ORDINARY COUNCIL MEETING
28 MARCH 2017

ATTACHMENTS DISTRIBUTED UNDER SEPARATE COVER

REPORTS BY COUNCIL OFFICERS

ITEM-21 CCL 28/03/17 - EXECUTIVE MONTHLY PERFORMANCE REPORT - FEBRUARY 2017
Attachment A

ITEM-22 CCL 28/03/17 - ENDORSEMENT OF SIX MONTHLY REVIEW OF 2013-2017 DELIVERY PROGRAM
Attachment A

ITEM-33 CCL 28/03/17 - EXHIBITION OF DRAFT WICKHAM MASTER PLAN
Attachment A

ITEM-34 CCL 28/03/17 - EXHIBITION OF PROPOSED NEW DRAFT SECTION 7.11 - DEVELOPMENT ADJOINING LANEWAYS OF NEWCASTLE DEVELOPMENT CONTROL PLAN 2012
Attachment A

DISTRIBUTED UNDER SEPARATE COVER
CCL 28/03/17
EXECUTIVE MONTHLY PERFORMANCE REPORT - FEBRUARY 2017

Attachment A: Executive Monthly Performance Report - February 2017
Financial Summary

Operating progress at a glance
Operating Analysis
Overall budget funding summary
Overall performance graphs

Financial Detail

Overall financial position by group
Executive Management overall financial position
Planning & Regulatory overall financial position
Corporate overall financial position
Infrastructure overall financial position
Rates Income Analysis
Debtors Report

Capital

Works Program Summary

Investments

Introduction
Investment Policy Compliance Report
Schedule of Investment movements for period ended 28 February, 2017
Key Performance Indicator Compliance
Credit Risk Compliance
Credit Risk Compliance (continued)
Maturity Risk Compliance
Budget to Actual Interest Performance
Schedule of Investment movements for period ended 31 January, 2017
Schedule of Investment movements for period ended 31 December, 2016

Customer Services, Communications, Consultation Services & Records

Customer Service
## Operating progress at a Glance as at 28 February, 2017

<table>
<thead>
<tr>
<th>Department / Service Unit</th>
<th>Indicator</th>
<th>Comments</th>
<th>Variance ($,000)</th>
<th>Variance %</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Executive Management</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>General Manager’s Office</td>
<td></td>
<td></td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td><strong>Planning &amp; Regulatory</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Planning &amp; Regulatory Director</td>
<td></td>
<td></td>
<td>26</td>
<td>13%</td>
</tr>
<tr>
<td>Development &amp; Building</td>
<td></td>
<td>- High development assessment income ($0.1m)</td>
<td>102</td>
<td>10%</td>
</tr>
<tr>
<td>Strategic Planning</td>
<td></td>
<td>- Timing variance in the delivery of operational strategic projects ($1.4m)</td>
<td>1,294</td>
<td>27%</td>
</tr>
<tr>
<td>Regulatory Services</td>
<td></td>
<td>- High parking meter income ($0.2m)</td>
<td>230</td>
<td>8%</td>
</tr>
<tr>
<td>Cultural Facilities</td>
<td></td>
<td>- Timing variance in operational projects at the Art Gallery ($0.3m) and Civic Theatre ($0.3m)</td>
<td>790</td>
<td>16%</td>
</tr>
<tr>
<td>Libraries</td>
<td></td>
<td></td>
<td></td>
<td>1%</td>
</tr>
<tr>
<td><strong>Corporate Services</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Corporate Services Director</td>
<td></td>
<td></td>
<td>55</td>
<td>19%</td>
</tr>
<tr>
<td>Finance</td>
<td></td>
<td>- The result is driven by Interest on Investments ($0.2m) and investment recoupment ($0.2m)</td>
<td>790</td>
<td>1%</td>
</tr>
<tr>
<td>Information Technology</td>
<td></td>
<td></td>
<td>21</td>
<td>0%</td>
</tr>
<tr>
<td>Human Resources</td>
<td></td>
<td>- Timing variance in the delivery of Council training ($0.5m)</td>
<td>810</td>
<td>16%</td>
</tr>
<tr>
<td>Commercial Property</td>
<td></td>
<td>- Above budget revenue generated through the Stockton Beach Holiday Park ($0.2m)</td>
<td>266</td>
<td>25%</td>
</tr>
<tr>
<td>Customer Service</td>
<td></td>
<td></td>
<td>(5)</td>
<td>0%</td>
</tr>
<tr>
<td>Communication and Engagement</td>
<td></td>
<td></td>
<td>71</td>
<td>-6%</td>
</tr>
<tr>
<td>Legal and Governance</td>
<td></td>
<td></td>
<td>27</td>
<td>-1%</td>
</tr>
<tr>
<td><strong>Infrastructure</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Infrastructure Director</td>
<td></td>
<td></td>
<td>3</td>
<td>1%</td>
</tr>
<tr>
<td>Infrastructure Planning</td>
<td></td>
<td>- Timing variance in the delivery of Council’s asset renewal program YTD as a higher level of operational expenditure is generated however this will be corrected as Council moves through the program</td>
<td>406</td>
<td>1%</td>
</tr>
<tr>
<td>Civil Works</td>
<td></td>
<td></td>
<td>(223)</td>
<td>-2%</td>
</tr>
<tr>
<td>Projects and Contracts</td>
<td></td>
<td></td>
<td>27</td>
<td>2%</td>
</tr>
<tr>
<td>Facilities &amp; Recreation</td>
<td></td>
<td>- Above budget revenue is being generated through the hire of Council’s park and open space facilities ($0.2m)</td>
<td>475</td>
<td>3%</td>
</tr>
<tr>
<td>Waste Management</td>
<td></td>
<td>- Timing variance in expenditure on the NSW State Waste Levy due to soil that has been imported to the Summerhill site ($2.7m) which is slightly offset by above budget income ($1.2m).</td>
<td>(1,479)</td>
<td>-25%</td>
</tr>
</tbody>
</table>
### Operating Analysis as at 28 February, 2017

<table>
<thead>
<tr>
<th>Department / Service Unit</th>
<th>Indicator</th>
<th>Var ($'000)</th>
<th>Var(%)</th>
<th>Issue</th>
<th>Explanation</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Operating Revenue</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rates and charges</td>
<td></td>
<td>0</td>
<td>0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>User charges &amp; fees</td>
<td></td>
<td>1,638</td>
<td>4%</td>
<td>Summerhill - $1.2m</td>
<td>- The Summerhill waste management centre has generated above budget income which is partially offset by an increased state waste levy expense.</td>
</tr>
<tr>
<td>Interest</td>
<td></td>
<td>153</td>
<td>2%</td>
<td>Interest on Investments - $0.2m</td>
<td>- Interest Income exceeded budget due to total portfolio holdings being greater than anticipated and interest rate higher than forecast</td>
</tr>
<tr>
<td>Other operating revenues</td>
<td></td>
<td>959</td>
<td>16%</td>
<td>Parking Compliance - $0.3m Dividend - $0.2m</td>
<td>- Above average revenue through parking fines - Dividend paid by Lehman-Brothers Australia liquidation. Full details reported in Investment Report.</td>
</tr>
<tr>
<td>Grants &amp; contributions - Operating</td>
<td></td>
<td>251</td>
<td>2%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<p>| <strong>Operating Expenses</strong>    |           |             |        |       |             |
| Employee costs            |           | (1,068)     | -2%    | Staff costs | - Lower than forecast staff costs due to timing of the project program and general vacancies including a timing variance in the delivery of Council training ($0.5m) |
| Borrowing costs           |           | (3)         | 0%     |       |             |
| Materials &amp; contracts     |           | (1,360)     | -4%    | Operational projects | - Lower than forecast operational costs due to the scheduling of project work in Strategic Planning ($1.4m) and Cultural Facilities ($0.4m). This is partially offset by above budget operational expenditure generated by the asset renewal program ($0.6m). |
| Depreciation &amp; Amortisation |       | 0           | 0%     |       |             |
| Other operating expenses  |           | 2,268       | 8%     | State waste levy - $2.7m | - Expenditure on the NSW State Waste Levy is above budget due to higher than forecast tonnages and soil that has been imported to the Summerhill site ($2.7m). The higher levy is partially offset by above budget income ($1.2m) |
| Net Loss from disposal of assets | | (570) | -21% |       | - It is forecast that the 2016/17 asset renewal program will generate more asset write off expense than budgeted. The level of asset disposal becomes clearer as detailed planning of projects is undertaken or works commence and the forecasted loss on disposal will become more accurate as the year progresses. |</p>
<table>
<thead>
<tr>
<th>Operating Revenue</th>
<th>YTD Revised Budget $'000</th>
<th>YTD Actual Result $'000</th>
<th>Variance $'000</th>
<th>Variance %</th>
<th>Financial Impact +ve / -ve</th>
<th>Outstanding Commitments $'000</th>
</tr>
</thead>
<tbody>
<tr>
<td>144,941 Rates &amp; charges</td>
<td>96,638</td>
<td>96,638</td>
<td>0</td>
<td>0%</td>
<td>+</td>
<td></td>
</tr>
<tr>
<td>66,888 User charges &amp; fees</td>
<td>45,380</td>
<td>47,018</td>
<td>1,638</td>
<td>4%</td>
<td>+</td>
<td></td>
</tr>
<tr>
<td>9,740 Interest</td>
<td>6,303</td>
<td>6,456</td>
<td>153</td>
<td>2%</td>
<td>+</td>
<td></td>
</tr>
<tr>
<td>9,170 Other operating revenues</td>
<td>6,079</td>
<td>7,038</td>
<td>959</td>
<td>16%</td>
<td>+</td>
<td></td>
</tr>
<tr>
<td>17,525 Grants &amp; contributions - Operating</td>
<td>10,976</td>
<td>11,227</td>
<td>251</td>
<td>2%</td>
<td>+</td>
<td></td>
</tr>
<tr>
<td><strong>248,264 Total Operating Revenue</strong></td>
<td>165,376</td>
<td>168,377</td>
<td>3,001</td>
<td>2%</td>
<td>+</td>
<td></td>
</tr>
</tbody>
</table>
| Operating Expenses | 95,220 Employee costs | 61,552 | 60,484 | (1,068) | -2% | +  
| 3,901 Borrowing costs | 2,600 | 2,595 | (5) | 0% | + |  
| 57,768 Materials & contracts | 37,121 | 35,756 | (1,365) | -4% | + | 3,323  
| 41,444 Depreciation & amortisation | 27,101 | 27,101 | 0 | 0% | - |  
| 41,137 Other operating expenses | 28,449 | 30,717 | 2,268 | 8% | - | 542  
| 4,146 Net Loss from disposal of assets | 2,682 | 2,112 | (570) | -21% | + |  
| **243,616 Total Operating Expenses** | 159,505 | 158,765 | (740) | 0% | + | 3,865  
| **Total Operating Revenue Less Operating Expenditure** | 5,871 | 9,612 | 3,741 | 64% | + |  
| Capital Revenues | 17,353 Grants & contributions - Capital | 11,569 | 11,972 | 403 | 3% | +  
| 6,500 Proceeds from the sale of Assets | 4,333 | 4,783 | 450 | 10% | + |  
| **23,853 Total Capital Raising revenue** | 15,902 | 16,755 | 853 | 5% | + | 0  
| **28,501 Net Surplus/(deficit) after capital revenue** | 21,773 | 26,367 | 4,594 | 21% | + | 0  
| Adjustments for Non Cash Items | 41,444 Add back Depreciation | 27,101 | 27,101 | 0 | 0% | +  
| 4,146 Add back loss on Disposal | 2,682 | 2,112 | (570) | -21% | - |  
| (6,684) Less land & infrastructure donations | (4,456) | (4,456) | 0 | 0% | + |  
| **67,407 Funding available for capital expenditure** | 47,100 | 51,124 | 4,024 | 9% | + | 0  
| Capital Expenses | 34,805 Asset renewals | 22,515 | 17,727 | (4,788) | -21% | + | 10,259  
| 5,308 2012 SRV Priority Projects | 3,119 | 2,464 | (655) | -21% | + | 2,881  
| 13,255 New / upgrade | 8,881 | 7,735 | (1,146) | -13% | + | 7,713  
| 11,498 Non-Infrastructure Projects | 5,472 | 4,184 | (1,288) | -24% | + | 6,313  
| **64,866 Total capital spend** | 39,987 | 32,110 | (7,877) | -20% | + | 27,166  
| 2,600 Loan Principal Repayment | 1,733 | 1,733 | 0 | 0% | + |  
| **59 Net Funds Generated / (Used)** | 5,380 | 17,281 | 11,901 | 221% | + | 31,031  

Note 1 - Actual and Budget results include an estimate for the Newcastle Airport  
Note 2 - Budget revised at December 2016
Overall Performance Graphs as at 28 February, 2017

Operating Revenues

Operating Expenditure

Capital Expenditure
<table>
<thead>
<tr>
<th>Operating Revenue</th>
<th>YTD Budget</th>
<th>YTD Actual</th>
<th>Var ($)</th>
<th>Var(%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operating Revenue</td>
<td>14,577</td>
<td>14,907</td>
<td>(890)</td>
<td>(2%)</td>
</tr>
<tr>
<td>Rates &amp; charges</td>
<td>812</td>
<td>812</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>User charges &amp; fees</td>
<td>9,401</td>
<td>9,538</td>
<td>13,262</td>
<td>10%</td>
</tr>
<tr>
<td>Interest</td>
<td>6,076</td>
<td>6,229</td>
<td>96,638</td>
<td>99%</td>
</tr>
<tr>
<td>Other operating revenues</td>
<td>3,299</td>
<td>3,575</td>
<td>13,262</td>
<td>10%</td>
</tr>
<tr>
<td>Grants &amp; contributions - Operating</td>
<td>1,065</td>
<td>982</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>Total Operating Revenue</td>
<td>14,577</td>
<td>14,907</td>
<td>(890)</td>
<td>(2%)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Operating Expenses</th>
<th>YTD Budget</th>
<th>YTD Actual</th>
<th>Var ($)</th>
<th>Var(%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operating expenses</td>
<td>890</td>
<td>890</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>Employee costs</td>
<td>621</td>
<td>683</td>
<td>14,870</td>
<td>19%</td>
</tr>
<tr>
<td>Borrowing costs</td>
<td>2,429</td>
<td>2,424</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>Materials &amp; contracts</td>
<td>173</td>
<td>158</td>
<td>6,353</td>
<td>4%</td>
</tr>
<tr>
<td>Depreciation &amp; amortisation</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>Other operating expenses</td>
<td>95</td>
<td>48</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>Net loss from disposal of assets</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>Total Operating Expenses</td>
<td>890</td>
<td>890</td>
<td>0</td>
<td>0%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Total Operating Revenue Less Operating Expenditure</th>
<th>YTD Budget</th>
<th>YTD Actual</th>
<th>Var ($)</th>
<th>Var(%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Operating Revenue Less Operating Expenditure</td>
<td>(890)</td>
<td>(890)</td>
<td>0</td>
<td>0%</td>
</tr>
</tbody>
</table>

For the month ending 28 February, 2017

Newcastle City Council
## Operating Revenue

1. **Rates & charges**
   - YTD Budget: $812
   - YTD Actual: $812
   - Var: $0
   - Var(%): 0%

2. **User charges & fees**
   - YTD Budget: $2,034
   - YTD Actual: $2,179
   - Var: $145
   - Var(%): 7%

3. **Interest**
   - YTD Budget: $0
   - YTD Actual: $0

4. **Other operating revenues**
   - YTD Budget: $46
   - YTD Actual: $39
   - Var: $7
   - Var(%): 15%

5. **Grants & contributions - Operating**
   - YTD Budget: $719
   - YTD Actual: $697
   - Var: $22
   - Var(%): 3%

6. **Total Operating Revenue**
   - YTD Budget: $2,179
   - YTD Actual: $2,034
   - Var: $-145
   - Var(%): -7%

## Operating Expenses

1. **Employee costs**
   - YTD Budget: $177
   - YTD Actual: $165
   - Var: $-12
   - Var(%): -7%

2. **Borrowing costs**
   - YTD Budget: $0
   - YTD Actual: $0

3. **Materials & contracts**
   - YTD Budget: $18
   - YTD Actual: $5
   - Var: $-13
   - Var(%): -72%

4. **Depreciation & amortisation**
   - YTD Budget: $216
   - YTD Actual: $216
   - Var: $0
   - Var(%): 0%

5. **Other operating expenses**
   - YTD Budget: $2
   - YTD Actual: $1
   - Var: $1
   - Var(%): 50%

6. **Net loss from disposal of assets**
   - YTD Budget: $0
   - YTD Actual: $0

7. **Total Operating Expenses**
   - YTD Budget: $197
   - YTD Actual: $177
   - Var: $-20
   - Var(%): -10%

## Net Operating Revenue

- YTD Budget: $2,179
- YTD Actual: $1,857
- Var: $-322
- Var(%): -15%

### Additional Notes
- The figures provided are for the month ending 28 February, 2017.
- The data includes detailed budget and actual spending for various operating and non-operating categories.
For the month ending 28 February, 2017

<table>
<thead>
<tr>
<th>Service</th>
<th>Operating Revenue</th>
<th>Information Tech</th>
<th>Human Resources</th>
<th>Commercial Property</th>
<th>Commercial Services</th>
<th>Corporate Services</th>
<th>Legal &amp; Governance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Operating Revenue</td>
<td>$82,564</td>
<td>$6,229</td>
<td>$7,425</td>
<td>$617</td>
<td>$154</td>
<td>$7,371</td>
<td>$2,782</td>
</tr>
<tr>
<td>Operating Expenses</td>
<td>$233</td>
<td>$45</td>
<td>$7,371</td>
<td>$617</td>
<td>$154</td>
<td>$7,371</td>
<td>$2,782</td>
</tr>
<tr>
<td>Total Operating Expenditure</td>
<td>$(288)</td>
<td>$(233)</td>
<td>$(9,042)</td>
<td>$(4,802)</td>
<td>$(4,873)</td>
<td>$(5,267)</td>
<td>$(4,491)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Category</th>
<th>YTD Budget</th>
<th>YTD Actual</th>
<th>Var ($)</th>
<th>Var(%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operating Revenue</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rates &amp; charges</td>
<td>82,564</td>
<td>82,564</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>User charges &amp; fees</td>
<td>327</td>
<td>325</td>
<td>2</td>
<td>6%</td>
</tr>
<tr>
<td>Interest</td>
<td>6,076</td>
<td>6,229</td>
<td>154</td>
<td>2%</td>
</tr>
<tr>
<td>Other operating revenues</td>
<td>517</td>
<td>1,155</td>
<td>638</td>
<td>136%</td>
</tr>
<tr>
<td>Grants &amp; contributions -</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Operating</td>
<td>7,425</td>
<td>7,371</td>
<td>54</td>
<td>0%</td>
</tr>
<tr>
<td>Total Operating Revenue</td>
<td>$96,909</td>
<td>$97,735</td>
<td>87,867</td>
<td>3%</td>
</tr>
<tr>
<td>Less Operating Expenditure</td>
<td>$(288)</td>
<td>$(233)</td>
<td>$(87,582)</td>
<td>3%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Category</th>
<th>YTD Budget</th>
<th>YTD Actual</th>
<th>Var ($)</th>
<th>Var(%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operating Expenses</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Employee costs</td>
<td>268</td>
<td>228</td>
<td>39</td>
<td>15%</td>
</tr>
<tr>
<td>Borrowing costs</td>
<td>2,384</td>
<td>2,384</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>Materials &amp; contracts</td>
<td>20</td>
<td>4</td>
<td>16</td>
<td>80%</td>
</tr>
<tr>
<td>Depreciation &amp; amortisation</td>
<td>632</td>
<td>632</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>Other operating expenses</td>
<td>1,200</td>
<td>1,200</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>Net Loss from disposal of</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>Total Operating Expenditure</td>
<td>$(288)</td>
<td>$(233)</td>
<td>$(288)</td>
<td>(10%)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Category</th>
<th>YTD Budget</th>
<th>YTD Actual</th>
<th>Var ($)</th>
<th>Var(%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Operating Expenditure</td>
<td>$(288)</td>
<td>$(233)</td>
<td>$(5,267)</td>
<td>(19%)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Category</th>
<th>YTD Budget</th>
<th>YTD Actual</th>
<th>Var ($)</th>
<th>Var(%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Director Expenditure</td>
<td>$(288)</td>
<td>$(233)</td>
<td>$(5,267)</td>
<td>(19%)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Category</th>
<th>YTD Budget</th>
<th>YTD Actual</th>
<th>Var ($)</th>
<th>Var(%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Director Expenditure</td>
<td>$(288)</td>
<td>$(233)</td>
<td>$(5,267)</td>
<td>(19%)</td>
</tr>
<tr>
<td></td>
<td>Director</td>
<td>Infrastructure Planning</td>
<td>Civil Works</td>
<td>Projects &amp; Contracts</td>
</tr>
<tr>
<td>----------------------</td>
<td>----------</td>
<td>-------------------------</td>
<td>------------</td>
<td>----------------------</td>
</tr>
<tr>
<td></td>
<td>YTD Budget</td>
<td>YTD Actual</td>
<td>YTD Budget</td>
<td>YTD Actual</td>
</tr>
<tr>
<td>Operating Revenue</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 Rates &amp; charges</td>
<td>58</td>
<td>58</td>
<td>13,204</td>
<td>13,204</td>
</tr>
<tr>
<td>2 User charges &amp; fees</td>
<td>256</td>
<td>303</td>
<td>3,810</td>
<td>3,838</td>
</tr>
<tr>
<td>3 Interest</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>4 Other operating revenues</td>
<td>33</td>
<td>27</td>
<td>5</td>
<td>155</td>
</tr>
<tr>
<td>5 Grants &amp; contributions - Operating</td>
<td>1,164</td>
<td>1,456</td>
<td>788</td>
<td>777</td>
</tr>
<tr>
<td>Total Operating Revenue</td>
<td>1,420</td>
<td>1,759</td>
<td>4,689</td>
<td>4,700</td>
</tr>
<tr>
<td>Operating Expenses</td>
<td>267</td>
<td>232</td>
<td>4,845</td>
<td>4,703</td>
</tr>
<tr>
<td>6 Employee costs</td>
<td>267</td>
<td>232</td>
<td>4,845</td>
<td>4,703</td>
</tr>
<tr>
<td>7 Borrowing costs</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>8 Materials &amp; contracts</td>
<td>42</td>
<td>74</td>
<td>6,176</td>
<td>6,801</td>
</tr>
<tr>
<td>9 Depreciation &amp; amortisation</td>
<td>4</td>
<td>4</td>
<td>13,507</td>
<td>13,507</td>
</tr>
<tr>
<td>10 Other operating expenses</td>
<td>1</td>
<td>1</td>
<td>2,446</td>
<td>2,466</td>
</tr>
<tr>
<td>11 Net Loss from disposal of assets</td>
<td>2,682</td>
<td>2,112</td>
<td>674</td>
<td>678</td>
</tr>
<tr>
<td>Total Operating Expenses</td>
<td>314</td>
<td>311</td>
<td>29,656</td>
<td>29,589</td>
</tr>
<tr>
<td>Total Operating Revenue Less Operating Expenditure</td>
<td>(314)</td>
<td>(311)</td>
<td>(28,214)</td>
<td>(27,830)</td>
</tr>
</tbody>
</table>
Rates Income as at 28 February, 2017

<table>
<thead>
<tr>
<th>Rates and Charges</th>
<th>YTD Budget (000's)</th>
<th>YTD Actual (000's)</th>
<th>Variance (000's)</th>
</tr>
</thead>
<tbody>
<tr>
<td>General Rates</td>
<td>81,194</td>
<td>81,194</td>
<td>0</td>
</tr>
<tr>
<td>Domestic Waste</td>
<td>13,336</td>
<td>13,336</td>
<td>0</td>
</tr>
<tr>
<td>Stormwater</td>
<td>1,310</td>
<td>1,310</td>
<td>0</td>
</tr>
<tr>
<td>Levies</td>
<td>798</td>
<td>798</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total Rates</strong></td>
<td><strong>96,638</strong></td>
<td><strong>96,638</strong></td>
<td><strong>0</strong></td>
</tr>
</tbody>
</table>

![Bar chart and pie chart showing rates income as at 28 February, 2017.]

- **General Rates**
- **Domestic Waste**
- **Stormwater**
- **Levies**

- **YTD Budget**
- **YTD Actual**
Debtors Report as at 28 February, 2017

Outstanding Rates

<table>
<thead>
<tr>
<th>Debt Recovery Action</th>
<th>No. of Properties</th>
<th>$ Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Legal Action</td>
<td>171</td>
<td>$1,736,373.25</td>
</tr>
<tr>
<td>Formal Arrangements</td>
<td>117</td>
<td>$206,999.99</td>
</tr>
<tr>
<td>Deferral against estate</td>
<td>48</td>
<td>$667,413.30</td>
</tr>
<tr>
<td>Total</td>
<td>336</td>
<td>$2,610,787</td>
</tr>
</tbody>
</table>

Aged Debtors Report

<table>
<thead>
<tr>
<th>Period</th>
<th>Jan-17</th>
<th>Feb-17</th>
</tr>
</thead>
<tbody>
<tr>
<td>Current</td>
<td>2,922,226</td>
<td>2,001,519</td>
</tr>
<tr>
<td>30 Days</td>
<td>407,790</td>
<td>1,405,635</td>
</tr>
<tr>
<td>60 Days</td>
<td>286,305</td>
<td>230,510</td>
</tr>
<tr>
<td>90 Days</td>
<td>869,198</td>
<td>852,779</td>
</tr>
<tr>
<td>Total</td>
<td>2,913,472</td>
<td>4,490,443</td>
</tr>
</tbody>
</table>

Breakdown of Material Debtors greater than $100,000

<table>
<thead>
<tr>
<th>Debtor</th>
<th>Business Unit</th>
<th>Total $</th>
<th>Current $</th>
<th>30 Days $</th>
<th>60 Days $</th>
<th>90 Days $</th>
</tr>
</thead>
<tbody>
<tr>
<td>BP Australia Pty Ltd</td>
<td>Infrastructure Planning</td>
<td>$ 586,023</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>$586,023</td>
</tr>
<tr>
<td>Veolia</td>
<td>Waste Management</td>
<td>$ 466,051</td>
<td>466,259</td>
<td>16,680</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>LMCC</td>
<td>Waste Management</td>
<td>$ 277,387</td>
<td>277,387</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Maitland City Council</td>
<td>Waste Management</td>
<td>$ 507,872</td>
<td>507,872</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Enviropacific Services</td>
<td>Waste Management</td>
<td>$1,339,896</td>
<td>8,445</td>
<td>1,259,795</td>
<td>71,656</td>
<td>-</td>
</tr>
<tr>
<td>Inghams Group</td>
<td>Waste Management</td>
<td>$ 146,783</td>
<td>146,783</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

Commentary on Material Debtors greater than 90 days

**BP Australia Pty Ltd**

Legal action is currently underway with BP regarding a segment of Council’s pipework being broken. This is an on-going issue and the cost represents the pumping out of localised flooding and repair of pipework during negotiations. It is expected that this money will be recouped from BP.
## Works Program Summary

**For the month ending 28 February, 2017**

<table>
<thead>
<tr>
<th>Revised 2016/17 Works Program Budget $,000</th>
<th>Works Program</th>
<th>YTD Revised Budget $,000</th>
<th>YTD Actual Result $,000</th>
<th>Variance to YTD budget (%)</th>
<th>% of Budget spent YTD</th>
<th>% Spend Required YTD</th>
</tr>
</thead>
<tbody>
<tr>
<td>46,742 Asset Renewal</td>
<td></td>
<td>29,631</td>
<td>24,739</td>
<td>20%</td>
<td>53%</td>
<td>57%</td>
</tr>
<tr>
<td>13,701 Non - Infrastructure Projects</td>
<td></td>
<td>7,052</td>
<td>4,969</td>
<td>42%</td>
<td>36%</td>
<td>65%</td>
</tr>
<tr>
<td>15,391 New Assets</td>
<td></td>
<td>9,801</td>
<td>9,172</td>
<td>7%</td>
<td>60%</td>
<td>63%</td>
</tr>
<tr>
<td>6,106 Special Rate Variation Projects</td>
<td></td>
<td>3,750</td>
<td>4,225</td>
<td>-11%</td>
<td>69%</td>
<td>63%</td>
</tr>
<tr>
<td><strong>81,940 Total Works Program</strong></td>
<td></td>
<td><strong>50,234</strong></td>
<td><strong>43,105</strong></td>
<td><strong>17%</strong></td>
<td><strong>53%</strong></td>
<td><strong>59%</strong></td>
</tr>
</tbody>
</table>

### Asset Renewal

| Building and Structures                 | 9,609         | 8,449                     | 12%                      | 65%                         | 60%                   |
| City Roads                              | 8,357         | 6,636                     | 21%                      | 48%                         | 56%                   |
| Environment                             | 11,665        | 9,654                     | 17%                      | 48%                         | 54%                   |
| **46,742 Total Asset Renewal**           |               | **29,631**                | **24,739**              | **20%**                     | **53%**               | **57%**              |

### Non - Infrastructure Projects

| Fleet Replacement                       | 3,570         | 2,463                     | 31%                      | 28%                         | 68%                   |
| IT                                      | 1,658         | 1,635                     | 1%                       | 70%                         | 60%                   |
| Strategic                               | 1,113         | 301                       | 73%                      | 19%                         | 63%                   |
| Minor Capital                           | 711           | 570                       | 20%                      | 56%                         | 63%                   |
| **13,701 Total Non - Infrastructure**   |               | **7,052**                 | **4,969**                | **42%**                     | **36%**               | **65%**              |

### New Assets

| Built Infrastructure                    | 2,956         | 2,036                     | 31%                      | 35%                         | 63%                   |
| Waste                                   | 6,845         | 7,136                     | -4%                      | 74%                         | 63%                   |
| **15,391 Total New Assets**             |               | **9,801**                 | **9,172**                | **7%**                      | **60%**               | **63%**              |

### 2012 SRV - Priority Projects

| Hunter St Revitalisation                | 516           | 449                       | 13%                      | 59%                         | 63%                   |
| Coastal Revitalisation                  | 863           | 774                       | 10%                      | 44%                         | 63%                   |
| Cycleways                               | 2,171         | 2,228                     | -3%                      | 79%                         | 63%                   |
| Blackbutt                               | 200           | 774                       | -287%                    | 98%                         | 63%                   |
| **6,106 Total 2012 SRV - Priority Projects** |           | **3,750**                 | **4,225**                | **-11%**                    | **69%**               | **63%**              |

**Note:** The Budget above is inclusive of operational and capital works

**Note:** % Spend required is based upon the spread of costs over the past 5 years
Executive summary:

1. Council’s temporary surplus funds are invested consistent with Council’s Investment Policy and The Local Government Act and Regulations. Demonstrated compliance is disclosed later within this report.

2. Council’s overall investment portfolio holdings are $318,344,667 comprising $311,916,895 invested, and $6,427,771 Cash At Call. Further disclosure on investment portfolio composition and details of investment placements for the reporting period are disclosed later in this report.

3. Council achieved a Net Yield on the investment portfolio for the 12 months to 28 February 2017 of 3.18%, against the benchmark of 1.98% 90d Bloomberg AusBond Bank Bill Index. Council’s Investment Policy mandates a KPI Active Return (Net Return less benchmark) of 0.50%. The Active Return for the 12 months to February 2017 improved slightly from the prior month to 1.20%.

4. Council’s 2016/17 cumulative year to date interest income is $6,152,300 (excluding Newcastle Airport). The budget to actual interest report as at 28 February 2017 is submitted to Council at the conclusion of this report. Interest income is tracking in alignment with the revised December 2016 budget.

5. In accordance with Council’s resolution of 30 May 1995, the schedules of investments from the two previous meetings of Council are provided in detail at the conclusion of this report.

Key issues:

6. As outlined above in Section 1, Council’s temporary surplus funds have been invested in a manner consistent with both legislative requirements and Council’s Investment Policy. Accordingly, application of the investment function has remained consistent with requirements outlined within Part E of the Policy Environmentally and Socially Responsible Investments (SRI).

7. All returns on investments are included in Council’s Annual Operational Plan and Delivery Program and Budget. Any amendment to budgeted interest income is effected through the Quarterly Review process.

8. The adopted budget for 2016/17 investment income was $8.0m which has been subsequently revised upward to $9.4m at the December 2016 quarterly budget review. The revised budget remains conservative and achievable.

9. Interest rates for new investments placed during the reporting period have varied between 2.57% and 3.44% for fixed rate investments, and 90d bbsw + 1.00% and 90d bbsw + 1.45% for floating rate investments. The variety in investment rates are determined by a number of market forces including institution, investment product, date of purchase, credit rating and term to maturity, macroeconomic environment, etc. These factors are taken into consideration upon investment of funds to ensure present and future cash flow.
requirements of Council are met, as well as ensuring compliance with asset and risk diversification principles of Council’s policy and strategies.

**Interest Rate forecasts:**

Council’s temporary surplus funds are invested on varying terms to match the cash flow requirements of Council’s annual budget and longer term commitments. Council’s new and rolled investments are subject to current and future economic financial market prices. The below graphs display the average of interest rate forecasts sourced from the 4 major Australian Banks as at 28 February 2017.

Floating rate investments entered into by Council are generally priced on the 90 Bank Bill Swap Rate (BBSW), plus a margin (margin not reflected in graph).

The 3yr swap rate is representative of the fixed interest rate Council can obtain on a 3yr fixed investment, plus a margin (margin not reflected in graph).
Investment policy objectives:

1.1 To provide a framework for the investing of Council's funds at the most favourable rate of interest available to it at the time whilst having due consideration of risk and security for that investment type and ensuring that its liquidity requirements are being met.

1.2 While exercising the power to invest, consideration is to be given to the preservation of capital, liquidity, and the return of investment.

1.3 Preservation of capital is the principal objective of the investment portfolio. Investments are to be placed in a manner that seeks to ensure security and safeguarding the investment portfolio. This includes managing credit and interest rate risk within identified thresholds and parameters.

1.4 Investments should be allocated to ensure there is sufficient liquidity to meet all reasonably anticipated cash flow requirements, as and when they fall due, without incurring the risk of significant costs due to the unanticipated sale of an investment.

1.5 Investments are expected to achieve a market average rate of return in line with the Council's risk tolerance.

1.6 Delegated Officers are to manage the investment portfolio as a hold to maturity investor. Deviation from this method of operation (ie sale of an investment prior to maturity) is permissible for either risk management purposes, to meet unforeseen liquidity requirements, or if deemed advantageous to do so.

1.7 All investments are to comply with the following:

   1.7.1 Local Government Act 1993 (NSW) - Section 625
   1.7.2 Local Government (General) Regulation 2005 (NSW)
   1.7.3 Prevailing Ministerial Investment Order
   1.7.4 Local Government Code of Accounting Practice and Financial Reporting
   1.7.5 Division of Local Government Investment Circulars; and
   1.7.6 Australian Accounting Standards
Portfolio Summary:

<table>
<thead>
<tr>
<th>Investment type</th>
<th>December 2016</th>
<th>January 2017</th>
<th>February 2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cash At Call</td>
<td>5,476,894</td>
<td>5,848,951</td>
<td>6,427,771</td>
</tr>
<tr>
<td>Term Deposit: Fixed rate</td>
<td>107,778,847</td>
<td>97,278,847</td>
<td>105,778,847</td>
</tr>
<tr>
<td>Term Deposit: Floating rate</td>
<td>39,500,000</td>
<td>38,500,000</td>
<td>42,500,000</td>
</tr>
<tr>
<td>Floating Rate Note</td>
<td>143,552,777</td>
<td>147,552,936</td>
<td>152,547,313</td>
</tr>
<tr>
<td>Fixed Rate Bond</td>
<td>12,109,421</td>
<td>11,110,386</td>
<td>11,090,736</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>308,417,939</strong></td>
<td><strong>300,291,120</strong></td>
<td><strong>318,344,667</strong></td>
</tr>
</tbody>
</table>

Asset Class allocation: February 2017

Total Cash and Investments
New and matured Investments:

**Matured Investments:**

<table>
<thead>
<tr>
<th>Date matured</th>
<th>Institution</th>
<th>Asset Class</th>
<th>Amount</th>
<th>Rate of Return</th>
<th>Original Term</th>
<th>Original date invested</th>
</tr>
</thead>
<tbody>
<tr>
<td>7 Feb 2017</td>
<td>AMP Bank</td>
<td>Term Deposit: Fixed Rate</td>
<td>$1,000,000</td>
<td>3.30%</td>
<td>2yrs</td>
<td>9 Feb 2015</td>
</tr>
<tr>
<td>10 Feb 2017</td>
<td>Beyond Bank</td>
<td>Term Deposit: Fixed Rate</td>
<td>$3,000,000</td>
<td>2.60%</td>
<td>66days</td>
<td>6 Dec 2016</td>
</tr>
<tr>
<td>13 Feb 2017</td>
<td>Greater Bank</td>
<td>Term Deposit: Fixed Rate</td>
<td>$2,500,000</td>
<td>3.35%</td>
<td>2yrs</td>
<td>13 Feb 2015</td>
</tr>
<tr>
<td>20 Feb 2017</td>
<td>Westpac</td>
<td>Floating Rate Note</td>
<td>$1,000,000</td>
<td>90d bbsw + 1.13%</td>
<td>4.4yrs</td>
<td>24 Sept 2012</td>
</tr>
</tbody>
</table>

**New Investments:**

<table>
<thead>
<tr>
<th>Date invested</th>
<th>Institution</th>
<th>Asset Class</th>
<th>Amount</th>
<th>Rate of Return</th>
<th>Term</th>
<th>Maturity date</th>
</tr>
</thead>
<tbody>
<tr>
<td>2 Feb 2017</td>
<td>Illawarra Mutual Bank</td>
<td>Term Deposit: Fixed Rate</td>
<td>$3,000,000</td>
<td>2.65%</td>
<td>155days</td>
<td>7 Jul 2017</td>
</tr>
<tr>
<td>7 Feb 2017</td>
<td>Westpac</td>
<td>Floating Rate Note</td>
<td>$3,000,000</td>
<td>90d bbsw + 1.11%</td>
<td>5yrs</td>
<td>7 Feb 2022</td>
</tr>
<tr>
<td>10 Feb 2017</td>
<td>Beyond Bank</td>
<td>Term Deposit: Fixed Rate</td>
<td>$3,000,000</td>
<td>2.80%</td>
<td>154days</td>
<td>14 Jul 2017</td>
</tr>
<tr>
<td>13 Feb 2017</td>
<td>Westpac</td>
<td>Term Deposit: Fixed Rate</td>
<td>$3,000,000</td>
<td>Yrs 1-3 3.44%  Yrs 4-5 90d bbsw + 1.00%</td>
<td>5yrs</td>
<td>13 Feb 2022</td>
</tr>
<tr>
<td>16 Feb 2017</td>
<td>Commonwealth Bank</td>
<td>Term Deposit: Fixed Rate</td>
<td>$3,000,000</td>
<td>2.60%</td>
<td>155days</td>
<td>21 Jul 2017</td>
</tr>
<tr>
<td>24 Feb 2017</td>
<td>Greater Bank</td>
<td>Floating Rate Note</td>
<td>$3,000,000</td>
<td>90d bbsw + 1.45%</td>
<td>3yrs</td>
<td>24 Feb 2020</td>
</tr>
<tr>
<td>27 Feb 2017</td>
<td>Westpac</td>
<td>Term Deposit: Floating Rate</td>
<td>$3,000,000</td>
<td>90d bbsw + 1.20%</td>
<td>5yrs</td>
<td>28 Feb 2022</td>
</tr>
<tr>
<td>28 Feb 2017</td>
<td>NAB</td>
<td>Term Deposit: Fixed Rate</td>
<td>$3,000,000</td>
<td>2.57%</td>
<td>126days</td>
<td>04 Jul 2017</td>
</tr>
</tbody>
</table>

I certify that the new investments detailed above have been made in accordance with the Local Government Act 1993, the Local Government (General) Regulation 2005, and Council's adopted Investment Policy.

Glen Cousins
Responsible Accounting Officer
Performance measurement:

*The Key Performance Indicator (KPI) for income on investments is benchmarked at 0.50% above the 1 year return on the 90 day Bloomberg AusBond Bank Bill Index.*

<table>
<thead>
<tr>
<th></th>
<th>Dec '16</th>
<th>Jan '17</th>
<th>Feb '17</th>
</tr>
</thead>
<tbody>
<tr>
<td>12m: Council return</td>
<td>3.25%</td>
<td>3.22%</td>
<td>3.18%</td>
</tr>
<tr>
<td>12m: Benchmark + KPI</td>
<td>2.57%</td>
<td>2.53%</td>
<td>2.48%</td>
</tr>
<tr>
<td>12m: KPI outperformance</td>
<td>0.68%</td>
<td>0.69%</td>
<td>0.70%</td>
</tr>
</tbody>
</table>

Commentary:
The annual rate of return generated by Councils investment portfolio continues to comfortably outperform the benchmark plus KPI.

The above graph also indicates an overall downward trend in the nominal annual rate of return. The downward trend is attributable to a number of combining factors:

1. The ongoing maturity of Long Term Fixed Rate investments; and
2. General downward trend in the benchmark.

Although the nominal rate of return evidences a downward trend upon further analysis it is evident that the real rate of return generated by the portfolio remains comfortably above the annual rate of inflation. This is evidenced in the above graph when comparing the total rate of return to the inflation rate (underlying CPI).

Council's portfolio retains a significant natural hedge against inflationary impacts via its investments in floating rate products. The rate of return on these floating rate investments are repriced quarterly at a fixed margin over the 90day Bank Bill Swap Rate. Whilst ever the Reserve Bank of Australia retains an inflation targeting monetary policy stance the real rate of return generated by these investments should continue to outperform inflation.
Credit Risk compliance:

Commentary:
Where the credit rating of an institution and investment held with that institution diverge exposures is reported on a conservative basis with the lower of the two rating applied.

Council retains a conservative position in relation to credit allocations. Investments remain weighted toward higher rated Institutions. Those investments that are placed with lower rated Institutions tend to be weighted to short investment durations.
Credit risk compliance cont:

**Commentary:**
Where the credit rating of an institution and investment diverge exposure is reported on a conservative basis with the lower of the two rating applied.
Maturity risk compliance:

The investment portfolio is to be managed within the following maturity constraints in order to manage Maturity Risk and limit liquidity risk, whilst also allowing for diversification of the portfolio.

<table>
<thead>
<tr>
<th>Term to Maturity</th>
<th>December 2016</th>
<th>January 2017</th>
<th>February 2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-1 years</td>
<td>115,265,754</td>
<td>109,639,224</td>
<td>122,716,883</td>
</tr>
<tr>
<td>1-3 years</td>
<td>116,048,294</td>
<td>114,545,729</td>
<td>112,671,352</td>
</tr>
<tr>
<td>3-5 years</td>
<td>77,103,891</td>
<td>76,106,167</td>
<td>79,956,432</td>
</tr>
<tr>
<td>5+ years</td>
<td>-</td>
<td>-</td>
<td>3,000,000</td>
</tr>
<tr>
<td>Total</td>
<td>308,417,939</td>
<td>300,291,120</td>
<td>318,344,667</td>
</tr>
</tbody>
</table>

Commentary:
During the month of February there were significant surplus funds generated as a result of existing investment maturities, as well as quarterly rates income falling due on the last business day of the month. The surplus was invested across both short and long term durations to ensure both liquidity requirements are adequately covered in the short term and that the existing maturity profile is maintained over the longer term.
Interest Income Variance analysis:

Commentary:
The adopted budget for 2016/17 investment income was $8.0m. This was subsequently revised upward to $9.4m at the December 2016 quarterly budget review. The revised budget remains conservative and achievable.

The upward revision can be attributable to the combined impacts of greater than forecast funds invested, both short and longer term interest rates remaining above the budget forecast level, as well as a market widening trend for investment margins attainable on ADI term deposits and Fixed Income investments.

Actual interest income generated in the month to February 2017 was $0.91m, resulting in cumulative interest income tracking above the revised budget for the Financial Year to 28 February 2017.
### New and matured Investments:

#### Matured Investments:

<table>
<thead>
<tr>
<th>Date matured</th>
<th>Institution</th>
<th>Asset Class</th>
<th>Amount</th>
<th>Rate of Return</th>
<th>Original Term</th>
<th>Original date invested</th>
</tr>
</thead>
<tbody>
<tr>
<td>10 Jan 2017</td>
<td>Bank of QLD</td>
<td>Term Deposit: Fixed Rate</td>
<td>$3,000,000</td>
<td>2.75%</td>
<td>152 days</td>
<td>11 Aug 2016</td>
</tr>
<tr>
<td>13 Jan 2017</td>
<td>Bankwest</td>
<td>Term Deposit: Fixed Rate</td>
<td>$3,000,000</td>
<td>2.35%</td>
<td>46 days</td>
<td>28 Nov 2016</td>
</tr>
<tr>
<td>17 Jan 2017</td>
<td>Heritage Bank</td>
<td>Term Deposit: Fixed Rate</td>
<td>$3,000,000</td>
<td>3.25%</td>
<td>307 days</td>
<td>16 Mar 2016</td>
</tr>
<tr>
<td>20 Jan 2017</td>
<td>Bankwest</td>
<td>Term Deposit: Fixed Rate</td>
<td>$3,000,000</td>
<td>2.55%</td>
<td>60 days</td>
<td>21 Mar 2016</td>
</tr>
<tr>
<td>25 Jan 2017</td>
<td>CBA</td>
<td>Fixed Rate Bond</td>
<td>$1,000,000</td>
<td>5.97%</td>
<td>5 years</td>
<td>25 Jan 2012</td>
</tr>
<tr>
<td>31 Jan 2017</td>
<td>AMP Bank</td>
<td>Term Deposit: Fixed Rate</td>
<td>$1,500,000</td>
<td>2.85%</td>
<td>182 days</td>
<td>2 Aug 2016</td>
</tr>
</tbody>
</table>

#### New Investments:

<table>
<thead>
<tr>
<th>Date invested</th>
<th>Institution</th>
<th>Asset Class</th>
<th>Amount</th>
<th>Rate of Return</th>
<th>Term</th>
<th>Maturity date</th>
</tr>
</thead>
<tbody>
<tr>
<td>3 Jan 2017</td>
<td>ME Bank</td>
<td>Term Deposit: Fixed Rate</td>
<td>$3,000,000</td>
<td>2.77%</td>
<td>171 days</td>
<td>23 Jun 2017</td>
</tr>
<tr>
<td>10 Jan 2017</td>
<td>NAB</td>
<td>Term Deposit: Fixed Rate</td>
<td>$639,423.50</td>
<td>2.72%</td>
<td>335 days</td>
<td>11 Dec 2017</td>
</tr>
<tr>
<td>17 Jan 2017</td>
<td>CBA</td>
<td>Floating Rate Note</td>
<td>$4,000,000</td>
<td>90d bbsw + 1.11%</td>
<td>5 years</td>
<td>17 Jan 2022</td>
</tr>
<tr>
<td>20 Jan 2017</td>
<td>NAB</td>
<td>Term Deposit: Fixed Rate</td>
<td>$3,000,000</td>
<td>2.60%</td>
<td>105 days</td>
<td>5 May 2017</td>
</tr>
<tr>
<td>24 Jan 2017</td>
<td>Maitland Mutual</td>
<td>Term Deposit: Fixed Rate</td>
<td>$3,000,000</td>
<td>2.40%</td>
<td>115 days</td>
<td>19 May 2017</td>
</tr>
<tr>
<td>31 Jan 2017</td>
<td>Bank of QLD</td>
<td>Term Deposit: Fixed Rate</td>
<td>$3,000,000</td>
<td>2.65%</td>
<td>150 days</td>
<td>30 June 2017</td>
</tr>
</tbody>
</table>

I certify that the new investments detailed above have been made in accordance with the Local Government Act 1993, the Local Government (General) Regulation 2005, and Council’s adopted Investment Policy.

Glen Cousins  
Responsible Accounting Officer
# Investment Policy compliance report

**31 December 2016**

## New and matured Investments:

### Maturred Investments:

<table>
<thead>
<tr>
<th>Date matured</th>
<th>Institution</th>
<th>Asset Class</th>
<th>Amount</th>
<th>Rate of Return</th>
<th>Original Term</th>
<th>Original date invested</th>
</tr>
</thead>
<tbody>
<tr>
<td>6 Dec 2016</td>
<td>Beyond Bank</td>
<td>Term Deposit: Fixed Rate</td>
<td>$3,000,000</td>
<td>3.05%</td>
<td>193 days</td>
<td>27 May 2016</td>
</tr>
<tr>
<td>13 Dec 2016</td>
<td>IMB Ltd</td>
<td>Term Deposit: Fixed Rate</td>
<td>$3,000,000</td>
<td>2.60%</td>
<td>104 days</td>
<td>31 Aug 2016</td>
</tr>
<tr>
<td>13 Dec 2016</td>
<td>NAB</td>
<td>Term Deposit: Fixed Rate</td>
<td>$3,000,000</td>
<td>2.96%</td>
<td>196 days</td>
<td>31 May 2016</td>
</tr>
<tr>
<td>20 Dec 2016</td>
<td>Beyond Bank</td>
<td>Term Deposit: Fixed Rate</td>
<td>$3,000,000</td>
<td>3.03%</td>
<td>203 days</td>
<td>31 May 2016</td>
</tr>
<tr>
<td>20 Dec 2016</td>
<td>Suncorp</td>
<td>Term Deposit: Fixed Rate</td>
<td>$3,000,000</td>
<td>3.00%</td>
<td>200 days</td>
<td>3 Jun 2016</td>
</tr>
</tbody>
</table>

### New Investments:

<table>
<thead>
<tr>
<th>Date invested</th>
<th>Institution</th>
<th>Asset Class</th>
<th>Amount</th>
<th>Rate of Return</th>
<th>Term</th>
<th>Maturity date</th>
</tr>
</thead>
<tbody>
<tr>
<td>6 Dec 2016</td>
<td>Beyond Bank</td>
<td>Term Deposit: Fixed Rate</td>
<td>$3,000,000</td>
<td>2.60%</td>
<td>66 days</td>
<td>10 Feb 2017</td>
</tr>
<tr>
<td>9 Dec 2016</td>
<td>Westpac</td>
<td>Term Deposit: Floating Rate</td>
<td>$3,000,000</td>
<td>90d bbsw + 1.25%</td>
<td>5 years</td>
<td>9 Dec 2021</td>
</tr>
<tr>
<td>13 Dec 2016</td>
<td>ME Bank</td>
<td>Term Deposit: Fixed Rate</td>
<td>$3,000,000</td>
<td>2.75%</td>
<td>175 days</td>
<td>6 Jun 2017</td>
</tr>
<tr>
<td>19 Dec 2016</td>
<td>ME Bank</td>
<td>Term Deposit: Fixed Rate</td>
<td>$3,000,000</td>
<td>2.77%</td>
<td>176 days</td>
<td>13 Jun 2017</td>
</tr>
</tbody>
</table>

I certify that the new investments detailed above have been made in accordance with the Local Government Act 1993, the Local Government (General) Regulation 2005, and Council's adopted Investment Policy.

Glen Cousins
Responsiable Accounting Officer
### Communications and Engagement Projects

<table>
<thead>
<tr>
<th>Project Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Museum Satisfaction Survey:</strong> Annual survey to gauge satisfaction with various aspects of Newcastle Museum.</td>
</tr>
<tr>
<td><strong>Smart City:</strong> Various engagement activities.</td>
</tr>
<tr>
<td><strong>Wickham Master Plan/Traffic Strategy:</strong> Workshop and survey to gain feedback on Master Plan and input into Traffic Strategy.</td>
</tr>
<tr>
<td><strong>Community Strategic Plan/Delivery Plan/Operational Plan/ Open and Transparent Governance:</strong> Engagement Plan - a suite of engagement activities are being developed to gain feedback on all documents at the same time.</td>
</tr>
<tr>
<td><strong>West End and Civic Public Domain Plan:</strong> Workshop planning.</td>
</tr>
<tr>
<td><strong>Fraud and corruption survey:</strong> Repeat of internal survey.</td>
</tr>
<tr>
<td><strong>Fort Scratchley: Volunteers and 75th anniversary:</strong> Communication and marketing plan.</td>
</tr>
<tr>
<td><strong>Newcastle Museum: NM PM late night event and Ticket to Paradise:</strong> Communication and marketing plans for cultural facilities.</td>
</tr>
<tr>
<td><strong>Newcastle Art Gallery: Kilgour Prize 2017 and ABSTRACTION, Newcastle Art Gallery:</strong> Communication and marketing plans for cultural facilities.</td>
</tr>
<tr>
<td><strong>Cycle safety:</strong> Communication and marketing plan.</td>
</tr>
<tr>
<td><strong>Low lying land study:</strong> Communication plan for infrastructure.</td>
</tr>
<tr>
<td><strong>Bathers Way The Hill:</strong> Communication plan for infrastructure.</td>
</tr>
<tr>
<td><strong>Chemical clean up:</strong> Communication and marking plan.</td>
</tr>
<tr>
<td><strong>Church Street, The Hill laneway drainage rehabilitation:</strong> Communication plan for infrastructure.</td>
</tr>
<tr>
<td><strong>Stockton boat ramp car park:</strong> Communication plan for infrastructure.</td>
</tr>
<tr>
<td><strong>Anzac Day:</strong> Communication and marketing plan.</td>
</tr>
<tr>
<td><strong>Make your place grants:</strong> Communication and marketing plan.</td>
</tr>
<tr>
<td><strong>Sponsorship grants:</strong> Communication and marketing plan.</td>
</tr>
<tr>
<td><strong>Library Satisfaction Survey:</strong> Internet survey regarding satisfaction with library services.</td>
</tr>
<tr>
<td><strong>WHS survey:</strong> Survey of members of WHS committee to improve engagement.</td>
</tr>
<tr>
<td><strong>Budget process directorate workshops:</strong> Workshop to identify priorities and focus for the business unit.</td>
</tr>
<tr>
<td><strong>Supercars Newcastle 500:</strong> Working with Supercars, Destination NSW and internal staff on a range of projects relating to the event.</td>
</tr>
<tr>
<td><strong>Newcastle Art Gallery: Alex Seton: The Island and Magic Mike:</strong> Communication and marketing plan.</td>
</tr>
<tr>
<td><strong>Perseverance Exhibition, Newcastle Museum:</strong> Communication and marketing plan.</td>
</tr>
<tr>
<td><strong>April School Holidays:</strong> Comms plan and brochure, advertising, website, social posts.</td>
</tr>
<tr>
<td><strong>Bathers Way Shortland Esplanade:</strong> Communication plan.</td>
</tr>
<tr>
<td><strong>Clean Up Australia Day:</strong> Communication plan.</td>
</tr>
<tr>
<td><strong>John T Bell Drive, Maryland:</strong> Communication plan for Infrastructure.</td>
</tr>
<tr>
<td><strong>Swan Street, Cooks Hill drainage rehabilitation:</strong> Communication plan for Infrastructure.</td>
</tr>
<tr>
<td><strong>Season 2017, Civic Theatre:</strong> Marketing and publicity for season shows and subscriptions including Dracula, Seven Stages, The Witches.</td>
</tr>
<tr>
<td><strong>Flood education:</strong> Communication and marketing plan for asset planning.</td>
</tr>
<tr>
<td><strong>Water safety:</strong> Marketing plan for Facilities and Recreation.</td>
</tr>
<tr>
<td><strong>Priority projects communications campaign:</strong> Blackbutt Reserve videos finalized.</td>
</tr>
<tr>
<td><strong>Minmi road, Wallsend:</strong> Communication plan for infrastructure.</td>
</tr>
<tr>
<td><strong>Hunter Innovation Project:</strong> Assisting and facilitating the communications and stakeholder engagement planning.</td>
</tr>
<tr>
<td><strong>Humanoid Discovery Exhibition, Newcastle Museum:</strong> Marketing and promotions activities.</td>
</tr>
<tr>
<td><strong>John Olsen birthday party and exhibition, Newcastle Art Gallery:</strong> Communication plan for cultural facilities.</td>
</tr>
<tr>
<td><strong>Australia Day:</strong> Communication and marketing plan for Strategic Planning.</td>
</tr>
<tr>
<td><strong>Responsible pet ownership:</strong> Communication plan for Regulatory services.</td>
</tr>
<tr>
<td><strong>One book, one community, Jasper Jones:</strong> Publicity for book club, author talk (library/civic partnerships).</td>
</tr>
<tr>
<td><strong>Boronia Avenue, Adamstown Heights drainage rehabilitation:</strong> Communication plan for Infrastructure.</td>
</tr>
<tr>
<td><strong>Customer Satisfaction Survey:</strong> Community survey about Council’s customer service.</td>
</tr>
<tr>
<td><strong>Merger project:</strong> Announcement that proposed merger not proceeding internal and external communication activities.</td>
</tr>
</tbody>
</table>
Monthly Overview

- The Customer Contact Centre (CCC) started taking Bulk Waste related phone calls from 13/02/2017 which has led to an increase of calls by around 70-80 per day. Coupled with an increase in handle times this has had an impact on service level.

- The average phone enquiry handle time was 6:40 minutes (m:ss) for February, a 30 second increase to January’s result of 6:10. Counter enquiries dropped further to 18:30 minutes per transaction, down from the 19:00 minutes in January.

- Customer wait times for phone calls increased to 2:00 minutes in February (on average), up from the 40 seconds result in January. Wait times for front counter enquiries decreased slightly to 1:35 minutes on average for February. January’s result was 1:50 minutes.

- The phone servicing result for February decreased to 40% of calls answered within 30 seconds, down from the 70% result in January.

- There was a phone outage late in the month for 30 minutes where no customers could call Council. Some operational issues with the Waste fleet vehicles meant there were a few days with high numbers of missed bins, as well as bulk waste collections running a day behind, which generated extra calls.

- Phone quality scores increased to 55% in February, up from the 51% result in January.

- Counter and back office areas processed 1,000 payments in February, totalling over $1.7 million in revenue. There were slightly fewer applications processed than received, causing the on hand figure to jump to 70.

- The CCC received six compliments across the month. Some verbatim comments are below:-
  - "... went above and beyond."
  - "... exceptional in dealing with my phone enquiry..."
  - "... could not have been more helpful..."
  - "... very willing to help."

- In Records, the incoming correspondence for February was 4,595 being 10.3% more than January 2017 (4,167) and 11.3% less than the same month last year (5,178).
ENDORSEMENT OF SIX MONTHLY REVIEW OF 2013-2017 DELIVERY PROGRAM

Six monthly progress on the Delivery Program 2013-2017

DECEMBER 2016
Newcastle City Council acknowledges that we are meeting on the traditional country of the Awabakal and Worimi peoples.

We recognise and respect their cultural heritage, beliefs and continuing relationship with the land, and that they are the proud survivors of more than two hundred years of dispossession.

Council reiterates its commitment to address disadvantages and attain justice for Aboriginal and Torres Strait islander peoples of this community.

Enquiries
For information contact: Manager Finance
Phone: 4974 2000

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Ph: 4974 2000 Fax: 4974 2222
Email: mail@ncc.nsw.gov.au
Web: www.newcastle.nsw.gov.au

March 2017
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WHO WE ARE

Newcastle City Council is comprised of two distinct parts: the elected Council and the administration.

The Administration

The administration is organised into three groups, each with a range of responsibilities.

The Interim Chief Executive Officer (ICEO) leads the administrative arm of Newcastle City Council and is responsible for the efficient and effective operation of the business and ensuring that the decisions of Council are implemented. The ICEO reports to the full elected Council.

Elected Council

 Twelve councillors and a popularly elected Lord Mayor make up the elected body of Newcastle City Council. The Newcastle Local Government Area (LGA) is divided into four wards, with each ward represented by three councillors who are elected for a four year term.

Under the Local Government Act 1993, councillors have a responsibility to:

- participate in the determination of the budget
- play a key role in the creation and review of Council policies, objectives and criteria relating to the regulatory functions, and
- review Council’s performance and the delivery of services, management plans and revenue policies.

A councillor represents residents and ratepayers, provides leadership and guidance to the community, and facilitates communication between the community and Council.

Council’s adopted meeting schedule is available at www.newcastle.nsw.gov.au

ADMINISTRATION

Interim Chief Executive Officer
Peter Chrystal

Director Corporate Services
Glen Cousins

Acting Director Planning and Regulatory
Glen Cousins

Director Infrastructure
Frank Cordingley

Director Finance
Andrew Glauser

Development and Building
Murray Blackburn-Smith

Infrastructure Planning
Ken Liddell

Strategic Planning
Jill Gaynor

Civil Works
Greg Essex

Regulatory
Paul McMurrary (Acting)

Information Technology
Greg Brent

Cultural Facilities
Liz Burcham

Projects and Contracts
Fiona Leatham (Acting)

Libraries
Suzie Gately

Commercial Property
Paul Nelson

Facilities and Recreation
Phil Morel

Communications and Engagement
Kathleen Hyland

Waste Management
Darren North

Legal and Governance
Frank Giordano
**Elected Council 2012-2016**

**Cr Michael Osborne**  
(Greens)  
mosborne@ncc.nsw.gov.au  
0418 971 951

**Cr Stephanie Poniak**  
(Labor)  
sponiak@ncc.nsw.gov.au  
0418 895 043

**Cr Lisa Tiernan**  
(Labor)  
ltierney@ncc.nsw.gov.au  
0418 977 294

**Cr Brad Luke**  
(Labor)  
bluke@ncc.nsw.gov.au  
0427 622 089

**Cr David Compton**  
(Labor)  
acompton@ncc.nsw.gov.au  
0418 879 422

**Cr Declan Clausen**  
(Independent)  
dclausen@lmcc.nsw.gov.au  
0419 212 207

**Cr Andrea Rufo**  
(Independent)  
arufo@ncc.nsw.gov.au  
0418 895 043

**Cr Sharon Waterhouse**  
(Independent)  
wwaterhouse@ncc.nsw.gov.au  
0418 900 721

**Cr Jason Dunn**  
(Labor)  
jdunn@ncc.nsw.gov.au  
0418 923 437

**Cr Allan Robinson**  
(Independent)  
arobinson@ncc.nsw.gov.au  
0418 894 389

**Cr Stephanie Posniak**  
(Labor)  
sposniak@ncc.nsw.gov.au  
0418 895 043

**Cr Therese Doyle**  
(Greens)  
tdoyle@ncc.nsw.gov.au  
0418 905 417

**Cr Nuatali Nelmes**  
Lord Mayor (Labor)  
lordmayor@ncc.nsw.gov.au  
20 November 2014 - Current

**Cr Tim Crakanthorp* (Labor)**  
tcrakanthorp@ncc.nsw.gov.au  
0427 622 115

**Cr Lisa Tierney**  
(Labor)  
ltierney@ncc.nsw.gov.au  
0418 907 294

*Former Cr Tim Crakanthorp’s term of office expired on 29 October 2016 due to his role as state Member for Newcastle.  
Former Cr Lisa Tierney resigned on 28 February 2017.

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  
Adams town, Adamstown Heights, Broadmeadow, Hamilton, Hamilton East, Hamilton South, Hamilton North, Merewether Heights, The Junction (part)

Ward 3  
Georgetown, Jesmond, Kotara, Lambton, New Lambton, New Lambton Heights, North Lambton, Wallsend (part), Warabrook, Waratah West, Wallsend (Part)

Ward 4  
Beresfield, Birmingham Gardens, Black Hill, Callaghan, Elermore Vale, Fletcher, Hexham, Lansdowne, Maryland, Minmi, Rankin Park, Sandgate, Shortland, Tarro, Wallsend (Part)
On 1 October 2009, the NSW Government adopted new Integrated Planning and Reporting (IP&R) legislation for local councils. The Integrated Planning and Reporting Framework in response to this legislation is demonstrated in the diagram below.

**SPECIAL RATE VARIATION**

### 2012 Special Rate Variation

In 2012 Newcastle City Council was successful in its application to Independent Pricing and Regulatory Tribunal (IPART) for a section 508(2) special rate variation (2012 SRV) of 5% above the cap for one year. The variation occurred in the 2012/13 financial year increasing the base rate charge. The variation was granted to provide Council the ability to undertake works of a capital nature on the projects identified below over a 10 year period.

The four year Delivery Program (2013-2017) adopted by Council includes budget principles of which the following are specific to project delivery:

1. That no project commences until funding for the full cost of the project is secured or has certainty.
2. The special projects capital be prioritised in accordance with community ranking from the Micromex Research 2011 Report and timing for delivery matched to cash flow. These priorities are set according to the support as follows:
   1. Revitalising Hunter Street
   2. Revitalising our coast
   3. Upgrading Blackbutt Reserve
   4. Providing new cycleways
   5. Improving our swimming pools

   6. Modernising our libraries
   7. Expanding parking meters (Note: Council resolved not to expand the parking meter network.)
   8. Off-street parking stations (Note: In 2012, Council sold two of three parking stations.)
   9. Expanding our Art Gallery

Currently Council are focused on delivering the first four priority projects.

In total $22.4m has been raised from this 2012 SRV (including $2.9m from 1 July 2016 - 30 December 2016) against expenditure to date delivering planned works of $23.5m.

### Priority 2012 SRV

<table>
<thead>
<tr>
<th>Priority</th>
<th>Total spend to date YTD $,000</th>
<th>Actual spend YTD $,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Hunter Street Revitalisation</td>
<td>1722</td>
<td>306</td>
</tr>
<tr>
<td>2 Coastal Revitalisation</td>
<td>19,958</td>
<td>451</td>
</tr>
<tr>
<td>3 Blackbutt Reserve</td>
<td>2,867</td>
<td>34</td>
</tr>
<tr>
<td>4 Cycleways</td>
<td>3,504</td>
<td>1,891</td>
</tr>
<tr>
<td>5 Remaining projects</td>
<td>1,679</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>29,326</td>
<td>2,686</td>
</tr>
</tbody>
</table>

Progress comments for these projects can be seen on page 24 - 27 Measuring our success.

### 2015 Special Rate Variation - Road to Recovery

The ‘Road to Recovery’ SRV was approved by IPART in May 2015 and will increase Council’s revenue by 46.9% inclusive of the rate cap over the five years to 2019/20 (an annual increase of between $8.5m and $11.7m over the five years).

This revenue provided by the 2015 SRV has been critical to ensure Council achieves financial sustainability. It will also allow Council to accelerate the completion of our priority projects, as well as make substantial reductions to our infrastructure backlog.

In total $12 million has been raised from the 2015 SRV since 1 July 2015. The majority of these funds (approximately $8.9m) will maintain Council’s reserves to fund a sustainable asset renewal program. The remaining $3.1 million of SRV funding received to date is being applied to improving Council’s services and associated assets of which a total of $2.1 million has been expended to date.

2016/17 is Council’s second year of the 2015 SRV and funds have been allocated to:

<table>
<thead>
<tr>
<th>2015 SRV</th>
<th>Budget YTD $,000</th>
<th>Actual spend YTD $,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Online DA tracking</td>
<td>100</td>
<td>-</td>
</tr>
<tr>
<td>Schedule more pedestrian and local traffic improvements</td>
<td>250</td>
<td>205</td>
</tr>
<tr>
<td>Accelerate delivery of Blackbutt Reserve improvements</td>
<td>250</td>
<td>100</td>
</tr>
<tr>
<td>Actively contribute to the revitalisation of Newcastle</td>
<td>51</td>
<td>7</td>
</tr>
<tr>
<td>Boost road maintenance mowing and concrete footpath repair</td>
<td>250</td>
<td>100</td>
</tr>
<tr>
<td>Improved operational services</td>
<td>385</td>
<td>83</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>1,286</td>
<td>803</td>
</tr>
</tbody>
</table>

The Asset Renewal Program is discussed further on page 32-35.
CONNECTED CITY

In 2030 our transport networks and services will be well connected and convenient. Walking, cycling and public transport will be viable options for getting around the city.

Council continues to provide new cycleways and shared pathways across the city. Projects designed and constructed in the second half of 2016 included:

- 230m of off-road shared pedestrian and cyclist pathway on the northern side of Donald Street from Samdon to Swan Street in Hamilton. This section provides an important link in Council’s Inner City Bike Lanes Project, which will deliver an off-road shared pedestrian and cyclist pathway along the northern side of Griffith and Donald streets from Jackson Street to Selma Street in Hamilton.
- A shared pathway through Islington Park was upgraded to improve the existing cycling and walking infrastructure and increase user safety.
- A new 2.5m wide shared pathway in Empire Park to replace the existing footpath between Kilgour Avenue and Memorial Drive.
- The construction of a shared pathway cantilevered above the existing retaining wall between Nelson Street, Wallsend and the pathway at the Silver Street, Hamilton Stairs, and a pedestrian/cyclist refuge near Nelson Street, Wallsend. This allows pedestrians and westbound cyclists to cross Scholey Street, Hamilton Stairs, and a pedestrian/cyclist refuge near Nelson Street, Wallsend.
- A shared path on the northern side of Park Avenue, Kotara between Northcott Drive and Kullaiba Road, and on the southern side of Park Avenue between Levington Avenue and the regional cycleway at Kullaiba Road.
- Investigating the construction of the Richmond Vale Rail Trail in partnership with Cessnock and Lake Macquarie councils. The proposed cycleway is a 321m route along an old railway corridor running from Pelaw Main to Murrays and across Islington Park. The trail will allow pedestrians and cyclists to enjoy the Hunter Wetlands National Park and link with another path from Shortland to Tarro at Heiahm.

Victory Parade combined crossing

Construction of a combined pedestrian-cycle crossing on Victory Parade in Wallsend was completed at the end of June 2016. The upgraded crossing enables cyclists from southern parts of Wallsend and Ermoore Vale to access the Wallsend to Newcastle City cycleway at Jesmond Park via the recently constructed shared pathway through Wallsend Brickworks Park.

The crossing is the first of its type installed in the Hunter Region, and is now being trialled to determine its safety and possible application in other locations.

Pedestrian upgrades

Blue Gum Road in Jesmond was converted to a 40km/h high pedestrian area between Newcastle Road and Janet Street to improve safety for motorists, pedestrians and cyclists. Safety improvements were also completed on the corner of Blue Gum Road and Hirst Street to improve pedestrian safety in the area.

Lambton traffic improvements

Traffic improvements were completed to two intersections in Lambton to improve both safety and usability. Traffic lights were installed at the intersection of Hobart Road and Durham Road along with a number of other safety improvements. We also constructed herb extensions at the pedestrian crossings on Howe Street and a pedestrian refuge island in Morabine Street to assist people crossing these roads. Additional improvements were made to this intersection to reduce cross-traffic crashes and reduce the distance for pedestrians crossing the roads.

PERFORMANCE

Eleven actions were set in Council’s 2016/17 Operational Plan to support the community objectives under the Community Strategic Plan, with delivery results as follows.

<table>
<thead>
<tr>
<th>Actions/Project</th>
<th>Responsibility</th>
<th>As at Dec 2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>Develop and deliver the civil capital works program including cycleway, pedestrian access mobility program, traffic facilities and grant funded work</td>
<td>Infrastructure Planning</td>
<td>✓</td>
</tr>
<tr>
<td>Prepare, lodge and manage grant applications and works including roads to recovery, roads and maritime services, blackspot and 3x3 programs</td>
<td>Infrastructure Planning</td>
<td>✓</td>
</tr>
<tr>
<td>Implement the cycleway special rate variation projects and manage the cycling working party</td>
<td>Infrastructure Planning</td>
<td>✓</td>
</tr>
<tr>
<td>Develop and implement the road resurfacing program, city wide roads signs and line replacement and city wide roads rejuvenation program</td>
<td>Civil Works</td>
<td>✓</td>
</tr>
<tr>
<td>Implement the city wide bus shelter replacement program</td>
<td>Infrastructure Planning</td>
<td>✓</td>
</tr>
<tr>
<td>Implementation of the Hunter Street Revitalisation Project - Civic public domain plan</td>
<td>Strategic Planning</td>
<td>✓</td>
</tr>
<tr>
<td>Manage Council’s off street multi-use car park to meet the parking demands and a commercially competitive environment</td>
<td>Regulatory Services</td>
<td>✓</td>
</tr>
<tr>
<td>Enforce the parking provisions of the NSW road rules to achieve traffic and pedestrian safety and turnover of parking spaces</td>
<td>Regulatory Services</td>
<td>✓</td>
</tr>
<tr>
<td>Undertake the approved program of local traffic studies, including development of plan, community consultation, reporting to Newcastle City Traffic Committee and Council</td>
<td>Infrastructure Planning</td>
<td>✓</td>
</tr>
<tr>
<td>Liaise with Roads and Maritime Services on new developments with the state road network</td>
<td>Infrastructure Planning</td>
<td>✓</td>
</tr>
<tr>
<td>Improve rideability of road network</td>
<td>Infrastructure Planning</td>
<td>✓</td>
</tr>
</tbody>
</table>

★ Completed 1, ✓ On track 10, ☐ Behind schedule 0, ☑ Revised 0.
PROTECTED AND ENHANCED ENVIRONMENT

In 2016 our unique environment will be understood, maintained and protected.

Tree planting
During this period Council planted 322 trees throughout the LGA and achieved a milestone of 10,000 trees planted, out of our target goal of 30,000 by 2028.

Environmental education
Natural Connection is an environmental education program aimed at improving catchment health through introducing the community to their local waterways and bushland and creating a basis for behavioural change. Our Natural Connection program delivered a range of community engagement activities in the last half of 2016 including our Creeks Alive school program, Spring Water Bug Survey and Throsby Creek Catchment Tour.

Merewether sea wall rehabilitation
Council rehabilitated the lower sea wall and adjacent ramps at Merewether Beach, between Merewether Surf House and the surf club. The existing wall was failing and rehabilitation was required to ensure its long term stability, increase public safety and improve access to the beach.

The work included the construction of approximately 100m of new concrete seawall, retaining walls and promenade, and repair of the beach access ramps.

South Newcastle seawall rehabilitation
Council began remediation works on the South Newcastle Sea wall between Newcastle East Park and King Edward Park. A 200m section of seawall will be constructed along with a corresponding section of Bathers Way.

Stockton Beach seawall rehabilitation
Council is constructing a 140m rock seawall from Stockton Surf Club to Lexie’s on the Beach. Construction commenced in October 2016 and will continue into 2017. Stockton Beach has an ongoing erosion issue that is exacerbated during storm events and large swell. The completed seawall will ensure the long term stability and protection of coastal assets while maintaining current levels of beach access and amenity.

Stormwater management
Upgrading the aging drainage network across our historic city is a key element in maintaining our built and natural environment. Council completed both large and small scale drainage rehabilitation projects such as:
- Llewellyn Street, Merewether - new drainage, footpath, kerb and gutter, and re-routing between Railway and Selwyn Streets to increase the efficiency of the stormwater network and reduce localised flooding within the street.
- Drainage pipes and pit upgrades along Sunderland Street, Mayfield, from Roe to Valencia Street and along Valencia Street from Sunderland to Villiers Street. The existing concrete footpath along both sections was also replaced.
- Edward Street, Merewether - footpath upgrade on the southern side between Hugh and William Streets and upgraded drainage on the northern side of the street to capture increasing water flows.
- Boronia Avenue, Adamstown Heights - stormwater infrastructure rehabilitated by replacing the deteriorated stormwater pipes, upgrading and increasing the number of stormwater pits and reconfiguring the headwall outlet adjacent to Garment Reserve. This project will improve stormwater flows and minimise blockages, providing better stormwater outcomes for surrounding properties.
- Bouke Street, Carrington - stormwater infrastructure rehabilitated to provide stormwater flow and tidal inundation improvements. Works included new stormwater pits and culverts and a tide gate in the pipeline downstream of Coe Street.
- Drainage work from Gregory Crescent Merewether, through Lloyd Street Reserve to Scenic Drive to connect the street drainage with the main drainage network.
- Drainage works in three Stockton Laneways to address localised stormwater ponding. Infiltration trenches were installed in Little William Street, the unnamed laneway between 94 Douglas Street and 103 Dunbar Street and the laneway adjacent 78 Roxburgh Street to reduce water ponding within the laneway, reduce inundation of adjoining properties and improve water quality. Road rehabilitation followed and included reshaping and raising the laneways so the road surface directs stormwater to the new infiltration trenches.

PERFORMANCE

Eighteen actions were set in Council’s 2016/17 Operational Plan to support the community objectives under the Community Strategic Plan, with delivery results as follows.

<table>
<thead>
<tr>
<th>Actions/Project</th>
<th>Responsibility</th>
<th>As at Dec 2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drainage rehabilitation - replacement of deteriorated stormwater infrastructure</td>
<td>Civil Works</td>
<td>✓</td>
</tr>
<tr>
<td>Proactively monitor and regulate activities to minimise environmental impact, including implementing Council’s business pollution prevention program and erosion and sediment control program</td>
<td>Regulatory Services</td>
<td>✓</td>
</tr>
<tr>
<td>Manage contaminated land information and seek appropriate remediation through the development application process</td>
<td>Regulatory Services</td>
<td>✓</td>
</tr>
<tr>
<td>Proactively monitor and regulate onsite sewage management systems to minimise the risk of water pollution and public health impacts</td>
<td>Regulatory Services</td>
<td>✓</td>
</tr>
<tr>
<td>Work with the community to achieve measurable environment improvement in waste reduction through the development, delivery, evaluation and refinement of waste programs, learning modules and internal education</td>
<td>Waste Management</td>
<td>✓</td>
</tr>
<tr>
<td>Implement the tree inspection program in line with the City Wide Maintenance Policy</td>
<td>Civil works</td>
<td>✓</td>
</tr>
<tr>
<td>Develop a waste education strategy with a focus on promoting waste avoidance and behavioural change, to encourage increased participation in residential waste reduction, resource recovery and recycling initiatives, as well as working to reduce household contamination rates</td>
<td>Waste Management</td>
<td>✓</td>
</tr>
<tr>
<td>Promote and manage community based groups in provisions of environmental projects to help restore natural areas in accordance with relevant plans of management</td>
<td>Facilities and Recreation</td>
<td>✓</td>
</tr>
<tr>
<td>Deliver projects to achieve energy and water savings under the Environment and Climate control Strategy investment identified in the Newcastle 2020 Carbon and Water Management Plan</td>
<td>Projects and Contracts</td>
<td>✓</td>
</tr>
<tr>
<td>Design, development and construction of landfill for cell 9 at Summerhill Waste Management Centre (SWMCC)</td>
<td>Waste Management</td>
<td>✓</td>
</tr>
<tr>
<td>Design, development and construction of a major resource recovery facility at SWMCC</td>
<td>Waste Management</td>
<td>✓</td>
</tr>
<tr>
<td>Expansion and enhancement of the small vehicle receival centre at SWMCC</td>
<td>Waste Management</td>
<td>✓</td>
</tr>
<tr>
<td>Provide a city wide stormwater quantity and quality model</td>
<td>Infrastructure Planning</td>
<td>✓</td>
</tr>
<tr>
<td>Implement the community urban forest program</td>
<td>Civil works</td>
<td>✓</td>
</tr>
<tr>
<td>Work with partners to improve Council’s flood education resources to improve community awareness</td>
<td>Projects and Contracts</td>
<td>✓</td>
</tr>
<tr>
<td>Maintain flush food equipment</td>
<td>Infrastructure Planning</td>
<td>✓</td>
</tr>
<tr>
<td>Inspect creeks and waste ways for erosion and sediment control</td>
<td>Infrastructure Planning</td>
<td>✓</td>
</tr>
<tr>
<td>Completion of the renewal works at South Newcastle Sea wall</td>
<td>Projects and Contracts</td>
<td>✓</td>
</tr>
</tbody>
</table>

★ Completed 0, ✓ On track 16, ☐ Behind schedule 0, ☐ Revised 2.
VIBRANT AND ACTIVATED PUBLIC PLACES

In 2020 we will be a city of great public places and neighbourhoods promoting people’s happiness and wellbeing.

City’s floral displays thrive on experience

The radiant flower displays in Newcastle’s parks and reserves come alive in November as Council’s resident green thumbs use their combined decades of experience for the second annual planting. The teams create a design for the flower beds each season, determine the type and number of plants needed, prepare the soil and follow on from planting with fertilising and regular weeding.

- Newcastle’s gardens by the numbers:
  - All of Newcastle: 32,000 individual seedlings in 4,000 separate punnets
  - King Edward Park: 8,300 seedlings in 2,075 punnets
  - Gregson Park: 3,450 seedlings in 430 punnets
  - Civic Park: 14,000 seedlings in 175 punnets
  - Christie Place: 3,750 seedlings in 468 punnets

Supercares great win for city and region

Council announced in September that we will partner with Destination NSW and Virgin Australia Supercares to host the annual season-ending round of the Virgin Australian Supercares Championships (VASC) from 2017 for 5 years on a track around the inner city and harbour foreshore. The Supercares Newcastle 50 will inject $5.0m into the local economy and attract more than 800,000 interstate and international visitors to the event over five years. VASC, events are telecast to Asia, Africa, Europe, the Americas and the Middle East with an estimated viewing audience of around 220 million households.

Spanish Street Party celebrates Olsen

Newcastle Art Gallery honoured John Olsen with a major exhibition co-curated by the artist. Nearly 5,000 people came out to a Spanish Street Party in Laman Street to open the exhibition and celebrate this Australian living treasure, born in Newcastle in 1928. The exhibition, JOHN OLSEN: The City’s Son included the unveiling of a major new Olsen painting King Sun and the Hunter, which Olsen created to ‘capture the essence of Newcastle’. It was purchased for the Gallery’s collection through a fundraising campaign organised by the Newcastle Art Gallery Foundation.

Hat trick for best festival and events city

Newcastle won a prestigious international award for best festivals and events for the third year running, outranking cities of a similar population tally to be named the 2016 recipient of the International Festivals & Events Association World Festival & Event City. This ‘hat trick’ confirms Newcastle as a world class participant in the festival and event sector, providing visitor experiences from sporting events to arts and cultural festivals, markets, conventions and exhibition. In 2016/17, Newcastle hosted a range of events that resulted in increased visitation to the city and development of local event facilities and tour products. Newcastle also won the gong in 2012, meaning it has won the award in four out of the past five years.

Renewing our parks and playgrounds

Council owns and maintains more than 400 parks and reserves, including around 120 playgrounds. We aim to improve and maintain these recreation spaces for young and old to enjoy. A number of projects were completed in the second half of 2016:

- Playground renewals were completed at Nesca Park, The Hill; Cowle Street Reserve; Mayfield and Willow Close Reserve, Balmoral Vale.
- Two exercise stations were added at Lambton Park, which include chin-up and push-up bars and parallel bars. Additional stations are subject to funding.
- We installed outdoor fitness equipment at Warrabrook Wetlands Reserve, including step-up and sit-up boards, chin-up and push-up bars.

In the next six months, Council plans to revamp playgrounds at Campbell Park, Merewether, Tarro Reserve and Centennial Park, Cooks Hill.

Newcastle Museum turns 5

In August Newcastle Museum threw a big birthday bash, opening its doors and its lawn for a celebration of its first five years in the Honeysuckle location. As a custodian of our history, stories and experiences, the Museum’s activities and events have made Newcastle who we are as a modern city and region. Over the past five years, it has hosted 55 exhibitions and welcomed 850,000 visitors through its doors.

The birthday event showcased renewed and refreshed exhibitions including, new stories and objects for the BHP gallery; new modules for Supernova; and new permanent exhibitions and collection objects throughout a Newcastle Story, many from the newly donated George and Richard Owens Grocery Collection.

PERFORMANCE

Twenty six actions were set in Council’s 2016/17 Operational Plan to support the Community objectives under the Community Strategic Plan, with delivery results as follows.

<table>
<thead>
<tr>
<th>Action/Project</th>
<th>Responsibility</th>
<th>As at Dec 2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>Design, develop and present public and education programs for the Newcastle Art Gallery</td>
<td>Cultural Facilities</td>
<td>✓</td>
</tr>
<tr>
<td>Implement the Cultural Plan 2015-2018</td>
<td>Cultural Facilities</td>
<td>✓</td>
</tr>
<tr>
<td>Develop a Play Space Strategy</td>
<td>Facilities and Recreation</td>
<td>✓</td>
</tr>
<tr>
<td>Deliver a Community Safety Program</td>
<td>Strategic Planning</td>
<td>✓</td>
</tr>
<tr>
<td>Support local community initiatives through place making grants and community assistance grants</td>
<td>Strategic Planning</td>
<td>✓</td>
</tr>
<tr>
<td>Provide safe public places by delivering the business lighting project</td>
<td>Facilities and Recreation</td>
<td>✓</td>
</tr>
<tr>
<td>Implement recommendations outlined within the Parkland and Recreational Strategy across the city</td>
<td>Facilities and Recreation</td>
<td>✓</td>
</tr>
<tr>
<td>Implement infrastructure programs for capital/maintenance for park assets</td>
<td>Facilities and Recreation</td>
<td>✓</td>
</tr>
<tr>
<td>Promote appropriate environmental and recreational community use of BHP and salt reserve facilities</td>
<td>Strategic Planning</td>
<td>✓</td>
</tr>
<tr>
<td>Strategic review of aquatics facilities</td>
<td>Facilities and Recreation</td>
<td>✓</td>
</tr>
<tr>
<td>Planning of a district sport and recreation complex to serve the long term needs of the growing western corridor</td>
<td>Facilities and Recreation</td>
<td>✓</td>
</tr>
<tr>
<td>Strengthening partnerships and opportunities for Newcastle sporting associations to participate in the planning, decision-making and prioritisation of sport and recreation projects</td>
<td>Facilities and Recreation</td>
<td>✓</td>
</tr>
<tr>
<td>Review and update Council’s Community Safety Policy and plans</td>
<td>Strategic Planning</td>
<td>✓</td>
</tr>
<tr>
<td>Complete the Newcastle After Dark Strategy</td>
<td>Strategic Planning</td>
<td>✓</td>
</tr>
<tr>
<td>Implement the recommendation from the Coastal Plan of Management</td>
<td>Infrastructure Planning</td>
<td>✓</td>
</tr>
<tr>
<td>Facilitate a place making approach to all projects</td>
<td>Strategic Planning</td>
<td>✓</td>
</tr>
<tr>
<td>Provide access to technology and the internet and support regular training sessions at various sites using various methods</td>
<td>Libraries</td>
<td>✓</td>
</tr>
<tr>
<td>Facilitate and support broad participation in community arts-based programs</td>
<td>Libraries</td>
<td>✓</td>
</tr>
<tr>
<td>Provide Local Studies that focus on the local history of Newcastle and the Hunter</td>
<td>Libraries</td>
<td>✓</td>
</tr>
<tr>
<td>Implement various programs and outreach services for libraries for learners of all ages, interests and readers. Activities include programs for Children, author talks, book chats, craft and technology sessions</td>
<td>Libraries</td>
<td>✓</td>
</tr>
<tr>
<td>Implement the Economic Development Strategy 2016/17</td>
<td>Strategic Planning</td>
<td>✓</td>
</tr>
<tr>
<td>Implement revitalisation projects across the city centre</td>
<td>Strategic Planning</td>
<td>✓</td>
</tr>
<tr>
<td>Construction for a Richley Reserve recreation adventure playground at Blackbutt</td>
<td>Projects and Contracts</td>
<td>✓</td>
</tr>
<tr>
<td>Develop a landscape master plan for Naional Park and Foreshore Park</td>
<td>Facilities and Recreation</td>
<td>✓</td>
</tr>
<tr>
<td>Introduce a library app to integrate the catalogue</td>
<td>Libraries</td>
<td>✓</td>
</tr>
<tr>
<td>Implement a Multicultural Plan 2016/17</td>
<td>Strategic Planning</td>
<td>✓</td>
</tr>
</tbody>
</table>

★ Completed 0 ✓ On track 24 ❌ Behind schedule 2 Revisited 0
Caring and inclusive community

In 2030 we will be a thriving community where diversity is embraced, everyone is valued and has the opportunity to contribute and belong.

Building on Street Safe success

In November, Council announced it would trial its financial support for a volunteer-run street safety program after the incidence of alcohol-related offences fell dramatically in the Newcastle CBD during a nine-month trial. The Saturday Night Program run by the Salvation Army’s Oasis Youth Network together with Council and NSW Police helps vulnerable, intoxicated people get home, preserving peace on the streets and easing the burden on emergency services. Crime data supplied by NSW Police revealed a 67.5 per cent reduction in alcohol-related street offences and a 26.7 per cent decrease in alcohol-related crime during the pilot program. Council committed to provide $30,000 in support to ensure the program continues for another 12 months.

Rainbow Walk for Islington Park

The Islington Rainbow Walk, a 25-metre-long, rainbow-themed walk was developed and opened on a stretch of pathway in Islington Park near Throsby Creek. A striking visual celebration of Newcastle as an inclusive and caring community, acknowledging the area’s historical association with the lesbian, gay, bisexual, trans-gender, intersex and queer community. The latest piece of public art took a week to complete and was installed as part of recent pathway upgrades in the park. It brings vibrant colour to the city and is a symbol of Newcastle’s commitment to inclusion and equality, which can be shared and enjoyed by all members of the community.

Council approved Islington Park as the site for a rainbow crossing in June 2016.

Refugees welcomed with bikes and cycle safety tips

Council teamed up with Catholic Care and a support agency to teach recently arrived refugees how to cycle safely in Australia. Seven refugee dads laughed their way through Cycle Skills Workshops for beginners at the University of Newcastle’s Blew Love Corral, around 35 refugees received bicycles and training to ensure they understand Australian road rules.

It was a great combination of cycleways and cycling education, which are among Council’s top priorities, and the city’s status as a refugee welcome zone. Council also runs ongoing free cycle skills and bike maintenance workshops for the general public.

Volunteers up for spring cleaning

Menzwether Ocean Baths Pavilion, sporting ovals, bushland and parks across the Newcastle LGA received an overhaul by a legion of hardworking volunteers. Champion community organisation CityServe, Newcastle and Lake Macquarie City Councils and the Port of Newcastle teamed up to carry out maintenance and repairs to public assets in September and October. CityServe brings government, business and community groups together to spruce up public facilities, such as ocean baths and park play equipment, re-generate denuded areas as well as help the needy blitz projects around their homes.

Public facilities from the coast to the western corridor were targeted, with teams clearing, repairing and painting picnic sets and seats, fences and pavilions.

Good parenting for fur babies

Council continued its campaign to educate pet owners about the importance of registration, micro-chipping and responsible pet ownership, including cleaning up after their dogs when out in the community. Council rangers provided free microchipping of dogs at a fun-filled event in Lambton Park in December, reminding pet owners that all dogs in NSW are required to have a collar and tag and be microchipped and registered. Ongoing publicity and education activities were also carried out to remind dog owners to clean up after their pets, be respectful of others in shared public spaces and to take advantage of the many leash-free areas within the Newcastle LGA.

50 years of water safety celebrated

In July, Council celebrated the 50th anniversary of its Water Safety Education Program. It all began in the winter of 1966 when two beach inspectors began visiting schools in the Newcastle LGA to teach students how to stay safe at the beach. Today the lessons include pool and open-water safety and are delivered annually to more than 14,000 primary-aged kids at more than 50 schools across the Newcastle LGA. The presentations include videos covering beach, pool and open-water safety, along with posters and banners containing key water safety messages. The water safety education program is free to schools and community groups.
LIVEABLE AND DISTINCTIVE BUILT ENVIRONMENT

In 2030 we will live in an attractive city that is built around people and reflects our sense of identity.

City Hall restoration
Following on from the restoration of the clock tower, Council is now restoring the southern façade of City Hall, along with the remaining eastern façade. Work commenced in the first half of 2016 and will be completed in 2017. The conservation includes sandstone restoration and replacement, windows, lead flashing, waterproof membranes, timber doors and lighting. The southern porte cochere and balcony sandstone, King Street concrete driveway, main access steps and ramp structures will also be restored.

Bibby Street renewal
Council completed a full road and footpath reconstruction in Bibby Street, Hamilton. The street now boasts a resurfaced road along with new trees, turf, kerb and guttering, drainage and footpaths.

Resident feedback:
As a resident of Bibby Street I would like to thank NCC for our new street. A big thank you to all the guys who did the reconstruction as they were always friendly, helpful and answered any questions we had. They went out of their way to ensure our access in and out of the street went as smooth as possible and always had a smile and wave for everyone.

The information brochures were impressive and even though the overall time frame extended I think it was well worth it for such great job done.

We will miss seeing the guys each day and hope they get recognition for their efforts.

War Memorial Cultural Centre makeover
Council overhauled the façade of our Newcastle Region Library to make the heritage-listed building more energy-efficient. The Newcastle War Memorial Cultural Centre’s 176 windows were replaced with double-glazed windows to minimise the transfer of heat through the window frame.

As part of this project, the Local History Library welcomed a new user-friendly layout, carpet, paint and technology. And the Lovett Gallery had its windows reinstated and was reinvigorated with new paint, blinds and ecofriendly lighting.

Merewether Ocean Baths Pavilion
We refurbished the pavilion at Merewether Ocean Baths as part of this year’s CityServe project. A new ramp was built to improve access to the Depression-era bathers pavilion as well as new roofing, gutters and downpipes. Repairs will be made to masonry, brickwork, windows and railings. Plumbing, carpentry and electrical work will also be carried out before the finishing touches are added later in 2017.

Lone pine plaque
A plaque was unveiled at the foot of the Lone Pine planted in Civic Park’s Memorial Grove earlier this year to coincide with the beginning of Legacy Week 2017. The plaque marking the site where a tree seeded from Gallipoli’s famous Lone Pine was planted to replace one that stood in the park for half a century until last year’s super storm.

Newcastle Lord Mayor Nuatali Nelmes joined representatives of the Memorial Grove Group, the RSL and Newcastle Legacy to add the finishing touch to the tribute honouring lost Novocastrians and also acknowledge the replacement of four serviceman plaques.

PERFORMANCE

Nine actions were set in Council’s 2016/17 Operational Plan to support the Community objectives under the Community Strategic Plan, with delivery results as follows.

<table>
<thead>
<tr>
<th>Actions/Project</th>
<th>Responsibility</th>
<th>At as at Dec 2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>Deliver Hunter Street Mall short-term improvements</td>
<td>Civil Works</td>
<td>✓</td>
</tr>
<tr>
<td>Implement the Newcastle City Council’s Heritage 2013-2017 and Local Planning Strategy 2015</td>
<td>Strategic Planning</td>
<td>✓</td>
</tr>
<tr>
<td>Delivery of business sector energy and resource management projects in accordance with the Newcastle 2020 Carbon and Water Management action Plan</td>
<td>Projects and Contracts</td>
<td>✓</td>
</tr>
<tr>
<td>Review controls in both the Local Environment Plan and Development Control Plan as required</td>
<td>Strategic Planning</td>
<td>✓</td>
</tr>
<tr>
<td>Review section 94 contribution plans as required</td>
<td>Strategic Planning</td>
<td>✓</td>
</tr>
<tr>
<td>Implement the Newcastle after Dark: Night time Economy Strategy to improve the safety and amenity of the city centre and other neighbourhoods at night</td>
<td>Strategic Planning</td>
<td>✓</td>
</tr>
<tr>
<td>Review western corridor traffic schedules and update the section 94 contributions plan</td>
<td>Strategic Planning</td>
<td>✓</td>
</tr>
<tr>
<td>Delivery Council’s energy saving project 2016/17</td>
<td>Projects and Contracts</td>
<td>✓</td>
</tr>
<tr>
<td>City Hall façade restoration</td>
<td>Projects and Contracts</td>
<td>✓</td>
</tr>
</tbody>
</table>

★ Completed 0, ✓ On track 9, ≠ Behind schedule 0, ⊿ Revised 0.
SMART AND INNOVATIVE CITY

In 2030 we will be a leader in smart innovations with a healthy, diverse and resilient economy.

Smart City initiative

Council’s ambitious Newcastle Smart City initiative continued to drive a city-wide revitalisation and regional transformation through the Newcastle Smart City Strategy and Innovation Ecosystem. Extensive consultation was undertaken to develop the Newcastle Smart City Strategy framework which will guide Council and its stakeholders and partners towards a smart and innovation city. The strategy defines our long term objectives around six smart city mandala themes:

- smart governance
- smart economy
- smart people
- smart environment
- smart living
- smart mobility.

Ground-breaking research was undertaken to map the Hunter Region’s Innovation Ecosystem to understand the existing networks and areas of specialisation instrumental to developing a smart city. Working with businesses and industry across the Newcastle LGA, the primary focus was to identify innovation growth areas that may exist within, or cut across, traditional sectors.

Our partnership with University of Newcastle, Newcastle NOW and Hunter DIGIT secured $9.8m funding from the State Government’s Hunter Infrastructure Investment Fund for the Hunter Innovation Project. With Council and the University contributing $8m, this $17.8m collaboration is providing services and infrastructure instrumental to a smart community.

Bots in the Books

Newcastle Region Library and Hunter TAFE have teamed up to introduce young people to the world of electronics, coding, robotics and advanced manufacturing in a free short course called Bots in the Books. The program, funded through a Port Waratah community grant, provides young people interested in technology-based careers with basic skills in science, technology, engineering and maths. It provides participants with a chance to experience what it’s like to be involved in a technical industry.

In the Hunter these include unmanned aerial vehicles, water-borne drones, 3D printing, circuit board prototyping, electric vehicles, autonomous machines, robotics and some amazing examples of process control and automated systems.

PERFORMANCE

Seven actions were set in Council’s 2016/17 Operational Plan to support the community objectives under the Community Strategic Plan, with delivery results as follows.

<table>
<thead>
<tr>
<th>Actions/Project</th>
<th>Responsibility</th>
<th>As at Dec 2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>Identify opportunities to partner with other groups to deliver activation and</td>
<td>Strategic Planning</td>
<td>✓</td>
</tr>
<tr>
<td>development projects eg hit the bricks</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Altogether Perfect project (Newcastle, Port Stephens, Hunter Valley), conference</td>
<td>Strategic Planning</td>
<td></td>
</tr>
<tr>
<td>bidding, destination promotion, conference and exhibition centre project</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Deliver annual community events - ANZAC Day, Christmas in the City, Australia</td>
<td>Strategic Planning</td>
<td>✓</td>
</tr>
<tr>
<td>Day, New Years Eve</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Implement the economic development and events sponsorship programs</td>
<td>Strategic Planning</td>
<td>✓</td>
</tr>
<tr>
<td>Deliver the Newcastle Smart City Initiatives Program 2016/17 to continue to</td>
<td>Strategic Planning</td>
<td>✓</td>
</tr>
<tr>
<td>develop and establish Newcastle as a smart and innovative city</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Implement the Events Management Strategy</td>
<td>Strategic Planning</td>
<td>✓</td>
</tr>
<tr>
<td>Implement the Cultural Plan 2015-2018</td>
<td>Cultural Facilities</td>
<td>✓</td>
</tr>
</tbody>
</table>

★ Completed 0, ✓ On track 6, ▼ Behind schedule 0, Revised 1.
OPEN AND COLLABORATIVE LEADERSHIP

In 2030 we will have a strong local democracy with an actively engaged community and effective partnerships.

Community Survey

In July/August 2016 we completed the biennial Community Survey. The survey was undertaken to better understand key issues, community needs and priorities, and to determine levels of importance and satisfaction with the services and facilities provided by Council.

Supercars

The Council is working collaboratively with Destination NSW and Supercars Australia to engage with the community around the Newcastle 500 event to be held in November 2017. We have held information sessions for Newcastle east residents and established a Supercars microsite on Council’s website. The Supercars microsite provides up to date information regarding the event. We will be undertaking an extensive program of engagement work throughout 2017. This engagement program aims to assist with the event delivering maximum economic and social benefit to the city and region while minimising disruption for residents.

Social media followers

Over the period of July to December 2016 our social communities expanded by on average 20% with Twitter reaching 5,937 followers, Facebook reaching 1305 fans and Instagram reaching 133 followers.

Launch of Instagram

Council launched its Newcastle City Council Instagram (@CityNewcastle) account in October 2016, this account is expanding reach to our younger demographic whilst showcasing the city with high impact imagery.

WallSEND Fair

Staff from Council’s Communication and Engagement Unit and Infrastructure Planning team manned information stalls at the WallSEND Fair in August 2016. The new WallSEND interactive flood management model was a popular feature, along with information about upcoming engagement activities in the area.

PERFORMANCE

Eleven actions were set in Council’s 2016/17 Operational Plan to support the community objectives under the Community Strategic Plan, with delivery results as follows.

<table>
<thead>
<tr>
<th>Action/Project</th>
<th>Responsibility</th>
<th>As at Dec 2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ensure maximum operational benefit is gained across the organisation from the enterprise software solution</td>
<td>Information Technology</td>
<td>✓</td>
</tr>
<tr>
<td>Monitor implementation of the Community Strategic Plan 2030</td>
<td>Strategic Planning</td>
<td>✓</td>
</tr>
<tr>
<td>Ensure the management of Council’s budget allocations and funding alternatives are compliant with Council policy and relevant legislation to ensure the long term financial sustainability of the organisation</td>
<td>Finance</td>
<td>✓</td>
</tr>
<tr>
<td>Implement the initiatives from the Workforce Management Plan including the Aboriginal Employment Strategy and the Equal Employment Opportunity Management Plan</td>
<td>Human Resources</td>
<td>✓</td>
</tr>
<tr>
<td>Establish a leadership development framework that incorporates cultural change (people and safety) and performance management to deliver a consistent leadership approach across Council</td>
<td>Human Resources</td>
<td>✓</td>
</tr>
<tr>
<td>Identify redundant assets for disposal and for the proceeds to be placed in the Council area look good</td>
<td>Commercial Property</td>
<td>✓</td>
</tr>
<tr>
<td>Undertake a media engagement strategy to maximize positive exposure opportunities and effectively manage any potential issues</td>
<td>Communications and Engagement</td>
<td>✓</td>
</tr>
<tr>
<td>Develop and implement a recruitment and retention strategy for Newcastle Voice</td>
<td>Communications and Engagement</td>
<td>✓</td>
</tr>
<tr>
<td>Improve alignment of grant applications to Council’s financial strategic goals and improve success rate of desired grant application</td>
<td>Finance</td>
<td>✓</td>
</tr>
<tr>
<td>Introduce measures to increase cost effectiveness, quality and reach of video materials</td>
<td>Communications and Engagement</td>
<td>✓</td>
</tr>
<tr>
<td>Implement an online Development Application Tracking System</td>
<td>Development and Building</td>
<td>✓</td>
</tr>
</tbody>
</table>

★ Completed 0, ✓ On track 9, ◐ Behind schedule 2, ◐ Revised 0.
MEASURING OUR SUCCESS

Corporate performance measures

The below table identifies the key performance indicators (KPI) and measures used to report the success of the Delivery Program and Operational Plan. Newcastle City Council will report six monthly and annually against its corporate objectives using the following key performance indicators:

### Objective 1

**Deliver on the key civic projects determined as the priorities for the community**

**KPI**

Key civic projects are delivered in accordance with the budget and timeframes identified in the 2015-2017 Delivery Program.

**Measure**

Six monthly and annual performance on outcomes of project implementation.

### Revitalising Hunter Street

Hunter Street Revitalisation has focused on three key areas in the last 6 months. The first is working with State Government agencies on Newcastle Light Rail and Urban Renewal projects in the city centre. The second focus area was the continuation of the planning process for the city centre. This includes the commencement of a conservation management plan for Civic Park and engagement of consultants to complete the West End Public Domain Plan and Signage and Wayfinding Strategy. Planning also commenced on the smart city infrastructure rollout after Council was successful in gaining over $9m in grant funds from the NSW State Government.

The third focus area of revitalisation was delivering temporary improvements and city activation projects across the city centre to help revitalise Hunter Street and surrounds.

With the removal of the overpass bridge at Market Street, Council completed a temporary upgrade of the streetscape to test future ideas for this space. Outdoor dining, open green space and an open vista have contributed to a more people friendly space. Civic Park was also a focus with Christmas in the Park successfully celebrated with nearly 3,000 people attending.

### Upgrading Blackbutt Reserve

Improvements to existing facilities at Blackbutt Reserve as well as new infrastructure have provided more recreational opportunities. The Carnley Avenue section has experienced several significant changes with the construction of a wildlife area, a new amenities block, more shade shelters, better pathways, larger grassed areas, additional BBQ facilities and an upgraded viewing deck at Black Duck Pond. Improvements are now focused on Richley Reserve with new shade shelters, accessible pathways and an upgraded adventure playground. Consultants were engaged to assist Council in the design and delivery of the projects. Stage 1 for Richley Reserve Concept Design was completed for the civil works, pathways and Parrells Way (accessible entrance path). Under design is the Richley Reserve adventure playground which will provide a much larger play area to better cater for children of all ages.

Consultants have been engaged to finalise documentation for a new amenities building and additional picnic facilities to make both sides of the Reserve even more appealing to visitors. A Wayfinding and signage strategy will also be undertaken.

### Providing new cycleways

A number of cycleways and shared paths have been designed and/or constructed in the first half of 2016/17 including:

- **Scholy Street Bridge Islington**
  
  The 240m shared pathway construction was completed in conjunction with Transport for NSW and John Holland Rail Country Regional Network. This physically separated Bridge crossing enables cyclists to safely cross the bridge on the University to Newcastle cycle route.

- **Inner City Bike Lanes Section 1**
  
  A further 430 metres of physically separated shared pathway along Donald Street between Samdon Street and Beaumont Street was completed. The project will provide safe, convenient cycle connections and improve access to the city centre by increasing sustainable transport mode share.

### Richmond Vale Rail Trail

In conjunction with Gosford and Lake Macquarie Councils, Newcastle City Council is continuing the concept design phase and approvals process for a 32km cycleway from Shortland to Tarro and Hexham to Kurri Kurri. The concept design consultation phase with the community is now complete. The pathway will provide connectivity for the townships of Kurri Kurri, Stockington, Buchanan, Pelzer Main and Richmond Vale to the Newcastle cycle network and vice versa. It will enable cyclists and pedestrians to travel safely along this route avoiding the need to ride on any roads.

### Cycling Promotion and Education

Cycle skills classes and discovery rides have been provided to the community as well as TV and print advertising to promote cycling within the Newcastle LGA.

### Coastal Revitalisation achievements

Bathers Way shared pathway is now more than 50% complete. When finalised, Bathers Way will stretch six kilometres along our coast line from Merewether to Nobbys Beach.

Works have included:

- North Newcastle Beach seawall repairs - completed
- South Newcastle Seawall - construction works continuing
- Finalisation of documentation Bathers Way The Hill - tender advertised December
- Finalisation of documentation Bathers Way Shortland Esplanade South - tender advertised December
- Tender Design for Nobbys Surf Club - completed
- Coolo Hill Surf Club and external public domain - construction underway.

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Objective 3
Maintain a net funding budget surplus to ensure financial sustainability

KPI
Net budget operating surplus ratio 2.7%

Measure
Net budget operating surplus ratio 5.05% (2012/13) will increase to 7.98% in 2015/16 due to a more proactive approach by Council.

Objective 4
Maintain a strong cash and liquidity position to ensure financial sustainability

KPI
Cash expense cover ratio 7.98

Measure
Cash expense cover ratio 9.43% (Benchmark is 6.5%)

Objective 5
Provide better and more efficient services to customers through the implementation of improved systems and processes by 2017

KPI
Improve responsiveness and quality of customer experience

Measure
Customer satisfaction result of 63%, this is an increase of 2% on our baseline survey in 2015. Phone service satisfaction increased by 7% to 72% and front counter satisfaction remained unchanged at 77%.

Objective 6
Achievement of budget principles

KPI
Unrestricted current ratio 3.60:1

Measure
Unrestricted current ratio has been calculated for the purposes of assessing the capability of Council to meet its short term obligations without additional cash inflow. This ratio compares the proportion spent on rates and annual charges to the equivalent of 0.72%. This is an improvement on the result of 5.05% in 2012/13. This represents a decrease of 0.33% from 2012/13 due to a more proactive approach by Council.

Objective 7
Implement the Budget Principles endorsed by Council 18 April 2014

KPI
Infrastructure Renewals Ratio 68.86%

Measure
Infrastructure Renewals Ratio has increased significantly during the year from 18% in 2015/16 up to 53.2% in 2016/17 (Benchmark is >60%)

Objective 8
Ensure a strong organisation that has the skills and capacity or performance as opposed to the acquisition of new assets or the refurbishment of old assets that increase capacity or performance. NSW Treasury Corporation benchmark is greater than 100% and Council does not set this benchmark but is working towards it.

KPI
Target backlog is 2% of value of infrastructure ($37.8m).

Measure
The 10 year target for asset sales (2013/14 to 2022/23) has not been revised due to an increase in property sales.

Property description

Net Proceeds on Sale (GST excl)

---

3 Kah Ave, Jesmond
100,000

71 Bridges Rd New Lambton
100,000

129 Hobart Rd New Lambton
1,700,000

Total
1,900,000

---

Six month review - December 2016
FINANCIAL PERFORMANCE

December 2016 Operating Summary

<table>
<thead>
<tr>
<th></th>
<th>2016/17 Adopted Budget $’000</th>
<th>Adopted September 2016 $’000</th>
<th>Recommended December 2016 $’000</th>
<th>Projected year end result $’000</th>
<th>Actual YTD $’000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Operating Revenue</td>
<td>246,494</td>
<td>(221)</td>
<td>1,991</td>
<td>248,264</td>
<td>125,612</td>
</tr>
<tr>
<td>Total Operating Expenses</td>
<td>241,076</td>
<td>550</td>
<td>1,990</td>
<td>243,616</td>
<td>121,157</td>
</tr>
<tr>
<td>Total Operating Revenue Less</td>
<td>5,418</td>
<td>(771)</td>
<td>1</td>
<td>4,648</td>
<td>4,455</td>
</tr>
<tr>
<td>Operating Expenditure</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Capital Raising revenue</td>
<td>14,321</td>
<td>367</td>
<td>9,165</td>
<td>23,853</td>
<td>13,960</td>
</tr>
<tr>
<td>Add Back Non Cash Items</td>
<td>41,094</td>
<td>1468</td>
<td>(3,656)</td>
<td>38,906</td>
<td>21,273</td>
</tr>
<tr>
<td>Funding available for capital</td>
<td>60,833</td>
<td>1,064</td>
<td>5,510</td>
<td>67,407</td>
<td>39,708</td>
</tr>
<tr>
<td>expenditure</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total capital spend</td>
<td>64,352</td>
<td>470</td>
<td>44</td>
<td>64,866</td>
<td>27,335</td>
</tr>
<tr>
<td>Net principle Repayments</td>
<td>2,600</td>
<td></td>
<td>2,600</td>
<td></td>
<td>1,300</td>
</tr>
<tr>
<td>Net Funds Generated / (Used)</td>
<td>(6,319)</td>
<td>594</td>
<td>5,466</td>
<td>(59)</td>
<td>11,073</td>
</tr>
</tbody>
</table>

The December review shows no net change in the overall operating results. Council’s budgeted annual operating surplus of $4.6m for the year ended 30 June 2017 remains unchanged.

SOURCE OF FUNDS 2016/17

- Rates & charges
- User charges & fees
- Interest
- Other operating revenues
- Grants & contributions - Operating

USE OF FUNDS 2016/17

- Employee costs
- Borrowing costs
- Materials & contracts
- Depreciation & amortisation
- Other operating expenses
## CAPITAL WORKS PROGRAM

The Budget below is inclusive of operational and capital works.

### Works program

<table>
<thead>
<tr>
<th>Works program</th>
<th>Adopted 2016/17 Works Program Budget $,000</th>
<th>Adopted September QBRS $,000</th>
<th>Recom. budget adjustment Dec 2016 $,000</th>
<th>Projected year end result 2016/17 $,000</th>
<th>Actual December YTD $,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Asset Renewal</td>
<td>40,205</td>
<td>6,537</td>
<td>46,742</td>
<td>19,354</td>
<td></td>
</tr>
<tr>
<td>Non-Infrastructure Projects</td>
<td>13,994</td>
<td>(60)</td>
<td>(233)</td>
<td>13,701</td>
<td>4,973</td>
</tr>
<tr>
<td>New Assets</td>
<td>179K</td>
<td>(2,728)</td>
<td>203</td>
<td>11,391</td>
<td>8,565</td>
</tr>
<tr>
<td>Special Rate Variation Projects</td>
<td>9,697</td>
<td>(3,760)</td>
<td>(26)</td>
<td>6,106</td>
<td>2,686</td>
</tr>
<tr>
<td><strong>Total Works Program</strong></td>
<td><strong>82,008</strong></td>
<td><strong>(12)</strong></td>
<td><strong>(56)</strong></td>
<td><strong>81,940</strong></td>
<td><strong>35,178</strong></td>
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<table>
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<tr>
<th>Asset Renewal</th>
<th>Building and Structures</th>
<th>12,600</th>
<th>(1,507)</th>
<th>905</th>
<th>12,912</th>
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<tbody>
<tr>
<td>City Roads</td>
<td>13,699</td>
<td>2,680</td>
<td>(2,476)</td>
<td>13,903</td>
<td>5,424</td>
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<tr>
<td>Environment</td>
<td>12,904</td>
<td>5,454</td>
<td>1,567</td>
<td>19,927</td>
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<td><strong>Total Asset Renewal</strong></td>
<td><strong>40,205</strong></td>
<td><strong>6,537</strong></td>
<td><strong>46,742</strong></td>
<td><strong>19,354</strong></td>
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<table>
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<tr>
<th>Non-Infrastructure Projects</th>
<th>Fleet Replacement</th>
<th>8,798</th>
<th>8,798</th>
<th>2,322</th>
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<tbody>
<tr>
<td>IT</td>
<td>2,130</td>
<td>2,130</td>
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<tr>
<td>Strategic</td>
<td>1,749</td>
<td>(193)</td>
<td>1,556</td>
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<td>Minor Capital</td>
<td>1,127</td>
<td>(45)</td>
<td>1,027</td>
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<tr>
<td><strong>Total Non-Infrastructure</strong></td>
<td><strong>13,994</strong></td>
<td><strong>(60)</strong></td>
<td><strong>(233)</strong></td>
<td><strong>13,701</strong></td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>New / Upgrade Projects</th>
<th>Built Infrastructure</th>
<th>3,901</th>
<th>1,652</th>
<th>253</th>
<th>5,804</th>
<th>2,318</th>
</tr>
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<tbody>
<tr>
<td>Waste</td>
<td>14,015</td>
<td>(4,380)</td>
<td>(50)</td>
<td>9,585</td>
<td>6,047</td>
<td></td>
</tr>
<tr>
<td><strong>Total New Assets</strong></td>
<td><strong>17,916</strong></td>
<td><strong>(2,728)</strong></td>
<td><strong>203</strong></td>
<td><strong>15,391</strong></td>
<td><strong>8,565</strong></td>
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</table>

<table>
<thead>
<tr>
<th>N2012 SRV - Priority Projects</th>
<th>Hunter St Revitalisation</th>
<th>993</th>
<th>(231)</th>
<th>762</th>
<th>304</th>
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</thead>
<tbody>
<tr>
<td>Coastal Revitalisation</td>
<td>4,025</td>
<td>(1,273)</td>
<td>(1,010)</td>
<td>1,762</td>
<td>481</td>
</tr>
<tr>
<td>Cycleways</td>
<td>4,375</td>
<td>(2,046)</td>
<td>474</td>
<td>2,803</td>
<td>1,891</td>
</tr>
<tr>
<td>Blackbutt</td>
<td>500</td>
<td>(21)</td>
<td>500</td>
<td>789</td>
<td>38</td>
</tr>
<tr>
<td><strong>Total 2012 SRV - Priority Projects</strong></td>
<td><strong>9,893</strong></td>
<td><strong>(3,761)</strong></td>
<td><strong>(26)</strong></td>
<td><strong>6,106</strong></td>
<td><strong>2,686</strong></td>
</tr>
</tbody>
</table>

Note: Infrastructure is regarded as Asset Renewal, New / Upgrade and 2012 SRV.

Newcastle City Council’s adopted capital budget of $82m will remain unchanged with $82m projected for the year end results.

---

Newcastle City Council Six month review - December 2016
Buildings and Structures Program

The Buildings and Structures Program is on track with strong and consistent delivery of projects. City Hall Façade renewal, the largest project in the portfolio at $6.2m (being the repair of the east and south façades, ramps and the porte-cochère) is on track to be completed in December 2017. The other ancillary projects linked to the façade works including bar replacement, lighting renewal and painting of function rooms will be undertaken at the end of 2016/17 financial year. The City Hall kitchen has also been replaced in the last 6 months.

The Wallsend bridge replacement project, including Tyrrell, Nelson and Boscowan Bridges, is in final flooding analysis phase with the decisions on bridge and channel configurations yet to be finalised before commencing the bridge detailed designs.

Significant retaining wall renewals include Brown Street and Curzon Road (designs completed this year), with construction in the second half of the year.

Completed City Administration Centre projects include the installation of the two way vehicle ramps into the basement and the façade repairs after the demolition of the link bridge to the former Fred Ash Building.

Playgrounds replaced this year include Willow Close Elermore Vale and Cowie Reserve Mayfield.

Museum shade sails which included structural repairs, glass replacement and shade sail installation has been completed.

Roads Program

The Roads Program is on target.

Major projects completed are footpath rehabilitation at Bibby Street Hamilton, Islington Park and King Street Newcastle and road rehabilitation at Llewellyn Street Merewether, Gothic Street Asmond and Howe Street Lambton at Morehead Street.

Resurfacing rejuvenation undertaken in 74 Streets across suburbs of Beresfield, Maryville, North Lambton, Rankin Park, Sandgate, Shortland Taro and Wallsend.

Asphalt resurfacing has been undertaken in Selkyn Street, Mayfield North, Wooford Street, Minmi and Park Avenue, Kotara. Laneway resurfacing has been undertaken at Hamilton (2) and Broadmeadow (1).

Environment Program

The Environment Program spend is on target with the commitments for the majority of large civil and natural rehabilitation projects scheduled for construction in the last two quarters (February - May 2017).

Major projects completed include watercourse rehabilitation at Elermore Vale with Ironbark Creek Stage 4 works in conjunction with Hunter Water sewer upgrade works between Cardiff and Groudle Road and Blue Wren Creek within Coldstream Reserve including culvert inlet/outlet renewal. Other grant funded works completed include Gross Street Reserve Tighes Hill open channel construction and head wall rehabilitation; Morehead and Howe Streets Lambton repairs; Westwood Avenue Adamstown Heights redirection of stormwater overland flows through swale drain to new headwall outlets within Clarendon Reserve; Howarden Street Carrington drainage renewal works and tide gate controls; and Morehead Street Reserve drainage rehabilitation.

Coast and Estuary rehabilitation works completed include King Street Stockton - Little Beach stormwater outlet, rock seawall and beach access work; Punt Road Stockton - Ballast Ground Stage 5 seawall construction and revegetation, Jersey Rd and Market Swamp Sandgate wetland weed and things profiling and a major rehabilitation of the Merewether Beach seawall.

Substantial progress has been made at major sea wall rehabilitation sites at Newcastle South and Stockton.

A range of stormwater renewal works (in design phase) as well as completed works include: Claremont Reserve rock renewal of failed outlet structure; Gross Street Reserve Tighes Hill (open channel construction and head wall rehabilitation); and Gowrie and Howe Streets Lambton repairs: Westwood Avenue Adamstown Heights redirection of stormwater overland flows through swale drain to new headwall outlets within Clarendon Reserve; Howarden Street Carrington drainage renewal works and tide gate controls; Llewellyn Street Merewether rehabilitation; and Lloyd Street Reserve drainage rehabilitation.

The Living Streets Planting Program successfully completed 13 community engagement processes where residents chose street tree species in the following areas: Carbine Close, Maryland; Willison Avenue, Birmingham Gardens; Yangan and Koolara Streets, Beresfield; Balook Drive, Beresfield; Young Road, New Lambton; Parkway Avenue; Hamilton South; Parkway Avenue, Coles Hill; Wallsend Road; New Lambton; Farquhar Street; The Junction; Temora Road, Adamstown; Denney Street, Broadmeadow; and Watkins Street, The Junction.
CCL 28/03/17
EXHIBITION OF DRAFT WICKHAM MASTER PLAN

Attachment A: Draft Wickham Master Plan
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   1.2 SCOPE........................................................ 2
   1.3 MASTER PLAN AREA....................................... 2
   1.4 APPROACH................................................... 4

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Foreword

Wickham is changing!

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

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

The Wickham Master Plan is the result of an extensive program run by Newcastle City Council throughout 2016, which included identification, and assessment of challenges and opportunities through both formal and informal stakeholder consultation and liaison. Stakeholders included landowners, local businesses, community groups, design professionals as well as various State government agencies.

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

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

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

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

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

- NSW State Government agencies including:
  - Transport for NSW
  - Roads and Maritime Services
  - Department of Planning and Environment
  - Families and Communities Services
  - Urban Growth NSW
  - Office of the NSW Government Architect

- Architects and design professionals including:
  - CKDS Architecture
  - EJE Architecture
  - Oceania Clarke
  - O’Connell Architecture and Design
  - SHAC (Architects)
  - Shaddock Smith Architects
  - Stewart Architecture

- Community groups including:
  - ‘Greater Lifestyles of Wickham’ (GLOW)

- Local businesses and land owners including:
  - ADW Johnson and Partners
  - Land Development Solutions
  - Scipio NSW
  - The Kloster’s Group
PART A - BACKGROUND STUDY
1. Overview

1.1 Purpose

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

1.2 Scope

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

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

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

- environmental risk
- economic prosperity
- community wellbeing

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

1.3 Master Plan area

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

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

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

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

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

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

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

a. Traffic and transport assessment, undertaken by Bitzios Consulting, which assessed the current capacity of the street network to cater for increases in development, potential traffic management changes, improvements to ensure safety and maintain or improve amenity of the local streets.

b. Economic and market analysis, undertaken by AEC group, which identified current market position, impediments and or incentives for redevelopment, plus mechanisms or incentives for providing additional community benefits over and above standard developer contributions.

c. The Hunter Research Foundation carried out facilitation of workshops for community and stakeholder engagement.
The program for preparing the Wickham Master Plan included the following stages and milestones:

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

Current stage: Commence actions
2. **Context**

2.1 **History**

2.1.1 **Wickham Urban Village**

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

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

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

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

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

2.1.2 Newcastle City Centre Urban Renewal Program

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

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

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

2.2.1 The Newcastle 2030: Community Strategic Plan

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

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

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

2.2.2 Other Related Strategies

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

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

2.3.1 Newcastle urban transformation and transport program

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

The core influences on Wickham result from

a. The strategic shift of the commercial core of the city centre to Newcastle West, as identified within the Newcastle Urban Renewal Strategy (NURS).

b. The development of a ‘Newcastle Transport Interchange’ at Wickham that incorporates the Sydney to Newcastle heavy rail terminus, light rail connection to Newcastle East and bus connection to other centres and suburbs within the Greater Newcastle Metropolitan Area.

Figure 3- Wickham Interchange Visualisation (source: http://ourtransport.revitalisingnewcastle.com.au/wickham-interchange)
2.3.2 Changing demographics

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

a. Decreasing household size and a large proportion of people living alone or in shared household arrangements, rather than traditional families.

b. Aging population with the ‘baby boomer’ generation retiring but living longer, resulting in increased proportion of population choosing lower maintenance dwellings with less land.

c. Rising land values resulting in the need for increased densities to maintain housing costs at tolerable levels for market acceptance.

d. The increasing cost of fuel and travel expenses resulting in a change of focus to ‘affordable living’ where homes are within walking distance of public transport, employment, and/or local retail and services.

2.3.3 Economics and employment

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

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

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

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

Figure 4 Employment space need to be flexible to respond to changing business models and employment
Source: http://rockfordmaker.space/examples/
3 Considerations

3.1 Challenges to address

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

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

3.1.1 Accessibility and connectivity

Lack of connections between the urban areas and Wickham Park due to physical barrier formed by the fenced off Bullock Island railway corridor.

Inadequacy of existing footpaths to provide continuous universal access for pedestrians due to age and/or condition of existing pavement, narrow footpaths impeded by street trees, electrical poles, signs and driveway crossings.

Physical isolation from Newcastle West due to removal of level crossing at the southern end of Railway Street.

Barrier for pedestrian and cycling connectivity to Throsby Creek due to high volumes of traffic along Hannell Street.

Impacts of through traffic along Hannell Street on local intersection.

Potential conflict between traffic generated by the ‘Newcastle Transport Interchange’ and local users.

Figures 5 to 7 Barriers to accessibility due to dead-end laneways, gates and fencing between urban area and Wickham Park, and limited crossings along Hannell Street
Map 3 - Pedestrian accessibility

- Lack of safe pedestrian crossing
- Locked gate restricts access to the park
- No access to Wickham Park due to no-through road
- No connectivity across the rail line due to removal of level crossing

Distance from Interchange (m)
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
3.1.2 Increased demand for car parking
   a. Loss of existing temporary car parking within Honeysuckle adding demand in surrounding areas including Wickham.
   b. Increase in construction workers’ vehicles due to increase development.
   c. Commuters driving to the ‘Newcastle Transport Interchange’ if cheaper and/or more convenient than transferring from other modes of public transport accessible from their point of origin (e.g. home).
   d. Increase in workforce accessing Newcastle West.

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

3.1.4 Safety and amenity
   a. Perceived excessive vehicular speeds along local streets.
   b. Poor amenity of the public domain for pedestrians.
   c. Lack of natural surveillance of laneways.
   d. Lack of natural surveillance to Wickham Park.

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

Key opportunities for the local area were identified by stakeholder consultation and included in the Wickham Master Plan Discussion Report (April 2016).

These were further confirmed and refined through a facilitated workshop held in April 2016, attended by landowners, business operators, and members of the local community. A further workshop was facilitated in May of 2016, to obtain the expertise of technical staff from both Council and various State Government agencies.

Opportunities identified for the Wickham Master Plan area include:

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

3.2.2 Wickham Park
   a. Inner city parkland to meet recreational and social needs of local community.
   b. Major events space close to public transport.
   c. Potential for expansion and improvement of sporting facilities.
   d. Integrate community facilities.
   e. Provide pedestrian and cycling links from Maitland Road to Newcastle Harbour.
   f. Activate park edge.
   g. Formalise car parking.

3.2.3 Physical attributes
   a. Level topography ideal for cycling and walking.
   b. View sharing to Newcastle Harbour or Wickham Park.
   c. Access to existing infrastructure.
   d. Substantial part of area not constrained by mine subsidence.

3.2.4 Eclectic urban character
   a. Historical influences evident throughout existing urban structure and remnant built form.
   b. Varied building types, scale and styles.
   c. Wide-ranging mix of land uses.
   d. Well maintained heritage items.
   e. Vibrant examples of community place making and public art.
3.3 Redevelopment potential

3.3.1 Land availability

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

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

Former Bullock Island rail corridor, which is a key site for activating Wickham Park, improving connectivity and natural surveillance, and provision of public car parking.

Land with an active development consent

Land parcels with an area greater than 1000 square metres particularly where:

i. Torrens titled, or

ii. under single (or majority) ownership, and

iii. vacant land, or

iv. consisting buildings at the end of their lifecycle or where feasibility of potential redevelopment is greater than retention value.

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

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

b. Recently or currently being redeveloped.

c. Containing existing development of value, quality and size that renders the site unfeasible for redevelopment within the life of the Wickham Master Plan.

d. Strata titled for residential uses (e.g. apartments), given the additional challenge of requiring agreement by the majority of owners to sell and/or redevelop.

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

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

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

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

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

a. Environmental and physical constraints of the land to support development (e.g. flood risk, ground water levels, potential future sea-level rise, geotechnical conditions including mine subsidence, potential site contamination from current or past uses).

b. Site area available for redevelopment having regard for development controls, design codes and standards (e.g. SEPP 65 - Residential Apartment Design Guide) that identify the provision of open space, landscaping, car parking, building separation to adjoining uses, and infrastructure needs.

c. Envisaged future urban structure and character as determined through stakeholder consultation and identified further within section ‘4. VISION’.

d. Potential impacts on and from adjoining land including the public realm at street level (e.g. overshadowing, loss of solar access, wind tunnelling, loss of privacy, or impacts from noise and/or pollution).

e. Capacity of the local street network to accommodate traffic generation in addition to that generated by the ‘Newcastle Transport Interchange’ and future envisaged commuter car parking, as assessed by Bitzios Consulting.

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

a. Availability and cost of assembling suitable land for development (influenced by land ownership fragmentation and quality of existing buildings).

b. Feasibility (ability to develop the land for less than the potential return).

c. Demands for individual land uses and what price people are willing to pay.

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

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

Note: Floor Space Ratio (FSR) is a measure to determine the area of floor space permitted within a development site in comparison to the site area. FSR is written as a ratio of \( X : 1 \), where \( X \) represents the proportion of floor space and the site area is always expressed as a factor of one (1). FSR is useful in understanding the potential future development yields or local population projections when determining development feasibility, future infrastructure needs or potential traffic generation.
4. Vision

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

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

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

For the purposes of describing the envisioned character and function across the Wickham Master Plan area, six interconnecting urban precincts are identified within Map 8 - Wickham urban precincts and described below.
4.1 Rail edge precinct

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

Additional development capacity may be achieved for development proposals that enable adequate solar access and view sharing, meet relevant design codes, and also provide a quantifiable benefit to Wickham under a Community Infrastructure Scheme (as described later within the Wickham Master Plan). Community benefits may include such things as additional social housing, identified road widening along Railway Lane and also Bishopsgate Street and/or provide additional car parking (surplus to the requirements of the uses within the development) to cater for commuters, city employees and the adjoining residential area to the north.

Figure 12 - Envisaged rail edge precinct viewed from the south
Subject to the aforementioned qualifications, the height of buildings in this precinct has capacity to increase upwards from a current limit of 24m (8 storeys) to 45m (14 storeys). Land bound by the Wickham Transport Interchange, Stewart Avenue, Danger and Charles Streets has potential to accommodate even greater building height of up to 60m (20 storeys), which is still a considerable transition from the adjoining height limit of 90m (30 storeys) allowed along Hunter Street in Newcastle West.

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

*Figure 13 - Envisaged rail edge precinct viewed from the north*
4.2 Village hub

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

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

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

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

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

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

Figures 14 and 15 - Union Street is envisaged to develop as a high amenity pedestrian environment with widened footpath and street tree planting, it will act as the main north south pedestrian route between the transport interchange and the master plan area.
Figures 16 - Envisaged village hub viewed from the south.

Figure 17 - Envisaged village hub viewed from the east.
4.3 Harbour edge precinct

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

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

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

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

Figure 18 - Envisaged harbour edge precinct viewed from the north east
Figure 19 - Envisaged harbour edge precinct viewed from the south east
4.4 Emerging industry quarter

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

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

The former Bullock Island corridor is envisaged to be incorporated in the future redevelopment as open space and embellished to form an attractive landscape element linking to adjoining parts of the corridor.
Anticlockwise from above, Figure 21 - Envisaged emerging industry quarter viewed from the west, Figure 22 - coworking in new smart industries, Figure 24 and 25 opportunities for incorporating former Bullock Island rail corridor as landscape element into redevelopment.

Corner of Railway and Greenway Streets
4.5 Park edge precinct

The Park edge precinct provides an active edge and natural surveillance to the eastern side of Wickham Park from residential apartment development and clusters of commercial and retail uses. Buildings within the precinct range in height from six to 14 storeys, with bonus floor space provided where redevelopment delivers public benefits such as road widening or surplus publicly available car parking.

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

Figure 25 - Envisaged park edge precinct viewed from the north
Figure 26 - Envisaged park edge precinct viewed from the west

Figure 27 - Envisaged park edge precinct viewed from the east
4.6 Wickham Park

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

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

Improved integration of the former bowling club site (i.e. The Croatian Wickham Sports Club) with Wickham Park includes opportunities for improvements and extension to the playground area and opportunities to collocate community and/or commercial facilities (e.g. café) in the former clubhouse. The former bowling greens have potential for incorporating hardcourt facilities for various sporting codes. New community gardens may be located and expanded within the south eastern part of the park to utilise year-round solar access for ideal plant growth.

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

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

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

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

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

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

5.1 Improve accessibility and connectivity within Wickham and to adjoining areas

This objective will be achieved by delivery of strategies addressing:
1. Pedestrians and cycling network
2. Traffic networks
3. Car parking

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

5.1.1 Pedestrian and cycling network

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

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

<table>
<thead>
<tr>
<th>Actions to achieve this strategy</th>
<th>Mechanism</th>
<th>Responsibility</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Reinstate pedestrian access across the railway corridor at Railway Street via a new pedestrian bridge.</td>
<td>Newcastle Transport Interchange</td>
<td>Transport for NSW</td>
<td>High</td>
</tr>
<tr>
<td>2. Union Street will be redesigned with widened footpaths to be the key pedestrian spine and intersection treatment will ensure pedestrian priority.</td>
<td>New Local Traffic Management Plan</td>
<td>NCC - Infrastructure Planning</td>
<td>High</td>
</tr>
<tr>
<td>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.</td>
<td>New Local Area Traffic Management Plan</td>
<td>NCC - Infrastructure Planning</td>
<td>High</td>
</tr>
<tr>
<td>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.</td>
<td>New provision in Development Control Plan</td>
<td>NCC - Strategic Planning</td>
<td>High</td>
</tr>
<tr>
<td>5. Encourage creation of midblock pedestrian walkways as part of new development to improve connectivity.</td>
<td>New provision in Development Control Plan</td>
<td>NCC - Strategic Planning</td>
<td>High</td>
</tr>
<tr>
<td>6. New cycleways throughout the area can provide links to the existing and planned cycling infrastructure to improve permeability across the network. Provision for cycling will include a combination of on and off street options to cater for all abilities and purposes (i.e. commuter or recreational).</td>
<td>Amend Newcastle Cycling Strategy and Action Plan</td>
<td>NCC - Infrastructure Planning</td>
<td>High</td>
</tr>
<tr>
<td>7. The roadway along Church Street will be reconfigured to include designated separated two-way cycle lanes. 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.</td>
<td>Amend Newcastle Cycling Strategy and Action Plan</td>
<td>NCC - Infrastructure Planning</td>
<td>High</td>
</tr>
<tr>
<td>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.</td>
<td>Newcastle City Centre Public Domain Technical Manual</td>
<td>NCC - Strategic Planning</td>
<td>High</td>
</tr>
</tbody>
</table>
Clockwise from above:

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

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

Figure 33 - Consideration for cycle parking and end of trip facilities is necessary to encourage cycling.
Map 9 - Envisaged pedestrian and cycling network

Cycleway Connections
- Red: Existing on Road Cycleway
- Dashed red: New Separated Cycleway
- Blue: Existing footpath (may need renewal)
- Purple: Existing shared path
- Light blue: New footpath
- Purple: New shared path
- Green: Proposed pedestrian crossing
- Orange: Potential link through development
- Yellow: Proposed railway pedestrian crossing
- Orange: Proposed signalised pedestrian crossing

Potential Ferry Terminal
Newcastle Transport Interchange
5.1.2 Traffic networks

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

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

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

<table>
<thead>
<tr>
<th>Actions to achieve this strategy</th>
<th>Mechanism</th>
<th>Responsibility</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Restrict traffic flows of local streets to predominantly one-way in order to reduce shortcuts from non-local traffic, reduce the width of the carriageway pavement to enable widening of footpaths and provision of on-street car parking.</td>
<td>New Local Area Traffic Management Plan</td>
<td>NCC - Infrastructure Planning</td>
<td>High</td>
</tr>
<tr>
<td>2. Widening the road reserve of select streets to enable adequate capacity of traffic, parking and pedestrian flows.</td>
<td>New Local Area Traffic Management Plan</td>
<td>NCC - Infrastructure Planning</td>
<td>High</td>
</tr>
<tr>
<td>3. Introduce traffic calming measures to slow traffic to improve safety for pedestrians and cyclists through implementation of a local area traffic management plan.</td>
<td>New Local Area Traffic Management Plan</td>
<td>NCC - Infrastructure Planning</td>
<td>High</td>
</tr>
<tr>
<td>4. Extend streets and lanes where necessary to eliminate dead ends and to improve connectivity, particularly where linking between Railway Street and Wickham Park</td>
<td>LEP amendment to acquire necessary land.</td>
<td>NCC - Strategic Planning</td>
<td>High</td>
</tr>
<tr>
<td>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.</td>
<td>New Local Area Traffic Management Plan</td>
<td>NCC - Infrastructure Planning</td>
<td>High</td>
</tr>
</tbody>
</table>
Current roundabout to be upgraded to include traffic signals for both vehicles and pedestrians.
5.1.3 Car parking

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

1. The loss of car parking within the city centre due to the uptake of development on land within Honeysuckle, which provided temporary at grade all day parking in the intermediate period (over the last decade). Whilst Transport for NSW have instigated preparation of a city centre car parking study to identify potential solutions, this is unlikely to be realised in the short to medium timeframe.

2. The absence of public car parking facilities being provided as part of the ‘Newcastle Transport Interchange’ is likely to increase demand in adjoining areas, particularly within a five-minute walkable catchment. Whilst the purpose of the interchange is to provide a transition between modes of public transport and not act as a park and ride facility, demands are anticipated to remain high until a streamlined public transport solution or park and ride facility outside of the city centre are provided.

3. The shift of the commercial core of the city centre to Newcastle West will further increase demand for car parking until future light rail services are expanded and/or advances in technology, such as driverless vehicles, address this issue.

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

Figure 35 - An example of pervious paving applied to define on street car-parking areas and facilitate stormwater management.
Source: www.harvestingrainwater.com
Strategy: Manage car parking demands generated both internal and external to the Wickham Master Plan area

<table>
<thead>
<tr>
<th>Actions to achieve this strategy</th>
<th>Mechanism</th>
<th>Responsibility</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Introduce timed paid parking restrictions for all on-street parking to ensure parking turnover.</td>
<td>New Local Area Traffic Management Plan</td>
<td>NCC - Infrastructure Planning</td>
<td>Medium</td>
</tr>
<tr>
<td>2. Implement a residential parking scheme but only for existing residents that do not have the ability for providing onsite car parking.</td>
<td>Residential parking scheme</td>
<td>NCC - Infrastructure Planning</td>
<td>Medium</td>
</tr>
<tr>
<td>3. Consider extending the parking scheme to provide a limited number of passes to existing businesses that do not have existing onsite car parking.</td>
<td>Residential parking scheme</td>
<td>NCC - Infrastructure Planning</td>
<td>Medium</td>
</tr>
<tr>
<td>4. Ensure on-street parking is restricted where this compromises pedestrian amenity and safety.</td>
<td>New Local Area Traffic Management Plan</td>
<td>NCC - Infrastructure Planning</td>
<td>High</td>
</tr>
<tr>
<td>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.</td>
<td>Revised provisions in Development Control Plan</td>
<td>NCC - Strategic Planning</td>
<td>Medium</td>
</tr>
<tr>
<td>6. Explore the potential for developing centralised public car parking facilities on targeted sites that are designed 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.</td>
<td>Parking Strategy and/or Plan</td>
<td>NCC - Compliance and Parking; or Transport for NSW</td>
<td>High</td>
</tr>
<tr>
<td>7. 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.</td>
<td>POM for Wickham Park</td>
<td>NCC - Recreation and Facilities</td>
<td>Medium</td>
</tr>
</tbody>
</table>

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

- No parking
- Timed Parking
- Potential Carpark Area
- Potential location for multi-level carpark

Drop-off area for interchange
5.2  Create safe, attractive and inclusive public places

This objective will be achieved by delivery of strategies addressing:
1. Streetscapes
2. Urban Activation
3. Land Acquisition

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

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

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

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

<table>
<thead>
<tr>
<th>Actions to achieve this strategy</th>
<th>Mechanism</th>
<th>Responsibility</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Streets within the Wickham Master Plan area to reflect the criteria set out in Table 1 - ‘Proposed street profiles’ and as described below:</td>
<td>City Centre Public Domain Technical Manual, Newcastle DCP, Local area traffic management plan</td>
<td>NCC - Strategic Planning; and Infrastructure Planning</td>
<td>High</td>
</tr>
<tr>
<td>2. Footpaths</td>
<td>City Centre Public Domain Technical Manual</td>
<td>NCC - Strategic Planning; and Infrastructure Planning</td>
<td>High</td>
</tr>
<tr>
<td>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.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>b. Footpath pavement is consistent with materials selected in the Newcastle City Centre Public Domain Technical Manual.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>c. Where possible reuse the existing sandstone when relocating kerb and gutter.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3. Driveways</td>
<td>Newcastle DCP</td>
<td>NCC - Strategic Planning</td>
<td>High</td>
</tr>
<tr>
<td>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.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>b. Redevelopment consolidates vehicle access to minimise driveway crossovers along footpaths. Multiple driveway crossovers accessing individual garaging is not supported.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>c. Location of loading zones does not impede pedestrian accessibility or placement of street trees.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Actions to achieve this strategy

<table>
<thead>
<tr>
<th>Mechanism</th>
<th>Responsibility</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>Newcastle DCP; Street Tree Technical Manual</td>
<td>NCC - Strategic Planning; and Infrastructure Planning</td>
<td>High</td>
</tr>
</tbody>
</table>

4. Street trees
   a. Where possible urban greening is to be achieved on private property within the front building setback.
   b. ‘New’ street trees are generally to be located:
      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.
   c. Location of street trees do not impede on construction of designated cycleway along the northern side of Church Street.
   d. New Street trees along Union Street are selected and located to provide a canopy cover conducive to a high amenity pedestrian environment.
   e. Tree planting along the former Bullock Island Rail Corridor are distinguished from other streets by selection of species that have brightly coloured foliage.
   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.

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.
### Table 1: Proposed street profiles

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

Note: *Minimum of 1 plus access to designated parking areas
<table>
<thead>
<tr>
<th>Street type</th>
<th>Arterial</th>
<th>Collector</th>
<th>Local</th>
<th>Laneway</th>
</tr>
</thead>
<tbody>
<tr>
<td>Street Names</td>
<td>Hannell Street; Maitland Road;</td>
<td>Albert Street; Branch Street;</td>
<td>Foundry Street; Greenway Street; Lindus</td>
<td>Croft Street; Lee Terrace*</td>
</tr>
<tr>
<td></td>
<td>Stewart Avenue</td>
<td>Railway Street</td>
<td>Street; Wickham Street; Proposed New Street*</td>
<td>Dickson Street</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Eastern end of Albert Street; Bishopsgate</td>
<td>New access road through Wickham Park</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Street; Charles Street; Church Street;</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Dangar Street; Grey Street; Holland Street</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Railway Lane; Union Street</td>
<td></td>
</tr>
<tr>
<td>Cycle lanes</td>
<td>4 both shared path off street</td>
<td>2 on-street lanes</td>
<td>Nil, except 2 off street lanes along</td>
<td>2 separate off street lanes</td>
</tr>
<tr>
<td></td>
<td>and on street on either side of</td>
<td></td>
<td>northern side of Church Street</td>
<td>continuing eastwards along Bullock</td>
</tr>
<tr>
<td></td>
<td>road</td>
<td></td>
<td></td>
<td>Island rail corridor</td>
</tr>
<tr>
<td>Footpaths</td>
<td>2 Shared paths at 3m wide (on</td>
<td>2 at 2m to 3m wide</td>
<td>2 at a minimum of 2 at 1.4m to 2m wide</td>
<td>2 at 1m wide (if possible)</td>
</tr>
<tr>
<td></td>
<td>each side)</td>
<td>2 at 2m wide</td>
<td>3m wide</td>
<td>1 at a minimum of shared path of</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1.4m wide</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Minimum of 1</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2.8m wide</td>
</tr>
<tr>
<td>Footpath</td>
<td>Honed concrete with granite</td>
<td>Honed concrete with granite</td>
<td>Asphalt with granite paver border</td>
<td>Concrete TBA</td>
</tr>
<tr>
<td>pavement</td>
<td>paver border as per Newcastle</td>
<td>paver border as per Newcastle</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>City Centre Public Domain</td>
<td>City Centre Public Domain</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Note: footpaths adjoining</td>
<td>Note: footpaths adjoining</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>heritage items will have</td>
<td>heritage items will have</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>customised finishes.</td>
<td>customised finishes.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Driveway</td>
<td>No</td>
<td>Limited to where no other option</td>
<td>Yes, with exception of Union Street (no</td>
<td>2 separate off street lanes</td>
</tr>
<tr>
<td>crossovers</td>
<td>on footpath</td>
<td>is available</td>
<td>driveways on eastern side and no</td>
<td>continuing eastwards along Bullock</td>
</tr>
<tr>
<td>on footpath</td>
<td></td>
<td></td>
<td>additional driveways off western side) and</td>
<td>Island rail corridor</td>
</tr>
<tr>
<td></td>
<td>No</td>
<td>No</td>
<td>Church Street (no driveway access across</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>No</td>
<td>northern side due to cycle lane).</td>
<td></td>
</tr>
<tr>
<td>Overhead</td>
<td>Not applicable along Hannell</td>
<td>Electricity is provided to all</td>
<td>Redevelopment with a frontage greater than</td>
<td>Not applicable or required</td>
</tr>
<tr>
<td>electrical</td>
<td>Street</td>
<td>redeveloped sites via subsurface</td>
<td>20m should include removal of overhead</td>
<td></td>
</tr>
<tr>
<td>wires</td>
<td></td>
<td>trenching.</td>
<td>electrical wires and placement underground.</td>
<td></td>
</tr>
<tr>
<td>Street trees</td>
<td>Existing</td>
<td>Along each side on footpath/road</td>
<td>On both sides of street within parking</td>
<td>Not practical</td>
</tr>
<tr>
<td></td>
<td></td>
<td>verges</td>
<td>lanes and where footpath has been widened.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Along both sides</td>
</tr>
<tr>
<td>Street type</td>
<td>Arterial</td>
<td>Collector</td>
<td>Local</td>
<td>Laneway</td>
</tr>
<tr>
<td>-------------</td>
<td>----------</td>
<td>-----------</td>
<td>-------</td>
<td>---------</td>
</tr>
<tr>
<td>Street Names</td>
<td>Hannell Street; Maitland Road; Stewart Avenue</td>
<td>Albert Street; Branch Street; Railway Street</td>
<td>Street</td>
<td>Foundry Street; Greenway Street; Lindus Street; Wickham Street; Proposed New Street*</td>
</tr>
<tr>
<td>Lighting</td>
<td>Existing</td>
<td>At each street intersection and mid block as required to ensure adequate illumination of footpaths along both sides of street.</td>
<td>Lower scale lighting fixtures with lamination compliant to Australian standards for residential streets.</td>
<td>Additional footpath lighting provided along Union Street and main pedestrian thoroughfares.</td>
</tr>
<tr>
<td>Landscape elements</td>
<td>Bus stops</td>
<td>Street furniture (bins, seats, drink fountains, cycle parking) in select locations of urban activation</td>
<td>Street furniture, planter boxes/raised gardens (located and designed as urban activation/place making projects in partnership with local community) stormwater devices (e.g. rain gardens).</td>
<td>Not applicable</td>
</tr>
</tbody>
</table>

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

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

Figures 37 to 42 - Sample of envisaged materials and streetscape elements (to be consistent with selection identified in the Newcastle City Centre Public Domain Technical Manual)
Map 12 - Restrictions to location of vehicle access to private land
5.2.2 Urban activation

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

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

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

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

Figure 44 - Street corners provide the ideal location for providing open space or activation within the existing urban structure.
Strategy: Implement opportunities for activation of the public realm

<table>
<thead>
<tr>
<th>Actions to achieve this strategy</th>
<th>Mechanism</th>
<th>Responsibility</th>
<th>Priority</th>
</tr>
</thead>
</table>
| **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:  
  - shade trees and plantings  
  - community gardens  
  - rain gardens or other landscape stormwater features  
  - furnishings (seating, bins, and drinking fountains)  
  - play equipment  
  - lawns and/or paved areas  
  - small staged areas with plugin facilities for open air music, performances, or screenings  
  - illumination  
  - Wi-Fi  
  - public facilities | Location based landscape design plans | NCC - Strategic Planning; and NCC - Infrastructure Planning | Medium (or when land is acquired) |
| **2.** Urban activation spaces are located:  
  - In central locations along identified pedestrian and cycle links.  
  - At street corners but preferably not on the intersection with Hannell Street.  
  - 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 foopath areas. Hence, wider street reservations such as Lindus Street are identified as ideal for creating these spaces.  
  - Preferably adjoining supporting retail or community activities that provide natural surveillance and take on an informal role of guardians but do not take over or commercialise such spaces for their own businesses. Ground level residential uses should not directly open onto or front such public spaces. | Location based landscape design plans | NCC - Strategic Planning; and NCC - Infrastructure Planning | Medium (or when land is acquired) |
| **3.** Land for urban activation spaces may be acquired through:  
  - Inclusion in the Land Reservation Acquisition map of Newcastle LEP 2012 where identified as key locations for these spaces.  
  - Dedication to Council, as part of negotiation with Council prior to redevelopment. This land may be in exchange for agreed development incentives or bonuses (through a formalised community benefit scheme). The land area dedicated to Council would still be able to form part of calculations for determining gross development floor area. | LEP amendment | NCC - Strategic Planning | High |
### Actions to achieve this strategy

<p>| | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>4.</strong></td>
<td>Embellishing of urban activation spaces may be funded by a codified community infrastructure incentives scheme, works-in-kind or planning agreements between developers and Council.</td>
<td><strong>Mechanism</strong></td>
<td>Community benefits scheme</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Responsibility</strong></td>
<td>NCC - Strategic Planning;</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Priority</strong></td>
<td>High</td>
</tr>
</tbody>
</table>

<p>| | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>5.</strong></td>
<td>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.</td>
<td><strong>Mechanism</strong></td>
<td>Location based landscape design plans</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Responsibility</strong></td>
<td>NCC - Strategic Planning; and NCC - Infrastructure Planning</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Priority</strong></td>
<td>Medium (or when land is acquired)</td>
</tr>
</tbody>
</table>

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

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

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

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

Strategy: Acquire land required for implementing the Wickham Master Plan

<table>
<thead>
<tr>
<th>Actions to achieve this strategy</th>
<th>Mechanism</th>
<th>Responsibility</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Ensure the identified land acquisitions are legally implemented within Council's Local Environmental Plan (LEP) by amendment of the Land Reservation Acquisition Map.</td>
<td>LEP amendment</td>
<td>NCC - Strategic Planning</td>
<td>High</td>
</tr>
<tr>
<td>2. Ensuring redevelopment does not compromise Council's ability to acquire land required for implementing the Wickham Master Plan.</td>
<td>Note on S149 certificate</td>
<td>NCC - Strategic Planning</td>
<td>High</td>
</tr>
<tr>
<td>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.</td>
<td>Include provision in Development Control Plan</td>
<td>NCC - Development &amp; Building Services</td>
<td>Ongoing</td>
</tr>
</tbody>
</table>

Figure 51 - Land consisting the former Bullock Island rail corridor provides opportunities for improving connectivity and providing recreational opportunities
5.3 Ensure built environment is functional, responsive and resilient

This objective will be achieved by delivery of strategies addressing:
1. Redevelopment density
2. Built form

5.3.1 Redevelopment density

Community expectations play a vital role in determining the scale and intensity of future development. Hence, it is important for the community to understand the potential cost and benefits resulting from future redevelopment densities.

The approach proposed, is to ensure that redevelopment above the current maximum building heights and FSR provides a measureable community benefit through provision of improvements to the public domain and urban structure that are not otherwise attainable through standard developer contributions or development conditions.

Thereby future redevelopment densities will facilitate the implementation of the envisaged character of the Wickham Master Plan area using incentives and bonuses in exchange for additional building height and/or FSR, provided planning capacity is determined suitable.

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

<table>
<thead>
<tr>
<th>Strategy: Redevelopment densities achieve the desired future character of the Wickham Master Plan area:</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Actions to achieve this strategy</strong></td>
</tr>
<tr>
<td>1. Consider increased building heights on sites where consistent with Map 15 – Potential redevelopment densities and where a community benefit is provided, as defined within a codified community infrastructure incentives scheme.</td>
</tr>
<tr>
<td>2. Consider increased FSR on sites where consistent with Map 15 – Potential redevelopment densities and where a community benefit is provided, as defined within a codified community infrastructure incentives scheme.</td>
</tr>
<tr>
<td>3. Regardless of the above strategy, ensure FSR within the Wickham Master Plan area is not less than a FSR of 1.5:1.</td>
</tr>
<tr>
<td>4. Whilst the Wickham Master Plan has taken a conservative approach to the building height and FSR nominated for redevelopment of land within the Harbour Edge precinct, greater scale may be achieved where design excellence is demonstrated through an architectural design competition process as defined within Clause 7.5 of Newcastle LEP 2012. Land within the Harbour Edge precinct is to be included within the Key Sites Map of the same LEP.</td>
</tr>
</tbody>
</table>
Figure 52 - Wickham as viewed from Honeysuckle showing the existing built form, including approved development proposals

Figure 53 - View from Honeysuckle showing proposed building envelopes for Wickham and including the existing maximum building heights within the Newcastle City Centre as per the Newcastle Local Environmental Plan 2012
Figure 54 - Wickham’s existing built form as viewed from Honeysuckle illustrating the envisaged building heights and existing heights within the Newcastle City Centre.

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

NSW planning legislation requires density to be controlled by nominating maximum building height and maximum Floor Space Ratio (FSR) within Council’s Local Environmental Plan (LEP). FSR is used together with other development controls, such as building setbacks and site coverage to determine the scale and bulk of envisaged building envelopes.

For example, the same FSR will result in a more slender built form when building height is higher but a stockier/bulkier form when a lesser building height is applied.

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

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

<table>
<thead>
<tr>
<th>Actions to achieve this strategy</th>
<th>Mechanism</th>
<th>Responsibility</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>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.</td>
<td>Include provision in Development Control Plan</td>
<td>NCC - Strategic Planning</td>
<td>High</td>
</tr>
<tr>
<td>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:</td>
<td>Include provision in Development Control Plan</td>
<td>NCC - Strategic Planning</td>
<td>High</td>
</tr>
<tr>
<td>- Direct access to associated commercial or retail uses from the footpath</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Windows and/or glazing.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Setbacks at ground level resulting in colonnades or cantilevering of upper levels to provide covered outdoor areas.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Green walls or street art instillations (e.g. murals).</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- 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).</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>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.</td>
<td>Include provision in Development Control Plan</td>
<td>NCC - Strategic Planning</td>
<td>High</td>
</tr>
<tr>
<td>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).</td>
<td>Include provision in Development Control Plan</td>
<td></td>
<td>High</td>
</tr>
</tbody>
</table>
### Actions to achieve this strategy

<table>
<thead>
<tr>
<th>Mechanism</th>
<th>Responsibility</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>Include provision in Development Control Plan</td>
<td>NCC - Strategic Planning</td>
<td>High</td>
</tr>
</tbody>
</table>

5. Upper level setbacks are provided to achieve the following:
- Reduce the impacts of overshadowing during mid-winter.
- Enable adequate building separation where streets are narrow.
- Reduce the perceived scale of buildings as viewed at street level.
- Create street wall heights that reflect and/or enhance the envisaged character and building types within a precinct.
- Provide vertical articulation and visual relief of building bulk.

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

Any eventual redevelopment will be subject to assessment under the controls active at the time, including density controls.

*Figure 56 - View east of Wickham Master Plan area showing existing and approved built form*
Figure 57 - View east of Wickham Master Plan area showing the envisaged building envelopes and existing building envelopes of the Newcastle City Centre.

Figure 58 - View east of Wickham Master Plan area showing the envisaged built form in context of the existing building envelopes of the Newcastle City Centre.
Figure 59 (right) - View west of Wickham master plan area showing existing and approved built form

Figure 57 (below) - View west of Wickham master plan area showing envisaged building envelopes and existing building envelopes within the Newcastle City Centre
Figure 58 - View west of Wickham master plan area showing envisaged built form in context of the existing building envelopes within the Newcastle City Centre.
Bibliography

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

AEC Group, Wickham Master Plan Economic & Market Analysis, December 2016
Bitzios Consulting, Wickham Master Plan Traffic and Transport Assessment, January 2017
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Newcastle City Council, Cultural Strategy, 2015
Newcastle City Council, Disability Access and Inclusion Plan, 2016
Newcastle City Council, Heritage Strategy, 2017
Newcastle City Council, Local Planning Strategy, 2015
Newcastle City Council, Newcastle 2030: Community Strategic Plan (CSP)
Newcastle City Council, Newcastle City-wide Floodplain Risk Management Study and Plan, 2012
Newcastle City Council, Newcastle Economic Development Strategy, 2015
Newcastle City Council, Newcastle Environmental Management Strategy, 2013
Newcastle City Council, Newcastle Low Lying Lands Study (currently being prepared)
Newcastle City Council, Parkland and Recreation Strategy, 2014
Newcastle City Council, Smart City Strategy (currently being prepared)
Newcastle City Council, Social Strategy, 2015
Rockford makerspace, image, (website: http://rockfordmaker.space/examples/)
University of Newcastle, Hunter (Living) Histories - Coal River Working Party, (website: https://hunterlivinghistories.com/)
CCL 28/03/17
EXHIBITION OF PROPOSED NEW DRAFT SECTION 7.11 DEVELOPMENT
ADJOINING LANEWAYS OF NEWCASTLE DEVELOPMENT CONTROL PLAN 2012

Attachment A: Draft new Section 7.11 Development Adjoining Laneways
7.11 Development Adjoining Laneways

Amendment history

<table>
<thead>
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Savings provisions

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

Land to which this section applies

This section applies to all land within which residential accommodation is permissible with consent under Newcastle Local Environmental Plan 2012 and which adjoins a laneway.

Development (type/s) to which this control applies

This control applies to all development consisting:
- Commercial premises
- Industry
- Residential accommodation and ancillary development

Note: Residential accommodation is defined in the Newcastle Local Environmental Plan 2012

*residential accommodation* means a building or place used predominantly as a place of residence, and includes any of the following:
- attached dwellings,
- boarding houses,
- dual occupancies,
- dwelling houses,
- group homes,
- hostels,
- multi dwelling housing,
- residential flat buildings,
- rural workers’ dwellings,
- secondary dwellings,
- semi-detached dwellings,
- seniors housing,
- shop top housing,
but does not include tourist and visitor accommodation or caravan parks.
Related sections

The following sections of this DCP **will** also apply to development to which this section applies:
- 7.03 Traffic, Parking and Access
- 7.04 Movement Networks

The following sections of this DCP **may** also apply to development to which this section applies:
- 3.01 Subdivision
- 3.02 Single Dwellings and Ancillary Development
- 3.03 Dual Occupancy and Semi-Detached Dwellings
- 3.10 Commercial Uses
- 3.13 Industrial Development

Applicable environmental planning instruments and legislation

The provisions of the Newcastle Local Environmental Plan 2012 also applies to development applications to which this section applies.

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

| Note 1: Additional environmental planning instruments may also apply in addition to those listed above. | Note 2: Section 74E (3) of the Environmental Planning and Assessment Act 1979 enables an environmental planning instrument to exclude or modify the application of this DCP in whole or part. |

Associated technical manual/s

- *Standard Drawings*, Newcastle City Council.

Additional information

Nil

Definitions

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

Other words and expressions referred to within this section are defined within Section 9.0 Glossary, of this plan, and include:
- **Carriageway** - that portion of a road or bridge devoted to the use of vehicles, inclusive of shoulders and auxiliary lanes.
- **Footpath** - the paved area in a footway.
- **Footway** - that part of the road reserve between the carriageway and the road reserve boundary, reserved for the movement of pedestrians and cyclists. It may also accommodate utilities, footpaths, stormwater flows, street lighting poles and plantings.
• **Laneway** – means a narrow road and is either a:
  
  (i) **Council Laneway** - a laneway that has been dedicated as public road or one which Council has resolved to accept responsibility for 'care and control'.
  
  (ii) **Private Laneway** - a laneway that is not a council laneway.

• **Road/Street reserve** - the land incorporating the full width from property line to opposite property line.

**Aims of this section**

1. To define the various types of laneways found within the Newcastle Local Government Area (LGA).

2. To ensure new development has safe, useable access to streets and services by defining the circumstances where a laneway is suitable for use as the primary street frontage.

3. To provide guidelines for the consistent design and setbacks of development adjoining laneways.

4. To define the minimum construction standards for each type of laneway.

5. To ensure that laneways are developed in a consistent manner and function as serviced roads.

6. To encourage natural surveillance, and suitable street lighting to improve the safety of laneways that are suitable for use as a primary street frontage.

**7.11.01 Laneway types**

Laneways across Newcastle LGA are categorised into three (3) types as listed in Table 1 below:

**Table 1: Laneway types**

<table>
<thead>
<tr>
<th>Type</th>
<th>Road Reserve Width</th>
<th>Potential Use</th>
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<tbody>
<tr>
<td>Type A</td>
<td>Less than 3m</td>
<td>Pedestrian use only</td>
</tr>
<tr>
<td>Type B</td>
<td>3m - 5m</td>
<td>Vehicular (light vehicle) only</td>
</tr>
<tr>
<td>Type C</td>
<td>Greater than 5m</td>
<td>Pedestrian and vehicular use</td>
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**7.11.02 Design criteria**

**Performance criteria**

1. Development has safe, useable access to streets and services.

2. Development has demonstrated legal access to laneways.
3. Development adjoining a Type A or B laneway has a setback and design that reinforces the function of the laneway as a secondary frontage and reinforces the primary street frontage as the principal street address.

4. Development adjoining a Type C laneway has setbacks compatible with the intended local streetscape, and provides natural surveillance of the street.

5. Street lighting is appropriate to the scale and use of the laneway, and provides opportunity for natural surveillance from adjoining developments.

**Acceptable solutions**

1. The laneway has been dedicated to Council and meets, or is capable of being upgraded at no cost to Council, the relevant construction standard.

   Note: A person may seek the dedication of a laneway in accordance with Council's Lanes, Roads and Footway Ownership Policy.

2. For private laneways, the written consent of the laneway owner is provided for its use and upgrading.

3. Residential accommodation on a lot with a boundary to a Type A or Type B laneway:
   (a) is setback a minimum of 3m from the boundary with the laneway. Where the laneway forms a side boundary, the minimum setback is 2m.

   Note: Refer to Section 3.02 of this DCP for setbacks for ancillary development.
   
   (b) ensures the side of the building fronting the laneway does not contain the principal entrance to a dwelling and has the appearance of a side or rear facade.
   
   (c) has an access handle to the primary street frontage that is:
      (i) at least 3m wide where vehicular and pedestrian access is required; or
      (ii) at least 1m wide where pedestrian access only is required.
   
   (d) makes suitable provision for waste collection and mail delivery from the primary street frontage.

4. Residential accommodation on a lot with a boundary to a Type C laneway:
   (a) is setback 3m from the boundary with the laneway. Where the laneway forms a side boundary the minimum setback is 2m.

   Note: Activation zones (as defined in Section 3 of this DCP) may only be considered for developments with front setbacks 4.5m or greater.
   
   (b) has garages or carports setback a minimum of 5.5m from the boundary with the laneway
   
   (c) ensures dwellings have a covered front door and a window to a habitable room facing the laneway.
5. Street lighting is provided or upgraded within the laneway adjacent to development.

Note: Extent of any required street lighting works to the laneway is to be determined by Council in association with a development application. All works are to be undertaken at no cost to Council.

7.11.03 Construction standards

Performance criteria

1. Laneways are consistent with public laneway standards.

2. Laneways are suitable for their intended function.

Acceptable solutions

1. Laneways meet the development standards detailed in Figures 1, 2 & 3 below, and applicable Council Standard Drawings.

Note: extent of any required upgrade works to the laneway is to be determined by Council in association with a development application and to be undertaken at no cost to Council.

2. Evidence of owners consent for use and any required construction upgrading works of private laneways is provided with the development application.

3. Laneways may be used for stormwater disposal, where a connection to an existing drainage system is available.

Figure 1: Type A Laneway (cross-section)
Figure 2: Type B Laneway (Cross section)
Figure 3: Type C Laneway (Cross section)
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Aboriginal cultural heritage - means Aboriginal objects and declared Aboriginal places as defined under the National Parks and Wildlife Act, 1974.

Note: The National Parks and Wildlife Act, 1974 defines Aboriginal objects as: any deposit, object or material evidence (not being a handicraft made for sale) relating to the Aboriginal habitation of the area that comprises New South Wales, being habitation before or concurrent with (or both) the occupation of that area by persons of non-Aboriginal extraction, and includes Aboriginal remains.

Aboriginal place means any place declared to be an Aboriginal place under Section 84.

Above awning sign - a sign on top of an awning.

Absorption trench - a trench excavated into the ground for the purpose of storing an initial volume of rainfall before that water seeps into the soil in which the trench is excavated.

Act of prostitution - has the meaning ascribed to it under Section 20 of the Summary Offences Act, 1988.

The Act - the Environmental Planning and Assessment Act 1979.

Active solar energy systems - systems which combine the sun's energy with local climatic conditions to achieve thermal comfort inside buildings with the use of mechanical devices. An example is sub-floor heating which uses a pump to circulate hot water from a tank through the floor and back to solar collectors.

Activity centres - areas where commercial, retail and entertainment facilities are focused.

Activity nodes - see Activity centres.

Accessible path of travel - a continuous accessible path of travel is an uninterrupted part of travel to or within a building, providing access to all required facilities. It does not incorporate any step, stairway, turnstile, revolving door, escalator or other impediment which would prevent it from being safely negotiated by people with disabilities.

Adaptable Housing - refers to the means of designing a house/unit that enables easy and relatively cheap adaptation to make it comply fully with access standards (refer AS 4299 Adaptable Housing - Class C). This housing is designed in such a way that it can be easily modified in the future to meet changing needs of occupants.
Adjoining occupiers - persons who appear to the Council to occupy land abutting a development proposal.

Adjoining owners - persons who appear to the Council to own land abutting a development proposal.

Advertised development - has the same meaning as in the Act.

Note: The term is defined as development, other than designated development, that is identified as advertised development by the regulations, an environmental planning instrument or a development control plan.

Advertised development includes any development for the purposes of a scheduled activity at any premises under the Protection of the Environment Operations Act 1997 that is not designated development.

Advertisement - has the same meaning as in the Act.

Note: The term is defined as a sign, notice, device or representation in the nature of an advertisement visible from any public place or public reserve or from any navigable water.

Advertising area - the entire surface area of a sign face, including any margin, frame or embellishment which forms an integral part of the sign. In the case of an advertising structure with more than one sign face, the maximum surface area of the combined faces. The area of skeleton letter signs shall be the total area within which the letters and associated graphics are displayed and not the area of the individual letters added together.

Advertising panel - any other advertising structure which is unilluminated, including a hoarding or bulletin board.

Advertising sign - a sign, notice, device or representation in the nature of an advertisement, whether illuminated or not, which is visible from any public place or public reserve, or from any navigable waterway, and is not a road traffic signal or sign.

Advertising structure - has the same meaning as in the Act.

Note: The term is defined as a structure used or to be used principally for the display of an advertisement.

Affordable housing - has the same meaning as in the Act.

Note: The term is defined as housing for very low income households, low income households or moderate income households, being such households as are prescribed by the regulations or as are provided for in an environmental planning instrument.

Allotment - the legal parcel of land which has been created via subdivision and registered with the Land Property Information service, normally having a Lot Number and Deposited Plan (ie Torrens Title subdivision).

Alter - in relation to a heritage item, or to a building or work within a heritage conservation area, means:

(a) make structural changes to the outside of the heritage item, building or work; or

(b) make non-structural changes (other than maintenance) to the detail, fabric, finish or appearance of the outside of the heritage item, building or work.
Amenity - is the term used to describe the features, facilities or services that make for a comfortable and pleasant life. Amenity is not only enjoyed by residents in their homes and gardens but also in the street and public places.

Annual exceedance probability (AEP) - is the probability that a flood of a given or larger magnitude will occur within a period of one year. Its reciprocal is equivalent to average recurrence interval.

Archaeological Assessment - a report prepared by a qualified archaeologist that conforms to the current reporting requirements of the NSW Office of Environment & Heritage.

Archaeological site - (or site) a site identified in the Newcastle Archaeological Management Plan 1997; or the place or site of a relic or relics as defined in the NSW Heritage Act 1977 as amended.

Articulation zone - building articulation is the treatment of a facade of a building which forms part of the public domain (ie the relation to streets, view corridors, open space, the harbour foreshore) and how it is emphasised architecturally. The facade of a building can be articulated using distinctive building treatments including:
- balconies
- verandahs and porches
- recessed terraces
- bay windows and French (or juliet) balconies
- external sun shading
- building facades can also be articulated using
- variations in setbacks
- fenestration
- materials and detailing
- entrances at ground level
- punctuated walls with recognisable patterns and features.

Australian Height Datum (AHD) - a standard datum for expressing vertical information.

Average recurrence interval (ARI) - the average period between the recurrence of a storm event of at least a given rainfall intensity. The ARI represents a statistical probability. For example, a 10 year ARI indicates an average of 10 events over 100 years. The ARI is not the period between actual events.

Awning - is a predominantly horizontal structure that projects over a footpath from the host building to provide weather protection for pedestrians.

Awning sign - attached to an awning (other than a fascia or return wall).

Balcony - is an open area, not being an enclosed room or area, attached to or integrated with and used for the exclusive enjoyment of the occupant or occupants of a dwelling.

BASIX - Building Sustainability Index (BASIX) is an online rating system used to ensure residential buildings are designed to use less potable water and be responsible for fewer greenhouse gas emissions by setting energy and water reduction targets for house and units.

Basement garage - is a garage normally used for the parking of vehicles with the floor constructed below the street level.

Battle-axe lot - means a lot that has access to a road by an access laneway.
**Building** - has the same meaning as in the Act.

Note: The term is defined to include part of a building, and also includes any structure or part of a structure (including any temporary structure or part of a temporary structure), but does not include a manufactured home, moveable dwelling or associated structure or part of a manufactured home, moveable dwelling or associated structure.

**Building Code of Australia** - has the same meaning as in the Act.

Note: The term is defined as the document, published by or on behalf of the Australian Building Codes Board, that is prescribed for purposes of this definition by the regulations, together with:
- such amendments made by the Board
- such variations approved by the Board in relation to New South Wales, as are prescribed by the regulations.

**Building envelope** - the three dimensional space that limits the extent of a building on an allotment. The building envelope is defined by building height and front, side and rear boundary setbacks. Refer to definitions for building height and setback for inclusions and exclusions.

**Building envelope (for heritage purposes)** - the volume of the building on the site of the heritage item.

**Building elements (for heritage purposes)** - doors, windows, gutters, downpipes, chimneys, walls, shopfronts, roofs, and stairs.

**Building height (or height of building)** - has the same meaning as in Newcastle Local Environmental Plan 2012.

Note: The term is defined as the vertical distance between ground level (existing) and the highest point of the building, including plant and lift overruns, but excluding communication devices, antennae, satellite dishes, masts, flagpoles, chimneys, flues and the like.

**Building line or setback** - has the same meaning as in Newcastle Local Environmental Plan 2012.

Note: The term is defined as the horizontal distance between the property boundary or other stated boundary (measured at 90 degrees from the boundary) and:
- a building wall
- the outside face of any balcony, deck or the like
- the supporting posts of a carport or verandah roof

whichever distance is the shortest.

**Bulk** - the total effect of the arrangement, volume, size and shape of the building.

**Bush fire prone land** - has the same meaning as in the Act.

Note: The term is defined, in relation to an area, as land recorded for the time being as bush fire prone land on a map for the area certified as referred to in section 146 (2) of the Act.

**Bush fire hazard reduction work** - has the same meaning as in the Rural Fires Act 1997.

Note: Bush fire hazard reduction work means:
- the establishment or maintenance of fire breaks on land, and
- the controlled application of appropriate fire regimes or other means for the reduction or modification of available fuels within a predetermined area to mitigate against the spread of a bush fire,

but does not include construction of a track, trail or road.
Car pooling - car pooling (also known as ride-sharing or lift-sharing) is a system by which participants coordinate their trips (for example, trips to work) so that they can travel in a single car, thereby reducing the volume of traffic on the roads and associated impacts.

Car sharing - car sharing allows a member of the car sharing scheme (such as an individual or a business) to access a fleet of shared vehicles, as needed, paying a usage fee each time. Characteristics of a typical car sharing scheme include a provider with a centralised system for booking and billing, clients (individuals/organisations), a fleet of vehicles, and parking spaces at key locations within a defined catchment area.

Carriageway - that portion of a road or bridge devoted to the use of vehicles, inclusive of shoulders and auxiliary lanes.

Catchment - is the entire area of land drained by a river and its tributaries.

Category 1 remediation work - remediation work that needs development consent under State Environmental Planning Policy No. 55 - Remediation of Land.

Category 2 remediation work - remediation work that does not need development consent under State Environmental Planning Policy No. 55 - Remediation of Land.

Category 1 vegetation - appears as orange on the map and represents forests, woodlands, heathlands, pine plantations and wetlands. Land within 100m of this category (indicated by the red buffer on the map) is also captured by the Bush Fire Prone Land Map due to the likelihood of bush fire attack.

Category 2 vegetation - appears as yellow on the map and represents grasslands, scrublands, rainforests, open woodlands and mallee. The land within 30m of Category 2 vegetation (ie as indicated by the red buffer on the map) is also captured by the Bush Fire Prone Land Map due to the likelihood of bush fire attack.

Certifying authority - has the same meaning as in the Act.

Note: The term is defined as a person who:
   (a) is authorised by or under section 85A to issue complying development certificates, or
   (b) is authorised by or under section 109D to issue Part 4A certificates.

Character - the combination of the individual characteristics or qualities of a neighbourhood, precinct or street.

Circumference breast height - the girth of the supporting stem of a tree at a height of 1.4m above ground level (existing) measured at the trunk centre, and so as to contain the outermost projection of any flanges or buttresses.

City Centre - area defined on the Newcastle City Centre map of the Newcastle Local Environmental Plan 2012

Classified advertisement - a notice appearing in the public notices section of a newspaper.

Community land - has the same meaning as in the Local Government Act 1993.

Community title subdivision - form of title created under the Community Land Development Act 1989 and the Community Land Management Act 1989. Community title provides individual ownership of lots (with buildings and structures erected on the lots as in conventional subdivision) and a share in the association property. Association property is a lot in the scheme on which community facilities may be erected. Association property can include land for roads and
driveways, swimming pools and other common facilities, common open space areas and common infrastructure facilities, such as water treatment plants and the like.

**Compliance certificate** - has the same meaning as in the Act.

Note: Refer to section 109C (1) (a) of the Act.

**Complying development** - has the same meaning as in the Act.

Note: Development for which provision is made as referred to in section 76A (5) of the Act.

**Complying development certificate** - means a complying development certificate referred to in section 85 of the Act.

**Conventional or Torrens title subdivision** - the traditional or ‘single lot’ form of subdivision, common in many residential estates. The Torrens title system is based on a plan of survey, or a plan compiled from survey, which defines the boundaries of a parcel of land at the date upon which it was registered.

**Consent authority** - has the same meaning as in the Act.

Note: The term is defined in relation to a development application or an application for a complying development certificate, means:

(a) the council having the function to determine the application, or
(b) if a provision of this Act, the regulations or an environmental planning instrument specifies a Minister, the Planning Assessment Commission, a joint regional planning panel or public authority (other than a council) as having the function to determine the application—that Minister, Commission, panel or authority, as the case may be.

**Conservation** (in relation to heritage) - all of the processes of conserving a place to retain heritage significance.


**Construction certificate** - means a certificate referred to in section 109C (1) (b) of the Act.

**Contaminated land** - land in, on or under which any substance is present at a concentration above that naturally present in, on or under the land and that poses, or is likely to pose, an immediate or long term risk to human health or the environment.


**Contamination** - concentration of substances above that which should be naturally present, and which poses, or is likely to pose, an immediate or long-term risk to human health or the environment.

**Contaminated wastes** - includes any substance or item that has become or may have become contaminated by body fluids (refers to Sex Services Establishments section).

**Contributions plans** - plans specify the circumstances in which the Council may impose developer contributions (generally known as ‘Section 94/94A contributions’). These plans may apply to the whole of the Council area, to a particular district or to a specific site.
Contributory building - a building that is associated with a significant historical period, substantially intact; and a building associated with a significant historical period, altered yet readily identifiable.

Contributory item - a feature, including a building, work, relic, tree or place within a conservation area which in the opinion of the Council has cultural significance and whose loss would be detrimental to the overall heritage significance of the conservation area.

Council - means The City of Newcastle

Covenant - a restriction on the use of land recorded on the property title and binding upon successive landowners. Covenants may be 'negative' (imposing restrictions) or 'positive' (imposing positive obligations). Covenants are imposed under the Conveyancing Act 1919.

Curtilage - the area of land surrounding a heritage item that is essential in retaining the heritage significance of the item.

Deep soil zone - an area of natural ground with relatively natural soil profiles within a development. Deep soil zones should be designed in such a way that is free of conflicts with infrastructure, services and drainage pipes.

Designated development - has the meaning given by Section 77A of the Act.

Detailed investigation - an investigation to define the extent and degree of contamination, to assess potential risk posed by contaminants to human health and the environment, and to obtain sufficient information for the development of a remedial action plan if required. Reporting requirements for a detailed investigation are as outlined in the publication Guidelines for Consultants Reporting on Contaminated Sites (EPA, 1997).

Development - has the same meaning as in the Act.

Note: The term is defined as:
(a) the use of land, and
(b) the subdivision of land, and
(c) the erection of a building, and
(d) the carrying out of a work, and
(e) the demolition of a building or work, and
(f) any other act, matter or thing referred to in section 26 that is controlled by an environmental planning instrument, but does not include any development of a class or description prescribed by the regulations for the purposes of this definition.

Development application - has the same meaning as in the Act.

Note: The term is defined as an application for consent under Part 4 to carry out development but does not include an application for a complying development certificate.

Development control plan (or DCP) - has the same meaning as in the Act.

Note: The term is defined as a development control plan made, or taken to have been made, under Division 6 of Part 3 and in force.

Development footprint - the area of ground to be covered by structures, including pathways and driveways.

Development site - includes all area within which the development will occur and can extend across several lots or development blocks.
**Discharge control** - a device that stores water and limits the rate of discharge from the development site.

**Dispersion trench** - a 600mm x 600mm trench, 1m long for every 25m$^2$ of catchment draining to it (regardless of whether or not a discharge control is used) excavated into the ground for the purpose of dispersing overflows and discharges from stormwater systems. Dispersion trenches are only for single dwellings that drain to the rear.

**Drainage** - means any activity that intentionally alters the hydrological regime of any locality by facilitating the removal of surface or ground water. It may include the construction, deepening, extending, opening, installation or laying of any canal, drain or pipe, either on the land or in such a manner as to encourage drainage of adjoining land.

**Easement** - a legal right held by an owner of land or public authority in respect of another land parcel. Easements are commonly created to enable access across other properties, such as for drainage, pipelines, footways, etc.

**Ecologically sustainable development** - has the same meaning it has in Section 6 (2) of the *Protection of the Environment Administration Act 1991*.

**Edges** - define the boundaries of precincts and areas of special character.

**Environmental amenity** - the harmony of urban life provided through compatible land uses, sensitive design and the control of activities and processes that impinge on the wellbeing of reasonable people.

**Environmental impact statement** - a document describing the likely impacts of proposed development on the environment, and prepared in accordance with clauses 71-76 of the *Environmental Planning and Assessment Regulation 2000*. Environmental impact statements are required to be prepared in the following instances:
- development applications relating to 'designated development';
- activities subject to Part 5 of the *Environmental Planning and Assessment Act 1979* that are likely to significantly affect the environment.

**Environmental planning instrument** - has the same meaning as in the Act.

*Note: The definition is defined as an environmental planning instrument (including a SEPP or LEP but not including a DCP) made, or taken to have been made, under Part 3 and in force.*

**Erosion and Sediment Control Plan** - a plan lodged with a development application that illustrates how erosion and sediment control will be managed during the construction phase of the development.

**Excavation Permit** - a permit provided under section 140 or section 60 of the *NSW Heritage Act 1977*.

**Exempt development** - is development for which provision is made as referred to in Section 76 (2) of the Act.

**Exemption Notification Form S57(2)** - a permit provided under Section 57 of the *NSW Heritage Act 1977*.

**Exhibition period** - the period during which a person may inspect exhibited documents relating to a notifiable matter.

**Fabric** - the physical material of the place (including the building, site or area).
Facade - the exterior walls of a building.

Facadism - the practice of demolition of a building, retaining only the facade.

Fascia Sign - attached to the fascia or return end of an awning.

Fenestration - arrangement of windows and other patterns on a building.

Fill - means the depositing of soil, rock or other similar extractive material obtained from the same or another site, but does not include:

(a) the depositing of topsoil or feature rock imported to the site that is intended for use in garden landscaping, turf or garden bed establishment or top dressing of lawns and that does not significantly alter the shape, natural form or drainage of the land, or

(b) the use of land as a waste disposal facility.

Fin Sign - erected on or above the canopy of a building.

Fine Grain - a variety of different land uses in proximity to one another or a series of narrow building elements as opposed to a large consolidated land use or a broad, unbroken building form.

Flashing sign - illuminated (as to any part of the advertising area) at frequent intervals by an internal source of artificial light and whether or not included in any other class of advertising structure.

Floodlit sign Illuminated - (as to any part of the advertising area) by an external source of artificial light and whether or not included in any other class of advertising structure.

Flood fringe areas - the remaining area of the Hunter River Floodplain not included in flood storage areas and floodways. Flood fringe areas can usually be developed without reference to how that development will affect the flood behaviour either upstream or downstream.

Flood information certificate - is a certificate issued by Council that provides information about the likelihood, extent or other characteristics of flooding known to affect a specified parcel of land.

Flooding - is relatively high stream flow which overtops the natural or artificial banks in any part of a stream, river estuary, lake or dam, and/or local overland flooding associated with major drainage, and/or coastal inundation resulting from super-elevated sea levels and/or waves, excluding tsunami. Accordingly, flooding may occur due to a variety of reasons, either separately or in combination including:

- river flooding - caused by a river or stream overtopping its banks onto the surrounding floodplain
- urban flooding - caused by urban stormwater flows during an intense rainfall event, such as surface flows, surcharge from piped drainage systems or overflow from man-made stormwater channels.
- coastal inundation - caused by sea water inundation due to king tides, storm surge, barometric effects, shoreline recession, subsidence, the enhanced greenhouse effect or other causes.

Flood liable land - is synonymous with flood prone land (ie) land susceptible to flooding by the PMF event on the basis of flood information held by Council. Note that the term flood liable land covers the whole floodplain, not just that part below the FPL (see flood planning area).
**Floodplain** - an area of land along the course of a river that is subject to periodic inundation due to the river overtopping its bank. It is commonly delineated by the area that would be flooded by an event with a given average recurrence interval.

**Flood planning area** - the area of land below the FPL. Note that development controls that mainly relate to risk to property apply to the flood planning area, but other development controls mainly relating to risk to life and floodways and flood storages may apply to the remainder of flood liable (prone) land.

**Flood planning level (FPL)** - is the level of the planning flood plus an additional freeboard as advocated in the NSW Floodplain Development Manual. For purposes of this element, the planning flood is the 1% Annual Exceedance Flood, and the freeboard is generally 500mm.

**Flood prone land** - is land that, on the basis of flood information held by Council, is estimated to be inundated by the probable maximum flood.

**Flood refuge** - is an area free of flooding. It can be either higher ground or it could be in the form of an area of the building, either constructed specifically for the purpose or as an intrinsic part of the building.

**Flood storage area** - is an area where flood water accumulates and the displacement of that floodwater will cause a significant redistribution of floodwaters, or a significant increase in flood levels, or a significant increase in flood frequency. Flood storage areas are often aligned with floodplains and usually characterised by deep and slow moving floodwater.

**Floodway** - those areas of the floodplain where a significant discharge of water flows during floods; often aligned with obvious naturally defined channels. Floodways are areas which, even if only partially blocked, would cause a significant redistribution of flood flow or increase in flood levels, which may in turn adversely affect other areas.

**Floorplate** - total enclosed area of a floor measured from the outside of the external walls, inclusive of all internal walls, service areas, stores, ducts, circulation and the like.

**Footpath** - the paved area in a footway.

**Footway** - that part of the road reserve between the carriageway and the road reserve boundary, reserved for the movement of pedestrians and legal cyclists. It may also accommodate utilities, footpaths, stormwater flows, street lighting poles and plantings.

**Form** - the overall shape and parts of the building.

**Freeboard** - is a margin applied to the estimation of flood levels to compensate for factors such as wave action, localised hydraulic behaviour, climatic change and modelling confidence.

**Frontage** - the street alignment at the front of a lot and, in the case of a lot that abuts two or more streets, the boundary of which, when chosen, would enable the lot to comply with this document.

**Formed void absorption trench** - an absorption trench formed by installing a series of void formers, usually plastic or fibreglass that maximise the storage volume of the absorption trench while supporting the surface of the trench such that it can be treated and used similarly to the surrounding surface.

**Freeboard** - is a margin applied to the estimation of flood levels to compensate for factors such as wave action, localised hydraulic behaviour, climatic change and modelling confidence.
**Gateways** - areas containing structures and/or fauna, which provide a sense of entry to the city through access and visual impact.

**Geodiversity** - soils and geology. Management of geodiversity is essential to sustain biodiversity and human ecology.

**Gravel filled absorption trench** - an absorption trench filled with gravel so as to achieve a minimum 30% void ratio and allowing the surface of the trench to be treated and used similarly to the surrounding surface.

**Greenfield estate** - land that has been subdivided with consideration of the controls listed in this DCP for greenfield sites.

**Greenfield site** - undeveloped land that has been identified, through land use zoning, as having potential for future urban, commercial or industrial development. It is generally found on the fringes of existing developed areas and may contain a large amount of existing vegetation.

**Green Travel Plan** - a Green Travel Plan is a package of initiatives aimed at reducing car travel, particularly single occupant car trips. A Green Travel Plan encourages greater use of public transport, walking and cycling by residents, employees and visitors.

**Gross Display Area (GDA)** - the sum of the area intended to be used for the display or showing of product, including all access ways within these areas and any storage areas where the products can be viewed by the public/customers.

**Gross floor area** - has the same meaning as in the Newcastle Local Environmental Plan 2012.

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**Note:** The definition is defined by the sum of the floor area of each floor of a building measured from the internal face of external walls, or from the internal face of walls separating the building from any other building, measured at a height of 1.4m above the floor, and includes:

- the area of a mezzanine, and
- habitable rooms in a basement or an attic, and
- any shop, auditorium, cinema, and the like, in a basement or attic, but excludes:
- any area for common vertical circulation, such as lifts and stairs, and
- any basement:
  - storage, and
  - vehicular access, loading areas, garbage and services, and
- plant rooms, lift towers and other areas used exclusively for mechanical services or ducting, and
- car parking to meet any requirements of the consent authority (including access to that car parking), and
- any space used for the loading or unloading of goods (including access to it), and
- terraces and balconies with outer walls less than 1.4m high, and
- voids above a floor at the level of a storey or storey above.

**Gross leasable floor area (GLFA)** - GLFA is the sum of the area of each floor of a building where the area of each floor is taken to be the area within the internal faces of the walls, excluding stairs, amenities, lifts, corridors and other public areas but including stock storage areas. Gross leasable floor area relates to the sum of the commercially leasable floor area and is also often referred to as Net Floor Area.
**Ground level (existing)** - has the same meaning as in the Newcastle Local Environmental Plan 2012.

Note: The definition is defined as the existing level of a site at any point.

**Ground level (finished)** - has the same meaning as in the Newcastle Local Environmental Plan 2012.

Note: The definition is defined as any point on a site, the ground surface after completion of any earthworks (excluding any excavation for a basement, footings or the like) for which consent has been granted or that is exempt development.

**Ground level (mean)** - has the same meaning as in the Newcastle Local Environmental Plan 2012.

Note: The definition is defined as any site on which a building is situated or proposed, one half of the sum of the highest and lowest levels at ground level (finished) of the outer surface of the external walls of the building.

**Habitable room** - a room used for normal domestic activities including a bedroom, living room, lounge room, music room, television room, kitchen, dining room, sewing room, study, playroom and sunroom. A habitable room excludes a bathroom, laundry, water closet, food-storage pantry, walk-in wardrobe, corridor, hallway, lobby, photographic darkroom, clothes-drying room, and other spaces of a specialised nature occupied neither frequently nor for extended periods. In commercial buildings a habitable room means any room used for normal commercial activities, including offices, kitchens, lunch rooms, common rooms and any other rooms occupied frequently.

**Heritage Act 1977** - an Act of the NSW Parliament providing for conservation orders and other controls over items having heritage significance. The Act is administered by the Heritage Council of NSW.

**Heritage significance** - has the same meaning as in the Newcastle Local Environmental Plan 2012.

Note. The definition is defined as historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value.

**Heritage conservation area** - has the same meaning as in the Newcastle Local Environmental Plan 2012.

Note. The definition is defined as an area of land of heritage significance:
- (a) shown on the Heritage Map as a heritage conservation area, and
- (b) the location and nature of which is described in Schedule 5, and includes any heritage items situated on or within that area.

**Heritage conservation management plan** - has the same meaning as in the Newcastle Local Environmental Plan 2012.

Note: The definition is defined as a document prepared in accordance with guidelines prepared by the Department of Planning that documents the heritage significance of an item, place or heritage conservation area and identifies conservation policies and management mechanisms that are appropriate to enable that significance to be retained.
Heritage impact statement - has the same meaning as in the Newcastle Local Environmental Plan 2012.

Note. The definition is defined as a document consisting of:
(a) a statement demonstrating the heritage significance of a heritage item or heritage conservation area, and
(b) an assessment of the impact that proposed development will have on that significance, and
(c) proposals for measures to minimise that impact.

Heritage item - has the same meaning as in the Newcastle Local Environmental Plan 2012.

Note: The definition is defined as a building, work, place, relic, tree, object or archaeological site the location and nature of which is described in Schedule 5.

Heritage buildings, sites and elements - heritage items (including landscape and archaeological items, and building elements), buildings, works, relics, trees and sites within heritage conservation areas and heritage streetscapes.

Mean high water mark - has the same meaning as in the Newcastle Local Environmental Plan 2012.

Note: The definition is defined as the position where the plane of the mean high water level of all ordinary local high tides intersects the foreshore, being 1.44m above the zero of Fort Denison Tide Gauge and 0.515m Australian Height Datum.

Historic parking deficiency - the historic parking deficiency is determined by calculating the number of parking spaces required under the provisions of this DCP for an existing building or use and subtracting the number of spaces currently provided for that building or use.

Hydraulic behaviour threshold - is a set of circumstances (that may or may not be present at some locations at some time in any particular sized flood) that constitutes a particular level of hydraulic impact.

Host building - the existing building on the land that is the subject of an alteration or addition.

Human scale streetscape - means a streetscape that is scaled for the pedestrian.

Impervious area - an area which water runs off during a normal rainfall event, including roof areas and pavements (pavers, tiles, concrete, asphalt etc) but not including swimming pools and porous paving.

Impermeable surface - a surface that does not allow rainwater to infiltrate to the soil, such as buildings (roofs), roads, parking areas and courtyards.

Infill development - new urban development within existing developed areas. Often involves a more intensive use of the site. Infill development may encompass housing, retail, business, education, community service, and industrial activities.

In the vicinity - the surrounding context, environment or setting of a heritage item.

Infiltration - the practice of discharging drainage water to the ground.

Infiltration trench - a trench excavated into the soil for the purpose of dispersing all stormwater up to the 5% AEP event. Infiltration trenches will vary in volume depending on the permeability of the parent soil and should be designed by a qualified Civil Engineer based on soil permeability testing.
**Initial evaluation** - an assessment of readily available factual information to determine whether contamination is an issue requiring further investigation prior to:
- the preparation of a local environmental plan, development control plan or plan of management for community land; or
- the determination of a development application or Council activity assessed under Part 5 of the Act that would have the effect of authorising a proposed change of use of land or the carrying out of earthworks.

**Intactness** - the degree of original elements, or elements from a significant period of development, which demonstrate the heritage significance of the building or group of buildings.

**Integrated development** - has the meaning given by section 91 of the Act.

**Internal fabric** - the interior fittings such as fireplaces, ceilings, joinery, walls, lifts, galleries, stairs, hardware and moveable items.

**Interpretation Plan** - a plan that presents the significant archaeological heritage of a site or property that is the subject of a development application.

**Intrusive building** - a building that has a negative effect on the character or heritage significance of a heritage conservation area.

**Investigation area** - land declared to be an investigation area by a declaration in force under Division 2 of Part 3 of the *Contaminated Land Management Act 1997*.

**Investigation order** - an order issued by the Environment Protection Authority under Division 2 of Part 3 of the *Contaminated Land Management Act 1997* to investigate contamination within an investigation area.

**Landmarks** - prominent or distinguishing buildings or features by which people orient themselves and identify places within the City.
Landscaped area - has the same meaning as in the Newcastle Local Environmental Plan 2012.

Note: The Landscape Area is defined as a part of the site used for growing plants, grasses and trees, is open to the sky but does not include any building, structure or hard paved area. The landscaped area should be designed in such a way that is free of conflicts with infrastructure, services and drainage pipes.

Under this DCP paving wider than 1m, impervious or otherwise, will not be considered as landscaping. Structures include, but are not limited to, such features as air conditioning systems, awnings, cubby houses, decks, fixed clotheslines, garden sheds, hot water systems, LPG storage tanks, patios, swimming pools, tennis courts, verandas, water tanks (eg. rainwater) and the like.

1 The first metre (ie. 1m) of a landscape area which falls under an awning, overhang, under croft (or similar) may be included within the landscape area calculations where it forms part of continuous landscape area 3m wide or greater, with the remaining larger portion being open to the sky and the development is supported by a comprehensive landscape plan (ie. ‘2m plus 1m’) (see Figure 1-Landscape area and awnings).

Figure 1: Landscape area and awnings

Lane - a publicly accessible narrow street that is open to the sky and which provides permanent pedestrian and/or vehicle connections through the city fabric at all hours.

Laneway - means a narrow road and is either a:
(i) Council Laneway - a laneway that has been dedicated as public road or one which Council has resolved to accept responsibility for ‘care and control’.
(ii) Private Laneway - a laneway that is not a council laneway.
**Local Environmental Plan** - is a type of environmental planning instrument under Part 3 of the *Environmental Planning and Assessment Act 1979*. Local environmental plans regulate development having local environmental significance. They are prepared by the Council and approved by the Minister for Planning.

**Living area** - of a dwelling includes habitable rooms frequently used for general recreation, entertainment and dining and includes living rooms, dining, family, lounge, rumpus room and the like but excludes non-habitable rooms, bedrooms, study, kitchen and other areas that are less frequently used.

**Lot** - refer to 'Allotment'.

**Major alteration and addition** - any alteration and addition where the area of the building which is the subject of the application, equals or exceeds 40% of the floor area of the existing building when measured to the outside surface of the existing walls. This includes areas of the existing building such as kitchens and bathrooms when these are included in the works within the application.

**Major development** - major development means residential development of any kind containing more than 50 dwellings; any new hospital, or additions to an existing hospital, where the new building or addition contains more than 100 beds; any new educational or training facility, or additions to an existing facility, that will cater for more than 50 students; any other form or type of development where the gross floor area will be more than 2000m² and/or involve more than 50 employees.

**Major drainage system** - the part of the public drainage system in an urban area that carries relatively large flows. It consists of the system of streams, floodways, stormwater channels, retarding basins and street pavements. It is generally designed to protect people and indoor property from the effects of an extreme flood with an annual exceedance probability (AEP) of 1%.

**Massing** - the size and volume of a building.

**Microgram** - unit of mass equal to 1 millionth of a gram or 1 thousandth of a milligram.

**Micron** - unit of length equal to 1 millionth of a metre or 1 thousandth of a millimetre.

**Milligram** - unit of mass equal to 1 thousandth of a gram.

**Minor drainage system** - the part of the public drainage system in an urban area that carries relatively minor flows. It consists of the system of kerbs, gutters, roadside channels, swales, sumps and underground pipes. It is generally designed to control 'nuisance flows' which occur on a day-to-day basis typically with an annual exceedance probability (AEP) of 10%.

**Mine subsidence district** - means a mine subsidence district proclaimed under section 15 of the *Mine Subsidence Compensation Act 1961*.

**Manufactured home** - has the same meaning as in the *Local Government Act 1993*.

**Movement network** - refers to access ways for pedestrian, cycles and vehicles.

**Moving sign** - Attached to a building and capable (as to any part of the advertisement or advertising structure) of movement by any source of power (whether or not included in any other class of advertising structure).

**NABERS** - NABERS (the National Australian Built Environment Rating System) is a performance-based rating system for existing buildings. NABERS rates a commercial office, hotel or residential building on the basis of its measured operational impacts on the environment.
**NathERS or equivalent** - a computer simulation tool for rating the thermal performance of houses across Australia. The Energy Management Task Force is responsible for delivering a NathERS compliance protocol. Any software or paper checklist which passes under this protocol is deemed 'NathERS or equivalent'.

**Natural Light** – daylight received into a building

**Nominated integrated development** - integrated development that fits into 1 of 3 categories. The first category is if it requires approval by the Heritage Council under the Heritage Act 1977. The second category is if it requires an environmental protection licence from the Environment Protection Authority under the Protection of the Environment Operations Act 1997. The third category is if it requires certain licences or approvals from the Department of Planning and Infrastructure.

**Non-habitable room** - means spaces of specialised nature not occupied frequently or for extended periods, including bathrooms, toilets, pantries, walk-in wardrobes, corridors, lobbies, photographic darkrooms and clothes drying rooms.

**North point** - in any discussion relating to orientation of a dwelling or part thereof, a reference to 'north' is a reference to true solar north and not magnetic, or compass north. True solar north varies from magnetic north depending upon the location. In Sydney, for example, magnetic north is approximately 12º east of true solar north.

**Notice of completion** - a notice, required under State Environmental Planning Policy No.55, that is given to the consent authority when remediation work has been completed.

**Notification plan** - a plan showing:
- the height and external configuration of a proposed building in relation to the site and adjoining buildings; or
- in the case of a development proposal that does not involve the erection of a building, the general arrangement of the proposed development in relation to the site and adjoining buildings.

**Noxious Weeds** - trees and plant species declared as 'noxious weeds' within the Newcastle local government area, under the NSW Noxious Weeds Act 1993.

**Objectives** - statements describing desired outcomes.

**Occupation certificate** - means a certificate referred to in section 109C (1) (c) of the Act.

**Occupiable rooms (from flooding perspective)** - rooms of buildings where people may be present in the normal use of the building.

**Occupier** - has the same meaning as in the Act.

Note: The definition is defined as a tenant or other lawful occupant of premises, not being the owner.

**On-site stormwater detention (OSD)** - a stormwater management practice that limits the rate of discharge from a site using outlet restriction devices. Stormwater flows in excess of the capacity of the outflow control device is temporarily stored either in tanks or surface depressions until the storm event recedes. Stormwater flows are therefore released at a controlled rate into the public drainage system.

**On-site stormwater retention** - stormwater management practices where on-site stormwater runoff is actually captured and retained within the site for re-use or infiltration and is not released to the downstream drainage system.
Open space - is defined as an area external to a building (including an area of land, terrace, balcony or deck) that is used for outdoor purposes.

Operational land - has the same meaning as in the *Local Government Act 1993*.

Organic material - any matter that is comprised in part of carbon. It includes, but is not limited to garden waste such as grass clippings and leaves, animal wastes such as faeces, and any foodstuffs or their wastes.

Other advertised development - advertised development that is not nominated integrated development.

Other occupiers - persons who appear to the Council to occupy land, but who are not adjoining occupiers. This includes persons who occupy land directly across a public road from the site of a development proposal.

Other owners - persons who appear to the Council to own land, but who are not adjoining owners. This includes persons who own land directly across a public road from the site of a development proposal.

Overflow disposal - the disposal of flows that occur when the capacity of the site discharge controls is reached and such overflow.

Owner - has the same meaning as in the *Local Government Act 1993* and includes, in Division 2A of Part 6, in relation to a building, the owner of the building or the owner of the land on which the building is erected.

Owner-builder - has the same meaning as in the *Home Building Act 1989*.

Parapet height - the parapet level is the horizontal plane in which at least 2/3 of the length of the top of the facade of the building adjacent to the street is situated.

Passive solar energy systems - systems which combine the sun's energy with local climate characteristics, to achieve thermal comfort inside buildings without the use of mechanical devices. In a passive system, the building itself is a solar collector, as well as a heat storage and transfer medium.

Pedestrian amenity - the capacity of walking routes, usually public footpaths on streets, to be comfortable along their entire lengths, with frontage development that is inviting and interesting to pedestrians.

Permeable surface - a surface treatment that allows rain water to infiltrate to the soil, such as grass, landscaping, gravel, porus pavement and coarse sand.

Permissible site discharge (PSD) - the maximum rate at which stormwater is permitted to be discharged from a given site area.

Plan depth - means the width of a building measured from the inside face of wall to inside face of wall or from the inside face of glass to inside face of glass. Plan depth is measured along the hortest axis, ie from front to back or side to side depending on the shape of building.

Planning flood - is the flood event from which the flood planning level is derived. It is expressed in terms of the probability of the event being exceeded, usually within any given year (see annual exceedance probability).

Pole or pylon sign - erected on a pole or pylon independent of any building or structure.
**Porte cochere** - a covered drive-through porch, often used in hotel development, large enough to accommodate vehicles such as tourist coaches.

**Porous paving** - a surface treatment that delivers the benefits of hard paving but maintains a high degree of permeability to allow rainfall to infiltrate the substrate and not produce runoff in common rainfall events.

**Port of Newcastle Lease Area** - land identified as “Port of Newcastle Lease Area” on the Lease Area Map contained in the Three Ports SEPP.

**Potential archaeological site** - a place or site suspected of having a relic or relics present.

**Preliminary Archaeological Assessment** - a report that investigates the archaeological potential and levels of significance of land prior to determination of development consent.

**Principal area of private open space** - is a 4m x 4m level area of private open space directly accessible from the main living area of the dwelling.

**Principal area of private open space for single dwellings** - is a 3m x 4m level area of private open space directly accessible from the main living area of the dwelling.

*Note: Private open space areas are able to be covered. If private open space areas are enclosed on all sides with walls greater than 1.4m they will not be considered private open space but form part of the gross floor area.*

**Private open space** - has the same meaning as in Newcastle Local Environmental Plan 2012. The term is defined as an area external to a building (including an area of land, terrace, balcony or deck) that is used for private outdoor purposes ancillary to the use of the building.

*Note: Under this DCP the definition excludes from private open space features such as, but not limited to awnings/overhangs¹, conditioning systems, cubby houses, fixed clotheslines, garden sheds, hot water systems, LPG storage tanks, swimming pools, tennis courts, water tanks (eg rainwater) and the like.

¹ The first metre (ie. 1m) of private open space area which falls under an awning, overhang, under croft (or similar) can be included as private open space and where it forms part of continuous private open space area 4m** wide or greater, with the remaining larger portion being open to the sky and the development is supported by a comprehensive landscape plan (see Figure 2: Private open space and awnings).

** Private open space areas need to be at least 3m wide unobstructed and open to the sky. The first metre adjacent this 3m is allowed – ‘3m plus 1m’.

**Preliminary investigation** - an investigation to identify any past or present potentially contaminating activities, provide a preliminary assessment of any site contamination, and if required, provide a basis for a detailed investigation. Reporting requirements for a preliminary investigation are as outlined in the publication Guidelines for Consultants Reporting on Contaminated Sites (EPA, 1997).

**Principal certifying authority** - means a principal certifying authority appointed under section 109E of the Act.

**Principal contractor** - for building work means the person responsible for the overall co-ordination and control of the carrying out of the building work.

**Note:** If any residential building work is involved, the principal contractor must be the holder of a contractor licence under the Home Building Act 1989.

**Proponent** - a person or body seeking to carry out development on land.

**Probable maximum flood (PMF)** - is the largest flood that could conceivably occur at a particular location.

**Probable maximum flood level** - the flood level calculated to be the maximum which is likely to occur.

**Projecting wall sign** - Attached to the wall of a building (other than the transom of a doorway or display window) and projecting horizontally more than 0.3m from the wall.

**Property hazard** - is the ‘risk to property hazard category’ as a combination of hydraulic behaviour threshold and its effect on property. The risk to property hazards are based on the peak hydraulic behaviour thresholds \((H_1-H_5)\) determined for the 1 in 100 annual chance flood.

**Public art** - (also known as town art or environmental art) is artwork that is commissioned to enrich the public domain.
**Publicly accessible space** - private or public land, which allows 24-hour access to the public in the form of walkways, outdoor dining or gardens.

**Public domain** - means the sum of public and private places and space including streets, roads, footways, plazas, promenades, squares, parks, beaches and reserves.

**Public drainage system** - a drainage system owned and operated by the Council or the Hunter Water Corporation Ltd.

**Published notice** - an advertisement placed in a newspaper.

**Public open space** - land used or intended for use for recreational purposes by the public and includes parks, public gardens, riverside reserves, pedestrian and cyclist access ways, playgrounds and sports grounds.

**Public place** - has the same meaning as in the *Local Government Act 1993*.

**Public reserve** - has the same meaning as in the *Local Government Act 1993*.

**Public tree** - any tree species growing on public land of any size.

**Public road** - has the same meaning as in the *Roads Act 1993*.

**Rainwater tank** - has the same meaning as in the Newcastle Local Environmental Plan 2012.

  Note: The definition is defined as a tank designed for the storage of rainwater gathered on the land on which the tank is situated.

**Recyclable** - any matter capable of being reprocessed into useable material or re-used providing facilities exist to do so.

**Reduced Level (RL)** - has the same meaning as in the Newcastle Local Environmental Plan 2012.

  Note: The definition is defined as the height above the Australian Height Datum, being the datum surface approximating mean sea level that was adopted by the National Mapping Council of Australia in May 1971.

**Registered community group** - a community group which is registered with the Council under the Public Participation Section.

**Remedial action plan** - a plan which sets remediation goals and documents the process by which it is proposed to remediate a site. Reporting requirements for a remedial action plan are as outlined in the publication Guidelines for Consultants Reporting on Contaminated Sites (EPA, 1997).

**Remediation** - works carried out for the purpose of:
- removing, dispersing, destroying, reducing, mitigating or containing the contamination of any land; or
- eliminating or reducing any hazard arising from the contamination of the land (including by preventing the entry of persons or animals on the land).

**Remediation order** - a remediation order made by the Environment Protection Authority and in force under Part 3 of the *Contaminated Land Management Act 1997*.

**Remediation site** - a site that is land declared to be a remediation site by a declaration in force under Division 3 of Part 3 of the *Contaminated Land Management Act 1997*.

**Regulation** - means a regulation made under the *Act*.
Relic - the same as in the *NSW Heritage Act 1977* (as amended).

**Remediation site** - a site that is land declared to be a remediation site by a declaration in force under Division 3 of Part 3 of the *Contaminated Land Management Act 1997*.

**Research Design** - refers to the set of research questions and methodology developed for a site within a wider research framework.

**Restoration** - means returning the existing fabric of a building or work to a known earlier state by removing accretions or by reassembling existing components without the introduction of new materials.

**Retainable tree** - a tree that has been subjected to and passed the relevant assessment tests noted in Section 4 of the Technical Manual.

Note: that these tests are to be undertaken by a suitably qualified arborist.

**Retention tank** - a water tank, whether above ground or below ground designed to retard the discharge of runoff from an impervious surface to a rate not harmful to the environment.

**Riparian Zone** - is an area of river or creek bank that supports, or has at one time supported a unique ecosystem pertaining to the river microenvironment. Generally, a width of 40m is considered to be the minimum viable riparian zone.

**Road** - means a public road or a private road within the meaning of the *Roads Act 1993*, and includes a classified road.

**Road/street reserve** - the land incorporating the full width from property line to opposite property line.

**Roof sign** - erected on or above the roof or parapet of a building

**Roof terrace** - the flat roof of a lower level building, which is both directly accessible for the exclusive use from the dwelling it adjoins and also open to the sky except for a pergola or similar sun control devices.

**Routes** - roads or paths along which major movements occur and which provide the framework within which individual project sites are accessed.

**Runoff** - the portion of rainfall that flows across the ground surface as water.

**Scale** - the size of a building in relation to its surroundings.

**Section 94 Developer Contributions** - Section 94 of the Environmental Planning and Assessment Act 1979 is the principal legislation enabling Council to levy contributions for amenities and services. Contributions are imposed by way of a condition of consent and can be satisfied by either:

- (a) dedication of land
- (b) monetary contribution
- (c) material public benefit
- (d) combination of the above.
Setting - the context within which a building or structure is situated in relation to the surroundings. Components that may be part of a setting includes nearby buildings, roof scapes, chimneys, valleys, ridges, view corridors, trees and parks, view corridors, vantage points and landmarks.

Significance assessment - an assessment of the heritage significance of predicted or known archaeological features.

Site audit - an independent review by a site auditor:

(a) that relates to investigation or remediation carried out in respect of the actual or possible contamination of land; and

(b) that is conducted for the purpose of determining any 1 or more of the following matters:
   ▪ the nature and extent of any contamination of the land
   ▪ the nature and extent of the investigation or remediation
   ▪ what investigation or remediation remains necessary before the land is suitable for any specified use or range of uses.

Site audits are conducted in accordance with the Guidelines for the NSW Site Auditor Scheme (EPA, 1998).

Site auditor - a person accredited under the Contaminated Land Management Act 1997 as a site auditor.

Site audit statement - a written statement by a site auditor that summarises the findings of a site audit. Site audit statements are prepared according to a standardised format prescribed in the Contaminated Land Management Regulation 1998.

Site drainage line - a piped drain that conveys stormwater from a development site to the public drainage system.

Site History - is a land use history of a site which identifies activities or land uses which may have contaminated the site, establishes the geographical location of particular processes within the site, and determines the approximate time periods over which these activities took place.

Site investigation process - the process of investigating land that is or may be contaminated. The purpose of the site investigation is to provide the Council with sufficient information for it to make an informed decision as to whether it should authorise a proposed change of use of land. A site investigation may include up to 4 stages:
   ▪ stage 1-preliminary investigation;
   ▪ stage 2-detailed investigation;
   ▪ stage 3-remedial action plan;
   ▪ stage 4-validation and site monitoring.

Site investigation report - includes one or more of the following: a preliminary investigation report, detailed investigation report, remedial action plan and validation and site monitoring report.

Social impact - changes that occur in:
   ▪ people’s way of life (how they live, work, play and interact with one another on a day-to-day basis)
   ▪ their culture (shared beliefs, customs and values), and
   ▪ their community (its cohesion, stability, character, services and facilities).
Soil and Water Management Plan - a plan lodged with a development application that illustrates how stormwater, runoff and soils will be managed on the site. The plan should demonstrate the feasibility of both the proposed stormwater management system, and the proposed erosion, sediment and water quality control measures. The plan should be supported by preliminary hydrological calculations and other information in the accompanying Statement of Environmental Effects.

Solar collectors - any building treatment or appliance specifically designed to capture or collect the sun's rays for the benefit of the occupants eg. windows including clerestory (or highlight) windows, solar hot water collector panels, photovoltaic (solar-electricity) cells/panels.

Spa pool - has the same meaning as in the Swimming Pools Act 1992.

Statutory requirement - a requirement under the provisions of an Act, Regulation, State Environmental Planning Policy, Regional Environmental Plan, Local Environmental Plan or other statutory instrument.

Street tree - trees identified by Council within the Street Tree Master Plan. These have been surveyed and mapped by Council.

Street tree vacancy site - sites identified by Council for future street tree planting. The sites have been identified from analysis of the Local Government Area based on criteria in the Tree Asset Management System (TAMS). The information on locations of street tree vacancy sites is available on request from Council.

Stormwater - the runoff from rainfall events.

Stormwater harvesting - the collection, storage and use of stormwater for domestic, industrial, irrigation or other purposes.

Stormwater Management Plan - a plan lodged with a development application that details the proposed use of structural infrastructure and treatment techniques to both improve stormwater quality and mitigate excessive flows.

Stormwater surface flowpath - land that carries concentrated surface flow during a rainfall event, the width, shape and gradient of which is designed to cater for the flow produced by a 1% annual exceedance probability (AEP) rainfall event. Includes a flowpath from the spillway of an on-site detention system.

Strata subdivision - defined as ‘subdivision’ in the Environmental Planning and Assessment Act 1979. Strata subdivision can subdivide buildings and land into separate lots capable of individual ownership, with additional areas of land designated as common property. Those owning lots within the scheme have a proportional entitlement to use the common property and also a proportional responsibility for its maintenance. Examples are buildings such as townhouses, flats, industrial units and shops, with outside areas such as gardens, driveways and car parking spaces usually being part of the common property lot, owned and managed by the ‘Owners Corporation’.
**Street alignment** - the boundary between land allotments and a street or lane.

**Street frontage height** - the vertical distance measured in metres at the centre of the street frontage from the average of the street levels at each end of the frontage to the parapet level of the frontage. The parapet level is the horizontal plane in which at least two thirds of the length of the top of the facade is situated. No part of the facade is to be less than 80 per cent of the height.

**Streetscape** - means the form, character and visual amenity of the street environment.

**Street trees** - trees within the road reserve.

**Street tree vacancy site** - sites identified by Council for future street tree planting. The sites have been identified from analysis of the Local Government Area based on criteria in the Street Tree Master Plan. The information on locations of street tree vacancy sites is available on request from Council.

**Subdivision certificate** - means a certificate referred to in section 109C (1) (d) of the Act.

**Subdivision of land** - has the meaning given by section 4B of the Act.

**Subdivision work** - means any physical activity authorised to be carried out under the conditions of a development consent for the subdivision of land, as referred to in section 81A (3) of the Act.

**Subsidence** - due to:

(a) the extraction of coal or shale;

(b) the prospecting for coal or shale carried out within a colliery holding by the proprietor of the holding;

and includes all vibrations or other movements of the ground related to any such extraction or prospecting (whether or not the movements result in actual subsidence), but does not include vibrations or other movements of the ground that are due to blasting operations in an open cut mine and that do not result in actual subsidence.

**Summary site audit report** - a report prepared by a site auditor containing key information and considerations concerning the conduct and findings of a site audit.

**Sunlight** - direct sunlight onto the ground or into a building.

**Swale** - a deliberately formed surface depression for the storage of stormwater runoff. Some swales also have a delayed conveyance function.

**SWMMP** - Site Waste Minimisation and Management Plan

**Temporary sign** - an advertisement or advertising structure which is to be displayed for a period not exceeding two months, or such shorter period as Council may otherwise determine and specify in the terms of approval.

**The Code** (for heritage purposes only) - refers to the Due Diligence Code of Practice for the Protection of Aboriginal Objects in New South Wales.

**Thermal mass** - the heat storage capacity of a given assembly or system. Generally, the heavier and more dense a material is, the more heat it will store, and the longer it will take to release it. A concrete floor is an example of high thermal mass.
Three Ports SEPP - State Environmental Planning Policy (Three Ports) 2013.

Through site link - a pedestrian arcade or link that can be open to the air or enclosed and has a public character, providing a pedestrian right of way that is open and accessible at each end, at least during normal business hours.

Top hamper sign - Attached to the transom of a doorway or display window of a building.

Travel demand management - travel demand management is intervention (excluding the provision of major infrastructure) to modify travel decisions so that more desirable transport, social, economic and/or environmental objectives can be achieved, and the adverse impacts of travel can be reduced.

Tree retention values - weighted combination of tree sustainability and landscape significance used to determine how retainable a tree/s is to guide the site analysis and site planning stages of development. Tree retention values are determined using the following three steps further outlined within the Newcastle Urban Forest Technical Manual:

1. Assess Tree Sustainability
2. Assess Landscape Significance.
3. Weigh Sustainability and Landscape Significance.

Tsunami - a series of ocean waves with very long wavelengths (typically hundreds of kilometres) caused by large-scale disturbances of the ocean, such as:
   - earthquakes
   - landslide
   - volcanic eruptions
   - explosions
   - meteorites.

Under awning sign - a sign located below or otherwise supported from the underside of an awning.

Undesirable species - tree species listed in the Newcastle Urban Forest Technical Manual that are unsuitable for replanting.

Urban forest - the totality of trees and shrubs on all public and private land in and around urban areas (including bushland, parkland, gardens and street trees) measured as a canopy cover percentage of the total area and is recognised as a primary component of the urban ecosystem.

Urban structure - those features of the urban area which give identity and legibility of the city to people passing through its various districts. Structures include gateways, landmarks, edges, and routes.

Urban village - urban villages are essentially pedestrian scale, medium to high density, mixed use concentrations of urban development served by efficient public transport and often derived from traditional town centre planning principles. An appropriate example of an urban village is Glebe in Sydney. The urban village concept places a high value on the importance of human interaction and sense of community by providing places and activities for local interchange.

Urban heat island - The areas of a metropolitan area which are significantly warmer than suburban or rural areas due to less vegetation and more land coverage.
Validation and site monitoring - the process of determining whether the objectives for remediation and any conditions of development consent have been achieved. Reporting requirements for validation and site monitoring are as outlined in the publication Guidelines for Consultants Reporting on Contaminated Sites (EPA, 1997).

Verge - means the part of the street reserve between the carriageway and the boundary of adjacent lots (or other limit to street reserve). It may accommodate public utilities, footpaths, stormwater flows, street lighting poles and planting.

View - an extensive or long range outlook towards a particular urban aspect or topographical feature of interest.

View corridor - generally take the form of cones of vision extending from a selected point towards the valued view.

Vista - a narrow view along a street terminated by a notable building or structure.

Validation and site monitoring - the process of determining whether the objectives for remediation and any conditions of development consent have been achieved. Reporting requirements for validation and site monitoring are as outlined in the publication Guidelines for Consultants Reporting on Contaminated Sites, 2000, EPA.

Verandahs - located on the ground floor. Commonly seen on terrace houses and bungalows.

VENM - virgin excavated natural material is natural material, such as clay, gravel, sand, soil or rock fines that:

- has been excavated or quarried from areas that are not contaminated with manufactured chemicals or process residues, as a result of industrial, commercial, mining or agricultural activities
- does not contain any sulfidic ores or soils or any other waste.

Voluntary Planning Agreements - an alternative to the payment of a Section 94 or Section 94A levy whereby the applicant may offer to enter into a Voluntary Planning Agreement with Council to fund or provide works in kind for providing infrastructure or facilities not otherwise required as part of the development. Acceptance of an offer is at the sole discretion of Council and where Council decides not to accept the offer, payment of the Section 94 or Section 94A levy will be required.

Waste - includes any substance (whether solid, liquid or gaseous) that is discharged, emitted or deposited in the environment in such volume, constituency or manner as to cause an alteration in the environment; or any discarded, rejected, unwanted, surplus or abandoned substance; or any otherwise discarded, rejected, unwanted, surplus or abandoned substance intended for sale or for recycling, reprocessing, recovery or purification by a separate operation from that which produced the substance; or any substance prescribed by the regulation to be waste for the purpose of the Waste Minimisation and Management Act 1995.
**Waterfront land** - has the same meaning as in the *Water Management Act 2000*.

Note: The definition of waterfront land in the *Water Management Act 2000* is:

(a) the bed of any river, together with any land lying between the bed of the river and a line drawn parallel to, and the prescribed distance inland of, the highest bank of the river, or

(a1) the bed of any lake, together with any land lying between the bed of the lake and a line drawn parallel to, and the prescribed distance inland of, the shore of the lake, or

(a2) the bed of an estuary, together with any land lying between the bed of the estuary and a line drawn parallel to, and the prescribed distance inland of, the mean high water mark of the estuary, or

(b) if the regulations so provide, the bed of the coastal waters of the State, and any land lying between the shoreline of the coastal waters and a line drawn parallel to, and the prescribed distance inland of, the mean high water mark of the coastal waters,

where the prescribed distance is 40m or (if the regulations prescribed a lesser distance, either generally or in relation to a particular location or class of locations) that lesser distance. Land that falls into two or more of the categories referred to in paragraphs (a), (a1) and (a2) may be waterfront land by virtue of any of the paragraphs relevant to that land.

**Water cycle management plan** - a plan that identifies additional opportunities to minimise reticulated mains water use. The plan should detail the whole of the water cycle and any public health issues. It may also include consideration of the storage and use of grey water and the installation of water efficient appliances.

**Water sensitive urban design** - the consideration of the water cycle, the incorporation of the values of natural aquatic systems and the recognition of the principles of the resource conservation and reuse in planning and design of the urban and built form.

**Window** - includes a roof skylight, glass panel, glass brick, glass louvre, glazed sash, glazed door, translucent sheeting or other device which transmits natural light directly from outside a building to the room concerned.

**Written notice** - a letter served on a person by post or personal delivery.

**Zero lot line** - a dwelling with no side boundary setback on one side of the lot - i.e. the dwelling is built to the boundary. The wall of the dwelling on the lot line has no windows and is constructed in accordance with the Building Code of Australia (BCA).