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16 April 2014

Department of Planning and Infrastructure
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Dear Sir / Madam

SUBMISSION ON NEWCASTLE URBAN RENEWAL STRATEGY

On 9 April 2013 The City of Newcastle Council endorsed the attached submission on the Newcastle Urban Renewal Strategy 2012 (The Strategy). The submission is detailed in Attachment A.

The following key issues are identified in the submission:

- **Generally Supportive of the Strategy**
The Strategy provides a unique opportunity for state and local government agencies, the private sector and community members to work together under one strategy to achieve revitalisation for the city.
- **Program Funding (Section 94A Plan)**
It is recommended that the opportunities to fund city improvements through section 94A be moderated as there is currently little funding available from the section 94A plan. Other funding sources are available and need to be put forward.
- **Wickham Interchange and Public Transport Options**
It is recommended that a multi-agency working party be established to work through the details of the Wickham interchange.
- **Railway Corridor**
Council officers support the retention of the current railway corridor as a transport corridor into the future.
- **Hunter Street Proposal**
Further work is required to ensure all user needs are met and all trips are manageable within the Hunter Street road space.
- **Hunter Street Mall Preferred Option**
Council officers prefer the 'Avenue' design option for the Mall.
- **Wheeler Place Preferred Option**
Council officers prefer the Bosquet design option for Wheeler Place.

- **Cottage Creek – Floodway Issues**

There are flooding issues with proposed changes to Cottage Creek that require further analysis.

- **Economic Initiatives – Added Student and Visitor Focus**

Economic initiatives require an added focus on visitor and student accommodation as well as other tertiary education facilities and associated services.

- **Environmental Initiatives and Principles to be Added**

Whilst there are some good initiatives to improve the tree cover in the city, there is little mention of other environmental principles and initiatives in the Strategy.

- **Out of Centre Expansion - Improve Explanation**

The explanation needs improvement to show that this restriction does not relate to the current retail centres in the local government area.

- **Car Park Capping - Not Required at this Time**

Council officers support car park capping as a longer term strategy but disagree with the car park capping figure. More information is required.

- **Planning Framework Initiatives**

Council officers support the majority of LEP amendments and support in principle the DCP amendments. Suggested amendments are listed in Attachment A.

- **Implementation Plan**

The implementation plan requires improvements to better align with Council strategy and programs.

The Council officers at The City of Newcastle also developed a submission, Attachment B, which outlines minor amendments and suggestions for the Newcastle Urban Renewal Strategy.

Yours faithfully



Judy Jaeger
DIRECTOR FUTURE CITY

Attachment A - Submission – draft Newcastle Urban Renewal Strategy (NURS) 2012

Page no.	Section	Short description	Type	Details
4	Introduction	Needs to convey a stronger sustainability message throughout the NURS	Addition	Before the environmental benefits paragraph add something like: 'Environmental sustainability principles are an important part in the creation of sustainable city' Also add to the dot points – 'attracting and developing the green economy'.
49	3.9	Issue with using Section 94A funding	Change	Delete the last section of paragraph 2 – "partly funded...the city centre s94A plan" – s94A is not going to be a major funding strategy. See further comments on s94A below and on page 2 of this attachment.
54	3.13	Section 94A contribution	Change	2 nd paragraph Remove reference to table 6 and delete table 6. It gives a sense that \$55m is achievable but only \$9,000 of s94A funding was received in 2012. 3 rd paragraph Add that Council have proposed a 3 year trial reduction in the developer contribution rate from 3 to 2% as an incentive to development, if endorsed by Council 4 th paragraph Suggest delete entire paragraph – due to 3 year trial reduction in the developer contribution rate from 3 to 2%. The key outcomes from the Section 94A Development Contributions Plan 2009, endorsed by Council on 9 April 2013 meeting, be incorporated into this submission to the Department of Planning and Infrastructure (DPI) – see link http://www.newcastle.nsw.gov.au/_data/assets/pdf_file/0019/221086/Item_39_-_Attachment_A_and_B_CCL_9_April_2013_S94A_Contributions_Plan_2009_Update_April_2013.pdf
61	4.1	Urban renewal strategy added points	Addition	Suggest the following additions to the dot points: <ul style="list-style-type: none"> the city centre has a vibrant daytime and night time economy the city encourages sustainable development as outlined in The City of Newcastle sustainability documents (p56) the city facilitates the development of building design excellence through the urban design consultative committee the city attracts a diversity of age groups and ethnicities to underpin a more sustainable social and economic renewal of the city.
75	4.3.1	Way finding using existing bridges across railway is not required	Change	Section 4 should generally outline the benefits of improved 'at grade' access and wayfinding across the railway line. Need to update imagery on page 75 Fig 4.7 to show another example of way finding and on page 121.

Attachment A - Submission – draft Newcastle Urban Renewal Strategy (NURS) 2012

Page no.	Section	Short description	Type	Details
76	4.3.1 Hunter Street Proposal	Further work required for Hunter Street proposal	Review / Change	Further work is required to ensure all user needs are met and all trips are manageable within the Hunter Street road space. Any further work to the Hunter Street road space should not diminish the goal to 'green the street' as stated throughout this strategy.
78, 82, 93, 98	4.3.1 – 4.3.4	Action 1– s94A reference needs to be moderated	Change	It is recommended that the opportunities to fund city improvements through s94A be moderated. There is very little money in s94A so it should not be seen as a major funding source. As development increases over the long term, improvements (>10 years) could use funds (or leverage funds) from this plan. Funding opportunities should include the Council \$16.7m special rate variation funding, \$10m NSW government public domain funding and sourcing further government grants.
82 - 83	4.3.2 Revitalise Hunter Street Mall	Disagree with preferred option for Mall	Change	Suggest replacing / deleting fig. 4.14 as it is confusing – the image cannot fit cars and seems more cluttered / confined. Also suggest replacing fig. 4.15 & 4.16 with 'the avenue' option as shown in Appendix 4, p28. Or leave the figures unchanged and add to each figure 'indicative example only of the preferred design' or similar statement to indicate that this is a strategy and not an implementation plan and hence designs are indicative only.
84	4.3.3. Recognise and strengthen the civic precinct	Bosquet design – Can we make it the preferred option?	Change	Preference is for the Bosquet design. Despite the linkages with other areas, there are too many issues with palm trees and don't provide enough shade or reduction of wind tunnel effect. Agree with the Wheeler Place principles, once diversity considerations are added, however the concepts and figures are all over detailed and prescriptive – more work is required on the Bosquet design to meet the objectives of Wheeler Place and connections to nearby public spaces. Council supports diversity of tree species and deciduous trees in the city centre. There is no need to be too specific about tree selection at this stage.
97	4.3.4 – West End Precinct	Cottage Creek	Comment	All proposed works in Cottage Creek will need to be reviewed at the detailed design stage to ensure compliance with the adopted Citywide Floodplan Management Plan
99	New section	Need to incorporate "Diversity and Environmental Sustainability" as principles	Addition	Need to incorporate "Diversity and Environmental Sustainability" as two additional principles – may go here or at introduction or planning framework section. Should include 'catering for diversity' as a principle / objective. That is making sure initiatives can cater for families, youth, elderly, indigenous, other ethnicities and provide for equitable access where possible. Diversity will also make the city a pleasant and more sustainable place in the long term.

Attachment A - Submission – draft Newcastle Urban Renewal Strategy (NURS) 2012

Page no.	Section	Short description	Type	Details
102	4.3.6 – Supporting the city's heritage	Modify presentation of heritage information	Change	Information presented is supported but most of this section could be moved to an appendix. The salient aspects of the report only need to be included in this section. Suggest that the strategy includes the intention that all heritage items will be conserved/ reused/ repaired/ restored as another important catalyst of economic revitalisation (as per conclusions of TZG and Hill PDA appendix reports). General principles about heritage conservation, building recycling and adaptive reuse should be included in Section 4.3.6 to be truly comprehensive and ensure city centre revitalisation. The text at Page 110 should be moved to page 102 inserted following the paragraph Case Studies. In addition, all heritage items and the boundaries of the Heritage Conservation Areas in NLEP 2012 should be identified on a map and included in the document – either in Section 4.3.6 or inserted between p151 and p152.
116	4.4.3 New retail uses	Business Improvement Plans and business coordinator are done by Newcastle NOW	Change	Business Improvement Plans, business coordinator and strategies are activities currently undertaken by Newcastle NOW. This sections need to be refined with this in mind.
116	4.4.3 – new retail uses	Limiting out of centre retail – greater clarity required	Change	More detail required here to provide clarity and reassurance. Suggest that this initiative be restated as: The limiting of out of centre retail relates to the development of land that is outside of a business zone. Examples of the type of development the strategy is discouraging include bulky goods retailing in industrial areas or large stand alone shopping centres in suburban or fringe locations that unfairly compete with established town centres. There is no proposal to alter or remove the B1 or B2 zones that are currently over Newcastle's suburban commercial centres. The uses that are currently permissible in those zones will remain and only Council can make changes to this zoning. The town centres hierarchy established in the Newcastle Urban Strategy and the Lower Hunter Regional Strategy will be maintained and this strategy supports the established centres hierarchy.

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Page no.	Section	Short description	Type	Details
118 - 119	4.4.5 – supportive contribution scheme	Need to downplay the impact of s94A in funding the improvements	Change	<ol style="list-style-type: none"> 1. A major re-wording or deletion of this section is suggested 2. The s94A plan is a long term funding program and only long term changes (>10 years) should use funds from this plan. It is recommended that the funding opportunities should include the Council \$16.7m special rate variation funding, \$10m NSW government public domain funding and sourcing further government grants. 3. Not seen as a major disincentive at 3% - delete 4. Table 7 is not helpful or accurate – delete 5. Delete deferred payment option <p>The key outcomes from the Section 94A Development Contributions Plan 2009, endorsed by Council on 9 April 2013 meeting, be incorporated into this submission to the Department of Planning and Infrastructure (DPI) – see link http://www.newcastle.nsw.gov.au/data/assets/pdf_file/0019/221086/Item_39_-_Attachment_A_and_B_CCL_9_April_2013_S94A_Contributions_Plan_2009_Update_April_2013.pdf</p>
122	4.5.1 – Making the most of public transport networks	Park/Ride Facilities	Comment	<p>Need to work with the Lower Hunter Councils to ensure the location of park/ride facilities is located correctly and optimised – see implementation plan for further suggestions.</p> <p>Re-consider the proposal of the facility at Northcott Drive and consider City Road location as there is no space at Northcott Drive.</p>

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124	Future Use of the rail corridor	Future Use of the rail line – state the public comments made to date in this section	Addition	<p>The NSW government has made public statements that the rail corridor will not be open to developers. The future use of the rail line corridor should be firmly stated in this section, that the land will be retained as a public corridor zoned as infrastructure SP2.</p> <p>The Council Resolution (dated 2/12/2008) best outlines the current and former Council position on the future use of the rail line and associated public transport options. The following excerpt should be reflected on page 124 as Council's position:</p> <ul style="list-style-type: none"> ▪ [Council] Advocates on behalf of the community and seeks State and Federal Governments to provide a viable fully integrated public transport system that considers all options to improve services, access and connectivity. ▪ Believes that existing rail infrastructure should remain in place until such time as a fully costed and funded alternate plan for a viable integrated public transport system is approved for implementation. ▪ Supports the retention and continuing utilisation of a dedicated transport corridor (which is currently zoned "transport corridor" by Council) in the inner city and does not support the sale of any land along the existing corridor.
128	4.5.4 Capping Car Parking	Car park capping figures to be removed	Review/change	Car park capping as a transport management strategy is supported by Council. Reference to an 11,000 cap on car parking is not supported without further justification.
138	Wickham	Figure 5.1 to be removed	Delete	Remove map (fig. 5.1) and associated text as it is based on 2003 study. There is no need to show detail based on a 2003 study. The whole area needs review in relation to transport interchange and zoning changes, so just leave this out until the implementation plan stage.
140-141	Fig. 5.2 - Zoning	Change zoning for Enterprise Park (next to Customs House)	Change	Zoning for Enterprise Park is as shown as B4 Mixed Use. Needs changing to RE1 Public Recreation zone to reflect current open space and movement corridor to Foreshore and Convict Lumber Yard.
140-141	Fig. 5.2 - Zoning	Add to zoning of rail corridor – as a transport corridor	Change	Classify as SP2 – transport corridor
144	Fig. 5.3	Heights vs. FSR in the Wickham area	Change	Heights don't appear to match FSR in the Wickham area map
144	Fig. 5.3	Exclude heritage conservation area east of Telford Street	Change	Parnell Place / Telford Street – reduce the ratio from 1:1 to have a separate analysis of FSR. The area east of Telford Street is a heritage conservation area in NLEP 2012 and unlikely to undergo further redevelopment. Suggest excluding this area from the strategy, otherwise it creates false expectations regarding redevelopment of heritage terraces in the conservation area.

Attachment A - Submission – draft Newcastle Urban Renewal Strategy (NURS) 2012

Page no.	Section	Short description	Type	Details
146	5.1.3 Heights	Proposed heights additional notation	Addition	Include additional notation regarding proposed heights dot points - in East end – “the intended outcome of the strategy is to preserve the unique heritage character, vistas and human scale of City east while allowing for the revitalisation of the city centre”.
147	5.1.3 Heights	Reduce heights impacting views to Cathedral and include in LEP	Change	The statement that the existing 10m height is an anomaly needs to be reviewed and justified. The 10m height is based on City East DCP 57 which modelled heights and view corridors to allow oblique views of the Cathedral from the north east. The 24m for Bolton and Newcommen Streets between King Street and Church Street, will restrict views to the Cathedral from north east (View Corridor 2 in NDCP 2012). The 10m was determined to be the desired height to retain these views as well as reflect the human scale and character of the area, notwithstanding that the Bolton St parking station does protrude above this 10m. Also review whether the heights include roof plant. Any view corridor protections should be in the LEP
154	Design Excellence	Amended key sites to include key buildings	Addition	Add Newcastle Railway Station and Courthouse (if SEPP boundary changed) to this list of key sites
154	5.1.4 - Exemption for low impact signage	Amend proposed signage exemption	Change	Not supported – make this change to the SEPP64 not to the LEP. Under SEPP64 for Advertising and Signage, most types of signage are prohibited in heritage areas, including the city centre. The only exceptions to this are for business and building identification signage or where an environmental planning instrument makes signage exempt development.
158	5.3.1 – general objectives	Can we use a different image for fig. 5.9? Maybe the Steel st extension image?	Change	Council supports a shared zone in the Mall. Preference is for the ‘Avenue’ concept for the Mall and this image does not show a shared zone. Or leave the figure 5.9 unchanged and add to the figure ‘indicative example only of the preferred design’ or similar statement to indicate that this is a strategy and not an implementation plan and hence designs are indicative only.
163	Hunter St Mall	Remove proposed laneways 1, 3 & 4	Change	Fig. 5.12 & 5.13 new East West laneways to be removed – these will detract from activating Hunter Street and surrounding areas. Council supports maintaining the proposed North South laneways, including Morgan and Thorn Street laneways and connections to Cathedral Park.
169	5.3.4 – Civic	Preferred design option is Bosquet.	Change	Can we replace Fig. 5.20 & 5.21 with Bosquet design images? The bosquet is the preferred design for Council. Or leave the figures unchanged and add to each figure ‘indicative example only of the preferred design’ or similar statement to indicate that this is a strategy and not an implementation plan and hence designs are indicative only.

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Page no.	Section	Short description	Type	Details
176	5.3.6 – Cottage Creek	Remove flood impacting infrastructure	Change	Remove the bridge concept from section - fig.5.32 as it creates another obstacle that could impede water flow in floods. Council supports the setbacks and other initiatives.
199	5.8 - Access, parking and servicing	Remove figure 5.55	Change	Proposal for bus stops needs further work. It is too early and prescriptive to identify bus stops at this time. Remove any reference to bus stop locations. Or just remove fig.5.55
210	Planning Framework initiatives	Night time economy comment	Comment	Currently Council is preparing a late night economy discussion paper to look at measures for managing residential uses and encouraging the night time economy. This strategy needs to consider how the residents in the city centre and the night time economy will interact together. The implementation plan could include the late night economy discussion paper, and investigate residential development controls, including noise restrictions and / or notations on section 149 certificates.
211	Public Domain Planning Initiatives	Expand scope of public domain plans	Change	Public Domain Plans need to have an expanded scope to incorporate all areas of city centre not just the ones mentioned in the Strategy (e.g. include Foreshore Park, Pacific Park, Civic Park etc.). They must also take into consideration the impact on neighbouring areas like Darby St and Beaumont St. Public Domain Plans should include investigation of other greening strategies, WSUD and 'catering for diversity' as objectives. That is making sure public spaces are accessible and can cater for families, youth, elderly, indigenous and ethnicities. The city's forward planning will be development of public domain plans, with expanded scope, for each precinct. Council prefers to commence the public domain plans in the West End, followed by Civic and East End to better align with the Council works program and community preferences.
211	Hunter Street Mall	Work through options with Council and GPT / Urban Growth	Change	Change Railcorp to GPT / Urban Growth as the main stakeholder. Need to work with all stakeholders to get the preferred permanent option for Newcastle Mall. Council prefers the 'avenue' concept (appendix 4, p28) to 'meandering shareway' as it better matches the remainder of the city east end and emphasises boutique area rather than trying to reinstate the old 'mall' concept
211	Hunter Street Mall	Change 'upgrade the link bridge' to 'investigate at grade crossing improvements'	Change	Change 'upgrade the link bridge' to 'investigate at grade crossing improvements'. There should be no need to keep the overhead bridge with the rail line removed.

Attachment A - Submission – draft Newcastle Urban Renewal Strategy (NURS) 2012

Page no.	Section	Short description	Type	Details
212	Public Domain Planning Initiatives	Hunter Street Proposal - Traffic Modelling to be updated	Change	Council has requested a review of the Hunter Street proposal. As part of the initiatives the implementation plan could include an update of traffic modelling for Hunter Street to help inform the review and model the interchange further.
212	Public Domain Planning Initiatives	Temporary cycleways	Addition	Need to include the establishment of cycleway connections to go back as far as Broadmeadow in order to make this temporary cycleway work well. Refer to the Newcastle Cycling Strategy and Action Plan for more information.
212	Public Domain Planning Initiatives	Funding strategies for ongoing maintenance of infrastructure	Addition	To maintain the look and function of public domain improvements in the long term, lifecycle costing should be used to calculate ongoing maintenance and renewal funding - add 'investigation of a maintenance and renewal fund' to the initiatives.
214	Economic Initiatives	Economic Development Strategy –changes to dot points	Change	Recommend changes of the following dot points: <ul style="list-style-type: none"> ▪ Point 3 – change to 'Review the local business coordinator role and business improvement plan as managed by Newcastle NOW.' ▪ Point 5 - Remove everything after 'retail anchors' – it is too prescriptive at this stage of the planning process ▪ Point 9 - Remove the entire dot point 'defer the payment of s94a' as this will result in long delays before Council can collect section 94A payments. ▪ Point 12 - Provide more detail on 'limit the expansion of out of centre retail' as discussed above
214	Economic Initiatives	Investor incentive schemes required for hotel, other commercial and heritage adaptive re-use development	Addition	Add 'incentives program' to implementation plan. The Strategy lacks an incentives program for hotel and business investors and adaptive re-use incentives. Note: Council has been developing environmental incentive programs by reviewing C & D grade building stock and developing incentives to undertake environmental upgrades to those buildings.
214	Economic Initiatives	Initiatives and incentive schemes for student accommodation and affordable housing	Addition	Add 'student and affordable housing program development' to implementation plan. There is an opportunity for initiatives and incentive schemes for student accommodation and affordable housing (p112). With the increase in education services in the inner City there will be a need for the provision of affordable housing – current rent in inner city is around \$400 per week – out of the affordability of students.
214	Economic Initiatives	Prospectus for attracting new development	Addition	Council is creating a prospectus for attracting new businesses and development. This can be added to the implementation plan under economic development strategy.
214	Economic Initiatives	Tourism and visitor initiatives	Addition	Add 'tourism and visitor initiatives including the investigation of a tourist zone' to the implementation plan.

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215	Economic Initiatives	Mine Subsidence Working Party and strategies for funding	Addition	Add to dot point 2 'Develop strategies for funding and implementation of mine subsidence mitigation through a working paper to be released by the Mine Subsidence Working Party in 2013'
216	Transport and access related Initiative	Sequencing and management	Comment	There needs to be a review of this table to ensure correct sequencing of the initiatives. This will ensure maximum value is derived by getting the initiatives in the right order. (e.g. strategic bus corridors, peak clearways and bus priority measures need to be linked for maximum benefit, with the bus priority measures the lowest priority). Changes will need to be driven by NSW government agencies to ensure they are implemented. Utilising the existing multi-agency transport groups will assist cooperation.
216	Transport and access related Initiative	Multi-agency working party – Wickham interchange	Addition	Add action: Setup multi-agency working party to assess Wickham interchange for location, size and function. Add Hunter St/ Stewart Ave as an upgrade location due to rail termination at Wickham.
216	Transport and access related Initiative	Include other LGAs in development of bus corridors and park and ride	Addition	Add to existing actions: Need to work with LGA areas such as Lake Macquarie and Maitland to: <ul style="list-style-type: none"> • extend the promotion/consultation into adjoining LGAs • ensure the bus corridors cater to other LGAs, including bus priority • investigate park and ride locations with other Council LGAs as a short term (1-3 years) action.
216	Transport and access related Initiative	Creation of separated cycleways (and inner city bike lane)- bring forward	Change	'Separated cycleways' should be brought forward to a short term action with the inner city bike lane study as the priority. The Inner City Bike Lane study is commencing in 2013.
216	Transport and access related Initiative	Bike parking to be added to implementation plan	Change	Add to implementation plan - Bike parking needs to be addressed (p126) – as identified in the Newcastle Cycling Strategy and Action Plan.
217	Transport and access related Initiative	Add to Car Share action	Addition	Add: Investigate and facilitate car share for commercial car parks and new developments.
217	Transport and access related Initiative	Car parking revenues change	Change	Change action to: "Consider the use of parking revenues to invest in other initiatives that encourage city renewal, such as public domain initiatives or for ongoing maintenance."

Attachment B

Draft Newcastle Urban Renewal Strategy The City of Newcastle - Council Officer Submission

Page no.	Section	Short description	Type	Details
xix	Guiding principles	Add environmental sustainability into guiding principles	Minor addition	Incorporation of environmental sustainability into the guiding principles Including 'developing a green economy'
22	Planning Framework	Clarity required around the min. 20m frontage requirement	Question / Minor change	Point 2 "...development in the commercial core zone has at least one street frontage of 20m or more" This statement is not mentioned anywhere else in the document. If this means 20 m is the minimum street frontage, then what happens to current properties at less than 20m who wish to develop now? I think this statement need clarification or amendment.
37	Retail Performance and trends	Bulky goods in the West End	Minor change	Make it clear that bulky goods zoning is a temporary measure only. Possibly add: "By encouraging bulky goods in the West End it will be easy to convert to high density in the longer term."
37	Retail Performance and trends	Last paragraph on page East end retail	Question / Minor change	Can we be less specific about East end major department store? Let the market decide? Just delete the last few words.
39	Employment Growth and Change	Inclusion in last paragraph on page	Minor suggestion	Suggestion: Include in the last paragraph a reference to further education, tertiary education and associated services
53	3.12 Flooding	City Wide in Floodplain Management Study and Plan now adopted	Minor change	Remove reference that the plan is draft – now adopted by Council
62 - 63	4.2 Guiding principles	Suggested changes to guiding principles	Minor change / suggestion	Suggest inclusion of something about environmental sustainability and design excellence in the guiding principles. 8. Retail variety – why are supermarkets specifically referred to when talking about variety? Could be seen as lobbying by special interest groups – this point could be changed to remove specifics or deleted with points 2 & 9 covering economic/employment growth anyway
68	Activity nodes	Hunter St medical area	Minor Change	Add the medical area cnr Steel and Hunter Street, to activity node – last paragraph p68

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Page no.	Section	Short description	Type	Details
76	4.3.1 Hunter Street Proposal	Further discussion required regarding Hunter Street	Change	Review team did not understand how only one clearway east bound will work with afternoon peak. Likewise the location of the trees in the parking zone south side precludes any clearway zone from operating. Split cycleway options preferred by cycling groups and transport staff. Review team supported: changing to a similar the option as in appendix 4, section 3.5.1 & 3.5.2 being 4 lanes (2 x traffic + 2 x transit lanes - peak/ parking lanes – off peak), split cycleway and no trees in the south side parking lane.
78	4.3.1	Add/ Change images for temporary cycleway	Minor Change / suggestion	We have some suggestions for cheaper and more effective options for the temporary cycleway in Hunter St. as opposed to the Jersey Curb. Also the images in fig.4.12 could be modified with the new options.
78	4.3.1	Action 3 – There is no Public Domain Manual	Change	There is no public domain manual. We will need public domain plans for each precinct and we do have a city centre technical manual which details standard materials and assets across the city. Change 'Public Domain Manual' to '...public domain plans with reference to the city centre technical manual.'
81	4.3.2	Update strategy to show GPT / NSW Urban Growth joint venture	Minor Change	Minor change from 'GPT' to 'GPT / NSW Urban Growth joint venture'
82	4.3.2	Action 4 – Council is in process of selling car parking station	Minor Change	Change point 4 from "council-owned" to "carparking station"
93	4.3.3	Action 4 – remove 'council-owned' from action	Minor Change	Change point 4 from "council-owned" to "public" carparking
94	4.3.4 Position the west end as the City's future CBD	Clarify bulky goods timing and reasoning	Minor Change	In 'vision about opportunities for precinct', add some clarity around the intention of having bulky goods included in the West End as an interim measure (and for how long), why and how easy it is to change to commercial core development.
94	4.3.4 Position the west end as the City's future CBD	Definition of a CBD	Minor suggestion	Suggest adding a definition of a CBD on p94
98	Birdwood Park	Area difficult – should be a passive recreation space	Minor Change / Comment	This park has major road on two sides and should be for passive recreation only. Little Birdwood (Marketown) is not covered and has anti-social behaviour issues not mentioned or dealt with here. Suggest adding passive recreation as an objective for the park.

Attachment B

Page no.	Section	Short description	Type	Details
102	4.3.6 – Supporting the city's heritage	Review need for conservation area over entire city centre	Change / further review	Investigate the repeal of the City Centre Heritage Conservation Area from NLEP 2012 as it creates too much conflict with the broader aspects of the strategy. While recommending that the Newcastle East and The Hill Heritage Conservation Areas are retained. Possibly could be put this suggestion into the implementation plan as an action for review / further investigation
102	4.3.6 – Supporting the city's heritage	General comment regarding all heritage buildings and mapping	Change	Need to make sure that all heritage buildings are marked as "building likely to stay" on all maps. Review all maps.
102	4.3.6 – Supporting the city's heritage	General comment on 'facadism'	Suggestion	Suggest removing references to keeping building facades and replace with 'retaining significant building interiors and streetscape character'. Also, make changes on p136 Facadism conflicts with the Heritage objectives at Part 5 of the NLEP 2012
110	4.3.6 – Heritage	Action 4 – Council no longer owns the car parking stations	Minor Change	Change point 4 from "council-owned" to "public" carparking
111	4.4 Economic Initiatives – a strong and diverse local economy	Include attracting visitors as a principle economic initiative	Addition to list	Add to dot point 4 "attracting residents <u>and visitors</u> to the city centre"
111 - 117	Economic Initiatives	More references for data sources	Minor Change	It would be helpful to have references for all data sources in this section
120	Transport initiatives	NSW Long Term Transport Master Plan is no longer draft	Minor Change	This plan has been adopted - change all references from 'draft' to adopted
124	Future uses of rail corridor	Overpass crossings to be removed	Minor addition	Suggest adding to that first statement 'overpass crossings can be removed and then converted to at grade crossings once the rail line is removed'.
126	4.5.3 – road network	Some upgrades complete	Minor Change	Note the completed upgrades: Parry and Steele St intersection upgrade Merewether St/ Workshop Way intersection
126	4.5.3 – road network	An upgrade to add	Minor addition	Add: Stewart Ave / Hunter St intersection as an upgrade This will assist with the Wickham interchange proposed.

Attachment B

Page no.	Section	Short description	Type	Details
128	4.5.4 Capping Car Parking	Car park capping figures to be removed	Review/ change	Remove reference to 11,000 car park cap. 11,000 car park cap is the 2005 target that came from NELA study. Furthermore the study set capping at 15,000 spaces for 2021. There is a Council resolution to set 5 yearly car park capping targets, no increased parking in the City and a 2008 resolution to gradual increase parking fees across the City. Suggest that car park capping remain as a strategy for managing transport and the figure is reviewed during the implementation planning phase
130	4.5.4 – Car Parking	Council no longer owns Bolton St Car Park	Minor Change	Remove “Council owned and operated” from last paragraph
137 - 138	5.1.1 – Zoning	Suggested additional objectives	Minor addition	Suggest adding these objectives: <ul style="list-style-type: none"> • acknowledge the dynamic cultural environment of the East End characterised by its heritage buildings; topography and setting; prominence of landscape features; and proximity to beaches and harbour; • protect and maintain important views through building design; • retain and enhance the existing heritage and contributory buildings to ensure that they retain their visual prominence; • encourage a high standard of commercial residential amenity;
139	5.1.1 – Zoning	Mixed use zone	Suggestion	Suggested that commercial still be included on the ground floor to activate the street frontage – especially in Hunter Street. This could be embedded in the LEP.
139	5.1.1 – Zoning	Objectives and Permissible Land uses – mixing residential and night time economy	Minor addition	Add to this section: Consider options in the implementation planning phase how residential in the city centre and the night time economy can interact and exist together.
142	5.1.2 – Floor space ratio	Floor Space Ratio	Error	2 nd column paragraph “The proposed FSR map figure 6.3...” should refer to figure 5.3
144 - 145	5.1.2 – Floor space ratio	Floor Space Ratio suggestion	Minor suggestion	Should Area A be over all land zoned B3 like the Civic area
150	5.1.3 - Heights	Fig. 5.6 - Height of Buildings Map – David Jones view corridor issue	Change	Map shows maximum height for David Jones of 27m. Figure 5.15 shows 30m maximum for the same site. Cannot support 30m due to impact on view corridor to Cathedral from north west foreshore area.
154	5.1.4 - Design Excellence	Design Competition clarification	Minor suggestion	Suggest removing reference to the Design Competition or clarify where and what it applies to.

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156	5.2	DCP changes and comments	Comments	<p>With a consolidated City Centre DCP proposed, there remain many questions as to how this will work and what controls should be within the DCP. Many controls appear to be public domain work rather than DCP controls which are primarily to provide guidance to development on private land.</p> <p>Newcastle East Heritage Conservation Area should be excluded from the strategy. It is a distinct residential area of heritage significance. Is it necessary or desirable to seek further development given the heritage significance. This would also conflict with Part 5 of NLEP 2012, specifically the heritage objectives.</p> <p>Suggest that the suburb known as Newcastle East, north of Scott Street and east of Telford Street, be excluded as it is primarily a residential heritage precinct which we want kept as it is.</p>
157	Figure 5.8 and Purpose Statement	Wickham 8. & 9.	Delete or add notation	Delete reference to Wickham or add a notation as this area is subject to further study and detailing.
158	5.3.1 General Objectives	Add to general objectives	Minor addition	<p>Suggested addition to general objectives:</p> <ul style="list-style-type: none"> ▪ Promote design excellence in the built form and public domain ▪ Incorporate environmental sustainability principles in the built form and public domain ▪ That future development of buildings should include frontages on the rail line and on the North-South corridors created.
159	5.3.2 paragraph 3	Hunter Street Mall redevelopment of David Jones	Addition	Add the words "appropriate adaptive reuse of the former David Jones group of buildings is an opportunity to support the creation of an urban mixed use neighbourhood with an interesting and dynamic heritage character with the convenience of city living, set among high quality retail and commercial development." Delete the word "redevelopment" of David Jones as this is a direct conflict with the heritage listing of the building complex and creates an expectation that the buildings will be demolished.
160	5.3.2 Hunter Street Mall	Add to objectives: Expand linkages to other east end areas	Minor addition	<p>Add to objectives:</p> <ul style="list-style-type: none"> ▪ Consider and link to the revitalisation works in Cathedral Park, Pacific Park, Foreshore Park, Civic Park, Laman Street and the coastal. <p>Suggest additional words for point 9 – "along with strengthening the connection to Cathedral Park as a key city centre destination and a potential place for low key public performances".</p> <p>Connections to other 'green space' areas will be vital for a revitalised city centre.</p>

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163	5.3.2 Hunter Street Mall	Fig 5.12 Hunter Street mall control changes	Change	Show all statutory heritage items in NLEP 2012 on Figure 5.12 – including Items 407, 423, 403, 406, 405, 459. Statutory Heritage items should be included in the notation “building likely to stay” otherwise Strategy conflicts with statutory provisions in Part 5, NLEP 2012 (Heritage Provisions and objectives).
165	5.3.2 Hunter Street Mall	Check heights for old David Jones building	Clarification / change	Check inconsistency between height map and section 5.15 – two different heights 27m and 30m shown for old David Jones Building
166-167	5.3.3 Crown Street	Add to objectives	Minor addition	Add to objectives: Ensure acknowledgement and integration is made with the well established businesses in King Street.
171	5.3.4 Civic	Possibly remove old Civic Station	Change	Figure 5.22 – shows the old Civic Station - Change this building classification to demolish, as it will hinder connectivity to Honeysuckle – pending a heritage review of Civic Station
171	5.3.4 Civic	Laneways should have building frontages facing them	Addition	Add to special area controls: Need to ensure that the new buildings fronting laneways have activation.
173 - 188	5.3.5 – 5.3.10 (West end)	Add to objectives within West End Precinct	Addition	Recently the BIA – Newcastle NOW – setup the West End Advisory Group to help frame the improvement objectives and place making activities for the West End. They have suggested adding to the objectives and / or DCP controls a precinct character and identity that could protect niche elements that exist whilst allowing for development to occur and the precinct to evolve into the CBD: <ul style="list-style-type: none"> There is an artisan / hand made theme in the precinct presently, therefore keep some distinctive spaces and heritage places for these elements to remain so that the area keeps some surprising, interesting and unique elements within the new CBD. Ensure the human scale has playful elements not just Honeysuckle type format. Gateway is a theme – inviting people into our city, having unique spaces to visit and sending people onto other city areas with a feeling of entering a prominent city.
179 - 183	5.3.7 Birdwood Park	Laneways acquisition	Change / question	Reconsider the need for laneways and through sites as the activation required may detract from other frontages in the area. Would acquisition plans and maps be required for the development of laneways? Not sure how these spaces will be acquired or whether they privatised spaces?

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187	5.3.8 The Stores and surrounds	Figures 5.43, 5.44 & 5.45 need review	Minor change	Need to review fig. 5.43, 5.44 & 5.45: <ul style="list-style-type: none"> ▪ LEP height map doesn't match height recommendations in these DCP controls. ▪ Unsure how the station, bus interchange and traffic network will work in the limited space?
191	5.5 Landscape	Include Cathedral Park	Minor Change	Cathedral Park is missing from fig. 5.47
196	5.7 Pedestrian amenity	Minor changes fig. 5.52	Minor Change	Foreshore is currently not a shared pathway. It should be changed to a dotted blue line in fig. 5.52
197	5.7 Pedestrian amenity	Mention at grade crossings on rail line	Change	Change paragraph 1 to include: <ul style="list-style-type: none"> ▪ Pedestrian crossing over rail line should be 'at grade'
199	5.8 – Access, parking and servicing	Add freight and service vehicle provisions to this section	Addition	We need to include: <ul style="list-style-type: none"> ▪ A provision for freight and servicing transport (i.e waste) for the city centre. Loading areas are essential for the effective and efficient servicing of the city centre. These often conflict with other initiatives such as clearways, built outs, bus stops etc. Where servicing occurs below or behind buildings conflict can occur with pedestrians as the vehicles cross the pavements.
202	Transport	NSW Long Term Transport Master Plan is now adopted	Minor Change	This plan noted has been adopted – wording needs to be changed to reflect this.
202	6.1 Implementation plan	General comments on implementation planning section	Suggestion	Suggest adding the following tasks to the implementation plan: <ol style="list-style-type: none"> 1. A multi-agency working party develops <ul style="list-style-type: none"> ▪ prioritisation of projects ▪ funding allocations or nominates potential funding sources ▪ measures of success for each project 2. Investigating the opportunity to develop a common services trench in the rail corridor 3. Develop an agreement with Transport for NSW on who is responsible for infrastructure installed across the rail corridor. <p>Also, make sure the key initiative headings (xx – xxviii) correspond with the implementation plan headings (p210-217)</p>
210	Planning Framework amendments	Rename Civic Improvement Plan	Minor change	Replace 'the Civic Improvement Plan' with '2008 LEP Section 94A plan'

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210	Planning Framework amendments	Change time frame for Wickham Masterplan to medium	Change	Given current and future constraints on Council resources this should be changed to a medium timeframe.
210	Planning Framework amendments	Change time frame for car parking rates to medium	Change	Given current and future constraints on Council resources this should be changed to a medium timeframe.
210	Planning Framework initiatives	Investigate further developer funding strategies	Addition	Add to action – Investigate alternative developer funding strategies, including direct developer funding of proposed changes to Hunter Street when new developments occur on Hunter Street.
210	Planning Framework initiatives	Add Wickham railway edge and Honeysuckle (HDC) for further investigation	Change	Add to Wickham investigation point 6 – ‘Wickham railway edge and Honeysuckle (by HDC) for further investigation’
210-213	Planning Framework amendments	Rename ‘Public domain Manual’ through out the section	Minor change	Replace all references to ‘Public Domain Manual’ with ‘public domain plans’
211	Public Domain Planning Initiatives	More analysis required – remove specific dot points	Change	Too much detail provided here - Remove the dot points under ‘Civic forecourt’ and ‘Hunter Street crossing’ – this concept needs more analysis before committing to these specific actions
212	Public Domain Planning Initiatives	More analysis required – remove specific dot points	Change	Too much detail provided here - Remove the dot points under ‘commence implementation ... with temporary works...’ – Council are developing a “LIVE WORK PLAY in the centre” program that will pick up all temporary work programs
212	Public Domain Planning Initiatives	Cottage Creek Corridor – change timing	Change	Recent investigations indicate the cottage creek bridge will need upgrading within 5 years and there is potential in the shorter term for a convention centre at the HDC cottage creek site. In light of this, the Cottage Creek public domain planning should be brought forward to 1-3 years.
213	Public Domain Planning Initiatives	Remove last line on p213	Change	Remove last line on p213. This is already an action on p211
214	Economic Initiatives	Economic Development Strategy – more work required	Comment	Council officers are currently developing a revised economic development strategy that may differ in detail and timing to what is proposed in this Strategy. NSW DPI and Council to work together on the detail for an economic development strategy.
214	Economic Initiatives	Re-establish multi-party project group for City Campus of University	Addition	Set-up / re-establish a multi-party group to look at the development of the University City Centre campus including the impacts and opportunities for other educational facilities and associated industries.
214	Economic Initiatives	Suggest including digital economy, creative and cultural industry strategies	Suggestion	Suggest including digital economy, creative and cultural industry strategies in the economic initiatives.

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216	Transport and access related Initiative	3 strategic bus corridors bring forward to 'short' timeframe	Change	Investigate 3 strategic bus corridors should be done in the short term.
216	Transport and access related Initiative	Remove completed road upgrades	Change	The Strategic road upgrade locations need to be reviewed in light of earlier comments where some locations are already completed. Also change Honeysuckle drive as this would be a HDC responsibility (not CoN). Add Hunter St/ Stewart Ave as an upgrade location due to rail termination at Wickham.