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**CCL 25/05/21 - PUBLIC EXHIBITION OF DRAFT WICKHAM
MASTERPLAN 2021 UPDATE**

PAGE 3	ITEM-44	Attachment A:	Draft Wickham Masterplan 2021 Update
PAGE 31	ITEM-44	Attachment B:	Schedule of Actions adopted in the Wickham Masterplan 2017

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**CCL 25/05/21- PUBLIC EXHIBITION OF DRAFT WICKHAM
MASTERPLAN 2021 UPDATE)**

ITEM-XX **Attachment A:** Draft Wickham Masterplan 2021 Update

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Draft

Wickham Masterplan (2021 Update)

May 2021



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City of
Newcastle

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Contents

Overview	1
Purpose	1
Context	1
Scope	2
Challenges	3
Mine subsidence	3
Development controls	5
Opportunities.....	6
Redevelopment potential	6
Vision	8
Wickham 2040	8
Character	8
Community and Recreation	9
Park Edge.....	10
Emerging Industry Quarter.....	10
Village Hub	11
Rail Edge	12
Harbour Edge	12
Key priorities	13
Improve accessibility and connectivity within Wickham and to adjoining areas	13
Principles	13
Actions.....	13
Create safe, attractive, and inclusive public places	14
Principles	14
Actions.....	14
Ensure built environment is functional, responsive and resilient.....	18
Principles	18
Actions.....	18
Appendix A.....	20
Implementation of Actions in Wickham Masterplan 2017	20
Progress on implementation.....	21
Actions delivered.....	21
Actions commenced.....	22

Overview

Purpose

The Wickham masterplan 2021 update provides further strategic guidance for the City of Newcastle's planning decisions and delivery of coordinated urban renewal outcomes for Wickham.

Context

In November of 2017 Council adopted the 'Wickham Master Plan' (WMP), following extensive engagement with stakeholders to set a vision that identified the desired future character of Wickham, as well as outlining the strategies and actions to achieve the vision.

The Newcastle Transport Interchange has been operational since October 2017, the land it encompasses is being redeveloped consistent with the strategic context of the emerging Newcastle City Centre developing within Newcastle West. The final stage of the adjoining redevelopment area of Honeysuckle is also being planned for release.

Since the introduction of the WMP, the area has continued to experience high level of investment and interest, with most key sites in proximity to the Newcastle Transport Interchange now redeveloped, currently under construction, or having approval to redevelop, as illustrated in Map 1 – Wickham masterplan study area.

Map 1 – Wickham masterplan study area

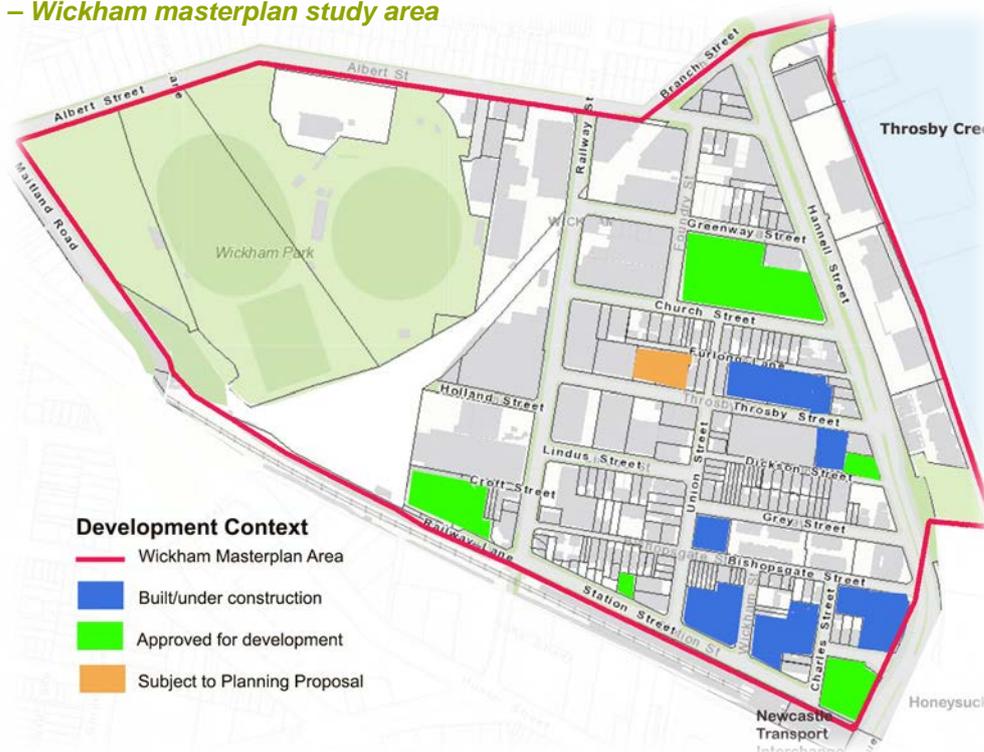
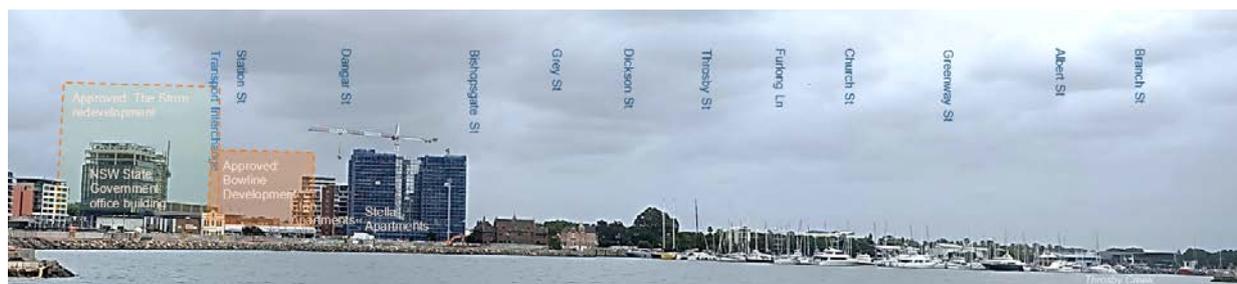


Figure 1– Wickham masterplan study area as viewed from honeysuckle (near Worth Place) further shows the scale of development constructed (or under construction) and that approved being concentrated between the Newcastle Transport Interchange and Bishopsgate Street.

The broader strategic planning framework, including the Greater Newcastle Metropolitan Plan 2036 (GNMP) and the Newcastle Local Strategic Planning Statement (LSPS), reinforces Wickham's emerging role within Newcastle's city centre to support renewal through transit-oriented development, deliver new housing and provide floorspace for emerging new economy industries and businesses.

Figure 1 – Wickham area as viewed from foreshore promenade at Honeysuckle (near Worth Place)



Scope

The Wickham masterplan (2021 update) does not replace the WMP but seeks to reaffirm its vision for Wickham, address emerging challenges and opportunities to achieving implementation, and proposes further actions that facilitate ongoing urban renewal.

Newcastle Local Strategic Planning Statement recommends to “*review the actions and continue to implement the WMP*”, more specifically:

1. review of permissible housing types within the Village hub precinct and their impact on densities and the envisaged character.
2. consider the implications of mine subsidence and potential options.

A summary of implementation to date is included as Appendix A - Implementation of Actions in Wickham Masterplan 2017.

By monitoring of implementation, new challenges and opportunities to realising the long-term Vision for Wickham were identified, as shown in Figure 2 - Wickham Masterplan review process.

Figure 2 - Wickham Masterplan review process



These findings were shared at an online industry and stakeholder briefing in October 2020 and further with the broader community as part of an online engagement campaign held between 7 December 2020 and 8 January 2021. The online engagement also provided an opportunity to gauge feedback on the priorities identified for inclusion within this update to the adopted WMP.

The key areas of interest raised by stakeholders during the engagement were:

- access and parking around Wickham Park
- additional housing types within the area other than apartments
- expansion of the Village Hub.
- footpaths, cycleways and shared paths
- mines subsidence risk
- traffic movements and carparking

Challenges

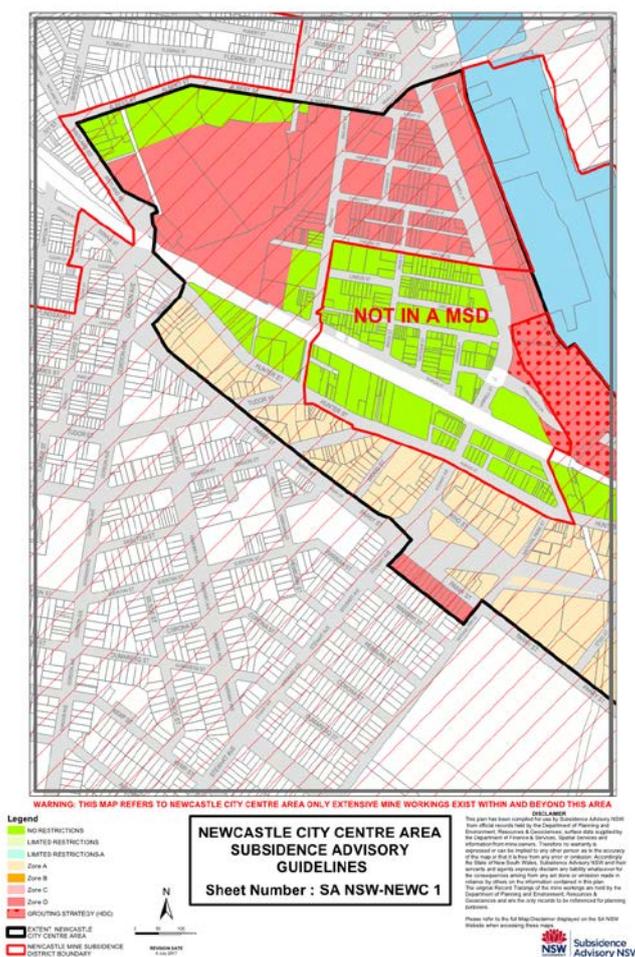
Mine subsidence

The anticipated yields in the WMP were based on the understanding that remediation of old mine workings would be comparable to other parts of the Newcastle City Centre, whereby applicants on land in Zone D within the Newcastle mine subsidence district, as shown in Map 2 - Abstract from Newcastle City Centre Area Subsidence Advisory Guidelines SANSW, who propose development over 2-storeys contribute \$200/m² of site area (plus additional cost for traffic management, approvals, consultants, and project management fees) and the remaining costs for remediation, are funded by the Newcastle Mine Grouting Fund, through reimbursement at satisfactory completion of remediation.

Since the adoption of the WMP, Subsidence Advisory NSW (SA NSW) has advised City of Newcastle of further investigative works carried out as part of preparing the Newcastle Central Business District (CBD) Mine Subsidence Risk Model, to identify the level of remediation works required across the Newcastle city centre to enable redevelopment.

The model determined that risk of subsidence from old mine workings in parts of Wickham is much more extensive than previously anticipated. SA NSW identified that a bulk grouting solution is needed to remedy the undermined area of Wickham to ensure adequate stability to allow redevelopment of a scale greater than under Zone D of their Guidelines.

Map 2 – Abstract from Newcastle City Centre Area Subsidence Advisory Guidelines SANSW



source: <https://www.subsidenceadvisory.nsw.gov.au/newcastle-city-centre-maps>

Grouting involves pumping a material (grout; consisting of fly ash and cement) into underground voids until the targeted area forms a stable mass. However due to the connected nature of voids and their depths the grout is likely to flow well beyond the targeted area before stabilising, hence a 'bulk grouting' solution uses much more materials, requires drilling of more boreholes and takes much longer to complete than where old mine workings allow for targeted 'strategic grouting' approach.

Despite the NMGF, the upfront cost and long timeframes before funds are able to be reimbursed means redevelopment in undermined areas is cost prohibitive for most individual proposals.

Map 3 – Restriction to redevelopment due to subsidence risk identifies the current outcome on redevelopment due to the feasibility of remediation required. On the map:

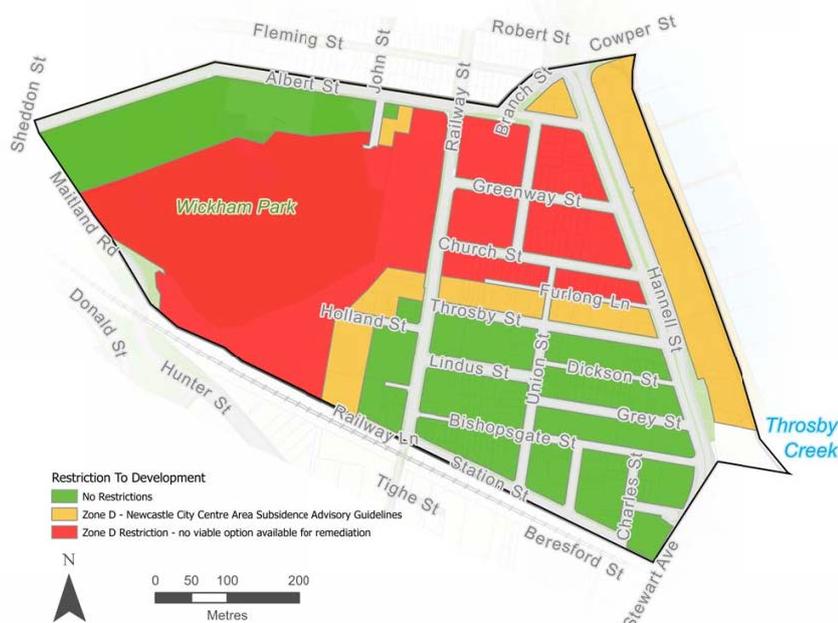
- Land Shown in Green is not identified as being influenced by old mine workings and therefore not restricted by SA NSW guidelines.
- Land shown in Orange is generally located within the area of influence of old mine workings and may require a level of remediation or engineered design parameters.
- Land shown in Red is affected by old mine workings and requires bulk grouting.

Without an alternate means of funding or facilitating remediation to allow redevelopment over the current two storey limit set by SA NSW's *Newcastle City Central Area Mine Subsidence Guidelines*, it is estimated that redevelopment yields will equate to a shortfall of 340 dwellings out of the total 1200 additional dwellings envisaged in the adopted Wickham Masterplan.

While this loss is significant at a local scale, the capacity for redevelopment across the city centre is sufficient to ensure housing supply forecast and targets are met into the future. Therefore, no additional density is proposed (on unaffected land) from what was identified in the adopted masterplan.

City of Newcastle will continue to liaise with State agencies on alternate funding arrangements or recoupment mechanisms that better facilitate the bulk grouting identified by SANSW.

Map 3 – Restriction to redevelopment due to subsidence risk



The above map was prepared in discussion with SA NSW and is based on:

- Newcastle City Central Area Mine Subsidence Guidelines as published at <https://www.subsidenceadvisory.nsw.gov.au/newcastle-city-centre-maps>
- Newcastle CBD Mine Subsidence Risk Model.

The information is for general purposes only and not to be relied on for individual decisions related to the suitability of the land for redevelopment or investment purposes.

Development controls

To ensure that the intended outcomes of the WMP are being implemented through new development and not being lost in translation, City of Newcastle carried out a review of development proposals lodged since 2017. The review sought to gain a better understanding of any recurring variations or lost opportunities that may need to be addressed by a future amendment to the development controls, to ensure applicants understand the intended outcomes for the land and the community has greater certainty of the envisaged outcomes.

The key issues were:

- Street setbacks being based on existing buildings and not being applied as identified in WMP. Narrow streets with limited opportunity to cater for street tree planting particularly rely on front setbacks and articulation to visually break-up long hard built edges to the street and deliver opportunity for landscaping and deep soil planting within the public private interface.
- Missed or overlooked opportunities for activating the public domain due to insular development outcomes that have no connection to their location.
- Not delivering the identified increases to public domain areas or improved pedestrian/cycle connections. The inclusion of Land Reservation Acquisitions in Newcastle LEP 2012 will ensure that such opportunities are identified and implemented.
- Lack of variety in size or intent of ground floor spaces within larger apartment buildings to cater for a range of employment land uses. The sleeving of retail/commercial space in front of carparking is seen within various parts of the city and is attributed to the lack of incentive for basement car parking (due to cost). The definition of 'shop-top housing' in a standard LEP limits the type of employment uses provided on ground floor.
- Driveway access located along street frontages primarily intended as pedestrian focused areas, particularly where secondary streets or laneways are available to the development site.
- Lack of lot amalgamation resulting in compromised development outcomes and reduced development potential on remaining residual land.

Opportunities

Redevelopment potential

Table 1 – Redevelopment categories and criteria, includes the criteria used to identify land parcels with potential to redevelop over the life of this masterplan. These were applied to land in Wickham as depicted on Map 4 – Redevelopment potential.

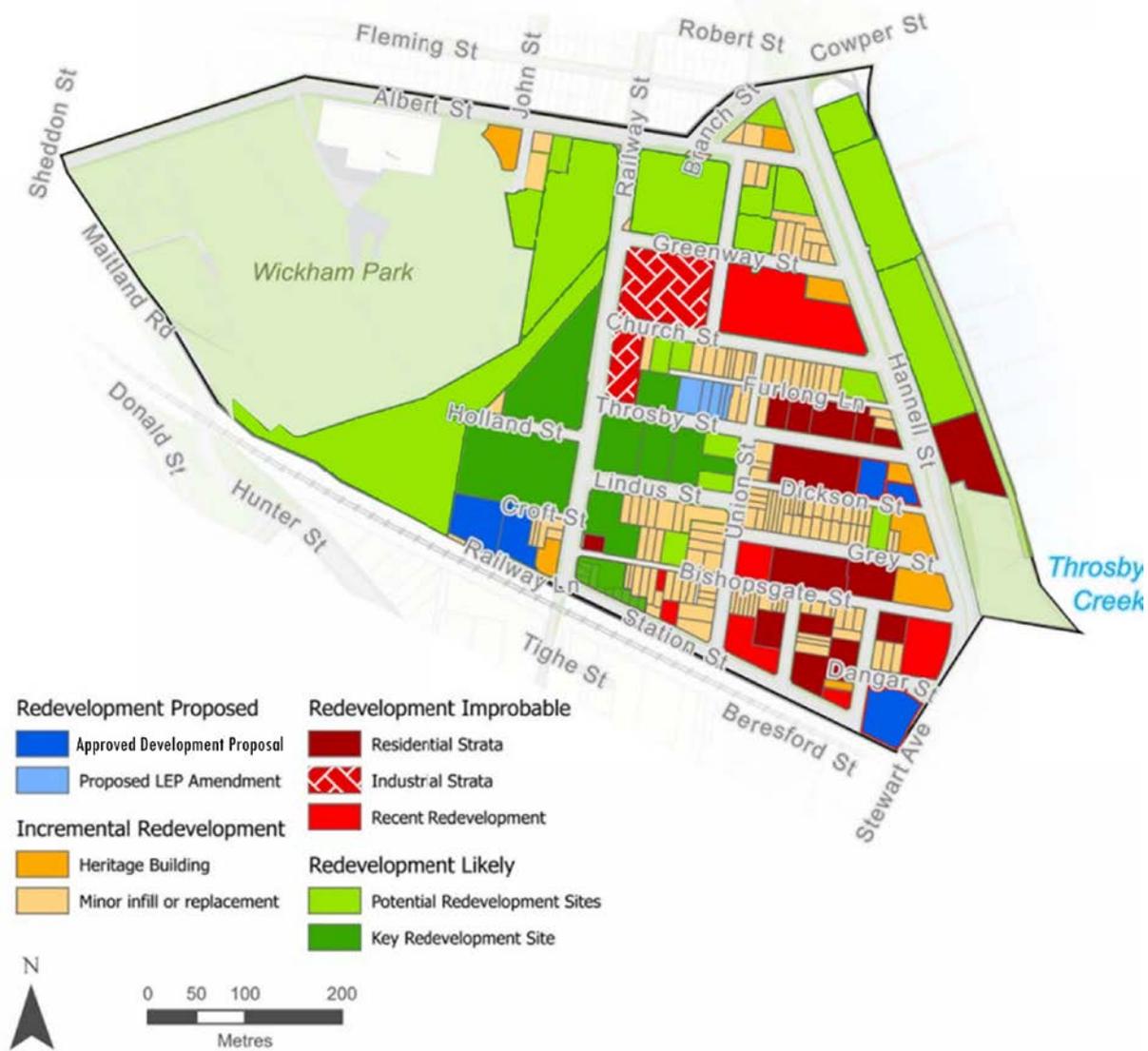
Table 1 – Redevelopment categories and criteria

Redevelopment potential	Category	Criteria
Proposed		
	Approved development proposal	Land has an active DA consent, identifying a potential for redeveloped and is likely to be redeveloped. However, this does not mean that the current DA consent will be realised as proposed, as subsequent consent may be sought to modify the current proposal, or to propose a new development.
	Proposed LEP amendment	Land with an active Planning Proposal to enable a specific development outcome, hence identifying an intension to redevelopment.
Improbable		
	Existing Strata titled Residential/Mixed Use	Land subdivided under a Strata Plan (SP) can only be redeveloped where majority of owners within the strata agree.
	Existing Industrial Strata	As above, however, individual strata lots do lend themselves to being redeveloped for other compatible uses subject to approval by the body corporate and consent.
	Recently Redevelopment	DAs approved in last 3 years, under construction or where completed, being for: <ul style="list-style-type: none"> a new building containing 3 or more dwellings units (but not yet strata titled) non-residential development worth over \$3M in construction cost.
Incremental		
	Heritage Item	Potential for adaptive reuse of Heritage listed buildings or items; or development of residual land where determined to be appropriate.
	Minor infill or replacement	Property with a combined 'land' area equal or less than 600sqm that may be redevelop but would likely result in a like for like replacement, unless amalgamated with adjoining land to achieve a net increase in density.
Likely		
	Potential Redevelopment sites	Property with combined 'land' area greater than 600sqm and suitable for redevelopment. Redevelopment is unlikely to achieve higher densities than current LEP maps, due to site area being less than 1,500sqm and/or the land is identified by SA NSW as being undermined**
	Key Redevelopment Site	Property with a combined 'land' area equal or greater than 1,500sqm and identified suitable for redevelopment at densities higher than current LEP maps [^] . Land is not identified by SA NSW as being undermined**

**based on Map 3 - Restriction to redevelopment due to subsidence risk

[^]subject to a community infrastructure incentives mechanism being introduced and merit assessment of proposal

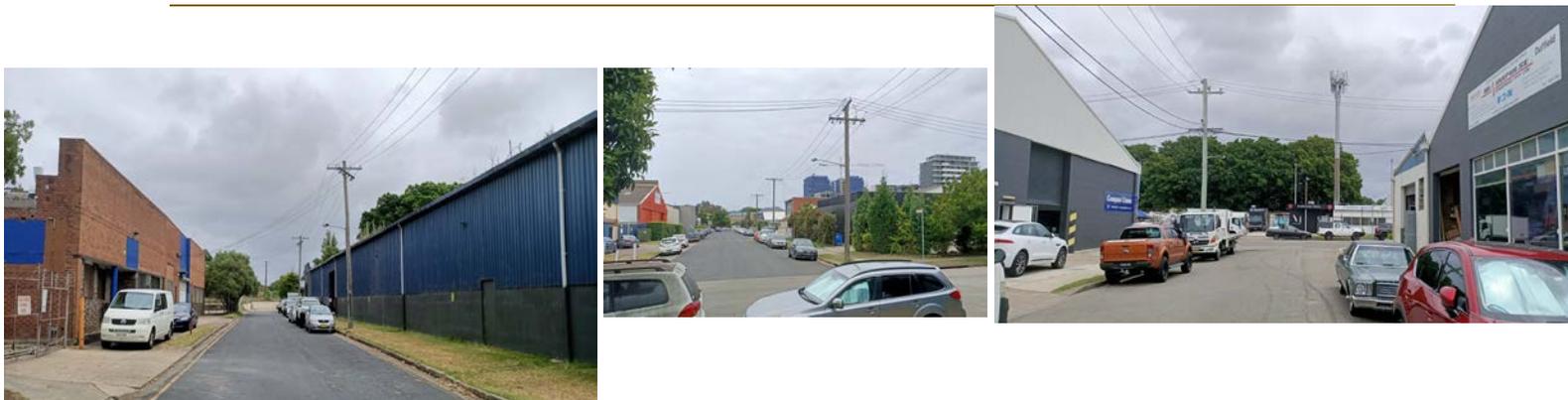
Map 4 – Redevelopment potential



Note:

- Information on status of development approvals and construction subject to change.

Large land parcels not subject to risk of subsidence lend themselves to supporting higher densities



Vision

Wickham 2040

City of Newcastle reaffirms the Vision within the adopted WMP:

“Wickham will continue to transform into a dynamic urban neighbourhood that supports a diverse mix of uses, which complement the adjoining commercial core of the Newcastle City Centre of the Newcastle City Centre located within Newcastle West.

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

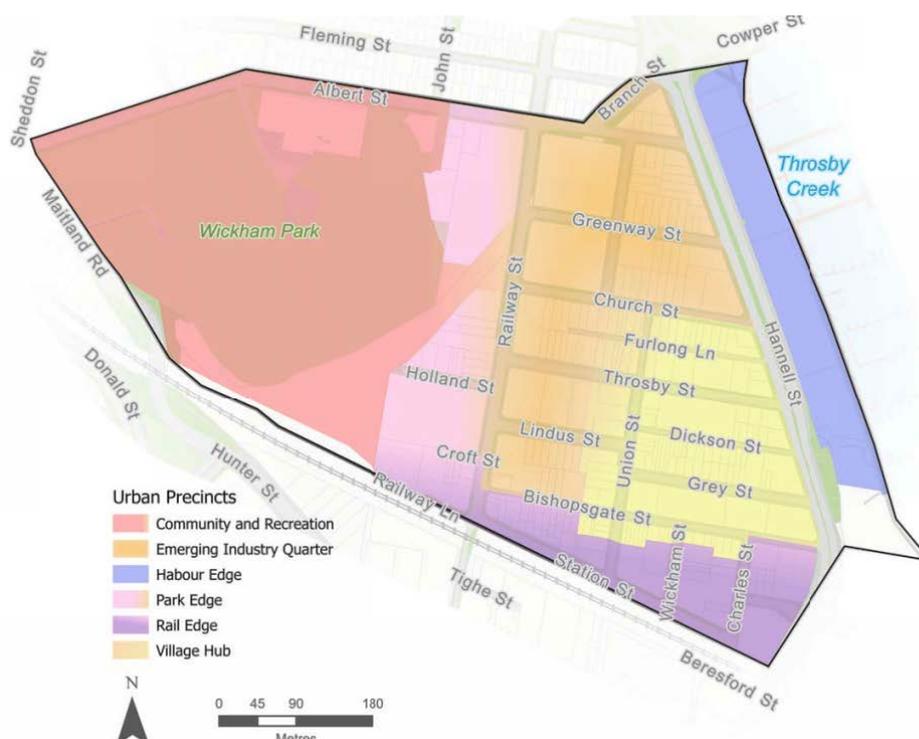
Character

The adopted WMP outlined in considerable detail the envisioned character and function of six interconnecting urban precincts, which were defined by their location, mix of land uses, or physical attributes of their built environment.

These precincts were intended to guide the City of Newcastle in the preparation of new development standards, development controls and plans for public domain works. While they describe the mix of land uses and development typologies best suited based on general scale and intensity, it is important to note that the entire WMP area (other than Wickham Park) is zoned B4 Mixed Use under Newcastle LEP 2012. Hence, the same mix of uses are able to be accommodated, where compliant to the development standards prescribed.

Furthermore, WMP identifies these precincts to be interconnected, however the mapping used illustrated these as distinctly separate areas. To correct this, Map 5 - Urban Precincts seeks to identify where the envisaged character of redevelopment is likely to transition, as well as recognising potential changes based on the identified challenges and opportunities.

Map 5 - Urban Precincts



Community and Recreation

Existing character

This precinct combines land previously identified in WMP as ‘Wickham Park’ with part of the adjacent ‘Park Edge’, being the land known as the former Wickham to Bullock Island Railway Corridor. This land continues to act as a physical barrier between the City Centre and Wickham Park. The land contains some rail infrastructure along its southern extent, is partly leased to adjoining landowners along Railway Street but has otherwise remained vacant since it was last used as a works depot during the construction of the Newcastle Transport Interchange.

City of Newcastle has validated its intention to acquire the majority of the former rail corridor land from its current owner, through the inclusion on the Land Reservation Acquisition (LRA) map within Newcastle LEP 2012.

Wickham Park continues to cater for the recreational and social needs of both local residents and the wider Newcastle community. City of Newcastle will prepare a comprehensive plan of management for Wickham Park to improve amenity, connectivity, and surveillance, as identified in WMP and reiterated within the Newcastle Strategic Sports Plan 2020.

Future character

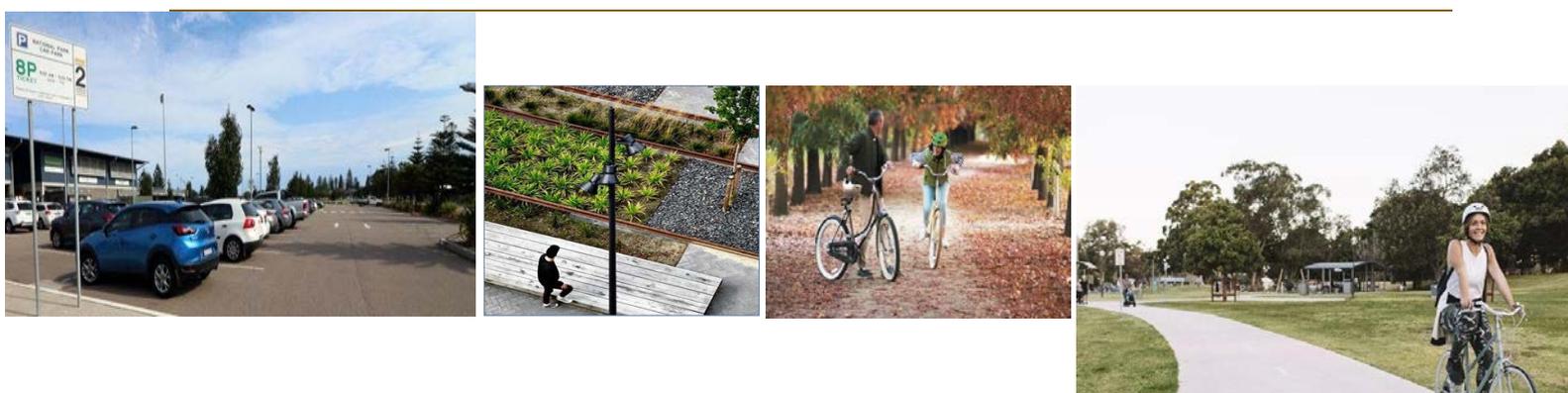
The precinct will continue to cater for sporting, community events, and festivals, which will benefit from improved pedestrian and cycle links to public transport and adjoining areas.

The former rail corridor will support active transport including shared pedestrian and cycleways that extend from Maitland Road alongside a new roadway at the southern boundary of the precinct, to connect with existing cycleways east of the intersection of Cowper and Hannell Streets at Throsby Creek, as shown in Map 6 – Traffic and Transport.

The rail corridor will include appropriate interpretive treatments acknowledging its local heritage listing within Newcastle LEP 2012 and lined by distinctive planting to differentiate it from other street tree planting within the area.

Redevelopment of the larger triangle shaped part of the former railway corridor lands is significantly restricted due to former mine workings. There is potential for City of Newcastle to acquire this land for operational uses that support the function of Wickham Park through provision of formalised parking areas and facilities that cater for commuters and city workers during the week and park users on weekends, as well as providing infrastructure that supports a range of events and activities.

The precinct will continue to cater for sporting, community events, and festivals



Park Edge

Existing character

The revised Park Edge precinct is characterised by large sites containing former light industrial, storage, commercial, and warehouse uses located between Station Street and Wickham Park.

Land within this Precinct is likely to redevelop within the next development cycle when market demand increases, particularly if City of Newcastle acquires and improves the former rail corridor land.

Future character

The Park Edge precinct is envisaged to transform into a mixed-use area including medium to high density residential development with building scales reflective of mine subsidence restrictions.

The precinct will activate the eastern edge of Wickham Park and provide natural surveillance to the active transport corridor diagonally dissecting the precinct. There are opportunities to improve public access through to Wickham Park with a key connection for pedestrians and cyclists being proposed through a widened Holland Street, the extension of Crofts Street, the end of railway lane and a wide opening to the former Bullock Island rail corridor and through to Wickham Park on land opposite from Church Street along the western side of Railway Street, as shown on Map 8 – Location of proposed community infrastructure projects.

The precinct will activate the eastern edge of Wickham Park



Emerging Industry Quarter

Existing character

The Emerging Industry Quarter to the east of Railway Street has been extended to incorporate land north of Church Street due to its characteristic of containing larger sites that accommodates a range of remnant light industrial buildings with high occupancy rates of employment uses including service industries, small scale niche manufacturing, research and development technologies.

Redevelopment within this precinct is likely to occur on land unrestricted by mine subsidence based on the feasibility and availability of land for current businesses to relocate, particularly where these are owner-occupied.

Future character

Redevelopment is envisaged to foster business and employment generation, particularly on sites less conducive to residential amenity, such as along Hannell Street and where residential densities are restricted by mine subsidence risk.

Where residential uses are accommodated within the precinct as part of a mixed-use development, the challenge is to ensure these provide genuine economic generating uses on ground level, rather than provision of a token commercial space sleeving at grade car parking.

Ground level floor areas are of an area and dimensions conducive to supporting a range of low impact and clean business uses, including high technology industries, manufacturing and creative industries.

The interface with the Village Hub focuses on creating a consistent character along the street edge by continuation of identified front setbacks, landscape provision, use of design elements that emphasise the lower levels with upper levels being setback from the street.

City of Newcastle will seek to acquire the former rail corridor passing through this precinct, when the land redevelops, to deliver a public space incorporating active transport that links to adjoining areas, as shown on Map 6 – Traffic and Transport.

Village Hub

Existing character

The Village Hub retains much of the original residential subdivision patterns established in the 1800s, which is characterised by narrow streets and a mix of lower scale residential building typologies. Buildings are set back from the front boundary and the front setbacks typically contain landscaping and forecourts.

Future character

Redevelopment and infill development is envisaged to continue and include terrace style housing, shop top housing and smaller residential apartment buildings up to three storeys in height which incorporate design elements complementary to existing housing.

Redevelopment of small residual sites for infill housing will also enable urban renewal where amalgamation of sites is not possible or unlikely to result in increased residential densities.

Opportunities for onsite car parking and driveway access are limited to ensure priority to pedestrian amenity and safety.

Union Street provides the main north-south pedestrian connection with wide footpaths and street trees, linking the predominantly residential precinct to the Newcastle Transport Interchange. Retail and commercial activity are focused at corner sites along Union Street while the east west orientated streets maintain a residential focus, with the exception of Throsby Street which continues to support a mix of business uses at street level.

Redevelopment of small residual sites for infill housing will enable urban renewal



Rail Edge

Existing character

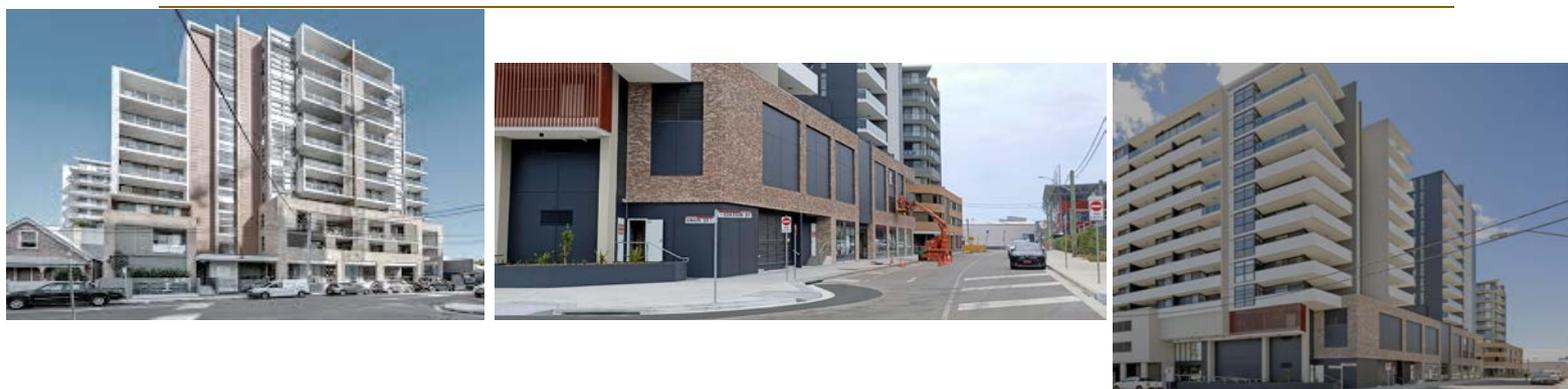
The majority of this precinct has already been redeveloped given the proximity to the Transport Interchange and the already generous development standards.

The Rail Edge precinct is predominantly characterised by higher density residential development with a mix of uses at street level. The larger podium tower building types reflect the precincts location at the interface to the emerging commercial core of Newcastle West.

Future character

The precinct will maintain a transition down to integrate with the lower scale Village Hub precinct fronting Bishopsgate Street.

The majority of this precinct has already been redeveloped



Harbour Edge

Existing character

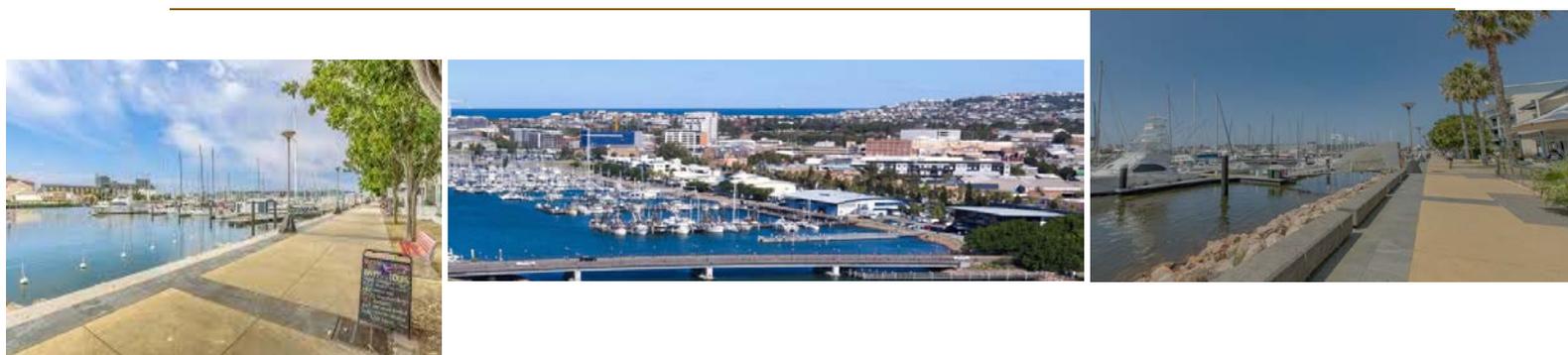
The precinct is characterised by predominately three storey buildings with uses that reflect the mixed residential, maritime, tourism and entertainment activities along the water edge.

Future character

The Harbour Edge Precinct will continue to build on the recreational and economic opportunities on offer within this prime waterfront location, by supporting intensification of use while retaining vistas and connections between Hannell Street and Throsby Creek.

The parkland at the southern end of this precinct will integrate to the public domain areas of the final stage of Honeysuckle redevelopment area currently being planned for release.

The Precinct will build on the opportunities of its waterfront location



Key priorities

City of Newcastle continues to address the challenges and opportunities to delivery of the Vision for Wickham, through provision of the following public domain improvements.

Improve accessibility and connectivity within Wickham and to adjoining areas

Principles

1. Local streets prioritise pedestrian safety and access, while providing low speed access to land uses by vehicles.
2. Active transport routes within Wickham connect to the broader network of Newcastle, as shown in in Map 6 Traffic and transport
3. Implementation of the Wickham Local Area Traffic Management (LATM) plan will consider the revised traffic flows identified on Map 6 - Traffic and transport.

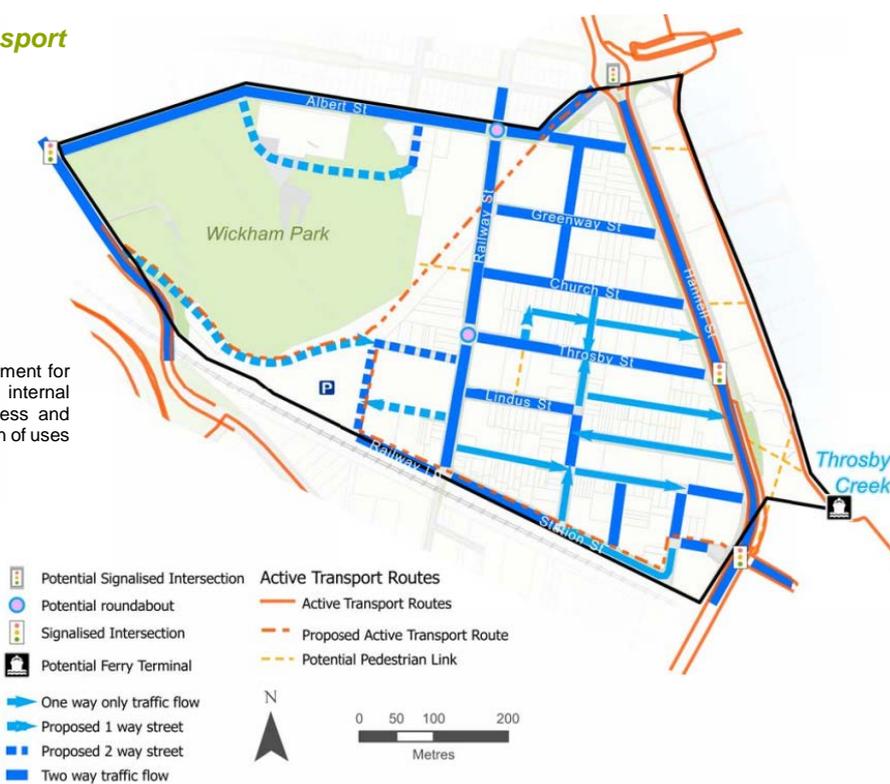
Actions

1. Implement new pedestrian access routes through redevelopment sites within the Newcastle LEP 2012 Land Reservation Acquisition maps.
2. Continue to implement footpath reconstruction through redevelopment of adjacent land consistent with the envisaged public domain measures for Wickham.
3. Continue with planning public domain work for Union Street in order to deliver new footpath works along the eastern side of the street within the four-year delivery plan.
4. Continue pursuing the acquisition of the former Bullock Island Railway Corridor land, to enable connection to Wickham Park and deliver the active transport routes supported by the Newcastle Cycle Strategy, as shown in in Map 6 - Traffic and transport.
4. Subject to land acquisition, investigate and plan for the provision of public car parking and other complementary uses within the former rail corridor to cater for users of Wickham Park and the broader area.
5. Investigate measures to reduce car parking at ground level to maximise available floor area for employment generating uses.

Map 6 – Traffic and Transport

Note:

The preparation of a plan of management for Wickham Park will identify additional internal pedestrian/cycle routes, vehicle access and car parking areas based on distribution of uses and landscape design.



Create safe, attractive, and inclusive public places

Principles

1. Public domain design elements and materials are appropriate for their intended function, anticipated level of use, physical constraints of the space, and are chosen having consideration of their ongoing maintenance and duration.
2. Priority is given to the benefit that appropriate street tree plantings provide to the amenity and comfort of the public domain over maintaining on-street car parking when planning for new works or preparing public domain guidelines for streets in Wickham identified as 'local' on Map 7 – Street Profiles.
3. Public domain and urban activation opportunities identified on Map 8 – Location of proposed community infrastructure projects, integrate with the envisaged character and land uses of their location.
4. The interface with the public domain of private land, within street fronting setbacks should contribute positively to the desired character of the streetscape, urban greening, activating the street edge, and creating spaces that are safe and enjoyable.

Actions

1. Ensure items of essential community infrastructure are incorporated into the local development contribution framework.
2. Incorporate the envisaged requirements for the public domain of streets within Wickham into the Newcastle City Centre Public Domain Technical Manual consistent with Map 7 – Street Profiles, and the corresponding criteria outlined in Table 2 – Public Domain Street Profiles.
3. Revise the place-based development controls for Wickham to provide further design guidance of the envisaged public-private interface based on the street setbacks identified in WMP, street profiles, character precinct and land uses at ground-level.
4. Develop and engage with the local community on concept designs, landscape guidelines, and/or specifications for each of the envisaged community infrastructure projects included on Map 8 – Location of Proposed community infrastructure projects and Table 3 – Description of proposed community infrastructure projects.
5. Implement the approach proposed by the draft Community Infrastructure Incentives Policy (subject to adoption by Council) for Wickham, through Newcastle LEP 2012 and Newcastle DCP 2012.
6. Ensure the required land acquisitions are identified within Newcastle LEP 2012, consistent with Map 8 – Location of proposed community infrastructure projects.

Map 7 – Street Profiles



Table 2 – Wickham Public Domain Street Profiles

Street type	Arterial	Collector	Local	Laneway	Accessway	
Intended purpose	High volume through traffic and separated cyclists and pedestrians	Vehicle connections for managing local traffic generation, accommodating cyclists and pedestrians.	Pedestrian focused streets that also accommodate lower volumes of local traffic movement, at lower speeds (40km/hr).	vehicle and pedestrian movements limited to provide access directly to adjacent land uses, being low speed traffic movement by design.	Vehicle access to uses and car parking areas within Wickham Park	
Road reserve width	20m to 30m	20m to 30m	15m to 20m	10m to 15m	Less than 10m, (except extension Furlong Lane)	NA
Traffic lanes	Four (two in each direction)	Two (unless identified as one-way traffic on Map 6 - Traffic and Transport)		One (except where not identified for one-way traffic on Map 6 - Traffic and Transport)		
On-street parking lanes	Two wherever practical, based on traffic management priorities.		At least on one-side of street but based on ability of providing the minimum footpath requirements and widths. Street trees are also able to be provided in parking lanes where footpath widths and/or location of services otherwise restrict public domain tree planting		Minimum of one.	
Cycle lanes	On each side: one off-street shared pathway and one on-street cycle-lane	Designated on-street lanes, if possible		Nil,	Designated off street cycle-lanes continued along Bullock Island rail corridor	
Footpaths	Two share paths at minimum 3m wide	Two sides with minimum width of 2m		At least on one side at a minimum width of 1.4m		Minimum of one share path at 2.8m wide
Footpath pavement types	To be determined as part of future public domain planning, consistent to those identified within the Newcastle City Centre Public Domain Technical Manual. Note: footpaths adjoining heritage items will have customised finishes.				Concrete TBA	
Driveway crossovers on footpath	No	No (except where no alternative street access is available to the land).	Yes, (except no driveway permitted on eastern side Union Street). Maximum of one single driveway cross-over for houses Laneway access preferred over local streets.		NA	
Overhead wires	Not applicable	Redevelopment with a frontage greater than 20m shall replace overhead electrical wires/cables with service in subsurface trenching.				
Street trees	Maintain existing planning scheme	On both sides of street within the parking lanes, or on verge where footpath is wider than the prescribed minimum width.		No, except for widened new lane between Throsby Street and Furlong Lane	Along both sides of roadway	
Lighting	Existing	At each street intersection and mid block to ensure adequate illumination of footpaths.	Lower scale lighting fixtures with illumination compliant to Australian standards for residential streets. Additional footpath lighting provided along Union Street and pedestrian thoroughfares.		Along both sides plus footpath lighting in Wickham Park	
Landscape elements	Bus stops	Street furniture (bins, seating, cycle parking, planter boxes/gardens, stormwater devices) in select locations.		Not applicable, unless provided as part of community infrastructure project.		

Map 8 – Location of proposed community infrastructure projects

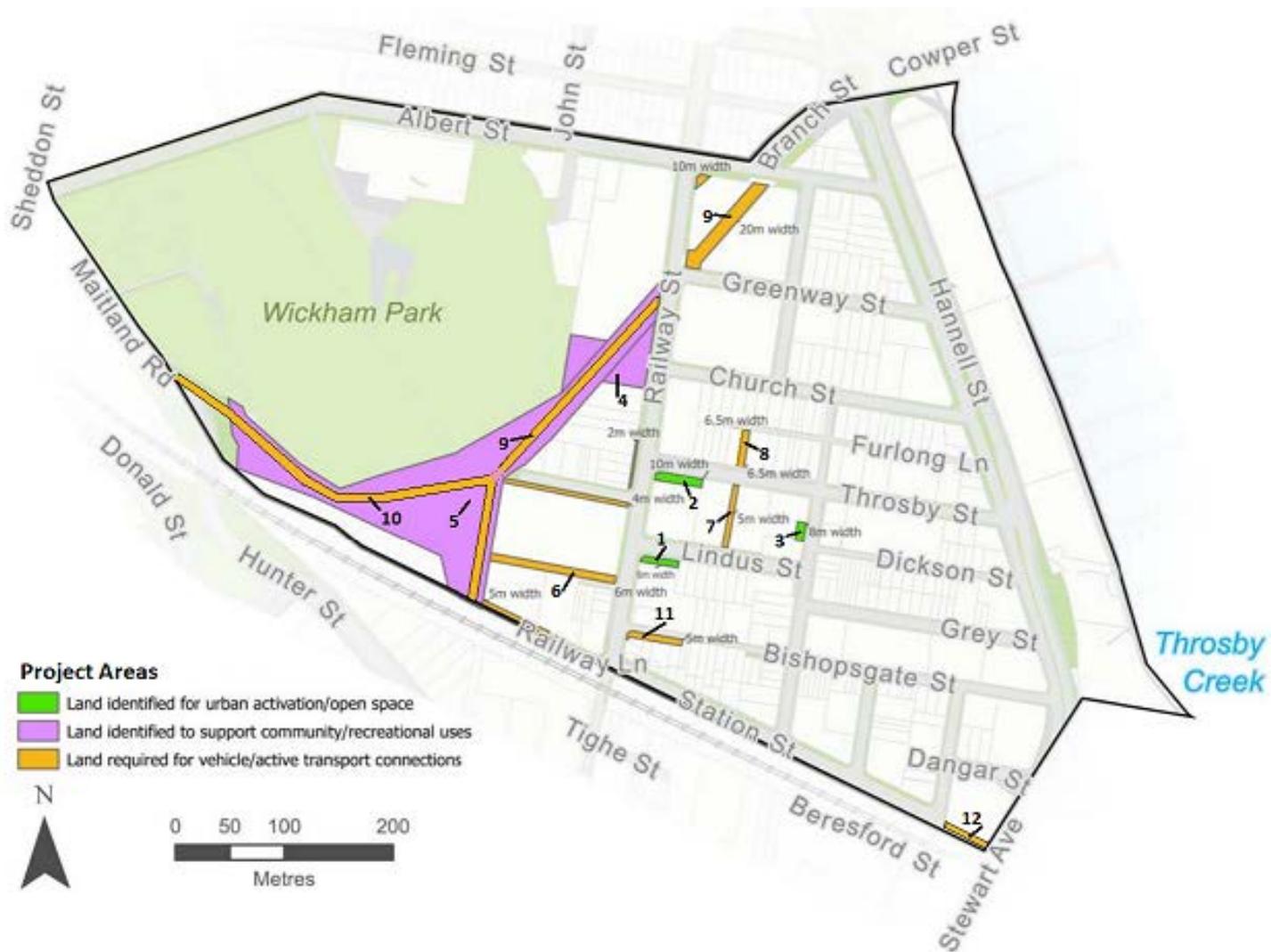


Table 3 – Description of proposed community infrastructure projects

Ref	Location	Category	Approx. area	Approx. dimensions	Description
1.	29 Bishopsgate Street (Corner of Railway and Lindus Street)	Public domain activation	210m ²	6m x 35m	Wickham green – consisting of lawn/paved areas/landscaping and shade trees, furniture, potential small podium/stage.
2.	52 Throsby Street, (Corner of Railway and Throsby Street)	Public domain activation	440m ²	10m x 43.91m	Rain and play garden – consisting of WSUD and robust landscaping elements including dry creek bed with feature boulders, logs, steppingstones, and sitting areas.
3.	46 Union Street	Public domain activation	145m ²	8m x 17.84m	Village vegie patch - community garden comprising raised garden beds with irrigation, and other items typically included for such a facility.
4.	30 Railway Street (Railway Street opposite Church Street intersection)	Public domain activation	830m ²	32m x 50m	Outdoor fitness area -gym/equipment and open space area creating link that extends to Wickham Park.
5.	In corridor west of Holland Street	Public domain activation	200m ²		Rail heritage interpretation - public art space
6.	2-10 Holland Street (extension of Croft Street)	New laneway	590m ²	5m x 117m	Laneway for slow one-way local traffic to parking areas / potential loading zones.
7.	48 Throsby Street, (Between Lindus and Throsby streets)	Active transport link	380m ²	6.5m x 60m	Pedestrian connection including footpath, lighting, and open landscaping elements that enable clear line of sight for surveillance from street and adjoining uses.
8.	55 Throsby Street (between Throsby Street and Furlong lane)	New laneway and Public domain activation	290m ²	6.5m x 36.5m	Widening laneway – adjacent to one-way traffic lane and footpath on 47 Throsby. Widening to include row of parallel parking on western side of traffic lane plus wide pedestrian area with street trees/soft landscape area, lighting, and furniture.
9.	Former Bullock Island Rail corridor	Active transport link		470m length	Promenade - pavement and interpretive elements identifying path of railway tracks, adjacent landscape area including trees species with distinctive/coloured foliage, lighting, furniture.
10.	Southern edge of Wickham Park	New laneway	TBD	450m length	Park edge laneway - One-way travel lane, potentially parking lane, adjacent to shared pedestrian cycleway and suitable shade trees.
11.	80 Bishopsgate Street (cnr with Railway Street)	Road widening	321.5m ²	5m x 51m	Street widening – parallel parking lane and footpath
12.	10 Dangar Street	Active transport link	131 m ²	3m wide	Pedestrian/cycle lane – paved laneway with activated edge at corners, lighting and public art
13.	Various locations connecting footpaths between developments	Active transport link	Up to 1000m	Detail subject to Public Domain Plan	Public Domain Improvements – Areas where redevelopment is unlikely to occur

Ensure built environment is functional, responsive and resilient

Principles

1. Redevelopment provides for a range of employment uses and a choice of housing types reflective of the capability of the land, site area, and the envisaged character.
2. Development density responds to land capability, infrastructure capacity, and envisaged future character.
3. The capacity of land in Wickham to accommodate increased densities is subject to restriction imposed where the land is undermined or within the area of influence of old mine workings, as indicated on Map 3 – Restriction to redevelopment due to subsidence risk and supporting notes.
4. Building design should be easily adapted for a range of uses to respond to changes in demand for space over time.

Actions

1. Amend Newcastle LEP 2012 to introduce development incentives on land identified within Map 9 – Areas proposed for development incentive (subject to approval from SA NSW, where required), consistent with Table 4 - Potential development incentives for provision of community infrastructure.
2. Amend Newcastle DCP 2012 to include the community infrastructure projects sought to be delivered through development incentive, as identified Map 8 – Location of proposed community infrastructure projects and described on Table 3 – Description of proposed community infrastructure projects.
3. Continue to liaise with NSW State Agencies, including SA NSW, DPIE, and HCCDC and industry groups to find a workable solution for funding and managing the remediation of old mine workings within Wickham to enable the densities envisaged for the area within WMP.
4. Subject to adoption of the draft Community Infrastructure Incentives Policy, determine and publish (within City of Newcastle's Fees and Charges) an 'incentive GFA rate' for Wickham that is determined by dividing the total cost of identified community infrastructure by the gross floor area (GFA) likely to be made available on suitable land within the areas identified by Map 9 – Areas proposed for development incentive.
5. Amend Newcastle LEP 2012 to permit the following additional housing types in Wickham, which are currently prohibited on land zoned B4 Mixed Use:
 - Dual occupancies
 - Dwelling houses
 - Secondary dwellings
 - Semi-detached dwellings

but include the following criteria:

- i. The land is not a 'Key Redevelopment Site' on Map 4 – Redevelopment potential.
- ii. The land is not adjoining a 'Key redevelopment site' or a 'Potential Redevelopment site' that could be amalgamated into a larger development parcel to deliver a higher density of development.
- iii. Development of land for one or more of the above residential uses will not impede the future ability of adjoining land to redevelop to its full potential based on the existing development standards at the time.
- iv. Each resulting dwelling does not occupy a site area greater than 300sqm.
- v. The land use will not be subdivided into strata or community title lots.
- vi. Access to the site does not result in more than one single car width driveway crossover.
- vii. Provision is made within the design of such a dwelling type to enable the current or future occupant to operate a home occupation or business, and to enable the building to be repurposed for an alternative permissible use in the future.

Note: The above amendment would have no bearing on redevelopment of an existing use.

Map 9 – Areas proposed for development incentive

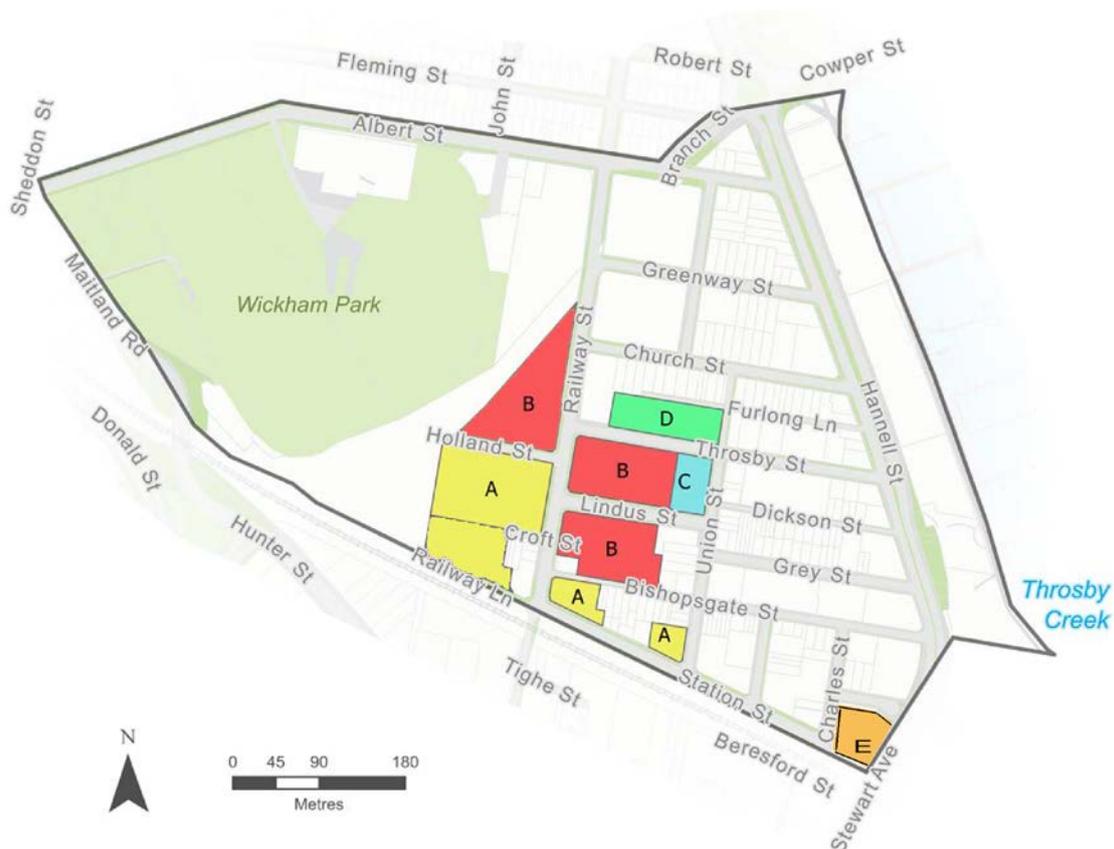


Table 4 - Potential development incentives for provision of community infrastructure

Area		Development Standards				
		Current Maximum	Maximum with incentives			
	site area (sqm)	NA	1000 +	1500 +	2000 +	2500 +
A	Max HOB (m)	24	24*	24*	35	45
	Max FSR (FSR:1)	4	4*			
B	Max HOB (m)	10 / 14	14	24	35	
	Max FSR (FSR:1)	1.5	1.5*	2	2.5	
C	Max HOB (m)	10	14			
	Max FSR (FSR:1)	1.5	2	3		
D	Max HOB (m)	10	14	24 “		
	Max FSR (FSR:1)	1.5	2	3		
E	Max HOB (m)	45	60			
	Max FSR (FSR:1)	6 (subject to CI 7.10)	6 (subject to CI 7.10) *			

* Note: No incentive available

“ Note: HOB for 41 & 47 Throsby Street subject to planning proposal

Appendix A

Implementation of Actions in Wickham Masterplan 2017

Progress

Actions delivered

The following amendment to Newcastle LEP 2012 was made in December 2020 in response to actions identified in WMP:

- increase the FSR in parts of Wickham from 1:1 to 1.5:1 in response to development feasibility testing carried out on behalf of City of Newcastle.
- rezone land adjoining Wickham Park from RE1 Public Recreation to B4 Mixed Use zone, reflecting both the private tenure of the land and the compatibility of existing land uses with the adjoining B4 Mixed Use zoning.
- inclusion of new Land Reservation Acquisitions identified for local road (i.e. identified intersection works and public domain improvements).
- listing the former Bullock Island rail corridor as an item of Local Heritage.
- introducing high technology industries within the B4 Mixed Use zone.

City of Newcastle introduced a new place-based section within the Newcastle DCP 2012 to guide redevelopment consistent with WMP and provide direction on:

- Building envelopes (setbacks to streets to provide opportunities for landscaping and reflect desired future character, and setbacks to address amenity of neighbouring sites).
- Urban design (interface of development to the street and urban activation spaces, separation of vehicle access to land).
- Car parking (design considerations and demand management).

The Wickham Local Area Traffic Management Plan was adopted concurrently with the WMP to ensure traffic management measures and interventions are implemented based on traffic thresholds set by Transport for NSW that improve safety and amenity of local streets.

These are complemented by a range of timed parking zones to better manage demand, particularly from users of adjoining areas that compete for spaces required by residential parking scheme permit holders and patrons of local businesses.

The Strategic Sports Plan adopted in December 2020 identifies a comprehensive plan of management for Wickham Park to improve amenity, connectivity, and surveillance.

The Cycling Strategy 2021, 'On our bikes' and Action Plan incorporates key routes through Wickham connecting the area to adjoining destinations. These will be partly funded by development contributions.

Actions commenced

The following actions identified by WMP are commenced and in various stages of delivery:

- Design for replacement of the footpath along the eastern side of Union Street, between Station Street and Church Street is being finalised. Consultation and detailed construction plans are scheduled for 2021/22 with construction anticipated thereafter.
- The revision of the Newcastle City Centre Public Domain Technical Manual has commenced and will detail the public domain outcomes identified in WMP. This will also provide greater design detail on the anticipated community infrastructure projects.
- The process of acquiring land to improve connectivity between Wickham Park and adjacent urban areas continues to be a key priority for City of Newcastle.
- City of Newcastle has proposed a draft Community infrastructure Incentives Policy that reflects the principle advocated by WMP of enabling increased density on suitable land where development delivers identified community infrastructure. Newcastle LEP 2012 will identify the land and maximum incentives and Newcastle DCP2012 will identify the community infrastructure projects. The level of incentive available to proposed development is based on the value of the community infrastructure and an 'incentive GFA rate' for the locality. Where the 'incentive GFA rate' is determined by dividing the value of all projects in the locality by the potential incentive floor area made available.

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ATTACHMENTS DISTRIBUTED UNDER SEPARATE COVER

**CCL 25/05/21 - PUBLIC EXHIBITION OF DRAFT WICKHAM
MASTERPLAN 2021 UPDATE**

ITEM-44 **Attachment B:** Schedule of Actions adopted in the Wickham
Masterplan 2017

DISTRIBUTED UNDER SEPARATE COVER

Attachment B - Schedule of Actions adopted in WMP 2017

Actions Completed

Actions	Outcome
5.1.1 Pedestrian and cycling network	
Action 2 - Reinstate pedestrian access across the railway corridor at Railway Street via a new pedestrian bridge.	Completed by Transport for NSW through the Newcastle Transport Interchange.
Action 4 - Where possible consolidate or eliminate driveway crossings along the primary frontage of all new developments to improve the amenity and safety of the pedestrian environment.	Completed via adoption of the Development Control Plan in October 2018
Action 5 - Incorporate creation of midblock pedestrian walkways as part of new development to improve connectivity between east-west aligned streets.	Completed via adoption of the Development Control Plan in October 2018
Action 6 - New cycleways throughout the area provide links to the existing and planned cycling infrastructure to improve permeability across the network. Provision for cycling includes a combination of on and off-street options to cater for all abilities and purposes (i.e. commuter or recreational).	Reviewed and incorporated in Cycling Strategy 'On our bike' and Action Plan.
Action 8 - The provision and location of end-of-trip facilities, including cycle parking/storage and changing facilities are a crucial component for consideration of implementing cycling infrastructure.	Reviewed and incorporated in Cycling Strategy 'On our bike' and Action Plan.
5.1.2 Traffic networks	
Action 1 - Restrict traffic flows of local streets to predominantly one-way in order to reduce shortcuts from non-local traffic, reduce the width of the carriageway pavement to enable widening of footpaths and provision of on-street parking.	Completed through the adoption of the Local Area Traffic Management Plan
Action 2 - Widening the road reserve of select streets to enable adequate capacity of traffic, parking and pedestrian flows.	Made as part of amendment 48 to NLEP 2012 – inclusion into LRA map
Action 3 - Introduce traffic calming measures to slow traffic to improve safety for pedestrians and cyclists through implementation of a local area traffic management plan.	Completed through the adoption of the Local Area Traffic Management Plan
Action 4 - Extend streets and lanes where necessary to eliminate dead ends and to improve connectivity, particularly where linking between Railway Street and Wickham Park.	Made as part of amendment 48 to NLEP 2012 – inclusion into LRA map
Action 4 - Extend streets and lanes where necessary to eliminate dead ends and to improve connectivity, particularly where linking between Railway Street and Wickham Park	Made as part of amendment 48 to NLEP 2012 – inclusion into LRA map
Action 5 - Provide a new one-way road link along the southern and south-eastern edge of Wickham Park within the surplus railway land being part of the former Bullock Island rail corridor. This roadway would link between Maitland Road and Holland Street and provide an activated edge to Wickham Park, as well as providing access to formalised car parking areas and new development parcels that front onto Wickham Park.	Completed through the adoption of the Local Area Traffic Management Plan

5.1.3 Car parking	
Action 1- Introduce timed paid parking restrictions for all on-street parking to ensure parking turnover.	Completed through the adoption of the Parking Strategy
Action 2 - Implement a residential parking scheme but only for existing residents that do not have the ability for providing onsite car parking.	Residential Parking Scheme completed by CN Transport & Compliance and has been in place since 2018.
Action 4 - Ensure on-street parking is restricted where this compromises pedestrian amenity and safety.	Completed through the adoption of the Local Area Traffic Management Plan
Action 5 - Decouple car parking ownership from other residential land uses to encourage car parking to be used as a tradeable commodity, thereby increasing consumer choice, improving housing affordability, and maximising efficiency of distribution and opening opportunities for car sharing schemes or car rental businesses.	Completed via adoption of the Development Control Plan in October 2018
Action 6 - Design multilevel car parking (where aboveground) to enable future adaptive reuse for other land uses as demands shift in the future to decreases in private vehicle ownership but increase for inner city floor space.	Completed via adoption of the Development Control Plan in October 2018
5.2.1 Streetscapes	
Action 3 – Driveways a) New vehicle access to private property is restricted along primary street frontages as identified in Map 12 - Restrictions to location of vehicle access to private land. b) Redevelopment consolidates vehicle access to minimise driveway crossovers along footpaths. Multiple driveway crossovers accessing individual garaging is not supported. c) Location of loading zones does not impede pedestrian accessibility or placement of street trees.	Completed via adoption of the Development Control Plan in October 2018
Action 5 - Infrastructure and services a) New development will replace existing overhead electrical wiring and cabling with underground services where: i. connecting into a new building ii. on the same side of the street for a length of 20m or more iii. Any balcony, window or other opening of a proposed building is located within six metres of an overhead cable or wire, regardless of whether the cable or wire is insulated. b) Provision is made for stormwater management including overland drainage to detention areas (e.g. in Wickham Park), the use of rain gardens, permeable pavement (in parking lanes) and other water sensitive urban design (WSUD) measures or devices. c) Allowance is made for future engineering solutions to manage and remove rising groundwater levels associated with potential sea level rise.	Completed via adoption of the Development Control Plan in October 2018
5.2.2 urban activation	
Action 3 - Land for urban activation spaces may be acquired through: a) Inclusion in the Land Reservation Acquisition map of Newcastle LEP 2012 were identified as key locations for these spaces.	Made as part of amendment 48 to NLEP 2012 – inclusion into LRA map

b) Dedication to Council, as part of negotiation with Council prior to redevelopment. This land may be in exchange for agreed development incentives or bonuses (such as an increase in building height or FSR). The land area dedicated to Council would still be able to form part of calculations for determining gross development floor area.	
5.2.3 Land acquisitions	
Action 2 - Ensuring redevelopment does not compromise Council's ability to acquire land required for implementing the WMP.	Made as part of amendment 48 to NLEP 2012 – inclusion into LRA map
Action 1 - Ensure the identified land acquisitions are implemented within Council's Local Environmental Plan (LEP) by amendment of the Land Reservation Acquisition (LRA) Map.	Made as part of amendment 48 to NLEP 2012 – inclusion into LRA map
5.3.1 Redevelopment density	
Action 2 - Regardless of the above strategy, ensure FSR within the WMP area is not less than 1.5:1.	Implemented as part of amendment 48 to NLEP 2012
5.3.2 Built Form	
Action 1 - Buildings are setback from street boundaries as identified in Map 16 - Minimum building setbacks in order to improve the interface between buildings and the public domain by providing more opportunities for gardens, landscaped forecourts, or widened footpaths that cater for outdoor dining and cafés.	Completed via adoption of the Development Control Plan in October 2018
Action 2 - Buildings built to the street edge (zero setback) as shown in Map 16 - Minimum building setbacks, should not have residential uses at ground level and should include street activation or treatment such as: <ul style="list-style-type: none"> - Direct access to associated commercial or retail uses from the footpath - Windows and/or glazing. - Setbacks at ground level resulting in colonnades or cantilevering of upper levels to provide covered outdoor areas. - Green walls or street art installations (e.g. murals). - Discourage blank walls, garage doors, commercial or visitor parking spaces, electrical substations, water hydrants, or doorways associated with fire exits, parking stations, and service areas fronting street where buildings built to street front (i.e. no building setback), other than in laneways (e.g. Lee Terrace, Croft Street, or new service lanes created as part of redevelopment). 	Completed via adoption of the Development Control Plan in October 2018
Action 3 - In addition to the recommended minimum building setbacks along street frontages as identified in Map 16 - Minimum building setbacks, new development is to provide further visual interest through horizontal articulation, a breakup of building materials and architectural style that emphasises the original pattern of subdivision and eclectic character of built form along the streetscape.	Completed via adoption of the Development Control Plan in October 2018
Action 4 - New development is generally to comply with the nominated building envelopes within this Master Plan in addition to those design requirements specified within other legislated design codes and/or guidelines (e.g. SEPP 65 Residential apartment code).	Completed via adoption of the Development Control Plan in October 2018
Action 5 - Upper level setbacks are provided to achieve the following: <ul style="list-style-type: none"> - Reduce the impacts of overshadowing during mid-winter. - Enable adequate building separation where streets are narrow. - Reduce the perceived scale of buildings as viewed at street level. - Create street wall heights that reflect and/or enhance the envisaged character and building types within a precinct. - Provide vertical articulation and visual relief of building work. 	Completed via adoption of the Development Control Plan in October 2018

Commenced Actions

Actions	Status
5.1.1 Pedestrian and cycling network	
<p>Action 2 - Union Street will be redesigned with widened footpaths to be the key pedestrian spine and intersection treatment will ensure pedestrian priority.</p>	<p>Commenced. Conceptual design work is currently being prepared by CN Assets and Projects in relation to provision of a new footpath along the eastern side of Union Street, between Station Street and Church Street to consult with the local community.</p> <p>Detailed design work is scheduled for 2021/22. With construction to be scheduled thereafter.</p>
<p>Action 3 - Provide continuous footpaths along at least one side of all streets throughout Wickham that are universally accessible and introduce measures to improve pedestrian crossings of roadways.</p>	<p>Commenced as part of the revision of the Newcastle City Centre Public Domain Technical Manual, which will incorporate the WMP area.</p>
5.1.3 Car parking	
<p>Action 8 - Create formalised public car parking along the southern edge of Wickham Park, which could provide for both weekend activities and city workers during the week.</p>	<p>The Strategic Sports Plan 2020 identifies an action for a comprehensive POM to be prepared for Wickham Park/</p>
5.2.1 Streetscapes	
<p>Action 1 - Streets within the WMP area to reflect the criteria set out in Table 1 - 'Proposed street profiles' and as described below:</p>	<p>Commenced as the revision of the Newcastle City Centre Public Domain Technical Manual, including incorporation of the WMP area is scheduled for the current financial year.</p>
<p>Action 2 - Footpaths</p> <p>a) Each street has a footpath along at least one side that provides universal access to adjoining land and forms a seamless network that connects to surrounding areas.</p> <p>b) Footpath pavement is consistent with materials selected in the Newcastle City Centre Public Domain Technical Manual.</p> <p>c) Existing sandstone is reused when relocating the alignment of existing kerb and gutter.</p>	<p>Commenced as part of the revision of the Newcastle City Centre Public Domain Technical Manual, which will incorporate the WMP area.</p>
<p>Action 4 - Street trees</p> <p>a) Where possible urban greening is to be achieved on private property within the front building setback.</p> <p>b) 'New' street trees are generally to be located:</p> <ol style="list-style-type: none"> i. where not conflicting with existing or planned infrastructure or services. ii. not within the alignment of existing footpaths (but possibly within widened footpath areas). iii. along designated parking lanes at intervals between 12m to 18m. iv. where not impeding pedestrian flows/accessibility and/or vehicle sight lines. v. in tree vaults or in raised planters as specified by the city arborist. <p>c) Location of street trees do not impede on construction of designated cycleway along the northern side of Church Street.</p>	<p>Commenced as part of the revision of the Newcastle City Centre Public Domain Technical Manual, which will incorporate the WMP area.</p>

Actions	Status
<p>d) New Street trees along Union Street are selected and located to provide a canopy cover conducive to a high amenity pedestrian environment.</p> <p>e) Tree planting along the former Bullock Island Rail Corridor is distinguished from other streets by selection of species that have brightly coloured foliage.</p> <p>f) Street trees are only replaced or added within the same alignment as existing street trees, where the location is reviewed and deemed suitable having regard to the above.</p>	
<h3>5.2.2 Urban activation</h3>	
<p>Action 1 - Create a series of smaller spaces that act as 'micro-scale' neighbourhood parks (i.e. urban activation spaces) and provide one or more of a range of uses or facilities, including:</p> <ul style="list-style-type: none"> - shade trees and plantings - community gardens - rain gardens or other landscape stormwater features - furnishings (seating, bins, and drinking fountains) - play equipment - lawns and/or paved areas - small staged areas with plugin facilities for open air music, performances, or screenings - illumination - Wi-Fi - public facilities 	<p>Commenced as part of the revision of the Newcastle City Centre Public Domain Technical Manual, which will incorporate the WMP area.</p>
<p>Action 2 - Urban activation spaces are located:</p> <p>In central locations along identified pedestrian and cycle links.</p> <p>At street corners but preferably not on the intersection with Hannell Street.</p> <p>Within the front building setback of larger development sites and partly incorporated into the road reserve. This may be achieved by further removal of on street parking from street corners and widening of the footpath areas. Hence, wider street reservations such as Lindus Street are identified as ideal for creating these spaces.</p> <p>Preferably adjoining supporting retail or community activities that provide natural surveillance and take on an informal role of guardians but do not take over or commercialise such spaces for their own businesses. Ground level residential uses should not directly open onto or front such public spaces.</p>	<p>Commenced as part of the revision of the Newcastle City Centre Public Domain Technical Manual, which will incorporate the WMP area.</p>
<p>Action 5 - Involve a broad cross-section of the local community in determining the purpose and design features of each urban activation space to ensure public support, utilisation and creating a sense of community ownership.</p>	<p>To be addressed through the preparation of a new public domain plan for Wickham by CN Assets and Projects in 2021.</p>
<h3>5.2.3 Land acquisitions</h3>	
<p>Action 3 - Ensure acquisition does not reduce the redevelopment potential of the land due to a decreased site area. This may be achieved by including the subject area as part of the site area calculations when determining potential gross floor areas.</p>	<p>Draft Community Infrastructure Incentives Policy currently on public exhibition, if adopted will enable further amendment to NLEP 2021 and NDCP2012 to enable this action.</p>
<h3>5.3.1 Redevelopment density</h3>	

Actions	Status
Action 1 - Enable variation to existing HOB and FSR as identified within Map 15 – Potential redevelopment densities where a community benefit is achieved through a legal mechanism within Council's LEP.	Draft Community Infrastructure Incentives Policy currently on public exhibition, if adopted will enable further amendment to NLEP 2021 and NDCP2012 to enable this action.

Actions no longer applicable

Actions	Result
5.1.1 Pedestrian and cycling network	
Action 7 - Reconfigure Church Street to include designated separated two-way cycle lanes along the northern side of the roadway. This will extend across Railway Street to link to Wickham Park and beyond to Maitland Road in the west. The eastern extent will continue southwards along part of Hannell Street to the signalised intersection with Throsby Street and further join to the cycleway along the Harbour onwards to Honeysuckle.	This was reviewed as part of Cycling Strategy 'On our bike' and Action Plan. This route is not a direct link and therefore no long considered the preferred off street route
5.1.3 Car parking	
Action 3 - Consider extending the parking scheme to provide a limited number of passes to existing businesses that do not have existing onsite car parking.	This is not supported by CN, as inconsistent with Council policy of not issuing parking permits to businesses.
5.3.1 Redevelopment density	
Action 3 - Enable redevelopment of land within the Harbour Edge precinct, to achieved greater scale than identified, where design excellence is demonstrated as per Clause 7.5 of Newcastle LEP 2012.	DPIE have advised that they do not support additional areas being included as sites under the design excellence framework due to resourcing this process.
Action 7 - Identify sites for potential centralised public car parking facilities and introduce development incentives such as bonus floor space or building height to encourage development of these.	Providing public car parking within private development is not part of CNs current approach to addressing car parking. However, investigation of a public car parking area to support uses within Wickham Park, subject to land acquisition, is included in draft WMP 2021 update as a means of reducing pressure on the park being used for this purpose.