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Wickham Masterplan (2021 Update)



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Contents

Overview	1
Purpose	1
Context	1
Scope	2
Challenges	3
Development controls	3
Mine Subsidence	3
Opportunities.....	4
Redevelopment potential	4
Vision	6
Wickham 2040	6
Character	6
Village Hub	7
Community and Recreation	8
Park Edge.....	8
Emerging Industry Quarter.....	9
Rail Edge.....	10
Harbour Edge	10
Key priorities	11
Improve accessibility and connectivity within Wickham and to adjoining areas	11
Principles.....	11
Actions.....	11
Create safe, attractive, and inclusive public places	12
Principles.....	12
Actions.....	12
Ensure built environment is functional, responsive and resilient.....	16
Principles.....	16
Actions.....	16

Overview

Purpose

The Wickham Masterplan 2021 Update (WMP 2021), provides revised strategic guidance for the City of Newcastle's planning decisions and delivery of coordinated urban renewal outcomes for Wickham.

Context

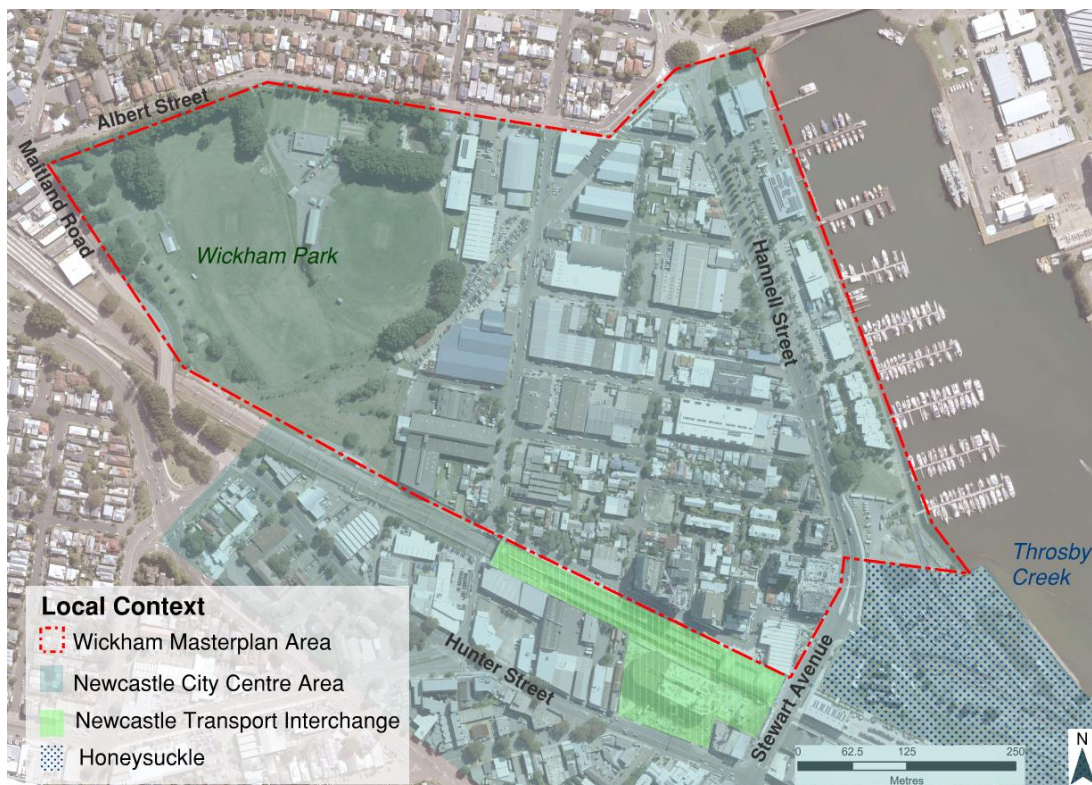
In November 2017 Council adopted the 'Wickham Master Plan' (WMP) 2017, to set the 'Vision' of how Wickham could redevelop from a post-industrial suburb at the fringe of the Newcastle City Centre into a mixed-use urban neighbourhood supporting the new emerging commercial core within Newcastle West and taking advantage of the State Government's urban renewal initiatives including the opening of a multimodal public transport interchange in Wickham.

The vision was established through extensive engagement with stakeholders, and an evidence-based planning approach was applied to developing and testing the strategies and actions, which addressed the challenges and opportunities to achieving the vision.

Since its adoption the Newcastle Transport Interchange has opened, the land it encompasses was redeveloped consistent with the strategic context of an emerging commercial centre, the release of final stage of the adjoining Honeysuckle redevelopment area is imminent, and Wickham has experienced a high level of investment and interest with most key sites in proximity to the Newcastle Transport Interchange now redeveloped at densities that reflect Wickham's role within the Newcastle City Centre. Map 1 – Wickham Masterplan Area identifies the land to which the WMP applies within the local context.

The Greater Newcastle Metropolitan Plan 2036 (GNMP) and the Newcastle Local Strategic Planning Statement (LSPS), both reinforce Wickham's renewal through transit-oriented development, delivering new housing and providing floorspace for emerging new economy industries and businesses.

Map 1 – Wickham Masterplan Area



Scope

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

The need to “*review the actions and continue to implement the WMP*” was identified within the Newcastle LSPS. More specifically it recommended:

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

Through the process of ongoing monitoring of implementation, as shown in Figure 1 - Wickham Masterplan review process, City of Newcastle identified new challenges and opportunities to realising the long-term Vision for Wickham.

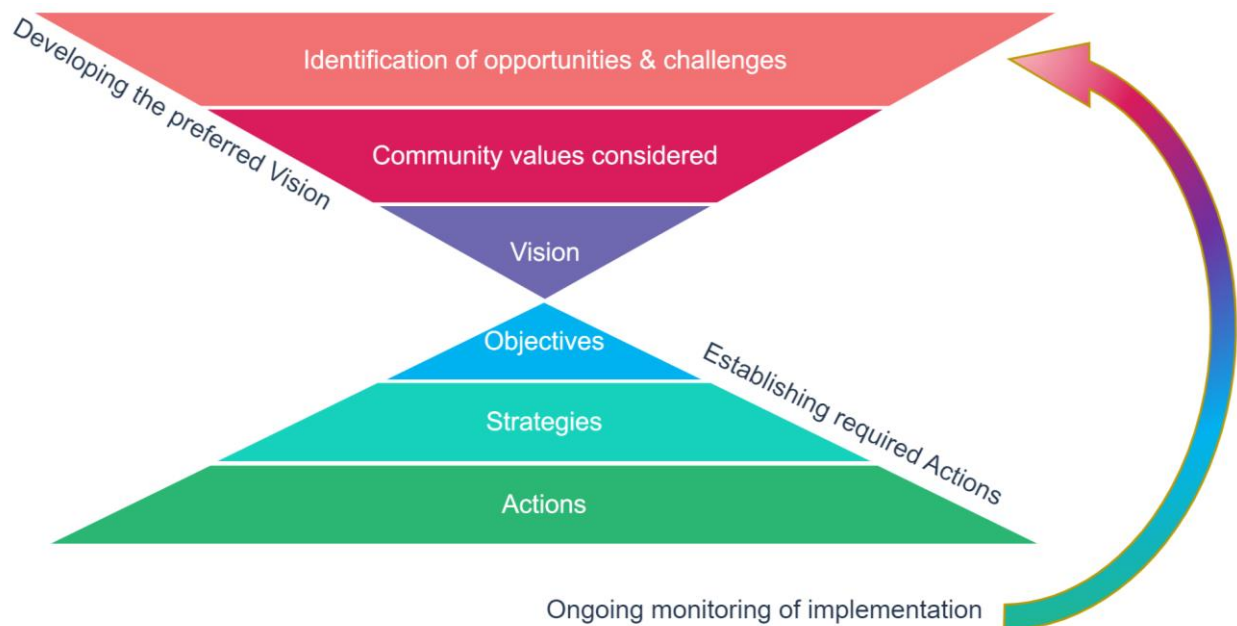
These findings were shared with the community and stakeholders as part of an online engagement campaign held between 7 December 2020 and 8 January 2021. The online engagement also provided an opportunity to gauge feedback on the priorities City of Newcastle had identified for inclusion within this update to the adopted masterplan.

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

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

A draft Wickham Masterplan (2021 update) was publicly exhibited from the 2 to 30 July 2021 and 48 submissions were received, which were reported to Council, with recommendation to adopt the update and thereby the Actions identified for implementation.

Figure 1 - Wickham Masterplan review process



Challenges

Development controls

City of Newcastle replaced the development controls applying to Wickham, which came into effect on 16 November 2018 and sought to implement the vision and strategies of the adopted WMP. A review of development proposals lodged since adoption of the WMP was undertaken to determine if the development controls introduced are adequate to ensure the intended redevelopment outcomes of WMP are achieved. The key challenges identified are outlined below, as is the action undertaken to address this or the need for further action:

- Street setbacks in Wickham should not be based on existing building setbacks (as is required elsewhere within the city rather than those identified in WMP). This has since been addressed by a visual break-up to built form and an opportunity for landscaping and deep soil planting within the public private interface, particularly where streets are too narrow to cater for street trees.
- Lack of activation along primary street frontages particularly in larger development with limited entries and/or opening to ground level uses. This is worsened where primary street frontage is dominated by vehicle entries, utilities and blank walls.
- Not delivering the identified public domain areas or improved pedestrian/cycle connections. This has since been addressed through the inclusion of Land Reservation Acquisitions in Newcastle LEP 2012 for implementing the identified opportunities as redevelopment occurs.
- Lack of variety in size or intent of ground floor spaces within larger apartment buildings to cater for a range of employment land uses. The sleeving of retail/commercial space in front of carparking is seen within various parts of the city and is attributed to the lack of incentive for basement car parking (due to cost) and the limiting definition of 'shop-top housing' land use.
- Driveway access to development diminishing pedestrian safety and amenity despite secondary streets or laneways being available to the development site.
- Lack of lot amalgamation resulting in compromised development outcomes residual parcels.

Mine Subsidence

The anticipated yields in the WMP were based on the understanding that old mine workings could feasibly be remediated comparable to other parts of the Newcastle City Centre, due to the cost of remediation beyond the site area being reimbursed at successful completion through the Newcastle Mine Grouting Fund (NMGF), administered by Hunter Central Coast Development Corporation.

However, Subsidence Advisory NSW (SA NSW) have since advised City of Newcastle of the outcomes of investigative works carried out as part of preparing the Newcastle Central Business District (CBD) Mine Subsidence Risk Model, to identify the level of remediation works required across the Newcastle city centre to enable redevelopment. SA NSW have determined that the risk of subsidence in parts of Wickham is much more extensive than previously anticipated.

Furthermore, it identified that a bulk grouting solution is needed to remedy the undermined area of Wickham to ensure adequate stability. Bulk grouting refers to filling the underground voids with a material (usually consisting of fly ash and cement) but where this flows well beyond a site area before a stable mass is formed. Hence, bulk grouting is more expensive than where targeted 'strategic grouting' is possible.

Despite the NMGF, the upfront cost, the burden of risk, and the long timeframes before funds are reimbursed, means redevelopment in undermined areas is prohibitive for individual proposals. Without an alternate means of funding or facilitating remediation to allow redevelopment over the current two storey limit set by SA NSW, it is estimated that redevelopment yields will equate to a shortfall of 340 dwellings out of the total 1200 extra dwellings envisaged by the adopted WMP.

While this loss is significant at a local scale, the capacity for redevelopment across the city centre is sufficient to ensure housing supply forecast and targets are still met without the need for additional density being provided on land not impacted by subsidence from the adopted WMP.

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

Opportunities

Redevelopment potential

Table 1 – Redevelopment categories and criteria, includes the criteria used to identify land parcels with potential to redevelop over the life of this masterplan. These were applied to land in Wickham as depicted on Map 2 – Redevelopment potential.

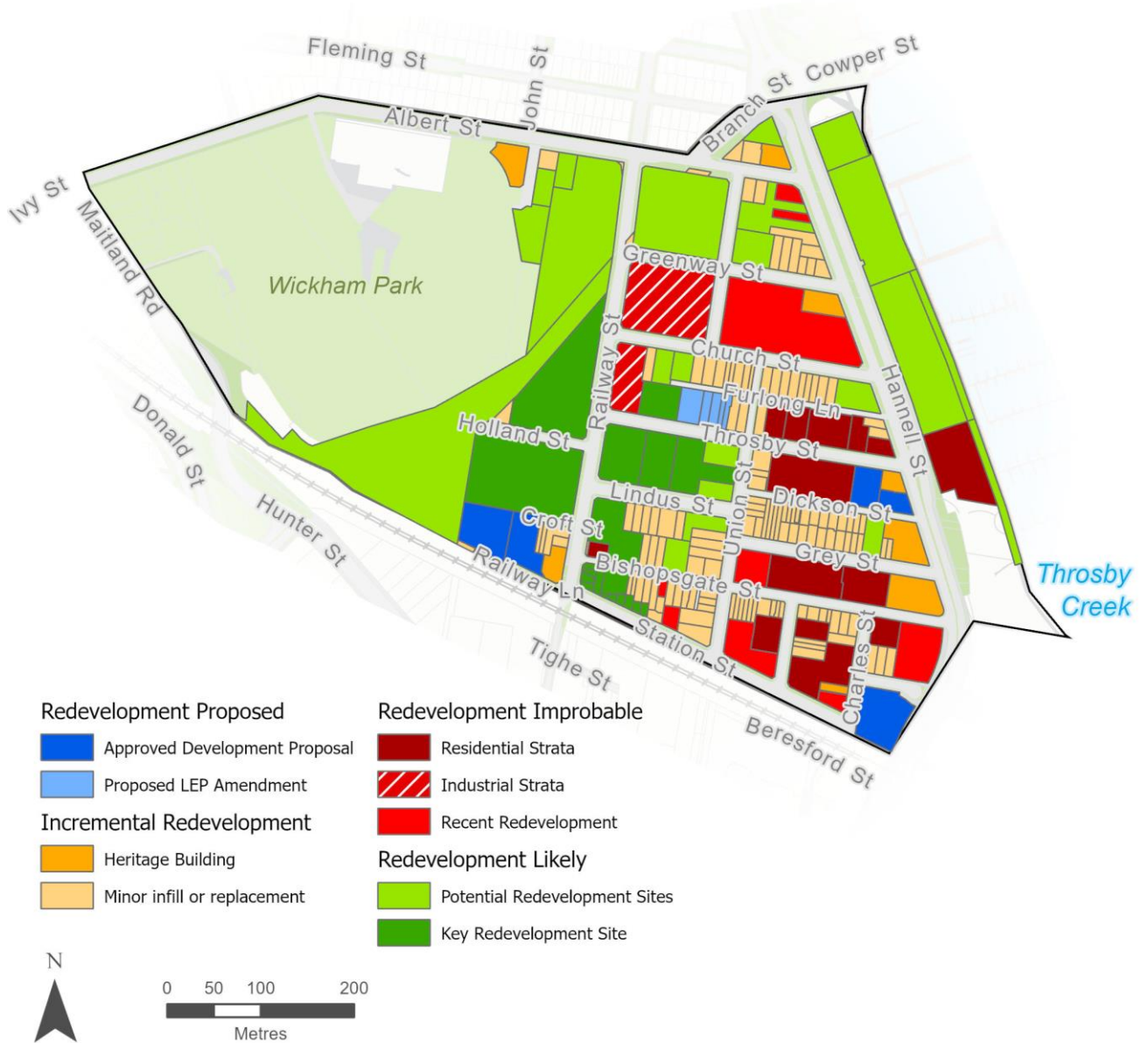
Table 1 – Redevelopment categories and criteria

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

**based on Map 8 - Restriction to redevelopment due to subsidence risk

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

Map 2 – Redevelopment potential



Note:

1. Information on status of development approvals and construction is subject to change.
2. City of Newcastle is consulting on extension of village hub which will impact on redevelopment potential of the Key Site bound by Bishopsgate/Railway/Lindus Streets.

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



Photos dated May 2021

Vision

Wickham 2040

City of Newcastle reaffirms the Vision within the adopted WMP:

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

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

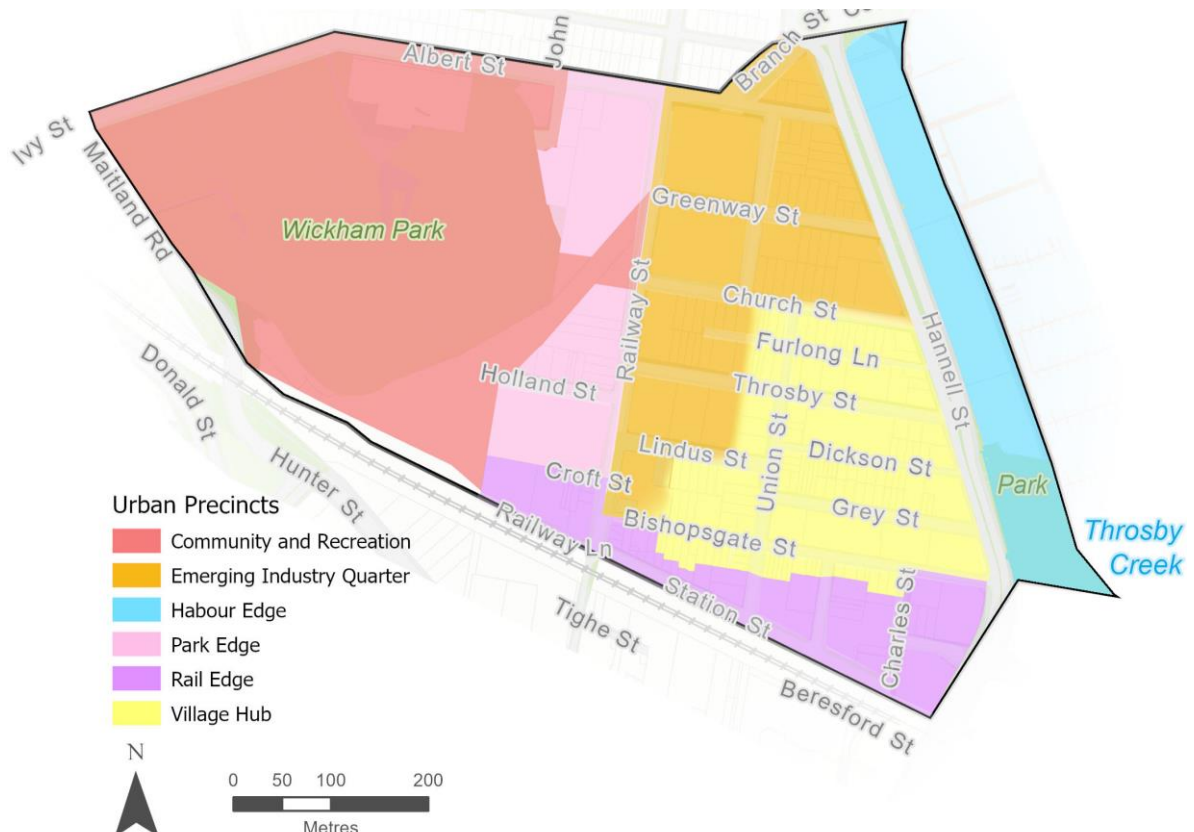
Character

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

These precincts were intended to guide the City of Newcastle in the preparation of new development standards, development controls and plans for public domain works. While they describe the mix of land uses and development typologies best suited based on general scale and intensity, it is important to note that the most of the WMP area is zoned B4 Mixed Use under Newcastle LEP 2012, with the exception of Wickham Park (RE1 Public Recreation) and land bound by Charles and Dangar Streets (B3 Commercial Core). Hence, the same mix of uses can be accommodated, where compliant to the development standards prescribed.

Furthermore, WMP identifies these precincts to be interconnected, however the mapping used illustrated these are distinctly separate areas. To correct this, Map 3 - Urban Precincts seeks to identify where the envisaged character of redevelopment is likely to transition, as well as recognising potential changes based on the identified challenges and opportunities.

Map 3 - Urban Precincts



Village Hub

Existing character

The Village Hub retains much of the original residential subdivision patterns established in the 1800s, which is characterised by narrow streets and a mix of lower scale residential building typologies. Buildings are set back from the front boundary and the front setbacks typically contain landscaping and forecourts. The existing scale of the precinct allows for 3 storey buildings. The building height along the southern side of Bishopsgate Street is currently 24m.

Future character

Redevelopment and infill development is envisaged to continue and include terrace style housing, shop top housing and smaller residential apartment buildings with a street wall height of up to three storeys along each street fronting setback, which incorporate design elements that complements that of existing housing stock.

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

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

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

The interface to the adjoining Emerging Industry Quarter precinct mid-block along Bishopsgate, Church, Lindus and Throsby Streets focuses on creating a consistent character along the street edge by continuation of identified front setbacks, landscape provision, use of design elements that emphasise the lower levels, with upper levels setback from the street.

Where additional building height is currently permissible within this precinct, the use of upper-level setbacks and design elements will ensure development presents at a consistent scale and character when viewed from street level. Tree planting and other landscape elements within urban activation areas of the public domain will also help to soften the visual dominance of larger development and improve the visual amenity for pedestrians.



Image (above) based on 3D modelling prepared as part of Wickham Masterplan 2017, which reflects existing permissible scale and densities within Village Hub.

Community and Recreation

Existing character

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

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

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

Future character

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

The former rail corridor will support active transport including shared pedestrian and cycleways that extend from Maitland Road alongside a new roadway at the southern boundary of the precinct, to connect with existing cycleways east of the intersection of Cowper and Hannell Streets at Throsby Creek, as shown in Map 4 – Traffic and Transport.

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

Redevelopment of the larger triangle shaped part of the former railway corridor lands is significantly restricted due to former mine workings. If acquired by City of Newcastle, this land will provide a vital role in supporting the precinct through provision of community facilities, formalised parking areas that can cater for both commuters and city workers during the week and park users on weekends, as well as infrastructure that supports a range of events and activities.



Images based on potential envisaged character

Park Edge

Existing character

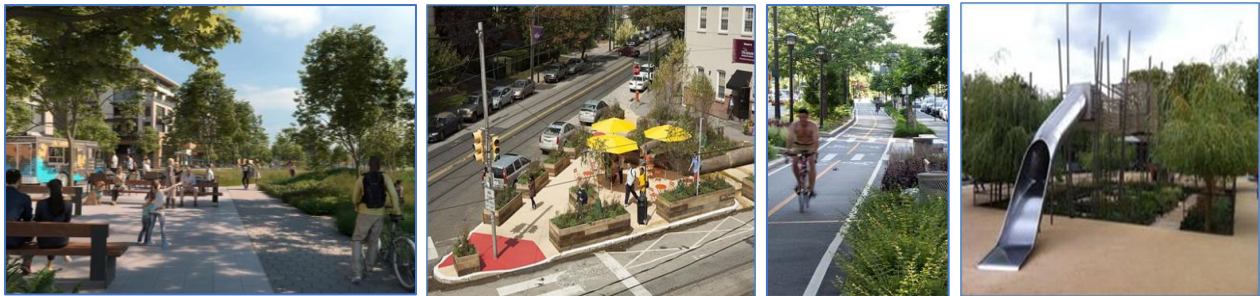
The revised Park Edge precinct is characterised by large sites containing former light industrial, storage, commercial, and warehouse uses located between Station Street and Wickham Park.

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

Future character

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

The precinct will activate the eastern edge of Wickham Park and provide natural surveillance to the active transport corridor diagonally dissecting the precinct. There are opportunities to improve public access through to Wickham Park with a key connection for pedestrians and cyclists being proposed through a widened Holland Street, the extension of Crofts Street, the end of railway lane and a wide opening to the former Bullock Island rail corridor and through to Wickham Park on land opposite from Church Street along the western side of Railway Street. As shown on Map 6 – Location of proposed community infrastructure projects



Images based on potential envisaged character

Emerging Industry Quarter

Existing character

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

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

Future character

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

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

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

Development on land within this precinct adjoining the Village Hub, will be designed to address the scale and character it presents along the streetscape, through the use of architectural elements, articulation of setbacks and upper levels set further back from the street.

City of Newcastle will seek to acquire the former rail corridor passing through this precinct to deliver a public space incorporating active transport that links to adjoining areas, as shown on Map 4 – Traffic and Transport.

Rail Edge

Existing character

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

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

Future character

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



Photo dated May 2021

Harbour Edge

Existing character

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

Future character

The Harbour Edge Precinct will continue to build on the recreational and economic opportunities within this prime waterfront location, by supporting intensification of use that respect the operational function of the Port of Newcastle and allow for vistas and connections between Hannell Street and Throsby Creek.

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



Location images

Key priorities

City of Newcastle continues to address the challenges and opportunities to delivery of the Vision for Wickham, through the following:

Improve accessibility and connectivity within Wickham and to adjoining areas

Principles

1. Local streets prioritise pedestrian safety and access, while providing low speed access to land uses by vehicles.
2. Active transport routes within Wickham connect to the broader network of Newcastle, as shown in in Map 4 Traffic and transport
3. Implementation of the Wickham LATM will consider the revised traffic flows identified on Map 4 - Traffic and transport.

Actions

1. Implement new pedestrian access routes through redevelopment sites within the NLEP2012 Land Reservation Acquisition maps.
2. Continue to implement footpath reconstruction through redevelopment of adjacent land consistent with the envisaged public domain measures for Wickham.
3. Continue with planning public domain work for Union Street to deliver new footpath works along the eastern side of the street within the four-year delivery plan.
4. Continue pursuing the acquisition of the former Bullock Island Railway Corridor land, to enable connection to Wickham Park and deliver the active transport routes supported by the Newcastle Cycling Plan, as shown in in Map 4 - Traffic and transport
5. Subject to land acquisition, investigate and plan for the provision of public car parking and other complementary uses within the former rail corridor to cater for users of Wickham Park and the broader area
6. Investigate measures to reduce car parking at ground level to maximise available floor area for employment generating uses.

Map 4 – Traffic and Transport

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



Create safe, attractive, and inclusive public places

Principles

1. Public domain design elements and materials are appropriate for their intended function, anticipated level of use, physical constraints of the space, and are chosen having consideration of their ongoing maintenance and duration.
2. Priority is given to the benefit that appropriate street tree plantings provide to the amenity and comfort of the public domain, over maintaining on-street car parking when planning for new works or preparing public domain guidelines for streets in Wickham identified as 'local' on Map 5 – Street Profiles.
3. Public domain and urban activation opportunities identified on Map 6 – Location of proposed community infrastructure projects, integrate with the envisaged character and land uses of their location.
4. The interface with the public domain of private land, within street fronting setbacks should contribute positively to the desired character of the streetscape, urban greening, activating the street edge, and creating spaces that are safe and enjoyable.

Actions

1. Ensure items of essential community infrastructure are incorporated into the local development contribution framework.
2. Incorporate the envisaged requirements for the public domain of streets within Wickham into the Newcastle City Centre Public Domain Technical Manual consistent with Map 5 – Street Profiles, and the corresponding criteria outlined in Table 2 – Wickham Public Domain Street Profiles.
3. Revise the place-based development controls for Wickham to provide further design guidance of the envisaged public-private interface based on the street setbacks identified in WMP, street profiles, character precinct, and land uses at ground-level.
4. Develop and engage with the local community on concept designs, landscape guidelines, and/or specifications for each of the envisaged community infrastructure projects included on Map 6 – Location of proposed community infrastructure projects and Table 3 – Description of proposed community infrastructure projects.
5. Implement the Community Infrastructure Incentives Policy through Newcastle LEP 2012 and Newcastle DCP 2012 for Wickham.
6. Ensure the required land acquisitions are identified within NLEP2012, consistent with Map 6 – Location of proposed community infrastructure projects

Map 5 – Street Profiles



Table 2 – Wickham Public Domain Street Profiles

Street type	Arterial	Collector	Local	Laneway	Accessway	
Intended purpose	High volume through traffic and separated cyclists and pedestrians	Vehicle connections for managing local traffic generation, accommodating cyclists and pedestrians.	Pedestrian focused streets that also accommodate lower volumes of local traffic movement.	vehicle and pedestrian movements limited to provide access directly to adjacent land uses	Vehicle access to uses and car parking areas within Wickham Park	
Road reserve width	20m to 30m	20m to 30m	15m to 20m	10m to 15m	Less than 10m, (except extension Furlong Lane)	NA
Speed limit	60 km/hr	50 km/hr	40 km/hr	preferably less than 40km/hr		
Traffic lanes	Four (two in each direction)	Two (unless identified as one-way traffic on Map 4 - Traffic and Transport)		One (except where not identified for one-way traffic on Map 4 - Traffic and Transport)		
On-street parking lanes	Two wherever practical, based on traffic management priorities.		At least on one-side of street but based on ability of providing the minimum footpath requirements and widths. Street trees are also able to be provided in parking lanes where footpath widths and/or location of services otherwise restrict public domain tree planting		Minimum of one.	
Cycle lanes	On each side: one off-street shared pathway and one on-street cycle-lane	Designated on-street lanes, if possible		Nil,	Designated off street cycle-lanes continued along Bullock Island rail corridor	
Footpaths	Two share paths at minimum 3m wide	Two sides with minimum width of 2m		At least on one side at a minimum width of 1.4m		Minimum of one share path at 2.8m wide
Footpath pavement types	Honed concrete with granite paver border Note: footpaths adjoining heritage items will have customised finishes.			Asphalt with granite paver border		Concrete TBA
Driveway crossovers on footpath	No	No (except where no alternative street access is available to the land).	Yes, (except no driveway permitted on eastern side Union Street). Maximum of one single driveway cross-over for houses Laneway access preferred over local streets.		NA	
Overhead wires	Not applicable	Redevelopment with a frontage greater than 20m shall replace overhead electrical wires/cables with service in subsurface trenching.				
Street trees	Maintain existing planning scheme	On both sides of street within the parking lanes, or on verge where footpath is wider than the prescribed minimum width.		No, except for widened new lane between Throsby Street and Furlong Lane		Along both sides of roadway
Lighting	Existing	At each street intersection and mid block to ensure adequate illumination of footpaths.	Lower scale lighting fixtures with illumination compliant to Australian standards for residential streets. Additional footpath lighting provided along Union Street and pedestrian thoroughfares.		Along both sides plus footpath lighting in Wickham Park	
Landscape elements	Bus stops	Street furniture (bins, seating, cycle parking, planter boxes/gardens, stormwater devices) in select locations.		Not applicable, unless provided as part of community infrastructure project.		

Map 6 – Location of proposed community infrastructure projects



Note: The location of community infrastructure projects and their potential uses were identified through feedback from the local community and included as ‘urban activation areas’ within Wickham Masterplan 2017. Further engagement with the local community will occur in developing the design and function of these spaces prior to their implementation.

Table 3 – Description of proposed community infrastructure projects

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

Notes: Implementation of community infrastructure projects is subject to redevelopment accessing the available incentive increases in scale and density.

Ensure built environment is functional, responsive and resilient

Principles

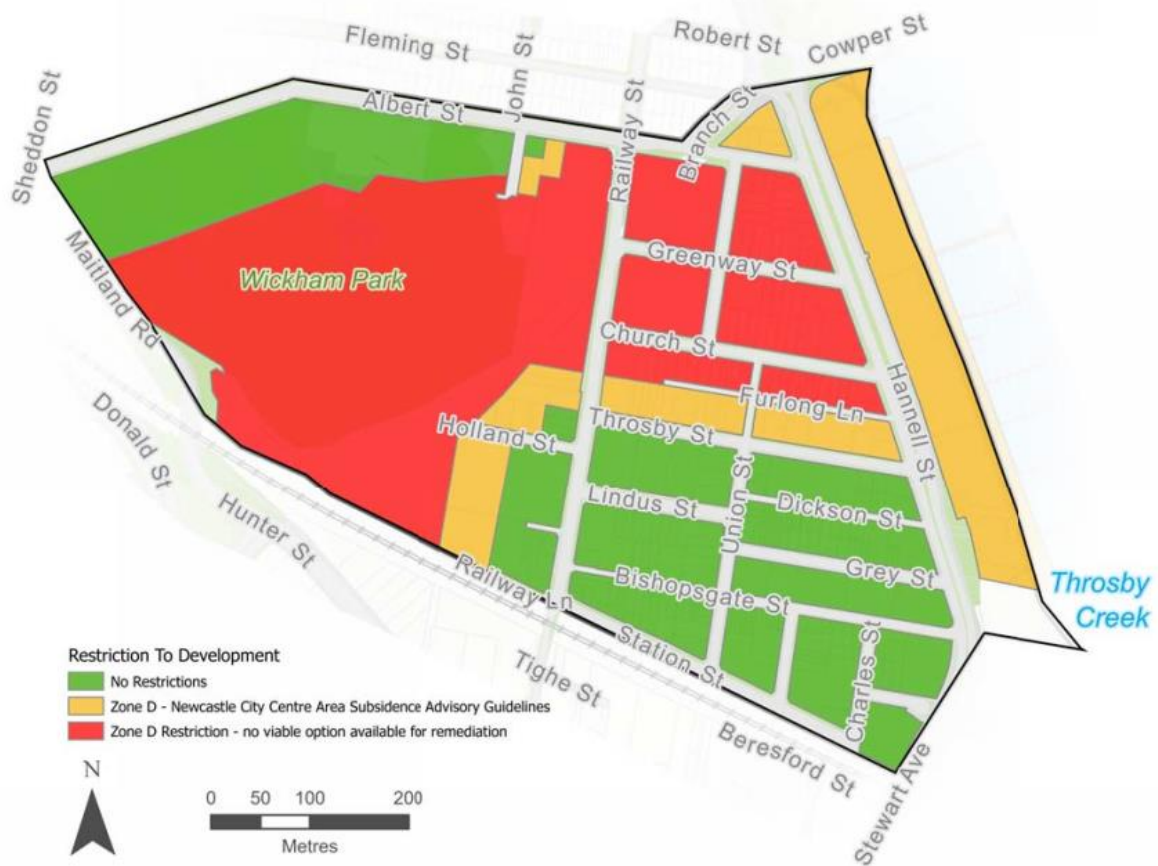
1. Redevelopment provides for a range of employment uses and a choice of housing types reflective of the capability of the land, site area, and the envisaged character.
2. Development density responds to land capability, infrastructure capacity, and envisaged future character.
3. The capacity of land in Wickham to accommodate increased densities is subject to restriction imposed where the land is undermined or within the area of influence of old mine workings, as indicated on Map 8 – Restriction to redevelopment due to subsidence risk and supporting notes.
4. Building design should be easily adapted for a range of uses to respond to changes in demand for space over time.
5. Consideration of impacts on new residents from transport and employment generating uses of a working port and vibrant city are addressed in new development.

Actions

1. Amend Newcastle LEP 2012 to introduce development incentives on land identified within Map 9 – Areas proposed for development incentive (subject to approval from SA NSW, where required), consistent with Table 4 - Potential development incentives for provision of community infrastructure.
2. Amend Newcastle DCP 2012 to include the community infrastructure projects sought to be delivered through development incentive, as identified Map 6 – Location of proposed community infrastructure projects and described on Table 3 – Description of proposed community infrastructure projects.
3. Continue to liaise with NSW State Agencies, including SA NSW, DPIE, and HCCDC and Industry Groups to find a workable solution for funding and managing the remediation of old mine working within Wickham to enable the densities envisaged for the area within WMP.
4. Determine and publish (within City of Newcastle's Fees and Charges) an 'incentive GFA rate' for Wickham that is determined by dividing the total cost of identified community infrastructure by the gross floor area (GFA) likely to be made available on suitable land within the areas identified by Map 9 – Areas proposed for development incentive.
5. Amend Newcastle LEP 2012 to permit the following additional housing types in Wickham, which are currently prohibited on land zoned B4 Mixed Use:
 - Dual occupancies
 - Dwelling houses
 - Secondary dwellings
 - Semi-detached dwellings.
6. Include a notation within Newcastle DCP 2012 for applicants of land in the Harbour Edge precinct to engage with Port of Newcastle prior to lodgement regarding the location and requirements for maintaining navigation aids in this locality to ensure the safe and efficient operation of the Port.
7. Amend DCP 2012 to include a control for upper-level setbacks for development within the Village Hub Precinct (where the existing HOB within the LEP exceeds 10m), that any part of the development above HOB 10m is setback a minimum 6m from all street fronting boundaries and 8m to all side or rear boundaries of adjoining land that is also within the Village Hub Precinct.
8. Amend DCP 2012 to include an additional control for upper-level setbacks for any development on land that adjoins the Village Hub Precinct, to require any part of the development above HOB 12m to be setback a minimum 6m from all street fronting boundaries and 8m to all side or rear boundaries that adjoin land within the Village Hub Precinct.
9. In addition to the amendment to DCP 2012 outlined in Action 8, land within the Emerging Industry Quarter Precinct adjoining the Village Hub Precinct and located on the northern side of Bishopsgate Street has an increased upper-level setback above HOB 12m of no less that

15m from the property boundary to Bishopsgate Street. In the event of any inconsistency between actions, Action 9 will prevail over Action 8.

Map 8 – Restriction to redevelopment due to subsidence risk



Notes:

1. The above map is for information purposes only and not to be relied on for individual decisions related to the suitability of the land for redevelopment or investment purposes.
2. The above map is based on:
 - *Newcastle City Central Area Mine Subsidence Guidelines* as published at <https://www.subsidenceadvisory.nsw.gov.au/newcastle-city-centre-maps>
 - Mapping from *Newcastle CBD Mine Subsidence Risk Model* identifying the location of old mine workings under Wickham, where:
 - Land shown in Red consists old mine workings and requires bulk grouting
 - Land shown in Orange is generally located within the area of influence of old mine workings and may require a level of remediation or engineered design parameters
 - Land Shown in Green is not identified as being influenced by old mine workings and therefore not restricted by SA NSW guidelines.
 - Advice from SA NSW of the likely requirements and associated cost for remediating old mine working to allow redevelopment of a scale greater than allowed under Zone D of the Newcastle City Centre Area Subsidence Advisory Guidelines.
 - Impacts on feasibility of individual redevelopment within the undermined areas given:
 - upfront cost of funding the full remediation works
 - timeframe and logistics of remediation
 - associated risk
 - requirements for reimbursement by the NMGF
 - out of pocket cost.
3. For further information please contact SA NSW directly.

Map 9 – Areas proposed for development incentive

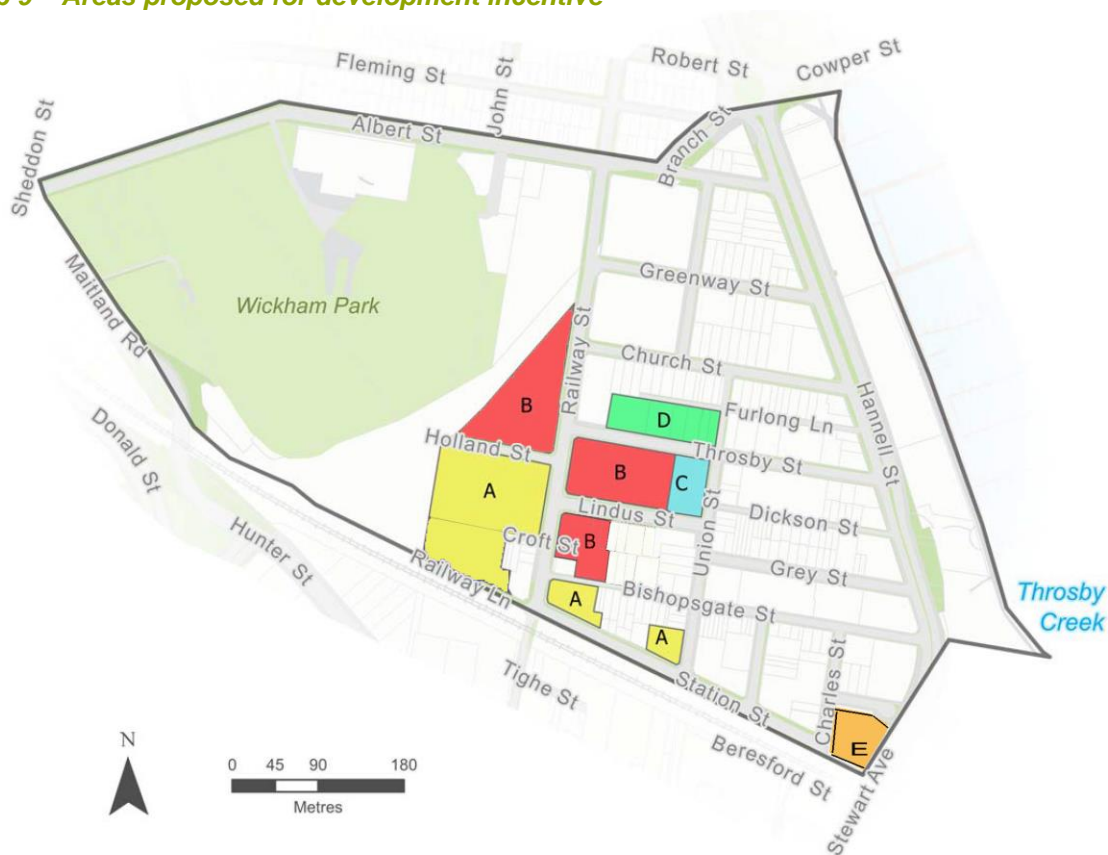


Table 4 - Potential development incentives for provision of community infrastructure

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

* Note: No incentive available at this site area

^ Note: The HOB and FSR for 41 & 47 Throsby Street is subject to separate planning proposal

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