

2036

DRAFT  
**GREATER**  
NEWCASTLE  
METROPOLITAN  
PLAN



## Acknowledgement

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# FOREWORD

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Greater Newcastle is a truly remarkable city – it proved itself to be resilient and innovative in the face of natural disaster and the downturn of heavy industry in the 90s. And now it’s surging ahead as the standout powerhouse economy in regional Australia. Blessed with a glorious natural setting, it’s also a highly desirable place to live.

With increasing investment in infrastructure, tourism, health, science, education and creative sectors, Greater Newcastle is poised to take its place as a dynamic metropolitan city of global significance.

This is a pivotal point in the history of Greater Newcastle – of course it will continue to grow, attract new entrepreneurial businesses and more tourists, but to meet its full potential, the city needs a long-term strategic plan.

I’m proud to launch the first-ever draft Greater Newcastle Metropolitan Plan 2036.

We want your feedback on this draft Plan and its planned approach for development in Greater Newcastle. I encourage all people who live and love the area to have their say on the future of their city.

With smart and deliberate planning, we’ll preserve Greater Newcastle’s unique heritage, at the same time carefully coordinate new land use and infrastructure across the city. We’ll work to create new jobs and industries in catalyst areas like Newcastle City Centre, Newcastle Port and Williamstown.

Importantly, as this change occurs, the city’s beautiful natural environment will be enhanced, with a Blue and Green Grid criss-crossing the city. Protecting vegetation and planting more trees will preserve what’s loved most about Greater Newcastle. Strong design principles will also make sure we have great buildings and public spaces creating great places for people to live, play and work.

Improvements to transport and infrastructure will lead to easier and more efficient connectivity in Greater Newcastle. There will be more options to travel from where people live to work, to local services and to where they shop, meet friends and exercise.

I urge everyone to read the draft Plan and provide their feedback. Together we can help shape Greater Newcastle’s future.

A handwritten signature in blue ink, appearing to read 'Anthony Roberts'.

**Anthony Roberts MP**

Minister for Planning  
Minister for Housing  
Special Minister of State



Lake Macquarie boardwalk

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2036

# INTRODUCTION

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As Australia's seventh largest city, Greater Newcastle faces a new future with investment in aviation, transport, education, health and tourism.



This first-ever draft Metropolitan Plan for Greater Newcastle aims to capitalise on this investment through a collaborative approach.

The draft Plan sets out strategies and actions that will drive sustainable growth across Cessnock City, Lake Macquarie City, Maitland City, Newcastle City and Port Stephens communities.

# GREATER NEWCASTLE'S PAST, PRESENT AND FUTURE

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After a successful period of economic restructure, increased investment and enhanced lifestyle opportunities, Greater Newcastle is emerging as one of Australia's most dynamic and vibrant metropolitan cities.

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## Growing from a mining and steel city

Before European settlement in the 1790's, the Awabakal and Worimi people lived on the land in Greater Newcastle for at least 40,000 years. They continue to have long standing connections with the land, community and culture today.

Greater Newcastle is one of Australia's oldest sites of European settlement, becoming the first location for coal mining and export in Australia.

Separate townships established, reaching up the Hunter River, around Lake Macquarie and into the valleys around Cessnock and Maitland. This was heavily influenced by the development of national transport networks, linking the city to centres and towns reaching up the Hunter Valley and along the east coast of Australia. The subsequent development of heavy rail and road networks to support the port created the transport systems that service Greater Newcastle and Hunter.

The Newcastle Steelworks began operation in 1915 and grew to be the largest integrated steelworks in the Australia. The scale of the operations shaped transport and industrial planning, along with providing a proud manufacturing and technical skills base reflected in the continued engineering speciality at the University of Newcastle.

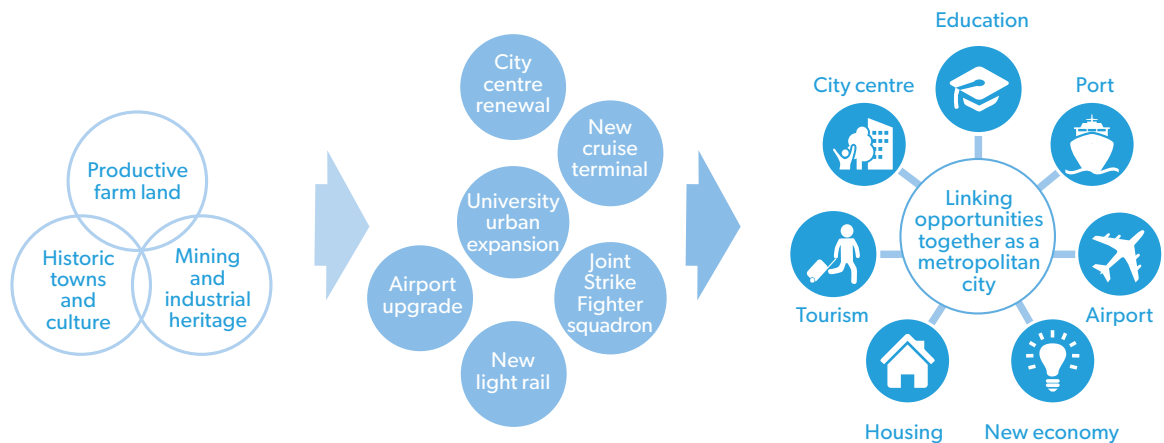
## Transitioning to a service, creative and knowledge city

This industrial heritage is directly influencing the city's transition today. Around \$650 million is being invested in the revitalisation of the city centre.<sup>1</sup> As a base for start-up businesses, Greater Newcastle's inner city suburbs are home to creative and innovative small businesses operating from refurbished industrial and manufacturing workshops.

The tertiary education sector, anchored by the University of Newcastle, is expanding. Investment in the landmark NeW Space campus is complemented by Japan's Nihon University choosing Greater Newcastle as its first campus in Australia. This is part of the new international focus for inner city education in Greater Newcastle.

The John Hunter Hospital is the principal referral hospital for the Hunter and northern NSW. Investment in the new Maitland Hospital will further enhance Greater Newcastle's health network. The Hunter Medical Research Institute is a world-class institute that attracts top medical specialists and collaborates with leading institutions and industries to better prevent and treat serious illnesses.





Williamtown will be the main defence base for the maintenance of advanced Joint Strike Fighters (F-35) operated by countries in the Asia Pacific. A defence and aerospace industry has emerged from links between universities, Newcastle Airport and the Royal Australia Air Force (RAAF) Base. This will be further driven by international flights to New Zealand and South East Asia, and the new cruise ship terminal at Newcastle Port.

The extent and scale of State, Commonwealth and private investment planned or underway in Greater Newcastle demands a metropolitan approach to coordinate and link places and ideas.

### An emerging metropolitan city with global appeal

Greater Newcastle will increasingly attract business and skilled workers from across Australia and the Asia-Pacific through its enviable lifestyle and business flexibility. This will grow investment from national and international sources, and raise the city's identity as a global leader in the new economy, entrepreneurship and technological innovation.

Any successful metropolitan city needs a vibrant lifestyle, an engaged community confident in their culture, and the capacity to build local, national and global connections. These elements exist in Greater Newcastle, and will be optimised if growth is well planned and coordinated.

A planned approach can improve infrastructure and land use sequencing to capitalise on the opportunities for new economy jobs and support housing for the growing population. This approach will also improve connectivity and transport choices for Greater Newcastle's communities.

This draft Greater Newcastle Metropolitan Plan 2036 is justifiably ambitious. It builds on the city's dynamic and vibrant city centre, its strong industrial employment base, diversified economy and lifestyles. It responds to changing global economic trends, such as new smart technology, creative and sharing economies, the ageing population and global connectedness.

These trends directly link to the developing specialisations in health and the aged care sector, education, defence, tourism and research. Investment in these nationally and internationally focused industries will be ongoing.

Greater Newcastle's city centre will showcase successful urban transformation, by bringing people back to the city centre, connecting the city to its waterfront and enhancing the unique heritage and quality public domain. This sets the foundation for a confident and optimistic outlook.

# METROPOLITAN PLANNING FOR **GREATER** NEWCASTLE

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The *Hunter Regional Plan 2036* set the vision for the Hunter to be the leading regional economy in Australia with a vibrant new metropolitan city at its heart.

This first-ever Greater Newcastle Metropolitan Plan delivers a collaborative framework for a significant part of the Regional Plan by setting out the outcomes and strategies to be an integrated metropolitan city.

The Metropolitan Plan provides the strategies and actions to deliver on the vision, create great places across Greater Newcastle and align infrastructure and services in catalyst areas.

# VISION

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Australia's newest and emerging economic and lifestyle city, acknowledged globally:

- as a dynamic and entrepreneurial city, with a globally competitive economy, the excitement of the inner city and green suburban communities;
- as a place that offers great lifestyles minutes from beaches or bushland, the airport or universities, and from the port to the lake; and
- • • • • as a national leader in the new economy, with collaborative governance that makes it a model to others in creating and adapting to change.

# HUNTER





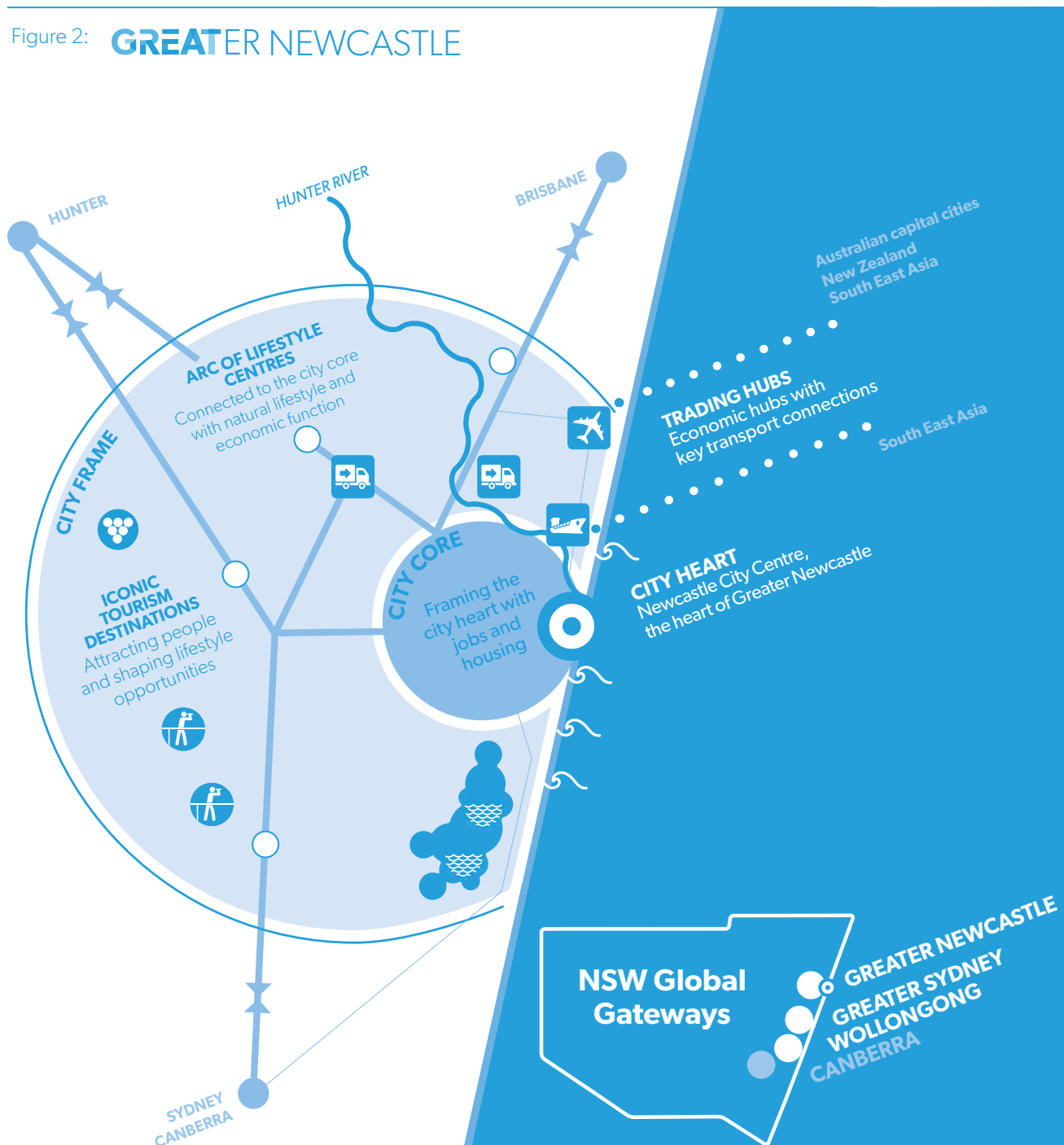
Figure 1: **Greater Newcastle Vision 2036**

- |   |  |  |                                    |
|---|--|--|------------------------------------|
|  | Indicative Greater Newcastle Metropolitan Area |  | Biodiversity Corridor              |
|  | City Core                                      |  | Trading Hub                        |
|  | Strategic Centre                               |  | Newcastle Airport - Global Gateway |
|  | Centre   |  | Newcastle Port - Global Gateway    |
|  | Future Connectivity                            |  | Newcastle Interchange              |
|  | Priority Release Housing Area                  |  | Cruise Ship Terminal               |
|  | National Park                                  |  | Hospital                           |
|  | Sports and Entertainment Facility              |  | University                         |
|  | Vineyard District                              |  | Environmental                      |
|  | Lake Macquarie                                 |  | Waterway                           |

# FIVE ELEMENTS SHAPING **GREATER** NEWCASTLE

Five elements will shape Greater Newcastle into a dynamic and entrepreneurial city with a globally competitive economy and a great lifestyle, framed by wineries to the waterfront.

Figure 2: **GREATER** NEWCASTLE



## 1. City heart

Newcastle City Centre extends from the coastline at Nobbys Head to the emerging commercial hub at the Newcastle transport interchange at Wickham. From the closing of the steelworks and earthquakes in the 1980s, through the cycles of the mining industry, Newcastle City Centre has consistently evolved.

Both public and private investment and planning through Revitalising Newcastle and the Urban Transformation and Transport Program are set to enhance the city centre's appeal. People will be returning to the city centre to live and work, connecting the city to its waterfront with public spaces like the Bathers Way coastal walk and the Anzac Memorial Bridge.

Educational investment and the influx of new creative businesses into sought-after urban areas will encourage entrepreneurship and help to create a vibrant and diverse culture at the city heart.

## 2. City core

The city core, east of the Pacific Motorway is bound by the blue edges of the harbour, the northern shores of Lake Macquarie and the Pacific Ocean. People living in the city core will enjoy a cosmopolitan lifestyle focused around strong local communities and places, jobs and services, and a range of recreational opportunities in parks and reserves between the coast and the adjoining hinterland.

With nearly two-thirds of Greater Newcastle's homes and jobs, the city core is well positioned for improved integration of transport and services. Many residents live within 30-minutes of their work place or centres providing services for their daily needs.

The renewal and revitalisation underway in the city heart will be spreading along major transport corridors into the city core. This will integrate the new economic and knowledge centres at John Hunter and Calvary Mater hospitals and the University of Newcastle and research campus, with the renewal opportunities at the Throsby Precinct of Newcastle Port and Broadmeadow.

## 3. Trading hubs

Greater Newcastle is the only place in regional NSW where the national road and rail trade routes intersect with an international trade port. The trading hubs and routes converge near Tomago and Beresfield-Black Hill, the trade nexus of the metropolitan area.

Greater Newcastle's trading hubs include Beresfield-Black Hill, manufacturing sites at Tomago, Newcastle Port and surrounding port lands, the Newcastle Airport at Williamtown and emerging locations along national road and rail trade routes.

There are opportunities to better connect trade movements across NSW and nationally via the Pacific Motorway, New England Highway, Hunter Expressway, national rail network and the proposed Lower Hunter Freight Corridor. Large sites around the trading hubs are dedicated for freight and logistics, capturing the opportunity from improved connectivity. Newcastle Port and the Newcastle Airport also provide international trading opportunities.

## 4. City frame

Greater Newcastle is framed by an arc of lifestyle centres from southern Lake Macquarie to Cessnock, Branxton, Maitland and Raymond Terrace. These centres are located by the water or the bush and have a strong identity, high amenity and a sense of place.

New housing and transport services in these centres will be designed to maintain the coastal and green outlooks, improve access to open space, and retain the identity of places that collectively form Greater Newcastle.

## 5. Iconic tourism destinations

Visitors, residents and students are attracted to Greater Newcastle's diverse sporting and event venues, such as Surfest and V8 Supercars, a ribbon of surf beaches, unique waterways, and world heritage listed national parks. The cluster of vineyards and wineries will provide tourism appeal that makes Greater Newcastle an important economic and lifestyle city.

# OUTCOMES AND STRATEGIES

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This draft Plan identifies the following outcomes to underpin the vision for Greater Newcastle:

1. Create a workforce skilled and ready for the new economy
2. Enhance environment, amenity and resilience for quality of life
3. Deliver housing close to jobs and services
4. Improve connections to jobs, services and recreation.

These outcomes will deliver the *Hunter Regional Plan 2036* goals to be the leading regional economy in Australia with a biodiversity-rich natural environment, thriving communities and greater housing choice and jobs.

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## Delivering the **Hunter Regional Plan 2036**

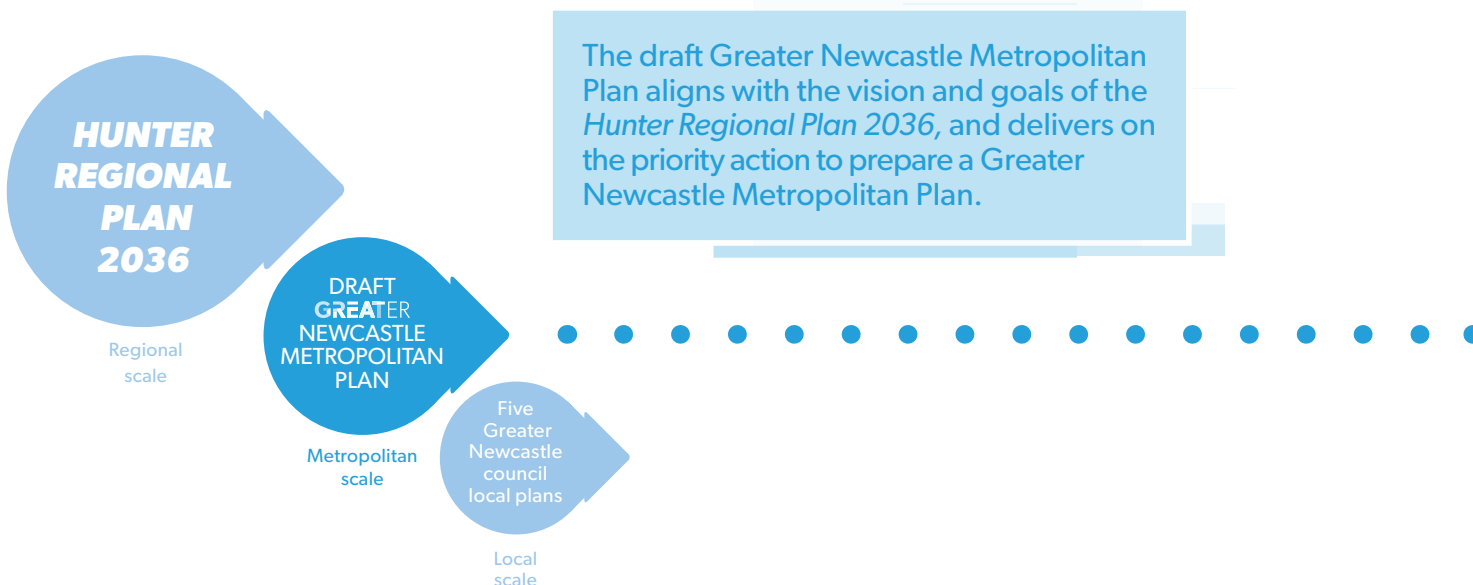




Figure 3: Draft Greater Newcastle Metropolitan Plan **Outcomes and Strategies**



# A PLANNED APPROACH TO GROWTH AND SUSTAINABILITY

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## Catalyst areas for Greater Newcastle

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For Greater Newcastle to achieve its full potential, it needs a planned approach to jobs growth and housing supply for its population. This will promote vibrancy, a more dynamic economy and greater connections to open spaces and great places.

This draft Plan identifies catalyst areas which are places of metropolitan significance where a planned approach will drive the transformation of Greater Newcastle as a metropolitan city.

These catalyst areas are located in the strategic centres of Broadmeadow, Callaghan, East Maitland, John Hunter Hospital, Kotara, Newcastle City Centre, the global gateways of Newcastle Airport at Williamstown and Newcastle Port, as well as the major trading hubs at Beresfield-Black Hill and Tomago.

These locations will underpin new job opportunities in specialised employment areas for health, defence, education and research, as well as new mixed employment areas, with a focus on integrating land use and infrastructure, open space and urban design.

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**A key imperative for Greater Newcastle is to revitalise its city centre, and at the same time connect up its largest and fastest growing activity and employment centres, so as to match up jobs and homes more efficiently**

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Professor Greg Clark

Coal ship and loader, Newcastle Port

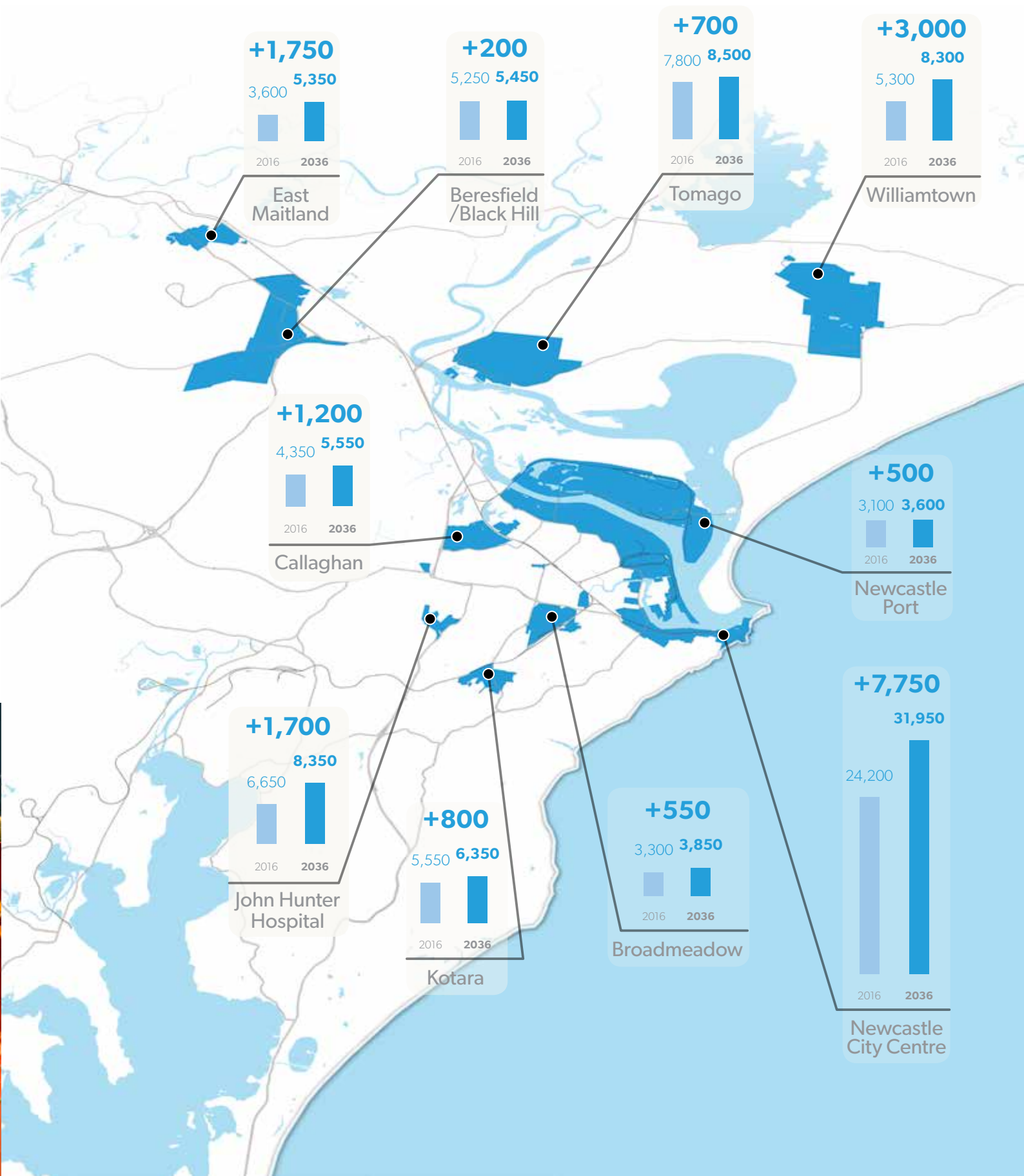


Figure 4: **Job targets for catalyst areas (2016-2036)**

+ **Minimum additional jobs to 2036**

■ Number of jobs in 2016

■ **Minimum job targets to 2036**



# COLLABORATING TO DELIVER THE PLAN

## Collaborative governance framework

Metropolitan cities succeed and perform best when all tiers of government collaborate and work together with business, industry and the community to deliver a shared vision for their city.

Collaborative governance arrangements across Greater Newcastle will support the delivery and implementation of the Metropolitan Plan.

This approach includes:

- a collaboration agreement between the NSW Government and the five Greater Newcastle councils to coordinate funding and sequence growth opportunities
- establishing a Committee for Greater Newcastle to advise on metropolitan-scale collaboration between community, industry and government
- stronger engagement with young people and community groups who do not typically get involved in strategic planning.

These collaborative partnerships will help coordinate planning for growth, optimise opportunities for transformation, and drive the emergence of Greater Newcastle as a metropolitan city on the global stage.

Hunter Development Corporation will lead the collaboration processes.

This draft Plan's forecasts of population, housing and employment growth of Greater Newcastle provides a platform for councils to collaborate with the Commonwealth on inter-governmental agreements.

### Professor Greg Clark's advice on governance

Professor Greg Clark, an expert on global cities, provided advice and insights from metropolitan planning in other cities of similar size and features to Greater Newcastle, including:

1. Bilbao, Spain
2. Cardiff, Wales
3. Gothenburg, Sweden
4. Halifax, Canada
5. Malmö, Sweden
6. Portland, USA
7. Waterloo, Canada.

Professor Clark advised that these cities provide a powerful example to Greater Newcastle of how improved metropolitan collaboration has coincided with a rise in population, better planning and management of land, increased investment in infrastructure and urban renewal, land use and density changes, reduction in long-term structural unemployment, increased the rate of entrepreneurship, and improved economic performance relative to the rest of the nation.

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## Implementing the draft Metropolitan Plan

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Councils and other relevant planning authorities will implement the Greater Newcastle Metropolitan Plan by:

- preparing local strategies including local housing strategies
- preparing development control plans, including comprehensive master planning
- preparing planning proposals consistent with the actions in this draft Plan
- assessing development applications with reference to the outcomes of this draft Plan, or amended development control plans that are consistent with this draft Plan.

The objectives of the Ministerial Section 117 Directions listed in the appendix were considered in the preparation of the *draft Greater Newcastle Metropolitan Plan 2036*. A Planning Proposal may be inconsistent with the terms of these Ministerial Section 117 Directions if it is in accordance with the actions in this draft Plan.

Implementation of the Metropolitan Plan will be monitored and reviewed to ensure achievement of the vision and outcomes of the Plan every 5 years, or as necessary.

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## Hunter Special Infrastructure Contributions

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The Hunter Special Infrastructure Contribution (SIC) will set out the State infrastructure and development contributions to support the growth and development of Greater Newcastle and the wider Hunter Region. The Hunter SIC will help deliver the goals of the *Hunter Regional Plan 2036* and this draft Metropolitan Plan, and will replace the *draft 2011 Lower Hunter Special Infrastructure Contribution Plan*.

The SIC will define a fair and appropriate financial contribution that new development should make towards the cost of State infrastructure.

The SIC will provide certainty to the development industry on the obligations arising from the development process. It will also significantly streamline and simplify the development assessment process by replacing the existing system whereby contributions are negotiated on a case-by-case basis.

The NSW Department of Planning and Environment is developing the SIC.





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# OUTCOMES FOR **GREATER** NEWCASTLE

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## **OUTCOME 1**

CREATE A WORKFORCE  
SKILLED AND READY FOR  
THE NEW ECONOMY

## **OUTCOME 2**

ENHANCE ENVIRONMENT,  
AMENITY AND RESILIENCE  
FOR QUALITY OF LIFE

## **OUTCOME 3**

DELIVER HOUSING  
CLOSE TO JOBS AND  
SERVICES



## **OUTCOME 4**

IMPROVE CONNECTIONS  
TO JOBS, SERVICES AND  
RECREATION



# OUTCOME 1 –

## CREATE A WORKFORCE SKILLED AND READY FOR THE NEW ECONOMY

Greater Newcastle's economy has successfully transitioned to a service-based economy with developing strengths in health, education, defence, tourism and the creative sectors of the new economy. The University of Newcastle, Newcastle Airport and Port and the John Hunter Hospital are key metropolitan assets providing opportunities to further grow the service economy and support ongoing transition.

Greater Newcastle is part of the Asia Pacific, and centrally located on the eastern seaboard of Australia. This positions Greater Newcastle to grow industries and to attract firms and skilled workers from many areas. Proximity to Sydney provides opportunities for industry specialisation for goods and services to Australia's largest market. Greater Newcastle can build on its economic independence so that it complements, rather than competes with, Sydney.

The 'Global Gateways' of Newcastle Port and Newcastle Airport provide enormous opportunity for increased connections and movement of people and goods directly to the Asia Pacific. This direct international connectivity coupled with lifestyle, education opportunities and proximity to Sydney positions Greater Newcastle to make the most of increasing demand for goods and services from Asia.

Newcastle Airport at Williamstown is one of the largest combined defence and civilian aerodromes in Australia. Increased flight activity will build towards an aspiration of 5 million passengers

annually by 2036 to support new international services to locations across the Asia Pacific. Major upgrades to the RAAF Base to accommodate new Joint Strike Fighters (F-35) will create a cluster of economic activity and new jobs. Greater Newcastle's growing capabilities in science, technology, engineering and maths will service these activities.

Newcastle City Centre is an important catalyst for a vibrant and internationally-facing Greater Newcastle. It has capacity to accommodate corporate headquarters, key institutions and shared amenities. Continued revitalisation, improved transport connectivity, and high quality buildings and places are attracting new small business start-ups, and encouraging established businesses to open new outposts.

The University of Newcastle and Nihon University make the education and training sector a key source of growth in Greater Newcastle's economy, and relatively stronger than the equivalent sectors in Greater Sydney and other regions in NSW. Greater Newcastle will become a major university city, with campuses for a diverse range of international universities. This will strengthen the opportunity to educate Greater Newcastle's workforce for the growing service industries.

Greater Newcastle also attracts domestic and international tourists through its iconic tourist destinations including world-renowned vineyards at Pokolbin, surf beaches, vibrant city centres, and daytime and night-time cultural experiences.





Hunter Medical Research Institute, John Hunter Hospital

Greater Newcastle provides many of the health services for northern NSW via John Hunter Hospital, specialised oncology services at the Calvary Mater Hospital, highly regarded medical and health education faculties at the University of Newcastle, and medical research leaders in strokes and nutrition at the Hunter Medical Research Institute. Greater Newcastle was also a trial region for the National Disability Insurance Scheme. These facilities and initiatives create opportunities for associated research, medical professionals and specialist health services.

Proximity to Sydney has grown domestic visitation, with increased international visitors expected due to investments in Newcastle Airport and a new cruise ship terminal. National sporting and cultural events, like Surfest, V8 Supercars, international sporting games and nationally touring artists at venues in the vineyards and Newcastle will bring Greater Newcastle to the global stage.



## STRATEGY 1.1 –

### REINFORCE THE REVITALISATION OF NEWCASTLE CITY CENTRE AND EXPAND TRANSFORMATION ALONG THE WATERSIDE

Newcastle City Centre accommodates anchor institutions, corporate headquarters, cultural spaces and major events.

Newcastle City Centre has undergone significant transformation following infrastructure investment in the Newcastle Light Rail and Newcastle Interchange. Public and private investment of over \$650 million is strengthening connections between the city centre and the waterfront, creating job opportunities, providing new housing and delivering attractive public spaces connected to public transport.

This program is facilitated by Hunter Development Corporation, in partnership with Newcastle City Council, the community, local residents, industry and local business to shape the revitalisation of the city centre, attracting people, jobs and tourism.

The revitalisation program links with investment in the University of Newcastle NeW Space campus and the Newcastle law courts. These projects demonstrate the growing confidence in Greater Newcastle as a city in which to invest.

The next stage of the city centre's revitalisation is to leverage off the multi-modal Newcastle Interchange at Wickham – forming a core of activity with new corporate spaces, tourism and lifestyle amenities.

The focus for new jobs is the attraction of national corporate headquarters, rapid and large expansion of tertiary education, tourism, small business and the services to support an additional 4,000 dwellings and accommodation for students, as well as new hotel developments.

Activating and connecting the transport interchange to the waterfront will boost the waterfront as a desirable place to live and relax. It is showcased to a global sporting audience during surf events and Supercars, bringing the attractive lifestyle to the attention of new and returning visitors. Activities and events, such as the Market Street Lawn, will continue to provide greater amenity for residents, workers and visitors.

Collectively, these initiatives will drive creative and innovative business industries to the city centre and raise the profile and brand of Greater Newcastle.

## ACTIONS

- Hunter Development Corporation, through the Revitalising Newcastle Program, will:
  - coordinate the delivery of frequent and reliable travel to and through the city centre via the Newcastle Light Rail, Newcastle Bus Interchange and Newcastle Interchange
  - provide new housing for workers and students
  - transform sites for public open space, new shops and residential opportunities, and connecting the city to the waterfront
  - activate the waterfront by improving pedestrian, cyclist and public transport safety, amenity, access and connectivity to the waterfront.
- Hunter Development Corporation, working with Newcastle City Council, will:
  - reinforce the role of the city centre in providing professional, financial and office employment by increasing commercial floor space in the West End to enable growth and relocation of businesses
  - calibrate local plans to enable continued investment in Newcastle City Centre that is consistent with this draft Plan



- o promote the city centre as a university hub and location for institutions, business (including small business) and tourists
- o identify, catalogue and re-use opportunity sites and buildings to continue regeneration and revitalisation, promote creative industries, innovation and entrepreneurship, and attract additional anchor institutions and cultural facilities.

...the city centre has the assets that other cities and metropolitan areas around the world would crave...

Professor Greg Clark

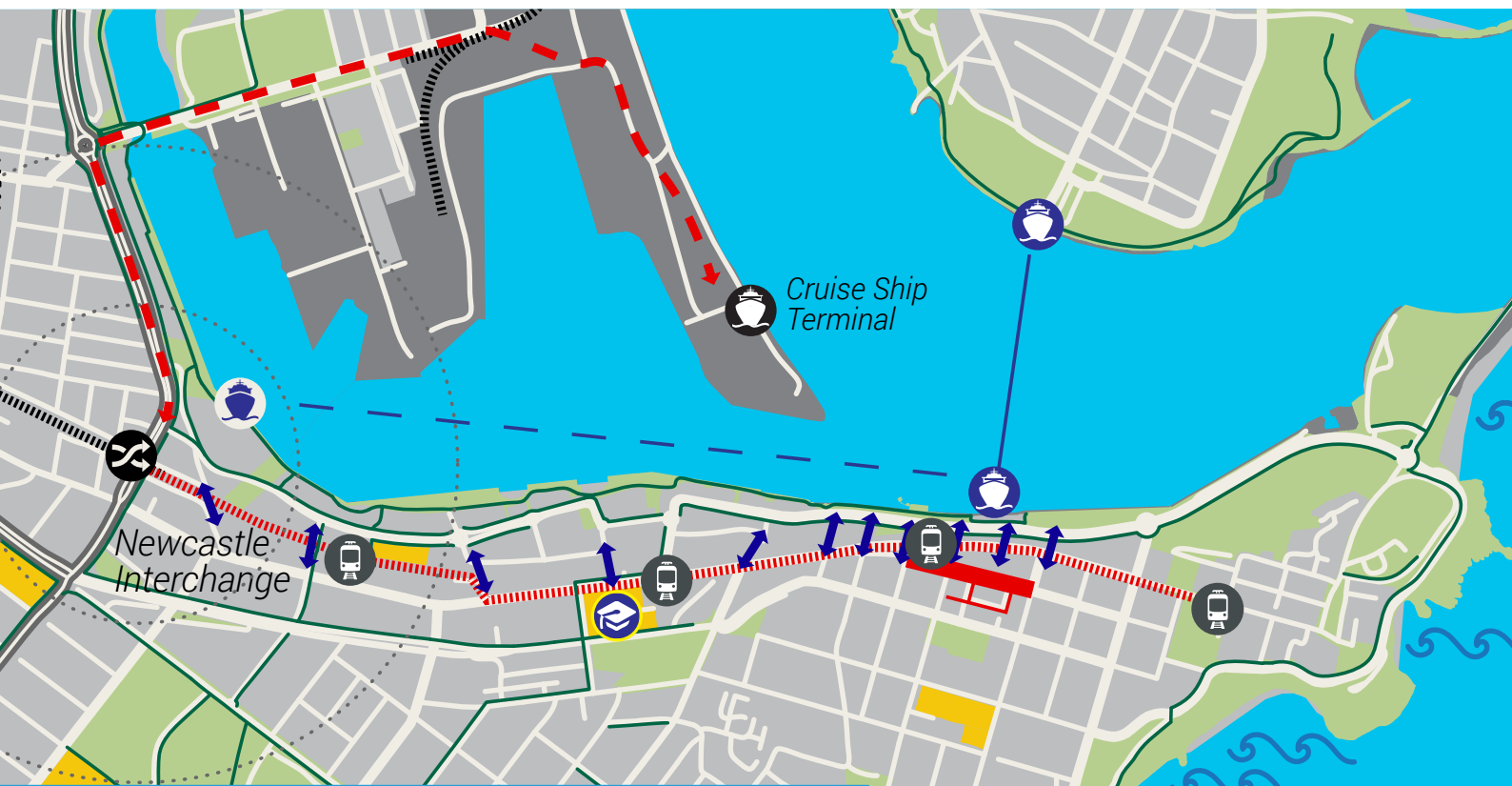
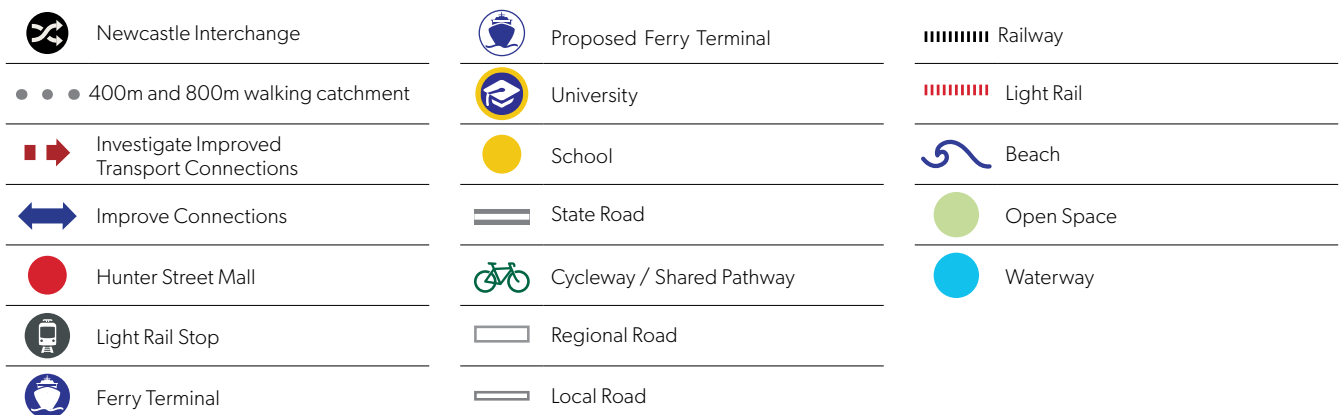


Figure 5: **Newcastle City Centre** 2017



## STRATEGY 1.2 –

### GROW THE AIRPORT AND AEROSPACE AND DEFENCE PRECINCT AT WILLIAMTOWN

Williamtown is a nationally significant aviation and defence hub, with a major role in the Asia Pacific. The precinct includes the Newcastle Airport, the RAAF Base and the Williamtown Defence and Airport Related Employment Zone (DAREZ).

The RAAF Base employs over 3,500 people (of a total 5,300 jobs in Williamtown) and will be the primary location for the Australian Defence Force Joint Strike Fighter (F-35) squadron. It will also be the maintenance facility to service these advanced fighters from countries across the Asia Pacific.<sup>7</sup>

Newcastle Airport flew a record 1.25 million passengers in 2016-17.<sup>8</sup> By 2036, it is projected that Newcastle Airport will fly 5 million passengers annually. The anticipated growth and expansion of passenger flights will need to be supported by

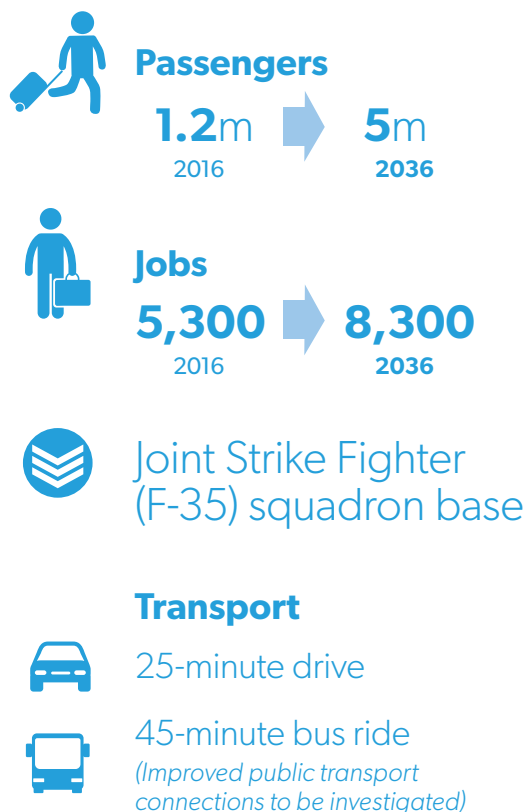
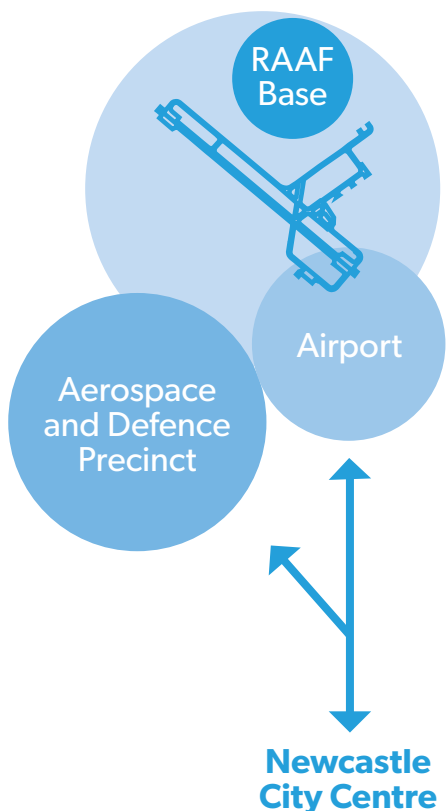
improved public transport connections between the Airport and Newcastle City Centre, as well as runway surface and freight handling capacity upgrades. New opportunities will also arise from these improvements, including being able to undertake maintenance of domestic and defence aircraft.

The operational airspace of Williamtown will be protected to enable its ongoing growth.

The DAREZ is connected to the Airport and RAAF Base. This presents a rare opportunity to build a nationally significant, unique industry cluster that is a catalyst for ongoing expansion of science, technology and manufacturing industries.

Feasibility and future master planning work will maximise opportunities associated with defence manufacturing and maintenance of the Joint Strike Fighter (F-35) squadron. This will need to address development costs for drainage and environmental management that is a limitation on investment. A measured response that accelerates development and maximises total benefits over costs would drive further investment.

## Williamtown



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## ACTIONS

- Newcastle Airport, the NSW Government and Port Stephens Council will provide development-enabling infrastructure and address environmental constraints to facilitate the growth and development of the Williamtown Defence and Airport Related Employment Zone (DAREZ) for aerospace and defence industries and associated complementary uses.
- Transport for NSW will:
  - identify transport corridors that can cater for increased worker, passenger and freight movements to Williamtown, including fast and direct bus services with provision for mass transport servicing (potentially via rail) as travel demand increases
  - work with Port Stephens and Newcastle City councils to protect transport corridors through amended planning controls and ensure proposed changes in land uses minimise the cumulative impact on the operation of the road network.
- Port Stephens Council will:
  - protect the Williamtown aerospace and defence precinct from inappropriate land uses (including bulky-goods retailing)
  - in consultation with Newcastle Airport and the RAAF, prevent residential development near the airport and limit residential development in areas affected by aircraft noise (including areas below flight paths)
  - align local plans to facilitate the growth and change at DAREZ over time
- Newcastle Airport, NSW Government and Port Stephens and Newcastle City councils will investigate transport improvements between Williamtown and Newcastle City Centre.



## STRATEGY 1.3 –

### INCREASE DOMESTIC AND GLOBAL TRADE CAPABILITIES AT NEWCASTLE PORT

Greater Newcastle is well positioned to capitalise on rising global demand for goods, with Newcastle Port offering capacity to increase direct links into the global trade network.

Newcastle Port is a trading hub that exports resources and goods produced from across NSW. Coal represents 84% of the value of exports, with 161 million tonnes of coal shipped in 2016.<sup>9</sup> There is an opportunity to expand the capacity for manufactured goods and primary products to be exported. With diversification of port activities, agricultural businesses in the Hunter and wider NSW could more easily and efficiently export directly to Asia.

The Department of Industry is coordinating the \$2.64-million upgrade from Restart NSW for the Carrington Shipyard Slipway to reactivate Greater Newcastle as a major repair and maintenance site.

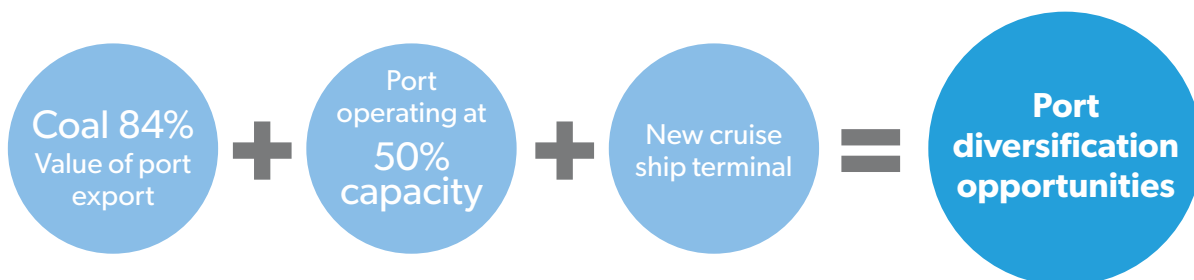
Industrial areas near the Port include the employment lands at Mayfield, Carrington, Kooragang Island and Walsh Point. Planning decisions need to consider the adaptation of the port to respond to changing global freight demands, and the unique opportunities of port-side infrastructure and availability of land.

The recent establishment of a cruise ship terminal strengthens Newcastle Port as an international cruise ship destination and secures the long-term future of cruise shipping in the Hunter.

Currently delivering about \$11 million each year to the local economy,<sup>10</sup> cruise shipping will be an expanding tourism industry for Greater Newcastle. Home porting, being the place where ships can start and finish their destination, has the potential to deliver additional economic value to the region via more cruise ships, more interstate and international visitors and an opportunity for local businesses to supply goods and services to ships.

## ACTIONS

- The NSW Department of Planning and Environment, working with the Port of Newcastle and Newcastle City Council, will amend the Three Ports State Environmental Planning Policy to facilitate the diversification of activities at Newcastle Port to adapt to changing global demand for trade and tourism.
- The Port of Newcastle will:
  - work with Newcastle City Council to enhance visitor experiences and build the popularity of the cruise ship terminal by improving the amenity of the port land near the terminal
  - work with Transport for NSW to provide public transport connections between Newcastle Port and Newcastle City Centre to service visitors and workers of the cruise ship terminal.
- Newcastle City Council will amend local plans to facilitate tourist and visitor accommodation opportunities in Newcastle City Centre to support visitors and workers from the cruise ship terminal and the growing tourism market.



## STRATEGY 1.4 –

### GROW HEALTH PRECINCTS AND CONNECT THE HEALTH NETWORK

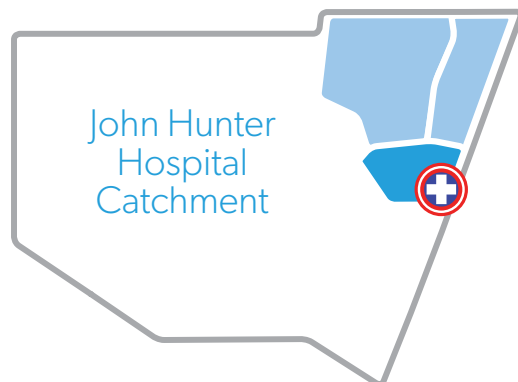
The John Hunter Health Precinct is Greater Newcastle’s busiest health precinct, and the tertiary referral hospital for northern NSW, providing a range of specialised services. John Hunter and John Hunter Children’s hospitals contain diagnostic and inpatient medical, nursing and allied health services, rehabilitation, outpatient clinics, a major emergency and trauma centre, as well as private hospital services and one of two forensic services within NSW. The Precinct provides education, training and medical research facilities through a partnership between the Local Health District, University of Newcastle and Hunter Medical Research Institute (HMRI).

The Local Health District is prioritising plans for the John Hunter Health Precinct and work is also progressing to develop the new Maitland Hospital at East Maitland.

A number of private hospitals are also expanding and will provide future job opportunities.

Growth in health and medical research in Greater Newcastle will build on these investments, which provide the diverse health services for a globally competitive city.

Additionally, Greater Newcastle’s ageing population will be supported through improvements to aged care facilities, community-based health services and the introduction of other private providers of care and wellness for older residents.

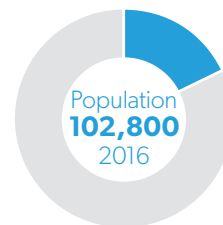


## ACTIONS

- Hunter New England Health, working with Greater Newcastle councils and Transport for NSW, will:
  - facilitate the development of allied health, education, training, hotels, aged care services and research facilities at the John Hunter and East Maitland health precincts, and other existing and planned health precincts
  - respond to public transport and road network improvements, and manage parking
  - locate all new major health facilities in strategic centres or planned or existing health precincts.
- Greater Newcastle councils will amend local plans to:
  - facilitate complementary land uses within proximity of health precincts
  - prioritise planning for seniors housing and aged care services close to frequent public transport, within centres or planned or existing health precincts.

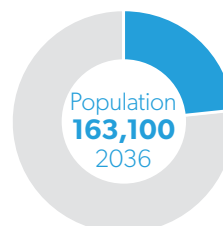
### Ageing Population

2016-2036



**17.9%**

of the population aged 65 and over in 2016



**23.5%**

of the population will be aged 65 and over by 2036

## STRATEGY 1.5 –

### EXPAND EDUCATION AND INNOVATION CLUSTERS

Greater Newcastle can be one of Australia’s major university cities with a number of international education and research institutions. A skilled workforce and a range of international universities will attract new business and institutions to Greater Newcastle.

Newcastle City Centre will grow on the back of education, tourism and proximity to Sydney. The University of Newcastle NeW Space campus is revitalising Newcastle City Centre and the arrival of Nihon University will create a new use for the former Newcastle Court House.

Major tertiary education clusters in Greater Newcastle include Callaghan, comprising the University of Newcastle, Hunter Medical Research Institute, and the Newcastle Institute for Energy and Resources, and the Newcastle City Centre, including the NeW Space campus and future Nihon campus.

Knowledge and talent creation will be encouraged as the economy transitions to jobs focused on the new economy and technological innovation. Universities will promote growth in other industries, particularly when research is connected to other institutions. This includes emerging innovation and research clusters specialising in engineering, energy and medical research.

Vocation education providers (including TAFE) will also support the development of a skilled workforce.

## ACTIONS

- Newcastle City Council will amend local plans to facilitate complementary land uses that diversify existing educational clusters at Callaghan and Newcastle City Centre, including research institutions, related business and student housing.
- Hunter Development Corporation, NSW Department of Planning and Environment and Department of Premier and Cabinet will develop a prospectus and market Greater Newcastle to other national and international universities, with the target of four universities in Greater Newcastle by 2036.

## BOSTON CASE STUDY

Boston, Massachusetts is located approximately 300km north-east of New York, and is one of the world’s best-known academic hubs, with 52 higher education institutions, including Massachusetts Institute of Technology (MIT) and Harvard University.

Leveraging opportunities from Boston’s proximity to New York has been critical. Boston attracts more than 350,000 college students from around the world, who contribute more than US\$4.8 billion annually to the city’s economy. Through its strengths in education, Boston is a leader in medicine, as well as research, finance and technology.

Greater Newcastle can similarly leverage its proximity to Sydney, establishing itself as an academic and innovation hub. The arrival of Nihon University complementing the University of Newcastle is the next step.





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## STRATEGY 1.6 –

### RESPOND TO THE CHANGING LAND USE NEEDS OF THE NEW ECONOMY

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Greater Newcastle's industrial and heavy manufacturing past, along with its lifestyle appeal, international connectivity and communications infrastructure provides a competitive advantage for new economy jobs.

Vacant or underutilised sites in the city core are already being used for emerging creative industries and new start-up manufacturing opportunities. These new businesses are refurbishing old warehouses in once industrial inner-city suburbs. This is increasing the important contribution that small business is already making to the Greater Newcastle economy.

Telecommunications infrastructure is essential to the new economy and new ways people live and work - including cloud computing, augmented reality and social media. The National Broadband Network is available for most of Greater Newcastle's strategic centres, and will support the new economy.

Catalyst areas need to include early planning for fibre-ready facilities and wireless infrastructure to avoid costly and time consuming retrofitting of telecommunications infrastructure.

Another positive legacy of Greater Newcastle's industrial and heavy manufacturing past is land and infrastructure in large holdings in central locations. Examples include the Hydro site at Kurri Kurri close to the Hunter Expressway, with electricity transmission infrastructure, Throsby Basin employment lands adjoining Newcastle City Centre and the Munmorah and Vales Point (still operational) power station sites.

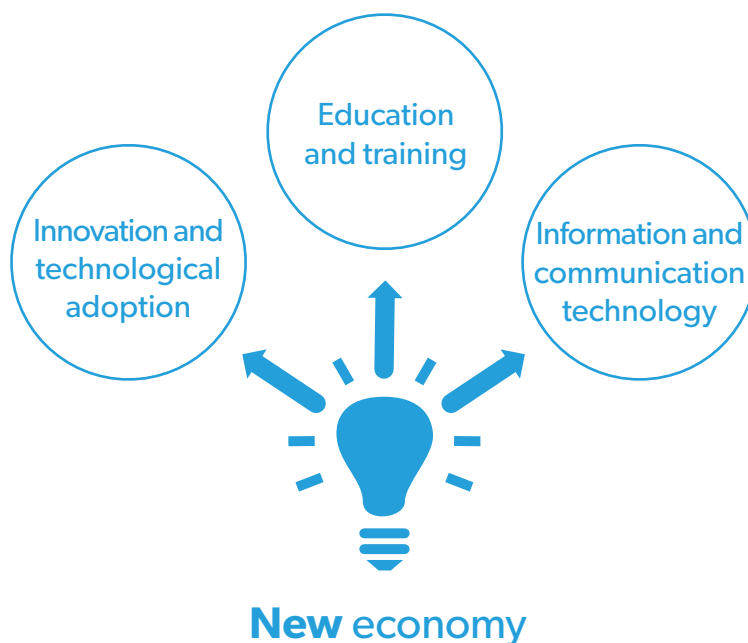
These sites and other heavy and general industrial lands will continue to be places of employment, and their future role will be to nurture globally competitive growth segments in Greater Newcastle.

The industrial land and employment precincts at Tomago and Beresfield-Black Hill are at the nexus of the national road and rail trade routes intersecting with an international trade port. This will provide growth opportunities for freight, logistics and industrial sectors helping to connect Greater Newcastle and the Hunter to global markets.



## ACTIONS

- Greater Newcastle councils will align local plans to:
  - build capacity for new economy jobs in areas well serviced by public transport and close to established centres by:
    - enabling a greater range of employment generating uses in appropriate industrial and business areas
    - encouraging more home-based business, home-based industries and small business (under two employees plus residents) in residential areas.
  - encourage initiatives to re-use power generating sites for renewable energy generation and re-purposing of electricity distribution infrastructure
  - focus heavy industries in the employment precincts at Tomago and Beresfield-Black Hill
  - ensure an adequate supply of employment land, including industrial zoned land, to cater for demand of urban services in accessible locations.
- NSW Department of Planning and Environment, working with Newcastle City and Lake Macquarie councils, will:
  - review the role of former manufacturing land in the city core to determine potential uses such as new business, housing or open space
  - encourage the relocation of heavy industries away from urban areas to industrial precincts and other locations consistent with employment land principles.
- Greater Newcastle councils will work with infrastructure providers to amend local plans to facilitate the delivery of telecommunications infrastructure, including the NBN, early in the development of catalyst areas.
- Newcastle City Council will amend local plans to promote more shared workspaces for start-ups in the city centre.



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## STRATEGY 1.7 –

### ATTRACT MAJOR EVENTS AND SPORTING TEAMS AND INCREASE TOURISM OPPORTUNITIES

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Greater Newcastle can benefit from branding to promote its high amenity, natural environment, and great lifestyle, which can help to grow tourism.

Newcastle City Centre, the internationally renowned vineyards and wineries around Cessnock, as well as Nelson Bay to the north of Greater Newcastle are the most popular destinations. Festivals and events as well as live music are also major tourist attractions.

Visitors can also enjoy recreation opportunities around Lake Macquarie and the coastline, and cultural tourism in the historic river and mining towns of Maitland, Cessnock and Raymond Terrace, and villages such as Morpeth, Wollembi and Catherine Hill Bay.

The regional conferencing sector has the potential to bring economic and employment benefits to Greater Newcastle. Destination NSW, through its newly established Regional Conferencing Unit, will support Greater Newcastle to target opportunities, identify capacity and undertake promotional activities to grow the market.

The Venues NSW's concept plan for Broadmeadow in the city core will upgrade sport and recreational facilities and provide a catalyst for renewal. This will build Greater Newcastle's capacity to host major sporting, cultural and tourism events.

Greater Newcastle also requires more small and medium-scale performance spaces. These spaces provide diversity in entertainment offerings, giving emerging artists opportunities to gain technical and performance experience, market themselves and earn an income. They make for more vibrant communities and reflect the proud tradition for live music in Greater Newcastle.

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**Tourism will be a major part of the Greater Newcastle's future growth. There are so many reasons for visitors to come here, but it needs to be promoted more.**

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Robert & Louise, Newcastle Farmers Market



## ACTIONS

- Venues NSW will progress the renewal of regional sporting and entertainment facilities and work with Newcastle City Council to hold major events at Broadmeadow.
- Hunter Development Corporation, in collaboration with Greater Newcastle councils and other major stakeholders, will establish the identity of Greater Newcastle in the regional context as an internationally recognised brand
- Destination NSW, through its Regional Conferencing Unit, will support growth of the conferencing sector to target opportunities, identify capabilities, and undertake promotional activities to grow the market.
- Greater Newcastle councils will align local plans to:
  - increase flexibility for new tourism proposals (buildings, spaces, and activities) within strategic centres and rural and environmental areas that do not affect the environmental features or natural amenity
  - enable major events in strategic centres along with the development of hotels, event and conference capacity
  - support the live music and performance sector by identifying and protecting areas with strong traditions of live music and performance, and by supporting areas where urban and cultural amenity can be improved by live music and performance activity.

## Tourism connectivity map





Winery, Pokolbin





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## OUTCOME 2 –

# ENHANCE ENVIRONMENT, AMENITY AND RESILIENCE FOR QUALITY OF LIFE

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Greater Newcastle is one of the few places in Australia where the benefits of living in a metropolitan city overlap with coastal, rural and natural environments. Residents can easily access world-class education, national sporting teams, a range of entertainment options and higher-order health services in an urban area interspersed with beaches, bushland, waterways, and open space.

Most residents in the city core and arc of lifestyle centres can access open space and recreation opportunities within a 10-minute walk of their home.<sup>12</sup> Access to open space and recreation networks influence quality of life. Where sites and facilities form part of a broader network, they offer better walking and cycling connections, and wider urban ecology benefits.

This draft Plan applies the environmental directions and actions in the *Hunter Regional Plan 2036* to invest in conservation (including biodiversity offsets) that protect, and where possible, enhance habitat connections.

The arc of lifestyle centres that frame the city core offer a diverse range of settlements with their own unique character and identity. This draft Plan seeks to preserve the identity of places, enhance the built environment and renew and create great places.

While Greater Newcastle enjoys a usually benign natural environment, the area is subject to natural hazards including earthquakes. A changing climate is influencing the severity and occurrence of storms, floods, drought, and coastal erosion and inundation.

Resilience to natural hazards ensures that people, property, infrastructure, the economy and the environment can cope with the shocks and stresses these events create, while also allowing communities to quickly ‘bounce back’ when events occur.

Growth brings the opportunity to build a community resilient to natural hazards through risk-responsive land use planning, resilient building design, incorporation of evacuation planning into development, and consideration of disaster recovery in forward planning.

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**We love watching the city’s transformation, and are ongoing supporters of everything the metropolitan area offers. We attend every festival and event we can get to.**

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Paul & Brad, Newcastle Farmers Market

# DESIGN OBJECTIVES FOR NSW

	Principles
1. Better fit: contextual, local and of its place	Good design in the built environment is informed by and derived from its location, context and social setting. It is place-based and relevant to and resonant with local character, and communal aspirations. It also contributes to evolving and future character and setting.
2. Better performance: sustainable, adaptable and durable	Environmental sustainability and responsiveness is essential to meet the highest performance standards for living and working. Sustainability is no longer an optional extra, but a fundamental aspect of functional, whole of life design.
3. Better for community: inclusive, connected and diverse	The design of the built environment must seek to address growing economic and social disparity and inequity, by creating inclusive, welcoming and equitable environments. Incorporating diverse uses, housing types and economic frameworks will support engaging places and resilient communities.
4. Better for people: safe, comfortable and liveable	The built environment must be designed for people with a focus on safety, comfort and the basic requirement of using public space. The many aspects of human comfort which affect the usability of a place must be addressed to support good places for people.
5. Better working: functional, efficient and fit for purpose	Having a considered, tailored response to the program or requirements of a building or place, allows for efficiency and useability with the potential to adapt to change. Buildings and spaces which work well for their proposed use will remain valuable and well-utilised
6. Better value: creating and adding value	Good design generates ongoing value for people and communities and minimises costs over time. Creating shared value of place in the built environment raises standards and quality of life for users, as well as adding return on investment for industry.
7. Better look and feel: engaging, inviting and attractive	The built environment should be welcoming and aesthetically pleasing, encouraging communities to use and enjoy local places. The feel of a place, and how we use and relate to our environments is dependent upon the aesthetic quality of our places, spaces and buildings. The visual environment should contribute to its surroundings and promote positive engagement.

Source: *Better Placed, the integrated design policy for NSW, Office of the Architect*



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## STRATEGY 2.1 –

### CREATE BETTER BUILDINGS AND GREAT PLACES

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Great places have a clear sense of identity and connection that reflects shared community values and a focus on public areas and green spaces. Residents value Greater Newcastle's diversity of natural landscapes and enjoy lifestyles based on a range of social, recreation and sporting opportunities.

Greater Newcastle's heritage is fundamental to its cultural economy. Regeneration of heritage assets through adaptive re-use will deliver unique and exciting places, along with opportunities for investment and jobs.

Adaptively-reusing heritage buildings will help to retain the distinctiveness of Greater Newcastle's neighbourhoods and celebrate their history and character. This is particularly so in neighbourhoods undergoing renewal and change.

Recognising that every place and every community is different, the task of maintaining, renewing and creating great places will rely on local expertise, insight and participation. The stories, experiences and expression of local residents generate the sense of place, which can meet the many and varied liveability needs of diverse communities.

Developing vibrant centres through masterplans and place-making initiatives will help to grow emerging industries.

As an example, Newcastle City Centre is a showcase for place-based urban renewal and revitalisation. The Newcastle Urban Renewal Strategy is reshaping the city centre into a vibrant, economically successful city. Newcastle Interchange and the Newcastle Light Rail is continuing the revitalisation, including the creation of Market Street Lawn.

Maitland and Cessnock have adopted place-based strategies for urban renewal and revitalisation focused on bringing people together. Their success is shown in the landscape design award for *The Levee* in Central Maitland as a regular event space for food, culture and history festivals.

The Government Architect NSW has prepared *Better Placed: An integrated design policy for NSW*, which includes *Design Objectives for NSW*. The objectives are applicable at any scale from cities and towns, landscapes, open spaces or individual building, depending on the nature of the project, problem or opportunity.

## ACTIONS

- Greater Newcastle councils will:
  - improve amenity of strategic and local centres, catalyst areas and urban renewal corridors through place-making initiatives that strengthen the connection between people and places they share
  - enhance the design quality of the built environment by implementing the Design Objectives for NSW in local plans
  - promote innovative approaches to the creative re-use of heritage places, ensuring good urban design preserves and renews historic buildings and places.



Warners Bay foreshore,  
Lake Macquarie

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## STRATEGY 2.2 –

### CREATE MORE GREAT PUBLIC SPACES WHERE PEOPLE COME TOGETHER

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Art and culture makes a city stimulating and memorable and can contribute to the beauty of a city. Examples of public art in Greater Newcastle include the James Cook Memorial Fountain in Newcastle City Centre and the Kurri Kurri murals that showcase the history and heritage of the area. Thriving art and culture are great indicators of a city's pulse and will be a palpable presence throughout Greater Newcastle.

Greater Newcastle's iconic tourist destinations and scenic landscapes from Nobbys Lighthouse to Mount Sugarloaf connect the contemporary urban environment with natural and historic landscapes. Great public spaces will preserve links to Greater Newcastle's Aboriginal, colonial, migrant and merchant heritage and culture, and create opportunities for tourism and recreation.

Lake Macquarie, its waterfront and the coastline has helped shape Greater Newcastle and are essential to the identity, liveability and prosperity of the city. The Hunter River also represents a significant water's edge parkland that will be protected from encroachment of development that impacts open space and diminishes the natural landscape setting.

Greater Newcastle contains natural features that are important to the cultural heritage of Aboriginal communities. Conserving these assets, and respecting the Aboriginal community's right to determine how they are identified and managed, will preserve their significant values.

## ACTIONS

- Greater Newcastle councils with support from NSW Department of Planning and Environment, will:
  - create and activate public spaces in the strategic centres that are suitable for community events like markets, festivals, commemorations and assemblies
  - implement a Public Art Strategy for strategic centres that addresses:
    - the history of place, storytelling, interpretation and cultural expression
    - how art and culture can be used to improve economic growth and community cohesion
  - promote public lookout places to maintain views to iconic buildings and vistas
  - protect and enhance waterfront parkland areas
  - identify, protect and celebrate Aboriginal cultural heritage.



Figure 6: **Blue Green Grid**

2017



## STRATEGY 2.3 –

### ENHANCE THE BLUE AND GREEN GRID AND THE URBAN TREE CANOPY

Greater Newcastle's Blue and Green Grid is the network of open spaces and waterways that include urban parks, bushland, farms, waterways, drinking water catchments, lakes and beaches intersecting with Newcastle City Centre, the city core, and arc of lifestyle centres.

The Blue and Green Grid presents opportunities for healthy lifestyles, protection of environmental qualities of water catchments and secure potable water supplies required for a growing population.

Councils are planning to expand Blue and Green networks and develop and support metropolitan-scale areas including Speers Point Park; Lake Macquarie and Hunter River foreshore areas; the Fernleigh Track; Blackbutt Reserve; Blue Gum Regional Park; and the Bathers Way walk. Planning is also underway on the proposed Richmond Vale Rail Trail, which will link communities in the city core to Kurri Kurri.

Greening must be integrated into local planning and balanced with safety priorities. Too often, trees and greening are an afterthought in the planning and design of urban areas. In some cases, such as along transport corridors, concerns about the safety risks presented by trees can result in tree pruning and removal or the limitation of new plantings.

Residential development provisions must be updated to increase tree canopy cover and permeable surfaces through urban revitalisation in the city centre and city core.

Greater Newcastle can improve its urban tree canopy by establishing and maintaining canopy trees along transport corridors, green buildings (roofs, facades and walls) and new plantings in open spaces—including parks, waterway corridors, school grounds and utility easements—together with the provision of a public open space network across Greater Newcastle.

## ACTIONS

- Greater Newcastle councils with support from the NSW Department of Planning and Environment, will:
  - improve local access to open space, recreation areas and waterways so that 90% of houses are within a 10-minute walk of open space
  - enhance Greater Newcastle's Blue and Green Grid by implementing the Green Infrastructure Outcomes of the Greener Places policy in local plans
  - make a cooler Greater Newcastle by greening urban areas, buildings, transport corridors and open spaces to enhance the urban forest.
- The Office of Environment and Heritage, with support from the NSW Department of Planning and Environment and Greater Newcastle councils will complete the long-term protection of regionally significant biodiversity corridors.
- The NSW Office of Sport will develop a Greater Newcastle sport and recreation facilities plan.

### Green infrastructure outcomes

These outcomes capture the key considerations relating to Green Infrastructure and the built environment.

- Conservation of the natural environment.
- Increased access to open space.
- Improved connectivity to promote active living.
- Increased urban greening to ameliorate climate extremes.

## STRATEGY 2.4 –

### PROTECT RURAL AMENITY OUTSIDE URBAN AREAS

Rural areas in Greater Newcastle have a wide range of environmental, social and economic values. These rural areas include farms, rural villages, rural residential development, heritage and scenic and cultural landscapes, as well as locations for recreation and tourism.

Agricultural production will continue to be integral to the supply of Greater Newcastle's fresh food, including milk from the Hinton area, vegetables from the Morpeth area, fruit from orchards in West Lake Macquarie and meat from grazing and intensive farming at Cessnock. Other farming has an export focus, including grapes and wine from the Pokolbin area.

Regulating minimum lot size requirements for rural zones will enhance the viability of the agricultural sector, maximise production efficiencies and support the delivery of local fresh foods by limiting land fragmentation. Limiting dwellings in rural zones will also help to avoid potential land use conflicts with agricultural activities.

Urban development is generally not consistent with the values of the rural area. Protecting agricultural land will provide a secure long-term future for productive and sustainable agriculture. The management of urban release areas will provide a long-term supply of land for the growth of Greater Newcastle in the city core and arc of lifestyle centres, and minimise unplanned expansion of urban uses into the rural area.

Encouraging greater diversity in the agricultural sector – for example, through agritourism and the processing and packaging of produce and associated retail services – can make the sector more sustainable. Boutique commercial, tourist and recreation activities that do not conflict with primary production offer similar opportunities.

In addition to agriculture, some areas within Greater Newcastle have existing mining operations. Land use planning needs to respond to the lifecycle of mining operations,

and manage impacts of mining on rural and urban areas in accordance with actions in the *Hunter Regional Plan 2036*.

### ACTIONS

- Greater Newcastle councils will align local plans to:
  - enable the growth of the agricultural sector by directing urban development away from the rural area
  - encourage niche commercial, tourist and recreation activities that complement and promote a stronger agricultural sector, and build the sector's capacity to adapt to changing circumstances
  - protect and preserve productive agricultural land to keep fresh food available locally.

### Newcastle Earthquake

The 1989 Newcastle Earthquake was one of the most serious natural disasters in Australia's history. The earthquake claimed 13 lives and 160 people were hospitalised. 50,000 buildings were damaged (approximately 40,000 of these were homes), and 300 buildings were demolished.

It left a damage bill estimated to be about \$4 billion and an estimated total economic cost of \$18.7 billion in 2015 dollars. Should another earthquake occur in populated areas, it would cause significant damage, economic losses and potential casualties.

While there is no reliable way to predict if or when another earthquake could occur in any Australian city, good building practice may be the single, most important, long-term factor in reducing economic losses and casualties from earthquakes. Lessons learnt from Newcastle can improve the resilience of other Australian cities.

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## STRATEGY 2.5 –

### IMPROVE RESILIENCE TO NATURAL HAZARDS AND CLIMATE CHANGE

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It is difficult to completely avoid all risks associated with natural hazards. Within built-up urban areas, risk-responsive land use zoning and planning controls can minimise risk exposure and improve the built environment's resilience to natural hazards. These requirements will consider climate change through mapping and development controls.

The cost of reconstruction and recovery, and the disruption to people's lives and economic productivity following a natural hazard event, are as significant as the immediate impact. A resilient city anticipates the flow-on effects of hazard events and plans proactively to minimise this disruption through adaptation of its urban systems and settlements.

New buildings and places in Greater Newcastle must embrace resilience in design – through efficient use of water and energy, and by responding to projected changes in natural hazards, including higher temperatures and increased bushfire danger.

Incorporation of evacuation planning into strategic land use planning and development control can minimise risk to life, while reducing the burden on emergency management personnel during and following natural hazard events, including earthquakes. Future planning must take account of evacuation processes where practicable.

The Blue and Green Grid will build resilience to natural hazards by complementing other natural hazard policies for flooding, storm surge, coastal erosion and sea level rise.

The Blue and Green Grid also contains natural vegetation that can be subject to bushfire. Careful management of these lands and avoiding encroachment by urban development will minimise bushfire risk.

## ACTIONS

- Greater Newcastle councils will apply the following principles to land use planning and development assessment decisions:
  - employ risk-responsive land use controls so that new development does not occur in high risk areas, including by appropriate use of environmental zones
  - ensure coastal dependent development mitigates natural hazards and incorporates resilience measures that have triple bottom line benefits
  - prevent intensive urban development in the Blue and Green Grid
  - ensure the planning for urban development adjoining or interfacing with the Blue and Green Grid addresses the impact of extreme events.
- NSW Department of Planning and Environment will work with Greater Newcastle councils to plan for a changing climate by:
  - ensuring opportunity sites in the Newcastle City Centre include a natural hazard risk assessment that incorporates climate change parameters and mitigation/adaptation measures
  - ensuring planning for road upgrades of critical linkages considers sea level rise and flooding, and incorporates resilient design and materials to reduce reconstruction and recovery costs
  - developing a methodology to incorporate evacuation considerations into strategic, precinct and site based planning
  - develop policies to achieve the NSW aspirational target of net zero emissions by 2050.



Housing, Merewether





## OUTCOME 3 –

# DELIVER HOUSING CLOSE TO JOBS AND SERVICES

Greater Newcastle has established from the independent development of original towns like Maitland, Wallsend, Newcastle, Raymond Terrace, Cessnock and Toronto. This has allowed a vibrant mix of land uses and opportunities, but with a limited focus on outcomes that benefit the entire metropolitan area.

Over time, new development areas have become increasingly spread out. This has led to greater use of private vehicles and numerous development fronts competing for infrastructure funding. New development fronts have affected housing delivery and provided unclear market signals about new housing. Together, these factors have limited the ability to achieve a cost-efficient and affordable pipeline of new housing.

Growth needs to be planned and managed in a way that maintains the city's liveability. This draft Plan aims to provide a metropolitan approach that will make best use of resources, create the scale and critical mass to coordinate and link places and ideas. This will make best use of resources, improve planning for transport networks, follow a clear and logical expansion from a strong urban core, and better integrate investment.

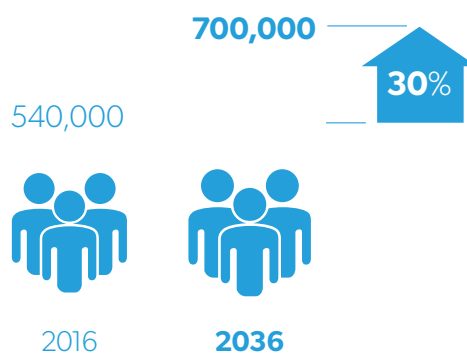
Demographic household changes are also creating the need for more diverse mix of homes to meet a wide range of lifestyle needs and budgets, including young families, older people and singles. This means a range of housing types, tenures and price points are required to make it easier for people to own their own home. The provision of rental housing for lower income households, and affordable and social housing for the most vulnerable is equally important.

Ensuring a planned approach to the location of new homes, making sure there is a diversity of homes (including single dwellings, secondary dwellings, low-rise density, and apartments) and connecting these to infrastructure and open space is fundamental.

To create capacity for a diverse range of new homes in the right locations, local plans will align with the direction and vision of the *Hunter Regional Plan 2036* and this draft Metropolitan Plan.

### Greater Newcastle Population Projections 2016-2036

**160,000**  
population increase (2036)



## STRATEGY 3.1 –

### PRIORITISE THE DELIVERY OF HOUSING SUPPLY

There is enough land zoned in Greater Newcastle to cater for the expected housing and employment needs for a metropolitan population of at least 1.2 million people.<sup>13</sup> In some areas, such as the arc of lifestyle centres there is a current oversupply of land for new homes, while in Newcastle City Centre and the city core it is anticipated that ongoing demand will require continual urban renewal to provide a range of housing types close to open space and parks that have good public transportation.

The focus of housing delivery efforts will be within strategic centres and priority housing release areas (figure. 8) and urban renewal corridors (figure. 7). These locations will play an important role in accommodating future housing and employment growth.

Planning for these areas will be coordinated by State agencies and local councils to deliver infrastructure, such as schools, parks, community facilities, public transport and road upgrades to support community needs.

If developed properly, they will become a network of connected places, linking to each other and their surrounding communities and developing as mixed-use neighbourhoods that offer a range and choice of housing as well as other services.

New housing development outside of these locations will be progressed by councils, provided it supports the enhancement of local centres, improves public transport viability and is focused in areas supported by enabling infrastructure, such as roads, water, sewer, electricity and communications.

This draft Plan identifies two stages of urban renewal corridors. These will develop into high amenity areas with frequent and accessible transport with the potential to be home to more people if planned well. They have the highest development feasibility and potential to be supported by public transport improvements in the shorter term.

### Urban densities

Greater Newcastle will require building the types of homes peoples want and need in locations they want to live. The draft Plan recommends urban densities of between 50 to 75 people per hectare for the catalyst areas and urban renewal corridors. This will influence housing affordability and diversity, focus new housing in areas close to jobs and green spaces, support efficient transport and reduce urban sprawl.

Urban density is calculated using the combined number of residents and workers within an area. Compared to dwelling density it provides a better measurement of activity throughout the day, and supports the establishment of vibrant mixed-use communities.



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## ACTIONS

- Greater Newcastle councils will focus new housing in strategic centres, urban renewal corridors and priority housing release areas.
- For the Stage 1 urban renewal corridors, Newcastle City Council with assistance from the NSW Department of Planning and Environment will:
  - amend local plans based on feasibility testing of housing types, built form, and infrastructure capacity
  - achieve population densities of 50 – 75 people per hectare leading to improved viability of major public transport upgrades such as rapid bus or light rail extensions.
- For the Stage 2 urban renewal corridors, Newcastle City Council and Lake Macquarie City Council will ensure proposals do not prevent future redevelopment opportunities.
- For priority housing release areas, Greater Newcastle councils and NSW Department of Planning and Environment will:
  - coordinate the orderly delivery of housing and infrastructure to enable revitalisation and redevelopment
  - amend minimum lot sizes and density controls to enable a greater diversity of housing types
  - monitor housing delivery and review infrastructure requirements
  - promote access and enhancement of the Blue and Green Grid.
- NSW Department of Planning and Environment and Greater Newcastle councils will identify future growth areas every five years as part of the review and update of this Plan, or as required to meet demand.



COOKS HILL

# FRANKIES PLACE

monkey  
monkey  
monkey

frankie  
PLACE SPECIAL  
PANCAKES  
MADE SYRUP + BUTTER  
BRUSCHETTA  
GARLIC BREAD + PASTORAMA  
PASTA  
SALAD AT CHECKOUT  
SANGRIA

'frankies'  
PLACE



# Cooks Hill housing density example

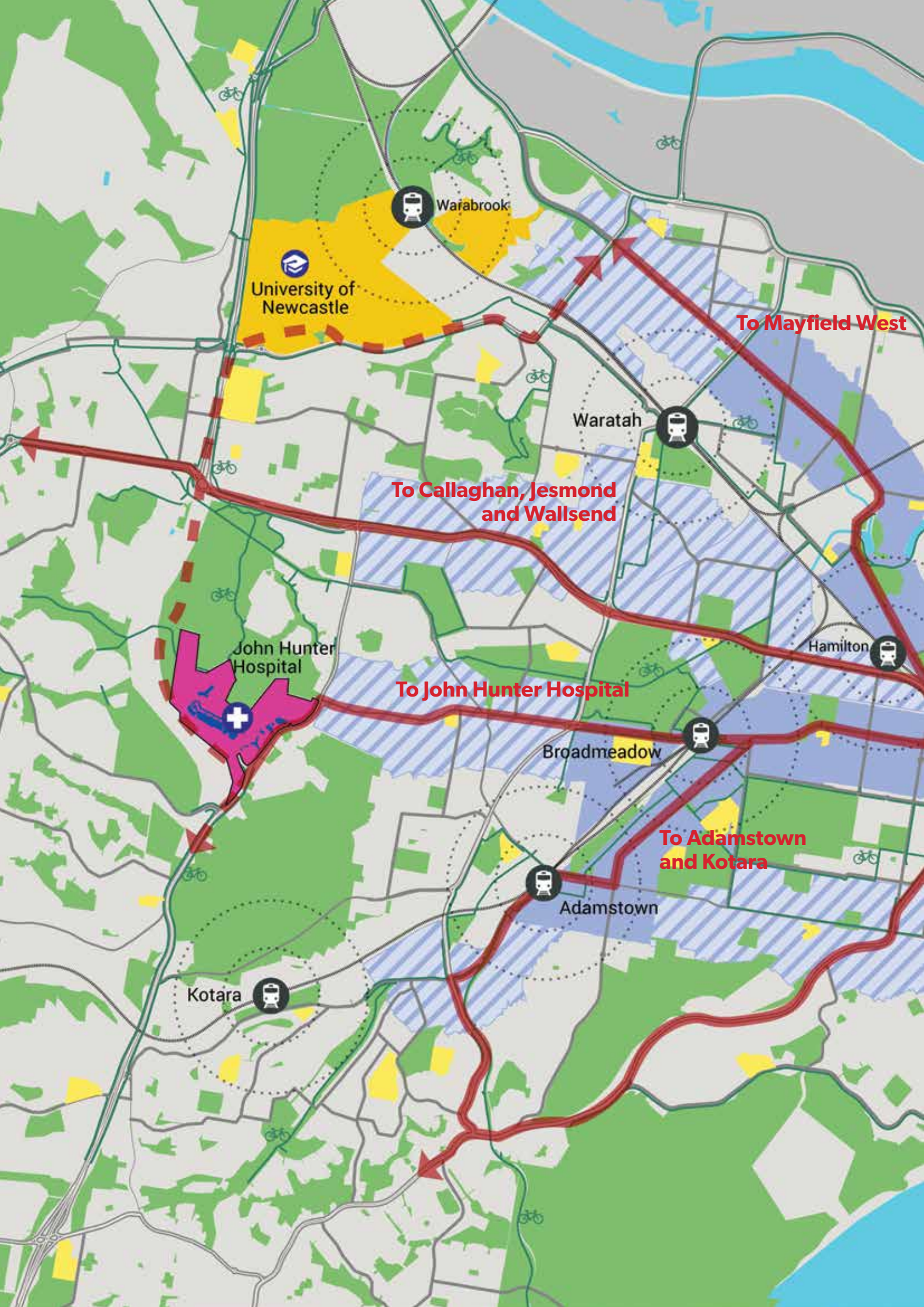
2017



Cooks Hill is characterised by a mix of detached, semi-detached housing and two-storey terraces. There is generous road reservation which accommodates on-street parking and street planting.

Houses face the street directly, with low front fences and a small setback from the property boundary. Cooks Hill is an example of an area with a net population of around 55-75 people per hectare.





University of Newcastle

Warabrook

To Mayfield West

Waratah

To Callaghan, Jesmond and Wallsend

John Hunter Hospital

To John Hunter Hospital

Hamilton

Broadmeadow


To Adamstown and Kotara

Adamstown


Kotara




Figure 7:  
**Urban renewal corridors**  
 2017

-  Urban Renewal Corridor – Stage 1


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-  Urban Renewal Corridor – Stage 2


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-  Priority Multimodal Corridor


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-  Corridor Investigated


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-  Newcastle Interchange


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-  Ferry Terminal


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-  Proposed Ferry Terminal


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-  Hospital


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-  University


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-  State Road


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-  Regional Road


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-  Cycle/ Shared Pathway


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-  Railway


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-  Light Rail


---

-  Railway Station


---

-  400m and 800m walking catchment


---

-  Newcastle Port


---

-  School

---

-  Environmental

---

-  Waterway

---

## STRATEGY 3.2 –

### UNLOCK SUPPLY IN PRIORITY HOUSING RELEASE AREAS AND STRATEGIC CENTRES

---

Coordinating infrastructure, streamlining assessment processes and monitoring the take up of housing and roll out of infrastructure and services will create ongoing and sustainable housing opportunities.

This draft Plan identifies priority housing release areas that will be supported by infrastructure planning and delivery, including the Hunter Special Infrastructure Contribution Plan and the strategic environmental assessment, which will support biodiversity outcomes for Greater Newcastle.

The NSW Department of Planning and Environment will lead an application under the *Biodiversity Conservation Act 2016* for biodiversity certification of the priority housing release areas and catalyst areas. This will identify areas of high conservation significance at a landscape scale, meaning future planning applications that are shown to be able to improve or maintain biodiversity values will not require any further assessment of biodiversity impacts.

## ACTIONS

- The NSW Department of Planning and Environment will:
  - pursue biodiversity certification of priority housing release areas and catalyst areas
  - include priority housing release areas in the Hunter Special Infrastructure Contribution Area
  - coordinate the delivery of state infrastructure to support development in priority housing release areas and strategic centres with the Urban Development Program.
- Greater Newcastle councils will align section 94 plans for local infrastructure to support the development of priority housing release areas and strategic centres with the Urban Development Program.

### Hunter Special Infrastructure Contribution

The Hunter Special Infrastructure Contribution (SIC) will help fund the regional infrastructure that supports different communities across Greater Newcastle and the wider Hunter. Infrastructure funded by the Hunter SIC will help support the development of priority housing release areas.

Housing, Maitland







Figure 8: **Priority housing release areas**

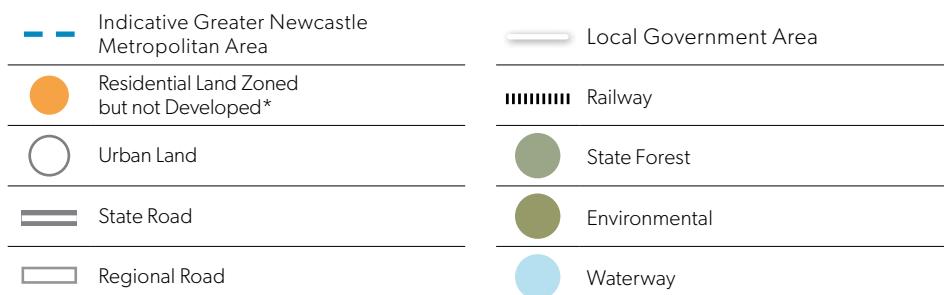
2017





Figure 9: **Residential zoned land**

2017



\*Note. Includes land planned for residential use within priority housing release areas

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## STRATEGY 3.3 –

### PREPARE LOCAL HOUSING STRATEGIES

---

There is enough urban land in Greater Newcastle to cater for an expected metropolitan population of at least 1.2 million people. This supply occurs on many different development fronts, presenting challenges for prioritising and coordinating infrastructure delivery.

While the existing supply of land zoned for urban purposes is recognised, the identification, rezoning and development of additional land for urban purposes will be subject to investigations by councils as part of a local plan review.

Local housing strategies will be prepared by councils to enable communities to assess the broader implications and consequences of identifying new locations for housing. These will be developed prior to preparing a local plan to zone land for residential and rural residential uses.

Comprehensive consideration of all residential release areas and urban renewal potential will need to be undertaken prior to identifying new release areas. New urban areas located away from established areas will be supported where it is demonstrated that infrastructure will be delivered and development will not undermine the approach to growth identified in this draft Plan and the relevant local housing strategy.

In setting housing needs in local housing strategies, it is important to understand the difference between housing supply and housing capacity. Capacity creates the flexibility required by the market to supply housing over time in a variety of locations. Translating capacity into supply will create downward pressure on prices and will improve affordability.

Directing growth to locations that will not compromise the natural environment ensures the city grows sustainably and in line with community aspirations. These outcomes will be achieved through effective coordination between all levels of government, especially with regards to transport investment and infrastructure.

Land that is subject to significant natural hazards and/or environmental constraints will be excluded from development. Other land required for open space, drainage, transport corridors or environmental uses will be protected. Productive rural land will also be protected from urban development and associated land use conflict.

## ACTIONS

- Greater Newcastle councils will prepare a local housing strategy within two years that:
  - addresses this Plan's strategies
  - identifies new residential release areas if there is less than 15-year supply of land to meet dwelling projections
  - achieves a minimum residential density of 15 dwellings per hectare in priority housing release areas, with 25% of lots capable of providing small lot and multi-dwelling housing types
  - delivers the overall 40% greenfield and 60% infill housing split across Greater Newcastle by 2036
  - ensures social and affordable housing requirements for Aboriginal people, and low and very low-income households are met (in consultation with Department of Family and Community Services)
  - focuses settlement in locations that:
    - maximise existing infrastructure and services and minimise the need for new services
    - prioritise increased densities within existing urban areas and close to public transport
    - prioritise new release areas that are an extension of existing strategic and local centres
    - focus new housing within a 800m walk of a strategic centre, railway station, or within an urban renewal corridor.

## Increase housing diversity and choice.

Providing housing diversity and choice will improve affordability, help meet the needs of an ageing population and support the reduction of household size.

To support the changing population and dwelling needs, a 60 per cent target has been set for new dwellings in the existing urban area by 2036. This may be achieved with a variety of housing types including secondary dwellings, apartments, townhouses and villas. There is a need to also increase housing diversity in urban areas, and this is supported by a target of 25% small lot and multi-dwelling housing by 2036. This may include a mix of apartments, dual occupancies, townhouses, villas and homes on lots less than 400 square metres, by 2036.

Local housing strategies should be used to consider local housing needs based on household and demographic changes including housing for Aboriginal people.

These strategies should plan for a range of housing choices, including retirement villages, nursing homes and opportunities to modify existing dwellings to enable occupants to age in place. Strategies should identify the infrastructure necessary to support local communities and provide access to transport and community services and facilities.

The strategic direction established through local housing strategies will then be implemented through local planning controls to provide housing choice and diversity, and liveable homes that are responsive to the changing needs of households.

## New Housing Delivery by Type

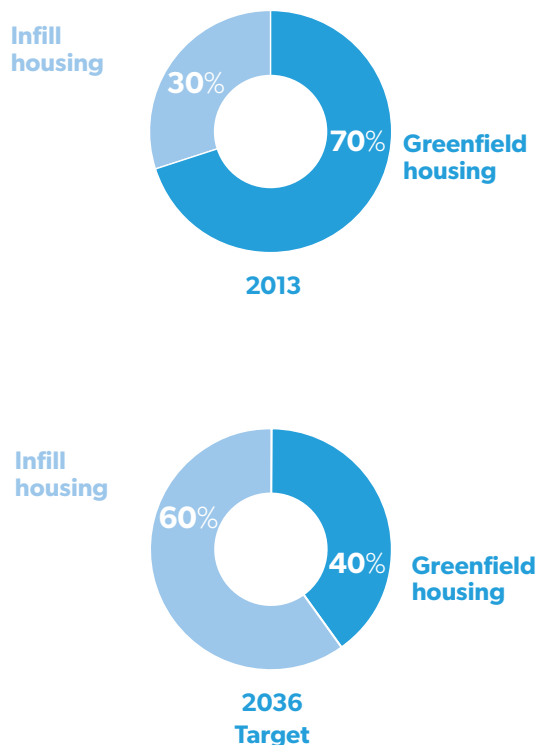


Figure 10: Greater Newcastle Dwelling Projections

2016-2036

Local Government Area	Total New Dwellings to 2036	Greenfield Proportion	Infill Proportion
Cessnock City	6,300	5,000	1,300
Lake Macquarie City	13,700	4,800	8,900
Maitland City	12,500	9,400	3,100
Newcastle City	16,800	2,500	14,300
Port Stephens*	11,000	2,700	8,300
<b>Total</b>	<b>60,300</b>	<b>24,400 (40%)</b>	<b>35,900 (60%)</b>

\*Note. Dwelling projections are for entire Port Stephens Local government area (including areas outside of Greater Newcastle).

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## STRATEGY 3.4 –

### DELIVER WELL-PLANNED RURAL RESIDENTIAL HOUSING AREAS

---

Making efficient use of land for housing will protect the conservation and economic value of coastal, rural and natural environments. It will also enable the delivery of more affordable housing and better utilisation of infrastructure.

If not planned well rural residential development has the potential to conflict with valuable agricultural or environmental land. A consistent approach is required to manage rural residential development to minimise potential conflicts with productive rural areas and environmental assets, and to ensure it does not increase pressures on infrastructure.

## ACTIONS

- Greater Newcastle councils will amend local plans to:
  - o focus large lot residential, primary production small lots, or environmental living zones and/or minimum lots sizes greater than 2000m<sup>2</sup> in locations where:

- the land is unlikely to be required for more intensive urban purposes in the future due to physical constraints such as slope, environmental characteristics or natural hazards
- less intensive development will result in better management of the land
- the delivery of infrastructure required to service the development is physically and economically feasible
- the above criteria has been demonstrated through a local planning strategy endorsed by the NSW Department of Planning and Environment

- Lake Macquarie City Council will:
  - o review land zoned primary production small lots and focus primary production small lots zoned land to locations where the need for primary industries is demonstrated through a local planning strategy endorsed by NSW Department of Planning and Environment.





Newcastle Interchange



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## OUTCOME 4 –

# IMPROVE CONNECTIONS TO JOBS, SERVICES AND RECREATION

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For Greater Newcastle to remain a great place to live and work, fast, efficient and reliable transport options are required passengers and freight. Key transport elements for Greater Newcastle are its connections with the broader Hunter Region, efficiently operating Newcastle Port, expanding Airport and the accessibility of major health and education facilities.

The *Hunter Regional Plan 2036* set a target of 95% of people living within 30 minutes of a strategic centre. This plan seeks to help achieve that target by providing a planned approach to development of catalyst areas and renewal corridors, along with improvements to transport connections linking strategic centres.

Greater Newcastle is characterised by dispersed strategic centres, some of which are specialised or destination centres for work, services and recreation. For example, a resident from Maitland may travel to Charlestown to work, via a gym session at Callaghan and then to Newcastle City Centre for dinner with friends before returning home. Local government area boundaries have little consequence in the context of daily transport requirements.

Options for different transport modes – cars, trains, buses, cycling, walking – are available in most strategic centres. This presents an opportunity to integrate land use policies for a more efficient and equitable transport system that encourages walking, cycling and public transport.

Strategic centres within Greater Newcastle are connected to inter-regional road and rail corridors and depend on these transport links to access services and opportunities in capital cities. Strong road and rail connections between Greater Newcastle and Sydney and air connections to other capital cities in Australia and the Asia Pacific are essential.

Likewise, the Hunter Valley Coal Chain connects the coal mines of the Hunter and beyond, to the Newcastle Port via rail. Increased freight volumes will need to move across Greater Newcastle's road and rail network.

Greater Newcastle has potential for a transport system that costs less to use, requires less space, improves physical health, and imposes less risk and pollution than car-dominated travel. This is increasingly important as Greater Newcastle attracts students and visitors from around the world.

Emerging technologies will transform the way people connect to jobs, services and recreation. The *Draft Future Transport 2056* and the *draft Regional Services and Infrastructure Plan* set a 40-year vision for future transport servicing in regional NSW to support liveable communities and productive economies. As a contained area, Greater Newcastle would be a suitable location to trial automated buses, shared connected and automated vehicles, e-bikes and mobility-service platforms. Freight and logistics areas in the trading hubs at Beresfield-Black Hill, the Newcastle Port and Newcastle Airport could be early adopters of technology-enabled solutions for faster deliveries, improved safety and increased productivity.

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## STRATEGY 4.1 –

### INTEGRATE LAND USE AND TRANSPORT PLANNING

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Transport infrastructure can expand labour markets, connect disconnected areas, shape patterns of development and unlock new land. The Newcastle Interchange and Light Rail from Wickham to Pacific Park, plus the establishment of Newcastle Transport as the operator of an integrated public transport system, provides the basis for future transport improvements.

Bus rapid transit and Newcastle Light Rail extensions need to be supported by intensification of land use and increases in housing and employment in the city core. The Tudor Street, Brunner Road and Maitland Road corridors have the greatest potential to support transport improvements through land use changes. The location of bus and light rail stops along these corridors will need clusters of activity so that businesses and households can benefit from the demand for homes with public transport access.

Parts of the existing passenger rail service in the city core and arc of lifestyle centres is underutilised for commuting.

Development opportunities near train stations at Cardiff, Broadmeadow, East Maitland, Kotara, Maitland and Morisset require a precinct-wide approach that integrates land development with stations. Stations should include commuter parking and better walking, cycling and bus route connections. The proposed Lower Hunter Freight Corridor will also improve amenity around some rail stations (by diverting rail freight), supporting further revitalisation of employment and new housing.

Cessnock, Kurri Kurri and Raymond Terrace are not serviced by rapid transit options, and this restricts the accessibility of these communities to the full range of services and activities in Greater Newcastle.

Improvements to the intra-regional bus services, including frequent, faster and more direct routes, park and ride facilities, and ability to connect to other transport modes are required.

Passenger trips and jobs at Newcastle Airport and the RAAF Base will grow significantly. Most metropolitan airports are serviced by mass transit, and planning needs to continue to identify and secure a corridor that connects Newcastle Airport to the Newcastle Interchange, and from there to employment, residential and tourist destinations.

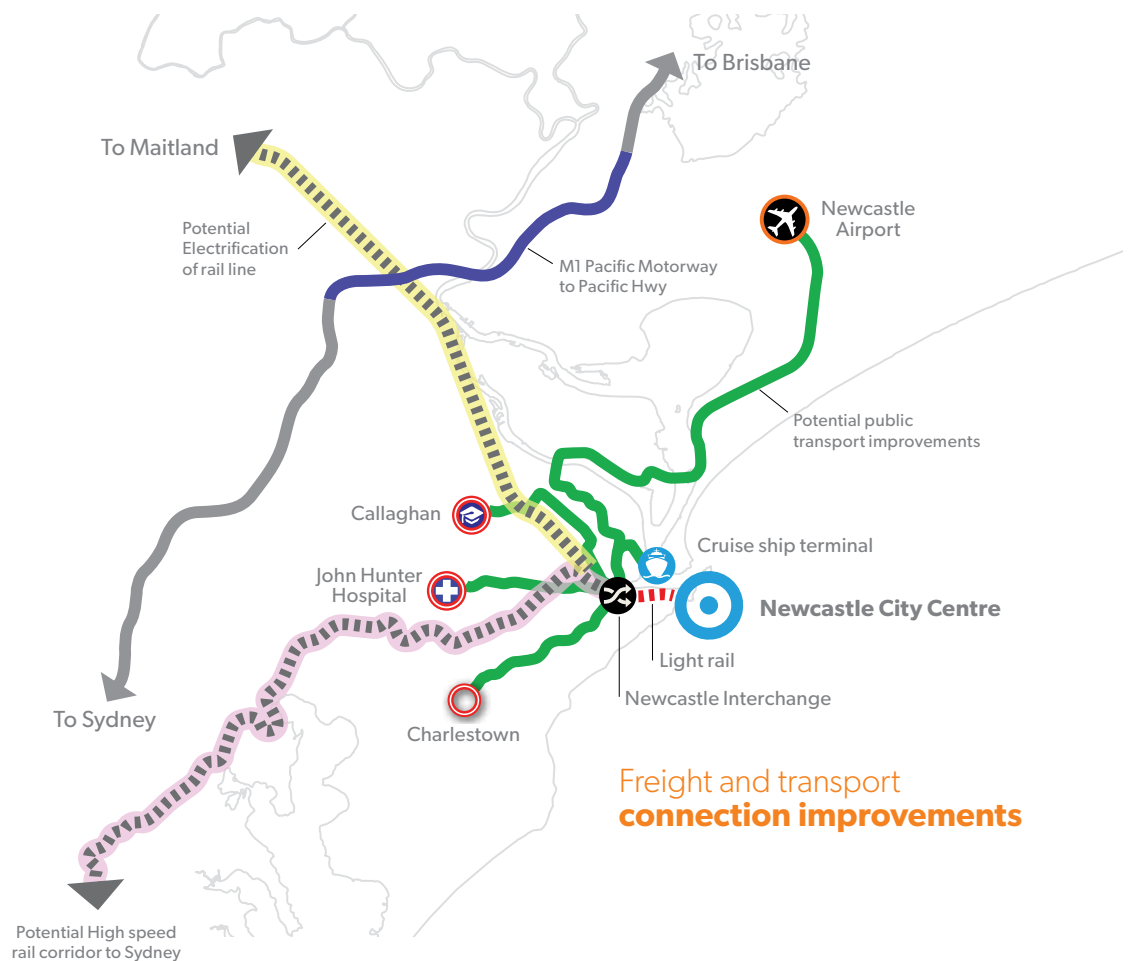




## ACTIONS

- Transport for NSW, working with Greater Newcastle councils, will:
  - improve public transport services between Newcastle City Centre, Broadmeadow, John Hunter Hospital, Callaghan, Cardiff, Charlestown and Kotara
  - increase the frequency, improve the customer experience and enable easier modal changes on the passenger rail and intra-regional buses from Morisset, Maitland, East Maitland, Raymond Terrace, Cessnock and Kurri Kurri to other strategic centres
  - implement travel demand management programs to respond to growth in transport demand
  - provide early and effective public transport services and active transport infrastructure in priority housing release areas that is well-connected to key destinations and public open space
  - investigate reprioritising road space for higher occupancy vehicles as a response to increase demand from population and economic growth
  - manage the supply of new car parking in strategic centres to avoid road congestion
  - identify improvements to active transport networks, and provide unobstructed well-connected pedestrian paths and a network of off-road separated cycleways to key destinations, including schools, employment hubs, shops and services.

Newcastle Light Rail (artist impression), courtesy of Transport for NSW



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## STRATEGY 4.2 –

### CREATE HIGHER SPEED CONNECTIONS TO SYDNEY TO ENCOURAGE NEW EMPLOYMENT OPPORTUNITIES

---

The express train from Newcastle to Sydney takes approximately 2.5 hours. By comparison, the rail connection between Bendigo and Melbourne is equivalent in distance, and travel time is on average less than two hours. Improvements on the Newcastle to Sydney journey, like charging stations, onboard amenities and reduced travel times, will come with the new inter-city fleet in 2019.<sup>14</sup>

Higher speed connections between Greater Newcastle and Greater Sydney can support economic growth within the broader corridor via the Central Coast. National and international case studies indicate benefits such as closer economic and social integration, lifestyle improvements from a shorter commute time and a lower cost of living from doing business outside of capital cities.<sup>15</sup>

A number of changes to routes, stations and interchanges, along with new technologies will improve the connection with Greater Sydney.

## ACTIONS

- Transport for NSW will work with the Australian Government, Greater Newcastle councils and the NSW Department of Planning and Environment to investigate a range of potential initiatives to reduce journey times in the Sydney to Newcastle corridor, noting that any significant reduction in travel time will require line duplication which will come at an immense cost.

## STRATEGY 4.3 –

### PROTECT MAJOR FREIGHT CORRIDORS

---

Freight volumes in NSW are predicted to double in the next 40 years.<sup>16</sup> The increase will come through servicing a larger population, increased global trade and a shift to online and direct delivery to customers. Greater Newcastle can capitalise on the opportunities through its two global gateways at Newcastle Airport and the Newcastle Port, and national road and rail connections.

Safe and efficient transport corridors and last mile delivery options will influence competitiveness and contributes to the State and national freight task.

Continued protection of the Hunter Valley Coal Chain, the Hunter Expressway, New England Highway, Pacific Highway and the new Lower Hunter Freight Corridor will enable trade and allow exports to adapt to changing global demands.

A cluster of freight and logistics industries is developing around Beresfield-Black Hill which will continue to grow in response to the changing freight demand and new freight tasks.

Further trade diversification for the Port and Airport will require land to facilitate increased freight movements.



## ACTIONS

- Greater Newcastle councils will align local plans to:
  - protect future freight corridors between the Port, Airport, Beresfield-Black Hill and interchanges on the National Road Freight Network
  - ensure that incompatible uses do not encroach on the proposed Lower Hunter Freight Corridor
  - require development adjoining nationally significant roads to demonstrate that access can be provided through existing interchanges
  - ensure rezoning of land within the Hunter Expressway corridor is consistent with the Hunter Expressway Corridor Principles and proposed Hunter Expressway land use strategy

## Hunter Expressway principles

Maximise accessibility through the existing interchanges to maintain connectivity and productivity across Greater Newcastle.

Protect the high value land adjacent to each interchange for industrial and freight and logistics uses.

Protect the operation of the Hunter Expressway by limiting the encroachment of sensitive residential uses.



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## STRATEGY 4.4 –

### PREPARE FOR TECHNOLOGY- ENHANCED MOBILITY CHANGES THAT IMPROVE CONNECTIVITY

---

Transport is shaped by changing technology, and innovation in technology like drones, automated vehicles and real-time service information, which will provide new opportunities and more flexible travel choices. Value in the transport system can be unlocked through new technology that will better utilise existing transport investments to connect communities, transform service delivery and enhance the customer experience.

Automated vehicles have the potential to connect the low density, highly dispersed population to transit hubs where customers interchange to mass transit to strategic centres. This would help with the goal of a 30-minute city, especially in the arc of lifestyle centres, including Cessnock and Lake Macquarie where there are a number of smaller villages and communities.

Greater Newcastle should be an early adopter of a Mobility as a Service (MaaS) trial, which is the ability to fully integrate all modes of transport (including automated vehicles) in a seamless way for customers through technology. This would provide benefits like personalised and flexible transport services, and support the strategy for integrated land use and transport.

With the rise of online shopping both locally and internationally, there will be increasing demand for faster delivery of goods to homes and workplaces. Automated vehicles and drone technology will transform the way these goods are delivered, and significantly change logistics supply chains in the coming years. Whilst the full extent of these implications are unknown, automated vehicle and drone technology could result in reduced heavy vehicle movements, particularly in strategic centres.

## ACTIONS

- Transport for NSW and NSW Department of Planning and Environment will prepare a Technology-enhanced Mobility Implementation Strategy for Greater Newcastle which addresses:
  - the strategies and actions in the NSW Future Transport Technology Roadmap;
  - the steps required to prepare for connected, automated and electric vehicles, including the public transit system, active transport, parking, and the high-tech manufacturing and technology sectors for automated vehicles;
  - how data will be managed and improved to enable on-demand transport services, shared-use and accessible timetabling information systems;
  - opportunities to improve the lifestyle for Greater Newcastle residents by using more public, active and shared transport for more trips; and
  - how technology can increase mobility and reduce the need to travel in Greater Newcastle.





Health Care And Social Assistance

### EAST MAITLAND



Manufacturing



Freight and Logistics



Industrial

### BERESFIELD-BLACK HILL

### TOMAGO



Defence



Tourism



Knowledge Intensive

### WILLIAMTOWN



Tertiary Education



Research



Knowledge Intensive

### CALLAGHAN



Freight and Logistics



Industrial

### NEWCASTLE PORT

### JOHN HUNTER HOSPITAL



Health Care and Social Assistance, Education and Training and Knowledge Intensive

### BROADMEADOW



Accommodation



Tourism



Sports and Entertainment

### KOTARA



Population Serving

### NEWCASTLE CITY CENTRE



Tourism



Knowledge Intensive



Tertiary Education



Accommodation



2036

# CATALYST AREAS FOR **GREATER** NEWCASTLE

NEWCASTLE CITY CENTRE

BERESFIELD-BLACK HILL

BROADMEADOW

CALLAGHAN

EAST MAITLAND

JOHN HUNTER HOSPITAL

KOTARA

NEWCASTLE PORT

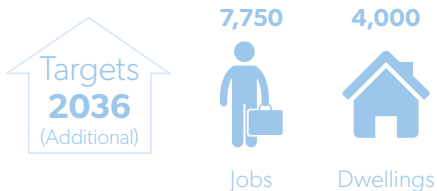
TOMAGO

WILLIAMTOWN

## NEWCASTLE CITY CENTRE

### Desired role in Greater Newcastle

- Business district, with significant commercial floor space
- Metropolitan civic, recreation and cultural facilities, and major events
- Education and innovation precinct
- Urban renewal precinct, meeting demand for medium and high-density housing.



### Wickham Precinct

Newcastle City Council will align local plans to:

- facilitate the long-term expansion of the city centre towards Wickham
- increase opportunities for transit-oriented development around Newcastle Interchange
- respond to development constraints including mine subsidence and flooding
- provide floorspace for emerging new economy industries and businesses.

### West End Precinct

Newcastle City Council will align local plans to increase commercial and accommodation floorspace surrounding the Newcastle Interchange.

Hunter Development Corporation will promote the West End as a location for professional, finance and office employment.

Transport for NSW will investigate an extension to the ferry network, including a new ferry wharf with pedestrian access to the Newcastle Interchange.

### Civic Precinct

Hunter Development Corporation and Newcastle City Council will:

- promote the Civic Precinct as an education and research hub leveraging from the University of Newcastle NeW Space campus
- encourage additional civic and cultural activities that reinforce the cultural axis from Civic Park to the waterfront.

### East End Precinct

Hunter Development Corporation and Newcastle City Council will:

- transform spaces for public open space, new shops and residential opportunities, and connecting the city to the waterfront
- retain and repurpose heritage buildings that contribute to character and history of the city centre
- continue to revitalise Hunter Street Mall.

### Newcastle East Precinct

Newcastle City Council will:

- plan for additional tourists by enabling new and revitalised accommodation and tourism options
- work with Destination NSW to stage major events and promote Newcastle East, including the harbour, headland and beaches, to support the growth of tourism.



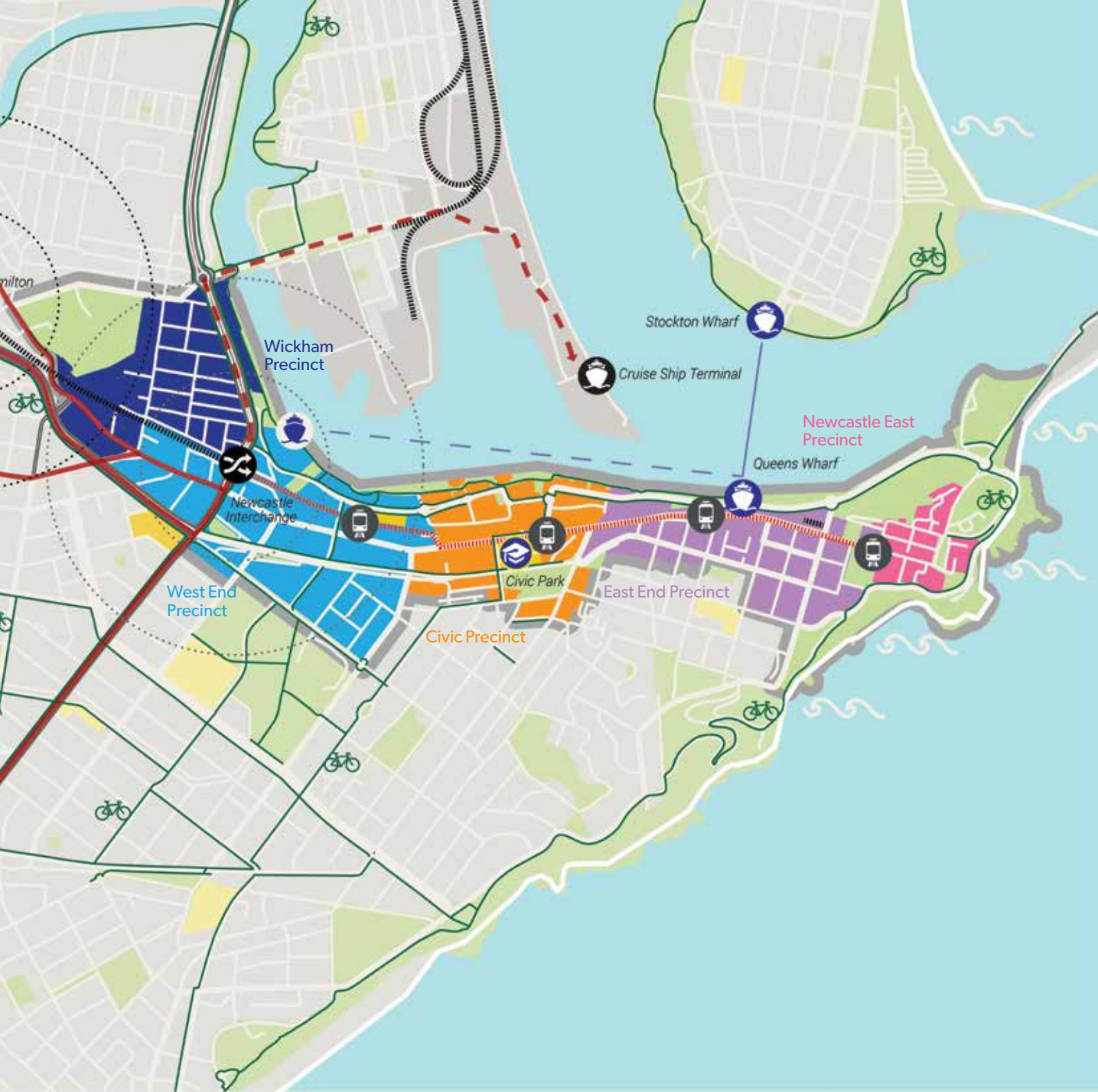





















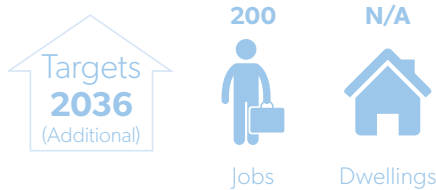
Figure 11: **Catalyst Area**  
Newcastle City Centre  
2017

	Catalyst Area Boundary		Ferry Terminal		Railway
	Priority Multimodal Corridor		Proposed Ferry Terminal		Light Rail
	Investigate Improved Transport Connections		University		400m and 800m walking catchment
	Newcastle Interchange		School		Cycleway / Shared Pathway
	Light Rail Stop		State Road		Beach
			Regional Road		Open Space
			Local Road		Waterway

## BERESFIELD-BLACK HILL

### Desired role in Greater Newcastle

- Freight and logistics hub, with complementary manufacturing and light industrial activity.
- Potential for growth and expansion of industries.



### Emerging Black Hill Precinct

Cessnock City and Newcastle City Council will work with Transport for NSW to prepare a master plan for the emerging Black Hill Precinct that considers freight and logistics uses, the adjoining mine site, and includes an internal road network and access points to John Renshaw Drive.

### Potential Beresfield Expansion Precinct

Newcastle City Council will investigate development of an expansion to the Beresfield Precinct, considering environmental suitability, connection to the transport network and location of transport corridors.

### Beresfield Precinct

Newcastle City Council will align local plans to:

- promote freight and logistics, manufacturing and other light industrial uses
- protect the freight transport corridor and integrate new freight and logistics-related technologies to improve efficiency.

### Thornton Precinct

Maitland City Council will align local plans to:

- expand business and light industrial uses
- promote business and light industrial uses to service the surrounding residential community which complements services offered at the nearby Thornton local centre.

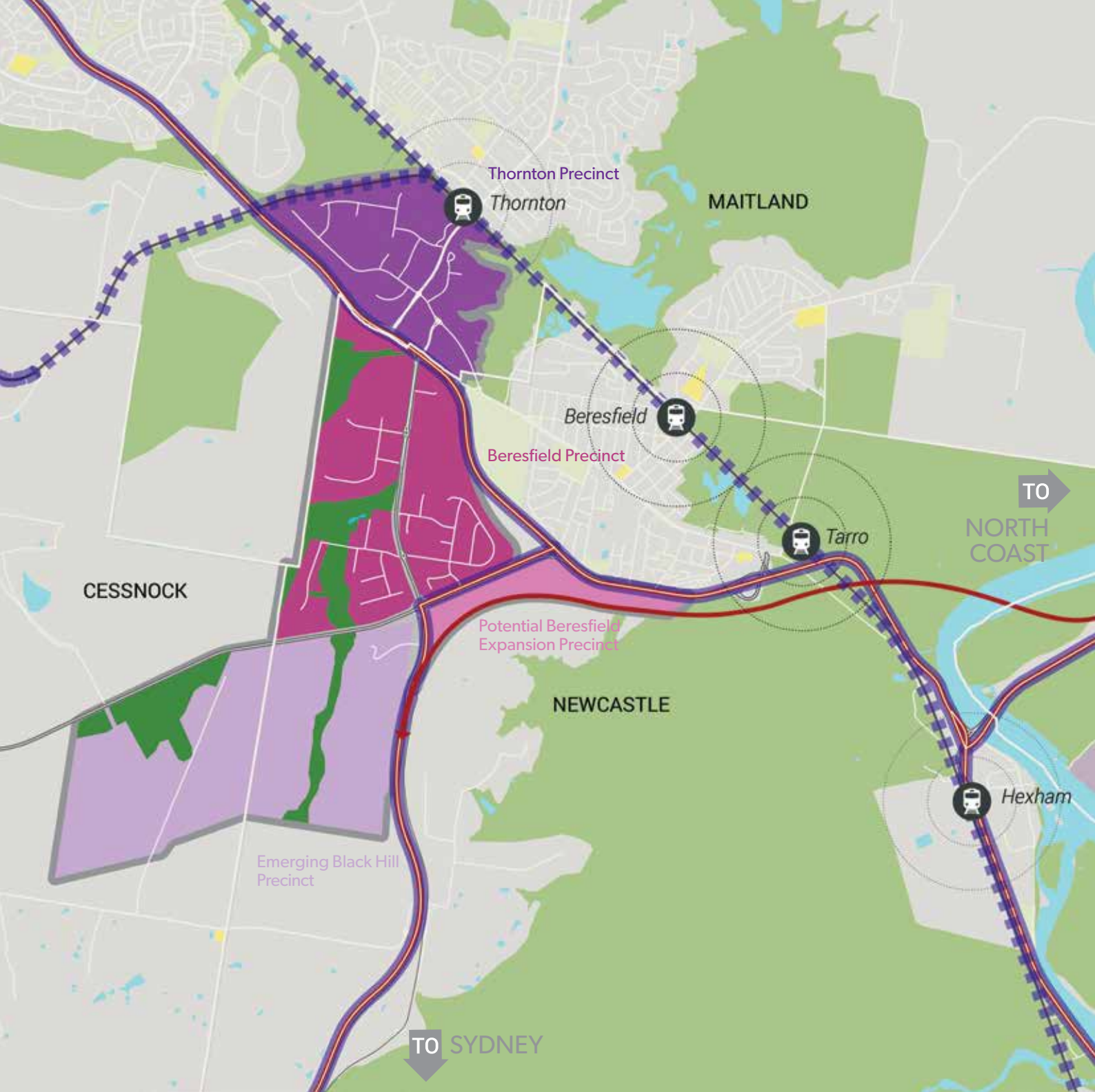

















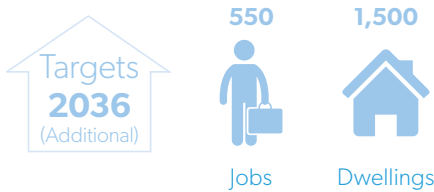
Figure 12: **Catalyst Area**  
Beresfield-Black Hill  
2017

	Catalyst Area Boundary		Railway
	M1 Pacific Motorway Extension to Raymond Terrace		Railway Station
	National Key Freight Route (Road)		400m and 800m walking catchment
	National Key Freight Route (Rail)		Local Government Area
	School		Environmental
	State Road		Open Space
	Regional Road		Waterway
	Local Road		

## BROADMEADOW

### Desired role in Greater Newcastle

- Nationally significant sport and entertainment precinct
- Providing a mix of uses that facilitates growth and change in surrounding centres and residential areas.



### Hunter Sports and Entertainment Precinct

Newcastle City Council will:

- adopt and implement Venues NSW Hunter Sports and Entertainment Precinct Concept Plan that sets a vision for the precinct as 'A first choice sporting, leisure and entertainment destination that is diverse, vibrant, sustainable and commercially viable'
- work with Venues NSW and Hunter Development Corporation to develop an elite sports area and provide a variety of places for organised and casual sports and recreation activities in accordance with the Concept Plan
- work with Transport for NSW to improve pedestrian and cycle access and connections within the Precinct, and to Broadmeadow Station and other public transport stops
- work with the NSW Department of Planning and Environment to align local plans to facilitate higher density housing where it complements the sport, leisure and entertainment functions
- provide adaptable and flexible event spaces that can host major events like the Commonwealth Games, when required.

### Nineways Precinct

Newcastle City Council will:

- align local plans to facilitate office, retail and medium density housing
- improve the public domain and increase pedestrian amenity along Lambton Road

- work with Transport for NSW to identify and protect corridors for major future public transport improvements such as rapid bus or light rail extensions, including potentially along Priority Multimodal Corridors.

### Lambton Road Precinct

Newcastle City Council will align local plans to promote light industrial and business uses to support the growth of surrounding areas.

### Broadmeadow Station Precinct

Newcastle City Council will:

- align local plans to facilitate medium density housing that transitions to surrounding residential areas
- work with Transport for NSW to improve the integration of bus and rail services at Broadmeadow Station, and improve the street layout to increase pedestrian access between Broadmeadow Station and surrounding residential and employment areas.

### Broadmeadow Road Precinct

Newcastle City Council will:

- align local plans to protect light industrial uses and facilitate commercial and medium density housing
- promote a walkable, small activity centre with shop frontages to Broadmeadow Road that is well-connected to active transport infrastructure.

### Locomotive Depot Precinct

Hunter Development Corporation and Newcastle City Council will investigate potential for medium density housing and business uses which do not impact on heritage values.

### Former Gasworks Precinct

Newcastle City Council will:

- investigate potential for business and light industrial uses and open space to service nearby residential areas
- address land remediation, flooding, and transport corridor needs as part of the redevelopment of the Precinct.

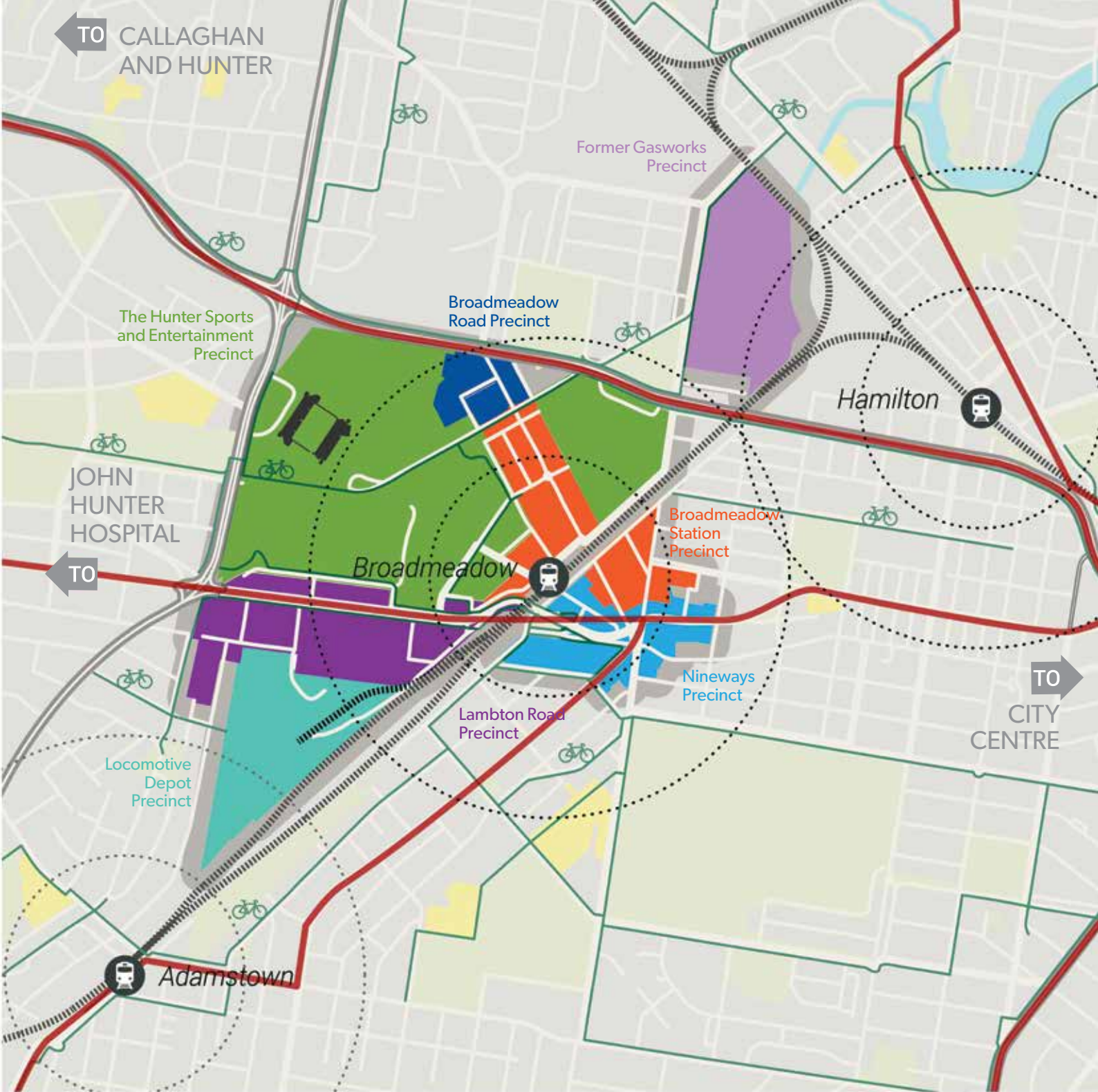



Figure 13: **Catalyst Area**  
Broadmeadow  
2017

	Catalyst Area Boundary		Railway Station
	Priority Multimodal Corridor		400m and 800m walking catchment
	School		Cycleway / Shared Pathway
	State Road		Environmental
	Regional Road		Open Space
	Local Road		Waterway
	Railway		

## CALLAGHAN

### Desired role in Greater Newcastle

- Tertiary education, research and innovation cluster based around the University of Newcastle
- Emerging mixed use centre that utilises Warabrook Station and bus routes, and acts as a catalyst for renewal of surrounding areas and centres.



1,200



Jobs

500



Dwellings

### Callaghan Campus Precinct

Newcastle City Council, working with the University of Newcastle, will:

- align local plans to grow an education cluster within and surrounding the Callaghan Campus, including student accommodation, research and business
- promote the capabilities of Hunter Medical Research Institute and Newcastle Institute for Energy and Resources and facilitate the development of other research institutions
- improve internal pedestrian and cycling infrastructure to enhance connectivity and accessibility.

### Warabrook Station Precinct

Newcastle City Council, working with the University of Newcastle and Hunter Development Corporation, will:

- align local plans to facilitate accommodation, residential and business uses that do not impact the viability of business in surrounding centres

- enhance connectivity and accessibility to Warabrook and surrounding residential and employment areas by improving pedestrian and street networks.

### Warabrook Business Park Precinct

Newcastle City Council will align local plans to promote business uses that grow engineering, research and high-tech manufacturing jobs.

### Student Accommodation Precinct

Newcastle City Council, working with the University of Newcastle, will align local plans to facilitate residential and student accommodation, and complementary uses to the University, including research and business.

### Waratah West Public Utility Precinct

Newcastle City Council, working with TransGrid, will align local plans to protect existing public utility facilities, including electricity infrastructure, and facilitate complementary uses that do not impact the operation of utilities.

### Jesmond, Warabrook & Waratah Centres

Newcastle City Council will align local plans to:

- facilitate business uses and the development of innovation hubs and start-businesses
- concentrate services and facilities that support student population in supporting centres
- increase the feasibility of medium density housing within and surrounding the centres.

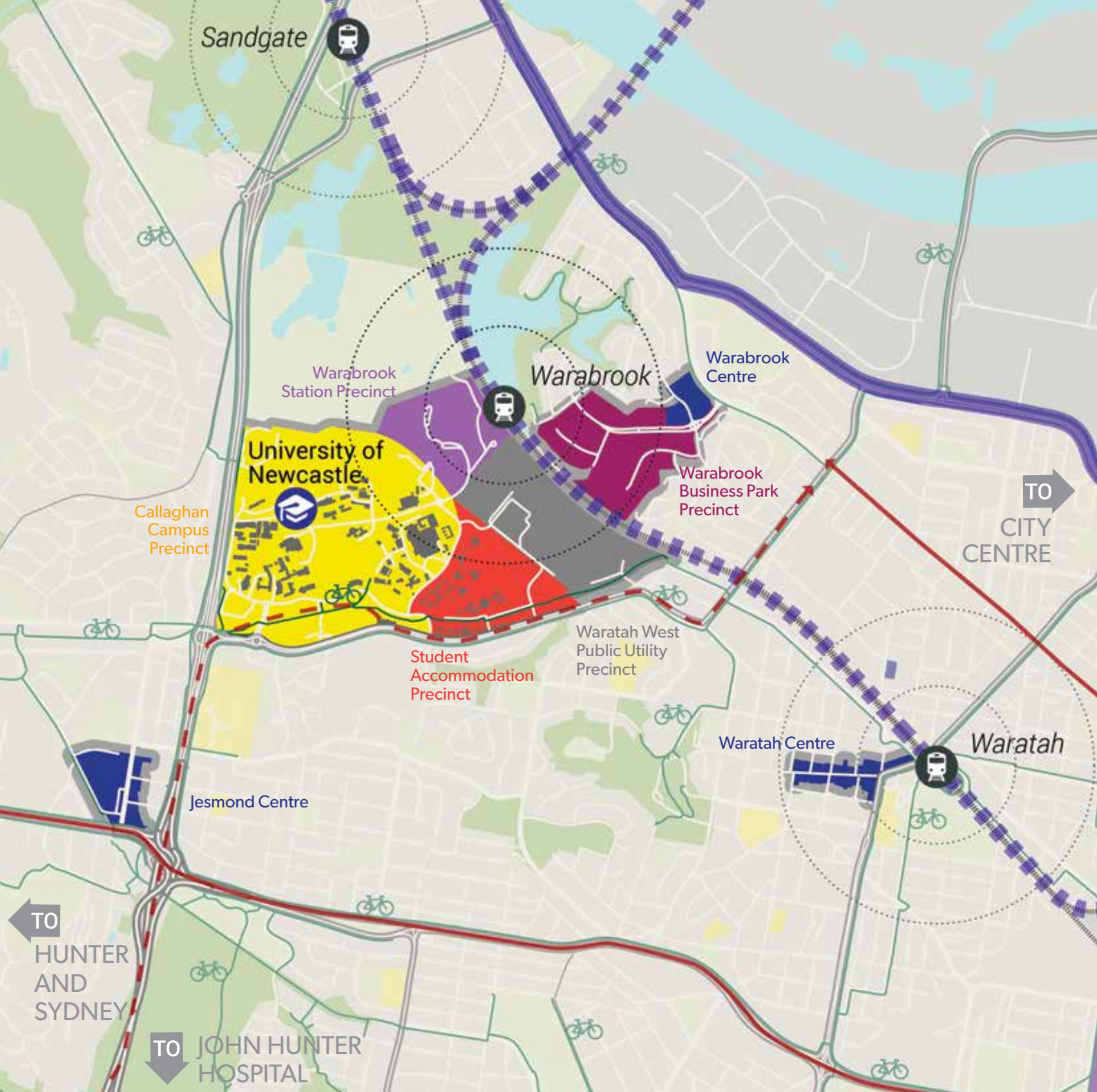
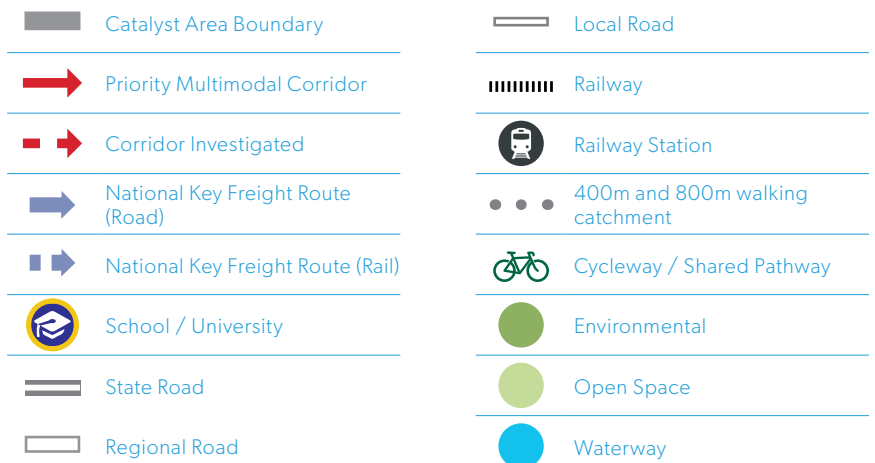


Figure 14: **Catalyst Area**

Callaghan

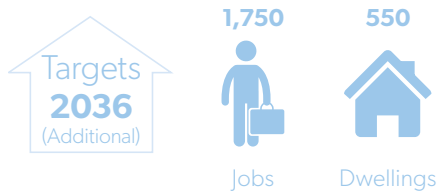
2017



## EAST MAITLAND

### Desired role in Greater Newcastle

- Emerging health precinct around the new Maitland Hospital and Greenhills shopping centre
- Providing a range of complementary health services and housing types in surrounding areas.



### Greenhills Precinct

Maitland City Council will:

- align local plans to facilitate residential and aged care uses within and surrounding the Greenhills shopping centre and establish a main street character along Mitchell Drive
- work with land owners and Transport for NSW to improve internal pedestrian, cycle and bus connectivity within the precinct and external connections to surrounding residential areas
- encourage complementary health services to connect to the new Maitland Hospital and the wider health network.

### New Maitland Hospital Precinct

Hunter New England Health will:

- work with Maitland City Council and Transport for NSW to develop a master plan for the new Maitland Hospital and align local plans to promote a diverse health precinct providing pedestrian, cycling, road and public transport connectivity and accessibility for workers and visitors
- remediate the precinct and protect environmental values
- facilitate the development of community services and small-scale retail that supports the needs of hospital workers and visitors to the precinct.

### Metford Business Development Precinct

Maitland City Council will align local plans to intensify business and light industrial uses to service the needs of surrounding communities at East Maitland, Ashtonfield, Metford and Tenambit.

### Metford Residential Precinct

Maitland City Council will align local plans to:

- increase the potential for medium density housing, including seniors housing
- facilitate the development of complementary health service facilities that support the new Maitland Hospital, and are compatible with surrounding residential areas.

Maitland City Council and Transport for NSW will improve public transport services and corridors to residential areas.



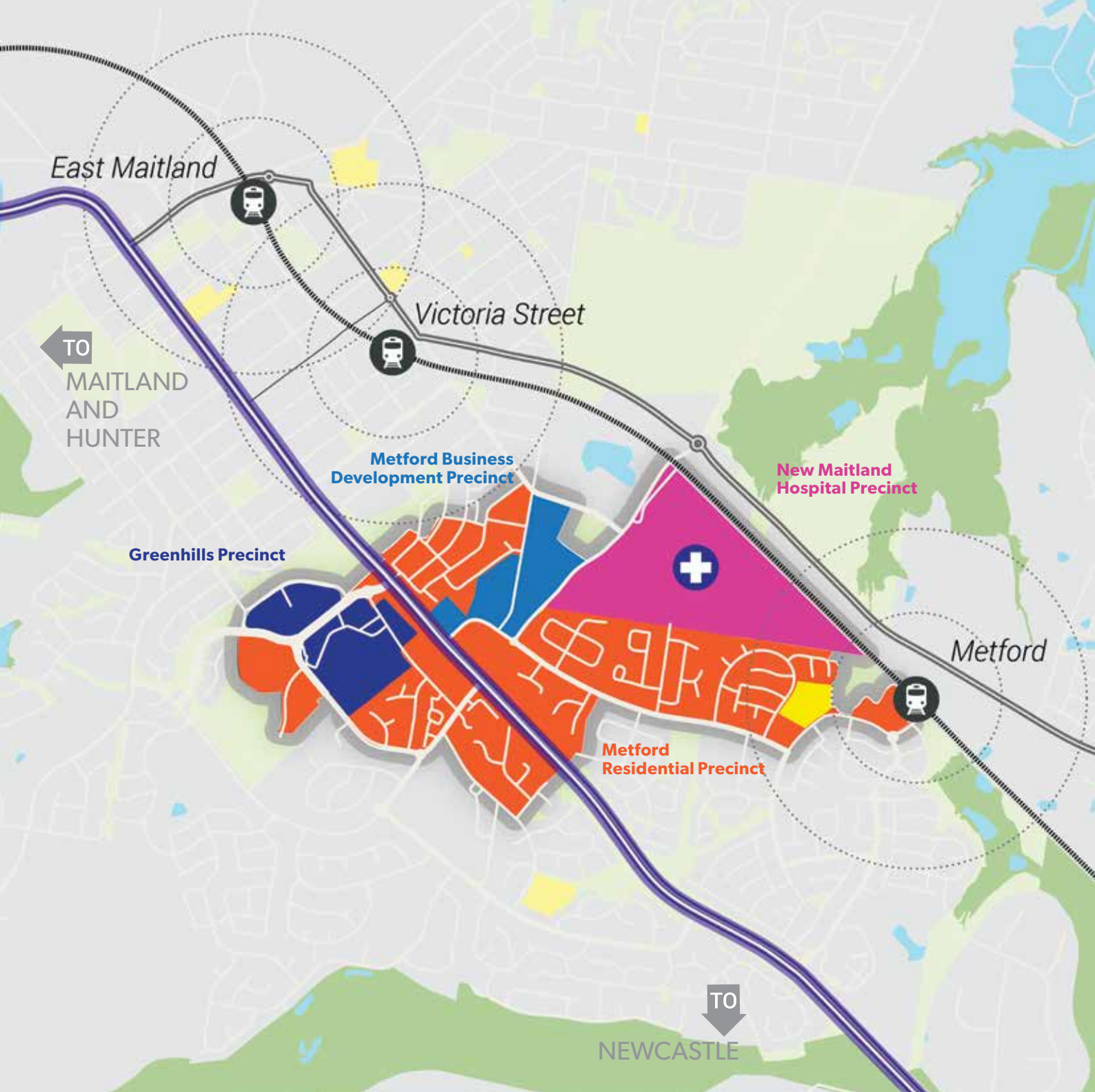


Figure 15: **Catalyst Area**  
East Maitland  
2017

	Catalyst Area Boundary		Railway
	National Key Freight Route (Road)		Railway Station
	New Maitland Hospital		400m and 800m walking catchment
	School		Environmental
	State Road		Open Space
	Regional Road		Waterway
	Local Road		

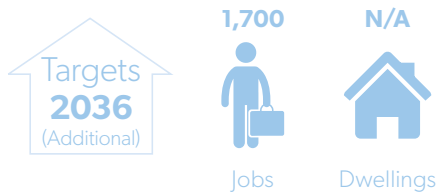
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## JOHN HUNTER HOSPITAL

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### Desired role in Greater Newcastle

- Health cluster centred around the John Hunter Hospital, providing tertiary level medical services, and a diverse range of complementary health services
- Emerging medical research, innovation and education hub.



### John Hunter Hospital Precinct

Hunter New England Health, working with Newcastle City Council, will:

- minimise the footprint of future development within the precinct area to respond to the sensitive surrounding environment and landscape
- align local plans to intensify the medical research and education and ancillary health uses around the precinct and in nearby centres of Jesmond, Lambton and New Lambton.
- align local plans to increase the potential for retail, commercial and short-stay accommodation within and surrounding the Precinct to support the needs of workers, students and visitors
- improve the amenity and functioning of the Health Precinct, including traffic flows, parking, pedestrian and cycling networks.

Transport for NSW, working with Hunter New England Health and Newcastle City Council, will:

- complete the interchange with the Inner City Bypass
- improve public transport connectivity and accessibility to the precinct, including provision of bus stops and shelters, and technology-enabled public transport service information.

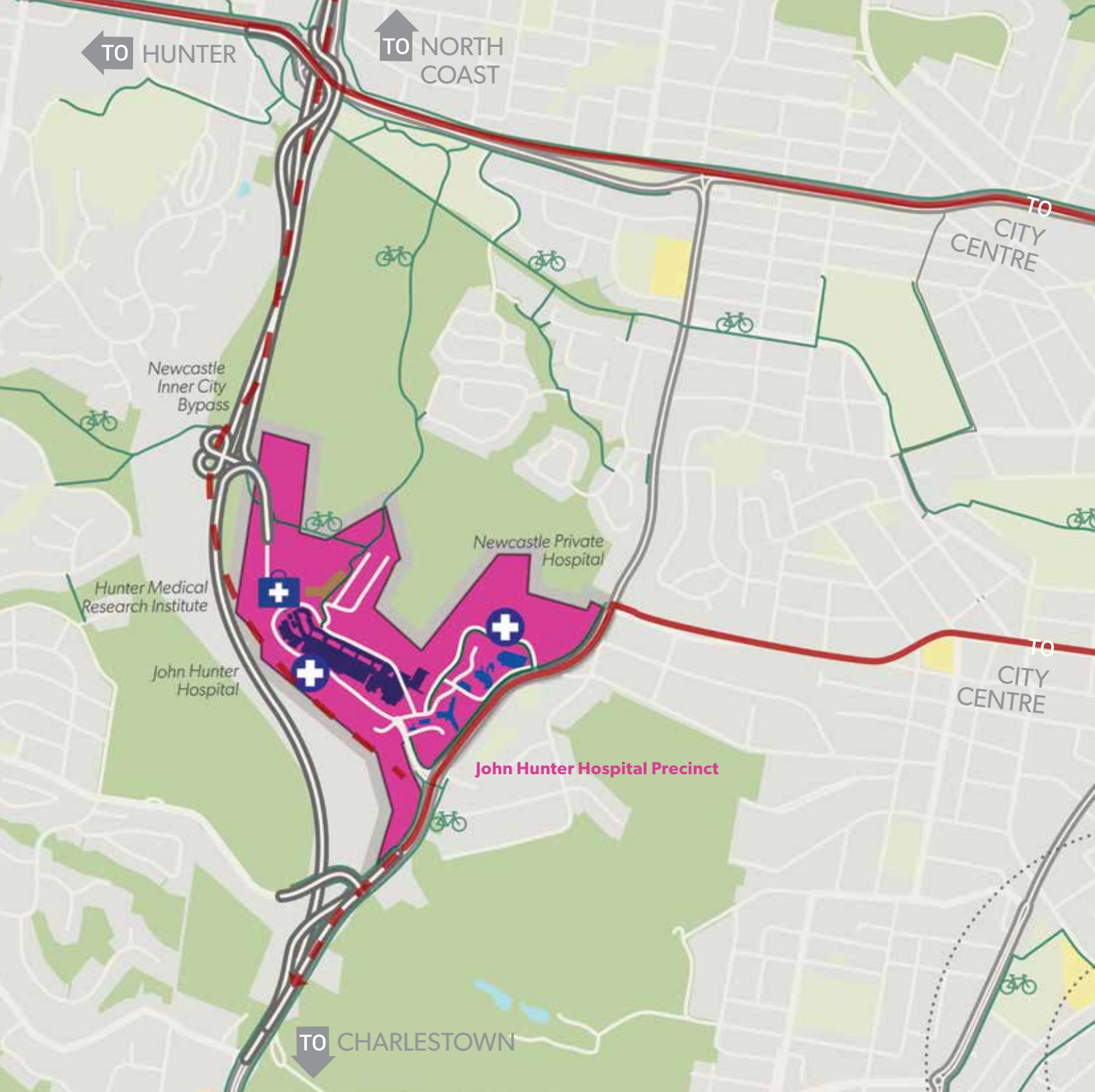














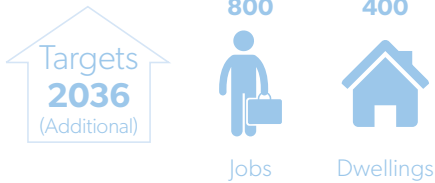
Figure 16: **Catalyst Area**  
John Hunter Hospital  
2017

- |   |                              |   |                           |
|---|------------------------------|---|---------------------------|
|  | Catalyst Area Boundary       |  | Regional Road             |
|  | Priority Multimodal Corridor |  | Local Road                |
|  | Corridor Investigated        |  | Cycleway / Shared Pathway |
|  | Health Precinct              |  | Environmental             |
|  | School                       |  | Open Space                |
|  | State Road                   |  | Waterway                  |

## KOTARA

### Desired role in Greater Newcastle

- Diverse employment centre with mixed-use and high density residential connected to frequent public transport services.



### New Kotara Town Precinct

Newcastle City Council will:

- align local plans to facilitate commercial and business land uses and creation of main street character along Kullaiba Road
- improve pedestrian amenity and connections to New Lambton, Adamstown and Kotara Stations
- manage flooding and drainage constraints and apply the Green Infrastructure Principles
- align local plans to facilitate office and residential uses adjacent to the rail corridor
- align local plans to provide a minimum population density of 75 people per hectare
- work with Transport for NSW and NSW Department of Planning and Environment to improve access to Kotara Railway Station, and better integration into the broader transport network to reflect its role as an important activity hub.

### Kotara Shopping Centre Precinct

Newcastle City Council will align local plans to:

- consolidate and rationalise vehicle access from Park Avenue, and increase active street frontages (such as ground level retail)
- diversify the mix of land uses including housing
- improve integration and transition to the adjoining residential areas at Kotara and Adamstown.

### Park Avenue Employment Precinct

Newcastle City Council will align local plans to retain existing business development and industrial land uses to service the surrounding communities of Adamstown and New Lambton.

### Kotara Residential Precinct

Newcastle City Council will align local plans to increase the potential for medium density housing with local services, and improve pedestrian and cycle connectivity to surrounding precincts within Kotara and the Fernleigh Track.

### Searle Street Employment Precinct

Newcastle City Council will align local plans to intensify light industrial and office uses, and improve internal street layout and integration with surrounding residential and commercial areas and Kotara Railway Station.

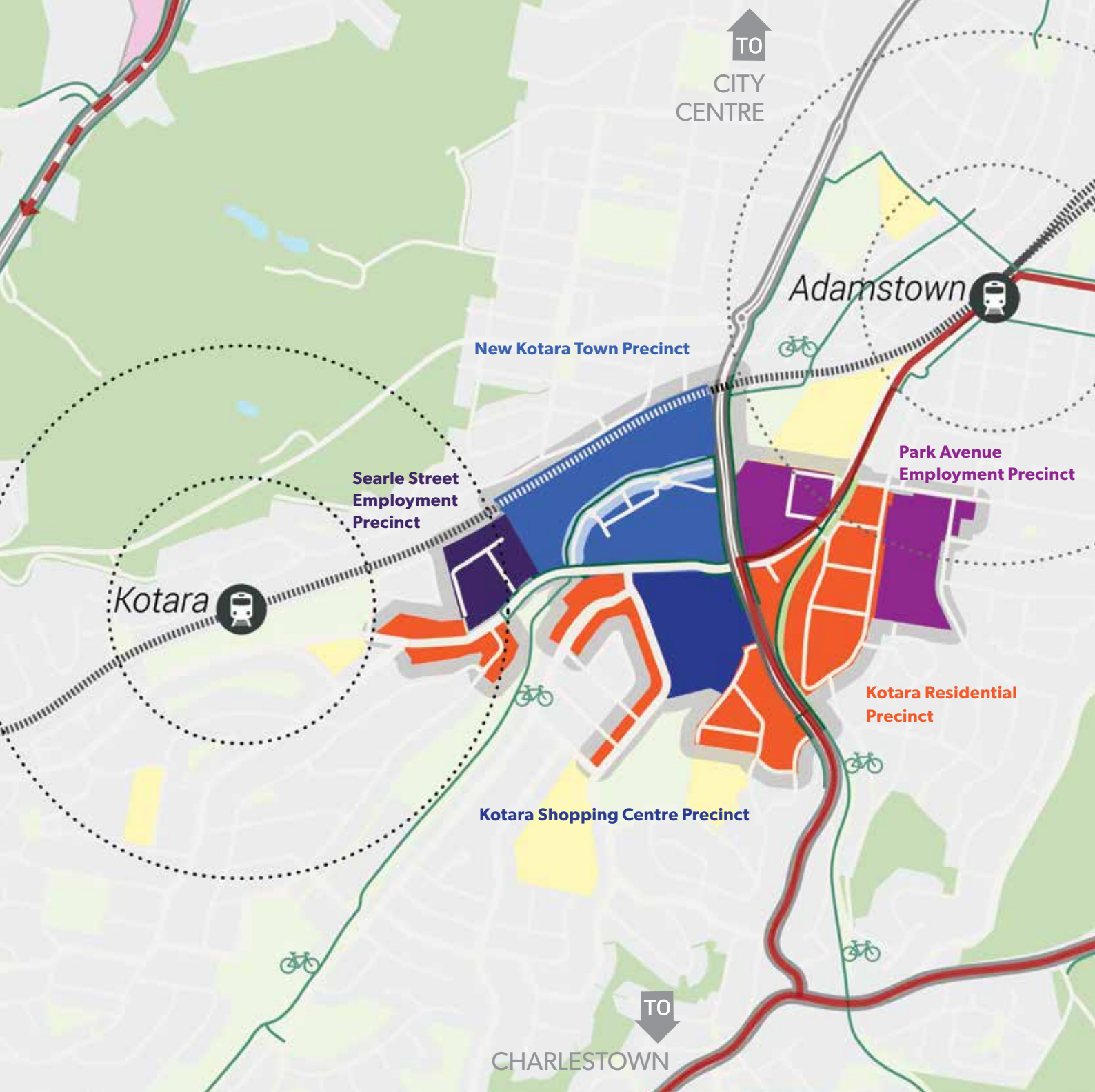


Figure 17: **Catalyst Area**

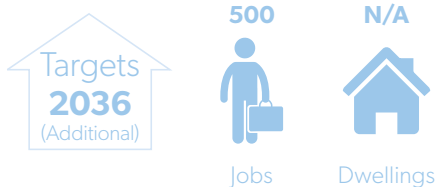
Kotara  
2017

	Catalyst Area Boundary		Cycleway / Shared Pathway
	School		Railway
	Priority Multimodal Corridor		Railway Station
	Corridor Investigated		400m and 800m walking catchment
	State Road		Environmental
	Regional Road		Open Space
	Local Road		Waterway

## NEWCASTLE PORT

### Desired role in Greater Newcastle

- Global gateway, providing international freight connections servicing Greater Newcastle and the Hunter Region
- Emerging tourism gateway centred around the cruise ship terminal.



### Carrington Precinct

The Port of Newcastle, working with Newcastle City Council and NSW Department of Planning and Environment, will:

- investigate the potential to relocate coal export facilities and bulk fuel storages away from residential areas and explore options to renew the Carrington Precinct for alternative uses (including tourism)
- in consultation with Transport for NSW, protect heavy vehicle and freight rail access and infrastructure to the Port
- support the establishment and operation of a cruise ship terminal, and improve amenity of port land near the cruise ship terminal to enhance visitor experience

NSW Department of Industry will coordinate the upgrade of Newcastle Port's Carrington Shipyard slipway, to reactivate Newcastle Port and the Hunter as a major repair and maintenance project.

### Kooragang Coal Export Precinct

The Port of Newcastle and the NSW Department of Planning and Environment will align planning instruments to protect the operation of coal export.

### Mayfield Port Precinct

The Port of Newcastle, working with the NSW Department of Planning and Environment, will:

- support the growth and diversification of port export operations, including bulk fuels, containers, agricultural commodities and general cargo

- retain rail access and allow for expansion of connections and facilities to meet export and import requirements.

### Mayfield North Industrial Precinct

NSW Department of Planning and Environment will align planning instruments to:

- protect existing industrial land uses
- investigate the potential diversification and growth of industrial land uses
- maintain prohibition of retail, bulky goods and residential uses.

### Mayfield Freight and Logistics Precinct

NSW Department of Planning and Environment will:

- work with Hunter Development Corporation to finalise remediation
- align planning instruments for the development of freight and logistics, manufacturing and warehousing to complement the port's export role.

### Steel River Precinct

Newcastle City Council will align local plans to facilitate engineering, research and high-tech manufacturing uses.

### Walsh Point Precinct

NSW Department of Planning and Environment will align planning instruments to enable heavy industry land uses, including chemical and mining manufacturing.

### Throsby Precinct

Newcastle City Council will align local plans to:

- accommodate light industrial and new economy uses to enable a transition from port-related uses to reduce potential impacts on surrounding residential areas
- leverage the developing tourism role associated with the establishment of a cruise ship terminal in the Carrington Precinct, and support the development of further tourism opportunities in the surrounding communities of Stockton, Carrington and Tighes Hill
- plan for relocation of bulk fuels to the Mayfield Port Precinct and investigate renewal opportunities including creative industries and potential medium density housing in the former woolsheds and surrounding sites
- protect and expand the recreational reserve along the Throsby Creek foreshore.

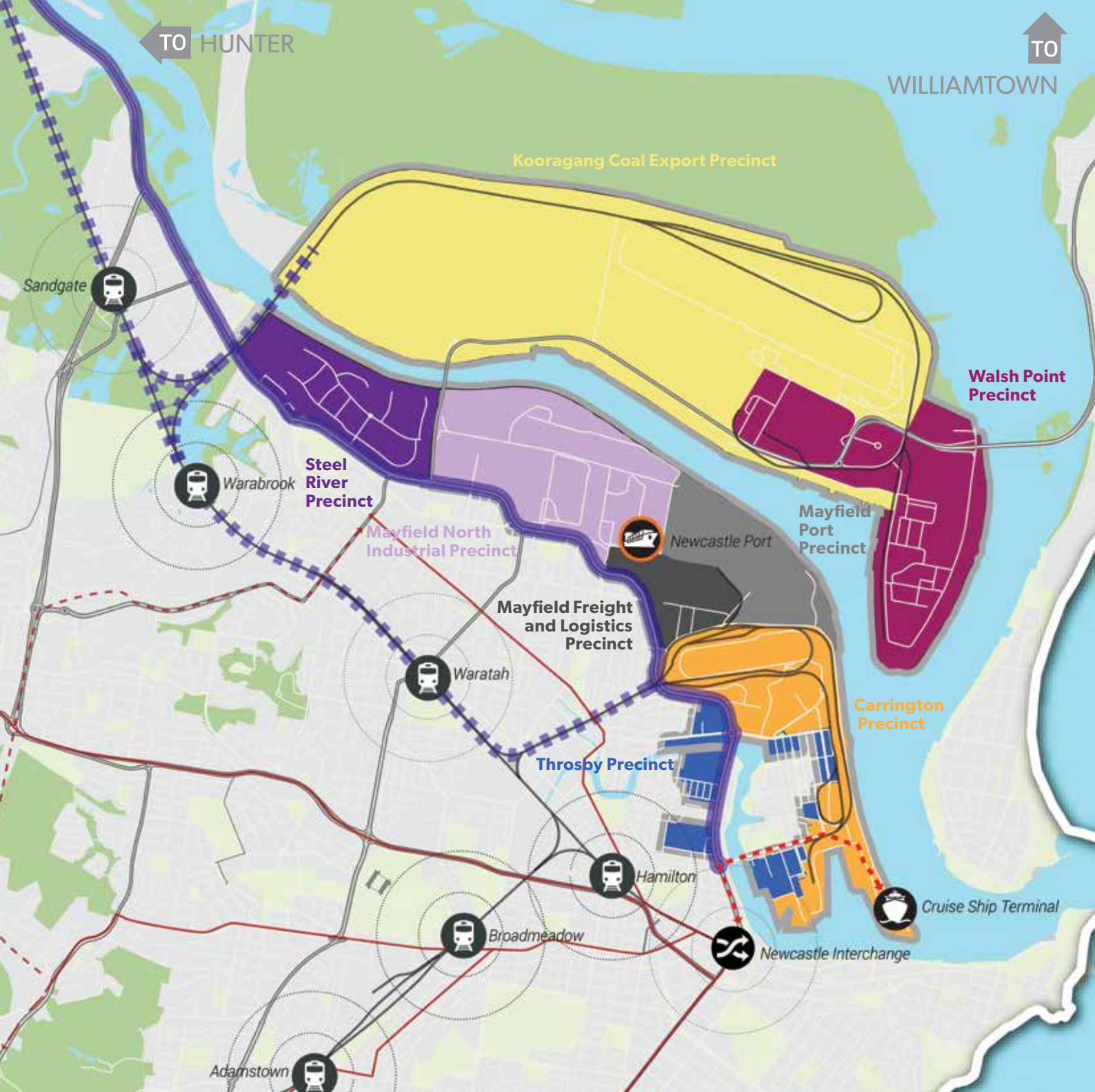
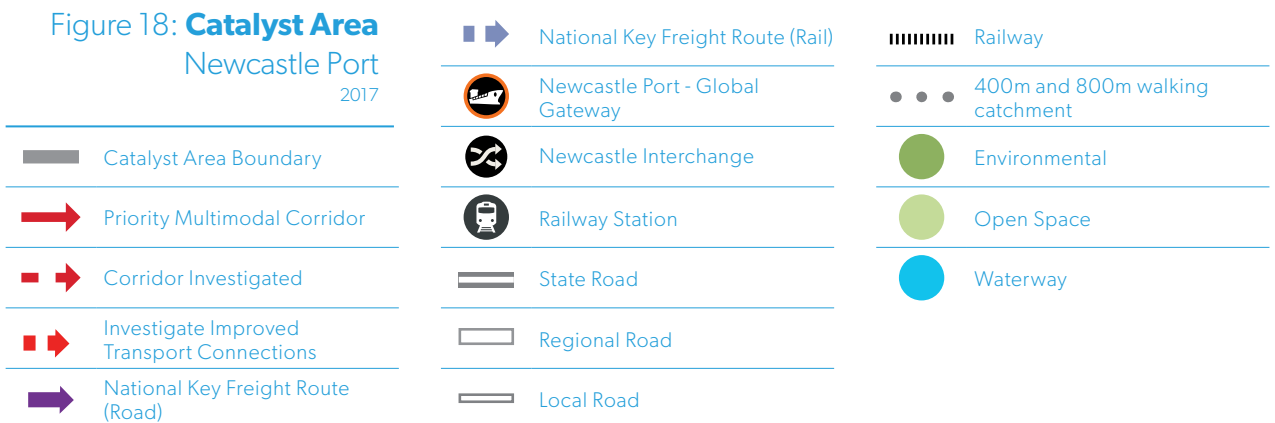


Figure 18: **Catalyst Area**  
Newcastle Port  
2017



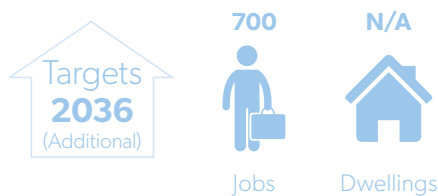
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## TOMAGO

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### Desired role in Greater Newcastle

- Metropolitan significant advanced manufacturing and industrial area.



### Tomago Industrial Precinct

NSW Department of Planning and Environment, in collaboration with Port Stephens Council, will align planning instruments to:

- protect and promote the ongoing use of the site for aluminium manufacturing
- promote the staged delivery of industrial lands and supporting infrastructure
- protect surrounding Ramsar-listed wetlands and regional biodiversity corridors
- enable the efficient movement of goods by protecting freight routes connecting Tomago to Newcastle Airport at Williamtown (via Tomago Road) and to Newcastle Port (via Pacific Highway and Industrial Drive).

### Tomago Shipbuilding Precinct

NSW Department of Planning and Environment, in collaboration with Port Stephens Council, will align planning instruments to promote the development of shipbuilding industries that maximise opportunities to secure defence contracts.





Figure 19: **Catalyst Area**  
Tomago  
2017

	Catalyst Area Boundary		Regional Road
	M1 Pacific Motorway Extension to Raymond Terrace		Local Road
	Increase Connection to National Freight Network & Global Gateway		Railway
	National Key Freight Route (Road)		Railway Station
	National Key Freight Route (Rail)		400m and 800m walking catchment
	Ramsar Wetland		Environmental
	School		Open Space
	State Road		Waterway

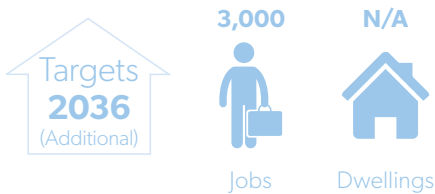
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## WILLIAMTOWN

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### Desired role in Greater Newcastle

- Global gateway providing domestic and international connectivity
- RAAF Base and civilian airport
- Emerging defence and aerospace hub.



### Airport Precinct

Port Stephens City Council will align local plans to avoid or minimise the development of new residential areas in locations currently or potentially affected by aircraft noise that will restrict domestic and defence airport operations, and future international airport operations.

### Aerospace and Defence Precinct

Port Stephens Council, in consultation with the RAAF and Newcastle Airport Corporation, will align local plans to:

- provide for high-tech land uses, defence and aerospace related industries in the Defence and Aerospace Related Employment Zone (DAREZ), including the maintenance and further development of the Joint Strike Fighter fleet
- manage environmental constraints (including remediation), and plan for the staged release of land to facilitate the future expansion of DAREZ within the Precinct.



Figure 20: **Catalyst Area**  
Williamstown  
2017

	Catalyst Area Boundary		State Road
	RAAF Base		Regional Road
	Newcastle Airport		Local Road
	Improved Transport Connections to Newcastle City Centre		Environmental
	Increase Connection to National Freight Network & Global Gateway		Open Space
	Future Connectivity		Waterway

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# LOCAL GOVERNMENT AREA NARRATIVES

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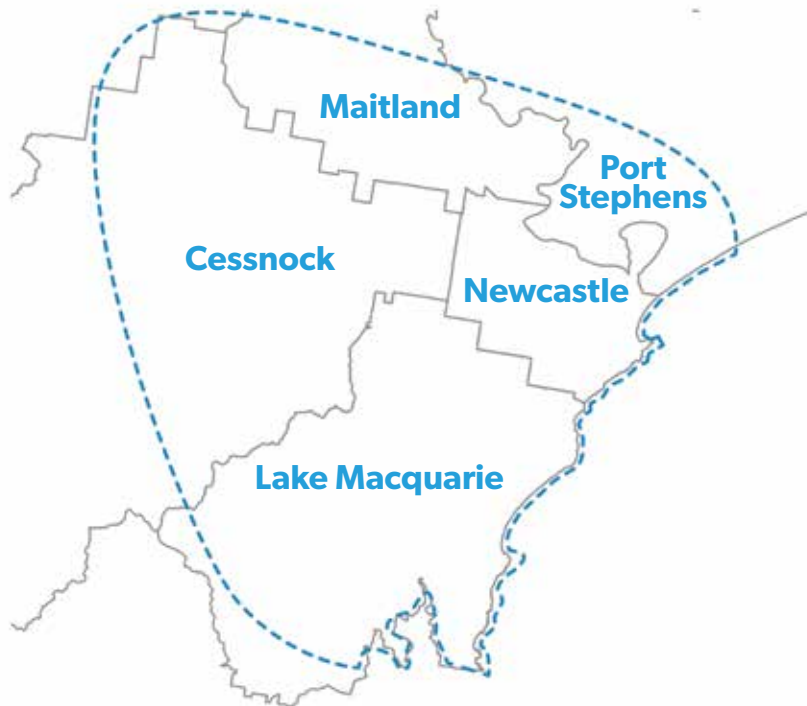


Figure 21: Greater Newcastle Local Government Areas

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## Cessnock

### **Hunter Regional Plan 2036**

Cessnock Local Government Area is the focal point for the region's wine industry and a significant tourism destination and entertainment node. Opportunities exist to increase its appeal as a major wine and food tourist destination with a national and international reputation. The recent completion of the Hunter Expressway has improved connectivity to the Greater Newcastle and Upper Hunter area, increasing its attraction for housing and employment. Investigation of infill opportunities and new housing is required in the longer term.

### **Draft Greater Newcastle Metropolitan Plan 2036**

- Includes the lifestyle centres of Cessnock, Kurri Kurri, Branxton and Greta, where identity, rural setting and heritage values must be protected.
- Land around the Hunter Expressway should be protected for uses that generate employment growth and become part of Greater Newcastle's network of trading hubs, together with the emergence of Black Hill and re-establishment of employment at the Hydro site.
- Pokolbin, Wollombi Valley and National Parks are tourism destinations for entertainment and tourism activity.

- Employment growth opportunities include intensive agriculture, manufacturing and freight and logistics industries that can benefit from access to national freight networks.
- Recreation opportunities such as the Great North Walk, Richmond Vale Rail Trail, Baddeley Park sports fields and lookouts in the Watagan and Yengo National Parks are important assets for residents and tourists, and form part of the Blue and Green Grid.
- Cessnock City Council will need to work with Maitland City Council and infrastructure providers to coordinate housing and infrastructure development occurring between Maitland and Kurri Kurri, including the upgrade of Cessnock Road to support growth in Cessnock and Kurri Kurri.
- A rapid transport connection from Cessnock and Kurri Kurri to Maitland and the city core will become more important, as will improved connectivity to the Airport and Sydney to cater for tourism growth. Locations for potential park and ride facilities should be investigated in centres and near the Hunter Expressway to reinforce and develop the 30-minute city catchment.

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## Lake Macquarie

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### **Hunter Regional Plan 2036**

Lake Macquarie Local Government Area includes the southern portion of the Greater Newcastle metropolitan area. It is the largest city in the Lower Hunter by population. The area's picturesque landscape, is focused around Lake Macquarie and the coast, and convenient connections to other parts of the Hunter, Central Coast and Sydney attract both residents and visitors to the area. There is a broad mix of employment areas and centres, including Charlestown, Glendale and Morisset, and housing opportunities in scenic locations. Lake Macquarie will continue to attract new residents and employment because of these attributes.

### **Draft Greater Newcastle Metropolitan Plan 2036**

- The city core captures the northern part of Lake Macquarie including Charlestown, Cardiff-Glendale and Belmont, with the southern and western lifestyle centres, including Morisset, Wyee, Toronto and Awaba.
- Lake Macquarie is a crucial part of the identity of Greater Newcastle.
- Local employment opportunities in the new economy include innovation ecosystems capitalising on fast technology infrastructure which will reverse the flow of people who work outside of Lake Macquarie.
- Lake Macquarie and the coastline provide important recreation opportunities and complement other Blue and Green Grid assets such as the Fernleigh Track, Speers Point Park, Glendale Regional Athletic Centre and marinas at Toronto, Belmont, Swansea and Wangi Wangi.
- Charlestown, Warners Bay and Belmont all have significant redevelopment opportunities with medium-term opportunities at Boolaroo-Cardiff and longer-term opportunities at Glendale.
- Future housing growth will be through infill development and new housing areas in the Greenfield Newcastle – Lake Macquarie Western Growth Area, and in areas that can better access train stations and proximity to the Central Coast and Sydney.
- Public transport services will be improved along the Pacific Highway to Charlestown and Belmont and other areas, and support longer term renewal corridors.

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## Maitland

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### **Hunter Regional Plan 2036**

Maitland Local Government Area contains a high-growth metropolitan area that includes strategic centres servicing the hinterland and rural areas of Dungog and the Upper Hunter area. It includes a number of urban release areas that are contributing to significant greenfield housing supply for the region, as well as centres undergoing revitalisation, and historic rural villages. Maitland will continue to supply housing, connect its settlements and offer civic, health and educational services.

### **Draft Greater Newcastle Metropolitan Plan 2036**

- The arc of lifestyle centres through Maitland, including Central Maitland and East Maitland and historic villages such as Morpeth and Lorn that are part of Greater Newcastle's tourism network. Cultural assets such as Maitland Regional Art Gallery, an increasing number of events and the river walk are increasing Maitland's attraction to residents and visitors.
  - Employment precincts at Thornton connect to trading hubs, as well as places along the New England Highway, Hunter Expressway and the northern rail corridors.
  - Planning for the new Maitland Hospital will grow health-related jobs and become a stronger part of the network of health services and infrastructure in Greater Newcastle.
  - Maitland is a regional destination for education, with the benefit of student transport by road and rail to schools and tertiary education centres.
  - Open spaces for leisure and sport along the Hunter River and at Maitland Park add to the Blue and Green Grid.
- A significant proportion of Greater Newcastle's greenfield development will continue to occur in Maitland, focused on the two priority housing release areas of Thornton – Lochinvar and Maitland – Kurri Kurri. Longer-term renewal will also occur in proximity to train stations, with the benefit of electrification of the Hunter rail line to Telarah improving the 30-minute city connectivity.
  - The Black Hill and Beresfield precinct and East Maitland precinct are catalyst areas for the short-term focus of employment and investment. There are opportunities to provide for better integration with existing train stations at Victoria Street, Metford and Thornton, and the Greenhills and Thornton shopping centres.

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## Newcastle

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### **Hunter Regional Plan 2036**

This is the city at the centre of Greater Newcastle, the largest regional centre in NSW and the economic, service and administrative centre for the region. Newcastle provides the most diverse mix of specialised services in the Hunter region, and significant employment and residential development, and associated infrastructure.

### **Draft Greater Newcastle Metropolitan Plan 2036**

- Newcastle City Centre and the northern part of the city core, including Callaghan, Kotara, Broadmeadow, John Hunter Hospital are in the Newcastle Local Government Area.
- Newcastle Port is the largest exporter of coal in the world and requires increased diversity of exports to grow trade, and together with the surrounding port lands (at Kooragang Island and Mayfield) and the Beresfield-Black Hill catalyst area, are part of the trading hubs.
- Tourism destinations such as Newcastle City Centre will be the focus for increased tourism as well as the prime location for professional and office employment, and opportunities associated with University of Newcastle.
- The area is home to anchor institutions including John Hunter Hospital and the University of Newcastle that support employment growth in the health and education sectors. Student numbers will grow with new tertiary education services in these areas and Newcastle City Centre.
- Inner city industrial areas in Mayfield, Broadmeadow and Throsby Basin will transform as larger sites occupied by manufacturing and heavy industry move outside the built-up area. This will offer potential to attract employment associated with the new economy, combined with local services and renewal opportunities.
- The Blue and Green Grid in Newcastle is diverse, including beaches, wetlands, the harbour, city lookouts, coastal walks, cycling routes and bushland. Places like Blackbutt nature reserve, Bluegum Hills regional park, Broadmeadow Sports and Entertainment Precinct and Newcastle foreshore park are recreation and leisure destinations.
- Significant amounts of sensitive and feasible infill development will occur in the short term, in urban renewal corridors including Newcastle City Centre, Kotara and Broadmeadow. There are opportunities for smaller-scale redevelopment that maintains the liveability and place character of The Junction, Waratah, Jesmond and Wallsend, Lambton and New Lambton. Longer-term renewal will also occur around train stations and brownfield sites, as they become available.
- Improved connectivity to global, national, regional and metropolitan destinations are focused around the rail, road, port and airport networks. This must be supported by priority bus corridors, improved road planning, growing public transport mode share to reduce road congestion, and new rail corridor infrastructure investment.
- The urban renewal corridors are the potential focus for future transit improvements with immediate bus routes improvements and the introduction of frequent services supporting increases in connectivity between strategic centres.
- Catalyst areas as the short-term focus for housing, employment and infrastructure investment are Newcastle City Centre, Beresfield-Black Hill, Broadmeadow, Callaghan, John Hunter Hospital, Kotara and Newcastle Port.

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## Port Stephens

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### **Hunter Regional Plan 2036**

Port Stephens Local Government Area contains a mix of rural land, towns, villages and coastal areas largely focused along the Tomaree Peninsula that are a major recreational, tourist and retirement destination. Newcastle Airport provides capacity to grow defence and aerospace-related industries.

### **Draft Greater Newcastle Metropolitan Plan 2036**

- Part of Port Stephens include Raymond Terrace and Medowie, which are part of the arc of lifestyle centres
  - Williamtown RAAF Base, Newcastle Airport and Tomago employment precinct are trading hubs whose links to the national freight and transport networks will be maintained and strengthened. This includes Nelson Bay Road, Tomago Road and the Pacific Highway.
  - Newcastle Airport has capacity for increased domestic and international flights, and supports tourism within Greater Newcastle.
  - The potential defence and aerospace hub at the airport is a major opportunity for economic growth, as is the manufacturing and industrial cluster around Tomago, which has strong links to the Port.
  - Growth at Medowie needs to be managed to protect drinking water supplies.
  - The Blue and Green Grid includes areas that support the coastal koala population, Stockton Beach, Heatherbrae Botanic Gardens and the Hunter River.
  - As renewal occurs, the identity, rural setting and values of the historic river port city of Raymond Terrace must be protected.
- New housing will be built over the longer-term at Medowie and in the short-medium term in Raymond Terrace as it grows northwards.
  - Port Stephens Council will work with Newcastle City Council to coordinate housing and infrastructure development in Fern Bay to protect transport connections between the Newcastle Airport and Newcastle Port.
  - Williamtown and Tomago are catalyst areas and an immediate focus for employment and infrastructure investment.



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# APPENDIX

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## CONSIDERATIONS FOR PLANNING PROPOSALS

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The objectives of the Ministerial Section 117 Directions listed in the table below were considered in the preparation of the draft Greater Newcastle Metropolitan Plan 2036. A Planning Proposal may be inconsistent with the terms of these Ministerial Section 117 Directions if it is in accordance with the actions in this draft Plan.

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Considerations
1.1 Business and Industrial Zones
1.2 Rural Zones
1.5 Rural Lands
2.1 Environmental Protection Zones
3.1 Residential Zones
3.2 Caravan Parks and Manufactured Home Estates
3.4 Integrating Land Use and Transport
5.1 Implementation of Regional Strategies

# GLOSSARY

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## Affordable housing

Housing for very low and low income households where rent or mortgage payments are below 30 per cent of gross household income or the household is eligible to occupy rental accommodation under the National Rental Affordability Scheme.

## Arc of lifestyle centres

Cities, towns and villages in Greater Newcastle that are generally located to the west of the Pacific Motorway. This includes communities at Morisset, Medowie, Cessnock, Branxton, Maitland and Raymond Terrace.

## Biodiversity

'Biodiversity' or 'biological diversity' describes the variety of life on Earth – the life forms, the different plants, animals and microorganisms, the genes they contain and the ecosystems they form. It is usually considered at three levels: genetic diversity, species diversity and ecosystem diversity.

## Blue and Green Grid

The network of open space and waterways throughout Greater Newcastle, including recreation areas, bushland, farms, drinking water catchments, rivers, lakes, other waterways, and beaches.

## Catalyst areas

Catalyst Areas are places of metropolitan significance where a planned approach will drive the transformation of Greater Newcastle as a metropolitan city.

## City frame

The outer boundary of the Greater Newcastle Metropolitan Area which contains an arc of lifestyle centres and iconic tourism destinations which frames the city core and city heart (Newcastle City Centre).

## Climate change

A change in the state of climate that can be identified by changes in the mean and/or the variability of its properties, and that persists for an extended period, typically decades or longer (Garnaut Review, 2008).

## City core

The city core comprises the urban area to the east of the Pacific Motorway, south of the Hunter River, and north of the northern shore of Lake Macquarie. This area includes the strategic centres of Newcastle City Centre, Charlestown, Cardiff-Glendale, Kotara, John Hunter Hospital, and Callaghan.

## Employment lands

Land zoned for industrial or similar purposes in planning instruments, and generally lower density employment areas containing concentrations of businesses involved in manufacturing, transport and warehousing, service and repair trades and industries, integrated enterprises with a mix of administration, production, warehousing, research and development, and urban services and utilities.

## Greater Newcastle

The area covering Cessnock, Lake Macquarie, Maitland, Newcastle and Port Stephens Local Government Areas.

## Greenfield housing

A new housing development area that has not been previously developed or used for other urban purposes.

## Global gateways

The Port of Newcastle and Newcastle Airport

## Housing choice

The types of housing available to meet the current or future needs of the community. Housing choice is driven by factors such as the make-up of the population, affordability and lifestyle trends

## Housing continuum

The housing continuum refers to all types of dwellings, apartments, terraces and villages. It refers to different tenures including dwellings that are owned outright, mortgaged or rented, and it also refers to homes occupied by single people, families and groups, as well as households living in housing stress through to people with high incomes.

## Housing density

One of several measures that describe how intensively an urban area is developed. It is normally measured as the number of dwellings in a given area.

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## Housing types

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Forms of housing, such as single dwellings, boarding houses, dual occupancies, group homes, hostels, multi-dwelling housing, residential flat buildings, secondary dwellings, semi-detached dwellings, seniors housing and shop top housing.

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## Hunter Region

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The Local Government Areas (LGAs) of Cessnock, Dungog, Lake Macquarie, Maitland, Mid Coast, Muswellbrook, Newcastle, Port Stephens, Singleton and the Upper Hunter.

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## Hunter Special Infrastructure

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### Contributions

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Set out the state infrastructure and development contributions to support the growth and development of Greater Newcastle and the wider Hunter Region

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## Infill development

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Development in areas already used for urban purposes. Specifically, the re-use of a site within the existing urban footprint for new housing, businesses or other urban development.

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## Local centres

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Centres of local importance within the Greater Newcastle area (as identified in the Local government area narratives of the *Hunter Regional Plan 2036*, or a local planning strategy endorsed by the NSW Department of Planning and Environment.

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## Local Plans (Local Environmental Plans or Development Control Plans)

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Statutory and non-statutory plans prepared by council for a local government area to guide planning decisions by local councils. Through the use of land zoning and other development controls, a local plan is typically the main mechanism for determining the type and amount of development which can occur on each parcel of land in NSW. Local plans are the main planning tool that shapes the future of communities and ensures local development is appropriate.

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## Mixed-use area

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Areas that facilitate a mixture of commercial, retail, residential and other land uses based on market demand and investment confidence rather than single land use zone boundaries.

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## Newcastle City Centre

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The strategic centre of Newcastle, stretching from Wickham in the west to Newcastle East in the east. Newcastle city centre is also referred to as the city heart of Greater Newcastle.

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## New economy

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Characterised by strong focus on service based and population serving sectors, and implies a transition from a manufacturing -based economy.

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## Opportunity sites

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The Hunter Development Corporation will identify opportunity sites within or adjoining Catalyst Areas to support and facilitate their growth and development

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## Strategic centres

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Centres of strategic importance within the Greater Newcastle area (as identified in the Hunter Regional Plan 2036).

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## Transit-oriented development

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Creation of compact, walkable, pedestrian-oriented, mixed-use communities centered around high quality public transport systems, with reduced dependence on cars for mobility.

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## Transport interchange

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An interchange between different modes of transport or a place connecting different modes of transport. Newcastle Interchange at Wickham is an example of a transport interchange in Greater Newcastle.

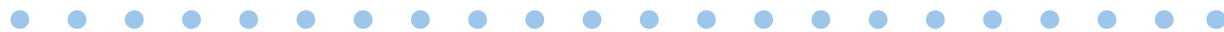


Stockton beach

# ENDNOTES

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# 2036

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