
ATTACHMENTS DISTRIBUTED UNDER SEPARATE COVER

**CCL 27/10/2020 - ADOPTION OF PLANNING PROPOSAL TO AMEND
NEWCASTLE LOCAL ENVIRONMENT PLAN 2012 FOR LAND AT
WICKHAM**

PAGE 3 **ITEM-79** **Attachment A:** Planning Proposal - Wickham

PAGE 221 **ITEM-79** **Attachment B:** Summary of Submissions

DISTRIBUTED UNDER SEPARATE COVER

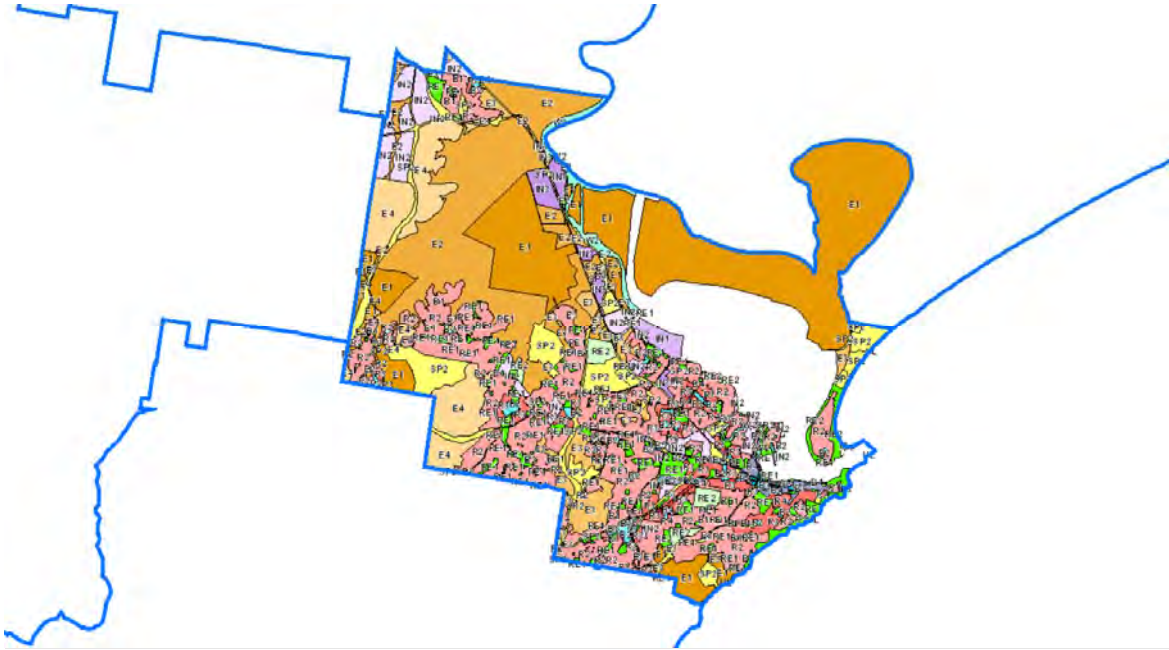
ATTACHMENTS DISTRIBUTED UNDER SEPARATE COVER

CCL 27/10/2020 - ADOPTION OF PLANNING PROPOSAL TO AMEND NEWCASTLE LOCAL ENVIRONMENT PLAN 2012 FOR LAND AT WICKHAM

ITEM-79 **Attachment A:**

Planning Proposal - Wickham

DISTRIBUTED UNDER SEPARATE COVER



Planning Proposal - Wickham

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

Version 4 | Adoption
October 2020



Version	Description	Date
1.	Council endorsement	Aug 2018
2.	Agency Referrals	July 2019
3.	Public exhibition	November 2019
4.	Adoption	

CONTENTS

Summary of proposal 1

Overview 1

Context..... 2

Part 1 - Objectives or intended outcomes..... 2

Part 2 - Explanation of provisions 3

Part 3 - Justification 15

Section A - Need for the planning proposal 15

Section B - Relationship to strategic planning framework 18

Section C - Environmental, social and economic impact 26

Section D - State and Commonwealth interests..... 26

Part 4 - Mapping 29

Part 5 - Community consultation 30

Part 6 - Project timeline 34

Appendices 35

Summary of proposal

Proposed amendment to Newcastle LEP 2012	<p>Instrument</p> <ul style="list-style-type: none"> – Clause 2.3 Zone objectives and Land Use Table <p>Mapping</p> <ul style="list-style-type: none"> – Land Reservation Acquisition (LRA) map – Land zoning (LNZ) – Height of building (HOB) – Floor space ratio (FSR) – Lot size map (LSZ) <p>Schedule</p> <ul style="list-style-type: none"> – Schedule 5 Environmental heritage.
Land application	Land within the suburb of Wickham to which Newcastle City Centre Maps CL1_004FA and CL1_004G apply
Initiated by	Newcastle City Council

Overview

Council has prepared this planning proposal in order to facilitate the implementation of the strategies and actions outlined within the Wickham Master Plan (WMP) November 2017. The planning proposal outlines amendments to Newcastle LEP 2012 which seek to implement the community's vision for Wickham (depicted in **Figure 1**) and correct discrepancies identified during the preparation and exhibition of the WMP.

This planning proposal does not include any amendments relating to the proposed community benefit scheme identified in the WMP for achieving bonus density and scale of development. Council will undertake further investigation and consultation to determine the best mechanism/s for introducing these and to provide sufficient level of justification for these.

The planning proposal was prepared in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979* (NSW) and is consistent with the Department of Planning and Environment's guidelines, 'A guide to preparing planning proposals'.

Planning proposals are not a static document hence this planning proposal will be updated at various stages of the amendment process.



Figure 1 Wickham Master Plan underpins this planning proposal

Context

The land applying to the proposed amendments is consistent with the WMP project area and consists of Wickham Park zoned RE1 Public Recreation, some B3 Commercial Core zoned land north of the Newcastle Transport Interchange, and the remaining land being zoned B4 Mixed Use. The land forms part of the Newcastle City Centre, as shown in **Figure 2 – Context of Wickham Master Plan area within Newcastle City Centre**.

The area has experienced increased investor interest and new developments, due to its proximity to the new Newcastle transport interchange, the emerging commercial core within Newcastle West, proximity to Newcastle harbour, the availability of large sites zoned for a mix of use including residential apartments.

Hence, the area character continues to evolve from a once semi-industrial area at the outer fringe of the Newcastle City Centre into a mixed use urban neighbourhood supporting the emerging commercial core within Newcastle West.



Figure 2 Context of Wickham Master Plan area within Newcastle City Centre.

Part 1 - Objectives or intended outcomes

To amend Newcastle Local Environmental Plan 2012 to enable:

- 'High Technology Industry' within the B4 Mixed Use Zone
- acquisition of land required for local roads
- rezoning of land to reflect current and envisaged future use and private ownership
- delivery of sufficient gross floor area for the feasible redevelopment of land
- a building height for land to be rezoned
- protecting the local heritage significance of the former Bullock Island Rail Corridor.

Part 2 - Explanation of provisions

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

- a. Include the term '*High Technology Industry*' as a land use 'permitted with consent' in the B4 Mixed Use Zone under Clause 2.3 Zone objectives and Land Use Table.
- b. Amend the Land Reservation Acquisition (LRA) map, as shown in **Figure 3**, to include the following land, which Council seeks to acquire for the purpose of local road reservation:
 - Part of 46 Union Street, Wickham - Lot 1 DP815254
 - Part of 37 Throsby Street, Wickham - Lot 1 DP DP799952
 - Part of 80 Bishopsgate Street Wickham Lot 1 DP860471 Lot 1 DP904638
 - Part of 29 Bishopsgate Street, Wickham - Lot 1 DP801618
 - Part of 55 Throsby Street, Wickham - Lot 1 DP982092
 - Part of 71 Throsby Street, Wickham - SP0074472
 - Part of 8-10 Albert Street, Wickham - Lot 100 DP1185607
 - Part of 30 Railway Street, Wickham - Lot 165 DP669084, Lot 1A DP755247, Lots 1, 3 and 4 DP949529, Lot 2 DP949528
 - Part of 2-10 Holland Street, Wickham - Lot 137 DP789376
 - Part of 73 and 79 Railway Lane, Wickham - Lot 11 DP1106378 and Lot 110 DP1018454
 - Part of 50 Railway Street, Wickham - Lot 100 DP1073974

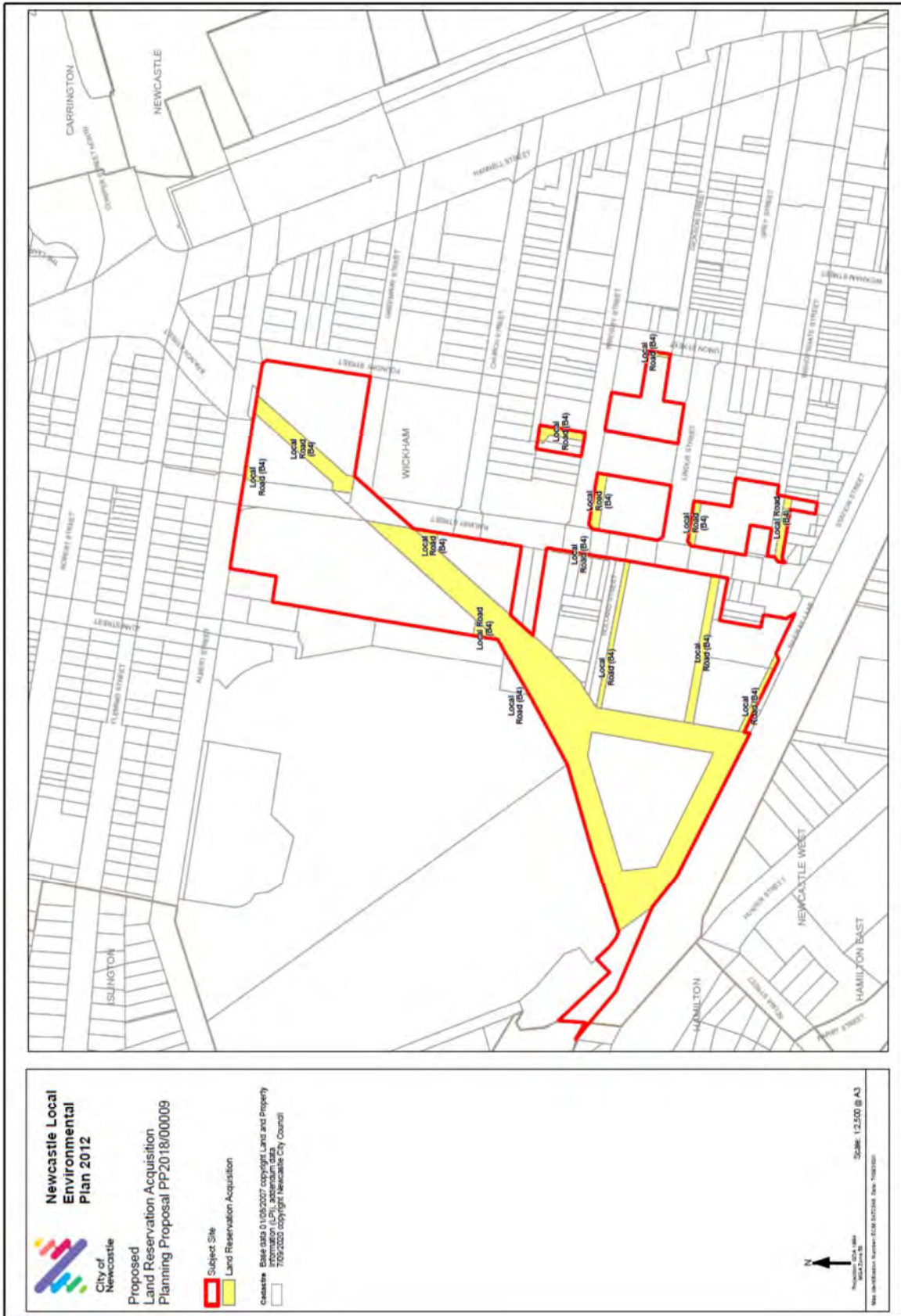


Figure 3 Proposed Land Reservation Acquisition

- c. Rezone land at 18 Albert Street, Wickham described as Lot 3212 DP 725530 from RE1 Public Recreation to B4 Mixed Use, by amending the maps listed below consistent with the development standards applied to adjoining land within the B4 Mixed Use Zone:
- Land zoning (LNZ), shown in Figure 5 (highlighted with red boundary)
 - Floor space ratio (FSR), shown in Figure 7 (highlighted with red boundary)
 - Height of building (HOB), shown in Figure 9 (highlighted with red boundary)
 - Lot size map (LSZ), shown in Figure 11 (highlighted with red boundary).

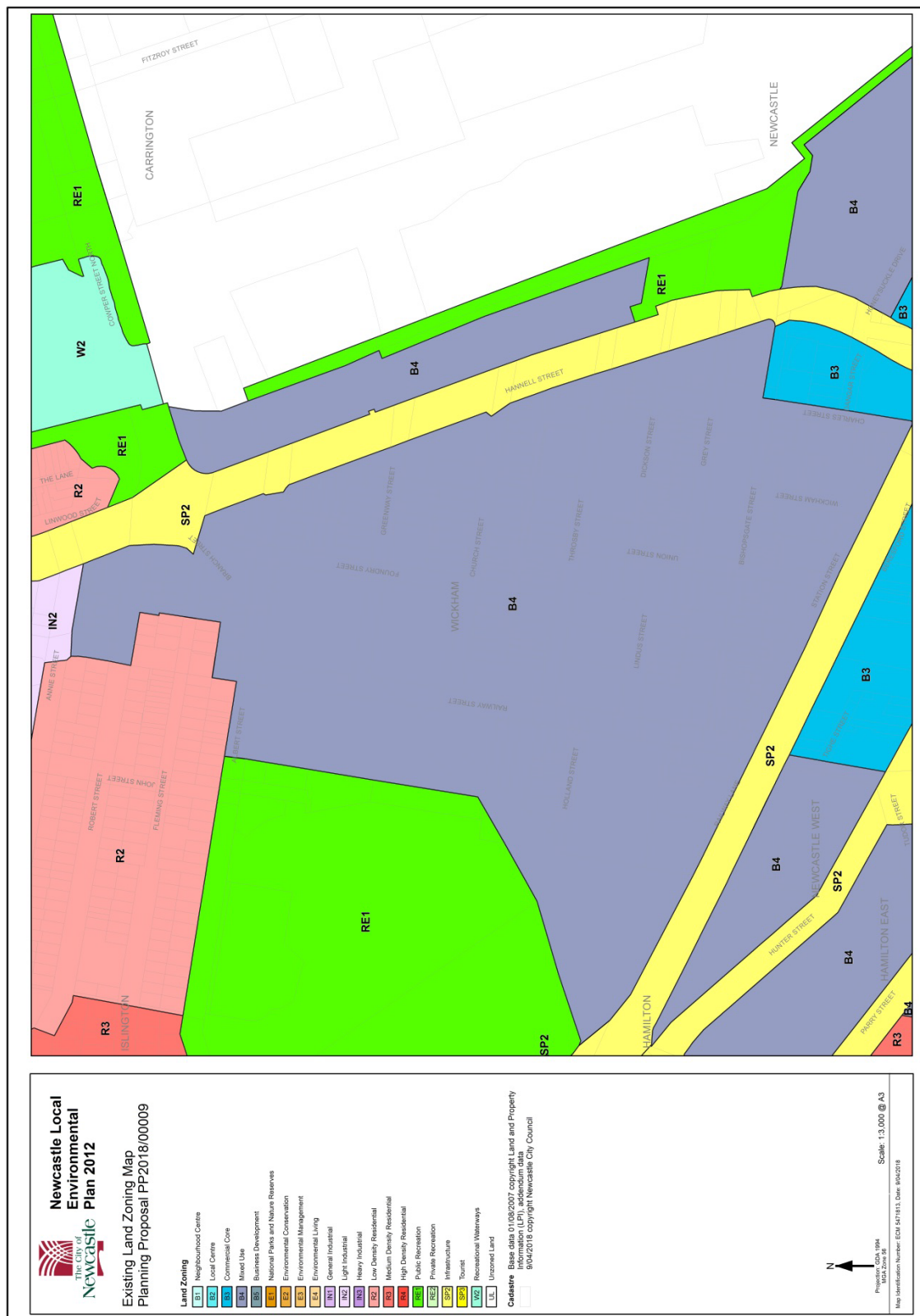


Figure 4 Existing Land Zoning



Figure 5 Proposed Land Zoning

- d Amend the Floor Space Ratio (FSR) map on land listed below to reflect an increase in the minimum FSR from N (1) to S (1.5):
- 29 Bishopsgate Street, Wickham, described as Lot 1 DP 801618
 - 33 Bishopsgate Street, Wickham, described as SP0073020
 - 37 Bishopsgate Street, Wickham, described as Lot 13 DP 131687
 - 5 and 7 Lindus Street, Wickham, described as Lots 6 and 7 DP 1766
 - 24 Lindus Street, Wickham, described as Lot 1 DP 735462
 - 34 Throsby Street, Wickham, described as Lot 1314 DP 621178
 - 48 and 52 Throsby Street, Wickham, described as Lots 201 and 202 DP785303
 - 46 Union Street, Wickham, described as Lot 1 DP 815254
 - and adjoining roads.



Figure 6 Existing Floor Space Ratio

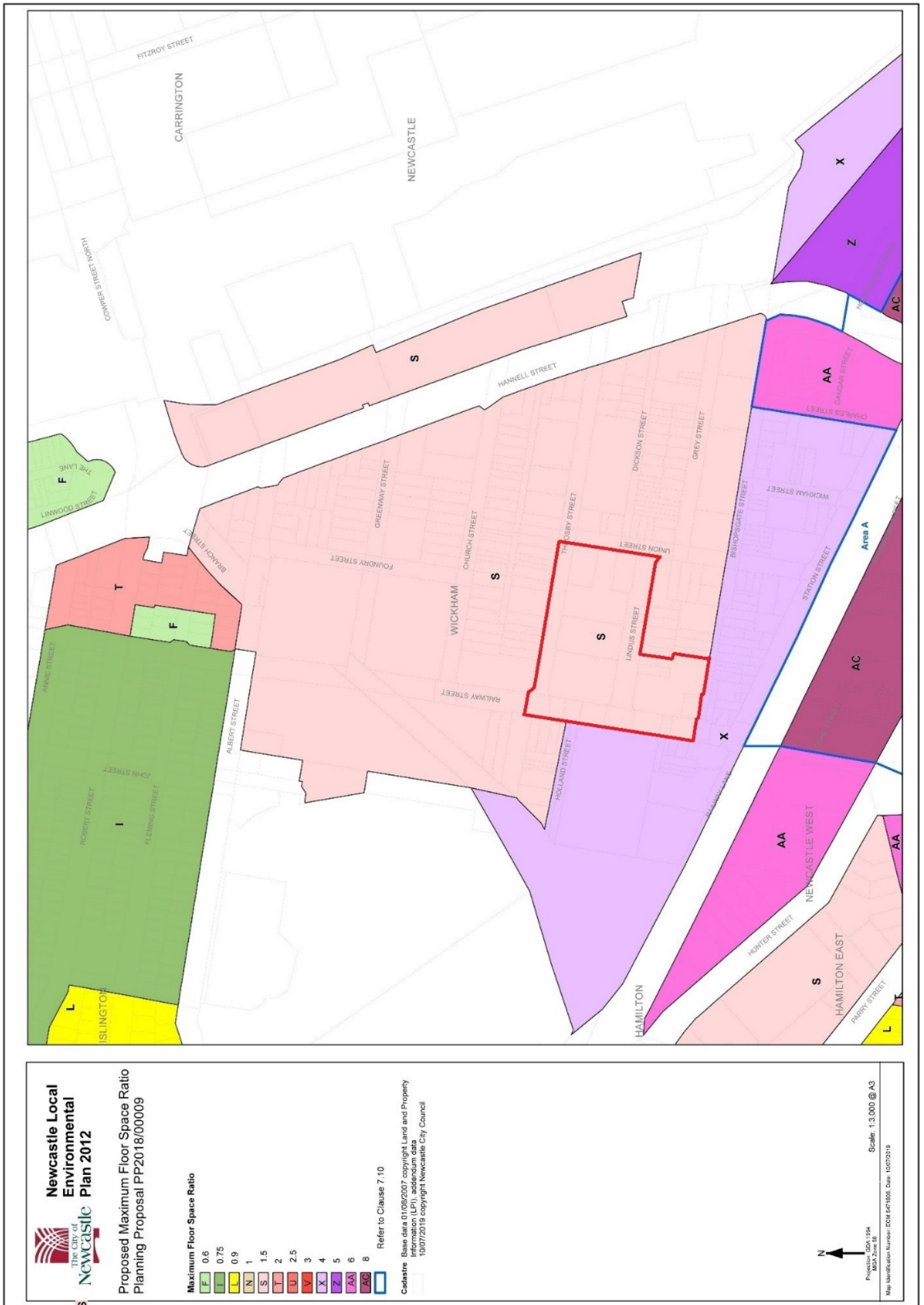


Figure 7 Proposed Floor Space Ratio

- e. Amend the Height of Building (HOB) map on certain land within Wickham (as per figure 9) to show a HOB of 10m.

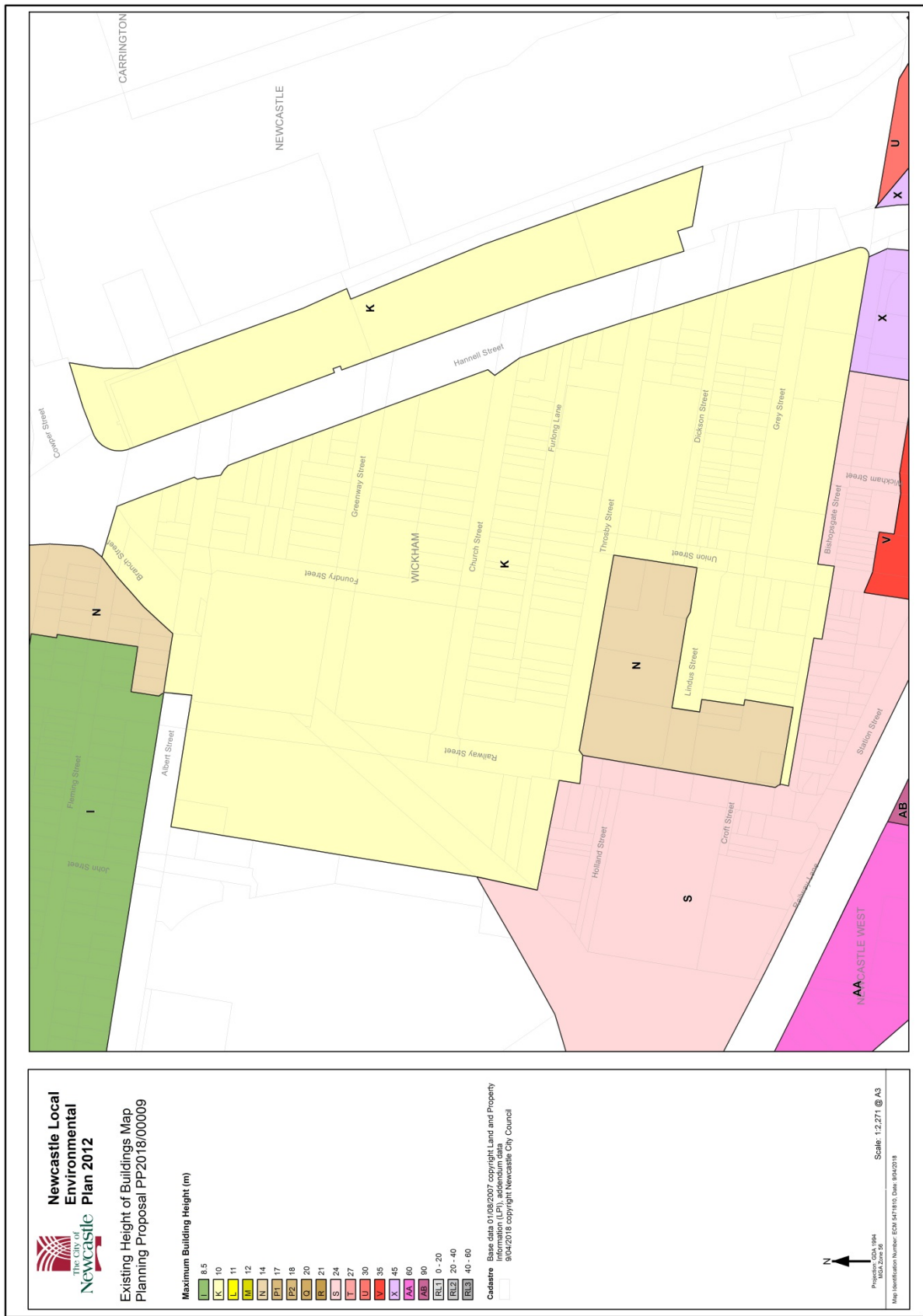


Figure 8 Existing Height of Building

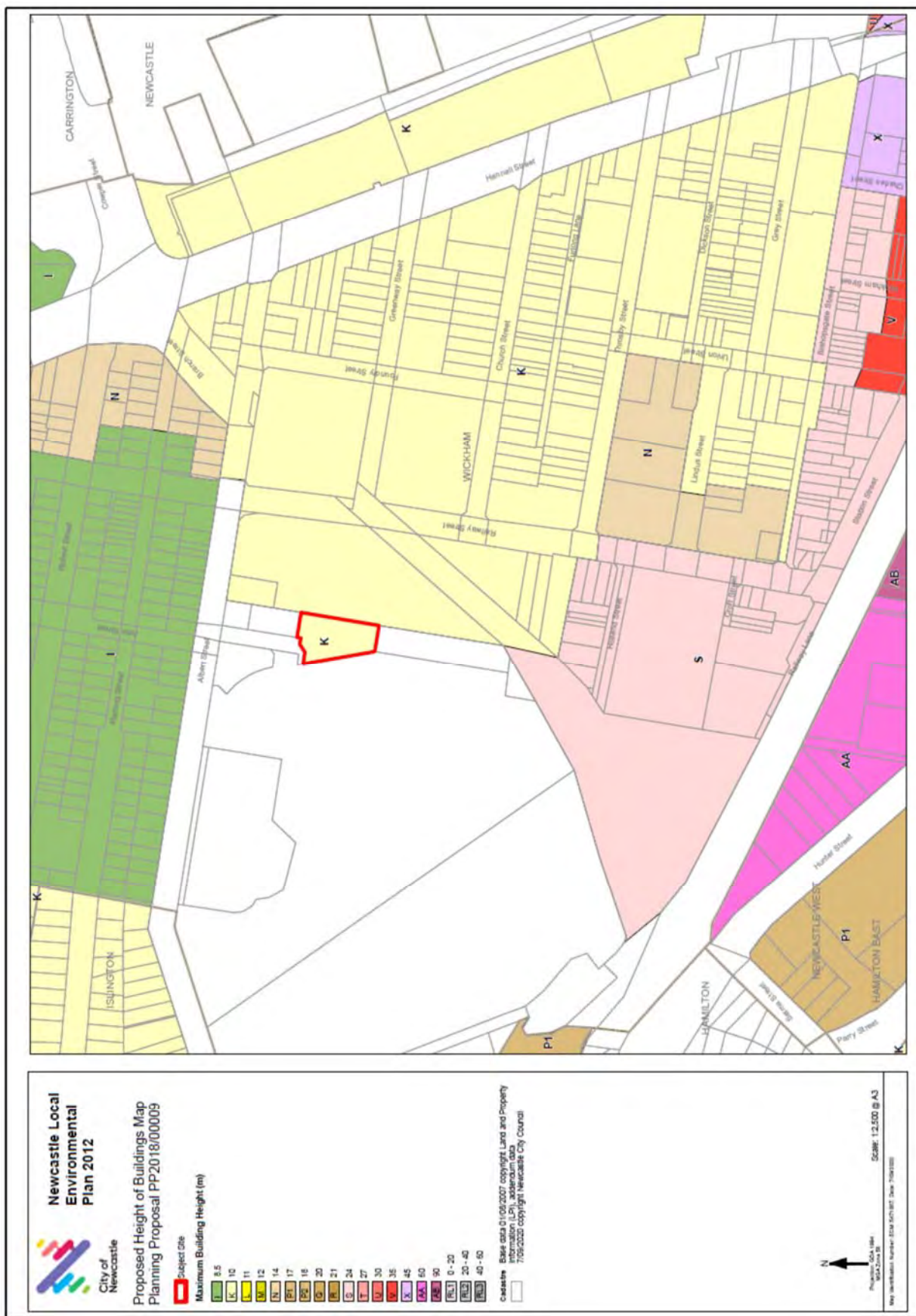


Figure 9 Proposed Height of Building



Figure 10 Existing Minimum Lot Size



Figure 11 Proposed Minimum Lot Size

- f. Listing part of the Former Bullock Island Railway Corridor within Part 1 Heritage Items within Schedule 5 Environmental heritage. This listing is proposed to appear as follows:

Suburb	Item name	Address	Property description	Significance	Item no
Wickham	Former Wickham and Bullock Island Railway Corridor	50 Railway Street, 8A and 8-10 Albert Street, 161 Railway Street, and part of Railway and Greenway Streets	Lot 100, DP1073974 Lot 100, DP1185607 Lot 51, DP830679 Lot 53, DP830679	local	1692

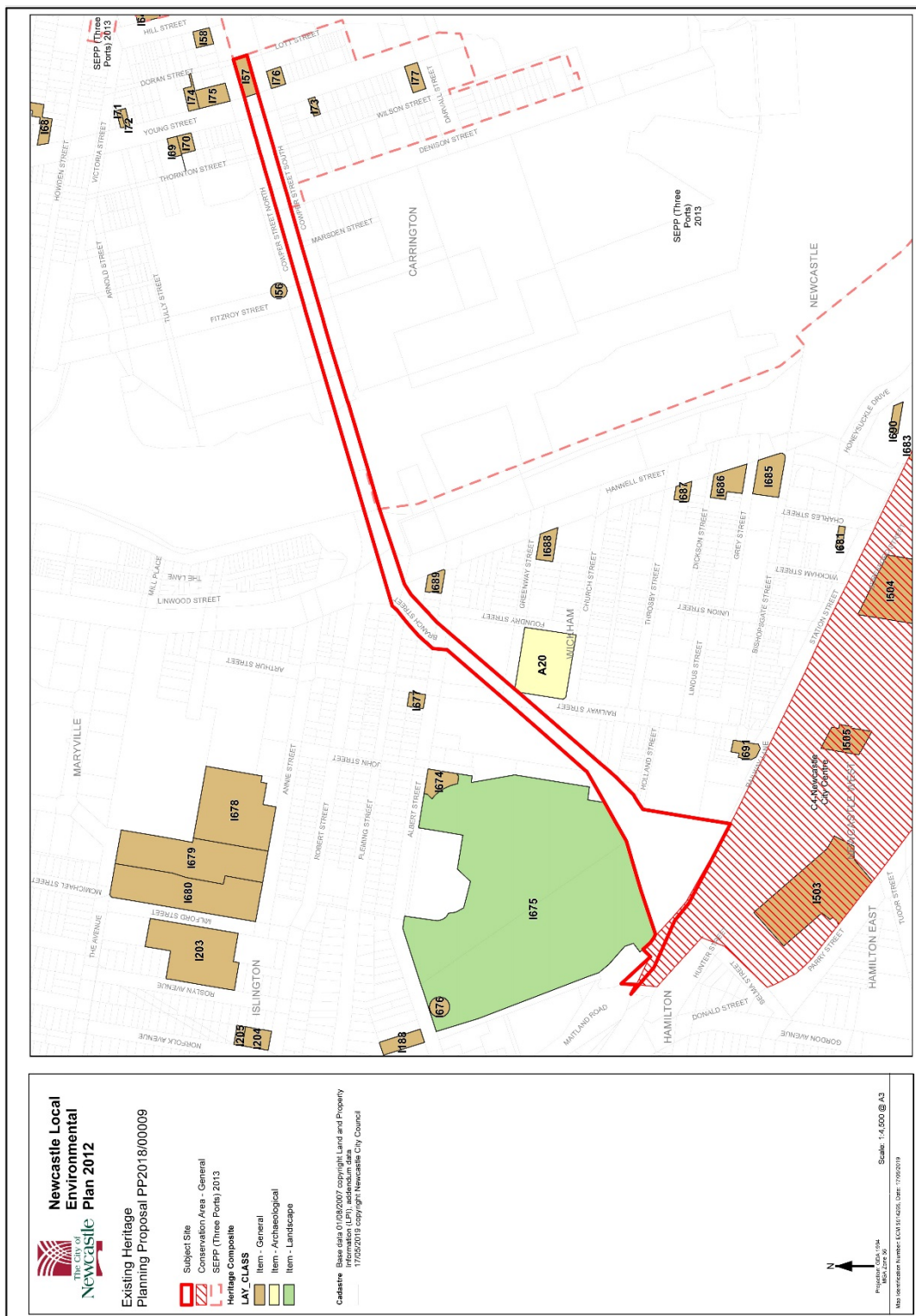


Figure 12 Existing Heritage

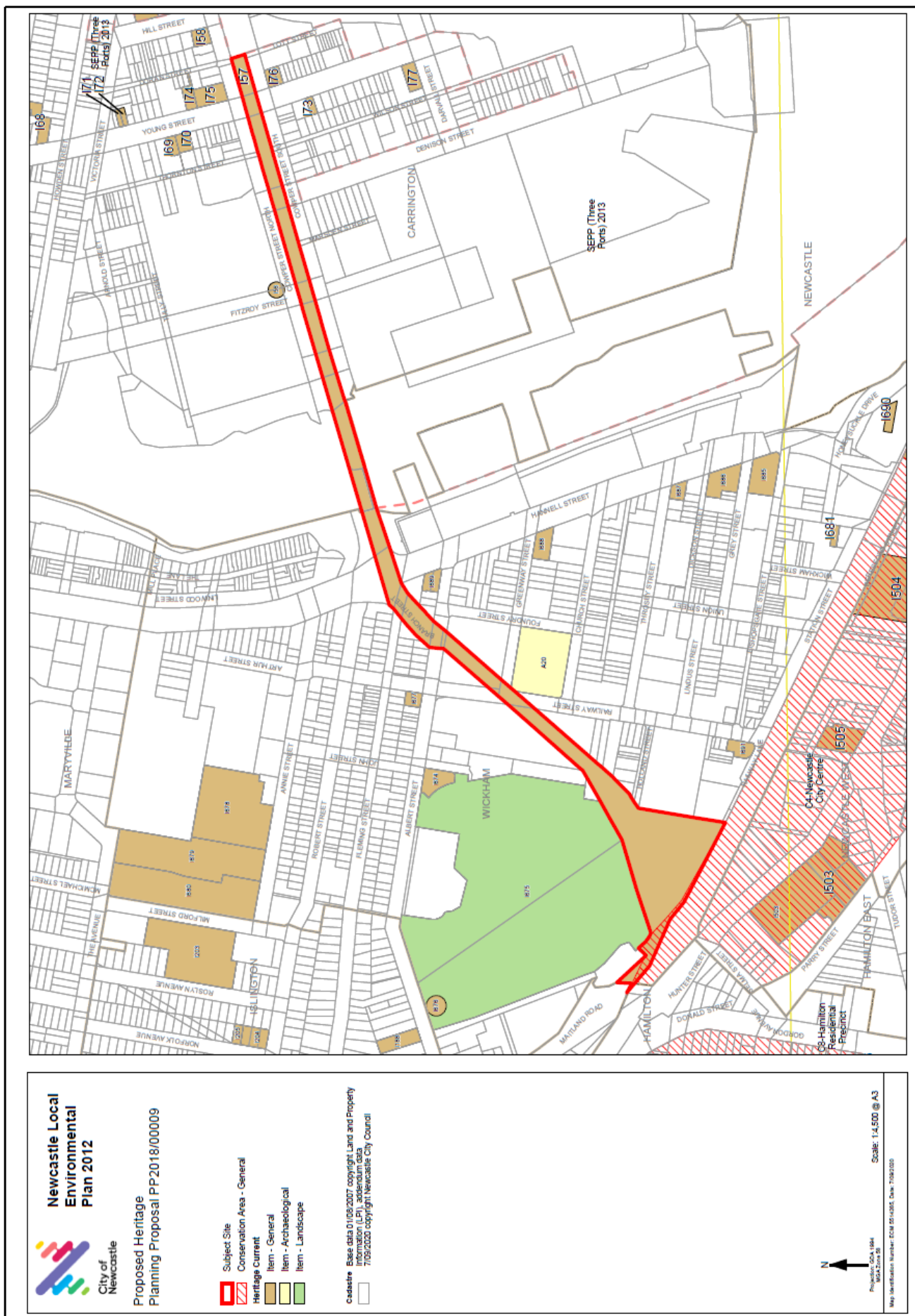


Figure 13 Proposed Heritage

Part 3 - Justification

Section A - Need for the planning proposal

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

Yes, the planning proposal is the result of Council adopting the Wickham Master Plan (WMP) on 28 November 2017. The Wickham Master Plan sets the vision of how the area will redevelop within the coming 25 years and beyond. Furthermore, the WMP identified various strategies and actions for achieving the vision, including the need to amend Newcastle LEP 2012 as outlined in this planning proposal.

The WMP is underpinned by review of studies and strategies previously carried out by Council, an economic and market analysis by the AEC Group, Traffic and Transport Assessment by Bitzios Consulting, and comprehensive stakeholder consultation and collaboration.

The current planning proposal was amended post-gateway as a result of exhibition feedback, and CN's understanding that the remediation works identified by Subsidence Advisory NSW (SANSW) within the WMP area is unlikely to be a viable option within the foreseeable future.

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

Yes, amending the Newcastle LEP 2012 is considered the best means of achieving the objectives of the planning proposal.

a. **Permit (with consent) 'High Technology Industries' within the B4 Mixed Use Zone.**

'High Technology Industries' are currently prohibited within the B4 Mixed Use zone.

The uses included within B4 Mixed Use Zone during the preparation of Newcastle LEP 2012 were nominated as they best reflected the uses within Zone 3 (d) Mixed Use Zone of the former Newcastle LEP 2003. High Technology Industries were not previously defined given this sector has only recently emerged as a recognised land use in its own right.

The WMP vision identifies the area continuing to evolve as a diverse and dynamic mixed-use neighbourhood which supports economic and employment generating uses that compliment and support the emerging commercial core within Newcastle West.

Furthermore the provision of areas supporting growth in emerging smart clean High Technology industry, research and development, is supported within the *'Smart Economy'* strategies of Council's Smart City Strategy 2017-2021: Strategy 1: Innovation Ecosystem; Strategy 2: City Digital Precinct; Strategy 3: Collaborative Living Lab.

Consideration was given to only including the use *'High Technology Industries'* as an additional permitted use only within Wickham. However, this would result in this use continuing to be prohibited elsewhere within the city where the B4 Mixed Use zone applies, which includes much of the Newcastle City Centre area, and parts of the Newcastle urban renewal corridors where land fronts major transport corridors (i.e. Tudor Street, Lambton Road, Bruncker Road, and Maitland Road).

In order to provide greater opportunity for *'High Technology Industries'* to be supported as a compatible use within other mixed use areas of Newcastle an amendment is required to include this use under subclause 3 (Permitted with consent) within the B4 Mixed Use zone.

b. Include land within the Land Reservation Acquisition (LRA) map for local roads

The WMP identified strategies and actions for improving traffic management based on a Traffic and Transport Assessment by Bitzios Consulting. This included the upgrading of various intersections and the widening of select streets/laneways when warranted.

The WMP also identified areas that enable opportunities for public domain improvements. These areas were identified as 'urban activation areas' within the WMP.

The purpose of introducing 'urban activation areas' into Wickham is to provide small public spaces, within the road reserve that will have a defined public use, such as provision of a small playground, a community garden, or a green area for the community to gather or meet.

These spaces are not proposed as separate open space from the road reserve but are envisaged to provide relief in the otherwise narrow streetscapes within Wickham public domain, especially as the urban area densifies. Council considers it necessary for these parcels to be publicly owned to ensure social inclusion for all potential users and not just occupants or clients of the adjoining land uses.

Council has a limited opportunity to acquire the required land before the land is redeveloped; hence it is imperative that this planning proposal includes all land Council requires to implement the actions of the WMP. Whilst the details of acquisition may be negotiated at the time of the land being redeveloped or sold, the location of the nominated reservations were included in the WMP as exhibited to the community and landowners.

Council considered the alternative option of relying on the DCP to identify land to be dedicated to Council. However, this approach was attempted in the previous Wickham DCP and the Newcastle City Centre LEP 2008, without success. The DCP is only a guide. It does not offer the same level of certainty that the desired outcomes will be achieved, hence the land reservation acquisitions are proposed to be included in the LRA map of Newcastle LEP 2012.

Note: The proposed LRA map was revised during the post exhibition review based on the following factors:

- Landowner submission identifying that a LRA would diminish the current and future use of certain land along Bishopsgate Street due to recent adjoining development approval to land at the rear on Station street which has eliminated any opportunity for future amalgamation of land and thereby redevelopment opportunities of this land.
- Development consent on the land being activated through commencement of works, meaning that future acquisition is no longer attainable.
- A reduced need or opportunity for widening of streets/laneways in some parts of the planning proposal area due to reduced development potential resulting from updated information from Subsidence Advisory NSW.

c. Rezone land, known as the Good Life Church (18 Albert Street, Wickham) from zone RE1 Public Recreation to zone B4 Mixed Use

The current zoning is a legacy of the land previously being leased from the Crown and used as an indoor sports centre (basketball) from the early 1960s until the late 1980s.

The land became freehold in 2005 when the current owners acquired it from the Crown. The land operates under a consent granted in 1989 for a *community centre* (the actual use being covered by a component of the definition at the time that included 'any other like facility or service of a non-profit nature'). However, under the current LEP, *places of public worship* are not listed as permissible within zone RE 1 Public Recreation and the church relies on its existing use rights to operate.

A RE2 Private Recreation zone was considered but also does not permit the current use of the land, nor enable the potential of the land as envisaged within the WMP to be

realised. Hence this planning proposal nominates the land zoning, HOB and FSR to be consistent with the adjoining land.

d. Amend the FSR on land within the planning proposal area from 1 to a minimum of 1.5.

The FSR for the majority of land zoned B4 in Wickham, north of Bishopsgate Street, is 1.5:1 with the exception of some larger parcels fronting Lindus Street which have an FSR of 1:1. This anomaly appears to have carried over from Newcastle City Centre LEP 2008 but there is no available documented rationale as to why a lower FSR was chosen, especially as the HOB exceeds the surrounding area by three meters (one storey) to a total of 14m. This combination of controls would result in a built form that is taller but smaller footprint, which is inconsistent with the surrounding built form and less feasible to develop.

Preparation of the WMP included economic and market analysis by AEC Group to ensure the vision for Wickham may be realised through the redevelopment of existing former industrial uses. The study included feasibility testing of various scenarios across the study area. From this it was concluded that land with an FSR of 1:1 was not feasible for redevelopment and that a FSR of 1.5:1 should be applied as a minimum.

An alternate approach may involve reliance of Clause 4.6 Exceptions to development standards. This approach would put the onus back on individual applicants to demonstrate why the standard should be altered. However this approach is not strategic and is unlikely to result in a consistent density reflecting the WMP, as each applicant is likely to argue for the highest possible yield on their site.

e. Amend the Height of Building (HOB) map on land known as the Good Life Church (18 Albert Street, Wickham) to 10 metres.

This site currently has no HOB listed, given its RE 1 Public Recreation Zone. However, given this planning proposal seeks to rezone the land to B4 Mixed Use (due to it being in private ownership and consisting a land use compatible with the zone on adjoining land) it is proposed to also introduce a consistent HOB for this site of 10m.

f. Protecting the local heritage significance of the former Bullock Island Rail Corridor

The Bullock Island railway corridor remains a prominent element in the existing urban structure within Wickham which provides strong ties to the area's past land uses and connection to adjoining areas. The railway corridor operated between 1883 -1905 by Wickham & Bullock Island Coal Company which operated the Bullock Island Colliery in Carrington. The railway also contributed to the expansion and concentration of shipping wharves to Carrington reducing the reliance on honeysuckle for the loading of coal ships.

The railway corridor also enabled industry to develop within Wickham, including manufacture of trains at R A Ritchie & Sons and Hudson Bros Engineering, which is a listed archaeological site under Part 3 of Schedule 5 Environmental heritage within Newcastle LEP 2012.

Remnants of the railway tracks remain within the corridor and its significance is maintained at present due to the absence of any building over the corridors alignment.

Whilst this corridor is identified in the WMP and reflected in the draft development controls for the area, adequate protection is required to ensure continuity of the corridor is maintained and not compromised by redevelopment where located on private land.

Hence listing the former Wickham & Bullock Island Railway Corridor as a heritage item under Part 1 of Schedule 5 Environmental heritage within Newcastle LEP 2012 will ensure its significance is considered and protected through any future redevelopment within the vicinity.

A Statement of Heritage Significance, prepared in accordance with 'Assessing Heritage Significance', NSW Heritage Office July 2001, is included in Appendix B – draft State Heritage Inventory sheet, for this proposed heritage item.

No other suitable alternative mechanism is available.

Section B - Relationship to strategic planning framework

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

Hunter Regional Plan 2036

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

The planning proposal is consistent with the Directions of this plan, in particular Direction 3 - Revitalise Newcastle City Centre; this direction applies to the planning proposal area which is identified as part of the Newcastle City Centre area.

Greater Newcastle Metropolitan Plan 2036

The Hunter Regional Plan 2036 set the vision for the Hunter to be the leading regional economy in Australia with a vibrant new metropolitan city at its heart. Furthermore, the plan sets out four outcomes to be achieved and identifies catalyst area, including Newcastle City Centre.

The Plan provides specific directions for the 'Wickham Precinct', which aligns with the planning proposal area and sets out the following:

"Newcastle City Council will align local plans to:

- facilitate the long-term expansion of the City Centre towards Wickham
- increase opportunities for transit oriented development around Newcastle Interchange
- respond to development constraints including mine subsidence and flooding
- provide floor space for emerging new economy industries and businesses."

The planning proposal is consistent with this plan in that it:

- seeks to facilitate redevelopment to support and compliment the emerging city centre
- focuses mixed use development around the Newcastle interchange
- addresses flooding through recognition of floor height controls affecting HOB
- acknowledging mine subsidence risk through consultation with Mines Advisory NSW in developing the WMP,
- ensuring sufficient FSR to ensure feasibility of mixed use development,
- enabling *High Technology Industry* to support the emerging new economy industries and businesses.

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

Newcastle 2030 - Community Strategic Plan

The Newcastle 2030 - Community Strategic Plan (CSP) 2018 update identifies the community's vision for the city, outlines actions and strategies for Council to achieve, as well as indicators for monitoring implementation.

Compliance with the LEP amendment process, identified in section 3.34 Gateway determination of the *EP&A Act 1979* ensures consistency with the sustainable development goal of 'Open and Collaborative Leadership' and the strategic objective to "Consider decision-making based on collaborative, transparent and accountable leadership"

Furthermore, the planning proposal is consistent with the remainder sustainable development goals:

- Integrated and Accessible Transport
- Vibrant, Safe and Active Public Places
- Protected Environment
- Inclusive community
- Liveable built environment
- Smart and innovative.

Local Strategic Planning Statement

The Local Strategic Planning Statement (LSPS) was adopted by Council in May 2020 and prepared in accordance with the Community Strategic Plan.

The LSPS guides the future growth and development of Newcastle to 2040 and puts forward a land use planning vision for City of Newcastle. The planning proposal is consistent with the LSPS, in particular the following principles and aims:

- Our community is inclusive and socially connected with safe, accessible and walkable streets, parks and gathering spaces in each neighbourhood and local centre
- Our city meets the challenges of a changing economic base and delivers a just transition
- We have diverse housing types and tenures in our neighbourhoods for a variety of household types, income levels and life stages.

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

The table below provides an assessment of the proposed amendment against each State Environmental Planning Policy (SEPP) applying at the time of preparing this planning proposal.

The assessment undertaken firstly identified which SEPP applies to the proposal, determined by the SEPP applying to both:

- a. the land; and
- b. the preparation of environmental planning Instruments.

Where applicable, the table identifies how the planning proposal addresses the requirements of the SEPP.

Table 1 - Relevant State Environmental Planning Policies

State Environmental Planning Policies	Applicable	Consistency and Implications
SEPP No 1—Development Standards	No	
SEPP No 19—Bushland in Urban Areas	No	
SEPP No 21—Caravan Parks	No	
SEPP No 26—Littoral Rainforests	No	
SEPP No 30—Intensive Agriculture	No	
SEPP No 33—Hazardous and Offensive Development	No	
SEPP No 36—Manufactured Home Estates	No	
SEPP Koala Habitat Protection	Yes	There are sites identified as investigation areas for Koala Plans of Management within Wickham however the planning proposal is not rezoning land to allow development not already permissible and it is unlikely to have a detrimental effect on any koala habitat trees that may be present within Wickham.
SEPP No 47—Moore Park Showground	No	
SEPP No 50—Canal Estate Development	No	
SEPP No 52—Farm Dams and Other Works in Land and Water Management Plan Areas	No	
SEPP No 55—Remediation of Land	Yes	<p>Clause 6 requires Council to consider potential land contamination when preparing an Environmental Planning Instrument (e.g. LEP amendment). Subclause (2), requires Council to obtain and consider a report on the findings of a preliminary investigation of the land (carried out in accordance with the contaminated land planning guidelines) where the amendment will permit certain land uses, as specified in subclause (4)(c), to be permitted.</p> <p>This planning proposal includes the rezoning of land from RE1 Public Recreation to B4 Mixed Use, which permits the uses specified by subclause (4)(c). However, the requirements of subclause (2) will not apply in this case given Council is satisfied that the land is not contaminated nor was previously used for purpose referred to in Table 1 to the contaminated land planning guidelines.</p> <p>The land being rezoned was previously Crown land which has historically been used for recreation and community uses since the land was first subdivided in the early 1900's.</p>
SEPP No 62—Sustainable Aquaculture	No	
SEPP No 64—Advertising and Signage	No	
SEPP No 65—Design Quality of Residential Apartment Development	Yes	<p>The amendment of land zoning from RE1 Public Open Space to B4 Mixed Use will permit the land to be developed for uses to which this policy applies (residential apartment development). However, the proposed amendments do not include any development standards that are inconsistent with this policy.</p> <p>Council has a design review panel under this SEPP. Despite clause 27 (c) Council</p>

State Environmental Planning Policies	Applicable	Consistency and Implications
		has not sought the advice of this panel in relation to this planning proposal given no specific standards relating to residential apartment development are proposed.
SEPP No 70—Affordable Housing (Revised Schemes)	No	
SEPP (Affordable Rental Housing) 2009	No	
SEPP (Building Sustainability Index: BASIX) 2004	No	
SEPP (Educational Establishments and Child Care Facilities) 2017	No	
SEPP (Exempt and Complying Development Codes) 2008	No	
SEPP (Housing for Seniors or People with a Disability) 2004	No	
SEPP (Infrastructure) 2007	No	
SEPP (Integration and Repeals) 2016	No	
SEPP (Kosciuszko National Park—Alpine Resorts) 2007	No	
SEPP (Kurnell Peninsula) 1989	No	
SEPP (Mining, Petroleum Production and Extractive Industries) 2007	No	
SEPP (Miscellaneous Consent Provisions) 2007	No	
SEPP (Penrith Lakes Scheme) 1989	No	
SEPP (Rural Lands) 2008	No	
SEPP (State and Regional Development) 2011	No	
SEPP (State Significant Precincts) 2005	No	
SEPP (Sydney Drinking Water Catchment) 2011	No	
SEPP (Sydney Region Growth Centres) 2006	No	
SEPP (Three Ports) 2013	No	
SEPP (Urban Renewal) 2010	Yes	The area subject to this planning proposal is wholly within land to which Newcastle Potential Precinct Map applies. The requirements of Clause 9 <i>Proposals for potential precincts</i> were satisfied by the preparation of the Newcastle Urban Renewal Strategy (NURS). The NURS identified the need for further planning to be undertaken in relation to the renewal of the Wickham area; hence the WMP was prepared and adopted by Council. This planning proposal is consistent with the WMP.
SEPP (Vegetation in Non-Rural Areas) 2017	No	
SEPP (Western Sydney Employment Area) 2009	No	
SEPP (Western Sydney Parklands) 2009	No	

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

The table below documents Council's assessment of the planning proposal against the relevant Ministerial Directions made under Section 9.1 of the EP&A Act 1979 (formerly known as Section 117 Directions).

Table 2 - Relevant Ministerial Directions

Relevant Section 9.1 Directions	Applicable	Consistency and implications
1. Employment and Resources		
1.1 Business and Industrial Zones	Yes	The Planning proposal not only retains the existing opportunities for business uses but seeks to expand this by: <ol style="list-style-type: none"> 1. Introducing <i>High Technology Industry</i> as a use (permitted with consent) within the B4 Mixed Use Zone. 2. Increasing the area of land zoned B4 by rezoning a land parcel currently zoned RE1 Public Recreation. 3. Increase the FSR within part of the planning proposal area from 1 to 1.5 thereby allowing a greater potential GFA for permitted uses including business uses.
1.2 Rural Zones	No	
1.3 Mining, Petroleum Production and Extractive Industries	No	
1.4 Oyster Aquaculture	No	
1.5 Rural Lands	No	
2. Environment and Heritage		
2.1 Environment Protection Zones	Yes	Whilst the Direction applies, the planning proposal will have no effect on, or be affected by areas of environmental sensitivity. Hence the proposal is of minor significance.
2.2 Coastal Management	Yes	The planning proposal area is within the coastal zone however, the proposed amendments are considered to be of minor significance with respect to their potential impact or consequence on the NSW coast line.
2.3 Heritage Conservation	Yes	The Planning proposal will consist of provisions to facilitate conservation of an identified place of environmental heritage significance in relation to the historical and social heritage of the area. This is to be achieved through inclusion of the former Wickham and Bullock Island Railway Corridor as a heritage item in schedule 5 of Newcastle LEP 2012.
2.4 Recreation Vehicle Areas	No	
2.5 Application of E2 and E3 Zones and Environmental Overlays in Far North Coast LEPs	No	

Relevant Section 9.1 Directions	Applicable	Consistency and implications
3. Housing, Infrastructure and Urban Development		
3.1 Residential Zones	Yes	This direction applies to the planning proposal as the B4 Mixed Use zone permits significant residential development. The planning proposal will not reduce the permissibility of residential uses but rather increase their feasibility due to an increase in FSR and HOB within parts of the land.
3.2 Caravan Parks and Manufactured Home Estates	No	
3.3 Home Occupations	Yes	The B4 zone within Newcastle LEP 2012 already permits Home Occupation as a use permitted without consent, hence is consistent with this direction.
3.4 Integrating Land Use and Transport	Yes	The planning proposal includes provision of additional land zoned for business and residential through the rezoning of land to B4 Mixed Use. The land subject to rezoning is within the Newcastle City Centre Area boundary and hence is consistent with the aims, objectives and principles of: (a) Improving Transport Choice – Guidelines for planning and development (DUAP 2001), and (b) The Right Place for Business and Services – Planning Policy (DUAP 2001).
3.5 Development Near Licensed Aerodromes	No	
4. Hazard and Risk		
4.1 Acid Sulfate Soils	Yes	The land is located within categories 3 and 4 of the ASS map of the LEP. However, the planning proposal does not include provisions or amendments that will increase the risk or hazard from the current potential, hence it is considered to be of minor significance and does not require any further study.
4.2 Mine Subsidence and Unstable Land	Yes	Part of the planning proposal area is within a proclaimed Mine Subsidence District. Subsidence Advisory (SA) NSW were consulted in the preparation and exhibition of the WMP to consider if the area could support a greater level of development than is currently permitted. SA NSW did not raise any objection in principle to an increase in the scale of built form but confirmed that any future development would trigger the need for further investigation which is likely to result in the need for remediation/stabilisation works. However, the current planning proposal has been amended post-gateway as a result of updated information provided by Subsidence Advisory (SA) NSW – see Section C (11).

Relevant Section 9.1 Directions	Applicable	Consistency and implications
4.3 Flood Prone Land	Yes	The planning proposal is inconsistent with direction 4.3(5) as it includes the rezoning of land within a flood planning area from a Recreation zone to a B4 Mixed Use zone (which permits both business and residential uses. However, according to the Newcastle City-wide Floodplain Risk Management Study and Plan 2012 maps the land does not consist a floodway but is in the flood fringe. Hence future development may require an elevated floor height at ground level but is otherwise considered to be of minor significance.
4.4 Planning for Bushfire Protection	No	
5. Regional Planning		
5.1 Implementation of Regional Strategies	No	
5.2 Sydney Drinking Water Catchments	No	
5.3 Farmland of State and Regional Significance on the NSW Far North Coast	No	
5.4 Commercial and Retail Development along the Pacific Highway, North Coast	No	
5.5 Development in the vicinity of Ellalong, Paxton and Millfield (Cessnock LGA) (Revoked 18 June 2010)	No	
5.6 Sydney to Canberra Corridor (Revoked 10 July 2008. See amended Direction 5.1)	No	
5.7 Central Coast (Revoked 10 July 2008. See amended Direction 5.1)	No	
5.8 Second Sydney Airport: Badgerys Creek	No	
5.9 North West Rail Link Corridor Strategy	No	
5.10 Implementation of Regional Plans	Yes	The planning proposal applies to land within the Hunter Regional Plan. The planning proposal is consistent with the regional plan, as outlined in Section B 3 above.

Relevant Section 9.1 Directions	Applicable	Consistency and implications
6. Local Plan Making		
6.1 Approval and Referral Requirements	Yes	<p>The planning proposal does not include any provisions that will require development application to seek approval or referral from any other public authority.</p> <p>Council consulted with public authorities prior to public exhibition in accordance with conditions on the Gateway determination.</p>
6.2 Reserving Land for Public Purposes	Yes	<p>The planning proposal does include the rezoning of land currently zoned RE1 Public recreation, however, this land is privately owned and not part of a crown reserve or land owned by Council. The rezoning is intended to address a historical anomaly and hence will not result in any inconsistency with this direction.</p> <p>Council does not seek to include the proposed land reservation acquisitions as separate open space areas but rather include these as part of the public domain within the road reserve. Hence all acquisitions are nominated as local road.</p>
6.3 Site Specific Provisions	Yes	<p>The planning proposal includes provisions to enable the use <i>High Technology Industry</i> to be carried out on land zoned B4 Mixed Use. The planning proposal meets the requirements of this direction by applying this use to all land zoned B4 within Newcastle LEP 2012 and not just that in Wickham.</p>
7. Metropolitan Planning		
7.1 Implementation of A Plan for Growing Sydney	No	

Section C - Environmental, social and economic impact

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

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

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

The planning proposal will not result in any other environmental effects not already considered above.

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

The planning proposal will have positive social effects through inclusion of the former Wickham and Bullock Island Rail Corridor as a heritage item and this will facilitate its protection for the community to have a connection to the area's past as well as enabling its reuse for passive recreational uses. The addition of land within certain road reserves (through amendment to the LRA map) will enable improvements to the public domain areas for community purposes.

Furthermore the planning proposal will provide positive economic impacts through the addition of *High Technology Industry*, increase in FSR on land to ensure feasibility of redevelopment and a minor adjustment to the HOB map to allow a better built outcome.

Section D - State and Commonwealth interests

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

Existing infrastructure within the City Centre is adequate to meet the needs of development potentially resulting from the proposal planning.

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

The following public authorities were consulted, as per condition 4 of the gateway determination issued on 31 August 2018:

- Subsidence Advisory
- Office of Environment and Heritage (Heritage item listing)
- Transport for NSW (Heritage Item listing and acquisition of railway lands)
- Then Roads and Maritime Services (now transport for NSW) (Heritage Item listing)

The responses received and the outcomes are summarised below:

Agency	Comment	Response	Outcomes
Subsidence Advisory	<p>The surface development guideline SA NSW has applied to properties in Wickham specify a maximum of two storeys with a maximum plan footprint dimension of 24m and plan footprint area of 400m². Proposed development that exceeds the surface development guideline will require assessment by SA NSW under its Merit Assessment Policy.</p> <p>The type and scale of the proposed development in Wickham will in most instances require elimination of the subsidence hazard through grouting. The proposed building envelopes and density of development will likely result in the requirement for applicants to mitigate risks by “bulk” grouting the mine workings outside the footprint of the subject sites.</p>	<p>Post consultation with Subsidence Advisory NSW (SA NSW), CN were made aware of the possible cost and extent of remediation works required to enable redevelopment within the mine subsidence risk affected parts of Wickham, at a scale envisaged in the WMP.</p> <p>While the updated information provided by SA NSW does not prohibit sites affected by mine subsidence risk from redevelopment that based on the estimated cost and logistical requirements to remediate the land to SANSW standards (to enable development of a scale greater than the current restrictions) is unlikely to be a viable option in the foreseeable future. Hence CN is no longer seeking to increase the HOB from 10m to 11m as was proposed.</p>	<p>In light of the updated information provided by SA NSW, the WMP and this planning proposal have been updated to align with the SA NSW development guidelines.</p>

Agency	Comment	Response	Outcomes
Office of Environment and Heritage	Heritage encourages amendments to environmental planning instruments which provide for greater protection of heritage items and heritage conservation areas, provided that the necessary due diligence, assessments and notifications have been undertaken	City of Newcastle appointed a Heritage expert to undertake the necessary assessment and justification required to include the 'former bullock Island Railway corridor as a local item of heritage.	As a result of the assessment (attached to this PP) the curtilage of the item was extended to include all land to which the item applies within NLEP2012.
Transport for NSW	No submission was received.	NA	No change
Roads and Maritime Services	Hannell Street (A43) is a classified State road and all other roads in the area are local roads. RMS requested a traffic report to understand the impact of the intensification of this suburb on the surrounding state road network and intersections. In particular, Roads and Maritime would like to review the impact on Hannell Street and its intersections, and any other signalised intersections directly impacted by the growth.	Council has furnished RMS with a detailed traffic report by Bitzios Consulting, which was prepared to guide the WMP upon which the amendments within the PP are based. The traffic assessment included modelling of potential increased densities well beyond the amendments proposed within this PP, which demonstrated that the impact on Hannell Street would not cause impact on intersections beyond what is already predicted without TfNSW upgrades. Local traffic management is otherwise addressed within the adopted Wickham LATM 2017.	No change.

Part 4 - Mapping

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

- ✓ Land Zoning Map
- ✓ Height of Buildings Map
- ✓ Floor Space Ratio Map
- ✓ Minimum Lot Size Map
- ✓ Land Reservation Acquisition Map
- ✓ Heritage Map

The Matrix below indicates which map sheets (of Newcastle LEP 2012) are to be amended as a result of this planning proposal (eg. FSR_001C)

	FSR	LAP	LZN	WRA	ASS	HOB	LSZ	LRA	CL1	HER	URA
001											
001A											
001B											
001C											
001D											
002											
002A											
002B											
002C											
002D											
002E											
002F											
002G											
002H											
003											
004											
004A											
004B											
004C											
004D											
004E											
004F											
004FA	✓		✓			✓	✓			✓	
004G											
004H											
004I											
004J											
004K											

Map Codes:	FSR	=	Floor Space Ratio map
	LAP	=	Land Application Map
	LZN	=	Land Zoning Map
	WRA	=	Wickham Redevelopment Area Map
	ASS	=	Acid Sulfate Soils Map
	HOB	=	Height of Buildings Map
	LSZ	=	Lot Size Map
	LRA	=	Land Reservation Acquisition Map
	CL1	=	Key Sites Map & Newcastle City Centre Map
	HER	=	Heritage Map
	URA	=	Urban Release Area Map

Part 5 - Community consultation

The planning proposal was publicly exhibited for a 14 day period in accordance with the conditions of the gateway determination.

Public exhibition occurred between 18 November 2019 and 2 December 2019 and seven submissions were received.

A summary of submissions, CN's response and the outcomes are listed under Appendix D:

Submitter	Comment	Response	Outcomes
Organisation – Greater Lifestyle of Wickham (GLOW)	<ol style="list-style-type: none"> 1. Objection to increase in building heights above 11 metres through LEP Clause 4.6 variations. 2. Objection to buildings containing communal areas on roof tops, request for more activation at ground level. 3. Request that single dwellings be made permissible within a defined area of the WMP boundaries, in areas with small lots. 4. Request for tangible community infrastructure benefits to be delivered to Wickham. 	<ol style="list-style-type: none"> 1. Clause 4.6 variations are mandatory in NSW planning instruments and are not related to the exhibited draft LEP amendment. 2. The provision communal areas or active street frontages within private developments is determined at the assessment stage of any development application and is guided by a DCP rather than LEP. 3. CN's draft Local Housing Strategy includes an action to review the NLEP to ensure land uses and densities reflect both desired future character and land capacity for the Village Hub Precinct of the WMP. 4. CN is currently developing a Community Infrastructure Incentives Scheme (based on value sharing principles) to apply within Wickham. 	<ol style="list-style-type: none"> 1. No change. 2. No change to this planning proposal. However, the relevant parts of NDCP will be reviewed to identify opportunities to maximise ground level active frontages. 3. No change. 4. No change.

Submitter	Comment	Response	Outcomes
Individual	<ol style="list-style-type: none"> 1. Support for increased density close to transport hubs to encourage the use of public transport. 2. Land around parks and foreshore areas should be lower density to allow spacious living. 3. Support for widened road reserves to allow for walkways, street trees and commercial activity such as cafes with pavement seating. 4. Request for future proof telecommunication infrastructure to be provided to all new developments. 	<ol style="list-style-type: none"> 1. Noted. 2. Noted, however by permitting higher densities close to parks and foreshore areas, a greater number of residents can enjoy the high levels of amenity and healthy lifestyle benefits these public areas provide. 3. Noted. 4. Noted. 	<ol style="list-style-type: none"> 1. No change. 2. No change. 3. No change. 4. No change.
Individual	<ol style="list-style-type: none"> 1. Support for 'High Technology Industry' to be permissible with consent in B4 Mixed Use zone. 2. Support for Land Reservation Acquisition map for local roads. 3. Concern that the new electricity substation within land identified as future land required for street/footpath works indicates that Transport for NSW aren't engaged with the vision of the masterplan. 4. Confusion over the labelling of land acquisition areas identified as urban activation spaces as "Local Road". 	<ol style="list-style-type: none"> 1. Noted. 2. Noted. 3. The electricity substation on land between Wickham Park and the train line has been constructed on land currently owned by TfNSW to meet their operational needs. It is envisioned that the proposed LEP amendment will allow future through site access and that this can be achieved alongside the operational needs of the adjacent train line. 4. The proposed classification of Local Road will allow for footpaths 	<ol style="list-style-type: none"> 1. No change. 2. No change. 3. No change. 4. No change. 5. No change. 6. No change. 7. No change.

Submitter	Comment	Response	Outcomes
	<p>5. Support for amending FSR to increase minimum from 1 to 1.5.</p> <p>6. Support for amending the Height of Building map on land within the proposal area from 10m to 11m.</p> <p>7. Support for the listing of Bullock Island Rail Corridor as a Heritage Item.</p>	<p>and small public open spaces.</p> <p>5. Noted.</p> <p>6. Noted. However, due to advice from SA NSW, it is no longer proposed to increase building heights.</p> <p>7. Noted.</p>	
Individual	<p>1. Request confirmation or commitment from Council as to when the proposed community benefit scheme will be implemented.</p>	<p>1. This matter is not related to the exhibited draft LEP amendment. However, CN is currently developing a Community Infrastructure Incentives Scheme (based on value sharing principles) policy to apply within Wickham.</p>	<p>1. No change.</p>
Individual	<p>1. Concern that the dedication of the former rail corridor as a local road will significantly impact the future use of their site, bisected by the corridor.</p>	<p>1. The proposed dedication will provide for a future pedestrian and cycling link along the former rail corridor and contribute to the preservation of an important part of our city's early history.</p>	<p>1. No change.</p>
Individual	<p>1. Confusion over the meaning of Acquisition for Road Widening.</p> <p>2. Concern that the proposed Land Reservation Acquisition on Bishopsgate Street will sterilise the development</p>	<p>1. The proposed Land Reservation Acquisition makes an allowance for future road reserve widening.</p> <p>2. Due to recent adjoining development there is unlikely to be any opportunity for future</p>	<p>1. No change.</p> <p>2. The LRA map has been amended.</p>

Submitter	Comment	Response	Outcomes
	potential of their block.	amalgamation of land and redevelopment opportunities as such the site is no longer suitable to be nominated for land acquisition.	
Individual	<ol style="list-style-type: none"> 1. Opposition to the proposed increase in height and FSR. 2. Concern that a lack of parking within Wickham is restricting business. 	<ol style="list-style-type: none"> 1. The increased heights originally proposed are not proceeding due to advice from SA NSW. The FSR for the majority of land zoned B4 in Wickham is 1.5:1 with the exception of some larger parcels fronting Lindus Street which have an FSR of 1:1. This appears to be an anomaly. Feasibility testing concluded that land with an FSR of 1:1 was not feasible for redevelopment and that a FSR of 1.5:1 should be applied as a minimum 2. The provision of off-street parking within private developments is guided by the DCP rather than LEP. 	<ol style="list-style-type: none"> 1. The proposed increase in building height from 10m to 11m is no longer proposed to align with the SA NSW development guidelines. However, the proposed to increase FSR from 1:1 to 1.5:1 remains unchanged. 2. No change.

Part 6 - Project timeline

The plan making process has been extended from the original 12 months anticipated by the Gateway determination. This extension was required to allow City of Newcastle to prepare relevant heritage assessments, consult with agencies and review the proposed amendments.

The gateway determination has not provided plan making delegation to City of Newcastle, hence the final adopted planning proposal will be forwarded to the Department of Planning, Industry and Environment to complete and notify.

Appendix A – Wickham Master Plan



Wickham Master Plan

November 2017



Enquiries:

Customer Enquiry Centre
Newcastle City Council

Phone: (02) 4974 2000

Published by:

Urban Planning Team
Strategic Planning
Newcastle City Council
282 King St, Newcastle
Phone: 02 4974 2000

Post: PO Box 489
NEWCASTLE NSW 2300

Fax: 02 4974 2222

E-mail: mail@ncc.nsw.gov.au

Web: www.newcastle.nsw.gov.au

Disclaimer

Although great care has been taken in the preparation of these documents/maps, Newcastle City Council makes no representation or warranty as to the accuracy, adequacy, currency, reliability or completeness of any information contained in them. Assessing accuracy and reliability of information is the responsibility of the user. All documents/maps are subject to change without notice and Newcastle City Council is under no obligation to update the information contained herein. Newcastle City Council accepts no responsibility for any misprints, errors, omissions or inaccuracies in these documents/maps or for loss or damages resulting from reliance on any information provided.

© 2017 Newcastle City Council

Contents

FOREWORD	1
ACKNOWLEDGEMENTS	2
PART A - BACKGROUND STUDY	4
1. OVERVIEW	5
1.1 PURPOSE.....	5
1.2 SCOPE.....	5
1.3 MASTER PLAN AREA.....	5
1.4 APPROACH.....	7
2. CONTEXT	9
2.1 HISTORY.....	9
2.2 CORE STRATEGIES.....	12
2.3 TRENDS AND INFLUENCES.....	13
3 CONSIDERATIONS	15
3.1 CHALLENGES TO ADDRESS.....	15
3.2 OPPORTUNITIES TO BUILD UPON.....	19
3.3 REDEVELOPMENT POTENTIAL.....	20
PART B - WICKHAM MASTER PLAN	26
4. VISION	27
4.1 RAIL EDGE PRECINCT.....	29
4.2 VILLAGE HUB.....	31
4.3 HARBOUR EDGE PRECINCT.....	33
4.4 EMERGING INDUSTRY QUARTER.....	35
4.5 PARK EDGE PRECINCT.....	37
4.6 WICKHAM PARK.....	39
5. IMPLEMENTATION	41
5.1 IMPROVE ACCESSIBILITY AND CONNECTIVITY WITHIN WICKHAM AND TO ADJOINING AREAS.....	41
5.2 CREATE SAFE, ATTRACTIVE AND INCLUSIVE PUBLIC PLACES.....	50
5.3 ENSURE BUILT ENVIRONMENT IS FUNCTIONAL, RESPONSIVE AND RESILIENT.....	64
BIBLIOGRAPHY	74

Foreword



Wickham is changing!

The area's role continues to evolve from a once semi-industrial area at the outer fringe of the Newcastle City Centre into a mixed use urban neighbourhood supporting the emerging commercial core within Newcastle West.

The area is experiencing increased investor interest and new developments, due to its proximity to Newcastle West, Newcastle transport interchange (currently being constructed), the Newcastle harbour, as well as, the availability of larger sites zoned mixed use and an urban structure and topography amenable to pedestrians and cyclists.

The Wickham Master Plan is the result of an extensive program coordinated by Newcastle City Council, which included identification, and assessment of challenges and opportunities through both formal and informal stakeholder consultation and liaison. Stakeholders included landowners, local businesses, community groups, design professionals as well as various State government agencies.

The Wickham Master Plan outlines the envisioned future character of the area and establishes various strategies that build upon the opportunities and challenges identified in order to guide future redevelopment, public domain and infrastructure plans and works.

To achieve the identified vision for the area, the Wickham Master Plan also includes implementation strategies. These strategies were tested and refined having regard to expert market and economic analysis, traffic assessment, 3D modelling and further stakeholder input.

The Wickham Master Plan will ensure efficient access and connectivity, safe, attractive and inclusive public places, and a built environment that is resilient, functional, and responsive to the needs of the existing and future community.

Acknowledgements

Newcastle City Council wishes to thank all individuals and organisations who have contributed their information and opinions into the preparation of the Wickham Master Plan

The following organisations are particularly acknowledged for freely sharing of information and expertise to provide a more thorough plan than may have otherwise been achieved.

NSW State Government agencies:

- Transport for NSW
- Roads and Maritime Services
- Department of Planning and Environment
- Families and Communities Services
- Urban Growth NSW
- Office of the NSW Government Architect
- Subsidence Advisory NSW

Architects, design and development professionals:

- CKDS Architecture
- EJE Architecture
- Oceania Clarke
- O'Connell Architecture and Design
- SHAC (Architects)
- Shaddock Smith Architects
- Stewart Architecture
- ADW Johnson and Partners
- Barr Property & Planning
- Monteath & Powys
- City Plan Services
- Land Development Solutions

Professional and business associations:

- Urban Development Institute Australia
- The Australian Institute of Architects - Newcastle Division
- Hunter Business Chamber
- Throsby Basin and Hamilton Business Chambers

Community groups:

- 'Greater Lifestyles of Wickham' (GLOW)

Local businesses and land owners:

- Good life Church
- Scipio NSW
- The Kloster's Group
- Treetops Scenic
- FUCHS

PART A - BACKGROUND STUDY



1. Overview

1.1 Purpose

The Wickham Master Plan provides the blue print for guiding the future redevelopment of land within the northwestern part of the Newcastle City Centre. The plan also informs Council's four-year delivery plan to ensure implementation of the envisaged outcomes.

1.2 Scope

The Wickham Master Plan is a place-based strategy that aims to influence the following future outcomes:

- land use mix
- connectivity
- public domain
- built form

To address the Newcastle 2030 Community Strategic Plan (CSP) vision for "a smart, liveable and sustainable city", as well as local issues, including:

- environmental risk
- economic prosperity
- community wellbeing

The Wickham Master Plan will require a range of subsequent actions in order to be realised. These actions are outlined in 'Section 5 *Implementation* of this plan.

1.3 Master Plan area

The Wickham Master Plan applies to land bound by the 'Newcastle Transport Interchange' in the south, Throsby Creek along the east (extending from the Wickham 'tree of knowledge' to the Cowper Street Bridge) Albert Street along the north and Maitland Road to the west. This area forms part of the Newcastle City Centre, as shown on Map 1 – *Context of Wickham Master Plan area within Newcastle City Centre*.

Map 1 - Context of Wickham Master Plan area within Newcastle City Centre



1.4 Approach

The approach taken in preparing the Wickham Master Plan reflects the view that *“design seeks to answer how things perform and work, not just how things look. It recognises that design is both a process and an outcome”*, as championed by the NSW Government Architect's draft discussion paper 'Better Placed' - A design led approach: developing an Architecture and Design Policy for New South Wales, 2016.

The process was both people focused and evidence based. It involved a program of extensive stakeholder consultation and feedback, rigorous testing and assessment of options and scenarios.

Stakeholders included:

- land owners
- business operators
- community groups
- design professionals
- state agencies
- council expertise
- independent consultants

Information was collated from a broad range of existing studies, strategies and plans, and by connecting to other projects currently being undertaken by Government and Council.

3D modelling of the Wickham Master Plan area was developed to test building scale and bulk within the context of the Newcastle City Centre as well as analysis of individual streetscapes, solar access, and view sharing. This testing was undertaken in liaison with a range of design professional both internal and external to Council.

Independent consultants were also appointed to provide the following components of the process:

- a. Traffic and transport assessment, undertaken by Bitzios Consulting, which assessed the current capacity of the street network to cater for increases in development, potential traffic management changes, improvements to ensure safety and maintain or improve amenity of the local streets.
- b. Economic and market analysis, undertaken by AEC group, which identified current market position, impediments and or incentives for redevelopment, plus mechanisms or incentives for providing additional community benefits over and above standard developer contributions.
- c. The Hunter Research Foundation carried out facilitation of workshops for community and stakeholder engagement.

The program for preparing the Wickham Master Plan included the following stages and milestones:

Dec 2016	Project scoping	To address matters identified in Newcastle Urban Renewal Strategy.
Jan 2016	Review previous work	To gain understanding of potential issues and implications as well as Council's previous strategic decisions.
Feb 2016	Stakeholder consultation	To gain insight of local issues and relevant projects by internal and external stakeholders.
Mar 2016	Collect and collate field data	To gain insight into land use mix, condition of building stock, streets, parks and infrastructure.
Mar 2016	Review and analyse	To identify trends and influences influencing Wickham based on information available and that collected.
Apr 2016	Prepare discussion report	To identify potential challenges and opportunities for Wickham based on findings and analysis.
27 Apr 2016	Landowner workshop	To confirm initial findings and interpretation of these with local landowners and business stakeholders and to identify options for addressing these.
18 May 2016	Technical workshop	To develop options and solutions confirmed by the local landowner and business workshop together with Council's and NSW State Government agencies' technical experts.
Jun - Aug 2016	Formulate potential outcomes	To document options identified in workshops, stakeholder liaison and expert advice, by mapping and 3d modelling these.
Sep-Dec 2016	Economic and market analysis	To ensure the economic viability of the proposed strategies, and identify the means for delivering the envisaged outcomes.
Oct -Dec 2016	Traffic modelling and testing	To determine the capacity of the urban structure to accommodate increased densities, and manage impacts on local traffic, pedestrian accessibility and amenity, and car parking.
Jan -Feb 2017	Prepare draft Master Plan	To compile the preferred options and document the proposed vision and strategies for Wickham.
Mar 2017	Report draft Master Plan	To seek initial endorsement to carry out of formal public exhibition.
Apr- Jun 2017	Public exhibition	To provide community with a formal opportunity to voice their support and identify any outstanding issues.
Jul - Sep 2017	Review submissions	To consider matters raised during consultation and determine means of addressing these.
Oct 2017	Report outcomes	To report public exhibition to council with any recommended changes to the final Wickham Master Plan.
Nov 2017	Adopt Wickham Master Plan	To endorse the Wickham Master Plan as the means of guiding future decisions and works by Council.
Dec 2017	Commence actions	To ensure the vision of the Wickham Master Plan is implemented as identified.

2. Context

2.1 History

2.1.1 Wickham Urban Village

Wickham was first subdivided in the mid-1800s and by the 1900s was Newcastle's most popular suburb for workers with a population of 7,000 residents. Much of the current urban structure reflects the original pattern of development.



Figure 1 – Wickham Panorama Circa 1906 (source: www.coalriver.wordpress.com)

Part of Wickham was undermined in the late 1800s by The Maryville Colliery Company Limited, and still poses a subsidence risk. Furthermore, the railway connection to the Wickham and Bullock Island Colliery in Carrington is still a prominent element in the existing urban structure.

While a range of land uses were already dispersed throughout Wickham, its popularity as a residential suburb declined by the 1950s, resulting from increased private motor vehicle ownership allowing people to travel further out of the city and a desire for residential suburbs to develop away from the working harbour and associated industrial areas. At this time, the Northumberland County Council also imposed a greater degree of separation between land uses through the introduction of zoning under the 1960 Northumberland County District Planning Scheme. As a result, Wickham was zoned for light industrial uses to service the nearby harbour and other heavier industry, including the BHP steel works.

Much of Wickham is still characterised by an eclectic and contrasting mix of larger industrial structures and smaller residential dwellings.

Decline in local manufacturing in Newcastle in the 1970s and 1980s reflecting trends experienced in many Australian cities saw a re-emerging popularity for inner city areas close to facilities and services. However, returning residents had different expectations (i.e. car parking and residential amenity similar to outer suburbs), creating new challenges.

Council intervened by targeting Wickham for revitalisation through the Federal Government's 'Building Better Cities Program', resulting in the 'Wickham Urban Village, A Concept Strategy and Study' (1996) and subsequent introduction of mixed use zoning and preparing a 'Wickham Urban Village urban design guidelines' (2006) later adapted as a locality specific section within Newcastle Development Control Plan 2005.



2.1.2 Newcastle City Centre Urban Renewal Program

In 2012, the NSW State government introduced the Newcastle Urban Renewal Strategy (NURS). This strategy, updated in 2014, advocates a strategic shift of the commercial core of the Newcastle City Centre from Newcastle East to Newcastle West.

The NURS also identified the need for Council to identify appropriate building envelopes, land use and public domain planning for the Wickham area; hence, Council has prepared this master plan.

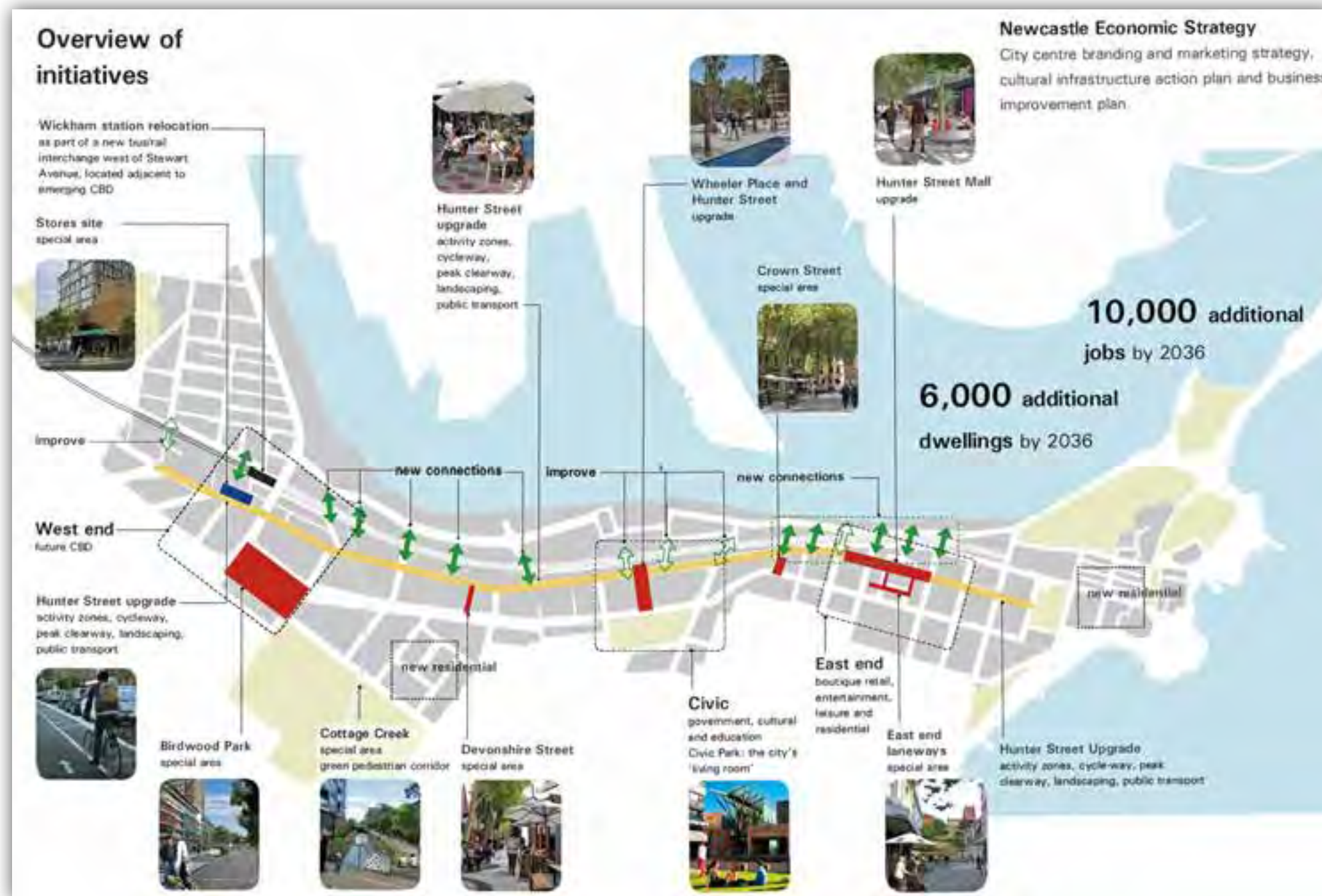


Figure 2 Newcastle Urban Renewal Strategy: overview of initiatives (source: NURS 2012)

2.2 Core strategies

2.2.1 The Newcastle 2030: Community Strategic Plan

The Newcastle 2030: Community Strategic Plan (CSP) is Council's overarching strategy that was prepared in consultation with the community to set the agenda for Council's programs and plans in achieving a common vision for the city.

The CSP identifies a vision for "*Newcastle to be a smart, liveable and sustainable city*", which is supported by seven strategic directions:

1. Connected city
2. Protected and enhanced environment
3. Vibrant and activated public places
4. Caring and inclusive community
5. Liveable and distinctive built environment
6. Smart and innovative city
7. Open and collaborative leadership

2.2.2 Other Related Strategies

Council has adopted specific strategies to guide its service areas. The Wickham Master Plan provides a means of implementing the following at a local level:

- Smart City Strategy (currently being prepared)
- Newcastle Low Lying Lands Study (currently being prepared)
- Disability Access and Inclusion Plan (2016)
- Local Planning Strategy (2015)
- Newcastle Economic Development Strategy (2015)
- Cultural Strategy (2015)
- Social Strategy (2015)
- Parkland and Recreation Strategy (2014)
- Citywide Transport Strategy (2014)
- Heritage Strategy (2014 - 2017)
- Newcastle Environmental Management Strategy (2013)
- Newcastle City-wide Floodplain Risk Management Study and Plan (2012)

2.3 Trends and Influences

2.3.1 Newcastle urban transformation and transport program

The Newcastle Urban Transformation and Transport Program aims to strengthen connections between the city and the waterfront, create new jobs, provide more public space and amenity and deliver better transport to revitalise Newcastle's City Centre.

The core influences on Wickham result from

1. The strategic shift of the commercial core of the city centre to Newcastle West, as identified within the Newcastle Urban Renewal Strategy (NURS).
2. The development of a 'Newcastle Transport Interchange' at Wickham that incorporates the Sydney to Newcastle heavy rail terminus, light rail connection to Newcastle East and bus connection to other centres and suburbs within the Greater Newcastle Metropolitan Area.



Figure 3- Wickham Interchange Visualisation (source: <http://ourtransport.revitalisingnewcastle.com.au/wickham-interchange>)

2.3.2 Changing demographics

Demand for inner city residential apartments is predicted to continue, given the following universal trends:

1. Decreasing household size and a large proportion of people living alone or in shared household arrangements, rather than traditional families.
2. Aging population with the 'baby boomer' generation retiring but living longer, resulting in increased proportion of population choosing lower maintenance dwellings with less land.
3. Rising land values resulting in the need for increased densities to maintain housing costs at tolerable levels for market acceptance.
4. The increasing cost of fuel and travel expenses resulting in a change of focus to 'affordable living' where homes are within walking distance of public transport, employment, and/or local retail and services.

2.3.3 Economics and employment

Local employment and businesses continue to shift from those that are industrial driven (such as manufacturing) to ones that are population driven and services based.

The main exception to this trend are opportunities for economic and employment generating uses within the emerging 'smart technologies' as promoted under Council's smart city program. Potential uses within the technology sector within Wickham include shared work spaces for start-up businesses, 'makerspaces' for low impact electronic component manufacturer, 3D printing, and flexible spaces to accommodate changing business models over time.

Increased demand for redevelopment within Newcastle West and the Wickham Master Plan area to higher profit yielding land uses, such as residential apartments, has resulted in uplift in local land values. While this is beneficial to existing landowners and investors exiting the local market, it is less desirable for new businesses that require considerable floor area, as were traditionally attracted to Wickham. Such businesses are likely to locate further from the city centre where start-up costs are more feasible.

Furthermore, redevelopment expectation also influences unimproved land values. Therefore, it is important that expectations be managed through density controls to avoid over inflation of unimproved land values that would result in the sterilising of land from redevelopment.



Figure 4 Employment space need to be flexible to respond to changing business models and employment

Source: <http://rockfordmaker.space/examples/>

3 Considerations

3.1 Challenges to address

The key challenges for the local area were identified through stakeholder consultation and included within the Wickham Master Plan Discussion Report (April 2016). These were further confirmed and refined through the facilitated stakeholder workshop held in April and May of 2016.

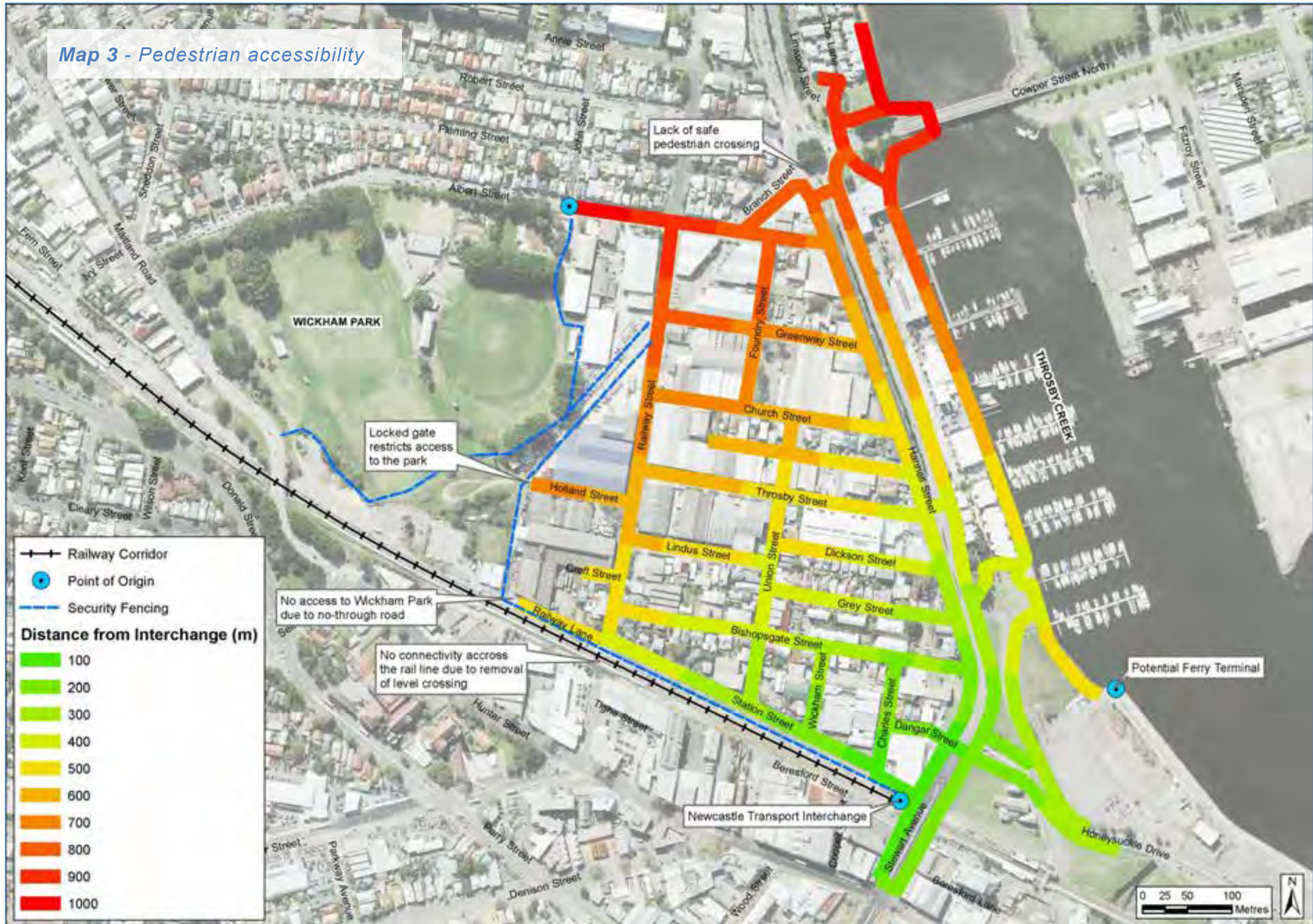
The challenges for the Wickham Master Plan to consider and address include:

3.1.1 Accessibility and connectivity

- Lack of connections between the urban areas and Wickham Park due to physical barrier formed by the fenced off Bullock Island railway corridor.
- Inadequacy of existing footpaths to provide continuous universal access for pedestrians due to age and/or condition of existing pavement, narrow footpaths impeded by street trees, electrical poles, signs and driveway crossings.
- Physical isolation from Newcastle West due to removal of level crossing at the southern end of Railway Street.
- Barrier for pedestrian and cycling connectivity to Throsby Creek due to high volumes of traffic along Hannell Street.
- Impacts of through traffic along Hannell Street on local intersection.
- Potential conflict between traffic generated by the 'Newcastle Transport Interchange' and local users.



Figures 5 to 7 Barriers to accessibility due to dead-end laneways, gates and fencing between urban area and Wickham Park, and limited crossings along Hannell Street



3.1.2 Increased demand for car parking

- Loss of existing temporary car parking within Honeysuckle adding demand in surrounding areas including Wickham.
- Increase in construction workers' vehicles due to increase development.
- Commuters driving to the 'Newcastle Transport Interchange' if cheaper and/or more convenient than transferring from other modes of public transport accessible from their point of origin (e.g. home).
- Increase in workforce accessing Newcastle West.

3.1.3 Maintaining land for employment

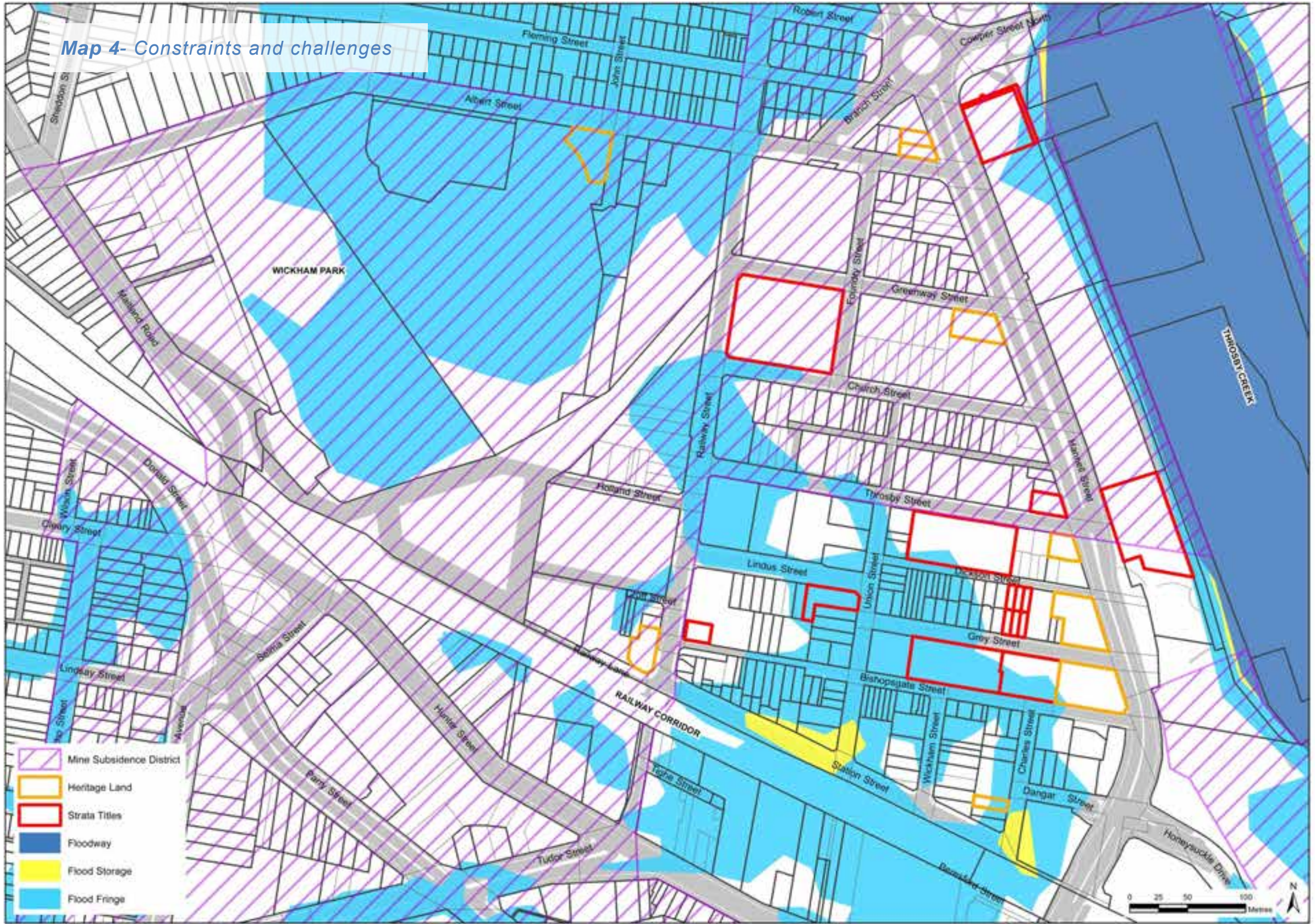
- Seek to provide a mix of compatible land uses within new development (not just residential).
- Ensuring that existing and potential new businesses are not priced out of the area due to inflated land values or rents.
- Ensure planning framework supports compatible employment generating uses.
- Provide necessary infrastructure to facilitate new clean and high tech industries in line with Council's Smart City Strategy.

3.1.4 Safety and amenity

- Perceived excessive vehicular speeds along local streets.
- Poor amenity of the public domain for pedestrians.
- Lack of natural surveillance of laneways.
- Lack of natural surveillance to Wickham Park.

3.1.5 Physical limitations

- The area is subject to the 1:100 year flood events within the Hunter River, which poses requirements for minimum floor heights of habitable areas and for underground parking entries.
- Parts of Wickham are identified as low-lying land with respect to tidal and groundwater influences, which will pose future challenges as sea levels rise in the medium to long-term future.
- Whilst mine subsidence does not affect much of the project area, according to Subsidence Advisory NSW mapping, other areas will require assessment and potential remediation to enable redevelopment.
- Previous and current industrial uses may potentially result in contamination of soil and/or groundwater, which will require remediation prior to redevelopment.



3.2 Opportunities to build upon

Opportunities identified for the Wickham Master Plan area were identified by stakeholder consultation and include:

3.2.1 Location

- Adjacent to new central business district of Newcastle City Centre.
- Adjoins public transport interchange, hence accessible to various destinations.
- Located on Throsby Creek within Newcastle Harbour.

3.2.2 Wickham Park

- Inner city parkland to meet recreational and social needs of local community.
- Major events space close to public transport.
- Potential for expansion and improvement of sporting facilities.
- Integrate community facilities.
- Provide pedestrian and cycling links from Maitland Road to Newcastle Harbour.
- Activate park edge.
- Formalise car parking.

3.2.3 Physical attributes

- Level topography ideal for cycling and walking.
- View sharing to Newcastle Harbour or Wickham Park.
- Access to existing infrastructure.
- Substantial part of area not constrained by mine subsidence.
- Land constrained by mine subsidence may be legible for assistance under the Newcastle Mines Grouting Fund administered by the Hunter Development Corporation in certain circumstances.

3.2.4 Eclectic urban character

- Varied building types, scale and styles.
- Vibrant examples of community place making and public art.
- Historical influences evident throughout existing urban structure and remnant built form.
- Well maintained heritage items.
- Wide-ranging mix of land uses.



Figure 8 What attendees of the landowner workshop like best about Wickham

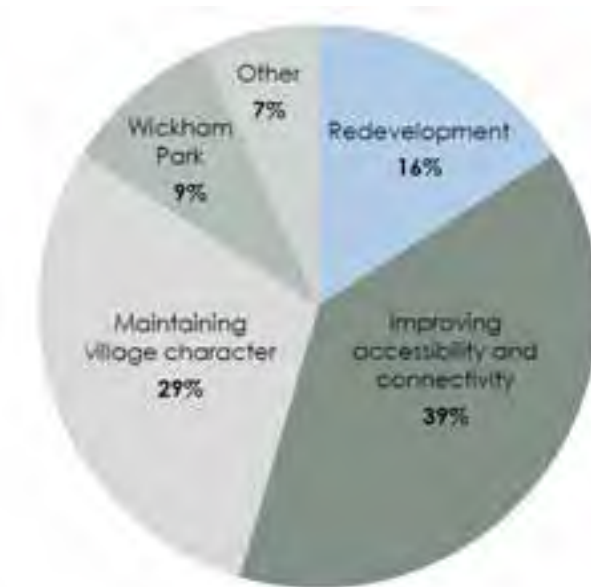


Figure 9 Opportunities identified for Wickham by attendees of the landowner workshop

3.3 Redevelopment potential

3.3.1 Land availability

According to the economic and market analysis carried out by AEC Group in preparation of the Wickham Master Plan, assembly of development sites through consolidation of multiple individually owned sites is usually the key challenge to delivering urban renewal, particularly in areas envisaged for increased development densities. While this applies in pockets of Wickham, for the most part the Wickham Master Plan area contains a readily available supply of larger former industrial sites that, although potentially requiring decontamination, lend themselves to supporting substantial development. *Map 5 - Property ownership pattern* illustrates land parcels amalgamated or under common ownership.

Map 6- Wickham redevelopment potential identifies land that is 'likely to redevelop' or 'have the potential to redevelop' within the life of the Wickham Master Plan (20 years). This land includes:

1. Former Bullock Island rail corridor, which is a key site for activating Wickham Park, improving connectivity and natural surveillance, and provision of public car parking.
2. Land with an active development consent
3. Land parcels with an area greater than 1000 square metres particularly where:
 - Torrens titled, or
 - under single (or majority) ownership, and
 - vacant land, or
 - Consisting buildings at the end of their lifecycle or where feasibility of potential redevelopment is greater than retention value.

Inversely sites identified as being 'unlikely to be redeveloped' includes land:

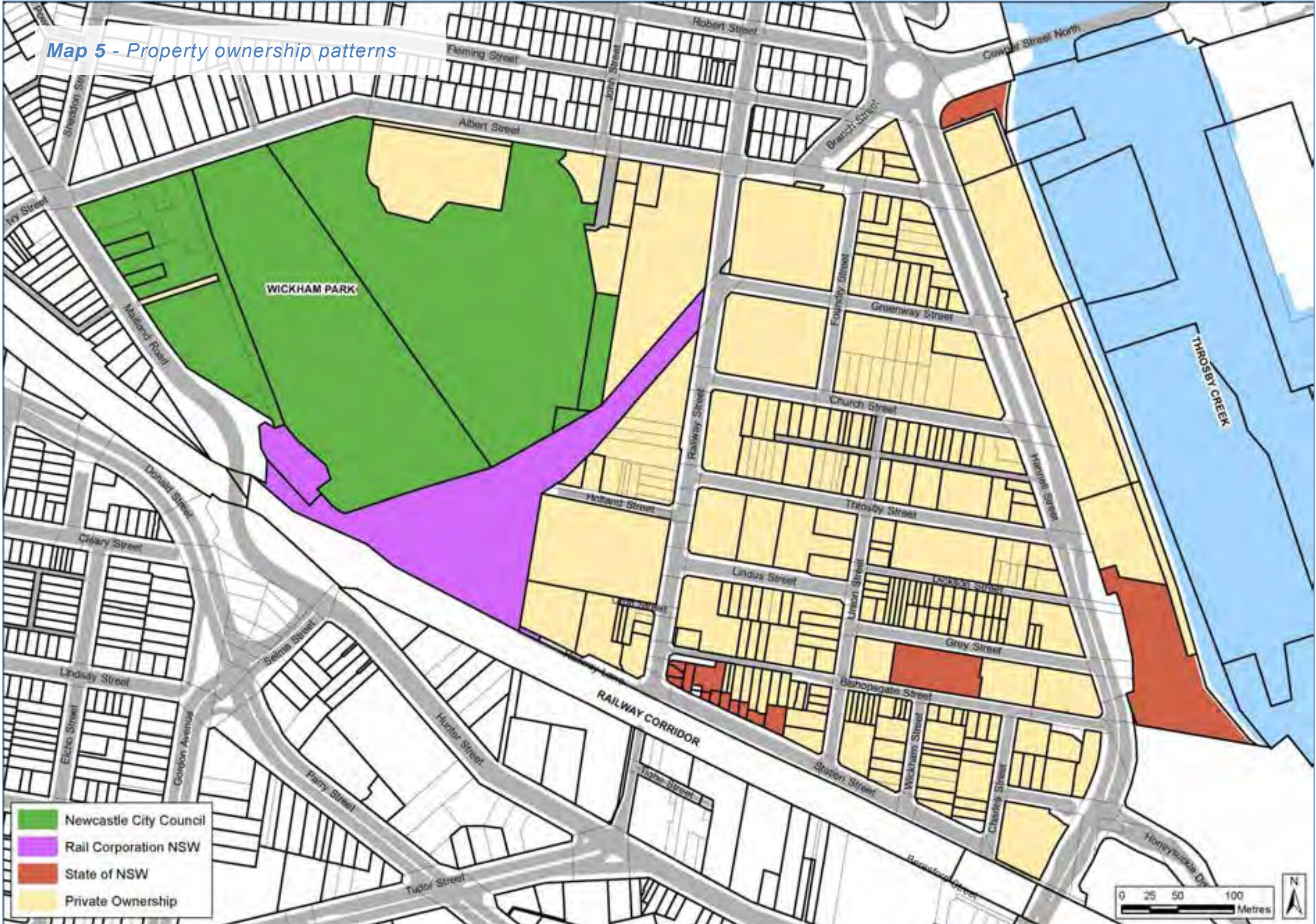
Containing a heritage item, except for potential adaptive reuse that supports conservation value.

1. Recently or currently being redeveloped.
2. Containing existing development of value, quality and size that renders the site unfeasible for redevelopment within the life of the Wickham Master Plan.
3. Strata titled for residential uses (e.g. apartments), given the additional challenge of requiring agreement by the majority of owners to sell and/or redevelop.

Whilst redevelopment is not necessarily impossible on these sites, the masterplan considers that densities (i.e. maximum building heights and maximum floor space ratios) will remain for the life of the plan.



Figure 10 Buildings at the end of their lifecycle identified as likely for future redevelopment.





3.3.2 Development capacity

The development capacity of land is a measure of the potential redevelopment density able to be accommodated and is determined by both planning capacity and market capacity.

Planning capacity (or theoretical capacity) refers to the physical ability of land to be developed, taking into account permissibility under planning framework, environmental and infrastructure constraints.

The following factors were considered in determining the planning capacity for redevelopment within the Wickham Master Plan area:

- Environmental and physical constraints of the land to support development (e.g. flood risk, ground water levels, potential future sea-level rise, geotechnical conditions including mine subsidence, potential site contamination from current or past uses).
- Site area available for redevelopment having regard for development controls, design codes and standards (e.g. SEPP 65 - Residential Apartment Design Guide) that identify the provision of open space, landscaping, car parking, building separation to adjoining uses, and infrastructure needs.
- Envisaged future urban structure and character as determined through stakeholder consultation and identified further within section '4. VISION'.
- Potential impacts on and from adjoining land including the public realm at street level (e.g. overshadowing, loss of solar access, wind tunnelling, loss of privacy, or impacts from noise and/or pollution).
- Capacity of the local street network to accommodate traffic generation in addition to that generated by the 'Newcastle Transport Interchange' and future envisaged commuter car parking, as assessed by Bitzios Consulting.

Market capacity refers to issues of commercial viability - whether pricing levels, development costs, etc. make development a commercial proposition (i.e. if development is financially feasible). In order to determine the market capacity of land within the Wickham Master Plan area Council appointed AEC Group to prepare an economic and market analysis, having consideration of the following:

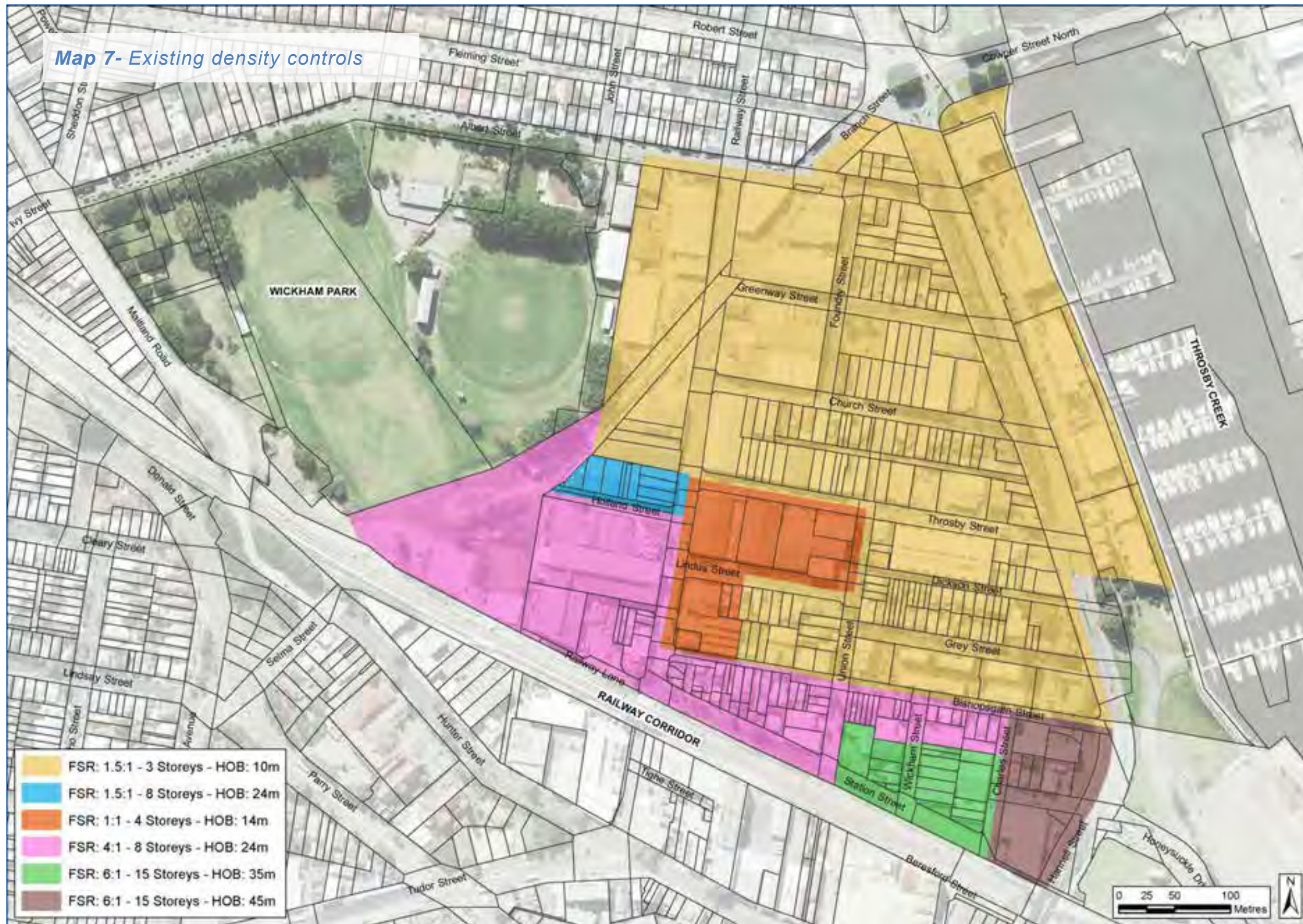
- Availability and cost of assembling suitable land for development (influenced by land ownership fragmentation and quality of existing buildings).
- Feasibility (ability to develop the land for less than the potential return).
- Demands for individual land uses and what price people are willing to pay.

The economic and market analysis demonstrated that whilst the capacity of individual sites may vary; a minimum floor space ratio of 1.5:1 is generally required in order for redevelopment within the Wickham Master Plan area to be determined feasible. However, sites consisting major improvements, such as an existing industrial building, may require a higher floor space ratio (e.g. FSR 2:1) in order to be feasible for redevelopment.

The existing redevelopment capacity within Wickham is delimited by current development standards set within the Newcastle Local Environmental Plan 2012, which include maximum height of buildings (HOB) and maximum floor space ratios (FSR). [Map 7- Existing Density Controls](#) provides a summary of existing density controls applying to the Wickham Master Plan area.

Note: Floor Space Ratio (FSR) is a measure to determine the area of floor space permitted within a development site in comparison to the site area.

FSR is written as a ratio of X : 1, where X represents the proportion of floor space and the site area is always expressed as a factor of one (1). FSR is useful in understanding the potential future development yields or local population projections when determining development feasibility, future infrastructure needs or potential traffic generation.



PART B - WICKHAM MASTER PLAN



4. Vision



Wickham Master Plan area will continue to evolve into a diverse and dynamic mixed-use neighbourhood.

Redevelopment will support increased residential densities as well as economic and employment generating uses that compliment and support the adjoining emerging commercial core of the Newcastle City Centre located within Newcastle West.

Urban renewal within the area is envisaged to build on the existing urban structure to deliver greater connectivity, improved public domain amenity, and a built form reflecting the envisaged function and character.

For the purposes of describing the envisioned character and function across the Wickham Master Plan area, six interconnecting urban precincts are identified within [Map 8 - Wickham urban precincts](#) and described below.



Figure 11 - Envisaged character of Wickham as viewed south from current roundabout at intersection of Hannell and Cowper Streets



4.1 Rail edge precinct

The rail edge precinct provides an interface to the emerging commercial core of the Newcastle City Centre (in Newcastle West) through provision of mixed-use development. The precinct capitalises on its location adjacent to the 'Newcastle Transport Interchange' and the potential pedestrian trade generated by providing ground level commercial uses along Railway, Union, Wickham, and Charles Streets with neighbourhood level retail and services activating the street corners with Station Street.

Additional development capacity may be achieved for development proposals that enable adequate solar access and view sharing, meet relevant design codes, and provide a quantifiable community benefit to Wickham in exchange for additional building height. This approach will require introduction of a clause within Council's LEP to support a variation from the current height of buildings (HOB) map (this is described further within Part 5 Implementation of the Wickham Master Plan).

Community benefits may include such things as additional social housing, identified road widening along Railway Lane and also Bishopsgate Street and/or provide additional car parking (surplus to the requirements of the uses within the development) to cater for commuters, city employees and the adjoining residential area to the north.



Figure 12 - Envisaged rail edge precinct viewed from the south

Subject to the aforementioned qualifications, the height of buildings in this precinct has capacity to increase upwards from current limits of 24m (8 storeys) and 35m (11 Storeys) to 45m (14 storeys). Land bound by the Newcastle Transport Interchange, Stewart Avenue and Hannell Street, Bishopsgate and Charles Streets has potential to accommodate even greater building height of up to 60m (20 storeys), which provides a transition from the adjoining height limit of 90m (30 storeys) allowed along Hunter Street in Newcastle West.

However, development fronting Bishopsgate Street (adjoining the Village Hub Precinct) is envisaged to retain a lower scale and residential focus, with new buildings reflecting the design elements and rhythm of the traditional terraces located between Union and Wickham Streets, thereby maximising solar access from the north.



Figure 13 - Envisaged rail edge precinct viewed from the north

4.2 Village hub

The village hub incorporates much of the original residential subdivision patterns established in the late 1800s, which is also characterised by narrow streets and a mix of lower scale residential building typologies.

Redevelopment and infill development within this precinct includes terrace style housing, shop top housing and smaller residential apartment buildings up to three storeys in height that incorporate design elements complimentary to existing housing stock.

Buildings are setback from the front boundary to provide opportunities for small gardens, landscaping, forecourts or colonnades. Provision of onsite car parking and driveway access are limited to favour pedestrian amenity and safety along footpaths. Union Street provides the main pedestrian connection linking the predominantly residential precinct to the 'Newcastle Transport Interchange' and the commercial core of the Newcastle City Centre.

A dedicated off street cycleway is provided along the northern side of Church Street and extends beyond this precinct to connect between Maitland Road (via Wickham Park and the former Bullock Island rail corridor) and the existing cycleway along Throsby Creek via part of the western side of Hannell Street and the Throsby Street traffic lights.

Union Street acts as the main pedestrian spine for the precinct with generous footpath widths and street trees contributing to a high amenity.

Retail and commercial activity is located in clusters throughout the precinct particularly around community activity and gathering areas.



Figures 14 and 15 - Union Street is envisaged to develop as a high amenity pedestrian environment with widened footpath and street tree planting, it will act as the main north south pedestrian route between the transport interchange and the master plan area



Figures 16 - Envisaged village hub viewed from the south



Figure 17 - Envisaged village hub viewed from the east.

4.3 Harbour edge precinct

The Harbour edge precinct builds on the recreational and economic opportunities on offer within this prime waterfront location. While allowing for an intensification of use, the precinct maintains a scale of three storeys and uses, reflecting a maritime character that supports entertainment and tourism activities in favour of residential uses.

The parkland within the southern part of this precinct is further embellished to cater for the launching of small sailing craft and other passive recreational activities. Pedestrian and cycling links between the 'Newcastle Transport Interchange' and the foreshore promenade are improved and include public amenities and facilities supporting a potential ferry stop.

An extended ferry service with an additional ferry stop at the northern end of this precinct will provide greater connectivity along the Newcastle harbour between Wickham, Honeysuckle, Newcastle East, Stockton, and the proposed cruise ship terminal.

Publicly accessible land along Throsby Creek enables the incorporation of mitigation measures that protect Wickham from flood events and impacts of predicted sea level rise.



Figure 18 - Envisaged harbour edge precinct viewed from the north east



Figure 19 - Envisaged harbour edge precinct viewed from the south east

4.4 Emerging industry quarter

This precinct's focus is on the provision of a range of employment and business opportunities. The availability of larger development sites and wider streets within this precinct allows redevelopment to be of a larger scale development than within the 'village hub' precinct. However, increased development capacity is only supported where redevelopment provides real opportunities for fostering business and employment generation.

Economic opportunities are likely to continue in service industries, distribution centres, and small-scale niche manufacturing, including growth in smart technologies, research and development. The provision of technological infrastructure and piloting of 'smart city' initiatives within proximity to public transport, residential and lifestyle options make this an ideal location for emerging technological and creative industries, characterised by flexible work places that enable collaboration and resource sharing.

The former Bullock Island corridor is envisaged to be incorporated in the future redevelopment as open space and embellished to form an attractive landscape element linking to adjoining parts of the corridor.



Figure 20 - Envisaged emerging industry quarter viewed from the north



Anticlockwise from above, Figure 21 - Envisaged emerging industry quarter viewed from the west, Figure 22 - coworking in new smart industries, Figure 24 and 25 opportunities for incorporating former Bullock Island rail corridor as landscape element into redevelopment



4.5 Park edge precinct

The Park edge precinct provides an active edge and natural surveillance to the eastern side of Wickham Park from residential apartment development and clusters of commercial and retail uses.

This precinct provides key connections for pedestrians and cyclists through the extension of Holland Street and the opening of the former Bullock Island rail corridor for public access. The precinct also includes the creation of a new development parcel in the former railway lands and the construction of a new one-way street extending along the southern boundary of Wickham Park from Maitland Road to Railway Lane. This new street provides an activated edge to the park and enables access to new formalised car parking areas, which cater for weekend sporting or community events and provides overflow car parking for commuters and/or city workers during week days within proximity to the interchange.

Redevelopment delivering a public benefits, such as road widening or surplus publicly available car parking within the precinct will receive bonus incentives such as additional floor space and/or increased building heights ranging from six to 14 storeys.



Figure 25 - Envisaged park edge precinct viewed from the north



Figure 26 - Envisaged park edge precinct viewed from the west



Figure 27 - Envisaged park edge precinct viewed from the east

4.6 Wickham Park

Wickham Park caters for the social and recreational needs of both local residents and the wider Newcastle community and provides a range of activities and facilities including:

- Playing fields
- Playground and informal nature based play areas
- Community gardens
- Market and event space
- Community facilities and amenities,

The Croatian Wickham Sports Club could be better integrated within Wickham Park including opportunities for improvements and extension to the playground area, opportunities to collocate other community and/or commercial facilities with the community operated clubhouse. The bowling greens have potential for incorporating hardcourt facilities for various sporting codes. New community gardens may be located and expanded within the southeastern part of the park to utilise year-round solar access for ideal plant growth.

New amenities facilities would best be located in a central location adjacent to the existing grandstand building, where both clearly visible and accessible from most parts of the park. Provision of other smaller facilities within the precinct could open during events.

The entire precinct may be utilised to cater for larger sporting or community events and festivals, which benefit from improved pedestrian and cycle links to public transport and adjoining areas and from construction of a new roadway, which provides access to formalised parking areas. The treed area to the north west of the precinct provides a shaded area for local markets and smaller community events.

Vegetation is maintained to maximise natural surveillance from adjoining uses and to provide a feeling of openness. The precinct also incorporates some of the lowest land within Wickham hence making it ideal for incorporation of stormwater management devices and groundwater pumping facilities within the landscape.



Figure 28 - Wickham Park caters for the social and recreational needs of both local residents and the wider Newcastle community.



Figure 29 - Envisaged redevelopment of Wickham Park

5. Implementation



This section identifies objective, strategies, and actions required to implement the desired vision for Wickham, as outlined in section 4 of this master plan. The three key objectives this master plan seeks to achieve include:

1. Improve accessibility and connectivity within Wickham and to adjoining areas
2. Create safe, attractive and inclusive public places
3. Ensure built environment is functional, responsive and resilient

5.1 Improve accessibility and connectivity within Wickham and to adjoining areas

This objective will be achieved by delivery of strategies addressing:

- Pedestrians and cycling network
- Traffic networks
- Car parking

Figure 30 - Proposed pedestrian connection over railway tracks at Railway Street Wickham

Source: <http://ourtransport.revitalisingnewcastle.com.au/wickham-interchange>

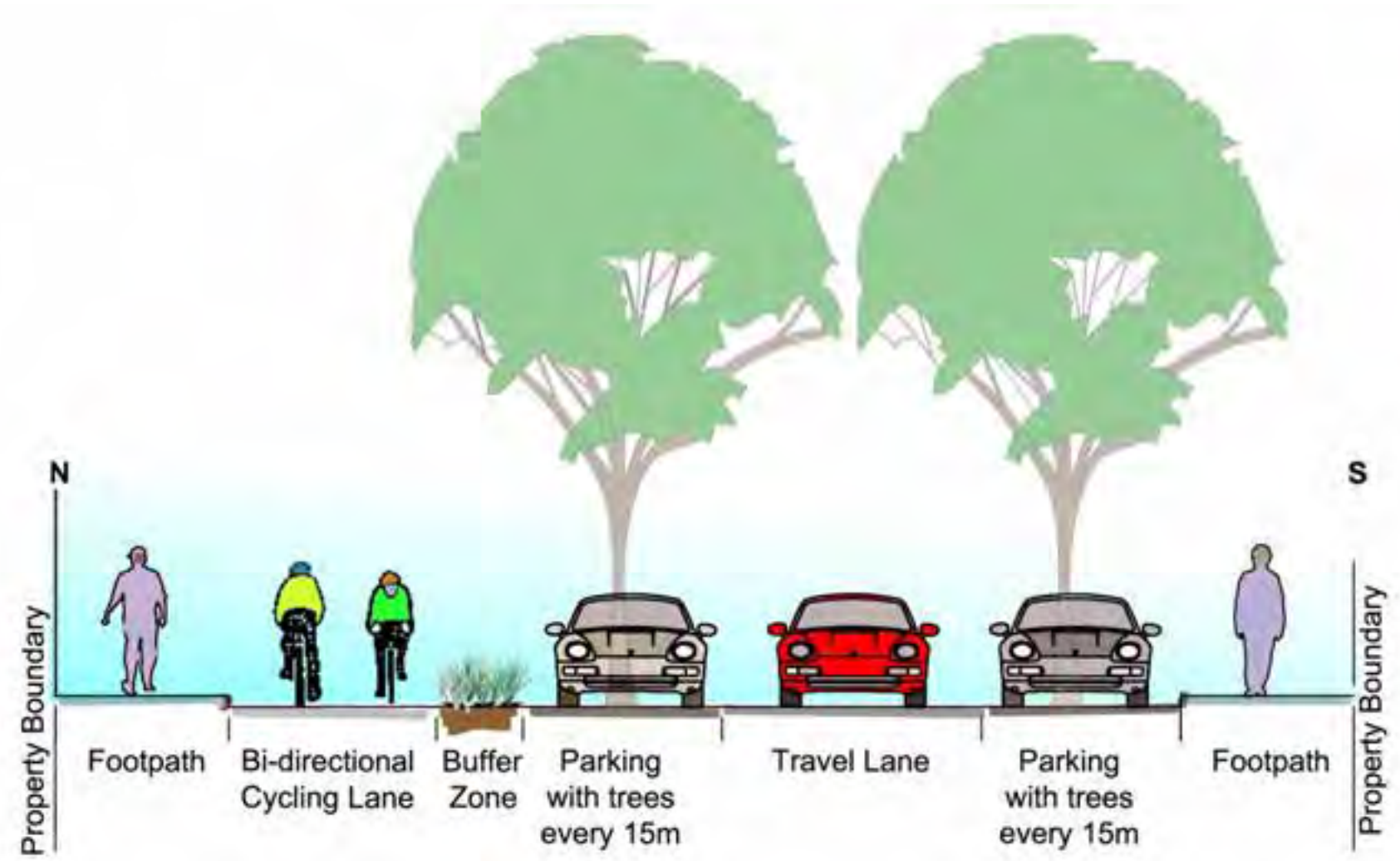


5.1.1 Pedestrian and cycling network

The flat topography and proximity to the Harbour, city centre, public transport and local amenities make Wickham an ideal location to promote a walking and cycling environment. [Map 9- Envisaged pedestrian and cycling network](#) illustrates the future envisaged pedestrian and cycling network across the Master Plan area.

Strategy: Provide connected and accessible pedestrian and cycling routes through the Wickham Master Plan area

Actions to achieve this strategy	Mechanism	Responsibility	Commence
1. Reinstate pedestrian access across the railway corridor at Railway Street via a new pedestrian bridge.	Newcastle Transport Interchange	Transport for NSW	Within 1 year
2. Union Street will be redesigned with widened footpaths to be the key pedestrian spine and intersection treatment will ensure pedestrian priority.	Streetscape plan	NCC - Strategic Planning	Within 1 year
3. Provide continuous footpaths along at least one side of all streets throughout Wickham that are universally accessible and introduce measures to improve pedestrian crossings of roadways.	Streetscape plan	NCC - Strategic Planning	Within 1 year
4. Where possible consolidate or eliminate driveway crossings along the primary frontage of all new developments to improve the amenity and safety of the pedestrian environment.	Development Control Plan	NCC - Strategic Planning	Within 1 year
5. Incorporate creation of midblock pedestrian walkways as part of new development to improve connectivity between east-west aligned streets.	Development Control Plan	NCC - Strategic Planning	Within 1 year
6. New cycleways throughout the area provide links to the existing and planned cycling infrastructure to improve permeability across the network. Provision for cycling includes a combination of on and off street options to cater for all abilities and purposes (i.e. commuter or recreational).	Cycling Strategy and Action Plan	NCC - Infrastructure Planning	4 years or less
7. Reconfigure Church Street to include designated separated two-way cycle lanes along the northern side of the roadway. This will extend across Railway Street to link to Wickham Park and beyond to Maitland Road in the west. The eastern extent will continue southwards along part of Hannell Street to the signalised intersection with Throsby Street and further join to the cycleway along the Harbour onwards to Honeysuckle.	Cycling Strategy and Action Plan	NCC - Infrastructure Planning	4 years or less
8. The provision and location of end-of-trip facilities, including cycle parking/storage and changing facilities are a crucial component for consideration of implementing cycling infrastructure.	City Centre Public Domain Technical Manual	NCC - Strategic Planning	4 years or less



Clockwise from above:

Figure 31 - Example of bi-directional cycleway as proposed for Church Street

Figure 32 - diagram showing cross-section of Church Street (looking east) to demonstrate proposed cycleway,

Figure 33 - consideration for cycle parking and end of trip facilities is necessary to encourage cycling.



Map 9- Envisaged pedestrian and cycling network



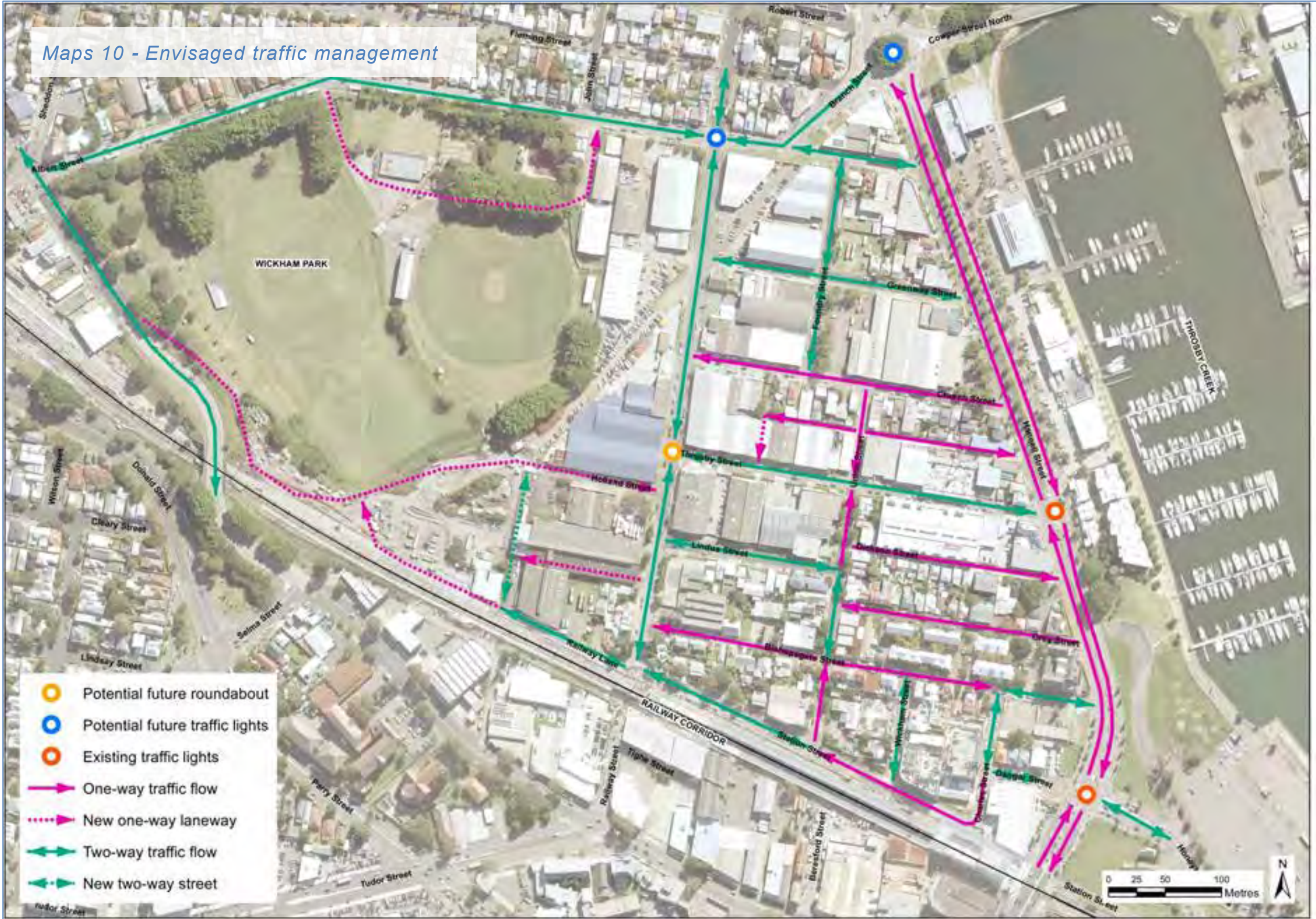
5.1.2 Traffic networks

Traffic within the Master Plan area is influenced by some of Newcastle's major arterial roads, including Hannell Street and Maitland Road, as well as traffic generated by the Wickham Transport Interchange. The future challenge is to maintain a separation of traffic from these arterial roads and non-local traffic generators, and the local street network. Redevelopment within the Master Plan area is limited by the capacity of the narrow local streets to cater for generation of increased traffic whilst aiming to improve the amenity and safety of the pedestrian environment.

Maps 10 - Envisaged traffic management identifies the future envisaged traffic flows and intersections within the Master Plan area.

Strategy: Manage traffic within the Wickham Master Plan area to improve amenity and safety within local streets

Actions to achieve this strategy	Mechanism	Responsibility	Commence
1. Restrict traffic flows of local streets to predominantly one-way in order to reduce shortcuts from non-local traffic, reduce the width of the carriageway pavement to enable widening of footpaths and provision of on-street car parking.	Local Area Traffic Management Plan	NCC - Infrastructure Planning	Within 1 year
2. Widening the road reserve of select streets to enable adequate capacity of traffic, parking and pedestrian flows.	Local Area Traffic Management Plan	NCC - Infrastructure Planning	4 years or less
3. Introduce traffic calming measures to slow traffic to improve safety for pedestrians and cyclists through implementation of a local area traffic management plan.	Local Area Traffic Management Plan	NCC - Infrastructure Planning	4 years or less
4. Extend streets and lanes where necessary to eliminate dead ends and to improve connectivity, particularly where linking between Railway Street and Wickham Park	LEP amendment to acquire necessary land.	NCC - Strategic Planning	4 years or less
5. Provide a new one-way road link along the southern and southeastern edge of Wickham Park within the surplus railway land being part of the former Bullock Island rail corridor. This roadway would link between Maitland Road and Holland Street and provide an activated edge to Wickham Park, as well as providing access to formalised car parking areas and new development parcels that front onto Wickham Park.	Local Area Traffic Management Plan	NCC - Infrastructure Planning	4 years or more



5.1.3 Car parking

Local industry and residential uses within Wickham have traditionally lacked onsite car parking, hence relying on provision within local streets. Whilst new development is required to accommodate car parking onsite the following externalities place increased pressure on demands for on-street car parking:

1. The loss of car parking within the city centre due to the uptake of development on land within Honeysuckle, which provided temporary at grade all day parking in the intermediate period (over the last decade). Whilst Transport for NSW have prepared a city centre car parking strategy, this is unlikely to be realised in the short to medium timeframe.
2. The absence of public car parking facilities being provided as part of the 'Newcastle Transport Interchange' is likely to increase demand in adjoining areas, particularly within a five-minute walkable catchment. Whilst the purpose of the interchange is to provide a transition between modes of public transport and not act as a park and ride facility, demands are anticipated to remain high until a streamlined public transport solution or park and ride facility outside of the city centre are provided.
3. The shift of the commercial core of the city centre to Newcastle West will further increase demand for car parking until future light rail services are expanded and/or advances in technology, such as driverless vehicles, address this issue.



Figure 34 -Improved economies of scale and efficient use of space may be achieved by provision of centralised car parking stations, where provision of onsite car parking is not practical or feasible to achieve.

Source: www.my-autoparking.com



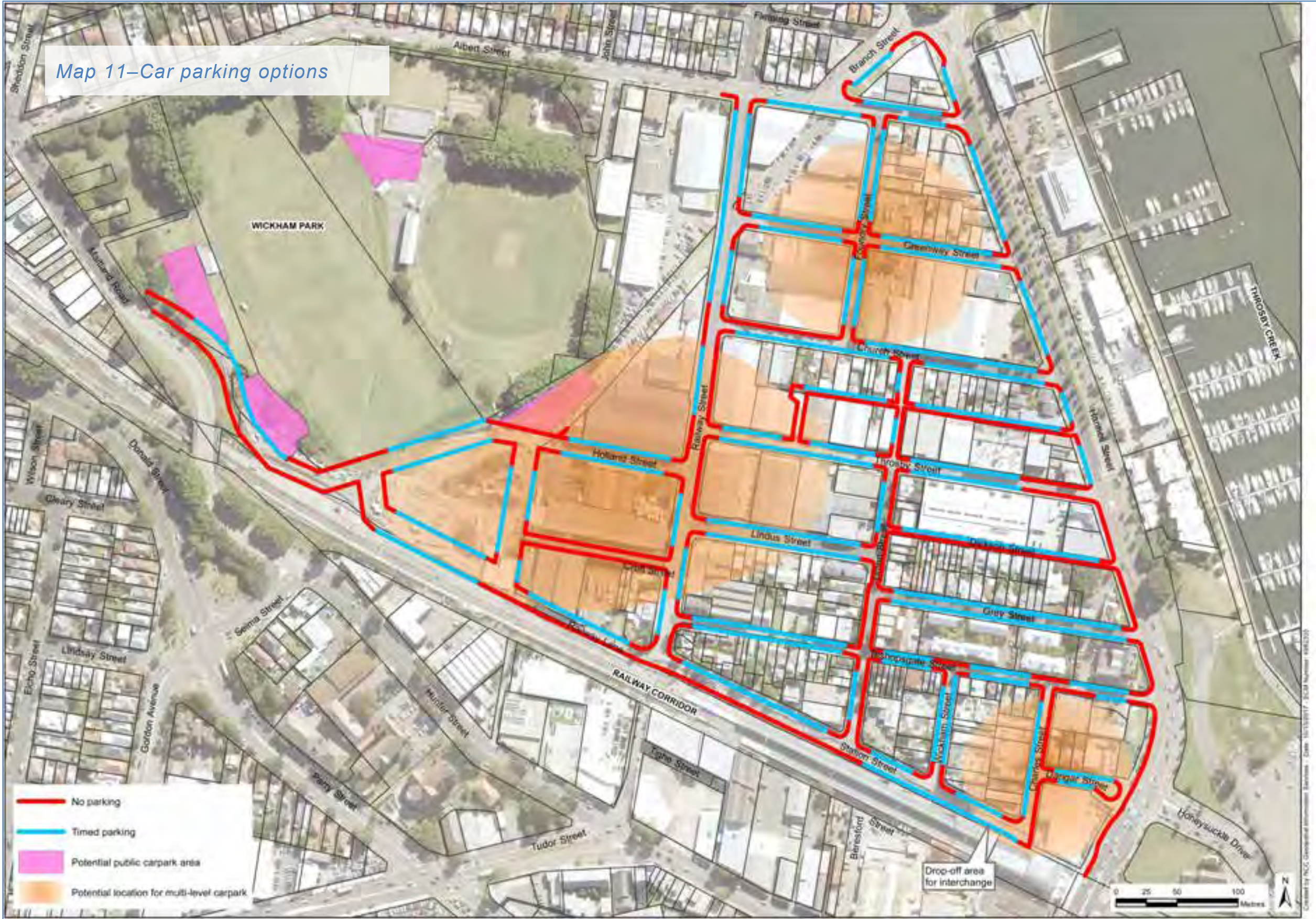
Figure 35 -An example of pervious paving applied to define on-street car-parking areas and facilitate stormwater management.

Source: www.harvestingrainwater.com

Strategy: Manage car parking demands generated both internal and external to the Wickham Master Plan area

Actions to achieve this strategy		Mechanism	Responsibility	Commence
1.	Introduce timed paid parking restrictions for all on-street parking to ensure parking turnover.	Local Area Traffic Management Plan	NCC - Infrastructure Planning	Within 1 year
2.	Implement a residential parking scheme but only for existing residents that do not have the ability for providing onsite car parking.	Residential parking scheme	NCC - Infrastructure Planning	Within 1 year
3.	Consider extending the parking scheme to provide a limited number of passes to existing businesses that do not have existing onsite car parking.	Residential parking scheme	NCC - Infrastructure Planning	Within 1 year
4.	Ensure on-street parking is restricted where this compromises pedestrian amenity and safety.	Local Area Traffic Management Plan	NCC - Infrastructure Planning	Within 1 year
5.	Decouple car parking ownership from other residential land uses to encourage car parking to be used as a tradeable commodity, thereby increasing consumer choice, improving housing affordability, and maximising efficiency of distribution and opening opportunities for car sharing schemes or car rental businesses.	Development Control Plan	NCC - Strategic Planning	Within 1 year
6.	Design multilevel car parking (where aboveground) to enable future adaptive reuse for other land uses as demands shift in the future to decreases in private vehicle ownership but increase for inner city floor space.	Development Control Plan	NCC - Strategic Planning	Within 1 year
7.	Identify sites for potential centralised public car parking facilities and introduce development incentives such as bonus floor space or building height to encourage development of these.		NCC - Strategic Planning	4 years or less
8.	Create formalised public car parking along the southern edge of Wickham Park, which could provide for both weekend activities and city workers during the week.	POM for Wickham Park	NCC - Recreation and Facilities	4 years or more

Map 11 – Car parking options identifies preferred location of both on street and off-street public car parking, as determined through the traffic modelling and assessment carried out by Bitzios Consulting.



5.2 Create safe, attractive and inclusive public places

This objective will be achieved by delivery of strategies addressing:

- Streetscapes
- Urban Activation
- Land Acquisition



Figure 36 - Visualisation of envisaged safe, attractive and inclusive pedestrian focused public domain along Union Street Wickham.

5.2.1 Streetscapes

The streetscapes within Wickham are eclectic in character, due to the diversity of land uses, street widths, and irregular subdivision patterns. This is a result of the suburb developing over different phases and for different purposes over time rather than being planned and subdivided in one stage.

Many of the narrow older streets were subdivided in the 1800s to accommodate workers' residences and are unlikely to have been constructed to accommodate little more than pedestrian traffic. However, with the inclusion of vehicle lanes, on-street car parking, footpaths, street trees, power poles and driveways, the current standards of pedestrian amenity, safety and universal accessibility are difficult to achieve.

Strategy: Improve streetscapes to meet future capacities and current community expectations

Actions to achieve this strategy	Mechanism	Responsibility	Commence
1. Streets within the Wickham Master Plan area to reflect the criteria set out in Table 1 - 'Proposed street profiles' and as described below:	City Centre Public Domain Technical Manual Newcastle DCP Local area traffic management plan	NCC - Strategic Planning; and Infrastructure Planning	Within 1 year
2. Footpaths a) Each street has a footpath along at least one side that provides universal access to adjoining land and forms a seamless network that connects to surrounding areas. b) Footpath pavement is consistent with materials selected in the Newcastle City Centre Public Domain Technical Manual. c) Existing sandstone is reused when relocating the alignment of existing kerb and gutter.	City Centre Public Domain Technical Manual	NCC - Strategic Planning; and	Within 1 years
3. Driveways a) New vehicle access to private property is restricted along primary street frontages as identified in Map 12 - Restrictions to location of vehicle access to private land . b) Redevelopment consolidates vehicle access to minimise driveway crossovers along footpaths. Multiple driveway crossovers accessing individual garaging is not supported. c) Location of loading zones does not impede pedestrian accessibility or placement of street trees.	Newcastle DCP	NCC - Strategic Planning	Within 1 year

Actions to achieve this strategy	Mechanism	Responsibility	Commence
<p>4. Street trees</p> <p>a) Where possible urban greening is to be achieved on private property within the front building setback.</p> <p>b) 'New' street trees are generally to be located:</p> <ul style="list-style-type: none"> i. where not conflicting with existing or planned infrastructure or services ii. not within the alignment of existing footpaths (but possibly within widened footpath areas) iii. along designated parking lanes at intervals between 12m to 18m iv. where not impeding pedestrian flows/accessibility and/or vehicle sight lines v. in tree vaults or in raised planters as specified by the city arborist. <p>c) Location of street trees do not impede on construction of designated cycleway along the northern side of Church Street.</p> <p>d) New Street trees along Union Street are selected and located to provide a canopy cover conducive to a high amenity pedestrian environment.</p> <p>e) Tree planting along the former Bullock Island Rail Corridor is distinguished from other streets by selection of species that have brightly coloured foliage.</p> <p>f) Street trees are only replaced or added within the same alignment as existing street trees, where the location is reviewed and deemed suitable having regard to the above.</p>	Newcastle DCP; Street Tree Technical Manual	NCC - Strategic Planning; and Infrastructure Planning	Within 1 year
<p>5. Infrastructure and services</p> <p>a) New development will replace existing overhead electrical wiring and cabling with underground services where:</p> <ul style="list-style-type: none"> i. connecting into a new building ii. on the same side of the street for a length of 20m or more iii. Any balcony, window or other opening of a proposed building is located within six metres of an overhead cable or wire, regardless of whether the cable or wire is insulated. <p>b) Provision is made for stormwater management including overland drainage to detention areas (e.g. in Wickham Park), the use of rain gardens, permeable pavement (in parking lanes) and other water sensitive urban design (WSUD) measures or devices.</p> <p>c) Allowance is made for future engineering solutions to manage and remove rising groundwater levels associated with potential sea level rise.</p>	Newcastle DCP	NCC - Strategic Planning	Within 1 year

Table 1– Proposed street profiles

Street type	Arterial	Collector		Local		Laneway		
Street Names	Hannell Street; Maitland Road; Stewart Avenue	Albert Street; Branch Street; Railway Street	Station Street; Throsby Street	Foundry Street; Greenway Street; Lindus Street; Wickham Street; Proposed New Street [^]	Eastern end of Albert Street, Bishopsgate Street; Charles Street; Church Street; Dangar Street; Grey Street; Holland Street; Railway Lane; Union Street	Croft Street; Lee Terrace*	Dickson Street	New access road through Wickham Park
Road reserve width	20m to 30m	20m to 30m	15m	15m to 20m	10m to 15m	Less than 10m	Varied	
Intended purpose	High volume of through traffic separated from pedestrians	Main vehicle connections through local area that cater for local traffic generation, whilst also accommodating cycling and pedestrian users.		Pedestrian focused streets that also accommodate lower volumes of local traffic movement. Union Street forms main north south pedestrian link. Church Street provides main east west cycle link.		Limited shared vehicle and pedestrian access local land uses directly in vicinity		Vehicle and pedestrian access to uses in Wickham Park and formalised car park areas
Speed limit (km/hr)	60	50	40			preferably less than 40		
Traffic lanes	4 lanes (i.e. two traffic lanes in each direction)	2 (i.e. one lane in each direction, except for Station Street east of Union Street which is one way and has one traffic lane and one set-down/drop-off lane along the southern side)		1 (i.e. one-way traffic, with the exception of Dangar Street, and parts of Bishopsgate, Charles and Union Streets which are two-way traffic, hence 2 lanes)				
On-street parking lanes	2	1 or 2 (if possible)		2		NIL	1	Minimum of 1 plus access to designated parking areas

Street type	Arterial	Collector		Local		Laneway		
Street Names	Hannell Street; Maitland Road; Stewart Avenue	Albert Street; Branch Street; Railway Street	Station Street; Throsby Street	Foundry Street; Greenway Street; Lindus Street; Wickham Street; Proposed New Street [^]	Eastern end of Albert Street, Bishopsgate Street; Charles Street; Church Street; Dangar Street; Grey Street; Holland Street; Railway Lane; Union Street	Croft Street; Lee Terrace*	Dickson Street	New access road through Wickham Park
Cycle lanes	4 both shared path off street and on street on either side of road	2 on-street lanes	2 on shared path along southern side of Station Street	Nil, except 2 off street lanes along northern side of Church Street		2 separate off street lanes continue eastwards along Bullock Island rail corridor		
Footpaths	2 Shared paths at 3m wide (on each side)	2 at 2m to 3m wide	2 at 2m wide	2 at a minimum of 3m wide	2 at 1.4m to 2m wide	2 at 1m wide (if possible)	1 at a minimum of 1.4m wide	Minimum of 1 shared path of 2.8m wide
Footpath pavement types	Honed concrete with granite paver border as per Newcastle City Centre Public Domain Technical Manual. Note: footpaths adjoining heritage items will have customised finishes.					Asphalt with granite paver border	Concrete TBA	
Driveway crossovers on footpath	No	Limited to where no other option is available	No	Yes, with exception of Union Street (no driveways on eastern side and no additional driveways off western side) and Church Street (no driveway access across northern side due to cycle lane).				
Overhead electrical wires	Not applicable along Hannell Street	Electricity is provided to all redeveloped sites via subsurface trenching. Redevelopment with a frontage greater than 20m should include removal of overhead electrical wires and placement underground.				Not applicable or required		
Street trees	Existing	Along each side on footpath/road verges	On both sides of street within parking lanes and where footpath has been widened.			Not practical		Along both sides

Street type	Arterial	Collector	Local	Laneway				
Street Names	Hannell Street; Maitland Road; Stewart Avenue	Albert Street; Branch Street; Railway Street	Station Street; Throsby Street	Foundry Street; Greenway Street; Lindus Street; Wickham Street; Proposed New Street [^]	Eastern end of Albert Street, Bishopsgate Street; Charles Street; Church Street; Dangar Street; Grey Street; Holland Street; Railway Lane; Union Street	Croft Street; Lee Terrace*	Dickson Street	New access road through Wickham Park
Lighting	Existing	At each street intersection and mid block as required to ensure adequate illumination of footpaths along both sides of street.	Lower scale lighting fixtures with lamination compliant to Australian standards for residential streets. Additional footpath lighting provided along Union Street and main pedestrian thoroughfares.	Lower scale lighting fixtures with lamination compliant to Australian standards for residential streets.			Preferably along both sides plus footpath lighting within park	
Landscape elements	Bus stops	Street furniture (bins, seats, drink fountains, cycle parking) in select locations of urban activation	Street furniture, planter boxes/raised gardens (located and designed as urban activation/place making projects in partnership with local community) stormwater devices (e.g. rain gardens).	Not applicable				

[^]North South street linking western end of Railway Lane and Holland Street

*Unofficial local name for the laneway parallel to and between Throsby and Church Streets.



Figures 37 to 42 - Sample of envisaged materials and streetscape elements (to be consistent with selection identified in the Newcastle City Centre Public Domain Technical Manual)

Map 12 - Restrictions to location of vehicle access to private land



5.2.2 Urban activation

A key message from the local landowners and business workshop was a desire for spaces that provide relief from hard surfaces and the bustle of the urbanised environment, where people can take timeout, gather or participate in activity.

Such opportunities are traditionally provided for within neighbourhood parks. Whilst improved links to Wickham Park and the embellishment of the foreshore parkland would partly address this, the existing urban areas lack the opportunities to provide for neighbourhood parks of a scale usually provided by Council within a suburban context.

Map 13–Public domain elements, identifies the main public domain improvements envisioned to contribute towards the desired future character of the Wickham Master Plan area.



Figure 43 - Example of how an urban activation area may be achieved by narrowing part of Lindus Street, Wickham and acquiring a small part of the land at the southern corner with Railway Street



Figure 44 - Street corners provide the ideal location for providing open space or activation within the existing urban structure.



Strategy: Implement opportunities for activation of the public realm

	Actions to achieve this strategy	Mechanism	Responsibility	Commence
1.	<p>Create a series of smaller spaces that act as 'micro-scale' neighbourhood parks (i.e. urban activation spaces) and provide one or more of a range of uses or facilities, including:</p> <ul style="list-style-type: none"> - shade trees and plantings - community gardens - rain gardens or other landscape stormwater features - furnishings (seating, bins, and drinking fountains) - play equipment - lawns and/or paved areas - small staged areas with plugin facilities for open air music, performances, or screenings - illumination - Wi-Fi - public facilities 	Location based landscape design plans	NCC - Strategic Planning; and NCC - Infrastructure Planning	4 years or less
2.	<p>Urban activation spaces are located:</p> <ol style="list-style-type: none"> a) In central locations along identified pedestrian and cycle links. b) At street corners but preferably not on the intersection with Hannell Street. c) Within the front building setback of larger development sites and partly incorporated into the road reserve. This may be achieved by further removal of on street parking from street corners and widening of the footpath areas. Hence, wider street reservations such as Lindus Street are identified as ideal for creating these spaces. d) Preferably adjoining supporting retail or community activities that provide natural surveillance and take on an informal role of guardians but do not take over or commercialise such spaces for their own businesses. Ground level residential uses should not directly open onto or front such public spaces. 	Location based landscape design plans	NCC - Strategic Planning; and NCC - Infrastructure Planning	4 years or less
3.	<p>Land for urban activation spaces may be acquired through:</p> <ol style="list-style-type: none"> a) Inclusion in the Land Reservation Acquisition map of Newcastle LEP 2012 where identified as key locations for these spaces. b) Dedication to Council, as part of negotiation with Council prior to redevelopment. This land may be in exchange for agreed development incentives or bonuses (such as an increase in building height or FSR). The land area dedicated to Council would still be able to form part of calculations for determining gross development floor area. 	LEP amendment	NCC - Strategic Planning	Within 1 year

Actions to achieve this strategy		Mechanism	Responsibility	Commence
4.	Embellishing of urban activation spaces may be funded by a codified community infrastructure incentives scheme, works-in-kind or planning agreements between developers and Council.	Community benefits scheme	NCC - Strategic Planning;	Within 1 year
5.	Involve a broad cross-section of the local community in determining the purpose and design features of each urban activation space to ensure public support, utilisation and creating a sense of community ownership.	Location based landscape design plans	NCC - Strategic Planning; and	Within 1 year



Figure 45 to 49 - examples of landscape elements and uses that could be included in urban activation areas



Figure 50- Fine example of public art adorning an otherwise blank wall along Union Street, north of Throsby Street

5.2.3 Land acquisitions

In order to achieve the objectives within the Wickham Master Plan Council will require acquiring certain lands to achieve road and footpath widening and/or extensions, as well as providing new open space areas within the public realm.

Map 14 – Potential land acquisitions identifies which land is required and how acquisition may be achieved.

Strategy: Acquire land required for implementing the Wickham Master Plan

	Actions to achieve this strategy	Mechanism	Responsibility	Commence
1.	Ensure the identified land acquisitions are implemented within Council's Local Environmental Plan (LEP) by amendment of the Land Reservation Acquisition (LRA) Map.	LEP amendment	NCC - Strategic Planning	Within 1 year
2.	Ensuring redevelopment does not compromise Council's ability to acquire land required for implementing the Wickham Master Plan.	Note on S149 certificate	NCC - Strategic Planning	Within 1 year
3.	Ensure acquisition does not reduce the redevelopment potential of the land due to a decreased site area. This may be achieved by including the subject area as part of the site area calculations when determining potential gross floor areas.	Include provision in Development Control Plan	NCC - Development & Building Services	Within 1 year



Figure 51- Land consisting the former Bullock Island rail corridor provides opportunities for improving connectivity and providing recreational opportunities



5.3 Ensure built environment is functional, responsive and resilient

This objective will be achieved by delivery of strategies addressing:

- Redevelopment density
- Built form

5.3.1 Redevelopment density

Community expectations play a vital role in determining the scale and intensity of future development. It is important for the community to understand the potential cost and benefits resulting from future redevelopment densities. Hence, the approach proposed is to maintain the existing height of building (HOB) and/or floor space Ratio (FSR) currently ascribed within Council's LEP but provide a mechanism that enables variation of these, on certain land parcels, where a predetermined quantifiable community benefit is provided.

This mechanism would require an amendment to Council's LEP that identifies:

1. Land parcels, identified suitable for accommodating increased redevelopment densities consistent with the envisaged character of the VISION.
2. The type and/or quantity of community benefit sought
3. The level of variation to HOB and/or FSR offered for the community benefit

Community benefits will include items not otherwise attainable through standard developer contributions or development conditions. Items applicable for Wickham may include:

- Land for road extensions and widening or public domain improvements
- Public car parking
- Social Housing

The following redevelopment density strategies are recommended in order to implement the above-described approach:

Strategy: Redevelopment densities reflect the desired future character of the Wickham Master Plan area and provide opportunities to deliver community benefits:

	Actions to achieve this strategy	Mechanism	Responsibility	Commence
1.	Enable variation to existing HOB and FSR as identified within Map 15 – Potential redevelopment densities where a community benefit is achieved through a legal mechanism within Council's LEP.	LEP amendment	NCC - Strategic Planning	Within 1 year
2.	Regardless of the above strategy, ensure FSR within the Wickham Master Plan area is not less than 1.5:1.	LEP amendment	NCC - Strategic Planning	Within 1 year
3.	Enable redevelopment of land within the Harbour Edge precinct, to achieved greater scale than identified, where design excellence is demonstrated as per Clause 7.5 of Newcastle LEP 2012.	LEP amendment	NCC - Strategic Planning	Within 1 year





Figure 52 - Wickham as viewed from Honeysuckle showing the existing built form, including approved development proposals



Figure 53 - View from Honeysuckle showing proposed building envelopes for Wickham and including the existing maximum building heights within the Newcastle City Centre as per the Newcastle Local Environmental Plan 2012



Figure 54 - Wickham's existing built form as viewed from Honeysuckle illustrating the envisaged building heights and existing heights within the Newcastle City Centre



Figure 55 - Envisaged built form within Wickham as viewed from Honeysuckle in context of building heights within the Newcastle City Centre

5.3.2 Built form

NSW planning legislation requires density to be controlled by nominating maximum building height and maximum Floor Space Ratio (FSR) within Council's Local Environmental Plan (LEP). FSR is used together with other development controls, such as building setbacks and site coverage to determine the scale and bulk of envisaged building envelopes. For example, the same FSR will result in a more slender built form when building height is higher but a stockier/bulkier form when a lesser building height is applied.

While this Master Plan advocates a continuation of the current eclectic urban character resulting from a mix of design styles and building form and materials, the following built form strategies are recommended to reflect the findings of the aforementioned workshops, design analysis including 3D modelling of the potential built form.

Strategy: Built form reflects the desired future character of the Wickham Master Plan area

Actions to achieve this strategy	Mechanism	Responsibility	Commence
1. Buildings are setback from street boundaries as identified in Map 16 - Minimum building setbacks in order to improve the interface between buildings and the public domain by providing more opportunities for gardens, landscaped forecourts, or widened footpaths that cater for outdoor dining and cafés.	Development Control Plan	NCC - Strategic Planning	Within 1 year
2. Buildings built to the street edge (zero setback) as shown in Map 16 - Minimum building setbacks , should not have residential uses at ground level and should include street activation or treatment such as: <ul style="list-style-type: none"> - Direct access to associated commercial or retail uses from the footpath - Windows and/or glazing. - Setbacks at ground level resulting in colonnades or cantilevering of upper levels to provide covered outdoor areas. - Green walls or street art instillations (e.g. murals). - Discourage blank walls, garage doors, commercial or visitor parking spaces, electrical substations, water hydrants, or doorways associated with fire exits, parking stations, and service areas fronting street where buildings built to street front (i.e. no building setback), other than in laneways (e.g. Lee Terrace, Croft Street, or new service lanes created as part of redevelopment). 	Development Control Plan	NCC - Strategic Planning	Within 1 year
3. In addition to the recommended minimum building setbacks along street frontages as identified in Map 16 - Minimum building setbacks , new development is to provide further visual interest through horizontal articulation, a breakup of building materials and architectural style that emphasises the original pattern of subdivision and eclectic character of built form along the streetscape.	Development Control Plan	NCC - Strategic Planning	Within 1 year

Actions to achieve this strategy	Mechanism	Responsibility	Commence
4. New development is generally to comply with the nominated building envelopes within this Master Plan in addition to those design requirements specified within other legislated design codes and/or guidelines (e.g. SEPP 65 Residential apartment code).	Development Control Plan		High
5. Upper level setbacks are provided to achieve the following: <ul style="list-style-type: none"> - Reduce the impacts of overshadowing during mid-winter. - Enable adequate building separation where streets are narrow. - Reduce the perceived scale of buildings as viewed at street level. - Create street wall heights that reflect and/or enhance the envisaged character and building types within a precinct. - Provide vertical articulation and visual relief of building bulk. 	Include provision in Development Control Plan	NCC - Strategic Planning	High

Sample buildings shown within this master plan are indicative only of potential scale, form, and/or building types envisaged, should land be redeveloped to its full planning capacity. These images are not of actual development proposals nor should they be considered as precedents for assessment of future development proposals on the land. Any eventual redevelopment will be subject to assessment under the controls active at the time.



Figure 56 - View east of Wickham Master Plan area showing existing and approved built form



Figure 57 - View east of Wickham Master Plan area showing the envisaged building envelopes and existing building envelopes of the Newcastle City Centre.



Figure 58 - View east of Wickham Master Plan area showing the envisaged built form in context of the existing building envelopes of the Newcastle City Centre

Figure 59 (right) - View west of Wickham master plan area showing existing and approved built form

Figure 57 (below) - View west of Wickham master plan area showing envisaged building envelopes and existing building envelopes within the Newcastle City Centre





Figure 58 - View west of Wickham master plan area showing envisaged built form in context of the existing building envelopes within the Newcastle City Centre.



Bibliography

The following is a list (in alphabetical order) of resources referred to and/or used in preparing the Wickham Master Plan:

- AEC Group, Wickham Master Plan Economic & Market Analysis, December 2016
- Annand Alcock Urban Design and Deicke Richards Architects, Wickham Urban Village - Urban Design Guidelines, 2006
- Architonic, Image (website: <https://www.architonic.com/en/product/streetlife-corten-tree-guard-carre/1302161#&gid=1&pid=3>)
- Bitzios Consulting, Wickham Master Plan Traffic and Transport Assessment, January 2017
- Department of Planning and Environment, Newcastle Urban Renewal Strategy, 2012
- Government Architect NSW, Draft 'Better Placed' A design led approach: developing an Architecture and Design Policy for New South Wales, 2016
- Hunter Research Foundation, Newcastle City Council Wickham Master Plan: Landowners Workshop, 2016
- Hunter Research Foundation, Newcastle City Council Wickham Master Plan: Technical Stakeholder Workshop, 2016
- Make, image (website: <http://makezine.com/2013/05/22/the-difference-between-hackerspaces-makerspaces-techshops-and-fablabs/>)
- Newcastle City Council, Citywide Transport Strategy, 2014
- Newcastle City Council, Cultural Strategy, 2015
- Newcastle City Council, Disability Access and Inclusion Plan, 2016
- Newcastle City Council, Heritage Strategy, 2017
- Newcastle City Council, Local Planning Strategy, 2015
- Newcastle City Council, Newcastle 2030: Community Strategic Plan (CSP)
- Newcastle City Council, Newcastle City-wide Floodplain Risk Management Study and Plan, 2012
- Newcastle City Council, Newcastle Economic Development Strategy, 2015
- Newcastle City Council, Newcastle Environmental Management Strategy, 2013
- Newcastle City Council, Newcastle Low Lying Lands Study (currently being prepared)
- Newcastle City Council, Parkland and Recreation Strategy, 2014
- Newcastle City Council, Smart City Strategy (currently being prepared)
- Newcastle City Council, Social Strategy, 2015
- Newman P and Dawkins J, Wickham Urban Village: A Concept And Strategy Study Building Better Cities Program, 1995
- Rockford makerspace, image, (website <http://rockfordmaker.space/examples/>)
- Transport for NSW, Newcastle Interchange: Improving infrastructure at Wickham (website: <http://ourtransport.revitalisingnewcastle.com.au/wickham-interchange>)
- University of Newcastle, Hunter (Living) Histories - Coal River Working Party, (website: <https://hunterlivinghistories.com/>)

Appendix B – draft State Heritage Inventory sheet

Heritage Data Form

ITEM DETAILS					
Name of Item	Bullock Island Branch Line				
Other Name/s Former Name/s	Wickham to Bullock Island Railway				
Item type (if known)					
Item group (if known)					
Item category (if known)					
Area, Group, or Collection Name					
Street number					
Street name					
Suburb/town			Postcode		
Local Government Area/s					
Property description					
Location - Lat/long	Latitude		Longitude		
Location - AMG (if no street address)	Zone		Easting		Northing
Owner					
Current use	Unused				
Former Use	Railway				

Heritage Data Form

Statement of significance	<p>The Bullock Island Branch Line is historically significant as a record of the development and relocation of the coal port from Newcastle to Bullock Island in the 1870s. The route of the railway is still evident today as a diagonal line through Wickham and a linear line on Bullock Island (now known as Carrington) parallel to Cowper Street. Bullock Island Branch Line was an integral element in a grand plan by Captain Merion Moriarty, Engineer in Chief, to develop a "great railway marshalling and coal loading facility" (Turner 1982). The logistics of this railway and its opening in 1876, supervised by G. Bewick, Superintendent of the Permanent Way and Works, depended on the construction of a railway bridge and causeway over Throsby Creek and the replacement of the level crossing at Islington with the High Level Bridge both completed in 1875, and timed before the arrival of hydraulic cranes from England. On the 19th March 1878 the first cargo of coal was transported by railway and loaded on the wharves at Bullock Island by the hydraulic cranes for transport to Adelaide. The Bullock Island Branch Line became obsolete and was closed in 1908 when the coal port was connected through Port Waratah to the main coal producing mines of the South Maitland Coal fields.</p> <p>In addition to providing a transport link from the collieries to the port, the Bullock Island Branch Line is historically important as a record of other industries that developed around the railway including Ritchie Brothers and later Hudson Brothers workshop that supplied rolling stock to NSW Railways from 1879 to 1893. From 1899 A Goninan' and Company used Hudson's workshops to supply agricultural implements and colliery wagons. The Bullock Island Branch Line was essential to Goninan's, and following closure of the railway a portion of the line was reopened in 1908 and continued to function until Goninan's relocated to Broadmeadow in 1920.</p> <p>The Bullock Island Branch Line has aesthetic significance, forming a distinct route within Wickham that is relatively unbuilt and dissects the planning grid in a diagonal line. This route is also evident in Carrington and creates a linear line to the port. The Bullock Island Branch Line has been removed to a great extent and there are portions only of the permanent way. Hence the physical evidence of the unobscured and unbuilt area through Wickham and Carrington is important as it allows for interpretation of the railway.</p> <p>The Bullock Island Branch Line has potential technical significance as the remnants of the rail works including the sidings, walls and elements of the permanent way have the potential to reveal information about the use by local collieries and industry, and to establish the exact location of the permanent way and sidings.</p> <p>The extant railway lines of the Bullock Island Branch Line are rare in Newcastle as these were often removed following the disuse of the railways. The extant High Level Bridge at Islington is likely to be representative of this bridge type dating from the 1870s. There is, however, low potential of finding evidence of the first Cowper Street rail bridge due to demolition and disturbance by earthworks for the current vehicle bridge over Throsby Creek</p> <p>The Bullock Island Branch Line including the associated engineering works and industries including the mines and the port at Bullock Island is likely to be valued by the Newcastle community as a record of the coal industry in the late 19th century and early 20th century.</p>	
Level of Significance	State <input type="checkbox"/>	Local <input checked="" type="checkbox"/>

Heritage Data Form

DESCRIPTION						
Designer						
Builder/ maker	Mr. G. Bewick					
Physical Description	<p>The Bullock Island Branch Line branched from the Great Northern Railway at Hamilton Junction and then ran parallel to the Great Northern railway until the Islington Bridge (High Level Bridge). (This section of the railway was not included in the scope of work for this assessment.) The Bullock Island Branch Line then traversed under the High Level Bridge and then diverted from the Great Northern Railway toward Wickham and Carrington (former Bullock Island). The railway travelled in a north-east direction towards Carrington traversing Wickham in a diagonal line. At Carrington the line crossed Throsby Creek at a bridge and causeway to Cowper Street (bridge and causeway now demolished) The route across Throsby Creek and Cowper Street formed a straight line parallel to Cowper Street in an eastern direction to the Port.</p> <p>The Bullock Island Branch Line is evident today only partially. Its route is able to be interpreted by the roadways, road reserves, vacant land and other unbuilt areas. In parts there are remnant rails, and a dog spike and possible sleeper were found. The remnant railways include an Up-line and Down-line and sidings. There are also branch lines to collieries (these are outside the scope of work for this assessment.) There are remnant embankments indicated by mounded earth and some brick walls. The High Level Bridge at Islington is extant and there may be evidence of the branching of the line at Hamilton and west of the Islington bridge (requires further site inspection as outside the scope of this assessment.) The Bullock Island Branch line is a standard gauge of 1,435 mm or 4 ft 8 ½.</p> <p>Shed 1 and Shed 2 at Wickham were constructed after 1927 and hence are not associated with the use of Bullock Island Branch Line for coal transport. (image 078 and 118)</p> <p>Parts of the railway have been encroached by new building. These include the hotel at Carrington (now a childcare centre), sheds in Wickham, roundabout at Hannel Street and the Cowper Street bridge.</p>					
Physical condition and Archaeological potential	<p>A large portion of the Bullock Island Branch Line has been demolished. There are remnants of the rail lines and these are in vehicle parking and road areas and private land.</p> <p>The steel shed at Wickham (indicated as shed 2) is associated with later use and is not evident in a 1927 aerial photograph. It was built post 1927, and after the closure of the line to the port. A structural assessment of this building is required and a statement of heritage impact should be prepared to assess the feasibility and impact of the conservation or demolition of this building.</p> <p>There is the potential for more railway works to be found and associated infrastructure such as sidings. All new work in the vicinity of the Bullock Island Branch Line as shown on the Curtilage Plan should require the preparation of statement of heritage impact.</p>					
Construction years	Start year	1876	Finish year	1908	Circa	<input type="checkbox"/>
Modifications and dates	<p>In March 1909 a part of the Bullock Island Branch Line was reopened to service Messrs A Goninan's Wickham Works. "The Down-line as far as Albert Street crossing was closed and the Up-line between the High Level Bridge and Young Street was discontinued. The Down-line between Albert street crossing and the Junction of the Up-lines and Down-lines at the High Level Bridge remained for the purpose of the working traffic to and from Goninan's siding at Wickham." (Andrews 2009 p402)</p> <p>Sidings were constructed after 1876 by the Railway Department between Albert and Young St for storing coal whilst waiting for the cranes to load at the wharves. These were located opposite the Wickham and Bullock Island Colliery and by 1907 there were seven sidings known as "coal sidings between Albert and Young Streets, Bullock Island". (Andrews 2009 p398)</p>					

Heritage Data Form

HISTORY	
Historical notes	<p>The early coal port had developed in eastern Newcastle near the mouth of the Hunter River. Within their land grant, the Australian Agricultural Company set up the staithes that were linked to their collieries and railways.</p> <p>The port of Newcastle including Bullock Island was surveyed in the 1860s.</p> <p>"...Captain Moriarty prepared plans for dumping ballast on Bullock Island to form the foundations of what would become a great railway marshalling and coal loading facility..."(Turner 1982 p63).</p> <p>Captain Moriarty, Engineer in Chief was instrumental in creating a harbour and coal port including land known as The Dyke on Bullock Island. These harbour works made it possible to use the estuarine areas of the Hunter River and in the early 1870s the NSW government decided to move the coal loading facilities from Newcastle to Bullock Island, hence shifting the centre of coal exports. This new port was proposed to link by railway to the Great Northern Railway and to both existing and new mines.</p> <p>"Years of coal production, loading facilities were provided by private mining companies but with the extension of the Great Northern Railway to Newcastle and along to Queens Wharf in 1858, the Department of Railways became the chief railway provider, levying its own rates and charges. After 1863 the Department also provided steam cranes for coal loading. It owned and operated the coal loading plant which was established at Bullock Island during this period, provided the wharves and facilities, and controlled the berthing arrangements" (Campbell 2014)</p> <p>The construction of the Bullock Island Branch Line was essential to the relocation of the port and was planned by the government to open in time with the new port. The Miners' Advocate reported in February 1875 that this would be timed with the arrival of hydraulic cranes from England in September that year, the purpose being to link with the Great Northern Railway and improve the efficiency and quantity of coal loading. The Bullock Island railway was proposed to branch off from the Great Northern Railway at Hamilton Junction and terminate at the wharves on Bullock Island.</p> <p>To achieve this a railway bridge over Throsby Creek was required and a bridge at Hamilton to replace the level crossing. In July 1875, tenders were called for a railway bridge across Throsby Creek and the contract awarded to Messrs Burley and Sons who completed the timber bridge in that year for 1600 pounds. It was proposed for "passengers and two lines of rail" and described in Newcastle Morning Herald and Miners' Advocate 3 November 1876:</p> <p style="padding-left: 40px;">"The bridge has nine openings and stands upon sixty piles" (Andrews p390).</p> <p>Cowper Street Bridge is shown in a photograph (Snowball n.d.) including the causeway, timber rail bridge and railway along the length of Cowper Street towards the eastern wharves on Bullock Island. The Wickham and Bullock Island pit top is evident to the right, located to the south of the bridge and railway. Bullock Island Branch Line, in the vicinity of Cowper Street is shown in early plans branching off to this mine and a branch line is evident in an early photograph (image 20). This coal mine is also evident in another early photograph (1984) showing the rail line adjacent to the mine (image bridge 30). The railway continued along Cowper Street past the Wickham and Bullock Island mine and towards the eastern wharves on Bullock Island as shown in a copy of early photograph (Turner, n.d). (image bridge 20)</p>

Heritage Data Form

	<p>An 1897 plan (Hunter District Water Board) shows the rail line to the east intersection with Albert Street. Three lines are shown and a third to the west that joined the main line. A tramway is shown along Albert Street that turns towards Newcastle and runs along Hannel Street. There is a bridge to the south of the current Cowper Street bridge in the vicinity of today's Church Street, former Dixon Street. No rail lines are shown on the bridge identified as Bridge Street which connected to Bullock Island at Darrell Street. (image Map 9). This bridge was for horse drawn and pedestrian traffic only.</p> <p>A bridge, referred to as High Level Bridge, was constructed in 1875 to replace the level crossing of the Great Northern Railway known as "White Gates". It is described in <i>The Miners' Advocate</i>, July 1875 as built in brick with four brick piers. <i>The Miners' Advocate</i>, October 1875 reported on the speed of the construction and the imminent opening of both the bridge over Throsby Creek (Cowper Street bridge) and the High Level Bridge. The bridge over Throsby had been completed in 1875 and the latter was completed in January 1876. Cowper Street bridge continued in use for traffic after the closure of the railway in 1908 (Keenan, 1999, p1) and was still in use in the 1930s.</p> <p>A photograph (Snowball c1890) taken at Bullock Island Junction from Islington bridge shows the railway branching towards Wickham on an embankment, bordered with timber post and rail, and paling fences and then passing Hudson Brothers. (image 27)</p> <p>The construction of the railway followed the completion of infrastructure including two bridges. By November 1876 it is likely that the railway was under construction and it is described in the <i>Newcastle Morning Herald and Miners' Advocate</i>, 3 November 1876:</p> <p style="padding-left: 40px;">"The task of constructing the branch line was entrusted to Mr. G. Bewick, the well known Superintendent of the Permanent Way and Works at Newcastle..." (Andrews p387) ...The length of the branch railway from Hamilton to The Dyke, (which is a double line of rail) is about 1 ¼ miles...all the rails are made of steel... The cost of construction...so far, is estimated to be 40,000 pounds." (Andrews 2009 p390)</p> <p>Other infrastructure advertised for tender in August 1875 included "...the supply and erection of about one mile of 5-foot paled fencing and about 200 rods of 3-rail paled fencing on the Bullock Island Branch Railway." (Andrews 2009 p385). A part of this fence is evident in early photographs. (image 21,22) The construction of two water tanks was reported in the <i>Newcastle Morning Herald and Miners' Advocate</i> 25 November 1876, located at the junction of the Great Northern Line and Bullock Island Line to hold 20,000 gallons. (image 21,22) A pipe from these tanks conveyed water to the engine house at Bullock Island. (Andrews p392). The railway traversed low swampy land, and sand from the local sandhills in eastern Newcastle was used to reclaim swampy land on the route. Over 100,000 tons were transported by rail for this purpose (Andrews p385). A siding was also constructed at Hamilton Junction for coal wagons. The Bullock Island Branch Line was completed in October 1876.</p> <p>Following its completion further sidings were later constructed by the Railway Department between Albert and Young Streets for storing coal whilst waiting for the cranes to load at the wharves. These were located opposite the Wickham and Bullock Island Colliery and by 1907 there were seven sidings known as "coal sidings between Albert and Young Streets, Bullock Island. (Andrews 2009 p398).¹</p> <p>The logistics of completing the railway, wharves and infrastructure before the hydraulic cranes were operational was achieved. Construction of wharves on Bullock Island commenced in 1876 with the purpose of linking the dyke to a long line of continuous wharves. Tenders for the hydraulic tower and cranes had been announced in July 1876 (Andrews 2009 p392). In February 1878 <i>Newcastle Morning Herald and Miners' Advocate</i> described the cranes:</p> <p style="padding-left: 40px;">"Mr Moriarty, the Engineer in Chief, accompanied by Mr Darley, resident engineer... reported that the cranes worked smoothly and perfectly and that the cranes were beautifully</p>
--	---

¹ [Andrews, Brian Robert, Coal, railways and mines: the colliery railways of the Newcastle district and the early coal shipping facilities](#), 2009. Includes detailed description of the operation of these sidings and train movement. p398-399

Heritage Data Form

	<p>finished....that it was certainly pleasing to know that this work, which had been so long pending, was at last finished." (Andrews 2009 p396)</p> <p>On the 19 March 1878 the first cargo of coal was loaded by the hydraulic cranes. The barque Downiemount transported the coal from Lambton to Adelaide.p397²</p> <p>Maps dated 1880 and 1881 show Bullock Island branch line is not connected to the dyke and port area and terminates at the eastern end of Cowper Street (image12). By 1883 Bullock Island branch line was connected to the port and more railway lines are evident parallel to Cowper Street. This may be inaccurate mapping as it is assumed that the Bullock Island Branch line was connected to the port by 1878.</p> <p>In 1898 work commenced duplicating the lines between Hamilton and Smedmore on the Bullock Island Branch Line, to allow trains to leave the main line near Hamilton and to "do away" with the Bullock Island Junction (Andrews 2009 p401). As a consequence of the expansion and success of the South Maitland coalfields in the beginning of the twentieth century, the demand for coal loading increased. The duplicated line from Hamilton, which had commenced in 1898, was opened on the 12th April 1908, connecting Bullock Island through Port Waratah. From this date in 1908, Bullock Island Branch Line from Hamilton to the port was closed to coal traffic (Andrews 2009 p402). Logistical problems with the tram line intersections with the Bullock Island branch line at Albert Street, Wickham and Young Street in Carrington, the latter which became a protracted battle to build an overhead bridge, also led to this change.</p> <p>It is unknown when elements of the railway were removed. Sections of the rail lines are still evident and others have been removed. The Northumberland Scheme, 1960 shows a scheme for a medium strip down Cowper Street (image 15). An aerial map dated 1927 (image 19) shows that railway lines in Cowper Street have been removed though there is no building on the permanent way, so hotel (now childcare centre) encroaching on the permanent way in Cowper Street was built after 1927. Rail lines are still evident in 1927 in the area of Goninans, the latter which closed and moved to Broadmeadow in 1919-1920, and a tram and tram lines are evident on Cowper Street bridge by 1927. Another aerial map (image 19C) taken in 1927 shows that Shed 2 is not evident and hence it was built at a date after the closure on the Bullock Island Branch line. A later aerial photograph, undated and post 1927, shows a train under the roof of Shed 2, so Shed 2 appears to have a later use by industries that continued to use a partial section of the railway. This same photograph shows the lawn bowls located in proximity to Islington Junction. A recent photograph shows the lines being removed in the vicinity of the High Level Bridge (image 24). The original Cowper Street bridge was still in use in the 1930s and replaced the Denison Street bridge (now Worth Place) to provide tram and vehicle access.</p> <p>Ritchie Brothers later Hudson Brothers (Ltd) (Andrews p404)</p> <p>John Moyes and Andrew Donald opened a manufacturing workshop in Wickham in 1879. The workshop supplied the railway rolling stock to the NSW Railways and was connected to the Bullock Island Branch Line. It was taken over by Robert Ritchie and in 1884 Robert Ritchie Brothers amalgamated with Messrs Hudson and Brothers, changing the name to Hudson Brothers Limited Wickham. These works closed in 1893 and were dormant until usage by Goninan's.</p> <p>A photograph (Snowball c1890) taken at Bullock Island Junction from Islington bridge shows the railway branching towards Wickham on an embankment, bordered with timber post and rail, and paling fences and then passing Hudson Brothers. (image 27)</p>
--	--

² [Andrews, Brian Robert, Coal, railways and mines: the colliery railways of the Newcastle district and the early coal shipping facilities](#), 2009. From 1891, the railway Commissioners introduced a by-law in relation to charges for haulage of coal to Bullock Island based on the minimum number of wagons per train. This provides a record of the number of collieries using the train line. p400

Heritage Data Form

	<p>Messrs A Goninan's Wickham Works (Andrews pp404-407)</p> <p>Goninan commenced operation at Hudson's former works in 1899, firstly as general engineers and agriculture implements then expanded to equipment for collieries including wagons.</p> <p>Goninan's, no doubt had initially located here due to the direct link to the Bullock Island Branch Line. After the closure of the Bullock Island Branch in 1908, Messrs A Goninan's was serviced by the Bullock Island Shunter (Andrews 2009 p402). In March 1909 a part of the Bullock Island Branch Line was reopened to service Messrs A Goninan's Wickham Works. The Down-line as far as Albert Street crossing was closed and the Up-line between the High Level Bridge and Young Street was discontinued. The Down-line between Albert street crossing and the Junction of the Up-lines and Down-lines at the High Level Bridge remained for the purpose of the working traffic to and from Goninan's siding at Wickham." (Andrews 2009 p402) The company requested closure of Church Street from Foundry to Railway Streets and in return gave land for the continuance of Foundry Street. This allowed the company to stay and expand. Later in 1919 Goninan's moved to Broadmeadow gradually transferring and then closing Wickham works in 1920 (Andrews 2009 p409). Image showing plan of Goninans in 1920 and the siding that continued to operate after the closure of the Bullock Island Branch Line (image Andrews 2009 p 408) (Image 28, 29)</p> <p>Walker and Wildes Linwood Colliery</p> <p>This colliery operated from 1882. It adjoined the Bullock Island Branch Line. It operated with a single shaft. With the sinking of an additional shaft, the colliery reformed as Wickham and Bullock Island Company.</p> <p>Wickham and Bullock Island Colliery</p> <p>Wickham Colliery was established in 1883 by NSW interests (Turner,1982, p101). James Fletcher began extracting coal from "the estuary north of the harbour in the interest of the Wickham and Bullock Island Company..."(Turner 1982). Mining in tidal areas was difficult and the location of this mine in the sand caused drainage problems though it was well located in proximity to the railway and port. A photograph shows the Bullock Island Branch Line and sidings for the colliery. (image Andrews 2009) (image 30,31)</p> <p>Maryville Colliery</p> <p>Maryville Colliery operated from 1885. It linked to the Bullock Island Branch Line on the western side of the railway bridge to Cowper Street. A photograph shows the colliery and link to the Bullock Island Branch Line (image Andrews 2009) (Image 32)</p> <p>Hetton Coal Company Ltd</p> <p>In 1885 "the Hetton Coal Company Ltd was formed to exploit the remaining portion of the estuarine coal land on the western side of the harbour."(Turner 1982).The Hetton Colliery closed in 1916. (Andrews 2009) (image 35,36)</p> <p>Ferndale Colliery</p> <p>Ferndale Colliery was opened in 1887 at Wickham and closed in 1894 The colliery was connected to the Bullock Island Branch Line by a branch from the up-line near the works of Hudson Bros. The colliery included three sidings which terminated at Ferndale. An Image shows the Bullock Island Branch Line and sidings for the colliery. (image Andrews) (image 33, 34)</p>
--	--

Heritage Data Form

THEMES	
National historical theme	Economy
State historical theme	Mining
Local Theme	Mining, transporting and exporting coal

Heritage Data Form

APPLICATION OF CRITERIA	
Historical significance SHR criteria (a)	<p>The Bullock Island Branch Line is an historical record of the development and relocation of the coal port from Newcastle to Bullock Island in the 1870s. The logistics of this railway and its opening in 1876 depended on the completion of the bridge over Throsby Creek in 1875, the replacement of the railway crossing at Islington with the High Level Bridge also in 1875, and the functioning of the port with the arrival of hydraulic cranes from England and a system of water supply. Bullock Island Branch Line is an integral element in a grand plan by Captain Moriarty, Engineer in Chief, to develop a "great railway marshalling and coal loading facility" (Turner 1982). On the 19th March 1878 the first cargo of coal was transported by railway and loaded by the hydraulic cranes for transport to Adelaide. The Bullock Island Branch Line became obsolete in 1908 when the coal port was connected through Port Waratah to the main coal producing mines of the South Maitland Coal fields.</p> <p>In addition to providing a transport link from the coalmines to the port, the Bullock Island Branch Line is an historic record of the importance of transport to other industries including Ritchie Brothers and later Hudson Brothers workshop that supplied rolling stock to NSW Railways from 1879 to 1893. From 1899 Goninan's used Hudson's workshops to supply agricultural implements and colliery wagons. The Bullock Island Branch Line was essential to Goninan's and following closure of the railway a portion of the line was reopened in 1908 and continued to function until Goninan's relocated in 1920.</p>
Historical association significance SHR criteria (b)	<p>Captain Moriarty, Engineer in Chief, was responsible for the engineering and planning for the relocation of the coal port, and the associated infrastructure including Bullock Island Branch Line in the 1870s.</p> <p>The Bullock Island Branch Line is associated with G. Bewick, Superintendent of the Permanent Way and Works at Newcastle in the 1870s.</p>
Aesthetic significance SHR criteria (c)	<p>The Bullock Island Branch Line includes the permanent way and associated infrastructure such as the High Level Bridge at Islington, remnant brick walls and earth embankments.</p> <p>There is a distinct railway route that is evident through Wickham defined as unbuilt area and dissects in a diagonal line the planning grid in Wickham. The railway route is also evident in Carrington and creates an unobscured linear line to the port. The hotel (now childcare centre) on the corner of Young and Cowper Street obscures this visual line to an extent.</p> <p>The High Level Bridge at Islington is significant as an example of railway engineering.</p>
Social significance SHR criteria (d)	<p>The Bullock Island Branch Line including the mines, railways and port in Newcastle is likely to be valued by the Newcastle community as evidence of the coal industry in the late 19th and early 20th century</p>
Technical/Research significance SHR criteria (e)	<p>Remnants of the Bullock Island Branch Line including the sidings, walls and elements of the permanent way have the potential to reveal information on the transport use of the local coal mines and industry and to establish the exact location of the permanent way and sidings.</p> <p>There is low potential of finding evidence of the first Cowper Street railway bridge as since demolition the area has been disturbed by earthworks for the current bridge.</p> <p>The High Level Bridge is extant and has the potential to reveal information on this bridge type.</p>
Rarity SHR criteria (f)	<p>The extant railway lines of the Bullock Island Branch Line are rare in Newcastle as these were often removed following the disuse of the railways in Newcastle.</p>

Heritage Data Form

Representativeness SHR criteria (g)	<p>The High Level Bridge is likely to be representative of this bridge type dating from the 1870s. (more research is required to assess the representative value of this bridge)</p>
Integrity	<p>The relatively unbuilt diagonal line through Wickham and the linear line through Carrington are physical evidence of the permanent way of the Bullock Island Branch Line. The railway line has been removed to a great extent and there are portions only of the permanent way. The demolition of the Cowper Street rail bridge and causeway has also diminished the ability to interpret the railway.</p>

Heritage Data Form

HERITAGE LISTINGS	
Heritage listing/s	

INFORMATION SOURCES				
Include conservation and/or management plans and other heritage studies.				
Type	Author/Client	Title	Year	Repository
Book	Andrews, Brian Robert	Coal, railways and mines: the colliery railways of the Newcastle district and the early coal shipping facilities	2009	Newcastle Local Studies Library
Book	Turner, J.W.	Coal Mining In Newcastle 1801-1900	1982	Newcastle Local Studies Library
Book	Greg and Sylvia Ray	The Way We Worked In Newcastle and The Hunter	2016	Newcastle Local Studies Library
Book	Campbell, David, EJE	Heritage and Conservation Register Port of Newcastle	2014	https://www.portofnewcastle.com.au/Resources/Documents/Port-of-Newcastle-Heritage-and-Conservation-Register-2014-PART-I.pdf
Book	Coulin,T	History of Carrington	nd	Newcastle University Cultural Collections Hunter Living Histories
Map		Newcastle and Suburbs Sewerage Reticulation Plan	c1910	Newcastle Local Studies Library
Map		Water Board – Map 58,57,79,80,100,101 “Plotted in the Sewerage Construction Branch, Department of Works, Sydney , NSW, 1897”	1897	Newcastle Local Studies Library
Map		Plan of the Port of Newcastle, published by R.C. Knaggs & Co.	1887	Newcastle Local Studies Library
Map		Plan showing land for sale in 1898. Source: Carrington Study, Environmental Study No. 3 Newcastle Local Studies Library	1898	Newcastle Local Studies Library
Map		Sales map for subdivision in Carrington.		Newcastle University Cultural Collections

Heritage Data Form

Map		Subdivision Sales Map Bullock Island Branch Line evident in Branch Street and Cowper St Bridge source: Living Histories		Newcastle University Cultural Collections
Aerial Map	1927	Hunter Photo Bank		Newcastle Local Studies Library
Aerial Map	nd	Hunter Photo Bank, Hilder Collection		Newcastle Local Studies Library
Aerial Map	nd	Hunter Photo Bank, Hilder Collection		Newcastle Local Studies Library
Aerial Map	1927	Hunter Photo Bank, Hilder Collection		Newcastle Local Studies Library
Aerial Maps	1927	Kent Collection		Newcastle Cultural Collections
Photographs	1899-1925	Living Histories Ralph Snowball Collection 1849-1925		Newcastle Cultural Collections
Photographs	nd	Bert Lovett Collection		Newcastle Cultural Collections
Photographs	c1981	Peter Sansom Collection		Newcastle Cultural Collections

RECOMMENDATIONS

Recommendations	<ol style="list-style-type: none"> 1. List the Bullock Island Branch Line as a heritage item on the Newcastle Local Environmental Plan 2012. Consider future nomination of the Bullock Island Branch Line on the State Heritage Register. 2. The conservation of the Bullock Island Branch Line should include retaining a visually unobscured and unbuild area along the length of the former railway line and permanent way as identified in the curtilage map. Future new uses should be compatible with this policy to conserve a visually unobscured and unbuild path that interprets the former permanent way. 3. Potential compatible future uses for the Bullock Island Branch Line that allow interpretation of the linear nature of the former railway and permanent way: <ul style="list-style-type: none"> ▪ Cycleway ▪ Pedestrian walkway ▪ Public open space 4. Uses that are not compatible future uses for the Bullock Island Branch Line as these impede interpretation of the linear nature of the former railway and permanent way: <ul style="list-style-type: none"> ▪ New building ▪ Carparking ▪ Fences and landscaping. 5. All railway works associated with the permanent way of the Bullock Island Branch Line should be conserved in situ and preserved to prevent damage and deterioration. These works include rail lines, sleepers and fixings, embankments and walls and all associated infrastructure within the permanent way. 6. All new work including proposed removal of railway works within the area shown on the Curtilage Plan should require the preparation of a statement of heritage impact. 7. The two sheds at Wickham (Shed 1 and Shed 2) associated with the later use of the rail line, post 1927, should be assessed for structural stability, and the feasibility of conserving these buildings should then be assessed as part of a statement of heritage impact. If demolition of these buildings is determined following structural assessment, then these sheds should be archivally recorded.
-----------------	---

Heritage Data Form

	<p>8. The conservation of the Bullock Island Branch Line should include interpretation of its history and significant association with the coal port, the location of the permanent way, and industries and collieries associated with the Branch Line.</p> <p>9. There is inadequate information for the mapping of the sidings and branch lines associated with the collieries and industries on the Bullock Island Branch Line. Further research on branch lines and sidings is required for the heritage listing and mapping of these items.</p>
--	--

SOURCE OF THIS INFORMATION			
Name of study or report		Year of study or report	
Item number in study or report			
Author of study or report			
Inspected by			
NSW Heritage Manual guidelines used?	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
This form completed by		Date	

Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption Map 1.	Newcastle and Suburbs Sewerage Reticulation Plan				
Image year	c1910?	Image by		Image copyright holder	Newcastle Local Studies Library

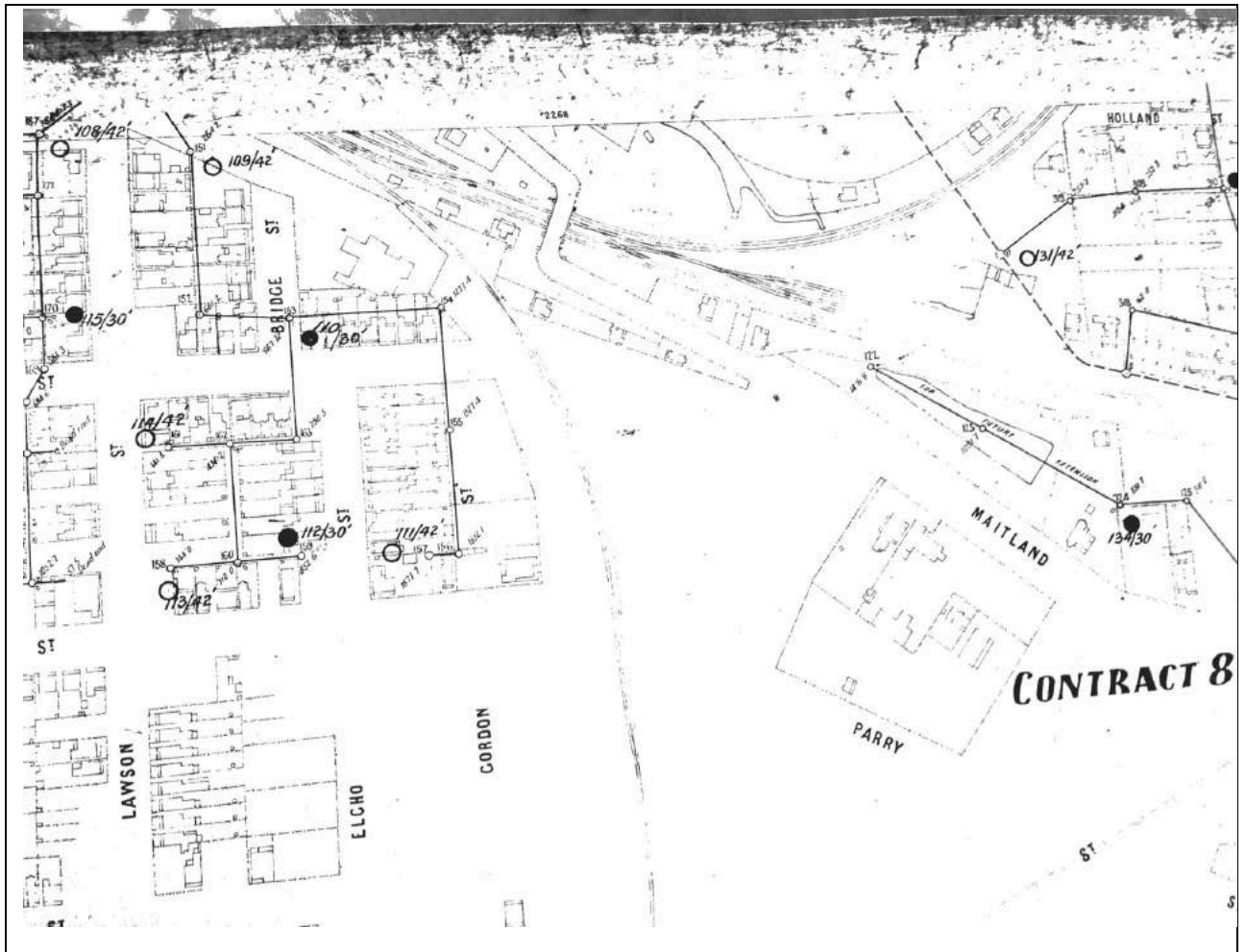


Heritage Data Form

IMAGES - 1per page

Please supply images of each elevation, the interior and the setting.

Image caption Map 2.	Newcastle and Suburbs Sewerage Reticulation Plan Note the two sheds (Shed number 1 and 2) have not been constructed at this stage.				
Image year	c1910?	Image by		Image copyright holder	Newcastle Local Studies Library

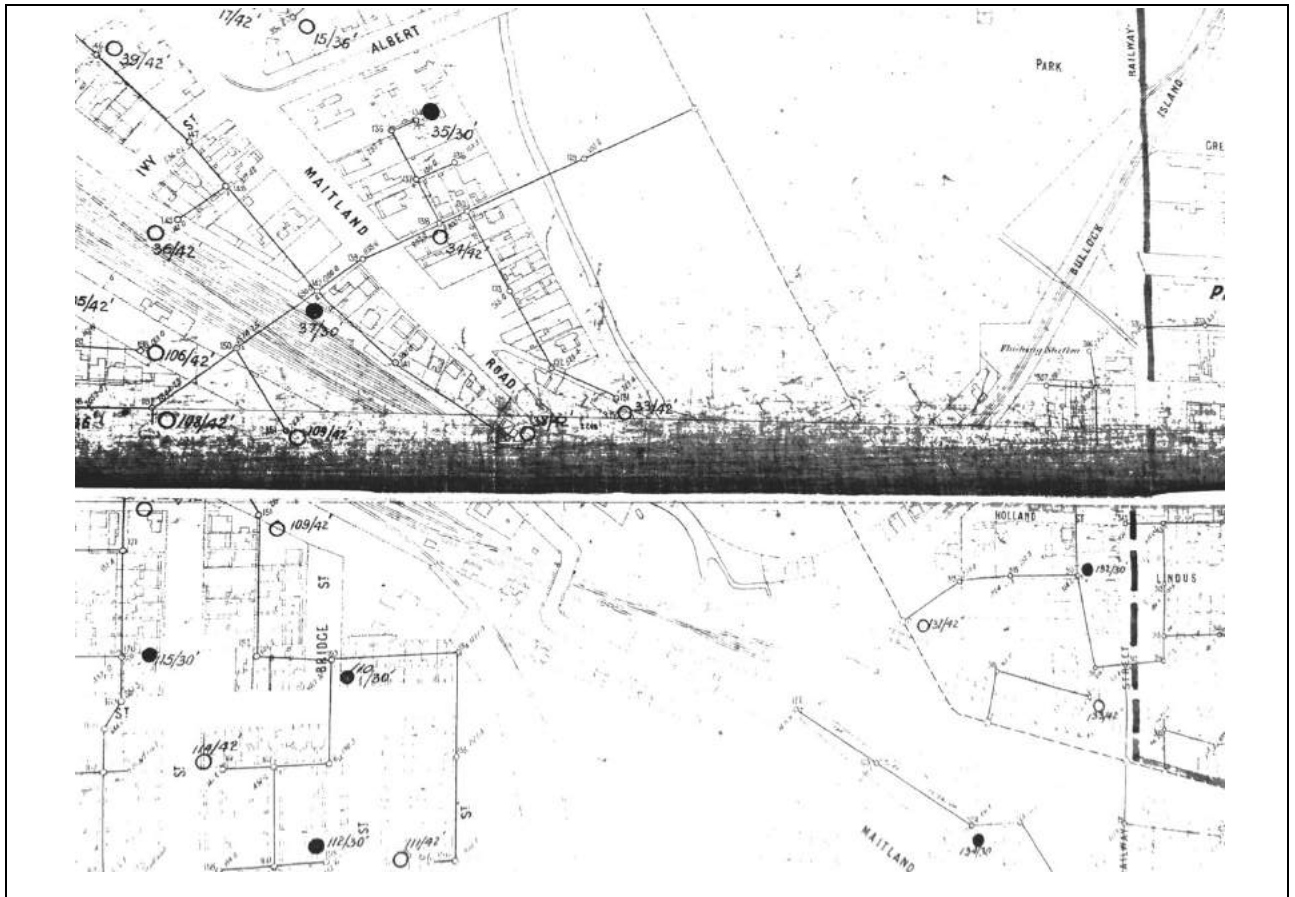


Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption Map 3.	Newcastle and Suburbs Sewerage Reticulation Plan				
Image year	c1910?	Image by		Image copyright holder	Newcastle Local Studies Library

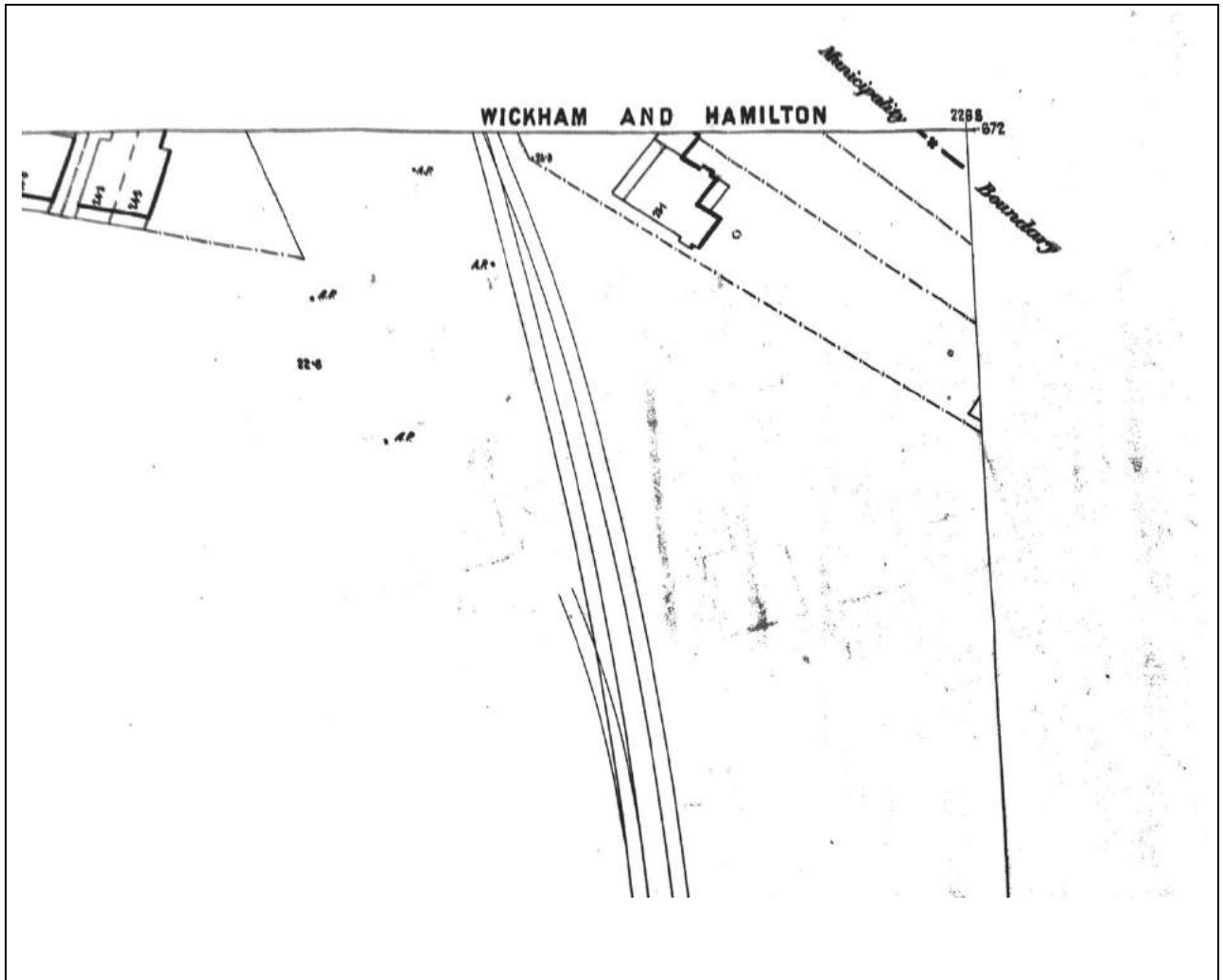


Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption Map 4.	Water Board – Map 101 “Plotted in the Sewerage Construction Branch, Department of Works, Sydney , NSW, 1897”				
Image year	1897	Image by		Image copyright holder	Newcastle Local Studies Library



Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption Map 5.	Water Board – Map 100 "Plotted in the Sewerage Construction Branch, Department of Works, Sydney , NSW, 1897" Showing lines used for coal trains at Hamilton Junction				
Image year	1897	Image by		Image copyright holder	Newcastle Local Studies Library

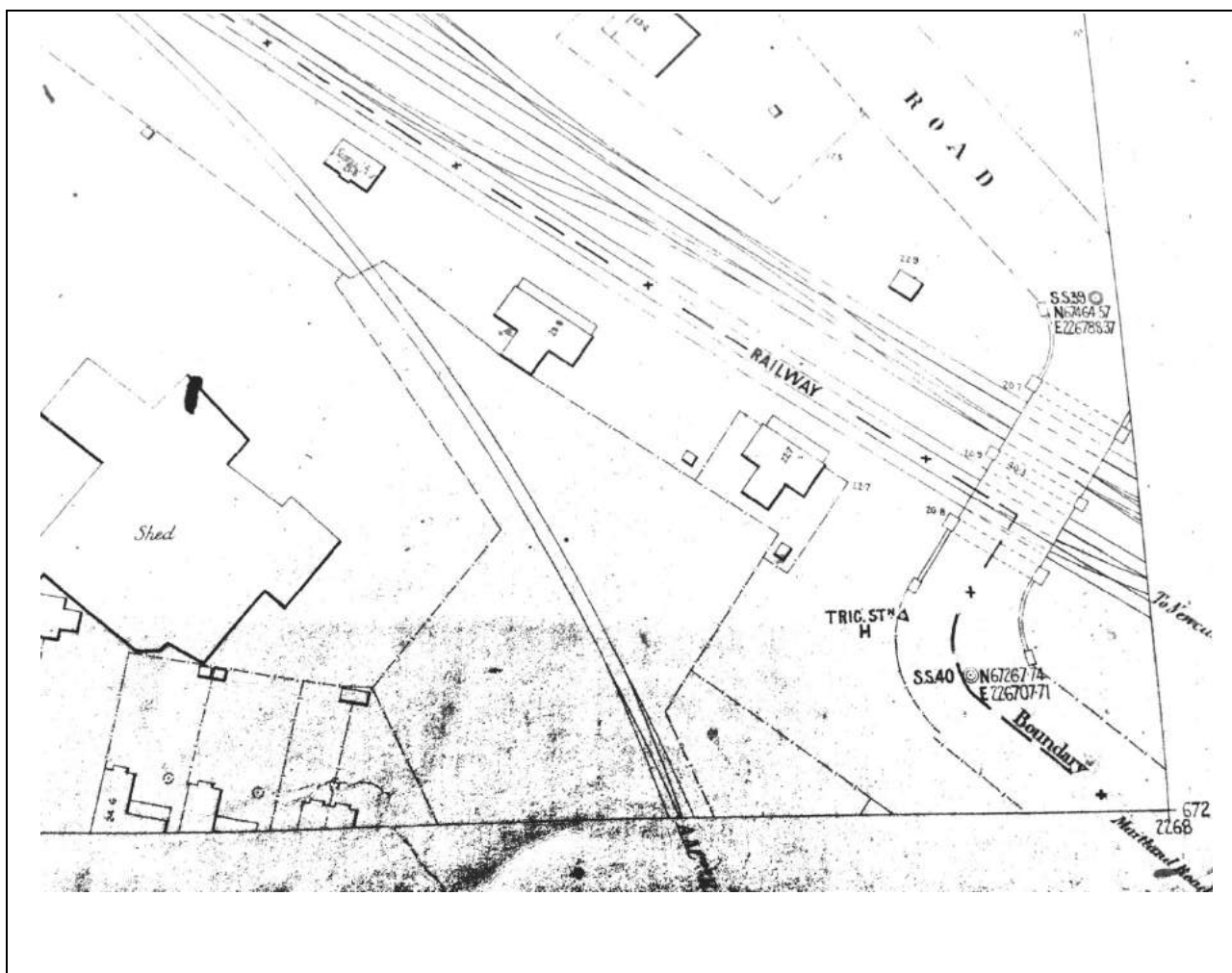


Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption Map 5a.	Water Board – Map 100 “Plotted in the Sewerage Construction Branch, Department of Works, Sydney , NSW, 1897” Showing the High Level Bridge at Islington and Bullock Island Branch Line to the north of the Great Northern Railway, the latter indicated as ‘Railway’ and continuing “to Newcastle”. The line to Bullock Island was designed to be lower than the line of the Great Northern Railway for safety.				
Image year	1897	Image by		Image copyright holder	Newcastle Local Studies Library

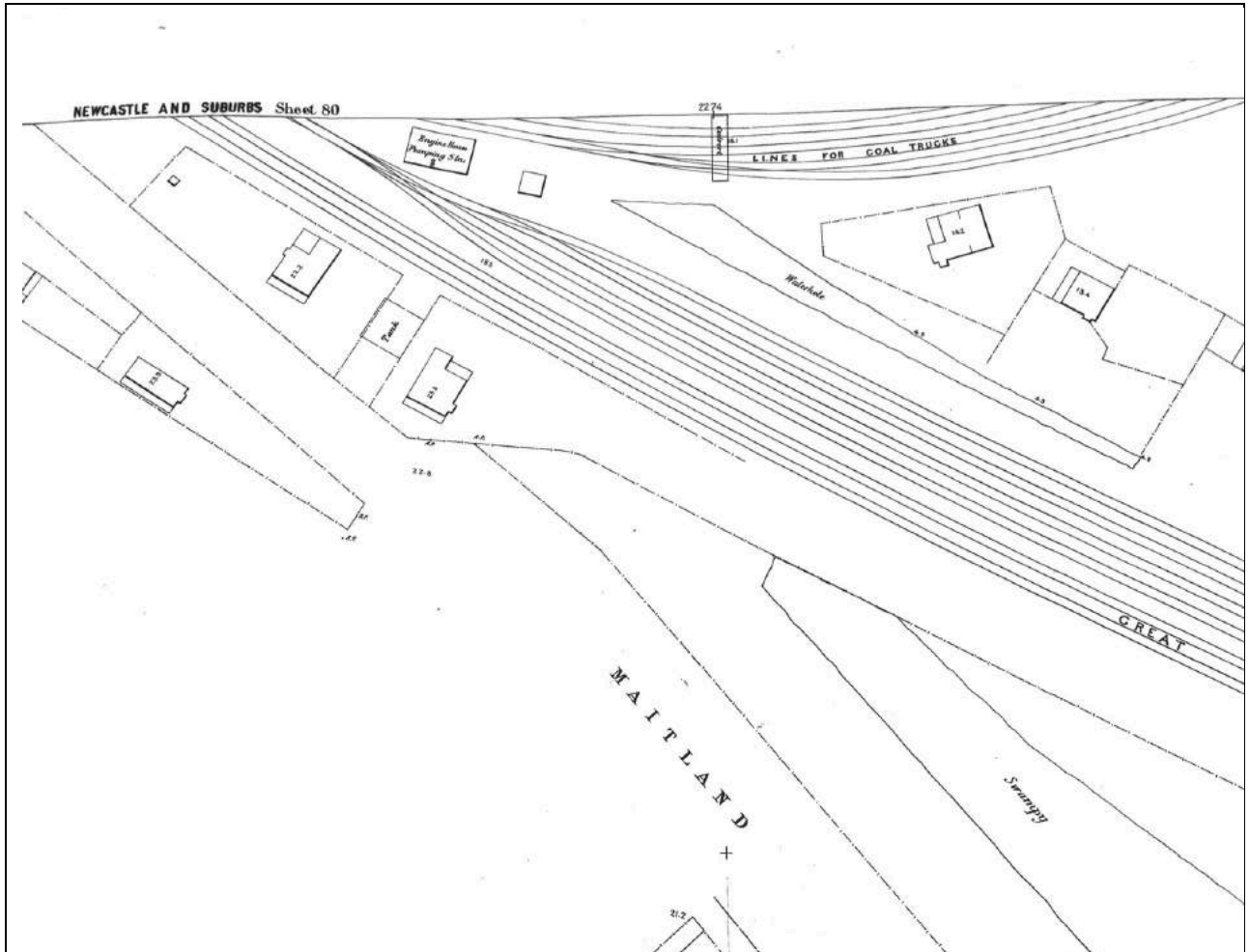


Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption Map 6.	Water Board - Map 80 "Plotted in the Sewerage Construction Branch, Department of Works, Sydney, NSW, 1897" Swampy land evident marked as waterhole to south of the Bullock Island branch, the latter which is noted as "lines for coal trains to the north of the Great Northern Railway. The tank, engine house and pumping station for the supply of water to the hydraulic cranes also shown.				
Image year	1897	Image by		Image copyright holder	Newcastle Local Studies Library

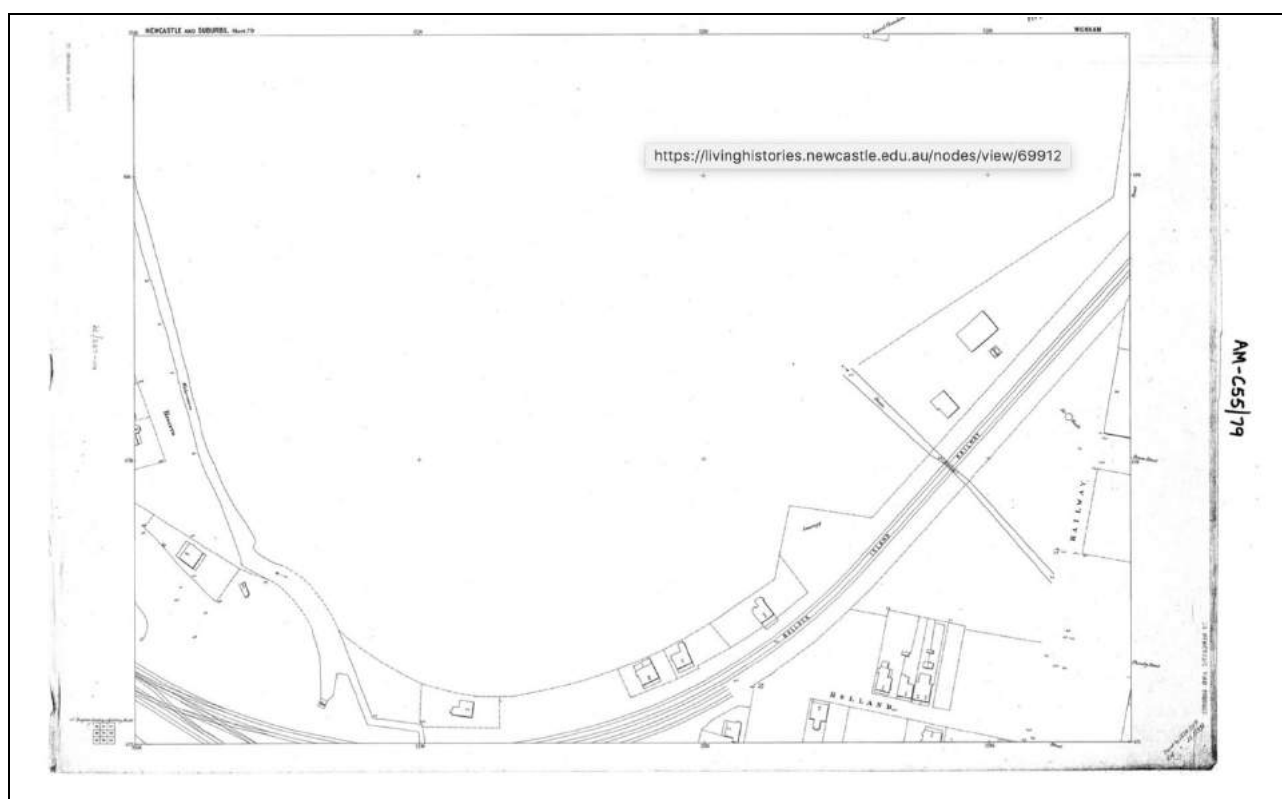


Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption Map 7.	Water Board – Map 79 Showing Bullock Island Railway “Plotted in the Sewerage Construction Branch, Department of Works, Sydney , NSW, 1897” Note that Shed 1 and Shed 2 are not evident in this plan and were built at a later date.				
Image year	1897	Image by		Image copyright holder	Newcastle Local Studies Library



Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption Map 8.	Water Board – Map 57 “Plotted in the Sewerage Construction Branch, Department of Works, Sydney , NSW, 1897” Bullock Island Branch Line <u>not shown</u> . Tramway drawn crossing bridge at Cowper Street				
Image year	1897	Image by		Image copyright holder	Newcastle Local Studies Library

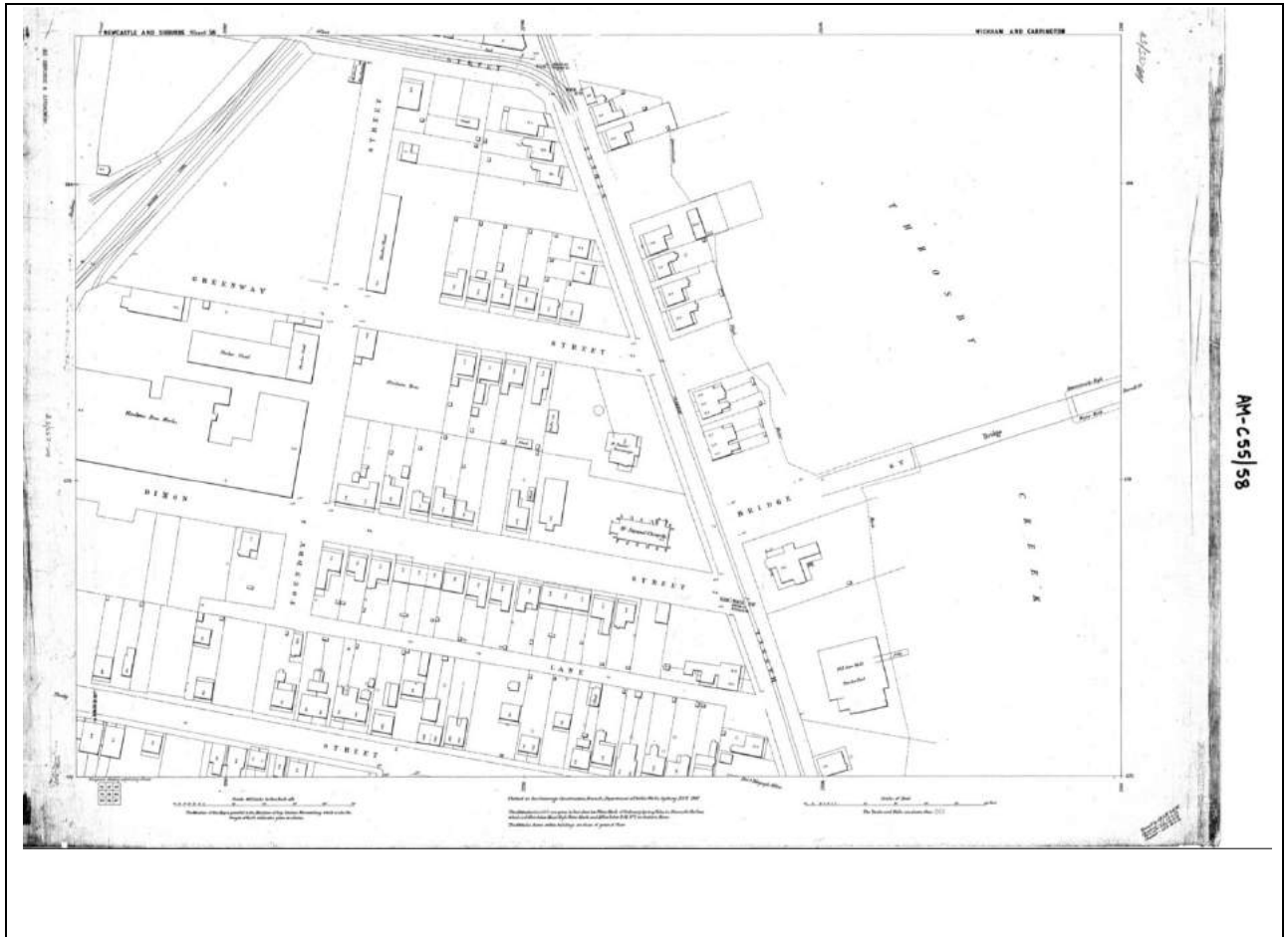


Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption Map 9	Water Board – Map 58 “Plotted in the Sewerage Construction Branch, Department of Works, Sydney , NSW, 1897” Bullock Island Branch Line shown to west of plan and crossing at Albert Street . Three lines shown between Greenway and Albert Street and numerous sidings. Note: second bridge (not Cowper Street) at Bridge Street shown.				
Image year	1987	Image by		Image copyright holder	Newcastle Local Studies Library

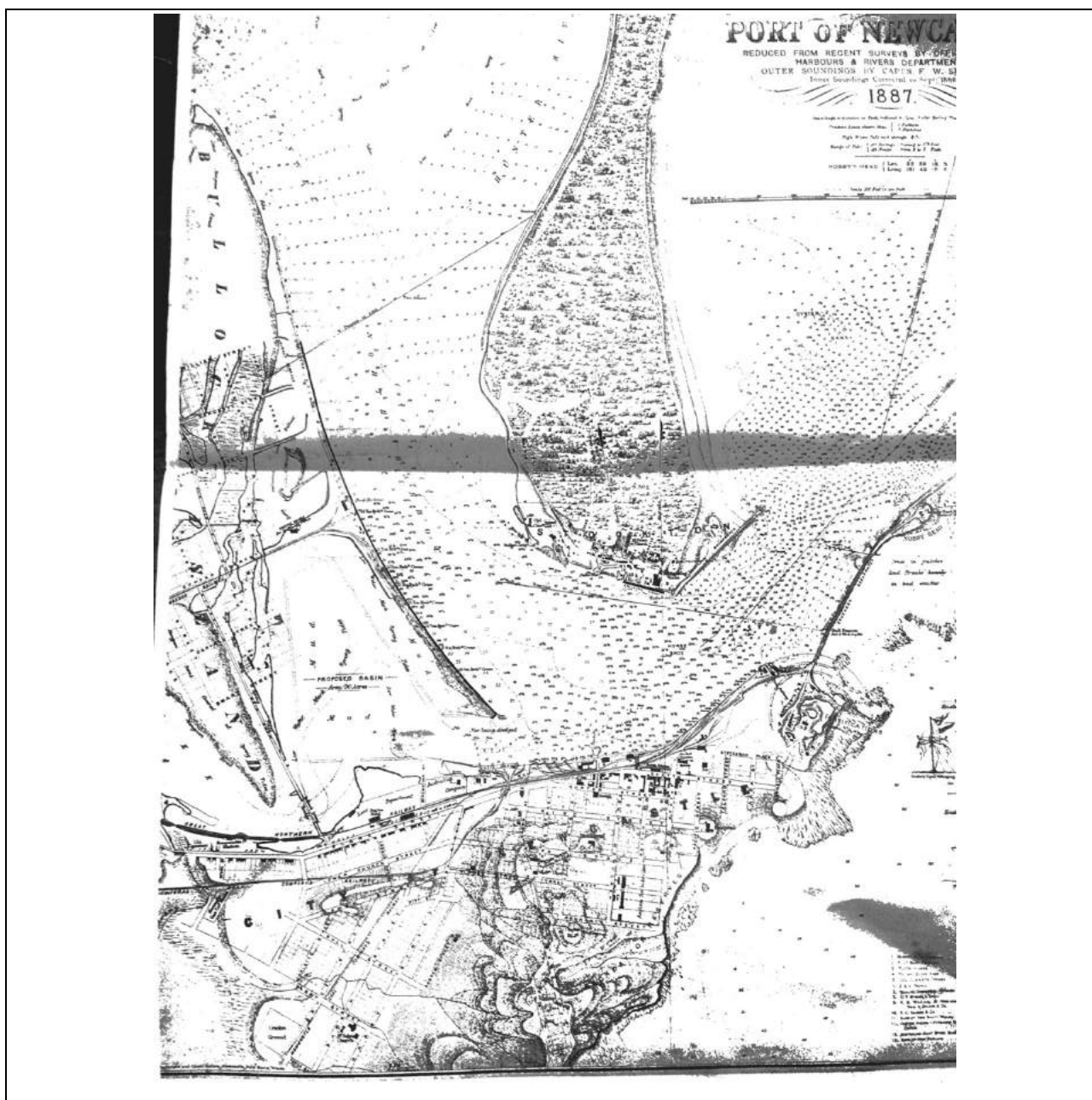


Heritage Data Form

IMAGES - 1 per page

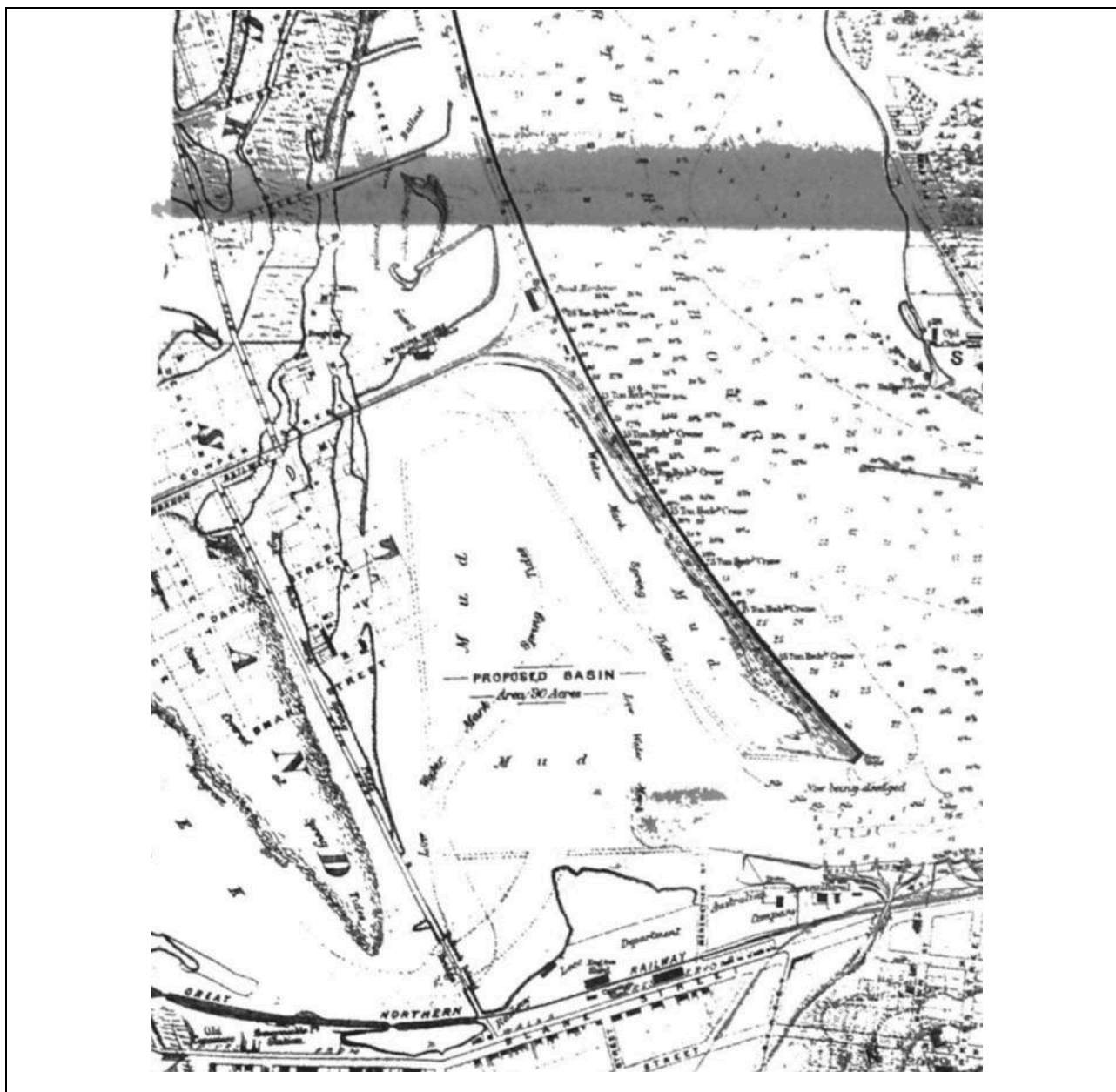
Please supply images of each elevation, the interior and the setting.

Image caption Map 10	Plan of the Port of Newcastle, published by R.C. Knaggs & Co. Showing reclamation of land at Bullock Island, Bullock Island wharves and dyke, and proposed basin. Also shown is Bullock Island Railway.				
Image year	1887	Image by		Image copyright holder	Living Histories



Heritage Data Form

Image caption Map 10a	Plan of the Port of Newcastle, published by R.C. Knags & Co.				
Image year	1887	Image by		Image copyright holder	Living Histories

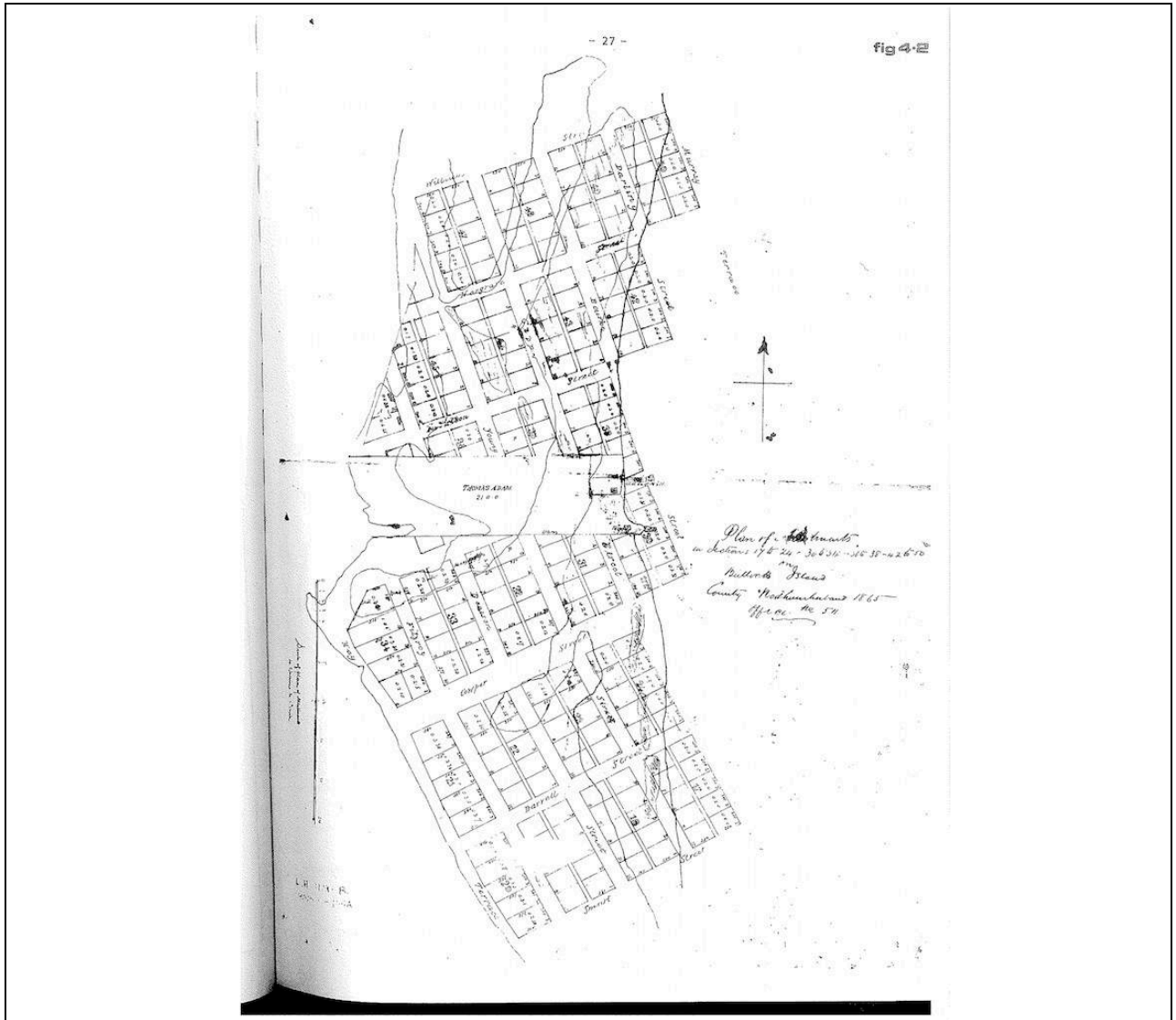


Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption Map 11	Plan showing first subdivision and auction of land in 1865. source: Carrington Study, Environmental Study No. 3 Newcastle Local Studies Library Bullock Island Railway not shown				
Image year	1865	Image by		Image copyright holder	Newcastle Local Studies Library

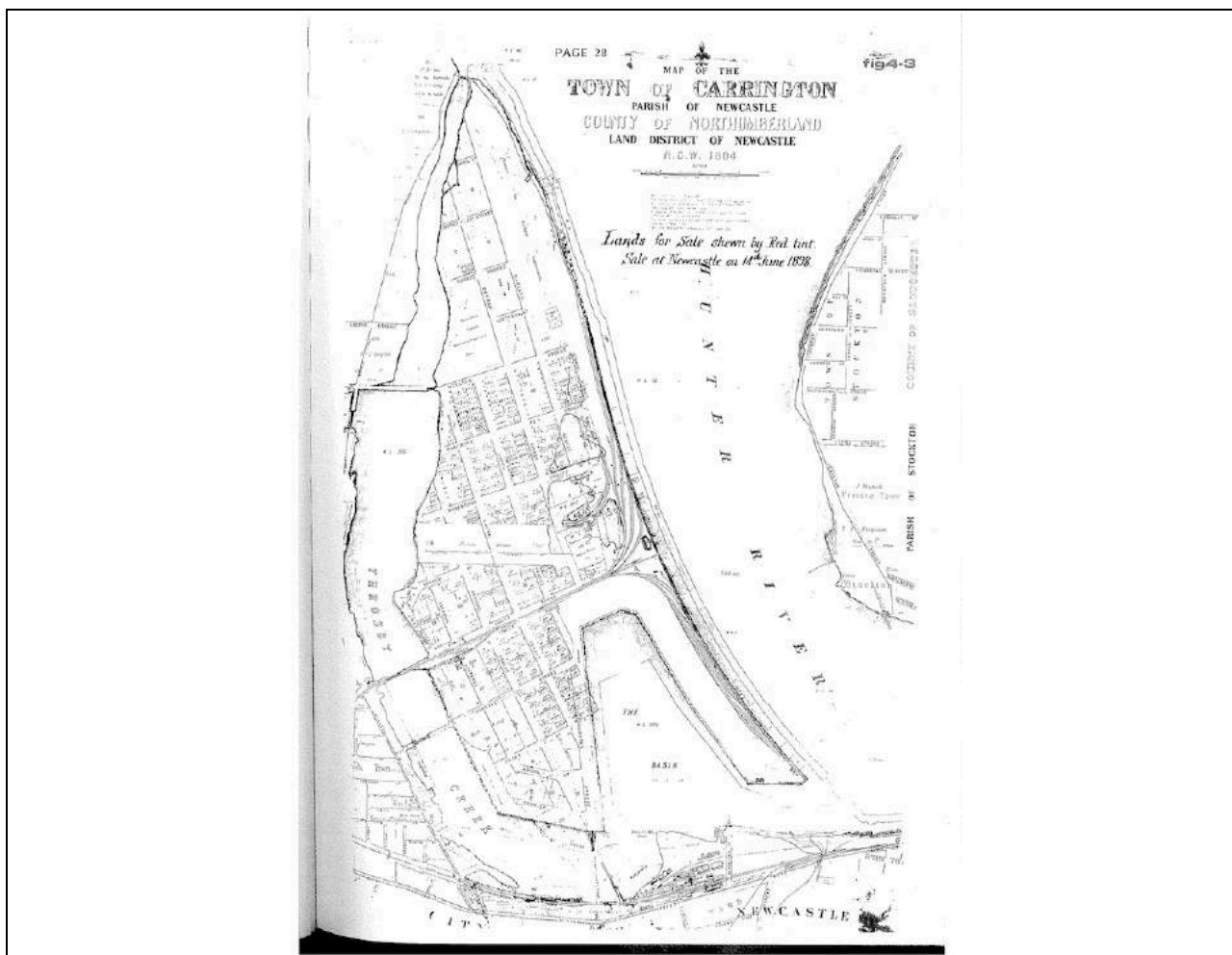


Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

<p>Image caption Map 12</p>	<p>Plan showing land for sale in 1898. Source: Carrington Study, Environmental Study No. 3 Newcastle Local Studies Library Showing Bullock Island Branch Line on Cowper Street bridge and sidings. Source: Hunter Living Histories. Also available 1880, 1881, 1883, 1887, 1888, 1890, 1894, 1895 Earlier plans show Bullock Island Railway not connected to port in 1880, 1881 map. By 1883 Bullock Island railway is shown as connected to port and more railway lines evident parallel to Cowper Street.</p>				
<p>Image year</p>	1898	<p>Image by</p>		<p>Image copyright holder</p>	Hunter Living Histories



IMAGES - 1 per page

Heritage Data Form

Please supply images of each elevation, the interior and the setting.

Image caption Map 13	Sales map for subdivision in Carrington. Bullock Island Branch Line evident on bridge and Cowper St. Siding on Cowper St also to Bullock Island and Wickham Colliery evident. Also evident is the branch line to Linwood Colliery and other lines to the north on western side of bridge from Maryville Colliery. source: Living Histories				
Image year	1901	Image by		Image copyright holder	Newcastle University Cultural Collections

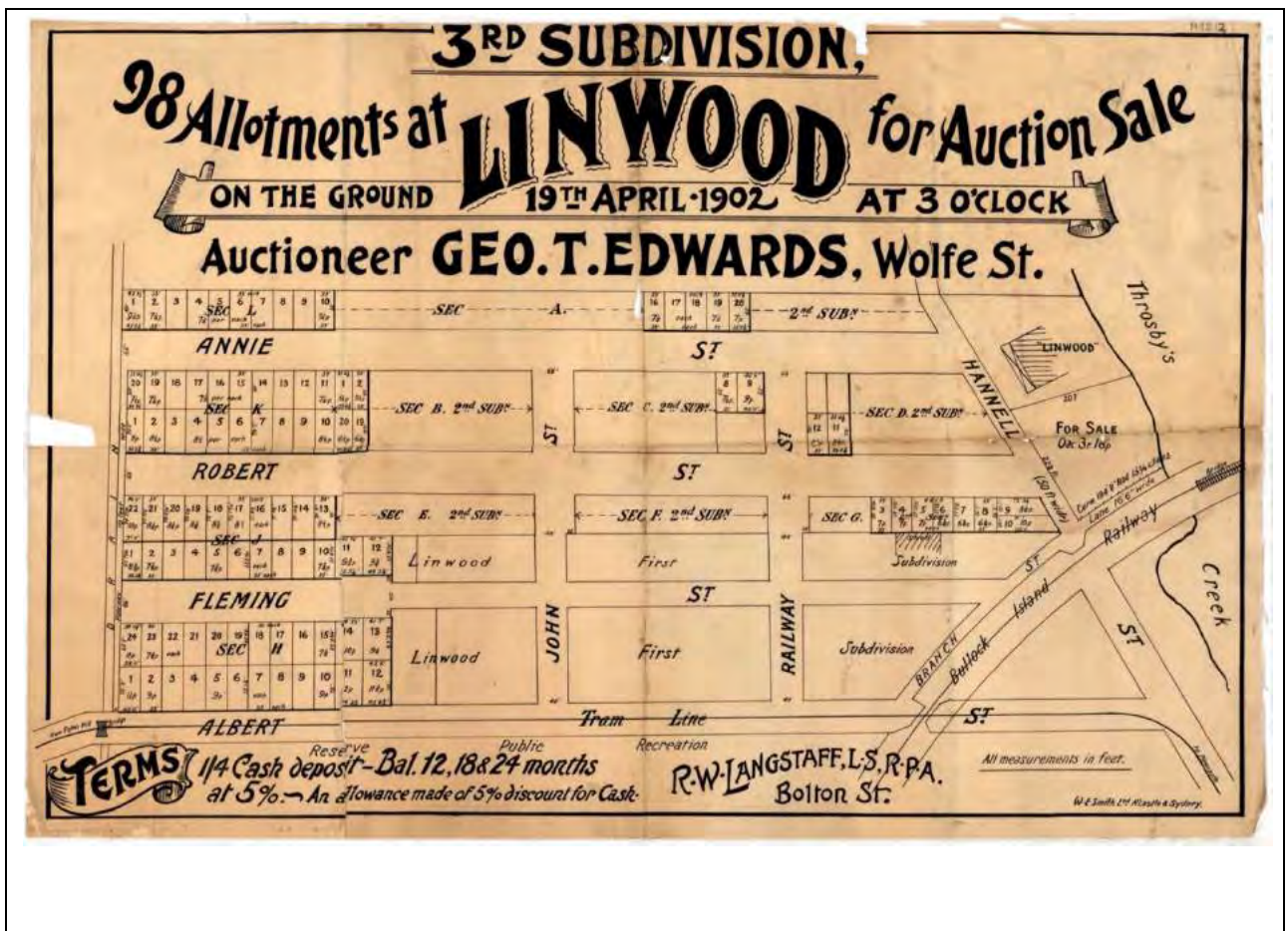


Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption Map 14	Subdivision Sales Map Bullock Island Branch Line evident in Branch Street and Cowper St Bridge source: Living Histories				
Image year	1902	Image by		Image copyright holder	Newcastle University Cultural Collections

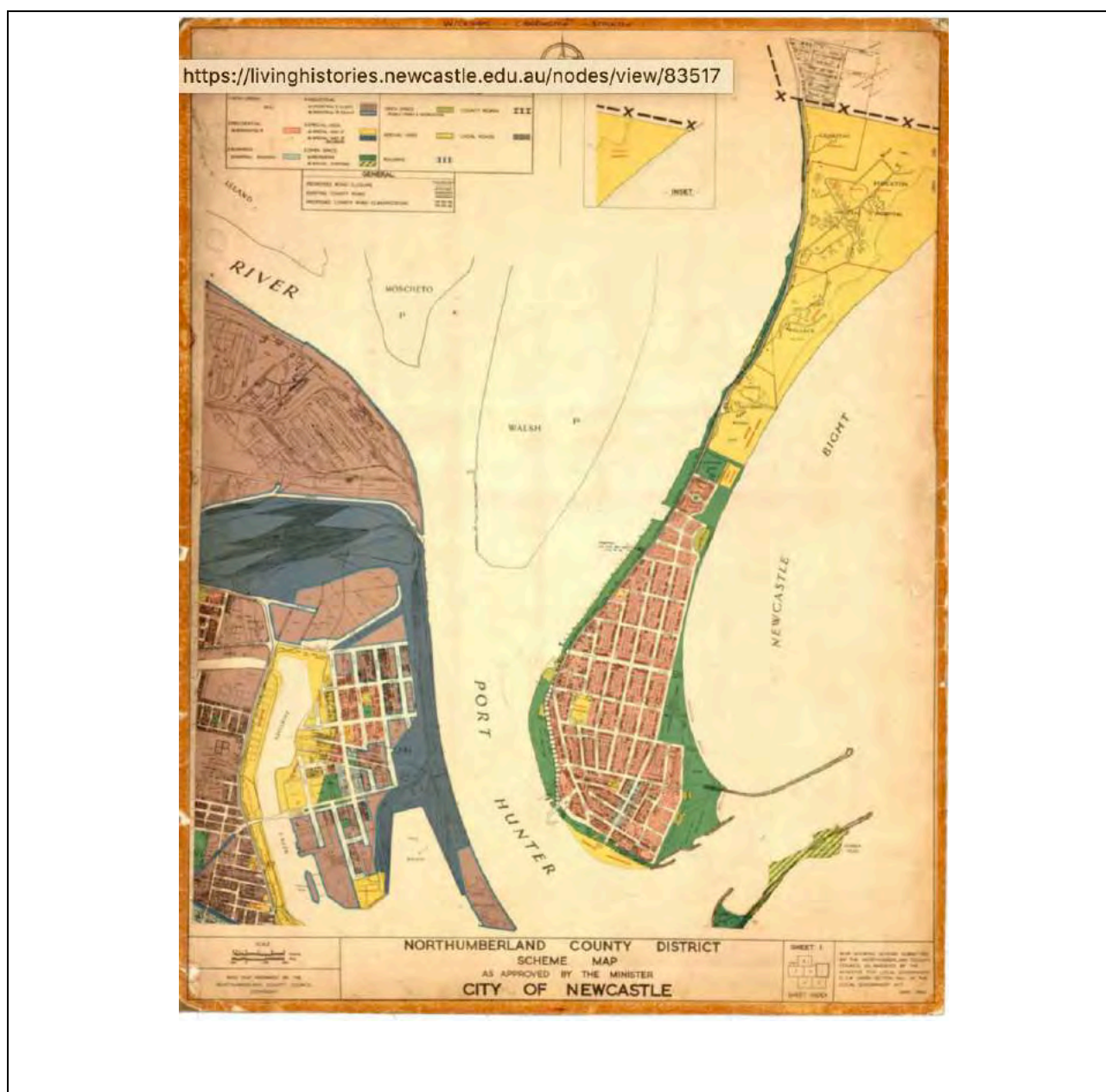


Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption Map 15	Northumberland Scheme Shows the Bullock Island Branch Line removed and a green medium strip dividing Cowper Street.				
Image year	1960	Image by		Image copyright holder	Newcastle University Cultural Collections



Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption Aerial 16	source Hunter Photo Bank. Rail lines are evident in eastern section of Cowper Street. The rail line may still be extant along other section of Cowper Street at this date though unable to decipher. Lines appear to have been removed from Cowper Street bridge.				
Image year	1927	Image by	Kent Collection	Image copyright holder	Newcastle Local Studies Library



Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption Aerial 17	Source Hunter Photo Bank				
Image year	1927	Image by	Kent Collection	Image copyright holder	Newcastle Local Studies Library 074



Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption Aerial 18	The rail line may still be extant along Cowper Street at this date though unable to decipher. Lines appear to have been removed from Cowper Street bridge. Source: Hunter Photo Bank, Hilder Collection				
Image year	nd	Image by	Hilder Collection	Image copyright holder	Newcastle Local Studies Library 003



Heritage Data Form

IMAGES - 1 per page

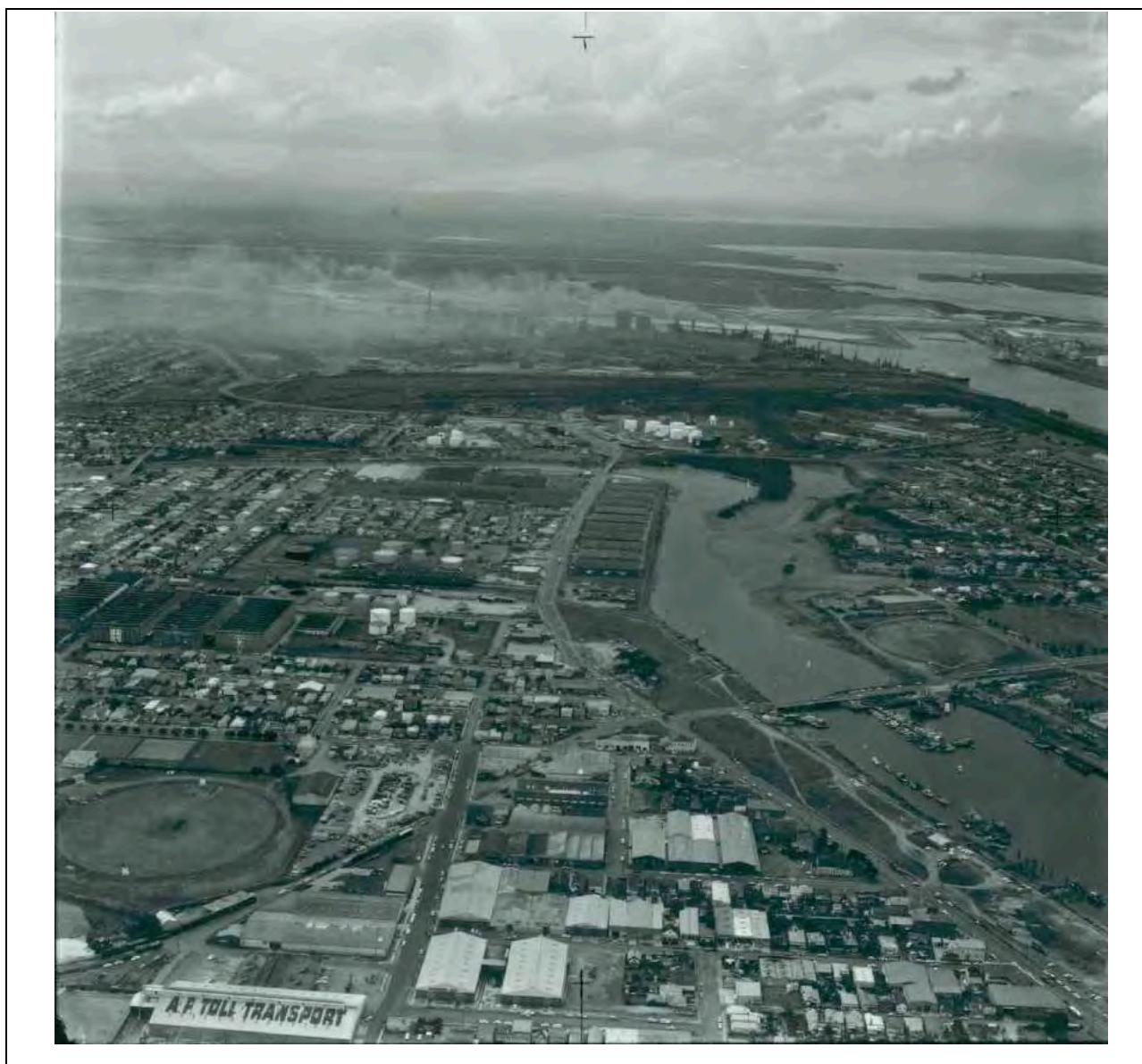
Please supply images of each elevation, the interior and the setting.

Image caption Aerial 19	source: Hunter Photo Bank The rail line may still be extant along oCowper Street at this date though unable to decipher. Lines appear to have been removed from Cowper Street bridge. Hotel on permanent way in Cowper Street built at a later date. Rail lines evident in area of Hudsons/Goninans. Tram and tram lines evident on Cowper Street bridge.				
Image year	1927 1920-1929	Image by Milton Kent	Kent Collection	Image copyright holder	Newcastle Local Studies Library 0074-000026



Heritage Data Form

Image caption Aerial 19a	source: Hunter Photo Bank Railway lines in Cowper Street have been removed. Railway tracks evident in area of Hudsons/Goninans. Carriages also evident and train using track in area of shed 2. Bowling club at Islington junction area evident.				
Image year	nd	Image by		Image copyright holder	Newcastle Local Studies Library 0003 -00027 W202



Heritage Data Form

Image caption Aerial 19b	source: Crown Copy NSW Lands Photo Track has been removed in Cowper Street. Track evident only in area of High Level Bridge and Bowling Club at Islington Junction.				
Image year	1983	Image by	Crown	Image copyright holder	Newcastle Local Studies Library



Heritage Data Form

Image caption Aerial 19c	source: Hunter Photo Bank Railway tracks evident in area of Hudsons/Goninans. Shed 2 and Shed 1 not evident. High Level Bridge and evidence of embankment and rail lines. Water tanks at Islington Junction have been removed, though the building containing the engine house and pumping station are still evident.				
Image year	1927 1920-1929	Image by Milton Kent	Kent Collection	Image copyright holder	Newcastle Local Studies Library 0074-000033

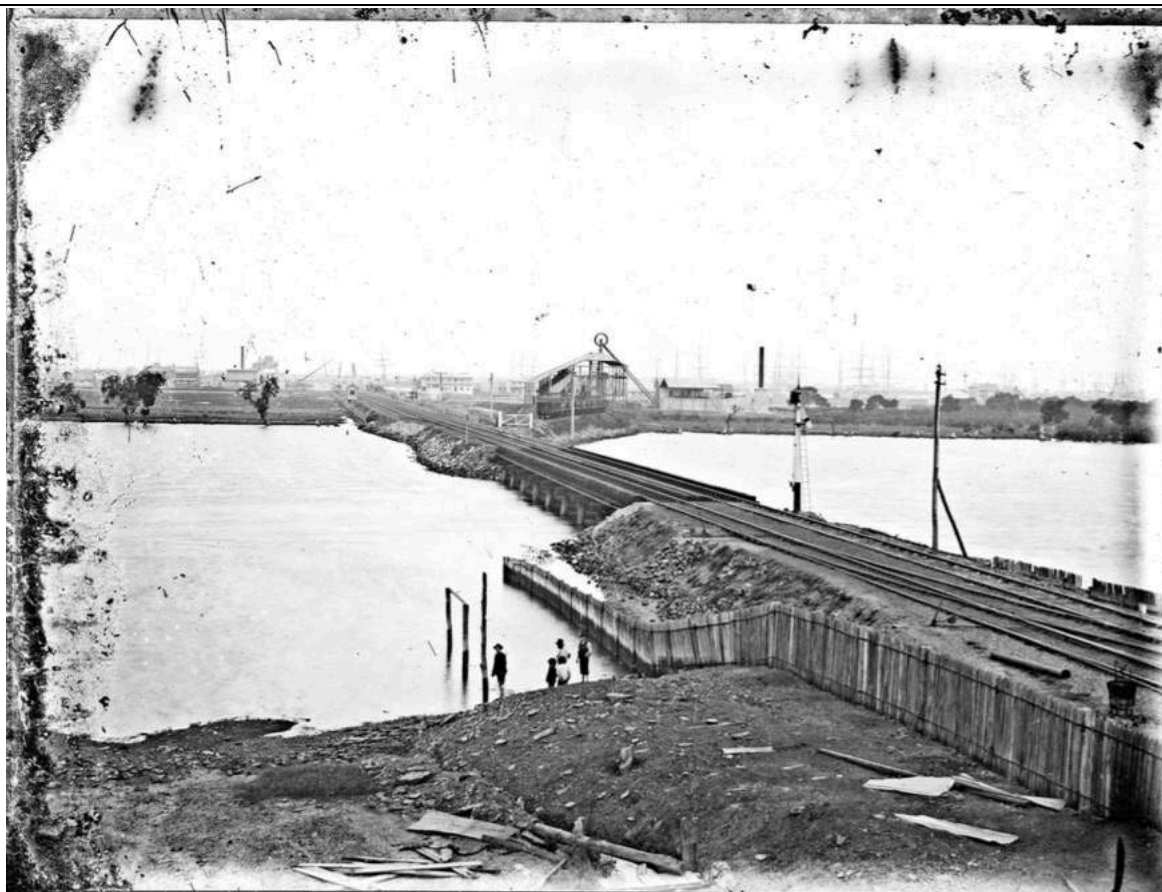


Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption Bridge 20	Cowper Street Bridge, Carrington Shows bridge and Wickham and Bullock Island Mine to the right of the photograph with branch line to mine evident. The main Bullock Island branch line continues past the mine to the Bullock Island wharves. source: Living Histories				
Image year	nd	Image by	Ralph Snowball Collection 1849- 1925	Image copyright holder	Cultural Collections



Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption Railway 21	Bullock Island Branch Line junction with the Great Northern Railway viewed from Islington High Level Bridge. The Bullock Island Branch Line is shown diverting from the main rail line to the left of the photograph This station was "fed by a natural spring which supplied water to Honeysuckle and Hamilton locomotive depots, as well as the Carrington hydraulic power station powering the coal-loading cranes at The Dyke." The tanks stored the water which was piped to The Dyke.				
Image year	nd	Image by	Ralph Snowball	Image copyright holder	Cultural Collections



Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption Railway 22	Bullock Island Junction, Islington Water Tower evident in early photo and later photo showing bowling club and water tower removed.				
Image year	nd	Image by	Bert Lovett Collection	Image copyright holder	Cultural Collections

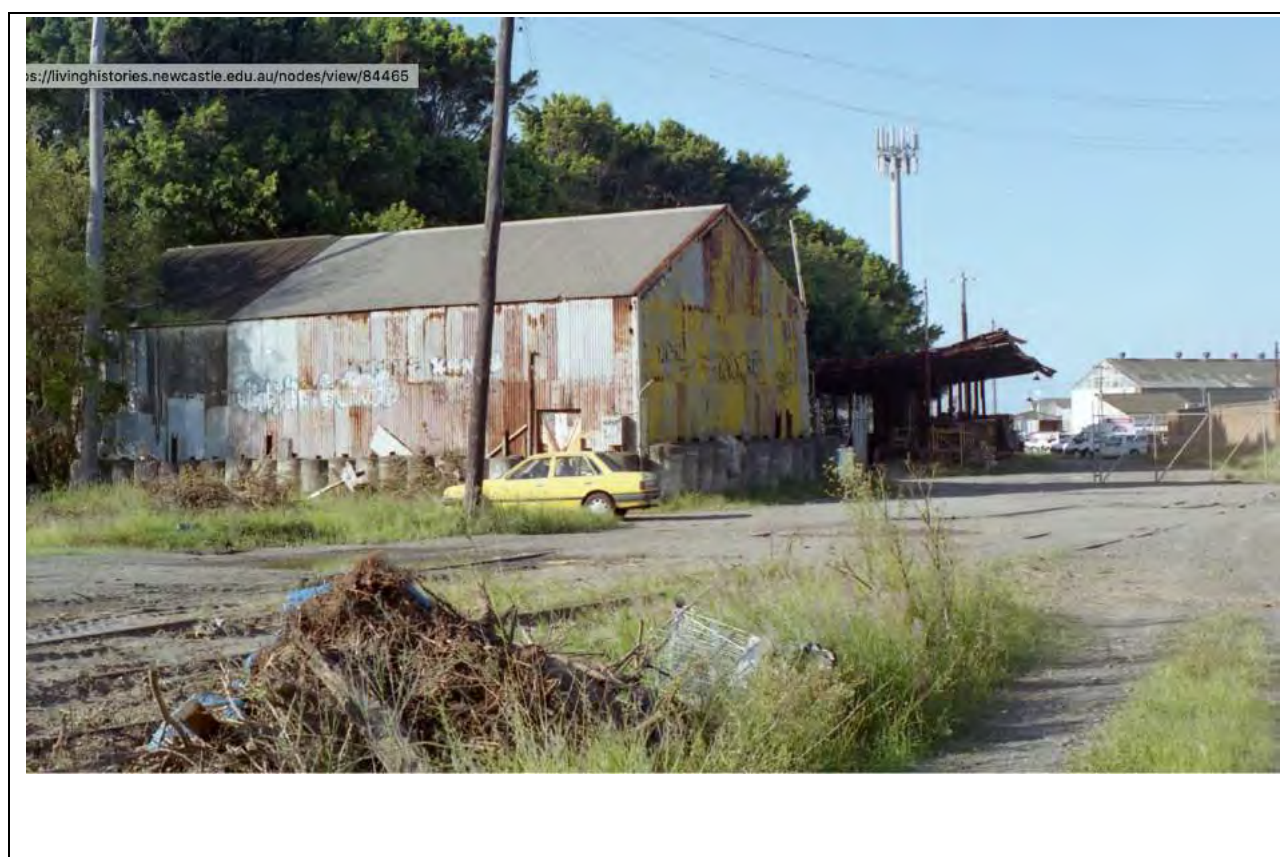


Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption Railway 23	Bullock Island Branch Line Railway lines evident Refer to recent photograph (image 82) for comparison, November 2018				
Image year	nd	Image by	Peter Sanson Collection	Image copyright holder	Cultural Collections



Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption Railway 24	Bullock Island Branch Line Railway lines in process of been removed. Refer to photograph taken in 2018 showing Shed 1 (Image 78)				
Image year	nd	Image by	Peter Sanson Collection	Image copyright holder	Cultural Collections



Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption 25	Siding on the Bullock Island Branch Line.				
Image year	1981	Image by	Peter Sansom Collection	Image copyright holder	Cultural Collections

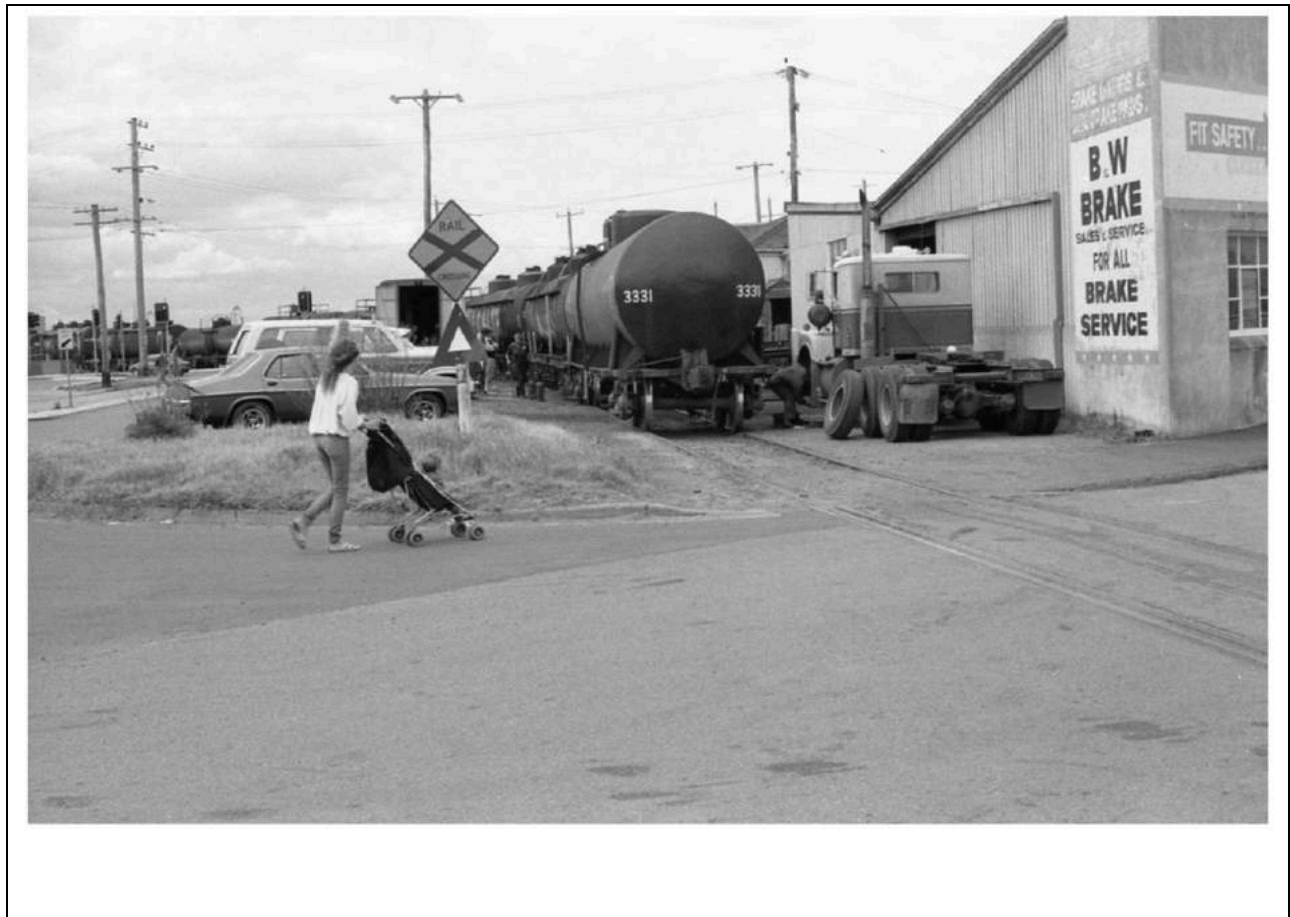


Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption 26	Bullock Island Branch Line Showing derailment on the Bullock Island Branch Line.				
Image year	nd	Image by	Peter Sansom Collection	Image copyright holder	Cultural Collections



Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption 27	Hudson Brothers Limited "...The premises of Hudson Brothers Limited, railway wagon builders and timber merchants, can be seen in the background. The Hudson Brothers establishment at Wickham produced all kinds of railway rolling stock and machinery & iron requisites. " Bullock Island Branch Line and surrounding timber paling fence and post and rail fence evident				
Image year	nd	Image by	Ralph Snowball Collection	Image copyright holder	Cultural Collections



Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption 28	A. Goninan and Company Ltd Engineers				
Image year	c1906	Image by	Ralph Snowball	Image copyright holder	Cultural Collections

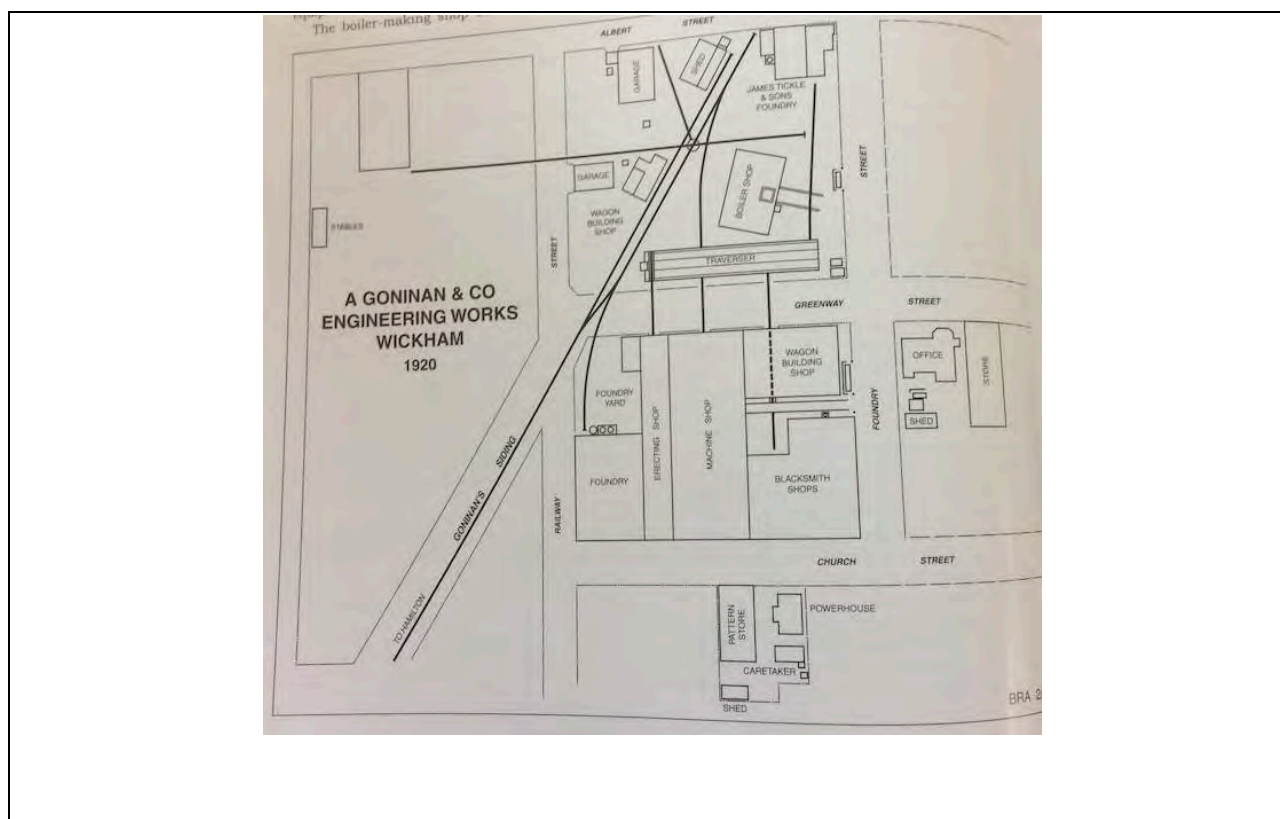


Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption 29	Plan of A Goninan and Company Ltd Engineers engineering Works Shows Goninan's siding which was part of the Bullock Island Branch Line and continued to operate after the closure of the latter. source: Coal, railways and mines the colliery railways of the Newcastle district and the early coal shipping facilities, Andrews, Brian Robert, 2009 p 408				
Image year	1920	Image by	Brian Andrews	Image copyright holder	Local Studies Library



Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption 30	Wickham and Bullock Island Colliery and sidings				
Image year	1894	Image by	Ralph Snowball Collection	Image copyright holder	Cultural Collections

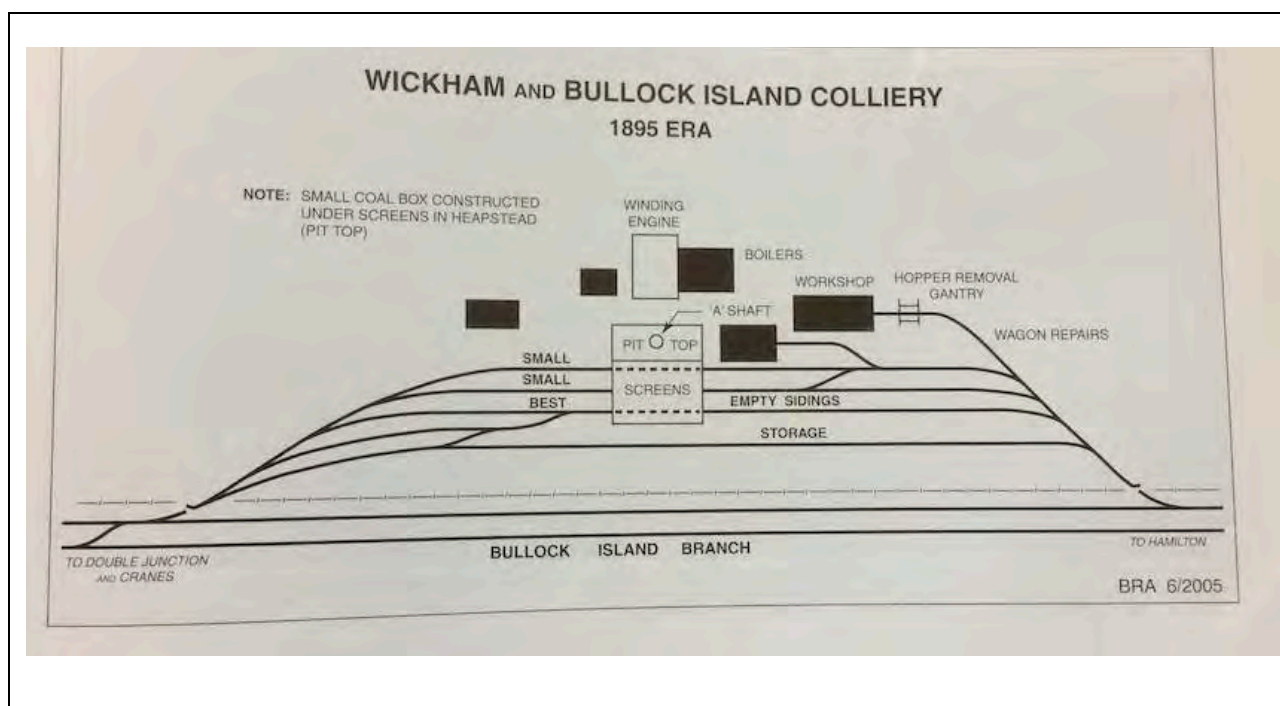


Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption 31	Wickham and Bullock Island Colliery and sidings source: Coal, railways and mines the colliery railways of the Newcastle district and the early coal shipping facilities, Andrews, Brian Robert, 2009, p451				
Image year	1895	Image by	Brian Andrews	Image copyright holder	Cultural Collections

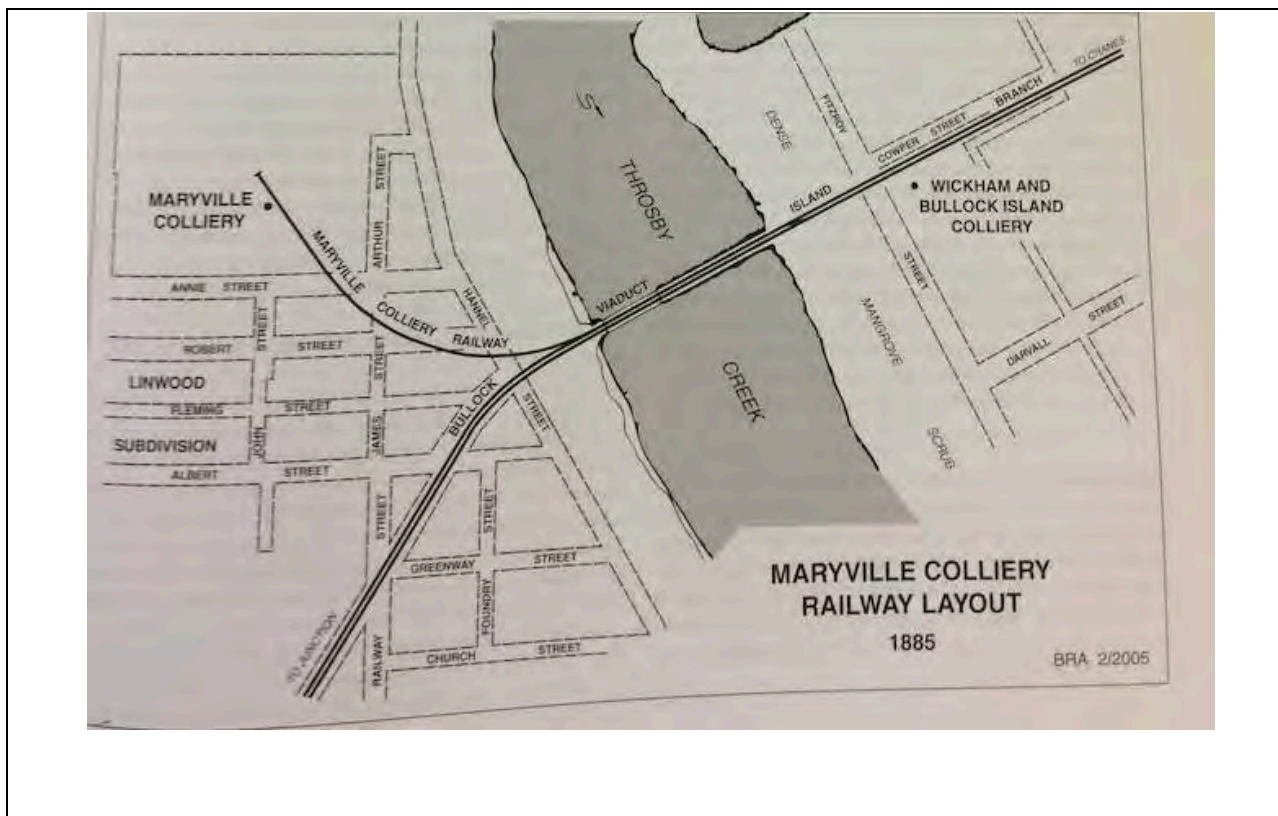


Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption 32	Maryville Colliery Plan showing the Maryville Colliery line branching from the Bullock Island Branch Line near the Cowper Street bridge. source: Coal, railways and mines the colliery railways of the Newcastle district and the early coal shipping facilities, Andrews, Brian Robert, 2009				
Image year	1885	Image by	Brian Andrews	Image copyright holder	Newcastle Local Studies



Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption 33	Ferndale Colliery source: Coal, railways and mines the colliery railways of the Newcastle district and the early coal shipping facilities, Andrews, Brian Robert, 2009				
Image year	1894	Image by	Brian Andrews	Image copyright holder	Newcastle Local Studies

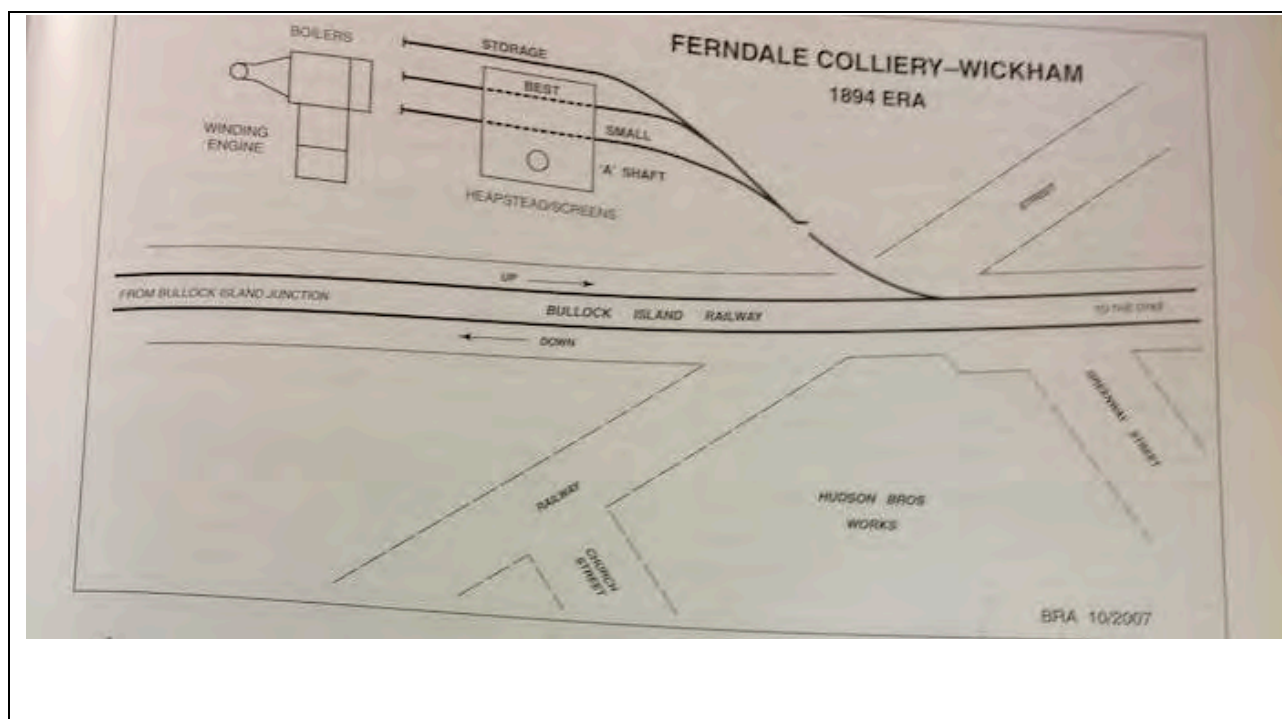


Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption 34	Ferndale Colliery Showing the three sidings from the Bullock Island Branch Line. source: Coal, railways and mines the colliery railways of the Newcastle district and the early coal shipping facilities, Andrews, Brian Robert, 2009				
Image year	1894	Image by	Brian Andrews	Image copyright holder	Newcastle Local Studies Library



Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption 35	Hetton Colliery source: Coal, railways and mines the colliery railways of the Newcastle district and the early coal shipping facilities, Andrews, Brian Robert, 2009, p465				
Image year	1897	Image by	Ralph Snowball	Image copyright holder	Newcastle Local Studies Library

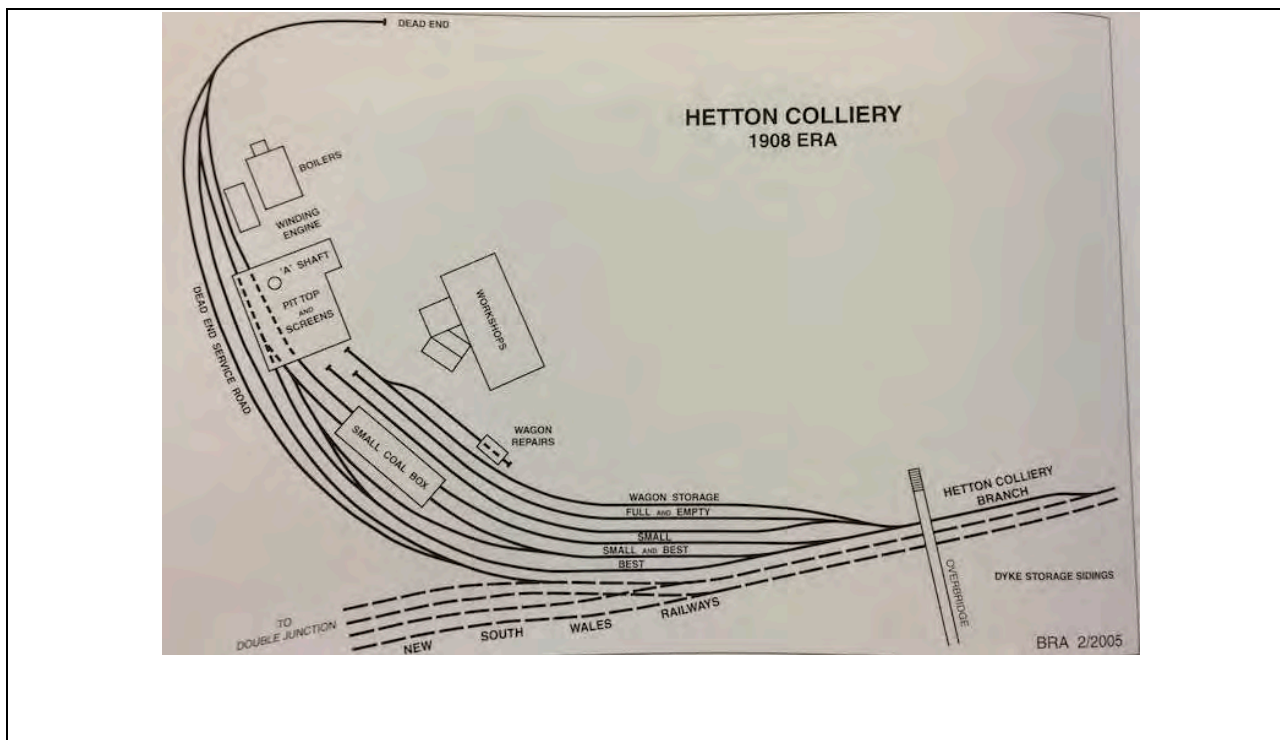


Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption 36	Hetton Colliery Plan showing sidings at Hetton Colliery source: Coal, railways and mines the colliery railways of the Newcastle district and the early coal shipping facilities, Andrews, Brian Robert, 2009,p465				
Image year	1908	Image by	Brian Andrews	Image copyright holder	Cultural Collections



Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption 37	Carrington, Newcastle Port showing The Dyke. Bullock Island Railway formed a junction here.				
Image year	nd	Image by	John Turner	Image copyright holder	Cultural Collections



Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption 042	View looking east from Islington bridge (known as High Level Bridge) showing the Great Northern Railway. The Bullock Island Branch Line north (left) of the Great Northern Line and branched here towards Bullock Island. An embankment indicates the area of the Bullock Island line and the railway lines have been removed here.				
Image year	2018	Image by	Elizabeth Evans	Image copyright holder	Newcastle Council



Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption 043	View looking east from Islington bridge known as High Level Bridge looking Up-line. The Bullock Island Branch Line has been removed and an embankment to the middle of the photograph indicates the area of the Bullock Island line.				
Image year	2018		Elizabeth Evans		Newcastle Council

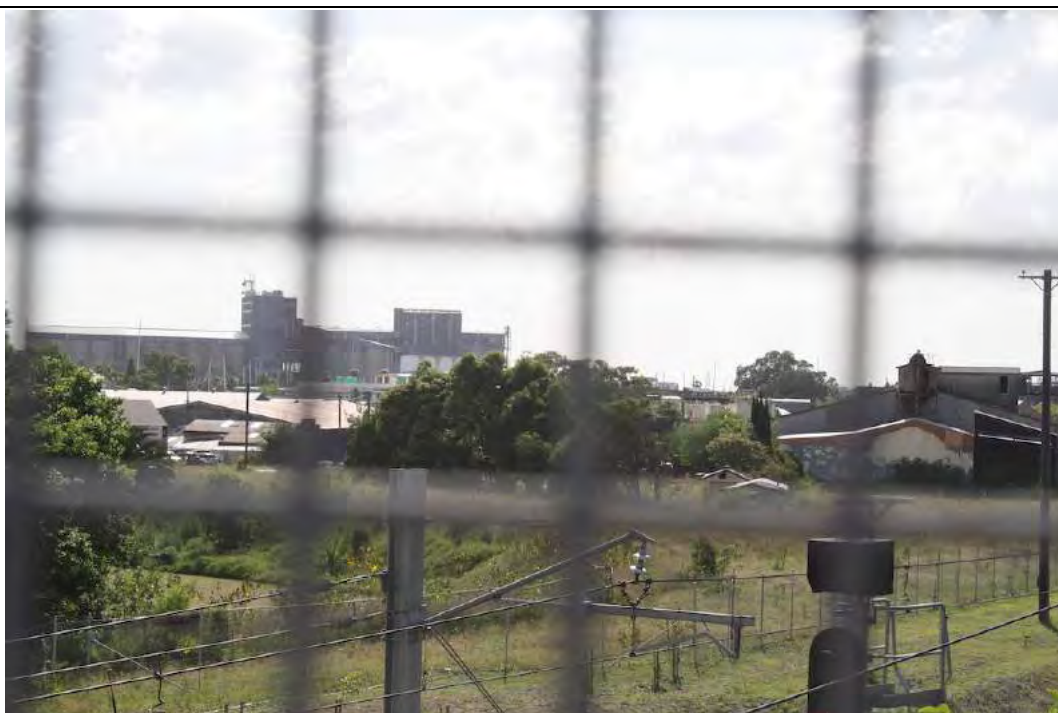


Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption 045	View east from Islington bridge known as High Level Bridge showing the Great Northern Railway in the foreground looking Up-line. The Bullock Island Branch Line has been removed and an embankment indicates the area of the Bullock Island line.				
Image year	2018		Elizabeth Evans		Newcastle Council



Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption 046	View looking north-east from Pacific Highway showing the Great Northern Railway in the foreground looking Up-line. The Bullock Island Branch Line branched from here towards Bullock Island. The railway lines have been removed and an embankment indicates the area of the Bullock Island line.				
Image year	2018		Elizabeth Evans		Newcastle Council



Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption 058	View from Wickham Park looking south-east towards railway embankment of Bullock Island Branch Line. The top of the embankment is located in middle ground to the front of line of trees.				
Image year	2018		Elizabeth Evans		Newcastle Council



Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption 064	View from vicinity of Islington Bridge looking north-east along railway embankment of Bullock Island Branch Line looking Up-line.				
Image year 064	2018		Elizabeth Evans		Newcastle Council



Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption 068	View of Islington Bridge looking west (Down- line) along Bullock Island Branch Line railway embankment looking Down-line				
Image year	2018		Elizabeth Evans		Newcastle Council



Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption 066	View looking west along Bullock Island Branch Line embankment towards Islington Bridge looking Down-line.				
Image year	2018		Elizabeth Evans		Newcastle Council



Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption 082	View looking south -west in direction of Islington Bridge along Bullock Island Branch Line embankment looking Down-line. Note rail line has been removed.				
Image year	2018		Elizabeth Evans		Newcastle Council



Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption 076	View looking north-east along the route of Bullock Island Branch Line now used as car park area looking Up-line. Note partial sections of railway including sidings are evident. The steel framed structure to the left of the photograph is likely to be associated with the railway use as it appears to have been used as a siding.				
Image year	2018		Elizabeth Evans		Newcastle Council



Heritage Data Form

Image caption 078	View of Shed 1. This shed was built after 1927 and is therefore no associated with the use of the Bullock Island Branch Line for coal transport.				
Image year	2018		Elizabeth Evans		Newcastle Council



Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption 084	View looking north-east along the route of Bullock Island Branch Line now used as car park area looking Up-line. Note partial sections of railway including sidings are evident. The steel framed structure (Shed 2) to the left of the photograph was built after 1927.				
Image year	2018		Elizabeth Evans		Newcastle Council



Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption 143	View looking south-west along the route of Bullock Island Branch Line now used as car park area looking Down-line. Note partial sections of railway including sidings are evident. The steel framed structure to the right of the photograph is likely to be associated with the railway use as it appears to have been used as a siding.				
Image year	2018		Elizabeth Evans		Newcastle Council

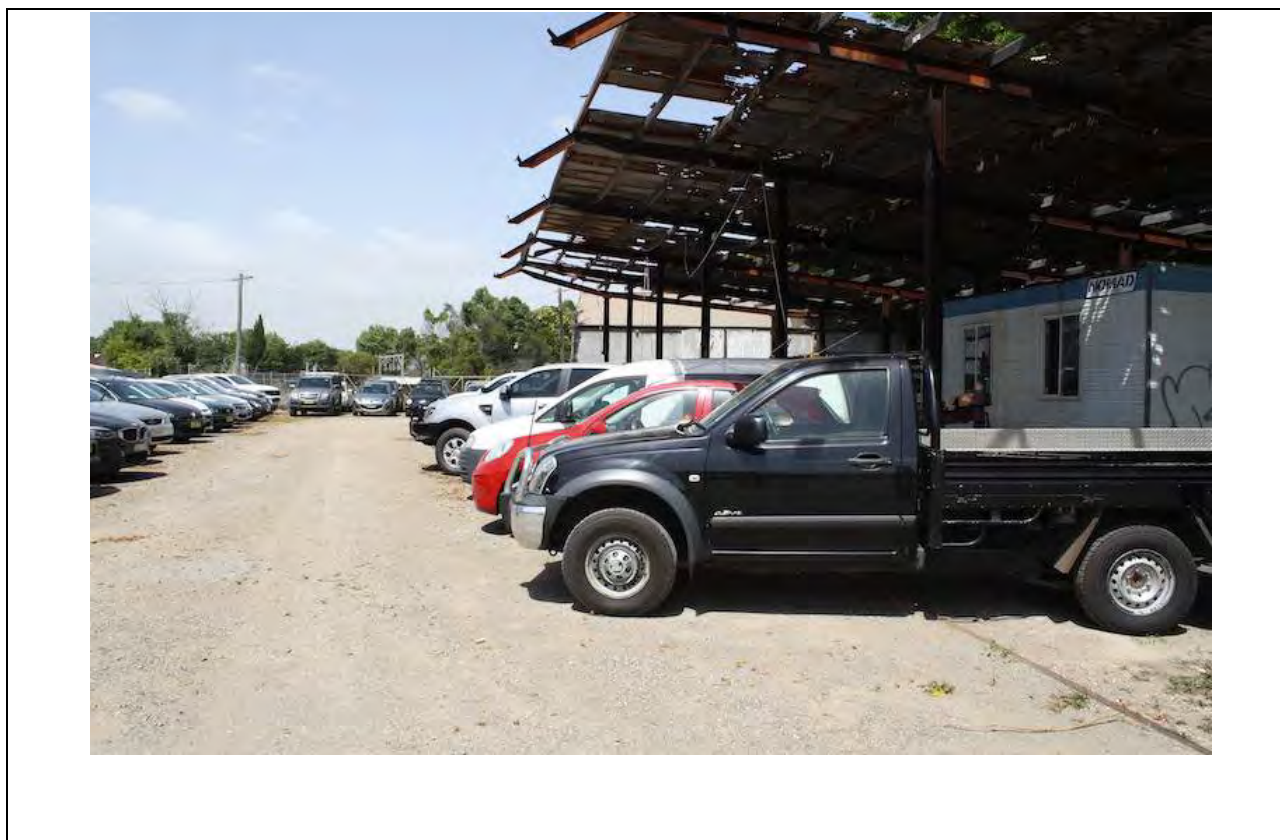


Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption 120	View looking south-west along the route of Bullock Island Branch Line now used as car park area looking Down-line Note partial sections of railway including sidings are evident. The steel framed structure (Shed 2) to the right of the photograph was built after 1927.				
Image year	2018		Elizabeth Evans		Newcastle Council



Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption 109	View looking north-east along the route of Bullock Island Branch Line now used as car park area looking Up-line. Note partial sections of railway including sidings are evident. The steel framed structure (Shed 2) to the right of the photograph was built after 1927.				
Image year	2018		Elizabeth Evans		Newcastle Council



Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption 118	View looking north-east along the route of Bullock Island Branch Line now used as car park area looking Up-line. Note partial sections of railway including sidings are evident. The steel framed structure (Shed 2) to the right of the photograph was built after 1927.				
Image year	2018		Elizabeth Evans		Newcastle Council



Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption 103	Machinery in vicinity of steel framed building. Unknown use.				
Image year	2018		Elizabeth Evans		Newcastle Council



Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption 102	Machinery in vicinity of steel framed building (Shed 2). Unknown use.				
Image year	2018		Elizabeth Evans		Newcastle Council



Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption 129	Deteriorated steel column on steel framed building (Shed 2)				
Image year	2018		Elizabeth Evans		Newcastle Council



Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption 128	Deteriorated roof cladding on steel framed building (Shed 2)				
Image year	2018		Elizabeth Evans		Newcastle Council



Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption 134	View of fabric including timber and steel in carpark area in vicinity of Bullock Island Branch Line				
Image year	2018		Elizabeth Evans		Newcastle Council



Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption 134	View of fabric including rail line and dog spike located in car park area.				
Image year 101	2018		Elizabeth Evans		Newcastle Council



Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption 148	Brick wall located parallel and the south-east of the Bullock Island Branch Line looking Down-line.				
Image year	2018		Elizabeth Evans		Newcastle Council



Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption 152	Brick wall located to the east of the Bullock Island Branch Line looking Down-line This section of wall diverges south of the Bullock Island Branch Line and does not run parallel to the lines.				
Image year	2018		Elizabeth Evans		Newcastle Council



Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption 146	Bullock Island Branch Line showing dual lines that is likely to indicate a siding in this area looking Up-line These rail lines are located at the intersection of Railway and Greenway Streets				
Image year	2018		Elizabeth Evans		Newcastle Council



Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption 166	Bullock Island Branch Line showing dual railway lines at intersection of Greenway and Railway Streets looking Down-line.				
Image year	2018		Elizabeth Evans		Newcastle Council



Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption 167	Bullock Island Branch Line showing dual lines looking north-east looking Up-line. These rail lines are located within private property.				
Image year	2018		Elizabeth Evans		Newcastle Council



Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption 159	Bullock Island Branch Line showing dual lines looking south-west looking Down-line. These rail lines are located within private property.				
Image year	2018		Elizabeth Evans		Newcastle Council



Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption 170	Bullock Island Branch Line showing dual lines looking south-west towards Railway St, Down-line. These rail lines are located within private property. This area was Hudson's and in later years used by Gonin's.				
Image year	2018		Elizabeth Evans		Newcastle Council



Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption 171	Bullock Island Branch Line showing dual lines looking north-east towards Albert Street, Up-line. These rail lines are located within private property.				
Image year	2018		Elizabeth Evans		Newcastle Council



Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption 161	Railway line in vicinity of Albert St showing cut, looking Up-line				
Image year	2018		Elizabeth Evans		Newcastle Council



Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption 172	Brick wall in Albert Street. Aerial photographs show a building in the area and this appears no to be associated with the rail line.				
Image year	2018		Elizabeth Evans		Newcastle Council



Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption 173	Brick remnant in Albert Street. This is also the location where the rail lines for the Bullock Island Branch Line heading north-east have been cut.				
Image year	2018		Elizabeth Evans		Newcastle Council



Heritage Data Form

Image caption 174	View north-east in Branch Street looking towards Hannel Street and Cowper Street bridge looking Up-line. No rails are evident here.				
Image year	2018		Elizabeth Evans		Newcastle Council



Heritage Data Form

Image caption 175	View south-west from Carrington and former Bullock Island showing later Cowper Street bridge, looking Down-line. No evidence of the former railway bridge or rail lines are evident.				
Image year	2018		Elizabeth Evans		Newcastle Council



Heritage Data Form

Image caption 176	Remnant in area to south of Cowper Street Bridge, Carrington. This appears to be a wharf pier.				
Image year	2018		Elizabeth Evans		Newcastle Council



Heritage Data Form

Image caption 177	Remnant in Cowper Street South that could potentially be a railway sleeper.				
Image year	2018		Elizabeth Evans		Newcastle Council



Heritage Data Form

Image caption 181	View west along Cowper Street South looking Down-line. No remnant rails are evident.				
Image year	2018		Elizabeth Evans		Newcastle Council



Heritage Data Form

Image caption 184	View east along Cowper Street medium strip looking Up-line. The earth mound is later earthworks since the closure of the Bullock Island Branch Line.				
Image year	2018		Elizabeth Evans		Newcastle Council



Heritage Data Form

Image caption 187	Hotel was built in this location following the closure of the Bullock Island Branch Line looking Up-line. The rail lines must have been removed either prior to or at the building of this hotel in c1930-1940.				
Image year	2018		Elizabeth Evans		Newcastle Council



Heritage Data Form

Image caption 188	View east looking Up-line towards port. Rail lines intact and used as siding.				
Image year	2018		Elizabeth Evans		Newcastle Council



Heritage Data Form

Image caption 189	View east looking Up-line towards port. Rail lines intact and used as siding.				
Image year	2018		Elizabeth Evans		Newcastle Council



Heritage Data Form

Image caption 190	View east looking at rail lines intact and used as siding.				
Image year	2018		Elizabeth Evans		Newcastle Council



Heritage Data Form

Image caption 1	View east looking Up-line towards port. Rail lines intact and used as siding.				
Image year 194	2018		Elizabeth Evans		Newcastle Council



Heritage Data Form

Image caption 201	View east looking Down-line on Cowper Street. Rail lines intact and used as siding.				
Image year	2018		Elizabeth Evans		Newcastle Council



Heritage Data Form

Image caption 202	View east looking Up-line towards port at eastern end of Cowper Street. Rail lines intact and used as siding.				
Image year	2018		Elizabeth Evans		Newcastle Council



ATTACHMENTS DISTRIBUTED UNDER SEPARATE COVER

**CCL 27/10/2020 - ADOPTION OF PLANNING PROPOSAL TO AMEND
NEWCASTLE LOCAL ENVIRONMENT PLAN 2012 FOR LAND AT
WICKHAM**

ITEM-79 **Attachment B:** Summary of Submissions

DISTRIBUTED UNDER SEPARATE COVER

Attachment B – Summary of Submissions to draft Wickham Planning Proposal

Part A – Agency Responses:

Agency responses received and the outcomes are summarised below:

Agency	Comment	Response	Outcomes
Subsidence Advisory NSW (SA NSW)	<p>The surface development guideline SA NSW has applied to properties in Wickham specifies a maximum of two storeys with a maximum plan footprint dimension of 24m and plan footprint area of 400m². Proposed development that exceeds the surface development guideline will require assessment by SA NSW under its Merit Assessment Policy.</p> <p>The type and scale of the proposed development in Wickham will in most instances require elimination of the subsidence hazard through grouting. The proposed building envelopes and density of development will likely result in the requirement for applicants to mitigate risks by “bulk” grouting the mine workings outside the footprint of the subject sites.</p>	<p>Post consultation with Subsidence Advisory NSW (SA NSW), City of Newcastle (CN) were made aware of the possible cost and extent of remediation works required to enable redevelopment within the mine subsidence risk affected parts of Wickham, at a scale envisaged in the Wickham Master Plan (WMP).</p> <p>While the updated information provided by SA NSW does not prohibit sites affected by mine subsidence risk from redevelopment, based on the estimated cost and logistical requirements to remediate the land to SA NSW standards (to enable development of a scale greater than the current restrictions), this is unlikely to be a viable option in the foreseeable future. Hence CN is no longer seeking to increase the Height of Building (HOB) from 10m to 11m as was proposed. Is this correct increase by one metre?</p>	In light of the updated information provided by SA NSW, the WMP and this planning proposal have been updated to align with the SA NSW development guidelines.
Office of Environment and Heritage	Heritage encourages amendments to environmental planning instruments which provide for greater protection of heritage items and heritage conservation areas, provided that the necessary due diligence, assessments and notifications have been undertaken	A Heritage consultant was appointed to undertake the necessary assessment and justification required to include the ‘former bullock Island Railway corridor’ as a local item of heritage significance.	As a result of the assessment (attached to this Planning Proposal) the curtilage of the item was extended to include all land to which the item applies within Newcastle

Attachment B – Summary of Submissions to draft Wickham Planning Proposal

			Local Environmental Plan 2012 (NLEP 2012)
Transport for NSW	No submission	Transport for NSW was notified prior to RMS & Transport being brought together as one organisation.	N/A
Roads and Maritime Services	Concerns raised that the intensification of Wickham will result in additional pressure on Hannell Street and its intersections. Recommended that once the plan is updated and impacts assessed, upgrades to mitigate the impact of the intensification of the catchment be considered. These upgrades should be included as items within any contributions plan for the catchment.	Noted.	No change.

Part B – Individual submissions:

Individual responses received and the outcomes are summarised below:

Submitter	Comment	Response	Outcomes
Organisation – Greater Lifestyle of Wickham (GLOW)	<ol style="list-style-type: none"> Objection to increase in building heights above 11 metres through Local Environmental Plan (LEP) Clause 4.6 variations. Objection to buildings containing communal areas on roof tops, request for more activation at ground level. Request that single dwellings be made permissible within a defined area of the WMP boundaries, in areas with small lots. 	<ol style="list-style-type: none"> Clause 4.6 variations are mandatory in NSW planning instruments and are not related to the exhibited draft LEP amendment. The provision communal areas or active street frontages within private developments is determined at the assessment stage of any development application and is guided by a Development Control Plan (DCP) rather than LEP. 	<ol style="list-style-type: none"> No change. No change to this planning proposal. However, the relevant parts of DCP will be reviewed to identify opportunities to maximise ground level active frontages. No change. No change.

Attachment B – Summary of Submissions to draft Wickham Planning Proposal

Submitter	Comment	Response	Outcomes
	4. Request for tangible community infrastructure benefits to be delivered to Wickham.	3. CN's draft Local Housing Strategy includes an action to review the NLEP 2012 to ensure land uses and densities reflect both desired future character and land capacity for the Village Hub Precinct of the WMP. 4. CN is currently developing a Community Infrastructure Incentives Scheme (based on value sharing principles) to apply within Wickham.	
Individual	1. Support for increased density close to transport hubs to encourage the use of public transport. 2. Land around parks and foreshore areas should be lower density to allow spacious living. 3. Support for widened road reserves to allow for walkways, street trees and commercial activity such as cafes with pavement seating. 4. Request for future proof telecommunication infrastructure to be provided to all new developments.	1. Noted. 2. Noted, however by permitting higher densities close to parks and foreshore areas, a greater number of residents can enjoy the high levels of amenity and healthy lifestyle benefits these public areas provide. 3. Noted. 4. Noted.	1. No change. 2. No change. 3. No change. 4. No change.
Individual	1. Support for 'High Technology Industry' to be permissible with consent in B4 Mixed Use zone. 2. Support for Land Reservation Acquisition map for local roads. 3. Concern that the new electricity substation within land identified as future	1. Noted. 2. Noted. 3. The electricity substation on land between Wickham Park and the train line has been constructed on land currently owned by Transport for New South Wales (TfNSW) to meet their operational needs. It is	1. No change. 2. No change. 3. No change. 4. No change. 5. No change.

Attachment B – Summary of Submissions to draft Wickham Planning Proposal

Submitter	Comment	Response	Outcomes
	<p>land required for street/footpath works indicates that Transport for NSW aren't engaged with the vision of the masterplan.</p> <p>4. Confusion over the labelling of land acquisition areas identified as urban activation spaces as "Local Road".</p> <p>5. Support for amending Floor Space Ratio (FSR) to increase minimum from 1 to 1.5.</p> <p>6. Support for amending the Height of Building map on land within the proposal area from 10m to 11m.</p> <p>7. Support for the listing of Bullock Island Rail Corridor as a Heritage Item.</p>	<p>envisioned that the proposed LEP amendment will allow future through site access and that this can be achieved alongside the operational needs of the adjacent train line.</p> <p>4. The proposed classification of Local Road will allow for footpaths and small public open spaces.</p> <p>5. Noted. FSR originally proposed have been revised in response to mine subsidence risk.</p> <p>6. The proposed increase in building height from 10m to 11m is no longer proceeding due to mine subsidence risk.</p> <p>7. Noted.</p>	<p>6. No change.</p> <p>7. No change.</p>
Individual	<p>1. Request for confirmation or commitment from Council as to when the proposed community benefit scheme will be implemented.</p>	<p>1. This matter is not related to the exhibited draft LEP amendment. CN is currently developing its Community Infrastructure Incentives Scheme (based on value sharing principles) policy to apply within Wickham.</p>	<p>1. No change.</p>
Individual	<p>1. Concern that the dedication of the former rail corridor as a local road will significantly impact the future use of their site, bisected by the corridor. Request to meet with Council to discuss.</p>	<p>1. The proposed dedication will provide for a future pedestrian and cycling link along the former rail corridor and contribute to the preservation of an important part of our city's early history.</p>	<p>1. No change.</p>
Individual	<p>1. Confusion over the meaning of Acquisition for Road Widening.</p>	<p>1. The proposed Land Reservation Acquisition makes an allowance for future road reserve widening.</p>	<p>1. No change.</p> <p>2. The proposed Land Reservation</p>

Attachment B – Summary of Submissions to draft Wickham Planning Proposal

Submitter	Comment	Response	Outcomes
	2. Concern that the proposed Land Reservation Acquisition on Bishopsgate Street will sterilise the development potential of their block.	2. This planning proposal has been amended as a result of altered development potential of some sites within the area.	Acquisition maps have been amended.
Individual	<p>1. Opposition to the proposed increase in height and FSR.</p> <p>2. Concern that a lack of parking within Wickham is restricting business.</p>	<p>1. Noted. The increased heights originally proposed are not proceeding in response to mine subsidence risk.</p> <p>The FSR for the majority of land zoned B4 in Wickham is 1.5:1 with the exception of some larger parcels fronting Lindus Street which have an FSR of 1:1. This appears to be an anomaly.</p> <p>Feasibility testing concluded that land with a FSR of 1:1 was not feasible for redevelopment and that a FSR of 1.5:1 should be applied as a minimum</p> <p>2. Noted. The provision of off-street parking within private developments is guided by the DCP rather than LEP.</p>	<p>1. The increased height and FSR proposed in this planning proposal have been reduced to align with the SA NSW development guidelines, in light of the updated information provided on the lack of feasibility of bulk grouting.</p> <p>2. No change.</p>