



Newcastle ● VOICE

The City of Newcastle:

Draft Newcastle Local Planning Strategy

Community Information Sessions

Community Engagement Report

March 2015

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Executive Summary

This report provides an analysis of the comments provided during a series of eight community information sessions conducted in March 2015. The sessions were held during the public exhibition period of the draft Local Planning Strategy and were attended by just on 100 members of the community.

Each session consisted of two parts - a presentation and a workshop exercise where attendees were invited to comment on the neighbourhood visions that form a distinct part of the strategy. The 359 comments that were received were classified into 13 categories that were originally created by the Strategic Planning team following other LPS consultation and analysis. Across these 13 categories, 92 themes in responses were identified.

The number one concern for attendees was transport, particularly the themes cycling and public transport. Mobility options and choices were of importance to many people at the time the workshops were held, with many people indicating that they wanted a more accessible, better connected and safer network of cycleways, more frequent transport and better networked public transport infrastructure.

Each of the four wards had a distinctly different theme emerging as most important to their area.

These were:

Ward 1: Neighbourhood Heritage Character

Ward 2: Car Parking

Ward 3: Cycleways

Ward 4: Drainage and Waterways

During these workshops, it was apparent that the comments covered much more than just the Local Planning Strategy. This is reflected by the relatively small number of comments that specifically mentioned the themes of Zoning, Heights of Buildings, Density and Setbacks. Nevertheless, the comments provided at the workshops have painted a clear picture of what is most important to those Novocastrians who participated: transport, recreation, residential/commercial/industrial land-uses, public domain, urban form, environment, heritage and amenity.

Upon reviewing the results of this consultation, the strategic planning team may wish to evaluate whether the data that supports community visions of cycleways, better public transport, heritage controls, water management and improved traffic management is closely in line with the neighbourhood visions within the draft LPS.

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1 Introduction

The Newcastle Local Planning Strategy (LPS) is a strategic land-use strategy that informs the Newcastle Local Environmental Plan 2012 and is also to be considered by planners in development assessment. By updating the Local Planning Strategy and factoring in community desires and objectives up-front, Local Government planners can ensure that the individual planning assessment decisions they make are in support of Council's and the community's objectives and goals for each individual neighbourhood, ward and/or the entire LGA. With good strategic planning, over time, Newcastle will become a "*smarter, more liveable, more resilient and sustainable city*" (NCC, 2015). To see the position of the Local Planning Strategy within Council's policy framework, see [Appendix I](#).

1.1 Scope of this report

This report presents the findings and feedback from a series of eight Local Planning Strategy workshops that took place during 2-5 March 2015. Other consultation has been conducted by the Strategic Planning team since July 2012 and **has not been considered in this community consultation report**. Other consultation conducted by the Strategic Planning team includes:

- Public submissions received as part of the draft document exhibition period
- Social Pinpoint exercise completed during the LPS drafting process
- Public consultation and submissions received during the development of the working papers on a variety of areas including Infrastructure, Future City, History and Community Profile, Centres and Employment Lands, Heritage, Housing and Neighbourhoods etc.

1.2 Report aim

This report aims to present the general patterns and trends among the feedback given by community members at the eight Local Planning Strategy workshops held in March 2015.

1.3 How the results will be used

The results will be used by the Strategic Planning team to assess and amend the neighbourhood visions within the draft LPS.

2 Methodology

2.1 Community information session structure

Each community information session was structured as follows:

15-20 minutes:	Presentation
45 minutes:	Workshop activity
10 minutes:	Question and answer time

2.1.1 Presentation

A presentation was conducted by the Strategic Planning team at each of the eight community workshops. These presentations informed attendees of the purpose and objectives of the Local Planning Strategy including the broader goals for the strategy, the positioning of the strategy amongst other plans and policies, the background behind its drafting and the need for community input into the plan. The strategic planning team presented a number of ideas surrounding the neighbourhood visions, broader strategic corridors, places, the environment and zoning etc. The presentation slides for all wards are available on Council's website.

2.1.2 Workshop activity

Each neighbourhood vision within the relevant ward was displayed on the wall for attendees to view and comment upon (see page 8 for a list of neighbourhoods). Attendees were given two sheets of different coloured paper and were asked to write something that they like and don't like about any of their ward's neighbourhood visions. Attendees were then asked to stick these comments on the relevant poster. They were asked:

- Check the revised neighbourhood visions - have we got it right?
 - What do you like about the neighbourhood vision(s)?
 - How could it be improved?
 - What would you like to see more or less of?
- Consider – your commercial centres, housing needs, recreation areas, heritage, environment
- (Source: Newcastle City Council, Strategic Planning, March 2015, presentation slides)



2.1.3 Question and answer time

A ten minute question and answer session was held after the workshop exercise. Attendees also had the opportunity to ask questions during the workshop activity, meaning they could discuss matters with the Strategic Planning team during this period as well.

2.2 Location

In order to gain as much local input as possible, the Strategic Planning and Community Engagement teams travelled to each ward to hold two community information sessions in each, one during the day and one in the evening. Please refer to [Appendix II](#) for ward definition. Each workshop and presentation was tailored to each ward and focused on the neighbourhoods within those wards. Options were made for attendees to provide feedback on other areas within the LGA and staff facilitated this.

Ward 1	Newcastle City Hall, Hunter Room, 290 King Street, Newcastle	Wednesday 4 March 10:00-11:30am 6:00-7:30pm
Ward 2	Hamilton Clocktower (upstairs room), 111 Beaumont Street, Hamilton	Monday 2 March 10:00-11:30am 6:00-7:30pm
Ward 3	New Lambton, Community Centre 14 Alma Road, New Lambton	Tuesday 3 March 10:00-11:30am 6:00-7:30pm
Ward 4	Tarro Community Centre, Northern Avenue, Tarro Wallsend Library, Meeting Room Bunn Street, Wallsend	Thursday 5 March 10:00-11:30am (at Tarro) 6:00-7:30pm (at Wallsend)

Table 1: Community sessions- location and time

2.3 Attendance

In total, approximately 100 members of the community attended an information session. Formal attendance (sign-in) was recorded for 93 attendees, broken down as follows:

Attendance	n=
Ward 1:	
Session 1 - Newcastle City Hall	22
Session 2 - Newcastle City Hall	25
Ward 2:	
Session 1 - Hamilton	7
Session 2 - Hamilton	12
Ward 3:	
Session 1 - New Lambton	7
Session 2 - New Lambton	8
Ward 4:	
Session 1 - Tarro	5
Session 2 - Wallsend	7
Total Attendance	93

Table 2: Attendance by session

2.4 Data analysis method:

In order to quantify the 359 written comments that were received at the eight community information sessions, a coding frame was developed. After reading through the comments, **92 themes** were developed under **13 main categories**:

Category	Theme	Category	Theme	
Residential	Mixed Use	Recreation	Children	
	Medium Density Residential		Youth	
	Village Feel		Green Open Space, Parks and Gardens, general recreation	
	Home Based Business		Sporting Fields	
	Student Housing		Access to Water for Recreational Purposes	
	Affordable Housing		Organised Recreational Activities	
	High Density Residential	Recreation Businesses		
	Low Density Residential	Events		
Commercial and Industrial	Housing Diversity	City Structure	Zoning & Minimum Lot Size	
	Social/Public Housing		Road and Rail Infrastructure	
	Commercial Centres Hierarchy		Renewal Corridors	
	Commercial Centres as Community Places		Development Precincts	
	Access to Train and Bus Services (Commercial Centres)	Connectivity and Permeability	Environment	Pollution, Dust and Noise
	Walking Distance from Homes	Flora and Fauna Protection/ Biodiversity		
	Industrial Pollution and Noise	Drainage and Waterways		
	Outdoor Dining and Cafes	Weeds and Pests		
Ease of Business	Sustainable Development			
Renew Newcastle	Land Management			
Commercial Development	Mine Subsidence	Amenity	Visual Appeal and Character of an Area	
Industrial Development	Sense of Place and Belonging			
Compliance	Car Parking Compliance	Views		
	Street Prostitution	Urban Decay	Heritage	Neighbourhood Heritage Character
	Planning Regulation	Iconic Buildings		
Public Transport	Use of Heritage Materials			
Transport	Disability Access on Public Transport	Heritage Planning Guidelines		
	Access to Public Transport (general)	Indigenous Heritage	Community Facilities	Pools and Beaches
	Cycling	Libraries		
	Car Parking	Art Galleries		
	Walking	Community Gardens		
	Traffic	Community Centres	Other	Energy
	Railway Closure	Health		
Urban Form	Education			
Heights of Buildings	Urban Heat			
Setbacks	Technology and Innovation			
Density (general)	Suggestions relating to the Draft LPS			
Architecture	Gentrification			
Urban Design	Community Cohesion			
CBD/ Urban Renewal Strategy	Tourism			
Public Domain	Street Trees and Landscaping	Economy		
	Public Art	State Government Plans		
	Urban Revitalisation	Public Consultation		
	Footpaths	Safety		
	Signage and Wayfinding	Urban Encroachment		
	Public Domain & Facilities (other)	The Elderly		

Table 3: Categorisation and themes in responses

These categories were developed by the Strategic Planning team during previous community consultation on the Draft Local Planning Strategy. In order to view a comprehensive list of the 92 themes developed to analyse the comments received at the LPS Community Information Sessions, see [Appendix III, page 35 of this report](#) (LGA Wide - Categorisation of responses).

3 Findings

This section of the report will begin with a broad overview of results at the **LGA level (section 3.1)**, before moving into more detailed findings at **ward** and **neighbourhood** level (**section 3.2**).

3.1 Overview of results at the LGA level

To gauge the broad themes arising at the LGA level, this section shows the categorisation of responses across all community sessions.

The main topic mentioned across all sessions was **transport** (figure 1). Here the most commonly mentioned themes were cycling, public transport, traffic and car parking (figure 2). **Recreation** was mentioned in 8% of comments, most of these were about open green spaces, parks and playgrounds (figure 3). Comments relating to the **residential** category were noted in 7% of responses, including references to mixed use, medium density and the village feel of neighbourhood centres (figure 4). For the most part, these comments supported medium density housing around neighbourhood centres. Other comments received included suggestions for the draft LPS, education and safety (figure 5). Please refer to Appendix III to see the full categorisation of responses at the LGA wide level.

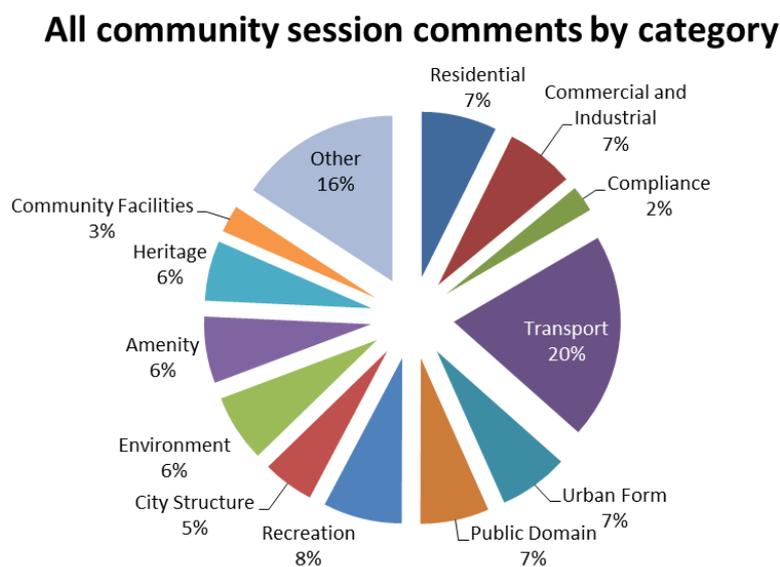


Figure 1: LGA wide- categorisation of all comments

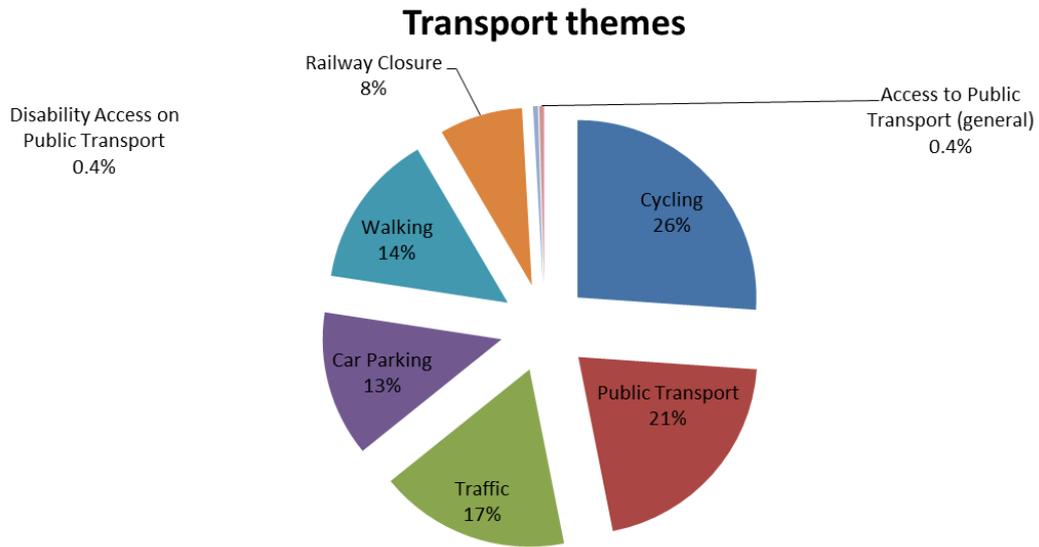


Figure 2: LGA wide- Transport themes

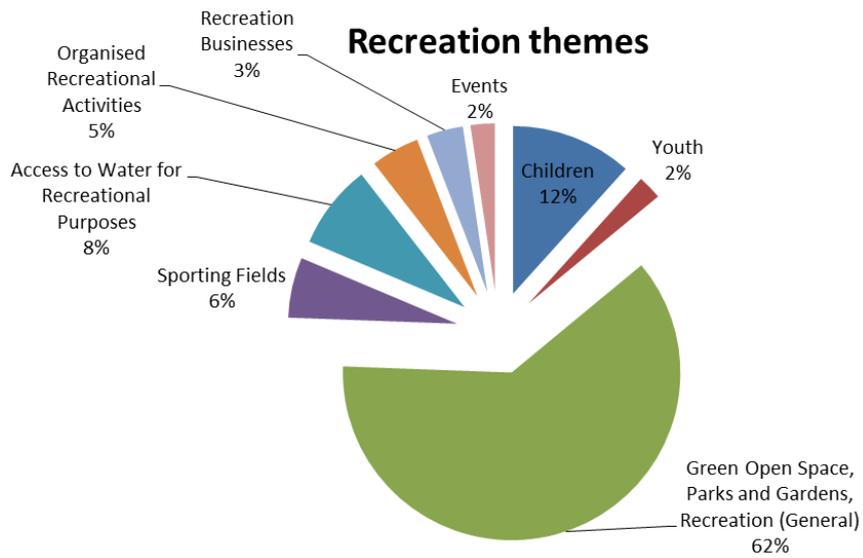


Figure 3: LGA wide- Recreation themes

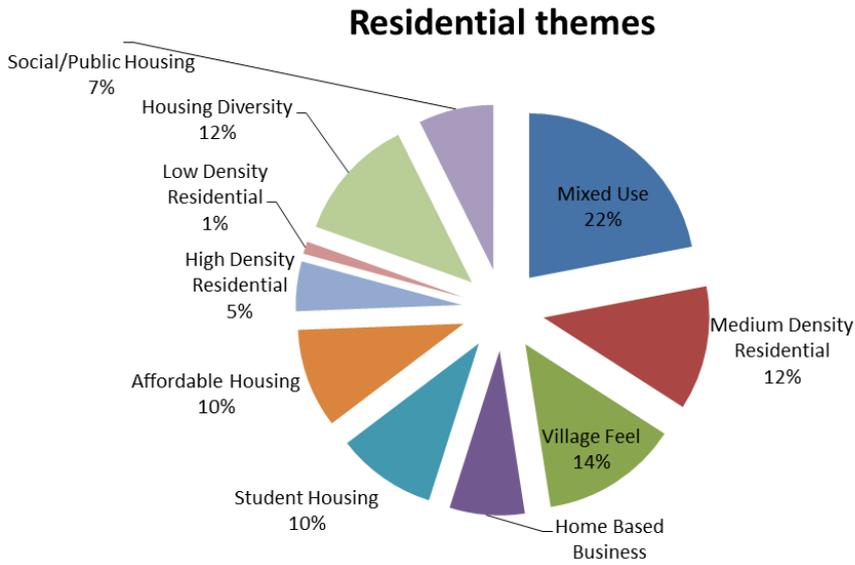


Figure 4: LGA wide- Residential themes

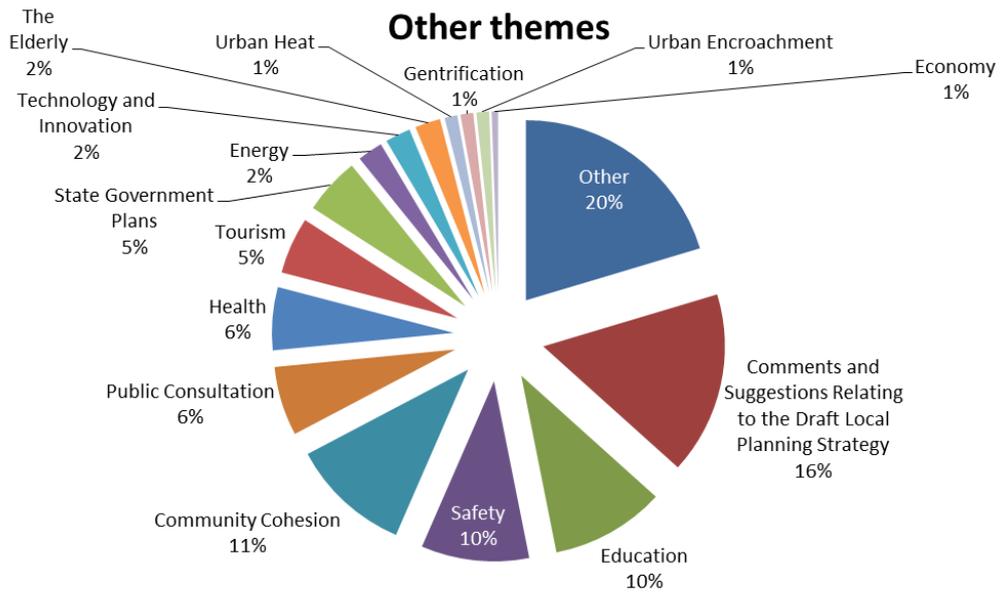


Figure 5: LGA wide- Other themes

3.2 Findings - Neighbourhood Visions

This section of the report details the findings for each neighbourhood vision as described in the draft LPS. The report has been structured by ward, with the neighbourhoods within each ward as follows:

Bar Beach and The Junction	Ward 1
Carrington	
Cooks Hill	
Islington and Tighes Hill	
Maryville and Islington	
Mayfield	
Mayfield East	
Mayfield West	
Newcastle, Newcastle East and Newcastle West	
Stockton	
The Junction (part)	
The Hill	
Warabrook	
Adamstown	
Adamstown Heights	
Broadmeadow and Hamilton North	
Hamilton	
Hamilton South and Hamilton East	
Merewether and Merewether Heights	
Georgetown and Waratah	Ward 3
Jesmond	
Kotara	
Lambton	
New Lambton and New Lambton Heights	
North Lambton	
Wallsend (part)	
Waratah West	
Beresfield and Tarro	Ward 4
Birmingham Gardens and Callaghan	
Black Hill, Hexham, Kooragang, Lenaghan, Mayfield N.	
Elmore Vale and Rankin Park	
Fletcher and Minmi	
Maryland	
Sandgate and Shortland	
Wallsend	

Table 4: Neighbourhood visions for each ward

3.2.1 Ward 1 summary & neighbourhood results

Ward 1 saw the Transport and *Other* categories as the most frequently mentioned. In total, **163 comments** were received for areas within this ward, with **601 theme mentions**. According to the data, the Transport category, including the most mentioned themes of cycling, public transport and traffic management were of most importance to attendees while **Neighbourhood Heritage Character** was the most mentioned theme overall, with 31 mentions. For a full list of themes and the number of mentions that each theme received in Ward 1, please see [Appendix IV](#).

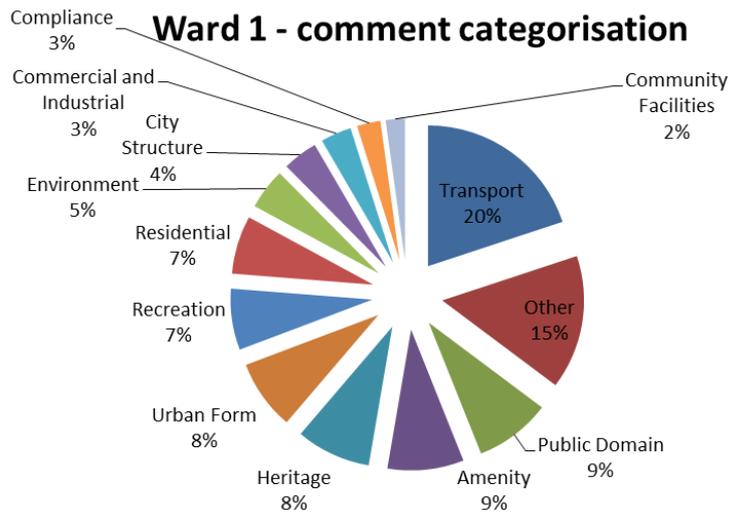


Figure 6: Ward 1 comment categorisation

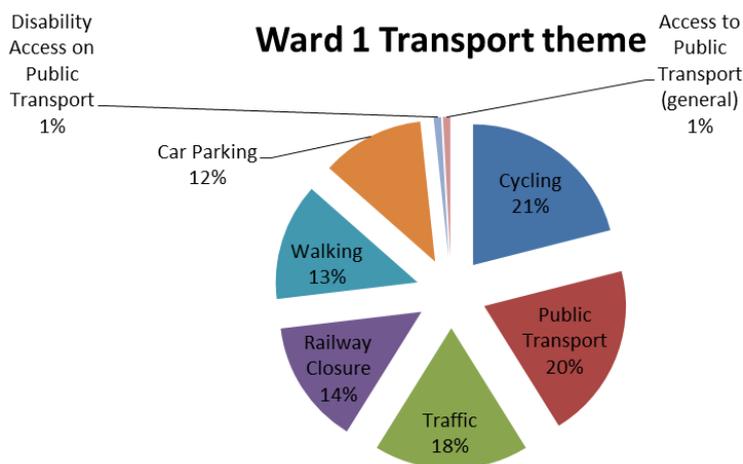


Figure 7: Ward 1 Transport theme

Bar Beach and The Junction

7 comments were received. The most commonly mentioned themes were **Public Transport (3 mentions)**, **Visual Appeal/Character of Area (3 mentions)** and Car Parking (2 mentions).

"Public transport should be a standard amenity. Encourage 3-storey expansion on major roads. All developments require adequate parking"

"What happened to the plan to 'rejuvenate' the expanse of Bar Beach Car Park - some trees/landscaping etc. It is an 'eyesore' and could be more effectively designed to provide shade/a better vista looking back at the headland and more usable public space"

"The Junction- Great village feel, specialising in personal services, women's fashion/gifts. If considering expanding commercial floorspace, look at recent vacancies in Junction Fair, which may be related to expansion of Marketown. Retain attractive weatherboard houses on Glebe Road opposite commercial zone. Accommodate suitable business uses"

"Love the new pathways, seats and other facilities found around Merewether, Bar Beach, Dixon Park, etc. The Memorial Walk construction looks impressive so far and is another great addition to the area. The only thing I would like to see is easier access to this area. I live on Beaumont Street, but for me to get a bus to these areas can often take an hour, with a changeover at Marketown. Though I like to promote the use of public transport over driving all the time, sometimes getting the bus is so impractical"

Carrington

8 comments received. The most frequently mentioned themes were **Green Open Space, Parks, Gardens and Recreation (General) (3 mentions)**, Access to Water (Recreation) (2 mentions), Indigenous Heritage (2 mentions) and Planning Regulation (2 mentions).

"Higher density, current minimum lot size is 450m². 150m² -200m² is more in keeping with the area. Need to encourage lot consolidation and medium density living. Not tedious heritage pastiche single dwelling houses"

"Intensify and consolidate neighbourhood centre - what does this mean? Carrington should retain its fine grained Character as per the other strategies. Protect public access to the open space on the eastern side of the Dyke Wharf overpass. Reduce minimum lot size from the current 450m²"

"...renovator investors are killing the community by evicting poor but community committed citizens who make time to look after each other. A mix of low cost rentals that are accessible will assist in keeping what social amenity Carrington currently enjoys. Ensure survival of sole remaining public access to South Arm Foreshore within the Port Authority area. It is vital part of community amenity and heritage of local Aboriginal land use (seafood), worker's efforts (park made by Port workers) and is a traditional meeting place for residents at annual events"

"View / vista to city is a feature of Carrington and will be damaged by high rise development in Mall area e.g. views to Cathedral etc."

Cooks Hill

11 comments were received in relation to the Cooks Hill Neighbourhood Vision. The most frequently mentioned themes were **Street Trees/Landscaping (5 mentions)**, Car Parking (3 mentions) and Comments Relating to the Local Planning Strategy Itself (3 mentions).

"Encourage housing diversity, sympathetic with heritage character. Diversity would increase affordable housing offering. Refer to proximity of public housing areas in Darby and Light Streets and Parkway Avenue. Activate open spaces with suitable organised recreation options (may be businesses) e.g. tai chi classes, equipment hire such as at Bondi Beach (towels, boogie boards, etc.)"

"Emphasise 'community' more and 'business concerns' less. Parking planning for cars - the one glaring 'missing element' for residents in the entire suburb - causing great angst!"

"...There is no mention of existing street trees, trees on private land or trees of significance. Some of this is included in the master plan but doesn't seem to have made it to the Strategy. Many plantings (e.g. Magnolias, Norfolk Pines, etc.) don't contribute to diversity of 'flora, fauna and ecological communities'. Seems to be a mismatch here"

"Keep art gallery free entry - encourage local custom and ownership. Maintain diversity. Has community garden (need more)"

"Maintaining Cooks Hill as domicile - no more flats - for families. Support extensions for University..."

Islington and Tighes Hill

18 comments received. The most commonly mentioned themes were **Visual Appeal/Character of Area (9 mentions)**, Green Open Space, Parks, Gardens and Recreation (General) (4 mentions) and Comments and Suggestions Relating to the Strategy Itself (4 mentions).

"Missing reference to dog park - key part of character of Tighes Hill, Islington/Wickham Park mentioned above"

"Tighes Hill should not be lumped in with Islington - has its own (and very strong) character and sense of identity"

"Wonderful. Toilets absolutely urgently required. Rehab of Throsby Creek is also so worthwhile but leave just a little of the bank with visual access - it's important to have mangroves protecting in floods but people also need to be able to connect visually with the water in less flood prone areas of the bank. The Park is actually central to the identity of Islington. The new Park facilities are an amazing draw card in this area where a community meeting place could really re-emphasize growing community strength and collaboration. It is important that such a community space is free to non-profit community groups so that it is accessible. The park is a good spot for it because it is the meeting place for a lot of suburbs which adjoin the park. The park is also an opportunity to provide information about the ecology of the river, stuff that is happening locally"

"Public transport from Broadmeadow side to Islington Mayfield side is very bad. Ramp based"

pedestrian overpasses would be really good for connectivity. Lobby for bus routes to link sides of tracks. Keep affordable accommodation for students (local and overseas) and other residents"

"No mention of rail line issue - heavy coal trains going past your door in the middle of the night does not sit well with the objectives of protecting history (1) or (3) quality urban design"

Maryville and Wickham

26 comments received. The top themes mentioned were **Railway Closure (8 mentions)**, Mixed Use (7 mentions), Urban Revitalisation and Traffic (6 mentions each).

"Wickham was becoming diverse and mixed use. All under threat because of closure of Railway Street and proposed Wickham terminus. Closure of Railway Street crossing has destroyed the integration with west end. Honeysuckle has never integrated with inner suburbs of Wickham and Maryville"

"Pedestrian and cycling amenity safety damaged by closure of Railway Street gates and increased traffic along Hannell Street. Still no connection with Wickham link. Desperate need for local traffic management. Heavy vehicle transporting cars from dealers now pass through Wickham"

"Infill development in Grey Street and Throsby have been sympathetic"

"Throsby Street mixed residential/commercial development will be a welcome addition to neighbourhood. Closure of Railway Street crossing has led to increased truck and heavy vehicle traffic through suburb"

"Throsby Creek pedestrian and cycle path well used, but peters out at Wickham"

"Local centre must protect - sandstone curbstone - they must remain placed back in the street where the DA occurs. Create new good drainage for the new CBD and terminus. Appropriate setbacks. Quality pathways with setbacks (as first paths to be built since establishing BHP). These paths must last the next generation..."

Mayfield, Mayfield East and Mayfield West

6 comments received. The most commonly mentioned theme was **Cycleways (4 mentions)**, followed by Public Transport (3 mentions) and Walking (3 mentions).

"Improve connectivity of transport links (public). Improve access for cyclists and pedestrians. Higher density housing requires improvement in other facilities - transport, green space. This is decreasing in Mayfield"

"Important for Newcastle to be connected easily to rest of NSW to make it an attractive place to be - high speed rail link to Sydney and north + freight bypass. Improved access routes for pedestrians, cyclists"

"...Mayfield has a great skate park. Making space for the kids and youth accessing this would promote vitality and safety...A revamp of Webb Park wouldn't hurt. Park behind Woolworths could use some play equipment or perhaps a bike track. But we may need it for future parking"

"Medium density along Maitland Road is great. Need to create a community focal point"

Newcastle and Newcastle West

Two workshops were held at Newcastle City Hall on Wednesday 4th March to capture the thoughts and ideas of Ward 1 residents. Overall, 41 comments were received for the Newcastle and Newcastle West Neighbourhood Vision. The most frequently mentioned themes were **Cycleways (11 mentions)**, Neighbourhood Heritage Character (9 mentions) followed by Sense of Place/Belonging and Comments and Suggestions Relating to the Strategy Itself (6 mentions each).

A variety of themes were discussed, with Other receiving 9 mentions.

"Increase density. Remove residential car parking requirements. Improve cycling infrastructure especially on Hunter Street"

"Would be great to see movement on cycleways and pedestrian areas. I would love to see a focus on what the city looks like from a people-perspective i.e. What is at eye-level when we walk around the city? What type of materials are used for paths? For seating? How does the strategy help make the human experience enjoyable? Beautiful? Safe? Is urban sensitive design considered? Human centred design for useful and welcoming spaces"

"Keep the city centre low rise to preserve its historic character. Put the high rise in the west end. Keep the rail line on the rail corridor but beautify and remove the overhead bridges. Make more crossings. Preserve our green space. Keep King Edward Park and the Headland Reserve for its dedicated purpose public recreation. Concentrate the cultural dollars on expanding the art gallery. This will repay twentyfold"

"East of Brown St, protect the heritage. More shop top housing. More over 55's accommodation. GP Access to return. Private Mental Health Hospital to return. Additional school primary/infants"

"Light rail will ensure accessibility and connectivity of the city interpreting both the old and new Newcastle whilst providing efficient safe public transport"

"Would like to see community spaces in Newcastle made more welcoming and usable at night. For example, using light and landscaping. Even incorporating technology and/or art to make spaces interactive - maybe collaborations with University, start-up groups and local designers"

"It's great to see local bars opening in Newcastle, Newcastle West and East. Particularly great to see the neighbourhood's creative community being able to give personality and atmosphere to the area, re: markets, events, retail, cafés, art galleries, street art, heritage architecture. It suits the community vision from a people perspective"

"Love the organic feel down at the Mall the way it has slowly grown into something individual"

"Needs some addition/qualification that positioning West End as future CBD should not be at the

expense of adjacent areas (e.g. Newcastle East / Wickham etc.)"

"Greater emphasis on community and residents having an active and respected role in planning - this process is important but? over-ridden by State government priorities. - how do NCC plan to connect with what State government proposes (with State government undertaking little to no community consultation). There needs to be an explicit commitment to a genuine role for community in planning"

"Nothing about mine subsidence"

Newcastle East

20 comments were received in relation to the Newcastle East Neighbourhood Vision. Themes that were mentioned most often were **Cycling (5 mentions), Heights of Buildings (5 mentions), Neighbourhood Heritage Character (5 mentions), and Public Transport (5 mentions)**. It should be noted that many of the comments received for this vision referred to Newcastle CBD (East) and not the suburb of Newcastle East.

"Keep Newcastle low rise - no buildings above 27 metres. This respects the heritage of these areas, plus views from the harbour (skyline) density kept at a reasonable level (as in 2012 Urban Renewal Plan). Increase Cultural Tourism by redeveloping Newcastle Art Gallery. Preserving King Edward Park in public hand i.e. no private buildings (e.g. function centres) which would exclude public use. If light rail does go down Hunter Street, to make the existing rail line a cycleway and park"

"Lack of facilities for population increase i.e. School (Newcastle East School already overcrowded)"

"Need to specify that design of development needs to be appropriate and not the 'stock-standard' characterless developments that are building another Chatswood in our city. Preserve harbour side reserves on the city side of harbour"

"Protection of the character of the city skyline with medium density not high rise - shop top living is good step. Adaptive re-use of commercial space that is already built (e.g. Renew Newcastle) - needs further support. Cultural Tourism supported - e.g. Art Gallery Redevelopment, development of dedicated Tourist Information Centre open 7 days/week. Public transport - encourage with direct routes / short travel times to encourage decrease in road congestion"

"Public Infrastructure - must be a pre-requisite to additional residential expansion in inner city. Newcastle East Public School (oldest in Australia - bicentenary 2016) is already overcrowded. Health (after hours moved out of CBD) insufficient child care to match planned population expansion. Public safety - must be more emphasis on evidence based public safety - not only must 'feel' safe but be safe. Further education in alcohol related evidence and associated disturbances and disorder is an essential pre-requisite to increasing the safe and responsible diverse entertainment / food diversity of the inner city. Must be explicit in the Strategy"

Stockton

4 comments received in regard to the Stockton Neighbourhood Vision. The most frequently mentioned themes were **Iconic Heritage Buildings (2 mentions), Views (2 mentions), Heights of Buildings (2 mentions) and Green Open Space, Parks, Gardens and Recreation (General) (2).**

"Protect and enhance public harbour side reserves. Excellent idea and should be continued to all other harbour side precincts south of the harbour"

"Stockton - new point: Protect public vistas of The Hill Christ Church Cathedral, the Obelisk and low rise skyline of Newcastle's heritage city centre"

"Stockton's unique view of city (Hill), Cathedral need to be protected - high rise development will destroy this aspect of identity and heritage. Need more development of ferry for public transport on harbour"

The Hill

20 comments received. The most frequently mentioned themes were **Neighbourhood Heritage Character (7 mentions), Heights of Buildings (6 mentions) and Green Open Space, Parks, Gardens and Recreation (General) (6 mentions).** The Other category received (7 mentions).

"Ensure 2 & 3 happen - do not allow developers / State government to override LEPs. The Hill is already medium density - improve amenity with well maintained green space. Encourage development of community spirit with community gardens, etc. Support Cultural Tourism with upgrading / redevelopment of cultural buildings e.g. Art Gallery. Facilitate growth of public and direct public transport to limit increase in private transport. Bus routes that wander to not encourage usage"

"Protect James Fletcher site, its history is amazing. Protect public space"

"Needs more explicit recognition of preservation of heritage - this creates the identity of the neighbourhood but is being over-run by 'State government' projects such as change to DCP to allow massive high rise. Need to specifically protect city scale of both built areas and open spaces. Explicit protection of areas such as King Edward Park - building on such a site destroys the identity and public use and is destructive of heritage"

"Support need to protect height limits in previous plans. The topography, vista and heritage character of The Hill needs to be respected in planning. Refurbishment of existing buildings that preserve heritage but not with increasing height limits - this will destroy city character and identity"

"Make sure Council processes are effective in preserving public space (such as King Edward Park) from inappropriate or excessive development"

"Public transport strategy of cutting rail line at Hamilton or Wickham is not sensible as this will cause more cars and no alternatives have been provided for those who can't drive. Newcastle has many great old buildings and high rise in the city is out of character with the look and feel of our city"

Warabrook

1 comment received. Themes mentioned included **Public Transport (1 mention), Green Open Space, Parks, Gardens and Recreation (General) (1 mention), Signage/Way-Finding (1 mention) and Education (1 mention).**

"Public transport links are really bad especially bus. It would be good to get to the park where there are many birds and areas to walk and good educational designs"

3.2.2 Ward 2 summary & neighbourhood results

Ward 2 received 62 comments and a total of 133 theme mentions. The most commonly mentioned category was Transport, with 38 mentions. The key themes within this category were Car Parking and Cycleways. The category that received the second most mentions was Recreation, with 18 mentions. See [Appendix V](#) for a full listing of the results.

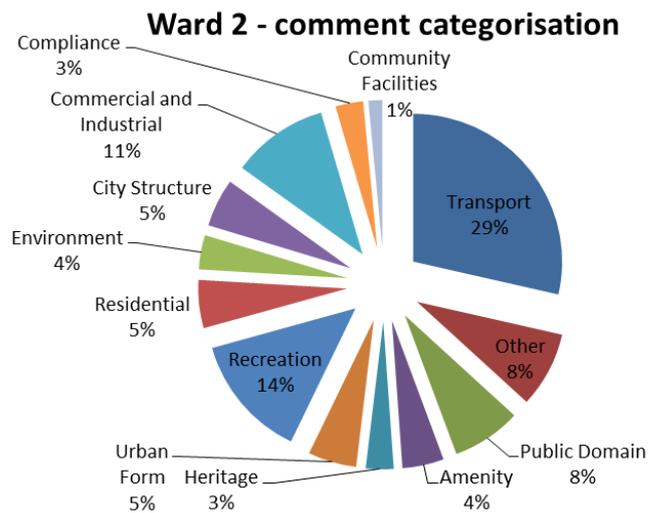


Figure 8: Ward 2: comment categorisation

Ward 2 - Transport themes

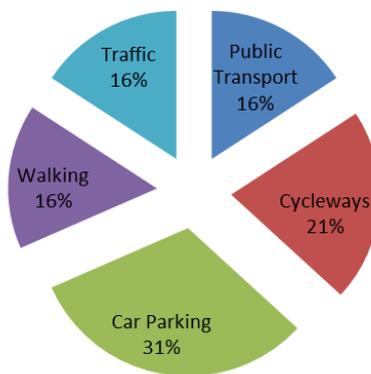


Figure 9: Ward 2: transport themes

Adamstown & Adamstown Heights

9 comments were received in relation to the Adamstown and Adamstown Heights neighbourhood vision. The most mentioned themes were **Connectivity/Permeability (3 mentions)**, Street Trees/Landscaping (2 mentions) and Road and Rail Infrastructure (2 mentions).

"Adamstown gates - Requires an underpass a.s.a.p. This would relieve stress on commuters and eliminate the numerous accidents at this intersection. If lights are installed at this intersection any government will be reluctant to invest in putting in an underpass. Lights will only increase delays to commuters"

"Permit B&Bs and other home based businesses in residential zones"

"Henderson Park [sic] (Hudson Park - Adamstown Heights) can do with some attention - shade seating area for picnics - lighting"

Broadmeadow and Hamilton North

8 comments were received in regard to the Broadmeadow and Hamilton North Neighbourhood Vision. The most mentioned themes were **Public Transport (4 mentions)**, Centres Hierarchy (3 mentions) and Cycleways (2 mentions).

"I like that Broadmeadow is becoming a little hub of commercial and entertainment activity with new cafes and restaurants popping up. I would like to see this continue to be supported. It would be good to create a cycle path through Broadmeadow that connects Fernleigh Track to Beaumont Street and on to the cycle path at Islington Park"

"More commercial development around Broadmeadow would support its focus as a transport hub"

"Make it safer for cycle commuting - Broadmeadow to CBD"

"Rejuvenate gas and coke building site (botanical garden)"

"Extend Fernleigh Track to Broadmeadow, Hunter TAFE, Islington Park"

"Consider adequate parking provisions and controls if density around Broadmeadow Station is to be increased. Controls to ensure properties are not isolated if higher density occurs.

Safety is paramount around the Broadmeadow Entertainment district - the Stadium and Entertainment Centre - particularly lighting, police patrols and adequate footpaths and parking. Cycle link to Islington Park"

Hamilton

20 comments were received in relation to Hamilton's Neighbourhood Vision. The most commonly mentioned theme was **Car Parking (7 mentions)**, followed by Green Open Space, Parks, Gardens and Recreation (General) (4 mentions) and Safety, Street Trees and Landscaping, Visual Appeal/Character of Area and Walking (3 mentions each).

"Improve amenity and activation of Gregson Park"

"More carparking , residential and retail developments in Hamilton would be good"

"Connect Beaumont Street to parking options e.g. Denison Street, Gregson Park"

"I love Beaumont Street being the entertainment hub it is. I would like it to become an area that encourages more public transport, cycling and pedestrian activity. I would like to see it shut off one day from cars driving down (at least certain sections) so restaurants can serve out onto the streets and pedestrians can easily walk around. This would need to be complimented with large (possibly multi-storey) parking areas, as to not put more congestion into surrounding streets. I also think it is important to have some affordable housing options in the area, as it is a popular area to young people and uni students"

"Designated Botanical gardens with native Newcastle plants, play space for kids"

Hamilton South and Hamilton East

18 comments were received for the Hamilton South and Hamilton East Neighbourhood Vision. The most frequently mentioned themes were **Green Open Space, Parks, Gardens and Recreation (General) (4 mentions)**, Car Parking (3 mentions), Traffic (3 mentions) and Neighbourhood Heritage Character (3 mentions).

"Like landscaping and greenery. Council have planted trees in Hebburn Street - Great! Plant more trees everywhere"

"Off Turnbull Street vacant block should be a community space or adventure play area for older kids"

"Character of areas like that bounded by Stewart Avenue, Dumaresq Street, Tudor Street and Railway being destroyed by removing older houses (bungalows) and constructing dwellings that are 2-storey, flat roof, take up whole block and are out of character with the other houses in the area"

"Plan to avoid through traffic in residential streets good"

"...Consider availability of parking to current residents before increasing demands by increasing density of housing. Need for improved recreational facilities in more locations as usage by growing population and organised sports increases demands"

Merewether and Merewether Heights

7 comments were received in relation to the Merewether and Merewether Heights Neighbourhood Vision. The top themes mentioned were **Commercial Development (2 mentions), Architecture (2 mentions) and Visual Appeal/Character of Area (2 mentions).**

"Retain village atmosphere

- since the Aldi development was rejected, the village has improved and strengthened. New café, bottleshop, supermarket.*
- Local residences can support local family businesses that employ the teenagers of the area.*
- People walk, ride bikes to shops better than driving on main roads"*

"Mix of housing.

- smaller, environmentally sensitive designs more in keeping with area.*
- simple, stylish.*
- smaller townhouses, villas, units for local people to downsize to. Not huge developments that need air conditioners to cool and heat that have no foliage to cool or no space around dwelling for airflow.*
- people don't need 3-storey houses"*

"Keep commercial development away from beaches"

"More low-rise, restaurant, etc. development required to take advantage of coastal views"

3.2.3 Ward 3 summary & neighbourhood results

In Ward 3, the Other category received the most mentions. Many attendees mentioned Police and perceptions of safety. Many also made comments as to how the strategy could be improved or provided feedback about what they liked about a particular aspect of one neighbourhood vision. Community cohesion was also an important factor for people living in Ward 3. See [Appendix IV](#) for a full list of results.

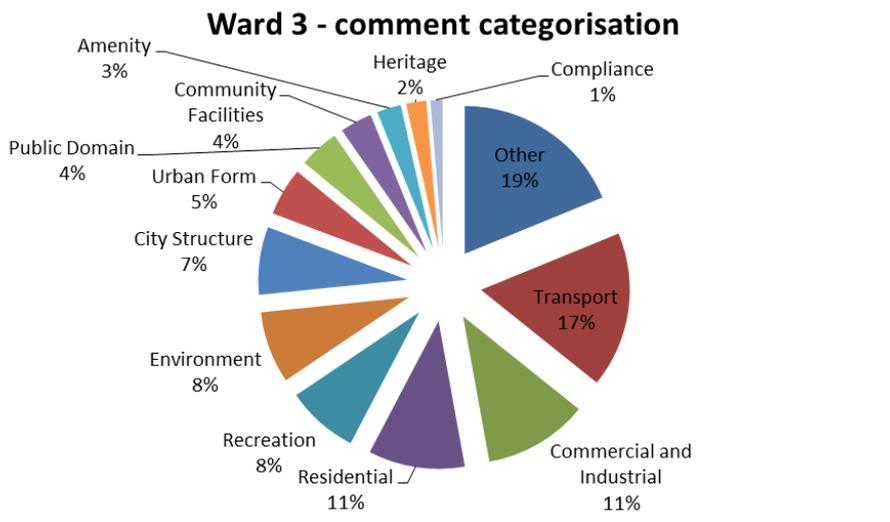


Figure 10: Ward 3: comment categorisation

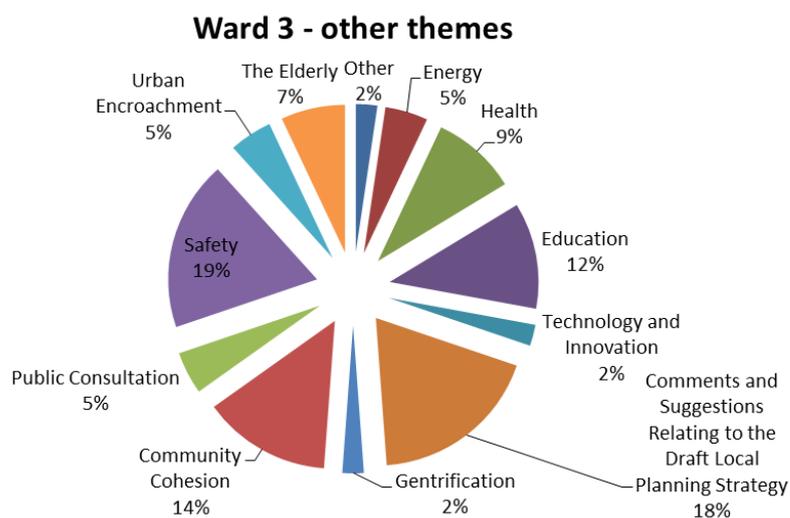


Figure 11: Ward 3: other themes

Georgetown and Waratah

7 comments were received for this neighbourhood. **Visual Appeal and Character (3 mentions)** and **Connectivity/Permeability (3 mentions)** were the most mentioned themes, while 7 different themes received 2 mentions each. 3 of these were transport specific.

"Area in transition from industrial to urban inner city residential. Ugly! Needs ↑↑ aesthetics/amenity. No more cheap tilt-up pre-fab buildings. More well designed beautiful buildings"

"Concern that downgrading of Georgetown will impact local shopping district"

"Better parking at Kmart. Really like the turbines - would like to see more of these across Newcastle. All commercial spaces covered in solar panels. Safe separated cycleways in a star pattern to and from the shopping centre - on all major roads (to mitigate need for so much parking). Better for health and carbon footprint"

"Close to city and many amenities. I like the existing style of housing, vintage is fine and reassuring. Mix of people. Integration of Waratah Kmart is a positive move"

"Station Street - great objective to revitalise this street - you'll need to be very creative as it is a real mess at present and parking is limited. I like the idea of improving walkability in Waratah"

Jesmond

13 comments were received relating to this neighbourhood vision. The most frequently mentioned themes included **Density (General) (4 mentions)**, **Flora and Fauna Protection/Biodiversity (4 mentions)** and **Safety (4 mentions)**.

"Jesmond on both sides of freeway has many large housing estates. Caution against walking Jesmond..."

"Improve the park in May Street near Housing NSW and units -don't see this park. Add some play equipment and sport field. Land not used well enough - wasted at present. Could be a great asset into the future. The aged car facility is also next door. Create a neighbourhood space"

"No more encroachment on remnant bushland. Dramatic losses since 80's here. Protect the powerful owl from local extinction"

"Safety is a big concern in Jesmond. It doesn't feel like a safe place to live"

"Bring back skate park for youth. Need more activities for young people"

Kotara

This neighbourhood vision received 10 comments in total during the workshops. Key themes emerging from these comments included **Road and Rail Infrastructure (4 mentions)**, Connectivity/Permeability (2 mentions) and Public Transport (2 mentions).

“Medium Density around Kotara Station is unlikely to work as there is no 'attractor' to living here. Station is in the wrong location”

“Like idea moving railway station closer to Homemaker Centre”

“Pedestrian/cycling links. Improved access to Westfield and Homemaker Centre e.g. walk/cycle bridge over railway line @ end of Orchardtown Road, currently it is a long way around for Ward 3 residents. Would help to minimise some cars”

“Tie into Charlestown is a good move. Light rail Kotara to Charlestown”

“Transport! Roads Rail/Station”

“This area is key to downstream stormwater management therefore protection of remaining bushland which slows water flow is essential. Creeks need better protection from erosion ↑ volume stormwater flows”

Lambton

11 comments were received relating to this neighbourhood vision. The most frequently mentioned themes were **Pools and Beaches (4 mentions)**, Commercial Centres as Community Places (3 mentions) and Cycleways (3 mentions).

“Support local shopping strip and small business - good village atmosphere”

“Upgrades to Lambton Pool - development of facility as key local attraction”

“Like the idea of a more community minded centre. Need to attract more local input. Ask locals what they want/need”

“Develop dialogue and partnerships with commercial centre to build as neighbourhood business centre”

New Lambton and New Lambton Heights

17 comments related to New Lambton and New Lambton Heights' neighbourhood vision. The most commonly mentioned themes were **Green Open Space, Parks, Gardens and Recreation (5 mentions)**, Commercial Centres Hierarchy (4 mentions) and Land Management, Cycleways, Walking, Neighbourhood Heritage Character and Home Based Business all came an equal 3rd (3 mentions).

"Like: retaining a viable village. Make medium density housing liveable spaces not boxes - aesthetically appropriate for a village atmosphere. Like mixed use and community activity like home based business. Allow more community gardens in parks and on unused land even allotments in high and medium density areas"

"This area could absorb a dramatic increase in population/housing density while still retaining its 20s and 30s character/charm. It has stood still in the time since the 60s (except for Wests!!). Main street Lambton Road from Royal Place to Tauranga ? Road (with ATS and Old Mitre 10) needs ↑↑ density allowance"

"...Enhance recreation facilities in the parks around the area to take pressure off Blackbutt"

"Invasive weed problem much worse than 20+ years ago, especially at top end. Some paths are now blocked off by weeds. Local residents need to be encouraged to eliminate invasive weeds from their gardens e.g. Privet"

"New Lambton heights cannot support more business, healthcare or otherwise as there is already conflict between residents and hospital. The character needs to be protected. Don' muck with it. Use New Lambton village! It's close"

North Lambton

8 comments were received in relation to the neighbourhood vision for North Lambton. The top themes mentioned in these comments were **Cycleways (4 mentions)**, Education (2 mentions), Footpaths (2 mentions) and Traffic (2 mentions).

"Cycling infrastructure needs careful planning in this area. Long term neglect of footpaths in this area very evident"

"Improve footpaths - many places have none - hilly and uneven ground is unsafe and disincentive for walking. Need cycling pathways"

"Improve security so people feel safe walking to University"

"Redirect through traffic in North Lambton and Waratah by improving and directing traffic to enter University by main roads"

3.2.4 Ward 4 summary & neighbourhood results

In Ward 4, Transport was the most important issue, with 22 mentions, however Other (20) and Environment (18) trailed closely behind. The Environment category placed higher in Ward 4 than in any of the other Wards, reflecting the large amount of bush, wetland and rural landscapes in the area. Flooding in Wallsend was also a large environmental issue for residents of Ward 4. For a full listing of results for Ward 4, see [Appendix VII](#).

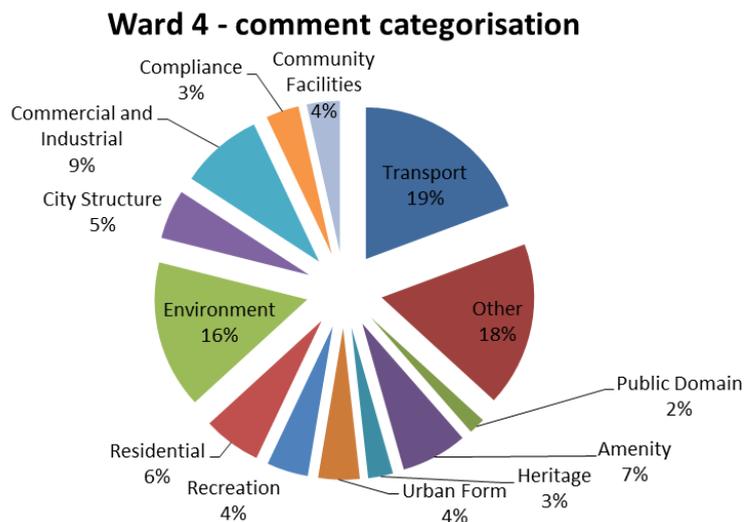


Figure 12: Ward 4: comment categorisation

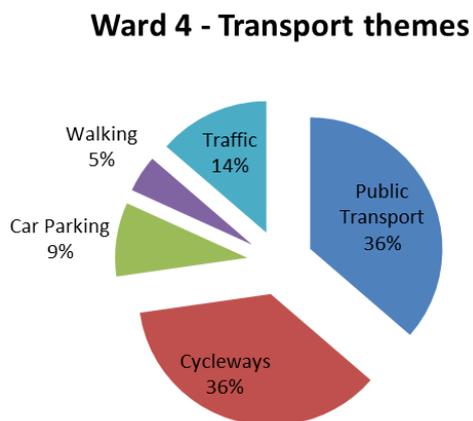


Figure 13: Ward 4: transport themes

Beresfield and Tarro

A workshop was held in Tarro to capture the thoughts and ideas of Ward 4 locals. In total, 5 comments were received for the Beresfield and Tarro neighbourhood vision. The most frequently mentioned theme in this neighbourhood was **Pools and Beaches (3 mentions)**, followed by Industrial Development (2) and Public Transport (2).

Some examples of the comments received include:

*"- concerns regarding public transport access to industrial areas means everyone drives, no parking.
- garden on footpaths.
- road maintenance.
- very hot suburb.
- support industrial area growth"*

"No beach handy. Need Council support on the keeping of it for the locals"

*"- retain the pool (like).
- expanding industrial areas.
- generally positive to higher density (in scale).
- proximity to M1"*

Birmingham Gardens and Callaghan

This neighbourhood received 4 comments in total. The most frequently mentioned theme for this neighbourhood was **Public Transport (4 mentions)**. Traffic received 2 mentions, while Car Parking (1) and Student Housing (1) received a mention each.

"Reduce congestion surrounding University during peak times - especially morning. Improve frequency and reliability of public transport - too many people driving due to inconvenient timing of buses and the risk of them running late. If there are increased bus services, people will be more inclined to catch a bus, i.e. don't need to check bus timetabling, just turn up and go"

"Unnecessary use of cars due to poor transport links"

**Black Hill, Hexham, Kooragang, Lenaghan,
Mayfield North and eastern part of Tighes Hill
(The Northern Environmental Region)**

3 comments were received for this neighbourhood. Three themes received 2 mentions each, being **'Flora and Fauna Protection/Biodiversity (2 mentions), Drainage/Waterways (2 mentions) and Visual Appeal/Character of Area (2 mentions)**.

"Environment - Green corridor is working well and needs to be kept as a corridor from the Watagans to Hexham. Creek beds, vegetation - cleared up and kept. Black Hill / Lenaghan - to be kept close to what it is now. Not to be changed a lot"

"Protection of the last remaining remnant vegetation areas on the fringe of Hexham swamp. Identification of an environmental corridor from Tomago, through the Hexham swamp to Mount Sugarloaf and beyond"

Elermore Vale and Rankin Park

1 comment was received for Elermore Vale and Rankin Park. Themes mentioned include **Drainage/Waterways (1 mention), Density (General) (1 mention) and Road and Rail Infrastructure (1 mention)**.

"Elermore Vale subject to flash flooding which will be exacerbated by Newcastle Bypass. Do not increase development in or near flood area"

Fletcher and Minmi

4 comments were received for this neighbourhood. The most frequently mentioned theme was **Cycleways (3 mentions)**, followed by Green open Space, Parks, Gardens and Recreational Space (2 mentions) and Neighbourhood Heritage Character (2 mentions).

"Improve cycleway links. Build off road shared pathways between Bunnings and Minmi"

"Cycleways - off road are needed.

Public transport - often. If it's often then more people can rely on getting from A to B easier.

Small historic town - needs constant input from residents who have lived there for decades and know the area. Housing needs to be buildings sensitive to the area – e.g. mine subsidence, landscape"

Maryland

3 comments were received. Top themes included **Visual Appeal/Character of Area (2 mentions)**, **Views (2 mentions)** and **Drainage/Waterways (2 mentions)**.

"Likes Objective 7 - Maintain and create views of wetlands and surrounding rural landscape from streets, other public places and dwellings"

"Streetscapes could be improved if Council had an effective weed eradication plan in place...Maintain and create views of wetlands. Too much vegetation clearing will increase siltation of the wetlands. People love to use fertiliser and insecticides on their gardens - pollution of wetlands. Need SQUIDS to filter silt and chemicals from stormwater runoff"

Sandgate and Shortland

4 comments were received for this neighbourhood. The most commonly mentioned themes were **Community Cohesion (2 mentions)** and **Affordable Housing (2 mentions)**, with no other themes receiving more than 1 mention.

"More affordable style accommodation. Ensure they are nice areas that people take ownership of as residents"

"Increasing housing choices - more affordable apartment style accommodation in close proximity to University"

"The Shortland area would benefit from some form of local precinct that creates community. It is very disconnected and has no flow"

Wallsend

A workshop session was held in this neighbourhood to capture the thoughts and ideas of Ward 4 residents. In total, 13 comments were received for the neighbourhood of Wallsend. The most commonly mentioned themes were **Cycleways (5 mentions)**, **Drainage/Waterways (4 mentions)** and **Safety (3 mentions)**.

*"Need train link from western suburbs to the city.
Need decentralisation of Newcastle City with more office jobs in the west of the LGA"*

"Objective 1 - add 'and cycleway' as follows: Create improved public transport and pedestrian and cycleway links with Blue Gum Hills and its surrounding areas"

"Improve cycleway links. Build off road connections between the Wallsend-Glendale Cycleway and the University"

"Police Station is needed. Flood mitigation needs to be done now - well overdue"

3.2.5 Newcastle 'LGA wide' comments

An opportunity was given for information session attendees to provide comments on any part of the strategy. 10 comments were received for the LGA Wide category. The most commonly mentioned themes were **Public Transport (4 mentions)**, Green Open Space, Parks, Gardens and Recreation (General) (3 mentions) and Cycling, Industrial Development, Land Management, Neighbourhood Heritage Character, Pollution, Dust and Noise and Tourism (2 mentions each).

Some of the comments that referred to the entire Newcastle LGA have been included below:

"Global city.

Lifestyle attracting new residents.

Walkability (local).

Great suburbs - should have local group meetings.

Recreation.

Heritage - could make more of this"

"Richmond Vale rail trail. Regional cycleway. Recreation and tourism"

"Working with other Councils

- art

- housing

- dumping waste

- Library

- Environmental policies"

"Traffic congestion in Ward 1. Use technology, event/where are road blocks? Intelligent roads.

New forms of power. (can be used by planners)

Loss of manufacturing jobs - opportunities for change to new industries rather than current focus on mining??

Jobs for new people coming.

Fuel use.

Pollution.

Inefficiency.

Business frustration.

Too much focus on Uni, NCC, HW, John Hunter, HRMI and not on emerging and small business.

NCC should have planning controls - we need open government"

3.4 General observations

The community was broadly supportive of higher density housing supporting neighbourhood centres, but also commented that adequate infrastructure and transport must support these areas.

Most of the comments received were in regard to Local Government matters however there were many comments that referred to State, Federal and global matters as well. The number one concern was transport, particularly the themes cycling and public transport. Mobility options and choices were of importance to many people at the time that the workshops were held, with many people indicating that they wanted more frequent transport, better networked public transport infrastructure and a more accessible, better connected and safer network of cycleways. As some of these do not fall within the capacity of Council, it became clear that the community want Council to take on a stronger advocacy role.

The *Other* category came in second place, including themes as broad as Energy, Health, Education, Safety, Economy, Tourism, State Government Plans, Urban Heat, Comments Relating to the Strategy, Gentrification, Technology/Innovation, Public Consultation and 'Other' (being anything else that did not fit into the other 12 categories or 92 themes). Because this *Other* category contained such a broad array of themes, it should not be given as much weighting as the more clearly defined categories that came after it, i.e.: Recreation or Residential.

Each of the four wards had a distinctly different theme emerging as most important to their area. These were:

Ward 1: Neighbourhood Heritage Character

Ward 2: Car Parking

Ward 3: Cycleways

Ward 4: Drainage and Waterways

In Wards 4 and 2, the second most frequently mentioned themes received only one less mention than the top theme. A full list of themes and the results for each ward can be found in Appendices IV-VII.

4 Recommendations

Upon reviewing the results of this consultation, the strategic planning team may wish to evaluate whether the data that supports community visions of cycleways, better public transport and improved traffic management could be reflected through amendments to the Local Planning Strategy.

5 Resources & Appendices:

Resources:

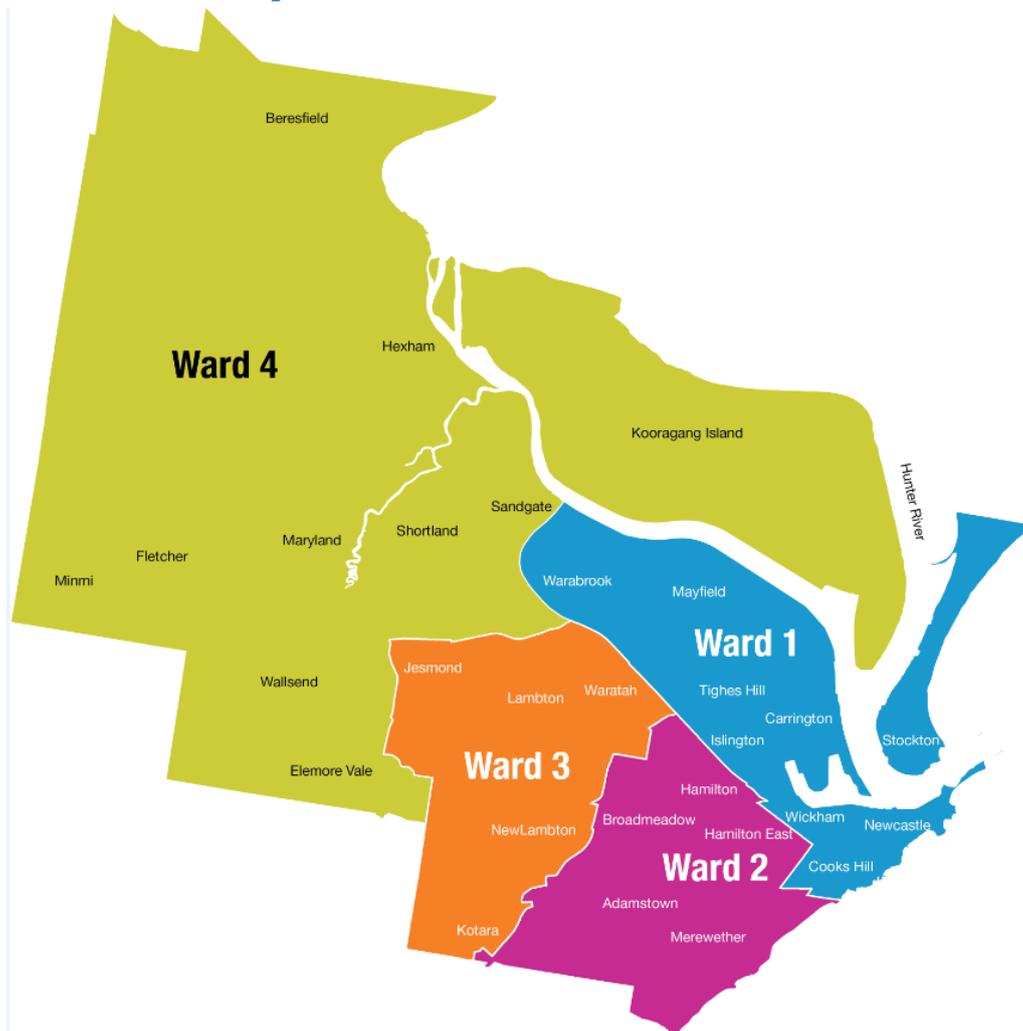
City of Newcastle, 2013, Community Strategic Plan: Newcastle 2030, accessed 24.3.2015,
http://www.newcastle.nsw.gov.au/about_newcastle/Newcastle2030

City of Newcastle, 2015, Ward Map, accessed 24.3.2015,
http://www.newcastle.nsw.gov.au/about_newcastle/maps/city_ward_maps

Appendix I- NCC Policy Framework



Appendix II- Ward map



Ward Map

Ward 1	Bar Beach, Carrington, Cooks Hill, Islington, Maryville, Mayfield, Mayfield East, Mayfield West, Newcastle, Newcastle East, Newcastle West, Stockton, The Hill, The Junction (part), Tighes Hill, Warabrook, Wickham	Ward 2	Adamstown, Adamstown Heights, Broadmeadow, Hamilton, Hamilton East, Hamilton South, Hamilton North, Merewether, Merewether Heights, The Junction (part)
Ward 3	Georgetown, Jesmond, Kotara, Lambton, New Lambton, New Lambton Heights, North Lambton, Waratah, Waratah West, parts of Wallsend	Ward 4	Beresfield, Birmingham Gardens, Black Hill, Callaghan, Elermore Vale, Fletcher, Hexham, Lenaghan, Maryland, Minmi, Rankin Park, Sandgate, Shortland, Tarro, Wallsend

Suburbs Grouped by Ward

Appendix III - LGA wide categorisation of responses

Whole LGA - Categories and Themes	
Comments n=349, Theme Mentions n=1125	# Mentions
Residential	Total: 82
Mixed Use	18
Village Feel	11
Medium Density Residential	10
Housing Diversity	10
Student Housing	8
Affordable Housing	8
Home Based Business	6
Social/Public Housing	6
High Density Residential	4
Low Density Residential	1
Commercial and Industrial	Total: 75
Commercial Centres Hierarchy	20
Commercial Centres as Community Places	20
Commercial Development	13
Outdoor Dining and Cafes	8
Industrial Development	6
Walking Distance from Homes	3
Ease of Business	3
Industrial Pollution and Noise	1
Renew Newcastle	1
Access to Train and Bus Services (Commercial Centres)	0
Compliance	Total: 29
Planning Regulation	24
Car Parking Compliance	3
Street Prostitution	2
Transport	Total: 226
Cycleways	59
Public Transport	47
Traffic	39
Walking	32
Car Parking	30
Railway Closure	17
Disability Access on Public Transport	1
Access to Public Transport (general)	1
Urban Form	Total: 76
Density (general)	24
Architecture	20
Heights of Buildings	18
Urban Design	7
CBD/ Urban Renewal Strategy	5
Setbacks	2

Public Domain	Total: 75
Street Trees and Landscaping	33
Footpaths	14
Urban Revitalisation	13
Public Domain & Facilities (other)	9
Public Art	3
Signage and Wayfinding	3
Recreation	Total: 86
Green Open Space, Parks and Gardens, Recreation (General)	53
Children	10
Access to Water for Recreational Purposes	7
Sporting Fields	5
Organised Recreational Activities	4
Recreation Businesses	3
Youth	2
Events	2
City Structure	Total: 56
Connectivity and Permeability	21
Road and Rail Infrastructure	18
Zoning & Minimum Lot Size	8
Renewal Corridors	6
Development Precincts	3
Environment	Total: 74
Drainage and Waterways	19
Flora and Fauna Protection/ Biodiversity	19
Pollution, Dust and Noise	12
Land Management	10
Sustainable Development	8
Weeds and Pests	3
Mine Subsidence	3
Amenity	Total: 73
Visual Appeal and Character of an Area	43
Views	15
Sense of Place and Belonging	13
Urban Decay	2
Heritage	Total: 66
Neighbourhood Heritage Character	43
Iconic Buildings	10
Heritage Planning Guidelines	7
Use of Heritage Materials	4
Indigenous Heritage	2
Community Facilities	Total: 30
Art Galleries	9
Pools and Beaches	8
Community Gardens	6
Libraries	4
Community Centres	3

Other	Total: 177
Other	36
Comments and Suggestions for the Draft Local Planning Strategy	29
Community Cohesion	19
Education	18
Safety	17
Public Consultation	11
Health	10
Tourism	9
State Government Plans	9
Energy	4
Technology and Innovation	4
The Elderly	4
Urban Heat	2
Gentrification	2
Urban Encroachment	2
Economy	1

Appendix IV - Ward 1 categorisation of responses

WARD 1 - Categories and Themes	
Comments: n=163, Theme Mentions n=601	
	# Mentions
Residential	Total: 40
Mixed Use	12
Medium Density Residential	6
Village Feel	5
Housing Diversity	4
Affordable Housing	4
Social/Public Housing	3
Home Based Business	2
High Density Residential	2
Student Housing	1
Low Density Residential	1
Commercial and Industrial	Total:21
Commercial Centres as Community Places	7
Commercial Centres Hierarchy	5
Outdoor Dining and Cafes	5
Walking Distance from Homes	1
Ease of Business	1
Industrial Pollution and Noise	1
Renew Newcastle	1
Compliance	Total: 16
Planning Regulation	12
Car Parking Compliance	2
Street Prostitution	2
Transport	Total: 119
Cycling	25
Public Transport	24
Traffic	21
Railway Closure	17
Walking	16
Car Parking	14
Disability Access on Public Transport	1
Access to Public Transport (general)	1
Urban Form	Total: 48
Heights of Buildings	17
Architecture	11
Density (general)	8
Urban Design	6
CBD/ Urban Renewal Strategy	4
Setbacks	2

Public Domain	Total: 52
Street Trees and Landscaping	22
Urban Revitalisation	11
Public Domain & Facilities (other)	7
Footpaths	6
Public Art	3
Signage and Wayfinding	3
Recreation	Total: 42
Green Open Space, Parks and Gardens, Recreation (General)	27
Access to Water for Recreational Purposes	6
Sporting Fields	2
Organised Recreational Activities	2
Events	2
Children	1
Youth	1
Recreation Businesses	1
City Structure	Total: 24
Connectivity and Permeability	9
Road and Rail Infrastructure	6
Renewal Corridors	4
Development Precincts	3
Zoning & Minimum Lot Size	2
Environment	Total: 28
Pollution, Dust and Noise	8
Drainage and Waterways	7
Flora and Fauna Protection/ Biodiversity	5
Land Management	3
Sustainable Development	3
Mine Subsidence	2
Amenity	Total: 52
Visual Appeal and Character of an Area	27
Views	12
Sense of Place and Belonging	11
Urban Decay	2
Heritage	Total: 51
Neighbourhood Heritage Character	31
Iconic Buildings	9
Heritage Planning Guidelines	5
Use of Heritage Materials	4
Indigenous Heritage	2
Community Facilities	Total: 13
Art Galleries	9
Community Centres	2
Libraries	1
Community Gardens	1

Other	Total: 92
Other	25
Comments and Suggestions for the Draft Local Planning Strategy	19
Education	11
Community Cohesion	8
Tourism	7
State Government Plans	7
Public Consultation	5
Health	5
Energy	1
Technology and Innovation	1
The Elderly	1
Gentrification	1
Economy	1

Appendix V - Ward 2 categorisation of responses

WARD 2 - Categories and Themes	
Comments: n= 62, Theme Mentions n= 133	# Mentions
Residential	Total: 7
Mixed Use	1
Medium Density Residential	1
Village Feel	1
Housing Diversity	1
Affordable Housing	1
Home Based Business	1
Student Housing	1
Commercial and Industrial	Total: 14
Commercial Centres as Community Places	3
Commercial Centres Hierarchy	4
Outdoor Dining and Cafes	3
Commercial Development	3
Walking Distance from Homes	1
Compliance	Total: 4
Planning Regulation	4
Transport	Total: 38
Car Parking	12
Cycleways	8
Public Transport	6
Traffic	6
Walking	6
Urban Form	Total: 7
Heights of Buildings	1
Architecture	4
Density (general)	2
Public Domain	Total: 10
Street Trees and Landscaping	6
Footpaths	2
Urban Revitalisation	1
Public Domain & Facilities (other)	1
Recreation	Total: 18
Green Open Space, Parks and Gardens, Recreation (General)	11
Children	5
Sporting Fields	1
Organised Recreational Activities	1
City Structure	Total: 7
Connectivity and Permeability	3
Road and Rail Infrastructure	2
Zoning & Minimum Lot Size	2

Environment	Total: 5
Drainage and Waterways	2
Flora and Fauna Protection/ Biodiversity	2
Sustainable Development	1
Amenity	Total: 6
Visual Appeal and Character of an Area	5
Sense of Place and Belonging	1
Heritage	Total: 4
Neighbourhood Heritage Character	3
Heritage Planning Guidelines	1
Community Facilities	Total: 2
Community Centres	1
Community Gardens	1
Other	Total: 11
Other	1
Safety	6
Community Cohesion	2
Comments and Suggestions for the Draft Local Planning Strategy	1
Health	1

Appendix VI - Ward 3 categorisation of responses

WARD 3 - Categories and Themes	
Comments n= 77, Theme Mentions n=229	# Mentions
Residential	Total: 24
Mixed Use	2
Village Feel	5
Student Housing	4
Medium Density Residential	3
Home Based Business	3
Social/Public Housing	3
Housing Diversity	2
Affordable Housing	1
High Density Residential	1
Commercial and Industrial	Total: 26
Commercial Centres Hierarchy	9
Commercial Centres as Community Places	8
Commercial Development	5
Industrial Development	2
Walking Distance from Homes	1
Ease of Business	1
Compliance	Total: 3
Car Parking Compliance	1
Planning Regulation	2
Transport	Total: 39
Cycleways	16
Walking	8
Traffic	8
Public Transport	5
Car Parking	2
Urban Form	Total: 12
Density (general)	9
Architecture	3
Public Domain	Total: 10
Footpaths	5
Street Trees and Landscaping	3
Urban Revitalisation	1
Public Domain & Facilities (other)	1
Recreation	Total: 18
Green Open Space, Parks and Gardens, Recreation (General)	10
Children	3
Youth	1
Sporting Fields	1
Access to Water for Recreational Purposes	1
Organised Recreational Activities	1
Recreation Businesses	1
City Structure	Total: 17

Road and Rail Infrastructure	7
Connectivity and Permeability	7
Renewal Corridors	2
Zoning & Minimum Lot Size	1
Environment	Total: 18
Flora and Fauna Protection/ Biodiversity	7
Sustainable Development	4
Land Management	3
Weeds and Pests	2
Drainage and Waterways	1
Pollution, Dust and Noise	1
Amenity	Total: 6
Visual Appeal and Character of an Area	5
Sense of Place and Belonging	1
Heritage	Total: 5
Neighbourhood Heritage Character	4
Heritage Planning Guidelines	1
Community Facilities	Total: 8
Pools and Beaches	4
Libraries	2
Community Gardens	2
Other	Total: 43
Comments and Suggestions for the Draft Local Planning Strategy	8
Safety	8
Community Cohesion	6
Education	5
Health	4
The Elderly	3
Energy	2
Public Consultation	2
Urban Encroachment	2
Gentrification	1
Other	1
Technology and Innovation	1

Appendix VII - Ward 4 categorisation of responses

WARD 4 - Categories and Themes	
Comments n=37, Theme Mentions n=114	# Mentions
Residential	Total: 7
Mixed Use	2
Affordable Housing	2
Housing Diversity	2
Student Housing	1
Commercial and Industrial	Total: 10
Commercial Development	4
Commercial Centres as Community Places	2
Industrial Development	2
Commercial Centres Hierarchy	2
Compliance	Total: 4
Planning Regulation	4
Transport	Total: 22
Public Transport	8
Cycleways	8
Traffic	3
Car Parking	2
Walking	1
Urban Form	Total: 5
Density (general)	4
Architecture	1
Public Domain	Total: 2
Footpaths	1
Street Trees and Landscaping	1
Recreation	Total: 5
Green Open Space, Parks and Gardens, Recreation (General)	2
Children	1
Recreation Businesses	1
Sporting Fields	1
City Structure	Total: 6
Zoning & Minimum Lot Size	2
Road and Rail Infrastructure	3
Connectivity and Permeability	1
Environment	Total: 18
Drainage and Waterways	9
Flora and Fauna Protection/ Biodiversity	4
Land Management	2
Weeds and Pests	1
Mine Subsidence	1
Pollution, Dust and Noise	1
Amenity	Total: 8
Visual Appeal and Character of an Area	5
Views	3

Heritage	Total: 3
Neighbourhood Heritage Character	3
Community Facilities	Total: 4
Pools and Beaches	3
Community Gardens	1
Other	Total: 20
Public Consultation	3
Safety	3
Urban Heat	2
Community Cohesion	2
State Government Plans	2
Education	1
Technology and Innovation	1
Comments and Suggestions for the Draft Local Planning Strategy	1

Appendix VIII

Verbatim Comments:

WARD 1	Verbatim Comments	
Neighbourhood	What Works	What Needs Improvement
Cooks Hill	<p>Stress the Civic Park Precincts architecture: Town Hall (maybe), 'cottage style' (County Council), Presbyterian Church (Menkins), Baptist Tabernacle (Menkins), Vancouver Prefab (unique), NESCA (Deco) as tourist venues, Art Gallery, Civic Theatre, Clarendon Hotel (Deco), Civic Park Fountain.</p> <p>Maintaining Cooks Hill as domicile - no more flats - for families.</p> <p>Support extensions for University - to the west of Auckland Street - a very strong positive it's there at all.</p> <p>Maintain its leafy nature.</p>	
Cooks Hill	<p>Keep art gallery free entry - encourage local custom and ownership.</p> <p>Maintain diversity.</p> <p>Has community garden (need more).</p>	
Cooks Hill	<p>Encourage housing diversity, sympathetic with heritage character.</p> <p>Diversity would increase affordable housing offering. Refer to proximity of public housing areas in Darby and Light Streets and Parkway Avenue.</p> <p>Activate open spaces with suitable organised recreation options (may be businesses) eg. taichi classes, equipment hire such as at Bondi Beach (towels, boogie boards, etc.)</p>	
Cooks Hill		<p>Emphasise 'community' more and 'business concerns' less.</p> <p>Parking planning for cars - the one glaring 'missing element' for residents in the entire suburb - causing great angst!</p>
Cooks Hill		<p>Vision should include trees and landscaping on streets.</p> <p>Also street/private significant trees.</p>

Cooks Hill		<p>Facilitate stronger presence - cultural facilities - Art Gallery inadequate for a city size of Newcastle (eg. Bendigo), expansion needed.</p> <p>7. B4 Mixed Use zone - parking issues, public transport access</p> <p>1-7. Local Services - all hinge on current parking congestion - need to urgently consider this impact and solutions on any future plan.</p>
Cooks Hill		<p>Encourage pedestrian access by maintaining footpaths.</p> <p>Have ongoing tree planting (street trees) which involves maintenance and replacement of trees which die/are destroyed.</p>
Cooks Hill		<p>6. Clearer guidelines for heritage issues.</p> <p>Tree register online - conflicting requirements.</p>
Cooks Hill		<p>4. Development approved which address diversity (eg. Union, Corlette Street development next to Grammar School) and then development changed after approval (single dwelling component of above development changed to high cost townhouses).</p>
Cooks Hill		<p>Improve convenience of public transport - increased frequency and spread of hours. This is especially needed to connect to train (otherwise residents park and ride at Broadmeadow).</p> <p>Footpaths should not be widened just to be occupied by businesses trading out. This may impact negatively on scarce parking and public transport movement (which will hopefully be increased).</p> <p>Commuter carparking competes with residential parking. This has become worse recently and may be linked to changes to train service.</p>

Cooks Hill		<p>Ref: Our unique natural environment is maintained....etc.</p> <p>There is no mention of existing street trees, trees on private land or trees of significance. Some of this is included in the masterplan but doesn't seem to have made it to the Strategy. Many plantings (eg. Magnolias, Norfolk Pines, etc.) don't contribute to diversity of 'flora, fauna and ecological communities'. Seems to be a mismatch here.</p>
Carrington	<p>Improving the viability of the neighbourhood centre - this is already happening with Lamppost Markets and school markets. Maintain and enhance Throsby Creek area - I'd like to see more water bubblers (there are none at all in Carrington / Maryville) and lighting on the Carrington side.</p>	
Carrington	<p>The parkland and recreation areas are good eg. Carrington Urban Forest - need to be maintained.</p> <p>The Story Poles by the Dates family are really important and should be promoted (Cultural). If birds keep coming, it would be good to organise birdwatching, but I have noticed (possibly pollution related)</p> <p>The school community centres the residents and could be used to bring people in.</p>	
Carrington	Thanks, looks great but how does it 'happen'.	recognise natural landscape significant mangroves.
Carrington		View / vista to city is a feature of Carrington and will be damaged by high rise development in Mall area eg. views to Cathedral etc.

Carrington		<p>Intensify and consolidate neighbourhood centre - what does this mean? Carrington should retain its fine grained Character as per the other strategies.</p> <p>Protect public access to the open space on the eastern side of the Dyke Wharf overpass.</p> <p>Reduce minimum lot size from the current 450m².</p>
Carrington		Lack of attention to drainage issues in Carrington.
Carrington		<p>Rampant property profiteering renovator investors are killing the community by evicting poor but community committed citizens who make time to look after each other. A mix of low cost rentals that are accessible will assist in keeping what social amenity Carrington currently enjoys.</p> <p>Ensure survival of sole remaining public access to South Arm Foreshore within the Port Authority area. It is vital part of community amenity and heritage of local Aboriginal land use (seafood), worker's efforts (park made by Port workers) and is a traditional meeting place for residents at annual events.</p>
Carrington		<p>Higher density, current minimum lot size is 450m². 150m² -200m² is more in keeping with the area.</p> <p>Need to encourage lot consolidation and medium density living. Not tedious heritage pastiche single dwelling houses.</p>
Maryville and Wickham	2. Pedestrian access and cycle access from Maryville along the foreshore to Nobby's needs to be a clear strategy. To cater for the extra 26,000 people expected by 2030. Open space for these 26,000.	
Maryville and Wickham	8. Infill development in Grey Street and Throsby have been sympathetic.	

Maryville and Wickham	2. Throsby Creek pedestrian and cycle path well used, but peters out at Wickham.	
Maryville and Wickham	4. Throsby Street mixed residential/commercial development will be a welcome addition to neighbourhood.	
Maryville and Wickham	4. Some adaptable mixed use - Salvation Army belong to restaurant. Wickham.	
Maryville and Wickham	Walkability Relationship with key - NCC - people! Patty M, Frank C. Sandstone curbstone - go missing when new medium density DA's occur. The revitaliation is happening and good. We need to protect the identify of the Greening wherever possible.	
Maryville and Wickham		9. Removal (24?) row of native Hibiscus in Station Street Wickham soon after rail closure a vindictive and senseless act. The 'interchange' at Wickham has not been designed and may not proceed if State Government loses right to appeal or appeal process.
Maryville and Wickham		2. Pedestrian / cycling access still dependent on HDC development. No safe connection between Wickham and Honeysuckle.
Maryville and Wickham		1. Pedestrian and cycling amenity safety damaged by closure of Railway Street gates and increased traffic along Hannell Street. Still no connection with Wickham link. Desperate need for local traffic management. Heavy vehicle transporting cars from dealers now pass through Wickham.

Maryville and Wickham		<p>Wickham was becoming diverse and mixed use.</p> <p>All under threat because of closure of Railway Street and proposed Wickham terminus.</p> <p>Closure of Railway Street crossing has destroyed the integration with west end.</p> <p>Honeysuckle has never integrated with inner suburbs of Wickham and Maryville.</p>
Maryville and Wickham		<p>7. Honeysuckle has sucked life out of city. CBD was renewing and revitalising.</p> <p>Closure of railway line has resulted in the diversion of activities like Christmas and New Year firework, Australia Day away from Foreshore area to less suitable Honeysuckle.</p>
Maryville and Wickham		<p>4. Wickham School of Arts remains neglected and empty. Historic use of building left idle.</p>
Maryville and Wickham		<p>6. Closure of Railway Street crossing has led to increased truck and heavy vehicle traffic through suburb.</p>
Maryville and Wickham		<p>5. Closure of Railway Street has cut off car dealers in Tudor Street from spare parts providers in Wickham - complain of extra driving time and inconvenience.</p>
Maryville and Wickham		<p>3. Hannell Street now a speedway with removal of gates at Wickham.</p> <p>Cannot turn right to go to Hamilton.</p> <p>Cannot turn right to go into City.</p> <p>Honeysuckle Drive choked with traffic because of closure of rail.</p>
Maryville and Wickham		<p>I feel as though I am trapped in a concentration camp enclosed by razor wire and cut off from the City.</p>

Maryville and Wickham		<p>Section 94 needs to really help the revitalisation of the streetscapes. Even though these DA's are up to \$20 million our streets are not reflecting the input or quality. With mixed use - damage and high usage of heavy vehicle and clients do constantly enter the suburb.</p> <p>More, smart, neat, quality, with initiative thoughts.</p>
Maryville and Wickham		<p>Wickham streetscape, plantings, trees, recognition.</p>
Maryville and Wickham		<p>Local centre must protect - sandstone curbstone - they must remain placed back in the street where the DA occurs.</p> <p>Create new good drainage for the new CBD and terminus.</p> <p>Appropriate setbacks.</p> <p>Quality pathways with setbacks (as first paths to be built since establishing BHP). These paths must last the next generation - curbstones from the mixed use areas need to be placed where the past driveway once were. The configurations of driveway and paths. Need to keep structures and establish in the same street, they are disappearing.</p>
Maryville and Wickham		<p>Mine Subsidence is an issue for medium density in Wickham.</p>
Maryville and Wickham		<p>Wickham is at the beginning of a new life. Revitalised after 50 years of trashing. Get it right with quality long lasting infrastructure around the new apartment blocks / medium density buildings. Apartments are modern and well finished inside.</p> <p>But:</p> <p>Is the path , the street, the greening, the setback all reaching for a standard. Newcastle's next generation will use these new 2015 amenities.</p>

Maryville and Wickham		Throsby Street Wickham Park needs to open the access to the park from Railway Street. Make a pleasant Boulevarde well lit access through Holland Street. Station Street must have paths. Must have lights - setback. Wickham Street must have setback, greening and drainage. Mixed use. Double bogies must have access limits in other streets, ie. residential. Tonnage and movement must be addressed.
Maryville and Wickham		Honeysuckle workers are swamping all parking across Wickham. Very strong compliance required. Mixed use and government commercial from Honeysuckle, impact walkability, destroying liveability, out of control and
Maryville and Wickham		Maryville, role of planning in flooding issues eg. roof access to escape water.
Maryville and Wickham		Maybe School.....?1 a few more services small super market
Maryville and Wickham		Pollution Dusting of wheat grain husk from Carrington Wheat terminals. Yacht Club oil slick in Harbour Diesel from trucks movement
Bar Beach and The Junction	The Junction Great village feel, specialising in personal services, womens' fashion / gifts. If considering expanding commercial floorspace, look at recent vacancies in Junction Fair, which may be related to expansion of Marketown. Retain attractive weatherboard houses on Glebe Road opposite commercial zone. Accomodate suitable business uses.	

Bar Beach and The Junction	Love the new pathways, seats and other facilities found around Merewether, Bar Beach, Dixon Park, etc. The Memorial Walk construction looks impressive so far and is another great addition to the area. The only thing I would like to see is easier access to this area. I live on Beaumont Street, but for me to get a bus to these areas can often take an hour, with a changeover at Marketown. Though I like to promote the use of public transport over driving all the time, sometimes getting the bus is so impractical.	
Bar Beach and The Junction	Public transport should be a standard amenity. Encourage 3-storey expansion on major roads. All developments require adequate parking.	
Bar Beach and The Junction	The Junction needs to be updated. Acknowledge the increased use of Glebe Road as a traffic corridor. Brunker Road and its increased density is an 'historic' thoroughfare. Long since reached its capacity. Glebe Road is busier, 'the obvious route for increased buses into the City and increased density in housing.	
Bar Beach and The Junction	What happened to the plan to 'rejuvenate' the expanse of Bar Beach Car Park - some trees/landscaping etc. It is an 'eyesore' and could be more effectively designed to provide shade/a better vista looking back at the headland and more usable public space.	
Bar Beach and The Junction		The Junction - parking is a (short term) problem, especially as commercial area is adjacent to 2 schools.

Bar Beach and The Junction		Beach front work seem haphazard in its implementation - end results look good. No commercial land development in parks and beaches. With increasing population more recreational facility will be required. Facility of shopping areas is made dangerous by trolleys left around. Does Council have a plan to control this danger?
Mayfield, Mayfield East and Mayfield West	4. Yes, How? What? Bikes? Skateboarding?. Mayfield has a great skate park. Making space for the kids and youth accessing this would promote vitality and safety. 6. Yes. A revamp of Webb Park wouldn't hurt. Park behind Woolworths could use some play equipment or perhaps a bike track. But we may need it for future parking.	
Mayfield, Mayfield East and Mayfield West	7. Yes, yes yes. 8. Absolutely.	
Mayfield, Mayfield East and Mayfield West	Important for Newcastle to be connected easily to rest of NSW to make it an attractive place to be - high speed rail link to Sydney and north + freight bypass. Improved access routes for pedestrians, cyclists.	
Mayfield, Mayfield East and Mayfield West	Medium density along Maitland Road is great. Need to create a community focal point.	
Mayfield, Mayfield East and Mayfield West		Improve connectivity of transport links (public). Improve access for cyclists and pedestrians. Higher density housing requires improvement in other facilities - transport, greenspace. This is decreasing in Mayfield.
Mayfield, Mayfield East and Mayfield West		6 and 8 are important.

Tighes Hill	What's there is fine but there's a lot missing. It's great that "the identify of T.H. will be reinforced" but unless identity is expressed it's not a meaningful statement.	
Islington	1,2 & 6. Very important to retain village, support renewal happening to businesses and quaint cottages which are on small block (cf. 10) 3. Love it 4 & 5. Yes 7. Important with Illegal Street Prostitution. 1 & 11. Yes, integral to 'vintage' shops and homes.	
Tighes Hill	3. Tighes Hill isn't just the southern gateway to the 'renewal corridor' (ie. with Mayfield) - it's also the northern gateway to the Islington/Wickham growth corridor.	
Islington	Take care of the working girls, don't persecute them or publicly shame them. The park is good, please preserve the old trees and ensure continuous plantings of more to avoid future tree loss. It is a lung in a very polluted area.	
Islington	1. Reinforce character by limiting high density developments!!! Eg. 220 Maitland Road, 4-storey bedsitters have already had many negative impacts on surrounding residents!! - Police called on regular occasions to address noise, internal disputes, drug activity, vandalism. - Street in outside every week housing dumped shopping trolleys. - Increased rubbish being dumped in Street!	

Islington	<p>7. Great. Make them good quality outcomes for the people living there and the people looking at them. Lets be ambitious - make them eco examples given that there is such great northern sun exposure. Make them so that they last and continue to be high quality in the long term. Give them character and diversity so that it doesn't all look the same and look like they were built by the same developer. Encourage developers who are willing to work with community so that there is a shared enactment of the vision. Use lots of recycled materials to encourage the weathered, charactered look of buildings that are already there.</p>	
Islington	<p>3. Wonderful. Toilets absolutely urgently required. Rehab of Throsby Creek is also so worthwhile but leave just a little of the bank with visual access - its important to have mangroves protecting in floods but people also need to be able to connect visually with the water in less flood prone areas of the bank. The Park is actually central to the identity of Islington. The new Park facilities are an amazing draw card in this area where a community meeting place could really re-emphasize growing community strength and collaboration. It is important that such a community space is free to non profit community groups so that it is accessible. The park is a good spot for it because it is the meeting place for a lot of suburbs which adjoin the park. The park is also an opportunity to provide information about the ecology of the river, suff that is happening locally.</p>	

Islington	<p>6. Great but encourage change which is in keeping with our identity - small shops, original shops, eco shops, which focus on recycled or sustainable lifestyle. Large chains such as the big two supermarkets or fast food chains are not in keeping with the businesses in our area and do not contribute to the village feel or the motivations of the people I have talked to in Islington. We don't want children in Islington being exposed to heavy advertising and branding. At the moment it is a refuge away from such commercialism but still supports vibrant businesses that contribute to our community or make it interesting.</p>	
Islington	<p>1. This is great but the devil is in the detail - the existing character is that of a weathered and long history. Things in Islington are not straight and perfect like your new, quickly developed buildings. The only way I can think of retaining some of this character and encourage the new development required in the area is to encourage the use of recycled materials (which have this character) to be integrated into buildings.</p> <p>2. Wonderful - allowing housing to maintain and maximise their solar access is critical for retrofitting towards carbon neutral houses. A constructive plan which considers a move to carbon neutral housing is critical for the resilience of people living in our suburb against rising power costs. We need this to be highlighted explicitly in planning. It is also in keeping with the existing sustainability trends that already exist in the suburb, ie. many sustainable food options already, an image that is focused on recycling / antiques / second hand, eco business (eg. solar, timber, eco building) and amazing access to public transport and bike paths into the city.</p>	

Islington		Public transport from Broadmeadow side to Islington Mayfield side is very bad. Ramp based pedestrian overpasses would be really good for connectivity. Lobby for bus routes to link sides of tracks. Keep affordable accommodation for students (local and overseas) and other residents.
Tighes Hill		Missing reference to dog park - key part of character of Tighes Hill, Islington/Wickham Park mentioned above.
Tighes Hill		No mention of rail line issue - heavy coal trains going past your door in the middle of the night does not sit well with the objectives of protecting history (1) or (3) quality urban design.
Islington		Far too minimalist - what is "the identity of Tighes Hill".
Tighes Hill		Tighes Hill should not be lumped in with Islington - has its own (and very strong) character and sense of identity.
Islington	Better. 1, 2 and 9 - Implementation of this is not evident in DA approvals 3, 4, 8 and 11 - Implementation - more safe crossings with pedestrian refuge. Slow traffic down - Maitland Rd to match adjoining Mayfield/Newcastle West (50) - Beaumont St to match Hamilton - Hubbard St/Chin Chen (40). 10 - consolidation of residential already small blocks will fight (1) existing character of unique vintage homes. Missing recognition of street/private trees/landscape. 11 - Not paid parking/resident parking.	
Islington		Flooding will require buildings to be refuges. Planning for escape/refuge.
Islington		Please make Throsby villages stand along visions.
Tighes Hill		Doesn't mention/address: Throsby Creek; rail line; lack of community centre; recreation spaces; strong community spirit/collaboration.

Warabrook		Public transport links are really bad especially bus. It would be good to get to the park where there are many birds and areas to walk and good educational designs.
Newcastle and Newcastle West	East of Brown St, protect the heritage. More shop top housing. More over 55's accommodation. GP Access to return. Private Mental Health Hospital to return. Additional school primary/infants.	
Newcastle and Newcastle West	Keep the city centre low rise to preserve it historic character. Put the high rise in the west end. Keep the rail line on the rail corridor but beautify and remove the overhead bridges. Make more crossings. Preserve our green space. Keep King Edward Park and the Headland Reserve for its dedicated purpose public recreation. Concentrate the cultural dollars on expanding the art gallery. This will repay twentyfold.	
Newcastle and Newcastle West	Number ten is essential but needs some teeth to implement in the face of pressure from spot rezoning and development.	
Newcastle and Newcastle West	Focus on increasing density is great, but need to reduce car parking. Huge demographic shift away from multi-car households. Need to focus on: cycle infrastructure; better integrated public transport; car share programs. A city is for people not for cars.	
Newcastle and Newcastle West	It's great that a range of views have been whittled down to a number of brief statements. This makes vision easier to grasp and seem achievable (at the local level at least).	
Newcastle and Newcastle West	8 - Yes	
Newcastle and Newcastle West	Increase density. Remove residential car parking requirements. Improve cycling infrastructure especially on Hunter Street.	

Newcastle and Newcastle West	19. Manage the impact of car parking. Great its exactly what is needed very clear parking ratios to residential ratios for all new development to correct the deficiency that has been allowed to propogate through city, city east and city west.	
Newcastle and Newcastle West	Open the cultural facilities and tourist information centre seven days a week to encourage tourism in Newcastle. Cruise ships could be a captive group (instead they go up the valley).	
Newcastle and Newcastle West	What is working? Renew Newcastle Safety The Facade Improvement Programme.	
Newcastle and Newcastle West	It's great to see local bars opening in Newcastle, Newcastle West and East. Particulary great to see the neighbourhood's creative community being able to give personaility and atmosphere to the area, re: markets, events, retail, cafés, art galleries, street art, heritage architecture. It suits the communty vision from a people perspective.	
Newcastle and Newcastle West	Renew Newcastle Improved Safety	
Newcastle and Newcastle West	Objectives I support: 6. Reshaping Hunter Street. 7. Civic Precinct. 8. West end = CBD. 14. Living city. 16. Public transport. 17. Pedestrian and cyclist network.	
Newcastle and Newcastle West	Small parts only working - Strategy is good, particularly 6, 7 8.	
Newcastle and Newcastle West	6. Strongly support this objective (but note that it is contrary to current NSW government strategy for light rail down Hunter St).	
Newcastle and Newcastle West	Enjoying renovations of Mall sidewalk seating for restaurants. Love being able to cross from Scott Street over railway line via new pathways.	

Newcastle and Newcastle West	Love the organic feel down at the Mall the way it has slowly grown into something individual.	
Newcastle and Newcastle West		<p>Would be great to see movement on cycleways and pedestrian areas.</p> <p>I would love to see a focus on what the city looks like from a people-perspective ie. What is at eye-level when we walk around the city? What type of materials are used for paths? For seating? How does the strategy help make the human experience enjoyable? Beautiful? Safe?</p> <p>Is urban sensitive design considered? Human centred design for useful and welcoming spaces.</p>
Newcastle and Newcastle West		<p>Would like to see community spaces in Newcastle made more welcoming and usable at night. For example, using light and landscaping.</p> <p>Even incorporating technology and/or art to make spaces interactive - maybe collaborations with University, start-up groups and local designers.</p>
Newcastle and Newcastle West		<p>10. Necessity to recognise.</p> <p>15. Important of natural world, significant trees and street landcaping. Capturing benefits in energy saving, safety,cooling etc.</p> <p>20. Oh My!</p>
Newcastle and Newcastle West		Management of noisy cars driving to and from Nobby's does impact the local area re: noise and safety.
Newcastle and Newcastle West (& Hamilton East)		<p>(for Hamilton East) Many bike riders use Denison Street riding home from town turning off at Parry Street and riding up to Beaumont St and Lambton.</p> <p>Would recommend making this part of the bike plan.</p>
Newcastle and Newcastle West		Small part working only - strategy though is good, needs more to cater for tourism nationally and internationally.
Newcastle and Newcastle West		1. What particular 'strength' of the city centre is this referring to? (commercial?)

Newcastle and Newcastle West		Nothing about mine subsidence.
Newcastle and Newcastle West		Bike paths. Road my bike here today along King St and over 40 cars had their tires parked over the bike lane meaning I had to keep swerving in to the traffic or stop. Bike paths need to be separated from traffic movement.
Newcastle and Newcastle West		8. Needs some addition/qualification that positioning West End as future CBD should not be at the expense of adjacent areas (eg. Newcastle East / Wickham etc.
Newcastle and Newcastle West		10. Not just 'placemaking' - the city's built and natural heritage are key components of Newcastle's economic future.
Newcastle and Newcastle West		Noise level from local pubs late at night. Noise level from drunken individuals late at night. Not feeling safe at night walking about. Length of time decisions are made by Council. Need more infrastructure - bike paths, schools and grounds in inner city for expected population explosion. Keeping the heritage of suburbs.
Newcastle and Newcastle West		Have an efficient and integrated public transport system including trains, light rail, buses that serves all.
Newcastle and Newcastle West		Greater emphasis on community and residents having an active and respected role in planning - this process is important but ?over-ridden by State government priorities. - how do NCC plan to connect with what State government proposes (with State government undertaking little to no community consultation). There needs to be an explicit commitment to a genuine role for community in planning.

Newcastle and Newcastle West		5. Light rail will ensure accessibility and connectivity of the city interpreting both the old and new Newcastle whilst providing efficient safe public transport.
Newcastle and Newcastle West		Public transport is not connected!! Too many cars - not enough fast efficient public transport. Cutting the rail has disadvantaged many disabled people. They have NO choices.
Newcastle and Newcastle West		7. + health care facilities. Honeysuckle is a major barrier to 'connectivity' to harbour - blocks vistas, access and public land use.
Newcastle and Newcastle West		Where is reference to city's cultural resources eg. gallery.
Newcastle and Newcastle West		Need more attention to respecting amenity for residents. Proposals for 21 hour a day / 7 day a week entertainment district in Mall area will impact on residential amenity. Heritage value of city centre area (Mall district) needs to be explicitly stated and respected - changes to height limit / DCP and high rise towers will destroy identity, city scape and current public amenity - more thoughtful approval to refurbishment of historic districts needed.
Newcastle and Newcastle West		Redevelopment of Regional Art Gallery.
Newcastle and Newcastle West		No more high rise for Newcastle CBD. People are happier on the ground.
Newcastle and Newcastle West		The Foreshore Park is a key feature and public recreation area for Newcastle and is not mentioned!! The Plan of Management (POM) is overdue - went to public comment 2013!! The Foreshore Park is decreasing in hectares (area) with each successive POM!! A continuous public promenade 6m wide from Nobby's to Maryville was in plans 15 years ago but gone now!!

Newcastle and Newcastle West		<p>Park and Recreation areas The vision fails to mention the Foreshore Park as a significant green and recreational area.</p> <p>9. The current DCP for the city to my knowledge has not been exhibited and there has been little or no public input.</p> <p>9. The LEP (SEPP) for the city has been imposed on Council and community by the Stage government with ostensibly no public input.</p> <p>10. The current LEP (SEPP) does not value the heritage of the East End and in fact will ultimately destroy this unique heritage that is such a significant part of Newcastle.</p>
Newcastle and Newcastle West		<p>With increased density of population the preservation of Crown Land dedicated for public recreation is more and more important. There is plenty of room for bars, function centres and convention centres in the developing areas of the city. Cultural, community centres on the other hand could be considered if the heritage and environment is respected.</p>
Newcastle East	<p>Newcastle Mall / East is booming. Great vibe, demonstrated reducing late trading hours has been a real success and greater a much safer, more diverse and inviting city.</p> <p>Should not have an alcohol led recovery. More family and responsible entertainment.</p> <p>Danger in creating 'clusters' of liquor outlets - see BOCSAR recent research.</p>	
Newcastle East	<p>Provide for development with design not demand.</p> <p>Protect the heritage and promote it.</p> <p>Bring back DCP 30.</p> <p>Bring back the rail.</p> <p>New school - infants, primary.</p>	

Newcastle East	<p>Protection of the character of the city skyline with medium density not high rise - shoptop living is good step.</p> <p>Adaptive re-use of commercial space that is already built (eg. Renew Newcastle) - needs further support.</p> <p>Cultural Tourism supported - eg. Art Gallery Redevelopment, development of dedicated Tourist Information Centre open 7 days/week.</p> <p>Public transport - encourage with direct routes / short travel times to encourage decrease in road congestion.</p>	
Newcastle East	<p>An increase in height in the CBD is needed. Too many selfish people who don't care about housing future generations.</p>	
Newcastle East	<p>Keep Newcastle low rise - no buildings above 27 metres. This respects the heritage of these areas, plus views from the harbour (skyline) density kept at a reasonable level (as in 2012 Urban Renewal Plan).</p> <p>Increase Cultural Tourism by redeveloping Newcastle Art Gallery.</p> <p>Preserving King Edward Park in public hand ie. no private buildings (eg. function centres) which would exclude public use.</p> <p>If light rail does go down Hunter Street, to make the existing rail line a cycleway and park.</p>	
Newcastle East		<p>Linked, integrated public transport system with train to centre of town. ie. Masterplan. Bicycle paths for commuters not just sport.</p>

Newcastle East		<p>Keep the train service into Newcastle City Centre.</p> <p>Bicycleways.</p> <p>State government ensure Council has major input into proposed changes growth, development and revitalisation.</p> <p>Increase public art works.</p> <p>Improve the Visitor Information Centre.</p> <p>Improve tourist signage.</p> <p>Lack of recognition of the good / positive things that have happened already.</p> <p>Wider parking permits available to inner city residents.</p> <p>Appropriate heritage protection and sympathetic development not high rise.</p>
Newcastle East		<p>Lack of facilities for population increase ie. School (Newcastle East School already overcrowded).</p>
Newcastle East		<p>Public Infrastructure - must be a pre-requisite to additional residential expansion in inner city. Newcastle East Public School (oldest in Australia - bicentenary 2016) is already overcrowded. Health (after hours moved out of CBD) insufficient child care to match planned population expansion.</p> <p>Public safety - must be more emphasis on evidence based public safety - not only must 'feel' safe but be safe. Further education in alcohol related evidence and associated disturbances and disorder is an essential pre-requisite to increasing the safe and responsible diverse entertainment / food diversity of the inner city. Must be explicit in the Strategy.</p>
Newcastle East		<p>Ensure Council has input to the Newcastle East plans to ensure no high rise buildings are constructed. Keep the original height limit.</p>

Newcastle East		<p>2. Provide development that complements, harmonises and enhances the existing heritage architecture and character of Newcastle East precinct.</p> <p>New point - Protects and enhances views and vistas of Christ Church Cathedral from the Foreshore and The Hill.</p> <p>Protects the unique low-rise heritage of the city centre.</p>
Newcastle East		Lack of accountability of Newcastle Urban Renewal.
Newcastle East		<p>I would like to see a "Guggenheim" museum / gallery in the foreshore park on the waters edge.</p> <p>Bilbao has set a fantastic example of what can be done and has put the city on the world stage.</p> <p>Transport is well planned with light rail integrated into the foreshore park, the old and the new city.</p> <p>Urban renewal of all heritage buildings is possible enjoying in adaptive reuse.</p>
Newcastle East		The Local Planning Strategy should outline in detail how it could feed into State planning strategies. This would make the 'integrated transport networks' target/direction more achievable and allow State government decisions to make the most out of the Local Government's community consultation efforts.
Newcastle East		<p>9. Provide clear guidance on development constraints!!</p> <p>Why does the latest DCP have fewer numerical controls than previous DCP's.</p> <p>The previous DCP's have been effective in providing controls for the Honeysuckle area developments . Why have the numerical controls been removed in the latest DCP?</p> <p>The DCP is about design parameters. No numerical design parameters will cause chaos when approving DAs.</p>

Newcastle East		Public transport to Mater and John Hunter is poor and car parking at these facilities is inadequate. There is inadequate public transport to Newcastle Airport.
Newcastle East		Neighbourhoods that are safe, active, living centres need less cars. Managing the impact of parking is good, but encouraging less cars on the road is better. Public transport is not currently appealing to the majority of residents, there needs to be a cultural change (community education, marketing....?) as well as improvements in infrastructure and public transport provision.
Newcastle East		2. Too many big square boxes. Novotel, Yorth Wing, etc. Bring back the rail. Shops east of Civic have new 'For Lease' signs on them. Too many buses and cars in our city.
Newcastle East		Newcastle and Newcastle West fails to acknowledge that additional parks should be created in the Honeysuckle area near Cottage Creek and along the Foreshore on land currently under HDC's control. 10. Manage car parking impacts, share not less. The city needs more carparking. Parking has not been provided in the new Court House building, the proposed University Campus. The cutting of the rail line will result in additional cars coming into the city and put additional pressure on car parking.
Newcastle East		Need to specify that design of development needs to be appropriate and not the 'stock-standard' characterless developments that are building another Chatswood in our city. Preserve harbourside reserves on the city side of harbour.

Stockton	4. Protect and enhance public harbour side reserves. Excellent idea and should be continued to all other harbour side precincts south of the harbour.	
Stockton	Beautiful natural areas need protection and preservation. Important bird area. People who catch fish should eat them or give to hungry and not throw away. Maybe a scheme to distribute could be established, or promotion to only catch what need eg. mackeral type fish ("Australian Salmon"). Ferry is good but bus isn't.	
Stockton		Stockton - new point Protect public vistas of The Hill Christ Church Cathedral, the Obelisk and low rise skyline of Newcastle's heritage city centre.
Stockton		Stockton's unique view of city (Hill), Cathedral need to be protected - high rise development will destroy this aspect of identity and heritage. Need more development of ferry for public transport on harbour.
The Hill	Vision No featurism in architecture. Human scale - mental health Green and clean	

The Hill	<p>2012 plan please - East End heritage Preservation of the ambience of the old town heritage buildings, low rise 27 metres max., human scale, buildings to enhance the natural form of the land here, sight lines to Cathedral, sense of space should be preserved - importance of park lands as population increases.</p> <p>No big shopping malls - access to West End development through good transport service. Rail from the beach to Muswellbrook on the transport corridor so they and we can connect easy stations along the way. No 'huddle' of traffic (cars, buses) along Hunter Street.</p> <p>Newcastle icons - Post Office, King Edward Park, Cathedral, etc. Mall heritage buildings to be central in development. A walking part of the city - trees, cafes - time to enjoy the ambience.</p>	
The Hill	<p>I like the focus on neighbourhoods and various centres.</p> <p>Also happy to see concern for the skyline.</p>	
The Hill	<p>Support need to protect height limits in previous plans.</p> <p>The topography, vista and heritage character of The Hill needs to be respected in planning.</p> <p>Refurbishment of existing buildings that preserve heritage but not with increasing height limits - this will destroy city character and identity.</p>	
The Hill	<p>Protecting our unique natural environment is commended and planting street trees on major roads around the city would enhance the look of the city, especially around the beaches and the Anzac footpath under construction.</p>	

The Hill	<p>Integrated public transport is a great idea and should include a rail line into the city as well as usable safe bike paths to encourage the residents to use cars less.</p> <p>Integrated transport to other large cities and to the airport will help keep Newcastle connected to the rest of the country.</p>	
The Hill		<p>3. Cooks Hill / The Hill east of Darby Street strategy must be much more sensitive to preserving the existing ambience of the local community. It is unacceptable for the wholesale replacement of existing lovely houses with medium density residential units. Neighbourhood loses 'sense of place'. Some of the existing units are fairly decrepit. Replace these with more attractive units rather than destroying existing old houses - need more consultation with established families in houses.</p> <p>Preserve and protect the californian bungalows in Nesca Parade opposite Nesca Park (northern end). Preserve houses in Kitchener, Swan, Mosbri, Hillview and Lemnos Parade.</p>
The Hill		<p>The Hill - new point Protect the views of landmark buildings of The Hill, including Christ Church Cathedral, the Obelisk, grand terraces and water reservoir.</p> <p>Point 1 - Strengthen that harmonises, compliments and enhances the existing heritage architecture and character of The Hill.</p>

The Hill		<p>Old Bowling Club site? What's happening? Train! - cutting off the east from the rest. Also looks like a fait accompli. Not sufficient attention to lower SES - strata in the community? They are all but gone in the History and Community profile! Social housing / boarding houses - is it enough? Newcastle is a working class town! Keep it that way.</p>
The Hill		<p>Consider the Cultural Precinct - The Museum, Library and Art Gallery. This means the Art Gallery Redevelopment should go ahead. Keep King Edward Park in public hands. Keep existing line - no light rail or atleast have the light rail down the existing corridor.</p>
The Hill		<p>Kind Edward Park must be preserved intact. No insensitive development.</p>
The Hill		<p>Make sure Council processes are effective in preserving public space (such as King Edward Park) from inappropriate or excessive development.</p>
The Hill		<p>Maintain public transport access to Newcastle city / Hill area.</p>
The Hill		<p>Protect vistas to and from historic Hill area.</p>
The Hill		<p>Public transport strategy of cutting rail line at Hamilton or Wickham is not sensible as this will cause more cars and no alternatives have been provided for those who can't drive. Newcastle has many great old buildings and high rise in the city is out of character with the look and feel of our city.</p>
The Hill		<p>3. of Objectives: "Protect and enhance public open space" doesn't fit with existing development plans, so the development doesn't fit the objective.</p>

The Hill		To provide a caring and inclusive community I would like to see more pedestrian crossings on busy roads which would have the effect of slowing the traffic in residential areas. This would provide the residents with a safer and more of a community rather than being divided by busy roads which are dangerous to cross.
The Hill		<p>Ensure 2 & 3 happen - do not allow developers / State government to override LEPs.</p> <p>The Hill is already medium density - improve amenity with well maintained green space. Encourage development of community spirit with community gardens, etc.</p> <p>Support Cultural Tourism with upgrading / redevelopment of cultural buildings eg. Art Gallery.</p> <p>Facilitate growth of public and direct public transport to limit increase in private transport.</p> <p>Bus routes that wander to not encourage usage.</p>
The Hill		<p>Protect James Fletcher site, its history is amazing.</p> <p>Protect public space.</p>
The Hill		<p>Needs more explicit recognition of preservation of heritage - this creates the identity of the neighbourhood but is being over-run by 'State government' projects such as change to DCP to allow massive high rise. Need to specifically protect city scale of both built areas and open spaces.</p> <p>Explicit protection of areas such as King Edward Park - building on such a site destroys the identity and public use and is destructive of heritage.</p>

Ward 1 Wide		
Other Comment	<p>Q & A Ward 1 forum AM - More comprehensive list of issues. Infrastructure praison. Acknowledge in vision. Heritage, more specific language, public vistas, views to Stockton. Be more specific about heritage, better language. Newcastle in UK for heritage. Emphasise the benefits of natural world - significant trees / street trees (Islington) - more natural world. Landscaping.</p>	

WARD 2	Verbatim Comments	
Neighbourhood	What Works	What Needs Improvement
Broadmeadow	<p>I like that Broadmeadow is becoming a little hub of commercial and entertainment activity with new cafes and restaurants popping up. I would like to see this continue to be supported. It would be good to create a cycle path through Broadmeadow that connects Fernleigh Track to Beaumont Street and on to the cycle path at Islington Park.</p>	
Broadmeadow	<p>Rejuvenate gas and coke building site (botanical garden)</p>	
Broadmeadow	<p>Make is safer for cycle commuting - Broadmeadow to CBD.</p>	
Broadmeadow		<p>More commercial development around Broadmeadow would support its focus as a transport hub.</p>

Broadmeadow		Consider adequate parking provisions and controls if density around Broadmeadow Station is to be increased. Controls to ensure properties are not isolated if higher density occurs. Safety is paramount around the Broadmeadow Entertainment district - the Stadium and Entertainment Centre - particularly lighting, police patrols and adequate footpaths and parking. Cycle link to Islington Park.
Broadmeadow		Extend Fernleigh Track to Broadmeadow, Hunter TAFE, Islington Park.
Broadmeadow		B4 & B2 zoning at Nineways is appropriate.
Broadmeadow		Woodville Junction should be the transport hub for Newcastle.
Hamilton	Designated Botanical gardens with native Newcastle plants, playspace for kids.	
Hamilton	Excellent community where kids can play.	
Hamilton	Improve amenity and activation of Gregson Park.	
Hamilton	Walkable' - promote pedestrian (cycle) use - requires parking options for park and walk.	
Hamilton		Reinstate gardens in median strip of Parkway Avenue.
Hamilton		Need safe pedestrian crossing in Gordon Avenue.
Hamilton		More carparking , residential and retail developments in Hamilton would be good.
Hamilton		One way direction heading southward to slow traffic and avoid use of Beaumont Street as gateway to Maitland Road.
Hamilton		Parking one way in Beaumont Street.
Hamilton		Safety James Street Toilets are not adequately maintained and not attractive.
Hamilton		CCTV in public areas of James Street.
Hamilton		Safety Lighting Increased vagrancy End of rail line.

Hamilton		Connect Beaumont Street to parking options eg. Denison Street, Gregson Park.
Hamilton		Gregson Park tidy up. Bibby Street trees to stay.
Hamilton		I love Beaumont Street being the entertainment hub it is. I would like it to become an area that encourages more public transport, cycling and pedestrian activity. I would like to see it shut off one day from cars driving down (at least certain sections) so restaurants can serve out onto the streets and pedestrians can easily walk around. This would need to be complimented with large (possibly multi-storey) parking areas, as to not put more congestion into surrounding streets. I also think it is important to have some affordable housing options in the area, as it is a popular area to young people and uni students.
Hamilton		Bibby Street Hamilton needs to maintain its trees to maintain its character. The renovation and rehabilitation of this street is not required and not wanted by the majority of the residents.
Hamilton		Gregson Park - problem with cars parked in Steel Street protruding too far onto road on Gregson Park - perhaps the footpath could be taken (or at least the green verge) so cars could move back. Perhaps this idea could be used all around parks so more car spaces.
Hamilton		Although 'parking' comes up as an 'issue' it is not clearly spelled out in 'Vision and Objectives'. We need more parking around Beaumont Street and I feel any commercial developments in this area should specify plenty of parking.

Hamilton		Character of areas like that bounded by Stewart Avenue, Dumaresq Street, Tudor Street and Railway being destroyed by removing older houses (bungalows) and constructing dwellings that are 2-storey, flat roof, take up whole block and are out of character with the other houses in the area.
Hamilton		Hamilton needs more street trees.
Hamilton South and Hamilton East	There is an empty lot in Hamilton South that could be a community space.	
Hamilton South and Hamilton East		
Hamilton South and Hamilton East	Maintain standard size residential blocks with ample green yards	
Hamilton South and Hamilton East		Upgrade playground at Learmonth Park.
Hamilton South and Hamilton East		Plan to avoid through traffic in residential streets good.
Hamilton South and Hamilton East	Hamilton Heritage area. Hamilton has a beautiful heritage character that makes the suburb a pleasant place to live. This characteristic needs to be protected by strong planning controls.	
Hamilton South and Hamilton East	Hamilton East. Like landscaping and greenery. Council have planted trees in Hebburn Street - Great! Plant more trees everywhere.	
Hamilton South and Hamilton East		Extend Heritage zone to Beaumont Street.
Hamilton South and Hamilton East		Pedestrian crossing Gordon Avenue / Jenner Parade. To allow kids to get to school.
Hamilton South and Hamilton East		Need for improved cycleways. Hamilton needs a community garden.
Hamilton South and Hamilton East		Bike paths. No safe off the road bike paths. With the closing of the train line at Hamilton Station no effort to put an off the road bike path along it.

Hamilton South and Hamilton East		<p>Concerned about parking around Denison, Parkway, Hebburn, Ada Streets with the:</p> <ul style="list-style-type: none"> - TAFE - St Francis Xavier - 100 year 11 & 12 students - Ambulance Station - Tudor Street workers - Free Bus - Medical Practices <p>A DA also approved with 40% less parking. 2 hour parking would not help residents.</p>
Hamilton South and Hamilton East		<p>Maintain neighbourhood centre of Lawson Street.</p>
Hamilton South and Hamilton East		<p>Off Turnbull Street vacant block should be a community space or adventure play area for older kids.</p>
Hamilton South and Hamilton East		<p>Hamilton East.</p> <ul style="list-style-type: none"> - Traffic calming needed on cnr Everton and Hebburn Streets. - Traffic constantly ignores traffic speeds particularly at night. - Traffic problems during week with school and TAFE - difficult to drive in and out of driveway. - Why Denison Street has had development approved with three lovely houses to be replaced by hideous townhouses with little parking?
Hamilton South and Hamilton East		<p>Need for improved provision of paths eg. around Broadmeadow racecourse and along Jenna Parade from Beaumont Street to Gordon Avenue to enable safe use by pedestrians, strollers/wheelchairs, children, bikes.</p> <p>Improved drainage in streets prior to increased density of housing is required. Consider availability of parking to current residents before increasing demands by increasing density of housing.</p> <p>Need for improved recreational facilities in more locations as usage by growing population and organised sports increases demands.</p>

Hamilton South and Hamilton East		Hamilton East. The oldest part of Hamilton East - dating back to the 1890s is marked for medium density. On one block with 14 houses, 6 date back to 1890 with all other houses 1910-1930. (Ada, Denison, Parkway)
Hamilton South and Hamilton East		Definition of Neighbourhood shops is out of date. Eg. Post Office, Newsagency is not what 21st Century neighbourhood shops is. These days it's coffee, hair, a deli, etc. crafty.
Merewether and Merewether Heights	Retain village atmosphere. - since the Aldi development was rejected, the village has improved and strengthened. New café, bottleshop, supermarket. - Local residences can support local family businesses that employ the teenagers of the area. - People walk, ride bikes to shops better than driving on main roads.	
Merewether and Merewether Heights		Frederick Street pedestrian crossings.
Merewether and Merewether Heights		Mix of housing. - smaller, environmentally sensitive designs more in keeping with area. - simple, stylish. - smaller townhouses, villas, units for local people to downsize to. Not huge developments that need air conditioners to cool and heat that have no foliage to cool or no space around dwelling for airflow. - people don't need 3-storey houses.

Merewether and Merewether Heights		Focus on streetscape . The new developments are not 'sensitive designs'. New dwellings are having a huge impact on the streetscape and neighbourhood vision. Large 3-storey dwellings housing 1 family or large 2-storey duplex with no greenspace at front, high concrete walls. Built from fence to fence. No front yards breaks down community feel. People enter house through garage never interacting with community around them. Hard surfaces, no grass, where does water go in next flood.
Merewether and Merewether Heights		More pocket parks for young families. Update local playgrounds.
Merewether and Merewether Heights		Keep commercial development away from beaches.
Merewether and Merewether Heights		More low-rise, restaurant, etc. development required to take advantage of coastal views.
Adamstown and Adamstown Heights	Adamstown. Agree with objective to integrate/extend the Fernleigh Track into Newcastle cycleway network. Agree with improved connections across rail corridor. An immediate and cheap action should be to link the end of the Fernleigh Track up to the existing cycle underpass on the Kotara - New Lambton cycle pathway. A distance of about 150m would need to be constructed which would mean no cyclist would have to go through the gates. This would eliminate the safety issues crossing St James Road at high traffic times (after the gates lift up).	
Adamstown and Adamstown Heights	Promote healthy, sustainable lifestyle.	
Adamstown and Adamstown Heights	Plant shrubs on roundabouts.	

Adamstown and Adamstown Heights	Plant more trees.	
Adamstown and Adamstown Heights		Permit B&Bs and other home based businesses in residential zones.
Adamstown and Adamstown Heights		Adamstown gates need under or over pass for cars or an electronic information board saying how long gates will be down.
Adamstown and Adamstown Heights		Upgrade Adamstown train station car park.
Adamstown and Adamstown Heights		Henderson Park can do with some attention. - shade seating area for picnics. - lighting.
Adamstown and Adamstown Heights		Adamstown gates. Requires an underpass a.s.a.p. This would relieve stress on commuters and eliminate the numerous accidents at this intersection. If lights are installed at this intersection any government will be reluctant to invest in putting in an underpass. Lights will only increase delays to commuters.

WARD 3	Verbatim Comments	
Neighbourhood	What Works	What Needs Improvement
Kotara	Pedestrian/cycling links. Improved access to Westfield and Homemaker Centre eg walk/cycle bridge over railway line @ end of Orchardtown Road, currently it is a long way around for Ward 3 residents. Would help to minimize some cars.	
Kotara	Medium Density around Kotara Station is unlikely to work as there is no 'attractor' to living here. Station is in the wrong location.	
Kotara	Tie into Charlestown is a good move. Light rail Kotara to Charlestown.	

Kotara	Plan to make better use of rail as a means of transporting people to and from Westfield and Homemakers Centre.	
Kotara	Kotara has developed, extensive regional shopping but the suburb is hilly and well tree covered.	
Kotara		Like idea moving railway station closer to Homemake Centre.
Kotara		This area is key to downstream stormwater management therefore protection of remaining bushland which slows water flow is essential. Creeks need better protection from erosion ↑ volume stormwater flows.
Kotara		Transport! Roads Rail/Station
Kotara		Kotara - contain shopping to its present extent.
Kotara		Need to retain industry in this area.
Georgetown	Aesthetics need improving. Improve entry to Waratah Village. Improved traffic conditions → Mayfield.	
Georgetown		Concern that downgrading of Georgetown will impact local shopping district.
Georgetown		Area in transition from industrial to urban inner city residential. Ugly! Needs ↑↑ aesthetics/amenity. No more cheap tilt-up pre-fab buildings. More well designed beautiful buildings.
Georgetown		Better parking at Kmart. Really like the turbines - would like to see more of these across Newcastle. All commercial spaces covered in solar panels. Safe separated cycleways in a star pattern to and from the shopping centre - on all major roads (to mitigate need for so much parking). Better for health and carbon footprint.

Georgetown/Waratah		<p>The station end or the hospital end of the suburb are too busy for the pedestrian.</p> <p>Waratah is used as a thoroughfare. The stable centre of the suburb is rather small. It could do with a better focus or centre - perhaps Kmart serves this purpose but it lacks ambiance, is devoid of charm. Care is needed to handle more density living and the traffic it creates.</p> <p>We have four schools, two of which are very large, two child care centres, four or five aged care places in a tiny area, plus a hospital. The five parks near railway line doesn't seem integrated into Waratah, the busy roads divide it off from us - but that is pie in the sky. A nice central form would be great. I am all for moderate high rise development if it fits in. No indoor entertainment venues exist. Vision and objectives are too broad, of course they are OK, it is the detail that counts.</p>
Waratah	Close to city and many amenities. I like the existing style of housing, vintage is fine and reassuring. Mix of people. Intergration of Waratah Kmart is a positive move.	
Waratah	<p>Station Street - great objective to revitalise this street - you'll need to be very creative as it is a real mess at present and parking is limited.</p> <p>I like the idea of improving walkability on Waratah.</p>	
Lambton	Support local shopping strip and small business - good village atmosphere.	
Lambton	Library and Lambton Park and pool are great assets.	
Lambton	Like the idea of a more community minded centre. Need to attract more local input. Ask locals what they want/need.	
Lambton	Upgrades to Lambton Pool - development of facility as key local attraction.	
Lambton	Village feel needs to be retained.	
Lambton	Sounds generally good/appropriate.	

Lambton		Solar panels and small wind turbines need to be installed on/in Council facilities such as Lambton Pool and sports sheds.
Lambton		Cycleway, safety and connectivity should be enhanced.
Lambton		Develop dialogue and partnerships with commercial centre to build as neighbourhood business centre.
Lambton		Lambton Pool is a great facility but hours should be increased. The only reason I don't go during the week is because it closes too early. More cycle paths - a path all the way to town without crossing major roads would be great.
Lambton		All suburbs - more cycleways - connect with other areas.
Jesmond	Jesmond on both sides of freeway has many large housing estates. Caution against walking Jesmond. All housing estates.	
Jesmond		Need to work on areas of bushland/reserves and parks nearby before embarking on too much more development. Risk it being unsustainable.
Jesmond		Security at University - otherwise it is difficult to attract the community to use campus facilities. The grounds have a bad name.
Jesmond		Quality housing around University - need higher density.
Jesmond		Improve the park in May Street near Housing NSW and units -don't see this park. Add some play equipment and sport field. Land not used well enough - wasted at present. Could be a great asset into the future. The aged car facility is also next door. Create a neighbourhood space.
Jesmond		Already dense with Uni housing. Important need to protect and enhance native vegetation. Protect native urban wildlife. Plant natives - drought proof.
Jesmond		Keep bushland. Protect wildlife. Neighbouring with wetlands - need to preserve these areas for biodiversity.

Jesmond		No more encroachment on remnant bushland. Dramatic losses since 80's here. Protect the powerful owl from local extinction.
Jesmond		Jesmond can serve a hub though the interconnecting roads in the area.
Jesmond		Planning must ensure public safety - particularly in this area. Concerns already exist surrounding density of this area and impact on public safety.
Jesmond		Bring back skate park for youth. Need more activities for young people.
Jesmond		Safety is a big concern in Jesmond. It doesn't feel like a safe place to live.
Jesmond/North Lambton		Suburbs of shared houses for Uni students. Failure to provide higher density and different forms of housing for students.
North Lambton	Cycling infrastructure needs careful planning in this area. Long term neglect of footpaths in this area very evident.	
North Lambton	Overall vision and objectives very broad - need to be more specific. Sounds good but!	
North Lambton	Sounds good! Supportive of cycling objectives.	
North Lambton	Cycling supported but unless across all of Ncle/Lake Mac it isn't going to work. People come from a long way away not just Ncle areas.	
North Lambton		Improve footpaths - many places have none - hilly and uneven ground is unsafe and disincentive for walking. Need cycling pathways.
North Lambton		Improve security so people feel safe walking to University.
North Lambton		Reducing traffic especially near University can be difficult when we don't have direct public transport from many areas. Let alone catering for the various hours a student or lecture would be there eg one day 2 hours and need all day.
North Lambton		Redirect through traffic North Lambton and Waratah by improving and directing traffic to enter University by main roads.

New Lambton, New Lambton Heights	<p>Like: retaining a viable village. Make medium density housing livable spaces not boxes - aesthetically appropriate for a village atmosphere. Like mixed use and community activity like home based business. Allow more community gardens in parks and on unused land even allotments in high and medium density areas.</p>	
New Lambton, New Lambton Heights	<p>I love New Lambton - beautiful village atmosphere, I can walk to most places. Good on you Council. Yeah Blackbutt.</p>	
New Lambton, New Lambton Heights	<p>I find the small local shopping precincts great. There is a wonderful community spirit in these centres. Large shopping centres such as that at Kotara need to be limited as they tend to take business away from smaller centres which then become non-viable. They also create traffic chaos at times.</p>	
New Lambton, New Lambton Heights	<p>Support split zones at Blackbutt.</p>	
New Lambton, New Lambton Heights	<p>Support local shopping villages in New Lambton and Blackbutt areas. Great community feel - cafes and shopping in relaxed areas, encourage walking and stress free shopping.</p>	
New Lambton, New Lambton Heights	<p>Support home business especially near commercial/business area already existing eg 1. near hospitals for medical reasons; 2. B&Bs for hospitals/small scale accommodation; 3. small business near other commercial area eg beauty/professions. Must fit into local existing architecture.</p>	

New Lambton, New Lambton Heights	Promotion of development guidelines that include the aesthetic values of 20s and 30s original housing may take some of the resistance out of the debate that has seen this area stay old and static. ↑↑Increase shop top and town houses on main drag.	
New Lambton, New Lambton Heights		This area could absorb a dramatic increase in population/housing density while still retaining its 20s and 30s character/charm. It has stood still in the time since the 60s (except for Wests!!). Main street Lambton Road from Royal Place to Tauranga ? Road (with ATS and Old Mitre 10) needs ↑↑ density allowance.
New Lambton, New Lambton Heights		Stop littering. Stop people parking across driveways. Dedicated cycle paths. Plant natives. Alternative transport to reduce traffic congestion and parking frustration and pollution and danger to children playing and road rage! Consider city carrying capacity into the future where potable water limits population and food can be grown locally - encourage large blocks to grown and sell food at markets (low chemical) to reduce packing waste and grown better natural fruit and veg and eggs.
New Lambton, New Lambton Heights		Dedicated cycle paths. Dedicated walking paths.
New Lambton, New Lambton Heights		New Lambton heights cannot support more business, healthcare or otherwise as there is already conflict between residents and hospital. The character needs to be protected. Don' muck with it. Use New Lambton village! It's close.
New Lambton, New Lambton Heights		Don't like the vagueness eg 'appropriate locations, what is that??
New Lambton, New Lambton Heights		New Lambton - enhance recreation facilities in the parks around the area to take pressure off Blackbutt.

New Lambton, New Lambton Heights		Improved enforcement of dog leashes and not going into people parks. Lambton and New Lambton Heights. I walk a lot throughout the ward and New Lambton Heights.
New Lambton, New Lambton Heights		Blackbutt Reserve - no cycleway in Blackbutt. Clear invasive wood. Create native vegetation in streets to create corridors. Create cycleways.
New Lambton, New Lambton Heights		Invasive weed problem much worse than 20+ years ago, especially at top end. Some paths are now blocked off by weeds. Local residents need to be encouraged to eliminate invasive weeds from their gardens eg Privet.
New Lambton, New Lambton Heights		More promotion of landcare at Blackbutt. The whole community can get involved and it benefits so many.
Waratah West	Waratah West is a hilly and green suburb and the well treed nature needs to be retained.	
Waratah West	Improvement in cycleways and parks throughout ward. Elderly in all wards need open spaces even if cannot always use.	
Waratah West	Develop housing without destroying open space and bush.	
Waratah West	Sounds good. Many creeks in this area will need protection from increased stormwater volumes/velocity if densities are increased. So needs to be part of the Plan.	
Waratah West		Lack of footpaths and cycleways. Given proximity to Uni this should be encouraged.
Waratah West		Careful planning of increased density needs to be ensured. Concerns particularly in regard to boarding houses and impact of these dwellings on neighbours.
Waratah West		Waratah West - local services including shops need to be addressed. For the housing commission need the above services and transport needs improvement including cycleways.

Waratah West		Can anything be done to improve the amenity/environmental values of Braye Park? It is a bit of a wasteland and missed opportunity.
Waratah West		Waratah West/Mayfield/Shortland - concerns regarding student sharehouses.
Waratah West		Diversified housing must address the welfare and needs of the current public housing tenants. Not just the University residents must be able to easily access commercial centre.
Waratah West		Need cycling , good footpaths. Better use of parklands - play equipment; picnic tables; trees and shelter to encourage neighbourhood and community. (Morpeth Road, Alnwyck Street, Braye Park, Thomas Percy Oval.)

WARD 4	Verbatim Comments	
Neighbourhood	What Works	What Needs Improvement
Black Hill, Hexham, Kooragang, Lenaghan, Mayfield North and eastern part of Tighes Hill	Environment - Green corridor is working well and needs to be kept as a corridor from the Watagans to Hexham. Creek beds, vegetation - cleared up and kept. Black Hill / Lenaghan - to be kept close to what is it now. Not to be changed a lot.	
Black Hill, Hexham, Kooragang, Lenaghan, Mayfield North and eastern part of Tighes Hill		State government not to override community input all the time. Enhancing 'visual amenities' - ensuring this doesn't mean major upsets to the natural look of the area.
Black Hill, Hexham, Kooragang, Lenaghan, Mayfield North and eastern part of Tighes Hill		Quotes from Thornton - Killingworth Strategy 2003. Protection of the last remaining remnant vegetation areas on the fringe of Hexham swamp. Identification of an environmental corridor from Tomago, through the Hexham swamp to Mount Sugarloaf and beyond.

Beresfield and Tarro	Beresfield. - retain the pool (like). - expanding industrial areas. - generally positive to higher density (in scale). - proximity to M1.	
Beresfield and Tarro	No beach handy. Need Council support on the keeping of it for the locals.	
Beresfield and Tarro		Residents 'a forgotten suburb' is what they call themselves. They need to continually have input into their own little 'hub' eg. more housing, transport.
Beresfield and Tarro		Beresfield. - footpaths. - retain Beresfield Golf Course - omitted from objectives. - retain pool. - improved playground areas. - improved sporting facilities eg. no tap at netball courts. - maintenance of existing facilities. - Objective 4_large centres taking business from neighbourhood centres. - street tree management. - business. - character of the area.
Beresfield and Tarro		Beresfield. - concerns regarding public transport access to industrial areas means everyone drives, no parking. - garden on footpaths. - road maintenance. - very hot suburb. - support industrial area growth.
Maryland	Likes Objective 4 - Protect Hexham wetlands from urban runoff.	
Maryland	Likes Objective 7 - Maintain and create views of wetlands and surrounding rural landscape from streets, other public places and dwellings.	

Maryland		<p>Streetscapes could be improved if Council had an effective weed eradication plan in place. Mowers and brushcutters carry weed seed into areas that have been improved by laying turf along road verges and in parks. The money spent is wasted if Council does not have an effective weed management and eradication plan in place. Tall weed grasses are a problem all over Newcastle.</p> <p>Maintain and create views of wetlands. Too much vegetation clearing will increase siltation of the wetlands. People love to use fertiliser and insecticides on their gardens - pollution of wetlands. Need SQUIDS to filter silt and chemicals from stormwater runoff.</p>
Elermore Vale		Elermore Vale subject to flash flooding which will be exacerbated by Newcastle Bypass. Do not increase development in or near flood area.
Wallsend	Work is great but not fast enough.	
Wallsend	Supportive of continued development.	
Wallsend	<p>Preserving older buildings is a must. Keep the character of the area as much as possible.</p> <p>Encourage any new home to suit the surrounding areas by applying restrictions on styles, etc (easy approval given, guidelines provided, etc.)</p>	
Wallsend		<p>Need train link from western suburbs to the city.</p> <p>Need decentralisation of Newcastle City with more office jobs in the west of the LGA.</p>

Wallsend		Strengthen commercial area in residential to 'out of centre' development. High density for CBD area to provide sustainability for town centres - not support international shopping centres. Bike track links and resources - cycleway connection. Parramatta of Newcastle. Transparent and stability of DA requirements. Police Station.
Wallsend		Police Station is needed. Flood mitigation needs to be done now - well overdue.
Wallsend		Improve cycleway links. Build off road connections between the Wallsend, Glendale cycleway and the University.
Wallsend		Need a police station back in the area. Need a speed limit on cycleways. If one is going through the Wallsend Brickworks Park - cyclists should walk beside their bikes as they go through the park. It is a passive recreation area. Wallsend Community Centre needs less development - severe flood prone area.
Wallsend		Objective 1 - add 'and cycleway' as follows: Create improved public transport and pedestrian and cycleway links with Blue Gum Hills and its surrounding areas.
Wallsend		Encouragement and facilitation of new development and business. Not just a statement.
Wallsend		Implementation of flood mitigation mandatory before implementation of strategic planning objectives.
Wallsend		Limited by flood hazard. Some of the objectives are not in Council's jurisdiction - eg. Objective 1 should be create not advocate. Is there enough land zoned in Wallsend to allow the objectives to occur? Use Maitland as hub.
Wallsend		Need Police Station in Wallsend area.

Fletcher	Cycleways (off road would be good) Bushland Recreational facilities.	
Minmi	Recreational Heritage Using Minmi's history in proposed new designs.	
Minmi		Improve cycleway links. Build off road shared pathways between Bunnings and Minmi.
Minmi		Cycleways - off road are needed. Public transport - often. If it's often then more people can rely on getting from A to B easier. Small historic town - needs constant input from residents who have lived there for decades and know the area. Housing needs to be buildings sensitive to the area - eg. mine subsidence, landscape.
Birmingham Gardens and Callaghan	Students should be incentivised to live close or introduce a strong park and ride system. Perhaps at Hunter Stadium.	
Birmingham Gardens and Callaghan		Reduce congestion surrounding University during peak times - especially morning. Improve frequency and reliability of public transport - too many people driving due to inconvenient timing of buses and the risk of them running late. If there are increased bus services, people will be more inclined to catch a bus, ie. don't need to check bus timetabling, just turn up and go.
Birmingham Gardens and Callaghan		Unnecessary use of cars due to poor transport links.
Birmingham Gardens and Callaghan		Park and ride needed.
Shortland		More affordable style accommodation. Ensure they are nice areas that people take ownership of as residents.
Shortland		Increasing housing choices - more affordable apartment style accommodation in close proximity to University.
Shortland		Local employment through mixed use development good idea as long as it is controlled.

Shortland		The Shortland area would benefit from some form of local precinct that creates community. It is very disconnected and has no flow.
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LGA Wide		Verbatim Comments
Neighbourhood	What Works	Other Comments
LGA wide	Honeysuckle etc in Foreshore Building of new courts. Uni into the City. Swimming Pool improvement.	
LGA wide	Global city. Lifestyle attracting new residents. Walkability (local). Great suburbs - should have local group meetings. Recreation. Heritage - could make more of this.	
LGA wide		Street lighting. Could identify better times to use. Mood music!
LGA wide		Get on with the light rail plans. Building only new unit complexes with an eye to beautifying the city ie. verandahs for flower growing, etc and attractive grounds.
LGA wide		Traffic congestion in Ward 1. Use technology, event/where are road blocks? Intelligent roads. New forms of power. (can be used by planners) Loss of manufacturing jobs - opportunities for change to new industries rather than current focus on mining?? Jobs for new people coming. Fuel use. Pollution. Inefficiency. Business frustration. Too much focus on Uni, NCC, HW, John Hunter, HRMI and not on emerging and small business. NCC should have planning controls - we need open government.

LGA wide		<p>The Hill - 'As is' other than promote restoration of the Cathedral.</p> <p>Stockton - Definitely agree with all 5 points but especially 3, 4 and 5.</p> <p>Mayfield - Maintain all light industrial areas. Improve and increase mixed development to Maitland Road. Allow consolidation of blocks (residential) which back onto existing commercial zoning.</p> <p>Cooks Hill - Encourage higher density development of larger blocks (any over or approaching 50 sqm).</p> <p>Provide constant transport through the suburb.</p>
LGA wide		Like public transport improvement anywhere in Newcastle.
LGA wide		<p>Like - must happen!</p> <p>Richmond Vale rail trail.</p> <p>Regional cycleway.</p> <p>Recreation and tourism.</p>
LGA wide		<p>Working with other Councils</p> <ul style="list-style-type: none"> - art - housing - dumping waste - Library - Environmental policies.
LGA Wide		<p>Connectivity - cycleways, transport</p> <p>Stage government issues w NURS</p> <p>Student housing</p> <p>Environmental</p>