



Wickham Concept Public Domain Plan



The Wickham Public Domain Plan (PDP) is delivering on the directions outlined within the Wickham Master Plan. Within the process there has been integration across place, sustainability and engineering approaches.

Place Responsive

The Principles established to guide the Wickham PDP have been anchored in a thoughtful consideration of Wickham's places and their importance and meaning to those who call Wickham home.

Provision has been made for the future integration of public art and interpretation of both Aboriginal and European heritage.

Shifts to traffic access, parking provisions and increased greening will result in significantly improved amenity for locals and visitors alike.

Country perspective

The Wickham PDP recognises the multiple perspectives of the Knowledge Holders of this area. Supported by Bangawarra, we have integrated Indigenous knowledges and approaches. This support, and further engagement with Indigenous communities, will continue to provide the foundation of our understanding of place.

KEY

Surface treatment

- Carriageway
- Raised Cobbled Road Surface
- Parking (Permeable Paving)
- Verge planting
- Continuous footpath treatment
- Union Street paving
- Village Street paving
- Emerging Industries paving
- Civic Streets paving
- Park edge paving
- Paving improvements subject to plans beyond this PDP's scope
- Private property
- Cycleway
- Driveway
- Works as per masterplans beyond Wickham PDP scope
- Bus stop
- Passively irrigated tree pits
- Proposed trees
- Existing trees

1.1.1 Transport solutions: summary

The transport components of the public domain plan have been informed by the 2017 and 2021 Wickham Masterplans, the Local Area Traffic Management Study (2017), and the Wickham Area Parking Study (2019).

1.1.2 Pedestrian movement

A key focus of this public domain plan is to facilitate movement in and around Wickham by foot. This includes introducing ‘self-enforcing’ low speed zones across Wickham, achieved through improvements including:

- Continuous footpath treatments and wombat crossings. These types of crossing calm traffic and ensure pedestrians have priority. They ensure crossing is more accessible for those using wheelchairs or strollers.
- Kerb build outs at intersections. These reduce the crossing distance for pedestrians across side streets and force vehicles to reduce their speed when turning.

1.1.3 Cycling movement

Another key focus of this public domain plan is to facilitate movement in and around Wickham by bike. This will also be achieved through low speed zones, which make cycling a safer and more pleasant experience. Other improvements will include:

- A new separated and bidirectional cycleway along the former Bullock Island Railway Corridor between the Cowper Street/Branch Street roundabout and southern end of Wickham Park.
- A new separated and bidirectional cycleway along Station Street, connected to the wider Newcastle cycle network by Quietways and shared paths.

1.1.4 Vehicle movement

Another key focus of this public domain plan is to encourage vehicle movement in and around Wickham in ways that make the area safer, quieter, and with more space for people who are walking or riding bikes. This will be achieved through changes to parking and to vehicle circulation.

Where studies have shown that on-street parking is consistently under-utilised, there is an opportunity to introduce wider footpaths, which will enhance the pedestrian environment and increase space for trees. Changes to vehicle circulation in Wickham are also proposed. These include changes to Union Street in order

to prevent it from being used as a northbound through-route by vehicles dropping off or picking up passengers at Newcastle Interchange. Reducing the volume of traffic of Union Street will enhance its role as a safe and green heart of the village.

The proposed vehicle circulation changes for Wickham include:

- Converting Station Street to two-way between Wickham Street and Railway Street.
- Converting Union Street to one-way northbound between Bishopsgate Street and Church Street

Pedestrian Movement



KEY

Land cover

- Green space / open space
- Surface and tidal water

Traffic management

- Kerb extension
- Continuous footpath treatments (CFT)
- Potential raised road
- Raised intersection

Wombat crossing

- Wombat crossing
- At-grade crossing

Transport

- Heavy rail stop and alignment
- Light rail stop and alignment

Cycling Movement



KEY

Land cover

- Green space / open space
- Surface and tidal water

Bicycle infrastructure

- Alternative/temporary option for cycleway connectivity
- Active transport connection proposed in 2021 Wickham masterplan
- Existing shared user path

Transport

- Existing on-road cycle lane
- Proposed routes of Newcastle Cycling Plan

Heavy rail stop and alignment

- Heavy rail stop and alignment
- Light rail stop and alignment

Vehicle Movement



KEY

Land cover

- Green space / open space
- Surface and tidal water

Vehicle circulation

- Existing two-way link
- Proposed two-way link
- Existing one-way link
- Proposed one-way link

Traffic signal

- Traffic signal
- Proposed signalised roundabout

Roundabout

- Roundabout
- Left-in left-out
- Priority intersection

Transport

- Heavy rail stop and alignment
- Light rail stop and alignment

Proposed canopy cover



Existing canopy cover



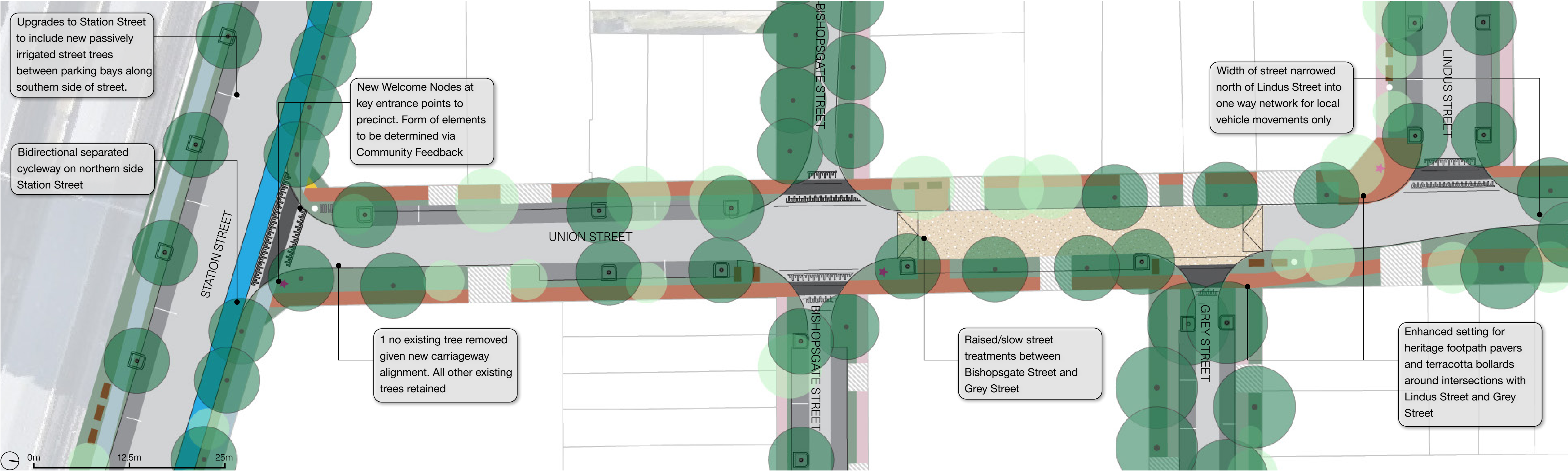
1.1.8 Canopy overview

This Concept Public Domain Plan provides for a substantial increase in canopy cover for Wickham, important for biodiversity, mitigation of the heat island effect, and for the enhancement of the experience of the street for people on foot and on bikes.

The existing tree canopy cover, as a percentage of the streetscape (within the Focus Area but excluding Hannel Street) is approximately 7%. The proposed tree canopy cover for the same area will be approximately 49%, once trees reach maturity.

Note that these are approximations and subject to detail design in the subsequent stages of delivery.

Union Street New Public Domain and Traffic Plan - Southern Zone



Character & Precedent/Images



KEY

Surface treatment

- Carriageway
- Parking (Permeable Paving)
- Verge planting
- Continuous footpath treatment (CFT)
- Union Street paving
- Village Street paving
- Emerging Industries paving
- Civic Streets paving
- Private property
- Driveway
- Cycleway

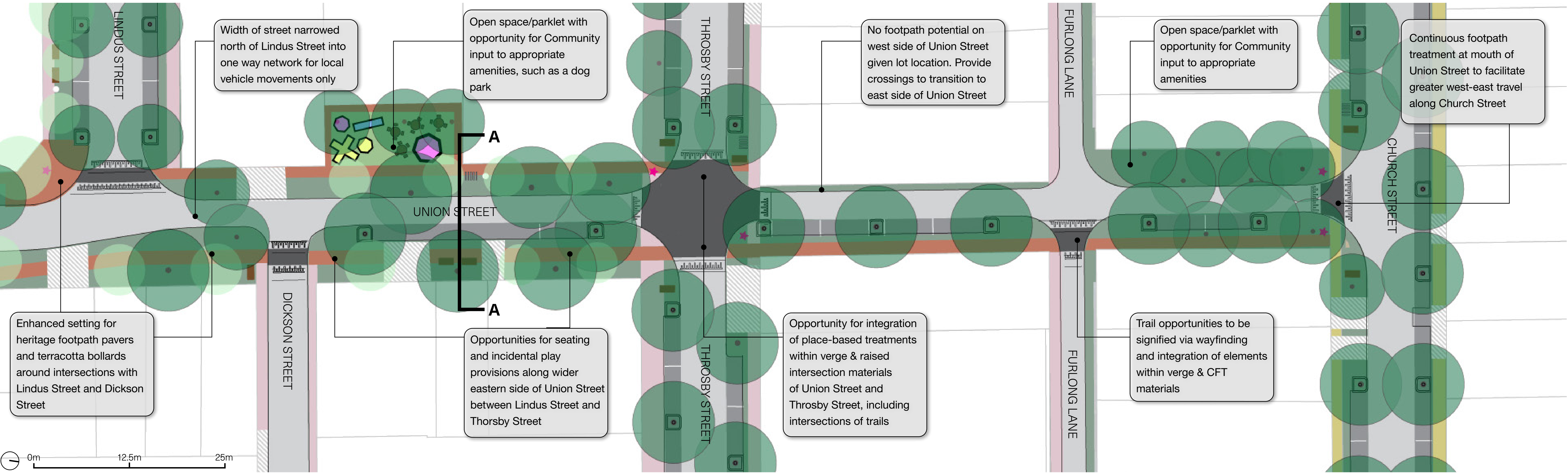
Street furniture

- Benches
- Bin
- Bicycle parking racks
- Bollards
- Interpretation Node

Trees and associated elements

- Tree grate
- Passively irrigated tree pits
- Existing / proposed medium tree
- Existing / proposed small tree

Union Street New Public Domain and Traffic Plan - Northern Zone



Character & Precedent/Images



KEY

Surface treatment

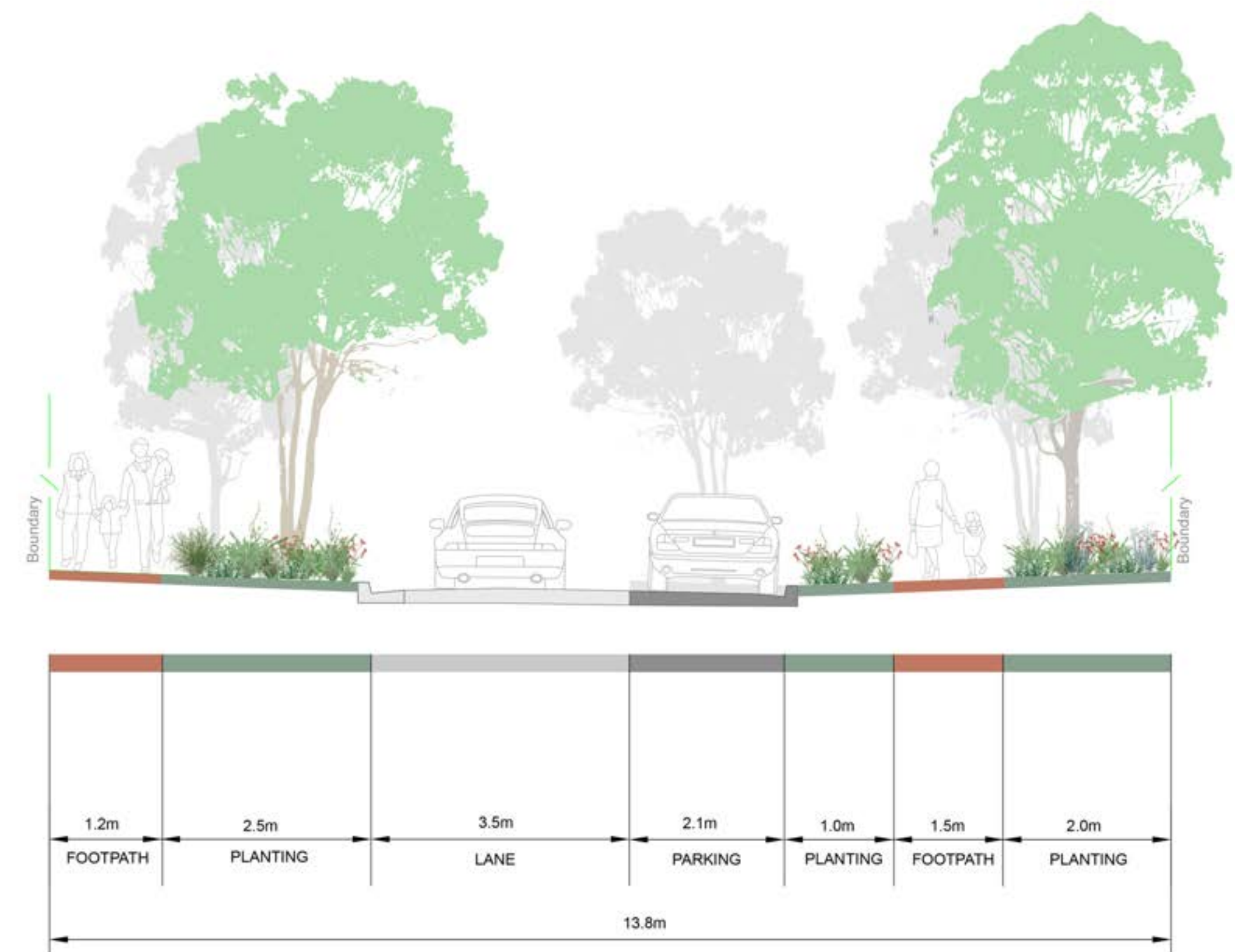
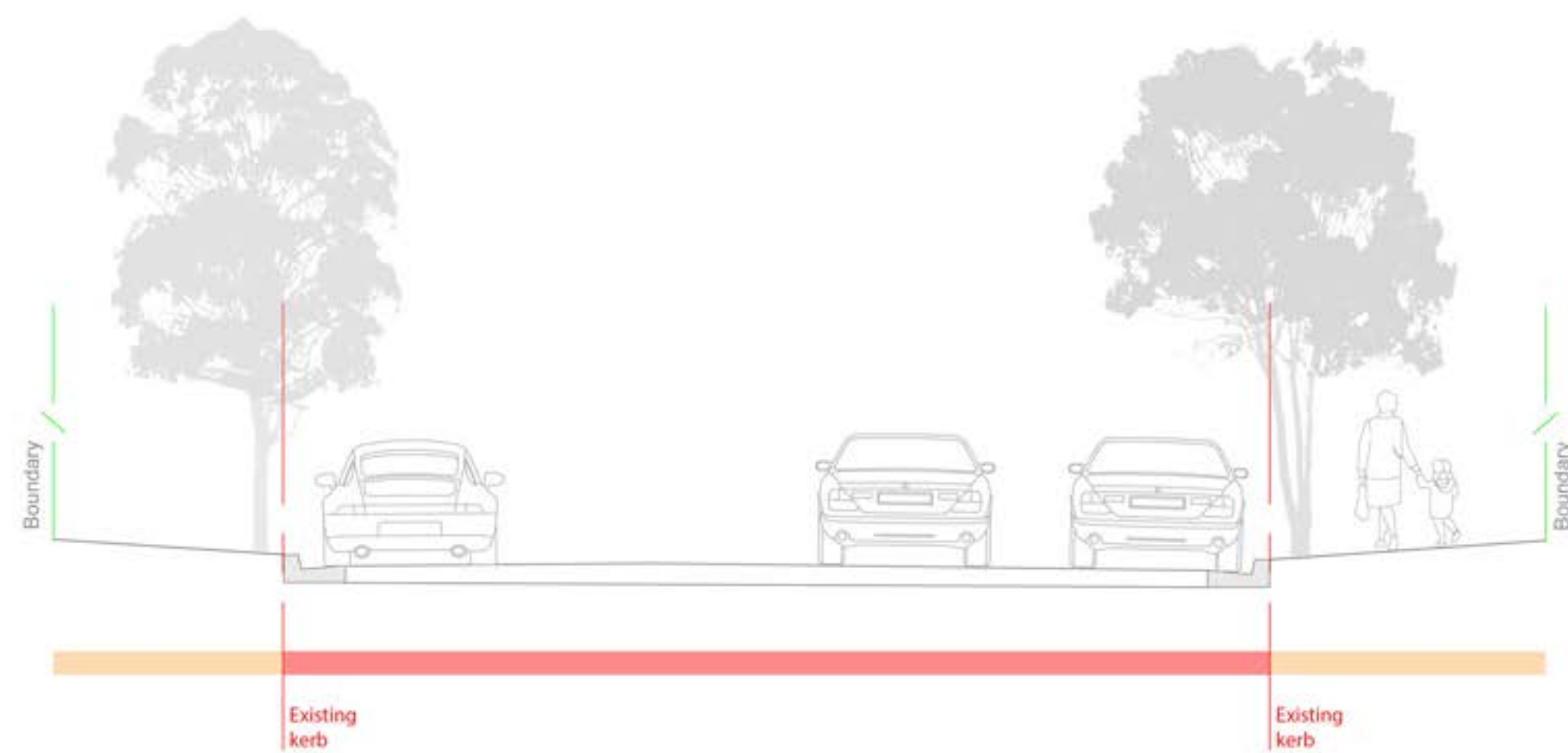
- Carriageway
- Parking (Permeable Paving)
- Verge planting
- Continuous footpath treatment (CFT)
- Union Street paving
- Village Street paving
- Emerging Industries paving
- Civic Streets paving
- Private property
- Driveway

Street furniture

- Benches
- Bin
- Bicycle parking racks
- Bollards
- Interpretation Node

Trees and associated elements

- Tree grate
- Passively irrigated tree pits
- Existing / proposed medium tree
- Existing / proposed small tree

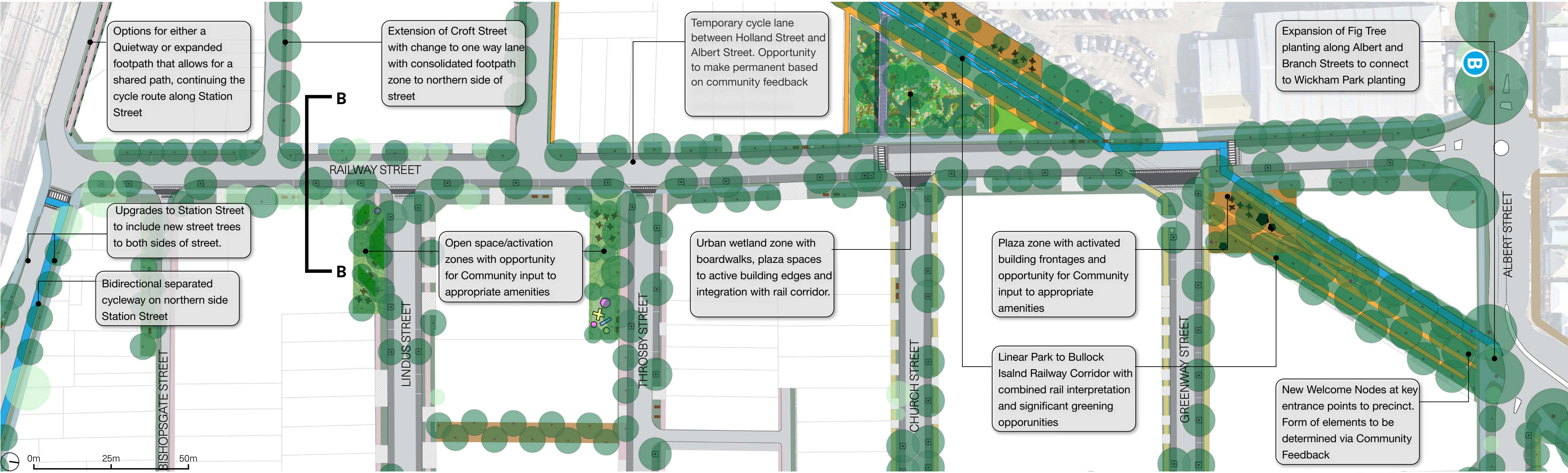


Section at A-A

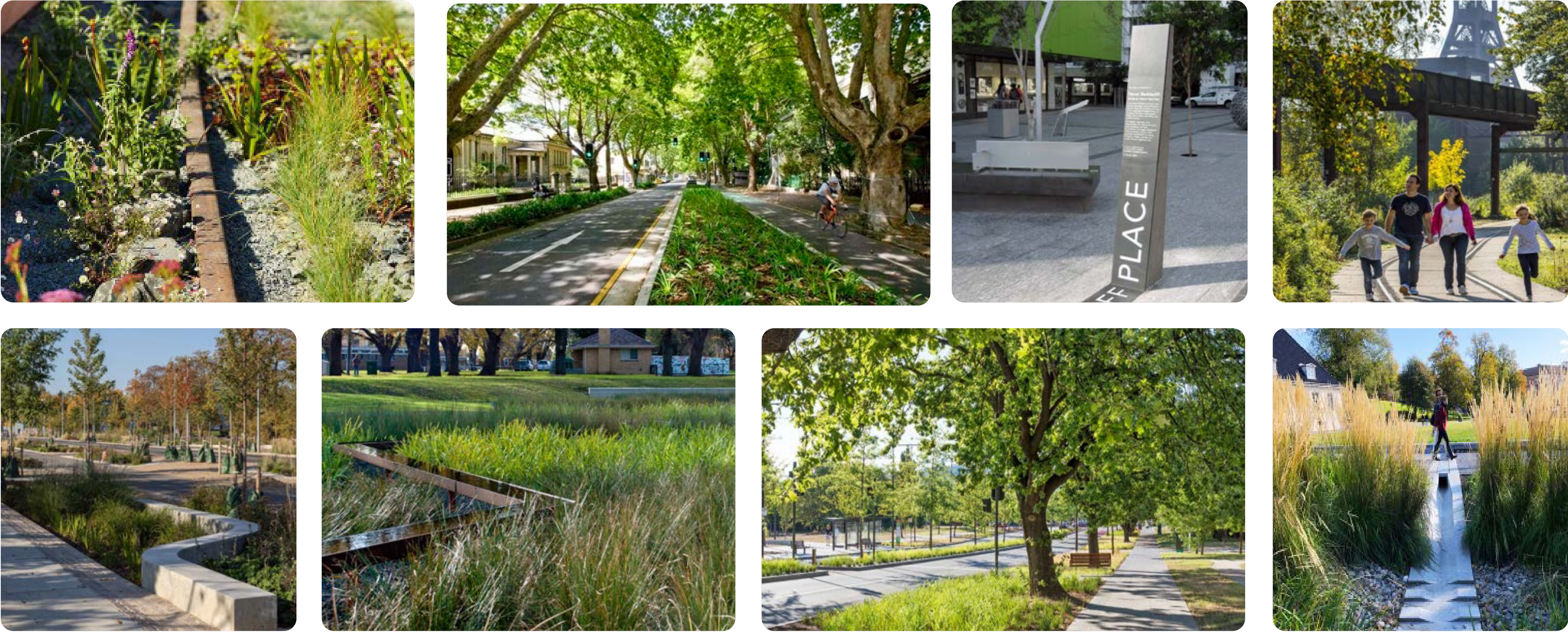
KEY

Carriageway	Continuous footpath treatment (CFT)	Existing pavement
Parking (Permeable Paving)	Union Street paving	
Verge planting	Village streets paving	

Railway Street and Bullock Island Rail Corridor New Public Domain and Traffic Plan



Character & Precedent/Images



KEY

Surface treatment

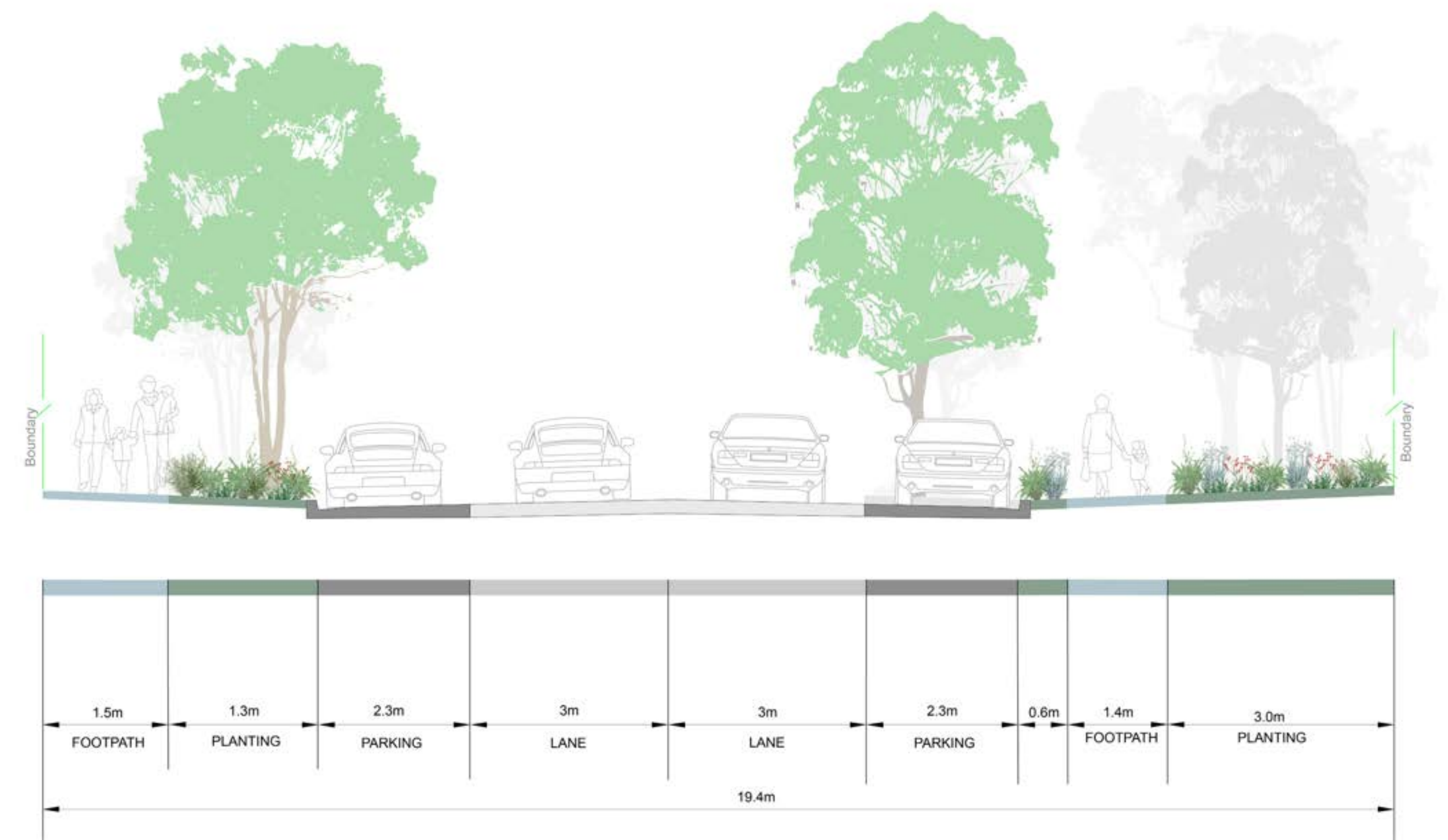
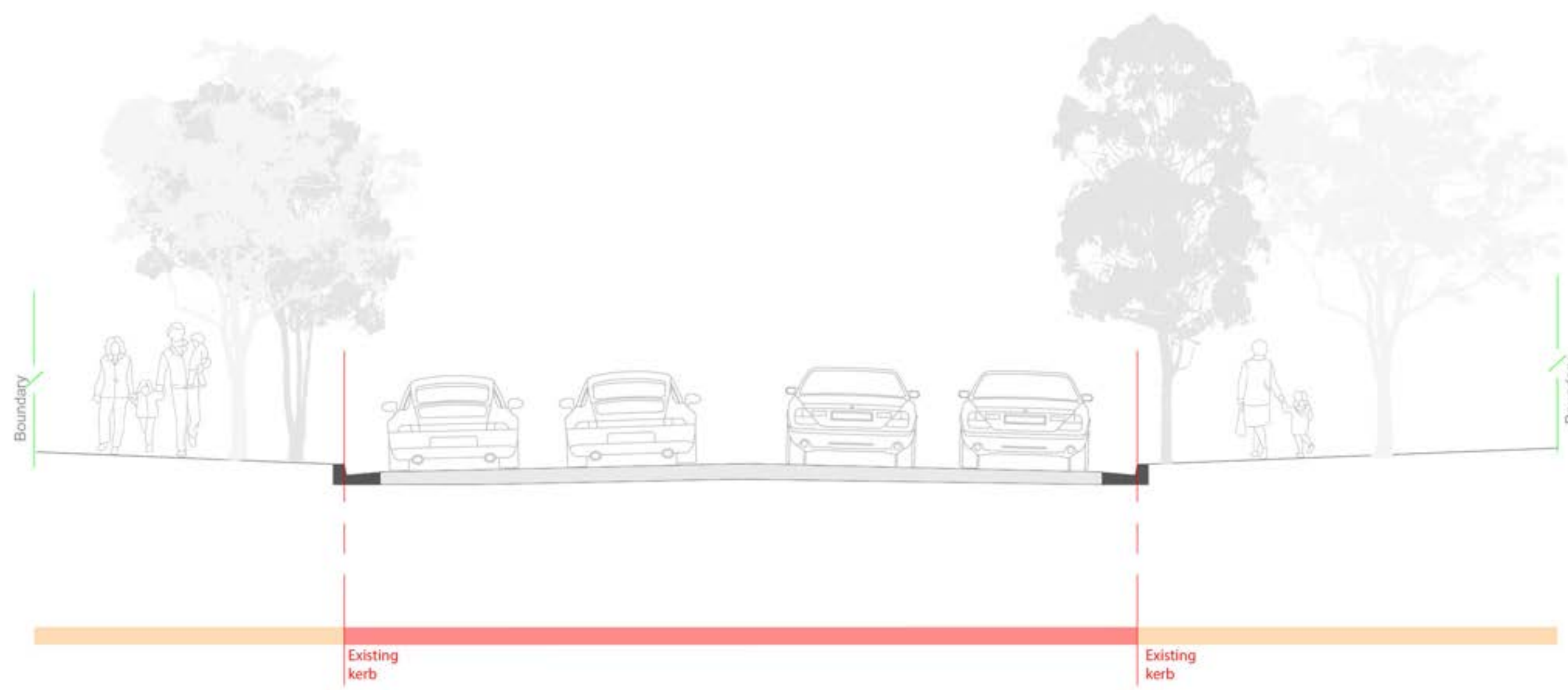
- Carriageway
- Parking (permeable paving)
- Verge planting
- Continuous footpath treatment (CFT)
- Village Street paving
- Emerging Industries paving
- Civic Streets paving
- Park edge paving
- Existing/unchanged paving
- Private property
- Driveway
- Separated cycleway

Street furniture

- Benches
- Bin
- Bicycle parking racks
- Bollards
- Interpretation Node

Trees and associated elements

- Tree grate
- Passively irrigated tree pits
- Existing / proposed large tree
- Existing / proposed medium tree



Note: Indicative character image only



Railway Street Existing

Note: Indicative character image only



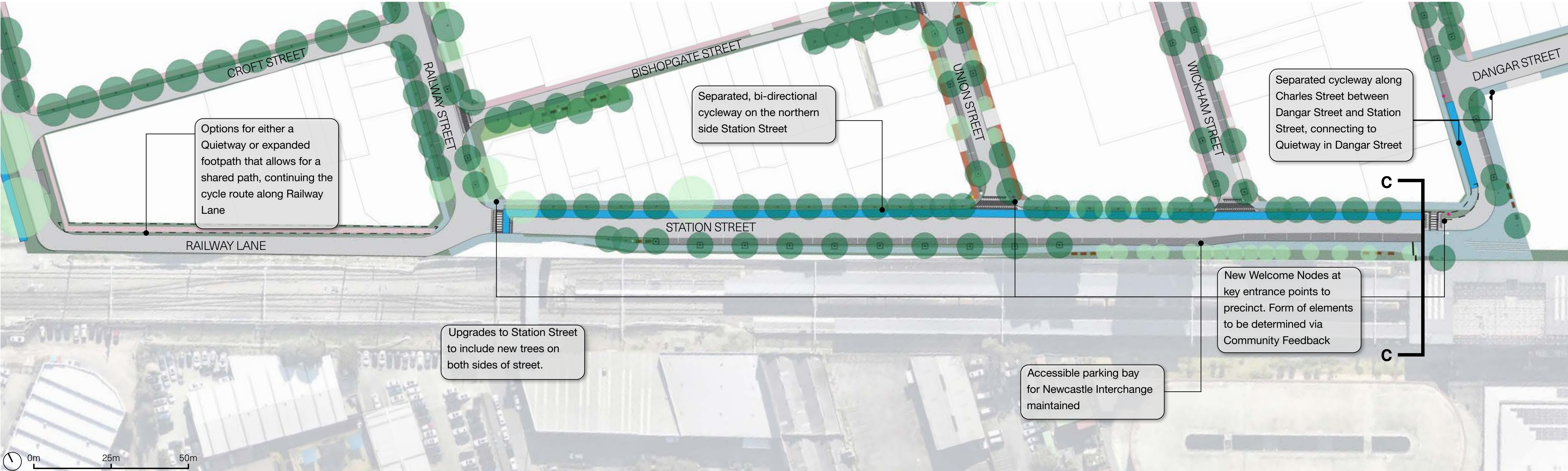
Railway Street Proposed Character

Section at B-B

KEY

 Carriageway	 Continuous footpath treatment (CFT)	 Existing pavement
 Parking (Permeable Paving)	 Civic streets paving	
 Verge planting	 Village streets paving	

Station Street New Public Domain and Traffic Plan



Character & Precedent/Images



KEY

Surface treatment

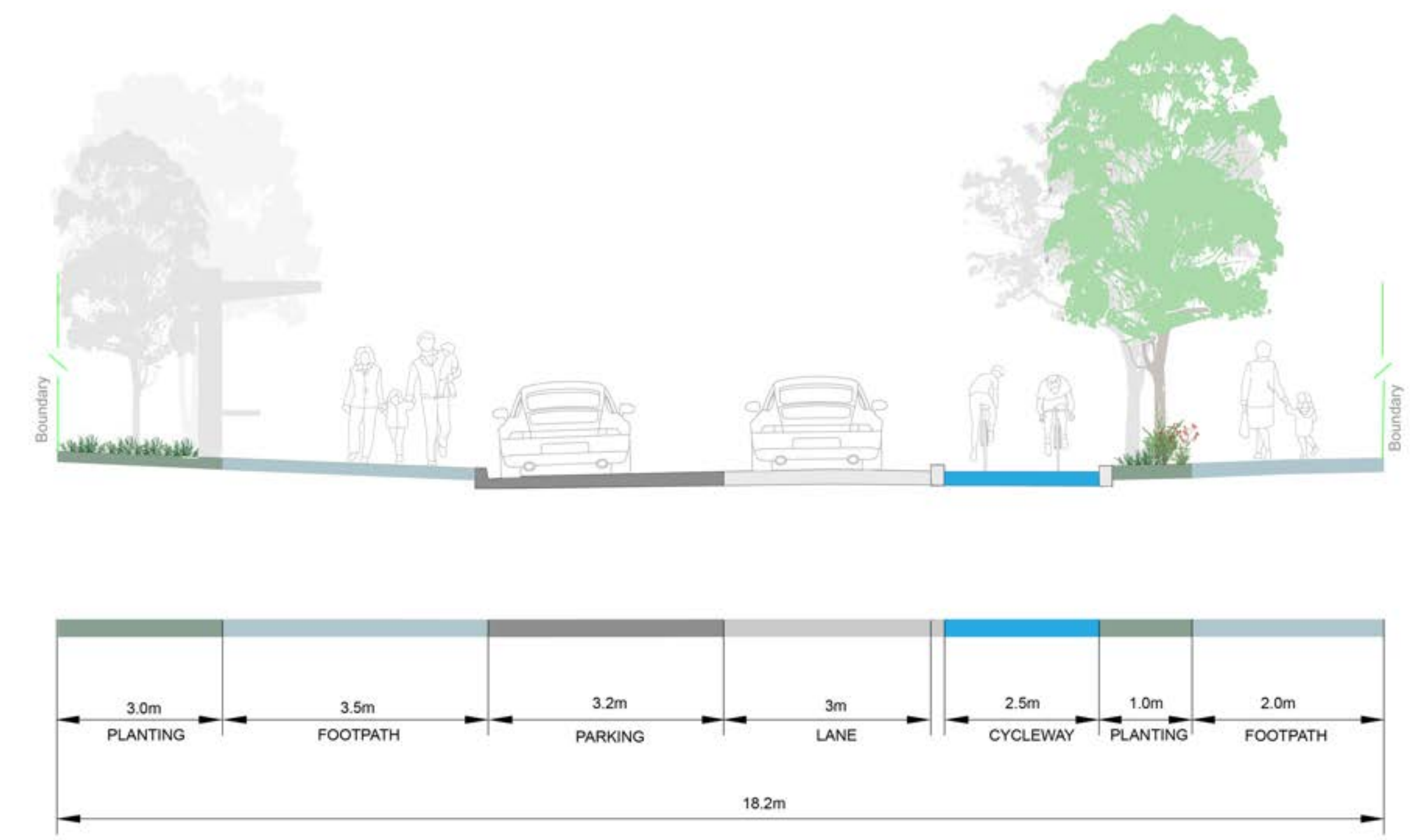
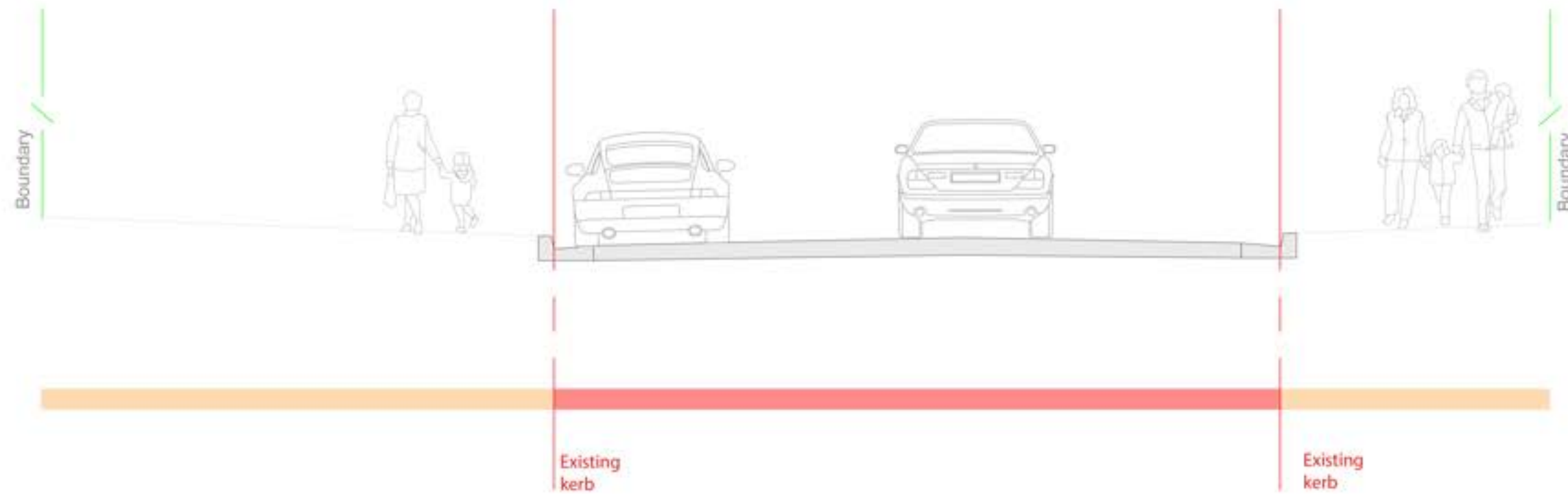
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- Parking (permeable paving)
- Verge planting
- Continuous footpath treatment (CFT)
- Union Street paving
- Village Street paving
- Emerging Industries paving
- Civic Streets paving
- Park edge paving
- Existing/unchanged paving
- Private property
- Driveway
- Separated cycleway

Street furniture

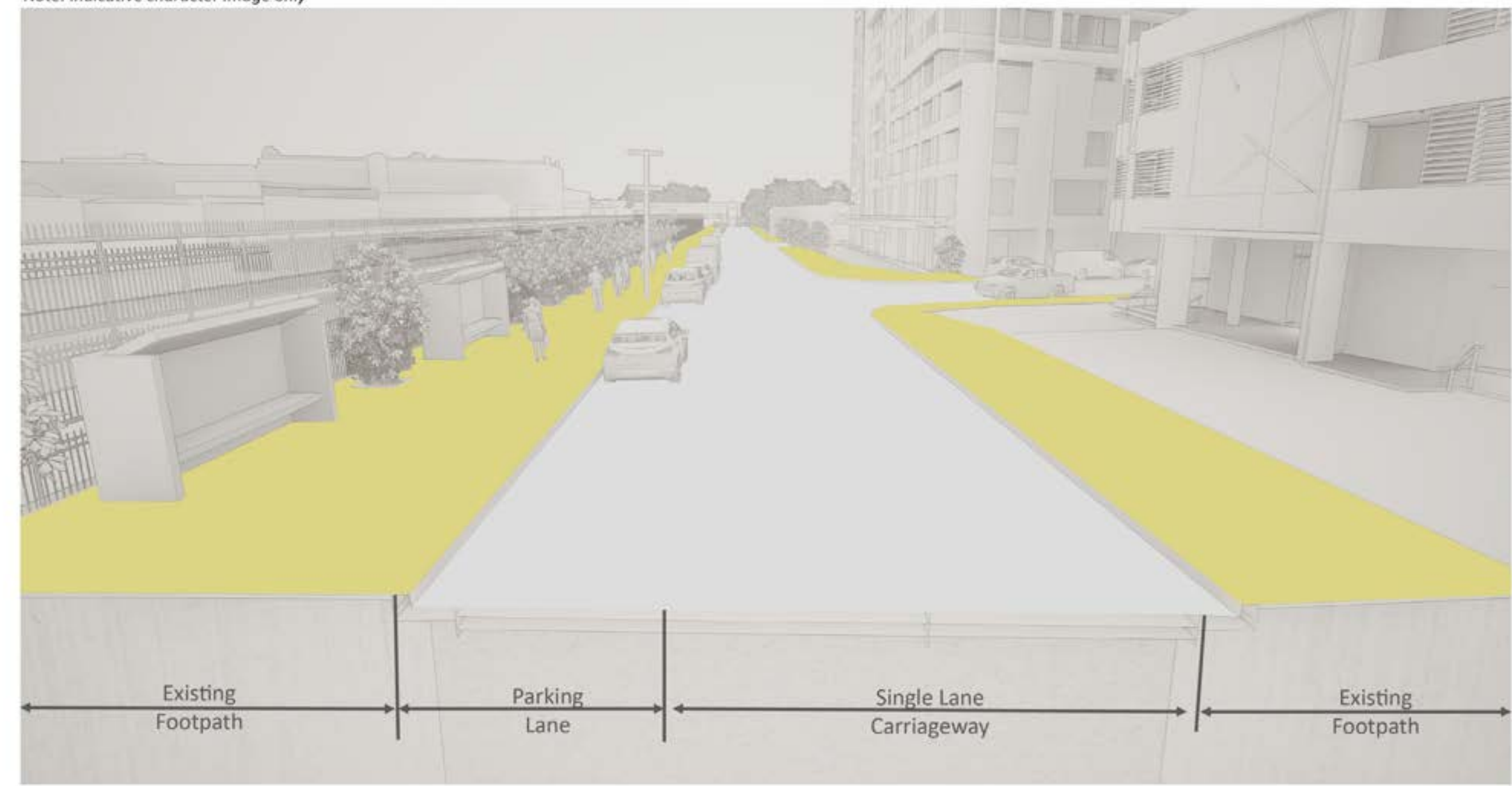
- Benches
- Bin
- Bicycle parking racks
- Bollards
- Interpretation Node

Trees and associated elements

- Tree grate
- Passively irrigated tree pits
- Existing / proposed large tree
- Existing / proposed medium tree

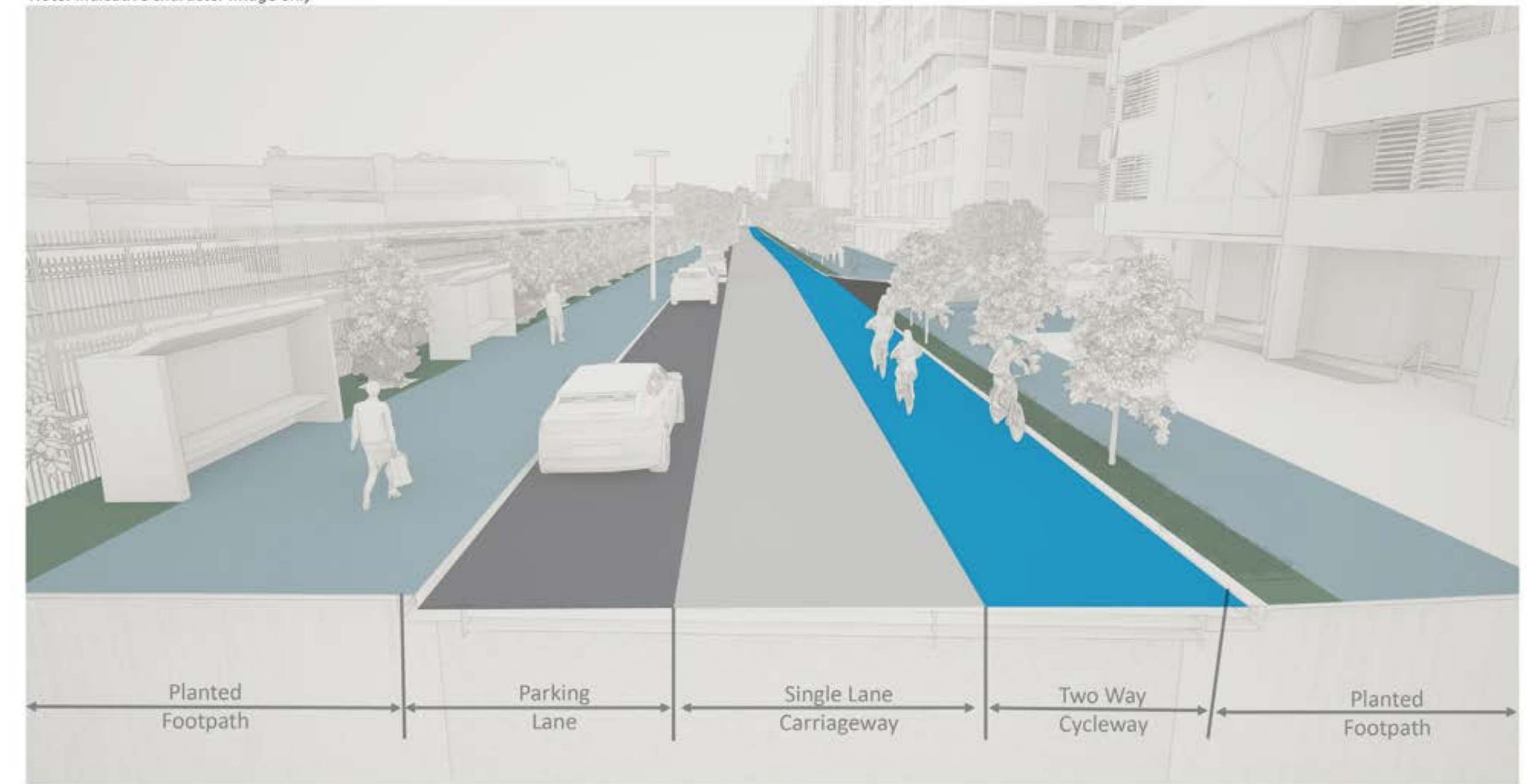


Note: Indicative character image only



Station Street Existing

Note: Indicative character image only



Station Street Proposed Character

Section at C-C

KEY

Carriageway	Continuous footpath treatment (CFT)	Existing pavement
Parking (Permeable Paving)	Civic streets paving	
Verge planting	Cycleway	

Bullock Island Rail Corridor park and public spaces



KEY

Surface treatment

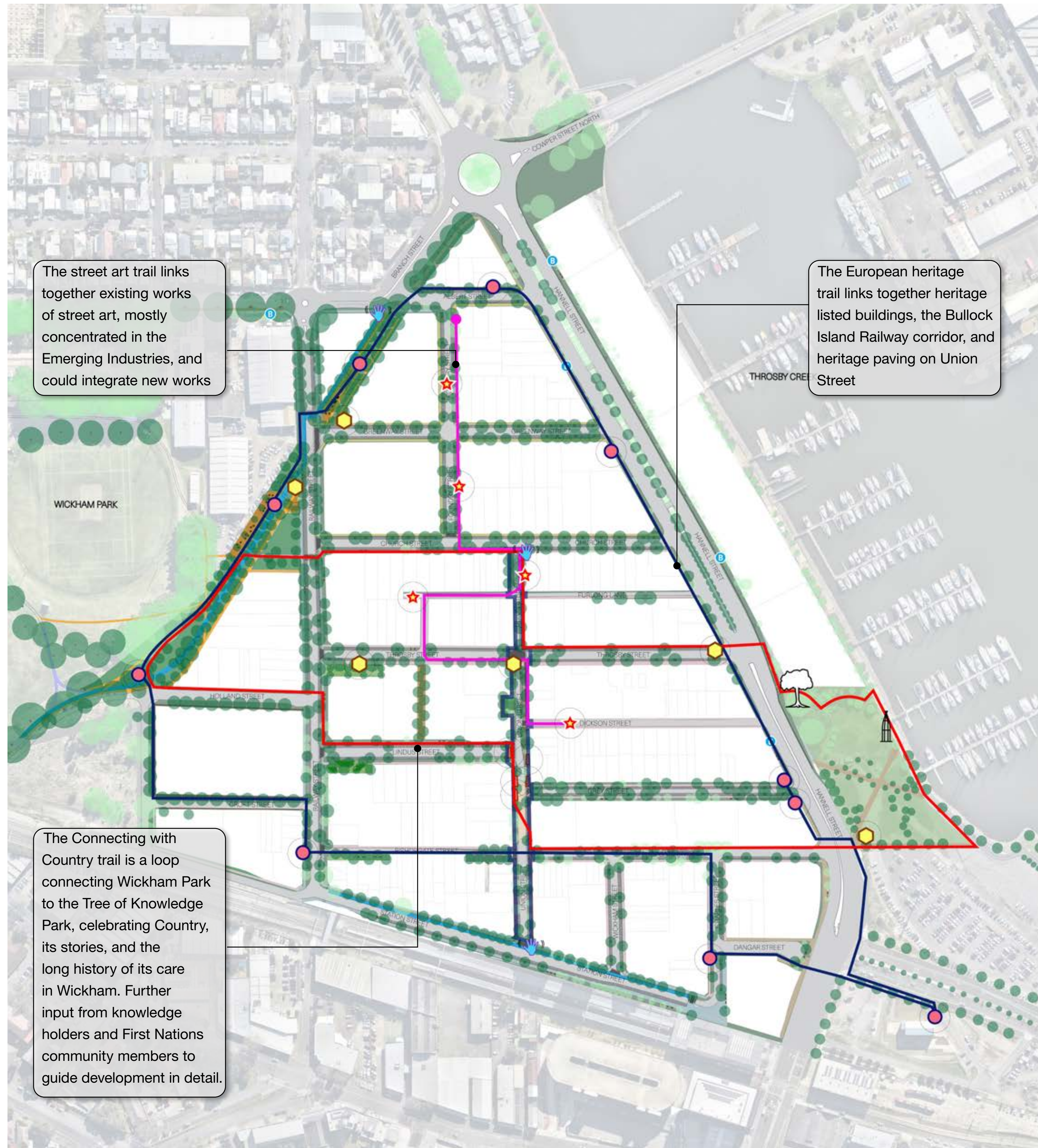
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- Parking (permeable paving)
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- Civic Streets paving
- Park edge paving
- Existing/unchanged paving
- Private property
- Driveway
- Separated cycleway

Street Furniture

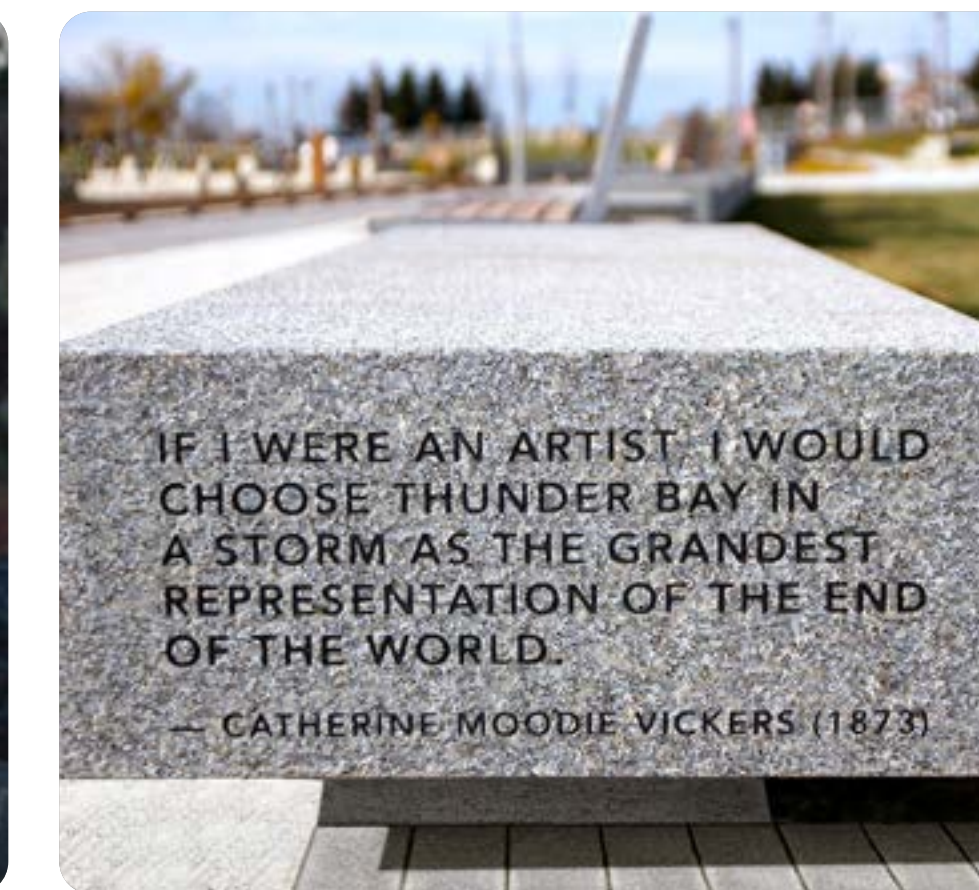
- Benches
- Bin
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- Bollards
- Interpretation Node

Trees and associated elements

- Tree grate
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- Existing / proposed large tree
- Existing / proposed medium tree



Trail Opportunities - Country; Art; Heritage + Queries for other opportunities/connections from public



- Connecting with Country trail
- European heritage trail
- Street art trail
- Public sculptures
- Yum Yum Tree (Tree of Knowledge)
- Potential heritage panel, artefact, or artwork at existing European heritage site
- Potential public art, footpath mural, or sculpture

- Street art locations
- Welcome node
- Art bollards on Union Street



THROSBY CR



AM PARK

