



GREATER Newcastle Metropolitan Plan

2036





Acknowledgement

NSW Department of Planning and Environment acknowledges the Traditional Custodians of the land and pays respect to all Elders past, present and future.

September 2018

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Cover image:

The Olive Tree Market in Civic Park, Newcastle
courtesy of Little Kite Photography for The Olive Tree Market

Foreword



Greater Newcastle is emerging as one of Australia's most dynamic and vibrant metropolitan cities.

After its proud industrial heritage as a mining and steel city, it is evolving into a service, creative and knowledge city. Significant investment has revitalised the city centre, boosted tertiary education, health and medical innovation, and seen the emergence of a nationally significant defence and aerospace industry.

Greater Newcastle will increasingly attract business and skilled workers from across Australia and the Asia-Pacific with its business flexibility and enviable coastal lifestyle around some of the best beaches in the country. As national and international investment grows, so will the metropolitan area's identity as a global leader in the new economy, entrepreneurship and technological innovation.

The first ever *Greater Newcastle Metropolitan Plan 2036* builds on our dynamic and entrepreneurial city centre, strong industrial employment base, diversified economy and desirable lifestyle. It capitalises on extensive investment from State, Commonwealth and private partners by coordinating and linking places and ideas. It also responds to changing global economic trends, including new smart technologies, creative and sharing economies, and global connectedness.

A strategic approach to metropolitan planning in Greater Newcastle will help realise the vision set out in the *Hunter Regional Plan 2036* to be the leading regional economy in Australia, with its heart being a vibrant new metropolitan area.

Metropolitan cities succeed and perform best when all tiers of government collaborate 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* to ensure it delivers on this vision as Australia's newest and emerging economic and lifestyle city, that is connected with northern NSW and acknowledged globally as dynamic, entrepreneurial, desirable and a national leader in the new economy.

Thank you to all the individuals and groups who provided feedback on the draft Plan during its public exhibition in late 2017 and 2018.

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

Anthony Roberts MP

Minister for Planning
Minister for Housing
Special Minister of State

Nobby's Lighthouse and Hunter River in Newcastle, courtesy of Destination NSW



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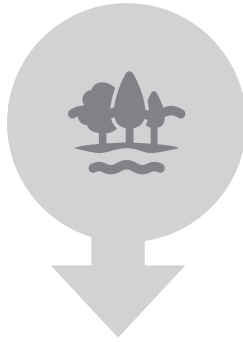
HUNTER REGIONAL PLAN 2036

Goals

The leading regional economy in Australia



A biodiversity-rich natural environment



Greater housing choice and jobs



Thriving communities



GREATER NEWCASTLE METROPOLITAN PLAN 2036

Outcomes

Create a workforce skilled and ready for the new economy

Enhance environment, amenity and resilience for quality of life

Deliver housing close to jobs and services

Improve connections to jobs, services and recreation

Strategies

- 1** Reinforce the revitalisation of Newcastle City Centre and expand transformation along the waterside
- 2** Grow the airport and aerospace and defence precinct at Williamstown
- 3** Increase domestic and global trade capabilities at Newcastle Port
- 4** Grow health precincts and connect the health network
- 5** Expand education and innovation clusters
- 6** Promote tourism, major events and sporting teams on the national and international stage
- 7** Respond to the changing land use needs of the new economy
- 8** Address changing retail consumer demand
- 9** Plan for jobs closer to homes in the Metro frame

- 10** Create better buildings and great places
- 11** Create more great public spaces where people come together
- 12** Enhance the Blue and Green Grid and the urban tree canopy
- 13** Protect rural amenity outside urban areas
- 14** Improve resilience to natural hazards
- 15** Plan for a Carbon Neutral Greater Newcastle by 2050

- 16** Prioritise the delivery of infill housing opportunities within existing urban areas
- 17** Unlock housing supply through infrastructure coordination and delivery
- 18** Deliver well-planned rural residential housing areas
- 19** Prepare local strategies to deliver housing

- 20** Integrate land use and transport planning
- 21** Prepare for technology-enhanced mobility changes that improve connectivity
- 22** Create higher speed connections to Sydney to encourage new employment opportunities
- 23** Protect major freight corridors

A Metropolitan Plan for GREATER Newcastle

As Australia’s seventh largest city and global gateway for northern NSW, Greater Newcastle faces a new future with investment in aviation, transport, education, health and tourism.

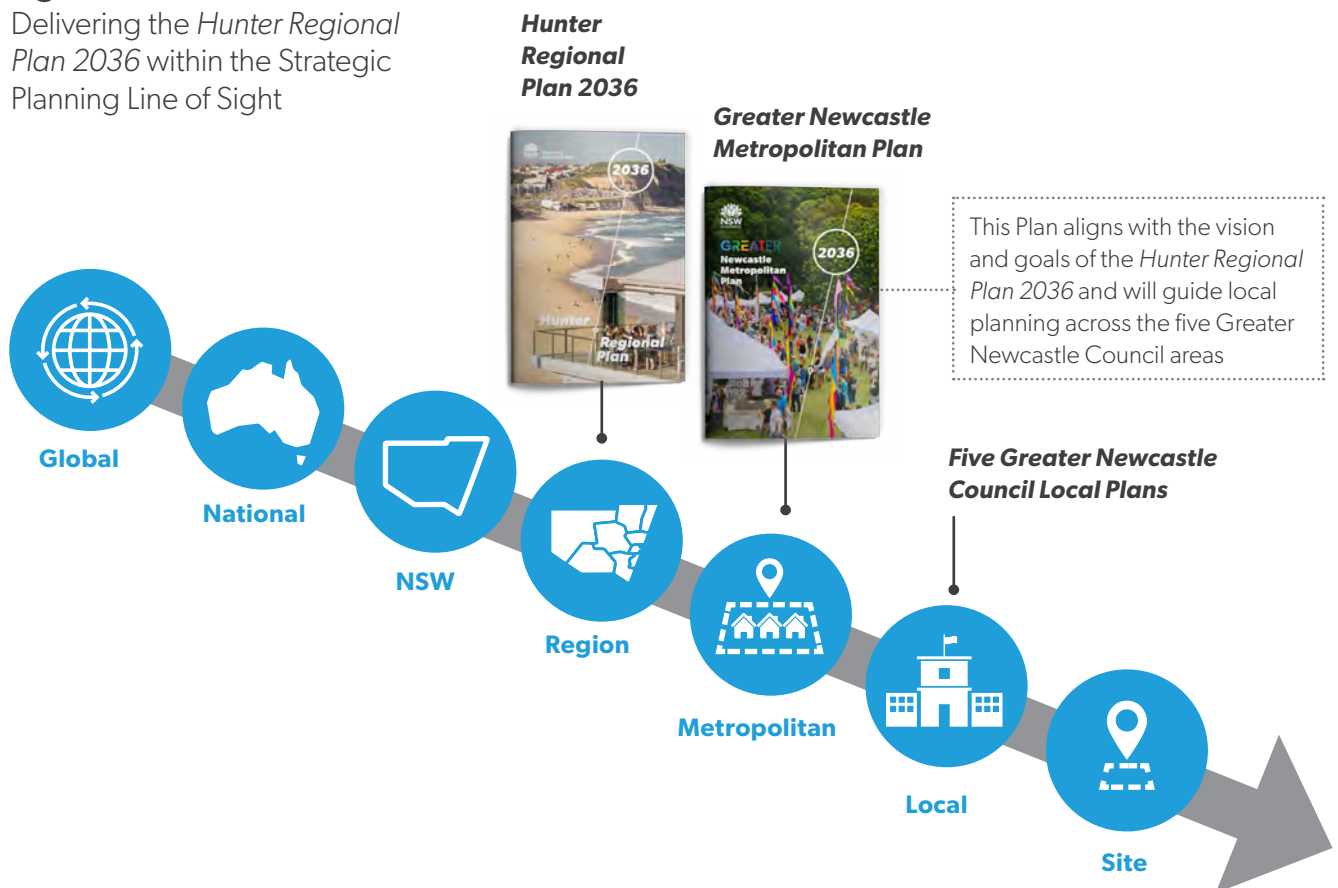
This first-ever Metropolitan Plan for Greater Newcastle, and first for a non-capital city in Australia, aims to capitalise on this investment through a collaborative approach.

The 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, which together make up Greater Newcastle.

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

Figure 1:

Delivering the *Hunter Regional Plan 2036* within the Strategic Planning Line of Sight



GREATER Newcastle's Past, Present and Future

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.

Locomotive engine being repaired outside the Hydraulic Engine House, Carrington, courtesy of the Snowball Collection



Newcastle, East end, coal loader c. 1875, courtesy of the Newcastle Library Collection

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.

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 were 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 the Hunter.

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

Stewarts and Lloyds Pty Ltd tube mills, courtesy of the Newcastle Library Collection



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.¹ As a base for start-up businesses, Greater Newcastle's inner-city suburbs are increasingly 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. The \$470 million investment in the new Maitland Hospital, budget funding for improvements to the Calvary Mater and John Hunter Hospitals, together with additional investment in private hospitals, is further enhancing 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 Newcastle Cruise 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 opportunities together.

Lee Wharf and The Boardwalk, Honeysuckle



Transitioning



Metropolitan





An emerging metropolitan city with global appeal

Greater Newcastle's recent economic renaissance indicates that it has both the capacity and resilience to respond to global megatrends of change and the competitive pressures they pose. Globalisation has made Greater Newcastle more integrated with the world economy and this trend is set to continue. Growth in China and India will increase demand for resources and resource-related engineering services, food and beverage manufactures, education, tourism and health services from those countries.

New transport technology will be another key opportunity for Greater Newcastle due to the development of what is possibly the world's first automated vehicle (AV) implementation strategy supported by the NSW Government, that will leverage its strengths in advanced manufacturing and aeronautical engineering.

Greater Newcastle is well positioned with its aeronautical, defence and smart technology sectors to develop niche manufacturing and technology to be able to leverage AV early adopter status. If this is managed well, Greater Newcastle will be able to export to Australia and the world, high value AV technology, goods, and services.

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 will 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 *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 will showcase successful urban transformation by bringing people back to the Newcastle city centre, connecting to its beaches, lakes and rivers, and enhancing the unique heritage, parklands and wineries. This will help to achieve the vision as one of Australia's most dynamic and vibrant metropolitan cities and sets the foundation for a confident and optimistic outlook. It will also provide a template for continued transformation across other parts of the metropolitan area, including Broadmeadow, North West Lake Macquarie, Cessnock, Central Maitland, Charlestown and Raymond Terrace.

Clockwise from below: Riverlights Multicultural Festival in Maitland, courtesy of Maitland City Council; Surfhouse Restaurant, Merewether, courtesy of Destination NSW; Newcastle Jets playing at McDonald Jones Stadium in Newcastle; Yachts moored in Lake Macquarie; Newcastle Airport; Grape vines at Tyrrell's Wines, Pokolbin







Figure 2:
Greater Newcastle Vision 2036



Vision

Australia's newest and emerging economic and lifestyle city, connected with northern NSW and acknowledged globally as:

- **dynamic and entrepreneurial, with a globally competitive economy and the excitement of the inner city and green suburban communities**
- **offering great lifestyles minutes from beaches or bushland, the airport or universities, and from the port to the lake**
- **a national leader in the new economy, with smarter cities and carbon neutral initiatives, and with collaborative governance that makes it a model to others in creating and adapting to change.**

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 3: Greater Newcastle





1. Metro heart

Newcastle City Centre is at the heart of Greater Newcastle. It 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 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 metro heart.

2. Metro core

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

With nearly two-thirds of Greater Newcastle's homes and jobs, the metro core is well positioned for improved integration of transport and services through intensification of activity. Many residents live within 30-minutes of their work place or centres providing services for their daily needs. More transport options to these centres, including cycle paths, buses and trains will bring these places closer together.

The renewal and revitalisation underway in the metro heart will spread along major transport corridors of the metro core as far as Warners Bay and Belmont. This will integrate the new economic and knowledge centres at John Hunter and Calvary Mater hospitals and the University of Newcastle, with the renewal opportunities at the Throsby Precinct of Newcastle Port, North West Lake Macquarie and Broadmeadow.

3. Metro frame

Greater Newcastle is framed by an arc of cities and towns 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. They will become more closely connected with each other, to the metro core and metro heart.

It is also home to Central Maitland – a growing administrative and civic centre for the metro frame, and East Maitland – an emerging health and retail service centre. These strategic centres are some of the fastest growing in regional NSW that will continue to provide housing, jobs and services for communities across the metro frame.

Cessnock, Kurri Kurri, Morisset and Raymond Terrace will also provide local housing and jobs opportunities, and 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.

4. 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 link of the metropolitan area.

Greater Newcastle's trading hubs include Beresfield–Black Hill, manufacturing sites at Tomago, Cardiff, 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. This also reduces the volume of freight trains through urban areas. 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.

5. Iconic tourism destinations

Home to nationally and internationally significant tourism destinations and events, a visit to Greater Newcastle leaves lasting memories of the area's amenity, natural environment, heritage and lifestyle. Visitors, residents and students are attracted to Greater Newcastle's diverse sporting and event venues, such as Surfest and Supercars with a ribbon of surf beaches, unique waterways and world heritage listed national parks. The cluster of vineyards and wineries add to Greater Newcastle's tourism appeal and make it an important economic and lifestyle city.

Delivering Strong Leadership to Shape GREATER Newcastle

Collaborative partnerships

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
- drawing on the newly established Committee for the Hunter 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, implementation and monitoring processes, with support from the Department of Planning and Environment. Progress on implementing the Plan will also be reported to other existing governance bodies, such as the Hunter Regional Leadership Executive.

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

Delivery focused

To deliver the *Greater Newcastle Metropolitan Plan 2036*, all levels of government, the private sector and the community will need to work together.

The Implementation Plan provides details of how councils and other relevant planning authorities will give effect to the *Greater Newcastle Metropolitan Plan* and includes actions to:

- assess development applications with reference to the outcomes of this Plan
- prepare local planning strategies, including local housing strategies
- prepare or amend development control plans, including comprehensive master planning
- prepare planning proposals consistent with the actions in this Plan.

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

The Implementation Plan provides details of seven implementation programs that identify work to be completed within the first two years of implementing this Plan, as well as ongoing work by local and State governments that contribute to implementing the Plan. These programs work towards progressing multiple actions from this Plan and the *Hunter Regional Plan 2036*.

Monitoring and review

Annual reporting on the Metropolitan Plan will be included in the reporting on the *Hunter Regional Plan 2036*.

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.

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:



Bilbao, Spain



Cardiff, Wales



Gothenburg, Sweden



Halifax, Canada



Malmö, Sweden



Portland, USA



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.²

Hunter Special Infrastructure Contribution

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. The Hunter SIC will help deliver the goals of the *Hunter Regional Plan 2036* and this 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.

Hunter Expressway, Hunter Valley



The Queen Elizabeth ship arriving in Newcastle Port. Increased tourism in Greater Newcastle will help grow the new economy. Image courtesy of Fivespice Creative.



Outcome 1:

Create a workforce skilled and ready for the new economy

Greater Newcastle's diversified and resilient economy will expand on 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.

Being part of the Asia Pacific and centrally located on the eastern seaboard of Australia positions Greater Newcastle to grow industries and to attract firms and skilled workers from many areas.

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 mathematics will service these activities.

These gateways mean Greater Newcastle will attract increased domestic and international tourists through its iconic tourist destinations, including through increased accessibility and promotion of the world-renowned vineyards at Pokolbin, surf beaches, vibrant city centres and daytime and night-time cultural experiences.

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

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

Greater Newcastle provides many of the health services for northern NSW via John Hunter Hospital, specialised oncology services at the Calvary Mater Hospital, faculties at the University of Newcastle, and medical research leadership at the Hunter Medical Research Institute. Greater Newcastle was also a trial region for the National Disability Insurance Scheme. These facilities and initiatives will expand research, medical professionals and specialist health services to position Greater Newcastle as a national health services hub.

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.

While direct access to world markets provided by its port and airport is a great advantage for Greater Newcastle, significant numbers of domestic and foreign tourists access the regional market from Sydney, along with significant volumes of trade. The combination of the new Hunter Expressway (HEX) and North Connex will increase that access, as would potential future investment in faster or high-speed passenger rail, and new freight rail capacity.

Proximity to Sydney will grow domestic visitation, with increased international visitors expected due to investments in Newcastle Airport and the new Newcastle Cruise Terminal. National sporting and cultural events, like Surfest, Supercars, international sporting games and nationally touring artists at venues in the vineyards and Newcastle will continue to bring Greater Newcastle to the global stage.

Continuing a history of innovation

Greater Newcastle and the broader Hunter has historically demonstrated expertise and innovation across a range of industry sectors. Building on its comparative strengths, Greater Newcastle will be an environment attractive to entrepreneurs and conducive to innovation. Responding to Macro Plan Dimasi's *Greater Newcastle Metropolitan Strategy – Economic Prospects to 2036*³, the Metropolitan Plan will strengthen connections between people, education and employment.

In particular the Metropolitan Plan will facilitate a skilled workforce by:

- providing access to diverse, quality education providers who themselves have strong linkages to existing and emerging industry sectors
- providing creative, affordable work spaces close to home
- providing quality physical and virtual infrastructure connecting Greater Newcastle to the world
- providing a high amenity environment with an enviable lifestyle, where you can work and play.

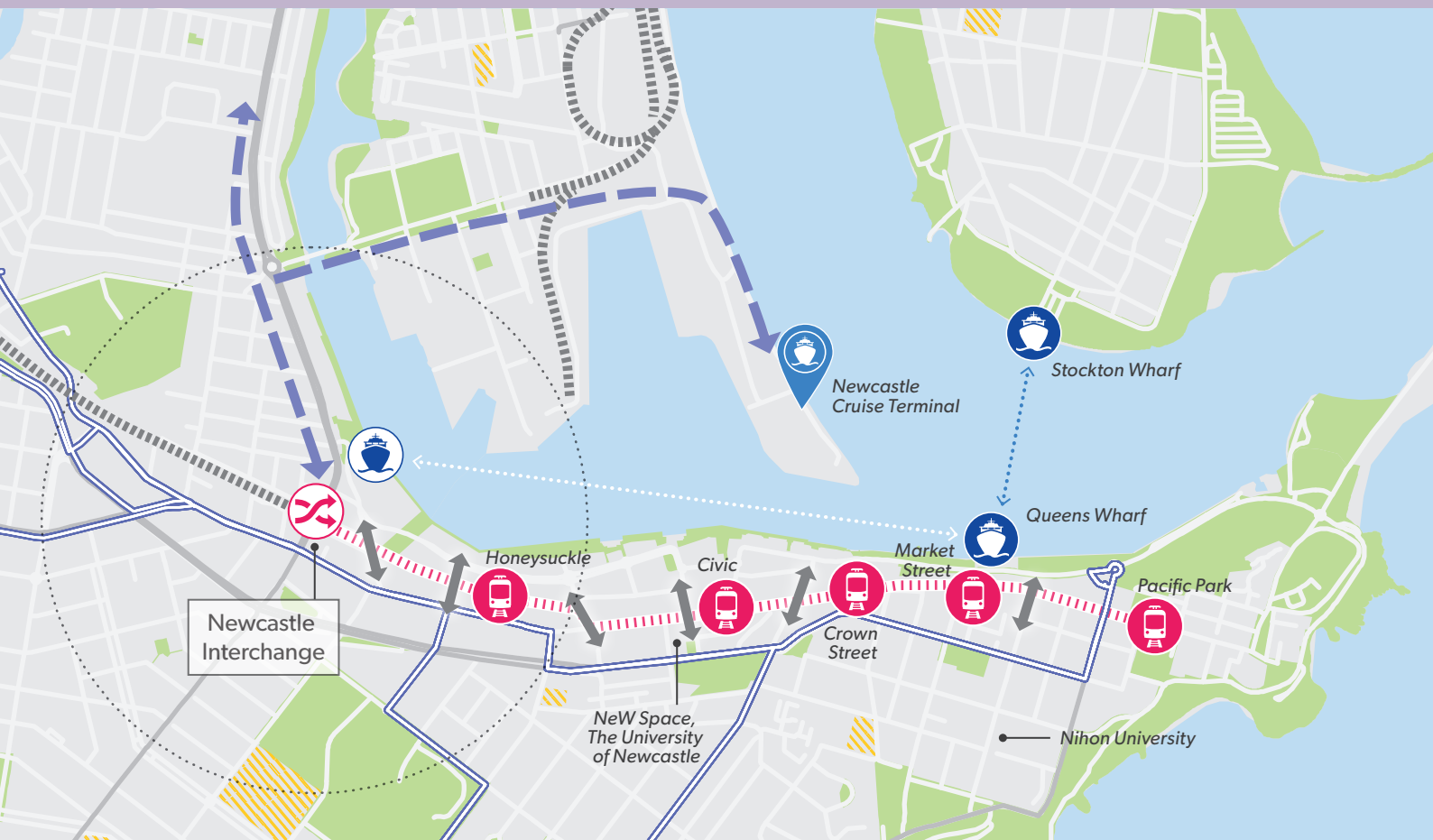
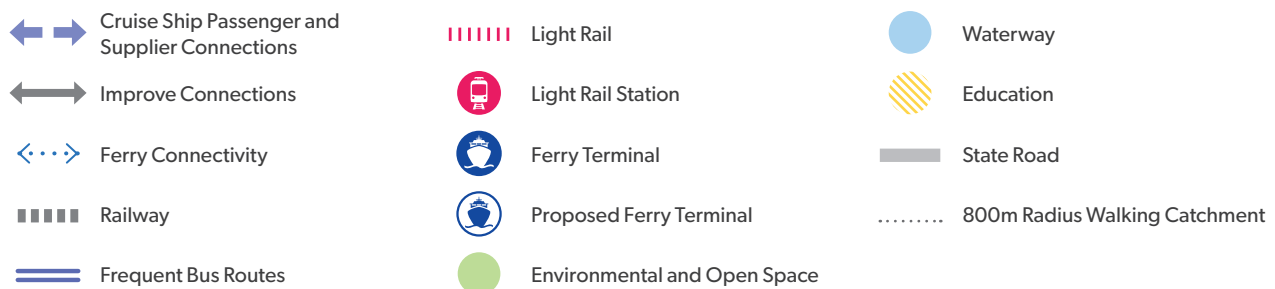


Figure 4: Connectivity
Newcastle City Centre
2018



Strategy 1

Reinforce the revitalisation of Newcastle city centre and expand transformation along the waterside

Newcastle City Centre has undergone significant transformation following infrastructure investment in the Newcastle Light Rail and Newcastle Interchange. Public 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 Transport for NSW and in collaboration with Newcastle City Council, the community, industry and local business to shape the revitalisation of the city centre and attract people, jobs and tourism.

The revitalisation program is linking with investment in the University of Newcastle NeW Space campus and the new 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 will 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, 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 being 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

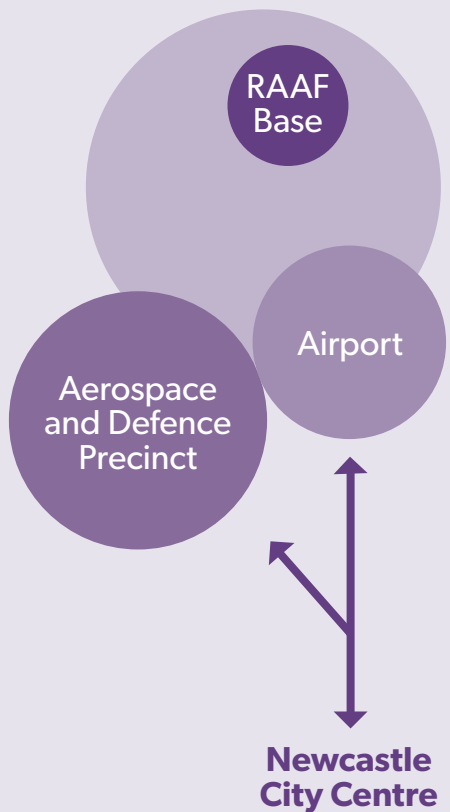
- 1.1** Hunter Development Corporation, through the *Revitalising Newcastle Program*, will:
 - coordinate the delivery of frequent and reliable travel to and through the city centre via the Newcastle Light Rail, Newcastle Bus Interchange and Newcastle Interchange
 - provide opportunities for new housing 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.
- 1.2** Hunter Development Corporation 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.
- 1.3** Newcastle City Council will align local plans to enable continued investment in Newcastle City Centre that is consistent with this Plan.



The boardwalk at Honeysuckle Precinct, Newcastle



Top: Williamstown Aerospace Centre, courtesy of Williamstown Aerospace Centre Holdings; Bottom left: Pilots at Williamstown RAAF Base, courtesy of Lockheed Martin; Bottom right: F-35 Lightning II at Williamstown RAAF Base, courtesy of Lockheed Martin



Passengers

1.2m → 2.6m
2016 → 2036



Jobs

5,300 → 8,300
2016 → 2036



Joint Strike Fighter (F-35) squadron base

Transport



25-minute drive



45-minute bus ride
(Improved public transport connections to be investigated)



Strategy 2

Grow the airport and aerospace and defence precinct at Williamtown

Williamtown will increase its role as a nationally significant aviation and defence hub, with a major role in the Asia Pacific. The precinct will leverage the investments in Newcastle Airport, the RAAF Base and the Williamtown Defence and RAAF Airport Related Employment Zone (DAREZ).

The RAAF Base employs over 3,500 people and will be the primary location for the Joint Strike Fighter (F-35) squadron. It will also be the maintenance facility to service these advanced fighters from countries across the Asia Pacific.⁴

By 2036, it is projected that Newcastle Airport will fly a minimum of 2.6 million passengers annually, with aspirations for this to be 5 million passengers annually by 2036. 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 also be protected to enable its ongoing growth.

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

Feasibility and additional master planning work will explore potential air freight opportunities and 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 currently a limitation on investment. A measured response that accelerates development and maximises total benefits over costs will be developed to drive further investment.

Actions

2.1 Newcastle Airport, the Hunter Development Corporation and Port Stephens Council will:

- work with Transport for NSW to develop a travel demand management plan for the Defence and Airport Related Employment Zone and options for optimising movement, place outcomes and minimising congestion
- provide development-enabling infrastructure and address environmental constraints to facilitate the growth and development of the Williamtown Defence and Airport Related Employment Zone for aerospace and defence industries and associated complementary uses.

2.2 Transport for NSW will:

- identify transport corridors that can cater for improved bus services to Williamtown to support increased worker and passenger movements
- work with Port Stephens and Newcastle City councils to align local plans to protect transport corridors and ensure proposed changes in land uses minimise the cumulative impact on the operation of the road network.

2.3 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 the Defence and Airport Related Employment Zone over time.

2.4 Newcastle Airport, Transport for NSW and Port Stephens and Newcastle City councils will investigate transport improvements between Williamtown, Newcastle City Centre and other destinations in the metro frame.

Strategy 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 global trade networks.

Coal represents 91% of the value of exports, with 161 million tonnes of coal shipped in 2016.⁵ The capacity for manufactured goods and primary products to be exported will be expanded by diversifying port activities to enable agricultural businesses in the Hunter and wider NSW to more easily and efficiently export directly to Asia.

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

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

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

Cruise shipping will grow as an expanding tourism industry for Greater Newcastle. Home porting, where ships start and finish their destination, will deliver additional economic value via more cruise ships, more interstate and international visitors and an opportunity for local businesses to supply goods and services to ships.



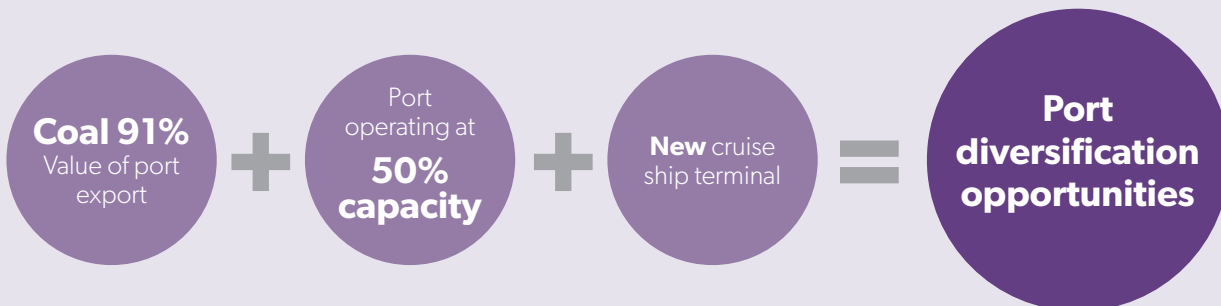
Wind turbines at Mayfield

Actions

- 3.1** The Department of Planning and Environment, working with the Port of Newcastle, will facilitate the diversification of activities at Newcastle Port to adapt to changing global demand for trade and tourism through the Three Ports State Environmental Planning Policy.
- 3.2** The Port of Newcastle will:
 - work with the Hunter Development Corporation to build capacity of the Newcastle Cruise Terminal as a home port
 - work with Transport for NSW to provide public transport connections between Newcastle Port and Newcastle City Centre to service visitors and workers of the Newcastle Cruise Terminal.

Newcastle Port

2016



Strategy 4

Grow health precincts and connect the health network

The John Hunter Health Precinct is Greater Newcastle's busiest health precinct, and is the tertiary referral hospital for northern NSW, as well as providing 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.

The Local Health District will finalise plans to grow the John Hunter Health Precinct and connect the region's health network, while also progressing plans to develop the new Maitland Hospital at East Maitland for which \$23.5 million of the total \$470 million investment is allocated.

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. These will be 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 private providers of care and wellness for older residents.

Figure 5: Major Health Precincts in Greater Newcastle



- | | |
|--------------------------|---------------------------|
| 1. Cessnock | 9. Charlestown |
| 2. Kurri Kurri | 10. Toronto and Gateshead |
| 3. East Maitland | 11. Belmont |
| 4. Raymond Terrace | 12. Morisset |
| 5. John Hunter | |
| 6. Calvary Mater Waratah | |
| 7. Lingard Merewether | |
| 8. Warners Bay | |

Actions

4.1 Hunter New England Health and the private health sector, working with Greater Newcastle councils and Transport for NSW, will:

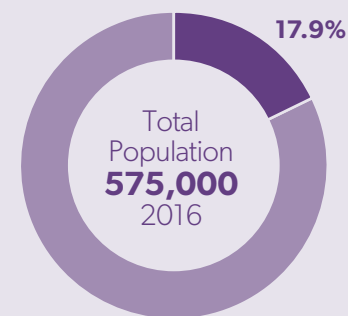
- facilitate the development of allied health, education, training, hotels, aged care services and research facilities at the John Hunter and East Maitland health precincts, strategic centres, and other major health precincts
- respond to public transport and road network improvements, and manage parking
- locate all new major health facilities in strategic centres, existing major health precincts or in locations that have a high level of public transport connectivity such as railway stations.

4.2 Greater Newcastle councils will amend local plans to:

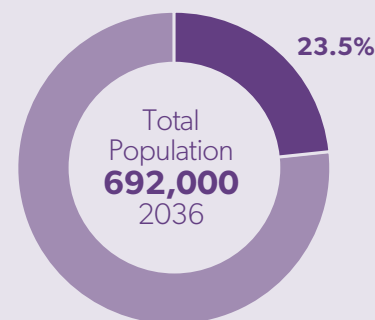
- facilitate complementary land uses within proximity of health precincts
- prioritise planning for seniors housing and aged care services close to frequent public transport and within centres.

Ageing Population

2016-2036



102,800
population aged 65
and over in 2016



163,100
population aged 65
and over in 2036

Strategy 5

Expand education and innovation clusters

Greater Newcastle will be one of Australia's major university cities with a number of international education and research institutions clustered throughout the metropolitan area. 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.

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.

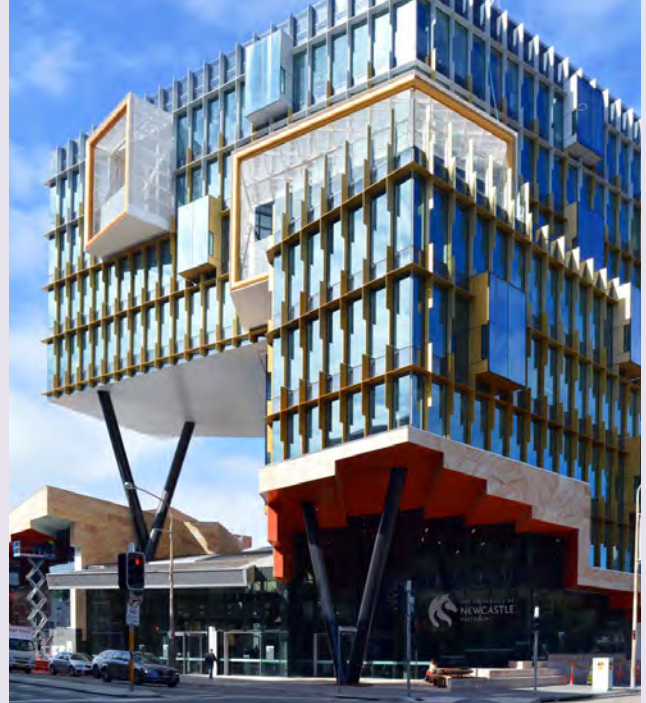
Vocation education providers (including TAFE) will also support the development of a skilled workforce by developing training clusters that complement regional economic strengths in hospitality or viticulture at Cessnock. The NSW Government is also committed to future enrolment growth for primary and secondary education, including funding for planning of the Newcastle Education Precinct.

Actions

5.1 Greater Newcastle councils will ensure local plans:

- facilitate complementary land uses that diversify metropolitan education and innovation clusters, including research institutions, related business and student housing
- respond to and encourage development of new education and innovation clusters in strategic centres and on brownfield sites.

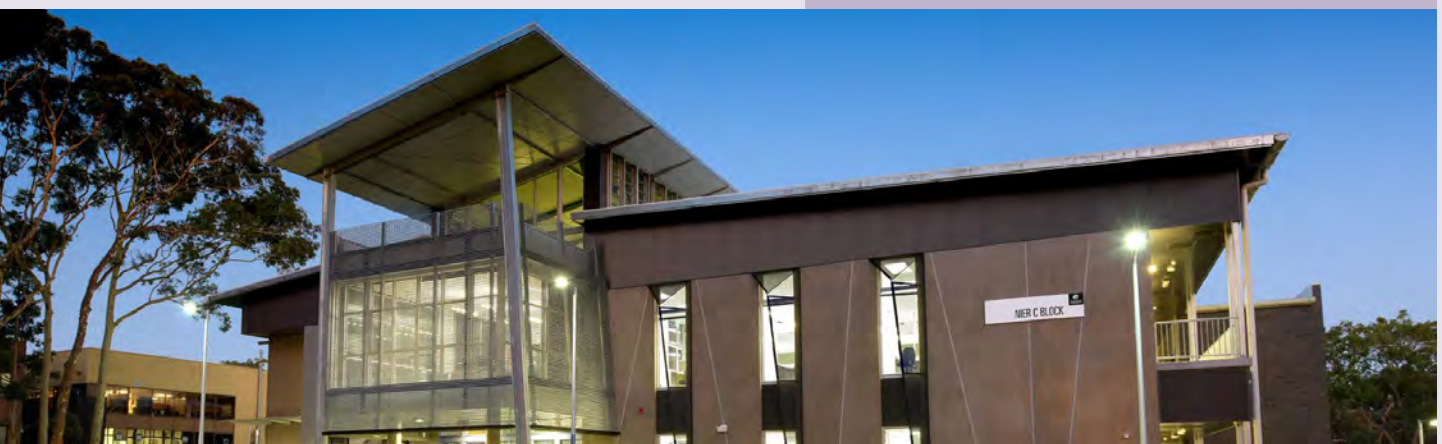
5.2 Hunter Development Corporation, the Department of Planning and Environment and Department of Premier and Cabinet will develop a prospectus and market Greater Newcastle to research institutions, innovative business, and national and international universities, with the target of four universities in Greater Newcastle by 2036.



Clockwise from above: University of Newcastle NeW Space campus, courtesy of Office of Regional Development; The Matildas, courtesy of Grant Sprule; Bitter & Twisted Festival in Maitland Gaol, courtesy of Maitland City Council; Newcastle Institute for Energy and Resources, courtesy of Murray McKean Photography (supplied by UoN)

Metroplitan education and innovation clusters

- Callaghan – University of Newcastle
- The Newcastle Institute for Energy and Resources and nearby CSIRO Energy Centre at Steel River
- The Newcastle City Centre – NeW Space campus, UoN expansion, future Nihon campus and Three76 Innovation Hub
- New Lambton Medical Precinct – John Hunter Hospital and Hunter Medical Research Institute
- Williamtown – emerging DSA-18 defence, security and aerospace hub
- Charlestown – Charlestown Innovation Precinct (ChIP)
- Avondale College at Cooranbong
- NSW TAFE Hunter Institute with nine campuses in Greater Newcastle





Strategy 6

Promote tourism, major events and sporting teams on the national and international stage

Greater Newcastle will be promoted for its high amenity, natural environment, heritage and great lifestyle, which will grow visitor numbers to the metropolitan area.

The iconic tourism destinations, major events and supporting major sporting teams are essential parts of the identity and branding of Greater Newcastle.

Global gateways at Newcastle Airport and the Port of Newcastle have expanding capacity to welcome more visitors to Greater Newcastle and the Hunter. Improved higher speed connections to Sydney will also make it quicker and easier for tourists to travel north for the wide range of experiences on offer in Greater Newcastle. Northern and western transport connectivity improvements will also help to grow the number of visitors.

Existing iconic tourism destinations, such as Newcastle City Centre, the internationally renowned vineyards and wineries around Cessnock, Lake Macquarie and Nelson Bay to the north of Greater Newcastle are drawcards, with opportunities for additional tourism infrastructure like more diverse visitor accommodation, easier transport connections and packages of events and activities.

Larger and more frequent festivals and events as well as live music will attract more tourists. Retaining and enhancing the places where these occur, as well as making access and transport easier, will enable more visitors and local communities to enjoy and participate in cultural and entertainment activities.

New opportunities to develop tourism experiences include the recreational amenities of Lake Macquarie and the coastline, national parks, and cultural tourism in the historic river and mining towns of Maitland, Cessnock and Raymond Terrace, and villages such as Morpeth, Wollombi and Catherine Hill Bay. Greater Newcastle's residents can benefit from the new offerings as well as increased local employment opportunities as tourist numbers increase.

Actions

- 6.1** Hunter Development Corporation, in collaboration with Greater Newcastle councils and other major stakeholders, will:
- establish the identity and brand of Greater Newcastle as an internationally recognised metropolitan city
 - promote the competitive advantages of Greater Newcastle to domestic and international markets to enable coordinated growth of health, education and tourism sectors.
- 6.2** 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.
- 6.3** Greater Newcastle councils will align local plans to:
- increase flexibility for new tourism proposals (buildings, hotels, spaces, and activities) within strategic centres, throughout the metro core including Stockton, and rural and environmental areas in the metro frame that do not affect the environmental features, viticulture or other agricultural industries, or natural amenity
 - enable major events in strategic centres and other suitable locations 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.

Strategy 7

Respond to the changing land use needs of the new economy

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.

A 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 West Lake Macquarie former power station sites at Wangi Wangi, Munmorah and Vales Point (still operational).

Vacant or underutilised sites in the Throsby Basin and elsewhere in the metro 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 reflects the important contribution that small business is already making to the Greater Newcastle economy.

Development of the Greater Newcastle Employment Lands Prospectus will ensure economic opportunities are leveraged and new investment attracted to the region.



Pumphouse School of Design, Wickham, courtesy of Fivespice Creative

Actions

7.1 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
 - responding to the challenge of balancing the vibrancy of a night-time economy with residential amenity
 - encouraging more home-based business, home-based industries and small business (under two employees plus residents) in residential areas.
- ensure an adequate supply of employment land, including industrial zoned land, to cater for demand of urban services in accessible locations.

7.2 The Department of Planning and Environment, working with Newcastle City and Lake Macquarie councils, will:

- review the role of former manufacturing land in the metro core to determine potential for new business, housing or open space
- plan for the relocation of heavy industries away from urban areas to industrial precincts including Beresfield, Tomago and other suitable locations.

7.3 Hunter Development Corporation, working with the Department of Planning and Environment, will identify, catalogue and re-use brownfield sites and buildings to continue regeneration and revitalisation, promote creative industries, innovation and entrepreneurship, and attract additional anchor institutions and cultural facilities.

7.4 Hunter Development Corporation, working with the Department of Trade and Investment, will develop an Employment Land Prospectus.

7.5 Maitland City Council will develop Rutherford as a focus of mining support and connection to the Upper Hunter, while also being responsive to planned future land uses.



Strategy 8

Address changing retail consumer demand

The retail sector is Greater Newcastle's second largest employer and services a wide catchment extending to the Upper Hunter and northern NSW.

At the same time, the retail sector is subject to changing consumer behavior and new technologies such as on-line retailing. These trends are likely to change retail land use needs in the longer term, particularly in strategic centres where there is a high concentration of retail activity such as Kotara, Greenhills, Glendale and Charlestown.

There is a need to continue to diversify retail focused centres, and provide a better mixture of activities where people can live, work and play without getting into a car. Redevelopment opportunities that deliver street activation, improved amenity and mixed uses, in places like Kotara and Greenhills, will enable the gradual transformation of these places into mixed use town centres.

The role of smaller centres in providing retail, food and other services will continue to be important. The success of main street centres, such as Darby Street and Beaumont Street in Newcastle and Warners Bay Esplanade, demonstrates the value in enabling mixed use pedestrian retail centres. Ongoing public domain improvement and main street master plans will support improvements to smaller centres.

Future locations of bulky good or big box shops will require careful planning to ensure they are in the right locations. Councils, working with the Department of Planning and Environment, will identify appropriate locations for these land uses, taking into account technological changes which will also impact distribution and influence locations for warehousing and logistics.

Actions

8.1 Greater Newcastle councils will:

- align local plans to enable diversity of uses in larger retail centres including housing, offices and recreation and adapt to changing retail activities
- undertake public domain improvements to respond to the Movement and Place framework (an integrated land use and transport planning tool used by the NSW Government to improve the liveability of places).

Strategy 9

Plan for jobs closer to homes in the metro frame

Greater Newcastle has a range of well-established strategic centres across its metropolitan area which have the potential to accommodate significant growth in the economy and become important residential, employment and entertainment precincts.

Cessnock, Central Maitland, Kurri Kurri and Raymond Terrace are emerging city centres that provide convenient access to jobs for the rapidly expanding surrounding communities. They also contain the highest diversity of economic activity, in addition to providing a wide range of services and historic civic functions. These strategic centres will continue to play a critical role in the economic development for the metro core and metro frame.

Increasing the numbers of jobs within and near the emerging city centres will assist in meeting the goals in the *Hunter Regional Plan 2056*, and reduce work related travel and congestion across the metropolitan area. Planning for jobs closer to homes becomes vital as the surrounding population grows, especially in the metro frame.

To support job growth, there is a need to attract new business investment that builds on existing strengths of these centres and to leverage opportunities in industries experiencing growth, including health and higher education. This will reinforce economic resilience of Greater Newcastle through maintaining a high diversity of employment.

An adequate supply of commercial office space for business is required in city centres, and will need to be monitored by councils to meet growing demand. Additionally, flexibility for businesses in surrounding residential zones, and the growth of shared work spaces will respond to changing workplace demand.

Actions

9.1 Greater Newcastle councils, with support from the Department of Planning and Environment, will undertake a commercial floorspace audit of strategic centres and develop job and housing targets for each strategic centre.

9.2 Greater Newcastle councils will:

- amend local plans to promote more shared workspaces for start-ups in strategic centres
- enable small business growth in residential zones close to centres and transport connections.



Outcome 2: Enhance environment, amenity and resilience for quality of life

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 can access open space and recreation opportunities within a 10-minute walk of their home.⁶ Access to open space and recreation networks will influence the quality of life of the growing metropolitan city. Where sites and facilities form part of a broader network, they will offer better walking and cycling connections, and wider urban ecology benefits.

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

The arc of centres in the metro frame offer a diverse range of settlements with their own unique character and identity. This Plan seeks to preserve the local character 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. 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.

Playground in Blackbutt Nature Reserve in New Lambton

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
and healthy
living



increased urban
greening
to ameliorate
climate
extremes.

Source: *Draft Greener Places*, Government Architect New South Wales <http://www.governmentarchitect.nsw.gov.au/policies/greener-places>

Strategy 10

Create better buildings and great places

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 important in neighbourhoods undergoing renewal and change.

Recognising that every place and every community has its own character, 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.

Councils will continue to grow centres with the support of the Department of Planning and Environment, with master planning identifying the public domain improvements and enabling infrastructure needed to support growth.

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 also 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

10.1 Greater Newcastle councils will:

- improve amenity of centres and urban renewal corridors through placemaking initiatives that strengthen the connection between people and the places they share
- enhance the design quality of the built environment by implementing the Design Objectives for NSW in local plans and developing local character statements for centres and urban renewal corridors undergoing renewal and revitalisation
- promote innovative approaches to the creative re-use of heritage places, ensuring good urban design preserves and renews historic buildings and places.

Design Objectives for NSW

Better fit:

contextual, local and of its place

Better performance:

sustainable, adaptable and durable

Better for community:

inclusive, connected and diverse

Better for people:

safe, comfortable and liveable

Better working:

functional, efficient and fit for purpose

Better value:

creating and adding value

Better look and feel:

engaging, inviting and attractive

Source: *Better Placed*, Government Architect New South Wales
<http://www.governmentarchitect.nsw.gov.au/thinking/integrated-design-policy/introducing-better-placed>



The Levee, Maitland, courtesy of Maitland City Council

Strategy 11 *Create more great public spaces where people come together*

Art and culture make a city stimulating, memorable and contribute to the beauty of a city. 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. These areas 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. The significant value of these assets will be conserved while also respecting the Aboriginal community's right to determine how they are identified and managed.

Greater Newcastle also offers a range of sporting grounds and facilities for organised sport as well as active passive recreation. The NSW Government has allocated \$5 million in a partnership with Newcastle City Council to redevelop the South Newcastle beach skate park. Enhancing access to sport and recreational facilities will encourage healthy activity and connectivity.

Actions















11.1 Greater Newcastle councils with support from the 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
- enhance community access to sporting, recreational, cultural and community services and facilities
- implement a public art strategy 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.
- provide public lookout places that maintain views to iconic buildings and vistas
- protect and enhance waterfront parkland areas
- identify, protect and celebrate Aboriginal cultural heritage, historic heritage and maritime heritage.

11.2 The Department of Planning and Environment will develop a Cultural Infrastructure Strategy for Greater Newcastle.



Figure 6: Blue and Green Grid
2018

- | | | | | | |
|---|--|---|------------------------------|--|--------------------------------------|
|  | Metro Frame |  | Centre |  | State Road |
|  | Biodiversity Corridor |  | Environmental and Open Space |  | Metropolitan Park, Reserve, Memorial |
|  | Existing Blue and Green Grid Connections |  | National Park |  | Lookout |
|  | Improve Blue and Green Grid Connections |  | Waterway |  | Metropolitan Sport Facility |
|  | Strategic Centre |  | Regional Road | | |

Strategy 12

Enhance the Blue and Green Grid and the urban tree canopy

Greater Newcastle's Blue and Green Grid creates the connections and networks linking open spaces and waterways urban parks, bushland, farms, waterways, drinking water catchments, lakes and beaches.

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 at 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 metro 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.

Councils will continue to increase tree canopy cover and permeable surfaces when planning for urban revitalisation in the city centre and metro 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

- 12.1** Greater Newcastle councils with support from the Department of Planning and Environment, will:
- improve 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 to integrate water sensitive urban design principles in local plans
 - make a cooler Greater Newcastle by greening urban areas, buildings, transport corridors and open spaces to enhance the urban forest
 - enhance nature based tourism through protection and promotion of natural assets such as Lake Macquarie and the Hexham Wetlands.
- 12.2** Greater Newcastle councils will identify local blue and green corridors and continue the rehabilitation of waterways.
- 12.3** The Department of Planning and Environment will work with the Office of Environment and Heritage and Greater Newcastle councils to ensure the long-term protection of regionally significant biodiversity corridors through strategic biocertification.
- 12.4** The NSW Office of Sport will develop a Greater Newcastle sport and recreation facilities plan.
- 12.5** The Department of Planning and Environment will pilot a Metropolitan Greenspace Program in the Greater Newcastle area.

The boardwalk in Lake Macquarie





Vineyards in Pokolbin

Strategy 13

Protect rural amenity outside urban areas

Rural areas in Greater Newcastle have a wide range of environmental, social and economic values. These rural areas need to be carefully planned for the future to provide a secure long-term future for productive and sustainable agriculture.

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 can expand its export focus, including grapes and wine from the Pokolbin area.

Urban development is generally not consistent with the values of the rural area, therefore agricultural land needs to be protected in the long term. The management of urban release areas will provide a long-term supply of land for the growth of Greater Newcastle and minimise unplanned expansion of urban uses into the rural 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.

Encouraging greater diversity in the agricultural sector through agritourism and the processing and packaging of produce and associated retail services will make the sector more sustainable. Boutique commercial, tourist and recreation activities that do not conflict with primary production offer similar opportunities. Careful management is required in the Cessnock Vineyards to ensure a balance between rural landscape, tourism and viticulture is maintained.

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

13.1 Greater Newcastle councils will align local plans to:

- enable the growth of the agricultural sector by directing urban development away from rural areas and managing the number of new dwellings in rural areas
- 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 support the growth of agricultural industries and keep fresh food available locally.

Strategy 14

Improve resilience to natural hazards

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 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 will minimise risk to life, while reducing the burden on emergency management personnel during and following natural hazard events, including earthquakes. Future planning will 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. These lands will be carefully managed to avoid encroachment by urban development to minimise bushfire risk.

Actions

- 14.1** 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
 - 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.
- 14.2** The Department of Planning and Environment will work with Greater Newcastle councils to plan for a changing climate by:
- ensuring major redevelopments 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
 - developing policies to achieve the NSW Government aspirational target of net zero emissions by 2050.
- 14.3** The Department of Planning and Environment will work with Maitland City Council to investigate and develop safe evacuation for Central Maitland during flood events.

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.

Houses with solar panels on their roofs at Cameron Park, Lake Macquarie



Strategy 15

Plan for a Carbon Neutral Greater Newcastle by 2050

The NSW Government, through the *Climate Change Policy Framework*, has set an aspirational target for New South Wales to achieve net-zero emissions. Greater Newcastle can take a lead in achieving this target and mitigating against climate change.

Many actions in this Plan support the *Climate Change Policy Framework*⁷, including integrating land use and transport, which can help reduce the carbon footprint of urban areas.

Advances in the design of buildings can make them more energy efficient and reduce costs for owners. However, there is a need to extend these principles to more than just individual buildings, and apply low carbon initiatives to wider precincts. New development has the potential to be low carbon demonstration projects, whether it be through low carbon infrastructure for new development or retrofitting as part of infill redevelopment.

There is expertise and infrastructure available in Greater Newcastle to support the movement towards renewable energy. Investigations are already underway to transform Vales Point into a renewable energy precinct. This demonstrates how 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.

Actions

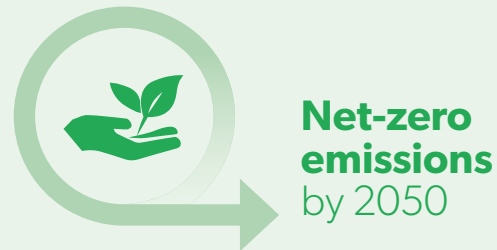
15.1 Greater Newcastle councils will align plans to encourage initiatives to re-use power generating sites for renewable energy generation and re-purposing of electricity distribution infrastructure in West Lake Macquarie and other suitable locations with existing infrastructure.

15.2 Greater Newcastle councils will:

- work towards reducing resource consumption and waste generation
- identify neighborhoods that may be suitable for establishing a low carbon precinct as a demonstration project.

15.3 The Department of Planning and Environment, working with the Office of Environment and Heritage will work towards certification of Greater Newcastle as carbon neutral by 2050.

NSW Target



Solar panel technician





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, along with increasing dependency on private vehicles.

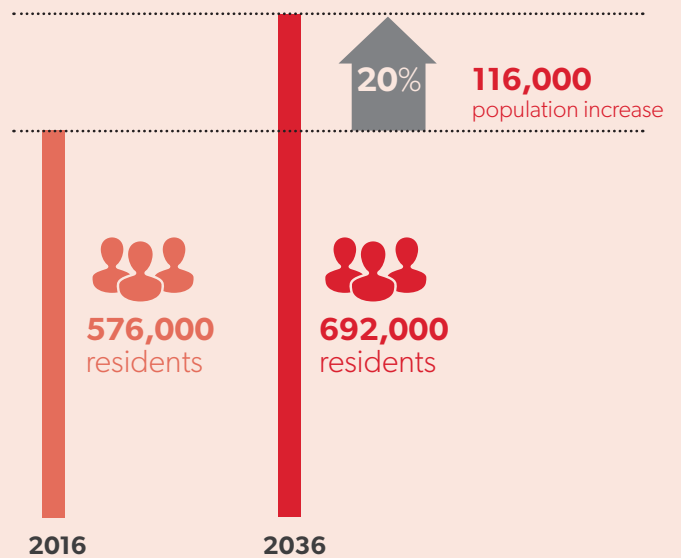
Growth needs to be planned and managed in a way that maintains the city's liveability. This Plan provides a metropolitan approach that will make best use of resources, create the scale and critical mass to coordinate and link places and ideas. This will make best use of resources, improve planning for 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 a 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.

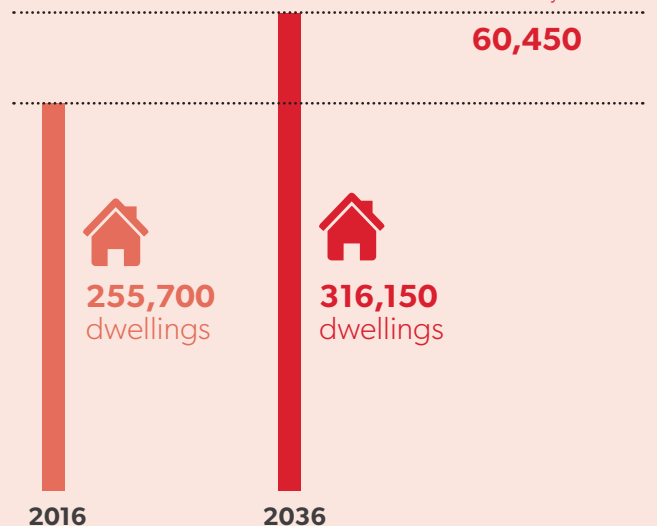
Ensuring a planned approach to the location of new homes, making sure there is a diversity of homes (including single dwellings, secondary dwellings, low-rise density, and apartments) and connecting these to infrastructure and open space is fundamental.

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 2056* and this Plan.

Greater Newcastle Population Projections 2016-2036



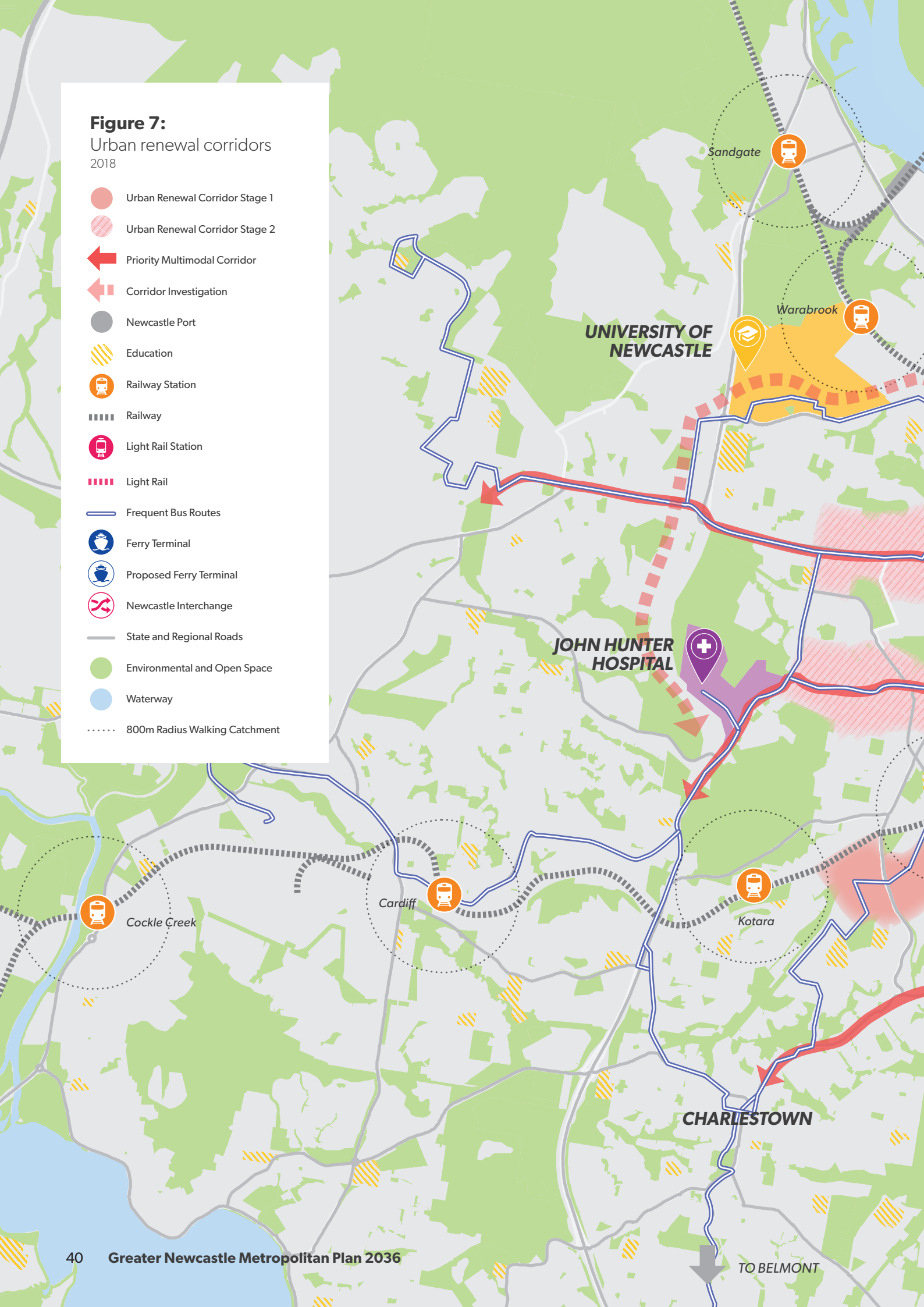
Greater Newcastle Dwelling Projections 2016-2036

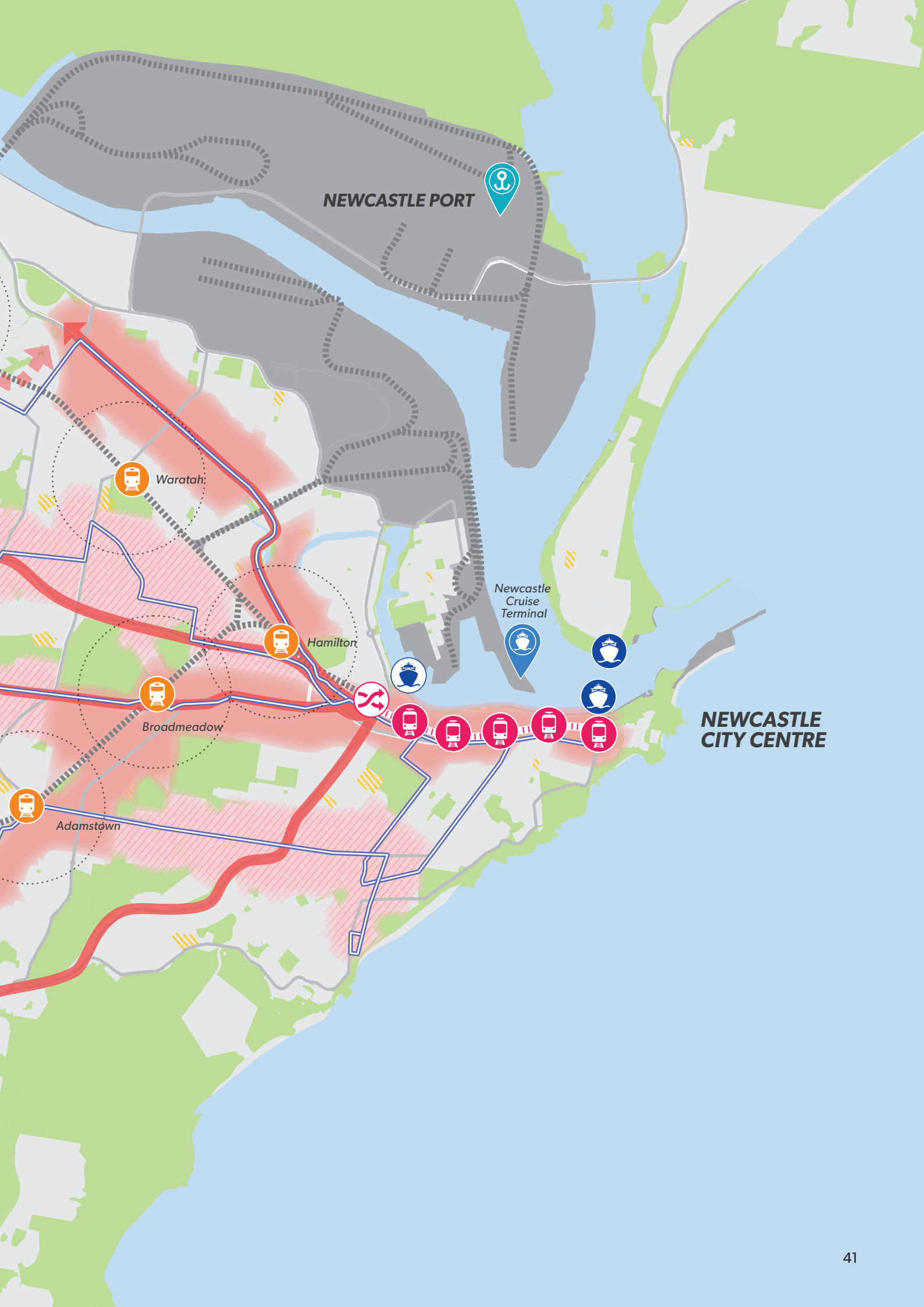


View of Charlestown Square, courtesy of Lake Macquarie City Council

Figure 7:
Urban renewal corridors
2018

- Urban Renewal Corridor Stage 1
- Urban Renewal Corridor Stage 2
- Priority Multimodal Corridor
- Corridor Investigation
- Newcastle Port
- Education
- Railway Station
- Railway
- Light Rail Station
- Light Rail
- Frequent Bus Routes
- Ferry Terminal
- Proposed Ferry Terminal
- Newcastle Interchange
- State and Regional Roads
- Environmental and Open Space
- Waterway
- 800m Radius Walking Catchment





NEWCASTLE PORT



Waratah



Hamilton



Broadmeadow



Adamstown

Newcastle Cruise Terminal



NEWCASTLE CITY CENTRE

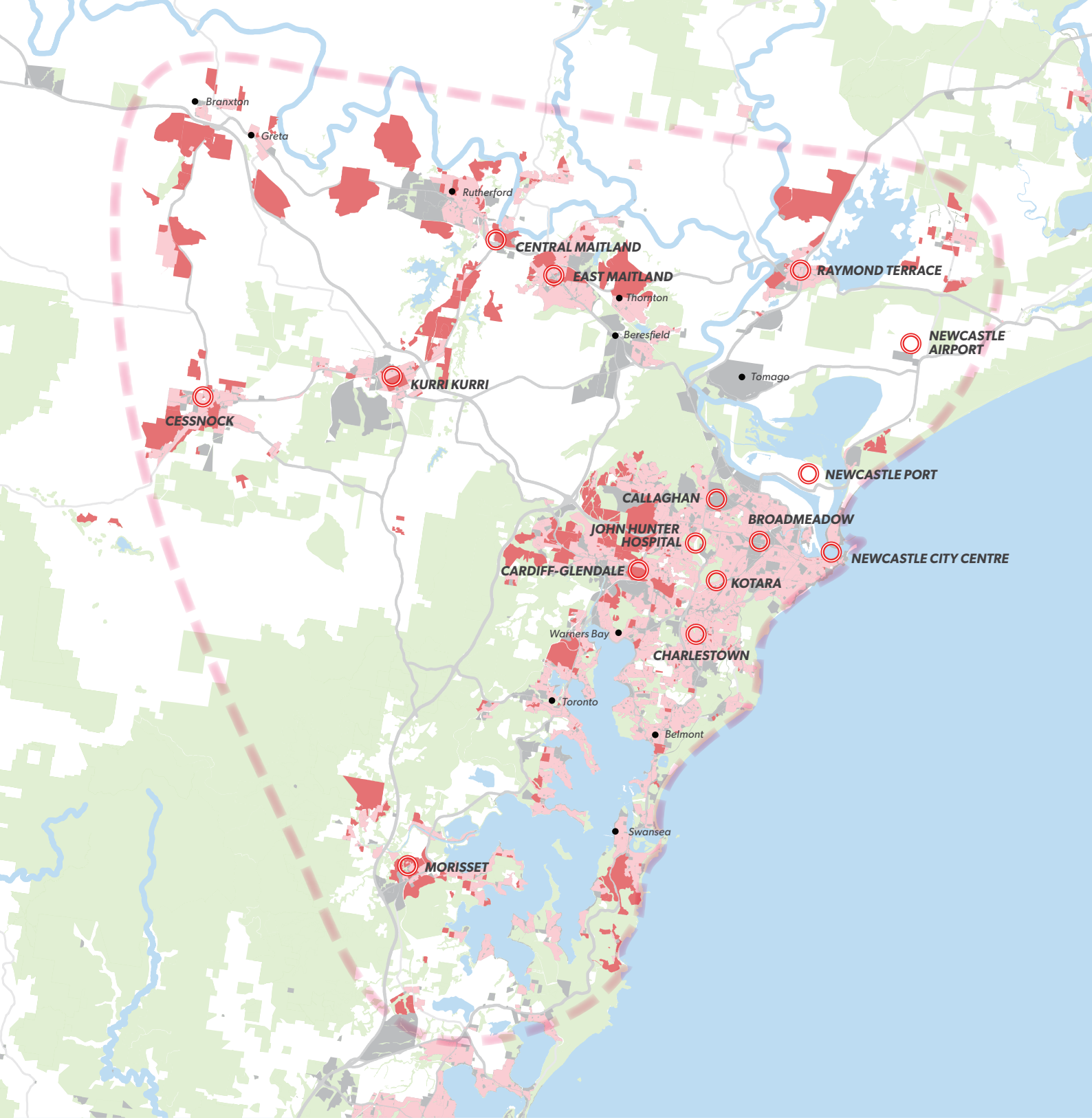












Figure 8: Housing opportunities
2018

- | | | |
|---|--|--|
|  Metro Frame |  Strategic Centre |  Waterway |
|  Housing Release Area |  Centre |  Regional Road |
|  Existing Urban Area with Infill Housing Opportunities |  Environmental and Open Space |  State Road |
|  Other Existing Urban Area | | |

Strategy 16

Prioritise the delivery of infill housing opportunities within existing urban areas

There is enough land zoned for housing in Greater Newcastle to cater for a metropolitan population of at least 1.2 million people.⁸ In Newcastle City Centre and the metro core, it is anticipated that ongoing demand will drive urban renewal to provide a range of housing types close to open space and parks that have good access to public transport.

The focus of housing delivery in existing urban areas will be within strategic centres and along urban renewal corridors in the metro core (Figure 7 and 8). 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.

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.

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

Actions

- 16.1** Greater Newcastle councils will focus new housing in existing urban areas, particularly within strategic centres and along urban renewal corridors.
- 16.2** For the Stage 1 urban renewal corridors, Newcastle City Council with assistance from the the Department of Planning and Environment will:
- amend local plans based on feasibility testing of housing types, built form, and infrastructure capacity
 - achieve urban densities of 50 – 75 jobs and people per hectare leading to improved viability of major public transport upgrades such as rapid bus or light rail extensions.
- 16.3** For the Stage 2 urban renewal corridors, Newcastle City Council and Lake Macquarie City Council will undertake an investigation of renewal potential and ensure proposals do not prevent future redevelopment opportunities.

Strategy 17

Unlock housing supply through infrastructure coordination and delivery

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 both within the existing urban footprint and on land that is zoned but undeveloped.

This Plan identifies housing release areas that will be supported by infrastructure planning and delivery, including the Hunter Special Infrastructure Contribution Plan. The prioritisation of these areas will be reviewed each year through the Urban Development Program, in consultation with industry, councils and infrastructure providers.

One of the key challenges with delivering greenfield housing in Greater Newcastle is ensuring biodiversity outcomes are also achieved in a timely and cost-effective manner. Resolution of biodiversity impacts on a site by site basis is not the best approach to delivering quality biodiversity conservation outcomes.

The Department of Planning and Environment will lead an application under the *Biodiversity Conservation Act 2016* for biodiversity certification for housing release areas in Greater Newcastle. 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

- 17.1** The Department of Planning and Environment, through the Urban Development Program, will coordinate the delivery of state infrastructure to support development in housing release areas, urban renewal corridors and strategic centres.
- 17.2** Greater Newcastle councils, through the Urban Development Program, will align plans for local infrastructure to support the development in housing release areas and strategic centres.
- 17.3** The Department of Planning and Environment, industry groups and Greater Newcastle councils, through the Urban Development Program, will:
- identify priority housing release areas annually
 - align infrastructure delivery
 - review the need for future growth areas as required to meet 15-year development pipeline.
- 17.4** The Department of Planning and Environment will pursue biodiversity certification of housing release areas in Greater Newcastle.

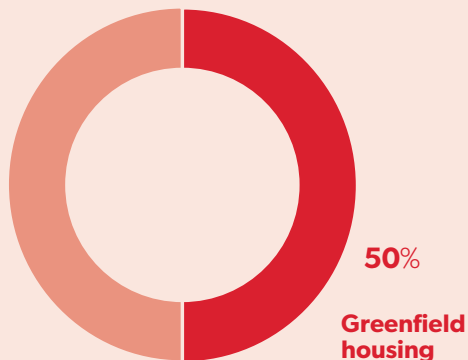
New Housing Delivery by Location⁹

2017-2036

2017

Infill housing

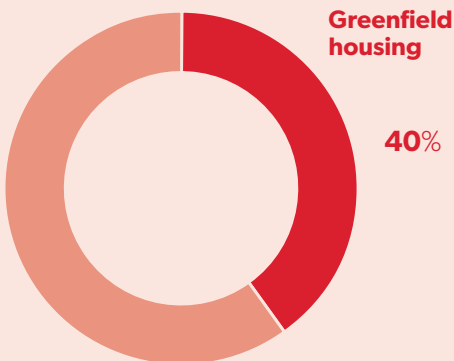
50%



2036 Target

Infill housing

60%



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, this Plan sets a 60 per cent target 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 also a need to increase housing diversity in urban areas. This Plan sets 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. This Plan also 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.

Local 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 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.

Dwelling Projections for Greater Newcastle

2016-2036

Local Government Area	Total New Dwellings to 2036 ^{10*}	Greenfield Proportion	Infill Proportion
Cessnock City	6,350	40%	60%
Lake Macquarie City	13,700		
Maitland City	12,550		
Newcastle City	16,800		
Port Stephens*	11,050		
Total	60,450	24,200	36,250

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

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 housing release areas.

Strategy 18 *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 use of infrastructure.

If not planned well, large lot and rural residential development has the potential to conflict with valuable agricultural or environmental land. Rural residential housing includes large lot residential, primary production small lots, environmental living zones or minimum residential lots sizes greater than 2000m². This Plan provides a consistent approach 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

18.1 Greater Newcastle councils will enable rural residential housing when the need is demonstrated through a local planning strategy endorsed by the Department of Planning and Environment, and it is 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.

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

Strategy 19 *Prepare local strategies to deliver housing*

Local strategies will be prepared by councils to enable communities to assess the broader implications and consequences of identifying new locations for housing. Local strategies will be prepared in accordance with the Metropolitan Plan and endorsed by the Department of Planning and Environment. This will streamline the preparation of a local plan to zone land for residential and rural residential uses.

Comprehensive consideration of all residential release areas and urban renewal potential will 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 Plan and the relevant local strategy.

In setting housing needs in local 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.

Actions

19.1 Greater Newcastle councils will prepare a local strategy within two years that:

- reflects the priority to deliver infill housing opportunities within the existing urban areas
- 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 housing release areas, with 25% of lots capable of providing small lot or multi-dwelling housing types
- identifies individual councils greenfield and infill housing targets that deliver the overall 40% greenfield and 60% infill housing split across Greater Newcastle by 2036
- is prepared in consultation with State agencies, industry and the community
- 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).

19.2 The Department of Planning and Environment will endorse local strategies if prepared in accordance with the Metropolitan Plan.



Newcastle Interchange, courtesy of Transport for NSW

Outcome 4:

Improve connections to jobs, services and recreation

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

It is also serving as the Global Gateway for Northern NSW, meaning Greater Newcastle becomes a hub servicing key regional cities and centres of Port Macquarie, Tamworth, Armidale, Dubbo and Gunnedah. The links between the two hubs of Greater Newcastle and Sydney are equally important.

The *Hunter Regional Plan 2036* set a target of 95% of people living within 30 minutes of a strategic centre. This plan will help to 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, as a result of population growth and increasing freight diversification at Newcastle Port, 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 *Future Transport 2056* and the *Regional NSW 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 is 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 are also suitable as early adopters of technology-enabled solutions for faster deliveries, improved safety and increased productivity.

Strategy 20

Integrate land use and transport planning

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 metro 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.

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, protection of the South Maitland Corridor, 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 frequent transport, 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

20.1 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 policies and tools 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 re-prioritising road space for higher occupancy vehicles as a response to increased 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.

20.2 The Department of Planning and Environment, working with Transport for NSW, will develop guidance for redevelopment near specific train stations and other transport nodes throughout Greater Newcastle.

Greater Newcastle Future Transport Plan

Coordinating land use and transport is critical to the success of Greater Newcastle. This Plan aligns with Transport for NSW's *Future Transport Strategy 2056* and the *Greater Newcastle Future Transport Plan*.

The *Greater Newcastle Future Transport Plan* provides the overarching strategic transport vision and network that will guide future transport planning for Greater Newcastle.

Key initiatives identified in the *Greater Newcastle Future Transport Plan* include the proposed faster rail connections between Sydney and Newcastle, the development of an integrated public transport network hierarchy, investigating extensions to the light rail, and further development of active transport networks.

Strategy 21

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 metro frame, 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. While 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

21.1 Transport for NSW and the 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
- strategies for increasing the sustainability, environmental performance and customer benefits of public and personal transport, including provision for electric vehicle charging and assessing the feasibility of introducing electric buses
- 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
- how technology can increase mobility and reduce the need to travel in Greater Newcastle.

Making better use of Greater Newcastle's train stations

The existing passenger rail service throughout Greater Newcastle is highly under-utilised for commuting. This is despite 30 railway stations located within the Greater Newcastle metropolitan area. Initiatives are required to make use of this infrastructure network through a coordinated approach to land use and transport planning that prioritises redevelopment opportunities near stations.

Development opportunities near train stations in the short term include Newcastle Interchange, Cardiff, Cockle Creek, and Broadmeadow in the metro core, and East Maitland, Metford, Maitland, Thornton and Morisset.

The Department of Planning and Environment will work with Transport for NSW to identify additional stations with redevelopment opportunities and provide guidance for these. Identified areas will require a precinct-wide approach that integrates land development with stations.

Stations should include better walking, cycling and bus route connections and commuter parking for some stations if identified as appropriate by Transport for NSW. The proposed Lower Hunter Freight Corridor will also improve amenity around additional rail stations (by diverting rail freight), supporting further revitalisation of employment and new housing.

Strategy 22

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 2019.¹¹

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.¹²

Improved rail times to Sydney and Newcastle through faster rail (infrastructure improvements such as track straightening and higher speed connections) will improve the connection with Greater Sydney.

The Australian Government has allocated \$20 million in funding to develop faster rail business cases. The NSW Government has committed \$6 million in addition to this towards investigating faster rail from Newcastle to Sydney, one of three successful proposals that will receive a funding contribution from the Australian Government.

The Sydney to Newcastle business case will investigate works including reducing track curvature, deviations and realignments, removal of level crossings, junction rearrangement and better segregation of passenger and freight services.

Travel times between Sydney and Newcastle could be reduced to 2 hours, providing improved travel time reliability, increased capacity, comfort and amenity and improved connectivity to the surrounding region through integrating public transport services with the improved rail services.

The Greater Newcastle Metropolitan Plan will respond to the outcomes of the business case and the identified risks and opportunities associated from improved connections including:

- raising productivity from increased agglomeration benefits
- opportunities for collaboration along the corridor and opportunities for combined regions (Newcastle, Central Coast and Sydney) to encourage new employment opportunities.

Actions

22.1 Transport for NSW will work with the Australian Government, Greater Newcastle councils and the 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 infrastructure upgrades which will come at an immense cost.

22.2 The Department of Planning and Environment will respond to the result of the investigations by protecting the strategic corridor.

New Intercity Fleet, courtesy of Transport for NSW



Strategy 23

Protect major freight corridors

Freight volumes in NSW are predicted to double in the Greater Sydney area and grow by a quarter in Regional NSW over the next 40 years.¹³ 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. This reinforces Greater Newcastle as the global gateway and service centre for North-Western NSW. This is important because these freight corridors are one of the few existing east-west crossings of the Great Dividing Range in NSW.

Trends in technology are impacting freight infrastructure and provide both opportunities and challenges. Over the coming decades, factors influencing freight movement will include:

- digital connectivity (to other vehicles and road-side infrastructure)
- electric vehicles (or other non-petroleum fuels)
- automated, unmanned cars, trucks, trains, ships and planes.

Digital technology, such as barcoding and SMS messaging for deliveries, has the potential to transform every aspect of moving freight through a supply chain. New and retrofitted technology such as 3D printing and the use of unmanned aerial vehicles (drones) could radically change the way freight is moved, optimising operations and increasing productivity while partially offsetting the need for ever-increasing infrastructure investment.

These trends have the potential to be truly transformative, including for freight transport, and present a range of legal, economic, safety and security issues.

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

It is critical that freight infrastructure and employment lands are protected from the impact of urban encroachment, particularly around ports and airports, and in inner-urban areas that are experiencing population growth. Continued protection of the Hunter Valley Coal Chain, the Hunter Expressway,

New England Highway, Pacific Highway, Newcastle Port and the new Lower Hunter Freight Corridor will enable trade and allow exports to adapt to changing global demands.

\$16.3 million has been allocated to continue upgrading the intersection of the M1 Pacific Motorway with John Renshaw Drive and Weakleys Drive. This will support the developing cluster of freight and logistics industries around Beresfield–Black Hill which will continue to grow in response to changing freight demand and new freight tasks.

Further trade diversification for the Port and Airport will require land and port precincts to facilitate increased freight improvements, including development around shipping channels and enhancement to and protection of corridors. Improved connections between the Port and Airport will be enhanced by the NSW Government commitment for \$8.3 million towards a \$70 million upgrade of Nelson Bay Road.

Actions

23.1 Greater Newcastle councils will align local plans to:

- ensure ongoing protection of existing rail corridors from incompatible development
- 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.

23.2 Greater Newcastle councils will work with Transport for NSW to develop a plan to optimise last mile freight delivery.

23.3 Transport for NSW, working with the Port of Newcastle, will protect heavy vehicle and freight rail access and infrastructure to Newcastle Port.

Hunter Expressway Principles

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

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

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

Catalyst areas for GREATER Newcastle

A planned approach to growth and sustainability

This Plan identifies several Catalyst Areas, which are places of metropolitan significance that need a collaborative approach to the delivery of new jobs and homes. This approach will start a broader pipeline of transformation across the Greater Newcastle area in the short-medium term. Each catalyst area has a specific approach to achieving the desired future land uses and targets for new jobs and homes. As the future unfolds, additional catalyst areas may be identified, and the planned approach to their growth and development will be defined at that time.

This plan identifies catalyst areas in the strategic centres of Broadmeadow, Callaghan, East Maitland, John Hunter Hospital, Kotara, Newcastle City Centre, Glendale and Cardiff, the global gateways of Newcastle Airport at Williamtown and Newcastle Port, as well as the major employment precincts and trading hubs at Beresfield–Black Hill and Tomago. They are also located close to existing or planned transport connections that enable the desired future land uses to occur.

Catalyst Areas

- Newcastle City Centre
- Beresfield–Black Hill
- Broadmeadow
- North West Lake Macquarie
- Callaghan
- East Maitland
- John Hunter Hospital
- Kotara
- Newcastle Port
- Tomago
- Williamtown

These locations will underpin new job opportunities for Greater Newcastle, including in the health, defence and education industries. Some locations will also provide for new homes and help to meet the expected demand for diverse housing options close to jobs and services.

A planned approach for catalyst areas

Catalyst areas will be delivered through a collaborative planning approach with a focus on providing integrated land use and transport, priority infrastructure, open space and high quality urban design. This Plan recognises that good access to transport services is critical for new employment and housing opportunities to be realised, and in achieving the target of 95% of people living within 30 minutes of a strategic centre.

Establishment of a project collaboration team is the first step in realising the desired outcomes for each catalyst area. The team will comprise representatives from relevant councils and State Government agencies, including Transport for NSW. The team will have responsibility for the preparation of local plans that implement the outcomes for each catalyst area, including the preparation of:

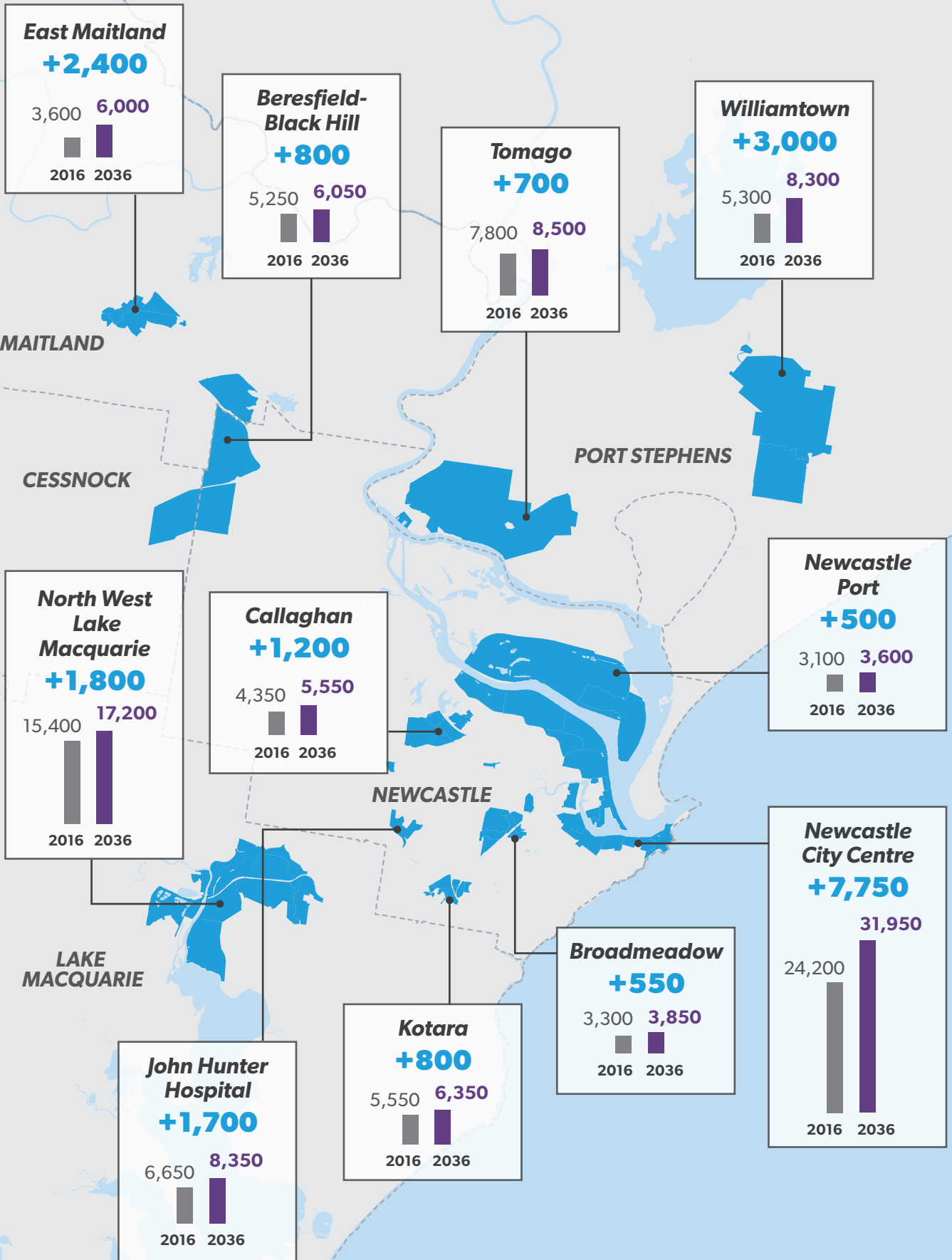
- studies to support land use and development control changes
- business development plans to attract new and expanding firms
- business cases for government investment for new open space and infrastructure requirements.

The project collaboration team will also have the ability to consider minor variations to precinct boundaries in catalyst areas to enable the flexibility to respond to new opportunities if they arise. The project collaboration team will also develop refined job and dwelling targets that consider the floor space requirements of different industries, site capacity and emerging economic opportunities. The job and dwelling targets in this Plan are preliminary and represent an estimate based on existing forecasts and advice from stakeholders.

Community feedback about the desired future character and services for the catalyst areas is critical. Early engagement with the community to listen and learn will be a feature of the planned approach for catalyst areas.

Figure 9:
Job targets for catalyst areas
(2016-2036)¹⁴

- + Minimum additional jobs to 2036
- Number of jobs in 2016
- Minimum job targets to 2036



Newcastle City Centre



7,750



Jobs

4,000



Dwellings

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 that contributes to the heritage character of the city.

Outcomes

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.

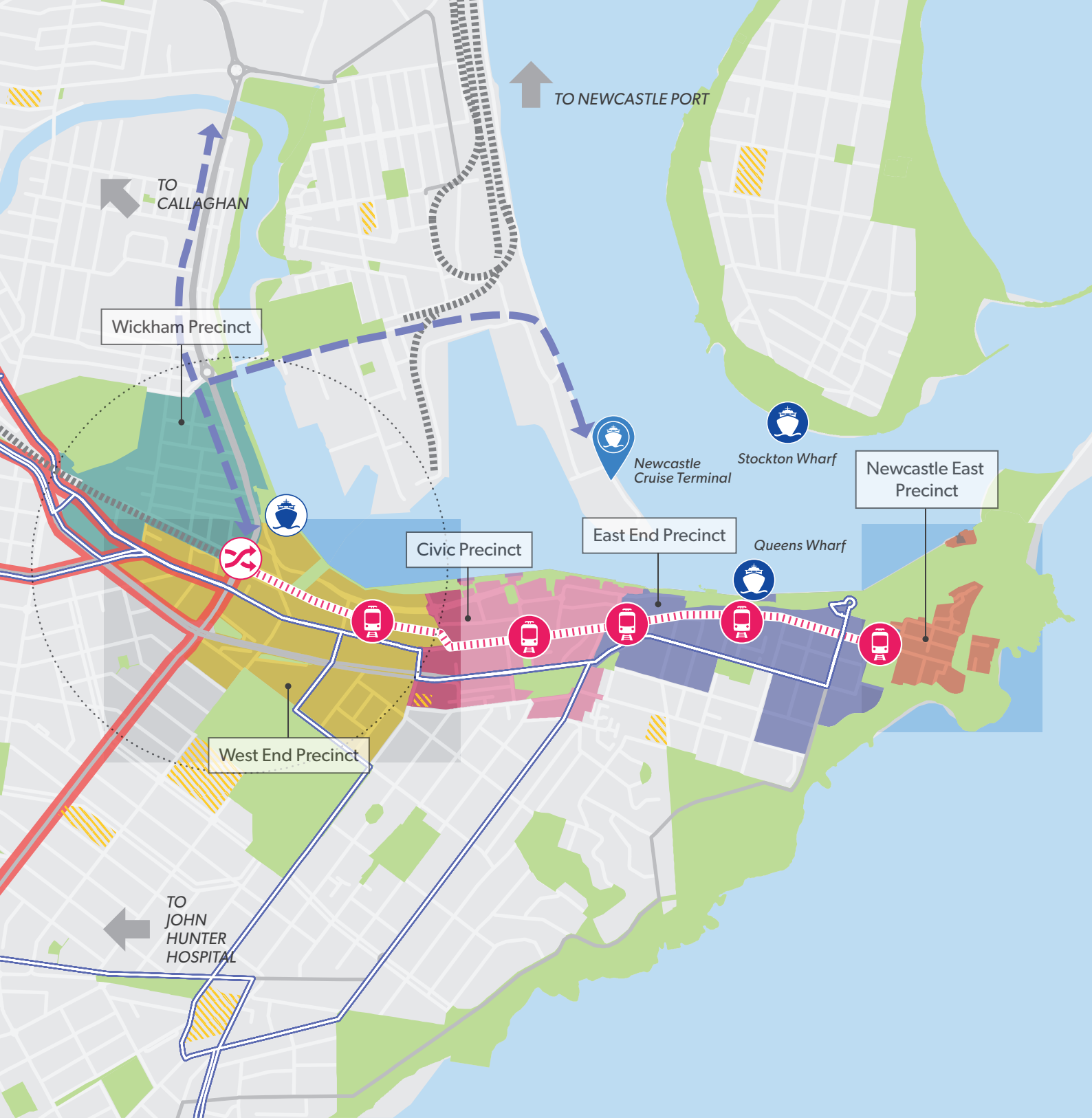

















Figure 10: Catalyst Area
Newcastle City Centre
2018

- | | | | | | |
|---|---|---|------------------------------|---|-------------------------------|
|  | Newcastle Cruise Terminal
Passenger and Supplier Connections |  | Light Rail |  | Waterway |
|  | Priority Multimodal Corridor |  | Light Rail Station |  | Education |
|  | Railway |  | Ferry Terminal |  | State Road |
|  | Frequent Bus Routes |  | Proposed Ferry Terminal |  | Local Road |
|  | Newcastle Interchange |  | Environmental and Open Space |  | 800m Radius Walking Catchment |

Beresfield– Black Hill



800



Jobs

N/A



Dwellings

Desired role in Greater Newcastle

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

Outcomes

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.

Newcastle City Council will consider environmental suitability, connection to the transport network and location of existing and proposed transport corridors as part of the proposals for southward expansion to the Beresfield Precinct.

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.











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 11: Catalyst Area
Beresfield-Black Hill
2018

- | | | |
|---|--|---|
|  National Land Transport Network (Road and Rail) |  Waterway |  State Road |
|  Railway Station |  Education |  800m Radius Walking Catchment |
|  Railway |  Local Road |  M1, Hexham, Raymond Terrace Road Upgrades |
|  Environmental and Open Space | | |



550



Jobs

1,500



Dwellings

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.

Outcomes

Hunter Sports and Entertainment Precinct

Hunter Development Corporation will:

- adopt and implement Venues NSW Hunter Sports and Entertainment Precinct Concept Plan, which 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 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 Newcastle City Council and 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 Newcastle City Council and 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
- investigate the potential for a mix of uses, including medium density housing.

Broadmeadow Station Precinct

Newcastle City Council will review local plans to facilitate increased feasibility of medium to higher density housing that transitions to surrounding residential areas.

Transport for NSW will improve the integration of public transport services at Broadmeadow Station, and work with Newcastle City Council to 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 and respond to flooding risk.

Former Gasworks Precinct

Newcastle City Council will:

- respond to opportunities for re-use of the site and buildings, through alignment of local plans that allow a mixture of uses including business, light industrial and other uses that provide for economic renewal
- ensure land remediation, flooding, and transport corridor needs are addressed as part of the redevelopment of the Precinct.

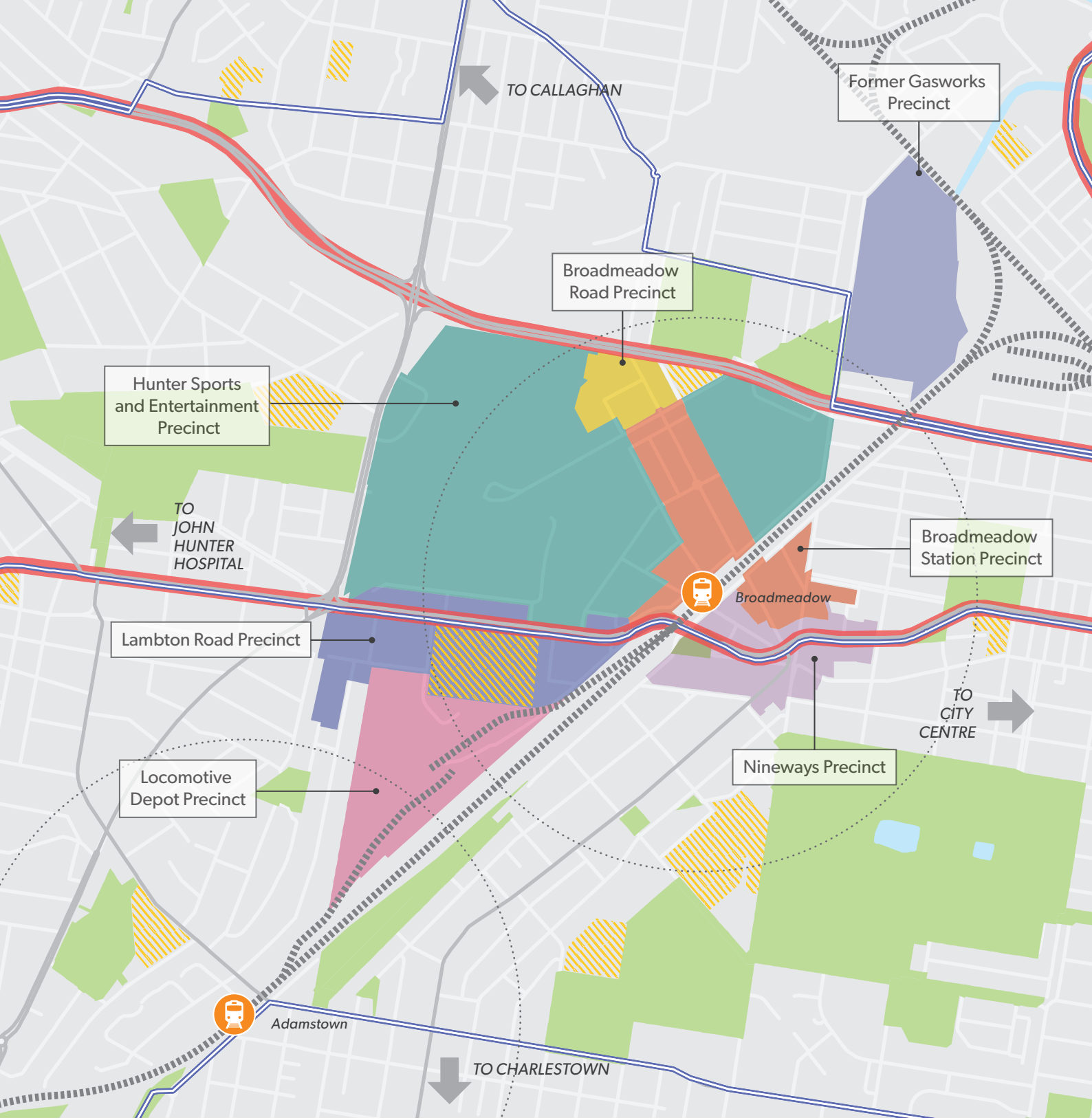












Figure 12: Catalyst Area
Broadmeadow
2018

- | | | |
|--|--|---|
|  Priority Multimodal Corridor |  Environmental and Open Space |  Local Road |
|  Railway Station |  Waterway |  State Road |
|  Railway |  Education |  800m Radius Walking Catchment |
|  Frequent Bus Routes | | |



1,200



Jobs

750



Dwellings

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.

Outcomes

Callaghan Campus Precinct

The University of Newcastle, will:

- work with Newcastle City Council to align local plans to grow an education cluster within and surrounding the Callaghan Campus, including student accommodation, research and business
- promote the research capabilities of the campus, including the 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

The University of Newcastle will work with the Newcastle City Council to 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-up businesses capitalising on proximity to the University
- concentrate services and facilities that support student population in supporting centres
- increase the feasibility of medium density housing within and surrounding the centres.



Figure 13: Catalyst Area
Callaghan
2018

- | | | |
|--|--|---|
|  Priority Multimodal Corridor |  Hospital |  Local Road |
|  Railway Station |  Environmental and Open Space |  State Road |
|  Railway |  Waterway |  800m Radius Walking Catchment |
|  Frequent Bus Routes |  Education | |



2,400



Jobs

550



Dwellings

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.

Outcomes

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.

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 grow and connect to the new Maitland Hospital and the wider health network.

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 public and private health service facilities that support the Maitland Private Hospital and 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.

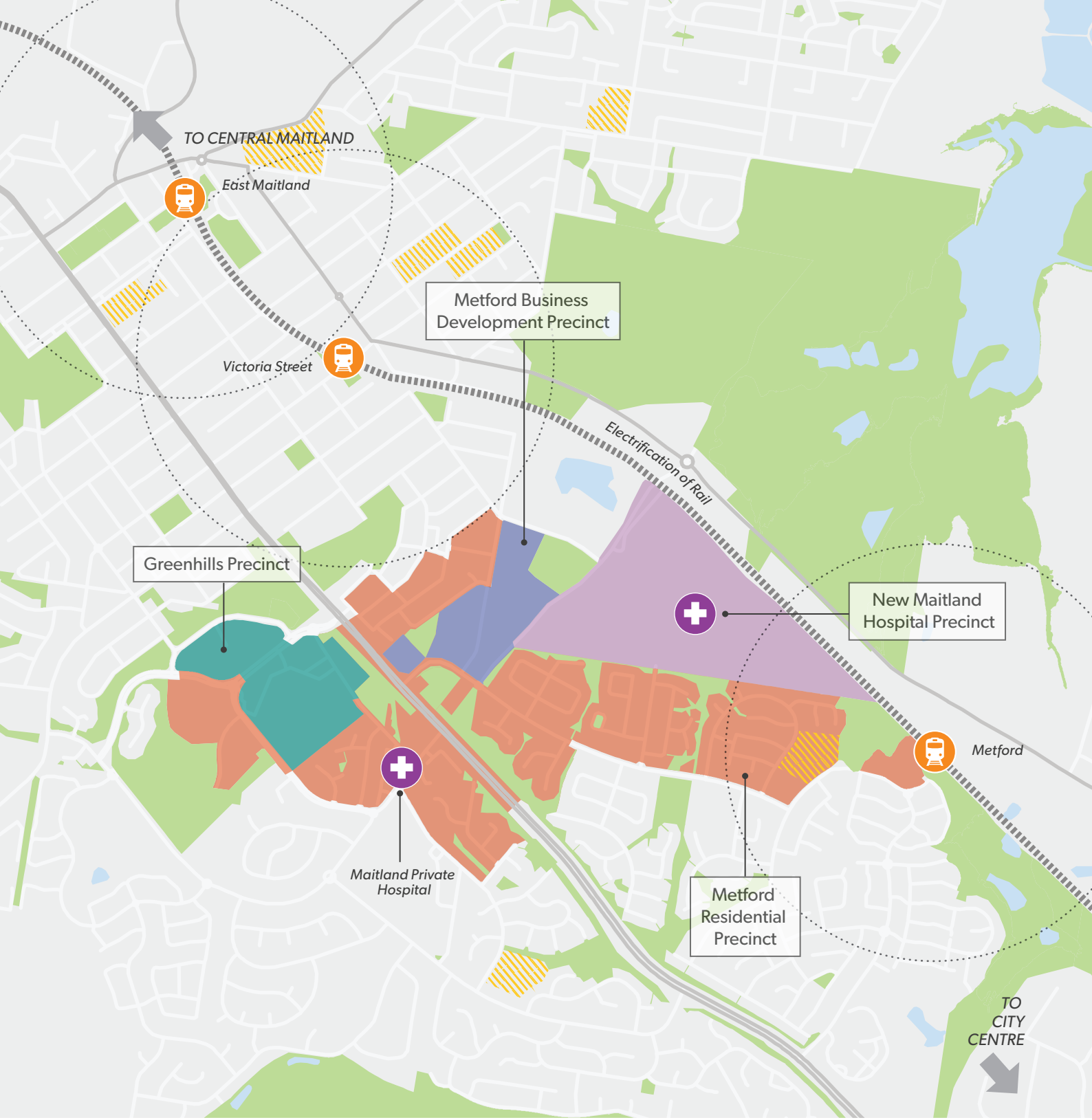











Figure 14: Catalyst Area

East Maitland

2018

- | | | | | | |
|---|-----------------|---|------------------------------|---|-------------------------------|
|  | Railway Station |  | Environmental and Open Space |  | Local Road |
|  | Railway |  | Waterway |  | State Road |
|  | Hospital |  | Education |  | 800m Radius Walking Catchment |

John Hunter Hospital



1,700



Jobs

N/A



Dwellings

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.

Outcomes

John Hunter Hospital Precinct

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

- align local plans to intensify the medical research, education and ancillary health uses within 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.

Transport for NSW will:

- complete the interchange with the Inner-City Bypass and working with Hunter New England Health investigate feasibility of a priority bus and ambulance access road through the site
- improve public transport connectivity and accessibility to the Precinct.

Hunter New England Health, working with Transport for NSW will:

- develop a travel demand management plan for John Hunter Hospital
- enhance the provision of bus stops and shelters, and technology-enabled public transport service information.

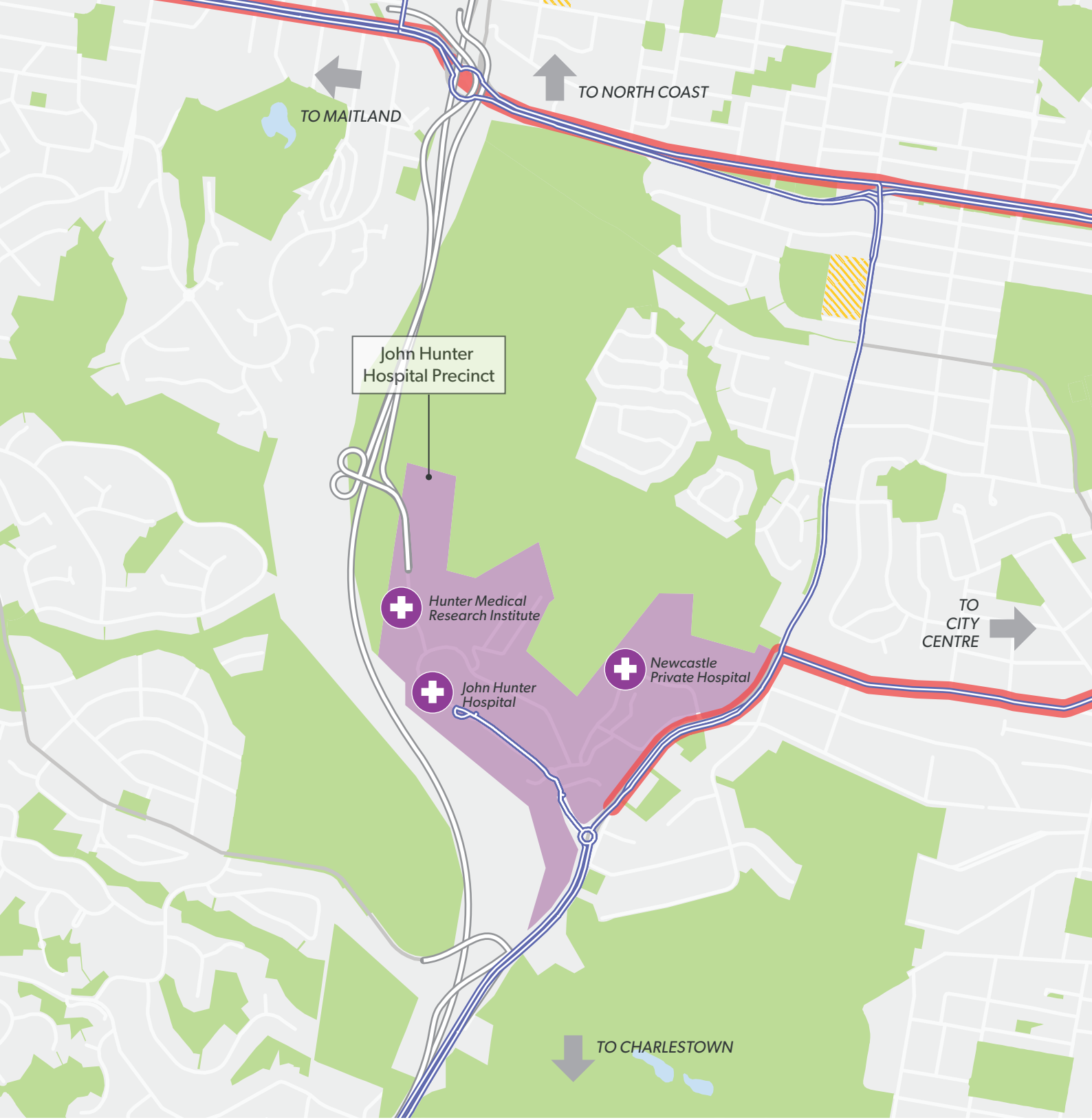


Figure 15: Catalyst Area
John Hunter Hospital
2018

- | | | |
|--|--|--|
|  Priority Multimodal Corridor |  Hospital |  Education |
|  Newcastle Inner City Bypass |  Environmental and Open Space |  Local Road |
|  Frequent Bus Routes |  Waterway |  State Road |



800



Jobs

400



Dwellings

Desired role in Greater Newcastle

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

Outcomes

New Kotara Town Centre Precinct

Newcastle City Council will:

- align local plans to ensure redevelopment opportunities facilitate transformation of the Precinct from large format retail to a mixed-use town centre with diverse uses, including office and shop top housing
- improve pedestrian amenity and connections to New Lambton centres, and Adamstown and Kotara Stations
- manage flooding and drainage constraints and apply the Green Infrastructure Outcomes
- align local plans to support improved provision of public transport by providing a population density that supports transit-oriented development (approximately 50-75 people and jobs per hectare)
- work with Transport for NSW and the 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, working with Transport for NSW, will align local plans to better integrate the centre with the broader transport network including consolidating and rationalising vehicle access from Park Avenue, and improving amenity at street level.

Newcastle City Council will align local plans to:

- 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.

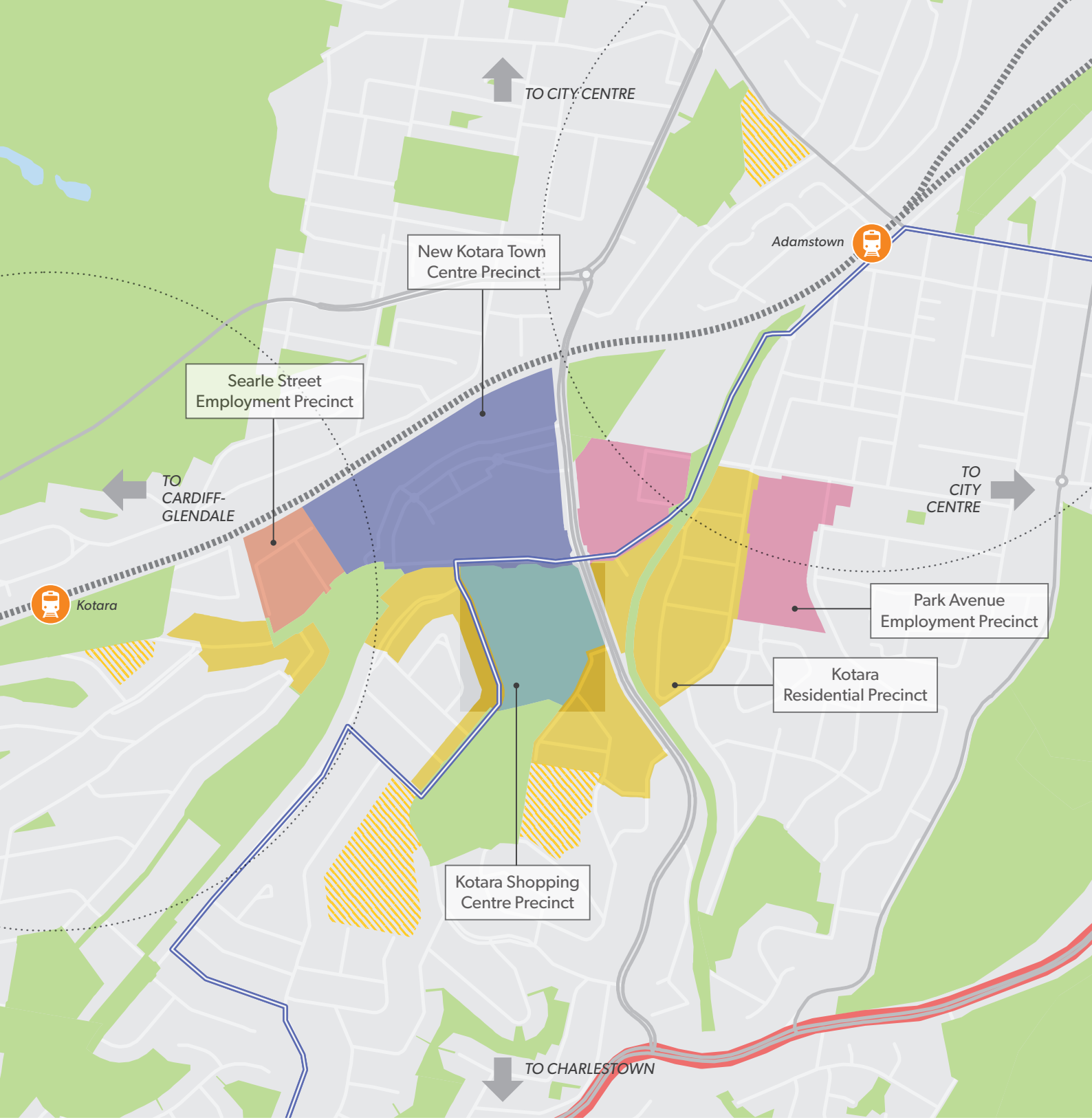












Figure 16: Catalyst Area

Kotara
2018

- | | | |
|--|--|---|
|  Priority Multimodal Corridor |  Environmental and Open Space |  Local Road |
|  Railway Station |  Waterway |  State Road |
|  Railway |  Education |  800m Radius Walking Catchment |
|  Frequent Bus Routes | | |

Newcastle Port



550



Jobs

1,500



Dwellings

Desired role in Greater Newcastle

- Global gateway, providing international freight connections servicing Greater Newcastle and the Hunter Region
- Emerging tourism gateway centred around the Newcastle Cruise Terminal
- Capacity to generate port-associated industry and regional and local employment while planning for land use compatibility, acknowledging the high demands on land and infrastructure affecting surrounding lands and requiring a separation from adjoining land uses to sustain their success.

Outcomes

Carrington Precinct

The Department of Planning and Environment working with the Port of Newcastle, will align planning instruments to enable existing port-related activities and investigate options for land uses in this Precinct that support further growth and diversification of trade whilst working with operators and industry to minimise impacts on residential communities.

Dyke Point Precinct

The Department of Industry will coordinate the upgrade of Carrington Shipyard slipway, to reactivate Port of Newcastle and the Hunter as a major ship repair and maintenance destination.

The Port of Newcastle will support the establishment and operation of the Newcastle Cruise Ship Terminal to enhance visitor experience.

Transport for NSW, working with the Port of Newcastle will investigate improved transport connections, including the use of ferries, between Newcastle City Centre and the Newcastle Cruise Terminal.

The Department of Planning and Environment will work with operators and industry to minimise impacts on residential communities.

Kooragang Coal Export Precinct

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

Mayfield Port Precinct

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

- support the growth and diversification of port import and export operations, including bulk liquids, containers, project cargo and other cargo
- protect freight rail access and allow for expansion of connections and facilities to meet export and import requirements.

The Department of Planning and Environment will work with operators and industry to minimise impacts on residential communities

Walsh Point Precinct

The Department of Planning and Environment will:

- align planning instruments to enable heavy industry land uses, including chemical and mining manufacturing
- work with operators and industry to minimise impacts on residential communities.

Mayfield North Industrial Precinct

The 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
- work with operators and industry to minimise impacts on residential communities.

Mayfield Freight and Logistics Precinct

The Department of Planning and Environment will:

- work with Hunter Development Corporation to finalise remediation
- work with Port of Newcastle to align planning instruments for the development of freight and logistics, intermodal and warehousing to complement the port's export role
- maintain prohibition of retail, bulky goods retailing and residential uses.

Steel River Precinct

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

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, and restrict sensitive land uses from locating adjacent to the port
- leverage the developing tourism role associated with the establishment of the Newcastle Cruise 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
- work with operators and industry to minimise impacts on residential communities.



Figure 17: Catalyst Area

Newcastle Port

2018

- National Land Transport Network (Road and Rail)
- Railway
- Frequent Bus Routes
- ↻ Newcastle Interchange
- Light Rail
- 🚊 Light Rail Station
- 🚢 Ferry Terminal
- 🌳 Environmental and Open Space
- 🌊 Waterway
- Education
- Local Road
- State Road
- 800m Radius Walking Catchment

North West Lake Macquarie



1,800



Jobs

3,700



Dwellings

Desired role in Greater Newcastle

- Large format retail, advanced manufacturing, office-based jobs and open space with regionally significant catchment
- Strategic gateway to Greater Newcastle
- Urban renewal precinct, meeting demand for affordable medium-density housing and enhanced lifestyle amenities.

Outcomes

Teralba Precinct

Lake Macquarie City Council, Department of Planning and Environment and Transport for NSW will:

- identify infrastructure required to increase opportunities for manufacturing, light industry and emerging new economy industries to support the transition from mining activities
- develop plans for transport connectivity and appropriate recreational facilities.

Lake Macquarie City Council will align local plans to support commercial and industrial development that leverages existing rail infrastructure.

The Department of Planning and Environment and Lake Macquarie City Council will investigate suitable economic reuse of mining land.

Boolaroo–Speers Point Precinct

Lake Macquarie City Council will:

- protect and expand the recreational and environmental amenity of the Cockle Creek and Speers Point foreshores to support the regionally significant Speers Point Park
- promote a walkable, boutique retail centre and increased housing density
- work with Destination NSW to stage major events to support the growth of tourism.

Munibung Precinct

Lake Macquarie City Council will:

- align local plans to facilitate urban renewal through increased housing density and mixed-use including large format retail and office uses
- explore options to improve pedestrian connections to Cockle Creek Train Station with Transport for NSW.

Cardiff Advanced Industry Precinct

Lake Macquarie City Council will:

- expand business and light industrial uses through implementation of the Cardiff–M1 opportunity study
- strengthen the capacity of co-working and maker spaces to support innovation in the manufacturing sector, and facilitate by reviewing planning controls.

Cardiff Mixed-Use Precinct

Lake Macquarie City Council will:

- align local plans to increase opportunities for walkable, mixed-use communities centered around public transport infrastructure
- work with Department of Planning and Environment to adjust planning controls to encourage more medium-density housing.

Glendale Retail and Sport Precinct

Lake Macquarie City Council will:

- support the expansion of the Stockland retail centre
- enable diversification of employment opportunities
- seek support for enhanced elite sports area and casual sports and recreation facilities at the Hunter Sports Centre
- work to improve utilisation of surplus public lands
- improve pedestrian and cycle access.

Hunter Development Corporation, Transport for NSW and Lake Macquarie City Council will work to investigate medium-density and mixed-use development.

Glendale–Argenton Renewal Precinct

Hunter Development Corporation and Lake Macquarie City Council will:

- work to investigate medium-density and mixed-use development
- work with Transport for NSW to deliver improved public transport infrastructure, and prepare an infrastructure plan to be actioned.

Lake Macquarie City Council will align local plans to facilitate a hub around Glendale TAFE.

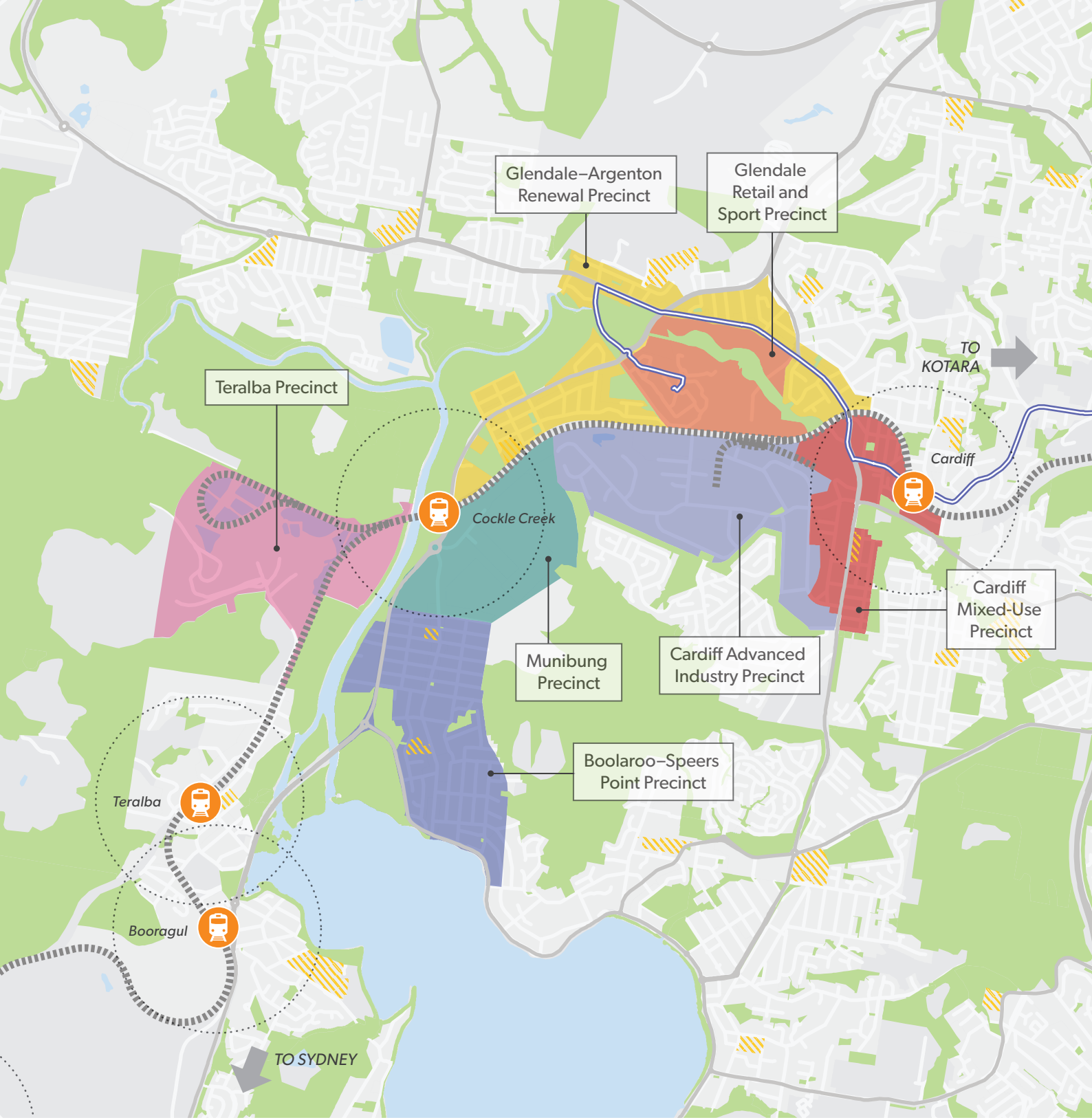
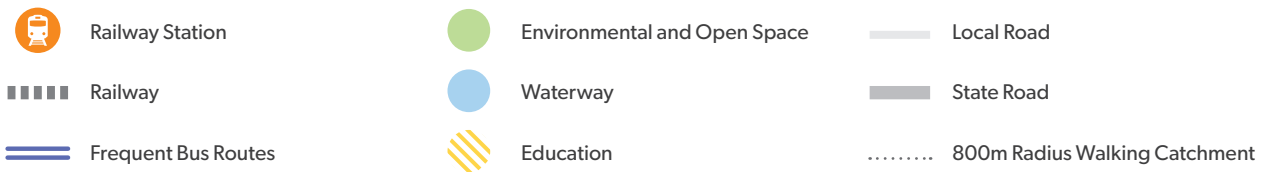


Figure 18: Catalyst Area
North West Lake Macquarie
2018





700



Jobs

N/A



Dwellings

Desired role in Greater Newcastle

- Metropolitan significant advanced manufacturing and industrial area.

Outcomes

Tomago Industrial Precinct

The 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 aluminum 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

The 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
2018

- | | | |
|---|---|---|
|  National Land Transport Network (Road and Rail) |  Waterway |  State Road |
|  Railway Station |  Education |  800m Radius Walking Catchment |
|  Railway |  Ramsar Wetlands |  M1, Hexham, Raymond Terrace Road Upgrades |
|  Environmental and Open Space |  Local Road | |



3,000



Jobs

N/A



Dwellings

Desired role in Greater Newcastle

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

Outcomes

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 and plan for the staged release of land to facilitate the future expansion of DAREZ within the Precinct.

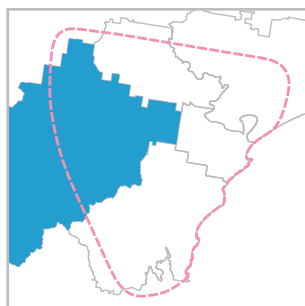


Figure 20: Catalyst Area
Williamtown
2018

- | | | | |
|--|--|--|------------|
| | Improve Connections to National Land Transport Network | | Waterway |
| | Improve Connections to Newcastle City Centre | | Local Road |
| | Environmental and Open Space | | State Road |

Local Government Area Narratives

Local Government Area narratives for each of the councils in Greater Newcastle set out the key components from the *Hunter Regional Plan 2036* and this *Greater Newcastle Metropolitan Plan 2036* for each area. This will enable stakeholders and communities to understand opportunities, priorities and actions that will be carried out in each local government area.



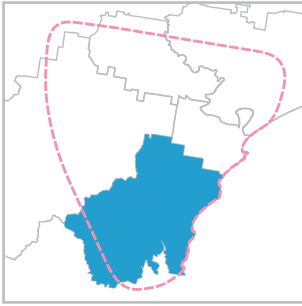
Cessnock

Hunter Regional Plan 2036

The Cessnock Local Government Area is the focal point for the region's wine industry and a significant tourism and entertainment destination. 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.

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 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 metro 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 will be investigated in centres and near the Hunter Expressway to reinforce and develop the 30-minute city catchment. Long term opportunities at Cessnock Airport provide other access options.



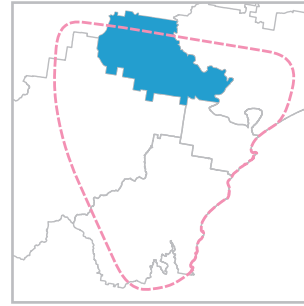
**Lake
Macquarie**

Hunter Regional Plan 2036

The 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.

Greater Newcastle Metropolitan Plan 2036

- The metro 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.



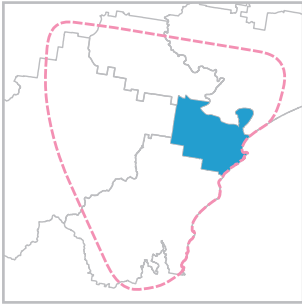
Maitland

Hunter Regional Plan 2036

The 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.

Greater Newcastle Metropolitan Plan 2036

- Maitland, including Central Maitland and East Maitland, and historic villages such as Morpeth and Lorn, are part of Greater Newcastle’s tourism network. Cultural assets such as Maitland Regional Art Gallery along with 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.



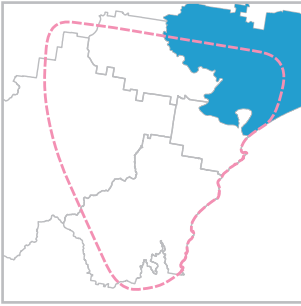
Newcastle

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.

Greater Newcastle Metropolitan Plan 2036

- 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 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, Blue Gum 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.



Port Stephens

Hunter Regional Plan 2036

The 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.

Greater Newcastle Metropolitan Plan 2036

- Part of Port Stephens include Raymond Terrace and Medowie, which are part of the metro frame.
- Williamstown 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 will 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 between Stockton and Fern Bay to maximize opportunities while protecting transport connections between the Newcastle Airport and Newcastle Port.
- Williamstown and Tomago are catalyst areas and an immediate focus for employment and infrastructure investment.

Appendix A

Considerations for Planning Proposals

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

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

Affordable housing

Housing for very low and low-income households where rent or mortgage payments are below 30% 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. Although large amounts of the Blue and Green Grid are zoned E1, E2, E3, RE1, RE2, W1 and W2, there are other areas that form part of the network.

Catalyst areas

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

Metro frame

The outer boundary of the Greater Newcastle Metropolitan Area which contains an arc of lifestyle centres and iconic tourism destinations which frames the metro core and metro 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).

Metro core

The metro 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.

Housing Release Area

Sites contained in the Urban Development Program database (April 2018) which are either zoned for residential uses, subject to a Gateway Determination for residential uses, or identified for further investigation into residential suitability (including some land zoned RU6 Transition and E4 Environmental Living). Identification of land within a Housing Release Area does not necessarily mean land will be developed.

Glossary

Housing types

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.

Hunter Region

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

Hunter Special Infrastructure Contributions

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

Infill development

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.

Local centres

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.

Local Plans (Local Environmental Plans or Development Control Plans)

Statutory and non-statutory plans prepared by a 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.

Major health facilities

Major health facilities include hospitals and other health facilities which provide medical or other services (relating to the maintenance or improvement of the health, or the restoration to health, of persons or the prevention of disease in or treatment of injury to person) to a significant catchment of the population.

Mixed-use area

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.

Newcastle City Centre

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 metro heart of Greater Newcastle.

New economy

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

Opportunity sites

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

Social housing

Rental housing provided by not-for-profit, non-government or government organisations to assist people who are unable to access suitable accommodation in the private rental market. Social housing includes public and community housing, as well as other services and products.

Strategic centres

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

Transit-oriented development

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

Transport interchange

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.

Urban Density

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.

Endnotes

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Fig Tree Point in Toronto, photo courtesy of Fivespice Creative





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