

City of  
Newcastle



# Newcastle Harbour Foreshore Masterplan

## Phase 2 Community Engagement Report

June 2021

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## Executive summary

City of Newcastle (CN) is developing a masterplan to guide the future of Newcastle Harbour Foreshore. This report focuses on community engagement activities carried out from 16 February to 5 March 2021. This was the second phase of community engagement for the Harbour Foreshore masterplan project, with Phase 1 taking place in mid-2020.

During Phase 2 engagement, the broad community were invited to provide feedback on preliminary concepts for Foreshore Park, including a new inclusive play space being developed with Variety – the Children’s Charity, and to share their experiences of walking and cycling along the Foreshore.

The Phase 2 engagement activities were broadly promoted through flyers, onsite signage, social media and advertising. There were a range of ways for people to have their say on the preliminary concepts for the Harbour Foreshore masterplan:



## Key findings

### *Online poll*

Most people (77%) completing the poll indicated they thought the plans looked great (61%) or OK (16%), suggesting broad support for the concepts. The proportion of people favourable towards the concepts was 58% in Ward 1, 86% in the remainder of the Newcastle local government area (LGA), and 91% in areas outside of the LGA, suggesting broad appeal as a destination.

### *Social media*

The community reaction to the concepts on social media was overwhelmingly positive, with over 1,000 ‘likes’ and ‘loves’ across two CN posts and two posts from large local media outlets. Similarly, the comments people left on these posts were also largely positive.

### *Social Pinpoint*

Like in previous Phase 1 engagement activities for the Harbour Foreshore, the importance of trees and shade was emphasised by comments left on the Social Pinpoint interactive maps. Some participants suggested the inclusion of shade trees other than Norfolk Pines.

Facilities for skating and scooting also came through strongly, driven by the way in which the Frog Pond has been used since being drained.

While a number of positive comments were left about the play space, some questioned its location and suggested it could be switched with the Picnic/BBQ lawn area. Several participants advocated for the existing community garden being left as is, with others suggesting it could be better integrated with the proposed café.

In terms of the café, while some questioned whether a café was needed in the park given it may compete with nearby businesses, others were supportive. Others objected to the proposed location of the café, as it would disrupt views from the Telford Street stairs to the harbour.

Like in Phase 1 engagement, opinion on the Frog Pond was mixed with some suggesting it could be repurposed for skating and scooting, and others suggesting it is returned to a central water feature for the park, as a more natural habitat.

A number of generic positive comments were received about the concepts, suggesting general support for the vision. The concept for Tug Berth Lane was singled out in some of these comments.

#### *Drop-in information sessions*

Feedback at two of the three drop-in sessions was generally positive, with a broad cross-section of the community commenting that the project will be great for our city. The play space was very well received, with positive comments also about the inclusion of a café and the expansive green spaces. Concerns raised at these sessions were primarily about parking.

Feedback at the other drop-in session, the first session at Foreshore Park, was less favourable. Local residents raised a number of concerns, particularly about the proposed location of the play space and associated noise and loss of passive recreation space. Residents cited heavy usage of the Rail Shed by a variety of community groups, with a desire to see amenities remain in their current location. A number of residents advocated that the existing community garden should remain where it is, and others questioned who would maintain it if it was moved. The proposed location of the café was also raised, with concerns this would impede sight lines from Telford Street to the harbour. Others suggested a small café could be located in the existing building near the Rail Shed. Concerns around traffic and parking, including current 'hoon' activity, and inadequate consultation were also raised.

#### *Submissions*

Most submissions were from Newcastle East residents, and the issues raised were like those raised at the drop-in session described above.

The play space was particularly contentious, with many noting the location is too close to residents and businesses. Reasons given for objecting to the play space included noise, loss of passive recreation, not enough demand in the area, impact to visual amenity, mental health impacts, and incongruence with nearby heritage.

The next most cited issue in submissions related to inadequate parking and increased traffic in the area, mainly as a result of the proposed play space. A number of residents also questioned the perceived prioritisation of event spaces in the preliminary concept. Comments about the proposed café were somewhat mixed, with some saying it's not required, others commenting on disruption to sight lines to the harbour, and others supporting the inclusion of a café. There was a preference to retain the existing community garden in its current location, and to retain the Frog Pond as a water feature.

In addition to written submissions, a petition with 2,300+ signatures was received by CN at the end of the engagement period requesting that the Frog Pond be repurposed for skating and scooting.

#### *Survey (Wharf Road)*

While the Queens Wharf Cycle Bypass (QWCB) was generally well received by the community as increasing safety for pedestrians and cyclists, the 30km/h speed limit for vehicles on Wharf Road was less well received. Opinion was divided on whether the 30km/h initiative should be retained, with 44% agreeing and 41% disagreeing with this proposal.

Most respondents to the survey (76%) would like to see an additional off-road cycle friendly path along Wharf Road. This figure was higher amongst those who had cycled in the area in the past three months, with 82% saying they'd like to see an additional off-road path for cyclists.

In open-ended comments, the need for separated provisions for cyclists and pedestrians was noted, as were parking concerns in the area.

### **Key issues and recommendations**

The key findings from the engagement activities tell two stories. While the preliminary concepts for Foreshore Park and the play space received broad levels of support overall in our online poll, on social media, and at two of the three drop-in information sessions, a number of concerns about the concepts were raised at the resident drop-in session, in submissions and, to a lesser degree, on Social Pinpoint. Key issues and recommendations based on community feedback for consideration by the project team include:

#### *Location of play space*

While the play space received a number of positive comments on social media, the location of the play space was questioned both on Social Pinpoint and by local residents at the drop-in session and in submissions. The reasons behind this relate to noise impacts, lack of demand, loss of passive recreation, inadequate parking and increased traffic in the area. A number of people suggested switching the location of the play space with the Picnic/BBQ Lawn. Others suggested moving the play space outside of Foreshore Park or to other parts of the LGA.

**Recommendation:** Consider moving the fenced play space, potentially switching the location of the play space with the Picnic/BBQ Lawn area, next to the parking area off Wharf Road.

#### *Proposed café*

While some feedback was received questioning the need for a café given its potential impact to nearby businesses, others were supportive. The location of the proposed café is problematic given it disrupts view lines from the Telford Street stairs to the harbour.

**Recommendation:** Consider moving the proposed café to preserve the sight line from Telford Street steps to the Harbour, possibly to the existing building next to the Rail Shed.

#### *Frog Pond / Skating facilities*

Like in Phase 1 engagement, opinion on the Frog Pond was mixed in Phase 2 engagement activities. Through submissions, some local residents expressed a preference for retaining the pond as a water feature. The community, through Social Pinpoint and the petition, favoured repurposing the Frog Pond as a skating facility, given its popularity since the pond has been drained.

**Recommendation:** Investigate repurposing the frog pond to accommodate skating purposes. If this can't be achieved, consider including a dedicated large/flat area for skating elsewhere in the Park, in consultation with skating stakeholders.

#### *Community garden*

Although the community garden didn't emerge as a valued element of Foreshore Park in Phase 1 engagement activities, there is a clear desire among some local residents to retain the existing community garden in its current location.

**Recommendation:** Retain the community garden in its existing location, and consider possible improved integration into nearby areas.

#### *Trees & Shade*

Like in Phase 1 engagement, the importance of trees and shade was emphasised in the current engagement activities, particularly on Social Pinpoint. Although a number of shade structures were proposed in the play space, a number of comments were received about the need for shade in this area in particular.

**Recommendation:** Ensure shade provisions in the play space concept are adequately communicated in future iterations of the concept. Ensure adequate tree canopy,

*particularly around perimeter of key spaces. Work with environmental specialists to identify suitable tree species, other than Norfolk Pines.*

#### *Wharf Road*

There was a strong preference in the survey for separated provisions for cyclists and pedestrians along the Foreshore, with support for the idea of an additional off-road lane for cyclists. Opinion was mixed on the 30km/h speed limit on Wharf Road. Parking in the area was also raised in responses.

***Recommendation:*** *Consider the inclusion of an additional off-road cycle path in Foreshore Reserve along Wharf Road. Review the 30km/h speed limit initiative.*

#### Next steps

Thank you to everyone who shared their feedback during the Phase 2 Harbour Foreshore community engagement activities.

The information you provided is being reviewed and considered by the project team. There will be further opportunities for community feedback as the project progresses.

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# 1. Introduction

City of Newcastle (CN) is developing a masterplan to guide the future of Newcastle Harbour Foreshore. The masterplan will help shape the 'look and feel' of Foreshore Park and Joy Cummings Promenade, so we can create a space for residents, workers and visitors to Newcastle to enjoy. It will feature an exciting new inclusive play space, Variety Livvi's Place, that will be developed with our partners, Variety – the Children's Charity (VCC).

The masterplan is being developed following the 2015 Foreshore Plan of Management (PoM), which stated that a detailed playground concept plan (for all ages and abilities) needs to be developed concurrently with a landscape masterplan. Any final masterplan should also intend to resolve the future use of the frog pond at Foreshore Park.

## 1.1 Previous community engagement

CN along with our external Consultant, Taylor Cullity Lethlean (TCL), and inclusive play space partner VCC are committed to involving the community to help guide and shape the development of the masterplan.

Phase 1 community engagement for the Harbour Foreshore Masterplan project took place in June and July 2020. This primarily involved broad online consultation and face-to-face engagement with schools in the local government area (LGA), in partnership with VCC. The aim of this phase of engagement was to discover what the community love about the Foreshore and seek ideas for what they'd like to see here in the future. Over 1,000 people provided feedback.

The key things the community told us they loved about the Harbour Foreshore during Phase 1 engagement included:

- Harbour views
- Grassy areas / green spaces and trees & gardens
- Wide paths and wide open spaces
- Access to nearby restaurants and cafes

The main things the community told us they wanted to see more of included:

- Trees and shade
- Accessible toilets
- Pop-up events and activations
- Picnic tables and gardens

Community opinion on the future use of the frog pond was mixed, with feedback varied between keeping the frog pond with water or repurposing it for other uses.

In addition to the broad engagement activities, a community reference group (CRG) was formed with key stakeholder groups and community members. The CRG met in August 2020 to discuss visions for the project.

Informed by community feedback, a preliminary concept for the Foreshore Park precinct of the Harbour Foreshore was developed, including a detailed playground concept plan as mandated by the 2015 Foreshore PoM. The CRG met again in December 2020 where an early version of the preliminary concept was presented for feedback. Members of the project team subsequently met with individual CRG members to further discuss their feedback. The concept plans were also shared for feedback with Year 6 students at St Therese's Primary School in December 2020.

This report focuses on Phase 2 of the Harbour Foreshore engagement process, which took place from 16 February to 5 March 2021. During this phase of engagement, the broad community were invited to provide feedback on preliminary concepts for Foreshore Park and to share their experiences of walking and cycling along the Foreshore.

## 1.2 Engagement objectives

The aim of the engagement (Phase 2) was to gain broad community feedback on:

- the preliminary concept design for Foreshore Park,
- experiences walking and cycling along the Harbour Foreshore.








The feedback will help refine the draft masterplan and inclusive play space concept design.

## 2. Communication and promotion

A communications campaign was implemented to raise awareness of the Harbour Foreshore masterplan project and promote the opportunity for community members to provide feedback.

Key communications activities are summarised on the following page, and key pieces of communications collateral are available in Appendix I. The promotional collateral can be found in [Appendix 1: Communication and promotions](#).

Table 1 Communication and promotion

Channel	Description	Reach
 <b>Have Your Say webpage</b>	A dedicated project webpage was created on CN's Have Your Say landing page. The page featured two videos explaining the concepts, FAQs, previous engagement reports, an online form/poll, and links to a Social Pinpoint site to gather comments on the concept, and to a short survey on walking and cycling on Wharf Road.	2,911 visits
 <b>Letters</b>	Letters advising of the engagement activities were distributed to 57 people who own property adjoining or facing onto Foreshore Park. The letters were sent before the engagement activities opened to the broad community to allow those closest to the Park to speak to the project team.	57
 <b>Flyers and onsite signage</b>	<p>Flyers advising of the engagement activities were distributed to 600 properties in Newcastle East on Wednesday 17 February 2021.</p> <p>Onsite signage was also installed at key locations in and around Foreshore Park at this time.</p>	<p>600 flyers</p> <p>6 corflutes</p>
 <b>Social media</b>	<p>The engagement was promoted via posts on CN's Facebook page on 16 February 2021. The post intended to raise awareness and encourage people to have their say.</p> <p>A similar post was made on the Lord Mayor's Facebook page.</p>	<p>21,459 reach</p> <p>1,216 engaged</p> <p>491 clicks</p>
 <b>Newsletters</b>	<p>e-newsletters were distributed to:</p> <p>Newy with Kids - 17 February (+ blog post and social)</p> <p>HunterHunter - 18 February (+ blog post and social)</p> <p>CN community panel - 25 February</p> <p>Natural Connections e-newsletter - 5 March</p>	Distributed to 6,000+ people
 <b>Advertising</b>	<p>Newcastle Herald digital display</p> <p>Print advertisement in Newcastle Weekly on 25 February</p>	<p>20,000 impressions</p> <p>n/a</p>
 <b>Media coverage</b>	A media release was issued on 16 February 2021 and was subsequently reported by Newcastle Herald, ABC Newcastle, and Southern Cross Austereo, with accompanying social media posts	n/a

### 3. Engagement activities

The community were invited to provide feedback on the preliminary concepts for the Harbour Foreshore and the inclusive play space from Tuesday 16 February to Friday 5 March 2021. A short survey on walking and cycling along the Foreshore was also open during this time.

In total, over 1,700 responses were received across several engagement tools:

#### Online poll

A short 'poll' style question was included on the Harbour Foreshore Have Your Say web page to gauge broad sentiment about the preliminary concept plan. Information on the concept plan was also available on the webpage, and people were asked whether they thought the plans look great, looks OK, or whether they did not like concept. A not sure option was also provided. There was also an option for people to upload additional comments or files.

In total, 244 people completed the poll and online form. Findings from the online form are presented in [section 4.1](#) of this report.

#### Social media

To help build awareness of the Harbour Foreshore Masterplan project, information about the project being open for community feedback was posted on CN's Facebook page, which has over 50,000 followers. A similar post was also made on the Lord Mayor's Facebook page. Other large media outlets including the Newcastle Herald and ABC Newcastle also ran similar posts.

Given the large response, we've included a sentiment analysis on these posts, where over 1,000 reacted to or left a comment on the posts. The findings are presented in [section 4.2](#) of this report.

#### Social Pinpoint

Social Pinpoint is an online interactive mapping tool that is used to seek feedback and ideas from the community on a project.

In total, 121 people left 256 comments on the preliminary Harbour Foreshore concept. Findings from Social Pinpoint are presented in [section 4.3](#) of this report.

#### Drop-in sessions

CN hosted three drop-in information sessions during the engagement period:

- Saturday 13 February at Foreshore Park, Newcastle East
- Saturday 20 February at Civic Park (near Olive Tree Markets), Newcastle
- Thursday 4 March at Marketown, Newcastle West



The sessions provided an opportunity for local residents and other interested community members to learn more about the project and speak to members of the project team.

In total, about 250 people attended the sessions. Summaries of the drop-in sessions are presented in [section 4.4](#) of this report.

### Submissions

During the engagement period, 31 submissions were received by mail or email. Key themes from the submissions are presented in [section 4.5](#) of this report.

A petition with 2,300+ signatures advocating for the Frog Pond to be repurposed as a skating facility was also received by CN at the end of the engagement period.

### Survey (Wharf Road)

During the engagement period, community members were able to share their experiences of walking or cycling via a short survey available on the Harbour Foreshore Have Your Say web page.

In total, 194 people took part in the online survey. Survey results are presented in [section 4.6](#) of this report.

## 4. Key findings

### 4.1 Online poll

A short 'poll' style question was included on the Harbour Foreshore Have Your Say web page to gauge broad community sentiment on the preliminary concept plan. Information on the concept plan was also available on the webpage, and people were asked whether they thought the plans look great, look OK, or whether they did not like concept. A not sure option was also provided. People were also asked to indicate what suburb they live in.

In total, 244 responses were received. Most people (77%) completing the poll indicated they thought the plans looked great (61%) or OK (16%), suggesting broad support for the concept.

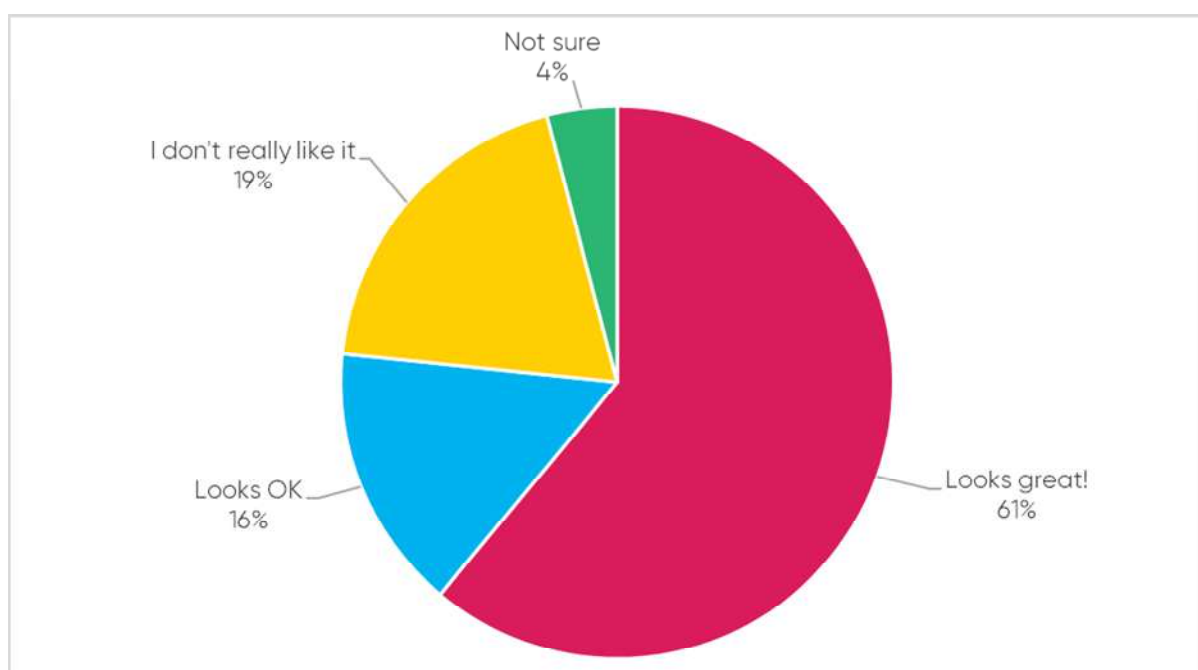


Figure 1: Online poll – sentiment about concept plans

Analysis by location reveals varying levels of appeal for the preliminary concept. The proportion of people favourable towards the concept (i.e. said looks great or looks OK) was 58% in Ward 1, 86% in the remainder of the Newcastle LGA (wards 2, 3, and 4<sup>1</sup>), and 91% in areas outside of the LGA, which suggests the concept is appealing at both a local and regional level.

About one-in-three people (35%) from Ward 1 stated they did not like the concept. Although sample sizes are small, this appears to be driven by residents of Newcastle East, where 53% said they did not like the concept.

<sup>1</sup> Responses from people in wards 2, 3 and 4 have been combined due to small sample sizes.

Table 2: Online poll- Sentiment about concept plans by location

	Total	Ward 1	Ward 2 / 3 / 4	Outside Newcastle	Suburb not stated
<i>n=</i>	244	89	58	44	53
Looks great!	61%	40%	74%	75%	70%
Looks OK	16%	18%	12%	16%	15%
I don't really like it	19%	35%	2%	9%	9%
Not sure	4%	7%	12%		6%

There was also an option on the online form that allowed people to upload additional comments or files. These comments have been included in the Submissions section of this report.









## 4.2 Social media

Following CN's media release and social media post announcing that the Harbour Foreshore Masterplan was open for community feedback, the project received a great deal of traction online.

To better understand community sentiment towards the preliminary concept for the Harbour Foreshore, a high-level analysis of sentiment was carried out on CN social media posts and two large local media outlets. While we acknowledge the project was also discussed on other personal and community group social media pages, the posts included below were selected for the analysis given their broad reach of a cross-section of our community. A copy of these posts can be found in [Appendix 2 – Social media posts](#), or by the links below. Sentiment is summarised below in table 3.

The community reaction to the project on social media was overwhelmingly positive, with over 1,000 'likes' and 'loves'. Similarly, the comments people left on these posts was also largely favourable to the project with n= 134 positive comments, n= 106 neutral and n=19 negative comments.

*Table 3: Social media – Sentiment analysis*

	Reactions					Comments		
								
<a href="#">City of Newcastle</a> 16 February	99	10			1	7	32	5
<a href="#">Lord Mayor</a> 16 February	218	75	8			53	16	0
<a href="#">Newcastle Herald</a> 16 February	149	23	2	1		20	25	9
<a href="#">ABC Newcastle</a> 16 February	362	73	14			54	33	5
<b>TOTAL</b>	<b>828</b>	<b>181</b>	<b>24</b>	<b>1</b>	<b>1</b>	<b>134</b>	<b>106</b>	<b>19</b>

The main themes in comments on these posts included:

**General positive**– looks great, great for families, needed in Newcastle, great for events and tourism.

**Play space** – Water play, fenced, toilet/change facilities, slide choice and the need to be inclusive of all abilities and ages.

**Amenities** – Toilet/change facilities, shade, seating, Café, art, beautification, less concrete, footpaths

**Facilities for skaters** – scooters, skating, skateboarders and the Frog Pond.

**Getting there** – parking, traffic, accessibility, disabled parking, cycling

**Trees** – Tree species, tree shade, more trees and lights in trees.

There was also general discussion surrounding what stage the project was at, who has been awarded the contract (if a local), timelines and examples of other playgrounds included Gladstone QLD Foreshore, Flagstone Adventure Park and Darlington Park in Yarrabilba.

## 4.3 Social Pinpoint

### Methodology

Social Pinpoint is an interactive online mapping tool that allows users to leave feedback by dropping a pin on a map with their comments.

There were two Social Pinpoint maps available for comment for the Harbour Foreshore project. The first was an overview of the preliminary concept, and the second was an in-depth view of the play space, as shown below.



Figure 2: Social Pinpoint – maps

Respondents could click on different areas of the maps and more information would pop-up describing inclusions for that area.

People were able to drop two different types of pins on the Harbour Foreshore maps:



People were able to view comments others left on the map, and vote or start a discussion on a given comment.

### User profile

To help us understand who completed Social Pinpoint, respondents were asked to supply their age group and postcode. A total of 121 unique users completed the demographic questionnaire before using the Social Pinpoint mapping tool, however it was not mandatory for respondents to complete this in order to submit a comment. The average age of those leaving a comment was 42 years. The majority of participants (85%) lived within the Newcastle LGA, with most participants living in Newcastle, Merewether, Newcastle East, Hamilton and Mayfield.

By default, users were also asked to submit an email address, which could be used for further correspondence about the Foreshore masterplan project.

### Findings

The Harbour Foreshore map had 2,031 visits with 121 people leaving 256 comments. The average time spent on the page was 3:48 minutes.

The word cloud below shows the most commonly used words in the comments, and key themes in respondent comments are summarised in figure 4.



Figure 3: Social Pinpoint – Word cloud



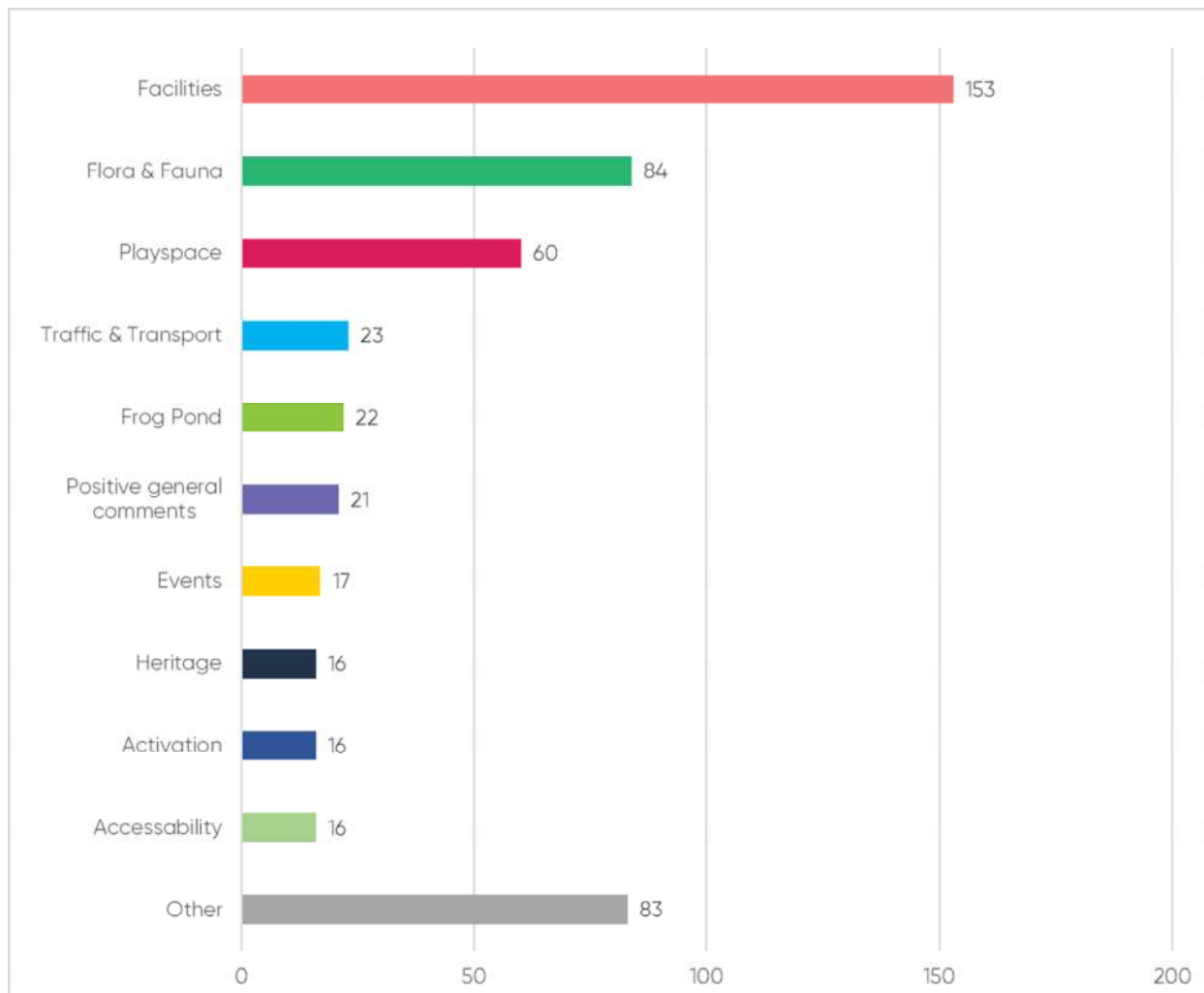


Figure 4: Social Pinpoint – Key themes raised in comments (number of comments, n= )

Note – more than one topic or theme could be raised in a comment. Each response was coded for all topics mentioned.

### *Facilities*

Facilities was the most common theme in respondent comments (n= 153). This included comments surrounding the importance of shade (n= 32); skating and scooting facilities due to current use of the Frog Pond being used in this way (n= 31); comments about the café including support and comments about the proposed location and/or need for the cafe (n= 18); and location of toilets (n= 16).

Key themes in comments about facilities are presented in table 3, and a selection of comments is presented in figures 5 – 8. Full verbatim comments can be found in [Appendix 3 – Social Pinpoint Comments – Facilities](#).

Table 4: Social Pinpoint – Key themes in comments about facilities

	<i>n=</i>
Facilities – shade	32
Facilities – skatepark/skating/rollerblading	31
Facilities – cafe	18
Facilities – toilets, end of use facilities,	16
Facilities – cycling	13
Facilities – improve paths	12
Facilities – sports court/facilities/exercise station	9
Facilities – picnic table	7
Facilities – seating	7
Facilities – skatepark not required	4
Facilities – entry	2
Facilities – drinking fountain	1
Facilities – wayfinding	1

## Shade

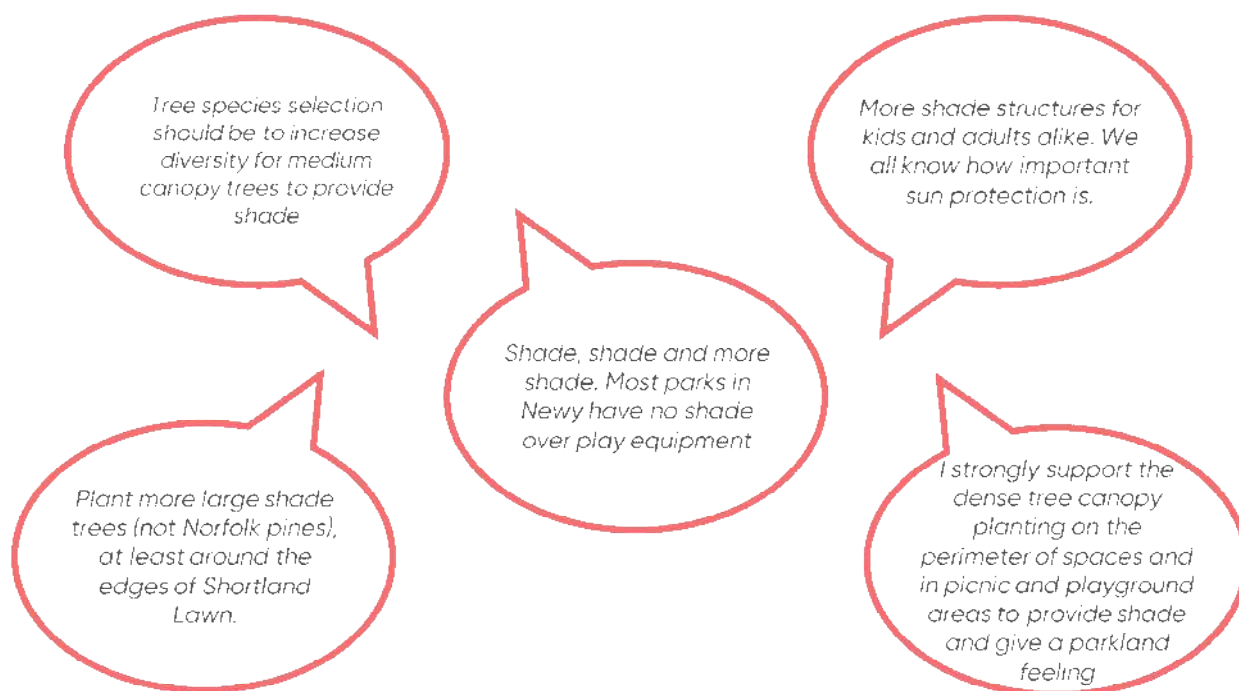


Figure 5: Social Pinpoint – Selection of comments about facilities (shade)

## Skating / Scooting

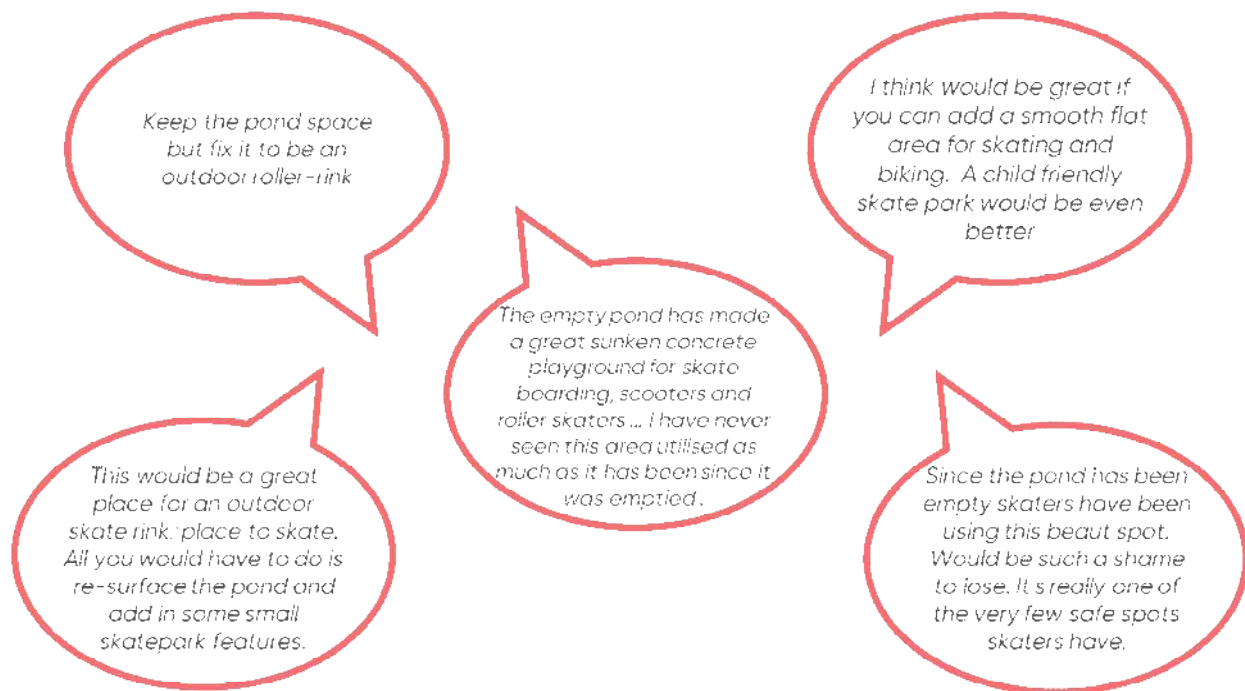


Figure 6: Social Pinpoint - Selection of comments about facilities (skating / scooting)

## Café

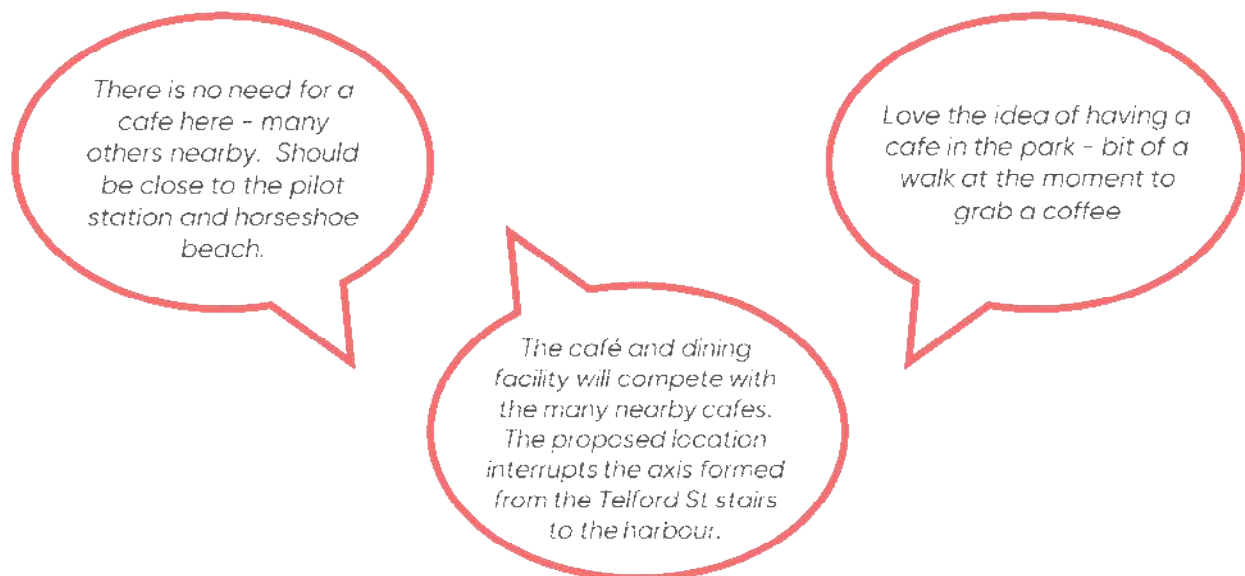


Figure 7: Social Pinpoint - Selection of comments about facilities (café)

## Toilets

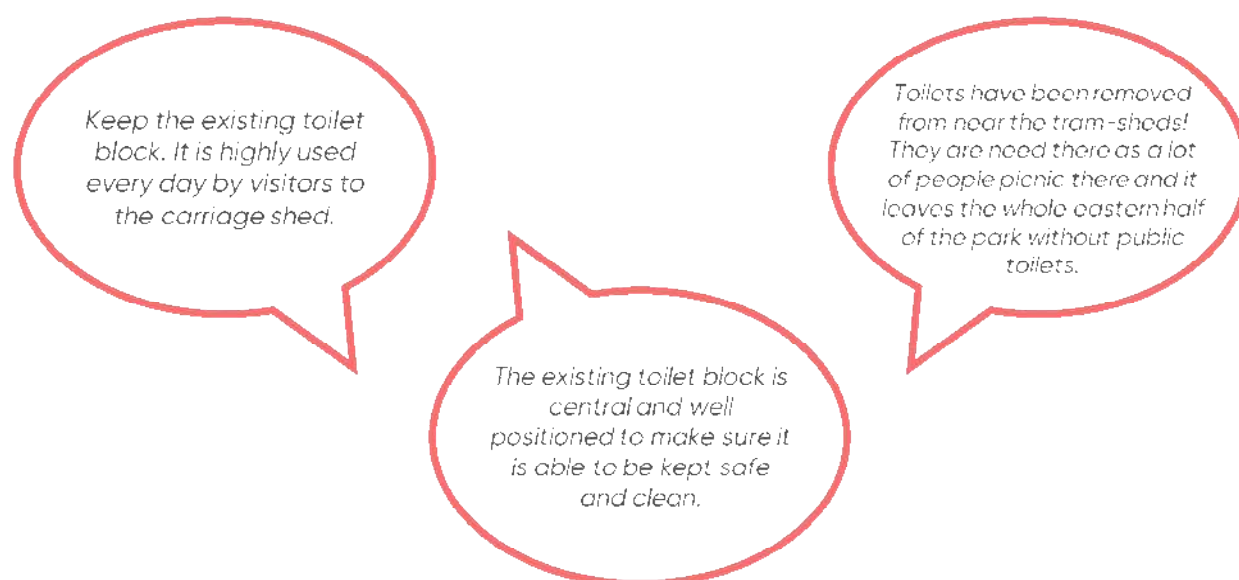


Figure 8: Social Pinpoint – Selection of comments about facilities (toilets)

## Flora and Fauna

Flora and fauna was the next most common theme mentioned (n= 84). Most of the comments were about retaining the existing community garden, with some suggestions that the garden could be better integrated with the proposed café (n= 27); a preference for more trees, particularly native species (n= 26); and maintenance of greenspace (n= 9).

Key themes in comments about flora and fauna are presented in table 4, and a selection of comments is presented in figures 9 – 11. Full verbatim comments can be found in [Appendix 4 – Social Pinpoint Comments – Flora and Fauna](#).

Table 5: Social Pinpoint – Key themes in comments about flora and fauna

	<b>n=</b>
Community garden	27
Flora - trees	26
Flora - greenspace	9
Flora- tree selection	7
Fauna	5
Flora - botanic gardens	3
Flora - keep mature trees	3
Community garden - not accessible general public	2
Landscaping	2

## Community garden



Figure 9: Social Pinpoint – Selection of comments about flora and fauna (community garden)

## Trees



Figure 10: Social Pinpoint – Selection of comments about flora and fauna (trees)

## Play space

A total of 60 comments were left about the play space. Of these, n= 27 were general, mainly positive, comments. A further n= 13 comments suggested an alternative location for the play space, a number of which were to switch the location of the play space and picnic/BBQ lawn.

Key themes in comments about the play space are presented in table 5, and a selection of comments is presented in figures 9 – 11. Full verbatim comments can be found in [Appendix 5 – Social Pinpoint Comments – Play space](#).

Table 6: Social Pinpoint – Key themes in comments about the play space

	<i>n=</i>
Playspace – general	27
Playspace – location	13
Playspace – nooks, jumping pillow, fence, examples	4
Playspace – shaded area	3
Playspace – size	3
Playspace – slide choice	3
Playspace – water play area	3
Playspace – nature	2
Playspace – water area fenced	2

## Play space – general comments



Figure 11: Social Pinpoint – Selection of comments about the play space (general)

## Play space – location



Figure 12: Social Pinpoint – Selection of comments about the play space (location)

## Traffic and transport

A number of comments (n= 23) were received about traffic and transport. Most were about inadequate parking in the area (n= 15). Please see [Appendix 6 – Social Pinpoint Comments – Traffic and transport](#) for participant comments.

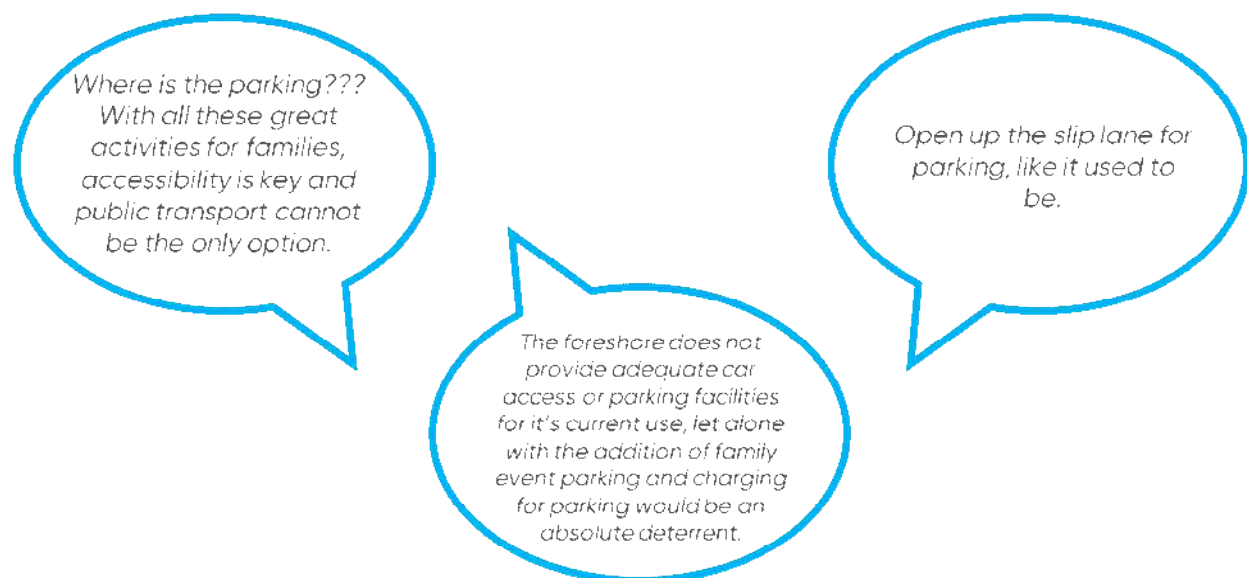


Figure 13: Social Pinpoint – Selection of comments about traffic and transport



### *Frog pond*

Of the n= 22 comments received about the Frog Pond, there was a mix of those suggesting it be kept for skating or returned to a water feature. Please see [Appendix 7 – Social Pinpoint Comments – Frog Pond](#) for comments about the Frog Pond.



Figure 14: Social Pinpoint – Selection of comments about the Frog Pond

### *Positive general comments*

A total of n= 21 generic positive comments were left about the concept overall, though the vision for Tug Berth Lane was also well received. Please see [Appendix 8 – Social Pinpoint Comments – Positive comments.](#)

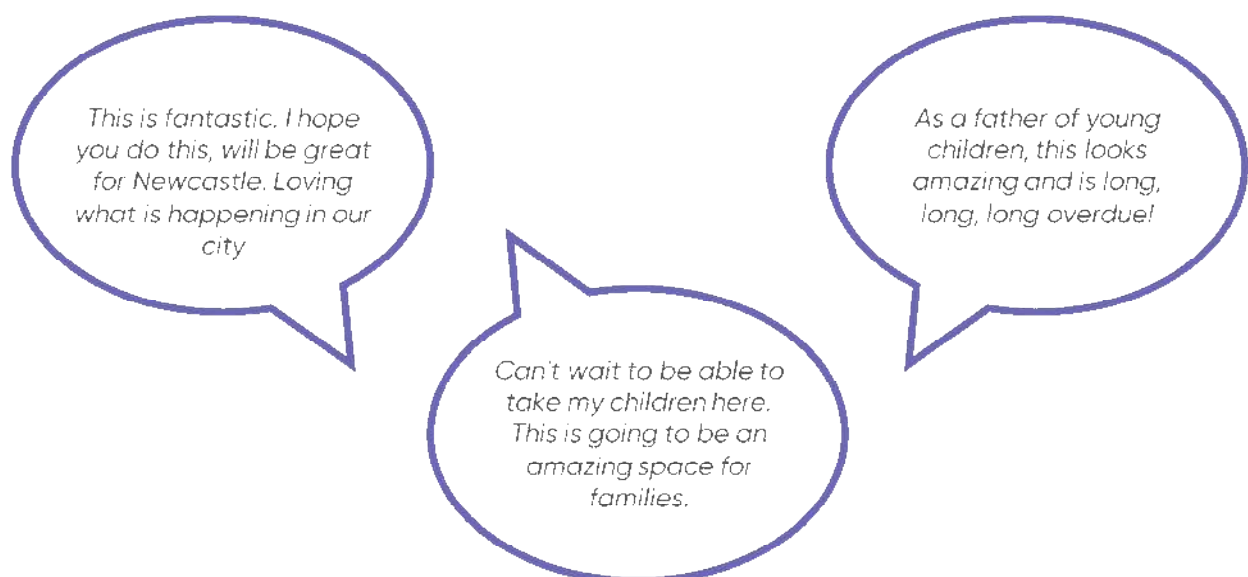


Figure 15: Social Pinpoint – Selection of comments with positive feedback

### *Other comments*

A broad range of other comments were received including feedback on the Supercars events, heritage, activation, and accessibility. Please see [Appendix 9 – Social Pinpoint Comments – Other comments](#) for these comments, and other comments that were not classified.

### Popular comments on Social Pinpoint

Within the Social Pinpoint interactive mapping tool, participants can view the comments left by other people and like or dislike those comments. The top 15 most liked comments are shown in table 7.

Many of the most liked comments related to providing facilities for skating or scooting, with most of these suggesting repurposing the Frog Pond for this use.

Retention of the community garden also received support, as did the proposal for having a café in the Park.

Table 7: Social Pinpoint – most popular comments (likes and dislikes)

Comment	Likes	Dislikes
Upgrading the path to something smoother for roller skating	45	6
This is the current Community Garden – it is in a great spot where it is and is the product of many years of work by the Community – not NCC. If you just do what you want and move this without community consent then by its very nature you will no longer have a Community garden. This concept plan to move this before you have actually consulted the specific community members who use and maintain this garden is grossly insulting, and is a sure bet to destroy this fantastic community asset.	33	5
Please could an outdoor roller skating rink be placed here or somewhere in the park? Roller skating has been a considerable part of society and interest has considerably spiked again in the last year. There is no indoor or outdoor rink anywhere in the Newcastle area and the foot paths within the Hunter region are not entirely suited for roller skating. This sport has seen the connection between different cultures and is an inclusive sport. This would also promote physical activity in a fun way.	31	7
Resurface and enlarge pond to be roller skating rink; lighting and virtual juke box / audio system for night skating/disco parties; option to cover/shade in summer and rain; container shed rental spaces for skate hire and snack bar	30	20
Keep the pond space but fix it to be an outdoor roller rink	28	8
Love the idea of having a cafe in the park – bit of a walk at the moment to grab a coffee	26	9
This would be a great place for an outdoor skate rink/place to skate. All you would have to do is re-surface the pond and add in some small skatepark features. So many people of all ages use and love this area already that it would be a shame to lose.	26	6
Mega ramp	20	34
A floating mini skate ramp would be awesome here.	20	21
The play areas need shade...children in Australia and families need to have their skin protected from the sun to prevent skin cancer and melanoma. This is a public health issue.	19	1
Toilets have been removed from near the tram-sheds! They are needed there as a lot of people picnic there and it leaves the whole eastern half of the park without public toilets.	19	3
Timber wharfs/ jetties areas protruding into the harbour with seating.	19	0
A skate-lite vert ramp like the one at Mona Vale would be a welcome addition promoting health and wellbeing.	18	17
Outdoor roller rink	18	9
The existing pond has been used a lot for skating since being emptied, will the pond still be there? Will there be an alternative smooth flat surface for people to skate and scooter?	18	1

## 4.4 Drop-in information sessions

Three drop-in information sessions were held during the engagement period to provide an opportunity for local residents and other interested community members to learn more about the project and speak to members of the project team, including representatives from CN, Variety – the Children’s Charity, and TCL (Bosque Studios)

The sessions were held on:

- Saturday 13 February at Foreshore Park, Newcastle East
- Saturday 20 February at Civic Park (near Olive Tree Markets), Newcastle
- Thursday 4 March at Marketown, Newcastle West

Overall, approximately 250 people attended the three sessions. A summary of each session is provided below.

### Session 1: Saturday 13 February 2021 – Foreshore Park

While this session was intended for residents who owned property immediately adjoining or facing onto Foreshore Park, who were advised of the session by letter as an opportunity to speak to the project team before the broader engagement activities started, all community members were welcome.

About 50–60 people attended and nearly all identified as being Newcastle East residents. Some people expressed frustration that they hadn’t received a letter advising of the session. Attendees could place sticky-notes with comments onto large corflutes of the preliminary concept for Foreshore Park and the play space.

Key topics discussed on the day were:

#### Play space

- Proposed location too close to residents and businesses
- Potential security issues
- Concerns with noise from proposed play space
- Questioned whether a play space of this size is needed in Newcastle East
- Area where play space is proposed is used for passive recreation

#### Railway Shed

- Heavily used by a variety of community groups
- Leave amenities in current location near shed

#### Community garden

- Leave it in existing location
- Questions about who would maintain the garden if moved to the proposed location
- Concerns that anti-social behaviour may take place in garden

### Café

- Not required, would impact local businesses
- Proposed location disrupts sight line to the harbour
- Consider putting café in maintenance building (near Railway Shed)

### Tug Berth Lane

- Generally favourable towards the Tug Berth Lane concept ideas

### Traffic and Parking

- 'Hoon' activity on Wharf Road
- Not enough parking to accommodate people visiting the park

### Consultation

- Feedback that this was the first time many residents had heard of the project
- Perception that the outcome was already determined, and the engagement disingenuous

### Other

- Seen as a local park
- Some felt the preliminary concept had been developed to accommodate Supercars
- Questions about Supercars
- Questions on timeframes
- Reports of anti-social behaviour in the park



## Session 2: Saturday 20 February 2021 – Civic Park

This drop-in session was held during the New Annual event. The drop-in session was located near Olive Tree Markets and was broadly promoted to attract a diverse audience.

As it was raining quite extensively, the sticky-note / mapping exercise could not take place in the marquee, however attendees were encouraged to go to the CN website to participate online. In total the team spoke to 138 attendees.

The session was held next to a New Annual event, meaning a broad cross-section of people from across the LGA were engaged. Many of the attendees were families with young children and therefore the play space was the dominant topic of discussion. Feedback was very positive, with people looking forward to its development. Key topics discussed on the day were:

### Play space

- Excited to play in the new playground
- Very positive that it will be inclusive for people of all abilities
- The waterplay features were seen as a big attraction

### Café

- Like the idea of being able to get a coffee while the children are playing and an ice cream afterwards

### Greenspace

- Great to have trees and seating areas that can be enjoyed



### Session 3: Thursday 4 March 2021 – Marketown

This drop-in session was held within the Marketown shopping centre in Newcastle West. Although the session was promoted on the Have Your Say page and social media, all attendees were people that happened to be at the shopping centre anyway and stopped to engage with the team after seeing the stand and signage. In total the team spoke with 61 people.

Feedback was very positive, with people commenting that it was a positive development for Newcastle. Key topics discussed on the day were:

#### Play space

- Will be great for Newcastle families and visitors
- The play equipment looks amazing
- There are not enough big playgrounds in Newcastle, so this is really needed

#### Greenspace

- Great to have a beautiful area with trees that can be enjoyed

#### Parking/Access

- Will need to ensure that plenty of parking is still available
- Only one road in may cause congestion
- Suggestions for bicycle parking and a pedestrian crossing over Wharf Road

#### Supercars

- A few people enquired how the development will be able to occur with Supercars using the location

#### Community garden

- A few people commented that they had read recently in the media controversy regarding the community garden, and were enquiring as to what the issues were





## 4.5 Submissions

This section of the report summarises feedback received in submissions received by CN on the Harbour Foreshore Masterplan project during the engagement period.

A total of 31 written submissions were received by CN on preliminary concept during the engagement period. Most submissions were received by CN via email, with a few by post.

Most submissions were made by community members (n= 27), most of whom were Newcastle East residents. Four submissions were received from community groups or organisations including:

- Newcastle East Residents Group
- Hunter Community Forum
- National Trust
- Strata Committee for SP34297

Each submission has been examined individually to understand the issues being raised. Of the 31 submissions received, 2 supported the preliminary concept for Foreshore Park, 12 had mixed views (i.e. supported some elements of the concept but objected to other elements), 15 objected to the preliminary concept and 2 did not state a view. A summary of the key themes raised in submissions is presented in figure 16.

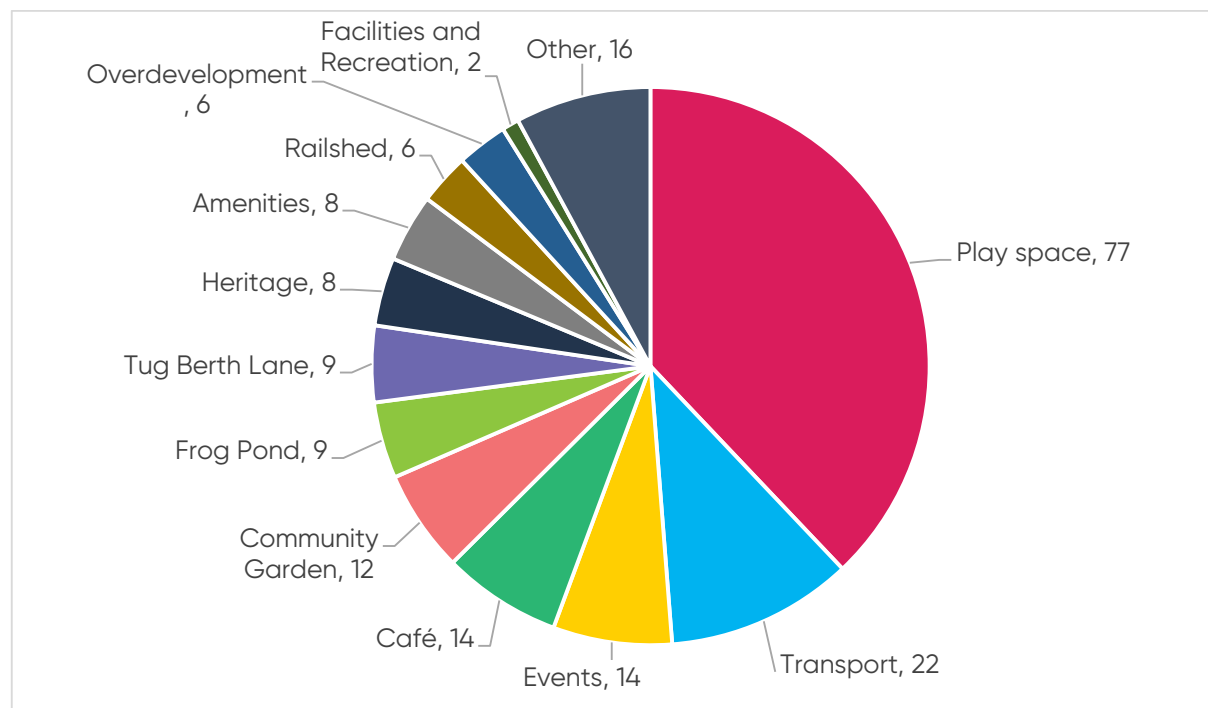


Figure 16: Submissions – Key themes (number of comments, n=)

### Play space

A total of 77 comments about the play space were made in submissions. Key themes in comments about the play space are summarised in table 8.

Table 8: Submissions – Key themes in comments about the play space

Play space comments – submissions	n= 77 comments
Location not appropriate &/or alternative location suggested	26
Noise	16
Loss of passive recreation	7
Not enough demand in area	6
Visual amenity	5
Health risk / Mental health risk	4
Doesn't suit heritage of the area	4
Not needed	3
Alternative idea suggested	2
"Too much"	2
Other good examples	1
Security / antisocial behaviour	1

### Location

Most of the comments on the play space (n= 26) were specifically about the proposed location being too close to residents and/or suggesting an alternative location for the play space. Of the alternative locations suggested, the current playground location at Foreshore Park or Camp Shortland were often cited:



Figure 17: Submissions – Selection of comments about play space (location)

### Noise

A number of comments (n= 16) about the play space raised concerns about noise impacts, often in combination with comments about the proximity of the play space to residents and businesses:



Figure 18: Submissions - Selection of comments about play space (noise)

### *Loss of passive recreation*

Seven comments were about how the proposed location of the play space would impact opportunities for passive recreation:



Figure 19: Submissions - Selection of comments about play space (loss of passive recreation)

### *Not enough demand in the area*

Six comments were made about there being insufficient demand in the local area to warrant the play space. In some cases, these comments were accompanied by further commentary around the increased traffic and parking demands of people travelling to the play space from other areas:



*Figure 20: Submissions – Selection of comments about play space (lack of demand)*

### *Visual amenity*

Five comments were made about the impact the play space would have on the visual amenity of the area:



*Figure 21: Submissions – Selection of comments about play space (visual impact)*

### *Health / Mental Health risk*

Four comments were raised noting concerns about the impact of the playground on the health / mental health of those living or working in Newcastle East:



Figure 22: Submissions – Selection of comments about play space (mental health impacts)

### *Doesn't fit heritage of the area*

Four comments were received about the play space being incongruent with the heritage fabric of Newcastle East:



Figure 23: Submissions – Selection of comments about play space (incongruence with heritage)

### *Not needed*

Three comments questioned why a regional play space was needed in Foreshore Park:



*Figure 24: Submissions – Selection of comments about play space (need for play space)*

### *Other comments about the play space*

Remaining comments about the play space included alternative proposals (natural play trail), comments about how the play space reduces opportunities for incidental play, concerns about security issues (mainly at night), and provision of other play spaces for the project team to investigate.

## Transport

A total of 22 comments about transport and access were made in submissions. Key themes in comments are summarised in table 8.

*Table 9: Submissions – Key themes in comments about transport*

Transport and access	n= 22 comments
Inadequate parking	9
Increased traffic	7
Separate cyclists and pedestrians	5
Accessible parking	1

### *Inadequate parking*

Nine comments were made about inadequate parking in the area, particularly if the play space is intended to attract people from the outer suburbs:



Figure 25: Submissions – Selection of comments about transport (parking)

### *Increased traffic*

Seven comments were made about increased traffic in the area, mainly as a result of the inclusion of the play space in the park.

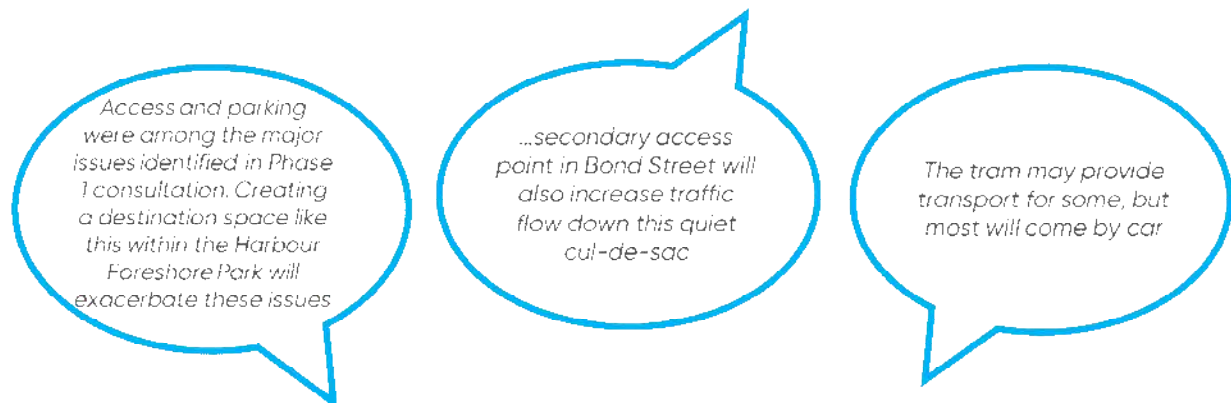


Figure 26: Submissions – Selection of comments about transport (traffic)

### *Separate cyclists and pedestrians*

Five comments were made about the need to separate cyclists and pedestrians. Most of these comments were made specifically about the Tug Berth Lane proposal:



Figure 27: Submissions – Selection of comments about transport (separated pathways)

### *Major events*

14 comments were made questioning whether the preliminary concept overrepresented the community's desire for major events at Foreshore Park, including Supercars:



Figure 28: Submissions – Selection of comments about transport (major events)



## Café

14 comments were made about the café proposed as part of the preliminary design for Foreshore Park. Key themes in comments are summarised in table 9.

Table 10: Submissions – Key themes in comments about the café

Café	n= 14 comments
Not required / impact to other businesses	6
Sight lines	4
Support	2
Take away only	1
Relocate	1

### *Not required / Impact to nearby businesses*

Six comments were received stating that a café in the Park wasn't needed and/or that such a café would compete with nearby businesses:



Figure 29: Submissions – Selection of comments about the café (need)

### *Sight lines*

Four comments were made about the proposed location of the café impeding sight lines from the Telford Street stairs to the Harbour:



Figure 30: Submissions – Selection of comments about the café (impact to sight lines)

Other comments about the café expressed support (n= 2), suggested the café be taken away only (n= 1), as well as a suggestion to locate the café in the existing amenities building on the north side of the Rail Shed.

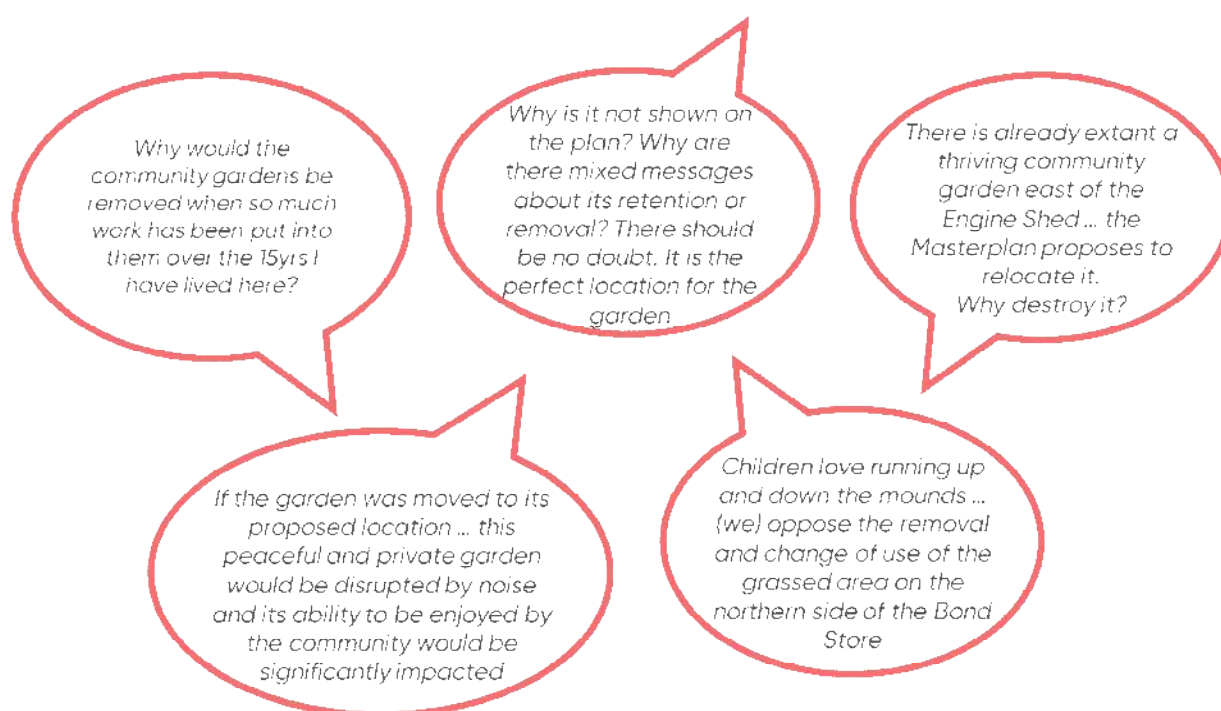
### Community garden

12 comments were received about the existing community garden and proposed productive garden. Key themes in comments are summarised in table 10.

*Table 11: Submissions – Key themes in comments about the community garden*

Community garden	n= 12 comments
Leave as is	8
Loss of passive recreation (where productive garden proposed)	3
If moved, relocate plants	1

Most of the 12 comments received were about leaving the existing community garden as it is, which a few comments also received about loss of passive recreation areas where the productive garden is proposed:



*Figure 31: Submissions – Selection of comments about the community garden*

### Frog pond

Nine comments were received about the frog pond. Eight of these requested the frog pond be retained with water, and one asked that the pond be repurposed as a roller skating / scootering facility:



Figure 32: Submissions – Selection of comments about the Frog Pond

## Tug Berth Lane

Eight comments were received about the Tug Berth. Six comments supported the Tug Berth Lane concept, and two were not supportive:



Figure 33: Submissions – Selection of comments about Tug Berth Lane

## Other comments received

Other comments received in submissions were about heritage considerations, amenities use of the Rail Shed (including the need for bathroom facilities close to the Rail Shed), facilities and recreation, the Telford Street stairs, and potentially over-crowding the Park.

We thank the community for their submissions. All submissions, including those received outside of the engagement period such as the petition signed by 2,300+ people regarding repurposing the Frog Pond for skating and scootering, are being reviewed by the project team and will be considered as the project progresses.

## 4.6 Survey (Wharf Road)

A short survey was open throughout the engagement period to gather insights into perceptions and behaviours around walking and cycling along the Harbour Foreshore.

In total, 194 people completed the survey. Of those, 53% of respondents reported cycling along the Harbour Foreshore in the past three months, and 82% reported having walked or jogged along the Foreshore in the same period.

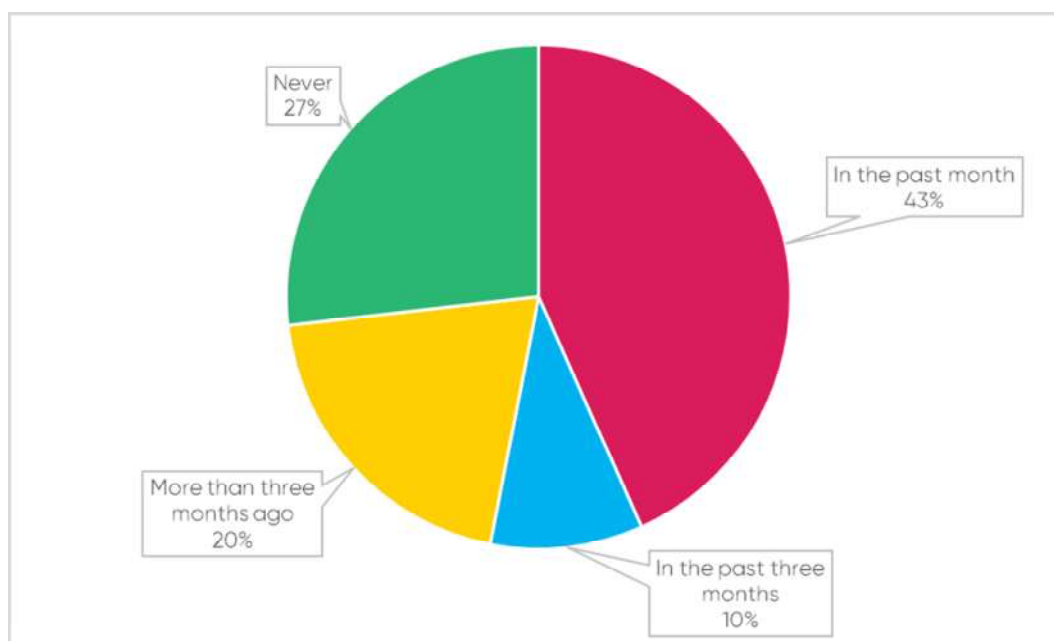


Figure 34: Survey - When last cycled along the Harbour Foreshore

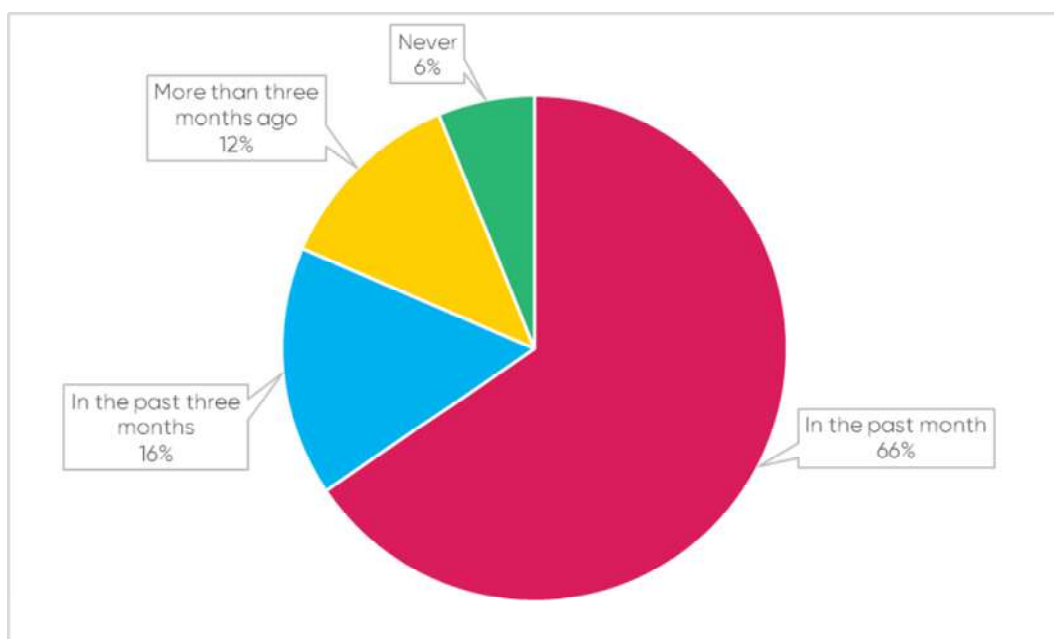


Figure 35: Survey - When last walked/jogged along the Harbour Foreshore

## Perceptions of safety initiatives

Two new initiatives have recently been introduced on Wharf Road to improve safety for cyclists and minimise conflict between cyclists and pedestrians:

1. An on-road cycle bypass around the Queens Wharf commercial area
2. 30km/h speed limit for vehicles on Wharf Road

The survey opened by asking respondents whether they agreed or disagreed with a series of statement about each initiative.

Overall, the Queens Wharf Cycle Bypass (QWCB) was generally well received with most respondents agreeing that the bypass increases safety for pedestrians (54%) and cyclists (52%). Many also agreed that the QWCB reduces congestion between cyclists and pedestrians (46% agreed, 23% disagreed).

Conversely, the 30km/h speed limit for vehicles on Wharf Road was less well received. While 45% of respondents agreed the 30km/h speed limit increases safety for cyclists, only 21% agreed more cyclists are riding on the road now (vs 33% who disagreed), and only 20% agreed the 30km/h speed limit has helped reduced congestion between cyclists and pedestrians on Joy Cummings promenade (vs 44% who disagreed)

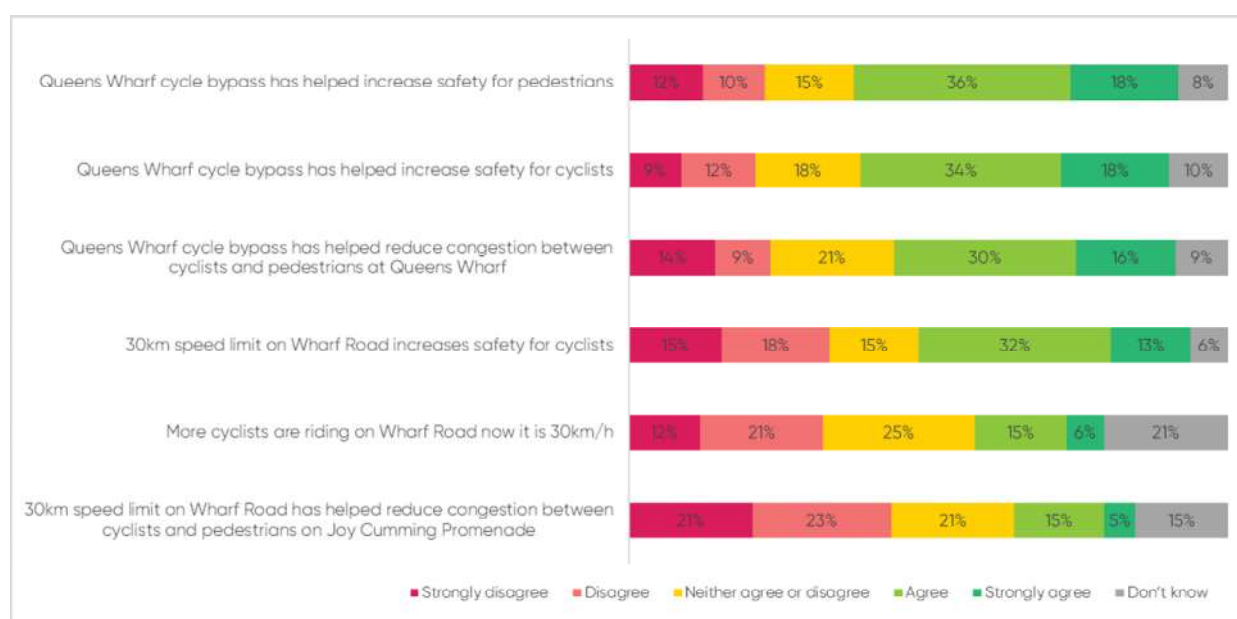


Figure 36: Survey – Perceptions of safety initiatives

## Cyclist behaviour

Of those respondents who had cycled in the past three months, most reported using a mix of routes. Ride on Joy Cummings Promenade and around the Queens Wharf commercial area was most common (82% of respondents do this), followed by riding on Wharf Road (77%). About two-in-three cyclists (65%) also report riding on the minor footpaths in the Foreshore Reserve. Cyclists report choosing the route that feels safest (58%) over what feels fastest (13%).



Figure 37: Survey – Cyclist route

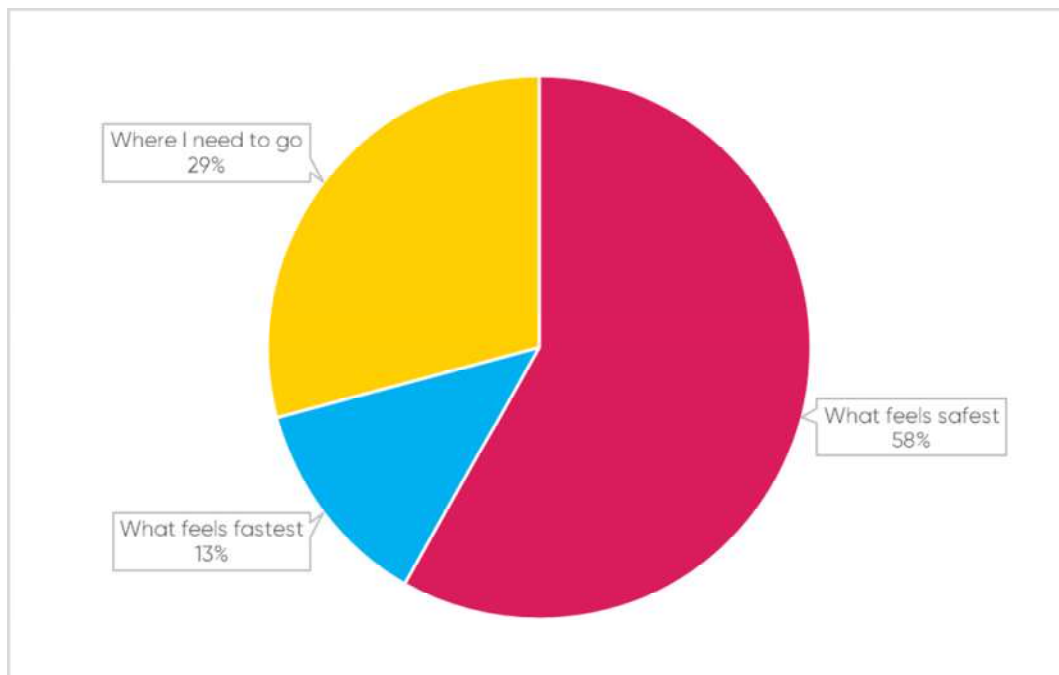


Figure 38: Survey – Cyclist route drivers

## Pedestrian behaviour

Almost all respondents reported walking or jogging along Joy Cummings promenade (94%), with most also making use of the minor footpaths in the Foreshore Reserve (80%). Most respondents (67%) reported feeling safe when walking or jogging along Joy Cummings Promenade.



Figure 39: Survey – Pedestrian route

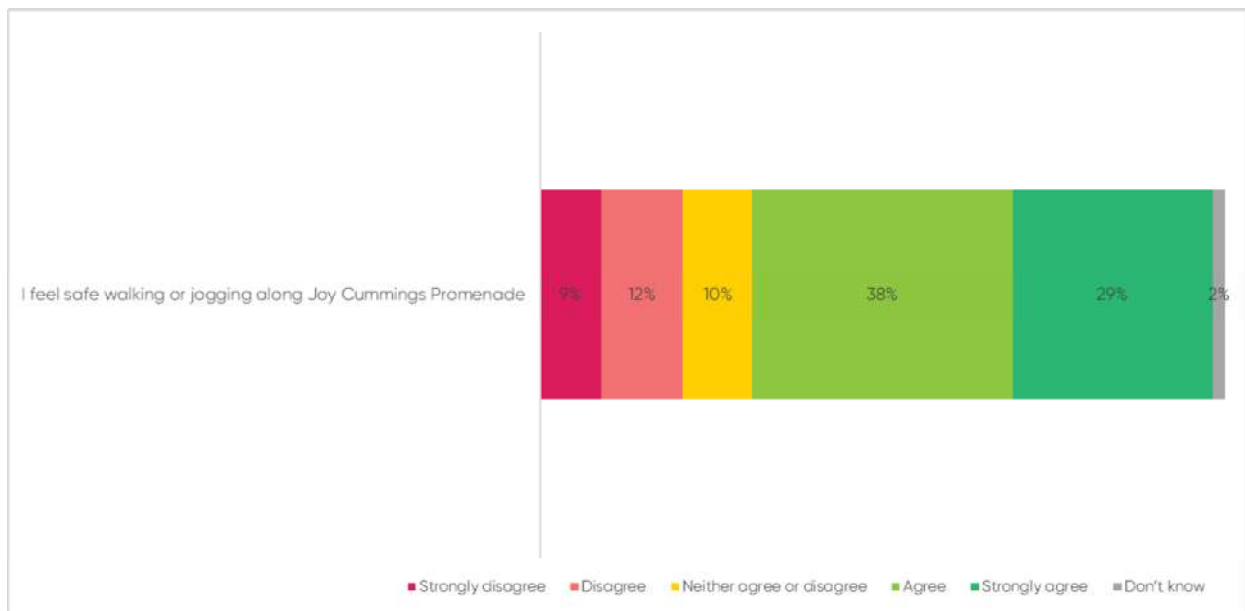


Figure 40: Survey – Pedestrian safety perceptions

## Future initiatives

Respondents were asked their level of agreement with a series of possible future initiatives along the Harbour Foreshore.

The initiative to receive the greatest level of support was an additional off-road cycle friendly path along Wharf Road, with 76% of respondents agreeing with this initiative. Support for an additional off-road cycle path was slightly higher amongst those who have cycled in the area in the past three months (82%).

Opinion on retention of the 30km/h speed limit on Wharf Road was mixed, with 44% agreeing and 41% disagreeing with this initiative. This did not differ between those who have cycled in the area in the past three months and those who hadn't.

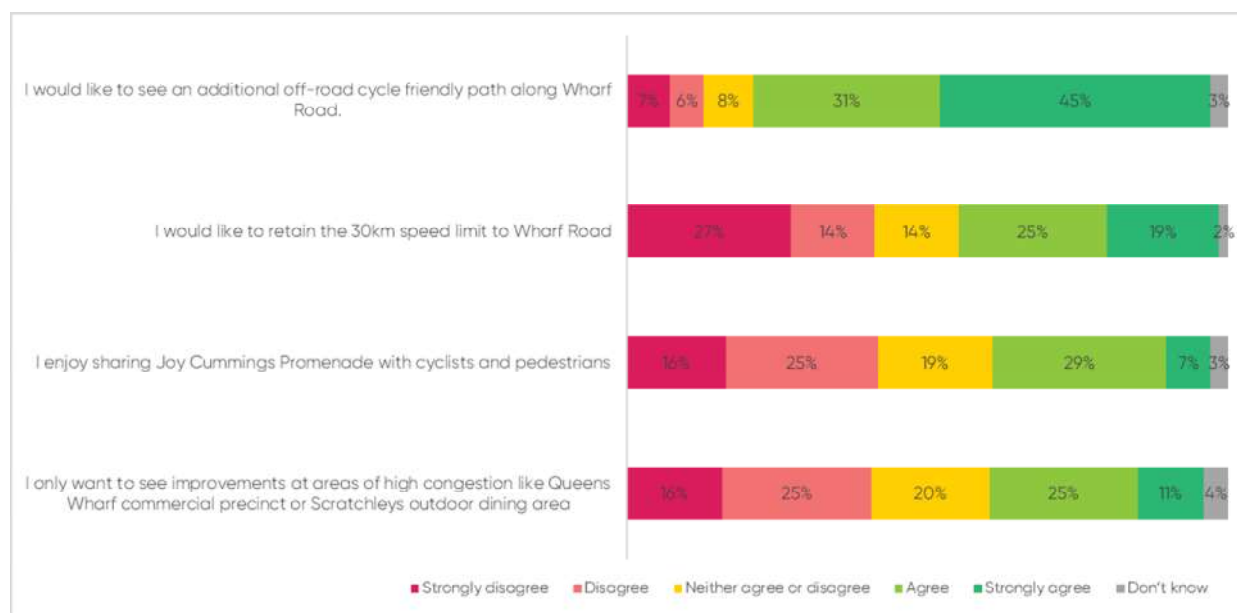


Figure 41: Survey – Future initiatives

## Other comments

At the end of the survey, respondents had the opportunity to leave any other comments they had about walking or cycling along the Harbour Foreshore. In total, 113 respondents left a comment.

Hot topics in respondent comments were calls for separated areas for cyclists and pedestrians, with many suggesting competent cyclists should be on the road. A number of negative comments were also received about the 30km/h speed limit in place on Wharf Road.

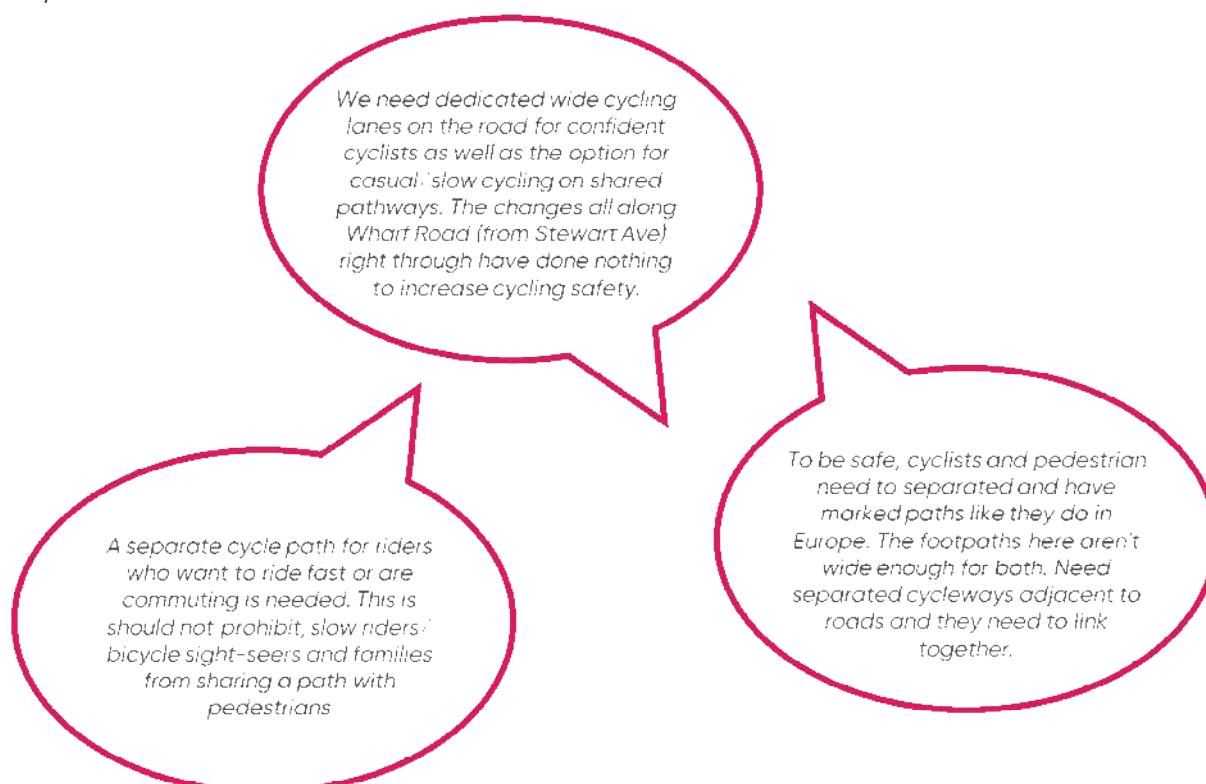
Other key themes in the comments are presented in Table 12, with a selection of comments shown in figures 41–44. Full verbatim responses are included in Appendix 10 – Survey – Other comments



Table 12: Survey – Key themes in open ended comments

	<i>n=</i>
Separated lanes	28
30km/h limit	17
Cyclist behaviour	12
Cyclist speed	12
Traffic calming / Policing	9
Pedestrian behaviour	9
Parking	7
Keep left signs / Shared path signs	7
Queens Wharf Cycle Bypass	7
Other modes of transport	6
Bidirectional cycleway	5
Pedestrian crossings	4
Accessibility	2
Other	20

### *Separated lanes*



### 30km/h speed limit

30kph speed limit causes too much traffic congestion. As a bicycle rider I see drivers texting while driving slowly and not paying enough attention to what they are doing.

Cyclists still race along the promenade nearly colliding with walkers and small children. They do not ride on the road. The 30km/h speed limit from Hannell St along to Watt St is ridiculous and just causes more traffic congestion and is hardly adhered to

Strongly oppose the 30km/h speed limit as it is excessively slow (slower than most cyclists are travelling) and is not necessary.

### Cyclist behaviour and speed

I have seen some accidents and near accidents due to the speed of some cyclists traversing the promenade. Also frequently cyclists do not use their bell when behind you.

The speed some cyclists go is dangerous to pedestrians. The use of powered skateboards can cause a problem due to speed they travel. Cyclist need to travel in single file.

I and the others I walk with have often (nearly everyday) come across cycles getting too close to walkers and runners along the Promenade. Since the speed limit change I've seen two accidents of cyclists riding faster than the speed limit on Wharf Road as now the cyclist feel that have a racing straight.

## 5. Next steps

We thank everyone who shared their feedback during the Phase 2 Harbour Foreshore community engagement activities. The information you provided is being reviewed and considered by the project team.

The Harbour Foreshore CRG will reconvene to discuss the Phase 2 engagement findings and any revisions to the concepts that will form the draft Masterplan.

The final design will be placed on public exhibition for further community feedback, before going to Council for adoption.

## 6. Appendices


### Appendix 1: Communications and promotion

#### CN Have your say webpage

THANKS FOR HAVING YOUR SAY

## Reimagine Newcastle Harbour Foreshore

You told us what you love about this space and what you'd like to see here in the future. We've taken your feedback to help develop a preliminary concept for a world class harbourside parkland featuring an exciting new inclusive playspace.



### Newcastle Harbour Foreshore Masterplan

We're developing a masterplan to guide the future of Newcastle Harbour Foreshore, including a new inclusive playspace. The masterplan will help shape the 'look and feel' of Foreshore Park and Joy Cummings Promenade, so we can create a space for residents, workers and visitors to Newcastle to enjoy. It will feature an exciting new inclusive playspace, Variety Livvi's Place, that will be developed with our partners, Variety - the Children's Charity.

In 2020, we asked the community to tell us what they love about the Harbour Foreshore and what they'd like to see there in the future. We heard that the community wanted to see more trees and shade, accessible toilets, picnic areas, improved cycle paths, and more pop-up event and activations. We also heard that maintaining wide paths, harbour views, access to nearby restaurants/cafes, and accessibility were the elements most important to the community. For the playspace, we heard that inclusion is a must so that people of all abilities and all ages can enjoy the space.


We listened to your feedback and have developed a [preliminary concept](#) for the Foreshore Park precinct for a world class harbourside parkland featuring an inclusive playspace.

We're continuing to work with Transport for NSW and key stakeholders as we develop concepts to improve pedestrian and cyclist safety on Wharf Road.


### Thanks for having your say

Community feedback on the preliminary concept for the Harbour Foreshore closed at 5pm Friday 5 March 2021. We are reviewing the feedback, which will be summarised in an engagement report that will be available on this page in the coming weeks. There'll be further opportunities for community input later in the year.


[View the preliminary concept](#)



[Learn more about the preliminary concept for Foreshore Park](#)



[Learn more about the inclusive playspace](#)



[How we will use your feedback](#)

[Project news](#)

Reimagine Newcastle Harbour Foreshore: Planning and Design

## Letter to nearby property owners

Assets & Projects TDaley  
Phone: 02 4974 2000

5 February 2020

<<Name>>  
<<Address>>  
<<SUBURB NSW POSTCODE>>

Dear <<Name>>

**HARBOUR FORESHORE MASTERPLAN CONCEPT ENGAGEMENT**

City of Newcastle (CN) is in the process of developing the Harbour Foreshore Masterplan (the plan), which includes upgrades to Foreshore Park. The plan is being developed in accordance with the 2015 Foreshore Plan of Management and extensive initial community consultation in June/July 2020. The plan will be a long-term strategic document that will guide future development in the park over the coming years.

The concept proposes several significant improvements to the park including:

- The creation of the *Variety the Children's Charity "Livia Place"* - a regional scale inclusive play space with incorporated waterplay area.
- Cultural heritage walk symbolising the original foreshore, providing opportunity to explore stories of both the Awabakal peoples and post European settlement.
- Productive gardens and activation to the lawn area south of the rail shed.
- A shaded community commons north of the rail shed.
- A formal grove of trees adjacent to Shortland Lawn.
- Tug Berth Lane converted into a parkland.
- Improved cycling and pedestrian access throughout; and
- New toilets and amenities throughout.

Following feedback on the concept, CN will prepare a draft Masterplan to enable formal public exhibition.

**Community Engagement details**

We welcome comment on the Harbour Foreshore Masterplan Concept. From Wednesday 10 February, you'll be able to view more information about the project and leave comments via [www.newcastle.nsw.gov.au/have-your-say/projects/reimagine-newcastle-harbour-foreshore](http://www.newcastle.nsw.gov.au/have-your-say/projects/reimagine-newcastle-harbour-foreshore).

If you are unable to submit written comments online you can email [mail@ncc.nsw.gov.au](mailto:mail@ncc.nsw.gov.au) or by mail, ensuring Harbour Foreshore Masterplan Concept is in the title of your submission.

Chief Executive Officer  
City of Newcastle  
Attention: Timothy Daley  
PO Box 489  
NEWCASTLE NSW 2300

Submissions must be received by Friday 26 February 2021.

- 2 -

**Drop-in session**  
Come along to our community drop-in session to view the Plan and find out more:  
**Date:** Saturday, 13 February 2021  
**Times:** 10.00am to 1.00pm  
**Venue:** Foreshore Park  
No need to register, just drop in any time.

**Post Engagement**  
A report on community feedback will be prepared and posted on CN's website at above link.

Following Phase 2 Community Engagement a draft Masterplan will be prepared and reported to Council for consideration to enable public exhibition. At this stage, this is likely to occur in mid-2021.

Should you require any further information on this matter please contact Timothy Daley, Senior Project Planner on 4974 2000

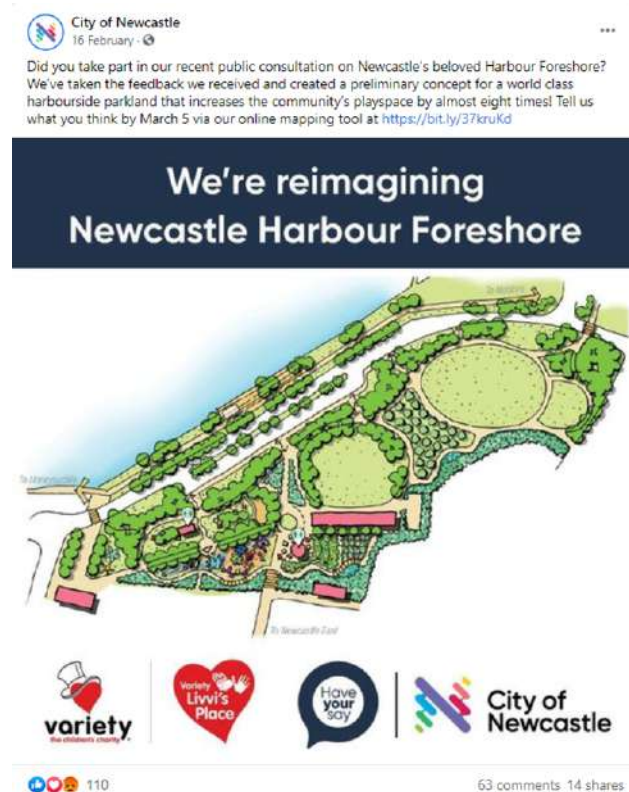
Yours faithfully

Timothy Daley  
SENIOR PROJECT OFFICER





## Social media



## Newcastle Weekly advertisement



**We're reimagining  
Newcastle Harbour Foreshore**

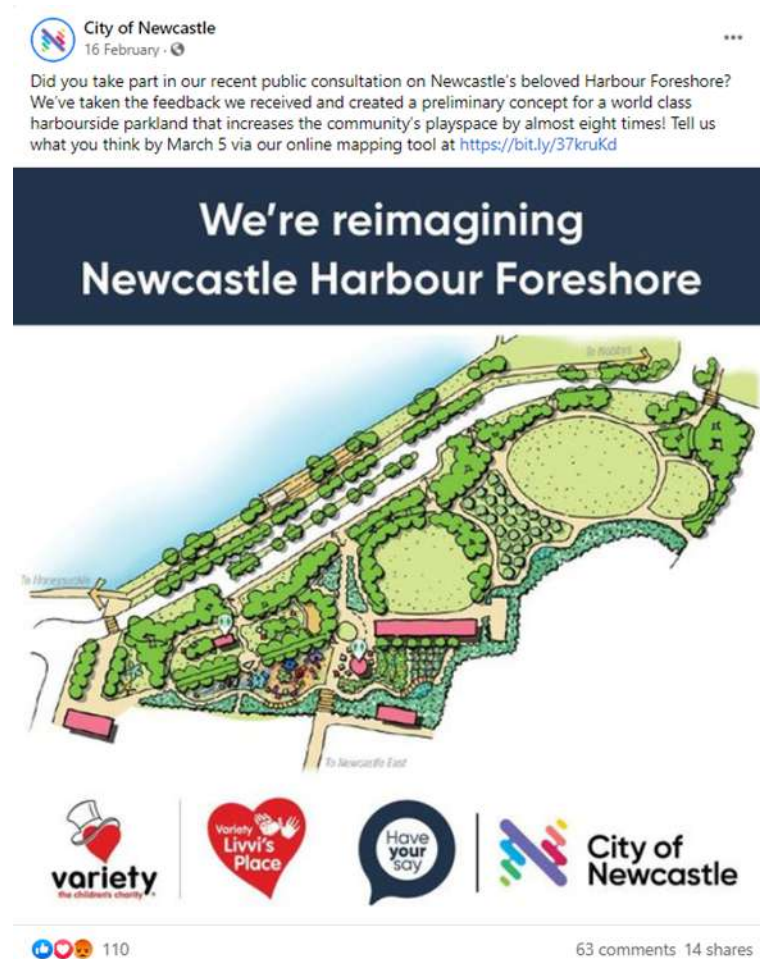
You told us what you love about Newcastle Harbour Foreshore, and what you'd like to see here in the future. We listened to your feedback and have developed the preliminary concept for a world class harbourside parkland featuring an exciting new inclusive playspace being delivered in partnership with Variety, The Children's Charity.

Tell us what you think via our online mapping tool until 5 March 2021.

Find out more at  
[newcastle.nsw.gov.au/your say](https://newcastle.nsw.gov.au/your say)

## Appendix 2: Social media posts







**Nuatali Nelmes - Lord Mayor of Newcastle**

16 February · 🌐

...

\*\*\* Regional-level inclusive playground with huge waterplay space concept plans for Foreshore Park released \*\*\*

City of Newcastle is seeking community feedback on a new concept for Foreshore Park which sees the site's community playspace increase by almost eight times.

The new concept shows a fenced regional-level accessible and inclusive playground the size of eight basketball courts and a significant waterplay space that links back to Newcastle's Indigenous heritage including representation of the original shoreline of the harbour foreshore.

The concept has been developed based on consultation with the community over the past year and delivers a versatile space including community gardens, open areas for children to skate, scoot and splash, and designed to allow a variety of major events in the city centre.

A headline feature of the preliminary concept for Foreshore Park is the inclusive 'Variety Livvi's Place' playspace which is being delivered in partnership with [Variety - the Children's Charity NSW & ACT](#).

The design will include a cultural heritage walk that provides the opportunities to tell both Awabakal stories like Mulubinba, the place of many sea ferns, Awabakal canoe hunting on the harbour, as well as recognising post 1880 stories and the redevelopment of Newcastle as we know it.

These stories are intended to replace the 1988 pond which represented the original fresh water source and one of three man-made wells known as "The Frog Pond".

Importantly, the local community's valuable feedback has been reflected in the draft plans.

It's wonderful to have an incredible regional scale inclusive playground based on input from our community as the cornerstone of the preliminary concept for our city's iconic Foreshore Park.

Now more than ever, we value our open spaces and parks, and this project is a great collaboration between City of Newcastle, Variety the Children's Charity and our community which will transform the Harbour Foreshore into a more inviting recreational space and major event venue for everyone to enjoy.

"We have consulted with our Indigenous stakeholders on the key heritage elements of the concept including the removal of the Frog Pond and provision of an exciting water play area linked to our heritage."

The addition of the new cultural elements at Foreshore Park was strongly supported by Luke Russell from Guraki Aboriginal Advisory Committee.

"I'm really pleased there is a significant increase in the representation of Guuri culture in the Foreshore Park concept with the plan reflecting equal parts Aboriginal and non-Aboriginal heritage. City of Newcastle's engagement on this project has resulted in a positive outcome for the community," Mr Russell said.

[Declan Clausen - Deputy Lord Mayor of Newcastle](#), who sits on the Foreshore Park Community Reference Group said the level of community feedback already received has been fantastic, and has encouraged all Novocastrians to now have their say about City of Newcastle's plans.

"I encourage community members to view the designs which pay tribute to Newcastle's history, culture and environment, as well as the origins of trade and exchange in the city, and provide feedback via our online mapping tool, or in person at a drop-in session.

"Our Community Reference Group has been a great way to understand the different uses of Foreshore Park, and to also gain the valuable views of key stakeholders and user groups of such an important public space. Now we want to hear from the broader Newcastle community about the things they would love to see and do in Foreshore Park."

The 'Variety Livvi's Place' playspace which will be great for kids of all ages and all abilities is being delivered in partnership with Variety and has been bolstered by \$500,000 from the Newcastle Port Community Contribution Fund and announced on 5 February by Deputy Premier Hon John Barilaro.

Variety – the Children's Charity NSW/ACT Inclusive Play Manager, Kim Becherand, said "Variety believes all kids deserve a fair go, including the opportunity to play."

"Variety is pleased to partner with City of Newcastle in the creation of a truly inclusive playspace where all kids will play together, feel welcome, safe and that they belong."

The concept also considers the interrelationship between the different spaces within the park and their connections to the harbour.

Community engagement is open until Friday 26 February 2021. The community can view the concept and have their say at [newcastle.nsw.gov.au/yoursay](https://newcastle.nsw.gov.au/yoursay)

Feedback will assist in the finalisation of the draft masterplan, which will be placed on public exhibition later in 2021.

Summary of community engagement to date:

- Project announced in December 2019 and community engagement on the Foreshore Precinct Masterplan begins.
- Large scale community engagement occurred in July 2020 including a survey and social pinpoint plus Variety undertook additional engagement with schools and other key stakeholders regarding the playground. Engagement included questions about what people love about the area, what they want to see in the future and how they use the park.
- Community Reference Group (CRG) was formed and includes community members, stakeholders and representatives from community groups. First meeting was held in August 2020 about the visions and principles guiding the masterplan.
- CRG meeting occurred in December 2020 for feedback on an early draft concept.
- Drop in session for adjacent residents occurred on 13 February at Foreshore Park.
- Community engagement begins on concept designs in February 2021 including social pinpoint, drop in sessions, free texts submissions and survey.

Ping: [Newy with Kids](#)







## Appendix 3: Social Pinpoint comments – Facilities

A floating mini skate ramp would be awesome here.
a place to roller skate. maybe a skate rink
A proper bike track like the one at spears point park would be amazing for kids. We are constantly driving to spears point to use the one there with roads, petroleum pumps, ramps, bumps and signs. Such a great teaching tool for road rules as well as a safe and fun place for kids to ride away from walkers/runners/ adult cyclists etc
A skate park facility underneath the tram shed.
A skatelite vert halfpipe minimum 12-14ft to encourage competitions, demonstrations and the like which will boost presence in the area while actively encouraging more travel to Newcastle. Why vert? Because vert skating encourages tricks and therefore performances that are relatable to children and adults alike.
A skatelite vert ramp like the one at Mona Vale would be a welcome addition promoting health and wellbeing.
Access from Zaara St could be improved. More planting, safer paths - onto the Cultural Heritage walk.
All pathways in the design should have trees adjacent to shade pedestrians as they move through the park. Council needs to consider the health impact of NOT providing shade along walkways for the community.
Am I missing something - there is talk about equipment for all ages but I'm not really seeing it - no calisthenic equipment, no equipment for elderly... isn't there space and budget to make this park truly inclusive. Every small park in Madrid manages to have something for everyone
An outdoor skating rink would be such a great use to the community. All different ages use the pond for skating. There is no other place like it around Newcastle. I've spent countless afternoons skating the pond with friends.
An skate/scooter/bike park area (or similar) should be given heavy considered knowing that the existing fountain (when dry) is used for this purpose. Also, the popularity of Stockton Active Hub demonstrates that this feature is warranted.
Areas like this will attract young families and tourists. As long as it is skateboard free.
Community basketball/wall ball hybrid court. See link to a NZ court example: <a href="https://archipro.co.nz/project/auckland-city-council-community-basketball-courts-mapei-products-in-new-zealand">https://archipro.co.nz/project/auckland-city-council-community-basketball-courts-mapei-products-in-new-zealand</a>
Create a separate 'bowl' similar to the empty Frogpond for younger children to scooter, skate and ride.
Cycle bike hub including paid for end of trip facilities (showers), secure bike locker/secure storage and electric bike charging station. Could provide a subscription to the hub.
Cycle lanes in both directions along Wharf Road
Either remove parking lanes on Wharf Rd or make it wider so that on-road cyclists can use it safely instead of riding in the door lane or between parked cars and traffic. You had a golden opportunity to do this properly when you initially threw money at Supercars, but you stuffed it up then by not making it wide enough.
Ensure cycle path and pedestrians are on separate paths to reduce conflict of uses.
Families need adequate shade for the majority of the play area for sun protection (not just a small thin material shade over the junior play area)
From the surveys that have been published there is an overwhelming response for open space, shade, picnic areas. People have clearly said NO to large events that go on for months, they inconvenience not only locals but all Newcastle residents who enjoy this space. Please, lets keep our open green spaces for all to enjoy at all times of the year. Short pop up events can be economical and socially beneficial for a very wide variety of people, not just a few.

have a look how port macquaire build shade covers over seating an picnic tables
Have a parents room as well that is separate from the disabled toilets. I've been caught out where I had to fully change my bub and while I was in a change room a man who need to use the disabled toilets was waiting.
<p>Hello!</p> <p>This all looks very exciting! Please have a look into the type of play area that has been constructed in Centennial Park ( Ian Potter Wild Play ). It is unlike anything I have seen previously. Has lots of shade and lovely gardens. It truly is ahead of its time.</p> <p>I'm not sure about the water slides in this new plan.</p> <p>Thanks for reading</p>
I agree with my fellow Novos, a roller-skating ring or some sort of gripped flatter surface will help beginners all the way to professionals skate. I started roller skating a few months ago and the only places available to learn and skate are netball courts and pathways. This isn't ideal as tripping over sticks, rocks and cracks don't feel good on the knees. There is nothing like this in the area, and it will encourage exercise, activity and help people start-up a fun and different hobby!
I am strongly opposed to a cafe being permitted on the parkland. The park should not be used for a commercial enterprise like this. The associated infrastructure around a commercial enterprise like this will be very invasive and will require many vehicles crossing the park and associated walk ways which will be very dangerous. There are many already existing Cafes and coffee outlets within a short distance of the children's play area that very adequately service this area of the park.
I like all the trees and shade
I like the general placement of the playground and adjacent picnic area, but it depends on the the ground-level design of the landscaping so there are clear lines of sight between the two. This allows kids safe free play while parents can observe from the BBQ area. Speers Point Park playground provides a good example. The shaded perimeter seating inside the play area is also important for parents.
<p>I like the look of the plans and the shaded areas however NO MORE NORFOLK PINES!!!! These trees are an invasive species in Newcastle and I don't understand why when we have so many Australian trees that provide food and shelter to native flora and fauna. When did you last see this from a Norfolk Pine??? Not even the noisiest of Australian Minors or Lorikeets will use them for perching or nests!</p> <p>Suze</p>
I like the tranquility of the pond - and the appeal it has for young and old. The bridge could be made more of, but don't delete the pond for skate facilities provided elsewhere - and not far from here. The foreshore is a passive and loved sanctuary away from the noise of active sports.
I like this concept ; I'm glad the city is doing this. As a mum of 3 little kids, I do think our city needs this. I love what Armidale ; Tamworth have done with their downtown playgrounds ; I am sure this one will be great too. I think some of the key things to include are 1) access to toilets 2) cafe with coffee, snacks, food 3) shade over the play equipment so that it is sun safe 4) play equipment for kids of all ages. It looks like all of that is included but I do think that is critical.
I like this shaded event space and its tree planting but it should only be available for temporary events that are accessible to the public free of charge such as markets
I strongly support the dense tree canopy planting on the perimeter of spaces and in picnic and playground areas to provide shade and give a parkland feeling
I think would be great if you can add a smooth flat area for skating and biking. A child friendly skate park would be even better
I would like to know why their are currently seats in this area without any shade covers? There could be table and seating in this area with cover. All along the foreshore their are no individual seats with shade covers!

<p>In this position the cafe interrupts the views of the wonderful staircase to Stevenson Place. This avenue could be extended from Newcastle Beach all the way to the Foreshore frontage, lined with an avenue of trees.</p> <p>A cafe in this position also poses noise, smells, traffic issues for local residents. If it could be moved over closer to the Foreshore then it would be accessible to more people, views of the water and better parking, also no competition from other cafes.</p>
Install more picnic tables, drinking fountains and seating under trees.
Is it possible to keep or put in a circuit path suitable for both bikes, walkers, joggers, prams ; wheelchair friendly around the park. Maybe way stations with some info on them. Could be an annual circuit event. Roller derby on a pop up area?
it would be good to include an outdoor gym or at least some workout equipment as part of the development somewhere eg chinup bars, lunge bars, dips bars, soft ground matting for situps, pushups, yoga etc. This type of equipment has been adopted by many other urban and regional councils (eg port stephens, Brisbane Council, Melbourne Council) and promotes health and wellbeing; also the rail shed is currently frequently used for exercise classes. refer attached for existing examples.
It's a good idea to include more green space here. Lots of people run/walk/cycle/etc along this pathway, but at the moment there is limited shade and in the summer it becomes very hot. Please don't lose too much width on the path though - people still need to be able to pass each other safely
Just keep the pond. Why get rid of something that's bringing people together? Since it's been empty skaters of all have been using this beaut spot. Would be such a shame to loose. It's really one of the very few safe spots skaters have.
Keep the existing toilet block. It is highly used every day by visitors to the carriage shed. Re-purpose the seldom used CoN office rooms to a kiosk rather than build one near the stairs (blocking the original vista). A kiosk here would be accessible to carriage shed, children's playground, and grassed areas on northern side. Locating it near the stairs pushes it too close to residential and local cafes. In the existing building it would be more central.
Keep the focus on family and passive recreation. Avoid serious skate facilities or commuter cycleways with higher speeds.
Keep the pond space but fix it to be an outdoor roller rink
Leave the drained pond. Instead of ripping it up just refresh the surface. Since it was drained the area has been massively activated by skaters of various demographics from children to adults. There is even a beginner roller skate class that meets there. This is the most people I've seen using foreshore park regularly, and it's one of only two decent outdoor areas for a social skate where beginners, roller skates, and casual longboards can mix. Agree with planting more trees around it though.
Link the existing stone stairway from Shepherds Place to the proposed walkway - This heavily wooded area is a haven for many native birds and it provides a natural access route, for many locals, to the carriage sheds and the community gardens. DO NOT put an ugly concrete stairway in -just enhance the existing stone steps if necessary.
Looks great. I genuinely believe that a lot of parents will want some shaded seating around the space to sit and watch their kids play however. What about some music? Kids sounds during the day and some classical sounds at night to keep the undesirables away? Could save a small fortune in repair bills!
Love the idea of having a cafe in the park - bit of a walk at the moment to grab a coffee
Mega ramp
More benches under the trees around this event area ; the odd bench around the park for weary feet, chatting ; eating lunch.
More shade structures for kids and adults alike. We all know how important sun protection is.
One side of the oval to have exercise stations. Examples include Islington park, University at Warabrook back oval. Perfect for city residents, visitors and city workers.

One thing that I think could be cool in this park, is a running circuit – it's a nice flat space and if we are getting more shade, why don't we put some soft surface for running for people to do a good circuit around the park.
Open up the slip lane for parking, like it used to be. Could also widen the footpath for walkers/cyclers etc
Outdoor roller rink
Outdoor undercover rollerskating rink
Plant more large shade trees (not Norfolk pines), at least around the edges of Shortland Lawn. This will provide shaded areas for audiences, especially when large events do take place on Shortland Lawn during the summer months.
Plant more trees. More than 200 were removed for Supercars and only 40 trees have been replanted. Claims that 75% of promised shade canopy has been achieved are implausible.
Please could a outdoor roller skating ring be place here or somewhere in the park? Roller skating has been a considerate part of society and interest has considerably spiked again in the last year. There is no indoor or outdoor rink anywhere in the Newcastle area and the foot paths within the hunter region are not entirely suited for roller skating. This sport has seen the connection between different cultures and is an inclusive sport. This would also promote physical activity in a fun way.
PLEASE INCLUDE SHADE SAILS or similar
potentially undercover basketball court/skate rink area
Recycled plastic block seating. Example of Blue Door Mereweather and the seating in front of Mereweather Surfhouse.
Refurbish the pond to improve on what this area is currently being used for – an excellent social space for exercising via skates. It's great that there will be a new skate park around the corner at Newcastle beach but the growing community of skaters need somewhere that is made for flat skating too, and it really is the perfect spot.
Resurface and enlarge pond to be roller skating rink; lighting and virtual juke box / audio system for night skating/disco parties; option to cover/shade in summer and rain; container shed rental spaces for skate hire and snack bar xx
Roller skating park please
Secure cycling facility. It would encourage people to cycle to the beach rather than park and increase pedestrian activity in the area. This is one of the best cycling areas in Newcastle with the 30km/h limit but not having a secure spot to store the bike stops it from being a viable location to spend the day using a bike.
Shade, Shade and more shade. Most parks in Newy have no shade over play equipment
Start of Railway Walk should be the principal entrance to the Parklands and needs wayfinding, orientation, interpretive and information devices. Some seating near the Bicentennial Fountain and the Customs House forecourt would increase visitor duration.
Surly there is a need for toilet facilities here, Existing at west end and Newcastle beach are too far.
The café and dining facility will compete with the many nearby cafes. The proposed location interrupts the axis formed from the Telford St stairs to the harbour. Highly visible when viewed from Telford St, the kiosk is incompatible with the historic precinct. There will be noise and visual pollution conflicts for the heritage homes and offices abutting the park. Delivery trucks and garbage removal will be intrusive for residents.
The Carriage Shed is already an activated Community hub used every day by families and disability groups. The current amenities block should be retained in situ and updated. The footprint could be reduced and openings introduced to connect to harbour views. A café could be incorporated on the harbour side. It would be visible and accessible from all areas of the park and would obviate the need to demolish and rebuild in another location.

The commons event space should only be available for temporary events with free public access as it is an integral part of the busiest public domain that includes the playground, rail sheds and cafe.
The concept plan shows a possible scootering area where the current playground is. This is a great idea and negates desire from some to use a drained Frog Pond for scootering/skating. This location should be integrated into an expanded playspace in the north-west sector of the Park. A \$7m skate park is underway at Sth Newcastle Beach ; scootering at The Station is superb.
The current amenities Block should be upgraded and left where it is. It is central to the parks activity area,, as well as being close to the Carriage Shed which is used regularly by various groups of people , and families. Weddings and fitness groups often use the Shed and the current amenities block, which is near at hand.
The empty pond has made a great sunken concrete playground for skate boarding .scooters and roller skaters alike . I have never seen this area utilised as much as it has been since it was emptied . It would be a shame to remove it altogether .
The existing pond has been used a lot for skating since being emptied, will the pond still be there? Will there be an alternative smooth flat surface for people to skate and scooter?
The existing toilet block is central and well positioned to make sure it is able to be kept safe and clean. The east end of the building would also make an excellent kiosk.
The Foreshore Park is unique with its beautiful open spaces that is available for everyone. Once these open spaces are filled with structures (which often don't get maintained or rust with the constant salt erosion) we will lose the beautiful parkland for ever. It's actually OK to have green space in the middle of a city, provide shade trees, picnic tables and only short pop up events so everyone can enjoy.
The little bridge and the Frogpond are iconic foreshore features - great for kids sailboats, and popular (when empty for cleaning) with beginners on scooters, skates, bikes and boards. It should be kept ( at least as much as possible. There are also (researched) historic reasons for keeping it.
The north-western corner is the ideal place for the inclusive playspace due to shading, size, proximity to picnic lawns and toilet. It also offers views to the harbour and is close to parking. The area is large enough not to require fencing. It meets all the requirements of the NSW 'Everyone can play' policy.
The plan does not attempt to connect the park to the surrounding area - most obviously Newcastle Beach. If the Telford Steps were connected to a grand wide boulevard to the harbour it would encourage that pedestrian flow and open sight lines between beach and Harbour. The kiosk and toilet block should not be placed in that Avenue
The play areas need shade...children in Australia and families need to have their skin protected from the sun to prevent skin cancer and melanoma. This is a public health issue.
The proposed gardens in front of the Bond store would remove the grassy enclosed area used by families and children for ball games. Children love running up and down the raised mounds. Families can supervise children from picnic tables in the Rail Carriage Shed.
The revamp of the tug berth lane looks like a good concept (this is a wasted area at the moment) -a high priority should be given to achieve the grassed areas directly adjacent to the harbour. But there is a need to clearly separate cyclists from the pedestrian walkway
The start of Railway Walk in front of Customs House should be the main entry to the Parklands, and needs appropriate wayfinding, orientation, interpretive and information devices. Some seats near the fountain, and the Customs House forecourt would increase visit duration.
There is a huge problem with cycleway access along the foreshore.. a separate cycleway is needed, rather than a shared pathway. Groups of people stroll along the pathway with small children and cyclists don't have access to be able to ride in that same space safely.
There is going to be a great skate park at Newcastle beach. Why do we need another?



<p>There is no need for a cafe here – many others nearby. Should be close to the pilot station and horseshoe beach.</p> <p>'The 'productive garden' just becomes fenced off space for the cafe rather than the genuine community garden that already exists.</p>
<p>There's no mention in your playground considerations about needing toilets nearby. I hope this block is staying, and will be useable by the public. PS. We used this playground all the time when the kids were small, including a 5th birthday party, sailor/pirate themed, because there was a boat!</p>
<p>This area is used often for ball games and party games as a safe area adjacent Carriage shed tables. Community gardens here are unlikely to be maintained to a sufficient standard to be a location where young children may safely play. A few more picnic tables on the mounds with LOW shade trees in a natural random spaced setting would be more appreciated as a welcome addition to the regimented table layout under the carriage shed which becomes crowded with various groups most weekends.</p>
<p>This area provides the area for a playspace surrounded by picnic lawns, and close to parking and the activated edges of Watt St ; Wharf Road. Also has a toilet block. Mounds are ideal for 'staking out' family picnic spots.</p>
<p>This cafe and toilet block will be very close and in view to residents that already struggle finding a car park this will only exacerbate this and increase the noise, can the cafe and toilet block be located out of site of residents and over near the car park closer to wharf road which would be more convenient to users?</p>
<p>This does make sense . This is a award winning park and you want to rearrange it for no good reason. First the council removed 100s of trees now they want to plant more It is a good facility as it was. The community garden is in a quite corner out of harms way which have been developed over many years why move them. As for a cafe what is it with Cafes there are heaps within 100 meters of the site Station. The biggest problem is the park is only available 9 months of the year to the public</p>
<p>This is way too small to house a cafe and toilet facilities (especially if it includes disabled facilities).</p>
<p>This would be a great place for an outdoor skate rink/place to skate. All you would have to do is re-surface the pond and add in some small skatepark features.</p> <p>So many people of all ages use and love this area already that it would be a shame to loose.</p>
<p>This would be a great spot for kids scootering</p>
<p>Timber wharfs/ jetties areas protruding into the harbour with seating.</p>
<p>To move the toilet block from its position which does not offend anyone ,to putting it at the bottom of the path right in front of my unit block with a kiosk attached is completely destroying the visual outlook from the top of the grand staircase which leads into the park .How can the expense be justified for one .Why change the position as it works practically and aesthetically where it is .</p> <p>A kiosk is not needed in the park as there are so many cafes in the near vicinity already .</p>
<p>Toilets appear to be removed / shifted. There is a solid brick building here – use as 'old style' cafe with fish+chips, or milk shakes.</p>
<p>Toilets have been removed from near the tram-sheds! They are need there as a lot of people picnic there and it leaves the whole eastern half of the park without public toilets.</p>
<p>Too much hard stand. The whole park design should be a shady oasis. It is only going to get hotter with climate change and maintaining lawn with no shade costs astronomical dollars to the ratepayer. If you consider the surrounding area, there is so much concrete – all of Nobbys Beach!! This could be a cool oasis in the City. The design must have a function in 20 years time. You must plan for climate change.</p>
<p>Tree species selection should be to increase diversity for medium canopy trees to provide shade</p>

Tug Berth Lane is well suited for a cafe, rather than in the park. It could service walkers and visitors using the proposed green spaces and picnic tables here. Vehicle access means deliveries and rubbish removal would be simpler in this location. Also quite removed from existing local businesses, so not in direct competition with them.
Upgrading the path to something smoother for rollerskating
Use area for social sports.
We should turn this area into a rollerskating ground, the pond there at the moment has attracted so many skaters to meet up and practice in!
What is an Activated Community Hub? It sounds like a place where nothing interesting will ever actually happen. I love the playground concept but the senior play area needs more shade. There doesn't seem to be enough play equipment for all kids that will descend on this. A 5 way see-saw or human powered roller coasters? Monash playground in SA had some original designs. Can the senior play cater for little ones too? My 2 year old likes only big slides but the stairs are always too big for her.
Where is the 2000% more shade going to be??
Would be great to have cafe operator who utilised the produce from the garden, in return for either maintaining it OR paying the community garden members for produce. Ben from the former Apothecary Kitchen in Hamilton had an arrangement with a local school of this nature that was mutually beneficial.

## Appendix 4: Social Pinpoint comments – Flora and fauna

A garden takes years to grow and develop into an 'ecosystem'. That's occurred with years and hours of toil, love and sweat from the people who LIVE here. It's not just something you can pick up and replace with your maintenance depot. Maybe there's room below Fort Scratchley, west side; please give it a little better thought.
All pathways in the design should have trees adjacent to shade pedestrians as they move through the park. Council needs to consider the health impact of NOT providing shade along walkways for the community.
Any plantings or structures in the park and in particular in this area need to consider the safety of the public and avoid any concealed areas that may encourage undesirable actions or persons relating to drug trafficking, drug use, alcohol abuse and antisocial behaviour.
Can we have a decent mixture of shade trees including deciduous varieties in some areas. Please, no more Norfolk Island Pines!!!!!!!!!!!!
Can you clarify that you wont be removing trees to do this as this is the only peaceful treelined avenue
Definitely need more TALL trees for our bird life and to improve the natural appeal of walking through this area. Low shrubs and small trees are just a start, it needs to be layered with heights to attract birds and insects.
Do the local community who would need to care and maintain this garden actually want it here?
Don't move the garden!
From the surveys that have been published there is an overwhelming response for open space, shade, picnic areas. People have clearly said NO to large events that go on for months, they inconvenience not only locals but all Newcastle residents who enjoy this space. Please, lets keep our open green spaces for all to enjoy at all times of the year. Short pop up events can be economical and socially beneficial for a very wide variety of people, not just a few.
Hello! This all looks very exciting! Please have a look into the type of play area that has been constructed in Centennial Park ( Ian Potter Wild Play ). It is unlike anything I have seen previously. Has lots of shade and lovely gardens. It truly is ahead of its time. I'm not sure about the water slides in this new plan. Thanks for reading
how rude to move a community garden without consulting the people who have worked on this project for years
I am concerned that the concept plan currently includes two wide circular roadways around the Shortland Lawn and The Commons for "large vehicles". Large vehicles should be excluded from the whole foreshore park area because 1. Unnecessary loss of green area to more hard surfaces. 2. Large vehicle access prevents tree planting close to walking paths and compromises the height and shape of the canopy 3. Construction of road pavement for heavy vehicles will disturb a large area of green space
I like all the trees and shade
I like the community garden near a proposed cafe. It will be more accessible than it is now
I like the fact that this dry grass area will be developed into a garden at least will stop Supercars using as a work space ridden with generators and shipping containers

I like the general placement of the playground and adjacent picnic area, but it depends on the the ground-level design of the landscaping so there are clear lines of sight between the two. This allows kids safe free play while parents can observe from the BBQ area. Speers Point Park playground provides a good example. The shaded perimeter seating inside the play area is also important for parents.
I like the look of the plans and the shaded areas however NO MORE NORFOLK PINES!!!! These trees are an invasive species in Newcastle and I don't understand why when we have so many Australian trees that provide food and shelter to native flora and fauna. When did you last see this from a Norfolk Pine??? Not even the noisiest of Australian Minors or Lorikeets will use them for perching or nests!
I see very little mention of industrial heritage being recognised throughout the park, and am concerned about the destruction of railway heritage infrastructure adjacent to the Community Garden. The maintenance facility should be positioned elsewhere and the garden left alone out of respect to the residents who established and maintain it.
I strongly support the dense tree canopy planting on the perimeter of spaces and in picnic and playground areas to provide shade and give a parkland feeling
I think the children's playground looks great. Ideally if you could use at much timer as possible to make it natural. And also lots of shrubs and bushes. Please also plant native plants in the park, it would be so nice to attract more birds, bugs and bees. Overall the whole park looks like it will be amazing. Thanks
I understand the community's hard work on this garden, but it is not very accessible to the general public; is out of the way; could be next to the proposed cafe.
I'm worried that so many of the comments in Ideas and Suggestions are about MORE BUILT STUFF. Surely this park was created post-industrial use as open public space. There's a new skate park being built around the corner at Newcastle South. There's lots of talk about a revamped Broadmeadow Sports Precinct for basketball, netball, skating (including roller derby yay), tennis, soccer, hockey, etc etc. There are pool revamps going on. Please let's have this as a PARKLAND.
In this position the cafe interrupts the views of the wonderful staircase to Stevenson Place. This avenue could be extended from Newcastle Beach all the way to the Foreshore frontage, lined with an avenue of trees. A cafe in this position also poses noise, smells, traffic issues for local residents. If it could be moved over closer to the Foreshore then it would be accessible to more people, views of the water and better parking, also no competition from other cafes.
Install more picnic tables, drinking fountains and seating under trees.
It's a good idea to include more green space here. Lots of people run/walk/cycle/etc along this pathway, but at the moment there is limited shade and in the summer it becomes very hot. Please don't lose too much width on the path though - people still need to be able to pass each other safely
Landscape carpark to soften harsh tar and cement. Plant a variety of natives...not a monoculture. Install large planter boxes strategically to prevent burn-outs by car hoons.
Large canopy trees with understory biodiversity plantings are required to create an informal boundary to the open spaces.
Leave the drained pond. Instead of ripping it up just refresh the surface. Since it was drained the area has been massively activated by skaters of various demographics from children to adults. There is even a beginner roller skate class that meets there. This is the most people I've seen using foreshore park regularly, and it's one of only two decent outdoor areas for a social skate where beginners, roller skates, and casual longboards can mix. Agree with planting more trees around it though.
Like to keep this open space as major event lawn with more surrounding trees. I often walk through here ; been to many events here.

Link the existing stone stairway from Shepherds Place to the proposed walkway – This heavily wooded area is a haven for many native birds and it provides a natural access route, for many locals, to the carriage sheds and the community gardens. DO NOT put an ugly concrete stairway in – just enhance the existing stone steps if necessary.
Love the COMMUNITY GARDEN
Love the existing community garden here
More benches under the trees around this event area ; the odd bench around the park for weary feet, chatting ; eating lunch.
My children and I love the community garden where it is and I know it has been a labour of love for locals. It's important to consider what is actually working in the park, and what is loved, before you work out what you want to do.
Open space for unstructured play is so valuable, once you take away this open grassland it will be impossible to have it back again. If there is a need in the community for more structured play why not develop it on the other side of the park near the foreshore or over near Nobbys Beach? There the parking and access to play areas would be more suitable. The proposed area is not suitable being so close to residential buildings. Constant noise and unsocial behaviour at night is a great concern.
Overall, the design needs to better link to the natural landscape. There needs to be a higher level consideration given to this being one of a few remaining green spaces across the city and one of the areas that could support biodiversity (green corridor). I want to see coastal veg, frog ponds, wildflower gardens, etc.
Plant more large shade trees (not Norfolk pines), at least around the edges of Shortland Lawn. This will provide shaded areas for audiences, especially when large events do take place on Shortland Lawn during the summer months.
Plant more native shrubs as wind breaks. There are few sheltered positions since gardens were removed for Supercars.
Plant more trees. More than 200 were removed for Supercars and only 40 trees have been replanted. Claims that 75% of promised shade canopy has been achieved are implausible.
Please don't demolish the community garden!! This is a beautiful oasis in the city and the result of years of hard work. It is not clear what is to be done with this area instead – need to be more transparent
Please try to maintain some of the mature trees here and expand and improve on the garden. My son and I love visiting here. We often see tawny frog mouth owls in the trees in this space and catch grass hoppers in the strawberry patches. It's a special place for many people. Please try to maintain some of this integrity. I trust CoN will also conduct appropriate ecological investigation before amending the space.
Thank God for Joy Cummings. If it were left up to your mob the area in question would be covered in units and concrete.  I am more interested to stop the final turn of the knife as you cover the remaining remnants of the foreshore with units and concrete.  No place for grass, trees, birds or green in your plans.  Developers win. Residents zero.  When I look at Geelong and other cities I realise how Newcastle has been shafted by the State Govt Lib and Lab, NCC and the Developers.
The community garden needs to be retained, and only relocated if it can be done without loss of its current physical and community values. There will need to be community support for any changes.
The creation of grassed and decking passive recreation space to the water's edge is a great idea

The existing community garden is well established ,protected and valued by those who tend to it. If it is moved to the proposed area it takes away open space that is constantly used by families and locals. A garden so close to residents poses problems with rats, mosquitoes and if not constantly maintained can become an overgrown eyesore.

The Foreshore Park is unique with its beautiful open spaces that is available for everyone. Once these open spaces are filled with structures (which often don't get maintained or rust with the constant salt erosion) we will lose the beautiful parkland for ever. It's actually OK to have green space in the middle of a city, provide shade trees, picnic tables and only short pop up events so everyone can enjoy.

The proposed gardens in front of the Bond store would remove the grassy enclosed area used by families and children for ball games. Children love running up and down the raised mounds. Families can supervise children from picnic tables in the Rail Carriage Shed.

There are a number of food producing trees here (Olive Mulberry). Please keep.

This area is used often for ball games and party games as a safe area adjacent Carriage shed tables. Community gardens here are unlikely to be maintained to a sufficient standard to be a location where young children may safely play. A few more picnic tables on the mounds with LOW shade trees in a natural random spaced setting would be more appreciated as a welcome addition to the regimented table layout under the carriage shed which becomes crowded with various groups most weekends.

This area of the park was originally designed to be activated by the use of the former John Bull building the basement of which opens directly onto the park. This unfortunately did not eventuate. A community garden would make good use of this area.

This does make sense . This is a award winning park and you want to rearrange it for no good reason. First the council removed 100s of trees now they want to plant more It is a good facility as it was. The community garden is in a quite corner out of harms way which have been developed over many years why move them. As for a cafe what is it with Cafes there are heaps within 100 meters of the site Station. The biggest problem is the park is only available 9 months of the year to the public

This is the current Community Garden – it is in a great spot where it is and is the product of many years of work by the Community – not NCC. If you just do what you want and move this without community consent then by its very nature you will no longer have a Community garden. This concept plan to move this before you have actually consulted the specific community members who use and maintain this garden is grossly insulting, and is a sure bet to destroy this fantastic community asset.

This redevelopment turns open space parkland into an overdeveloped, mismatched mess!

This unproductive area of lawn could have a tree and mid storey. Having structured vegetation reduces heat and improves biodiversity.

This whole Foreshore Park is Newcastle's equivalent to Sydney's Domain – open space for varied free-form passive recreation. It is well loved and well used and could be improved but does not need to be all things to all people. Surely there is a different under-utilised inner city location for such a high quality play area that would make that location a destination in itself.

Tree species selection should be to increase diversity for medium canopy trees to provide shade

Understory planting near the foreshore with indigenous plans. Potentially look at mangroves to better water quality and microclimates for animals

Unlike most Australian cities, Newcastle has no botanic gardens. This is an opportunity to create one in a harbourside setting (as in Sydney).

Why is this huge area of great open space for games for those using the railway shed being alienated for the use of only a few local residents?

Would be great to have cafe operator who utilised the produce from the garden, in return for either maintaining it OR paying the community garden members for produce. Ben from the former Apothecary Kitchen in Hamilton had an arrangement with a local school of this nature that was mutually beneficial.

## Appendix 5: Social Pinpoint comments – Play space

As a father of young children, this looks amazing and is long, long, long overdue!
Can part of the play space be fully fenced to allow families with autistic children who wander to play safely? There are not a lot of parks in Newcastle that provide a safe place for autistic kids to play.
Can the water areas be fenced off from rest of park or at least out at one end. It's difficult to stop children running to water area when you might not want them wet that day.
Could you put the baby swings near the junior playground and move the water sluice down the other end near the rest of the water play. I just worry with water being so close to little one area.
Families need adequate shade for the majority of the play area for sun protection (not just a small thin material shade over the junior play area)
<p>Hello!</p> <p>This all looks very exciting! Please have a look into the type of play area that has been constructed in Centennial Park ( Ian Potter Wild Play ). It is unlike anything I have seen previously. Has lots of shade and lovely gardens. It truly is ahead of its time.</p> <p>I'm not sure about the water slides in this new plan.</p> <p>Thanks for reading</p>
I am strongly opposed to a cafe being permitted on the parkland. The park should not be used for a commercial enterprise like this. The associated infrastructure around a commercial enterprise like this will be very invasive and will require many vehicles crossing the park and associated walk ways which will be very dangerous. There are many already existing Cafes and coffee outlets within a short distance of the children's play area that very adequately service this area of the park.
I am worried this playground is a recipe for lost children. It looks like there aren't any real fences but lots of bushes for parents to lose sight of kids. I can't understand why in such a large park, you can't find a space where you integrate a fenced playground (short fence is fine like the spanish one) and some lawn and the BBQ area. Sectioning it off doesn't make sense.
I don't understand why the children's play area is shoved over the back. Is this to get rid of the existing play area to give more room to Supercars?
I like the general placement of the playground and adjacent picnic area, but it depends on the ground-level design of the landscaping so there are clear lines of sight between the two. This allows kids safe free play while parents can observe from the BBQ area. Speers Point Park playground provides a good example. The shaded perimeter seating inside the play area is also important for parents.
I like this concept ; I'm glad the city is doing this. As a mum of 3 little kids, I do think our city needs this. I love what Armidale ; Tamworth have done with their downtown playgrounds ; I am sure this one will be great too. I think some of the key things to include are 1) access to toilets 2) cafe with coffee, snacks, food 3) shade over the play equipment so that it is sun safe 4) play equipment for kids of all ages. It looks like all of that is included but I do think that is critical.
I love the look of the new park but can I please ask that we don't put in metal/steel slides as they are to hot for the kids to use once the sun hits them. We had that problem the other week when we were at another park and it was only 10.30am.
I love this, for years I have said we need a water play area.
I raise why this is being located so close to residents and businesses in Bond building that already struggle with excessive noise and extreme difficulty finding a car park. A much better area would be the grass area near Nobbies Beach it is away from residents, parking is plentiful, beach and walks close by, can you provide reason why this area was chosen?



I think the children's playground looks great. Ideally if you could use as much time as possible to make it natural.

And also lots of shrubs and bushes.

Please also plant native plants and in the park, it would be so nice to attract more birds, bugs and bees.

Overall the whole park looks like it will be amazing.

Thanks

Less tacky playground and more nature play concepts. Our green space is diminishing around the city....we have a duty to provide opportunities for children to interact with nature in our city!

Looks amazing. My suggestion is no enclosed tunnels/ tubing/ slides. You can't see what is happening inside at all and they can be dirty/ contaminated/ graffitied without being able to see in there to check if it's safe or see if a kid is stuck/ needs help etc. Overall super exciting development !

Love the playground and water play area for multiple ages.

Love these little nooks

Move the water play down the other end, and move the swings up and have a few junior ones there to be incorporated with the junior area please.

Open space for unstructured play is so valuable, once you take away this open grassland it will be impossible to have it back again. If there is a need in the community for more structured play why not develop it on the other side of the park near the foreshore or over near Nobbys Beach? There the parking and access to play areas would be more suitable.

The proposed area is not suitable being so close to residential buildings. Constant noise and unsocial behaviour at night is a great concern.

Or a big pillow jump mat

Reverse the position of the children's play area with the Picnic Lawn. The playground is squashed into an area too small for future needs. That would put the play area closer to the large carpark and the existing playground, and move it away from commercial and residential buildings and the private carpark.

It would allow for a bigger playground, and be less cramped (it is supposed to be a REGIONAL park).

Shade, Shade and more shade. Most parks in Newy have no shade over play equipment

The amount of play equipment is fine, but the site is restrictive... is it possible to push it out another 3mtrs to the north? I'm conscious that this will be a VERY popular play area, as you would want it to be, but the space currently allocated could very easily lead to congestion and increased risk of accidents... food for thought...

The commons event space should only be available for temporary events with free public access as it is an integral part of the busiest public domain that includes the playground, rail sheds and cafe.

The kids playground needs to be in a location closer to where families with young children live and where there is plenty of free parking for families. The foreshore does not provide adequate car access or parking facilities for its current use, let alone with the addition of family event parking and charging for parking would be an absolute deterrent.

The north-western corner is the ideal place for the inclusive playspace due to shading, size, proximity to picnic lawns and toilet. It also offers views to the harbour and is close to parking. The area is large enough not to require fencing. It meets all the requirements of the NSW 'Everyone can play' policy.

The Picnic, BBQ and Integrated Water and Play Precinct should be located in the EXISTING playground location. This location is more central than the proposed back corner of the park, hard up against a private carpark. Sight lines into and out of the current location are superior here. The noise generated from the playground from users and maintenance trucks will be intrusive for neighbouring homes. Not enough emphasis on incidental play. Too much plastic and directed activity.



The play areas need shade...children in Australia and families need to have their skin protected from the sun to prevent skin cancer and melanoma. This is a public health issue.

The proposed Picnic/ childrens play area should be left where it currently stands, being closer to the center of the Park. There should be an upgrade of the children play equipment , and no structural material should be used that causes burning to children in high temperatures. Children playing means higher noise levels and the proposed new site would mean noise pollution to nearby homes.

There's no mention in your playground considerations about needing toilets nearby. I hope this block is staying, and will be useable by the public. PS. We used this playground all the time when the kids were small, including a 5th birthday party, sailor/pirate themed, because there was a boat!

These play areas are far too small. Even though it is eight times bigger than the current play area. The current play area is an embarrassment.  
Please make sure you have an adventure playground that can take more than a dozen children. The TWO flying foxes at Stockton are just not enough, there is always a line up.  
Do it once and do it well!

This area provides the area for a playspace surrounded by picnic lawns, and close to parking and the activated edges of Watt St ; Wharf Road. Also has a toilet block. Mounds are ideal for 'staking out' family picnic spots.

This play area is far too small. The project team needs to research parks such as Flagstone Adventure Park and Darlington park Yarrabilba. Lots of ideas and inspiration will be found.

The two above mentioned parks are located in semi rural Queensland. Being the heart of Newcastle (allegedly a "city") this park should be much more extravagant. At the moment, it's looking grossly undersized and somewhat boring.

I have two young children and wounding bother making the trip into Newcastle.

This space is going to be completely unusable in the summer because it will be too hot for children to play (except for the splash pad). Install play items underneath tree canopy so children are protected from the sun (and have cleaner air to breath - since they are playing on a coal port). It is ludicrous that you would have unshaded areas for children.

This whole Foreshore Park is Newcastle's equivalent to Sydney's Domain - open space for varied free-form passive recreation. It is well loved and well used and could be improved but does not need to be all things to all people. Surely there is a different under-utilised inner city location for such a high quality play area that would make that location a destination in itself.

Use this area for more Playspace,  
An adventure playground that is really an adventure.  
Have a look at Flagstaff Park in QLD.

Water play park like the one at Darling Harbour with pumps and Archimedes Screws etc.  
<https://www.darlingharbour.com/see-and-do/darling-harbour-children-s-playground>

Also an Adventure playground like the one in Tamworth  
<https://www.destinationtamworth.com.au/Play/Family-Activities/tamworth-regional-playground>

What is an Activated Community Hub? It sounds like a place where nothing interesting will ever actually happen. I love the playground concept but the senior play area needs more shade. There doesn't seem to be enough play equipment for all kids that will descend on this. A 5 way see-saw or human powered roller coasters? Monash playground in SA had some original designs. Can the senior play cater for little ones too? My 2 year old likes only big slides but the stairs are always too big for her.

## Appendix 6: Social Pinpoint comments – Traffic and transport

Either remove parking lanes on Wharf Rd or make it wider so that on-road cyclists can use it safely instead of riding in the door lane or between parked cars and traffic. You had a golden opportunity to do this properly when you initially threw money at Supercars, but you stuffed it up then by not making it wide enough.
Electric car charging stations the same as down near Harrys? That would be amazing!
Ferry Stop, and Wharf for river cruisers and other tourist boats
Have 2-3hr free parking as meter parking is a disincentive to utilise the facilities in the area.
I raise why this is being located so close to residents and businesses in Bond building that already struggle with excessive noise and extreme difficulty finding a car park. A much better area would be the grass area near Nobbies Beach it is away from residents, parking is plentiful, beach and walks close by, can you provide reason why this area was chosen?
needs safe crossing to the Station
Open space for unstructured play is so valuable, once you take away this open grassland it will be impossible to have it back again. If there is a need in the community for more structured play why not develop it on the other side of the park near the foreshore or over near Nobbys Beach? There the parking and access to play areas would be more suitable. The proposed area is not suitable being so close to residential buildings. Constant noise and unsocial behaviour at night is a great concern.
Open up the slip lane for parking, like it used to be. Could also widen the footpath for walkers/cyclers etc
Please do not reduce the number of car parks available further in the foreshore area. Council parking has slowly been reduced over the last decade. It is difficult for those who work in the city to park and those who wish to bring their families in on the weekend. Public transport is not available or suitable for everyone from end to end
Return the free autonomous vehicle to Wharf Rd
The hard-stand maintenance area should be reduced to the smallest footprint required to sustain council activities. It should not be used as an area for storage, parking or machinery for large events.
The kids playground needs to be in a location closer to where families with young children live and where there is plenty of free parking for families. The foreshore does not provide adequate car access or parking facilities for it's current use, let alone with the addition of family event parking and charging for parking would be an absolute deterrent.
The north-western corner is the ideal place for the inclusive playspace due to shading, size, proximity to picnic lawns and toilet. It also offers views to the harbour and is close to parking. The area is large enough not to require fencing. It meets all the requirements of the NSW 'Everyone can play' policy.
The Telford St entrance needs to be wheelchair accessible as its the closest entrance to the last tram stop, Newcastle beach ; Pacific Park. A crossing needs to be installed on the corner of Telford ; Scott Sts
This area provides the area for a playspace surrounded by picnic lawns, and close to parking and the activated edges of Watt St ; Wharf Road. Also has a toilet block. Mounds are ideal for 'staking out' family picnic spots.
This cafe and toilet block will be very close and in view to residents that already struggle finding a car park this will only exacerbate this and increase the noise, can the cafe and toilet block be located out of site of residents and over near the car park closer to wharf road which would be more convenient to users?
Where is the parking??? With all these great activities for families, accessibility is key and public transport cannot be the only option.

## Appendix 7: Social Pinpoint comments – Frog Pond

An outdoor skating rink would be such a great use to the community. All different ages use the pond for skating. There is no other place like it around Newcastle. I've spent countless afternoons skating the pond with friends.
Create a separate 'bowl' similar to the empty Frogpond for younger children to scooter, skate and ride.
Do we need two event lawns – with a third space at the Station, and a fourth at Camp Shortland? Unlikely! Keep the pond. The most beautiful parklands have water at their centre. (How many events have used any of these spaces in the last few years? Not enough to lose the pond!)
I like the tranquillity of the pond – and the appeal it has for young and old. The bridge could be made more of, but don't delete the pond for skate facilities provided elsewhere – and not far from here. The foreshore is a passive and loved sanctuary away from the noise of active sports.
If the Frogpond is retained as a water feature, landscape it so it becomes a wetland habitat. It could become a focal feature of the park to showcase 'water sensitive city'.
I'm concerned that this plan with three event spaces reflects Nuatali Nelmes' obsession with using Newcastle's public spaces to hold events regardless of the impact on the local community. Was the removal of the pond just to create more event space?
Is the removal of the pond just another example of infrastructure that does not get maintained by the council, so let's replace it with something else – that won't be maintained?
Just keep the pond. Why get rid of something that's bringing people together? Since it's been empty skaters of all have been using this beaut spot. Would be such a shame to lose. It's really one of the very few safe spots skaters have.
Keep the pond space but fix it to be an outdoor rollerrink
Leave the drained pond. Instead of ripping it up just refresh the surface. Since it was drained the area has been massively activated by skaters of various demographics from children to adults. There is even a beginner roller skate class that meets there. This is the most people I've seen using foreshore park regularly, and it's one of only two decent outdoor areas for a social skate where beginners, roller skates, and casual longboards can mix. Agree with planting more trees around it though.
Overall, the design needs to better link to the natural landscape. There needs to be a higher level consideration given to this being one of a few remaining green spaces across the city and one of the areas that could support biodiversity (green corridor). I want to see coastal veg, frog ponds, wildflower gardens, etc.
Refurbish the pond to improve on what this area is currently being used for – an excellent social space for exercising via skates. It's great that there will be a new skate park around the corner at Newcastle beach but the growing community of skaters need somewhere that is made for flat skating too, and it really is the perfect spot.
Sad to see the Frog Pond go, but it has interestingly been more functional since it has been empty as a skateboarding / scooter area. Would be great to have something honouring the former natural spring that inspired the Frog Pond.
<b>SAVE THE POND!</b>
The empty pond has made a great sunken concrete playground for skate boarding .scooters and roller skaters alike . I have never seen this area utilised as much as it has been since it was emptied . It would be a shame to remove it altogether .
The existing pond has been used a lot for skating since being emptied, will the pond still be there? Will there be an alternative smooth flat surface for people to skate and scooter?
The little bridge and the Frogpond are iconic foreshore features – great for kids sailboats, and popular (when empty for cleaning) with beginners on scooters, skates, bikes and boards. It should be kept ( at least as much as possible. There are also (researched) historic reasons for keeping it.

This would be a great place for an outdoor skate rink/place to skate. All you would have to do is re-surface the pond and add in some small skatepark features.  
So many people of all ages use and love this area already that it would be a shame to loose.

We should turn this area into a rollerskating ground, the pond there at the moment has attracted so many skaters to meet up and practice in!

## Appendix 8: Social Pinpoint comments – Positive comments

A great concept
As a father of young children, this looks amazing and is long, long, long overdue!
Build a big wall here to stop negativity leaking in from the East
Can't wait to be able to take my children here. This is going to be an amazing space for families.
Events like New Annual highlight just how much people will engage with the city when there is something on offer. The various public, family oriented areas such as this will draw in people from the broader region. We need to engage families with something more than just a stroll along the promenade. This is a great step.
I believe that some residents do not understand that this is a public space – meaning just that. It does not belong only to the residents that live directly around it. Children from all across the hunter and further will come to Newcastle to visit this park and its amenities. This park is not an extension of Newcastle East residents backyard.
I like all the trees and shade
I like the idea of a botanical/cultural walkway
I this is fantastic I hope you do this will be great for Newcastle. Loving what is happening in our city
I'm saddened by the negative comments regarding events. Bring them I say. To those who don't want them I here Brewarrina is nice, so off you go. We want a vibrant city and want more ppl to enjoy it. I'll help you move.
Love events don't let a few loud whingers ruin it for everyone. If they don't like it move!!! Supercars, concerts. Maybe F1 next !!!
Love the COMMUNITY GARDEN
Overall I think it's a great use for the space and it's diversity in activities covers all ages. I would like to think there would be consideration given to those children with disabilities and their families, to ensure everyone can enjoy. I believe the location is perfect and fits in with the vision and redevelopment of the east end and city of Newcastle.
The creation of grassed and decking passive recreation space to the water's edge is a great idea
The revamp of the tug berth lane looks like a good concept (this is a wasted area at the moment) –a high priority should be given to achieve the grassed areas directly adjacent to the harbour. But there is a need to clearly separate cyclists from the pedestrian walkway
The steps are well designed, and attractive. Spending a little extra, making things a little more grand, beauty as well as function – a good cue for the designers of next phase of our parklands.
This area provides the area for a playspace surrounded by picnic lawns, and close to parking and the activated edges of Watt St; Wharf Road. Also has a toilet block. Mounds are ideal for 'staking out' family picnic spots.
This looks great, so much better than what's there!
This place will be amazing!
This would be a great place for an outdoor skate rink/place to skate. All you would have to do is re-surface the pond and add in some small skatepark features. So many people of all ages use and love this area already that it would be a shame to loose.
This would be a great spot for kids scootering

## Appendix 9: Social Pinpoint comments – Other comments

A proper bike track like the one at spears point park would be amazing for kids. We are constantly driving to spears point to use the one there with roads, petroleum pumps, ramps, bumps and signs. Such a great teaching tool for road rules as well as a safe and fun place for kids to ride away from walkers/runners/ adult cyclists etc
A public art structure to reflect the coal staiths that occupied this area in the 19th century
A simple lift could be incorporated into the space on the western side of the Telford St stairs. It could be similar to the one that services the pedestrian walkway from Woolloomooloo to the AGNSW. This would allow easy access to and from the park for people with mobility issues and prams. They could access local cafes and link to Newcastle Beach, the light rail stop and Pacific Park.
A skatelite vert halfpipe minimum 12-14ft to encourage competitions, demonstrations and the like which will boost presence in the area while actively encouraging more travel to Newcastle. Why vert? Because vert skating encourages tricks and therefore performances that are relatable to children and adults alike.
Access from Zaara St could be improved. More planting, safer paths - onto the Cultural Heritage walk.
Although I like the idea of a wetlands area how will you manage this feature so it does not become a mosquito breeding feature?
Am I missing something - there is talk about equipment for all ages but I'm not really seeing it - no calisthenic equipment, no equipment for elderly... isn't there space and budget to make this park truly inclusive. Every small park in Madrid manages to have something for everyone
Any plantings or structures in the park and in particular in this area need to consider the safety of the public and avoid any concealed areas that may encourage undesirable actions or persons relating to drug trafficking, drug use, alcohol abuse and antisocial behaviour.
Are you aware of how many hundreds of Year 10 and Year 12 Students come here for their Formal photos every year? It's one of the high use activities for this open space. With lovely backdrops if possible.
Areas like this will attract young families and tourists. As long as it is skateboard free.
Big screen and PA for movies on the lawn?
Either remove parking lanes on Wharf Rd or make it wider so that on-road cyclists can use it safely instead of riding in the door lane or between parked cars and traffic. You had a golden opportunity to do this properly when you initially threw money at Supercars, but you stuffed it up then by not making it wide enough.
Events like New Annual highlight just how much people will engage with the city when there is something on offer. The various public, family oriented areas such as this will draw in people from the broader region. We need to engage families with something more than just a stroll along the promenade. This is a great step.
Fenced dog park/activity park.
Floating fish and chip 'shop' moored here. Look at this done successfully in Hobart at Constitution Docks. (Ice-cream too, and more)
From the surveys that have been published there is an overwhelming response for open space, shade, picnic areas. People have clearly said NO to large events that go on for months, they inconvenience not only locals but all Newcastle residents who enjoy this space. Please, lets keep our open green spaces for all to enjoy at all times of the year. Short pop up events can be economical and socially beneficial for a very wide variety of people, not just a few.

Great idea in principle to have a Variety-Club inclusive play area but it should be where there are disabled children or where they can access this area easily. The Foreshore park is at the end of a peninsula, well away from suburbs with many children. There are relatively few children in Newcastle East/The Hill/Cooks Hill, and they are already well served with facilities. I am disgusted that Variety is giving its credibility to this project, which is primarily a political 'fix'.

Historic Paybus Shed should be retained. Heritage advice should be sought regarding this item. The shed used to house the Railway Paybus which travelled on the rail network delivering paypackets to employees along the line. The shed is a remaining link to this unique payment practice and may have local heritage significance. Photographs exist of this unique vehicle though I am unaware if an actual vehicle still exists. The shed was reclad in the 1990s but the structure is original.

Host more smaller 'pop-up' activities such as food trucks, night-time cinema and markets.

I am concerned that the concept plan currently includes two wide circular roadways around the Shortland Lawn and The Commons for "large vehicles". Large vehicles should be excluded from the whole foreshore park area because

1. Unnecessary loss of green area to more hard surfaces.
2. Large vehicle access prevents tree planting close to walking paths and compromises the height and shape of the canopy
3. Construction of road pavement for heavy vehicles will disturb a large area of green space

I am strongly opposed to a cafe being permitted on the parkland. The park should not be used for a commercial enterprise like this. The associated infrastructure around a commercial enterprise like this will be very invasive and will require many vehicles crossing the park and associated walk ways which will be very dangerous. There are many already existing Cafes and coffee outlets within a short distance of the children's play area that very adequately service this area of the park.

I don't understand why the children's play area is shoved over the back. Is this to get rid of the existing play area to give more room to Supercars?

I find it big smackingly stupid that you ask put opinion ... you took a world class park and destroyed it for a private event and now you are trying to fix it .... you beggar belief in your stupidity. Return it to the useable beautiful space it once was .

I like the fact that this dry grass area will be developed into a garden at least will stop Supercars using as a work space ridden with generators and shipping containers

I like the idea of a botanical/cultural walkway

I like the idea of a cultural heritage walk along the edge of original shoreline and 'Sandhills' area which should also incorporate the retaining walls of the original railway yard and the former Bond Store rail sidings.

I like the tranquillity of the pond - and the appeal it has for young and old. The bridge could be made more of, but don't delete the pond for skate facilities provided elsewhere - and not far from here. The foreshore is a passive and loved sanctuary away from the noise of active sports.

I like this change of position for the amenities area. As long as it is accessible.

I like this concept, but I think the location is wrong. There is already plenty of water and recreation in the east end, beaches, skate parks, open space. Access is now difficult to the east end unless you have a car or the light rail is extended. Shouldn't this be located in areas where access to natural water is limited by poor water quality and is accessible by train and buses e.g. the new waterfront development area in Newcastle West/Honeysuckle/Wickham?

I like this shaded event space and its tree planting but it should only be available for temporary events that are accessible to the public free of charge such as markets

I raise why this is being located so close to residents and businesses in Bond building that already struggle with excessive noise and extreme difficulty finding a car park. A much better area would be the grass area near Nobbies Beach it is away from residents, parking is plentiful, beach and walks close by, can you provide reason why this area was chosen?

I see very little mention of industrial heritage being recognised throughout the park, and am concerned about the destruction of railway heritage infrastructure adjacent to the Community Garden. The maintenance facility should be positioned elsewhere and the garden left alone out of respect to the residents who established and maintain it.
I walk to and use Foreshore Park everyday and I see nothing of value for me or my family in this plan.
I'm saddened by the negative comments regarding events. Bring them I say. To those who don't want them I here Brewarrina is nice, so off you go. We want a vibrant city and want more ppl to enjoy it. I'll help you move.
I'm concerned that this plan with three event spaces reflects Nuatali Nelmes' obsession with using Newcastle's public spaces to hold events regardless of the impact on the local community. Was the removal of the pond just to create more event space?
In general terms, could we start using Aboriginal names for these new areas and start engaging the community with the enduring custodianship of our lands? Like Barangaroo, it is a chance to move away from colonial naming conventions and towards something that honours the ancient history of the land.
In this position the cafe interrupts the views of the wonderful staircase to Stevenson Place. This avenue could be extended from Newcastle Beach all the way to the Foreshore frontage, lined with an avenue of trees. A cafe in this position also poses noise, smells, traffic issues for local residents. If it could be moved over closer to the Foreshore then it would be accessible to more people, views of the water and better parking, also no competition from other cafes.
Install sculpture walk. National competition could be used to create sculpture exhibition, possibly an annual event.
Is it possible to keep or put in a circuit path suitable for both bikes, walkers, joggers, prams ; wheelchair friendly around the park. Maybe way stations with some info on them. Could be an annual circuit event. Roller derby on a pop up area?
Keep the focus on family and passive recreation. Avoid serious skate facilities or commuter cycleways with higher speeds.
Keep the historic pay bus shed. It used to house a special bus adapted to travelling on rails to deliver pay packets to railway employees. Photos exist in Council/local history records of the former paybus in this location. Seek heritage advice on this item.
Landscape carpark to soften harsh tar and cement. Plant a variety of natives...not a monoculture. Install large planter boxes strategically to prevent burn-outs by car hoons.
Less events! We want our public space kept available to the public. Supercars already locks it off from the public for 3 months of the year. Enough is enough. Novocastrians want to be able to access their own public parks.
Like to keep this open space as major event lawn with more surrounding trees. I often walk through here ; been to many events here.
Lime electric scooters or equivalent hub.
Looks great. I genuinely believe that a lot of parents will want some shaded seating around the space to sit and watch their kids play however. What about some music? Kids sounds during the day and some classical sounds at night to keep the undesirables away? Could save a small fortune in repair bills!
Love events don't let a few loud whingers ruin it for everyone. If they don't like it move!!! Supercars, concerts. Maybe F1 next !!!
Love the Awabakal elements!
Love the playground and water play area for multiple ages.
Maintain the strong formal visual connection between the landmark Customs House Clock Tower and the carriage shed precinct. This avenue (Governor's Walk) is a primary element of the 1990 park concept designed to link the transport hubs and customs house plaza to the newly developed carriage shed facilities.



Need interpretation and acknowledgement of the stories and significance of the harbour and surrounding areas to Awabakal people and our indigenous history.
On the whole this is an interesting plan, but I have a question: where is the Supercars trucks etc going to be in this?
Open space for unstructured play is so valuable, once you take away this open grassland it will be impossible to have it back again. If there is a need in the community for more structured play why not develop it on the other side of the park near the foreshore or over near Nobbys Beach? There the parking and access to play areas would be more suitable. The proposed area is not suitable being so close to residential buildings. Constant noise and unsocial behavior at night is a great concern.
Overall I think it's a great use for the space and it's diversity in activities covers all ages. I would like to think there would be consideration given to those children with disabilities and their families, to ensure everyone can enjoy. I believe the location is perfect and fits in with the vision and redevelopment of the east end and city of Newcastle.
Park should not be a constant "events" destination. Park suffers damage during events. Too much of a burden on and too much noise disturbance to the residents of Newcastle East.
Plant more native shrubs as wind breaks. There are few sheltered positions since gardens were removed for Supercars.
Plant more trees. More than 200 were removed for Supercars and only 40 trees have been replanted. Claims that 75% of promised shade canopy has been achieved are implausible.
Please keep the rail sheds as they are. There is plenty of room to have many groups of people using it at the same time. The current BBQ area is not accessible ; hidden behind the amenities block so I support moving the BBQ so others can easily use it.
Presently this grassed area is used use as a safe children's ball game/running area. Parents can supervise young children from the carriage shed. Children love running up and down the 'hills' playing 'chasies'. Leave as it is. It is safe, defined area.
Reduce area of hard surface on maintenance roads
Reduce the dependence on Major Events. Major Events close public access to the park for extended periods of time. They impact adversely on local businesses. They are not sustainable like local pop-up events, which do not alienate the public from areas of the park for days, weeks and months. Focus on lower impact pop-up events such as night markets, food vans etc.
Resurface and enlarge pond to be roller skating rink; lighting and virtual juke box / audio system for night skating/disco parties; option to cover/shade in summer and rain; container shed rental spaces for skate hire and snack bar xx
Retain heritage railway structures east of the carriage shed such as the maintenance pit and buffers.
Thank God for Joy Cummings. If it were left up to your mob the area in question would be covered in units and concrete.  I am more interested to stop the final turn of the knife as you cover the remaining remnants of the foreshore with units and concrete.  No place for grass, trees, birds or green in your plans.  Developers win. Residents zero.  When I look at Geelong and other cities I realise how Newcastle has been shafted by the State Govt Lib and Lab, NCC and the Developers.
The café and dining facility will compete with the many nearby cafes. The proposed location interrupts the axis formed from the Telford St stairs to the harbour. Highly visible when viewed from Telford St, the kiosk is incompatible with the historic precinct. There will be noise and visual pollution conflicts for the heritage homes and offices abutting the park. Delivery trucks and garbage removal will be intrusive for residents.

The Canberra Arboretum has a fundraising program (Friends of the Arboretum) where donors fund specific areas. There are a number of areas, such as the grove, where sponsorship could create opportunities for additional funding and community engagement / ownership.

One other comment on the grove...one of the volunteers at the Arboretum told me that families visit year after year to take a photo of their children next to a specific tree. It creates a connection to place and marker of childhood.

The commons event space should only be available for temporary events with free public access as it is an integral part of the busiest public domain that includes the playground, rail sheds and cafe.

The existing toilet block is central and well positioned to make sure it is able to be kept safe and clean. The east end of the building would also make an excellent kiosk.

The Foreshore Park is unique with its beautiful open spaces that is available for everyone. Once these open spaces are filled with structures (which often don't get maintained or rust with the constant salt erosion) we will lose the beautiful parkland for ever. It's actually OK to have green space in the middle of a city, provide shade trees, picnic tables and only short pop up events so everyone can enjoy.

The hard-stand maintenance area should be reduced to the smallest footprint required to sustain council activities. It should not be used as an area for storage, parking or machinery for large events.

The large event space should not be available for long term bookings for commercial events to ensure it is maintained in good condition for passive public use between events

The natural amphitheatre is not utilised as well as it could be. Would be great for small concerts, notwithstanding the potential for noise complaints from adjacent housing.

The north-western corner is the ideal place for the inclusive playspace due to shading, size, proximity to picnic lawns and toilet. It also offers views to the harbour and is close to parking. The area is large enough not to require fencing. It meets all the requirements of the NSW 'Everyone can play' policy.

The Picnic, BBQ and Integrated Water and Play Precinct should be located in the EXISTING playground location. This location is more central than the proposed back corner of the park, hard up against a private carpark. Sight lines into and out of the current location are superior here. The noise generated from the playground from users and maintenance trucks will be intrusive for neighbouring homes. Not enough emphasis on incidental play. Too much plastic and directed activity.

The plan does not attempt to connect the park to the surrounding area - most obviously Newcastle Beach. If the Telford Steps were connected to a grand wide boulevard to the harbour it would encourage that pedestrian flow and open sight lines between beach and Harbour. The kiosk and toilet block should not be placed in that Avenue

The plan doesn't show where Supercars infrastructure (containers, trucks, fencing, generators etc) sits within the park and how much access will be restricted for at least 10 weeks every year. The community will never truly have a say whilst our Council panders to this private company taking over our public spaces. We need the plan to reflect the reality of the park during the Supercars takeover.

The proposed gardens in front of the Bond store would remove the grassy enclosed area used by families and children for ball games. Children love running up and down the raised mounds. Families can supervise children from picnic tables in the Rail Carriage Shed.

The proposed Picnic/ childrens play area should be left where it currently stands, being closer to the center of the Park. There should be an upgrade of the children play equipment, and no structural material should be used that causes burning to children in high temperatures. Children playing means higher noise levels and the proposed new site would mean noise pollution to nearby homes.

The regional area needs an inclusive playspace. So glad to see Newcastle will finally have one for all ages and abilities.

The small event lawn kept as an open space with pop up events or chill out zone as its protected from the wind.
The Telford St entrance needs to be wheelchair accessible as its the closest entrance to the last tram stop, Newcastle beach ; Pacific Park. A crossing needs to be installed on the corner of Telford ; Scott Sts
There is little mention of industrial history and heritage being recognised in this plan. Indigenous cultural heritage is mentioned several times and is very important, but it is also important to reference and recognise the area's industrial heritage such as in mining, shipping, railways and power generation.
There was little support for more event spaces in the park. There are already two large spaces (Camp Shortland and The Amphitheatre). The concept plan shows wide roads allowing large event vehicles access. Roads are incompatible with parkland used primarily for passive recreation.
These stairs are a beautiful connection across to the beach, and give a lovely entrance to the Foreshore. Please don't change them or the sculpture bench at the top.
This area is used often for ball games and party games as a safe area adjacent Carriage shed tables. Community gardens here are unlikely to be maintained to a sufficient standard to be a location where young children may safely play. A few more picnic tables on the mounds with LOW shade trees in a natural random spaced setting would be more appreciated as a welcome addition to the regimented table layout under the carriage shed which becomes crowded with various groups most weekends.
This area provides the area for a playspace surrounded by picnic lawns, and close to parking and the activated edges of Watt St ; Wharf Road. Also has a toilet block. Mounds are ideal for 'staking out' family picnic spots.
This cafe and toilet block will be very close and in view to residents that already struggle finding a car park this will only exacerbate this and increase the noise, can the cafe and toilet block be located out of site of residents and over near the car park closer to wharf road which would be more convenient to users?
This does make sense . This is a award winning park and you want to rearrange it for no good reason. First the council removed 100s of trees now they want to plant more It is a good facility as it was. The community garden is in a quite corner out of harms way which have been developed over many years why move them. As for a cafe what is it with Cafes there are heaps within 100 meters of the site Station. The biggest problem is the park is only available 9 months of the year to the public
This is the current Community Garden – it is in a great spot where it is and is the product of many years of work by the Community – not NCC. If you just do what you want and move this without community consent then by its very nature you will no longer have a Community garden. This concept plan to move this before you have actually consulted the specific community members who use and maintain this garden is grossly insulting, and is a sure bet to destroy this fantastic community asset.
This seems like a wide open space that is poorly utilised. Surely there could be multifunctional areas that integrate nature and the build surrounds
This would be a great place for an outdoor skate rink/place to skate. All you would have to do is re-surface the pond and add in some small skatepark features. So many people of all ages use and love this area already that it would be a shame to loose.
Timber wharfs/ jetties areas protruding into the harbour with seating.
Tug Berth Lane is well suited for a cafe, rather than in the park. It could service walkers and visitors using the proposed green spaces and picnic tables here. Vehicle access means deliveries and rubbish removal would be simpler in this location. Also quite removed from existing local businesses, so not in direct competition with them.
Understory planting near the foreshore with indigenous plans. Potentially look at mangroves to better water quality and microclimates for animals

What is an Activated Community Hub? It sounds like a place where nothing interesting will ever actually happen. I love the playground concept but the senior play area needs more shade. There doesn't seem to be enough play equipment for all kids that will descend on this. A 5 way see-saw or human powered roller coasters? Monash playground in SA had some original designs. Can the senior play cater for little ones too? My 2 year old likes only big slides but the stairs are always too big for her.

Why hardstand? Can't a permeable surface be installed so that stormwater and greening outcomes are better integrated? Come on CN....do better and really be a smart city!!

Would be great to have cafe operator who utilised the produce from the garden, in return for either maintaining it OR paying the community garden members for produce. Ben from the former Apothecary Kitchen in Hamilton had an arrangement with a local school of this nature that was mutually beneficial.

## Appendix 10: Survey – Other comments

Survey comment – Open-ended
30km is too slow, 40km is OK. The pop up cycleway near Queens Wharf is unsafe for cyclists due to delivery trucks being parked and having to navigate back into traffic.
30km limit too slow. Bring it back to 40 for everyone's sanity
A separate cycle path for riders who want to ride fast or are commuting is needed. This should not prohibit, slow riders/ bicycle sight seers and families from sharing a path with pedestrians
A separate dedicated cycleway would be best
As a local resident, motorist, cyclist and pedestrian a traffic plan for the future when all the new apartments are occupied is long overdue. In busy times ( Saturday, Sundays and public holidays) pedestrian lights on all the crossings is essential. The traffic build up (and therefore frustration) due to cyclists and pedestrians stepping out onto the crossing at anytime is a accident waiting to happen.
Better delineation between cyclists and pedestrians would be beneficial. These areas are free range and pedestrians do not necessarily keep to the left or look out for cyclists. Other options to separate cyclists from pedestrians would assist. Or line marking to help maintain directional flows of traffic (pedestrian and cyclists). Or signage to remind pedestrians and cyclists that these are SHARED zones. As a frequent cyclist I try to avoid these areas unless I have my child on the bike because I am worried about road safety. Vehicle doors opening along Warf Road are also a major hazard.
Bird swooping was dangerous, warning signs might be helpful.
Both at Queens Wharf and the Lume apartments there currently is a bi-directional cycleway on a single side of the road. This introduces unnecessary road crossings for cyclists that do not use the continuing shared paths. To me, it seems more intuitive, safer and faster to have a single-directional cycleway on each side of the road, marked by a green lane between the street-parking and the road.
By the way, the single-directional cycleway on Shortlanstripd Esplanade going against the traffic on this one-way road is very dangerous as there is no physical barrier to the road and hardly used for this reason.
Cars still have a place in Newcastle, most people live too far away from the foreshore to cycle in and as usual there is no prospect of driving into town with bikes in the car to cycle along the foreshore because there is no parking.
Council should invest more money into providing dedicated cycleways. This will not only encourage more people into the city but also ease traffic congestion. There is a dormant existing railway easement that provides the perfect corridor for a dedicated cycleway.
CROSSING ON FOOT FROM THE FORESHORE TO SCOTT STREET CAN BE RISKY.
Cycling west on Wharf Road (home from work) is more challenging and feels less safe than cycling east (going to work)
Cyclists adherence to road and shared pathway safety rules must be monitored and rules enforced.
Cyclists approaching from behind need to ring their bells
Small children do not walk in straight lines and cyclists should pass with caution
Cyclists use promenade rather than roadway. While doing little to enhance cyclist safety the 30kph speed limit is forcing vehicles onto alternate routes. Hunter and King streets are overwhelmed
Rip up the tram tracks and restore Hunter Street traffic flows in and out of east end. Buses are far more versatile and less intrusive than trams
Pop up cycle lanes are symptom of poor planning

cyclists have a right to cycle safely; pedestrians have a right to walk safely. Sadly the two often can't agree. Shared space is often dangerous! Cyclists can be, like walkers, as aggressive as drivers! I'm a walker...

Cyclists need to follow the road rules like car drivers & pedestrians do. They need to decide if they are on the road or on the footpath and comply with the rules for each.

if they are pedestrians, they need to go slower and if they come up behind walkers and there are oncoming walkers, they need to wait before overtaking (like in a car) rather than racing through between the pedestrians. Respect has to go BOTH ways

cyclists on shared footpaths need to stick to 10kms or there is danger for pedestrians

Cyclists should be made adhere to the 30km speed limits as well as motor vehicles

Cyclists still bolt through the commercial area on the footpath. The signs for the offshoot for cycles to wharf road is hidden (25m. Away) up in trees. Come on NC!

There needs to be an arrow painted on the footpath to indicate where cyclists offshoot is.

Also a NO cyclists sign painted on path just beyond exit. Put traffic carking humps on path the force speeding cyclist to slow down on mixes use path.

Appropriate planning would have seen the cyclists corridor in the rail corridor away from pedestrians.

Cyclists still race along the promenade nearly colliding with walkers and small children. They do not ride on the road.

The 30km/h speed limit from Hannell St along to Watt St is ridiculous and just causes more traffic Congestion and is hardly adhered to. What a waste of money just to try and get the cyclists vote at the next election. What about car users who pay rego etc? An absolute sham.

definitely there must be designated cycle ways only. Walking and jogging should have designated walkways as well.

These should be completely separate from the narrow wharf road.

Only then could the speed limit be lifted.

Disgusting smell and visuals at back of Queens Wharf Pub - very poor image to be seen by all visitors.

Untendered dogs and their residues need to be addressed.

Everyday I walk along the mentioned area in your survey. I walk from 5am to 7am everyday. I and the others I walk with have often (nearly everyday) come across cycles getting too close to walkers and runners along the Promenade. Since the speed change I've seen two accidents of cyclist riding faster than the speed limit on Wharf Road as now the cyclist feel that have a racing straight. The signage along the promenade is either out of date or contradiction with signs indicating NO CYCLING and SKATEBOARD along the Promenade. Now motorised skateboards flying up and down the walking promenade as well cyclists STILL riding along Brewery/ Ferry terminal. I've found the lack of the good will bell ringing indication of passing pedestrians on my daily walk.

FORT SCRATCHLEY SHOULD NOT BE ALTERED THE OUTSIDE RESTAURANT IS IDEAL NOT CERTAIN WHETHER OR NOT THE CAFE HAS REOPENED. THE CATERING AMENITIES

INSIDE THE FORT IS SATISFACTORY AND THERE IS ENOUGH SEATING INSIDE AND OUTSIDE THE FORT.

I am a cyclist however cyclists have wharf road and a shared path on the foreshore that's enough.....When is City of Newcastle Council going to address the issue of people with a disability who need to drive in the city.....drivers are now used to 30 kilometres on wharf road and 40 km in Hunter Street.....there should not be a cycleway in Hunter Street....People with disabilities are ratepayers too.

I couldn't find any where else to write this

What are you doing about parking To go into Wharf road. You first need to be able to park and it is near on impossible we love to go lunch and have a stroll around but the parking is impossible

I cycle this route almost every day at sun-up. I share the cycleway/footpath safely. There are some cyclists who cycle too fast and should be on the road. The corner where Worth Place extended east meets the wharf cycleway is dangerous for pedestrians and needs a physical separation to stop oncoming collisions. I don't speed but others do and most walkers do not keep left at this intersection. The new cycleway separation additions are excellent. I see many cyclists going at 25+ kph on the road which is where they should be. For this reason the 30kph limit is good but I don't experience it in this area. Due to Sth Ncle Beach upgrades I cycle up Shortland Esplanade/Church St/Fletcher Park to King Edward Park which is hairy due vehicles - so I try to go on footpaths for safety. The 30kph is good in these areas but the road is too narrow.

I dislike sharing paths with cyclists who ride fast especially on electric bikes. Cycle lanes are necessary and should be included in planning. However there is an urgent need to provide parking in city parking stations so that people can access the city from suburbs outside Newcastle CBD.

I don't cycle nor walk there but I drive there a lot. I'm not sure what the Queens Wharf commercial precinct is. Is it the bunch of restaurants around Queens Wharf. Wharf Rd is stuffed. So is Hunter Street. Forget Hunter mall. It is hard to get around now, No parking, high parking fees where available. Taxi/Uber pick up/drop off locations need to be made. A few high rise reasonably priced parking buildings need to be built. Newcastle is a disaster zone to get into and out of.

I drive my husband to a Gyn class twice a week held in one of the 2glass fronted buildings on Wharf road. I love the new look for Newcastle particularly the view of the many different architecture styles from the very early to the latest. One thing that distresses me is that there is a lot of speeding happening...many travelling at over 30 and I think there needs to be more policing of this because everything is put at risk when you have drivers who couldn't care less. Really important to keep walkers, cyclists etc safe.

I find the new bike sections confusing and dangerous as there is too much coming on and off the road. I feel much safer on Joy Cummins Promenade. I can not believe all the confusing and dangerous signs now on the road for cyclists on Scott and Hunter Street. PLEASE leave Joy Cummins Promenade alone as it a joy to ride along that pathway. I don't want to be forced onto the roadway and especially with the cycle way section which has cyclists travelling in both directions adjacent to motorists no matter what speed or how slow they are travelling. Families out for a ride would far prefer the Promenade the way it is than putting the family out in harm's way!

I have avoided cycling along that area for the very reason of not wanting to get in the way of pedestrians, or on the road with motor vehicles

I have found that almost all people using the Foreshore Promenade are very willing to share but once I encountered a family who abused me for cycling along it. Despite the fact that I always ring my bell gently, so as not to give people a fright and to give plenty of warning that I am coming. They were unaware that it was a share pathway and were quite vocal in their abuse, somewhat spoiling another delightful ride along a wonderful cycle way. I am a keen bike rider and love my bike. There is nothing like the freedom of being on a bike on a stunning day, however at only 150 cms in height, I am well aware that I am not easy to spot if I ride on the road. Then there is the issue of parked car doors flying open if the driver has not checked for cyclists. Please put in more dedicated cycle ways throughout Newcastle, away from car doors and let us keep the air clean, population fit and mental health issues at bay.

I have seen some accidents and near accidents due to the speed of some cyclists traversing the promenade. Also frequently cyclists do not use their bell when behind you.

I have twice encountered pedestrians walking on the new cycle path at Queens Wharf defeating the purpose.

I also ride along the footpath next to Scott Street and then along the paths on the old train line



I ride my bike along Wharf Road daily to work. 30kph speed limit causes to much traffic congestion. As a bicycle rider I see drivers sms'ing while driving slowly and not paying enough attention to what they are doing.
I think safety for cyclists would be improved if cyclist behaved more safely. They could indicate their intentions when turning etc like most cars do. They could ride single file & not two or more abreast, like most car drivers do.
I think the current trial is terrible. Unsafe. Disrespected. Not understood. not helpful
I think the new divided road for cyclists is a huge improvement to safety when cycling along the western end of wharf road and should be extended east to Nobbys. This would also allow the speed limit to be re-instated to a normal speed.
I think the pedestrian crossings on wharf road need to be looked at, in particular the pedestrian crossing near Argyle St, I myself have had many a risk trying to cross here as drivers do not always stop, it's as if they cannot see that there is a pedestrian crossing there. I work nearby to this crossing and walk along the harbour in my lunch break. I have had a couple of near misses where cars haven't stopped for me to cross the road, I have seen other people have this happen to them too. I have been abused by driver's for crossing the road here just because they couldn't see that it's a crossing
I vine into the city veyr rarely now. There is no parking.
I would feel safer with 100% separated cycleway. In the meantime keep left signage would be helpful. Painted on path no more posts please.
i would like to see a cycling way up the old rail corridor to ease congestion were you could have a faster route to town an newcastle beach
If you are trying to get people to cycle instead of drive for trips to the beach you need to stop relying on shared paths
I'm not sure if it's legal to cycle along the foreshore but am too scared to ride on the road.
Increase safety at the north south crossing of Wharf Rd near Argyle House. In fact assess the safety and ease of use of the access from Hunter St/Darby St intersection through to Wharf Road and the promenade. Thanks!
It i best to separate both cyclists and cars and cyclists and pedestrians. The present arrangement riding west is dangerous at the entry to the popup cycle path.
It is a great public health, recreation and transport initiative for the Council to support safe, enjoyable cycling routes and this necessitates separate space for pedestrians and cars
It is very hard to navigate when driving between cars, pedestrians, cyclists and trams. It's very chaotic esp when road signs are not always visible and GPS's are out of date and want to direct people to take turns where roads have changed or no right hand turn. The 30km zone allow for some thinking space but ensuring the safety and visibility (and speed!) of cyclists remains really challenging for drivers.. Their own path would be MUCH better.
it would be good if signs indicating to pedestrians were erected that indicated they are sharing with cyclists and to be aware
It would be good if there could be a dedicated cycle lane the whole length of Wharf road.
It's a joke
It's great that the speed limit for motor vehicles is 30 km/hr. This however doesn't stop many cyclists from riding at speeds greater than 30km/hr along the shared path. The only way to prevent serious injuries is to separate the cyclists from the pathway.
Keep bikes off the road
Light rail on the old rail corridor might have been a good idea.

Making a walk/ cycle way that has marked lanes for pedestrians and cyclists would be handy. I frequently ride my beach cruiser along the promenade and most of the congestion is groups of people stretched across the path and people darting around unsure which way to go when in the way. People walking their dogs on long leads instead of a short lead are also dangerous to cyclist/joggers. People don't hear bells from bikes because of headphones. Cyclists want to enjoy the views the closeness of the water as well as walkers/joggers. Pushing a cycle path to the road when you're not a road cyclists or feel safe comfortable riding on the road but prefer to cruise along the pathways is unsafe. The most unsafe zone of then entire wharf road is the corner of merewether street & wharf road. Drivers think they are in the Newcastle 500 and drift, speed and throttle it around that corner in front of the Rydges hotel. Drifting into their unloading zone and dangerously speeding around the corner down the foreshore. Speed humps in this area will help reduce this since the 30km has done nothing to stop it and police very rarely patrol that area of wharf road.

Mixing different modes of transport is never good – the fastest vehicle should travel no faster than the slowest when they share a path/road. Same rule applies for cycles&pedestrians, cycles/cars. When they mix you invariably have angst/collisions/injuries/damage. Example: the breakwater, Wharf Road, Honeysuckle Drive etc

More toilets. Slow down cyclists

Most cyclists and pedestrians are courteous and respect the rights of others but the occasional irresponsible cyclists and selfish pedestrians make a walk or ride a bit of a trial

My husband and I are regular walkers along the foreshore and on too many occasions have we been hit or nearly hit by out of control rogue cyclists. There should be better monitoring of cyclist behaviour and stricter regulations and fines enforced

need far more cycle friendly paths for inexperienced cyclists

Newcastle in general is a V. dangerous place to ride a push bike compared to other cities. Why only talk about Wharf Road. You Have to get to and from it

Not everyone is able bodied. Cyclist come up behind pedestrians at speed. Cyclists often are trying to go as fast as possible. In shared areas cyclists should be made to go less than 5kmh with pedestrians always given priority.

Or roller skating...

So cycle centric. There are other ways to get around. Please consider the hundreds of local roller skaters who use these paths too. Make them smooth!

Parents with young children ride small bikes along with the pedestrians and they are not always in control of the bike. I have seen cases where little children ride away from their parents and have collided with walk8ng adults. Not all cyclists use the bike lane. Some prefer the walking lane to talk to other users.

People walking, jogging let their dogs on extension leads in front of bikes travelling at speed : bike need space away from this

Physical segregation of pedestrians, bikes/ other, light vehicles and heavy vehicles should be the goal. This is standard practice in many of our industries. As the 30km speed limit is based on pedestrian density a smart city would consider electronic variable speed limits. I drive on this road several times a day and note most (almost all) pedestrians walk along the edge of the harbour and not beside the road. I have been subject to 3 road rage events since the 30km speed limit has been imposed. Most importantly, please consider all options to reduce the maniac driving along the eastern end of the foreshore to Newcastle beach at night. I have witnessed cars racing between Nobbies and Newcastle baths encroaching the oncoming cycle way as well as utilities with young persons standing in the tray racing around the Nobbys roundabout. As an international risk management consultant I find the current situation totally unacceptable and believe it is only a matter of time before a serious accident occurs. I also not the road from Newcastle Beach up to the police station is a design failure. I would be happy to discuss further at your convenience. regards

Please install "Keep Left" arrows painted at regular intervals on the footpath. Additional signage for the cyclists and pedestrians with the same message. They have these additional messages all over the planet to avoid cycle/pedestrian collisions, and they work a treat. I ride this route regularly and are constantly having to avoid pedestrians (and occasionally their dogs) hell bent on getting hit by a cyclist by wandering across the footpath/cycleway without looking. I feel there is only a matter of time before someone gets seriously injured. Please could we make this a priority before we have a serious incident. Thanks, NAME

Regular clearing of broken glass would be a bonus

Separate lanes for pedestrians and cyclists. Skaters and skateboard riders should not be allowed on the pedestrian lane.

Separate walking path, and separate cycle path needed. need to have Minimum Passing Distance NSW Road Rules 144 compliant road markings. Have a cycle lane, then have 1m "no-go area" then the traffic lane.

"We need low-cost high-density housing and safe bike routes, so the poor have equal access to specialised education and jobs".

The bigger picture is every one having a choice for all transport modes, no discrimination (especially for less able). Currently cars are prioritised and that creates gridlock like Sydney.

City of Newy has got all traffic/congestion, safety and health (body and mind) sorted out: Its 2030 vision report is: fully Community consulted

Half of trips active (walk, bus, pushbike, rail). This reduces car & parking congestion (and frees up necessary car trips for less able people) CycleSafeNetworkDotOrgAu needed and E-assist covered cargo bikes help too!

Sad that 99% motorists do not have control to stop if the car in front does an emergency stop. You are tailgating in this case (road rule 126). If the 3seconds safety gap was enforced we would have less road deaths. 3seconds is 50metres at 60km/hr and 84metres at 100km/hr. So by definition over 95 % of Newy drivers pretty much continually tailgate. Do the super easy research yourself. This is why many safety conscious people give up on the car because they cannot control the car dangerously following them.

<https://medium.com/@stevenfleming/funding-bicycle-urbanism-now-8507704d65c5>

All Newcastle Cars tailgate other cars dangerously (should leave a safe 3 second gap to car in front, but most leave a dangerous 1 second gap, The police will soon enforce this to reduce the road death toll). Discover safety with better cycling skills on our website. Form good habits with appropriate use of technology and don't create danger by driving cars. Urban sprawl is making broadband, homes & other infrastructure too costly.

Separated cycle lanes on wharf road. Plus leaving slow cycling on joy Cummings.

Sharing the road would not be a problem if cyclists were more thoughtful and considerate. It will not be long before someone is seriously injured.

Some cyclists go too fast. More should done to control them ..... Insufficient toilets

Some walkers are a pain at times, they take up the entire path instead of keeping the left and allowing cyclist to overtake / pass them safely.

Speed control humps be installed at regular intervals to provide greater safety to pedestrians from cyclists and the area outside of the brewery be kept clear of patrons to allow easy passage for both pedestrians and cyclists.

Stop selling foreshore land to property developers

Strongly oppose the 30km/h speed limit as it is excessively slow (slower than most cyclists are travelling) and is not necessary.

the 30 klms speed limit is just madness on wharf road. Nobody adheres to the speed limit as its too slow. Increase it to at least 40. Most of the recreation cyclist ride on the foot path. The lycra set that ride on the road go fasterr than 30. In all the times I have looked I haven't seen police booking anyone for speeding. INCREASE THE SPEED LIMIT. ITS PURE MADNESS.

The 30 km zone for the full length of Wharf Road is ridiculous, particularly for 24 hours a day. The only area of high pedestrian activity is in the immediate vicinity of Queen's wharf. On the rest of the road pedestrians are well clear of the road and very safe. I have never had an issue sharing the path with cyclists, as most of the pathway is low pedestrian activity. Cyclists and pedestrians share the path on Bathers Way and activity is never high enough to cause problems, and I live in the area and walk that route every day. Cyclists don't use the cycle path between Newcastle Beach and Nobbys, so it is a complete useless concept.

The 30km/h an hour speed limit on Wharf Road is an absolute joke - you've turned it into a carpark.

With King Street being dominated by pedestrian lights and crossings (at 7 crossings in the less than 1km between Watt and Darby Streets?? You can walk quicker down King Street than you can drive), and Hunter Street dominated by light rail with a 40km/h speed limit and multiple sets of lights, Wharf Road was the only real efficient east-west connection suitable for motor vehicles. You've ruined that.

Use some of the Foreshore Reserve to create an OFF ROAD cycleway and reinstate a reasonable speed limit on Wharf Road.

The 30km/h speed limit along Wharf Road defies the logic of what constitutes acceptable risk in our society.

Speed limits around schools are understandably 40km/h for a restricted time at the commencement and conclusion of school,

If a cyclist were to venture away from the Wharf Rd area they would be riding with vehicular traffic doing speeds up to 60km/h and this is deemed to be acceptable. Simply lowering the speed limit to manage risk does not make sense. If a cyclist was to be injured on Wharf Rd with a 30km/h speed limit, will the limit be lowered even further and again if another cyclist is injured at that lowered speed limit?

The changes made to the speed limit up to the roundabout at nobbys haven't honestly been made with the cyclists and pedestrians in mind, traffic flows much too slow around times when there are no cyclists or pedestrians. The fact that it is set up for punitive enforcement, over the fact that there is empty space that isn't being utilised for the exact functions you say you are acting in the interest of, speaks volumes of the influences/influencers of the implementation over the actual public interest.

Reality being that yes, while there are a lot of people who enjoy cycling, and many professional services and recreational pedestrian activity, they are not directly impacted in those areas by traffic in close proximity.

Understood also the drive to change the flow of people to a more pedestrianised system in a DEVELOPING city, however while the numbers/people flow are considerably low, and times of day of execution of speed zones are blanket, it looks as if the following might be the case. The justification of decisions being made on the basis of cyclists, and people who work in the city centre being impacted at peak traffic times, is purely socioeconomic. This doesn't take into account the majority of people who travel distance to reach that particular area of town, and also the people who flat out can't afford wear and tear on vehicles that have to crawl kilometres in second gear. Also considering the size of roads/paths compared to close by areas of Newcastle that are narrower with higher speed limits and much more pedestrian risk, this again just speaks volumes to a reputation I'd have hoped Newcastle Council might have tried to eradicate by now. Everyone is already talking about the next steps being taken around town like they never really get a say in them anyway.

The council is creating problems with ill considered developments

Listen to the residents.

The cycleway needs to be extended and not just disappear before and after queens wharf. It needs to go the length of wharf road.

Look to places like Brisbane's riverside pathways that separate cyclists and pedestrians.

It's really that not hard.

The cycleway out the front of the newly completed Doma turquoise tiled development on the waterside that has a cycleway on the roadside with the yellow fencing designating it's own path can be quite dangerous. As a cyclist I have to watch for pedestrians using it when they shouldn't be, cars coming in and out of driveways, other cyclists not using the cycleway correctly and joining the shared path at the end of the cycleway is dangerous as pedestrians don't often consider where cyclists are and can cause hazards. I had a serious accident coming off my bike as I changed from the roadside cycleway to the shared path as my bike stopped at the gradient of the driveway lip. This caused me to severely break 2 bones in my wrist. I look forward to when this cycleway transfers to the front of this apartment complex on the waterside away from the road. Having said all of this I do appreciate the council's efforts to improve cycle routes. There is just much more to do.

The last question sums up the situation, it's a great area but isn't designed well for runners, walkers, bikes and picnics, families etc to be all using the area. With some investment in design the key congestion areas can be more effective for all the users.

The link from the queen's wharf road bypass to joy Cumming promenade is too tight a turn.

The lower speed limit does not improve safety. A designated bike track along wharf road would be most beneficial

The people riding "electric" skateboards on the footpaths are quite dangerous.

The Queens wharf improvements do not yet connect up properly.

Having multiple route options for cycling is good when there are crowds of pedestrians.

Connections to Hunter St Mall, to Pacific park / Newcastle East and to Darby St should be strengthened, and aligned with tram crossing points. The tram is now a transport barrier like the old rail was accused of being.

The road speed shouldn't have to be reduced to 30km/h - it just needs people to be aware and co side rate of all road users

The speed limit should 40km as they are in other high pedestrian areas in the LGA. It is very easy to go over the 30km with out realising you are breaking the speed limit. 40km is far easier to maintain without constantly having to check your cars speedometer, as you are checking your speed more often you do not have your eyes on the road so you are less likely to see a pedestrian or cyclist who may be on the road.

The speed some cyclists go is dangerous to pedestrians. The use of powered skateboards can cause a problem due to speed they travel. Cyclist need to travel in single file.

The western access and area east of the Queens Wharf cycle path should be improved.

There are two kinds of cyclists using the area, those riding slowly to enjoy the foreshore, and those commuting or "cycling" as a sport. It would be great to give the faster cyclists a safe on-road cycling option, whilst still allowing the slower cyclists/families to ride on the promenade.

There can be a risk when wanting to cross over to Scott Street and there is not enough shade near public seating.

There has been a large increase in the number of cyclists and also walkers probably due to increased density in the area, warmer weather and ? Covid

Thus additional planning needs to allow for the greater traffic to keep it a user friendly/safe area.

There is no concern for people who cannot walk far and need parking accessible along the foreshore.

There needs to be "no skateboard" zones. These can be quite fast, but are unable to turn quickly or stop suddenly. In mixed use zones they are accidents waiting to happen. Aged walkers, young families with prams, little kids on bikes and scooters – their safety needs to be ensured. The only way is to exclude skateboards.

Though I have to walk daily, for health, I hate having to dodge the racing bikes (no checks on speed, ever) bikes on the boardwalk as well as along the beaches and Nobbys as well as on every footpath .. the new scooters are even worse as you step out of a shop.. I would love to have a place to have a nice long walk and a chat with another old lady without jumping into the air or being abused for jumping the wrong way when a bike flies up behind me. All these agile bike riders insisting on "sharing" will one day be old and fragile boned too, and they will know what they cannot now imagine: for all but the confident able bodied. "sharing" means "not using".

To be safe, cyclists and pedestrian need to be separated and have marked paths like they do in Europe. The footpaths here aren't wide enough for both. Need separated cycleways adjacent to roads and they need to link together. The new wharf road cycle path near the Brewery is token effort, a separated cycleway needs to run the whole length of Wharf road and go all the way around Nobbys and up the Hill and down to Bar beach. At the moment it's such a dangerous road and I have had cars yell at me on my bike.

Traffic does not stick to the 30km limit. Police do not patrol to stop speeding.

Travelling East on new cycleway on Wharf Road cycle track (opposite Hunter water) the track ends and immediately parking is allowed forcing cycles into traffic. Today a large truck was parked in this parking zone making situation more dangerous. + road narrows in various locations as one cycles west on wharf road forcing cyclists into traffic. Sometimes these restrictions are for pedestrian crossings and other times for no recognisable reason. These restrictions need to be removed or modified to allow cyclists to maintain a position away from vehicles. These comments by Engineer.

Use experts as CoN blunders everything it does

Walkers and cyclists do not mix neither do cyclists and traffic. In a high trafficked area, separate channels for each discipline is required

We need dedicated wide cycling lanes on the road for confident cyclists as well as the option for casual/ slow cycling on shared pathways. The changes all along wharf road (from Stewart Ave) right through have done nothing to increase cycling safety.

We walk, jog and cycle these areas at all times of the day. Mostly it's fine with everyone being considerate. I have real concerns however regarding increased pedestrians and cyclists, and the ongoing antics of a few who still think this area is a place for burnouts and hooning. This is especially the case in the evening. If you want a safer space for pedestrians and cyclists, we need a permanent solution to the hooning.

Wharf Road is a set width. How many lanes are going to be squashed in? Too many lanes produces a congestion of a different type. There are too many vehicles, bicycles and pedestrians, all with reduced space, moving in different directions. There is a limit. Continued speed reductions only produce frustrations for many drivers. Maybe it is appropriate to look to place the bike lane in the corridor space away from vehicles.

When walking, some cyclists go too fast & endanger pedestrians. They think it is for their personal use. Something should be done to control them. Some areas have a 10km/hr speed limit.

Where there are shared footpaths, it would make more sense to paint 2 lanes instructing the public to keep left.

Would be good to have signs stating that everyone whether riding or walking is to keep left

Your town planners are pathetic. Why would you not build the Newcastle transport hub on the old gas works site at Clyde Street? This would of utilised this site, with plenty of FREE parking for outer suburb commuters. Easy access to Entertainment Centre & MJ Stadium when major events happening. It would also than be worth while to catch the tram into the beach, or even park car here and cycle into foreshore with the kids! Families need minimal cost activities- this would of been an ideal location for FREE parking were you than had the choice of catching a tram/bus/train to anywhere in the Hunter region at minimal cost. If you have residents that that live in the outer areas of Newcastle, Lake Mac. & Maitland that require to drive, it is no point trying to find a park or pay for parking at Newcastle West just to than catch the tram- people will just drive the extra 2minutes to the foreshore, most likely get booked for overstay of parking- than get pissed at the family cause of fine and this will discourage families enjoying our beautiful city, and won't bother to come back or take visitors in to our foreshore regions. Can go on with other shitty decisions that have been made, but as a Council you should be thinking of the community as a whole, not focus on one area. To make Newcastle great, you should be encouraging families of other close council areas to visit our great city so they can spend their hard earned money here and keep local businesses thriving!