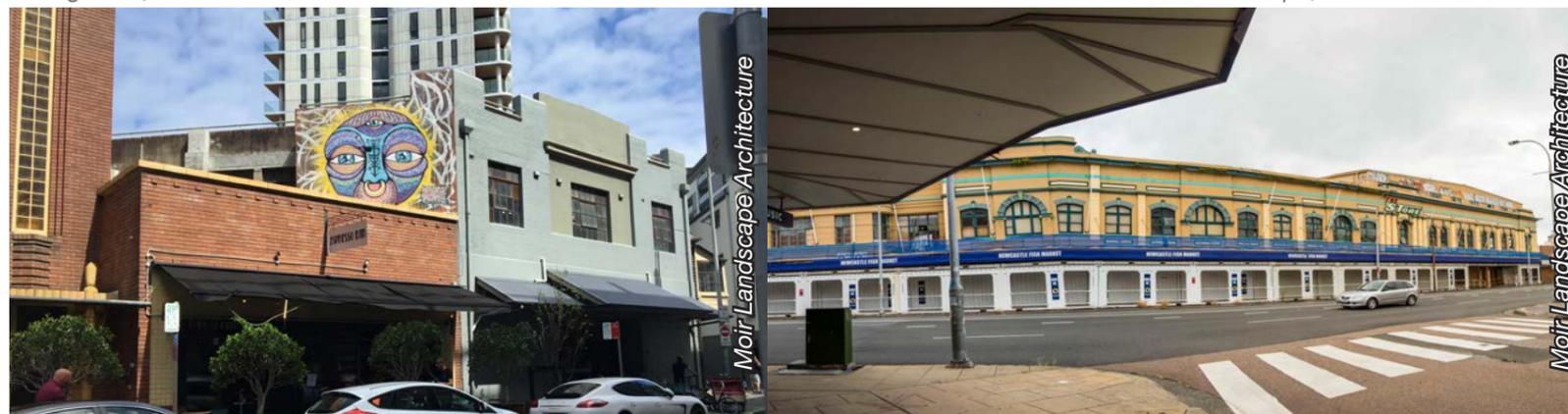
As identified in the project overview, pedestrian access is a high priority for the city centre as current conditions are not conducive to a truly walkable city.



Roof garden, Beresford Street

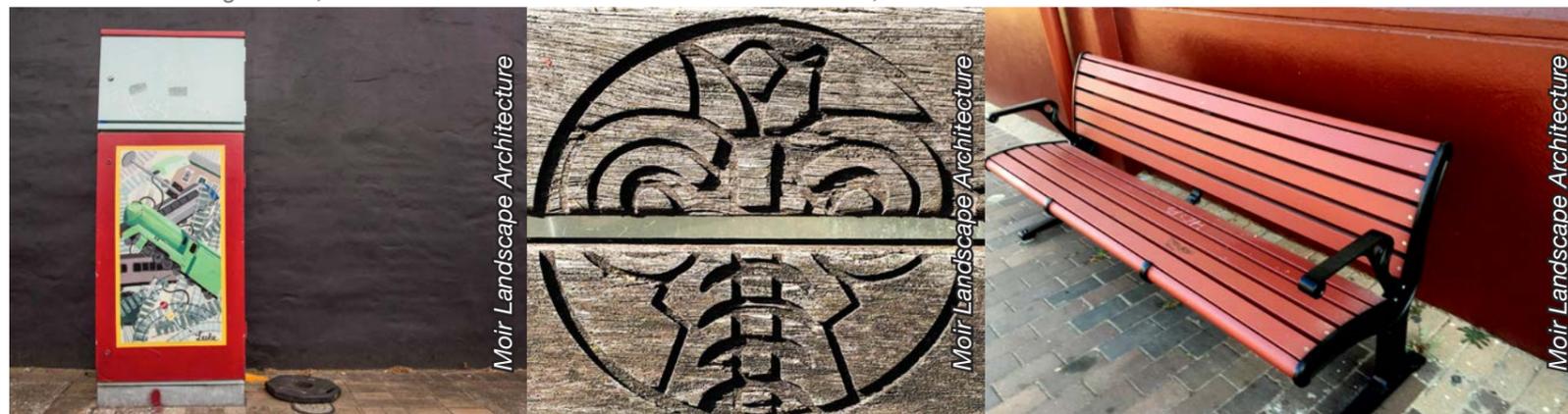
Bank corner, view from Bellevue Street towards Hunter Street

Streetscape, Hunter Street



Street art on building facade, Bellevue Street

The Store, Hunter Street



Decorative street art, Stewart Avenue

Newcastle engraved seat, Hunter Street

Standard NCC street furniture, Hunter Street



Wayfinding signage, Hunter Street

Standard street tree in paved verge, Hunter Street

North-south access is highly constrained along Hunter Street with gaps between safe crossing locations of up to 400m in length, and often long crossing distances with short traffic light phases. As access and connectivity within the precinct is improved, the quality of the pedestrian environment is enhanced.

02-02 Public transport

Major changes to public transport are currently being undertaken within the city with the implementation of the light rail, the opening of the Newcastle Interchange and updates to bus routes and stops.

Bus stops are located staggered along the length of the streetscape. Bus stops must be clearly identifiable, strategically placed and well-connected to other transport options, as well as located near key destinations with flexibility for users to easily connect with other parts of the city.

As the city grows and increases in population, the capacity for parking in town reduces. Therefore, the public transport system encompassing of bus, heavy rail and light rail networks will be key to the success of the city.

At the time of this report, light rail construction works is being undertaken and the proposed Bus Interchange is in the approval process.

Once the bus, heavy rail and light rail network are connected, the public transport system will be able to deliver a holistic service to our community.

03 Street trees and public open space

03-01 Street trees as gateways and infrastructure

Across the Local Government Area (LGA), street trees are used as gateway markers. This is reflected similarly on approach to the Newcastle CBD, where these trees are not just markers at key locations but are also landmarks in their own right.

Across the study area the main tree species include *Platanus*, *Melaleuca* and *Ficus species*. In addition to these species, a number of streets have distinctive street tree planting, defined by the unique species selection and spacing. For example *Melia azedarach* (White Cedar) are used on Wood Street.

These street trees help to give individual streets distinctive character. Other parts of the study area have irregular street tree planting and consist of a variety of mixed tree species.

03-02 Public open space

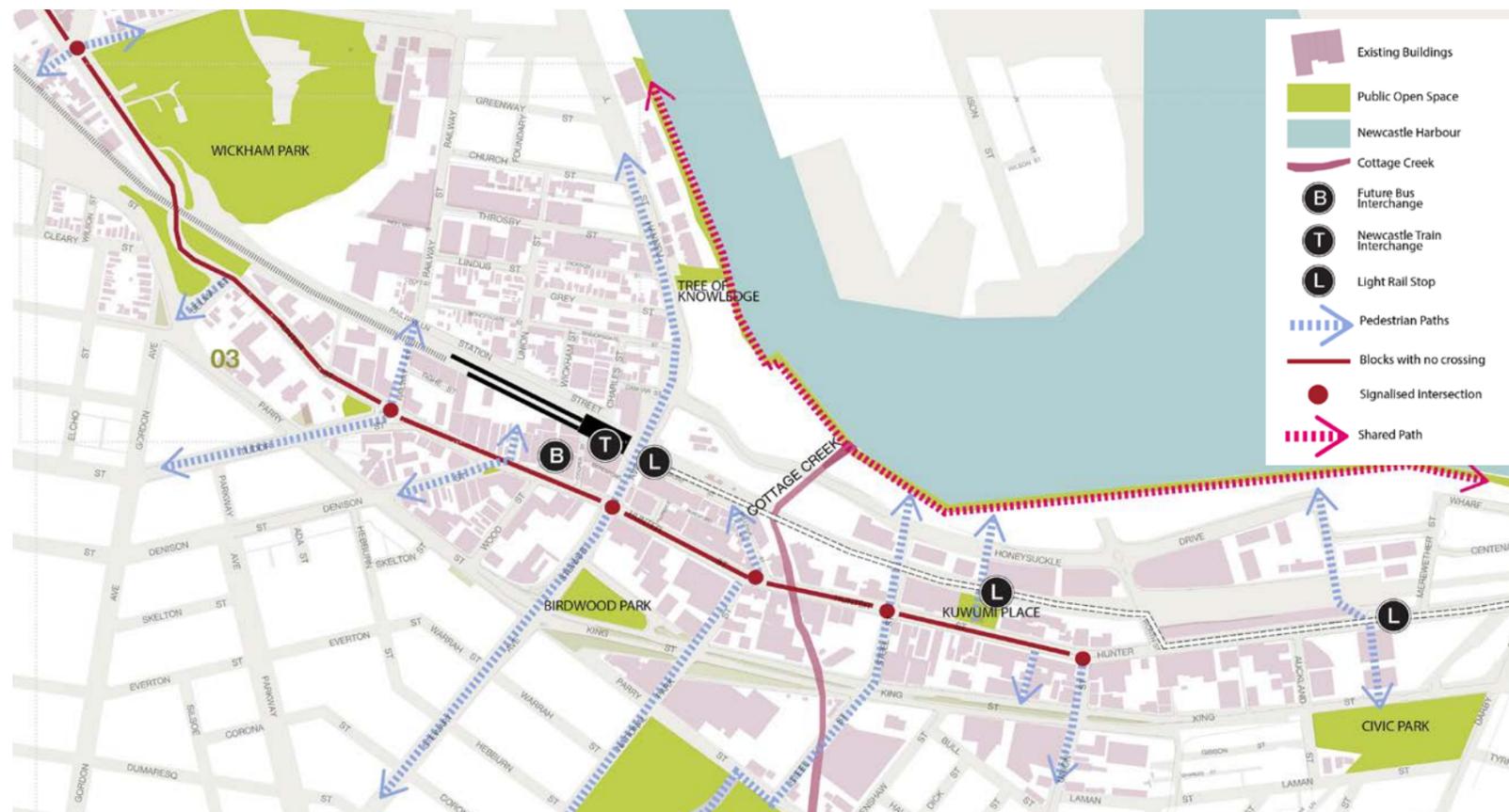
Across the study area, there are currently limited public open space opportunities for people to linger, rest, meet, work or eat - either as incidental opportunities or as deliberate recreational destinations.

The Hunter Street Revitalisation Masterplan nominates Kuwumi Place and Cottage Creek as major distinctive places. In addition to these distinctive places, a series of existing, smaller green nodes have potential for activation.

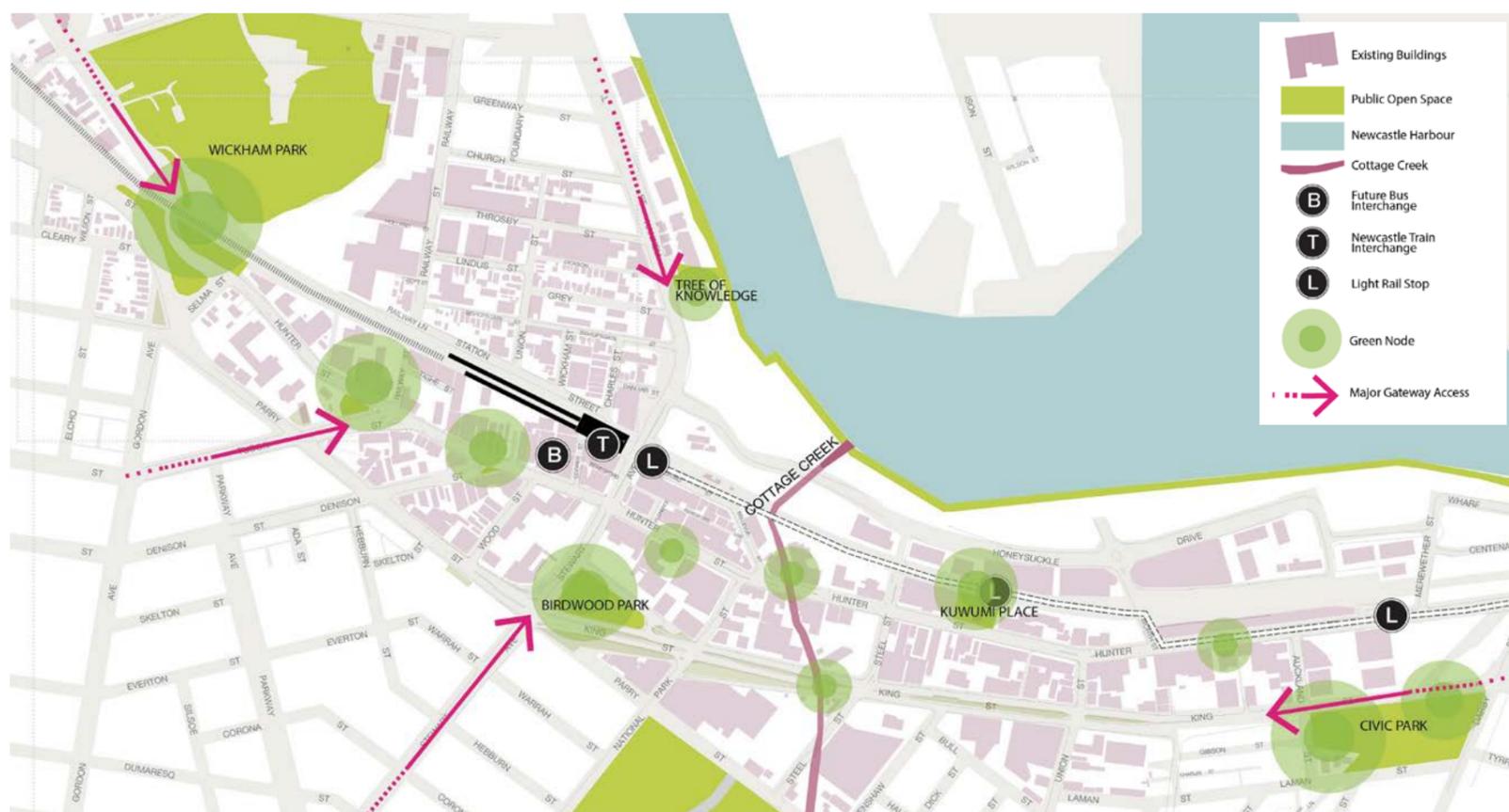
Green nodes are either generated by the road geometry or existing vegetation patterns. These can be activated through additional planting, furniture, amenities and pavement upgrades to encourage use.

Outside of the study area, there are larger facilities such as Wickham Park and the National Park, Honeysuckle Foreshore and Civic Park.

Defining connections to these destinations is considered an important objective of this proposal.



Pedestrian circulation and public transportation

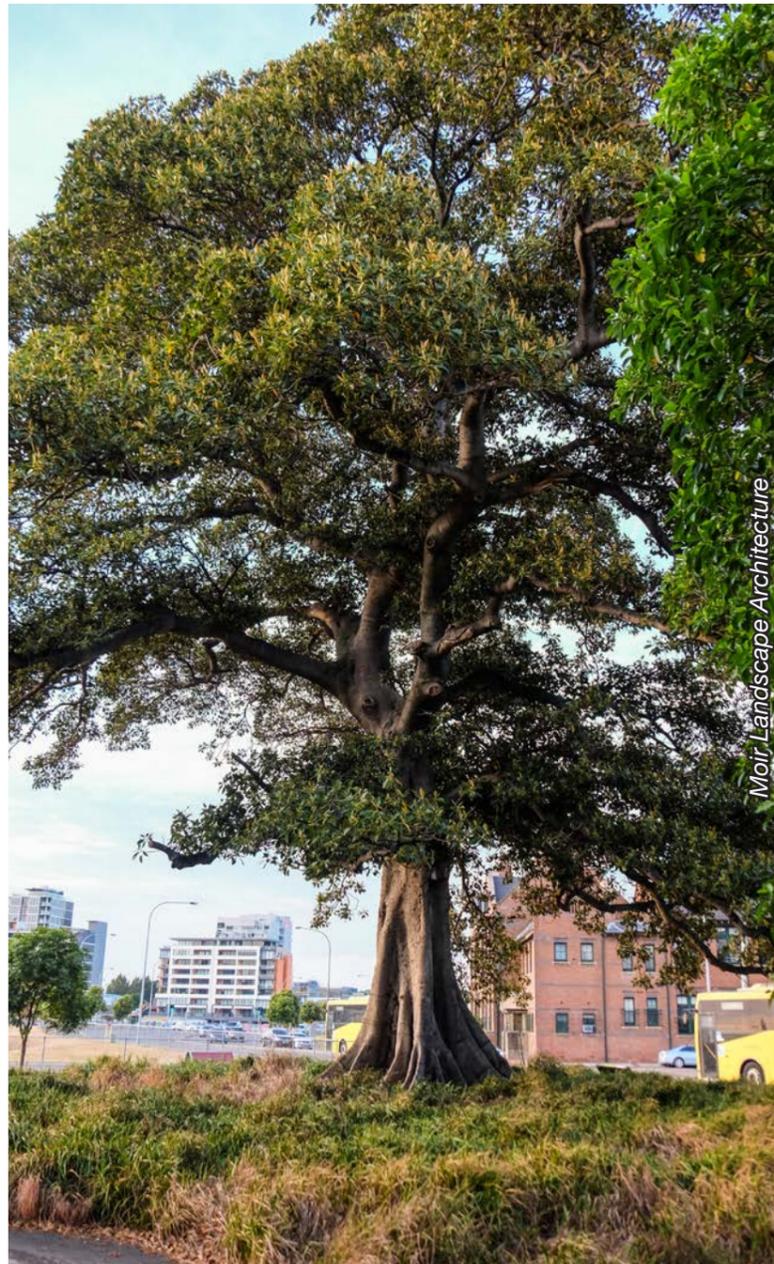


Gateways and green nodes

Street trees are a vital piece of the City's infrastructure as noted in the Newcastle Urban Renewal Strategy. The investment in new street trees, whether to replace mature or damaged street trees, or as part of infrastructure replacement such as road, kerb, pavement and service renewal and relocations, must go hand-in-hand.

Key locations along the length of the study that are area ideal for street tree planting include:

- Tudor Street intersection
- Denison Street intersection
- Cottage Creek
- Donald Street and Selma Street
- Kuwumi Place
- Worth Place



The 'Tree of Knowledge' on Hannell Street, looking south east



Wickham Park, Hunter Street



On-street dining, Bellevue Street



Wickham Park



Rail bridge overpass, Hunter Street



Street tree planting, Tudor Street



Selma Street green node



Potential future cycle path through Wickham Park



Street tree planting, Steel Street



Street tree avenue, Wood Street



Hunter and Tudor Street green node



Selma Street green node



Hunter Street Tafe, Kuwumi Place

04 Cycleways

04-01 State Government Framework

The NSW State Government produced a Greater Newcastle Future Transport Plan 2056 in November 2017, recognising the need to increase pedestrian and cycle participation within the greater Newcastle region. In particular, trips within 10km of city or town centres.

Whilst the Greater Newcastle Future Transport Plan 2056 provides an overarching, strategic view of the future transport network and the vision which will guide future planning, it will be up to local councils to realise the objectives of an improved and all inclusive transport network.

04-02 Local Government Framework

The Newcastle Transport Strategy 2014 and Newcastle Cycle Strategy and Action Plan 2012, are in support of the objectives of the Greater Newcastle Future Transport Plan 2056.

The City of Newcastle's Cycle Strategy motivates the long-term vision for cycling in Newcastle and aims to encourage increased safe cycle participation within our community. The strategy's aims are to:

- Establish a long-term vision for cycling.
- Encourage more people to cycle as a means of ordinary transport.
- Provide a physical cycling environment in which people feel confident to ride the city's streets in safety and comfort.
- Establish a coherent network and priority for implementation.
- Promote an environment of mutual awareness and respect between all road users - pedestrians, cyclists and vehicles.
- Support cycling in all local streets, parks, squares, plazas and other public areas, while recognising that pedestrians have priority over cyclists.
- Continue to ensure walking and cycling facilities and networks are designed to provide safe use, especially for children and meet all abilities requirements.

The Cycle Strategy identifies a range of network and infrastructure priorities, including social initiatives, to deliver the vision through strategic project delivery to our community.

The City of Newcastle have invested in providing infrastructure suited to the needs of our community. The existing network consists of a fragmented walking and cycling network of shared paths and on-road cycleways.

Council seeks to improve the existing network by providing new infrastructure and enhancing existing infrastructure to meet the objectives of both State and Local Government Frameworks.

04-03 West End Streetscape Stage 2

The purpose of the West End Streetscape - Stage 2, (Streetscape Plan) is to establish a clear vision to help transform the West End into a vibrant, liveable and sustainable precinct over the long-term.

The Newcastle West End area covers a diverse interrelated network of areas and site conditions. West End is an important gateway to the CBD area of Newcastle. Careful consideration of the existing buildings and uses, infrastructure, circulation routes and footpath treatments, transport, traffic and technical design requirements has been undertaken to ensure the streetscape improvements enhance the function and aesthetic of the public domain.



Existing CBD cycle network



Markettown pedestrian crossing, Steel Street



Railway bridge, Hunter Street



Streetscape adjacent to Wickham Park



Roundabout at Steel Street and Parry Street



Cycleway along Hunter Street



Footpath adjacent to Wickham Park

05 Traffic

Hunter Street generally consists of a 25m road reserve with two travel lanes in both directions and parking located intermittently down the street where space permits.

The road speed varies between 50-60km/h. Loading zones are mainly located on side streets with accessible parking limited along the length of the streetscape. Across the study area, there are a number of large and complex intersections with slip lanes, wide open streets and prioritised vehicle movement, resulting in an unfriendly pedestrian and cyclist environment.

The Hunter Street Revitalisation Strategic Framework 2010, proposed the reduction of existing traffic lanes from four to two lanes. The framework also allowed for reduced travel lanes between National Park Street and Crown Street, whilst maintaining parking arrangements and the implementation of a two-way separated cycleway on each side of the street.

Further design has been undertaken since this study, which has resulted in an agreement between authorities consisting of a two-way separated cycleway on the southern side of Hunter Street with a shift in road alignment whilst maintaining parking along the length.

Roads and Maritime Services (RMS) is currently undertaking road works across the city centre to facilitate traffic flow once the light rail service commences.



Existing traffic and transport network



Steel Street looking north towards Hunter Street



Hunter Street looking east towards railway bridge



Hunter Street at Selma Street intersection



Selma Street slip lane onto Hunter Street



Pedestrian crossing at Cottage Creek



Hunter Street looking west towards railway bridge



Four lane roadway at Hunter Street



Denison Street looking south towards Parry Street

DESIGN OBJECTIVES

The purpose of the Streetscape Plan is to establish a clear vision to assist in the transformation of the West End Precinct into a vibrant, liveable and sustainable future precinct.

The precinct covers a diverse interrelated network of areas and site conditions. To ensure the streetscape improvements enhance the function and aesthetics of the public domain, the following must be considered:

- Existing buildings and uses
- Existing and proposed infrastructure including circulation routes, footpath treatments, transport and traffic
- Technical design requirements

The vision for the Streetscape Plan is to create better connections, improved amenity and safer cyclist access befitting a city center. To deliver on the vision and inform the Streetscape Plan, key design considerations were developed:

- Create a walkable precinct with suitable pedestrian links, amenity and wayfinding.
- Reduce vehicle speeds to improve the function of the precinct.
- Provide an accessible, safe and welcoming public domain.
- Create dynamic flexible public spaces.
- Encourage bike use with new cycle infrastructure, upgrades to existing infrastructure and separated cycleways.
- Implement a range of intersection and cycleway treatments, providing safer interactions between pedestrians, cyclists and vehicles.
- Unify and green the public domain with consistent placement of street trees, increased canopy cover and attractive low maintenance plantings to ensure the long-term viability of landscaped areas.
- Activate 'green nodes' and where possible provide opportunity for respite public art, place-making and interpretive elements appropriate for the character of the area.
- Encourage a diverse range of businesses and outdoor dining opportunities where appropriate.
- Maintain vehicle access, improve accessible car parking and loading zones near businesses, service providers and retail outlets.
- Encourage flood resilience through the use of permeable surfaces and water sensitive urban design that enhances vegetation health.

The Streetscape Plan will serve as a guideline in delivering cycleway infrastructure. The streetscape plan takes into consideration proposed new infrastructure, possible cycleway applications and reviews the possible impacts to the existing network. This has resulted in preferred design resolutions to be applied. Refer to section 6.



Artist impression of Cottage Creek shared path

This section of the report describes the four (4) key components of the overall masterplan in a series of diagrams:

- Green nodes and gateways
- Walkability
- Proposed Cycleways
- Proposed Public Transport

Each of these components work together to inform the Streetscape Plan. Prioritisation of pedestrians and cyclists over vehicle traffic has been endorsed by Council. To this end, reducing traffic speeds and improving pedestrian and cyclist safety near vehicles and mobility throughout the city is a priority. This can be achieved through:

- Consolidating intersections to improve safety for road users and pedestrians.
- Implementing 40km/h traffic calming zones between Selma Street and Union Street.
- Reducing lanes to single traffic lanes in each direction.
- Implementing a series of traffic calming devices to slow travelling speeds, such as street tree planting, kerb extensions and threshold variations at crossing points.

In meeting the objectives of this report. A series of diagrams along with sections, details, example imagery and artist impressions have been developed to convey this proposal and is documented in [section 06](#) of this document.

01 Green nodes and gateways

A series of green nodes and gateways are proposed along the length of Hunter Street which build upon the existing character of the street.

A series of open space green nodes will define a clear arrival sequence for the city. Changes to the road configuration begins with the Fig Tree entry at Selma Street, followed by the Tudor Street green node plaza and then Denison Street green node.

Cottage Creek and Kuwumi Place are also opportunities for green nodes as previously identified and provide important north-south green corridor connections between the CBD and the foreshore.

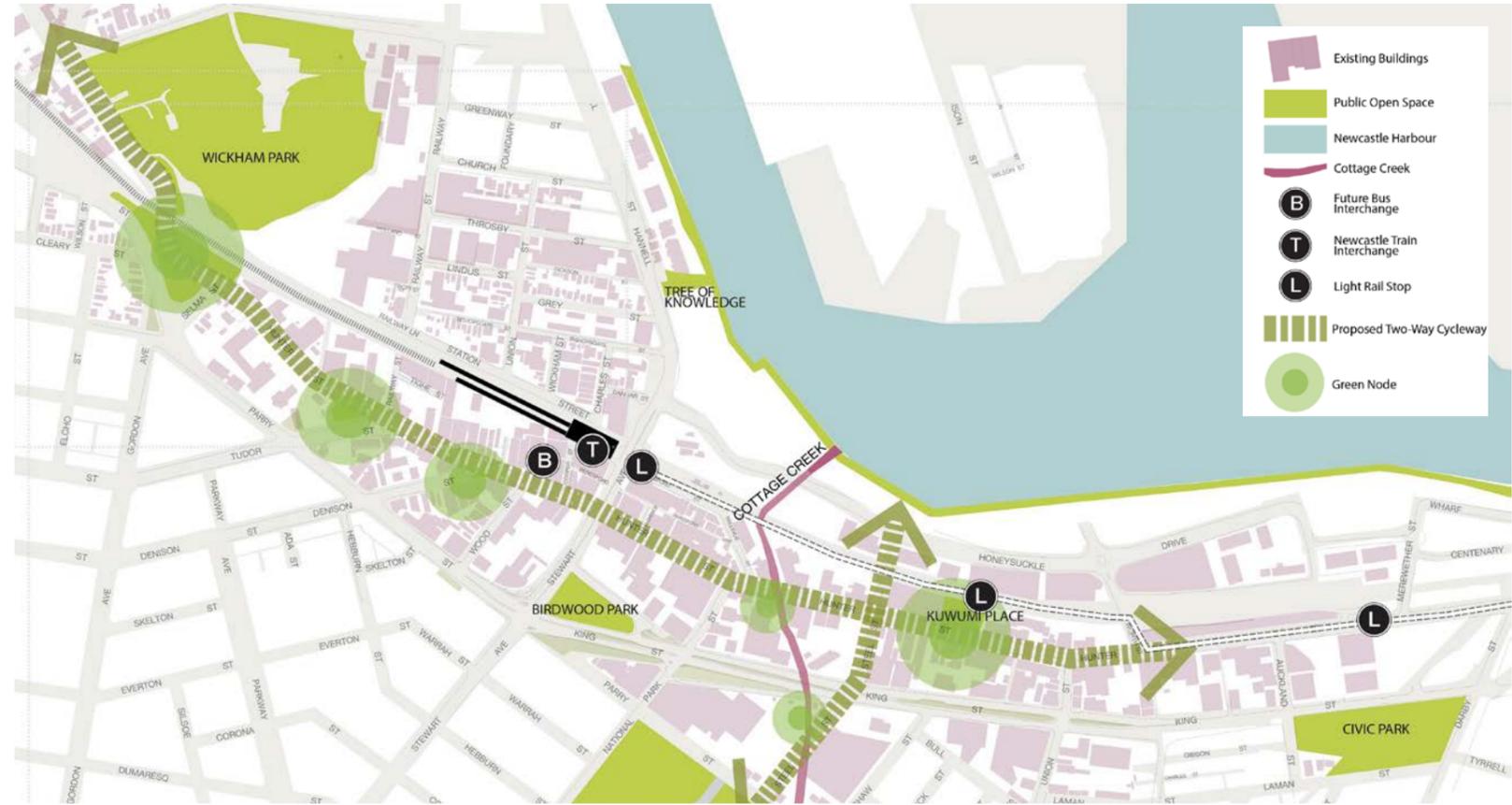
Green nodes have been proposed with consideration given to existing services, built-form and awnings which limit opportunity for open space or street greening to occur continuously along the street.

Each green node will have a distinctive character and provide spaces that are for everyday gathering, social interaction and respite from the city. Located along existing travel routes for pedestrians, cyclists and motorists, these nodes will become landmarks when navigating along the streets.

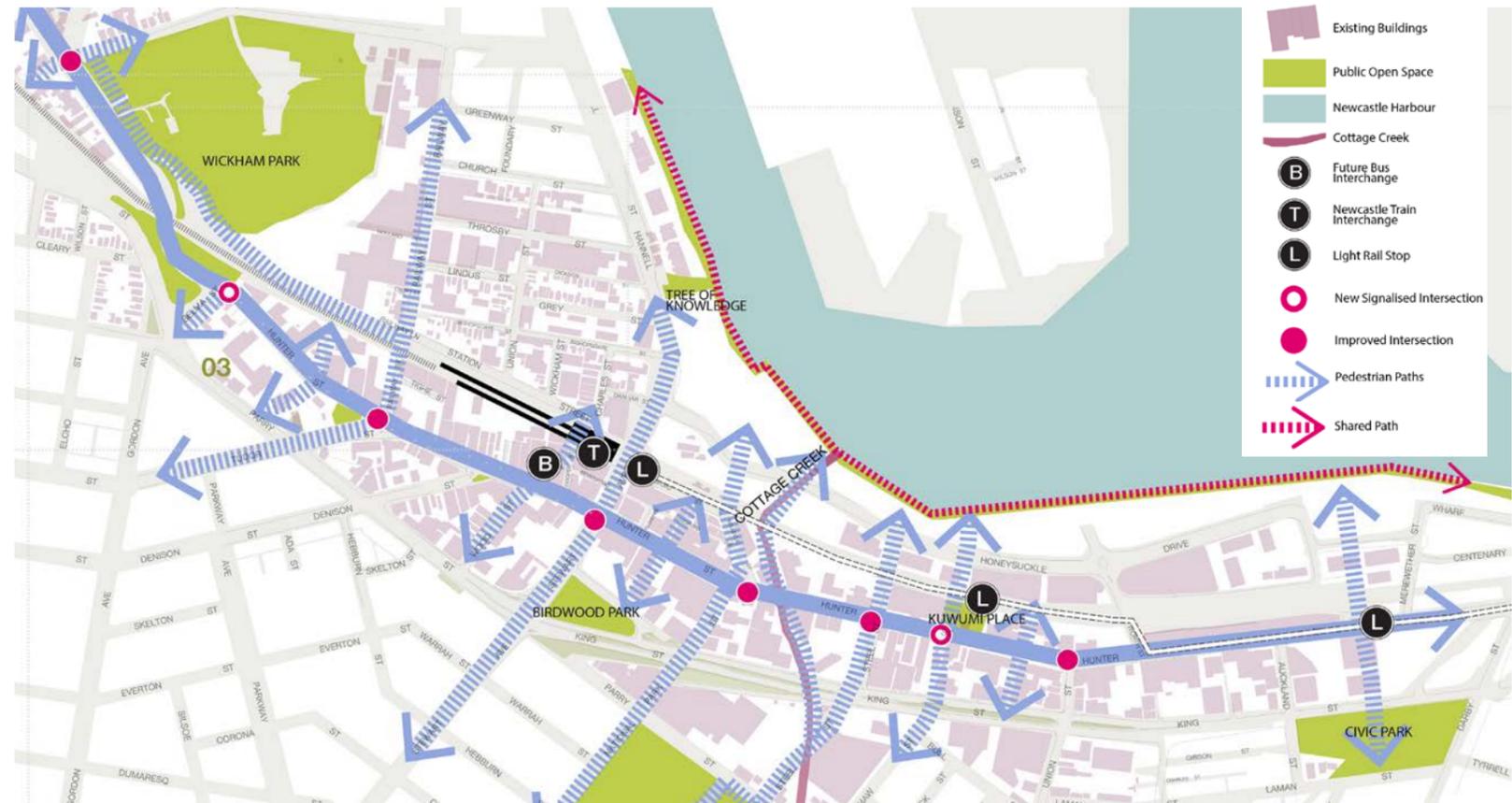
02 Walkability

The second layer and most significant focus for the Streetscape Plan is to improve the pedestrian environment through access and connectivity.

As the CBD shifts to the west, the ease and safety for people to get to key destinations within town and connection to the surrounding areas will become increasingly important.



Key links, green nodes and gateways along proposed two-way separated cycleway



Improved pedestrian access and connectivity

Due to the constrained nature of Hunter Street's north-south connections, all intersections have been reviewed as part of this Streetscape Plan as well as identifying opportunities for new crossing points. Some of these connections have been detailed as part of this scope and other connections will require further investigation.

Intersections reviewed are supported by recommendations to improve access. This includes reducing crossing distances, slowing vehicle speeds, signalisation of intersections and pavement upgrades.

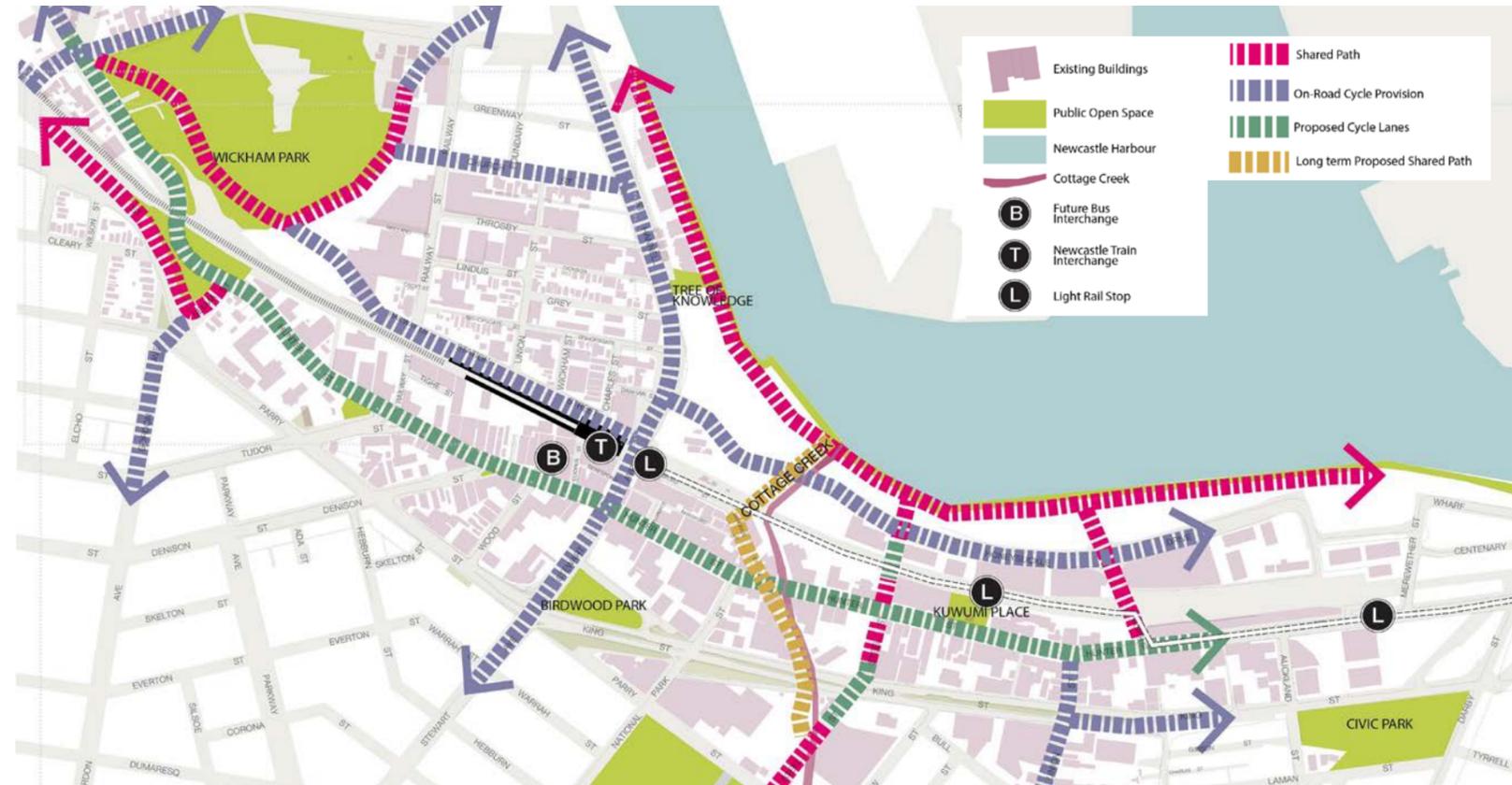
03 Proposed cycleways

The provision of the cycleway is intended to broaden the opportunity for existing and potential cyclists of all abilities to participate, either as a form of active transport or for recreation which cyclists can enjoy within the city and the broader cycle network.

The key to this Streetscape Plan, is the implementation of a two-way separated cycleway along Hunter Street. This provides safe, direct access into the city for cyclists.

A two-way separated cycleway provides physical separation between bike riders, vehicles and pedestrians. More confident commuter cyclists can remain on on-road cycle lanes. However, cyclists will be encouraged to use the King Street cycle route. Shared paths have been nominated in some locations where there is insufficient space for a separate cycleway.

The implementation of this cycleway requires a new kit of parts for the streetscape (refer to section 06) and also has impacts on the road layout and alignment which has been documented in the detail section of the report noted in section 05.



Proposed CBD cycle network

04 Proposed public transport

Major changes to public transport are currently being undertaken within the city as previously noted.

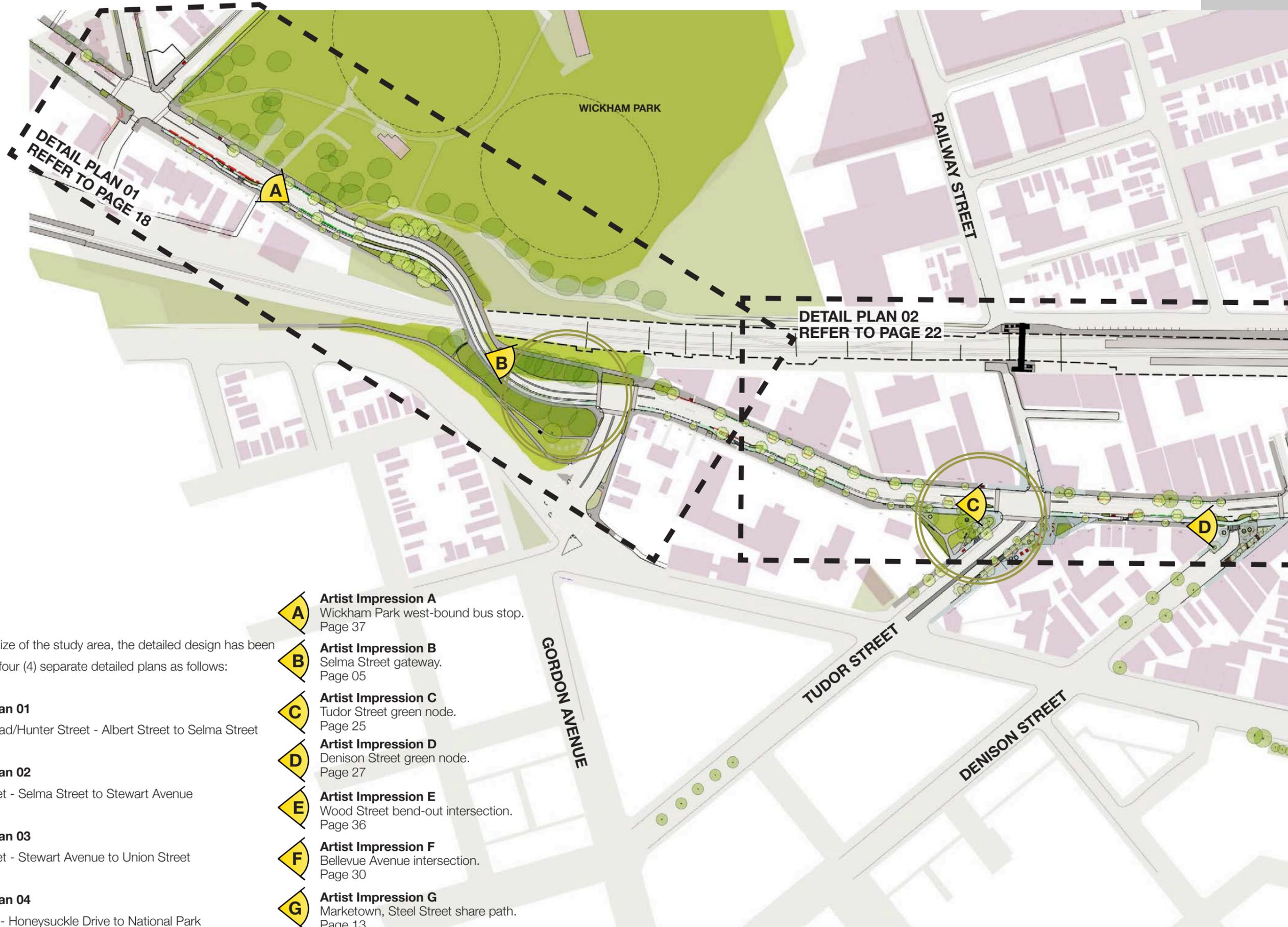
Ensuring that these transport nodes are well-connected to key destinations in the West End, and to other modes of transport is important. Desired crossing locations and pedestrian connections will encourage the patronage of these services. As part of the Streetscape Plan, the desired pedestrian connections to these nodes, as well as the bus-stop locations have been reviewed. It is recommended that:

- Bus stops are co-located.
- Bus stops are located to maximise pedestrian movement to key locations.
- Bus stops are located where minimal carparking is impacted by turn in/turn out lengths i.e. near intersections or driveways.

Bus stop locations proposed are subject to further review and are included where locations are deemed to meet the recommended outcomes as listed above.



Proposed public transport along key roads



Key Plan

Due to the size of the study area, the detailed design has been broken into four (4) separate detailed plans as follows:

Detailed plan 01

Maitland Road/Hunter Street - Albert Street to Selma Street

Detailed plan 02

Hunter Street - Selma Street to Stewart Avenue

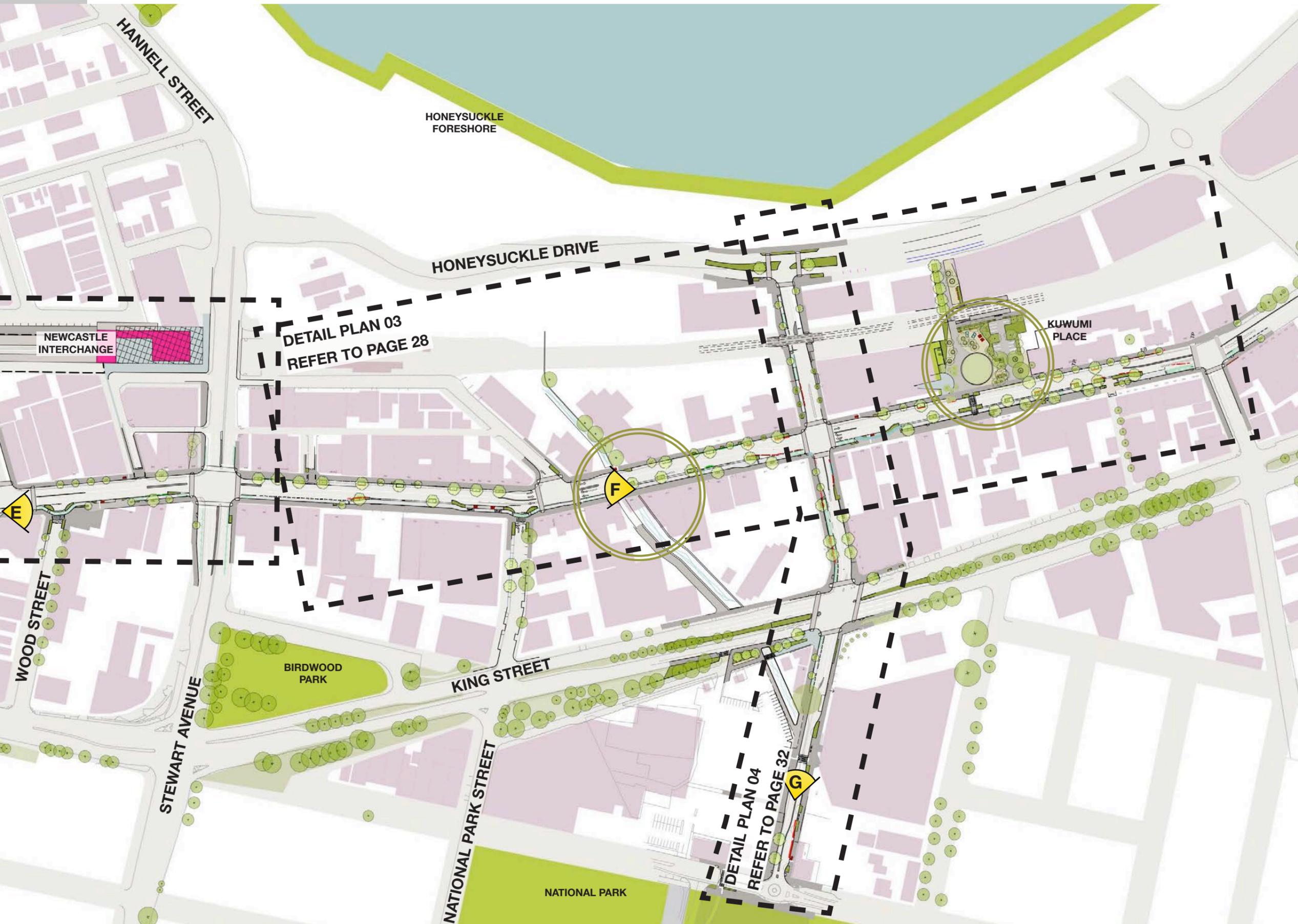
Detailed plan 03

Hunter Street - Stewart Avenue to Union Street

Detailed plan 04

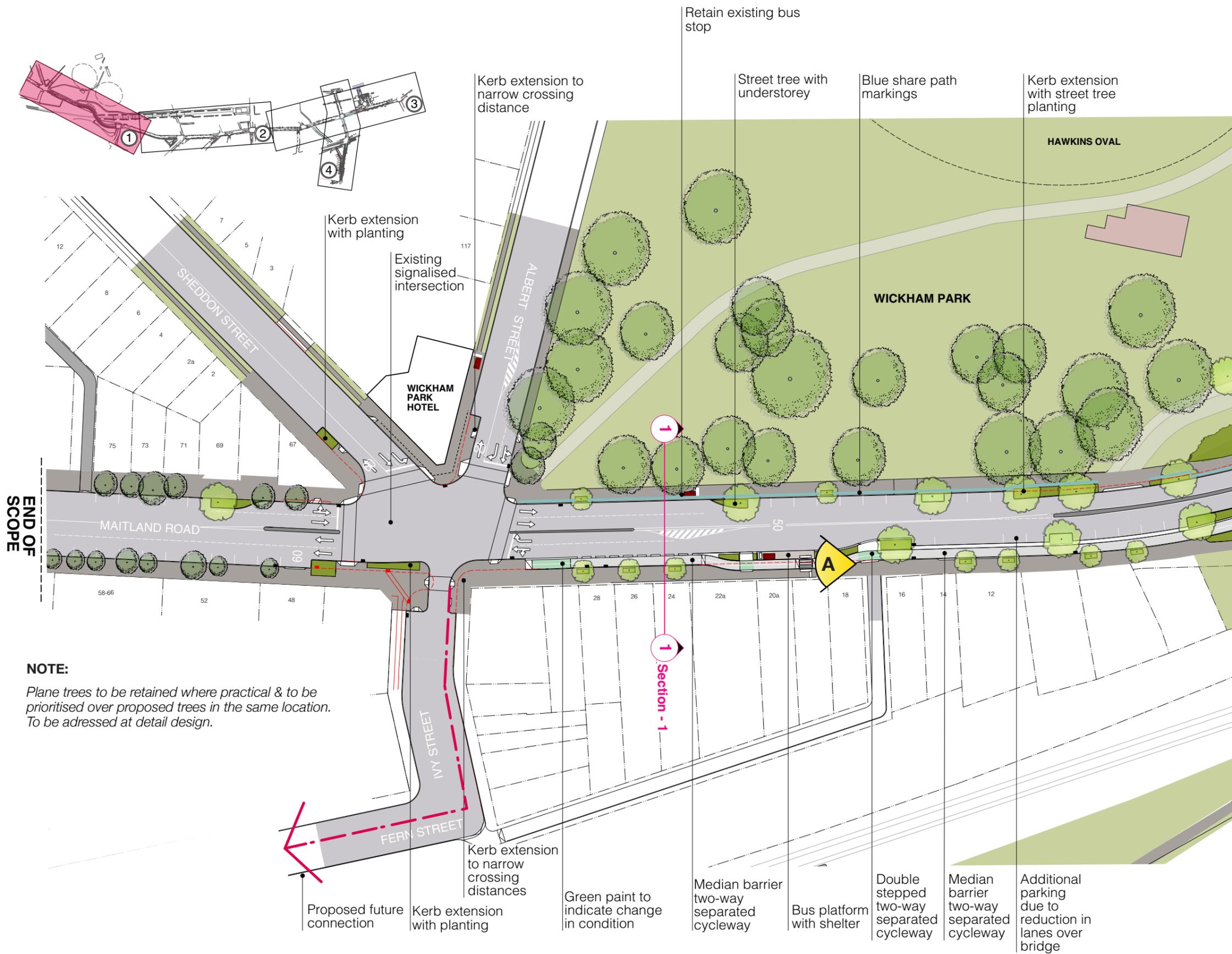
Steel Street - Honeysuckle Drive to National Park

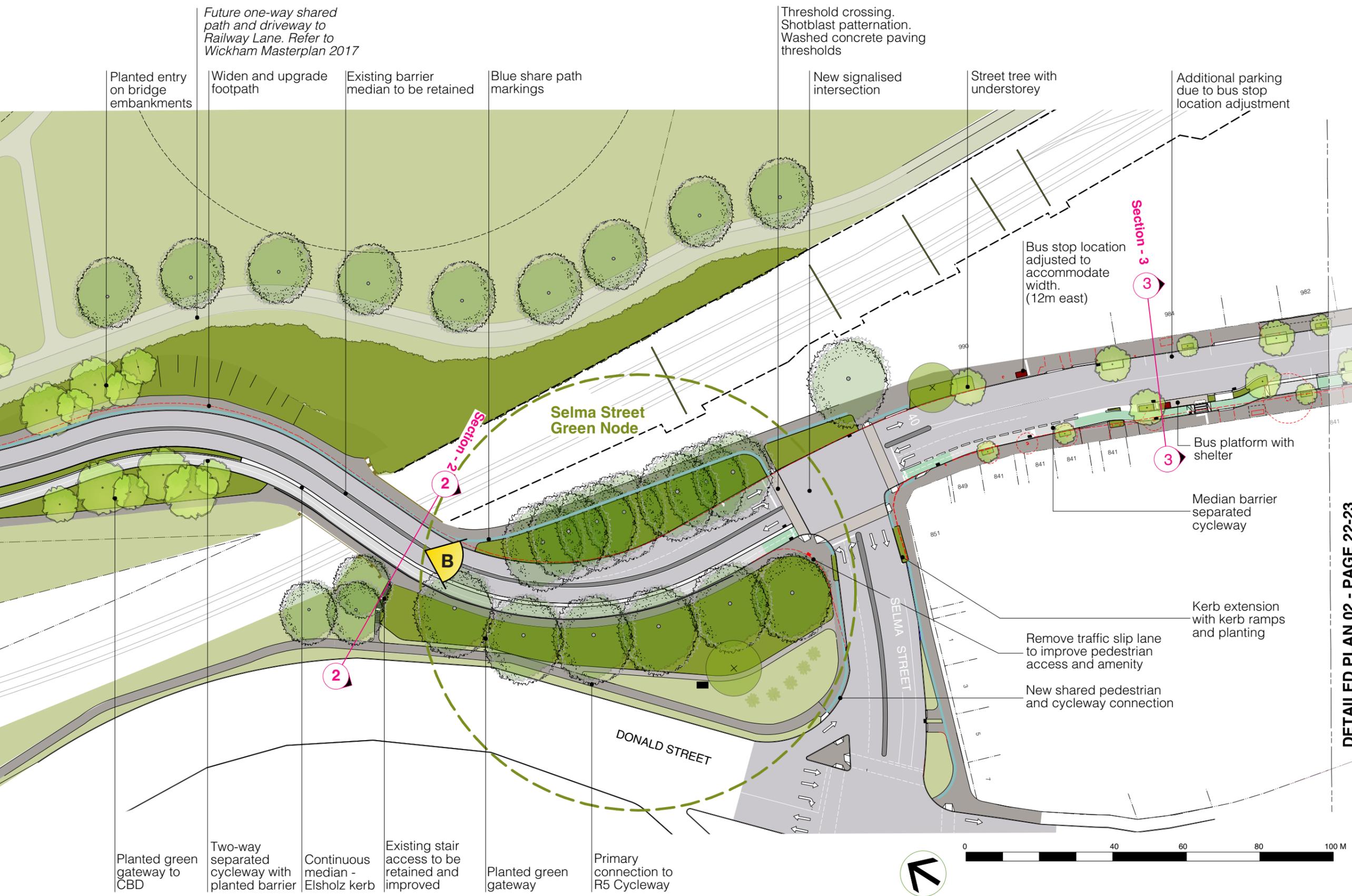
- A** Artist Impression A
Wickham Park west-bound bus stop.
Page 37
- B** Artist Impression B
Selma Street gateway.
Page 05
- C** Artist Impression C
Tudor Street green node.
Page 25
- D** Artist Impression D
Denison Street green node.
Page 27
- E** Artist Impression E
Wood Street bend-out intersection.
Page 36
- F** Artist Impression F
Bellevue Avenue intersection.
Page 30
- G** Artist Impression G
Marketown, Steel Street share path.
Page 13



LEGEND

-  Building line
-  Awning
-  Lot boundary
-  Existing Kerb (retain)
-  Existing Kerb (remove)
-  Concrete Footpath
-  Pedestrian Crossing
-  Two-way Separated Cycle Way
-  Green Paint To Denote Cycleway
-  Barrier Median
-  Blue Stone Unit Pavement
-  Shared Path
-  Shared Environment Intersection
-  Existing Road
-  New Planting
-  Rain Garden
-  Existing Tree Retained
-  Existing Tree Removed
-  New Trees
-  Bus Stop With Shelter
-  Street Furniture and Seating





Future one-way shared path and driveway to Railway Lane. Refer to Wickham Masterplan 2017

Threshold crossing. Shotblast patternation. Washed concrete paving thresholds

Planted entry on bridge embankments

Widen and upgrade footpath

Existing barrier median to be retained

Blue share path markings

New signalised intersection

Street tree with understorey

Additional parking due to bus stop location adjustment

Bus stop location adjusted to accommodate width. (12m east)

Selma Street Green Node

Bus platform with shelter

Median barrier separated cycleway

Kerb extension with kerb ramps and planting

Remove traffic slip lane to improve pedestrian access and amenity

New shared pedestrian and cycleway connection

Planted green gateway to CBD

Two-way separated cycleway with planted barrier

Continuous median - Elsholz kerb

Existing stair access to be retained and improved

Planted green gateway

Primary connection to R5 Cycleway

DETAILED PLAN 02 - PAGE 22-23



Extent of proposed works with sections



01 Wickham Park

Wickham Park will become a key open space for the people in the West End community. Well-designed and inviting access for pedestrians and cyclists will be vital to its integration into the precinct. (Refer to the City of Newcastle's Wickham Masterplan 2017)

The Hunter Street streetscape adjacent to Wickham Park would be the first location where separated cycle paths are included. Separating cyclists, vehicles and pedestrians in this location, will:

- Provide safe controlled access along the entire street boundary to the park.
- Integrate and direct cyclists connecting with the Maitland Road cycle network.
- Ensure these two user groups are unimpeded by vehicles.

The two-way separated cycleway starts at the intersection of Hunter Street and Albert Street and moves toward the CBD over the railway bridge along the southern side of Hunter Street.

Council is investigating cycleway options to connect to the R6 cycleway west of this area.

02 Railway bridge - Hunter Street

The Hunter Street bridge over the heavy rail line is a pinch point in the pedestrian and cyclist network. It is an intimidating experience for cyclists and pedestrians due to the lack of space and the close proximity of the vehicles passing next to them. To improve user experience, the dominating vehicle space must be reduced and the pedestrian and cycle space expanded and better defined.

The proposal retains the existing central road barrier and reduces the vehicle lanes to a single lane in each direction, this allows for the inclusion of a two-way separated cycleway with a 1m barrier separation between the vehicles and cyclists.

This reconfiguration allows for an increase in the footpath width on the northern side of Hunter Street expanding the pedestrian access across the bridge creating a more inviting and less vehicle dominated environment. Additional planting will be included to frame this elevated vantage point where all users will take in views across Wickham Park, the rail line, and down along the Hunter Street axis highlighting the western entry to the city.

There are no changes to Donald Street. However, there is an important cycleway route (R5) that will now connect at the corner of Hunter Street and Selma Street.

03 Bus platform - Hunter Street

The reduction of space for vehicular traffic to one lane in both directions continues along Hunter Street. The reconfiguration of the streetscape in this way improves and expands the interface between people, the streetscape and adjacent buildings and businesses by maintaining maximum parking spaces, allowing for additional street trees and making provision for bus stops.

A kerbside bus platform and shelter is proposed to allow for a two-way separated cycleway to run continuously along the cycleway permitting pedestrian access to the bus stop via a raised pedestrian crossing in the cycleway.



Section 01 - Wickham Park/Hunter Street Section



Section 02 - Rail bridge at Hunter Street



Section 03 - Bus platform at Hunter Street

LEGEND

- Building line
- - - - - Awning
- · - · - Lot boundary
- Existing Kerb (retain)
- - - - - Existing Kerb (remove)

Concrete Footpath

Pedestrian Crossing

Two-way Separated Cycle Way

Green Paint To Denote Cycleway

Barrier Median

Blue Stone Unit Pavement

Shared Path

Shared Environment Intersection

Existing Road

New Planting

Rain Garden

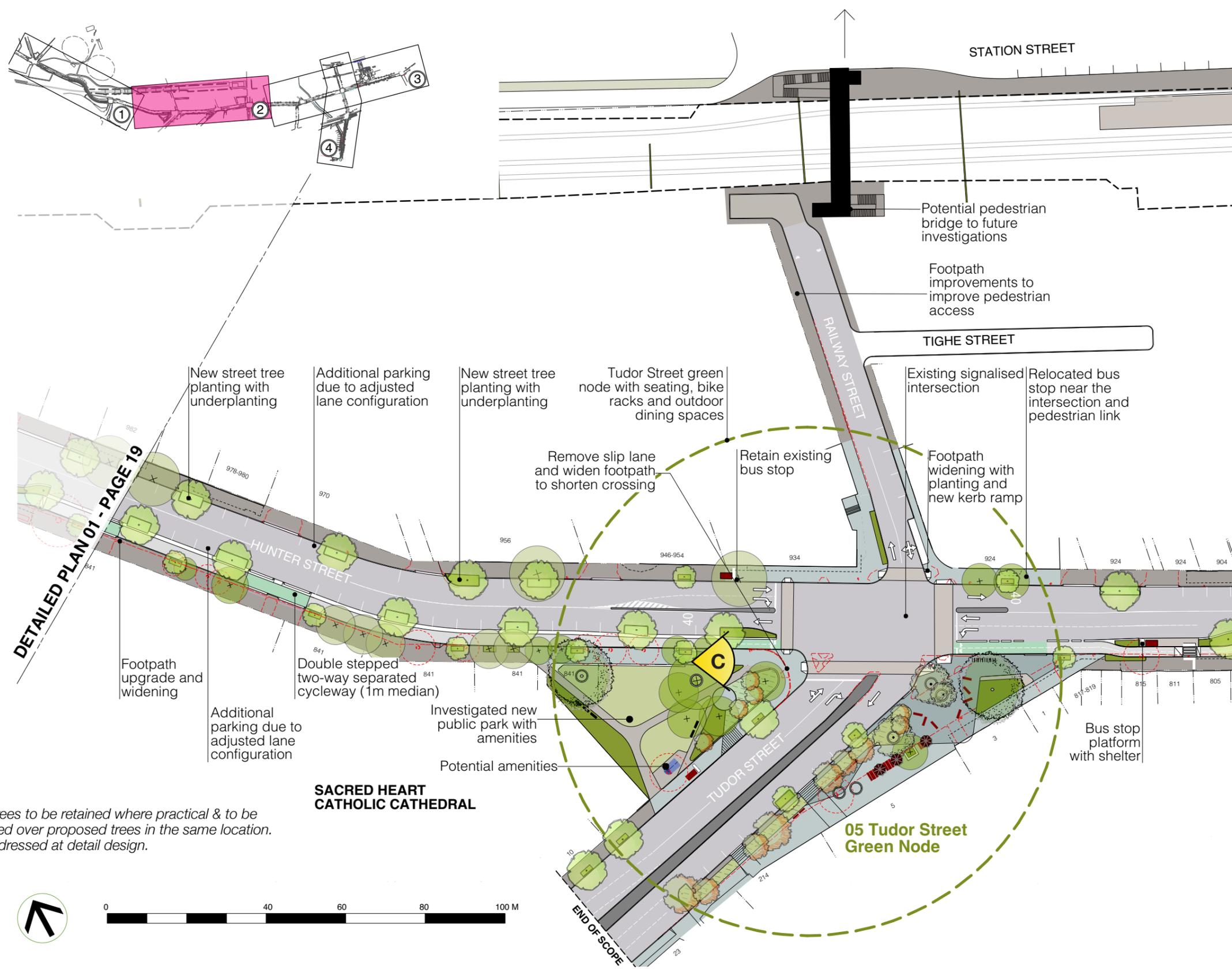
Existing Tree Retained

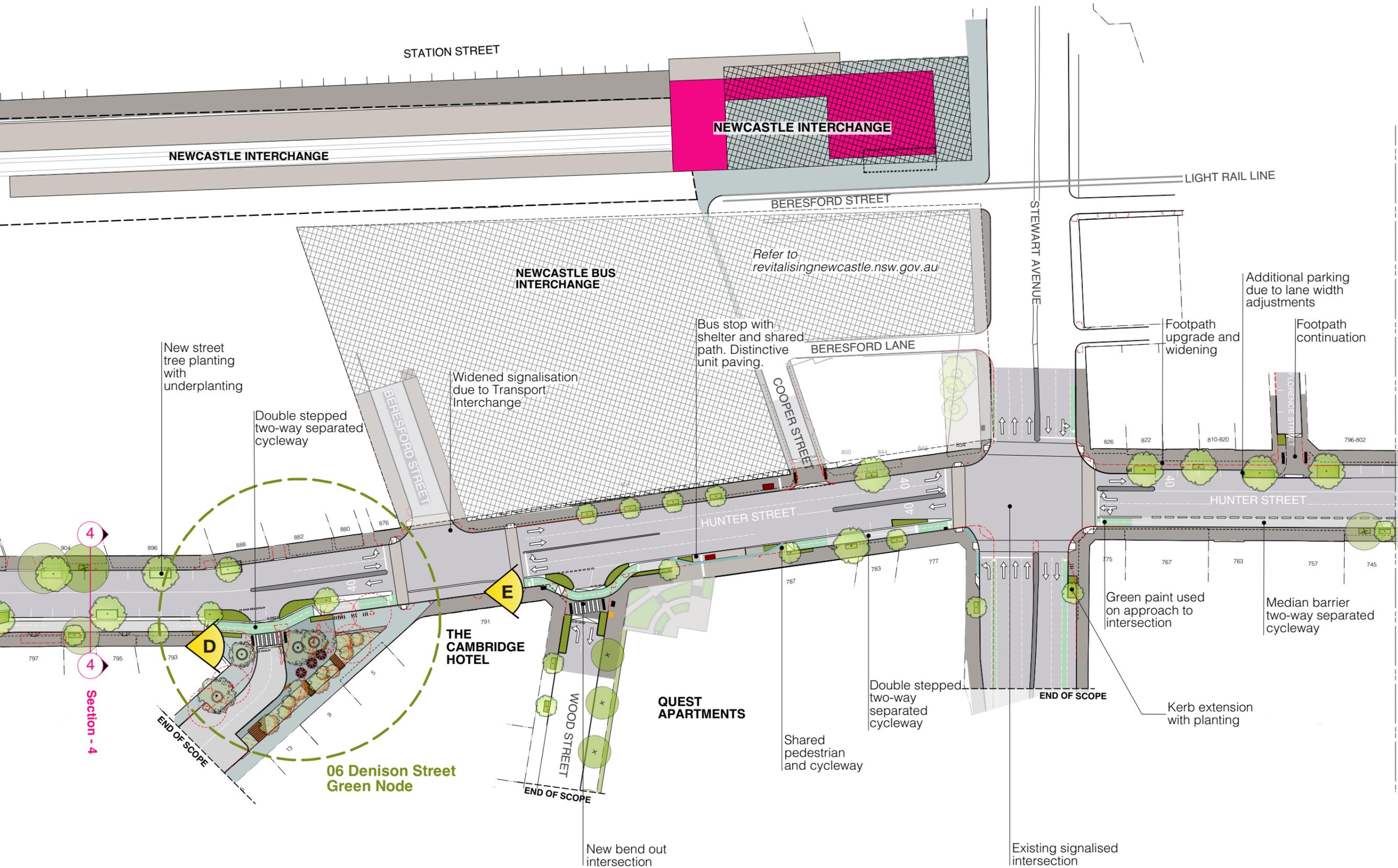
Existing Tree Removed

New Trees

Bus Stop With Shelter

Street Furniture and Seating





NEWCASTLE INTERCHANGE

STATION STREET

NEWCASTLE INTERCHANGE

LIGHT RAIL LINE

BERESFORD STREET

NEWCASTLE BUS INTERCHANGE

Refer to: revitalisingnewcastle.nsw.gov.au

Bus stop with shelter and shared path. Distinctive unit paving.

BERESFORD LANE

New street tree planting with underplanting

Double stepped two-way separated cycleway

Widened signalisation due to Transport Interchange

Footpath upgrade and widening

Footpath continuation

COOPER STREET

HUNTER STREET

HUNTER STREET

D

THE CAMBRIDGE HOTEL

E

QUEST APARTMENTS

WOOD STREET

06 Denison Street Green Node

Green paint used on approach to intersection

Median barrier two-way separated cycleway

Double stepped two-way separated cycleway

END OF SCOPE

Kerb extension with planting

Shared pedestrian and cycleway

New bend out intersection

Existing signalised intersection

Section - 4

DETAILED PLAN 03 - PAGE 28-29

05 Tudor Street green node

The Tudor Street intersection is the first opportunity to include a green node as a key destination and landmark in the arrival sequence along Hunter Street. The green node will be formed through connecting two open spaces on both sides of Tudor Street, through the use of significant 'marker' street trees and WSUD garden spaces. Each of the two spaces have their own potential for providing amenity and greening to the public realm at this point. The south-western corner offers potential for a small pocket park and amenities block, providing important lawn space and greenery.

The south-eastern corner connects with its more urban context by extending the pavement out into the under-utilised road space creating a plaza. This will take advantage of the adjacent entertainment and food venues and offer outdoor dining that is co-located by the busy bus stop.

The two spaces would have individual identities but be linked via streetscape elements such as the plant types, street furniture and pavement. These elements are used in creating a diversity of spaces for people to use an identifiable way point along the Hunter Street streetscape.



- 1 Remove slip lane and widen kerb to improve pedestrian access.
- 2 Remove slip lane to create plaza space for green node.
- 3 Kerb extension and rain garden to collect and manage stormwater runoff.
- 4 Rain garden to collect and treat stormwater runoff. Opportunity for distinctive planting detail.
- 5 Distinctive pavement treatment to denote green node. Pavement variation to define vehicular and pedestrian movement.
- 6 Driveway crossing through plaza. To be defined through furniture and pavement treatment.
- 7 Seating and tables for outdoor dining including shade structures.
- 8 Seating wall adjacent to planter with feature tree.
- 9 Proposed feature tree.

NOTE:

Plane trees to be retained where practical & to be prioritised over proposed trees in the same location. To be addressed at detail design.

- 10 Existing bus stop.
- 11 Proposed bus platform.
- 12 Proposed bike racks.
- 13 Green cycleway pavement treatment to be applied at all traffic intersections.
- 14 Traffic lane to be reduced to single travel lane.
- 15 Investigate opportunities to create open space or park including new paths, planting and amenities.
- 16 Potential location for amenities. Amenities to be located on park edge with good passive surveillance.



Moir Landscape Architecture

Existing Tudor Street intersection



Moir Landscape Architecture

C Artist impression of Tudor Street green node

06 Denison Street shared zone

Denison Street is proposed to be the second green node. Two-way movement is proposed to be maintained in Denison Street, with a left in and left-out arrangement allowing for a narrowing of the intersection. This will create a small plaza space which has the capacity for outdoor seating including tables, chairs and umbrellas.

A large rain garden is proposed on the southern side of Denison Street with a range of crossing points. A distinctive planting palette is proposed which draws on the indigenous planting of the area and makes reference to the historic Eucalyptus Avenue typology.

Along the length of Hunter Street this node will provide a landmark and will support the provision of functional everyday spaces for social interaction in the West End. As part of this study, a one-way option and shared zone was investigated. It is recommended that this option is reviewed as part of the detailed design phase.

07 Greening the street and Water Sensitive Urban Design (WSUD)

Street trees are one of the most important inclusions into the Hunter Street streetscape. Trees provide important amenity through shade, aesthetics, colour and form, as well as the overall experience of the user and is essential in expressing the identity of the area.

Street trees have the ability to mediate the scale between people and surrounding buildings and elements within the urban environment. The choice of appropriate street tree species is vital to ensure longevity within the streetscape.

To assist in supporting healthy street trees, Water Sensitive Urban Design (WSUD) techniques are to be used to collect and manage rain and stormwater runoff before discharging into the stormwater system. The WSUD system will create landscaped areas below street trees providing further greening of the street. The combination of street trees with landscaped areas are to be spaced at approximately 30m intervals with the size of the planting areas to be the same footprint of a vehicle parking space, allowing easy integration into the existing street layout.

Further, to assist in incorporating WSUD and stormwater management systems to the streetscape, a double stepped kerb is recommended to be constructed along cycleway edges. to assist with better water detention in locations as required.



REFER TO DETAILED PLAN 02

REFER TO DETAILED PLAN 02

- 1 Remove median and narrow street width whilst allowing for turning movements of vehicles.
- 2 Cycleway bend out and new raised pedestrian crossing.
- 3 Vehicle waiting area.
- 4 New street tree and understorey planting.
- 5 Rain garden to collect and manage stormwater run-off. Planting to be native grasses and sedges.
- 6 Bridge crossing to allow for pedestrian access over rain garden.
- 7 Proposed street furniture.
- 8 Proposed bike racks.
- 9 Proposed seating wall.
- 10 Concrete thresholds to define crossing locations at intersections.
- 11 Distinctive pavement treatment to define nodes and direct movement.



Rain garden and seating wall example, Mint Plaza, San Francisco



Section 04 - Water Sensitive Urban Design (WSUD) at Hunter Street



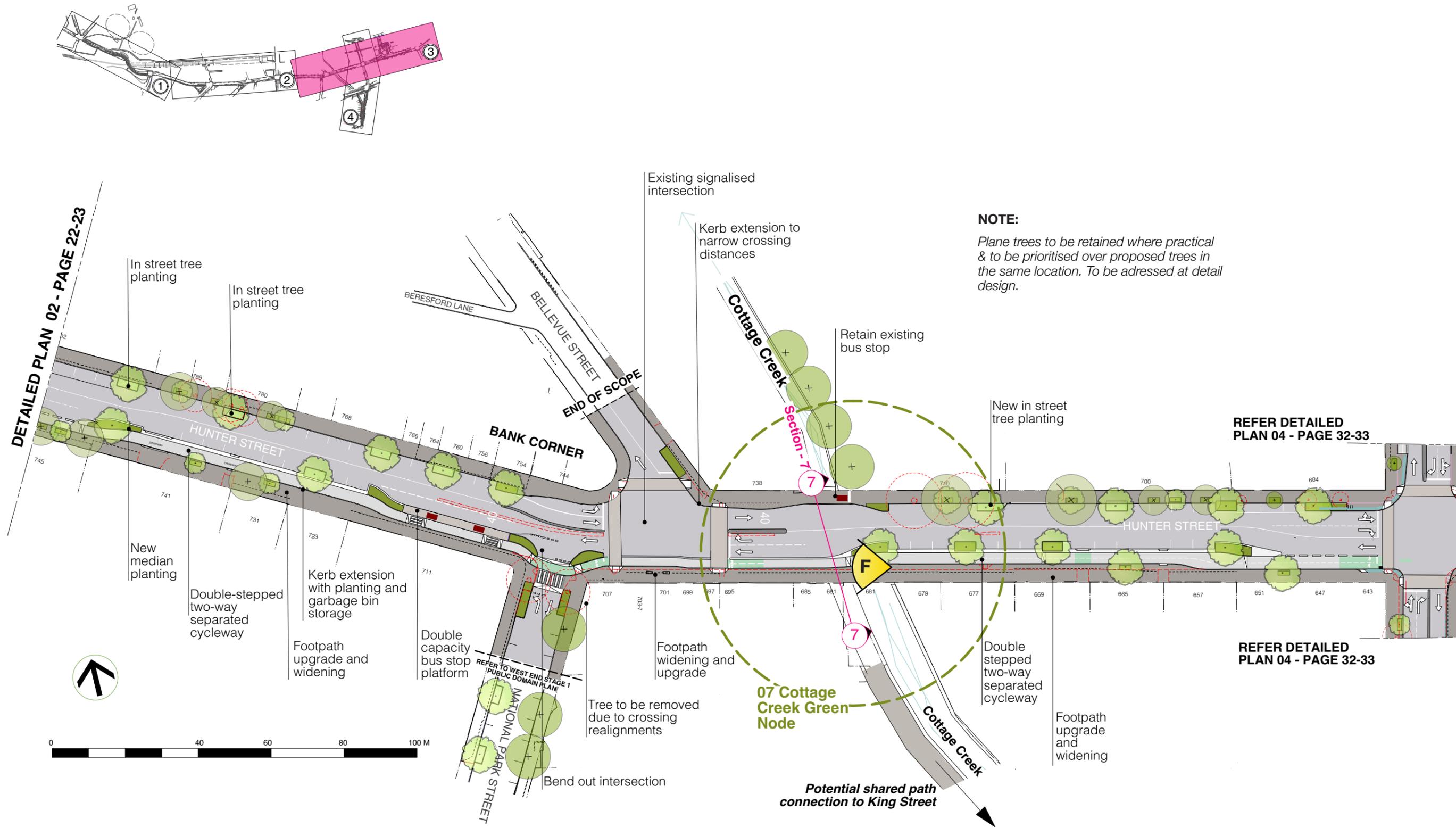
Moir Landscape Architecture

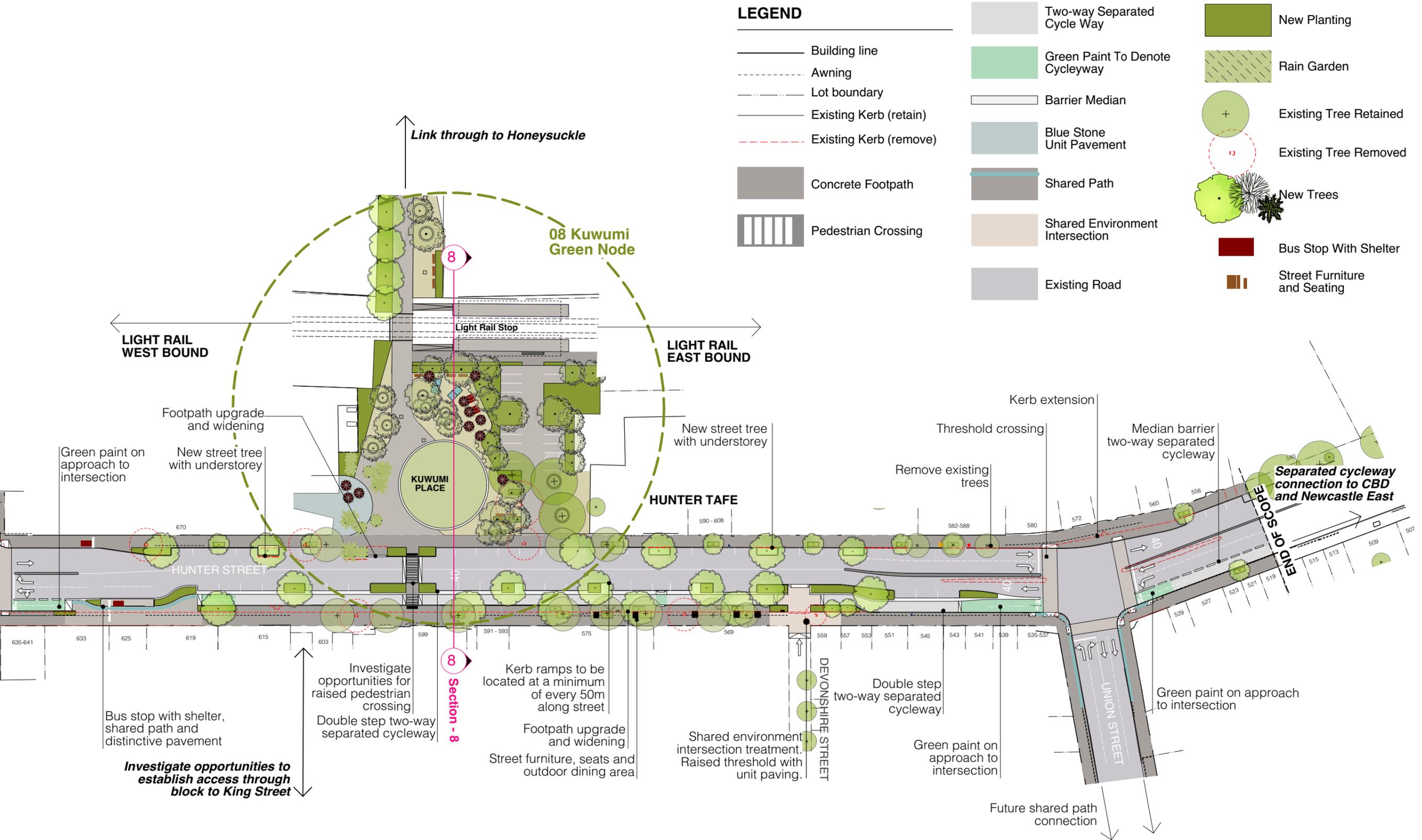
Existing Denison Street intersection



Moir Landscape Architecture

D Artist impression of Denison Street green node





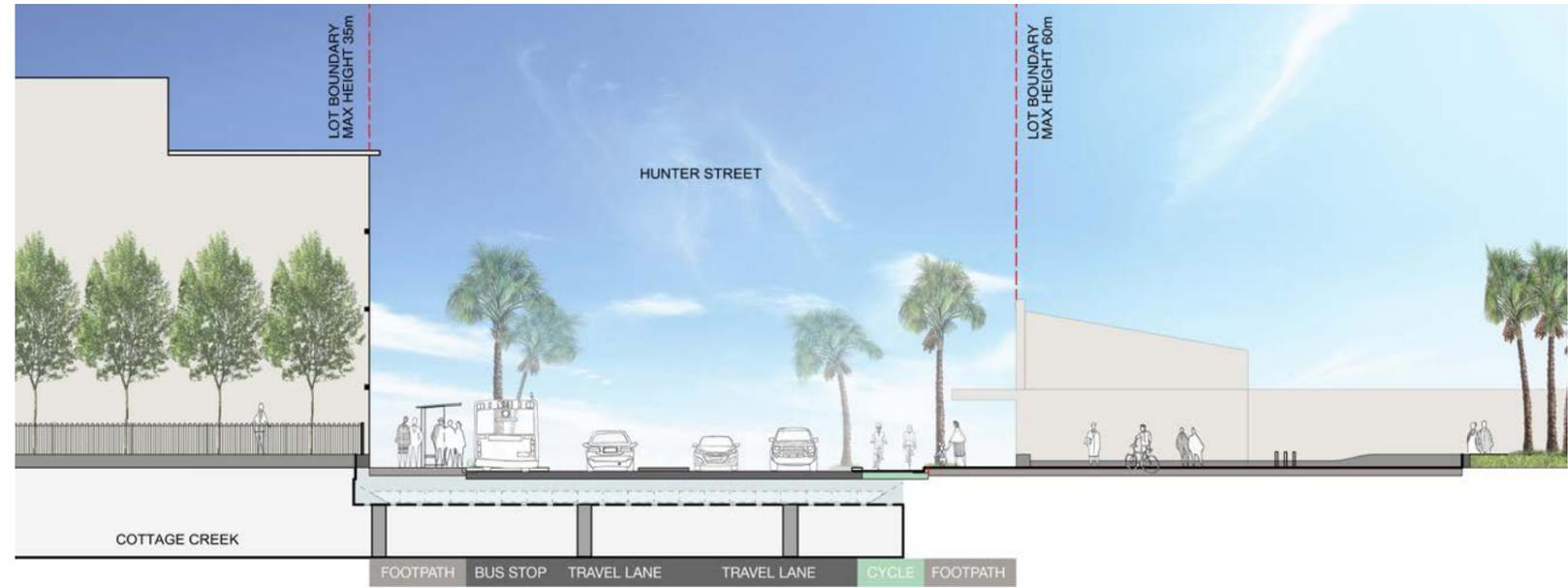
01 Cottage Creek green node

The creation of the third green node at the intersection of Hunter Street as it passes over Cottage Creek reintegrates the creek back into the streetscape as an important waterway and as part of the physical characteristic of the city.

In the future, this node will consist of cycleways and pedestrian paths along the Cottage Creek corridor, creating an important interchange for north-south and east-west cycle and pedestrian movements around the city.

The inclusion of distinctive trees at the intersection of the creek breaks the Hunter Street planting regime and creates a local identity along the length of the creek.

The limited space at the node does not allow for significant planting. However, other techniques such as the design and materiality of pavements, furniture and balustrades can all assist in marking this as a unique location and another way point in Hunter Street.



Section 07 - Cottage Creek and Hunter Street intersection



Cottage Creek

Moir Landscape Architecture



Existing streetscape at Cottage Creek and Bellevue Street

Moir Landscape Architecture



F Artist impression of Hunter Street and Bellevue Street intersection

Moir Landscape Architecture

02 Kuwumi Place green node

Kuwumi Place is one of the existing key green nodes in the city centre that will improve direct access across Hunter Street. Reducing distances between pedestrian crossings and slowing traffic by means of traffic calming devices, will result in improved access to Kuwumi Place and the light rail stop.

Kuwumi Place currently provides a mid-block respite space with seating, paved footpaths and some street tree planting. A raised pedestrian crossing is proposed across Hunter Street to ease pedestrian movements.

Kuwumi Place is expected to increase in activity once the light rail station is in full operation.



Proposed raised grassed planters with seating walls, Constitution Plaza, Hartford, CT, United States

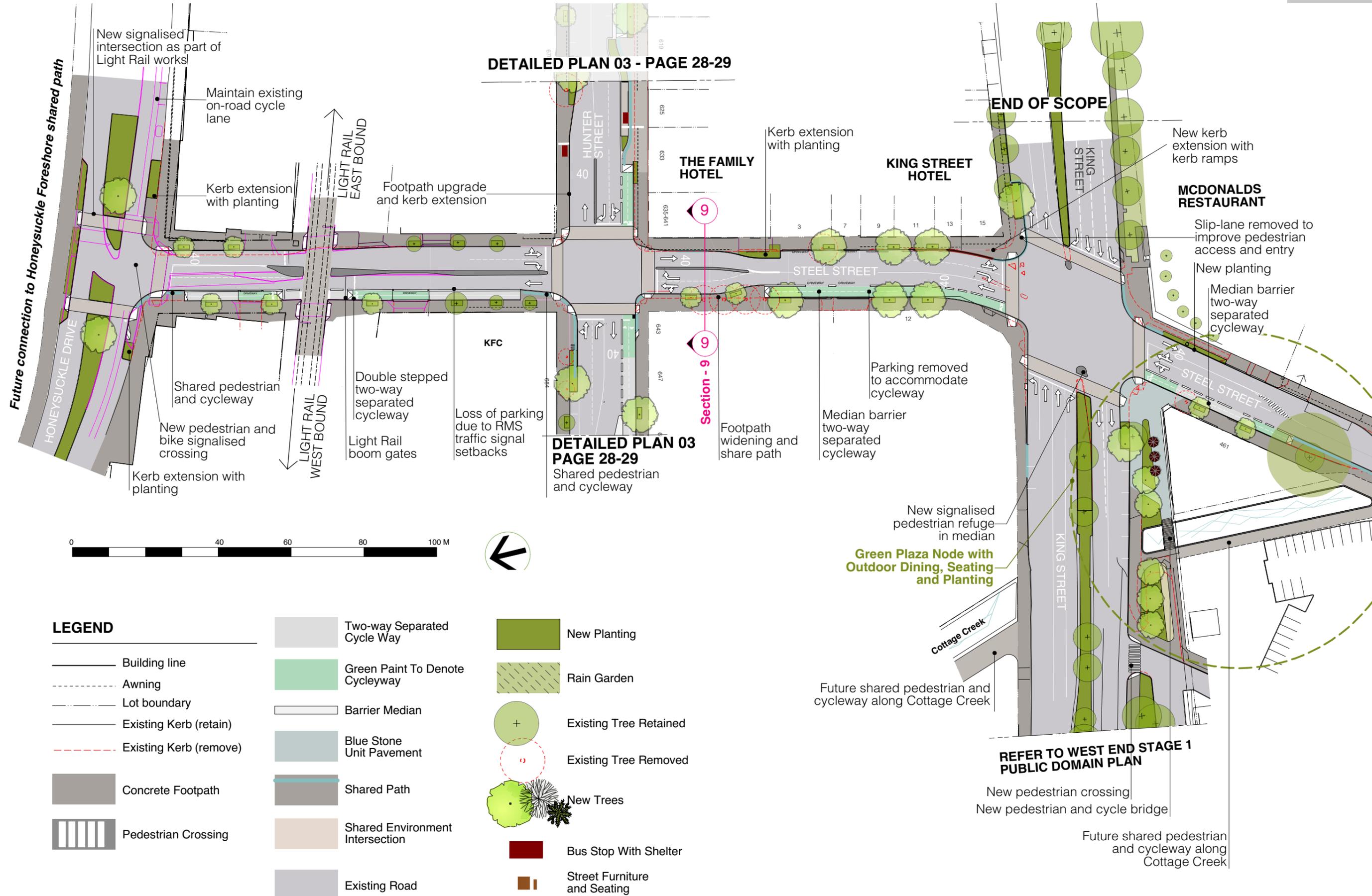
Grove planting with permeable paving in a community plaza, Macquarie University, Sydney



Existing view of Kuwumi Place

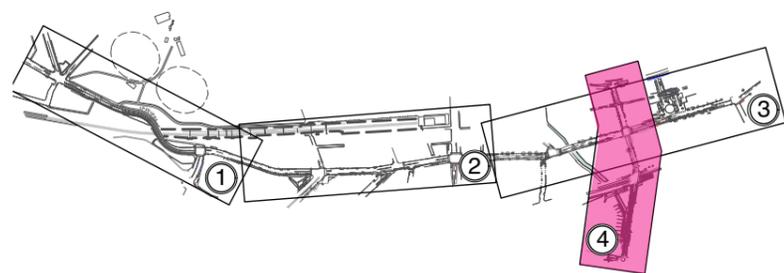


Section 08 - Kuwumi Place, Hunter Street and Light Rail stop



LEGEND

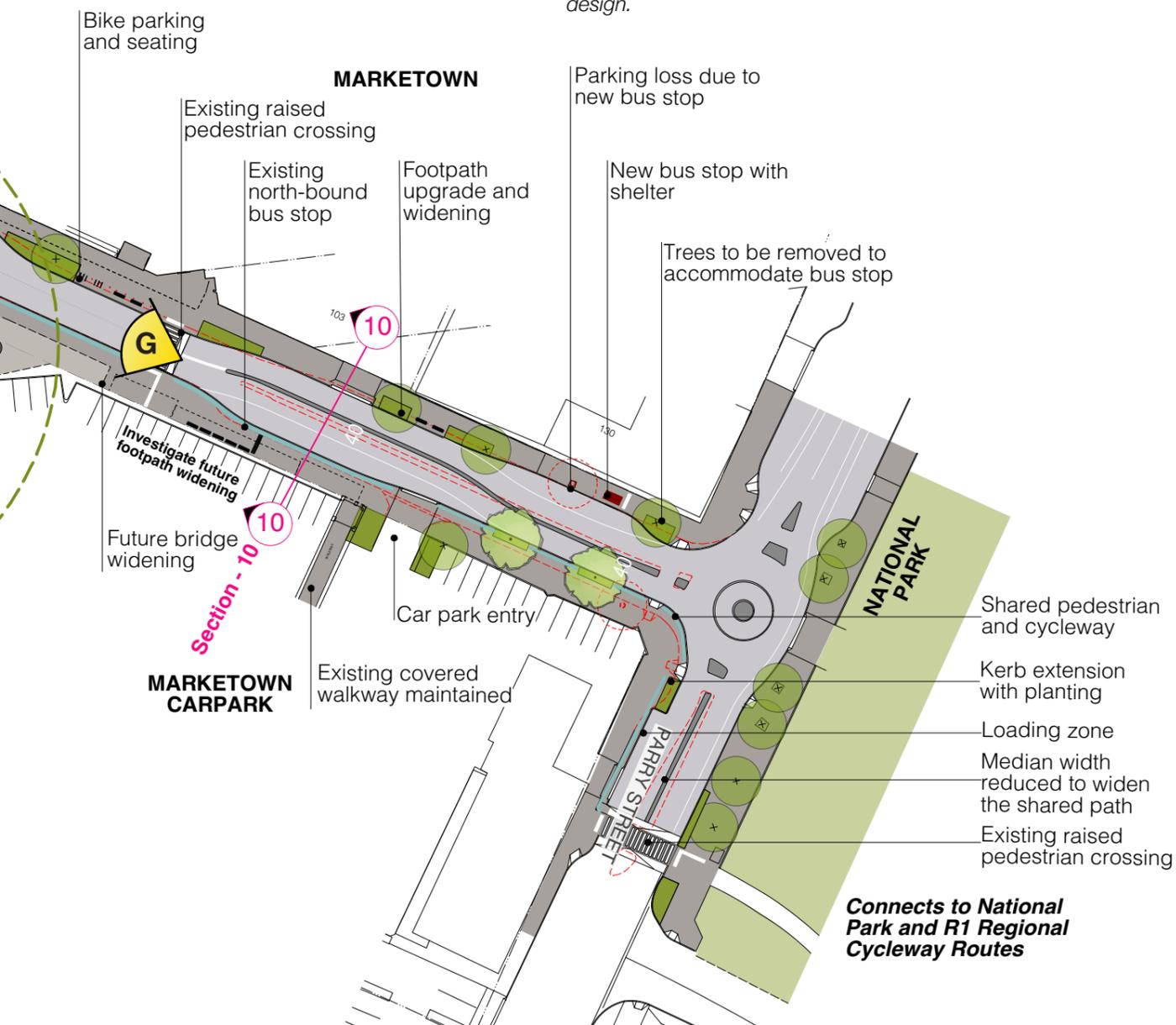
	Building line		Two-way Separated Cycle Way		New Planting
	Awning		Green Paint To Denote Cycleway		Rain Garden
	Lot boundary		Barrier Median		Existing Tree Retained
	Existing Kerb (retain)		Blue Stone Unit Pavement		Existing Tree Removed
	Existing Kerb (remove)		Shared Path		New Trees
	Concrete Footpath		Shared Environment Intersection		Bus Stop With Shelter
	Pedestrian Crossing		Existing Road		Street Furniture and Seating



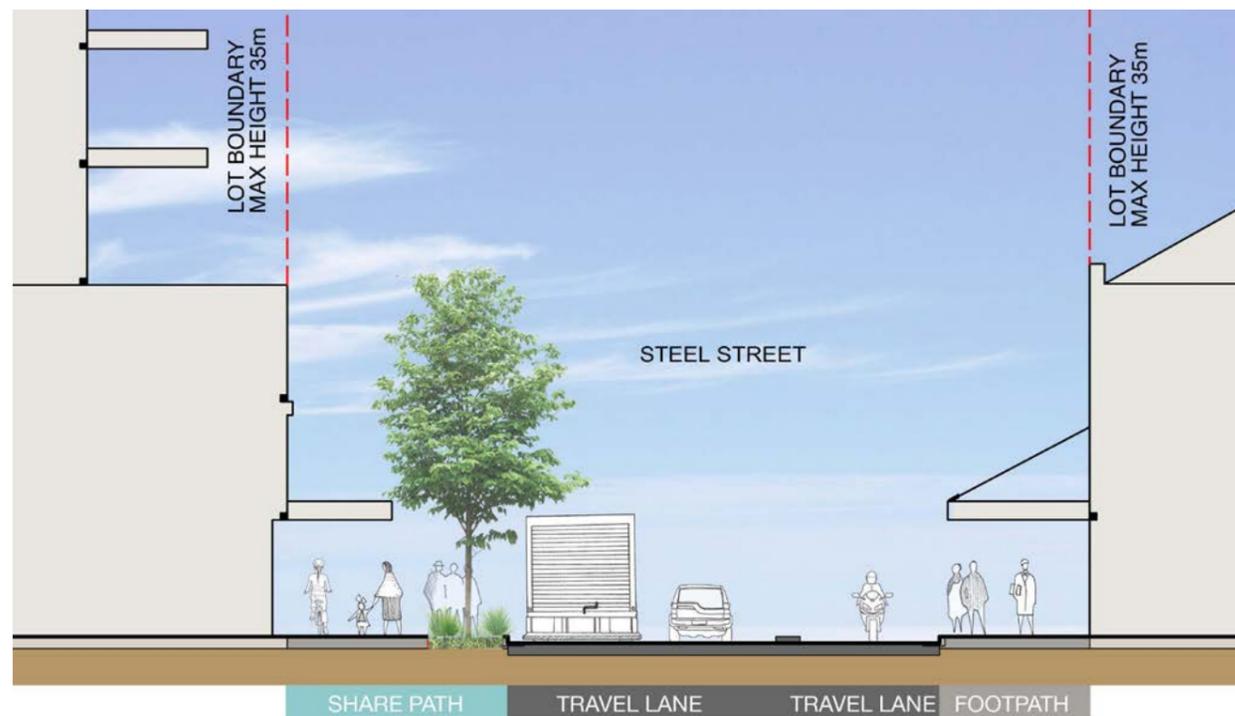
Final alignment of cycleway/ shared path will be addressed in detailed design

NOTE:

Plane trees to be retained where practical & to be prioritised over proposed trees in the same location. To be addressed at detail design.

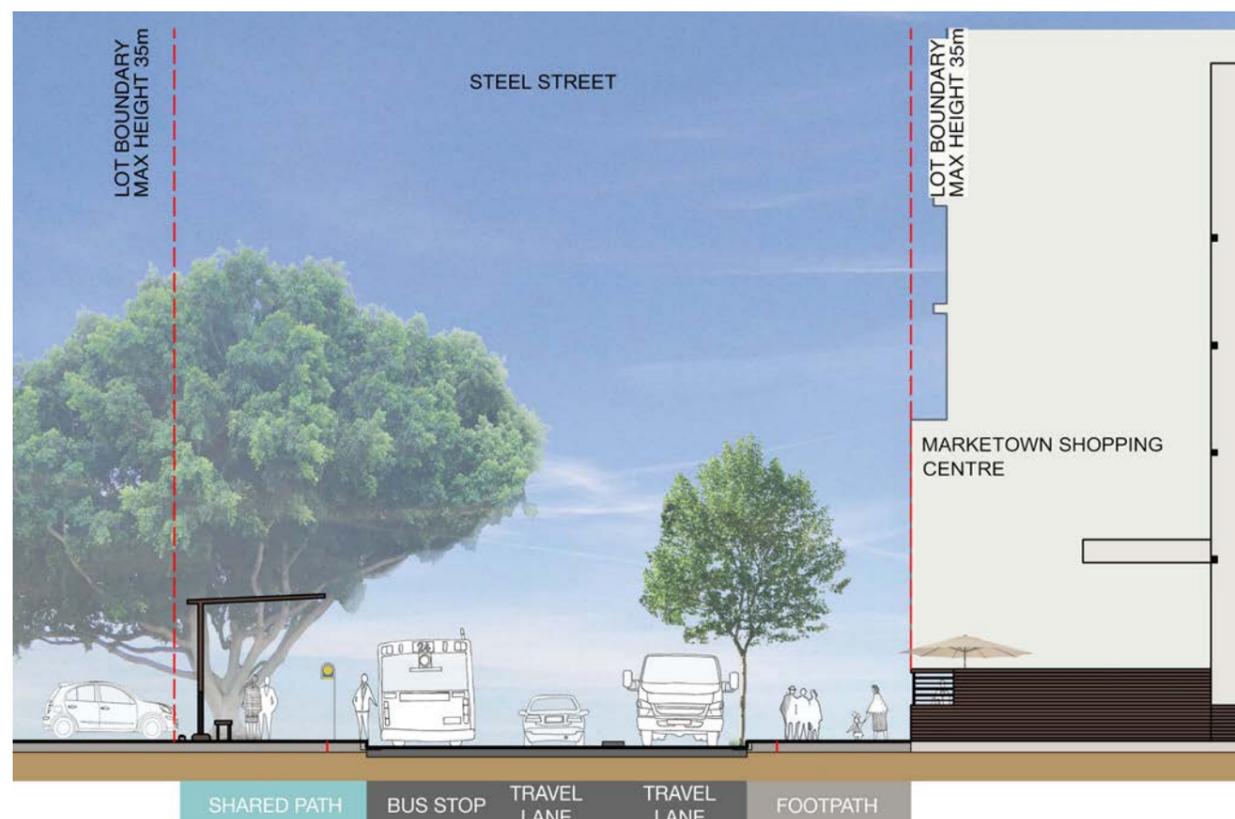


01 Steel Street shared path

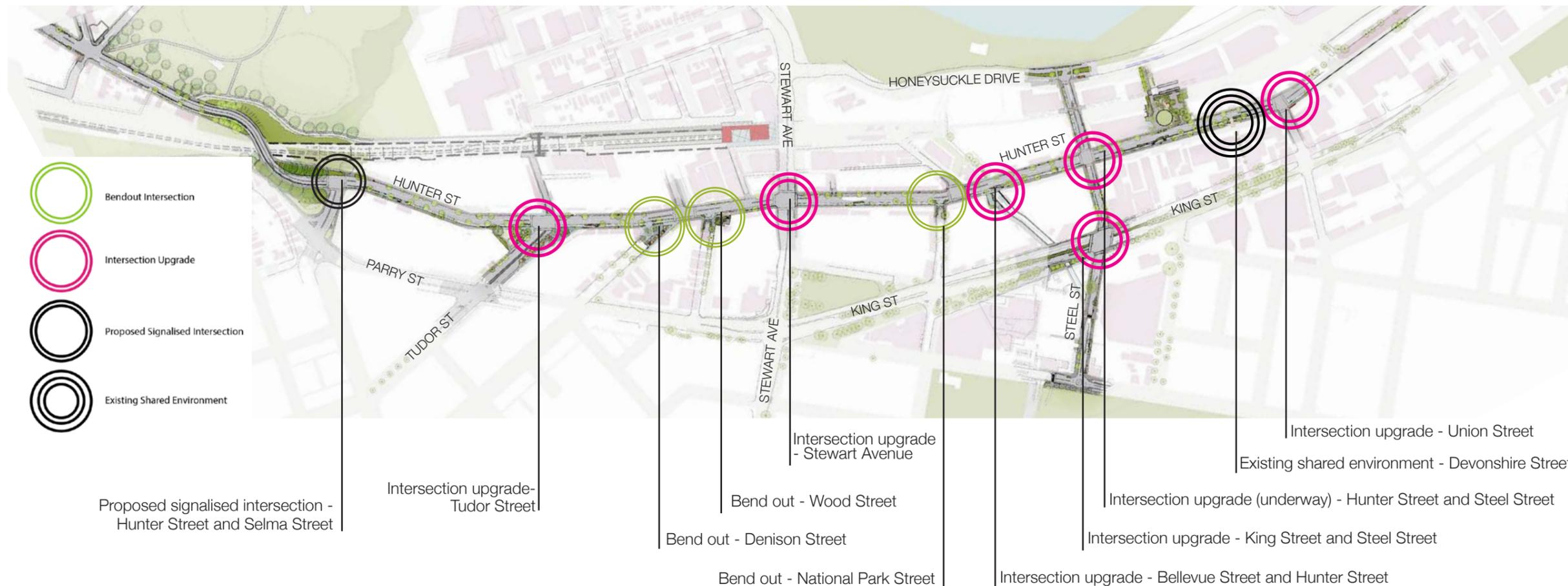


Section 09 - Steel Street north of King Street

02 Steel Street bus stop and shared path



Section 10 - Steel Street south of King Street



The separated cycleway is a significant modification to the current function of the street. In effect, the existing road easement will now accommodate two parallel two-way systems - the vehicle road and the bicycle path (City of Sydney, 2008).

A range of technical treatments are required to achieve a safe and functional separated system including changes to intersections, bus stops, pavements and kerbs. This section describes these treatments for consideration during the detailed design phase.

The proposal will generally pursue the following details:

- A travel lane width of 3500mm
- Turning lane width of 3200mm
- Parking lane width of 2600mm
- Loading zone width of 2600mm
- Accessible parking lane width of 2600mm
- Kerb ramps at minimum 50m intervals
- Bin storage areas to be located on-street away from footpaths and clear of the cycleways

In addition to these technical components, an education campaign is required for communication of changes to all road users.

01 Intersections

The key areas where new streetscape treatments are required are at intersections. Intersection treatments are critical to ensure the safety of pedestrian, bicycle and vehicle movements (City of Sydney, 2008). The intersection treatments reflect current RMS standards and best practice.

The standard intersection treatments are:

- Signalled intersection
- Shared environment
- Bend out intersection
- Footpath continuation

Each treatment has been tested and reviewed as part of this project and has been applied at specific locations as required.

01-01 Signalled intersections

A signalled intersection is a controlled crossing that provides timed separation between bicycles and motor vehicles (City of Sydney, 2008).

Objective

To provide safe crossing opportunities for both cyclists and pedestrians in locations where vehicle travel speeds and other hazards may pose the risk of collision and serious injury.

Location

Various locations as documented.

Components

- A separate cycle traffic light phase.
- Green painted cycleway lanes to denote potential conflict areas and signify route locations.



01-02 Shared environment

A shared environment is a zone allowing multiple users such as pedestrians, cyclists and vehicles to use the same space for travel.

A hierarchy exists within the shared environment and this should be applied throughout the design resolution of the shared space.

Objective: To give the right of way to pedestrians and provide equivalent rights to cyclists and motorists within the intersection.

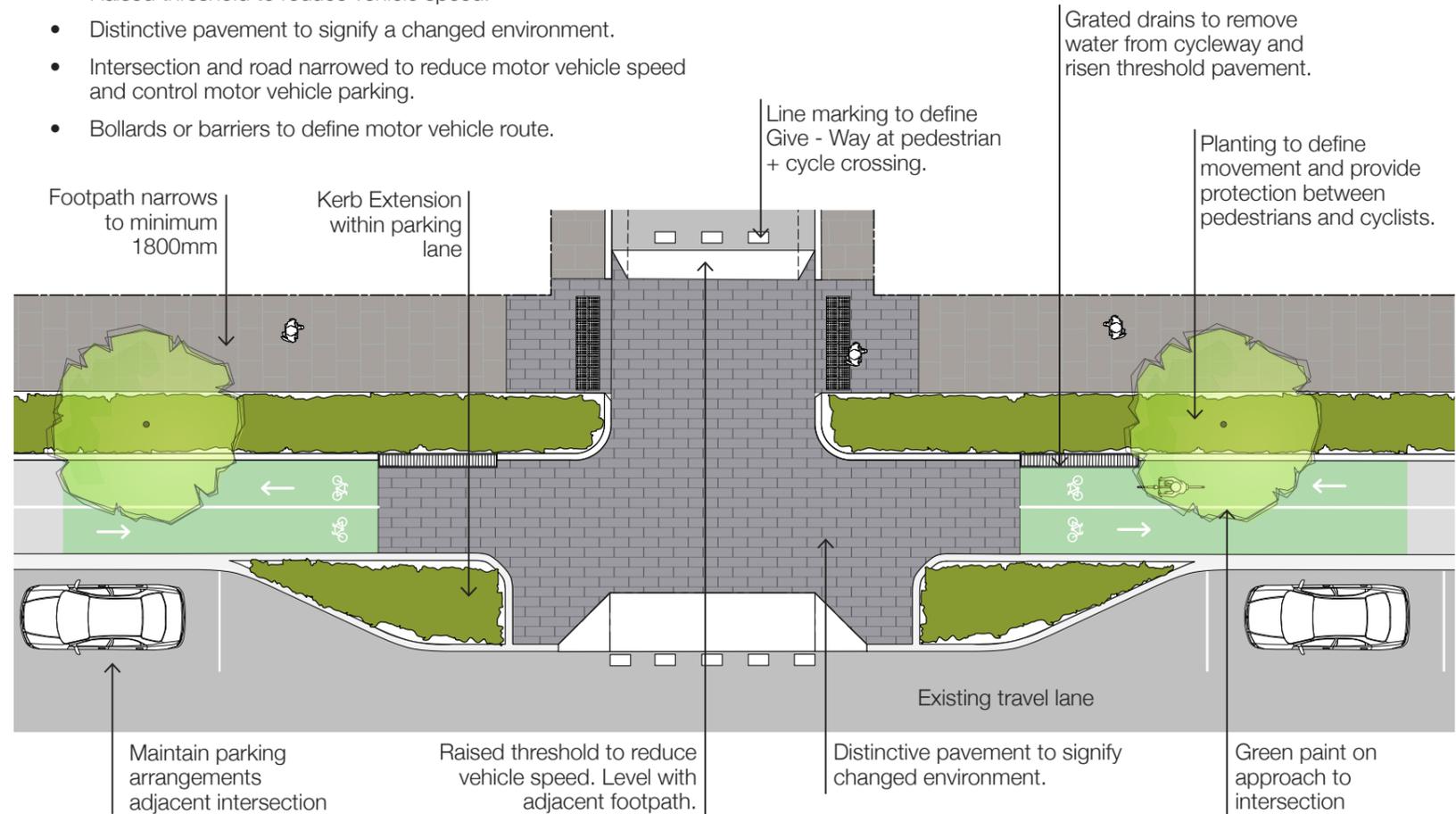
Location: Devonshire Street intersection

Components:

- Intersection defined as a 'Road Related Area'.
- Raised threshold to reduce vehicle speed.
- Distinctive pavement to signify a changed environment.
- Intersection and road narrowed to reduce motor vehicle speed and control motor vehicle parking.
- Bollards or barriers to define motor vehicle route.



Bourke Street cycleway shared environment, Sydney CBD





01-03 Bend out

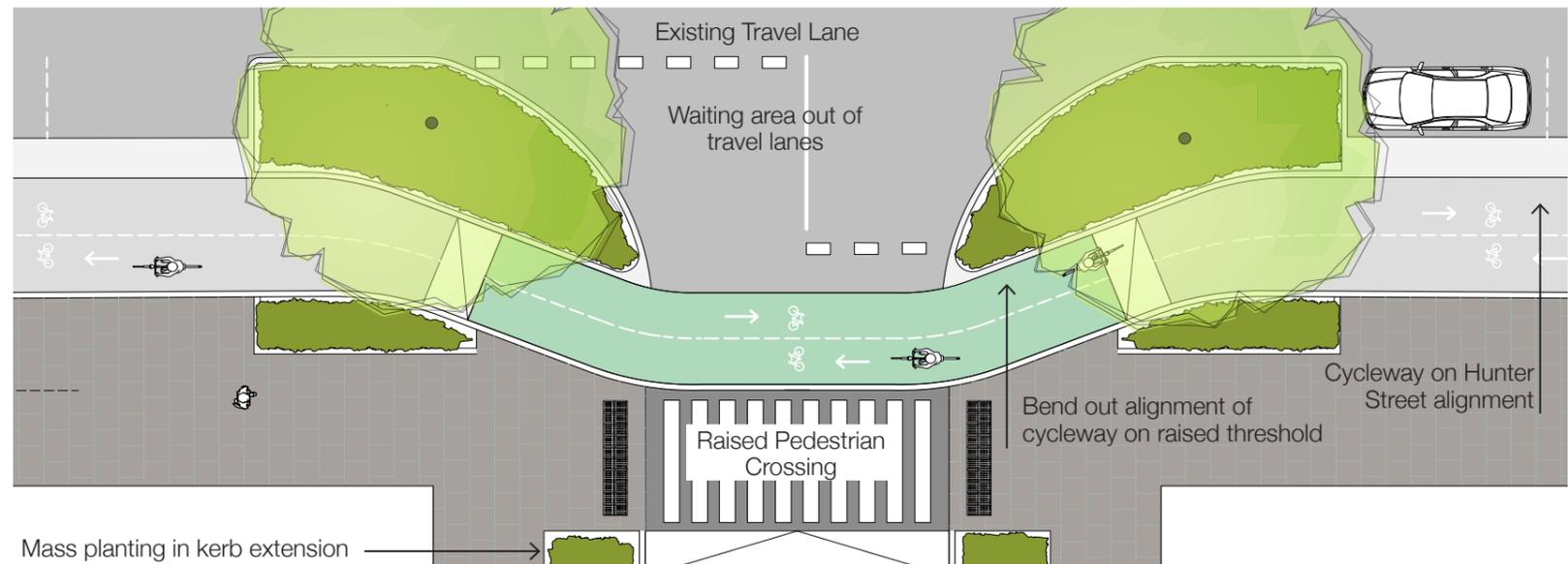
Typically, a bend out allows for a 10m setback of the cycleway alignment at an intersection. This allows for enough space for turning vehicles to wait safely before proceeding across the cycleway and pedestrian crossing.

Objective: To give pedestrians and cyclists right of way over vehicles and provide a safer intersection crossing.

Location: Wood Street intersection and National Park Street intersection.

Components:

- Raised threshold to reduce vehicle speed.
- Cycleway bend out to allow vehicles to give way in the intersection as well as to reduce cycle speeds.
- Pedestrian and cycleway crossings.
- Low planting opportunities.

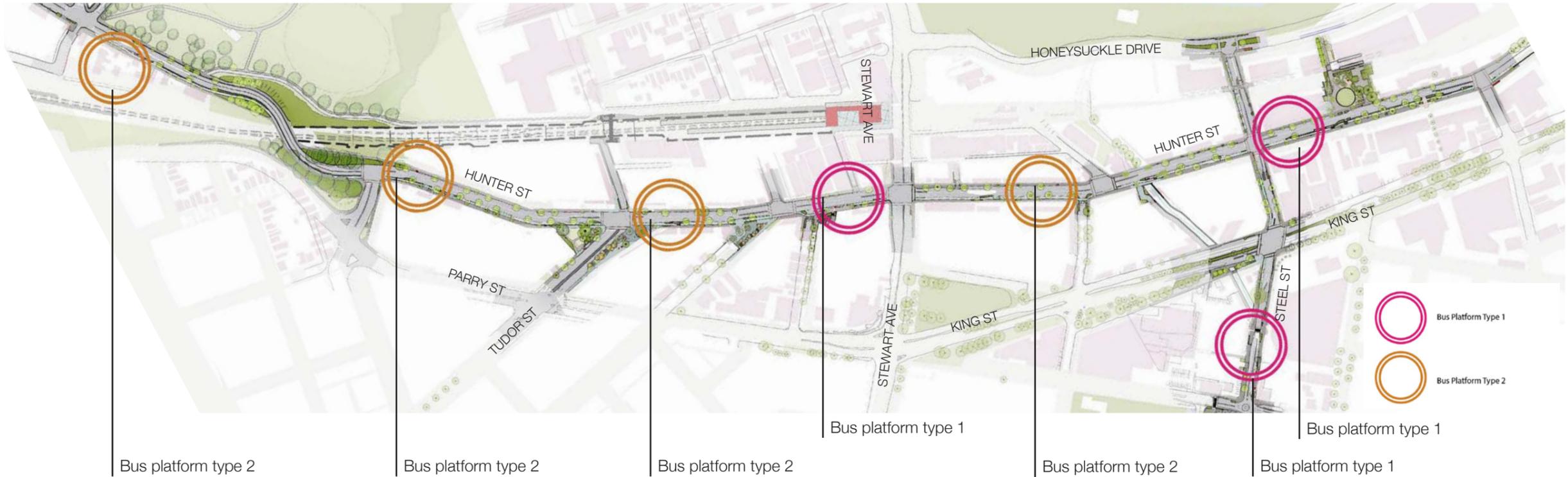


Bourke Street cycleway bend out intersection, Sydney CBD



Artist impression of Wood Street bend out intersection

Moir Landscape Architecture



02 Bus stops

Bus stops are currently located regularly down the length of Hunter Street. The recent changes by NSW Transport reflect the changes to broader transport connections which have resulted from the Newcastle light rail and the opening of the Wickham Interchange.

The introduction of a two-way separated cycleway along Hunter Street requires new types of bus stop configurations to provide safe and accessible bus stop environments whilst maintaining a continuous cycleway.



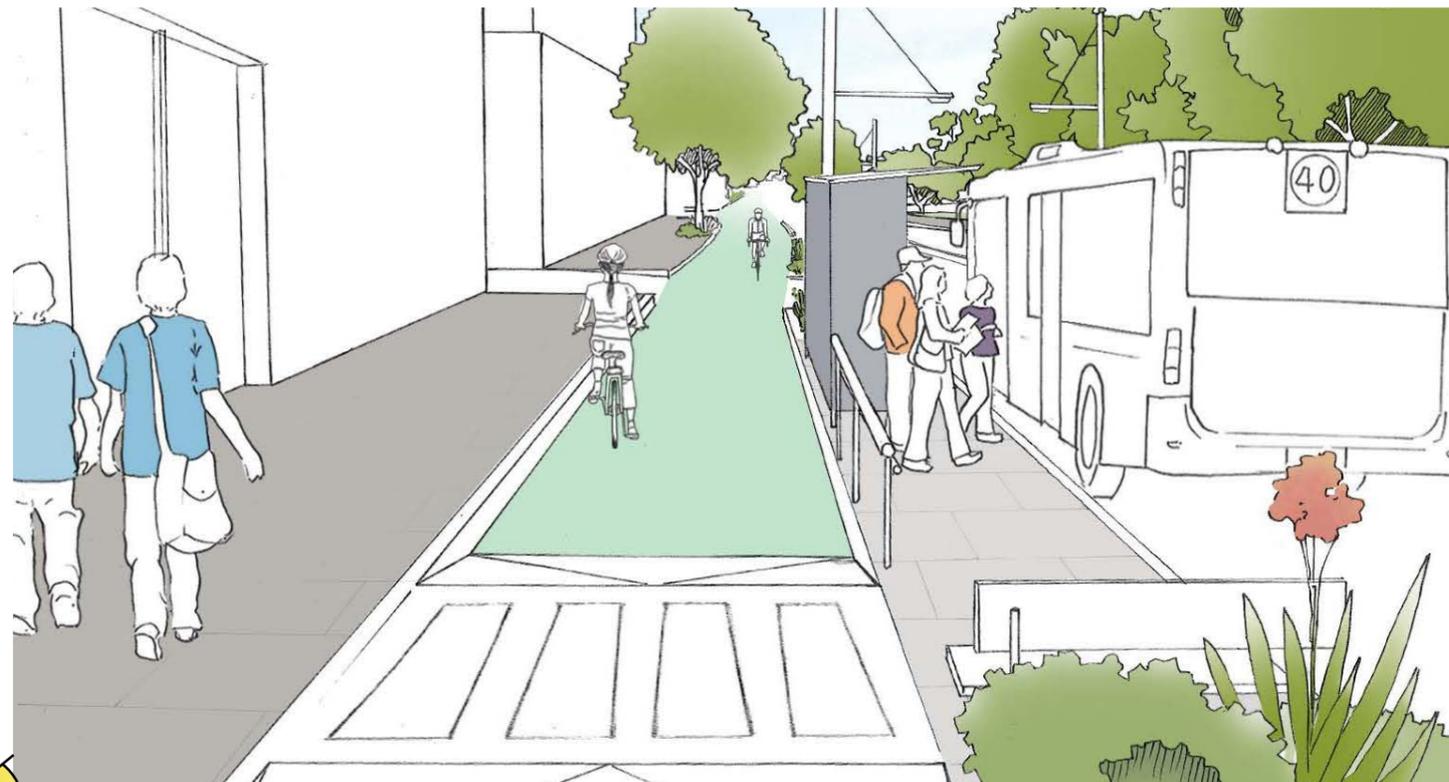
Bourke Street bus shelter and platform, Sydney CBD

Simon Wood, City of Sydney



Separated cycleway and bus shelter, Sydney

Moir Landscape Architecture



A Artist impression of Wickham Park bus stop platform



Moir Landscape Architecture

Bus stops along separated cycleway routes can no longer decant to the existing kerbside. Therefore, platforms are created to ensure safe entry and exit of passengers.

Two types of stop configurations have been adopted along the length of the project:

- Type 1 - Bus Stop adjacent to shared path
- Type 2 - Bus platform

02-01 Type 1 - Bus stop adjacent to shared path

Objective:

To provide a safe and accessible bus stop environment.

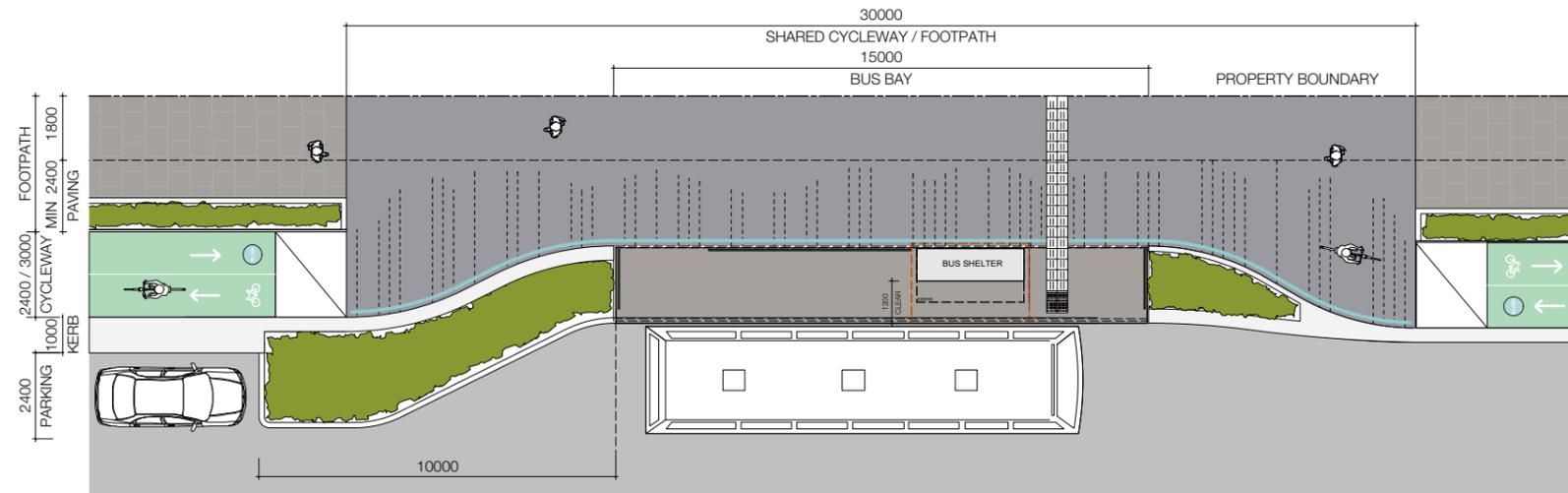
What is a shared path?

A shared path is a footpath shared by pedestrians and cyclists. Pedestrians have the right of way on shared paths and cyclists should slow down and use their bell to warn pedestrians of their approach.

Location: Where there is insufficient space for a separated cycleway to be maintained, a shared pedestrian and cycle path is adopted adjacent to the bus stop.

Components:

- Cycleway is ramped up to footpath level.
- Shared path signage and markings on pavement to indicate slow speed environment.
- Barrier/lean rail to control pedestrian movements.
- Planting used to calm and direct movement.



Type 1 - Bus stop adjacent to shared path

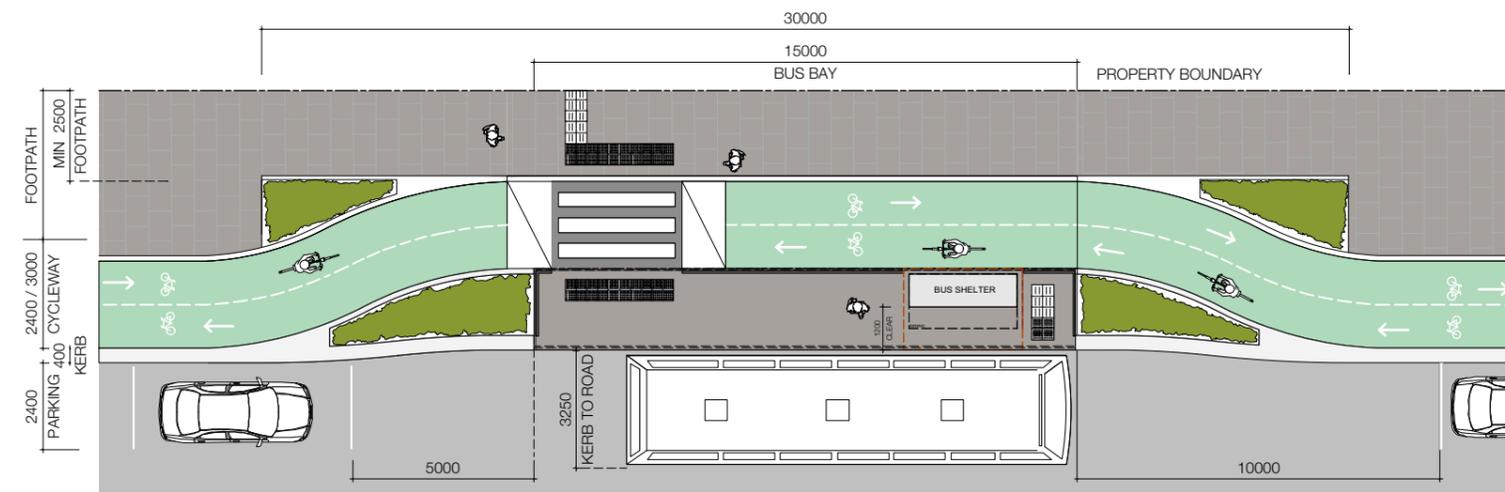
02-02 Type 2 - Bus shelter and platform

Objective: To provide a safe and accessible bus stop environment and maintain continuous separated cycleway.

Location: Where sufficient space is available to maintain a minimum footpath width of 2500mm, a separated cycleway of 2400mm and bus platform and bus pull in-area of 2250mm is required.

Components:

- Paved raised platform.
- Slim line bus shelter with no advertising panel.
- Barrier/lean rail to control pedestrian movements.
- Marked pedestrian crossing and directional tactile ground surface indicators.



Type 2 - Bus shelter + platform

03 Cycleway Types

A two-way separated cycleway is a facility for the exclusive use of cyclists. The cycleway is separated from vehicles and pedestrians by a visual and/or physical barrier. The facility provides for two directions of movement, by use of a center line.

There are three cycleway configurations which are proposed on the West End Cycleway, namely:

- Shared paths
- Double step two-way separated cycleway
- Median barrier two-way separated cycleway

03-01 Shared paths

A shared path is a footpath shared by both pedestrians and cyclists. Pedestrians have the right of way on shared path and cyclists must slow down when approaching pedestrians.

Cyclists must announce their presence to pedestrians by means of a bell. Shared paths are identified by a specific signage and paint system.



Precedent imagery of a shared path, a double step two-way separated cycleway and a median barrier two-way separated cycleway, currently used in Sydney

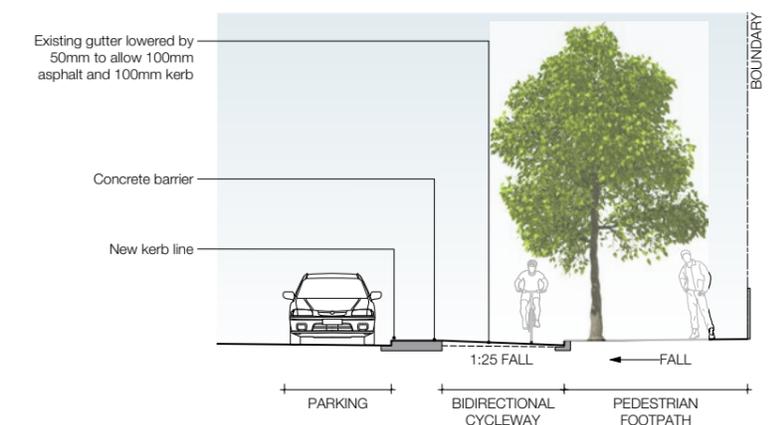
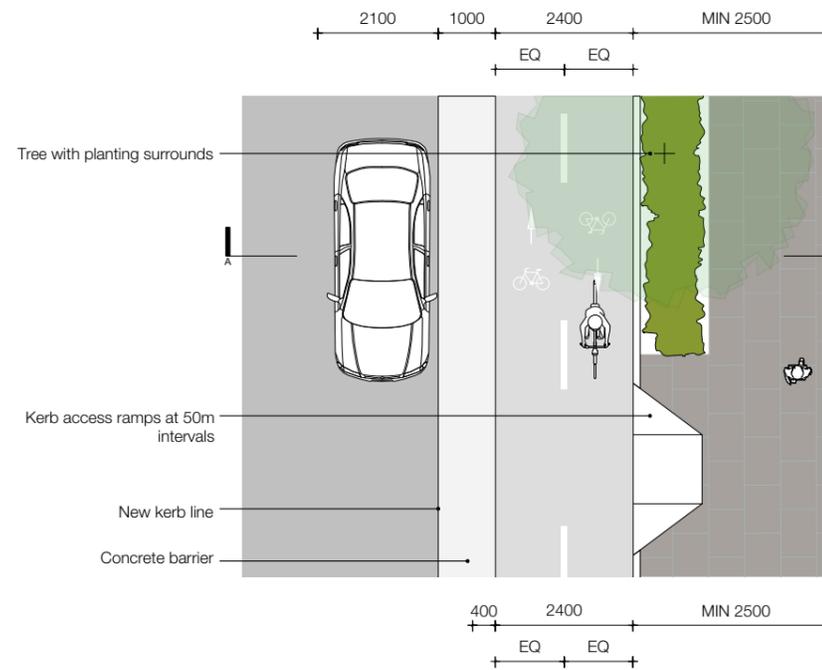
03-02 Double step two-way separated cycleway typical treatment

The double step two-way separated cycleway is on a distinct level down from the footpath with a contrasting pavement treatment.

It has a separation zone adjacent to parked cars flush with the cycleway. Parked vehicles and the cycle path are separated by a kerb. Generally, the barrier kerb is 1m wide which allows for safe disembarkation from parked vehicles. The maximum cross fall is 1:20. Additional stormwater inlets will be required to ensure sufficient drainage of the cycleway.

Key elements

- Approximate 100mm high kerb separating the cycleway and parking lane.
- A second, approximate 75mm high kerb (at the existing kerb alignment) separating the cyclists and footpath.
- Stormwater kerb inlets are required in both the separation zone, kerb (adjacent to on-street parking) and the cycleway



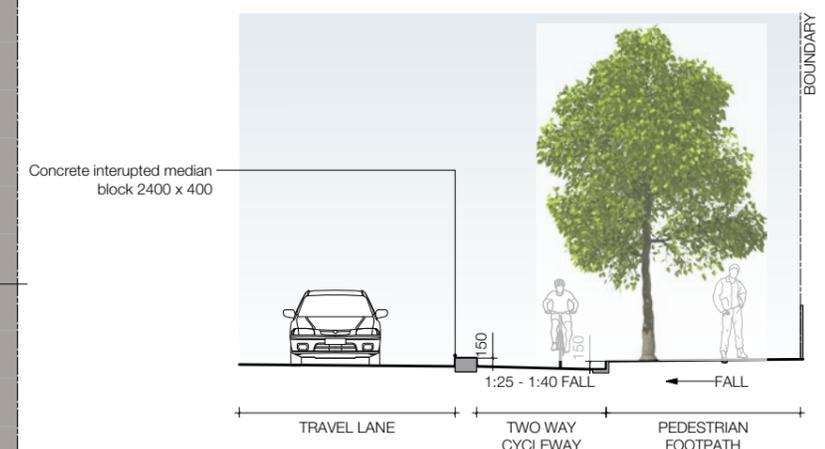
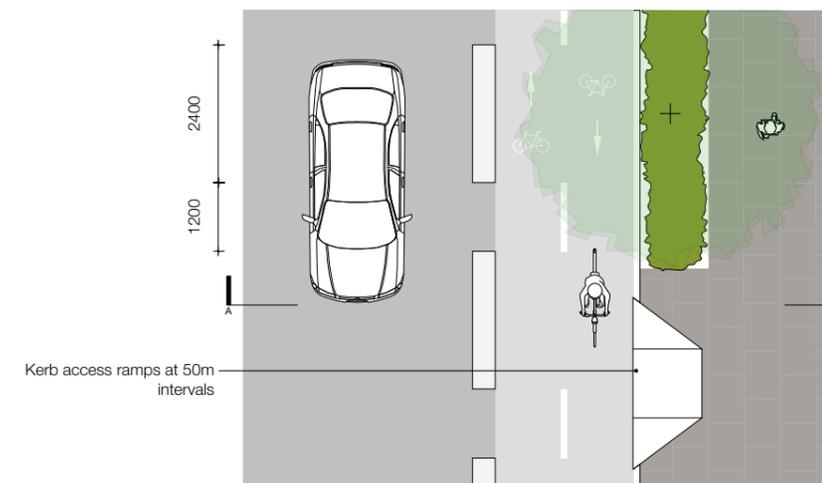
03-03 Median barrier two-way separated cycleway typical treatment

The median barrier cycleway is at grade with the road carriageway and separated by a broken median barrier. It is not suitable for adjacent vehicle parking. The barrier is generally 2400mm with a 1200mm space.

The median barrier treatment allows for the existing stormwater infrastructure to be maintained.

Key elements

- 400mm wide x 100mm high concrete separator to provide a physical barrier between the cycleway and traffic lane.
- WSUD mediums will be considered in lieu of raised concrete mediums where practical at detailed design.



04 Cycleway Treatments

04-01 Green paint surface treatment

To ensure that it is clear to all road users, there is generally a colour variation between the road, cycleway and pavement. Green paint is nominated at entrances to the cycleway, near intersections and driveways or other high conflict areas where additional cues are required for all users.

Where the green paint treatment is used, aggregate must be included to prevent slippage in wet/greasy conditions (refer to City of Sydney standard drawings on treatment of driveways).

04-02 Share the path pavement treatment

The City of Sydney developed Shared Pathway - Pavement Markings Guidelines, which have been adopted broadly by local councils as a standard treatment on Share Paths.

There are three tiers of guidelines that target a range of hazards and the markings have been designed to raise awareness and therefore reduce risk.

The colour blue is the primary unifying signifier of the share path. In the primary tier the following markings apply:

- Shared path pavement marker to denote the start of a shared path.
- A typeface for identifying locations or communicating simple behavioural messages.
- Smaller scale pedestrian and cyclist symbols for general use along the shared path.
- A blue edge line denoting the shared path route.

04-03 Pavement treatment

To denote changed conditions for pedestrians, cyclists or vehicles, pavement treatments can be varied. This technique provides visual cues for all users to slow down and adjust their behaviour to suit.

Across the detailed design drawings, this technique has been used to help guide local vehicle movement through pedestrian plazas, denote bus stops located on share paths and in shared environments. Paving types can be derived from the City Centre Public Domain Technical Manual.

04-04 Street trees and plantings

Low planting is used as a barrier along the cycleway where space permits. Planting hardy and drought tolerant plants provides a physical barrier as well as providing a greening and softening of the hardscape along the street. In some locations this can be integrated with WSUD treatments.



Green painted road surface in cycleway at approach to intersection, Sydney



Raised threshold, shared path with colour painted road surface, The Netherlands.



Blue share path line marking on footpath, Sydney



Varied pavement treatment along footpath, Bourke Street, Sydney



Raised pedestrian crossing over vehicular driveway access



Raised pedestrian crossing, Foueaux Street, Sydney



Median barrier planting with street trees as a separating barrier, Bourke Street, Sydney



Street tree planting adjacent to roadway, Hunter Street, Newcastle



WSUD system adjacent to roadway, Glebe Road, Newcastle

05 Education Campaign

The introduction of the two-way separated cycleway and associated cycleway treatments (and other cycling infrastructure) requires targeted communication to all road users, it is a new type of treatment to Newcastle which most users will not be familiar with.

Education campaigns will be rolled out before, during and after the construction of the new infrastructure to ensure that all road users understand their rights and responsibilities.

These campaigns will need to target localised areas including residents and businesses along the extent of the proposed works as well as the wider community.

Campaigns should also be rolled out to raise awareness of the benefits of cycling and the availability of the new cycling facilities.

Funding will be required to support these high level community information programs which could include:

- Separated cycleway campaigns (for all road users – cyclists, pedestrians, motorists)
- Shared pathway campaigns (for cyclists, pedestrians, residents and businesses)
- Car door safety campaigns (for motorists, cyclists)
- What cycleway treatments are used where and why (for all road users – cyclists, pedestrians, motorists)

Other campaigns which promote the benefits of cycling have been used recently to good effect and this could be recreated as part of the roll-out of the strategy in Newcastle.



**ORDINARY COUNCIL MEETING
23 JULY 2019**

**CCL 23/07/19
ADOPTION OF THE WEST END STREETScape - STAGE 2 PLAN**

Item 55 West End Streetscape - Stage 2 Plan - Public Exhibition Survey
Attachment B: Report – April 2019

DISTRIBUTED UNDER SEPARATE COVER



West End Stage 2 Survey

Survey Report -

April 2019

April 2019

Prepared by: Major Events and Corporate Affairs, City of Newcastle

Enquiries: engage@ncc.nsw.gov.au or phone 4974 2738

Table of contents

1	Introduction	1
1.1	Objectives.....	1
2	Methodology	2
2.1	Research approach	2
2.2	Data handling	2
3	Survey findings	3
3.1	Landscape upgrades	3
3.2	Traffic upgrades.....	5
3.3	Placemaking.....	7

1 Introduction

The survey was available to be completed by anyone who wanted to participate. A total of 151 people participated in the survey.

1.1 Objectives

The survey was developed to run alongside the West End Stage 2 public exhibition period to identify agreement levels with certain aspects of the draft plan. The public exhibition period was open Monday 4 March to Monday 1 April 2019. The purpose of the survey was to obtain more structured responses than feedback provided in a formal written submission.

Questions asked in this survey were designed to obtain feedback on:

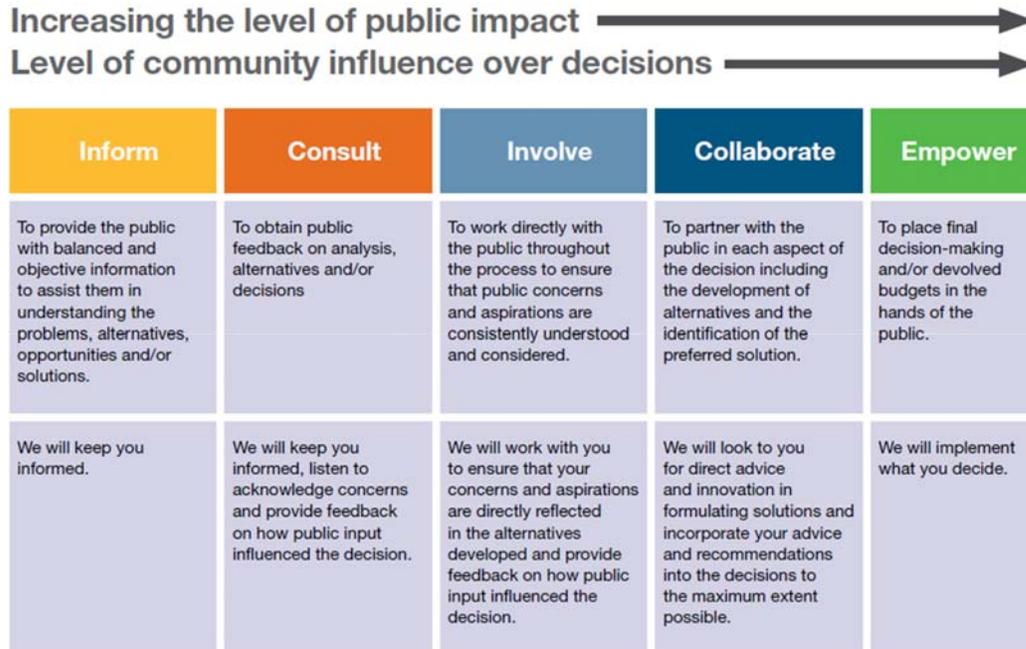
- Landscape upgrades
- Traffic upgrades
- Aspects of place

2 Methodology

2.1 Research approach

This study falls under the **consult** category of the IAP2 framework endorsed in CN's Community Engagement Policy.

Figure 1: Public Participation Spectrum, International Association of Public Participation



2.2 Data handling

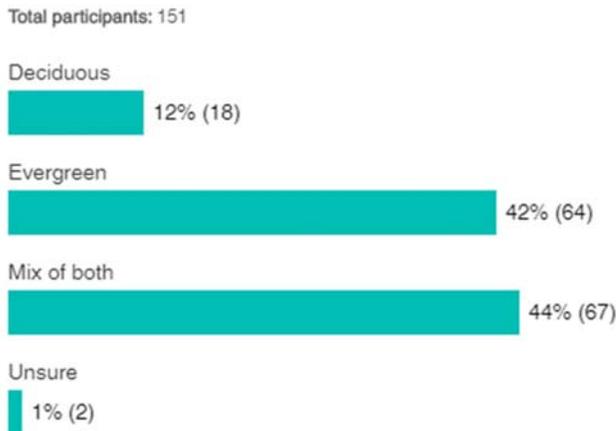
The data handling and analysis was carried out using CN's survey software. Email addresses were required to ensure that participants could not complete the survey multiple times. All responses are treated in confidence to ensure the anonymity of respondents.

3 Survey findings

3.1 Landscape upgrades

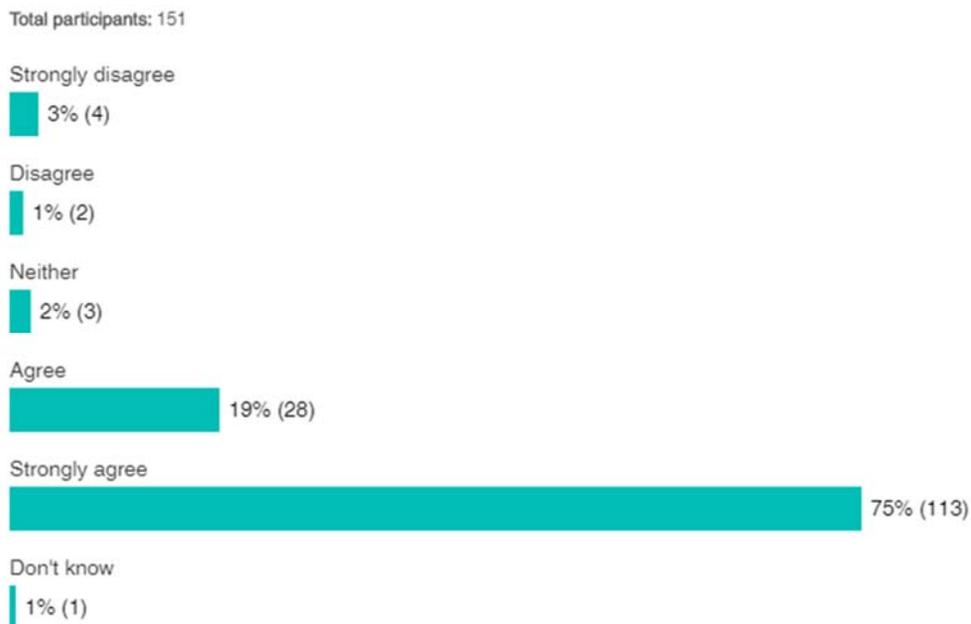
Participants were asked if they preferred evergreen, deciduous or a mix of both tree types to be incorporated in the landscape for the area. Mix of both (44%) and Evergreen (42%) were the highest rated options with deciduous being significantly lower in preference (12%).

What kind of tree would you prefer to see in your area?



Participants agreed (93% strongly agree and agree) with the plans to increase green nodes.

Do you agree or disagree with the increased levels of landscaping at various intersections to create 'green nodes'?



Participants agreed (99% strongly agree and agree) with the use of rain gardens.

Do you agree or disagree with the use of rain water gardens to improve water quality and reduce stormwater run-off?

Total participants: 151

Strongly disagree

1% (1)

Disagree

0% (0)

Neither

0% (0)

Agree

18% (27)

Strongly agree

81% (122)

Don't know

1% (1)

3.2 Traffic upgrades

Participants agreed (89% strongly agree and agree) with the proposed changes to the cycleway network.

Do you agree or disagree with the proposed separated bi-directional cycleway network within the West End?

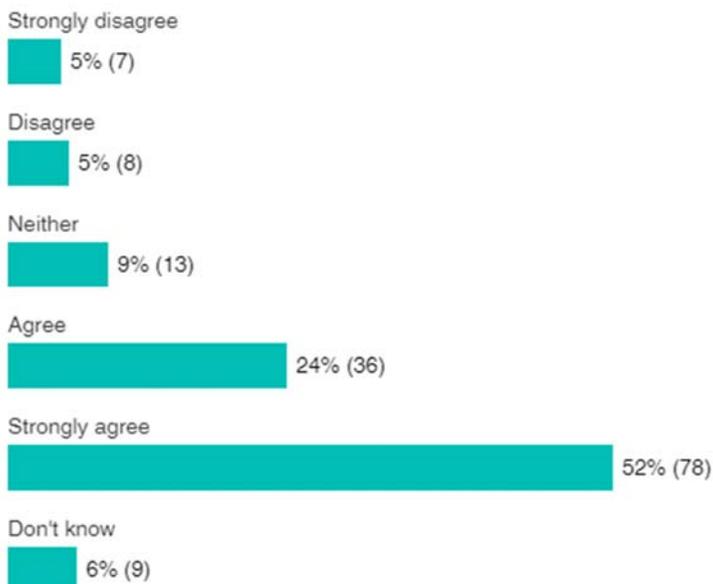
Total participants: 151



Participants agreed (75% strongly agree and agree) with the proposal for additional signalised intersections.

Do you agree or disagree with the proposal for the additional signalised intersections at both Selma Street intersection and Kuwumi Place?

Total participants: 151



Participants agreed (74% strongly agree and agree) with the proposal for Hunter Street to have two lanes of traffic.

Do you agree or disagree with the proposal for Hunter Street to have two lanes of traffic?

Total participants: 151

Strongly disagree



Disagree



Neither



Agree



Strongly agree



Don't know



3.3 Placemaking

Participants agreed (89% strongly agree and agree) with providing public art spaces and cultural elements in the area.

Do you agree or disagree with providing spaces for public art and cultural elements?

Total participants: 151

Strongly disagree

3% (4)

Disagree

1% (2)

Neither

7% (10)

Agree

21% (31)

Strongly agree

69% (104)

Don't know

0% (0)

Participants agreed (80% strongly agree and agree) with providing bespoke furniture and pavement designs in the area.

Do you agree or disagree with the inclusion of bespoke furniture and pavement designs to distinctive areas and green nodes?

Total participants: 151

Strongly disagree

3% (4)

Disagree

3% (5)

Neither

13% (20)

Agree

25% (37)

Strongly agree

56% (84)

Don't know

1% (1)

Participants agreed (85% strongly agree and agree) with providing spaces for alfresco dining.

Do you agree or disagree with the proposed spaces for alfresco dining?

Total participants: 151

Strongly disagree

1% (1)

Disagree

3% (4)

Neither

7% (10)

Agree

28% (42)

Strongly agree

58% (87)

Don't know

5% (7)

**ORDINARY COUNCIL MEETING
23 JULY 2019**

**CCL 23/07/19
ADOPTION OF THE WEST END STREETScape - STAGE 2 PLAN**

Item 55 West End Streetscape - Stage 2 Plan - Public Exhibition
Attachment C: Summary of Written Submissions & Proposed Actions

DISTRIBUTED UNDER SEPARATE COVER

Public Exhibition - Summary - Survey Findings

1 Introduction

The survey was available to be completed by anyone who wanted to participate. A total of 151 people participated in the survey.

1.1 Objectives

The survey was developed to run alongside the West End Stage 2 public exhibition period to identify agreement levels with certain aspects of the draft plan. The public exhibition period was open Monday 4 March to Monday 1 April 2019. The purpose of the survey was to obtain more structured responses than feedback provided in a formal written submission.

Questions asked in this survey were designed to obtain feedback on:

- Landscape upgrades
- Traffic upgrades
- Aspects of place

2 Methodology

2.1 Research approach

This study falls under the consult category of the IAP2 framework endorsed in CN's Community Engagement Policy.

Figure 1: Public Participation Spectrum, International Association of Public Participation

2.2 Data handling

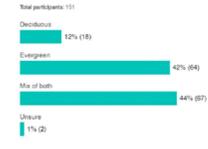
The data handling and analysis was carried out using CN's survey software. Email addresses were required to ensure that participants could not complete the survey multiple times. All responses are treated in confidence to ensure the anonymity of respondents.

3 Survey findings

3.1 Landscape upgrades

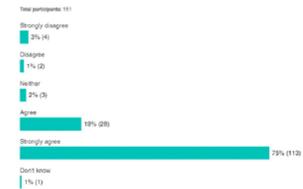
What kind of tree would you prefer to see in your area?

Participants were asked if they preferred evergreen, deciduous or a mix of both tree types to be incorporated in the landscape for the area. Mix of both (44%) and Evergreen (42%) were the highest rated options with deciduous being significantly lower in preference (12%).



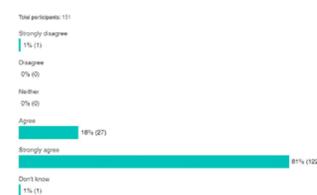
Do you agree or disagree with the increased levels of landscaping at various intersections to create 'green nodes'?

Participants agreed (93% strongly agree and agree) with the plans to increase green nodes.



Do you agree or disagree with the use of rain water gardens to improve water quality and reduce stormwater run-off?

Participants agreed (99% strongly agree and agree) with the use of rain gardens.



3.2 Traffic upgrades

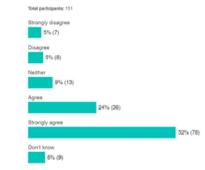
Do you agree or disagree with the proposed separated bi-directional cycleway network within the West End?

Participants agreed (89% strongly agree and agree) with the proposed changes to the cycleway network.



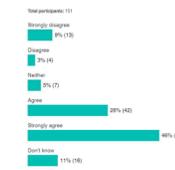
Do you agree or disagree with the proposal for the additional signalled intersections at both Selma Street intersection and Kuwumi Place?

Participants agreed (75% strongly agree and agree) with the proposal for additional signalled intersections.



Do you agree or disagree with the proposal for Hunter Street to have two lanes of traffic?

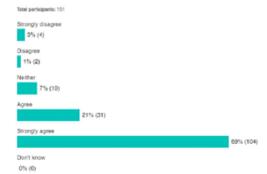
Participants agreed (74% strongly agree and agree) with the proposal for Hunter Street to have two lanes of traffic.



3.3 Placemaking

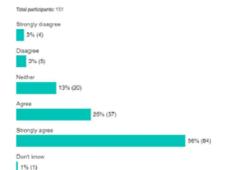
Do you agree or disagree with providing spaces for public art and cultural elements?

Participants agreed (89% strongly agree and agree) with providing public art spaces and cultural elements in the area.



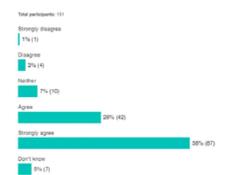
Do you agree or disagree with the inclusion of bespoke furniture and pavement designs to distinctive areas and green nodes?

Participants agreed (80% strongly agree and agree) with providing bespoke furniture and pavement designs in the area.



Do you agree or disagree with the proposed spaces for alfresco dining?

Participants agreed (85% strongly agree and agree) with providing spaces for alfresco dining.



Public Exhibition - Written Submissions Summary - Sheet 05-01

Summary of Written Submissions:

TOPICS	Cycleway supported	Supportive of streetscape upgrades	Increased cycle lanes in the city	Expansion of the plan	Motorbike parking	Cycleway on both sides	Reduced lanes unsupported	Increased public transport	End of trip facilities	Cycleway unsupported	Supportive of pedestrian crossing	Unsupportive of streetscape changes	Cycleway on northern side	Increase 30min parking and loading zones	Bike signals at lights	Skate friendly infrastructure	Safe parking options
TOTALS	80	33	31	7	5	4	4	4	3	2	2	2	2	2	1	1	1
% from 109 submissions	73.4%	30.3%	28.4%	6.4%	4.6%	3.7%	3.7%	3.7%	2.8%	1.8%	1.8%	1.8%	1.8%	1.8%	0.9%	0.9%	0.9%

* Specific traffic related comments have been provided below. Please refer to the West End Stage 2 Survey Report (April 2019) for full details.

#71: The proposed trees in front of 14-18 Maitland Rd will block the sight of the drivers existing the lane between 16 and 18 Maitland Rd. This lane carries the traffic from Fern & Ivy Street onto Maitland Rd.

DA in for on-street dining. Request to relocate bus stop to east side of lane way. Reduces conflict with lane way - provides equal distance between west bound stops.

#9: Please make a footpath on Albert street where there currently is none.

#9: Will be pedestrian crossing facilities at Selma St be a 'signalised intersection'? Currently no safe place to cross the road there.

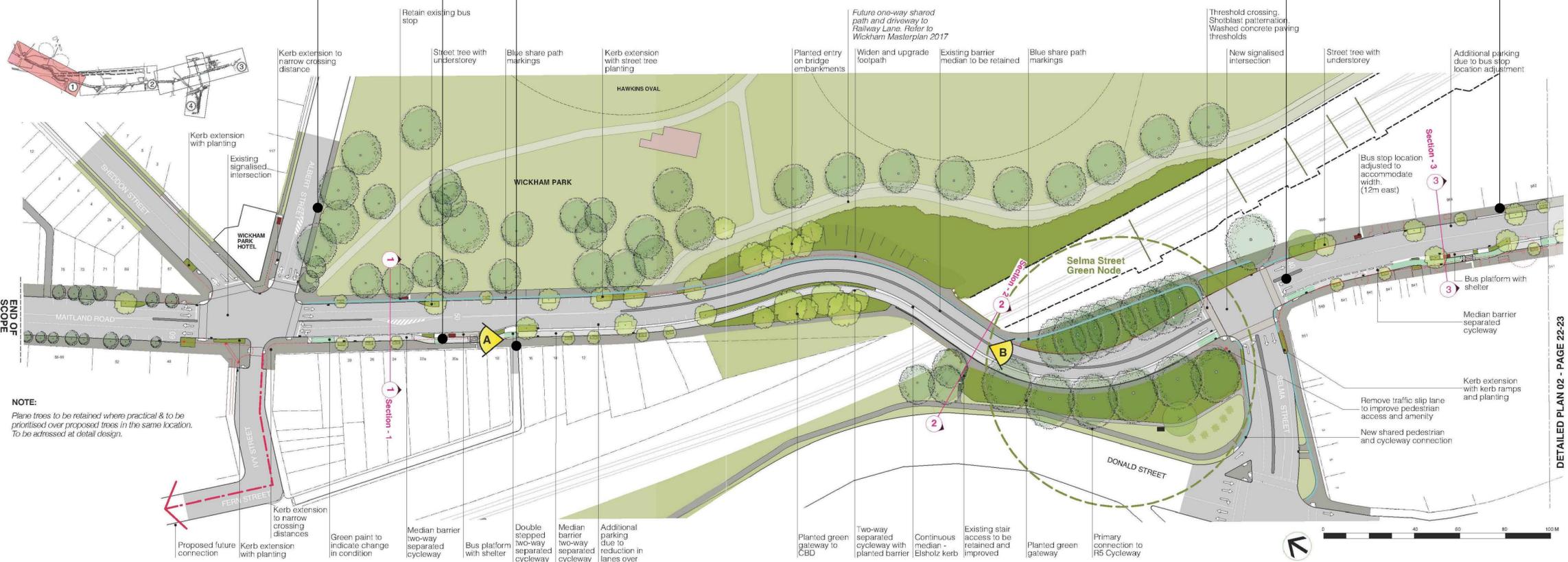
#12: Segregated bike lanes should be on both sides of the road and you need to ensure that bikes have right of way over traffic entering the road.

05-01

DETAILED PLAN 01

LEGEND

- Building line
- - - - - Awning
- - - - - Lot boundary
- - - - - Existing Kerb (retain)
- - - - - Existing Kerb (remove)
- Concrete Footpath
- ▨ Pedestrian Crossing
- ▨ Two-way Separated Cycle Way
- Green Paint To Denote Cycleway
- ▨ Barrier Median
- Blue Stone Unit Pavement
- Shared Path
- Shared Environment Intersection
- Existing Road
- New Planting
- Rain Garden
- Existing Tree Retained
- Existing Tree Removed
- New Trees
- Bus Stop With Shelter
- Street Furniture and Seating



NOTE:
Plant trees to be retained where practical & to be prioritised over proposed trees in the same location. To be addressed at detail design.

WEST END STREETScape - STAGE 2

05 WEST END STREETScape - DETAILED PLAN 01

DETAILED PLAN 02 - PAGE 22-23

Public Exhibition - Written Submissions Summary - Sheet 05-02

Summary of Written Submissions:

TOPICS	Cycleway supported	Supportive of streetscape upgrades	Increased cycle lanes in the city	Expansion of the plan	Motorbike parking	Cycleway on both sides	Reduced lanes unsupported	Increased public transport	End of trip facilities	Cycleway unsupported	Supportive of pedestrian crossing	Unsupportive of streetscape changes	Cycleway on northern side	Increase 30min parking and loading zones	Bike signals at lights	Skate friendly infrastructure	Safe parking options
TOTALS	80	33	31	7	5	4	4	4	3	2	2	2	2	2	1	1	1
% from 109 submissions	73.4%	30.3%	28.4%	6.4%	4.6%	3.7%	3.7%	3.7%	2.8%	1.8%	1.8%	1.8%	1.8%	1.8%	0.9%	0.9%	0.9%

* Specific traffic related comments have been provided below. Please refer to the West End Stage 2 Survey Report (April 2019) for full details.

Cycleway Committee member submission: Confusion between text and artwork regarding 'bend outs'. Text claims 10m setback whilst artwork would appear to show 'at best' 6m. Inclusion of dimensional drawing overlaid on actual street intersections would be preferable.

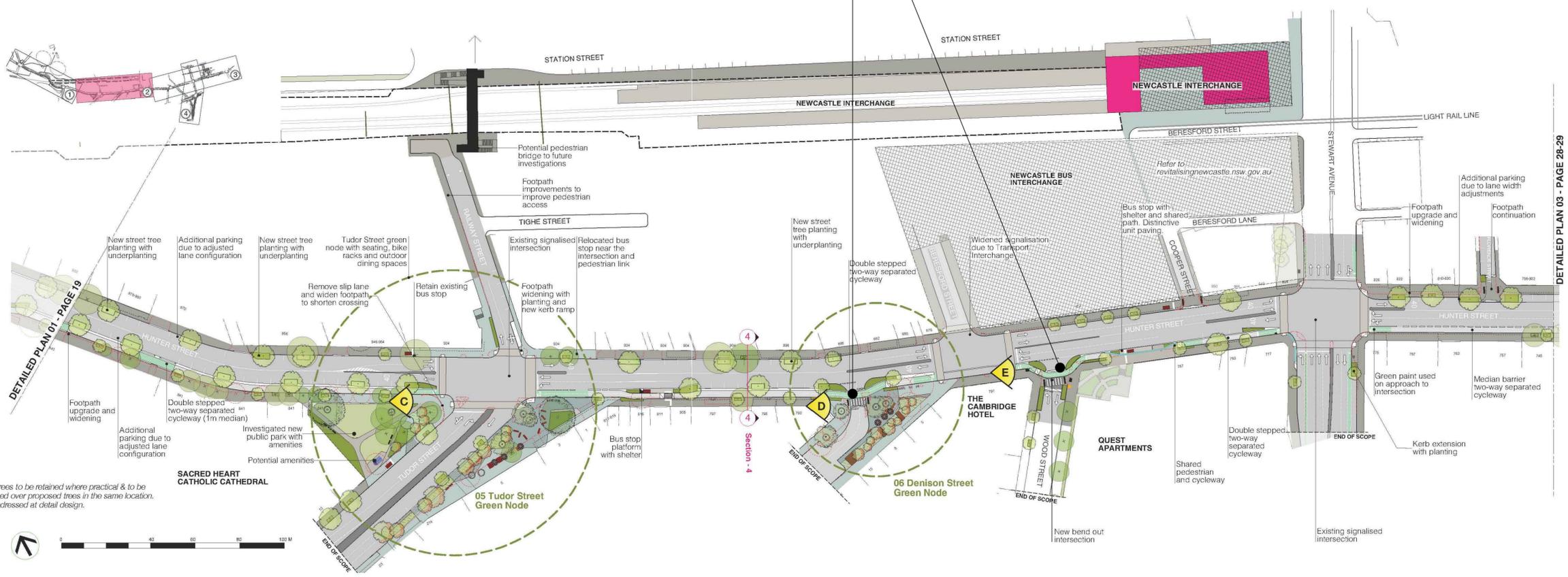
05-02

DETAILED PLAN 02

LEGEND

- Building line
- Awning
- Lot boundary
- Existing Kerb (retain)
- Existing Kerb (remove)
- Concrete Footpath
- Pedestrian Crossing
- Two-way Separated Cycle Way
- Green Paint To Denote Cycleway
- Barrier Median
- Blue Stone Unit Pavement
- Shared Path
- Shared Environment Intersection
- Existing Road
- New Planting
- Rain Garden
- Existing Tree Retained
- Existing Tree Removed
- New Trees
- Bus Stop With Shelter
- Street Furniture and Seating

NOTE:
 Plant trees to be retained where practical & to be prioritised over proposed trees in the same location. To be addressed at detail design.



WEST END STREETScape - STAGE 2

DETAILED PLAN 03 - PAGE 28-29

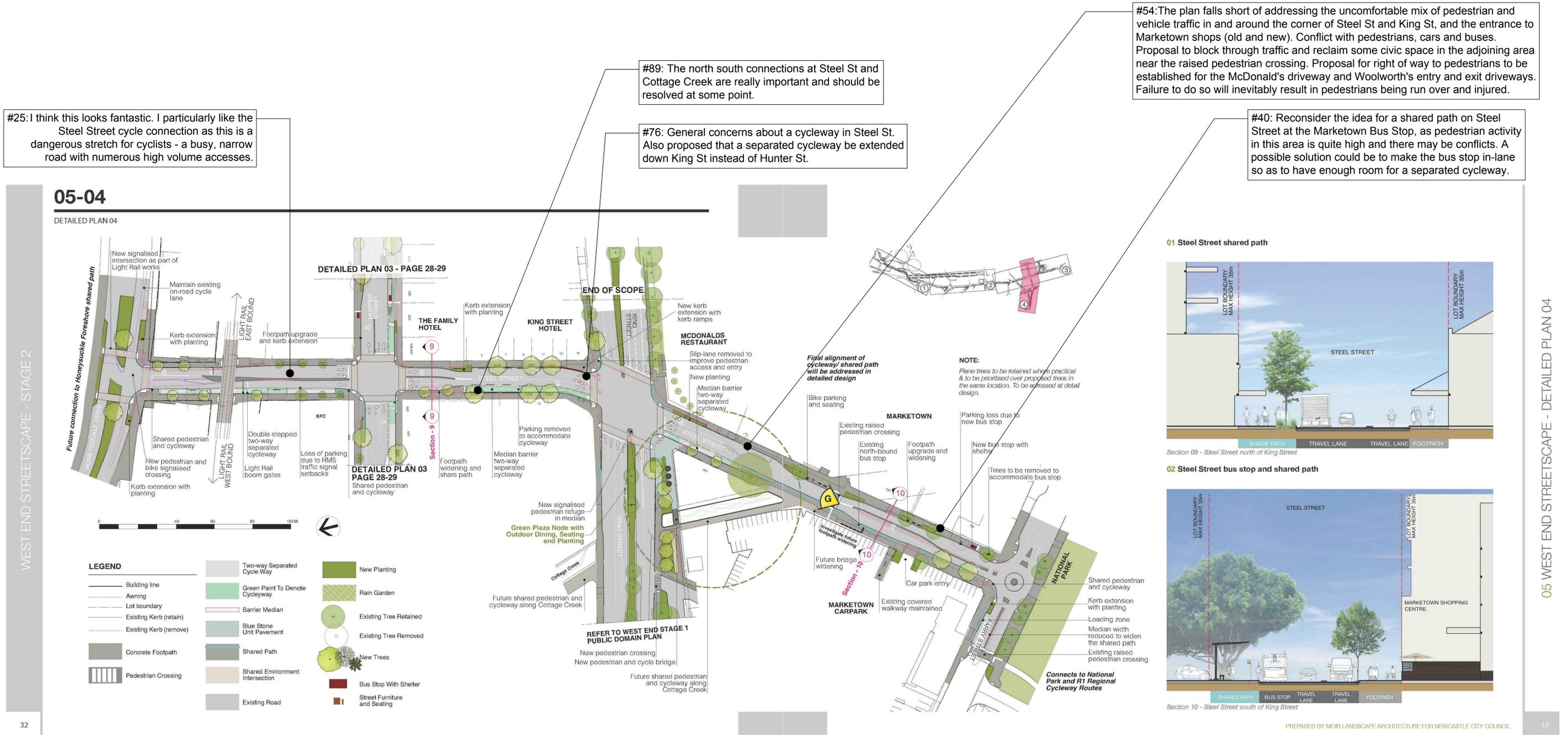
05 WEST END STREETScape - DETAILED PLAN 02

Public Exhibition - Written Submissions Summary - Sheet 05-04

Summary of Written Submissions:

TOPICS	Cycleway supported	Supportive of streetscape upgrades	Increased cycle lanes in the city	Expansion of the plan	Motorbike parking	Cycleway on both sides	Reduced lanes unsupported	Increased public transport	End of trip facilities	Cycleway unsupported	Supportive of pedestrian crossing	Unsupportive of streetscape changes	Cycleway on northern side	Increase 30min parking and loading zones	Bike signals at lights	Skate friendly infrastructure	Safe parking options
TOTALS	80	33	31	7	5	4	4	4	3	2	2	2	2	2	1	1	1
% from 109 submissions	73.4%	30.3%	28.4%	6.4%	4.6%	3.7%	3.7%	3.7%	2.8%	1.8%	1.8%	1.8%	1.8%	1.8%	0.9%	0.9%	0.9%

* Specific traffic related comments have been provided below. Please refer to the West End Stage 2 Survey Report (April 2019) for full details.



Public Exhibition - Written Submissions Summary

Summary of Written Submissions:

TOPICS	Cycleway supported	Supportive of streetscape upgrades	Increased cycle lanes in the city	Expansion of the plan	Motorbike parking	Cycleway on both sides	Reduced lanes unsupported	Increased public transport	End of trip facilities	Cycleway unsupported	Supportive of pedestrian crossing	Unsupportive of streetscape changes	Cycleway on northern side	Increase 30min parking and loading zones	Bike signals at lights	Skate friendly infrastructure	Safe parking options
TOTALS	80	33	31	7	5	4	4	4	3	2	2	2	2	2	1	1	1
% from 109 submissions	73.4%	30.3%	28.4%	6.4%	4.6%	3.7%	3.7%	3.7%	2.8%	1.8%	1.8%	1.8%	1.8%	1.8%	0.9%	0.9%	0.9%

* Specific traffic related comments have been provided below. Please refer to the West End Stage 2 Survey Report (April 2019) for full details.

Community Comments and City of Newcastle Actions

Community Comment	City of Newcastle Action
#89: The north south connections at Steel St and Cottage Creek are really important and should be resolved at some point.	Steel Street connection has been detailed within the Draft West End Stage Two Streetscape Master Plan (WES2). Cottage Creek connection is outside the scope of works and will be addressed through future works by the City Newcastle (CN).
#76: General concerns about a cycleway in Steel St. Also proposed that a separated cycleway be extended down King St instead of Hunter St.	The detailed design will be done to current Legislation, Standards, and Guidelines ensuring a safe pedestrian and cycling environment.
#54: The plan falls short of addressing the uncomfortable mix of pedestrian and vehicle traffic in and around the corner of Steel St and King St, and the entrance to Marketown shops (old and new). Conflict with pedestrians, cars and buses. Proposal to block through traffic and reclaim some civic space in the adjoining area near the raised pedestrian crossing. Proposal for right of way to pedestrians to be established for the McDonald's driveway and Woolworth's entry and exit driveways. Failure to do so will inevitably result in pedestrians being run over and injured.	The plan is concept only defining the intent for an integrated cycleway and streetscape through the city's west end. Detailed assessment and design of individual sections will be required before implementation.
#40: Reconsider the idea for a shared path on Steel Street at the Marketown Bus Stop, as pedestrian activity in this area is quite high and there may be conflicts. A possible solution could be to make the bus stop in-lane so as to have enough room for a separated cycleway.	Noted: Steel Street has limited space. A shared space was the only feasible outcome in this location.
#71: The proposed trees in front of 14-18 Maitland Rd will block the sight of the drivers existing the lane between 16 and 18 Maitland Rd. This lane carries the traffic from Fern & Ivy Street onto Maitland Rd.	Noted: to be addressed in detailed design.
DA in for on-street dining. Request to relocate bus stop to east side of lane way. Reduces conflict with lane way - provides equal distance between west bound stops.	Noted: to be reviewed in detailed design. Any changes to bus stop locations to be addressed with consultation with neighbouring properties and the NCTC.
#9: Please make a footpath on Albert street where there currently is none.	The plan details a footpath to either side of Albert Street.
#9: Will be pedestrian crossing facilities at Selma St be a 'signalised intersection'? Currently no safe place to cross the road there.	A signalised intersection has been proposed for Selma St, creating a safe place to cross.
Cycleway Committee member submission: Confusion between text and artwork regarding 'bend outs'. Text claims 10m setback whilst artwork would appear to show 'at best' 6m. Inclusion of dimensional drawing overlaid on actual street intersections would be preferable.	Noted: the detailed design will be done to current Legislation, Standards, and Guidelines ensuring a safe pedestrian, cycling, and vehicle environment.
Cycleway Committee member feedback - review of bend-out design required.	Noted: the detailed design will be done to current Legislation, Standards, and Guidelines ensuring a safe pedestrian, cycling, and vehicle environment.
Cycleway Committee member feedback - review of bus stop layout requested to ensure more than one bus can wait outside of traffic lanes.	Noted: Bus layouts to be designed in close consultation with NCTC to meet the needs of service providers.
Additional details requested for future cycleway connections to King Street, either through Devonshire St or Union St.	The cycleway to King St is a future project for CN which will provide improved connections to the WES2 cycleway and other key networks throughout the city.
#45: Supports the increased crossing points to Hunter St with greater access to the foreshore.	Noted.
Request for 30min additional parking to Hunter St	Noted: details forwarded to the CN Traffic & Transport department.
Support and opposition for the future extension of the proposed cycleway along Hunter St (to Worth or Auckland St).	Noted: to be addressed in the future Civic Public Domain Plan.



Artist Impression: Steele Street



Artist Impression: Bank Corner Bus Stop



Artist Impression: Denison Street Green Node

23 JULY 2019

CCL 23/07/19
ADOPTION OF THE WEST END STREETScape - STAGE 2 PLAN

Item 55 Notice of Motion 25/7/17 - Recommendation from the Cycling
Attachment D: Advisory Committee

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Agenda Report

**SUBJECT: NOM 25/07/17 - RECOMMENDATION FROM THE CYCLING
ADVISORY COMMITTEE**

RESOLVED: (Councillors Doyle/Clausen)

The Council and its Cycling Advisory Committee note the release of the Newcastle City Centre Cycleway Network Strategy. Council and members of the Cycling Advisory Committee commend Transport for NSW in undertaking this work and recognising the key role of cycleways in a well-functioning city centre. The spatial scope of the network, consideration of end of trip facilities and the emphasis on safe, separated facilities are commended. However, Council and committee members have several concerns and consider that the document has several notable limitations that will detract from an effective outcome.

Council and the Cycling Advisory Committee consider that the strategy should, at a minimum:

- 1 Nominate a clear, continuous, linear connection from west to east, including from Wickham Interchange to the NewSpace/Civic precinct and from there to Parnell Place.
- 2 Define clear connections to the Wickham Interchange from all key directions Connect to existing cycleways.
- 3 Ensure that the "pedestrian bridge" at Railway Street west of the Interchange be bike-friendly.
- 4 Request answers to the following questions:
 - i) What standing does the document Newcastle City Centre Cycleway Network Strategy have?
 - ii) How will the Newcastle City Centre Cycleway Network Strategy be implemented?
 - iii) How will implementation be funded?
 - iv) What is the timeframe for implementation of the Newcastle City Centre Cycleway Network Strategy?
- 5 That Council write to Transport for NSW and the Hunter Development Corporation (as coordinator of Revitalising Newcastle) seeking advice and clarification of matters raised in this motion.

**ORDINARY COUNCIL MEETING
23 JULY 2019**

**CCL 23/07/19
ADOPTION OF THE WEST END STREETScape - STAGE 2 PLAN**

Item 55 Notice of Motion 27/11/18 - Inner City Cycleway on Hunter
Attachment E: Street

DISTRIBUTED UNDER SEPARATE COVER

Agenda Report

SUBJECT: NOM 27/11/18 - INNER CITY CYCLEWAY ON HUNTER STREET

RESOLVED: (Councillors Mackenzie/White)

That Council

- 1 Notes the current lack of safe, separated cycleways along Hunter Street from Wickham Park to Union Street in Newcastle West, including egress in and out of the Newcastle Interchange.
- 2 Notes that the Newcastle Cycling Strategy and Action Plan, and the Newcastle City Centre Cycleway Network Strategy both propose an east-west separated cycleway spine on Hunter Street as part of an inner-city cycleway network.
- 3 Notes the high level of community support for changes to Hunter Street in the proposed Hunter Street upgrade concept plans, exhibited in September 2013, as part of the Hunter St Masterplan Strategic Framework. These concept plans included reduced traffic lanes to accommodate a separated cycleway.
- 4 Acknowledge the public domain planning and development that has been undertaken since that exhibition of the Hunter St upgrade concept plan, and the significant changes that have occurred since original exhibition.
- 5 Commence community consultation on the Draft West End Streetscape - Stage 2 concept plan, including with key businesses, community organisations, the Cycleways Committee and the Traffic Committee, with a commitment to the public exhibition of a revised concept plan in February 2019.