

Draft for Public Exhibition

Broadmeadow

PLACE STRATEGY



2024



City of
Newcastle

newcastle.nsw.gov.au



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Acknowledgement of Country

We all sit on Awabakal and Worimi land 'Niirun Yalawa Awabakal dha Worimi burrai'

The Department of Planning, Housing and Infrastructure and the City of Newcastle acknowledges that the local government area of Newcastle sits within the Country of the Awabakal and Worimi peoples. We acknowledge that Country for Aboriginal peoples is an interconnected set of ancient relationships. We acknowledge the custodianship of the Awabakal and Worimi peoples and the care and stewardship they have performed in this place since time immemorial.

Broadmeadow, a place of wetlands and creeks, an important meeting place for Aboriginal peoples – a place of gathering for trade and cultural exchange, salt water and freshwater peoples. Through the Broadmeadow Place Strategy, we commit to helping support the health and wellbeing of Country by valuing, respecting and being guided by Aboriginal people. For this project we would like to acknowledge the Awabakal people – the place and people on which Broadmeadow sits. We recognise their history and pay respect to their culture, connection to their lands, waterways, sky and surrounding clan groups.

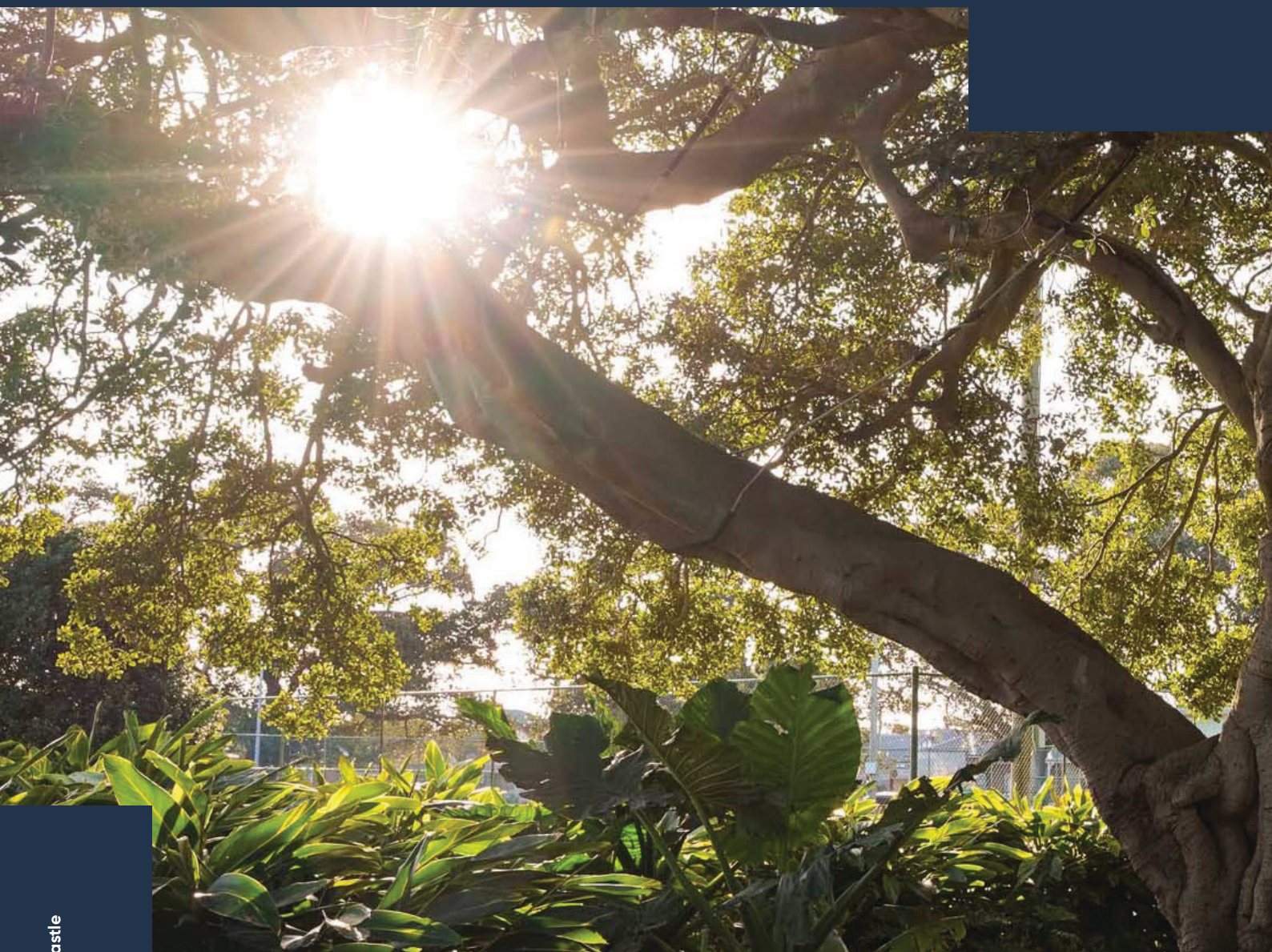
We seek to genuinely recognise the needs and aspirations of the Awabakal people and imagine this place through the eyes of Traditional Custodians. This is our chance to heal and restore the land, waters and cultural heritage of Broadmeadow and make this precinct an exemplar of recovery and restoration – a place of not just economic prosperity but also for sharing stories, celebrating resilience and a better future.

Our recognition of these sovereign lands is expressed with deep reverence, connection and commitment to the protocols of old ways, as we tread gently in the footsteps of our ancestors to pave the way for a better future for all people.





Executive Summary





Broadmeadow is a vibrant destination and loveable place with highly-connected and distinct neighbourhoods that balance the needs of a dynamic community and growing Newcastle.

About the place strategy

The Broadmeadow Place Strategy provides an integrated 30-year vision to reinvigorate the regionally significant growth area of Broadmeadow (the precinct) and guide future land-use and infrastructure investment decisions. Its aim is to establish the precinct as a vibrant destination and loveable place with highly-connected and distinct neighbourhoods that balance the needs of a dynamic community and growing Newcastle.

The precinct covers 313 hectares of land and includes parts of the suburbs of Broadmeadow, Hamilton, Hamilton East, New Lambton, and the suburb of Hamilton North, located west of the Newcastle City Centre.

The place strategy will enable up to **15,000 jobs** and **20,000 homes** for around **40,000 people**, supported by a network of enhanced open space and social infrastructure.

The place strategy has been prepared by City of Newcastle (CN) in partnership with the Department of Planning, Housing and Infrastructure (the Department), and in collaboration with key state agencies.

Public exhibition of the place strategy is an opportunity for the community to provide their feedback on the vision and plan for Broadmeadow.

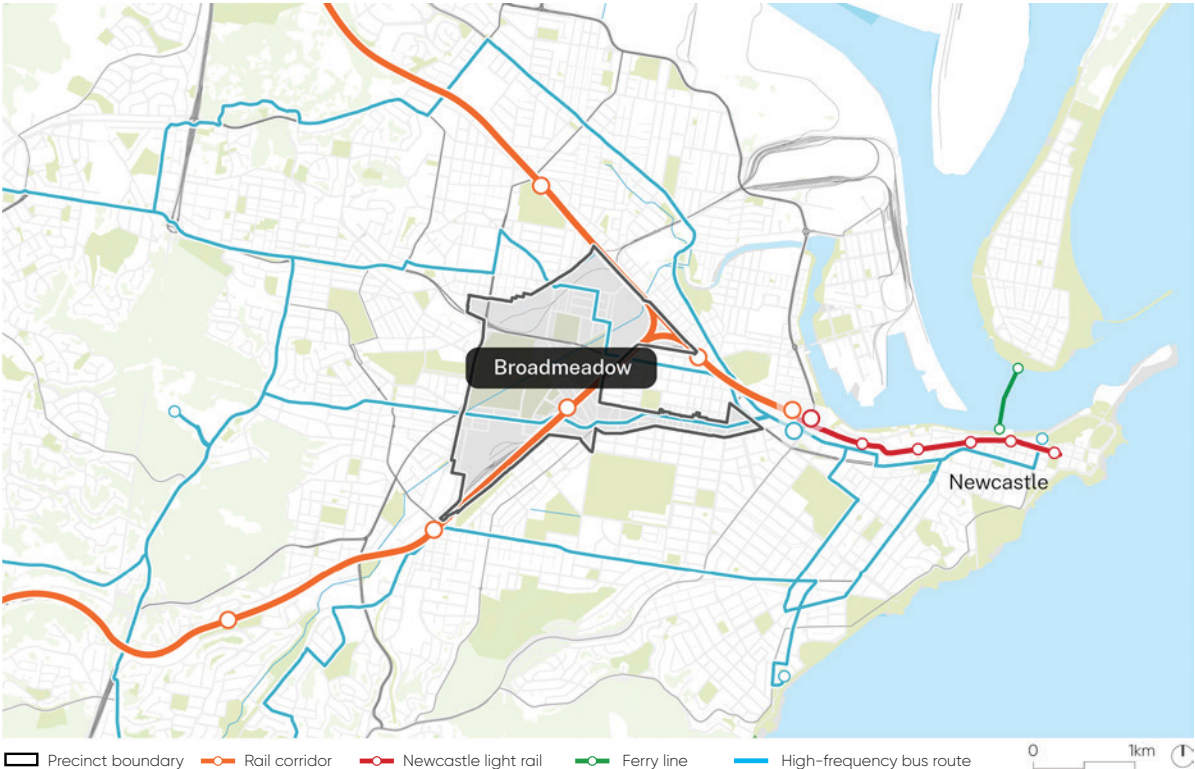


Figure 1: The precinct within the wider Newcastle context. (Source: COX)

The place strategy:

- provides a framework that will inform future land-uses and built form outcomes for the precinct
- establishes a framework for up to 20,000 new homes for 40,000 people and 15,000 new jobs
- unlocks the viability of the precinct through providing a precinct-scale approach to overcoming environmental issues such as flooding and contamination constraints
- allows the precinct to thrive by leveraging from key moves such as:
 - creating a new mixed-use town centre near Broadmeadow Station
 - creating a world-class sports, leisure and entertainment precinct at Hunter Park
 - relocation of Newcastle Entertainment Centre to a new multipurpose arena adjacent to McDonald Jones Stadium
 - establishes and protects mass-transit corridor
 - restoring natural elements of Styx Creek

The place strategy provides an integrated 30-year vision that recognises the strategic attributes of the precinct and guides future land-use and infrastructure investment decisions, delivered with the support of state and local agencies. Furthermore, the place strategy will provide for new, well-located homes to combat the housing crisis, within transit-oriented locations.

The place strategy responds to the National Housing Accord (2022), which lays the groundwork to improving affordability by addressing Australia's housing supply challenges.

This place strategy aims to unlock the potential of the precinct by:

- leveraging existing well-located Government-owned land so that more housing opportunities, including affordable and diverse housing, is available for the people of the Hunter region, including those that want to move to the Hunter region
- locating new residential developments in key locations, within 15-minute neighbourhoods, that builds a sense of community close to new amenities and the surrounding area; building on significant sport, entertainment, leisure and recreation opportunities that will attract major events to the city
- identifying and investing in high quality public transport so the people that live and visit the precinct can move around safely and easily
- creating new green, sustainable and wellbeing environments where people want to spend time and which encourage engagement and enjoyment
- improving flood prone land so it lessens flooding impacts within the precinct and the surrounding areas
- providing for a climate resilient environment that responds to the risks of climate change

The place strategy represents an analysis of opportunities and challenges informed by technical studies and provides a blueprint to achieving new well-located homes, jobs and a sport, leisure and entertainment destination for Greater Newcastle and the Hunter.

Analysis and early targeted community and stakeholder consultation has informed the principles, pillars and vision that underpin the place strategy.

Plan on a page

VISION: Broadmeadow is a vibrant destination and loveable place with highly-connected and distinct neighbourhoods that balance the needs of a dynamic community and growing Newcastle.

Themes

Country-centred

Liveable

Strategic Directions



Deliver diverse and affordable housing



Enable resilience and environmental management



Create a vibrant, dynamic, and welcoming community and destination

Alignment with Community Strategic Plan Newcastle 2040

1.1.2 Well-designed places

1.2.1 Connected communities

1.2.2 Inclusive communities

1.2.3 Equitable communities

1.2.4 Healthy communities

2.1.1 Towards net zero emissions

2.1.2 Know and share our climate risk

2.1.3 Resilient urban and natural areas

2.3.1 Design out waste

3.1.1 Vibrant events

3.1.3 Tourism and visitor economy

3.3.2 Promote Newcastle as a major arts and cultural destination

NEWCASTLE 2040
it's our *future*

Alignment with LSPS

Plan for growth and change in Catalyst Areas, Strategic Centres, Urban Renewal Corridors and Housing Release Areas

Sustainable, affordable and inclusive housing

Reduce carbon emissions and resource consumption

Plan for climate change and build resilience

Sustainable, healthy and inclusive streets, neighbourhoods and local centres

Grow our tourism and night-time economies

Local Strategic Planning Statement

Sustainable

Inclusive



Create a vibrant blue and green heart with high quality public spaces



Celebrate Country and heritage



Improve connectivity between people and place



Jobs to support Newcastle's Innovation Arc

- 1.1.1 Great spaces
- 2.2.1 Regenerate natural systems
- 2.2.2 Expand the urban forest
- 2.2.3 Achieve a water-sensitive city

- 1.1.3 Protected heritage places
- 3.3.3 Culture in everyday life
- 4.2.1 Genuine engagement

- 1.3.1 Connected cycleways and pedestrian networks
- 1.3.2 Road networks
- 1.3.3 Managed parking
- 1.3.4 Effective public transport

- 1.4.1 Emerging technologies
- 1.4.2 Digital inclusion and social innovation
- 3.2.1 Inclusive opportunities
- 3.2.2 Skilled people and businesses
- 3.2.3 Innovative people and businesses
- 3.3.1 Nurture cultural and creative practitioners

Green our neighbourhoods
Protect and enhance our bushland, waterways and wetlands

Development responds to the desired local characters of our communities
Protect and celebrate our heritage

Prioritise active transport in our City
Support emerging transport opportunities and public transport improvements with continued integration of land use and transport planning

Grow our key health and education sectors
Enable the transition to new economy jobs, and grow creative industries

The vision for Broadmeadow

This place strategy will set the future direction and vision for the Broadmeadow Precinct over the next 30 years. The vision statement for the precinct is below.

"Broadmeadow is a vibrant destination and loveable place with highly-connected and distinct neighbourhoods that balance the needs of a dynamic community and growing Newcastle"

Central to the vision for Broadmeadow are four themes. These themes are core values that will assist in achieving the vision. The themes are:

1. Country-centred

The success of the precinct is intertwined with caring for Country. Taking a Country-centred approach can deliver improved environmental outcomes and recognise the Traditional Custodians spiritual beliefs and culture as well as delivering improved economic and social outcomes for Aboriginal and Torres Strait Islander peoples. Ensuring ongoing engagement with stakeholders throughout the project lifecycle will be required to achieve the vision.

2. Liveable

The precinct will become a place for people and communities to thrive. Creating a liveable place for people to work, live and visit will enhance quality of life.

3. Sustainable

The precinct will harness our innovation and creativity to adapt to change, prepare for risks, and meet our needs and wellbeing while balancing regenerating our planet and reducing our ecological impact.

4. Inclusive

The precinct will be a place for everyone. Ensuring the precinct is an inclusive place will allow every person to participate fully in social, economic, civic and cultural life.

Strategic directions

The place strategy identifies seven strategic directions that guide delivery of the place strategy vision. The strategic directions are key interventions requiring coordination between, and resourcing from, multiple state agencies, CN, community and industry. Each strategic direction has been developed to cover key issues within the precinct.

The strategic directions are:



1. Celebrate country and heritage

Aboriginal cultural values and caring for Country principles are embedded in the precinct delivering improved economic and social outcomes for Aboriginal and Torres Strait Islander peoples. The rich industrial and rail heritage of the precinct will be retained and integrated into the landscape through unique place-making and adaptive reuse opportunities.



2. Deliver diverse and affordable housing

A mix of affordable, social and diverse housing is delivered in 15-minute neighbourhoods that are close to public transport, open space and community facilities. Diverse housing types, including medium and high density, provides housing choice for people's needs and Newcastle's growing population. The precinct is a highly liveable and inclusive place for all ages, backgrounds and abilities.



3. Create a vibrant, dynamic and welcoming community and destination

Transform into a world-class destination for sport, entertainment and lifestyle that sustains tourism and the night-time economy. Dynamic and high quality public space and community facilities contribute to vibrancy in every-day life and opportunities for community participation outside major sporting events.



4. Improve connectivity between people and place

Connections and public transport infrastructure that promote sustainable travel choices. Accessibility, safety and wayfinding across the precinct is improved.



5. Enable resilience and environmental management

Environmental constraints and hazards such as climate change, flooding and contamination are managed holistically across the precinct to ensure community wellbeing and resilience. Sustainability initiatives are embedded to facilitate a net-zero precinct that can generate renewable energy and minimises the consumption of resources and waste.



6. Create a vibrant blue and green heart with high quality public spaces

Promoted to care for Country and to create a network of connected open space, urban habitat, increased tree canopy cover and water sensitive initiatives. Nature is incorporated into every-day life to enhance the lifestyle and wellbeing of locals and visitors alike.



7. Jobs to support Newcastle's Innovation Arc

The precinct supports Newcastle's Innovation Arc to test new ideas and innovative solutions as well as optimising clustering opportunities in health, education, sport science, creative industries and tourism.

Achieving the vision

The place strategy is a holistic precinct planning approach to achieve the vision for Broadmeadow by

- a coordinated approach to planning, infrastructure, unlocking opportunities and overcoming constraints;
- a structure plan that provides a land-use framework for each of the sub-precincts;
- nine distinct sub-precincts established within the precinct including:

1. Broadmeadow Town Centre;	6. Broadmeadow Park;
2. Hunter Park (sport, leisure and entertainment);	7. Hamilton North Residential;
3. Locomotive Heritage Park;	8. Hamilton North Mixed-Use; and
4. Broadmeadow Business;	9. Hamilton North Business and Innovation Hub.
5. Belford-Tudor Urban Corridor;	

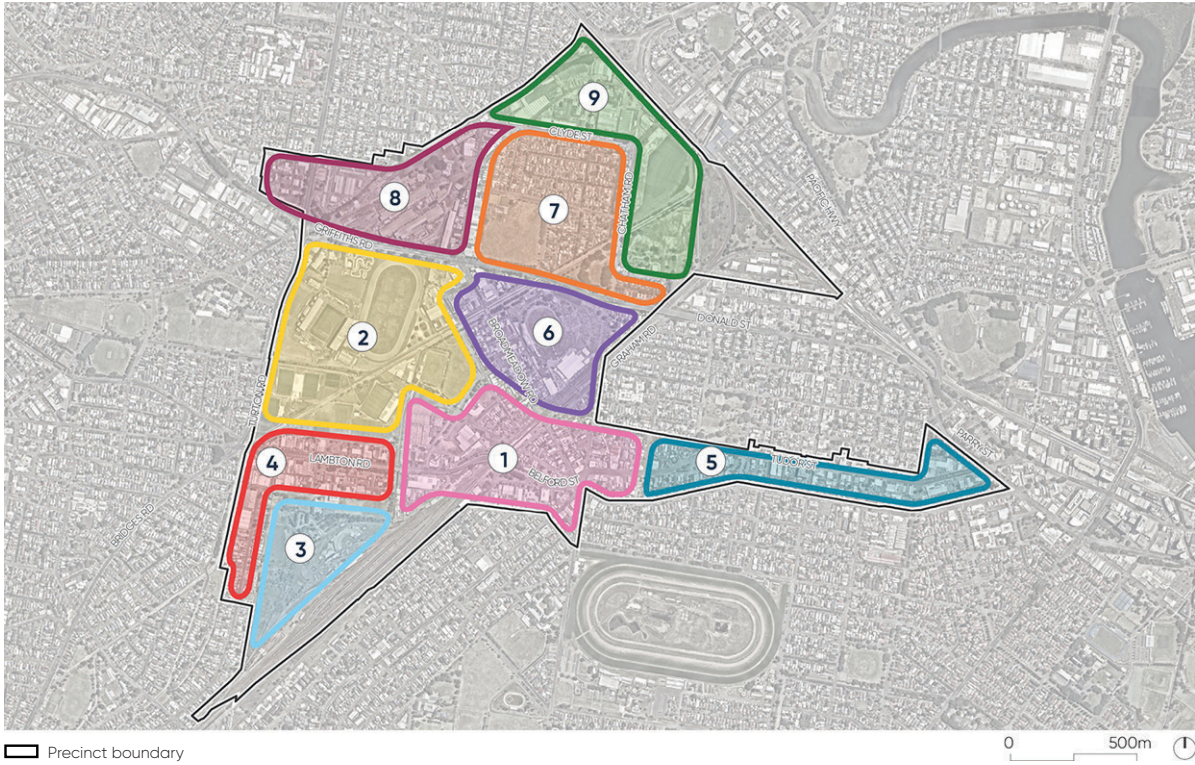


Figure 2: Broadmeadow sub-precincts (Source: COX)

Game changers

- A new town centre
- Station to stadium boulevard
- International sports and entertainment precinct
- Providing housing for the Hunter
- Mass-transit corridor and future light rail extension
- Relocation of Newcastle Entertainment Centre
- Styx Creek revitalisation
- Raising of Griffiths and Lambton roads
- Key flood mitigation works

Implementation

The Department in partnership with CN will continue to lead the delivery of the place strategy in collaboration with other state agencies and industry. The governance framework also extends to the delivery phase of the precinct, where a draft delivery plan by Hunter and Central Coast Development Corporation (HCCDC) has been drafted as part of this project. HCCDC, CN, developers, the Department, and other relevant government agencies will be responsible for implementing the place strategy and delivering infrastructure.

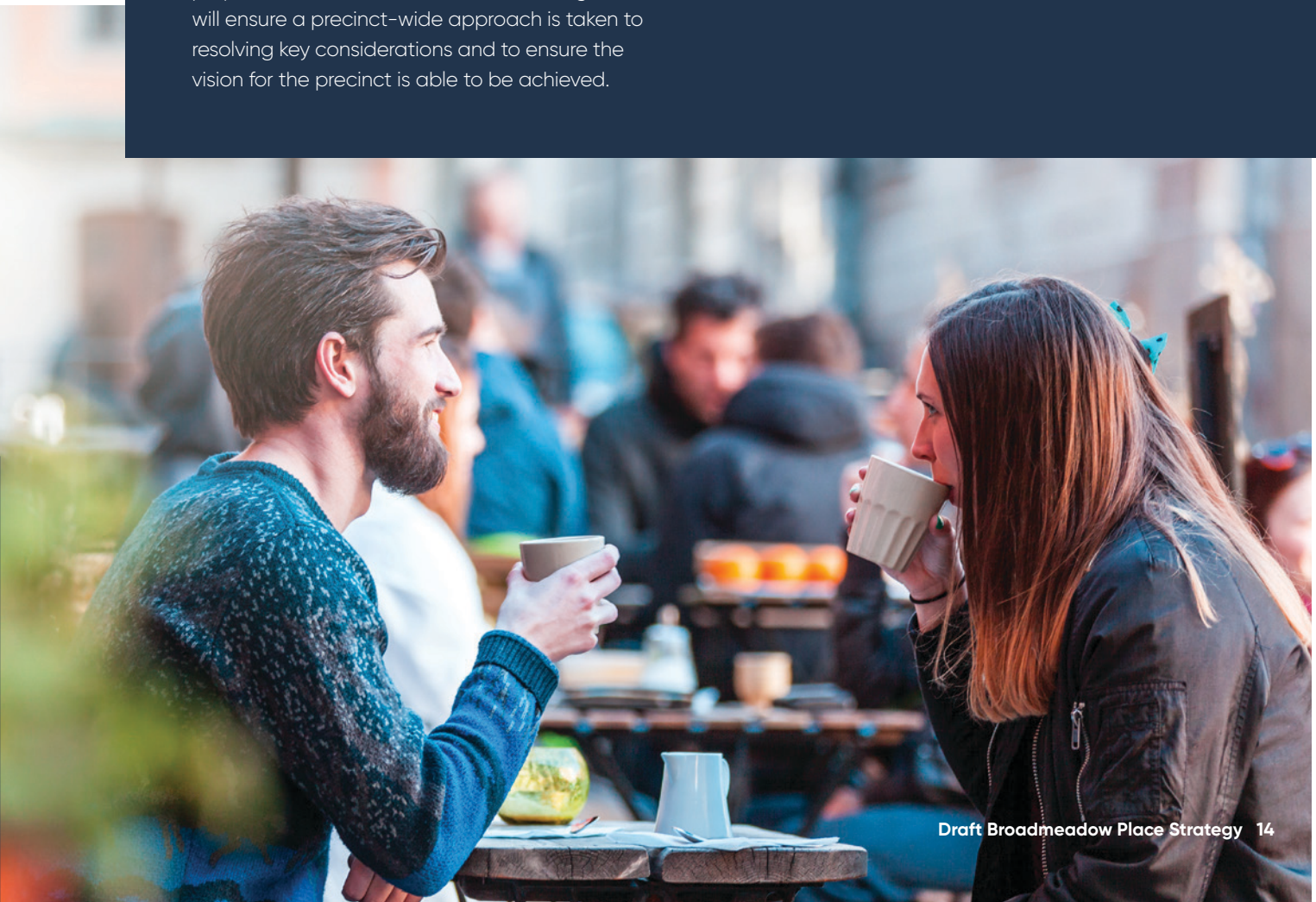
A ministerial direction under section 91 of the Environmental Planning and Assessment Act 1979 will enable development to progress in line with this place strategy. The Ministerial direction will require any future planning proposals to demonstrate consistency with the direction.

Implementation of the place strategy is primarily intended to occur through large scale planning proposals which will be undertaken in stages. This will ensure a precinct-wide approach is taken to resolving key considerations and to ensure the vision for the precinct is able to be achieved.

A targeted first-move state-led rezoning is being undertaken concurrently with the development of the place strategy. The rezoning will be entirely consistent with the place strategy and focus on identified key State Government-owned land.

The successful delivery of this place strategy for Broadmeadow will require substantial investment over many years. The infrastructure proposals identified in this place strategy are subject to further development scoping, business cases and funding commitment.

An infrastructure delivery plan has been prepared that will be further informed through the next stage of detailed project evaluation, which will also set the framework for developer contributions and consider the staging of public infrastructure delivery. Infrastructure delivery and the provision of appropriate funding, remediation, and flood mitigation works will be key to determine how quickly future growth can happen within the precinct.



Introduction



Image of sporting field and playground. (Source: CN)

What is a place strategy?

The place strategy for Broadmeadow is a 30-year strategic planning document that sets out the vision and guiding development principles for the precinct. It is a strategic planning framework used to guide future land-use and infrastructure investment decisions including guidance for future planning proposals and development applications within the precinct. Its successful implementation will breathe new life into the precinct, provide for well-located new housing, and establish Broadmeadow as the focal destination for sports, leisure, and entertainment within the Newcastle region.

The Broadmeadow Place Strategy provides a framework for future land-use and infrastructure decisions by local and state agencies by:

- enabling the delivery of new and diverse range homes in Newcastle to address the current housing crisis including affordable housing and the identification of underutilised Government-owned sites for residential uses and open spaces

- enabling Broadmeadow to develop as a world-class sport, leisure and entertainment precinct
- ensures new dwellings and mixed-use centres are well-located, and connected to transport corridors, have a sense of community, and are supported by adequate infrastructure including open space
- managing environmental constraints such as contamination and flooding at a precinct-wide level to enable the delivery of the precinct

The place strategy sets the framework for the delivery of the precinct in stages, and where development can be demonstrated to be supported by suitable community infrastructure. It is ambitious yet considered and sets the scene for a staged approach to the transformation of this important regionally significant growth area within the Newcastle local government area.

Governance

A governance structure was established to guide the precinct planning process and ensure agency input and collaboration, as well as guiding the stakeholder and community engagement process.

The governance framework also extends to the delivery phase of the precinct, where CN, the Department, other relevant government agencies and HCCDC will be responsible for implementing the place strategy and delivering infrastructure. HCCDC will be the government's delivery agency for the precinct.

HCCDC, in consultation with CN and government agencies, have been identified as the precinct delivery agency by the NSW Government and will coordinate the preparation of a delivery plan and coordinate infrastructure delivery that will:

- oversee the implementation of the place strategy;
- coordinate state agencies; and
- set Broadmeadow as a regional priority.

HCCDC will work closely with the Department, CN, Transport for NSW and other government agencies, to prepare a business case, to further investigate the funding and delivery of key infrastructure to service the precinct.

The precinct

The precinct sits within the Newcastle local government area (LGA) on Awabakal Country and covers 313 hectares of land, including parts of the suburbs of Broadmeadow, Hamilton, Hamilton East, New Lambton, and the suburb of Hamilton North, located west of the Newcastle City Centre.

The precinct is strategically centred within Newcastle's innovation arc and between key catalyst areas identified for growth. Furthermore, the Hunter Regional Plan 2041 identifies Broadmeadow as a regionally significant growth area for the Hunter Region, and a priority location for the provision of additional housing supply.

The Newcastle City Centre, University of Newcastle, Port of Newcastle, John Hunter Health and Innovation Precinct, Summerhill Waste Management Facility and Newcastle Airport are key regional assets providing opportunities to increase economic prosperity, diversification and attraction of new skills to the city.

The precinct is generally bound by the railway line and Georgetown to the north, Turton Road to the west, the railway line to the south and the Belford-Tudor corridor in the east.

The Belford-Tudor corridor has been identified by Transport for NSW as a mass-transit corridor. The corridor could support extension of Newcastle light rail from Wickham to Broadmeadow in the future. Further extension of light rail from Broadmeadow to other strategic centres is still being considered. In addition, options for a high-speed rail station at Broadmeadow as part of the Commonwealth Government's commitment to deliver high-speed rail between Sydney and Newcastle are being investigated.

Existing land uses within the precinct include large format sport and entertainment facilities centred around McDonald Jones Stadium, heavy industry, commercial, retail and low density residential areas.

The place strategy seeks to strike a balance between the need for urban development and retention of useable open space, and employment lands. A shared vision, and ongoing partnership between CN, NSW Government, community, landowners and developers will be key to the success of the precinct.



Looking north from Lindsay Street and Samdon Street (Source: CN)



Looking north-east from Lambton Road and Turton Road (Source: CN)

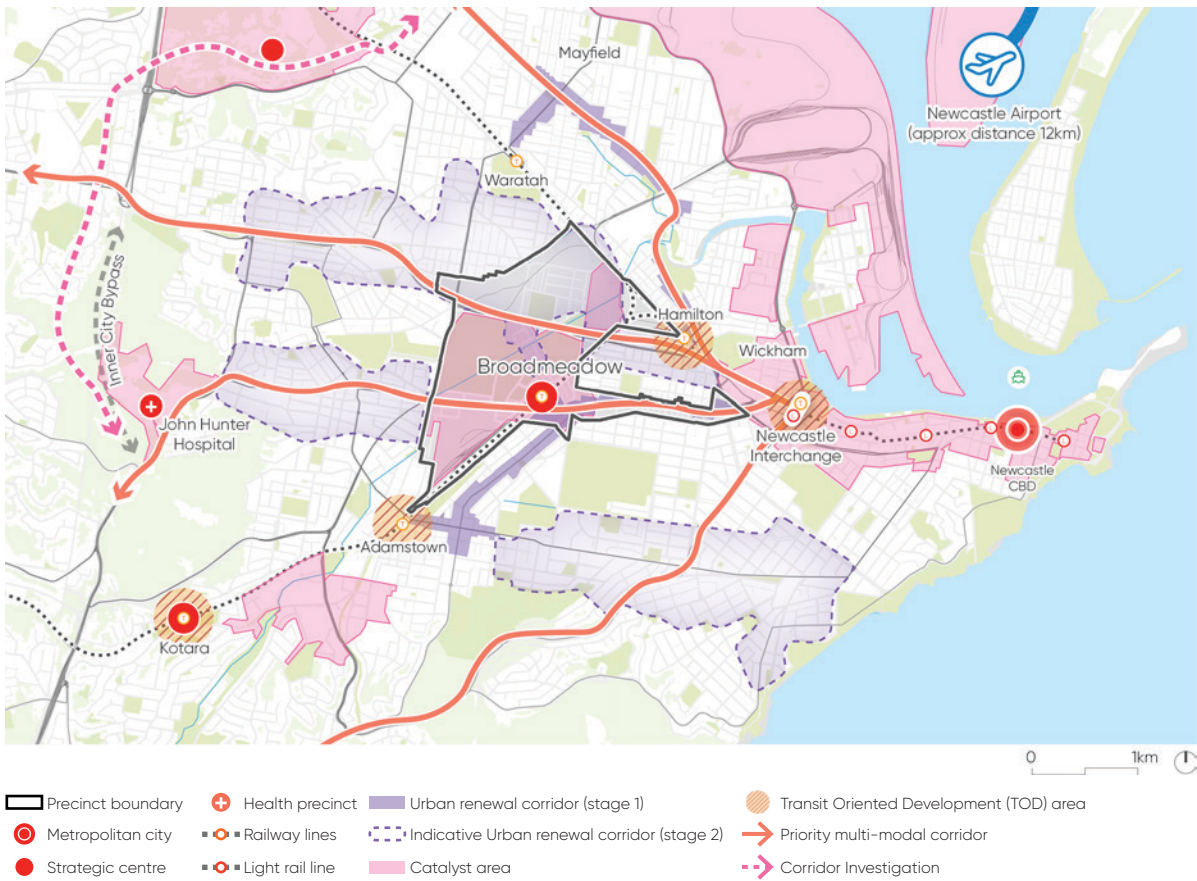


Figure 3: Broadmeadow strategic regional context (Source: COX)



Looking east from Lambton Road and Cameron Street
(Source: CN)



Looking north from Curley Road and Denney Street
(Source: CN)

Our Broadmeadow

Broadmeadow today

Broadmeadow is located 3km west of the Newcastle CBD at the centre of Metropolitan Newcastle. Currently a vibrant hub for sports and entertainment, the future Broadmeadow will be able to leverage a large and diverse population to activate the area throughout the week.

Broadmeadow population 2021

1,688

Newcastle LGA population 2021

169,317

Broadmeadow total dwellings

1,240



Broadmeadow Households

744 Broadmeadow total private dwellings (2021)

5,849 (Hamilton-Broadmeadow SA2)

71,658 (City of Newcastle)

2.6% Hamilton-Broadmeadow SA2 social housing (2021)

5.3% (City of Newcastle)

2.2 Broadmeadow Av. Household Size (2021)

2.2 (Hamilton-Broadmeadow SA2)

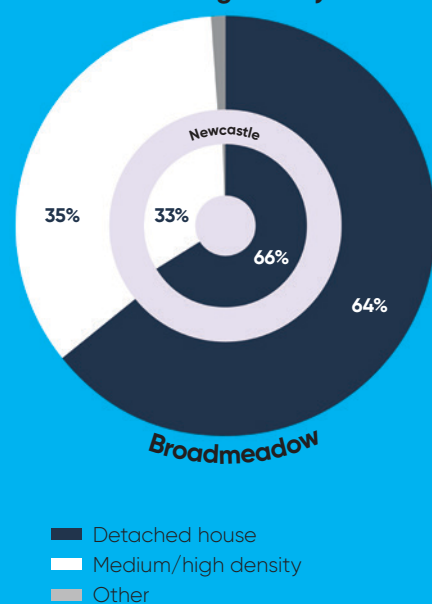
2.4 (City of Newcastle)

44.5% Broadmeadow people renting (2021)

41% (Hamilton-Broadmeadow SA2)

36.6% (City of Newcastle)

Housing density



Detached house
 Medium/high density
 Other

Source: Australian Bureau of Statistics, Census of Population and Housing 2021. Compiled and presented in profile.id by .id (informed decisions).



City of Newcastle

Broadmeadow Precinct

Estimated annual population growth rate
0.19% (2022-2023)

Top 3 existing industry sectors by employment

Broadmeadow	Newcastle
1. Healthcare & social assistance 20%	1. Healthcare & social assistance 20%
2. Education & training 11%	2. Education & training 10%
3. Accommodation & food services 9%	3. Retail trade 9%



Broadmeadow Community

34 Yrs Broadmeadow median age (2021)

40 Yrs (Hamilton-Broadmeadow SA2)
37 Yrs (City of Newcastle)

4.1% Broadmeadow Aboriginal and Torres Strait Islander peoples (2021)

3.7% (Hamilton-Broadmeadow SA2)
4.4% (City of Newcastle)

5.2% Broadmeadow people with disability/ accessibility needs (2021)

6.3% (Hamilton-Broadmeadow SA2)
6.4% (City of Newcastle)

21% Broadmeadow born overseas (2021)

15% (Hamilton-Broadmeadow SA2)
19.2% (City of Newcastle)



Broadmeadow Education and Employment

37.7% Broadmeadow tertiary qualification (2021)

40.6% (Hamilton-Broadmeadow SA2)
37.1% (City of Newcastle)

67.6% Broadmeadow labour force participation (2021)

61.6% (Hamilton-Broadmeadow SA2)
63.9% (City of Newcastle)

\$1,653 Broadmeadow median weekly income (2021)

\$1,669 (Hamilton-Broadmeadow SA2)
\$1,760 (City of Newcastle)

Hamilton-Broadmeadow statistical area 2 (SA2) boundary does not directly align with the Broadmeadow place strategy precinct boundary

Why Broadmeadow?

Delivery of housing and 15-minute neighbourhoods

Broadmeadow's strategic significance is recognised in local, state, and federal plans and policies, lies at the heart of Greater Newcastle, and is well connected by rail and key link roads.

The Hunter Regional Plan 2041 identifies Broadmeadow as a regionally significant growth area for the Hunter Region and a priority location for the provision of additional housing supply. Broadmeadow's strategic location in the heart of Newcastle presents an opportunity for the precinct to provide a range of diverse and affordable housing. The Hunter Region Plan 2041 focuses on '15 minute neighbourhoods' and the place strategy will enable these neighbourhoods to develop with a range of low, medium and high rise housing options as well as additional job opportunities whilst remaining considerate of the local character and history of the area.

Under the National Housing Accord, the NSW Government has committed to contributing to the aspirational national target of 1.2 million new well-located homes between 2024 and 2029. Delivering housing to combat the housing crises is a top priority of the NSW Government.

Urban renewal at Broadmeadow provides an opportunity to address the housing crisis by facilitating additional housing supply to service Newcastle's growing population. By introducing different and diverse housing types, existing and future residents are given more choice in how they want to live. The precinct's connectivity and access to transport infrastructure through key movement corridors are a significant driver for residential growth.

World-class sports, leisure and entertainment precinct

The precinct is currently Newcastle's home to sport and entertainment focused around McDonald Jones Stadium, known as Hunter Park. The nature of Hunter Park and other sport and recreation facilities means Broadmeadow experiences ebbs and flows of people, with many converging on the precinct during special events without lingering.

Hunter Park comprises McDonald Jones Stadium, the Newcastle Entertainment Centre and the Newcastle Showground, as well as the areas and public spaces surrounding these facilities.

The precinct presents a significant opportunity to leverage from upgrades to Hunter Park, and the relocation of existing sporting facilities to create a world-class sports, leisure and entertainment precinct, and destination supported by public transport. The creation of a new and inviting public realm outside of the new multipurpose indoor arena will be an inclusive, quality space for the community to enjoy.

Broadmeadow aims to become a destination choice for entertainment, recreation and a place to live, work and play.

Transport connections

The precinct's strategic location and existing public transport infrastructure will enable future residential growth and the development of Hunter Park. Broadmeadow Station presents a significant opportunity to achieve the 15-minute neighbourhood by improving active and public transport connections along key movement corridors. This also includes new walking and cycling connections through the improved open space network, and blue and green grid corridor along Styx Creek.

Active transport connections will double as high quality public spaces, encouraging patronage into and within the precinct. A pedestrian boulevard from Broadmeadow Station to Hunter Park will enrich and prioritise active travel through the precinct. The boulevard will be a vibrant and attractive public realm hosting a variety of activity-generating uses that contribute to the activation of the precinct.

High-frequency public transport in Broadmeadow along key mass-transit corridors would support increased densities and Broadmeadow as a destination for sports, leisure, entertainment and recreation. The strategy identifies and leverages these mass-transit corridors to optimise land use outcomes if projects such as extension of the Newcastle light rail occur.

Government-owned land

There is a significant portion of Government-owned land within which presents a unique opportunity for high quality urban renewal to occur. The NSW Government has identified Government-owned land as part of the solution to addressing the current housing shortages to deliver houses in the short to medium term. The precinct presents an opportunity to transform underutilised Government-owned land into a vibrant precinct that can support both the needs of the community and meet current housing demands. Within the precinct, key Government-owned sites are generally large and unfragmented sites, presenting an ideal opportunity for urban renewal and diverse housing. The Broadmeadow Locomotive Depot is a key site identified for future housing whilst ensuring protection of heritage items and is identified as a specific sub-precinct within the place strategy, known as Locomotive Heritage Park. This would enable the delivery of homes and the protection of heritage, while also making heritage more publicly accessible, providing significant public benefits to the broader community.

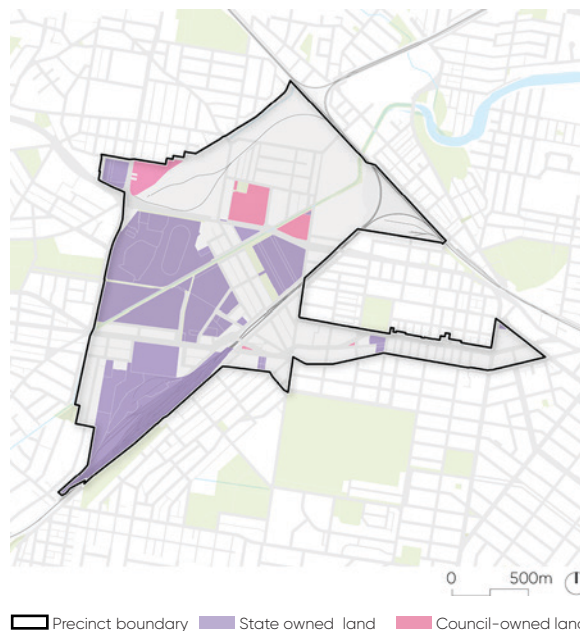


Figure 4: Broadmeadow government land ownership (Source: COX)

High-frequency public transport in Broadmeadow along key mass-transit corridors would support increased densities and Broadmeadow as a destination for sports, leisure, entertainment and recreation. The strategy identifies and leverages these mass-transit corridors to optimise land use outcomes for projects such as the extension of Newcastle light rail.

Precinct-wide approach to managing constraints

Historic environmental management, contamination, flooding, and movement constraints have led to large parts of Broadmeadow becoming fragmented, underutilised and difficult to be developed.

Addressing challenges and maximising opportunities within the precinct is complex and costly. It demands significant planning interventions and investment. It will need innovative thinking and must strike the right balance between liveability, productivity, and sustainability outcomes. To achieve this, various public and private sector stakeholders will need to work in partnership.

Key existing features of the precinct, as shown, include the following:

1. TAFE Newcastle
2. ELMA Factory site
3. UGL Goninan's Pty Ltd site
4. Newcastle Harness Racing Club
5. McDonald Jones Stadium
6. International Hockey Centre
7. Knights Centre of Excellence
8. Newcastle Showground
9. Newcastle Entertainment Centre
10. Newcastle Tennis Association
11. Broadmeadow Locomotive Depot
12. Newcastle Racecourse
13. Newcastle Basketball Stadium
14. Jemena Pty Ltd site
15. Caltex Pty Ltd site
16. Beaumont Street shops
17. PCYC
18. District/Magic Park
19. Styx Creek
20. Smith Park
21. Nine Ways
22. Newcastle Interchange
23. Woodville Junction



Figure 5: Broadmeadow Precinct and attractors (Source: COX)

Investigations

A number of technical studies have been undertaken to inform and develop the place strategy and structure plan. The studies prepared include:

- urban design and integrated masterplan
- sustainability assessment, community resilience plan and climate change adaptation plan
- ecological, noise, air, bushfire and odour assessment
- flooding, integrated water management strategy and utilities assessment
- contamination and geotechnical assessment
- traffic and transport assessment
- Aboriginal cultural heritage assessment and a non-Aboriginal cultural heritage assessment
- economic analysis
- qualitative risk assessment report (land use safety report)
- Aboriginal engagement outcomes report
- Strategic Infrastructure and Services Assessment (SISA)
- assessment of local contributions.



Precinct opportunities and challenges

A summary of the key opportunities and challenges within the precinct is summarised below and further discussed and analysed throughout the place strategy.

Opportunities and challenges

Proximity to CBD – Broadmeadow is a focal point of Newcastle and is only 3 km from the Newcastle City Centre and Newcastle Interchange

Housing demand – provide residential dwellings to meet Newcastle’s growing population.

Housing diversity – existing housing stock is ageing, and mostly comprises low density residential typologies. There is an opportunity to provide a diverse range of housing close to the Newcastle City Centre and key transport nodes to meet the needs of our growing population.

Vacant and underutilised sites – many sites within the precinct remain vacant, not fit for purpose or underutilised, presenting an opportunity for renewal.

Government-owned land – the precinct contains a significant portion of Government-owned land where investment can support the needs of the community and ongoing housing demands.

Regional sports and recreation precinct – Broadmeadow’s status as a regional centre for sport, recreation and entertainment can be leveraged to create a more diverse and inclusive internationally significant destination.

Rehabilitation of drainage network – Styx Creek to become an integrated network of green and blue infrastructure with attractive, accessible open spaces, wetlands and active transport links that have the ability to provide numerous benefits, including flood mitigation, health, wellbeing and increased amenity.

Increased active and public transport patronage – encourage mode shift away from private cars along key movement corridors.

Environmental constraints – the place strategy has the potential to holistically consider many constraints (such as flooding and contamination) that have stifled development, via a precinct-wide approach. Using flooding as an example, the place strategy can act as a tool to evaluate and resolve stormwater management for the whole precinct, with the potential to unlock sites that may have previously been constrained.

Heritage items – Broadmeadow has several historical buildings and sites of cultural importance.

Open space – majority of the open space within the precinct is publicly inaccessible. The place strategy can deliver new open spaces as well as unlock existing restricted open spaces.

Constrained movement and accessibility – a range of physical and environmental challenges has led to poor movement within the precinct.

Lack of infrastructure – addressing these challenges is complex and costly and will demand significant planning interventions and investment. It will require strong collaboration and having the right balance between sustainability, housing, sport and entertainment, business and productivity outcomes.

Engagement and consultation



Image of community engagement (Source: CN)

This place strategy has been developed using a collaborative approach to precinct development and co-design.

This involved engagement with the community early in the planning stages to seek feedback on opportunities they would like to see for Broadmeadow. This included face-to-face drop in sessions, a survey and direct feedback.

Key government agencies and government landowners played a critical role in informing the place strategy by working collaboratively to better understand the challenges and opportunities.

Enquiry by Design

An Enquiry by Design (EbD) process was undertaken to inform the preparation of the structure plan and place strategy. The EbD was an interactive and iterative process that allowed for the testing of ideas, solutions and concepts by participants across all technical streams and a range of stakeholders including state agencies, local government and Department representatives.

The EbD was attended by:

- City of Newcastle
- The Department
- Hunter Water
- Venues NSW
- The Transport Asset Holding Entity of NSW (TAHE)
- Transport for NSW
- State Emergency Service
- Hunter and Central Coast Development Corporation
- Schools Infrastructure NSW
- Technical experts engaged for the project.

Participants worked together across a series of workshops to develop the structure plan, vision and strategic directions. This included identifying the precinct's key opportunities and constraints and working collaboratively on resolutions to these issues that deliver high quality place-based outcomes.

Aboriginal consultation

Acknowledgment of Country and consultation with Aboriginal stakeholders is a critical component of the place strategy. The Department and CN have worked with Aboriginal stakeholders, who have contributed to and helped shape the Broadmeadow Place Strategy and future vision for the precinct by providing valuable insights and cultural knowledge.

The Guraki Aboriginal Advisory Committee provided strategic advice and commentary with relation to the place strategy.

Feedback from engagement during exhibition will help shape the final place strategy. This section will be updated in the final place strategy and will provide an overview of the feedback received during exhibition.

Community engagement



Online survey

406 responses

(April - June 2023)



Visiting us at one of our community information sessions

Over **70** members of the local community attended

(April - June 2023)



Community engagement and consultation activities

1,057 pieces of feedback



High school students

Over **260** students shared their big ideas and priorities for the precinct



Multidisciplinary subject matter

126 internal and external subject matter experts to inform this place strategy

What we heard from the local community



What we heard

Support sports and entertainment needs by attracting national and international events

More green space with native vegetation and more trees

Improve the frequency and quality of public transport

Better walking and cycling connections in Broadmeadow and to surrounding destinations

Vision and strategic directions



Artist's Impression of Belford Road -Tudor Street Light Rail corridor (Source: Cox Architecture)



The Vision

Broadmeadow is a vibrant destination and loveable place with highly-connected and distinct neighbourhoods that balance the needs of a dynamic community and growing Newcastle.

This place strategy recognises Broadmeadow's geographical importance at the centre of the Greater Newcastle Metropolitan Area and acknowledges the **once in a generation** opportunity Broadmeadow offers from a major placemaking and infrastructure investment perspective.

The Broadmeadow Place Strategy will enable up to 20,000 new homes, 15,000 new jobs for around 40,000 people.

Game changers

There are a number of key moves or 'game changers' that are required to enable the development of the Broadmeadow Precinct and to unlock the potential of the precinct. The development of the precinct will be heavily influenced by several factors, including planning considerations, constructability, investment drivers and a series of coordinated moves.

The game changers recommended, include:

Station to stadium boulevard: the place strategy will deliver a pedestrian-priority boulevard which will extend from Broadmeadow Station through to the revitalised Hunter Park.

The boulevard will enable ease of pedestrian movement within Broadmeadow and the inclusion of a diverse range of high quality homes will cater for an atmospheric environment, achieved through the revitalisation of the public domain and the establishment of new ground floor activated uses.

A new town centre: a new mixed-use town centre will emerge around Broadmeadow Station, leveraging existing and future public transport opportunities, that will enable employment, retail and dining opportunities co-located with diverse high density housing and quality public realm.

The town centre will see the revitalisation of Nineways and provide a mixed-use town centre that will facilitate new housing and generate a hive of activity.

International sports and entertainment precinct:

Hunter Park will be transformed into a world class, contemporary sporting and entertainment precinct, and become an attraction for both national and international visitors.

This sub-precinct will become an economic driver for the region, with stadium and entertainment spaces catering for more than 30,000 people. Additions to the precinct will include a relocated multipurpose indoor arena (replacing the existing Entertainment Centre) and new regional aquatic and leisure centre.

As well as attracting visitors from around NSW, Australia and the world, Hunter Park will become the backyard and playground for the new community surrounding the precinct, with the provision of new and upgraded community facilities, and high quality open and public spaces provided throughout.

Relocation of Newcastle Entertainment Centre:

the existing entertainment centre remains not fit-for-purpose and underutilised. By relocating the entertainment centre to an area north of McDonald Jones Stadium and expanding it into a new multipurpose indoor arena, the space better caters for demands for entertainment space and unlocks valuable land at Newcastle Showground for medium and high density residential development close to Broadmeadow Station.

Styx Creek revitalisation: restoring natural elements of Styx Creek is essential to revitalise the creek. Styx Creek will continue to play a critical role in stormwater engineering, the reintroduction of original elements of the natural waterway will also contribute to the creation a network of high quality open spaces that assist with flood mitigation, passive recreation, and movement through active transport.

Water-sensitive urban design initiatives and the reintroduction of endemic vegetation will also assist in delivering sustainability benefits such as combating the urban heat island effect and improved water quality. It also presents opportunity for passive recreation, active transport and an increased connection to water, offering reflections of Broadmeadow's history as an alluvial floodplain and marshland. This revitalisation will enable the blue and green grid.

Mass-transit corridor and future light rail extension: a mass-transit corridor is preserved and ultimately delivered along Belford-Tudor corridor to allow frequent and quality public transport from Newcastle Interchange to Broadmeadow, with the future envisaged to be light rail. The mass-transit corridor also has the potential to go through Broadmeadow to the west and service local communities and potential key destinations (such as John Hunter Hospital or the University of Newcastle subject to further investigation in the longer term).

The extension of the light rail will facilitate frequent and convenient movements between Broadmeadow and Newcastle CBD, and reduce the reliance on private cars to access move in and around the precinct.

The connectivity offered by the extension of the light rail will catalyse densification along its alignment.

Providing housing for the Hunter: Broadmeadow presents an exceptional opportunity to provide a significant number of new homes for a fast growing population of Newcastle that is supported by the necessary infrastructure to ensure growth is managed well.

With a number of distinct and well planned neighbourhoods, Broadmeadow has the unique opportunity to provide a wide range of housing types, from higher densities close to Broadmeadow Station and key transit corridors, to lower and medium density housing in the Hamilton North neighbourhood.

It also has the ability to provide a range of housing tenures, including achieving the NSW Government's target of providing 30% social and affordable housing on land owned by the NSW Government.

Raising of Griffiths and Lambton roads: the raising of Griffiths and Lambton roads will provide the precinct (and surrounding areas) with improved flood evacuation. The upgrades will result in only a 1% chance (in any given year) of floodwaters inundating the road level in the year 2050. This key move will improve emergency services access and reduce isolation time in extreme flooding events.

Key flood mitigation works: significant infrastructure to combat the impacts of flooding in the precinct is required through a precinct-wide approach to managing flooding. A series of staged upgrades to drainage lines, diversion of flows, road raising, filling and excavation to create areas of temporary and permanent inundation for storage of water will work together over the life of the strategy to benefit existing and future residents.

Strategic directions

The place strategy identifies seven strategic directions to deliver on the vision of the place strategy. The strategic directions are key interventions requiring coordination between, and resourcing from, multiple state agencies, CN, community and industry.

The strategic directions are:

1. Celebrate Country and heritage
2. Deliver diverse and affordable housing
3. Create a vibrant, dynamic, and welcoming community and destination
4. Improve connectivity between people and place
5. Enable resilience and environmental management
6. Create a vibrant blue and green heart with high quality public spaces
7. Job to support Newcastle's Innovation Arc

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Strategic direction 1

Celebrate Country and heritage

Actions

The following actions will guide future land use frameworks to ensure that Caring for Country and conserving Broadmeadow's unique heritage is at the core of design and planning:

-
- S1.1 Ensure engagement with Aboriginal stakeholders throughout the 30-year project lifecycle, including at any future planning proposal, development application and delivery stage.
-
- S1.2 Heal connections to Country through:
- restoring elements of the original waterways
 - planting locally indigenous species
 - restoring and enhancing natural habitats
 - reducing impacts of flooding through the use of more sustainable land and water strategies
 - remediating soils and groundwater.
-
- S1.3 Identify, through ongoing engagement, opportunities to deliver improved economic and social outcomes for Aboriginal and Torres Strait Islander peoples.
-
- S1.4 Allow the community to access and interact with significant heritage items located at the Locomotive Heritage Park and Broadmeadow Park sub-precincts by adopting appropriate conservation management and implementing sensitive adaptive reuse.
-
- S1.5 Encourage the transformation of key local heritage items into unique places with a distinct sense of place and landmarks, including:
- the ELMA Factory
 - UGL Goninan's site
 - Sunnyside Hotel
 - the former Shell fuel depot site.
-
- S1.6 Ensure unique heritage and character areas such as Cameron's Hill and Hamilton North residential precinct are appropriately reflected in planning controls.



Strategic direction 2

Deliver diverse and affordable housing

Actions

The following actions will underpin housing supply and encourage the provision of diverse housing typologies, contributing to Broadmeadow's desired sense of place. The provision of diverse housing provides choice and better caters to the needs of Newcastle's growing population.

- S2.1 Development of privately owned land will be required to contribute to affordable housing with a portion of development needing to be dedicated for the purposes of affordable housing in line with CN's affordable housing framework.
- S2.2 Affordable housing provided on NSW Government-owned land will meet or exceed the NSW Government affordable housing targets, this is currently a minimum of 30%.
- S2.3 All new growth is to be supported by new or improved infrastructure as required.
- S2.4 Deliver a diversity of housing types and tenures to suit different household sizes, compositions, configurations and needs, including reflection of Broadmeadow's changing demographics.
- S2.5 Ensure all future development aligns with the future desired character for each sub-precinct.
- S2.6 Deliver suitable development around transport nodes (including high density residential and mixed-use development), leveraging of existing and improved public transport connections.



Strategic direction 3

Create a vibrant, dynamic, welcoming community and destination

Actions

The following actions leverage Broadmeadow's existing reputation as a significant sporting hub, making it a destination of choice for entertainment, recreation and discovery.

-
- S3.1 Create high quality, attractive public spaces that are accessible, safe and comfortable to move through but also encourage community to meet, linger and create a sense of place.
-
- S3.2 Enable streets that are inclusive and inviting places for community to socialise, relax, enjoy, be entertained, and shop.
-
- S3.3 Create distinct pockets of local character in accordance with the future desired character statements to reinforce a sense of belonging and pride for local residents, business and visitors.
-
- S3.4 Facilitate the development of a prominent regional aquatic and leisure centre and create a home for restaurants, bars, cinemas, indoor recreation spaces, shops, markets and attractive live events in the sport and entertainment sub-precinct (Hunter Park) of Broadmeadow.
-
- S3.5 Provide for a mix of local neighbourhoods, retail and community facilities at strategic locations in the precinct that will allow for 15-minute neighbourhoods to service the daily needs of residents and visitors and encourages a sense of community.
-
- S3.6 Deliver large community infrastructure pieces (including McDonald Jones Stadium upgrades, regional aquatic and leisure centre and multipurpose indoor arena) to attract national significance.



Strategic direction 4

Improve connectivity between people and place

Actions

The following actions will guide land uses and planning decisions to ensure people can move freely around the precinct and connect important places.

-
- S4.1 Unlock key blockages within Broadmeadow precinct to prioritise the movement of people, including removing barriers that restrict active transport facilities for pedestrian and cyclists.

 - S4.2 Utilise existing green and active transport links to create linear recreation opportunities that also provide important corridors for movement and place.

 - S4.3 Ensure proposed active transport links feed into existing and planned active transport routes to move people efficiently around Greater Newcastle.

 - S4.4 Ensure corridors are preserved to allow for future light rail access from Newcastle Interchange.

 - S4.5 Secure major roads above the flood planning level to allow for safe egress during a flood event.

 - S4.6 Deliver large community infrastructure.



Strategic direction 5

Enable resilience and environmental management

Actions

The following actions aim to increase the environmental condition of the precinct through appropriate environment management strategies and increase the future population's resilience to climate change.

-
- S5.1 Ensure land is or can be made suitable for its intended land use through a precinct approach to remediation.
-
- S5.2 Implement appropriate buffers for sensitive land uses around pipelines and allow for access and maintenance.
-
- S5.3 Reintroduce original elements of the existing waterway of Styx Creek, expand riparian corridors and reinforce resiliency with endemic flora that provides for urban fauna refuge and movement.
-
- S5.4 Ensure future planting mitigates climate change, provides urban tree canopy and contributes to the reduction of urban heat island effect.
-
- S5.5 Built form to exceed sustainability ratings standards, particularly civic buildings, which should strive for international excellence and set design precedence.
-
- S5.6 Facilitate implementation of the flood strategy including detention basins where required, introduction of wetlands adjacent to Styx Creek, and the upgrading of existing underperforming stormwater infrastructure.
-
- S5.7 Set the residential flood planning level for all habitable floor levels in the precinct to be above the 1% annual exceedance probability, inclusive of climate change projections and with a 500mm freeboard.
-
- S5.8 Ensure land use planning considers the flood hazard of the land and avoid development within floodways.
-
- S5.9 Ensure no net loss of flood storage due to cut and fill, loss of flood conveyance, significant diversion of flood flows or significant changes to hydraulic flood hazard conditions that impact on private property or impact on safe access or on evacuation routes.
-
- S5.10 Stipulate flood-compatible building design, including types of materials and fencing, and around overland flow paths.
-
- S5.11 Establish shelter-in-place strategies for new development where necessary to implement key principles.



Strategic direction 6

Create a vibrant blue and green heart with high quality public spaces

Actions

The following actions aim to provide a blue and green heart for the precinct through appropriate planning and strategies.

-
- S6.1 Mitigate the risks of flooding at a catchment level, a precinct level, individual site/development level and through water-sensitive public domains.
-
- S6.2 Ensure Styx Creek and development is designed to meet the NSW Government's Water Quality Objectives.
-
- S6.3 Reintroduce and restore original elements of the natural Styx Creek to improve connection to water, improve environmental condition and contribute to quality lineal open space network.
-
- S6.4 Undertake environmental restoration by introducing tree canopy for urban greening.
-
- S6.5 Enable Styx Creek to become a linear blue and green corridor that retains water and introduces vegetation to create cool places for community.



Strategic direction 7

Jobs to support Newcastle's Innovation Arc

Actions

The following actions aim to help Broadmeadow play an important role in the Innovation Arc.

-
- S7.1 Embrace emerging technologies to improve community quality of life.
-
- S7.2 Support inclusive digital access to narrow the digital divide.
-
- S7.3 Prioritise equal learning and employment opportunities, grow the local skills base and foster innovation in business and the arts to create a vibrant and inclusive community.
-
- S7.4 Support Broadmeadow becoming a key contributor to the innovation that supports Newcastle as an emerging city by maintaining focus on co-existing leading sports and entertainment uses with essential supporting services in the precinct.
-
- S7.5 Ensure each economic centre is prosperous individually and do not detract from other local centres.



Strategic context



Aerial looking east towards Newcastle (Source: CN)



This place strategy aims to build on the strengths of the area and represents a major opportunity to address several key CN and NSW Government policies, commitments and priorities as well as addressing the housing crisis identified in the National Housing Accord. Broadmeadow's strategic significance is recognised in local, state and federal plans and policies, including:

- National Housing Accord
- Infrastructure Australia's Infrastructure Priority List 2021
- The Six Cities Region: Discussion Paper
- Hunter Regional Plan 2041
- Draft Hunter Regional Transport Plan 2041
- Greater Newcastle Metropolitan Plan 2036
- Newcastle 2040 – Community Strategic Plan
- City of Newcastle's Local Strategic Planning Statement (LSPS) 2021
- Newcastle Local Housing Strategy 2021
- Newcastle Employment Lands Strategy 2019

This place strategy seeks to bring together the various strategic planning work undertaken to date and set the future direction to guide the Broadmeadow Precinct.

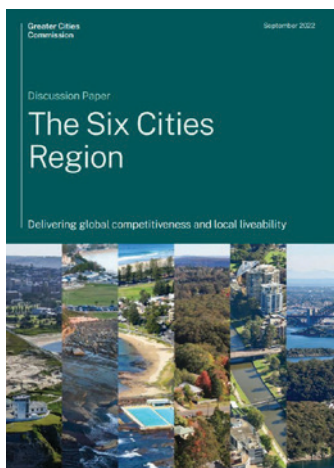
National planning direction

The Australian Government has agreed to a National Housing Accord (Accord) with states and territories, local government, institutional investors and the construction sector.

The Accord includes an initial aspirational target agreed by all parties to build one million new well-located homes over 5 years from mid-2024. The Commonwealth and states and territories agreed to update this target at National Cabinet in August 2023 to 1.2 million new well-located homes over 5 years from mid-2024. National Cabinet also endorsed the Commonwealth providing \$3.5 billion in payments to state, territory and local governments to support the delivery of new homes towards this target.

The Accord is one component of the government's broader housing agenda which also includes significant funding for social and affordable housing and additional support for renters and homebuyers.

State strategic planning documents



The Six Cities Region: Discussion Paper

The discussion paper encourages dialogue around planning the Six Cities Region while region plans are developed. To realise the Six Cities vision, six Region Shapers are proposed as key priorities. Several priorities could impact the future development of the precinct, including as incorporating First Nations' aspirations, enhancing public transport within metropolitan areas, supporting a comprehensive fast rail strategy, increasing housing supply with proper infrastructure, investing in active transport connections, and addressing exposure and vulnerability to climate-related risks such as urban heat, bushfires, and flooding.



Hunter Regional Plan 2041

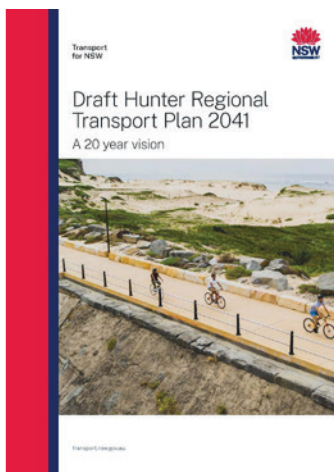
The Hunter Regional Plan (regional plan) identifies Broadmeadow as a regionally significant growth area that can deliver exceptional place outcomes for Greater Newcastle. It sets the requirement for the preparation of this place strategy.

The regional plan sets objectives for the precinct including:

- central location will support new diverse and affordable housing.
- become a significant sport and entertainment precinct.
- respect the local character and celebrate its diverse past.
- 15-minute neighbourhoods with diverse housing choice, ranging from low to high rise homes.

The regional plan anticipates Broadmeadow to deliver exceptional place outcomes for Greater Newcastle, be well integrated, equitable and resilient, and foster new neighbourhood identities.

The place strategy builds on these priorities and outcomes and plans to deliver a holistic place-based framework for future growth, ensuring all matters are considered.



Draft Hunter Regional Transport Plan 2041

The (draft) Hunter Regional Transport Plan 2041 sets out a 20-year transport vision for the Hunter, coordinating the key infrastructure, services and policy interventions to achieve the vision at a regional level.

Specifically related to Broadmeadow, a key objective is to support and improve local connectivity to and within centres including the investigation of potential future extension of Newcastle light rail and improving and protecting key freight corridor.

This draft plan also identifies future Fast Rail, which is currently being investigated between Sydney and Newcastle. Fast Rail will provide Newcastle greater connectivity to other regional centres in addition to Sydney.



Greater Newcastle Metropolitan Plan 2036

The Greater Newcastle Metropolitan Plan sets strategies for sustainable growth in Greater Newcastle. It envisions Broadmeadow as a nationally significant sport and entertainment hub that drives growth and transformation in surrounding areas.

Key priorities outlined include:

- Hunter Sports and Entertainment – diverse and commercially viable sports and entertainment.
- Nineways – office, retail, and medium density housing, and identifying public transport corridors.
- Lambton Road – light industrial business uses, and mixed-use housing.
- Broadmeadow Station – medium to higher density housing.
- Broadmeadow Road – light industrial and walkable activity centres.
- Locomotive Heritage Park – medium density housing, business uses and heritage.
- Former Gasworks – mixed-use development.



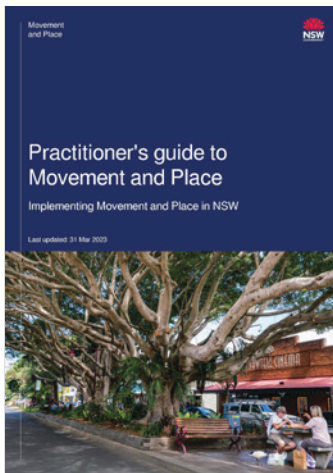
Future Transport 2056

The Future Transport 2056 strategy sets the 40-year vision, directions and principles for customer mobility in NSW, guiding transport investment over the longer term.

The Future Transport 2056 strategy is supported by a suite of supporting plans. These Supporting Plans are more detailed issue-based or place-based plans that help to implement the Strategy across NSW.

The concept of 'Movement and Place' underpins Future Transport 2056. It is a planning framework that ensures 'movement' and 'place' are considered together as part of a 'place based' approach to the planning, design, delivery and operation of transport networks.

One of the key objectives from the strategy is to identify additional public transport connections as priority.



NSW Movement and Place Framework

The NSW Movement and Place Framework outlines a whole-of-government approach to ensure projects integrate land-use and transport planning to achieve great place outcomes and maximise community benefit.

The Movement and Place Framework ensures quality movement and place outcomes, stakeholders can make informed decisions to get the best outcomes for Broadmeadow's urban renewal.

Local strategic planning documents



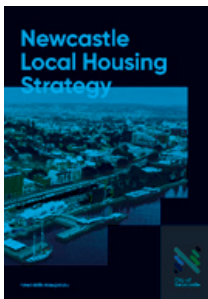
Newcastle 2040

Newcastle 2040 is CN's highest-level plan. Its purpose is to identify the community's main priorities and aspirations for the future, and to plan strategies for achieving these goals. The vision is for Newcastle to be a liveable, sustainable, inclusive global city. It informs all other local strategies and plans, including this place strategy. The place strategy aligns with the priorities and objectives of Newcastle 2040.



Newcastle Local Strategic Planning Statement (LSPS)

Newcastle LSPS identifies Broadmeadow as an area of change that can provide additional housing and job opportunities. The LSPS recognises that a sound evidence base is required to understand the renewal potential for Broadmeadow. This place strategy also aligns with the priorities identified in the LSPS.



Newcastle Local Housing Strategy

The Local Housing Strategy sets a framework for the provision of housing across Newcastle over 20 years.

The Strategy recognises Broadmeadow as a nationally significant sport and entertainment precinct and area to provide for future housing.

It also identifies Broadmeadow as an area experiencing moderate rental stress.



Newcastle Economic Development Strategy

The Economic Development Strategy calls for revitalisation in Broadmeadow to be "significantly progressed".

It identifies that Broadmeadow and Hunter Park together will create a second high density population centre and lifestyle living precinct and is part of the Innovation Arc providing opportunity for new enterprises to establish and scale, as well as for new talent to locate.

The strategy identifies Broadmeadow as the next stage of Newcastle's revitalisation and requires it to become a nationally significant sporting and entertainment precinct with a mix of uses that facilitates growth and change in surrounding areas.

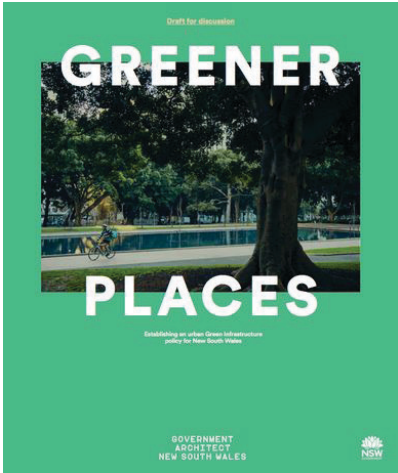
Other strategic planning documents

Other strategies and plans used to develop this place strategy include the *Environment Strategy*, *Local Social Strategy*, *Destination Management Plan*, *Newcastle After Dark Strategy*, and *Heritage Strategy*.

Alignment of the place strategy with existing local plans and strategies ensures the wider community vision and priorities for the city are embedded in planning for Broadmeadow.

Other policies and plans

Other policies and plans that feed into this place strategy include the Department's *NSW Public Spaces Charter* and *Urban Design for Regional NSW*, the Government Architect NSW's *Better Placed*, *Greener Places* and *Connecting with Country*.



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Past and present conditions



Nineways (1960s) (Source: Newcastle and Hunter District Historical Society)

Aboriginal cultural heritage and Country

The Awabakal and Worimi peoples are descendants of the traditional custodians of the land situated within the Newcastle local government area, including wetlands, rivers, creeks and coastal environments. Broadmeadow is within Awabakal Country, an area that extends from the southern extremities of Lake Macquarie (awaba) to the Hunter River (coquun) in the north. It is known that their heritage and cultural ties date back tens of thousands of years on this land (Burai).

The landscape of Broadmeadow reveals it was an alluvial floodplain and estuarine wetland forming part of the Hunter River floodplain. The wetlands of the Hunter River floodplain were part of a diverse network of fresh and tidal wetlands including saltmarsh, mangrove, mudflat and freshwater backswamps, riparian forests, gullies woodlands. Urbanisation has caused significant disturbance to the land resulting in the loss of native vegetation, wetlands and the channelisation of tributaries including Styx Creek, Lambton – Ker rai Creek and Throsby Creek.

Broadmeadow likely had a rich diversity of vegetation that provided habitat for land animals including possum, wallaroo, kangaroo, swamp wallaby, swamp rat, sugar and squirrel gliders, and bandicoot. The wetland areas likely provided nesting, roosting and foraging habitat for a range of waterbirds and shorebirds and habitat for aquatic life.

Large numbers of clan groups were known to have lived along the river and coast, around the wetlands and hinterlands, managing their lands according to their cultural and family obligations and the Lore.

Wetland areas were rich resources for Aboriginal people as a place for hunting and gathering food and resources. There are plentiful records of Awabakal people fishing in the Hunter estuary, using spears and nets and from the bank or from canoes made of bark.

Awabakal people's relationship and connection with the land was one of the most fundamental aspects of traditional life. Burrai is looked upon as the Mother, nurturing and providing the essential necessities for all to survive. It is why the people considered themselves children of the land, bound to it eternally in gratitude and thanks for it is the lifeblood of existence. Country was cared for by moving with the eight traditional seasons to not exhaust the resources of a particular area. This is a managing practice that was given to the people in the Dreaming to ensure the sustainability of the land for all those that followed.

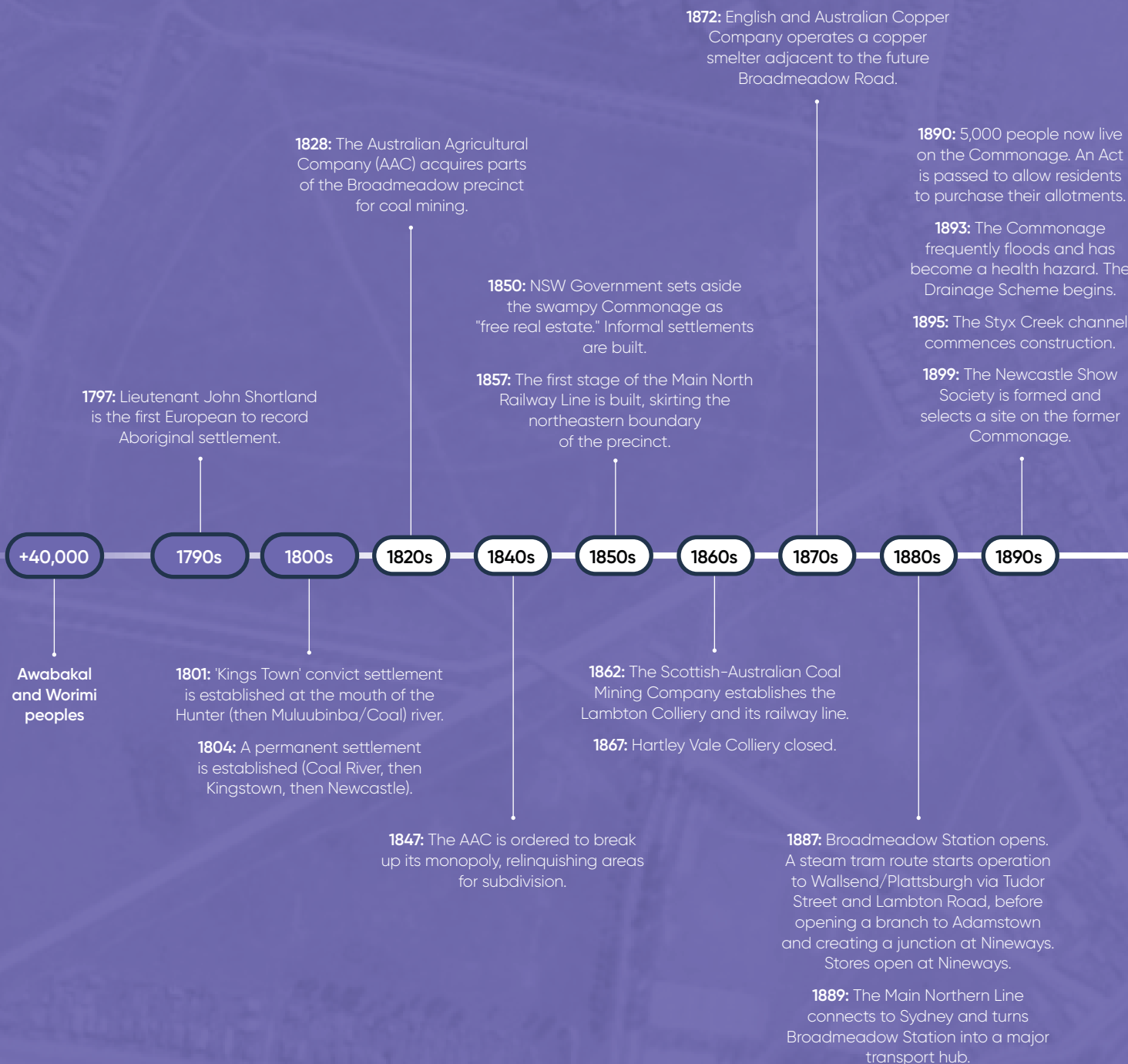
Awabakal language is a saltwater language that is specific to Country. It identifies the geographical location, the relationships and connection to Country.

Descendants of the traditional custodians of this land proudly and actively identify with, promote and protect their Lore, beliefs and languages through connection to Country and each other and are now filling important cultural and modern-day roles across the Newcastle local government area. The tangible and intangible cultural heritage of the Awabakal and Worimi peoples continues to enrich and inform contemporary Aboriginal and non-Aboriginal communities of Newcastle and the Hunter region.

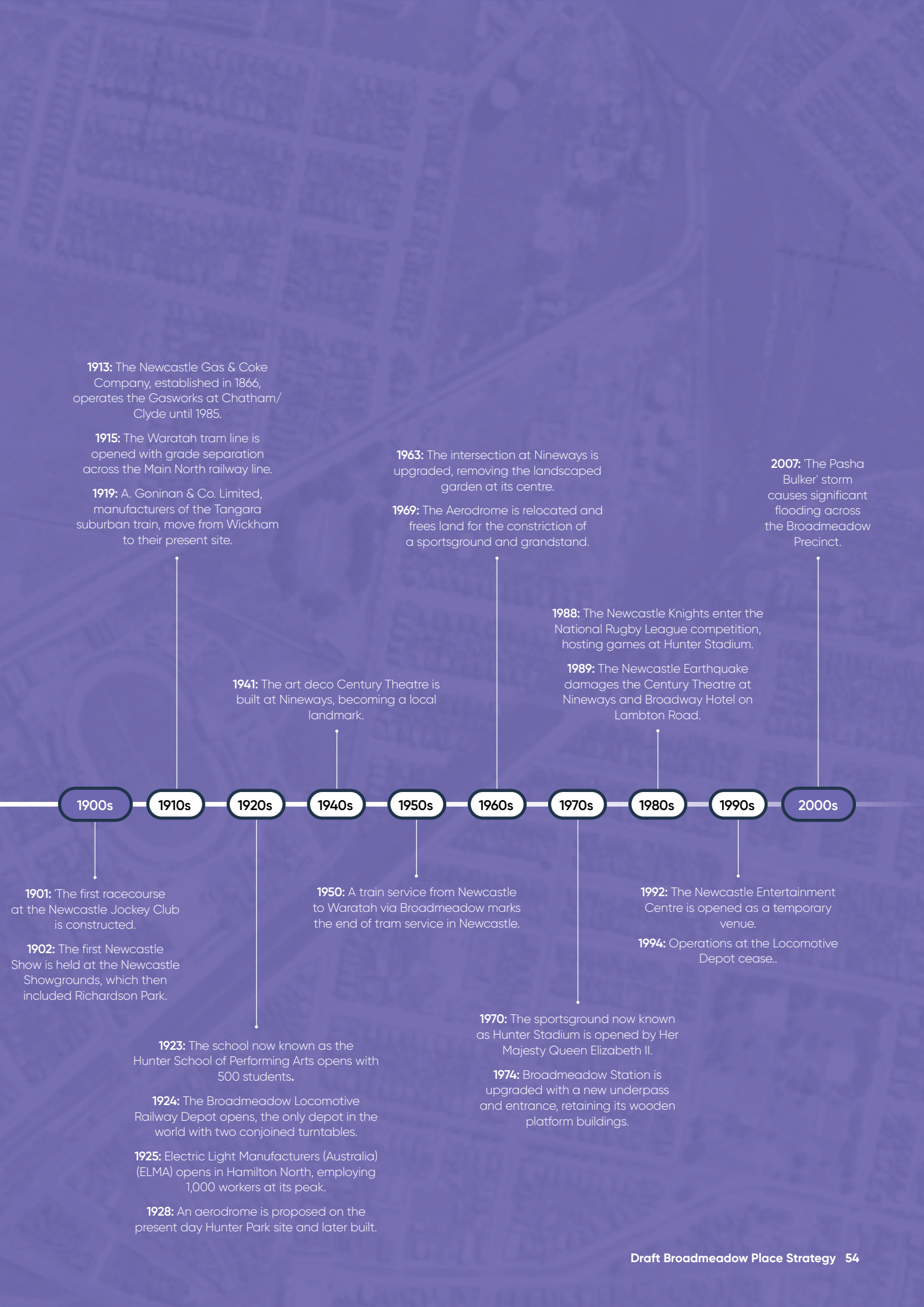
European settlement

The European colonisation of Newcastle led to profound and rapid changes to the landscape and way of life for Aboriginal people. The environment of Broadmeadow has been drastically augmented through urbanisation which transformed the natural swamp and wetland area into what it is today.

Broadmeadow's modern history is diverse and varied. It has been and continues to be a place of significant industry and a destination for sport and entertainment. A timeline of this history provides an overview of how Broadmeadow has evolved into the distinct place it is today.



Aerial image of Broadmeadow in 1944 (Source: NSW Historical Imagery)



1913: The Newcastle Gas & Coke Company, established in 1866, operates the Gasworks at Chatham/ Clyde until 1985.

1915: The Waratah tram line is opened with grade separation across the Main North railway line.

1919: A. Goninan & Co. Limited, manufacturers of the Tangara suburban train, move from Wickham to their present site.

1963: The intersection at Nineways is upgraded, removing the landscaped garden at its centre.

1969: The Aerodrome is relocated and frees land for the construction of a sportsground and grandstand.

2007: 'The Pasha Bulker' storm causes significant flooding across the Broadmeadow Precinct.

1941: The art deco Century Theatre is built at Nineways, becoming a local landmark.

1988: The Newcastle Knights enter the National Rugby League competition, hosting games at Hunter Stadium.

1989: The Newcastle Earthquake damages the Century Theatre at Nineways and Broadway Hotel on Lambton Road.



1901: The first racecourse at the Newcastle Jockey Club is constructed.

1902: The first Newcastle Show is held at the Newcastle Showgrounds, which then included Richardson Park.

1923: The school now known as the Hunter School of Performing Arts opens with 500 students.

1924: The Broadmeadow Locomotive Railway Depot opens, the only depot in the world with two conjoined turntables.

1925: Electric Light Manufacturers (Australia) (ELMA) opens in Hamilton North, employing 1,000 workers at its peak.

1928: An aerodrome is proposed on the present day Hunter Park site and later built.

1950: A train service from Newcastle to Waratah via Broadmeadow marks the end of tram service in Newcastle.

1970: The sportsground now known as Hunter Stadium is opened by Her Majesty Queen Elizabeth II.

1974: Broadmeadow Station is upgraded with a new underpass and entrance, retaining its wooden platform buildings.

1992: The Newcastle Entertainment Centre is opened as a temporary venue.

1994: Operations at the Locomotive Depot cease.

European heritage items

Broadmeadow's diverse history has resulted in multiple locally listed heritage items being identified in the Newcastle Local Environmental Plan 2012 and one State listed heritage item identified in the NSW State Heritage Register.

Multiple heritage items reflect the area's significant contribution to mining, locomotion and industry. The Broadmeadow Railway Locomotive Depot is the only State heritage-listed item within the precinct. When constructed, it was the second-largest depot in NSW and the only depot in the world with two conjoined turntables. The site is significant to the railway heritage of Newcastle and NSW. After the site was decommissioned in 1994 it was used to store moveable rail heritage items before they were relocated to Sydney. The site currently remains inaccessible to the community.

Other significant heritage items relating to the area's past mining and industrial activities include:

- Former Lambton Colliery Railway
- English & Australian Copper Co.'s smelting works
- Goninan's Factory's locomotive manufacturing facility
- Newcastle Gas Co's gasworks
- Shell Co. of Australia's fuel terminal
- ELMA's light bulb manufacturing facility.

The precinct contains other heritage items such as hotels, Broadmeadow Station, bridges, schools, fire station, bank, churches, houses, parks, vegetation and other landmarks that illustrate how the areas has evolved over time.

The eastern part of the precinct also contains small portions of the Hamilton Business Centre and Hamilton South Garden Suburb Heritage Conservation Areas. The area known as Cameron's Hill is partly located within the precinct and is being investigated by CN as a potential Heritage Conservation Area.

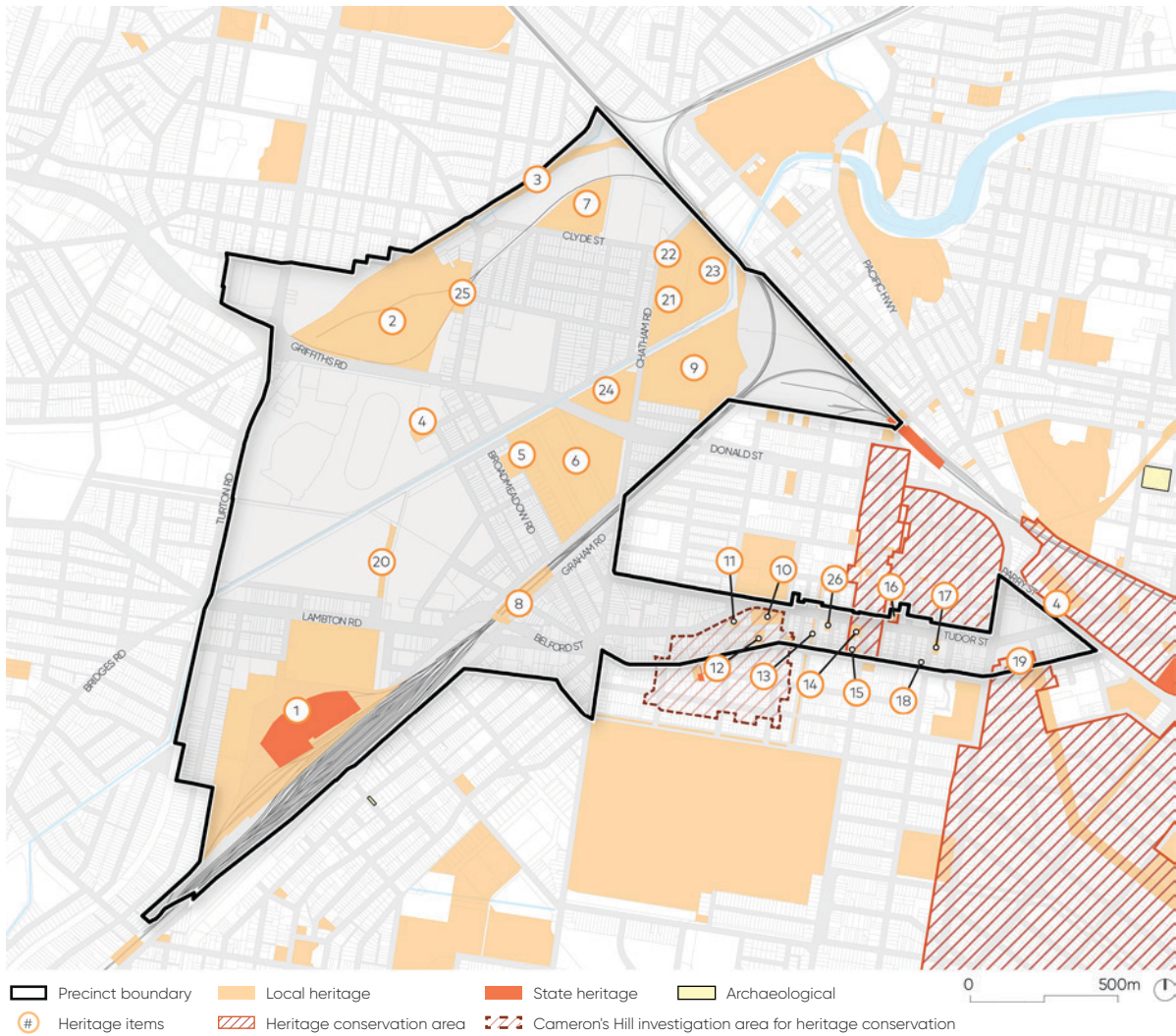


Figure 6: Heritage items (Source: COX, Umwelt)

- | | | |
|---|------------------------------------|--------------------------------------|
| 1. Broadmeadow Locomotive Depot | 10. Hamilton Public School | 19. Local Heritage House |
| 2. Goninans (industrial site) | 11. Broadmeadow Fire Station | 20. Remnant Plantings, District Park |
| 3. Former Lambton Colliery Railway | 12. St Peters Anglican Church | 21. Gas Co Site Remnant Gardens |
| 4. Former Broadmeadow Aero Club | 13. Chaucer Street Date Palms | 22. Newcastle Gas Co Office |
| 5. St Lawrence O'Toole Church | 14. Former Bank of New South Wales | 23. Pump House and Fence |
| 6. Newcastle Showground | 15. Wesley Church | 24. Richardson Park |
| 7. ELMA Site | 16. Scots Kirk Presbyterian Church | 25. Sunnyside Tavern |
| 8. Broadmeadow Station | 17. Former Hamilton Hotel | 26. ANZAC House |
| 9. Shell Company of Australia (industrial site) | 18. Hamilton Hotel | |

Current land uses

The precinct has been shaped by its industrial past and emerged as a regional destination for sport, entertainment and recreation for the Hunter Region and continues to be a key transport node providing inter-city and regional railway services at Broadmeadow Station.

The area developed over time in an organic and haphazard manner resulting in a mix of land uses across the precinct:

- Large sites are located in the northern part of the precinct, backing onto the rail corridor and along the western side of Broadmeadow Road. They contain industrial, light industry, creative industries, and some commercial, food and drink, and indoor recreation uses.
- Light industrial, commercial, retail, car yards, service stations and mixed-uses are present along arterial roads such as Griffiths, Turton and Lambton Roads, taking advantage of their exposure and access to passing traffic.
- The existing local centre of Broadmeadow, at Nineways, contains commercial, retail and health services in proximity to public transport.
- The central part of the precinct, west of the rail corridor, contains sport, entertainment and recreation facilities. This area is known as Hunter Park includes McDonald Jones Stadium, Newcastle Entertainment Centre, Newcastle Showground and Exhibition Centre, International Hockey Centre, Knights Centre of Excellence, Newcastle Tennis Association, Newcastle Basketball Stadium and PCYC.

- The southern portion of the precinct is occupied by the Broadmeadow Railway Locomotive Depot site which adjoins the rail corridor.
- The precinct contains the Hunter School of Performing Arts, Hamilton North Public and Hamilton Public Schools.
- Public open space is accommodated in the precinct at District Park, Smith Park and Richardson Park. In addition, the precinct comprises further outdoor areas used for organised sports and recreation such as the Knights Centre for Excellence, Magic Park, the Newcastle International Hockey Centre, and Newcastle District tennis courts.
- The majority of residential land uses within the precinct consist of low density single-storey dwellings. There are more diverse housing types, such as townhouses, terraces and apartments, closer to Broadmeadow Station and along Belford and Tudor Streets in Hamilton.

Today, people from diverse backgrounds live, work, visit and learn in the precinct, sustaining a vibrant community. Although Broadmeadow is an important place for Newcastle and the Hunter Region, the historical lack of a coordinated vision for the precinct has left some areas dissociated and underutilised.

Existing amenity and character

Existing amenity and character varies across the precinct. Pockets of low density residential areas are generally better maintained, have more tree canopy, and are somewhat buffered from noise sources. Other parts of the precinct are characterised by industrial sites or large buildings with less desirable built form and amenity. Several heritage items are located throughout the precinct contributing to the character and charm of place.

Figure below identifies the precinct and divides it into four areas.

1. Hamilton North
2. Belford-Tudor Corridor
3. Central Broadmeadow
4. Lambton Road South

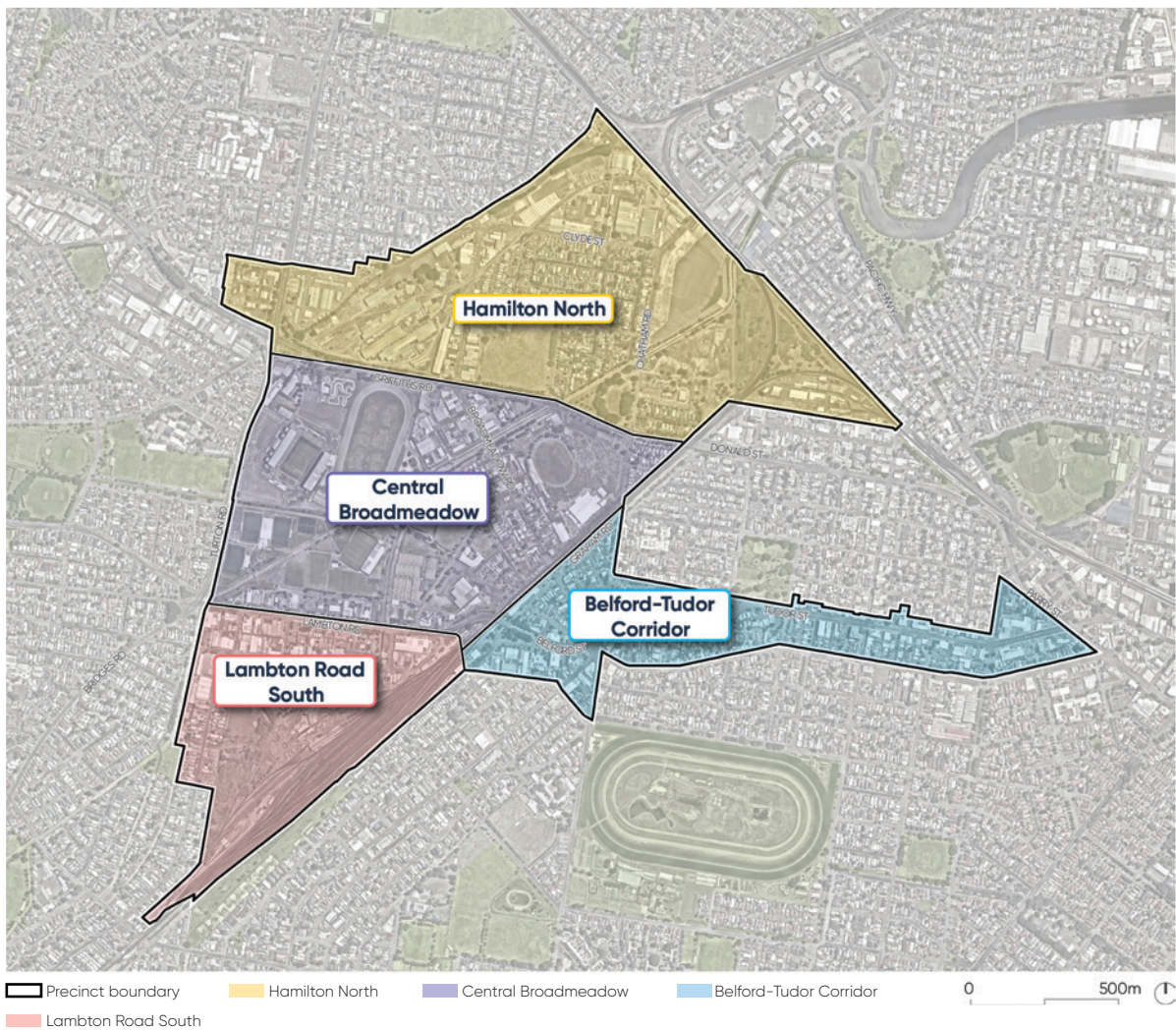


Figure 7: Broadmeadow character areas (Source: COX)

Hamilton North character area

The northern part of the precinct contains the suburb of Hamilton North. The area is characterised by the juxtaposition of large-scale industrial buildings, fences and railway lines that wrap around low density residential cottages in the centre.

The large-scale industrial sites wrap around the western, northern and eastern sides of Hamilton North providing a buffer to the rail corridor. Smaller commercial and light industrial businesses front Broadmeadow Road and Clyde Street. The built form and public domain are not that of a conventional high street and instead reflects the history of the area as serving nearby industry and their workers.

The residential neighbourhood at the centre housed workers of the nearby industries. The area now comprises quite leafy streets with many of the original houses being well looked after. Although some contemporary development has occurred within Hamilton North, it is overall more cohesive than it is fragmented.

Smith and Richardson Parks provide a buffer from residences to the busy Griffiths Road. Smith Park is a large open sporting area with mature trees along its southern and eastern perimeters. Richardson Park includes large Moreton Bay figs which frame a small lawn in the centre.

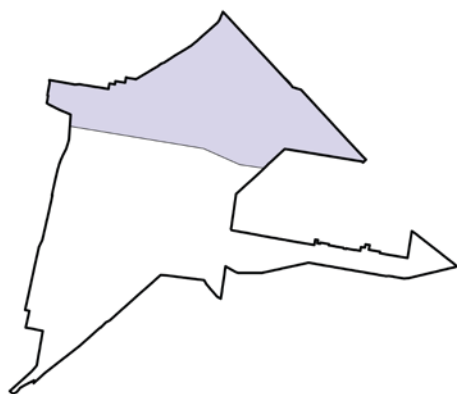


Figure 8: Hamilton North character area (Source: COX)



UGL site (Source: Newcastle Herald)



Hamilton North industrial (Source: DPHI)



Hamilton North residential (Source: CN)

Belford-Tudor Corridor character area

The Belford-Tudor Street corridor is a public transport route running from Broadmeadow Station to Newcastle West. Planning controls have been amended to encourage increased densities.

The western end of the corridor includes the Broadmeadow local centre at Nineways where multiple roads intersect. There are a mix of uses located at Nineways including retail, commercial, social and health services that have active frontages to the street, and other uses such as car yards and service stations. Due to the large intersection, the walkability of the centre is limited and there is sparse tree canopy cover, creating poor amenity for pedestrians. While Broadmeadow Station is nearby, there is no clear connection between the corridor and the station.

East of Nineways on the southern side of Belford Street, part of the precinct contains an area of Heritage Character known as Cameron's Hill. The area broadly follows Dennison and Everton Streets, from Blackall Street, east towards Steel Street. There is evidence the area is significant both architecturally and socially, with contributory examples of federation housing that once housed local mine managers and the Director of Education for the district, among others.

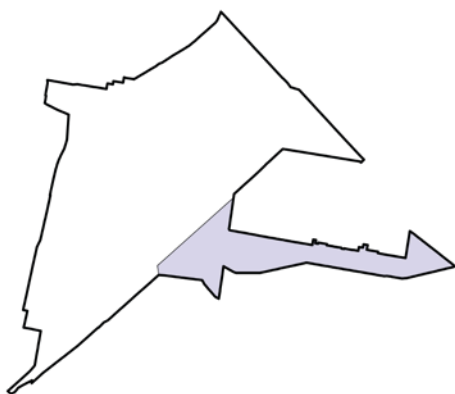


Figure 9: Belford-Tudor Corridor character area (Source: COX)

The corridor goes past Gregson Park, which is a well-used and much-loved local open space. Further east, closer to Beaumont Street, newer higher density mixed-use and apartment buildings have developed between car yards and older single storey commercial premises. Beaumont Street, Hamilton's 'high street', traverses Tudor Street, creating an intersection of high interest and activity. This area is part of the Hamilton Business Centre Heritage Conservation Area.

Little new development between Beaumont Street and Newcastle West has occurred. The eastern end of the corridor is dominated by development like car yards and service stations, which make the area feel sparse. The lack of tree canopy coverage and lack of activation coupled with high traffic roads, make for a generally unpleasant environment.

The precinct abuts part of the Hamilton Residential Precinct Heritage Conservation Area and intersects a small portion of the Hamilton South Garden Suburb Heritage Conservation Area but has limited impact on the corridor's character.



Nineways (Source: DPHI)

Central Broadmeadow character area

The central part of the precinct is characterised by significant sporting and entertainment facilities collectively known as Hunter Park. These facilities currently make Broadmeadow a significant destination in the Hunter region.

The area experiences ebbs and flows of large crowds in and out of the area for sporting matches, entertainment shows and concerts. Crowds disperse quickly once events are finished due to the limited mix of uses nearby. Some facilities are used more regularly than others for local sports and recreational activities.

The facilities in Hunter Park are zoned for public recreation but there is limited public access outside of organised events. The large, enclosed sites prevent open space from being accessible by the general public and create movement barriers between sites.

The area is further fragmented by Styx Creek which flows through the centre of the precinct. Styx Creek and the smaller creeks, such as Lambton - Ker rai Creek, are highly modified concrete channels. There are only a few locations where vehicular, cycle and pedestrian access is facilitated. Active transport

route runs alongside Lambton - Ker rai Creek and part of Styx Creek. Although well-used, the paths have poor amenity running along the 'back of house' of McDonald Jones Stadium and Newcastle Harness Racing sites. Styx Creek also has no natural features and minimal vegetation, creating a low amenity environment for both the creek and land on either side.

The outer field of District Park on Denney Street is the only publicly accessible open space in the area and is accessible to the surrounding residential neighbourhood. The residential neighbourhood is clustered west of Broadmeadow Station and along Broadmeadow Road. There is a mix of original cottages and more contemporary dwellings, dual occupancies and townhouses.

Development at the end of Broadmeadow Road, between Styx Creek and Griffiths Road includes a mix of commercial and light industrial uses and Hamilton North Public School. The uses in this area, including the Broadmeadow Shopping Centre, provide a relatively inactive interface for passing vehicular and foot traffic.

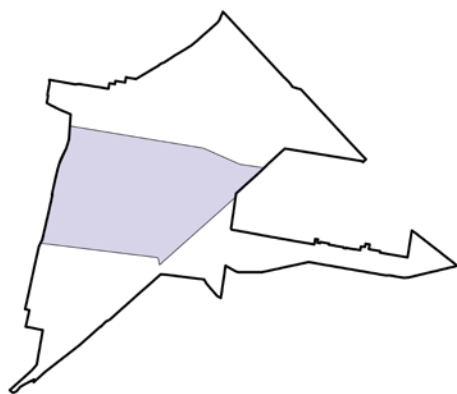


Figure 10: Central Broadmeadow character area
(Source: COX)



View of the Raceway from the International Hockey Centre.
(Source: DPHI)

Lambton Road South character area

The southern portion of the precinct, near Lambton Road, is predominantly commercial and industrial uses. The Lambton Road corridor is lined with some street trees but is heavily dominated by driveways, car parks and turning lanes. The built form along Lang Road, Cameron and Newton Streets gives a distinct industrial estate feel, generally made up of bulky commercial premises along streets and lanes with no vegetation.

The Hunter School of Performing Arts is an important heritage landmark that provides some visual interest. The site features single and double-storey brick school buildings, landscaped grounds and reasonable tree plantings.

The State heritage-listed Broadmeadow Railway Locomotive Depot sits behind the school. It contains significant rail heritage, including roundhouses and turntables, that speak to Broadmeadow's important role in NSW's past. Presently the site is not visible from its surroundings or accessible to the public. Low density dwellings back onto the site along Kings Road.

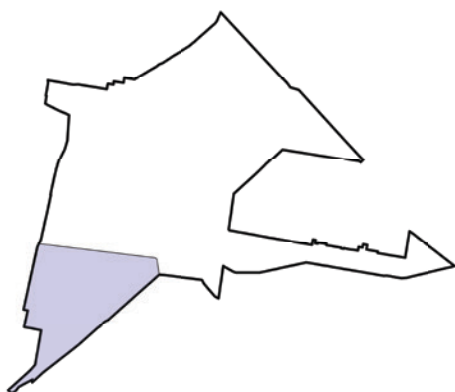
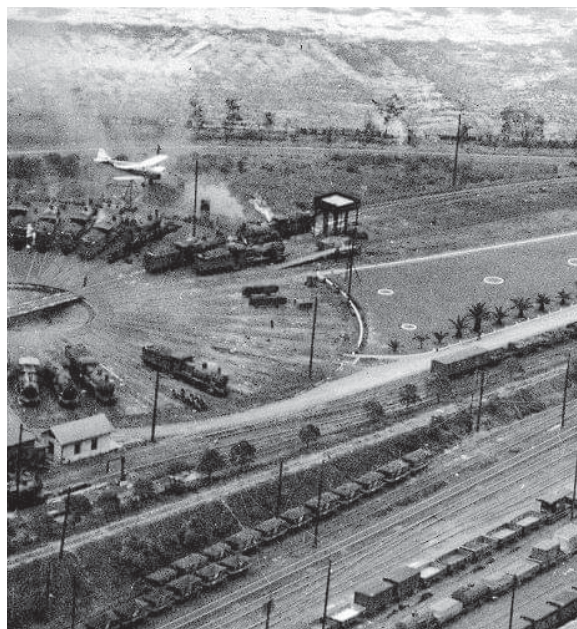


Figure 11: Lambton Road South character area (Source: COX)



Broadmeadow Loco Depot Greg and Sylvia Ray (Source: CN)



Broadmeadow Locomotive Depot. (Source: CN)

Existing conditions

This section provides a summary of the findings of technical studies that were used to inform and develop the structure plan.

Economic drivers

The precinct contains approximately 107ha of industrial land, 40,000 square meters of commercial floor space and 30,000 square meters of retail floor space.

Health, education and knowledge-intensive sectors are expected to be the primary drivers of future employment growth. Broadmeadow residents are currently employed in key sectors including healthcare and social assistance, education and training, professional, scientific and technical services and accommodation and food services. 60% of the employment growth over the coming decades is expected to be driven by health care and social assistance, professional services, education and training, construction and retail trade.

The future positioning of Hunter Park as a significant sport, entertainment and lifestyle destination has the capacity to catalyse growth in tourism, recreation and the night-time economy. Importantly, it could also help support existing creative industries and arts already present in the precinct such as the Hamilton North Creator Incubator.

Population growth, renewable energy transition, residential construction, major infrastructure projects, and Port of Newcastle will continue to drive demand for industrial land, however, limited growth in manufacturing sub industries will lead to Broadmeadow experiencing a reduction in the number of larger industrial users. Larger industrial users are likely to relocate out of the inner city as Broadmeadow transition to smaller footprint industrial uses that serve the local population.

Open space and social infrastructure

The precinct's current land uses and inner-city location provides relatively good access to open space and social infrastructure and facilities.

There is significant public open space and recreation facilities within the precinct, which over time has evolved into Hunter Park, Smith and Richardson Parks. Today, most residents within the precinct are within a 5 to 10-minute walk of public open space.

A large amount of land zoned as public open space is currently fenced without public access. Although they are enclosed areas, they are highly important to the region as they cater for significant sport and entertainment events and organised sports and recreation.

Schools in the precinct include Hamilton Public School, Hamilton North Public School and the Hunter School of Performing Arts. The precinct is within the catchment areas of other nearby primary and secondary schools. There are also early childhood education and care facilities in the precinct and its surrounds.

TAFE NSW Newcastle at Tighes Hill is close to the precinct, with the University of Newcastle campuses at Callaghan and the city centre also accessible via public transport.

The precinct contains health and medical services, with a cluster of allied and specialist health services at Nineways and along Lambton Road. The John Hunter Hospital and Health Innovation Precinct is within 4 km of the precinct and is accessible by a regular bus service.

Environmental

Contamination

Large parts of the precinct have historically been used for industrial activities which pre-dated modern environmental protection measures. Industries included a copper smelter, gas works, locomotive and carriage works, light bulb production, metal work, manufacturing, fuel storage, and an aerodrome. This has subsequently led to soil and groundwater contamination being present across the precinct.

Various sites are subject to requirements under the Contaminated Land Management Act 1997 for the management of contamination or are identified as notified or regulated sites by the Environmental Protection Authority (EPA).

Acid sulfate soils and shallow groundwater is also a common feature in across the precinct.

Flooding and stormwater

The precinct is relatively flat and low lying, being located in what was once an alluvial floodplain and marshland. Creeks in the precinct, including Styx Creek and Lambton – Ker-rai Creek, have been converted into concrete-lined channels.

These concrete channels overtop their banks relatively frequently during heavy rainfall events, with water flowing into the surrounding streets and properties, exacerbating flooding. Compounding the flooding issue is the occurrence of elevated sea levels during storm events associated with weather systems like east coast lows. In addition, climate change will increase the likelihood of severe storms and sea level rise which will impact flooding in the precinct and needs to be appropriately planned for.

Flooding is a known issue in the precinct and affects key roads that are evacuation routes. Flash flooding in the Styx Creek catchment does not provide adequate response time for the community to evacuate effectively in certain flood events and requires a precinct-wide management approach.

The majority of trunk drainage lines in Broadmeadow are either operating at capacity or surcharging in both major and minor storm events. Flooding in Broadmeadow begins to affect existing homes in events as frequent as the 10% Annual Exceedance Probability (AEP) (i.e. events that have a 10% chance of occurring in any given year). In a 1% AEP flood, a number of areas are inundated with flood waters, including homes in Hamilton North, Newcastle Showground, areas around Nineways and much of the area south of Lambton Road. In a Probable Maximum Flood (PMF) event (i.e. the largest flood that could conceivably occur), flooding is widespread and only a few small areas remain flood-free.

The water quality of runoff in the precinct is also expected to be poor given the urban nature of the catchment and lack of treatment measures that remove finer sediment and nutrients from stormwater runoff. The majority of urban areas in the catchment were established before the enforcement of discharge and stormwater quality controls. The quality of stormwater runoff can affect sensitive receivers, such as wetlands and habitat, downstream from the precinct.

Environmental

Landscape and ecology

The precinct has been significantly disturbed through industrial activities and urbanisation, resulting in little to no areas of conservation significance or known threatened species being present. The most prominent natural feature in Broadmeadow is Styx Creek and its tributaries, which form part of the Throsby Creek catchment. Starting in the late 1800s, these tributaries were progressively turned into concrete drains to improve drainage. No riparian habitat or vegetation was retained along the creeks.

While the natural landscape and ecology of the precinct has been heavily altered over time, Broadmeadow is situated within a broader context of a coastal environment that includes threatened and nationally significant wetland vegetation communities, key fish habitats, and important habitat areas for migratory shorebirds and Grey-headed Flying-fox camps. These areas are further downstream of the precinct in the Throsby Creek system, which joins the larger Hunter River Estuary.

Tree canopy and urban heat

Urban heat is expected to become a more significant issue in the future due to climate change. Tree canopy coverage and urban heat have been mapped across the precinct. That analysis has been undertaken by suburb, and highlighted:

- Approximately 74% of Broadmeadow has 10% or lower tree canopy, with the average tree canopy level being 8%. This is considered very low and well below the 40% best practice target.
- Hamilton North had the highest tree canopy average at 11% reflecting the predominant residential use.
- While Broadmeadow has multiple green spaces, these are typically sporting facilities with minimal tree canopy.
- Local schools have low levels of tree canopy, with Merewether High School and Hunter School of Performing Arts with levels of 18% and 12%, respectively.
- 100% of the precinct experiences heat 7 degrees Celsius above the baseline, with the average urban heat at 9 degrees above baseline.
- Comparatively, New Lambton Heights has tree canopy level of 81%, and low levels of urban heat.

Built environment

Infrastructure

The precinct is an urbanised area with existing trunk services and infrastructure passing through the precinct. Water and wastewater mains, gas mains, electrical grid and telecommunications services are located across the precinct. Waste collection services are also available.

Existing utilities and infrastructure have sufficient capacity to support growth in the precinct, with some upgrades to trunk water and wastewater infrastructure required in the future.

Mine subsidence - Areas within the precinct have been undermined by past coal mining activities, similar to the broader Newcastle area. The eastern part of the precinct along Belford and Tudor streets is within an existing Mine Subsidence District. Development in mine subsidence areas is subject to assessment and approval from Subsidence Advisory NSW during the development application stage.

Hazards and risks - There are several sources of risk within the precinct that influence land use. These include Ampol's high-pressure fuel pipeline, secondary gas mains operated by Jemena, the rail corridor, and helicopter operations associated with the Westpac Rescue Helicopter Service.

Planning and development requires appropriate hazard and risk consideration. Often a setback distance from these risk sources is required as a form of protection and mitigation to the community.

Movement and access

Active transport

The precinct's flat topography is conducive to active transport. Existing shared pedestrian and cycle paths are well used and valued by the community where they are available.

Overall, cycling and pedestrian infrastructure is sparse and disjointed. Significant physical barriers to movement also prevent active transport through and within the precinct. The busy arterial roads, Styx Creek and other stormwater channels, the rail corridor, and large enclosed sites create a disjointed and confusing place to navigate. In addition, the design of older paths, crossings and bridges do not provide for people using mobility aids and prams.

The redevelopment of the precinct also provides an opportunity to connect the Fernleigh Track to Styx Creek and onto the Harbour Foreshore and Bathers Way. This will create a connected off-road cycling and walking track that will enhance active transport as well as attract visitors.

Movement and access

Road access

The precinct contains major State and regional roads, including Griffiths, Turton and Lambton roads, that channel car and heavy vehicle movements and bus services. These roads are generally managed by the NSW Government. Smaller local roads are managed by CN.

In 2016, approximately 78% of all weekday trips in the Newcastle LGA were by private vehicles. Despite the presence of public transport in Greater Newcastle, private vehicles remain the most common mode of transport.

Dependence on private vehicle use has resulted in several intersections on key road corridors in Broadmeadow operating close to, or at capacity. This traffic is not solely a result of the precinct itself but rather the precinct being located between various destinations across Greater Newcastle.

McDonald Jones Stadium and Newcastle Entertainment Centre are major destinations and generate a significant number of vehicle movements, but this is limited to event days.

Public transport

Broadmeadow Station is a regional gateway to Newcastle and is located at the centre of the precinct. It is served by the North Coast and North Western rail lines and acts as a major interchange for regional and inter-regional services. The majority of the precinct is also within 400m of an existing bus stop; however, bus service frequencies are generally low.

- The Public Transport accessibility level (PTAL) metric is used to measure the frequency and reliability of public transport services. Analysis of PTAL across the character areas indicates:
 - Hamilton North, Central Broadmeadow and Lambton Road South character areas have a medium level of public transport accessibility.
 - There is a wide range of PTAL in Central Broadmeadow character area, with the lowest PTAL score being 2 and the highest of 30.
 - The Belford-Tudor Corridor has a medium-high level of public transport accessibility, with meshblocks PTAL scores in the character area ranging from 24-47.
 - Comparatively, Newcastle scored very high PTAL, with scores of 37-41. Nearby New Lambton has a PTAL of low-medium (6).

Broadmeadow, being located on the existing rail corridor, is well placed to significantly benefit from potential improvements in travel times between Newcastle and Sydney and will evolve into a major transport interchange in the future. A possible high speed rail service connection at Broadmeadow is currently being investigated by the National High Speed Rail Authority.

Belford and Tudor Streets form a key movement corridor between the precinct and the city centre. The (draft) Hunter Regional Transport Plan 2041 flags the corridor as a future mass-transit route between Newcastle Interchange and Broadmeadow Station. Extension of the Newcastle light rail will connect Broadmeadow to the city centre via this corridor in the future. Further future extension of the light rail network from Broadmeadow to other strategic centres will continue to be investigated and planned for.

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Renewal of Broadmeadow - Structure plan and sub-precincts



Artist's Impression of Hunter Park (Source: Cox Architecture)

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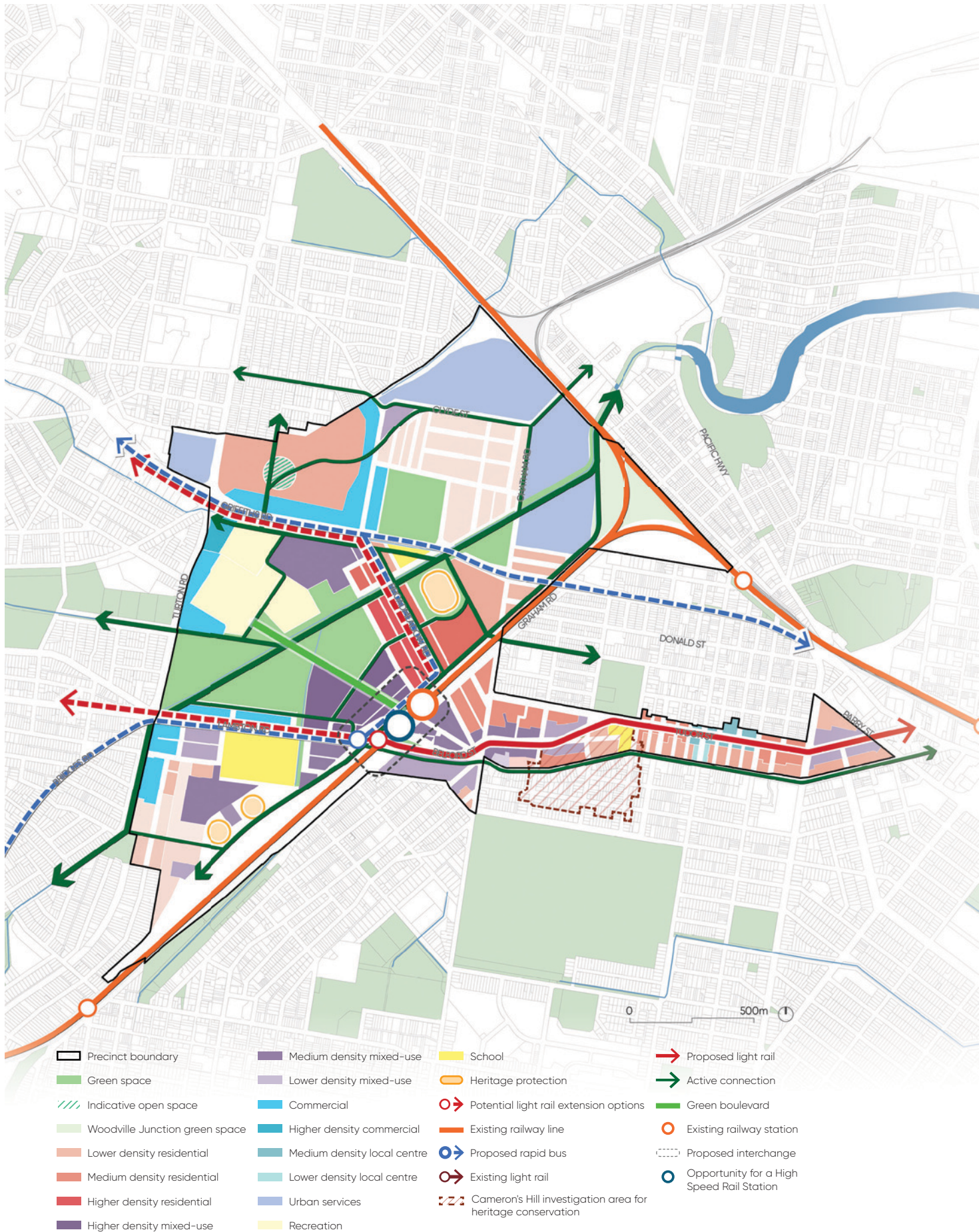


Figure 12: Broadmeadow structure plan (Source: COX)

Structure plan

The structure plan sets out the desired direction for Broadmeadow and is a natural evolution of Newcastle's urban form.

The structure plan facilitates important key features, including:

New mixed-use town centre: a new mixed-use town centre will emerge at Broadmeadow Station, leveraging existing and future public transport opportunities, that will enable employment, retail and dining opportunities co-located with diverse high density housing and quality public realm.

Hunter Park renewal: a reimagined Hunter Park will provide for enhanced entertainment, leisure and recreation and be accompanied by commercial and mixed-use development, including short stay accommodation to service the high level of activity anticipated to be generated by the precinct. A new regional aquatic and leisure centre and multipurpose arena will complement the existing McDonald Jones Stadium, creating a welcoming and inviting destination capable of catering for national and international events.

Pedestrian-priority boulevard: A pedestrianised boulevard will be provided accessible directly from Broadmeadow Station, which extends to the entertainment precinct of Hunter Park, allowing for easy movement and activated destinations along the way.

Broadmeadow Park: the provision of diverse housing which interfaces with the publicly accessible open space of the show ring area will be provided. The showground area will be renewed, and heritage items retained, to provide for high quality, publicly accessible open space that can continue to be used for events such as the Newcastle Show.

Rail heritage items anchor a new neighbourhood centre at the Locomotive Heritage Park. The existing heritage items will continue to be protected with heritage sensitively integrated into any future development, including the public domain, making it publicly accessible to the community and enabling the celebration of Broadmeadow's rail history. These large parcels of Government-owned land provide a unique opportunity to deliver diverse medium and high density housing and mixed-use developments that unlock community access to important items of Broadmeadow's history, such as the heritage listed Roundhouses, which will continue to be protected.

The transition of Hamilton North: where suitable, parts of Hamilton North will see existing industrial uses transition to more fine-grain urban services uses to form a softer interface with existing homes. Employment density will be increased through the introduction of small-scale artisanal manufacturing, technical services and creative industries, leveraging the incubator infrastructure in place on Clyde Street. Larger sites such as UGL Goninan's may transition to residential and mixed-use in the future and can provide additional open space and new through site connections.

The Belford-Tudor corridor provides for future mass-transit to serve Broadmeadow's growth and create a vibrant arterial high street that facilitates direct access to Newcastle CBD. New mixed-use and residential uplift will be encouraged along the mass-transit corridor to enhance its amenity and to integrate with heritage items.

Revitalised Styx Creek lies at the heart of the precinct, restoring natural elements of the original waterway and tying together a network of green recreation spaces and maximising active transport links.

The Broadmeadow Place Strategy will enable up to 20,000 new homes, 15,000 new jobs for around 40,000 people.

Sub-precincts

Broadmeadow's desired future character varies substantially across the precinct. In some locations it will become a vibrant sports, leisure and entertainment precinct, while others prioritise creating residential communities with employment opportunities and access to quality public spaces around transport nodes.

These nuances result in the need to separate the broader precinct into sub-precincts to allow the creation of a specific vision and sense of place for each sub-precinct.

The Broadmeadow Precinct includes 9 sub-precincts, each having their own distinct desired future character and proposed land uses.

To realise this transformation and prioritise the directions, key moves have been identified for each sub-precinct.



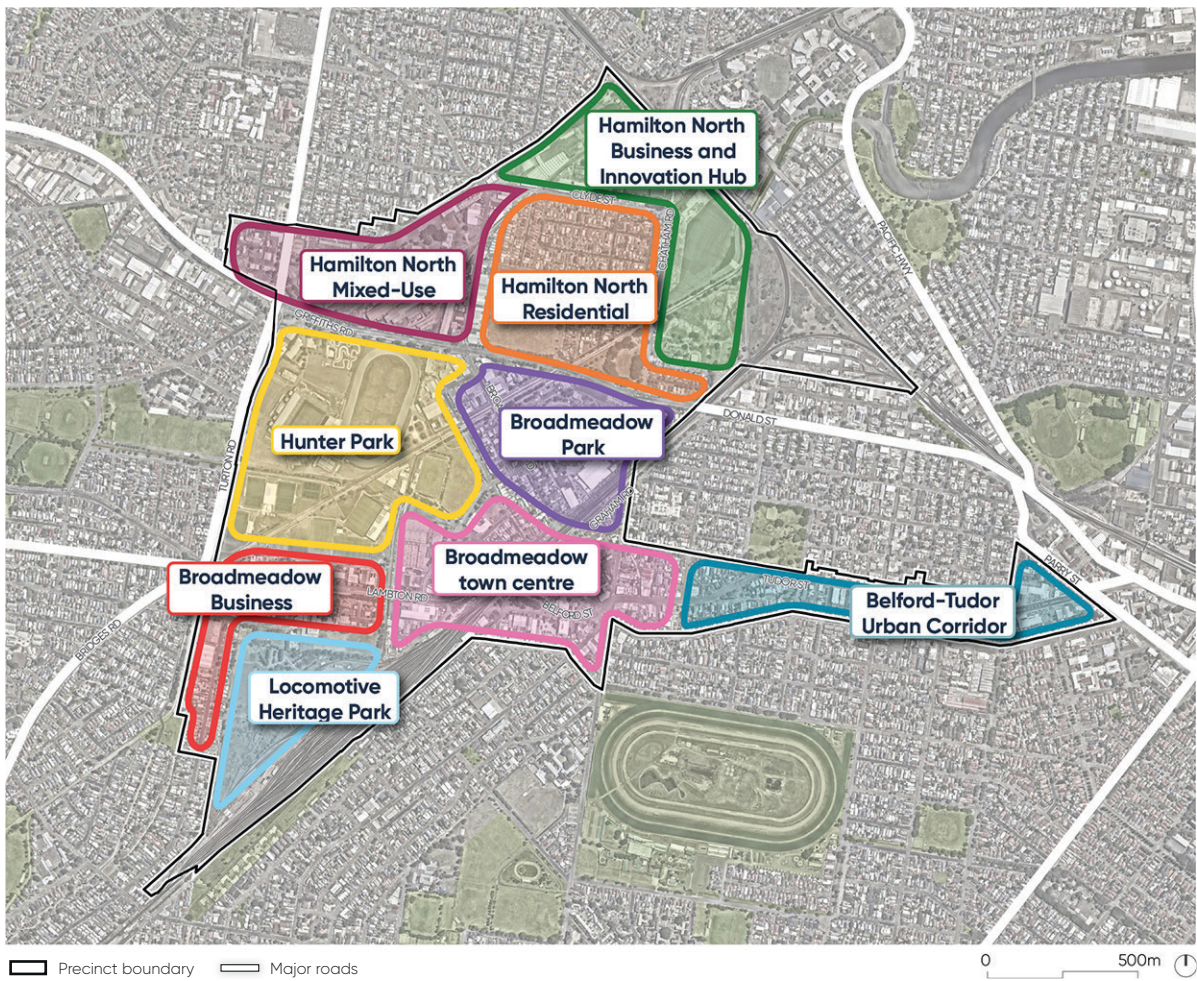
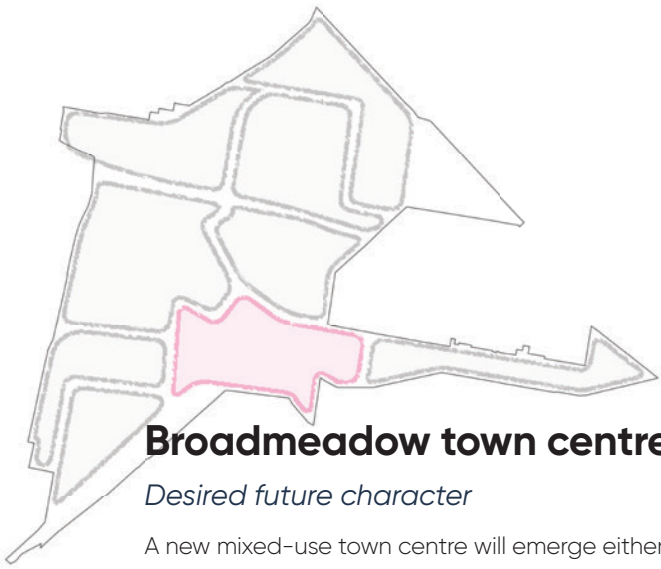


Figure 13: Sub-precincts (Source: COX)



Broadmeadow town centre

Desired future character

A new mixed-use town centre will emerge either side of Broadmeadow Station, anchoring the elevation in status of the future Broadmeadow interchange. The future Interchange will prioritise simple and quick connections between different transport modes, in particular bus services. The town centre will also see the revitalisation of Nineways intersection.

The mixed-use town centre will serve as a hub for community activity, leveraging future mass transport connections, especially fast and frequent connections to Newcastle via the Belford-Tudor mass-transit movement corridor and existing railway line.

Diverse new high density mixed-use development will deliver important housing choice for future residents and create interesting and high quality streetscapes. These new homes will be co-located with significant employment, retail and dining offerings, and quality public realm, ensuring the day-to-day needs of visitors and residents can be met in a walkable neighbourhood.

By co-locating high density homes, transport and services, and public space, the new town centre will encourage a shift away from conventional private car dependency and towards more sustainable modes of transport, such as public and active transport.

Increased opportunities to traverse the railway line with additional road and pedestrian connections will increase functionality.

A potential new community facility could be located close to the station and integrated into the built environment, offering an important gathering space within the precinct which could also accommodate the relocated PCYC facility.

A pedestrian-priority boulevard will provide direct access from the station and town centre through to the Hunter Park sub-precinct, including a new regional aquatic and leisure centre, McDonald Jones Stadium and a new multi-purpose arena. Mixed-use development will address this boulevard through the provision of ground floor active uses which capitalise on foot traffic and help produce an engaging public environment that encourages economic activity. The boulevard will support night-time economy uses, creating a vibrant experience that slows people down before and after events. It is intended that the Broadmeadow town centre and boulevard becomes a place to visit year round, not just when sporting and entertainment events occur.

Proposed land uses and built form

Where suitable, high density mixed-use buildings will prevail as the dominant land use and built form typology around Broadmeadow Station, within Broadmeadow town centre.

Clusters of tall buildings will landmark the town centre, capitalising on the area's high amenity and assist with legibility and wayfinding within the precinct.

Buildings up to 30 storeys will frame, anchor and solidify Broadmeadow town centre as an important and strategic centre within Newcastle. These buildings will incorporate commercial, retail and community uses at street level and lower levels, with residential development above. A new view line along the Belford-Tudor corridor towards the new town centre will be created, with mixed-use development drawing the eye towards high rise development to promote wayfinding.

The mixed-use nature of these buildings will ensure the street and public realm is activated, creating a dynamic and welcoming environment that fosters social cohesion and a prosperous local economic environment.

Housing affordability will be a focus of this sub-precinct, with NSW Government-owned land meeting or exceeding the NSW Government targets, and residential floor area on privately owned land contributing to meeting CN's affordable housing target.

Broadmeadow town centre will be the densest sub-precinct within the precinct, signalling its status as an important centre.

The town centre will include a mixture of main streets/civic spaces (e.g. Denney Street) and main roads/local streets (e.g. Australia Road, Melbourne Road).

Proposed key moves

Realising the potential of the Broadmeadow town centre will generate demand for new social and community infrastructure, and require key moves including the following:

- Flood mitigation works, including the widening of the southern portion of Styx Creek and raising of Lambton Road above the flood level for evacuation.
- Relocation of the Police Citizens Youth Club (PCYC) and the regional Newcastle Basketball stadium will free up land near the Broadmeadow Station.
- Road and intersection upgrades (Lambton/Curley roads).
- New multipurpose community facility.











Hunter Park

Desired future character

The Hunter Park sub-precinct currently plays an incredibly important role as the Hunter's premier sport and entertainment destination centred around McDonald Jones Stadium. It draws visitors from across the region, intrastate and across Australia, contributing significantly to the Hunter region.

By leveraging upgrades to the sports and entertainment facilities, Hunter Park has the potential to boost Broadmeadow further towards nationally and internationally significant sport and entertainment status. The Hunter Park sub-precinct will deliver a thriving entertainment, sporting, commercial and residential destination of national significance. This sub-precinct will become an economic driver for the region, with stadium and entertainment spaces catering for more than 30,000 people.

A rejuvenated sub-precinct will balance entertainment and recreation with commercial offerings and further mixed-use development that support the area. For example, short-stay and tourist and visitor accommodation will service the sub-precinct for events, providing a convenient and welcoming destination of choice, allowing visitors to increase the time spent interacting with the entire Broadmeadow Precinct. Diversifying the uses located in this sub-precinct will encourage year round activation, regardless of the events which are planned.

This sub-precinct begins to consolidate the sporting and entertainment facilities near McDonald Jones Stadium, with the relocated multipurpose arena (replacing the existing Entertainment Centre) and new regional aquatic and leisure centre. The consolidation and introduction of these facilities will ensure activity persists throughout the week and during periods without organised events.

The pedestrian-priority boulevard spanning from the Broadmeadow town centre sub-precinct will deliver convenient and direct access to a rejuvenated sport and entertainment Hunter Park and define the sub-precinct's unique sense of place.

A mixed-use centre along Broadmeadow Road and south of Griffiths Road will provide services for visitors attending events, but will also support the day-to-day needs of residents living here in apartments above the 'eat street' type uses at street level. The co-location of homes in this mixed-use centre is essential for further activating the sub-precinct outside of when events are held and will contribute to establishing a sense of community within the area.

Styx Creek will become an important focal point of the sport and entertainment sub-precinct, performing multiple functions. Whilst it will continue to have a stormwater engineering function, original elements of the natural waterway will be reintroduced to create a network of open spaces that assist with flood mitigation, passive recreation, and movement through active transport. Water-sensitive urban design initiatives and the reintroduction of endemic vegetation will assist with combating the effects of urban heat islands and create potential opportunities for healing Country through the revitalisation.

Proposed land uses and built form

Hunter Park will consist primarily of land uses that facilitate sports and entertainment with supporting residential, mixed-use, commercial and accommodation uses.

The built form will respond to its primary role as a tourist destination, and wayfinding is an important consideration. A balance will need to be struck between the scale of large, organised events and the day-to-day human scale of supporting uses.

The 'eat street' type area of the sub-precinct will incorporate mixed-use developments of up to 15 storeys, with retail, commercial and dining opportunities activating the street, while homes are located at upper levels.

The pedestrian-priority boulevard, and a route around McDonald Jones Stadium to the mixed-use area will be provided as civic spaces to encourage social interaction and increase dwell times in the public domain.

Proposed key moves

Realising the potential of the sport and entertainment sub-precinct and solidifying it as a destination of choice will require key moves. These recommended key moves include:

- New multipurpose indoor arena (which will relocate and replace the existing Entertainment Centre).
- New regional aquatic and leisure centre.
- Road and intersection upgrades (Griffiths/Broadmeadow; Turton/Young).
- Flood mitigation works, including detention basins in Lambton and along Turton Road, and the raising of Griffiths Road above the flood level for evacuation.
- Pedestrian-priority boulevard from Broadmeadow Station connecting to stadia, venues and major facilities.















Locomotive Heritage Park

Desired future character

Significant rail heritage items anchor a new mixed-use neighbourhood centre, designed around celebrating Broadmeadow's rail history. The large parcel of Government-owned land presents an opportunity for redevelopment as it is currently greatly underutilised.

The heart of the neighbourhood will combine unique railway heritage (much of which is not found elsewhere) with mixed-use offerings. By protecting the existing heritage items and adaptively reusing heritage items and integrating them with high quality public domain and open spaces, a significant community benefit is delivered by opening the site to the broader public. A new publicly accessible urban park encourages the public to celebrate the rich rail heritage of the site and integrating and weaving the history into any future built form. It will become a unique site within the precinct and likely to become a local destination and meeting place for the community.

It is envisaged that the Locomotive Heritage Park will introduce elements similar to the Carriageworks at Eveleigh, or Tramsheds at Harold Park, servicing the day-to-day needs of the community while also becoming a cultural destination across the region that celebrates the history of the area.

The character of the sub-precinct will change moving from the active centre, providing for an appropriate transition to low and medium density residential towards New Lambton.

The housing types to be offered within this sub-precinct are varied. This will increase housing diversity and choice and have flow on effects for housing affordability and accessibility.

Active transport connections through the site will provide greater connections from southern suburbs through to Broadmeadow Station and beyond.

Proposed land uses and built form

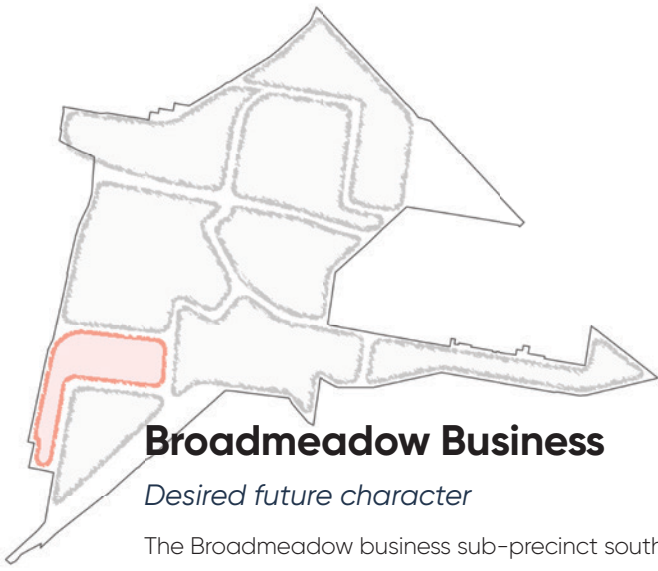
The Locomotive Heritage Park sub-precinct will include a range of land uses and built form.

The sub-precinct includes a diverse and mixed housing typology, with lower density townhouses envisaged for the outskirts (3 to 4 storeys), medium density residential (up to 12 storeys) transitioning towards the centre and tall mixed-use buildings (up to 20 storeys) around the heritage items at the centre.

Heights will peak at the centre of the site in an area of high amenity, bridging the skyline between the future Broadmeadow town centre and the existing surrounding residential areas.

Proposed key moves

- Protection and adaptive reuse of State and local significant heritage items.
- Celebration of Broadmeadow's rail history by making existing heritage items publicly accessible and integrated into the public domain.
- Provision of a new public park and public domain.
- Meeting or exceedance of NSW Government targets for affordable housing on NSW Government-owned land.
- Road and intersection upgrades (Lambton/Lang; Lambton/Cameron; Russell/Bridges).



Broadmeadow Business

Desired future character

The Broadmeadow business sub-precinct south of Lambton Road will see only minor changes from its existing character, a general leveraging of existing land uses.

Lambton Road will continue to be straddled by employment and commercial uses similar to today, with some mixed-use development introduced to activate the area and service the increases in residential density resulting from the development of the rail residential quarter sub-precinct.

Further leveraging of the existing low density residential areas along Kings Road will provide sensible densification while maintaining an appropriate interface and transition between the proposed denser areas of the precinct and the existing low density residential areas of New Lambton.

The Hunter School of the Performing Arts will remain in its current location.

Proposed land uses and built form

Commercial land uses will continue to line the northern side of Lambton Road and the western side of Kings Road, with built form generally around 6 storeys.

Mixed-use developments will be introduced in the block bound by Cameron and Newton streets and Lambton and Lang roads. Built form here will range up to 10 storeys and will benefit from semi-active street frontages.

Residential areas within this sub-precinct will generally take the form of lower to medium density townhouses, single dwellings, around 2 to 4 storeys in height.

A combination of local streets and improved connections to existing and proposed open space including the nearby locomotive heritage park sub-precinct will define the public realm.

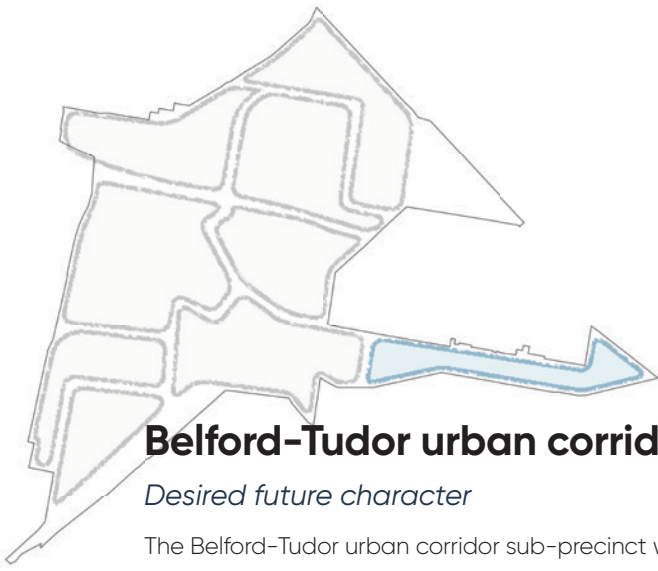
Proposed key moves

- Intersection upgrades.









Belford-Tudor urban corridor

Desired future character

The Belford-Tudor urban corridor sub-precinct will need to balance its dual roles of being a mass-transit corridor as well as continuing to be an attractive place to live. The corridor will facilitate frequent and convenient movements between Broadmeadow and Newcastle city centre, with light rail being envisaged in the future. It will also continue to be an attractive place to live, work and visit.

A key outcome will be to ensure that new development responds to and respects the important heritage character of this Belford-Tudor urban corridor. There is also an opportunity to make Tudor Street more accessible and attractive for residents and visitors.

A new mixed-use town centre (described earlier in the Broadmeadow town centre sub-precinct) will be centred around Broadmeadow Station, extending out to Nineways along Young Road. Within the Belford-Tudor urban corridor sub-precinct, mixed-use buildings will provide active frontages, while residential buildings can provide additional space for increased tree canopy.

Proposed land uses and built form

Mass-transit within this sub-precinct justifies greater heights and floor space ratios, while land uses along the corridor will remain largely unchanged.

Building heights generally range between 4 and 5 storeys for residential buildings along the corridor, anchored by taller mixed-use buildings up to 15 storeys on the eastern side of Broadmeadow Station within the future town centre, and at the eastern extent of the precinct.

Active and semi-active frontages at strategic locations along the corridor (including between Chatham and Samdon streets and around Nineways) are essential to consolidate activity and contribute to Broadmeadow's future town centre.

Proposed key moves

- Mass-transit corridor from Newcastle CBD to Broadmeadow protected.
- Road and intersection upgrades (Nineways).
- Investigate heritage significance of Cameron's Hill.









Broadmeadow Park

Desired future character

The Broadmeadow Park sub-precinct will have residential uses introduced, creating a residential community centred around quality public open space and heritage items.

A key focus for this sub-precinct is increasing public access to the open spaces so that they are publicly accessible and usable outside of organised events. To do this, existing heritage items surrounding the showground will be retained and improved, celebrating the Showground's history and contribution to Broadmeadow. This includes the retention of the showring, grandstands and gates.

Medium and high density residential development along Broadmeadow Road will interface with the Newcastle Showring area, locating new homes around the edge of high quality public open space, revitalised Styx Creek, and within walking distance of Broadmeadow Station.

Proposed land uses and built form

Broadmeadow Park sub-precinct is defined by retaining public open space land uses (centred around the existing showring, interface with Styx Creek and existing heritage items) and introducing medium and high density residential in the adjoining areas. Large scale community events will be able to continue to operate within the showring area.

The built form for residential buildings in Broadmeadow Park will generally be between 8 and 18 storeys.

Proposed key moves

- Provision of high quality, publicly accessible public open space centred around the show ring.
- Introduction of residential uses adjoining the showring including affordable housing.
- Adaptive reuse and protection of heritage items.
- Removal of the existing Entertainment Centre (to be replaced by a new multipurpose arena within Hunter Park sub-precinct).
- Flood mitigation works including detention at the sub-precinct's interface with Styx Creek.
- Road and intersection upgrades (Griffiths/Jackson).





Hamilton North residential

Desired future character

Hamilton North residential sub-precinct is identified as a valuable retention opportunity. The existing character of this residential neighbourhood is high quality, with a distinct sense of place.

The suburban streets and existing character bungalows provide a suitable character that should be built upon, rather than altered.

Hamilton North residential sub-precinct presents an opportunity to retain sensible residential development in an established neighbourhood, providing choice for residents when compared to the proposed higher density housing proposed elsewhere in the precinct. New development will be sensitive to existing character and respond to the quiet leafy streetscape.

An active travel connection runs along the northern edge of the sub-precinct, separating it from the Hamilton North business and innovation sub-precinct. There is opportunity for vegetation in this active connection to manage the interface where practical.

Smith Park will continue to be a destination for the local community as a local sports field, however, it will also have a role in managing water storage during certain flood events.

Proposed land uses and built form

The retention of existing planning controls in Hamilton North residential will continue to allow for suitable and sensitive development within the area. No significant built form or land use changes are envisioned, with the existing low density zoning and 8.5m height limit remaining.

Proposed key moves

- Creating of a detention basin at Smith Park by lowering sports field.









Hamilton North mixed-use

Desired future character

Existing heavy industries along the western side of Broadmeadow Road will transition to commercial and urban services, leveraging its proximity to the Hunter Park sub-precinct. These urban services and commercial uses will sleeve new medium density residential development that is earmarked within part of the UGL Goninan's site.

Residential development at the UGL Goninans site (16 Broadmeadow Road) will celebrate and leverage the historical values of the heritage listed site, with density and open space supporting adaptive reuse of heritage items where possible. Disused rail corridors can be repurposed as active transport links and linear parks providing better connections to surrounding suburbs. Furthermore, the increases in residential density will assist in supporting new businesses and the realisation of the nearby Hunter Park sub-precinct as a place which is activated year round and not only during major events.

The UGL Goninan's site will contribute to the blue and green grid by retaining mature trees, providing additional deep-soil planting to allow for expansion of the urban tree canopy, and will need to accommodate future green public open space which responds to the drainage line present on the northern side of the site.

Proposed land uses and built form

Land uses will be reflective of commercial and residential.

The built form within this sub-precinct generally consists of taller and high density residential development set behind commercial uses which front Griffiths and Broadmeadow roads. Residential development will be around 8 storeys.

The urban services and commercial uses will also provide a built form buffer from Griffiths Road for future residences.

Proposed key moves

- Transition of employment areas to commercial and urban services.
- Introduction of residential uses at the UGL Goninan's site.
- Provision of public open space to cater for the residential population increase.
- Adaptive reuse of heritage items.
- Active transport linkage via a grade separated connection at Griffiths Road.





Hamilton North business and innovation

Desired future character

The Hamilton North business and innovation sub-precinct will see existing industrial sites transition towards finer-grain urban services to form a softer interface with the Hamilton North residential sub-precinct. This transition is already naturally occurring.

These urban services will lend themselves to small-scale artisanal manufacturing, cafes, event production, technical services and creative industries that will increase job density, building upon the incubator infrastructure and creative spaces emerging along Clyde Street.

This place strategy encourages the appropriate remediation and reuse of contaminated sites for employment generating uses within this sub-precinct and reuse of the ELMA factory industrial heritage buildings.

Generous vegetation planting along existing movement corridors will create an attractive interface when viewed from the abutting Hamilton North residential sub-precinct.

Proposed land uses and built form

Zoning will reflect the urban services land uses, with industries adaptively reusing heritage items.

The built form will be reflective of this transition and will introduce finer-grain elements into the existing context and deliver a sub-precinct that is identifiably light industrial and urban support.

Proposed key moves

- Road and intersection upgrades (Griffiths/Chatham).



Bringing it together



Artist's Impression of Styx Creek (Source: Cox Architecture)

Responsibility

CN, in partnership with the Department will continue to coordinate the finalisation of the place strategy following public exhibition.

The Department will deliver a state-led rezoning for identified key Government-owned land within the precinct as a first-move and catalyser for the implementation and realisation of the place strategy more broadly.

HCCDC, in collaboration with CN will coordinate the preparation of a delivery plan and the delivery of infrastructure.

Responsible agencies and private proponents will need to consider the timing of the provision of infrastructure when rezoning land in the precinct to ensure that growth is matched with the infrastructure necessary to support it.

Agency collaboration will:

- foster a collaborative/networking environment, with ongoing close communication with landowners and businesses within the precinct;
- coordinate activity between state agencies to maximise public sector benefits and investment and infrastructure delivery, in accordance with the SISA;
- communicate ongoing public investment and initiatives in and around the area to attract industry and business and government funding; and
- investigate representation within the governance frameworks to ensure the ongoing participation of Aboriginal groups.

Land ownership

One of the most significant benefits of Broadmeadow is the opportunity to leverage large tracts of Government-owned land to catalyse development.

Government land ownership in the precinct include:

- Transport for NSW;
- TAHE;
- Venues NSW;
- Department of Education;
- Crown Land;
- Hunter Water;
- Land and Housing Corporation; and
- City of Newcastle

Ministerial Direction

Following the finalisation of the place strategy, a Ministerial direction under section 9.1 of the NSW Environmental Planning and Assessment Act 1979 will be implemented to ensure the consistency of future planning proposals with the objectives of this place strategy.

A ministerial direction will require that the place strategy is considered and provide statutory weight by requiring future planning proposals to be consistent with this place strategy.

Other legislative amendments

Along with the place strategy, the first-move state-led rezoning of identified government land will identify Broadmeadow as a precinct in the Newcastle Local Environmental Plan 2012.

Amendments to the Newcastle Local Environmental Plan 2012 will include new controls which result in site-specific provisions, active frontages, design excellence, sustainability, and landscaping requirements.

Planning framework

Following the first-move rezoning detailed master planning is intended to occur for each sub-precinct. Detailed master planning is expected to result in the following:

- Amendments to the Newcastle Local Environmental Plan 2012 including new controls which result in site-specific provisions, active frontages, design excellence, sustainability, and landscaping requirements.
- The preparation of a staged Broadmeadow Development Control Plan which provides local planning controls for each of the sub-precincts within Broadmeadow.
- The preparation of an integrated transport masterplan

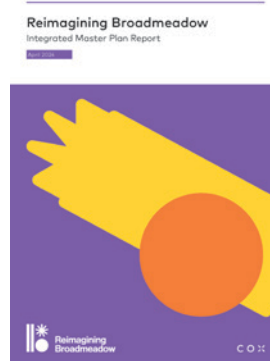
Broadmeadow Place Strategy



Broadmeadow Development Control Plan



Amended Newcastle LEP 2012



Broadmeadow Integrated Master Plan



Technical reports

Development standards

The proposed land uses and spatial layout have been informed by the technical studies, a detailed Integrated Master Plan to ensure delivery of high quality place outcomes. Table below identifies the maximum development standards for height and FSR which will apply to the precinct subject to provision of adequate infrastructure to support any future development.

Land use typologies	Maximum building height (metres)	Maximum floor space ratio
Commercial	20m	2:1
Urban Services/employment	9m	1.5:1
Stadium and venues	-	-
Medium density local centre	17m	1.5:1-2:1
Higher density mixed-use	90m	3:1-4:1
Medium density mixed-use	40m	0.9:1-2:1
Lower density residential	9m	0.4:1-0.75:1
Higher density residential	62m	2.3:1-3.6:1
Medium density residential	27m	0.9:1-1.5:1
Green space/ publicly accessible recreational open space	-	-
Woodville Junction green space	-	-
Transport and utility facilities	-	-

Local contributions

A local contribution plan discussion paper has been prepared and is being exhibited concurrently to this place strategy. The discussion paper will inform the preparation of a precinct-specific contributions plan prior to adoption of the final place strategy.

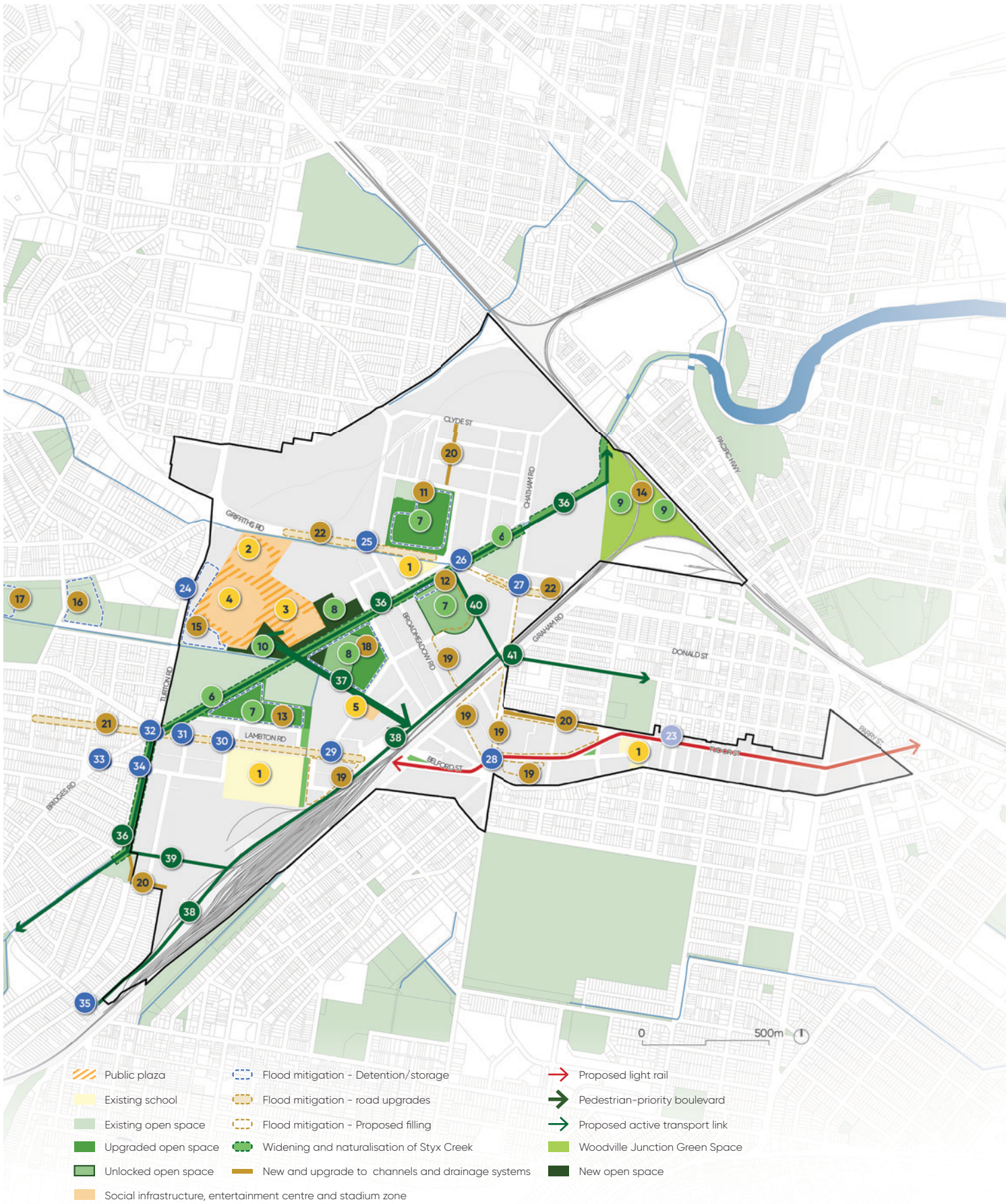


Figure 14: Infrastructure delivery plan (Source: COX)

Infrastructure funding and delivery

The successful delivery of this place strategy will require substantial investment over the life of the strategy for new transport, community and social infrastructure and the creation of quality public domain. Preliminary investigations indicate that more than \$3 billion in infrastructure investment may be required to support the delivery of the precinct vision.

Infrastructure delivery needs to be staged appropriately to ensure it aligns to growth and delivers quality, good place outcomes.

A mix of mechanisms are proposed to fund and deliver essential infrastructure, and it will be important for state agencies, CN, landowners and industry to work collaboratively.

The feasibility of various development scenarios was tested to ensure a high standard of residential amenity and supporting social infrastructure, while promoting employment and productivity outcomes.

A Strategic Infrastructure and Services Assessment (SISA) has been prepared that identifies the infrastructure required to support the vision for Broadmeadow Precinct and identifies that funding would be sourced through various mechanisms based on the type, scale and location of proposed infrastructure.

The SISA is based on high level and preliminary cost estimates. The infrastructure opportunities and delivery pathways will require further refinement through more detailed studies to support future rezoning stages. To ensure maximum feasibility, the more detailed studies should focus on innovative, efficient and sustainable infrastructure solutions to support the precinct.

Most infrastructure proposals, in particular transport and school initiatives, are not funded or committed. As a result, they should be regarded as initiatives subject to further development, scoping, business case investigation and investment decisions.

Social Infrastructure	
1	Existing school – to remain
2	Relocation of the Entertainment Centre – New multipurpose indoor arena
3	Proposed aquatic and leisure centre
4	Upgrades to McDonald Jones stadium
5	Relocation of Police Citizens Youth Club and new multipurpose community facility
Open Space and recreation	
6	Widening and naturalisation of Styx Creek
7	Upgrade existing open space
8	Proposed publicly accessible open space
9	Woodville Junction Green Space
10	Proposed open space/plaza
Flood mitigation	
11	Flood detention/storage at Smith Park
12	Flood detention/storage in Broadmeadow park sub-precinct
13	Flood detention/storage on VNSW land at Knights Centre of Excellence
14	Flood detention/storage on Woodford Junction land
15	Flood detention/storage adjacent to McDonald Jones stadium
16	Sportsfield and flood detention/storage at Arthur Edden Oval
17	Sportsfield and flood detention/storage at Kentish Oval
18	Engineered wetlands and sediment basin at District/Magic Park
19	Proposed filling for future development
20	New channels and upgrading existing drainage systems
21	Road raising to mitigate floods at Lambton Road
22	Road raising to mitigate floods at Griffiths Road
Traffic and public transport – Road Links	
23	Preserve a light rail corridor along Belford-Tudor Streets
Traffic and active transport – Intersections	
24	Turton Road/ Young Road signalised intersection
25	Upgrade Griffiths Road/ Broadmeadow Road intersection
26	Upgrade Griffiths Road/ The Showground signalised intersection
27	Convert existing priority intersection to a signalised T-intersection and close southern approach
28	Dual right turn lanes at Lambton Road/ Broadmeadow Road signalised intersection
29	Upgrade Lambton Road/ Curley Road signalised intersection
30	Upgrade Lambton Road/ Cameron Street priority intersection
31	Lambton Road/ Lang Road priority intersection creating a left-in left-out
32	Upgrade Turton Road/ Bridges Road/ Lambton Road signalised intersection
33	Upgrade Bridges Road/ Russell Road priority intersection
34	New bridge connecting Russell Road to Newton Street over Styx Creek
35	Upgrade St James Road/ Kings Road priority intersection
Active Transport	
36	Active transport link along Styx Creek
37	Pedestrian-priority boulevard and rain garden from Broadmeadow Station to McDonald Jones Stadium and the new multipurpose indoor arena
38	Active transport link along the rail corridor
39	East-west connection from Styx Creek to Locomotive Depot site
40	East-west connection from Styx Creek to Newcastle Showground site
41	Connection over rail corridor from Newcastle Showground site to Gregson Park

Staging



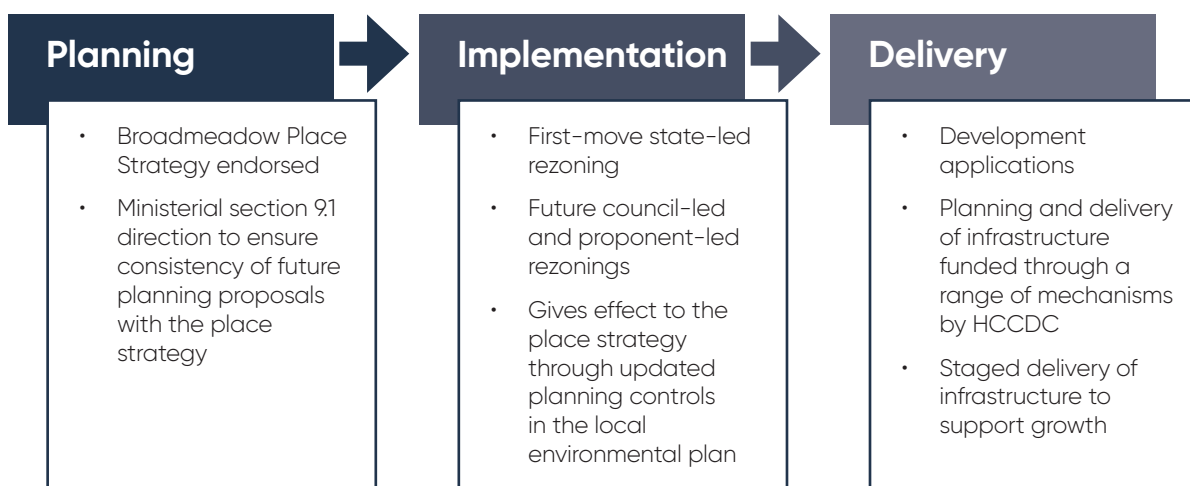
Aerial image of Broadmeadow looking north-east along Styx Creek. (Source: CN)

First-move state-led rezoning

A first-move state-led rezoning will seek to catalyse the precinct and begin giving effect to this place strategy by rezoning select Government-owned land. Development of the first-move rezoning sites on government owned land will not commence until the NSW Government approves the delivery strategy and infrastructure funding in the 2025/2026 budget cycle.

Following rezoning of select Government-owned land, council-led or proponent-led planning proposals will continue to amend the development standards in Newcastle Local Environmental Plan 2012 and update local planning controls.

The successful delivery of this place strategy for Broadmeadow will require substantial investment over the life of the strategy. The infrastructure recommendations identified in this place strategy are subject to further development scoping, business case investigating and investment decisions.



Staging

The implementation plan sets the course for the staged delivery of land for new homes and jobs in the precinct and coordinates the delivery of infrastructure.

The staging of the precinct has been split into three key stages:

- Stage 1 (short term) – 0 -10 years
- Stage 2 (medium term) – 10- 20 years
- Stage 3 (long term) – 20 – 30 years

The final structure plan sees the realisation and ultimate redevelopment of the precinct over 30 years. The timing, order and detailed resolution of each stage will be further resolved as part of ongoing investigations in the precinct. However, this place strategy and its supporting documents provide a precinct-wide perspective and enable coordinated delivery, while allowing flexibility to accommodate future changes in land-use demands and community needs in subsequent planning and development phase.

Stage 1 – short term, 0 – 10 years

The initial stage includes relocation of the entertainment centre and basketball facility to allow mixed-use developments to catalyse the future town centre at Broadmeadow Station (including a new community facility), and locate new residential uses within the town centre and adjoining Broadmeadow Park sub-precinct.

The first stage also focuses on the mixed-use redevelopment of the Locomotive Heritage Park and surrounding areas south of Lambton Road.

It also supports the shift towards finer grain urban services and employment uses in Hamilton North.

Out of sequence planning proposals

Out of sequence planning proposals will be considered only where they are demonstrated to be consistent with the place strategy, do not create any unintended negative outcomes, and provide for desirable urban and built form outcomes which contribute to achieving the vision for Broadmeadow.

Out of sequence planning proposal will be required to outline commitments to design excellence and sustainability, and demonstrate how they have considered the broader urban context of the sub-precinct.

The out of sequence pathway allows landowners to progress plans for renewal of their sites and lodge a detailed planning proposal with the planning proposal authority. Any costs associated with progressing an out of sequence planning proposal will be borne by the applicant.

Infrastructure	Location
Public open space	Broadmeadow Park, new public park in Locomotive Heritage Park and to support new residential development in these areas
New multipurpose indoor arena (to replace existing entertainment centre) and outdoor public domain space	North of McDonald Jones Stadium, near corner of Griffiths and Turton roads
Broadmeadow Boulevard	Between Broadmeadow Station and McDonald Jones Stadium, with active uses
New basketball facility	Proposed location to be decided
Service infrastructure, roads & pavements and landscaping works	Throughout precinct
Stadium upgrades	McDonald Jones stadium
Community centre and PCYC	Corner of Curley and Young roads (within existing basketball stadium site)
Flood mitigation	Throughout precinct
Adaptive reuse and protection of heritage items for public use	Locomotive precinct and showing area

All initiatives are indicative only and subject to design, detailed feasibility review and funding commitments

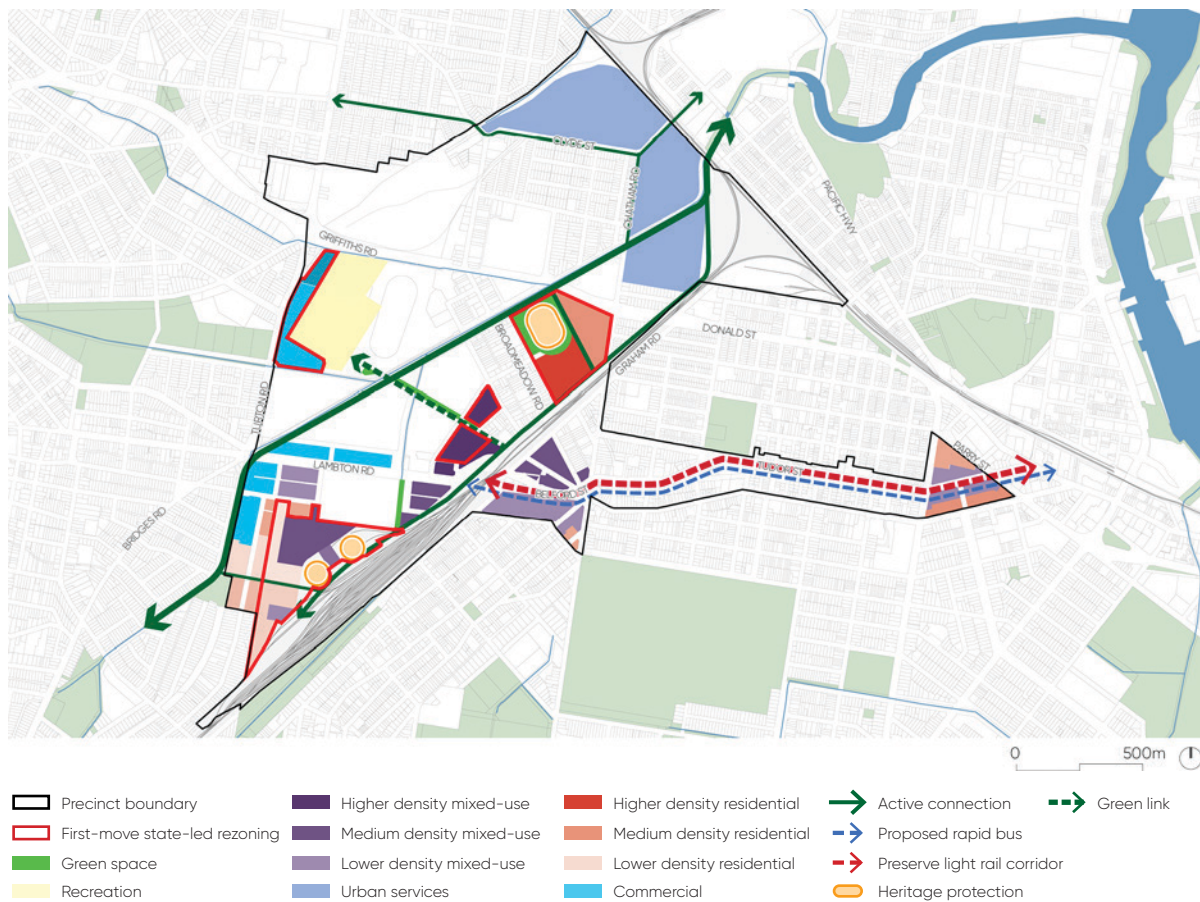


Figure 15: Broadmeadow Stage 1, Short Term (Source: COX)

Stage 2 – medium term, 10 – 20 years

Stage 2 begins to see the redevelopment of the harness racing track, following its relocation outside of the precinct into mixed-use development and the regional aquatic and leisure centre. District/Magic Park is transformed into an accessible public open space that provide significant flood mitigation, and the tennis centre becomes mixed-use development to support the growing town centre.

This stage also sees logical densification occurring within the Belford-Tudor urban corridor.

Infrastructure	Location
New aquatic and leisure centre	Southern part of existing harness racing track
Water main infrastructure upgrades	Throughout precinct
Relocate harness racing	Outside of precinct
Public open space	Throughout precinct

All initiatives are indicative only and subject to design, detailed feasibility review and funding commitments

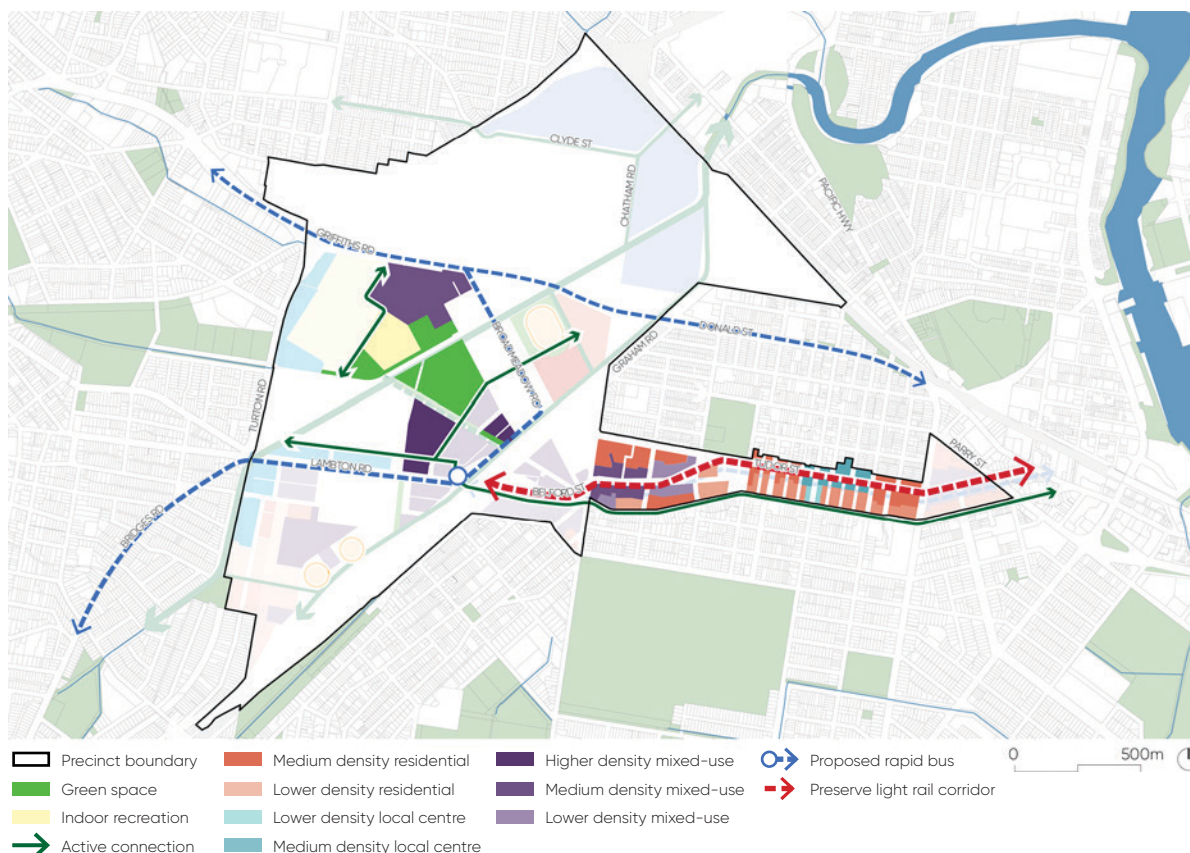


Figure 16: Broadmeadow Stage 2, Medium Term (Source: COX)

Stage 3 – long term, 20 – 30 years

The final stage sees the remaining pieces of the vision realised, with high density infill development occurring between Griffiths Road and Broadmeadow Station and the redevelopment of the UGL Goninan’s site and surrounds.

Infrastructure	Location
Public open space	Throughout precinct
Drainage upgrades and works, including culvert upgrades	Throughout precinct
Filling of land	Between Belford Street and railway, Broadmeadow Park sub-precinct area for diversion of flood waters
Light rail and extension options	Belford-Tudor corridor

All initiatives are indicative only and subject to design, detailed feasibility review and funding commitments

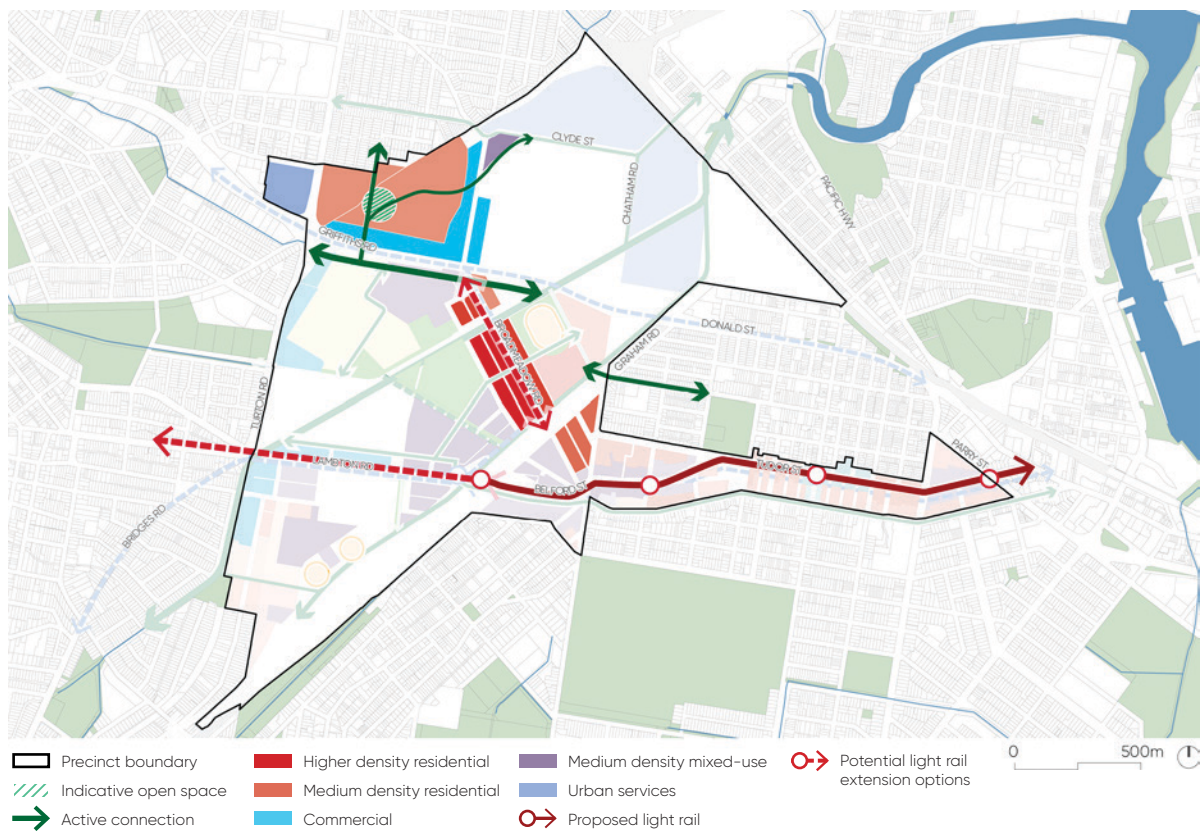


Figure 17: Broadmeadow Stage 3, Long Term (Source: COX)

Implementation plan



Source: Unsplash

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Implementation plan

Community Strategic Plan - Newcastle 2040 - Objectives	Local Strategic Planning Statement - Priorities	Strategic direction	Lead	Support
<p>Objective 1.1.3 - Protected heritage places</p> <p>Objective 1.2.2 - Inclusive communities</p> <p>Objective 2.2.1 - Regenerate natural systems</p> <p>Objective 4.2.1- Genuine engagement</p>	<p>Planning Priority 11 - Protect and celebrate our heritage</p>	<p>Strategic direction 1- Celebrate Country and heritage</p>	CN	HCCDC
			CN	HCCDC, the Department, Aboriginal stakeholders
			CN	HCCDC
			TAHE and Venues NSW	HCCDC, CN
			Landowners	CN, HCCDC, the Department
			CN	HCCDC

CN Role
 Deliver, Partner,
 Advocate

Principle/action

Timeframe

Short **Medium** **Long**
 0-10 yrs. 10-20 yrs. 20-30 yrs.

Deliver	S1.1 Ensure engagement with Aboriginal stakeholders throughout the 30-year life of strategy, including at any future planning proposal, development application and delivery stage.			
Partner	S1.2 Heal connections to Country through: <ul style="list-style-type: none"> restoring elements of the original waterways; planting locally indigenous species restoring and enhancing natural habitats; reducing impacts of flooding through the use of more sustainable land and water strategies; and remediating soils and groundwater. 			
Deliver	S1.3 Identify, through ongoing engagement, opportunities to deliver improved economic and social outcomes for Aboriginal and Torres Strait Islander peoples			
Deliver	S1.4 Allow the community to access and interact with significant heritage items located at the Locomotive Heritage Park and Broadmeadow Park sub-precincts by adopting appropriate conservation management and implementing sensitive adaptive reuse.			
Advocate	S1.5 Encourage the transformation of key local heritage items into unique places with a distinct sense of place and landmarks, including: <ul style="list-style-type: none"> the ELMA Factory, UGL Goninan's site, Sunnyside Hotel, and the former Shell fuel depot site 			
Advocate	S1.6 Ensure unique heritage and character areas such as Cameron's Hill and Hamilton North residential precinct are appropriately reflected in planning controls			

Community Strategic Plan - Newcastle 2040 - Objectives

Local Strategic Planning Statement - Priorities

Strategic direction

Lead

Support

<p>Objective 1.1.2 - Well-designed places</p> <p>Objective - 1.2.3 - Equitable communities</p>	<p>Planning Priority 12 - Sustainable, affordable, and inclusive housing</p> <p>Planning Priority 10 - Development responds to the desired local character of our communities.</p>	<p>Strategic direction 2 - Deliver diverse and affordable housing</p>	Proponents	CN, HCCDC, the Department
			Proponents	CN, HCCDC, the Department
			HCCDC	CN, the Department, relevant infrastructure agency
			HCCDC Proponents, LAHC	CN
			CN	HCCDC, proponents
			HCCDC Proponents	CN, Transport for NSW,
<p>Objective 1.1.1 - Great spaces</p> <p>Objective 1.1.2 - Well-designed places</p> <p>Objective 1.2.1 - Connected communities</p> <p>Objective 3.1.3 - Tourism and visitor economy</p>	<p>Planning Priority 8 - Plan for growth in Catalyst Areas, Strategic Centres, Urban Renewal Corridors and Housing Release Areas</p> <p>Planning Priority 9 - Sustainable, healthy and inclusive streets, neighbourhoods and local centres.</p>	<p>Strategic direction 3 - Create a vibrant, dynamic, welcoming community and destination</p>	CN	HCCDC, proponents
			CN	HCCDC, Transport for NSW
			CN	HCCDC
			HCCDC, CN	CN, Venues NSW
			CN	HCCDC, Transport for NSW, Venues NSW
			HCCDC	CN, Venues NSW

CN Role
 Deliver, Partner,
 Advocate

Principle/action

Timeframe

Short
0-10 yrs.

Medium
10-20 yrs.

Long
20-30 yrs.

Advocate	S2.1 Development of privately owned land will be required to contribute to affordable housing with a portion of development needing to be dedicated for the purposes of affordable housing in line with CN's affordable housing framework.			
Advocate	S2.2 Affordable housing provided on NSW Government-owned land will meet or exceed the NSW Government affordable housing targets, this is currently a minimum of 30%.			
Deliver Partner	S2.3 All new growth is to be supported by new or improved infrastructure as required.			
Advocate	S2.4 Deliver a diversity of housing types and tenures to suit different household sizes, compositions, configurations and needs, including reflection of Broadmeadow's changing demographics.			
Deliver Advocate	S2.5 Ensure all future development aligns with the desired future character statement for each sub-precinct.			
Advocate	S2.6 Deliver suitable development around transport nodes (including high density residential and mixed-use development), leveraging of existing and improved public transport connections			
Deliver	S3.1 Create high quality, attractive public spaces that are accessible, safe and comfortable to move through but also encourage community to meet, linger and create a sense of place.			
Deliver	S3.2 Enable streets that are inclusive and inviting places for community to socialise, relax, enjoy, be entertained, and shop.			
Deliver	S3.3 Create distinct pockets of local character in accordance with the future desired character areas to reinforce a sense of belonging and pride for local residents, businesses and visitors.			
Partner Advocate	S3.4 Facilitate the development of a prominent regional aquatic and leisure centre and create a home for restaurants, bars, cinemas, indoor recreation spaces, shops, markets and attractive live events in the sport and entertainment sub-precinct (Hunter Park) of Broadmeadow.			
Deliver	S3.5 Provide for a mix of local neighbourhoods, retail and community facilities at strategic locations in the precinct that will allow for 15-minute neighbourhoods to service the daily needs of residents and visitors and encourage a sense of community.			
Advocate	S3.6 Deliver large community infrastructure pieces (including McDonald Jones Stadium upgrades, regional aquatic and leisure centre and multipurpose indoor arena) to attract national significance.			

Community Strategic Plan - Newcastle 2040 - Objectives

Local Strategic Planning Statement - Priorities

Strategic direction

Lead

Support

<p>Objective 1.3.1 - Connected cycleways and pedestrian networks</p> <p>Objective 1.3.2 - Road networks</p> <p>Objective 1.3.3 - Managed parking</p> <p>Objective 1.3.4 - Effective public transport</p>	<p>Planning Priority 1 - Priorities active transport in our City</p> <p>Planning Priority 2 - Support emerging transport opportunities and public transport improvements with continued integration of land use and transport planning</p>	<p>Strategic direction 4 - Improve connectivity between people and place</p>	<p>Transport for NSW, Venues NSW, HCCDC</p>	<p>CN</p>
			<p>CN</p>	<p>HCCDC, Transport for NSW</p>
			<p>CN/Transport for NSW</p>	<p>HCCDC</p>
			<p>Transport for NSW</p>	<p>CN, HCCDC, the Department</p>
			<p>CN/Transport for NSW</p>	<p>HCCDC</p>

<p>Objective 2.1.3 - Resilient urban and natural areas</p> <p>Objective 2.2.2 - Expand the urban forest</p> <p>Objective 2.2.3 - Achieve a water sensitive city</p>	<p>Planning Priority 7 - Plan for climate change and build resilience</p>	<p>Strategic direction 5 - Enable resilience and environmental management</p>	<p>Proponents</p>	<p>CN, HCCDC, EPA</p>
			<p>CN</p>	<p>HCCDC, Infrastructure agency, Proponents</p>
			<p>Hunter Water, CN</p>	<p>Hunter Water, CN, HCCDC</p>
			<p>CN Proponents</p>	<p>HCCDC</p>
			<p>HCCDC Proponents</p>	<p>CN</p>
			<p>HCCDC</p>	<p>CN, Hunter Water</p>
			<p>CN</p>	<p>HCCDC, proponents</p>
			<p>CN the Department</p>	<p>Proponents</p>
			<p>HCCDC</p>	<p>CN, proponents</p>
			<p>HCCDC</p>	<p>CN</p>
<p>HCCDC</p>	<p>CN, SES, proponents</p>			

CN Role
 Deliver, Partner,
 Advocate

Principle/action

Timeframe

Short **Medium** **Long**
 0-10 yrs. 10-20 yrs. 20-30 yrs.

Partner Advocate	S4.1 Unlock key blockages within Broadmeadow precinct to prioritise the movement of people, including removing barriers that restrict active transport facilities for pedestrians and cyclists.			
Deliver Partner	S4.2 Utilise existing green and active transport links to create linear recreation opportunities that also provide important corridors for movement and place.			
Deliver Advocate	S4.3 Ensure proposed active transport links feed into existing and planned active transport routes to move people efficiently around Greater Newcastle.			
Advocate	S4.4 Ensure corridors are preserved to allow for future light rail access from Newcastle Interchange. Fast rail, boulevard, connections outside of the precinct			
Deliver Partner	S4.5 Secure major roads above the flood planning level to allow for safe egress during a flood event.			

Advocate	S5.1 Ensure land is or can be made suitable for its intended land use through a precinct approach to remediation.			
Partner Advocate	S5.2 Implement appropriate buffers for sensitive land uses around pipelines and allow for access and maintenance.			
Deliver Partner	S5.3 Reintroduce original elements of the existing waterway of Styx Creek, expand riparian corridors and reinforce resiliency with endemic flora that provides for urban fauna refuge and movement.			
Deliver Partner	S5.4 Ensure future planting mitigates climate change, provides urban tree canopy and contributes to the reduction of urban heat island effect.			
Partner	S5.5 Built form to exceed sustainability rating standards, particularly civic buildings, which should strive for international excellence and set design precedence.			
Partner	S5.6 Facilitate implementation of the flood strategy including detention basins where required, introduction of wetlands adjacent to Styx Creek, and the upgrading of existing underperforming stormwater infrastructure			
Deliver	S5.7 Set the residential flood planning level for all habitable floor levels in the precinct to be above the 1% annual exceedance probability, inclusive of climate change projections and with a 500mm freeboard.			
Deliver	S5.8 Ensure land use planning considers the flood hazard of the land and avoid development within floodways.			
Partner	S5.9 Ensure no net loss of flood storage due to cut and fill, loss of flood conveyance, significant diversion of flood flows or significant changes to hydraulic flood hazard conditions that impact on private property or impact on safe access or on evacuation routes			
Partner	S5.10 Stipulate flood-compatible building design, including types of materials and fencing, and around overland flow paths			
Partner	S5.11 Establish shelter-in-place strategies for new development where necessary to implement key principles.			

Community Strategic Plan - Newcastle 2040 - Objectives

Local Strategic Planning Statement - Priorities

Strategic direction

Lead

Support

<p>Objective 2.2.1 - Regenerate natural systems</p> <p>Objective 2.2.2 - Expand the urban forest</p> <p>Objective 2.2.3 - Achieve a water-sensitive city</p>	<p>Planning Priority 4 - Green our neighbourhoods</p>	<p>Strategic direction 6 - Create a vibrant blue and green heart with high quality public spaces</p>	HCCDC	CN, Hunter Water
			Hunter Water, CN	Hunter Water, CN, HCCDC
	Hunter Water, CN, HCCDC		Hunter Water, CN, HCCDC	
	CN		HCCDC, proponents	
	<p>Planning Priority 5 - Protect and enhance our bushland, waterways and wetlands</p>		HCCDC	Hunter Water, CN, HCCDC
<p>Objective 1.4.1 - Emerging technologies</p> <p>Objective 1.4.2 - Digital inclusions and social innovation</p> <p>Objective 3.2.1 - Inclusive opportunities</p> <p>Objective 3.2.2 - Skilled people and businesses</p> <p>Objective 3.2.3 - Innovate people and businesses</p>	<p>Planning Priority 14 - Enable the transition to new economy jobs and grow creative industries</p>	<p>Strategic direction 7 - Jobs to support Newcastle's Innovation Arc</p>	CN	HCCDC, proponents
			CN	HCCDC, proponents
			CN	HCCDC
			CN	HCCDC
			CN	HCCDC

CN Role
 Deliver, Partner,
 Advocate

Principle/action

Timeframe

Short **Medium** **Long**
 0-10 yrs. 10-20 yrs. 20-30 yrs.

Partner	S6.1 Mitigate the risks of flooding at a catchment level, precinct level, individual site/development level and through water-sensitive public domains.			
Partner	S6.2 Ensure Styx Creek and development is designed to meet the NSW Government's Water Quality Objectives.			
Partner	S6.3 Reintroduce and restore original elements of the natural Styx Creek to improve connection to water, improve environmental condition and contribute to quality lineal open space network.			
Deliver	S6.4 Undertake environmental restoration by introducing tree canopy for urban greening.			
Partner	S6.5 Enable Styx Creek to become a linear blue and green corridor that retains water and introduces vegetation to create cool places for community.			

Deliver	S7.1 Embrace emerging technologies to improve community quality of life.			
Deliver	S7.2 Support inclusive digital access to narrow the digital divide			
Deliver	S7.3 Prioritise equal learning and employment opportunities, grow the local skills base and foster innovation in business and the arts to create a vibrant and inclusive community			
Deliver	S7.4 Support Broadmeadow becoming a key contributor to the innovation that supports Newcastle as an emerging city by maintaining focus on co-existing leading sports and entertainment uses with essential supporting services in the precinct.			
Deliver	S7.5 Ensure each economic centre is prosperous individually and do not detract from other local centres.			

Appendices



Aerial image of Smith Park looking south (Source: CN)