MOTION

That the City of Newcastle

Part A:

1. Welcomes the release of the Greater Newcastle Metropolitan Plan (Plan), which was launched on 17 September 2018 by the Minister for Planning the Hon. Anthony Roberts MP, with the five Mayors from the Greater Newcastle Metropolitan Local Government Areas (LGAs);
2. Commends the Department of Planning and Environment who have worked collaboratively with the five greater metropolitan Local Government Areas (LGAs), to produce the Plan, as the key blueprint to co-ordinate planned growth and investment for the Greater Newcastle Metropolitan area;
3. Collaborates with our partners from the five Greater Newcastle Metropolitan LGAs, the State and Federal Governments, as well as government and non-government agency partners and the community toward the implementation of the Plan.
4. Note the inclusions on the Greater Newcastle Metropolitan Plan of the City of Newcastle vision outlined in our 2030 Community Strategic Plan and our local planning strategy that sets out our shared plan to create a smart, livable and sustainable city in concert with United Nations New Urban Agenda (NUA) and the Sustainable Development Goals adopted by both our National Government and the City of Newcastle.
5. Writes to the Minister advocating the advantages and opportunity to include the SDGs as part this Greater Newcastle Metropolitan Plan recognising Newcastle’s status as United Nations City and the important collaboration with University of Newcastle.

Part B:

1. Notes that under the heading “Delivering strong leadership to shape Greater Newcastle”, it is stated that “Metropolitan cities succeed and perform best when all tiers of government collaborate and work together with business, industry and the community to deliver a shared vision for their city”;
2. Notes that the Hunter Joint Organisation has constituted a Greater Newcastle standing committee tasked with the delivery and implementation of this plan and supports this governance model to work in collaboration with State and Federal Government together with industry and our local communities.
3. Does not support a governance model inclusive of adhoc groups that do not have inclusive or open and transparent governance models like the newly established Committee for the Hunter that precludes representation from any of the five Greater Metropolitan LGAs, despite the above statement in Part B (1);
4. Notes that the proposed Committee for the Hunter lacks the adequate governance oversight and expertise required to appropriately advise on
metropolitan-scale collaboration between community, industry and government;

5. Writes to the NSW Planning Minister to review the proposed governance arrangements for the oversight and implementation of the Greater Newcastle Metropolitan Plan, to ensure that the envisioned collaborative partnerships model, as outlined in the Newcastle Greater Metropolitan Plan (p.14) is achieved.

6. Notes the importance of the integration of land-use and transport planning and calls on the release of the Greater Newcastle Future Transport plan, currently in draft that supports this document. Noting the strong and consistent advocacy by the City of Newcastle ensuring that this document was a key deliverable of the State Government during the rail corridor rezoning decision.

7. Notes there is a policy disconnect between the State Governments department of Premier and Cabinets recently released twenty year economic vision for regional NSW and the Department of Planning's Greater Newcastle Metropolitan Plan and seeks rectification of these inconsistencies' by both agencies and the requisite Ministers.

**Background:**

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

This first-ever Metropolitan Plan for Greater Newcastle, and first for a non-capital city in Australia, aims to capitalise on this investment through a collaborative approach. The Plan helps to achieve the vision set in the Hunter Regional Plan 2036 - for the Hunter to be the leading regional economy in Australia with a vibrant new metropolitan city at its heart.

The Plan incorporates Council’s previous representations and aligns with the delivery of key objectives.

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

The Plan sets out key catalyst areas that are expected to be the major drivers of employment growth with clear actions to assist in meeting job targets.

The key catalyst areas are Newcastle City Centre, Beresfield–Black Hill, Broadmeadow, North West Lake Macquarie, Callaghan, East Maitland, John Hunter Hospital, Kotara, Newcastle Port, Tomago and Williamtown.

**Vision for Greater Newcastle:**

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

- dynamic and entrepreneurial, with a globally competitive economy and the excitement of the inner city and green suburban communities;
• offering great lifestyles minutes from beaches or bushland, the airport or universities, and from the port to the lake

• a national leader in the new economy, with smarter cities and carbon neutral initiatives, and with collaborative governance that makes it a model to others in creating and adapting to change.

Greater Newcastle Future Transport Plan

Council has advocated for the investigation and delivery of:
• ongoing improvements to bus and ferry services, building on the recent changes made by Newcastle Transport;
• extension of the light rail;
• further development of active transport networks;
• addressing pinch points in the road network;
• freight rail bypass, including the Lower Hunter Freight Corridor;
• supporting improved connections through Sydney to Central Coast/ Newcastle Faster Rail investigation and corridor protection for higher speed connections.

City of Newcastle's Connecting Newcastle policy encompasses the local planning strategy and our communities 2030 Community Strategic Plan highlighting the need to incorporate land use planning and transport.

For example: ITEM-84 CCL 27/09/16 - ENDORSEMENT OF PROPOSED AMENDMENT TO LOCAL ENVIRONMENTAL PLAN 2012 - RAIL CORRIDOR LAND BETWEEN WORTH PLACE AND WATT STREET NEWCASTLE

MOTION
Moved by Cr Nelmes, seconded by Cr Clausen (Attachment 4)

PART C:

Require the following commitments prior to a report to back to Council under Part B
v) (receive a report back on the Planning Proposal, including draft planning agreement, following the public exhibition as per the requirements of Section 57 of the EP& A Act.) of this motion:

1. The NSW Government develops a comprehensive, evidence based plan for public transport and active transport in the Lower Hunter consistent with achieving Council’s current transport targets Including;
a. an update of the Regional Transport Plan with clear and realistic objectives to be achieved for Public Transport in the region and
b. a revised Traffic Report of traffic impacts in the CBD based on:
i. Current and forecast land use development proposals for the CBD.
ii. The Integrated Transport Plan for the CBD.
iii. The Parking Strategy being prepared by Transport for NSW (TfNSW).
iv. The Active transport Strategy Plan being prepared by TfNSW and NCC including cycleways and pedestrian access

Committee for the Hunter:

The Plan outlines a vision to establish collaborative partnerships aimed at delivering strong leadership to shape greater Newcastle.
This vision notes that “Metropolitan cities succeed and perform best when all tiers of government collaborate and work together with business, industry and the community to deliver a shared vision for their city.

Collaborative governance arrangements across Greater Newcastle will support the delivery and implementation of the Metropolitan Plan, including;

- drawing on the newly established Committee for the Hunter to advise on metropolitan-scale collaboration between community, industry and government

On 28 July 2018, a Newcastle Herald article entitled New Committee for the Hunter formed to promote regional prosperity, outlined the opaque formation process of the Committee for the Hunter.

Asked whether organisations such as the union body Hunter Workers had been invited, Mr Anicich said the final shape of the committee – which he described as “a network of networks” – had not been finalised.

He said the various Hunter Councils, its state and federal MPs and various government departments had been briefed about the formation of the committee and its desire to “drive growth and jobs for the region”.

Despite this, the five Newcastle metropolitan councils have been excluded from the proposed Committee for the Hunter.

The lack of transparency around the governance arrangements of the proposed Committee for the Hunter cannot be supported, Government must ensure the envisioned collaborative partnerships model, as outlined in the Newcastle Greater Metropolitan Plan (p.14) is implemented. The model needs to be more inclusive of all current and emerging industry, peak groups and employers together with workers representation. City of Newcastle has supported the development of committee for greater Newcastle that is a more collaborative model.


Related previous decisions:

On Tuesday, 12 December 2017 a Lord Mayoral Minute unanimously passed noting the release of the draft Greater Newcastle Metropolitan Plan 2036 and for Council to prepare a draft submission for endorsement at the February 2018 ordinary council meeting, which provides feedback on the draft Plan, noting that final submission are due 28 February 2018.

On Tuesday, 27 February 2017 Council unanimously endorsed the Greater Newcastle Metropolitan Plan submission.
Attachments:

1. Greater Newcastle Metropolitan Plan
2. Lord Mayoral Minute – Draft Greater Newcastle Metropolitan Plan – 12 December 2017
3. Submission – Greater Newcastle Metropolitan Plan submission – 27 February 2018
4. ITEM-84 CCL 27/09/16 - ENDORSEMENT OF PROPOSED AMENDMENT TO LOCAL ENVIRONMENTAL PLAN 2012 - RAIL CORRIDOR LAND BETWEEN WORTH PLACE AND WATT STREET NEWCASTLE
5. Community Strategic Plan – Newcastle 2030
6. Draft Greater Newcastle Future Transport Plan
7. City of Newcastle – Economic Development Strategy
8. Twenty year economic vision for regional NSW
Acknowledgement

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

September 2018

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Cover image:
The Olive Tree Market in Civic Park, Newcastle courtesy of Little Kite Photography for The Olive Tree Market
Foreword

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

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

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

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

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

Metropolitan cities succeed and perform best when all tiers of government collaborate with business, industry and the community to deliver a shared vision for their city. Collaborative governance arrangements across Greater Newcastle will support the delivery and implementation of the Metropolitan Plan to ensure it delivers on this vision as Australia’s newest and emerging economic and lifestyle city, that is connected with northern NSW and acknowledged globally as dynamic, entrepreneurial, desirable and a national leader in the new economy.

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

Anthony Roberts MP
Minister for Planning
Minister for Housing
Special Minister of State
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HENR REGIONAL PLAN 2036

**Goals**

- The leading regional economy in Australia
- A biodiversity-rich natural environment
- Greater housing choice and jobs
- Thriving communities

GREATER NEWCASTLE METROPOLITAN PLAN 2036

**Outcomes**

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

**Strategies**

1. Reinforce the revitalisation of Newcastle City Centre and expand transformation along the waterside
2. Grow the airport and aerospace and defence precinct at Williamtown
3. Increase domestic and global trade capabilities at Newcastle Port
4. Grow health precincts and connect the health network
5. Expand education and innovation clusters
6. Promote tourism, major events and sporting teams on the national and international stage
7. Respond to the changing land use needs of the new economy
8. Address changing retail consumer demand
9. Plan for jobs closer to homes in the Metro frame
10. Create better buildings and great places
11. Create more great public spaces where people come together
12. Enhance the Blue and Green Grid and the urban tree canopy
13. Protect rural amenity outside urban areas
14. Improve resilience to natural hazards
15. Plan for a Carbon Neutral Greater Newcastle by 2050
16. Prioritise the delivery of infill housing opportunities within existing urban areas
17. Unlock housing supply through infrastructure coordination and delivery
18. Deliver well-planned rural residential housing areas
19. Prepare local strategies to deliver housing
20. Integrate land use and transport planning
21. Prepare for technology-enhanced mobility changes that improve connectivity
22. Create higher speed connections to Sydney to encourage new employment opportunities
23. Protect major freight corridors

4 Greater Newcastle Metropolitan Plan 2036
A Metropolitan Plan for Greater Newcastle

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

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

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

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

Figure 1:
Delivering the Hunter Regional Plan 2036 within the Strategic Planning Line of Sight
After a successful period of economic restructure, increased investment and enhanced lifestyle opportunities, Greater Newcastle is emerging as one of Australia’s most dynamic and vibrant metropolitan cities.

Growing from a mining and steel city

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

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

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

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

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

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

The John Hunter Hospital is the principal referral hospital for the Hunter and northern NSW. The $470 million investment in the new Maitland Hospital, budget funding for improvements to the Calvary Mater and John Hunter Hospitals, together with additional investment in private hospitals, is further enhancing Greater Newcastle’s health network. The Hunter Medical Research Institute is a world-class institute that attracts top medical specialists and collaborates with leading institutions and industries to better prevent and treat serious illnesses.

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

The extent and scale of State, Commonwealth and private investment planned or underway in Greater Newcastle demands a metropolitan approach to coordinate and link places and opportunities together.
An emerging metropolitan city with global appeal

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

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

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

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

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

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

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

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

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

• dynamic and entrepreneurial, with a globally competitive economy and the excitement of the inner city and green suburban communities

• offering great lifestyles minutes from beaches or bushland, the airport or universities, and from the port to the lake

• a national leader in the new economy, with smarter cities and carbon neutral initiatives, and with collaborative governance that makes it a model to others in creating and adapting to change.
Five elements will shape Greater Newcastle into a dynamic and entrepreneurial city with a globally competitive economy and a great lifestyle, framed by wineries to the waterfront.

Figure 3: Greater Newcastle
1. Metro heart

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

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

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

2. Metro core

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

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

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

3. Metro frame

Greater Newcastle is framed by an arc of cities and towns from southern Lake Macquarie to Cessnock, Branxton, Maitland and Raymond Terrace. These centres are located by the water or the bush and have a strong identity, high amenity and a sense of place. They will become more closely connected with each other, to the metro core and metro heart.

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

Cessnock, Kurri Kurri, Morisset and Raymond Terrace will also provide local housing and jobs opportunities, and will be designed to maintain the coastal and green outlooks, improve access to open space and retain the identity of places that collectively form Greater Newcastle.

4. Trading hubs

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

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

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

5. Iconic tourism destinations

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

**Collaborative partnerships**

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

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

This approach includes:

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

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

Hunter Development Corporation will lead the collaboration, implementation and monitoring processes, with support from the Department of Planning and Environment. Progress on implementing the Plan will also be reported to other existing governance bodies, such as the Hunter Regional Leadership Executive.

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

**Delivery focused**

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

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

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

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

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

**Monitoring and review**

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

Implementation of the Metropolitan Plan will be monitored and reviewed to ensure achievement of the vision and outcomes of the Plan every 5 years, or as necessary.
Professor Greg Clark’s advice on governance

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

- Bilbao, Spain
- Cardiff, Wales
- Gothenburg, Sweden
- Halifax, Canada
- Malmö, Sweden
- Portland, USA
- Waterloo, Canada

Professor Clark advised that these cities provide a powerful example to Greater Newcastle of how improved metropolitan collaboration has coincided with a rise in population, better planning and management of land, increased investment in infrastructure and urban renewal, land use and density changes, reduction in long-term structural unemployment, increased the rate of entrepreneurship, and improved economic performance relative to the rest of the nation.²

Hunter Special Infrastructure Contribution

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

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

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

The NSW Department of Planning and Environment is developing the SIC.
The Queen Elizabeth ship arriving in Newcastle Port. Increased tourism in Greater Newcastle will help grow the new economy. Image courtesy of Shane Williams.
Outcome 1: Create a workforce skilled and ready for the new economy

Greater Newcastle’s diversified and resilient economy will expand on strengths in health, education, defence, tourism and the creative sectors of the new economy. The University of Newcastle, Newcastle Airport and Port and the John Hunter Hospital are key metropolitan assets providing opportunities to further grow the service economy and support ongoing transition.

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

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

Newcastle Airport at Williamtown is one of the largest combined defence and civilian aerodromes in Australia. Increased flight activity will build towards an aspiration of 5 million passengers annually by 2036 to support new international services to locations across the Asia Pacific. Major upgrades to the RAAF Base to accommodate new Joint Strike Fighters (F-35) will create a cluster of economic activity and new jobs. Greater Newcastle’s growing capabilities in science, technology, engineering and mathematics will service these activities.

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

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

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

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

Proximity to Sydney provides opportunities for industry specialisation for goods and services to Australia’s largest market. Greater Newcastle can build on its economic independence so that it complements, rather than competes with Sydney.

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

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

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

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

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

Figure 4: Connectivity
Newcastle City Centre
2018
**Strategy 1**

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

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

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

The revitalisation program is linking with investment in the University of Newcastle NeW Space campus and the new Newcastle law courts. These projects demonstrate the growing confidence in Greater Newcastle as a city in which to invest. The next stage of the city centre’s revitalisation will leverage off the multi-modal Newcastle Interchange at Wickham – forming a core of activity with new corporate spaces, tourism and lifestyle amenities.

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

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

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

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**Actions**

1.1 Hunter Development Corporation, through the Revitalising Newcastle Program, will:

- coordinate the delivery of frequent and reliable travel to and through the city centre via the Newcastle Light Rail, Newcastle Bus Interchange and Newcastle Interchange
- provide opportunities for new housing for workers and students
- transform sites for public open space, new shops and residential opportunities and connecting the city to the waterfront
- activate the waterfront by improving pedestrian, cyclist and public transport safety, amenity, access and connectivity to the waterfront.

1.2 Hunter Development Corporation will reinforce the role of the city centre in providing professional, financial and office employment by increasing commercial floor space in the West End to enable growth and relocation of businesses.

1.3 Newcastle City Council will align local plans to enable continued investment in Newcastle City Centre that is consistent with this Plan.
Passengers
1.2m
2016
2.6m
2036

Jobs
5,300
2016
8,300
2036

Joint Strike Fighter (F-35) squadron base

Transport
25-minute drive
45-minute bus ride
(Improved public transport connections to be investigated)
Strategy 2  
Grow the airport and aerospace and defence precinct at Williamtown

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

The RAAF Base employs over 3,500 people and will be the primary location for the Joint Strike Fighter (F-35) squadron. It will also be the maintenance facility to service these advanced fighters from countries across the Asia Pacific. By 2036, it is projected that Newcastle Airport will fly a minimum of 2.6 million passengers annually, with aspirations for this to be 5 million passengers annually by 2036. The anticipated growth and expansion of passenger flights will need to be supported by improved public transport connections between the Airport and Newcastle City Centre, as well as runway surface and freight handling capacity upgrades. New opportunities will also arise from these improvements, including being able to undertake maintenance of domestic and defence aircraft.

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

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

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

Actions

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

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

2.3 Port Stephens Council will:
- protect the Williamtown aerospace and defence precinct from inappropriate land uses (including bulky-goods retailing)
- in consultation with Newcastle Airport and the RAAF, prevent residential development near the airport and limit residential development in areas affected by aircraft noise (including areas below flight paths)
- align local plans to facilitate the growth and change at the Defence and Airport Related Employment Zone over time.

2.4 Newcastle Airport, Transport for NSW and Port Stephens and Newcastle City councils will investigate transport improvements between Williamtown, Newcastle City Centre and other destinations in the metro frame.
Strategy 3
Increase domestic and global trade capabilities at Newcastle Port

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

Coal represents 91% of the value of exports, with 161 million tonnes of coal shipped in 2016. The capacity for manufactured goods and primary products to be exported will be expanded by diversifying port activities to enable agricultural businesses in the Hunter and wider NSW to more easily and efficiently export directly to Asia.

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

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

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

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

Actions

3.1 The Department of Planning and Environment, working with the Port of Newcastle, will facilitate the diversification of activities at Newcastle Port to adapt to changing global demand for trade and tourism through the Three Ports State Environmental Planning Policy.

3.2 The Port of Newcastle will:

- work with the Hunter Development Corporation to build capacity of the Newcastle Cruise Terminal as a home port
- work with Transport for NSW to provide public transport connections between Newcastle Port and Newcastle City Centre to service visitors and workers of the Newcastle Cruise Terminal.

Newcastle Port
2016

Coal 91% Value of port export

Port operating at 50% capacity

New cruise ship terminal

Port diversification opportunities
**Strategy 4**  
**Grow health precincts and connect the health network**

The John Hunter Health Precinct is Greater Newcastle’s busiest health precinct, and is the tertiary referral hospital for northern NSW, as well as providing private hospital services and one of two forensic services within NSW. The Precinct provides education, training and medical research facilities through a partnership between the Local Health District, University of Newcastle and Hunter Medical Research Institute.

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

A number of private hospitals are also expanding and will provide future job opportunities. Growth in health and medical research in Greater Newcastle will build on these investments. These will be the diverse health services for a globally competitive city.

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

**Figure 5: Major Health Precincts in Greater Newcastle**

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

**Ageing Population**

- **Total Population**: 575,000 in 2016  
- **Total Population**: 692,000 in 2036

- **Population aged 65 and over in 2016**: 17.9% (102,800)  
- **Population aged 65 and over in 2036**: 23.5% (163,100)

**Actions**

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

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

4.2 Greater Newcastle councils will amend local plans to:

- facilitate complementary land uses within proximity of health precincts
- prioritise planning for seniors housing and aged care services close to frequent public transport and within centres.
**Strategy 5**

**Expand education and innovation clusters**

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

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

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

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

**Actions**

5.1 Greater Newcastle councils will ensure local plans:

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

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

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**Metropolitan education and innovation clusters**

- Callaghan – University of Newcastle
- The Newcastle Institute for Energy and Resources and nearby CSIRO Energy Centre at Steel River
- The Newcastle City Centre – NeW Space campus, UoN expansion, future Nihon campus and Three76 Innovation Hub
- New Lambton Medical Precinct – John Hunter Hospital and Hunter Medical Research Institute
- Williamtown – emerging DSA-18 defence, security and aerospace hub
- Charlestown – Charlestown Innovation Precinct (ChIP)
- Avondale College at Cooranbong
- NSW TAFE Hunter Institute with nine campuses in Greater Newcastle
Strategy 6
Promote tourism, major events and sporting teams on the national and international stage

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

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

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

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

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

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

Actions

6.1 Hunter Development Corporation, in collaboration with Greater Newcastle councils and other major stakeholders, will:
- establish the identity and brand of Greater Newcastle as an internationally recognised metropolitan city
- promote the competitive advantages of Greater Newcastle to domestic and international markets to enable coordinated growth of health, education and tourism sectors.

6.2 Destination NSW, through its Regional Conferencing Unit, will support growth of the conferencing sector to target opportunities, identify capabilities and undertake promotional activities to grow the market.

6.3 Greater Newcastle councils will align local plans to:
- increase flexibility for new tourism proposals (buildings, hotels, spaces, and activities) within strategic centres, throughout the metro core including Stockton, and rural and environmental areas in the metro frame that do not affect the environmental features, viticulture or other agricultural industries, or natural amenity
- enable major events in strategic centres and other suitable locations along with the development of hotels, event and conference capacity
- support the live music and performance sector by identifying and protecting areas with strong traditions of live music and performance, and by supporting areas where urban and cultural amenity can be improved by live music and performance activity.
**Strategy 7**  
*Respond to the changing land use needs of the new economy*

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

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

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

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

### Actions

**7.1** Greater Newcastle councils will align local plans to:
- build capacity for new economy jobs in areas well serviced by public transport and close to established centres by:
  - enabling a greater range of employment generating uses in appropriate industrial and business areas
  - responding to the challenge of balancing the vibrancy of a night-time economy with residential amenity
  - encouraging more home-based business, home-based industries and small business (under two employees plus residents) in residential areas.
- ensure an adequate supply of employment land, including industrial zoned land, to cater for demand of urban services in accessible locations.

**7.2** The Department of Planning and Environment, working with Newcastle City and Lake Macquarie councils, will:
- review the role of former manufacturing land in the metro core to determine potential for new business, housing or open space
- plan for the relocation of heavy industries away from urban areas to industrial precincts including Beresfield, Tomago and other suitable locations.

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

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

**7.5** Maitland City Council will develop Rutherford as a focus of mining support and connection to the Upper Hunter, while also being responsive to planned future land uses.
Strategy 8
Address changing retail consumer demand

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

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

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

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

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

Actions
8.1 Greater Newcastle councils will:

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

Strategy 9
Plan for jobs closer to homes in the metro frame

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

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

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

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

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

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

9.2 Greater Newcastle councils will:

- amend local plans to promote more shared workspaces for start-ups in strategic centres
- enable small business growth in residential zones close to centres and transport connections.
Outcome 2: Enhance environment, amenity and resilience for quality of life

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

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

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

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

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

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

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

Green infrastructure outcomes

These outcomes capture the key considerations relating to green infrastructure and the built environment:

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

Strategy 10
Create better buildings and great places

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

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

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

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

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

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

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

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

Actions
10.1 Greater Newcastle councils will:

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

Design Objectives for NSW

Better fit: contextual, local and of its place

Better performance: sustainable, adaptable and durable

Better for community: inclusive, connected and diverse

Better for people: safe, comfortable and liveable

Better working: functional, efficient and fit for purpose

Better value: creating and adding value

Better look and feel: engaging, inviting and attractive

Source: Better Placed, Government Architect New South Wales
Strategy 11
Create more great public spaces where people come together

Art and culture make a city stimulating, memorable and contribute to the beauty of a city. Thriving art and culture are great indicators of a city’s pulse and will be a palpable presence throughout Greater Newcastle.

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

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

Greater Newcastle contains natural features that are important to the cultural heritage of Aboriginal communities. The significant value of these assets will be conserved while also respecting the Aboriginal community’s right to determine how they are identified and managed.

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

Actions

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

11.2 The Department of Planning and Environment will develop a Cultural Infrastructure Strategy for Greater Newcastle.
Figure 6: Blue and Green Grid
2018

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

Greater Newcastle Metropolitan Plan 2036
Strategy 12
Enhance the Blue and Green Grid and the urban tree canopy

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

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

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

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

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

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

Actions

12.1 Greater Newcastle councils with support from the Department of Planning and Environment, will:

- improve access to open space, recreation areas and waterways so that 90% of houses are within a 10-minute walk of open space
- enhance Greater Newcastle’s Blue and Green Grid by implementing the Green Infrastructure Outcomes of the Greener Places policy to integrate water sensitive urban design principles in local plans
- make a cooler Greater Newcastle by greening urban areas, buildings, transport corridors and open spaces to enhance the urban forest
- enhance nature based tourism through protection and promotion of natural assets such as Lake Macquarie and the Hexham Wetlands.

12.2 Greater Newcastle councils will identify local blue and green corridors and continue the rehabilitation of waterways.

12.3 The Department of Planning and Environment will work with the Office of Environment and Heritage and Greater Newcastle councils to ensure the long-term protection of regionally significant biodiversity corridors through strategic biocertification.

12.4 The NSW Office of Sport will develop a Greater Newcastle sport and recreation facilities plan.

12.5 The Department of Planning and Environment will pilot a Metropolitan Greenspace Program in the Greater Newcastle area.
**Strategy 13**

*Protect rural amenity outside urban areas*

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

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

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

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

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

In addition to agriculture, some areas within Greater Newcastle have existing mining operations. Land use planning needs to respond to the lifecycle of mining operations, and manage impacts of mining on rural and urban areas in accordance with actions in the Hunter Regional Plan 2036.

**Actions**

13.1 Greater Newcastle councils will align local plans to:

- enable the growth of the agricultural sector by directing urban development away from rural areas and managing the number of new dwellings in rural areas
- encourage niche commercial, tourist and recreation activities that complement and promote a stronger agricultural sector, and build the sector’s capacity to adapt to changing circumstances
- protect and preserve productive agricultural land to support the growth of agricultural industries and keep fresh food available locally.
**Strategy 14**

**Improve resilience to natural hazards**

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

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

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

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

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

The Blue and Green Grid also contains natural vegetation that can be subject to bushfire. These lands will be carefully managed to avoid encroachment by urban development to minimise bushfire risk.

### Actions

**14.1** Greater Newcastle councils will apply the following principles to land use planning and development assessment decisions:

- employ risk-responsive land use controls so that new development does not occur in high risk areas
- ensure coastal dependent development mitigates natural hazards and incorporates resilience measures that have triple bottom line benefits
- prevent intensive urban development in the Blue and Green Grid
- ensure the planning for urban development adjoining or interfacing with the Blue and Green Grid addresses the impact of extreme events.

**14.2** The Department of Planning and Environment will work with Greater Newcastle councils to plan for a changing climate by:

- ensuring major redevelopments include a natural hazard risk assessment that incorporates climate change parameters and mitigation/adaptation measures
- ensuring planning for road upgrades of critical linkages considers sea level rise and flooding, and incorporates resilient design and materials to reduce reconstruction and recovery costs
- developing a methodology to incorporate evacuation considerations into strategic, precinct and site based planning
- developing policies to achieve the NSW Government aspirational target of net zero emissions by 2050.

**14.3** The Department of Planning and Environment will work with Maitland City Council to investigate and develop safe evacuation for Central Maitland during flood events.

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**Newcastle Earthquake**

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

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

While there is no reliable way to predict if or when another earthquake could occur in any Australian city, good building practice may be the single, most important, long-term factor in reducing economic losses and casualties from earthquakes. Lessons learnt from Newcastle can improve the resilience of other Australian cities.
Houses with solar panels on their roofs at Cameron Park, Lake Macquarie.
Strategy 15
Plan for a Carbon Neutral Greater Newcastle by 2050

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

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

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

There is expertise and infrastructure available in Greater Newcastle to support the movement towards renewable energy. Investigations are already underway to transform Vales Point into a renewable energy precinct. This demonstrates how these sites and other heavy and general industrial lands will continue to be places of employment, and their future role will be to nurture globally competitive growth segments in Greater Newcastle.

NSW Target

Net-zero emissions by 2050

Actions

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

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

15.3 The Department of Planning and Environment, working with the Office of Environment and Heritage will work towards certification of Greater Newcastle as carbon neutral by 2050.
Outcome 3: Deliver housing close to jobs and services

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

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

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

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

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

To create capacity for a diverse range of new homes in the right locations, local plans will align with the direction and vision of the Hunter Regional Plan 2056 and this Plan.
Figure 7: Urban renewal corridors 2018

- Urban Renewal Corridor Stage 1
- Urban Renewal Corridor Stage 2
- Priority Multimodal Corridor
- Corridor Investigation
- Newcastle Port
- Education
- Railway Station
- Railway Light Rail Station
- Light Rail
- Frequent Bus Routes
- Ferry Terminal
- Proposed Ferry Terminal
- Newcastle Interchange
- State and Regional Roads
- Environmental and Open Space
- Waterway
- 800m Radius Walking Catchment
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- Newcastle Interchange
- State and Regional Roads
- Environmental and Open Space
- Waterway
- 800m Radius Walking Catchment
Figure 8: Housing opportunities
2018

Greater Newcastle Metropolitan Plan 2036
Strategy 16
Prioritise the delivery of infill housing opportunities within existing urban areas

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

The focus of housing delivery in existing urban areas will be within strategic centres and along urban renewal corridors in the metro core (Figure 7 and 8). These locations will play an important role in accommodating future housing and employment growth.

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

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

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

Actions

16.1 Greater Newcastle councils will focus new housing in existing urban areas, particularly within strategic centres and along urban renewal corridors.

16.2 For the Stage 1 urban renewal corridors, Newcastle City Council with assistance from the Department of Planning and Environment will:

- amend local plans based on feasibility testing of housing types, built form, and infrastructure capacity
- achieve urban densities of 50 – 75 jobs and people per hectare leading to improved viability of major public transport upgrades such as rapid bus or light rail extensions.

16.3 For the Stage 2 urban renewal corridors, Newcastle City Council and Lake Macquarie City Council will undertake an investigation of renewal potential and ensure proposals do not prevent future redevelopment opportunities.

Strategy 17
Unlock housing supply through infrastructure coordination and delivery

Coordinating infrastructure, streamlining assessment processes and monitoring the take up of housing and roll out of infrastructure and services will create ongoing and sustainable housing opportunities both within the existing urban footprint and on land that is zoned but undeveloped.

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

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

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

Actions

17.1 The Department of Planning and Environment, through the Urban Development Program, will coordinate the delivery of state infrastructure to support development in housing release areas, urban renewal corridors and strategic centres.

17.2 Greater Newcastle councils, through the Urban Development Program, will align plans for local infrastructure to support the development in housing release areas and strategic centres.

17.3 The Department of Planning and Environment, industry groups and Greater Newcastle councils, through the Urban Development Program, will:

- identify priority housing release areas annually
- align infrastructure delivery
- review the need for future growth areas as required to meet 15-year development pipeline.

17.4 The Department of Planning and Environment will pursue biodiversity certification of housing release areas in Greater Newcastle.
Increase housing diversity and choice

Providing housing diversity and choice will improve affordability, help meet the needs of an ageing population and support the reduction of household size. To support the changing population and dwelling needs, this Plan sets a 60 per cent target for new dwellings in the existing urban area by 2036. This may be achieved with a variety of housing types, including secondary dwellings, apartments, townhouses and villas.

There is also a need to increase housing diversity in urban areas. This Plan sets a target of 25% small lot and multi-dwelling housing by 2036. This may include a mix of apartments, dual occupancies, townhouses, villas and homes on lots less than 400 square metres, by 2036. This Plan also recommends urban densities of between 50 to 75 people per hectare for the catalyst areas and urban renewal corridors. This will influence housing affordability and diversity, focus new housing in areas close to jobs and green spaces, support efficient transport and reduce urban sprawl.

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

These strategies should plan for a range of housing choices, including retirement villages, nursing homes and opportunities to modify existing dwellings to enable occupants to age in place. Strategies should identify the infrastructure necessary to support local communities and provide access to transport and community services and facilities. The strategic direction established through local strategies will then be implemented through local planning controls to provide housing choice and diversity, and liveable homes that are responsive to the changing needs of households.

Dwelling Projections for Greater Newcastle

2016-2036

<table>
<thead>
<tr>
<th>Local Government Area</th>
<th>Total New Dwellings to 2036*</th>
<th>Greenfield Proportion</th>
<th>Infill Proportion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cessnock City</td>
<td>6,350</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lake Macquarie City</td>
<td>13,700</td>
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<td>Maitland City</td>
<td>12,550</td>
<td>40%</td>
<td>60%</td>
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<tr>
<td>Newcastle City</td>
<td>16,800</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Port Stephens*</td>
<td>11,050</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>60,450</strong></td>
<td><strong>24,200</strong></td>
<td><strong>36,250</strong></td>
</tr>
</tbody>
</table>

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

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

Strategy 18
Deliver well-planned rural residential housing areas

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

If not planned well, large lot and rural residential development has the potential to conflict with valuable agricultural or environmental land. Rural residential housing includes large lot residential, primary production small lots, environmental living zones or minimum residential lots sizes greater than 2000m². This Plan provides a consistent approach to manage rural residential development to minimise potential conflicts with productive rural areas and environmental assets, and to ensure it does not increase pressures on infrastructure.

Actions

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

- the land is unlikely to be required for more intensive urban purposes in the future due to physical constraints such as slope, environmental characteristics or natural hazards
- less intensive development will result in better management of the land
- the delivery of infrastructure required to service the development is physically and economically feasible.

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

Strategy 19
Prepare local strategies to deliver housing

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

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

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

Actions

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

- reflects the priority to deliver infill housing opportunities within the existing urban areas
- identifies new residential release areas if there is less than 15-year supply of land to meet dwelling projections
- achieves a minimum residential density of 15 dwellings per hectare in housing release areas, with 25% of lots capable of providing small lot or multi-dwelling housing types
- identifies individual councils greenfield and infill housing targets that deliver the overall 40% greenfield and 60% infill housing split across Greater Newcastle by 2036
- is prepared in consultation with State agencies, industry and the community
- ensures social and affordable housing requirements for Aboriginal people, and low and very low-income households are met (in consultation with Department of Family and Community Services).

19.2 The Department of Planning and Environment will endorse local strategies if prepared in accordance with the Metropolitan Plan.
Outcome 4: Improve connections to jobs, services and recreation

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

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

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

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

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

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

Likewise, the Hunter Valley Coal Chain connects the coal mines of the Hunter and beyond, to the Newcastle Port via rail. Increased freight volumes, as a result of population growth and increasing freight diversification at Newcastle Port, will need to move across Greater Newcastle’s road and rail network.

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

Emerging technologies will transform the way people connect to jobs, services and recreation. The Future Transport 2056 and the Regional NSW Services and Infrastructure Plan set a 40-year vision for future transport servicing in regional NSW to support liveable communities and productive economies.

As a contained area, Greater Newcastle is a suitable location to trial automated buses, shared connected and automated vehicles, e-bikes and mobility-service platforms. Freight and logistics areas in the trading hubs at Beresfield–Black Hill, the Newcastle Port and Newcastle Airport are also suitable as early adopters of technology-enabled solutions for faster deliveries, improved safety and increased productivity.
Strategy 20
Integrate land use and transport planning

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

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

Cessnock, Kurri Kurri and Raymond Terrace are not serviced by rapid transit options, and this restricts the accessibility of these communities to the full range of services and activities in Greater Newcastle. Improvements to the intra-regional bus services, including frequent, faster and more direct routes, park and ride facilities, protection of the South Maitland Corridor, and ability to connect to other transport modes are required.

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

Actions

20.1 Transport for NSW, working with Greater Newcastle councils, will:

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

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

Greater Newcastle Future Transport Plan

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

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

Key initiatives identified in the Greater Newcastle Future Transport Plan include the proposed faster rail connections between Sydney and Newcastle, the development of an integrated public transport network hierarchy, investigating extensions to the light rail, and further development of active transport networks.
### Strategy 21

**Prepare for technology enhanced mobility changes that improve connectivity**

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

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

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

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

### Actions

**21.1** Transport for NSW and the Department of Planning and Environment will prepare a Technology-enhanced Mobility Implementation Strategy for Greater Newcastle which addresses:

- the strategies and actions in the NSW Future Transport Technology Roadmap
- strategies for increasing the sustainability, environmental performance and customer benefits of public and personal transport, including provision for electric vehicle charging and assessing the feasibility of introducing electric buses
- the steps required to prepare for connected, automated and electric vehicles, including the public transit system, active transport, parking, and the high-tech manufacturing and technology sectors for automated vehicles
- how data will be managed and improved to enable on-demand transport services, shared-use and accessible timetabling information systems
- opportunities to improve the lifestyle for Greater Newcastle residents by using more public, active and shared transport for more trips
- how technology can increase mobility and reduce the need to travel in Greater Newcastle.

### Making better use of Greater Newcastle’s train stations

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

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

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

Stations should include better walking, cycling and bus route connections and commuter parking for some stations if identified as appropriate by Transport for NSW. The proposed Lower Hunter Freight Corridor will also improve amenity around additional rail stations (by diverting rail freight), supporting further revitalisation of employment and new housing.
Strategy 22
Create higher speed connections to Sydney to encourage new employment opportunities

The express train from Newcastle to Sydney takes approximately 2.5 hours. By comparison, the rail connection between Bendigo and Melbourne is equivalent in distance, and travel time is on average less than two hours. Improvements on the Newcastle to Sydney journey, like charging stations, onboard amenities and reduced travel times, will come with the new inter-city fleet in 2019.11

Higher speed connections between Greater Newcastle and Greater Sydney can support economic growth within the broader corridor via the Central Coast. National and international case studies indicate benefits such as closer economic and social integration, lifestyle improvements from a shorter commute time and a lower cost of living from doing business outside of capital cities.12

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

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

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

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

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

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

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

22.2 The Department of Planning and Environment will respond to the result of the investigations by protecting the strategic corridor.
Strategy 23
Protect major freight corridors

Freight volumes in NSW are predicted to double in the Greater Sydney area and grow by a quarter in Regional NSW over the next 40 years. The increase will come through servicing a larger population, increased global trade and a shift to online and direct delivery to customers. Greater Newcastle can capitalise on the opportunities through its two global gateways at Newcastle Airport and the Newcastle Port, and national road and rail connections. This reinforces Greater Newcastle as the global gateway and service centre for North-Western NSW. This is important because these freight corridors are one of the few existing east-west crossings of the Great Dividing Range in NSW.

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

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

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

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

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

It is critical that freight infrastructure and employment lands are protected from the impact of urban encroachment, particularly around ports and airports, and in inner-urban areas that are experiencing population growth. Continued protection of the Hunter Valley Coal Chain, the Hunter Expressway, New England Highway, Pacific Highway, Newcastle Port and the new Lower Hunter Freight Corridor will enable trade and allow exports to adapt to changing global demands.

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

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

Actions

23.1 Greater Newcastle councils will align local plans to:

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

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

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

Hunter Expressway Principles

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

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

3. Protect the operation of the Hunter Expressway by limiting the encroachment of sensitive residential uses.
Catalyst areas for Greater Newcastle

**A planned approach to growth and sustainability**

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

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

Catalyst Areas

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

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

**A planned approach for catalyst areas**

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

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

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

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

Community feedback about the desired future character and services for the catalyst areas is critical. Early engagement with the community to listen and learn will be a feature of the planned approach for catalyst areas.
Figure 9: Job targets for catalyst areas (2016-2036)

- **East Maitland**: +2,400 jobs, 2016: 3,600, 2036: 6,000
- **Beresfield-Black Hill**: +800 jobs, 2016: 5,250, 2036: 6,050
- **Tomago**: +700 jobs, 2016: 7,800, 2036: 8,500
- **Williamstown**: +3,000 jobs, 2016: 5,300, 2036: 8,300
- **North West Lake Macquarie**: +1,800 jobs, 2016: 15,400, 2036: 17,200
- **Callaghan**: +1,200 jobs, 2016: 4,350, 2036: 5,550
- **John Hunter Hospital**: +1,700 jobs, 2016: 6,650, 2036: 8,350
- **Kotara**: +800 jobs, 2016: 5,550, 2036: 6,350
- **Newcastle Port**: +500 jobs, 2016: 3,100, 2036: 3,600
- **Newcastle City Centre**: +7,750 jobs, 2016: 24,200, 2036: 31,950
- **Broadmeadow**: +550 jobs, 2016: 3,300, 2036: 3,850

- **Legend**:
  - Number of jobs in 2016
  - Minimum job targets to 2036
  - Minimum additional jobs to 2036
Newcastle City Centre

Desired role in Greater Newcastle

- Business district, with significant commercial floor space
- Metropolitan civic, recreation and cultural facilities, and major events
- Education and innovation precinct
- Urban renewal precinct, meeting demand for medium and high-density housing that contributes to the heritage character of the city.

Outcomes

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

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

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

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

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

East End Precinct
Hunter Development Corporation and Newcastle City Council will:
- transform spaces for public open space, new shops and residential opportunities, and connecting the city to the waterfront
- retain and repurpose heritage buildings that contribute to character and history of the city centre
- continue to revitalise Hunter Street Mall.

Newcastle East Precinct
Newcastle City Council will:
- plan for additional tourists by enabling new and revitalised accommodation and tourism options
- work with Destination NSW to stage major events and promote Newcastle East, including the Harbour, headland and beaches, to support the growth of tourism.
Desired role in Greater Newcastle

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

Outcomes

**Beresfield Precinct**

Newcastle City Council will align local plans to:

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

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

**Emerging Black Hill Precinct**

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

**Thornton Precinct**

Maitland City Council will align local plans to:

- expand business and light industrial uses
- promote business and light industrial uses to service the surrounding residential community which complements services offered at the nearby Thornton local centre.
Figure 11: Catalyst Area
Beresfield–Black Hill
2018

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

Emerging Black Hill Precinct
Beresfield Precinct
Potential Beresfield Expansion Precinct
**Desired role in Greater Newcastle**

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

**Outcomes**

### Hunter Sports and Entertainment Precinct

Hunter Development Corporation will:

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

### Lambton Road Precinct

Newcastle City Council will:

- align local plans to promote light industrial and business uses to support the growth of surrounding areas
- investigate the potential for a mix of uses, including medium density housing.

### Broadmeadow Station Precinct

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

Transport for NSW will improve the integration of public transport services at Broadmeadow Station, and work with Newcastle City Council to improve the street layout to increase pedestrian access between Broadmeadow Station and surrounding residential and employment areas.

### Broadmeadow Road Precinct

Newcastle City Council will:

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

### Nineways Precinct

Newcastle City Council will:

- align local plans to facilitate office, retail and medium density housing
- improve the public domain and increase pedestrian amenity along Lambton Road
- work with Transport for NSW to identify and protect corridors for major future public transport improvements such as rapid bus or light rail extensions, including potentially along Priority Multimodal Corridors.

### Locomotive Depot Precinct

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

### Former Gasworks Precinct

Newcastle City Council will:

- respond to opportunities for re-use of the site and buildings, through alignment of local plans that allow a mixture of uses including business, light industrial and other uses that provide for economic renewal
- ensure land remediation, flooding, and transport corridor needs are addressed as part of the redevelopment of the Precinct.
Figure 12: Catalyst Area
Broadmeadow
2018

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

Locations:
- Broadmeadow Station Precinct
- Broadmeadow Road Precinct
- Nineways Precinct
- Locomotive Depot Precinct
- Lambton Road Precinct
- Hunter Sports and Entertainment Precinct
- Former Gasworks Precinct
- Hunter Sports and Entertainment Precinct
- TO CALLAGHAN
- TO CHARLESTOWN
- TO JOHN HUNTER HOSPITAL
- TO CITY CENTRE
**Desired role in Greater Newcastle**

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

**Outcomes**

**Callaghan Campus Precinct**
The University of Newcastle, will:
- work with Newcastle City Council to align local plans to grow an education cluster within and surrounding the Callaghan Campus, including student accommodation, research and business
- promote the research capabilities of the campus, including the Newcastle Institute for Energy and Resources, and facilitate the development of other research institutions
- improve internal pedestrian and cycling infrastructure to enhance connectivity and accessibility.

**Warabrook Station Precinct**
Newcastle City Council, working with the University of Newcastle and Hunter Development Corporation, will:
- align local plans to facilitate accommodation, residential and business uses that do not impact the viability of business in surrounding centres
- enhance connectivity and accessibility to Warabrook and surrounding residential and employment areas by improving pedestrian and street networks.

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

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

**Jesmond, Warabrook & Waratah Centres**
Newcastle City Council will align local plans to:
- facilitate business uses and the development of innovation hubs and start-up businesses capitalising on proximity to the University
- concentrate services and facilities that support student population in supporting centres
- increase the feasibility of medium density housing within and surrounding the centres.
Figure 13: Catalyst Area
Callaghan
2018

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

**Desired role in Greater Newcastle**

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

**Outcomes**

**New Maitland Hospital Precinct**

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

**Greenhills Precinct**

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

**Metford Business Development Precinct**

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

**Metford Residential Precinct**

**Maitland City Council will align local plans to:**
- increase the potential for medium density housing, including seniors housing
- facilitate the development of complementary public and private health service facilities that support the Maitland Private Hospital and the new Maitland Hospital, and are compatible with surrounding residential areas.

Maitland City Council and Transport for NSW will improve public transport services and corridors to residential areas.
Figure 14: Catalyst Area
East Maitland
2018

Railway Station
Railway
Hospital

Environmental and Open Space
Waterway
Education

Local Road
State Road
800m Radius Walking Catchment
**Desired role in Greater Newcastle**

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

**Outcomes**

**John Hunter Hospital Precinct**

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

- align local plans to intensify the medical research, education and ancillary health uses within the precinct and in nearby centres of Jesmond, Lambton and New Lambton.
- align local plans to increase the potential for retail, commercial and short-stay accommodation within and surrounding the Precinct to support the needs of workers, students and visitors.

Transport for NSW will:

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

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

- develop a travel demand management plan for John Hunter Hospital
- enhance the provision of bus stops and shelters, and technology-enabled public transport service information.
Figure 15: Catalyst Area
John Hunter Hospital
2018

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

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

Outcomes

**New Kotara Town Centre Precinct**
Newcastle City Council will:

- align local plans to ensure redevelopment opportunities facilitate transformation of the Precinct from large format retail to a mixed-use town centre with diverse uses, including office and shop top housing
- improve pedestrian amenity and connections to New Lambton centres, and Adamstown and Kotara Stations
- manage flooding and drainage constraints and apply the Green Infrastructure Outcomes
- align local plans to support improved provision of public transport by providing a population density that supports transit-oriented development (approximately 50-75 people and jobs per hectare)
- work with Transport for NSW and the Department of Planning and Environment to improve access to Kotara Railway Station, and better integration into the broader transport network to reflect its role as an important activity hub.

**Kotara Shopping Centre Precinct**
Newcastle City Council, working with Transport for NSW, will align local plans to better integrate the centre with the broader transport network including consolidating and rationalising vehicle access from Park Avenue, and improving amenity at street level.

Newcastle City Council will align local plans to:

- diversify the mix of land uses including housing
- improve integration and transition to the adjoining residential areas at Kotara and Adamstown.

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

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

**Searle Street Employment Precinct**
Newcastle City Council will align local plans to intensify light industrial and office uses, and improve internal street layout and integration with surrounding residential and commercial areas and Kotara Railway Station.
Figure 16: Catalyst Area
Kotara
2018

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

**Desired role in Greater Newcastle**

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

**Outcomes**

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

- **Dyke Point Precinct**
  
  The Department of Industry will coordinate the upgrade of Carrington Shipyard slipway, to reactivate Port of Newcastle and the Hunter as a major ship repair and maintenance destination. The Port of Newcastle will support the establishment and operation of the Newcastle Cruise Ship Terminal to enhance visitor experience. Transport for NSW, working with the Port of Newcastle will investigate improved transport connections, including the use of ferries, between Newcastle City Centre and the Newcastle Cruise Terminal. The Department of Planning and Environment will work with operators and industry to minimise impacts on residential communities.

- **Kooragang Coal Export Precinct**
  
  The Port of Newcastle and the Department of Planning and Environment will align planning instruments to protect the operation of coal exports.

- **Mayfield North Industrial Precinct**
  
  The Department of Planning and Environment will align planning instruments to:
  - protect existing industrial land uses
  - investigate the potential diversification and growth of industrial land uses
  - maintain prohibition of retail, bulky goods and residential uses
  - work with operators and industry to minimise impacts on residential communities.

- **Mayfield Freight and Logistics Precinct**
  
  The Department of Planning and Environment will:
  - work with Hunter Development Corporation to finalise remediation
  - work with Port of Newcastle to align planning instruments for the development of freight and logistics, intermodal and warehousing to complement the port’s export role
  - maintain prohibition of retail, bulky goods retailing and residential uses.

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

- **Throsby Precinct**
  
  Newcastle City Council will align local plans to:
  - accommodate light industrial and new economy uses to enable a transition from port-related uses to reduce potential impacts on surrounding residential areas, and restrict sensitive land uses from locating adjacent to the port
  - leverage the developing tourism role associated with the establishment of the Newcastle Cruise Terminal in the Carrington Precinct, and support the development of further tourism opportunities in the surrounding communities of Stockton, Carrington and Tighes Hill
  - plan for relocation of bulk fuels to the Mayfield Port Precinct and investigate renewal opportunities including creative industries and potential medium density housing in the former woolsheds and surrounding sites
  - protect and expand the recreational reserve along the Throsby Creek foreshore
  - work with operators and industry to minimise impacts on residential communities.
Figure 17: Catalyst Area
Newcastle Port
2018

- National Land Transport Network (Road and Rail)
- Railway
- Frequent Bus Routes
- Newcastle Interchange
- Light Rail
- Light Rail Station
- Ferry Terminal
- Education
- Environmental and Open Space
- Waterway
- Local Road
- State Road
- 800m Radius Walking Catchment
North West
Lake Macquarie

**Desired role in Greater Newcastle**

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

**Outcomes**

**Teralba Precinct**
Lake Macquarie City Council, Department of Planning and Environment and Transport for NSW will:
- identify infrastructure required to increase opportunities for manufacturing, light industry and emerging new economy industries to support the transition from mining activities
- develop plans for transport connectivity and appropriate recreational facilities.

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

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

**Boolaroo–Speers Point Precinct**
Lake Macquarie City Council will:
- protect and expand the recreational and environmental amenity of the Cockle Creek and Speers Point foreshores to support the regionally significant Speers Point Park
- promote a walkable, boutique retail centre and increased housing density
- work with Destination NSW to stage major events to support the growth of tourism.

**Munibung Precinct**
Lake Macquarie City Council will:
- align local plans to facilitate urban renewal through increased housing density and mixed-use including large format retail and office uses
- explore options to improve pedestrian connections to Cockle Creek Train Station with Transport for NSW.

**Cardiff Advanced Industry Precinct**
Lake Macquarie City Council will:
- expand business and light industrial uses through implementation of the Cardiff–M1 opportunity study
- strengthen the capacity of co-working and maker spaces to support innovation in the manufacturing sector, and facilitate by reviewing planning controls.

**Cardiff Mixed-Use Precinct**
Lake Macquarie City Council will:
- align local plans to increase opportunities for walkable, mixed-use communities centered around public transport infrastructure
- work with Department of Planning and Environment to adjust planning controls to encourage more medium-density housing.

**Glendale Retail and Sport Precinct**
Lake Macquarie City Council will:
- support the expansion of the Stockland retail centre
- enable diversification of employment opportunities
- seek support for enhanced elite sports area and casual sports and recreation facilities at the Hunter Sports Centre
- work to improve utilisation of surplus public lands
- improve pedestrian and cycle access.

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

**Glendale–Argenton Renewal Precinct**
Hunter Development Corporation and Lake Macquarie City Council will:
- work to investigate medium-density and mixed-use development
- work with Transport for NSW to deliver improved public transport infrastructure, and prepare an infrastructure plan to be actioned.

Lake Macquarie City Council will align local plans to facilitate a hub around Glendale TAFE.
Figure 18: Catalyst Area
North West Lake Macquarie
2018

Railway Station
Railway
Frequent Bus Routes
Environmental and Open Space
Waterway
Education
Local Road
State Road
800m Radius Walking Catchment
Desired role in Greater Newcastle

- Metropolitan significant advanced manufacturing and industrial area.

Outcomes

**Tomago Industrial Precinct**

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

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

**Tomago Shipbuilding Precinct**

The Department of Planning and Environment, in collaboration with Port Stephens Council, will align planning instruments to promote the development of shipbuilding industries that maximise opportunities to secure defence contracts.
Figure 19: Catalyst Area
Tomago
2018

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

### Desired role in Greater Newcastle

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

### Outcomes

**Airport Precinct**

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

**Aerospace and Defence Precinct**

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

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

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Figure 20: Catalyst Area
Williamstown
2018

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

RAAF Base Williamstown
Airport Precinct
Defence and Aerospace Related Employment Zone
Newcastle Airport
Aerospace and Defence Precinct

Improve Connections to National Land Transport Network
Improve Connections to Newcastle City Centre
Environmental and Open Space
Waterway
Local Road
State Road
Local Government Area Narratives

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

**Cessnock**

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

**Greater Newcastle Metropolitan Plan 2036**

- Includes the lifestyle centres of Cessnock, Kurri Kurri, Branxton and Greta, where identity, rural setting and heritage values must be protected.
- Land around the Hunter Expressway should be protected for uses that generate employment growth and become part of Greater Newcastle’s network of trading hubs, together with the emergence of Black Hill and re-establishment of employment at the Hydro site.
- Pokolbin, Wollombi Valley and National Parks are tourism destinations for entertainment and tourism activity.
- Employment growth opportunities include intensive agriculture, manufacturing and freight and logistics industries that can benefit from access to national freight networks.
- Recreation opportunities such as the Great North Walk, Richmond Vale Rail Trail, Baddeley Park sports fields and lookouts in the Watagan and Yengo National Parks are important assets for residents and tourists, and form part of the Blue and Green Grid.
- Cessnock City Council will work with Maitland City Council and infrastructure providers to coordinate housing and infrastructure development occurring between Maitland and Kurri Kurri, including the upgrade of Cessnock Road to support growth in Cessnock and Kurri Kurri.
- A rapid transport connection from Cessnock and Kurri Kurri to Maitland and the metro core will become more important, as will improved connectivity to the Airport and Sydney to cater for tourism growth. Locations for potential park and ride facilities will be investigated in centres and near the Hunter Expressway to reinforce and develop the 30-minute city catchment. Long term opportunities at Cessnock Airport provide other access options.
Lake Macquarie

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

Greater Newcastle Metropolitan Plan 2036

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

Maitland

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

Greater Newcastle Metropolitan Plan 2036

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

**Greater Newcastle Metropolitan Plan 2036**

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

**Greater Newcastle Metropolitan Plan 2036**

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

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

Considerations

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

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

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

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

Blue and Green Grid
The network of open space and waterways throughout Greater Newcastle, including recreation areas, bushland, farms, drinking water catchments, rivers, lakes, other waterways, and beaches. Although large amounts of the Blue and Green Grid are zoned E1, E2, E3, RE1, RE2, W1 and W2, there are other areas that form part of the network.

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

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

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

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

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

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

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

Global gateways
The Port of Newcastle and Newcastle Airport.

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

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

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

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

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

**Hunter Special Infrastructure Contributions**
Set out the state infrastructure and development contributions to support the growth and development of Greater Newcastle and the wider Hunter Region.

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

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

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

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

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

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

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

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

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

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

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

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

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


8. NSW Department of Planning and Environment, 2017, Infill and Greenfield Housing Analysis and Urban Feasibility Model, Greater Newcastle Metropolitan Area.

9. NSW Department of Planning and Environment, 2017, Housing delivery analysis informing the development of the Greater Newcastle Urban Development Program.

10. Figures are from the Department of Planning and Environment 2016 NSW population and household projections (which are updated every two to three years).


Fig Tree Point in Toronto, photo courtesy of Fivespice Creative
For more information about the Greater Newcastle Metropolitan Plan 2036 visit planning.nsw.gov.au
LMM: Draft Greater Newcastle Metropolitan Plan

Motion:

That:

1. Council notes the release of the draft Greater Newcastle Metropolitan Plan 2036, which complements the Hunter Regional Plan 2036 as a collaborative framework to outlining the outcomes and policies needed to develop integrated metropolitan city across Greater Newcastle.

2. Prepares a draft submission for endorsement at the February 2018 ordinary council meeting providing feedback on the draft Plan, noting that final submission are due 28 February 2018.

Background:

The first-ever Greater Newcastle Metropolitan Plan delivers a collaborative framework for a significant part of the Government’s Hunter Regional Plan 2036 by setting out the outcomes and strategies to be an integrated metropolitan city.

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

Vision for Greater Newcastle:

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

The Draft Plan builds on Council’s previous representations, and adopts much of Council’s previous advocacy. There are a number of areas which require some policy clarification and there opportunities to develop governance frame works to improve collaboration and delivery of key objectives.

Council’s submission provides an opportunity to endorse components of the Plan that are consistent with Council’s positions, and offering suggestions for its further improvement.

Attachments:

Draft Greater Newcastle Metropolitan Plan:
Acknowledgement

NSW Department of Planning and Environment acknowledges the Traditional Custodians of the land and pays respect to all Elders past, present and future.
Greater Newcastle is a truly remarkable city—it proved itself to be resilient and innovative in the face of natural disaster and the downturn of heavy industry in the 90s. And now it’s surging ahead as the standout powerhouse economy in regional Australia. Blessed with a glorious natural setting, it’s also a highly desirable place to live.

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

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

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

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

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

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

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

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

Anthony Roberts MP
Minister for Planning
Minister for Housing
Special Minister of State
Lake Macquarie boardwalk
As Australia’s seventh largest city, Greater Newcastle faces a new future with investment in aviation, transport, education, health and tourism.

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

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

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

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

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

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

Transitioning to a service, creative and knowledge city

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

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

The John Hunter Hospital is the principal referral hospital for the Hunter and northern NSW. Investment in the new Maitland Hospital will further enhance Greater Newcastle’s health network. The Hunter Medical Research Institute is a world-class institute that attracts top medical specialists and collaborates with leading institutions and industries to better prevent and treat serious illnesses.
Williamtown will be the main defence base for the maintenance of advanced Joint Strike Fighters (F-35) operated by countries in the Asia Pacific. A defence and aerospace industry has emerged from links between universities, Newcastle Airport and the Royal Australia Air Force (RAAF) Base. This will be further driven by international flights to New Zealand and South East Asia, and the new cruise ship terminal at Newcastle Port.

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

**An emerging metropolitan city with global appeal**

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

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

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

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

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

Greater Newcastle’s city centre will showcase successful urban transformation, by bringing people back to the city centre, connecting the city to its waterfront and enhancing the unique heritage and quality public domain. This sets the foundation for a confident and optimistic outlook.
The Hunter Regional Plan 2036 set the vision for the Hunter to be the leading regional economy in Australia with a vibrant new metropolitan city at its heart.

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

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

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

• as a dynamic and entrepreneurial city, with a globally competitive economy, the excitement of the inner city and green suburban communities;

• as a place that offers great lifestyles minutes from beaches or bushland, the airport or universities, and from the port to the lake; and

• as a national leader in the new economy, with collaborative governance that makes it a model to others in creating and adapting to change.
Figure 1: **Greater Newcastle Vision 2036**

- Indicative Greater Newcastle Metropolitan Area
- City Core
- Strategic Centre
- Centre
- Future Connectivity
- Priority Release Housing Area
- National Park
- Sports and Entertainment Facility
- Vineyard District
- Lake Macquarie
- Biodiversity Corridor
- Trading Hub
- Newcastle Airport - Global Gateway
- Newcastle Port - Global Gateway
- Newcastle Interchange
- Cruise Ship Terminal
- Hospital
- University
- Environmental
- Waterway
Five elements will shape Greater Newcastle into a dynamic and entrepreneurial city with a globally competitive economy and a great lifestyle, framed by wineries to the waterfront.
1. City heart

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

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

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

2. City core

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

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

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

3. Trading hubs

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

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

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

4. City frame

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

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

5. Iconic tourism destinations

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

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

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

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

Delivering the Hunter Regional Plan 2036
**HUNTER REGIONAL PLAN 2036**

**The leading regional economy in Australia**

**A biodiversity-rich natural environment**

**Greater housing choice and jobs**

**Thriving communities**

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**DRAFT GREATER NEWCASTLE METROPOLITAN PLAN 2036**

<table>
<thead>
<tr>
<th>1. Create a workforce skilled and ready for the new economy</th>
<th>2. Enhance environment, amenity and resilience for quality of life</th>
<th>3. Deliver housing close to jobs and services</th>
<th>4. Improve connections to jobs, services and recreation</th>
</tr>
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<tbody>
<tr>
<td><strong>1.1</strong> Reinforce the revitalisation of Newcastle City Centre and expand transformation along the waterside</td>
<td><strong>2.1</strong> Create better buildings and great places</td>
<td><strong>3.1</strong> Prioritise the delivery of housing supply</td>
<td><strong>4.1</strong> Integrate land use and transport planning</td>
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<td><strong>1.2</strong> Grow the airport and aerospace and defence precinct at Williamtown</td>
<td><strong>2.2</strong> Create more great public spaces where people come together</td>
<td><strong>3.2</strong> Unlock supply in priority housing release areas and strategic centres</td>
<td><strong>4.2</strong> Create higher speed connections to Sydney to encourage new employment opportunities</td>
</tr>
<tr>
<td><strong>1.3</strong> Increase domestic and global trade capabilities at Newcastle Port</td>
<td><strong>2.3</strong> Enhance the Blue and Green Grid and the urban tree canopy</td>
<td><strong>3.3</strong> Prepare local housing strategies</td>
<td><strong>4.3</strong> Protect major freight corridors</td>
</tr>
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<td><strong>1.4</strong> Grow health precincts and connect the health network</td>
<td><strong>2.4</strong> Protect rural amenity outside urban areas</td>
<td><strong>3.4</strong> Deliver well-planned rural residential housing areas</td>
<td><strong>4.4</strong> Prepare for technology-enhanced mobility changes that improve connectivity</td>
</tr>
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<td><strong>1.5</strong> Expand education and innovation clusters</td>
<td><strong>2.5</strong> Improve resilience to natural hazards and climate change</td>
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<td><strong>1.6</strong> Respond to the changing land use needs of the new economy</td>
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<td><strong>1.7</strong> Attract major events and sporting teams and increase tourism opportunities</td>
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Figure 3: Draft Greater Newcastle Metropolitan Plan Outcomes and Strategies
A PLANNED APPROACH TO GROWTH AND SUSTAINABILITY

Catalyst areas for Greater Newcastle

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

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

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

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

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

Professor Greg Clark

Coal ship and loader, Newcastle Port
Figure 4: **Job targets for catalyst areas (2016-2036)**

+ **Minimum additional jobs to 2036**

- **Number of jobs in 2016**
- **Minimum job targets to 2036**
COLLABORATING TO DELIVER THE PLAN

Collaborative governance framework

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

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

This approach includes:

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

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

Hunter Development Corporation will lead the collaboration processes.

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

Professor Greg Clark’s advice on governance

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

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

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

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

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

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

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

Hunter Special Infrastructure Contributions

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

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

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

The NSW Department of Planning and Environment is developing the SIC.
OUTCOMES FOR GREATER NEWCASTLE

OUTCOME 1
CREATE A WORKFORCE SKILLED AND READY FOR THE NEW ECONOMY

OUTCOME 2
ENHANCE ENVIRONMENT, AMENITY AND RESILIENCE FOR QUALITY OF LIFE

OUTCOME 3
DELIVER HOUSING CLOSE TO JOBS AND SERVICES

OUTCOME 4
IMPROVE CONNECTIONS TO JOBS, SERVICES AND RECREATION
OUTCOME 1 –

CREATE A WORKFORCE SKILLED AND READY FOR THE NEW ECONOMY

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

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

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

Newcastle Airport at Williamtown is one of the largest combined defence and civilian aerodromes in Australia. Increased flight activity will build towards an aspiration of 5 million passengers annually by 2036 to support new international services to locations across the Asia Pacific. Major upgrades to the RAAF Base to accommodate new Joint Strike Fighters (F-35) will create a cluster of economic activity and new jobs. Greater Newcastle’s growing capabilities in science, technology, engineering and maths will service these activities.

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

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

Greater Newcastle also attracts domestic and international tourists through its iconic tourist destinations including world-renowned vineyards at Pokolbin, surf beaches, vibrant city centres, and daytime and night-time cultural experiences.
Greater Newcastle provides many of the health services for northern NSW via John Hunter Hospital, specialised oncology services at the Calvary Mater Hospital, highly regarded medical and health education faculties at the University of Newcastle, and medical research leaders in strokes and nutrition at the Hunter Medical Research Institute. Greater Newcastle was also a trial region for the National Disability Insurance Scheme. These facilities and initiatives create opportunities for associated research, medical professionals and specialist health services.

Proximity to Sydney has grown domestic visitation, with increased international visitors expected due to investments in Newcastle Airport and a new cruise ship terminal. National sporting and cultural events, like Surfest, V8 Supercars, international sporting games and nationally touring artists at venues in the vineyards and Newcastle will bring Greater Newcastle to the global stage.
STRATEGY 1.1 –
REINFORCE THE REVITALISATION OF NEWCASTLE CITY CENTRE AND EXPAND TRANSFORMATION ALONG THE WATERSIDE

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

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

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

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

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

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

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

ACTIONS

• Hunter Development Corporation, through the Revitalising Newcastle Program, will:
  - coordinate the delivery of frequent and reliable travel to and through the city centre via the Newcastle Light Rail, Newcastle Bus Interchange and Newcastle Interchange
  - provide new housing for workers and students
  - transform sites for public open space, new shops and residential opportunities, and connecting the city to the waterfront
  - activate the waterfront by improving pedestrian, cyclist and public transport safety, amenity, access and connectivity to the waterfront.

• Hunter Development Corporation, working with Newcastle City Council, will:
  - reinforce the role of the city centre in providing professional, financial and office employment by increasing commercial floor space in the West End to enable growth and relocation of businesses
  - calibrate local plans to enable continued investment in Newcastle City Centre that is consistent with this draft Plan
- promote the city centre as a university hub and location for institutions, business (including small business) and tourists
- identify, catalogue and re-use opportunity sites and buildings to continue regeneration and revitalisation, promote creative industries, innovation and entrepreneurship, and attract additional anchor institutions and cultural facilities.

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

Professor Greg Clark

Figure 5: Newcastle City Centre

Newcastle Interchange
- 400m and 800m walking catchment
- Investigate Improved Transport Connections
- Improve Connections
- Hunter Street Mall
- Light Rail Stop
- Ferry Terminal

Proposed Ferry Terminal
- University
- School
- State Road
- Cycleway / Shared Pathway
- Regional Road
- Local Road

Railway
- Light Rail
- Beach
- Open Space
- Waterway
STRATEGY 1.2 –
GROW THE AIRPORT AND AEROSPACE AND DEFENCE PRECINCT AT WILLIAMTOWN

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

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

Newcastle Airport flew a record 1.25 million passengers in 2016-17.8 By 2036, it is projected that Newcastle Airport will fly 5 million passengers annually. The anticipated growth and expansion of passenger flights will need to be supported by improved public transport connections between the Airport and Newcastle City Centre, as well as runway surface and freight handling capacity upgrades. New opportunities will also arise from these improvements, including being able to undertake maintenance of domestic and defence aircraft.

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

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

Feasibility and future master planning work will maximise opportunities associated with defence manufacturing and maintenance of the Joint Strike Fighter (F-35) squadron. This will need to address development costs for drainage and environmental management that is a limitation on investment.

A measured response that accelerates development and maximises total benefits over costs would drive further investment.

Williamtown

RAAF Base

Aerospace and Defence Precinct

Newcastle City Centre

Passengers

1.2m

2016

5m

2036

Jobs

5,300

2016

8,300

2036

Joint Strike Fighter
(F-35) squadron base

25-minute drive

45-minute bus ride

(Improved public transport connections to be investigated)
ACTIONS

• Newcastle Airport, the NSW Government and Port Stephens Council will provide development-enabling infrastructure and address environmental constraints to facilitate the growth and development of the Williamtown Defence and Airport Related Employment Zone (DAREZ) for aerospace and defence industries and associated complementary uses.

• Transport for NSW will:
  o identify transport corridors that can cater for increased worker, passenger and freight movements to Williamtown, including fast and direct bus services with provision for mass transport servicing (potentially via rail) as travel demand increases
  o work with Port Stephens and Newcastle City councils to protect transport corridors through amended planning controls and ensure proposed changes in land uses minimise the cumulative impact on the operation of the road network.

• Port Stephens Council will:
  o protect the Williamtown aerospace and defence precinct from inappropriate land uses (including bulky-goods retailing)
  o in consultation with Newcastle Airport and the RAAF, prevent residential development near the airport and limit residential development in areas affected by aircraft noise (including areas below flight paths)
  o align local plans to facilitate the growth and change at DAREZ over time

• Newcastle Airport, NSW Government and Port Stephens and Newcastle City councils will investigate transport improvements between Williamtown and Newcastle City Centre.
STRATEGY 1.3 –
INCREASE DOMESTIC AND GLOBAL TRADE CAPABILITIES AT NEWCASTLE PORT

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

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

The Department of Industry is coordinating the $2.64-million upgrade from Restart NSW for the Carrington Shipyard Slipway to reactivate Greater Newcastle as a major repair and maintenance site. Industrial areas near the Port include the employment lands at Mayfield, Carrington, Kooragang Island and Walsh Point. Planning decisions need to consider the adaptation of the port to respond to changing global freight demands, and the unique opportunities of port-side infrastructure and availability of land.

The recent establishment of a cruise ship terminal strengthens Newcastle Port as an international cruise ship destination and secures the long-term future of cruise shipping in the Hunter. Currently delivering about $11 million each year to the local economy, cruise shipping will be an expanding tourism industry for Greater Newcastle. Home porting, being the place where ships can start and finish their destination, has the potential to deliver additional economic value to the region via more cruise ships, more interstate and international visitors and an opportunity for local businesses to supply goods and services to ships.

ACTIONS

• The NSW Department of Planning and Environment, working with the Port of Newcastle and Newcastle City Council, will amend the Three Ports State Environmental Planning Policy to facilitate the diversification of activities at Newcastle Port to adapt to changing global demand for trade and tourism.

• The Port of Newcastle will:
  o work with Newcastle City Council to enhance visitor experiences and build the popularity of the cruise ship terminal by improving the amenity of the port land near the terminal
  o work with Transport for NSW to provide public transport connections between Newcastle Port and Newcastle City Centre to service visitors and workers of the cruise ship terminal.

• Newcastle City Council will amend local plans to facilitate tourist and visitor accommodation opportunities in Newcastle City Centre to support visitors and workers from the cruise ship terminal and the growing tourism market.
STRATEGY 1.4 – GROW HEALTH PRECINCTS AND CONNECT THE HEALTH NETWORK

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

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

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

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

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

ACTIONS

• Hunter New England Health, working with Greater Newcastle councils and Transport for NSW, will:
  - facilitate the development of allied health, education, training, hotels, aged care services and research facilities at the John Hunter and East Maitland health precincts, and other existing and planned health precincts
  - respond to public transport and road network improvements, and manage parking
  - locate all new major health facilities in strategic centres or planned or existing health precincts.

• Greater Newcastle councils will amend local plans to:
  - facilitate complementary land uses within proximity of health precincts
  - prioritise planning for seniors housing and aged care services close to frequent public transport, within centres or planned or existing health precincts.

Ageing Population 2016-2036

- 17.9% of the population aged 65 and over in 2016
- 23.5% of the population will be aged 65 and over by 2036

John Hunter Hospital Catchment
STRATEGY 1.5 – EXPAND EDUCATION AND INNOVATION CLUSTERS

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

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

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

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

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

ACTIONS

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

BOSTON CASE STUDY

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

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

Greater Newcastle can similarly leverage its proximity to Sydney, establishing itself as an academic and innovation hub. The arrival of Nihon University complementing the University of Newcastle is the next step.
Greater Newcastle’s industrial and heavy manufacturing past, along with its lifestyle appeal, international connectivity and communications infrastructure provides a competitive advantage for new economy jobs.

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

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

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

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

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

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

• Greater Newcastle councils will align local plans to:

  o build capacity for new economy jobs in areas well serviced by public transport and close to established centres by:
    – enabling a greater range of employment generating uses in appropriate industrial and business areas
    – encouraging more home-based business, home-based industries and small business (under two employees plus residents) in residential areas.
  
  o encourage initiatives to re-use power generating sites for renewable energy generation and re-purposing of electricity distribution infrastructure
  
  o focus heavy industries in the employment precincts at Tomago and Beresfield-Black Hill
  
  o ensure an adequate supply of employment land, including industrial zoned land, to cater for demand of urban services in accessible locations.

• NSW Department of Planning and Environment, working with Newcastle City and Lake Macquarie councils, will:

  o review the role of former manufacturing land in the city core to determine potential uses such as new business, housing or open space
  
  o encourage the relocation of heavy industries away from urban areas to industrial precincts and other locations consistent with employment land principles.

• Greater Newcastle councils will work with infrastructure providers to amend local plans to facilitate the delivery of telecommunications infrastructure, including the NBN, early in the development of catalyst areas.

• Newcastle City Council will amend local plans to promote more shared workspaces for start-ups in the city centre.
STRATEGY 1.7 –
ATTRACT MAJOR EVENTS AND SPORTING TEAMS AND INCREASE TOURISM OPPORTUNITIES

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

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

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

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

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

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

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

Robert & Louise, Newcastle Farmers Market
ACTIONS

- Venues NSW will progress the renewal of regional sporting and entertainment facilities and work with Newcastle City Council to hold major events at Broadmeadow.

- Hunter Development Corporation, in collaboration with Greater Newcastle councils and other major stakeholders, will establish the identity of Greater Newcastle in the regional context as an internationally recognised brand.

- Destination NSW, through its Regional Conferencing Unit, will support growth of the conferencing sector to target opportunities, identify capabilities, and undertake promotional activities to grow the market.

- Greater Newcastle councils will align local plans to:
  - increase flexibility for new tourism proposals (buildings, spaces, and activities) within strategic centres and rural and environmental areas that do not affect the environmental features or natural amenity.
  - enable major events in strategic centres along with the development of hotels, event and conference capacity.
  - support the live music and performance sector by identifying and protecting areas with strong traditions of live music and performance, and by supporting areas where urban and cultural amenity can be improved by live music and performance activity.

Tourism connectivity map

[Map showing the connectivity of various locations including Nelson Bay, Global destinations, Nelson Bay, Maitland, Cessnock and Kurri Kurri, Wineries, National parks, Lake Macquarie, Cruise ship terminal, Broadmeadow, Newcastle City Centre, Airport, Sydney.]
Greater Newcastle is one of the few places in Australia where the benefits of living in a metropolitan city overlap with coastal, rural and natural environments. Residents can easily access world-class education, national sporting teams, a range of entertainment options and higher-order health services in an urban area interspersed with beaches, bushland, waterways, and open space.

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

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

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

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

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

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

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

Paul & Brad, Newcastle Farmers Market
## Principles

1. **Better fit:** contextual, local and of its place  
   Good design in the built environment is informed by and derived from its location, context and social setting. It is place-based and relevant to and resonant with local character, and communal aspirations. It also contributes to evolving and future character and setting.

2. **Better performance:** sustainable, adaptable and durable  
   Environmental sustainability and responsiveness is essential to meet the highest performance standards for living and working. Sustainability is no longer an optional extra, but a fundamental aspect of functional, whole of life design.

3. **Better for community:** inclusive, connected and diverse  
   The design of the built environment must seek to address growing economic and social disparity and inequity, by creating inclusive, welcoming and equitable environments. Incorporating diverse uses, housing types and economic frameworks will support engaging places and resilient communities.

4. **Better for people:** safe, comfortable and liveable  
   The built environment must be designed for people with a focus on safety, comfort and the basic requirement of using public space. The many aspects of human comfort which affect the usability of a place must be addressed to support good places for people.

5. **Better working:** functional, efficient and fit for purpose  
   Having a considered, tailored response to the program or requirements of a building or place, allows for efficiency and useability with the potential to adapt to change. Buildings and spaces which work well for their proposed use will remain valuable and well-utilised.

6. **Better value:** creating and adding value  
   Good design generates ongoing value for people and communities and minimises costs over time. Creating shared value of place in the built environment raises standards and quality of life for users, as well as adding return on investment for industry.

7. **Better look and feel:** engaging, inviting and attractive  
   The built environment should be welcoming and aesthetically pleasing, encouraging communities to use and enjoy local places. The feel of a place, and how we use and relate to our environments is dependent upon the aesthetic quality of our places, spaces and buildings. The visual environment should contribute to its surroundings and promote positive engagement.

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**Source:** Better Placed, the integrated design policy for NSW, Office of the Architect
**STRATEGY 2.1 – CREATE BETTER BUILDINGS AND GREAT PLACES**

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

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

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

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

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

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

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

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

**ACTIONS**

- Greater Newcastle councils will:
  - improve amenity of strategic and local centres, catalyst areas and urban renewal corridors through place-making initiatives that strengthen the connection between people and places they share
  - enhance the design quality of the built environment by implementing the Design Objectives for NSW in local plans
  - promote innovative approaches to the creative re-use of heritage places, ensuring good urban design preserves and renews historic buildings and places.
**STRATEGY 2.2 –**

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

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

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

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

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

**ACTIONS**

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

Lookout
Metropolitan Sport Facility
Metropolitan Walk/Cycle Trail
Beach

National Park
Open Space
Waterway

Figure 6: Blue Green Grid 2017
STRATEGY 2.3 –
ENHANCE THE BLUE AND GREEN GRID AND THE URBAN TREE CANOPY

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

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

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

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

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

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

ACTIONS

- Greater Newcastle councils with support from the NSW Department of Planning and Environment, will:
  - improve local access to open space, recreation areas and waterways so that 90% of houses are within a 10-minute walk of open space
  - enhance Greater Newcastle’s Blue and Green Grid by implementing the Green Infrastructure Outcomes of the Greener Places policy in local plans
  - make a cooler Greater Newcastle by greening urban areas, buildings, transport corridors and open spaces to enhance the urban forest.

- The Office of Environment and Heritage, with support from the NSW Department of Planning and Environment and Greater Newcastle councils will complete the long-term protection of regionally significant biodiversity corridors.

- The NSW Office of Sport will develop a Greater Newcastle sport and recreation facilities plan.

Green infrastructure outcomes

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

- Conservation of the natural environment.
- Increased access to open space.
- Improved connectivity to promote active living.
- Increased urban greening to ameliorate climate extremes.
Rural areas in Greater Newcastle have a wide range of environmental, social and economic values. These rural areas include farms, rural villages, rural residential development, heritage and scenic and cultural landscapes, as well as locations for recreation and tourism.

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

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

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

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

In addition to agriculture, some areas within Greater Newcastle have existing mining operations. Land use planning needs to respond to the lifecycle of mining operations, and manage impacts of mining on rural and urban areas in accordance with actions in the Hunter Regional Plan 2036.

**ACTIONS**

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

**Newcastle Earthquake**

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

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

While there is no reliable way to predict if or when another earthquake could occur in any Australian city, good building practice may be the single, most important, long-term factor in reducing economic losses and casualties from earthquakes. Lessons learnt from Newcastle can improve the resilience of other Australian cities.
STRATEGY 2.5 – IMPROVE RESILIENCE TO NATURAL HAZARDS AND CLIMATE CHANGE

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

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

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

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

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

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

ACTIONS

• Greater Newcastle councils will apply the following principles to land use planning and development assessment decisions:
  o employ risk-responsive land use controls so that new development does not occur in high risk areas, including by appropriate use of environmental zones
  o ensure coastal dependent development mitigates natural hazards and incorporates resilience measures that have triple bottom line benefits
  o prevent intensive urban development in the Blue and Green Grid
  o ensure the planning for urban development adjoining or interfacing with the Blue and Green Grid addresses the impact of extreme events.

• NSW Department of Planning and Environment will work with Greater Newcastle councils to plan for a changing climate by:
  o ensuring opportunity sites in the Newcastle City Centre include a natural hazard risk assessment that incorporates climate change parameters and mitigation/adaptation measures
  o ensuring planning for road upgrades of critical linkages considers sea level rise and flooding, and incorporates resilient design and materials to reduce reconstruction and recovery costs
  o developing a methodology to incorporate evacuation considerations into strategic, precinct and site based planning
  o develop policies to achieve the NSW aspirational target of net zero emissions by 2050.
OUTCOME 3 – DELIVER HOUSING CLOSE TO JOBS AND SERVICES

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

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

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

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

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

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

Greater Newcastle Population Projections 2016–2036

<table>
<thead>
<tr>
<th>Year</th>
<th>Population Increase (2036)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016</td>
<td>540,000</td>
</tr>
<tr>
<td>2036</td>
<td>700,000</td>
</tr>
<tr>
<td></td>
<td>30%</td>
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</table>

160,000 population increase (2036)
STRATEGY 3.1 –
PRIORITY THE DELIVERY OF HOUSING SUPPLY

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

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

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

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

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

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

Urban densities

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

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

- Greater Newcastle councils will focus new housing in strategic centres, urban renewal corridors and priority housing release areas.

- For the Stage 1 urban renewal corridors, Newcastle City Council with assistance from the NSW Department of Planning and Environment will:
  - Amend local plans based on feasibility testing of housing types, built form, and infrastructure capacity.
  - Achieve population densities of 50 – 75 people per hectare leading to improved viability of major public transport upgrades such as rapid bus or light rail extensions.

- For the Stage 2 urban renewal corridors, Newcastle City Council and Lake Macquarie City Council will ensure proposals do not prevent future redevelopment opportunities.

- For priority housing release areas, Greater Newcastle councils and NSW Department of Planning and Environment will:
  - Coordinate the orderly delivery of housing and infrastructure to enable revitalisation and redevelopment.
  - Amend minimum lot sizes and density controls to enable a greater diversity of housing types.
  - Monitor housing delivery and review infrastructure requirements.
  - Promote access and enhancement of the Blue and Green Grid.

- NSW Department of Planning and Environment and Greater Newcastle councils will identify future growth areas every five years as part of the review and update of this Plan, or as required to meet demand.
Cooks Hill is characterised by a mix of detached, semi-detached housing and two-storey terraces. There is generous road reservation which accommodates on-street parking and street planting. Houses face the street directly, with low front fences and a small setback from the property boundary. Cooks Hill is an example of an area with a net population of around 55-75 people per hectare.
To Mayfield West

To Callaghan, Jesmond and Wallsend

To John Hunter Hospital

To Adamstown and Kotara
Urban Renewal Corridor – Stage 1
Urban Renewal Corridor – Stage 2
Priority Multimodal Corridor
Corridor Investigated
Newcastle Interchange
Ferry Terminal
Proposed Ferry Terminal
Hospital
University
State Road
Regional Road
Cycle/Shared Pathway
Railway
Light Rail
Railway Station
400m and 800m walking catchment
Newcastle Port
School
Environmental
Waterway

Figure 7: Urban renewal corridors 2017
To Charlestown and Belmont
STRATEGY 3.2 – UNLOCK SUPPLY IN PRIORITY HOUSING RELEASE AREAS AND STRATEGIC CENTRES

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

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

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

ACTIONS

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

- Greater Newcastle councils will align section 94 plans for local infrastructure to support the development of priority housing release areas and strategic centres with the Urban Development Program.

Hunter Special Infrastructure Contribution

The Hunter Special Infrastructure Contribution (SIC) will help fund the regional infrastructure that supports different communities across Greater Newcastle and the wider Hunter. Infrastructure funded by the Hunter SIC will help support the development of priority housing release areas.
Figure 8: *Priority housing release areas*  
2017
Figure 9: Residual zoned land

Indicative Greater Newcastle Metropolitan Area

Residential Land Zoned but not Developed *

Local Government Area

Railway

State Forest

Environmental

Waterway

Urban Land

Regional Road

*Note. Includes land planned for residential use within priority housing release areas
STRATEGY 3.3 – PREPARE LOCAL HOUSING STRATEGIES

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

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

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

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

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

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

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

**ACTIONS**

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

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

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

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

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

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

Figure 10: Greater Newcastle Dwelling Projections 2016-2036

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

*Note: Dwelling projections are for entire Port Stephens Local government area (including areas outside of Greater Newcastle).
STRATEGY 3.4 –
DELIVER WELL-PLANNED RURAL RESIDENTIAL HOUSING AREAS

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

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

ACTIONS

- Greater Newcastle councils will amend local plans to:
  - focus large lot residential, primary production small lots, or environmental living zones and/or minimum lots sizes greater than 2000m² in locations where:
    - the land is unlikely to be required for more intensive urban purposes in the future due to physical constraints such as slope, environmental characteristics or natural hazards
    - less intensive development will result in better management of the land
    - the delivery of infrastructure required to service the development is physically and economically feasible
    - the above criteria has been demonstrated through a local planning strategy endorsed by the NSW Department of Planning and Environment

- Lake Macquarie City Council will:
  - review land zoned primary production small lots and focus primary production small lots zoned land to locations where the need for primary industries is demonstrated through a local planning strategy endorsed by NSW Department of Planning and Environment.
OUTCOME 4 – IMPROVE CONNECTIONS TO JOBS, SERVICES AND RECREATION

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

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

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

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

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

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

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

Emerging technologies will transform the way people connect to jobs, services and recreation. The Draft Future Transport 2056 and the draft Regional Services and Infrastructure Plan set a 40-year vision for future transport servicing in regional NSW to support liveable communities and productive economies. As a contained area, Greater Newcastle would be a suitable location to trial automated buses, shared connected and automated vehicles, e-bikes and mobility-service platforms. Freight and logistics areas in the trading hubs at Beresfield-Black Hill, the Newcastle Port and Newcastle Airport could be early adopters of technology-enabled solutions for faster deliveries, improved safety and increased productivity.
STRATEGY 4.1 – INTEGRATE LAND USE AND TRANSPORT PLANNING

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

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

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

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

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

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

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

- Transport for NSW, working with Greater Newcastle councils, will:
  - improve public transport services between Newcastle City Centre, Broadmeadow, John Hunter Hospital, Callaghan, Cardiff, Charlestown and Kotara
  - increase the frequency, improve the customer experience and enable easier modal changes on the passenger rail and intra-regional buses from Morisset, Maitland, East Maitland, Raymond Terrace, Cessnock and Kurri Kurri to other strategic centres
  - implement travel demand management programs to respond to growth in transport demand
  - provide early and effective public transport services and active transport infrastructure in priority housing release areas that is well-connected to key destinations and public open space
  - investigate reprioritising road space for higher occupancy vehicles as a response to increase demand from population and economic growth
  - manage the supply of new car parking in strategic centres to avoid road congestion
  - identify improvements to active transport networks, and provide unobstructed well-connected pedestrian paths and a network of off-road separated cycleways to key destinations, including schools, employment hubs, shops and services.
STRATEGY 4.2 –
CREATE HIGHER SPEED CONNECTIONS TO SYDNEY TO ENCOURAGE NEW EMPLOYMENT OPPORTUNITIES

The express train from Newcastle to Sydney takes approximately 2.5 hours. By comparison, the rail connection between Bendigo and Melbourne is equivalent in distance, and travel time is on average less than two hours. Improvements on the Newcastle to Sydney journey, like charging stations, onboard amenities and reduced travel times, will come with the new inter-city fleet in 2019.14

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

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

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

STRATEGY 4.3 –
PROTECT MAJOR FREIGHT CORRIDORS

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

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

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

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

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

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

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

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

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**ACTIONS**

- Greater Newcastle councils will align local plans to:
  - protect future freight corridors between the Port, Airport, Beresfield-Black Hill and interchanges on the National Road Freight Network
  - ensure that incompatible uses do not encroach on the proposed Lower Hunter Freight Corridor
  - require development adjoining nationally significant roads to demonstrate that access can be provided through existing interchanges
  - ensure rezoning of land within the Hunter Expressway corridor is consistent with the Hunter Expressway Corridor Principles and proposed Hunter Expressway land use strategy
STRATEGY 4.4 – PREPARE FOR TECHNOLOGY-ENHANCED MOBILITY CHANGES THAT IMPROVE CONNECTIVITY

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

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

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

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

ACTIONS

- Transport for NSW and NSW Department of Planning and Environment will prepare a Technology-enhanced Mobility Implementation Strategy for Greater Newcastle which addresses:
  - the strategies and actions in the NSW Future Transport Technology Roadmap;
  - the steps required to prepare for connected, automated and electric vehicles, including the public transit system, active transport, parking, and the high-tech manufacturing and technology sectors for automated vehicles;
  - how data will be managed and improved to enable on-demand transport services, shared-use and accessible timetabling information systems;
  - opportunities to improve the lifestyle for Greater Newcastle residents by using more public, active and shared transport for more trips; and
  - how technology can increase mobility and reduce the need to travel in Greater Newcastle.
Rail wagons unloaded onto the berthside rail line
2036

CATALYST AREAS FOR GREATER NEWCASTLE

NEWCASTLE CITY CENTRE

BERESFIELD-BLACK HILL

BROADMEADOW

CALLAGHAN

EAST MAITLAND

JOHN HUNTER HOSPITAL

KOTARA

NEWCASTLE PORT

TOMAGO

WILLIAMTOWN
NEWCASTLE CITY CENTRE

Desired role in Greater Newcastle

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

Wickham Precinct

Newcastle City Council will align local plans to:

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

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

Civic Precinct

Hunter Development Corporation and Newcastle City Council will:

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

East End Precinct

Hunter Development Corporation and Newcastle City Council will:

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

West End Precinct

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

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

Newcastle East Precinct

Newcastle City Council will:

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

Targets

2036

(Additional)

7,750

4,000

Jobs

Dwellings
BERESFIELD-BLACK HILL

Desired role in Greater Newcastle

• Freight and logistics hub, with complementary manufacturing and light industrial activity.

• Potential for growth and expansion of industries.

Emerging Black Hill Precinct

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

Potential Beresfield Expansion Precinct

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

Thornton Precinct

Maitland City Council will align local plans to:

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

Beresfield Precinct

Newcastle City Council will align local plans to:

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

Targets 2036 (Additional)

<table>
<thead>
<tr>
<th>Jobs</th>
<th>Dwellings</th>
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</thead>
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<tr>
<td>200</td>
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Figure 12: **Catalyst Area**
**Beresfield-Black Hill**

2017

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

Potential Beresfield Expansion Precinct

Emerging Black Hill Precinct

Thornton Precinct

Beresfield Precinct

Cessnock

Newcastle

TO SYDNEY

TO NORTH COAST
BROADMEADOW

Desired role in Greater Newcastle

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

Hunter Sports and Entertainment Precinct

Newcastle City Council will:

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

Lambton Road Precinct

Newcastle City Council will align local plans to facilitate office, retail and medium density housing that transitions to surrounding residential areas.

Broadmeadow Station Precinct

Newcastle City Council will:

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

Broadmeadow Road Precinct

Newcastle City Council will:

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

Locomotive Depot Precinct

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

Former Gasworks Precinct

Newcastle City Council will:

- investigate potential for business and light industrial uses and open space to service nearby residential areas
- address land remediation, flooding, and transport corridor needs as part of the redevelopment of the Precinct.
Figure 13: **Catalyst Area**

**Broadmeadow**

2017

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

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

Desired role in Greater Newcastle

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

**Callaghan Campus Precinct**

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

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

**Warabrook Business Park Precinct**

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

**Student Accommodation Precinct**

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

**Waratah West Public Utility Precinct**

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

**Jesmond, Warabrook & Waratah Centres**

Newcastle City Council will align local plans to:

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

**Warabrook Station Precinct**

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

- Align local plans to facilitate accommodation, residential and business uses that do not impact the viability of business in surrounding centres
- Enhance connectivity and accessibility to Warabrook and surrounding residential and employment areas by improving pedestrian and street networks.
Figure 14: **Catalyst Area**

Callaghan 2017

- **Catalyst Area Boundary**
- **Priority Multimodal Corridor**
- **Corridor Investigated**
- **National Key Freight Route (Road)**
- **National Key Freight Route (Rail)**
- **School / University**
- **State Road**
- **Regional Road**
- **Local Road**
- **Railway**
- **Railway Station**
- **400m and 800m walking catchment**
- **Cycleway / Shared Pathway**
- **Environmental**
- **Open Space**
- **Waterway**
**EAST MAITLAND**

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

#### Targets

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<tbody>
<tr>
<td>Jobs</td>
<td>1,750</td>
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<tr>
<td>Dwellings</td>
<td>550</td>
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</table>

#### New Maitland Hospital Precinct

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

#### Greenhills Precinct

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

#### Metford Business Development Precinct

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

#### Metford Residential Precinct

Maitland City Council will align local plans to:
- increase the potential for medium density housing, including seniors housing
- facilitate the development of complementary health service facilities that support the new Maitland Hospital, and are compatible with surrounding residential areas.

Maitland City Council and Transport for NSW will improve public transport services and corridors to residential areas.
Figure 15: **Catalyst Area**
**East Maitland**
*2017*

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

**Areas:**
- New Maitland Hospital Precinct
- Metford Business Development Precinct
- Metford Residential Precinct
- Greenhills Precinct
- East Maitland
- Metford
- TO MAITLAND AND HUNTER
- TO NEWCASTLE
JOHN HUNTER HOSPITAL

Desired role in Greater Newcastle

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

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

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

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

- complete the interchange with the Inner City Bypass
- improve public transport connectivity and accessibility to the precinct, including provision of bus stops and shelters, and technology-enabled public transport service information.
Figure 16: Catalyst Area
John Hunter Hospital
2017
**KOTARA**

**Desired role in Greater Newcastle**

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

**New Kotara Town Precinct**

Newcastle City Council will:

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

**Kotara Shopping Centre Precinct**

Newcastle City Council will align local plans to:

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

**Park Avenue Employment Precinct**

Newcastle City Council will align local plans to:

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

**Kotara Residential Precinct**

Newcastle City Council will align local plans to:

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

**Searle Street Employment Precinct**

Newcastle City Council will align local plans to:

- consolidate and rationalise vehicle access from Park Avenue, and increase active street frontages (such as ground level retail)
- diversify the mix of land uses including housing
- improve integration and transition to the adjoining residential areas at Kotara and Adamstown.
**Figure 17: Catalyst Area**

Kotara

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

Desired role in Greater Newcastle

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

Carrington Precinct

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

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

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

Mayfield North Industrial Precinct

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

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

Mayfield Freight and Logistics Precinct

NSW Department of Planning and Environment will:

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

Steel River Precinct

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

• protect and expand the recreational reserve along the Throsby Creek foreshore.

Mayfield Port Precinct

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

• support the growth and diversification of port export operations, including bulk fuels, containers, agricultural commodities and general cargo
• retain rail access and allow for expansion of connections and facilities to meet export and import requirements.

Kooragang Coal Export Precinct

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

Walsh Point Precinct

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

Throsby Precinct

Newcastle City Council will align local plans to:

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

Newcastle City Council will align local plans to:

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

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

Newcastle City Council will align local plans to:

• accommodate light industrial and new economy uses to enable a transition from port-related uses to reduce potential impacts on surrounding residential areas
• leverage the developing tourism role associated with the establishment of a cruise ship terminal in the Carrington Precinct, and support the development of further tourism opportunities in the surrounding communities of Stockton, Carrington and Tighes Hill
• plan for relocation of bulk fuels to the Mayfield Port Precinct and investigate renewal opportunities including creative industries and potential medium density housing in the former woolsheds and surrounding sites
• protect and expand the recreational reserve along the Throsby Creek foreshore.
Figure 18: Catalyst Area
Newcastle Port
2017

- Catalyst Area Boundary
- Priority Multimodal Corridor
- Corridor Investigated
- Investigate Improved Transport Connections
- National Key Freight Route (Road)
- National Key Freight Route (Rail)
- Newcastle Port - Global Gateway
- Newcastle Interchange
- Railway Station
- Railway
- 400m and 800m walking catchment
- Environmental
- Open Space
- Waterway
TOMAGO

Desired role in Greater Newcastle

- Metropolitan significant advanced manufacturing and industrial area.

Tomago Industrial Precinct

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

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

Tomago Shipbuilding Precinct

NSW Department of Planning and Environment, in collaboration with Port Stephens Council, will align planning instruments to promote the development of shipbuilding industries that maximise opportunities to secure defence contracts.
Figure 19: **Catalyst Area**
Tomago 2017

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

Desired role in Greater Newcastle

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

Airport Precinct

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

Aerospace and Defence Precinct

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

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

<table>
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<th>Targets 2036</th>
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<td>3,000</td>
<td></td>
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<td>Jobs</td>
<td>Dwellings</td>
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</table>
Figure 20: **Catalyst Area**
Williamtown
2017

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

Cessnock

_Hunter Regional Plan 2036_

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

_Draft Greater Newcastle Metropolitan Plan 2036_

• Includes the lifestyle centres of Cessnock, Kurri Kurri, Branxton and Greta, where identity, rural setting and heritage values must be protected.

• Land around the Hunter Expressway should be protected for uses that generate employment growth and become part of Greater Newcastle’s network of trading hubs, together with the emergence of Black Hill and re-establishment of employment at the Hydro site.

• Pokolbin, Wollombi Valley and National Parks are tourism destinations for entertainment and tourism activity.

Figure 21: Greater Newcastle Local Government Areas
• Employment growth opportunities include intensive agriculture, manufacturing and freight and logistics industries that can benefit from access to national freight networks.

• Recreation opportunities such as the Great North Walk, Richmond Vale Rail Trail, Baddeley Park sports fields and lookouts in the Watagan and Yengo National Parks are important assets for residents and tourists, and form part of the Blue and Green Grid.

• Cessnock City Council will need to work with Maitland City Council and infrastructure providers to coordinate housing and infrastructure development occurring between Maitland and Kurri Kurri, including the upgrade of Cessnock Road to support growth in Cessnock and Kurri Kurri.

• A rapid transport connection from Cessnock and Kurri Kurri to Maitland and the city core will become more important, as will improved connectivity to the Airport and Sydney to cater for tourism growth. Locations for potential park and ride facilities should be investigated in centres and near the Hunter Expressway to reinforce and develop the 30-minute city catchment.

Draft Greater Newcastle Metropolitan Plan 2036

• The city core captures the northern part of Lake Macquarie including Charlestown, Cardiff-Glendale and Belmont, with the southern and western lifestyle centres, including Morisset, Wyee, Toronto and Awaba.

• Lake Macquarie is a crucial part of the identity of Greater Newcastle.

• Local employment opportunities in the new economy include innovation ecosystems capitalising on fast technology infrastructure which will reverse the flow of people who work outside of Lake Macquarie.

• Lake Macquarie and the coastline provide important recreation opportunities and complement other Blue and Green Grid assets such as the Fernleigh Track, Speers Point Park, Glendale Regional Athletic Centre and marinas at Toronto, Belmont, Swansea and Wangi Wangi.

• Charlestown, Warners Bay and Belmont all have significant redevelopment opportunities with medium-term opportunities at Boolaroo-Cardiff and longer-term opportunities at Glendale.

• Future housing growth will be through infill development and new housing areas in the Greenfield Newcastle – Lake Macquarie Western Growth Area, and in areas that can better access train stations and proximity to the Central Coast and Sydney.

• Public transport services will be improved along the Pacific Highway to Charlestown and Belmont and other areas, and support longer term renewal corridors.

Lake Macquarie

Hunter Regional Plan 2036
Lake Macquarie Local Government Area includes the southern portion of the Greater Newcastle metropolitan area. It is the largest city in the Lower Hunter by population. The area’s picturesque landscape, is focused around Lake Macquarie and the coast, and convenient connections to other parts of the Hunter, Central Coast and Sydney attract both residents and visitors to the area. There is a broad mix of employment areas and centres, including Charlestown, Glendale and Morisset, and housing opportunities in scenic locations. Lake Macquarie will continue to attract new residents and employment because of these attributes.
Maitland

Hunter Regional Plan 2036
Maitland Local Government Area contains a high-growth metropolitan area that includes strategic centres servicing the hinterland and rural areas of Dungog and the Upper Hunter area. It includes a number of urban release areas that are contributing to significant greenfield housing supply for the region, as well as centres undergoing revitalisation, and historic rural villages. Maitland will continue to supply housing, connect its settlements and offer civic, health and educational services.

Draft Greater Newcastle Metropolitan Plan 2036

- The arc of lifestyle centres through Maitland, including Central Maitland and East Maitland and historic villages such as Morpeth and Lorn that are part of Greater Newcastle’s tourism network. Cultural assets such as Maitland Regional Art Gallery, an increasing number of events and the river walk are increasing Maitland’s attraction to residents and visitors.

- Employment precincts at Thornton connect to trading hubs, as well as places along the New England Highway, Hunter Expressway and the northern rail corridors.

- Planning for the new Maitland Hospital will grow health-related jobs and become a stronger part of the network of health services and infrastructure in Greater Newcastle.

- Maitland is a regional destination for education, with the benefit of student transport by road and rail to schools and tertiary education centres.

- Open spaces for leisure and sport along the Hunter River and at Maitland Park add to the Blue and Green Grid.

A significant proportion of Greater Newcastle’s greenfield development will continue to occur in Maitland, focused on the two priority housing release areas of Thornton – Lochinvar and Maitland – Kurri Kurri. Longer-term renewal will also occur in proximity to train stations, with the benefit of electrification of the Hunter rail line to Telarah improving the 30-minute city connectivity.

The Black Hill and Beresfield precinct and East Maitland precinct are catalyst areas for the short-term focus of employment and investment. There are opportunities to provide for better integration with existing train stations at Victoria Street, Metford and Thornton, and the Greenhills and Thornton shopping centres.
Newcastle

**Hunter Regional Plan 2036**
This is the city at the centre of Greater Newcastle, the largest regional centre in NSW and the economic, service and administrative centre for the region. Newcastle provides the most diverse mix of specialised services in the Hunter region, and significant employment and residential development, and associated infrastructure.

**Draft Greater Newcastle Metropolitan Plan 2036**
- Newcastle City Centre and the northern part of the city core, including Callaghan, Kotara, Broadmeadow, John Hunter Hospital are in the Newcastle Local Government Area.
- Newcastle Port is the largest exporter of coal in the world and requires increased diversity of exports to grow trade, and together with the surrounding port lands (at Kooralagang Island and Mayfield) and the Beresfield-Black Hill catalyst area, are part of the trading hubs.
- Tourism destinations such as Newcastle City Centre will be the focus for increased tourism as well as the prime location for professional and office employment, and opportunities associated with University of Newcastle.
- The area is home to anchor institutions including John Hunter Hospital and the University of Newcastle that support employment growth in the health and education sectors. Student numbers will grow with new tertiary education services in these areas and Newcastle City Centre.
- Inner city industrial areas in Mayfield, Broadmeadow and Throsby Basin will transformation as larger sites occupied by manufacturing and heavy industry move outside the built-up area. This will offer potential to attract employment associated with the new economy, combined with local services and renewal opportunities.
- The Blue and Green Grid in Newcastle is diverse, including beaches, wetlands, the harbour, city lookouts, coastal walks, cycling routes and bushland. Places like Blackbutt nature reserve, Blue Gum Hills regional park, Broadmeadow Sports and Entertainment Precinct and Newcastle foreshore park are recreation and leisure destinations.
- Significant amounts of sensitive and feasible infill development will occur in the short term, in urban renewal corridors including Newcastle City Centre, Kotara and Broadmeadow. There are opportunities for smaller-scale redevelopment that maintains the liveability and place character of The Junction, Waratah, Jesmond and Wallsend, Lambton and New Lambton. Longer-term renewal will also occur around train stations and brownfield sites, as they become available.
- Improved connectivity to global, national, regional and metropolitan destinations are focused around the rail, road, port and airport networks. This must be supported by priority bus corridors, improved road planning, growing public transport mode share to reduce road congestion, and new rail corridor infrastructure investment.
- The urban renewal corridors are the potential focus for future transit improvements with immediate bus routes improvements and the introduction of frequent services supporting increases in connectivity between strategic centres.
- Catalyst areas as the short-term focus for housing, employment and infrastructure investment are Newcastle City Centre, Beresfield-Black Hill, Broadmeadow, Callaghan, John Hunter Hospital, Kotara and Newcastle Port.
**Port Stephens**

**Hunter Regional Plan 2036**

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

**Draft Greater Newcastle Metropolitan Plan 2036**

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

CONSIDERATIONS FOR PLANNING PROPOSALS

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

<table>
<thead>
<tr>
<th>Considerations</th>
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<tr>
<td>1.1 Business and Industrial Zones</td>
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<td>1.2 Rural Zones</td>
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<td>1.5 Rural Lands</td>
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<tr>
<td>2.1 Environmental Protection Zones</td>
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<tr>
<td>3.1 Residential Zones</td>
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<td>3.2 Caravan Parks and Manufactured Home Estates</td>
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<td>3.4 Integrating Land Use and Transport</td>
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<tr>
<td>5.1 Implementation of Regional Strategies</td>
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Affordable housing
Housing for very low and low income households where rent or mortgage payments are below 30 per cent of gross household income or the household is eligible to occupy rental accommodation under the National Rental Affordability Scheme.

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

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

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

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

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

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

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

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

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

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

Global gateways
The Port of Newcastle and Newcastle Airport

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

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

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

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

Hunter Region

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

Hunter Special Infrastructure Contributions

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

Infill development

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

Local centres

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

Local Plans (Local Environmental Plans or Development Control Plans)

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

Mixed-use area

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

Newcastle City Centre

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

New economy

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

Opportunity sites

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

Strategic centres

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

Transit-oriented development

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

Transport interchange

An interchange between different modes of transport or a place connecting different modes of transport. Newcastle Interchange at Wickham is an example of a transport interchange in Greater Newcastle.
13. NSW Department of Planning and Environment, 2017, Infill and Greenfield Housing Analysis and Urban Feasibility Model, Greater Newcastle Metropolitan Area
For more information about the Draft Greater Newcastle Metropolitan Plan 2036 visit planning.nsw.gov.au
Ms Monica Gibson  
Director of Regions, Hunter and Central Coast  
Department of Planning and Environment  
PO Box 1226  
NEWCASTLE NSW 2300

Dear Ms Gibson

**SUBMISSION – DRAFT GREATER NEWCASTLE METROPOLITAN PLAN**

Thank you for the opportunity to make a submission on the Draft Greater Newcastle Metropolitan Plan.

Newcastle City Council supports the creation of the draft Greater Newcastle Metropolitan Plan (draft Plan) to provide a collaborative framework to deliver on the outcomes of the *Hunter Regional Plan 2036* and to set the direction for the Greater Newcastle Metropolitan area for the next 18 years.

The draft Plan supports the important role the Newcastle local government area plays in providing employment, health, education, recreation and tourism to the Hunter, as well as, promoting the Newcastle City Centre as the heart of the Greater Newcastle Metropolitan area.

The Newcastle Smart City Program is a key factor in improving Newcastle’s liveability, sustainability and economic diversity, as well as, developing local innovation, building an international profile and attracting talent and inward investment in our city.

The vision in the draft Plan needs to include a statement about building smart cities. A smart city is one that puts community at its centre, enjoys smart and digitally connected public and urban infrastructure and develops a thriving ecosystem to drive innovation and creativity. This will ensure the Greater Newcastle Metropolitan area is an inclusive, forward thinking city of the future.

The draft Plan includes four outcomes and 20 strategies to deliver the *Hunter Regional Plan 2036* goals to be the leading regional economy in Australia with biodiversity-rich natural environment, thriving communities and greater housing choice. The draft Plan also provides a planned approach to growth and sustainability by identifying catalyst areas, which are places of metropolitan significance. A summary of Council’s suggested changes in relation to the outcomes is provided below as well as Council's response to identified actions.

**Outcome 1 – Create a Workforce Skill and Ready for the New Economy**

Outcome 1 outlines the *Economic Strengths of Greater Newcastle*, being Defence and aerospace, knowledge and education, health and aged care, new economy, tourism and city centre.
These economic strengths include the Port of Newcastle and Newcastle Airport, The University of Newcastle and Nihon University, John Hunter Hospital and National sporting events like Supercars and Surfest. This aligns with Council’s adopted Economic Development Strategy (2016-2019).

While the draft Plan lists the above strengths it does not capitalise on the program of work outlined in Council’s Smart City Strategy. The Smart City Strategy includes an objective for the Smart Economy which is ‘a city that invests in innovation and provides a roadmap and infrastructure to support successful business outcomes and attract industry and investment in smart sectors”. Newcastle City Council has been successful in obtaining a total of $10M in State and Federal funding to implement a range of projects over the next 2 years.

Council’s Smart City Strategy will work to further encourage diversification of the city and regional economy towards the growth areas of the 21st century. Newcastle’s strengthening economy is a result of diligent collaboration between the government, local businesses and the community. This focus area will undertake to better understand and enable collaboration and growth in the innovation ecosystem, create a city environment conducive to the digital and technology-led sectors, and develop business attraction and promotional strategies to bring the industries of the future to Newcastle.

The Standard Instrument – Principle Local Environmental Plan is also limiting in the types of development it allows in the Business zones. It is recommended, that the M8 Metropolitan Centre zone be extended to the Newcastle local government area, or a mixed use employment zone is created that does not allow residential development but does allow a mixture of commercial, business, light industrial, education, tourism, creative industries and high tech manufacturing uses. This would allow these types of uses to be located in and around centres, particularly the Newcastle City Centre, while limiting residential development and protecting land for employment generating uses.

**Outcome 2 – Enhance Environment, Amenity and Resilience for Quality of Life**

As a significant regional NSW city, Newcastle City Council is a partner agency to CIFAL Newcastle, seeking to build the city's capacity through education and training. Council works closely with CIFAL to ensure that the United Nations Sustainable Development goals inform our decision making.

The United Nations Sustainable Development goals (SDGs) were developed by the United Nations to provide a global roadmap for all countries to work toward a better world for current and future generations.

While the SDGs are not legally binding, governments are expected to take ownership and establish frameworks to achieve the goals. All stakeholders, including governments, civil society, the private sector, are expected to contribute to the realisation of these goals.

An action of Outcome 2 is to prevent intensive urban development in the Blue Green Grid. As the Standard Instrument – Principle Local Environmental Plan did not have an equivalent zone to Council’s 7(c) Environmental Investigation Zone (Newcastle Local Environmental Plan 2003), Council converted land that was previously zoned 7(c) Environmental Investigation to E4 Environmental Living, to be consistent with the Standard Instrument. Council always intended some of this land (mainly within Fletcher and Wallsend), has the potential to be used for residential and commercial development. As these sites are yet to be zoned for urban purposes they have not been included in the Newcastle and Lake Macquarie priority housing release area. Council is concerned that the action to prevent intensive urban development in the Blue Green Grid will prevent further investigation of these areas.
Outcome 3 – Deliver Housing Close to Jobs and Services

The draft Plan instructs Greater Newcastle Councils to prepare a local housing strategy within two years of the plans adoption. Instead of a stand-alone housing strategy, Council suggests incorporating the requirements of the housing strategy into a Local Planning Strategy / Settlement Strategy for each Council. Strategies and actions included in the draft Plan will likely trigger a review of Council land use planning strategies, LEP and DCPs. Incorporating the housing strategy into Council’s existing planning documents would enable a more balanced approach to planning for future housing by integrating with other elements such as transport, infrastructure and environmental constraints to be considered. This would also allow Council’s Local Planning Strategy to be endorsed by the Department of Planning and Environment rather, than just the housing component. Such a review by the Department would also provide the regional context that is being sought by the draft Plan.

Outcome 4 – Improve Connections to Jobs, Services and Recreation

Council’s Connected Newcastle document advocates for an integrated transport network for Newcastle where buses, trains, cars and light rail co-exist with pedestrian, cyclists and other modes of self-powered transport such as skateboards and scooters. Council supports the outcome in the draft Plan regarding the increase of public transport options, as well as, improvements to active transport networks with the aim to providing unobstructed well connected pedestrian paths and a network of off-road separated cycleways to key destinations, included schools, employment hubs, shops and services. This correlates with Council's Connecting Newcastle vision, adopted in 2017.

Catalyst Areas and Actions

The catalyst areas have been reviewed and comments are provided in the table below. The draft Plan includes 141 actions for Council resulting in a significant amount of work for Council. The actions in the plan will trigger a large scale review of Council’s Local Planning Study, Local Environmental Plan, Development Control Plan and Section 94 Plans. It would be useful if the draft Plan included an implementation plan that prioritised and allocated timeframes to the actions to assist with Council resourcing and programming.

Council looks forward to the opportunity to continue working with the Department of Planning and Environment on the finalisation of the Draft Plan.

Should you require any further information please contact Shannon Turkington, Acting Urban Planning Coordinator on (02) 4974 2274.

Yours faithfully

Peter Chrystal
DIRECTOR PLANNING AND REGULATORY
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<tr>
<th>Outcome 1 – Create a Workforce Skilled and Ready for the New Economy</th>
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<tr>
<td><strong>Action</strong></td>
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<tr>
<td>Reinforce the role of the city centre in providing professional, financial and office employment by increasing commercial floor space in the West End to enable growth and relocation of businesses.</td>
</tr>
<tr>
<td>Calibrate local plans to enable continued investment in Newcastle City Centre that is consistent with this draft Plan.</td>
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<tr>
<td>Promote the city centre as a university hub and location for institutions, business (including small business) and tourists.</td>
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<tr>
<td>Identify, catalogue and re-use opportunity sites and buildings to continue regeneration and revitalisation, promote creative industries, innovation and entrepreneurship, and attract additional anchor institutions and cultural facilities.</td>
</tr>
<tr>
<td>Transport for NSW work with Port Stephens and Newcastle City Councils to protect transport corridors through amended planning controls and ensure proposed changes in land uses minimise the cumulative impact on the operation of the road network.</td>
</tr>
<tr>
<td>Newcastle Airport, NSW Government and Port Stephens and Newcastle City Councils will investigate transport improvements between Williamtown and Newcastle City Centre.</td>
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<td><strong>Responsibility</strong></td>
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<tr>
<td>Hunter Development Corporation/Newcastle City Council (NCC)</td>
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<td>Hunter Development Corporation/NCC</td>
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<td>Hunter Development Corporation/NCC</td>
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<tr>
<td>Transport for NSW/NCC and Port Stephens Council</td>
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<tr>
<td>Newcastle Airport, NSW Government, Port Stephens and NCC</td>
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<td><strong>Status / Comment</strong></td>
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<tr>
<td>Land within the West End is zoned predominately B4 Mixed Use and B3 Commercial Core. Both of these zones allow professional, financial and office employment.</td>
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<td>Noted</td>
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<td>Noted</td>
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<td>Noted</td>
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<tr>
<td>The cumulative impact on the operation of the road network is considered by Councils through the assessment of Planning Proposals and development applications. Council welcomes further guidance on the protection of transport corridors from Transport for NSW.</td>
</tr>
<tr>
<td>NCC and PSC are working on a draft strategy for North Stockton, Fern Bay and Fullerton Cove. The investigation of transport improvements between the city centre, Stockton and Williamtown is being considered as part of this strategy. Broader public transport connections including high speed rail or light rail should be part of the investigation.</td>
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<td><strong>Outcome 1 – Create a Workforce Skilled and Ready for the New Economy</strong></td>
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</table>
| 8-9 | The Port of Newcastle will:  
- work with Newcastle City Council to enhance visitor experiences and build the popularity of the cruise ship terminal by improving the amenity of the port land near the terminal  
- work with Transport for NSW to provide public transport connections between Newcastle Port and Newcastle City Centre to service visitors and workers of the cruise ship terminal. | Need to investigate the possibility of the Cruise terminal becoming a supply point for Cruise ships rather than just a source for tourists. Cruise is currently bringing in 20-30k of tourists per annum which is 1% of our annual day trip visitors. |
<p>| 10 | Newcastle City Council will amend local plans to facilitate tourist and visitor accommodation opportunities in Newcastle City Centre to support visitors and workers from the cruise ship terminal and the growing tourism market. | Emphasis on tourism over trade is not the right balance |
| 11 | Amend local plans to facilitate complementary land uses within proximity of health precincts. | All Metro Councils |
| 12 | Amend local plans to prioritise planning for seniors housing and aged care services close to frequent public transport, within centres or planned or existing health precincts. | All Metro Councils | The State Environmental Planning Policy (Housing for Seniors or People with a Disability) encourages the provision of Seniors Housing and provides guidance on development standards and design requirements. Seniors Housing is permissible in the majority of Council’s residential and business zones. |
| 13 | Newcastle City Council will amend local plans to facilitate complementary land uses that diversify existing educational clusters at Callaghan and Newcastle City Centre, including research institutions, related business and student housing | NCC | The current zoning for both the Callaghan and City Centre Campus allow for a variety of uses including research institutions, business and student housing. |</p>
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<td><strong>Action</strong></td>
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<td>14-16 Greater Newcastle councils will align local plans to:</td>
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<td>Build capacity for new economy jobs in areas well serviced</td>
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<td>close to established centres by:</td>
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<td>• enabling a greater range of employment generating uses</td>
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<td>in appropriate industrial and business areas</td>
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<td>• Encouraging more home-based business, home-based</td>
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<td>industries and small business (under two employees</td>
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<td>plus residents) in residential areas.</td>
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<td>17 Encourage initiatives to re-use power generating sites</td>
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<td>for renewable energy generation and re-purposing of</td>
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<tr>
<td>electricity distribution infrastructure.</td>
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<td>18 Focus heavy industries in the employment precincts at</td>
</tr>
<tr>
<td>Tomago and Beresfield Black Hill.</td>
</tr>
<tr>
<td>19 Ensure an adequate supply of employment land, including</td>
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<tr>
<td>industrial zoned land, to cater for demand of urban</td>
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<td>services in accessible locations.</td>
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<td>20-21 NSW Department of Planning and Environment, working</td>
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<td>with Newcastle City and Lake Macquarie councils, will:</td>
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<tr>
<td>review the role of former manufacturing land in the city</td>
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<td>core to determine potential uses such as new business,</td>
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<tr>
<td>housing or open space</td>
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<td>encourage the relocation of heavy industries away from</td>
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<tr>
<td>urban areas to industrial precincts and other locations</td>
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<td>consistent with employment land principles.</td>
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<td>22 Greater Newcastle councils will work with infrastructure</td>
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<td>providers to amend local plans to facilitate the delivery</td>
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<td>of telecommunications infrastructure, including the NBN,</td>
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<td>early in the development of catalyst areas.</td>
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<td>23 Newcastle City Council will amend local plans to promote</td>
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<td>more shared workspaces for start-ups in the city centre.</td>
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<td>Action</td>
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<tr>
<td><strong>Outcome 1 – Create a Workforce Skilled and Ready for the New Economy</strong>&lt;br&gt;24-27</td>
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<p>| <strong>Outcome 2 – Enhance Environmental Amenity and Resilience for Quality of Life</strong>&lt;br&gt;28-30 | Greater Newcastle councils will:&lt;br&gt;• improve amenity of strategic and local centres, catalyst areas and urban renewal corridors through place-making initiatives that strengthen the connection between people and places they share&lt;br&gt;• enhance the design quality of the built environment by implementing the Design Objectives for NSW in local plans&lt;br&gt;• promote innovative approaches to the creative re-use of heritage places, ensuring good urban design preserves and renews historic buildings and places. | All Metro Councils | Council has a Local and Neighbourhood Centres Public Domain Program that guides the infrastructure renewal works within Local and Neighbourhood Centres throughout the Newcastle LGA. The public domain plan will address streetscape, access and traffic issues and inform infrastructure renewal in the local centre. The Design Objectives for NSW can be considered during the preparation of public domain plans. |
| 31 | Greater Newcastle councils with the support of DPE will create and activate public spaces in the strategic centres that are suitable for community events like markets, festivals, commemorations and assemblies. | All Metro councils with support from the DPE | Further guidance is required from the DPE on how this action will be delivered. |
| 32-33 | Greater Newcastle councils with the support of DPE will implement a Public Art Strategy for strategic centres that addresses:&lt;br&gt;• the history of place, storytelling, interpretation and cultural expression&lt;br&gt;• how art and culture can be used to improve economic growth and community cohesion. | All Metro councils with support from the DPE | Council's Public Art Policy is currently being reviewed. |</p>
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<tr>
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<th>Status / Comment</th>
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<tbody>
<tr>
<td>34</td>
<td>Greater Newcastle councils with the support of DPE will promote public lookout places to maintain views to iconic buildings and vistas.</td>
<td>All Metro Councils with support from the DPE</td>
<td>Further guidance is required from the DPE on how this is to be achieved.</td>
</tr>
<tr>
<td>35</td>
<td>Greater Newcastle councils with the support of DPE will protect and enhance waterfront parkland areas.</td>
<td>All Metro councils with support from the DPE</td>
<td>Noted</td>
</tr>
<tr>
<td>36</td>
<td>Greater Newcastle councils with the support of DPE identify, protect and celebrate Aboriginal cultural heritage.</td>
<td>All Metro councils with support from the DPE</td>
<td>Noted</td>
</tr>
<tr>
<td>37</td>
<td>Greater Newcastle councils with the support of DPE improve local access to open space, recreation areas and waterways so that 90% of houses are within a 10-minute walk of open space</td>
<td>All Metro Councils with support from the DPE</td>
<td>Further information is required from the DPE on this with will be achieved and what support the DPE will provide.</td>
</tr>
<tr>
<td>38</td>
<td>Greater Newcastle councils with the support of DPE enhance Greater Newcastle’s Blue and Green Grid by implementing the Green Infrastructure Outcomes of the Greener Places policy in local plans</td>
<td>All Metro Councils with support from the DPE</td>
<td>The tourism opportunities of the Blue Green Grid (specifically Hexham Wetland) needs to be further explored and supported in the draft Plan.</td>
</tr>
<tr>
<td>39</td>
<td>Greater Newcastle councils with the support of DPE Make a cooler Greater Newcastle by greening urban areas, buildings, transport corridors and open spaces to enhance the urban forest.</td>
<td>All Metro councils with support from the DPE</td>
<td>This action will be considered through Council's DCP review.</td>
</tr>
<tr>
<td>40</td>
<td>Greater Newcastle councils will align local plan to enable the growth of the agricultural sector by directing urban development away from the rural area.</td>
<td>All Metro councils</td>
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<tr>
<td>41</td>
<td>Greater Newcastle councils will align local plan to encourage niche commercial, tourist and recreation activities that complement and promote a stronger agricultural sector, and build the sector’s capacity to adapt to changing circumstances.</td>
<td>All Metro councils</td>
<td>These agricultural related actions are not specifically for NCC, although can be considered as part of the review of the Local Planning Strategy.</td>
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<td>42</td>
<td>Greater Newcastle councils will align local plan to protect and preserve productive agricultural land to keep fresh food available locally.</td>
<td>All Metro Councils</td>
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<tr>
<td><strong>Outcome 2 – Enhance Environmental Amenity and Resilience for Quality of Life</strong></td>
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| 43-46 | Greater Newcastle councils will apply the following principles to land use planning and development assessment decisions:  
- employ risk-responsive land use controls so that new development does not occur in high risk areas, including by appropriate use of environmental zones  
- ensure coastal dependent development mitigates natural hazards and incorporates resilience measures that have triple bottom line benefits  
- prevent intensive urban development in the Blue and Green Grid  
- ensure the planning for urban development adjoining or interfacing with the Blue and Green Grid addresses the impact of extreme events. | All Metro Councils | Noted |
| 47-50 | NSW Department of Planning and Environment will work with Greater Newcastle councils to plan for a changing climate by:  
- ensuring opportunity sites in the Newcastle City Centre include a natural hazard risk assessment that incorporates climate change parameters and mitigation/adaptation measures  
- ensuring planning for road upgrades of critical linkages considers sea level rise and flooding, and incorporates resilient design and materials to reduce reconstruction and recovery costs  
- developing a methodology to incorporate evacuation considerations into strategic, precinct and site based planning  
- develop policies to achieve the NSW aspirational target of net zero emissions by 2050. | DPE and Metro Councils | Noted |
| **Outcome 3 – Deliver Housing Close to Jobs and Services** | | |
| 51 | Greater Newcastle councils will focus new housing in strategic centres, urban renewal corridors and priority housing release areas. | All Metro Councils | |
| 52-53 | For the Stage 1 urban renewal corridors, Newcastle City Council with assistance from the NSW Department of Planning and Environment will:  
- amend local plans based on feasibility testing of housing types, built form, and infrastructure capacity  
- achieve population densities of 50–75 people per hectare leading to improved viability of major public transport upgrades such as rapid bus or light rail extensions. | NCC | Council seeks assistance from the DPE by allowing access to the Urban Feasibility Model. |
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<tr>
<td><strong>54</strong></td>
<td>For the Stage 2 urban renewal corridors, Newcastle City Council and Lake Macquarie City Council will ensure proposals do not prevent future redevelopment opportunities.</td>
<td>NCC and LMCC</td>
</tr>
<tr>
<td><strong>55-58</strong></td>
<td>For priority housing release areas, Greater Newcastle councils and NSW Department of Planning and Environment will: • coordinate the orderly delivery of housing and infrastructure to enable revitalisation and redevelopment • amend minimum lot sizes and density controls to enable a greater diversity of housing types • monitor housing delivery and review infrastructure requirements • promote access and enhancement of the Blue and Green Grid.</td>
<td>All Metro councils</td>
</tr>
<tr>
<td><strong>59</strong></td>
<td>NSW Department of Planning and Environment and Greater Newcastle councils will identify future growth areas every five years as part of the review and update of this Plan, or as required to meet demand.</td>
<td>DPE and Metro councils</td>
</tr>
<tr>
<td><strong>60</strong></td>
<td>Greater Newcastle councils will align section 94 plans for local infrastructure to support the development of priority housing release areas and strategic centres with the Urban Development Program.</td>
<td>All Metro councils</td>
</tr>
<tr>
<td><strong>61-66</strong></td>
<td>Greater Newcastle councils will prepare a local housing strategy within two years that: • addresses this Plan's strategies • identifies new residential release areas if there is less than 15-year supply of land to meet dwelling projections • achieves a minimum residential density of 15 dwellings per hectare in priority housing release areas, with 25% of lots capable of providing small lot and multi-dwelling housing types • delivers the overall 40% greenfield and 60% infill housing split across Greater Newcastle by 2036 • ensures social and affordable housing requirements for Aboriginal people, and low and very low-income households are met (in consultation with Department of Family and Community Services)</td>
<td>All Metro councils</td>
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<tr>
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| • focuses settlement in locations that:  
  – maximise existing infrastructure and services and minimise the need for new services  
  – prioritise increased densities within existing urban areas and close to public transport  
  – prioritise new release areas that are an extension of existing strategic and local centres  
  – focus new housing within an 800m walk of a strategic centre, railway station, or within an urban renewal corridor. | | |
| **67** Greater Newcastle councils will amend local plans to:  
  • focus large lot residential, primary production small lots, or environmental living zones and/or minimum lots sizes greater than 2000m² in locations where:  
    – the land is unlikely to be required for more intensive urban purposes in the future due to physical constraints such as slope, environmental characteristics or natural hazards  
    – less intensive development will result in better management of the land  
    – the delivery of infrastructure required to service the development is physically and economically feasible  
    – the above criteria has been demonstrated through a local planning strategy endorsed by the NSW Department of Planning and Environment | All Metro Councils | Council will review land zoned E4 Environmental Living as part of the amendment to Council Local Planning Strategy to incorporate the Housing Strategy requirements listed above. |
| **Outcome 4 – Improve Connections to Jobs, Services and Recreation** | | |
| **68-72** Greater Newcastle councils will align local plans to:  
  • protect future freight corridors between the Port, Airport, Beresfield-Black Hill and interchanges on the National Road Freight Network  
  • ensure that incompatible uses do not encroach on the proposed Lower Hunter Freight Corridor  
  • require development adjoining nationally significant roads to demonstrate that access can be provided through existing interchanges  
  • ensure rezoning of land within the Hunter Expressway corridor is consistent with the Hunter Expressway Corridor Principles and proposed Hunter Expressway land use strategy. | All Metro councils | Noted |
## Catalyst Areas for Greater Newcastle

### Newcastle City Centre

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| **73-75 Wickham Precinct**<br>Align Plans to:  
- facilitate the long-term expansion of the city centre towards Wickham  
- increase opportunities for transit-oriented development around Newcastle Interchange respond to development constraints including mine subsidence and flooding  
- provide floor space for emerging new economy industries and businesses. | NCC | These actions have been investigated during the preparation of the Wickham Masterplan, adopted by Council in 2017. Council will continue to work on implementing the recommendations of the masterplan through amendments to Council's LEP and DCP. |
| **76 West End Precinct**<br>Align Plans to increase commercial and accommodation floor space surrounding Newcastle Interchange. | NCC | Noted. The B4 Mixed Use zone and the B3 Commercial Core zone both allow commercial and accommodation uses. |
| **77-78 Civic Precinct**<br>Hunter Development Corporation and Newcastle City Council will:  
- promote the Civic Precinct as an education and research hub leveraging from the University of Newcastle NeW Space campus  
- encourage additional civic and cultural activities that reinforce the cultural axis from Civic Park to the waterfront. | NCC | Noted |
| **79-81 East End Precinct**<br>Hunter Development Corporation and Newcastle City Council will:  
- transform spaces for public open space, new shops and residential opportunities, and connecting the city to the waterfront  
- retain and repurpose heritage buildings that contribute to character and history of the city centre  
- continue to revitalise Hunter Street Mall. | NCC | The draft Planning Agreement with HDC endorsed by Council as part of the Planning Proposal for the surplus rail corridor includes the transformation of public open space, adaptive reuse of heritage buildings and connections to the waterfront. The rezoning also provides opportunities for new commercial and residential development. |
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| 82-83  | **Newcastle East Precinct**  
Newcastle City Council will:  
• plan for additional tourists by enabling new and revitalised accommodation and tourism options  
• work with Destination NSW to stage major events and promote Newcastle East, including the harbour, headland and beaches, to support the growth of tourism. | NCC | The East End is predominately zoned B4 Mixed Use, R3 Medium Density Residential and R4 High Density Residential. All these zones allow tourist and visitor accommodation and/or hotel and motel accommodation. |
| **Beresfield-Black Hill** | | |
| 84-86  | **Beresfield Precinct**  
Newcastle City Council will align local plans to:  
• promote freight and logistics, manufacturing and other light industrial uses  
• protect the freight transport corridor and integrate new freight and logistics related technologies to improve efficiency. | NCC | Further advice is required from Transport for NSW on the final location of the freight transport corridor. |
| 87     | **Emerging Black Hill Precinct**  
Cessnock City Council and Newcastle City Council will work with Transport for NSW to prepare a master plan for the emerging Black Hill Precinct that considers freight and logistics uses, the adjoining mine site, and includes an internal road network and access points to John Renshaw Drive. | Cessnock City Council, NCC and Transport for NSW | Council has prepared a draft Development Control Plan/design guidelines for the Black Hill Employment Lands in 2017 as a requirement of the concept approval for this site. The draft DCP is awaiting approval from the DPE. |
| 88     | **Potential Beresfield Expansion Precinct**  
Newcastle City Council will investigate development of an expansion to the Beresfield Precinct, considering environmental suitability, connection to the transport network and location of transport corridors. | NCC | This action will be investigated as part of the review of Council’s Local Planning Strategy. |
| **Broadmeadow** | | |
| 89-93  | **Hunter Sports and Entertainment Precinct**  
Newcastle City Council will:  
• adopt and implement Venues NSW Hunter Sports and Entertainment Precinct Concept Plan that sets a vision for the precinct as ‘A first choice sporting, leisure and entertainment destination that is diverse, vibrant, sustainable and commercially viable’ | NCC | Council will consider these actions following finalisation of Venues NSW Concept Plan. As Council is not the land owner of the majority of land within the Hunter Sports and Entertainment Precinct, many of these actions are better managed by the Office of Sport and Venues NSW. |
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<tr>
<td><strong>Broadmeadow</strong></td>
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<td>• work with Venues NSW and Hunter Development Corporation to develop an elite sports area and provide a variety of places for organised and casual sports and recreation activities in accordance with the Concept Plan</td>
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<tr>
<td>• work with Transport for NSW to improve pedestrian and cycle access and connections within the Precinct, and to Broadmeadow Station and other public transport stops</td>
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<td>• work with the NSW Department of Planning and Environment to align local plans to facilitate higher density housing where it complements the sport, leisure and entertainment functions</td>
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<td>• provide adaptable and flexible event spaces that can host major events like the Commonwealth Games, when required.</td>
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</table>
| 94-96 **Nineways Precinct**  
Newcastle City Council will:                                                                                                                                                                                                 | NCC            | The current LEP zoning allows for office, retail and medium density housing. Council will review this area while preparing a revised Local Planning Strategy.                                                                |
| • align local plans to facilitate office, retail and medium density housing                                                                                                                        |                |                                                                                                                                                                                                             |
| • improve the public domain and increase pedestrian amenity along Lambton Road                                                                                                                        |                |                                                                                                                                                                                                             |
| • work with Transport for NSW to identify and protect corridors for major future public transport improvements such as rapid bus or light rail extensions, including potentially along Priority Multimodal Corridors. |                |                                                                                                                                                                                                             |
| 97 **Lambton Road Precinct**  
Newcastle City Council will align local plans to promote light industrial and business uses to support the growth of surrounding areas                                                                 | NCC            | The area of Lambton Road adjacent to the proposed sports and entertainment precinct is zoned B5 Business Development. This zone allows for a range of commercial, retail and light industrial uses. |
| 98-99 **Broadmeadow Station Precinct**  
Newcastle City Council will:                                                                                                                                                                                                 | NCC            | The zoning of the Broadmeadow Station Precinct is predominately R3 Medium Density Residential and therefore satisfies the first action.                                                                       |
<p>| • align local plans to facilitate medium density housing that transitions to surrounding residential areas                                                                                       |                | The integration of bus and rail services is not an action for NCC.                                                                                                                                         |
| • work with Transport for NSW to improve the integration of bus and rail services at Broadmeadow Station, and improve the street layout to increase pedestrian access between Broadmeadow Station and surrounding residential and employment areas. |                |                                                                                                                                                                                                             |</p>
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<tr>
<th>Action</th>
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<tr>
<td><strong>Broadmeadow</strong></td>
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<tr>
<td><strong>100-101</strong></td>
<td><strong>Broadmeadow Road Precinct</strong>&lt;br&gt;Newcastle City Council will: • align local plans to protect light industrial uses and facilitate commercial and medium density housing • promote a walkable, small activity centre with shop frontages to Broadmeadow Road that is well-connected to active transport infrastructure.</td>
<td>NCC</td>
</tr>
<tr>
<td><strong>102</strong></td>
<td><strong>Locomotive Depot Precinct</strong>&lt;br&gt;Hunter Development Corporation and Newcastle City Council will investigate potential for medium density housing and business uses which do not impact on heritage values.</td>
<td>NCC and HDC</td>
</tr>
<tr>
<td><strong>103-104</strong></td>
<td><strong>Former Gasworks Precinct</strong>&lt;br&gt;Newcastle City Council will: • investigate potential for business and light industrial uses and open space to service nearby residential areas • address land remediation, flooding, and transport corridor needs as part of the redevelopment of the Precinct.</td>
<td>NCC</td>
</tr>
<tr>
<td><strong>Callaghan</strong></td>
<td></td>
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<tr>
<td><strong>105-107</strong></td>
<td><strong>Callaghan Campus Precinct</strong>&lt;br&gt;Newcastle City Council, working with the University of Newcastle, will: • align local plans to grow an education cluster within and surrounding the Callaghan Campus, including student accommodation, research and business • promote the capabilities of Hunter Medical Research Institute and Newcastle Institute for Energy and Resources and facilitate the development of other research institutions • improve internal pedestrian and cycling infrastructure to enhance connectivity and accessibility</td>
<td>NCC and UoN</td>
</tr>
<tr>
<td><strong>108-109</strong></td>
<td><strong>Warabrook Station Precinct</strong>&lt;br&gt;Newcastle City Council, working with the University of Newcastle and Hunter Development Corporation, will: • align local plans to facilitate accommodation, residential and business uses that do not impact the viability of business in surrounding centres • enhance connectivity and accessibility to Warabrook and surrounding residential and employment areas by improving pedestrian and street networks.</td>
<td>NCC, UoN and HDC</td>
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<td>Action</td>
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<tr>
<td><strong>Callaghan</strong></td>
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<tr>
<td>110 <strong>Warabrook Business Park Precinct</strong></td>
<td>Newcastle City Council will align local plans to promote business uses that grow engineering, research and high-tech manufacturing jobs.</td>
<td>NCC</td>
</tr>
<tr>
<td>111 <strong>Student Accommodation Precinct</strong></td>
<td>Newcastle City Council, working with the University of Newcastle, will align local plans to facilitate residential and student accommodation, and complementary uses to the University, including research and business.</td>
<td>NCC and UoN</td>
</tr>
<tr>
<td>112 <strong>Waratah West Public Utility Precinct</strong></td>
<td>Newcastle City Council, working with TransGrid, will align local plans to protect existing public utility facilities, including electricity infrastructure, and facilitate complementary uses that do not impact the operation of utilities.</td>
<td>NCC and TransGrid</td>
</tr>
</tbody>
</table>
| 113-115 **Jesmond, Warabrook and Waratah Centres** | Newcastle City Council will align local plans to:  
- facilitate business uses and the development of innovation hubs and start-businesses  
- concentrate services and facilities that support student population in supporting centres  
- increase the feasibility of medium density housing within and surrounding the centres. | NCC | Innovation hubs and start-businesses are better located closer to the Newcastle city centre.  
Council will review the feasibility of medium density housing in this area during the review of the Local Planning Strategy. |
| **John Hunter Hospital Precinct** | | |
| 116-119 **Hunter New England Health, working with Newcastle City Council, will:** | Hunter New England Health and NCC | The current zoning of the John Hunter Hospital Precinct allows for the additional land uses listed in the actions.  
Council supports the inclusion of short term accommodation, commercial and retail uses for staff, patients and their families. |
| - minimise the footprint of future development within the precinct area to respond to the sensitive surrounding environment and landscape  
- align local plans to intensify the medical research and education and ancillary health uses around the precinct and in nearby centres of Jesmond, Lambton and New Lambton  
- align local plans to increase the potential for retail, commercial and short-stay accommodation within and surrounding the Precinct to support the needs of workers, students and visitors  
- improve the amenity and functioning of the Health Precinct, including traffic flows, parking, pedestrian and cycling networks. |
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<tr>
<th>Action</th>
<th>Responsibility</th>
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<tbody>
<tr>
<td><strong>John Hunter Hospital Precinct</strong></td>
<td>Transport for NSW, Hunter New England Health and Newcastle City Council, will: <em>complete the interchange with the Inner City Bypass</em> <em>improve public transport connectivity and accessibility to the precinct, including provision of bus stops and shelters, and technology-enabled public transport service information.</em></td>
<td>Transport for NSW, Hunter New England Health and NCC</td>
</tr>
</tbody>
</table>

**Kotara**

<table>
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<tr>
<th>Action</th>
<th>Responsibility</th>
<th>Status / Comment</th>
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</thead>
<tbody>
<tr>
<td><strong>New Kotara Town Precinct</strong></td>
<td>Newcastle City Council will: <em>align local plans to facilitate commercial and business land uses and creation of main street character along Kullaiba Road</em> <em>improve pedestrian amenity and connections to New Lambton, Adamstown and Kotara Stations</em> <em>manage flooding and drainage constraints and apply the Green Infrastructure Principles</em> <em>align local plans to facilitate office and residential uses adjacent to the rail corridor</em> <em>align local plans to provide a minimum population density of 75 people per hectare</em> <em>work with Transport for NSW and NSW Department of Planning and Environment to improve access to Kotara Railway Station, and better integration into the broader transport network to reflect its role as an important activity hub.</em></td>
<td>NCC</td>
</tr>
<tr>
<td><strong>Kotara Shopping Centre Precinct</strong></td>
<td>Newcastle City Council will align local plans to: <em>consolidate and rationalise vehicle access from Park Avenue, and increase active street frontages (such as ground level retail)</em> <em>diversify the mix of land uses including housing</em> <em>improve integration and transition to the adjoining residential areas at Kotara and Adamstown.</em></td>
<td>NCC</td>
</tr>
<tr>
<td>Action</td>
<td>Responsibility</td>
<td>Status / Comment</td>
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</tr>
<tr>
<td><strong>Kotara</strong></td>
<td></td>
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</tbody>
</table>
| 131 | **Park Avenue Employment Precinct**  
Newcastle City Council will align local plans to retain existing business development and industrial land uses to service the surrounding communities of Adamstown and New Lambton. | NCC | |
| 132 | **Kotara Residential Precinct**  
Newcastle City Council will align local plans to increase the potential for medium density housing with local services, and improve pedestrian and cycle connectivity to surrounding precincts within Kotara and the Fernleigh Track. | NCC | Council Local and Neighbourhood Centres program is reviewing the connectivity of Kotara with surrounding areas. |
| 133 | **Searle Street Employment Precinct**  
Newcastle City Council will align local plans to intensify light industrial and office uses, and improve internal street layout and integration with surrounding residential and commercial areas and Kotara Railway Station. | NCC | |
| **Newcastle Port** | | |
| 134-136 | **Carrington Precinct**  
The Port of Newcastle, working with Newcastle City Council and NSW Department of Planning and Environment, will:  
- investigate the potential to relocate coal export facilities and bulk fuel storages away from residential areas and explore options to renew the Carrington Precinct for alternative uses (including tourism)  
- in consultation with Transport for NSW, protect heavy vehicle and freight rail access and infrastructure to the Port  
- support the establishment and operation of a cruise ship terminal, and improve amenity of port land near the cruise ship terminal to enhance visitor experience. | Port of Newcastle, NCC and DPE | The relocation of the coal export facility is not a decision for Council and will need to be made by the Port of Newcastle in consultation with DPE. Council’s Employment Lands Strategy notes the significant importance of this land for major industrial and port related uses. If the coal export facilities and bulk fuel storage were relocated, it is likely this area would still be needed as employment land. Further investigation will be undertaken by Council, if the Port of Newcastle decides the land is surplus to their needs. |
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<tr>
<th>Action</th>
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<tr>
<td><strong>Newcastle Port</strong></td>
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<tr>
<td>137</td>
<td><strong>Steel River Precinct</strong></td>
<td>NCC</td>
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<td></td>
<td>Newcastle City Council will align local plans to facilitate engineering, research and high-tech manufacturing uses.</td>
<td>The permissible uses included in the Steel River Precinct will be reviewed as part of the update of the Local Planning Strategy.</td>
</tr>
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<tr>
<td>138-141</td>
<td><strong>Throsby Precinct</strong></td>
<td>NCC</td>
</tr>
<tr>
<td></td>
<td>Newcastle City Council will align local plans to:</td>
<td>A review of industrial employment lands in the Throsby Area was completed in 2010 by the DPE. The recommendations of this study informed the zones in the Newcastle LEP 2013. The study found that the employment lands are of strategic importance to support Port related uses as well as other emerging industries. The study also found that there was insufficient planning justification to rezone employment lands to permit residential development in the Newcastle Inner Suburbs. Are the recommendations of this study being superseded by the draft Metro Plan and will the Metro Plan repeal the employment lands study?</td>
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<tr>
<td></td>
<td>• accommodate light industrial and new economy uses to enable a transition from port-related uses to reduce potential impacts on surrounding residential areas</td>
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<td></td>
<td>• leverage the developing tourism role associated with the establishment of a cruise ship terminal in the Carrington Precinct, and support the development of further tourism opportunities in the surrounding communities of Stockton, Carrington and Tighes Hill</td>
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<td></td>
<td>• plan for relocation of bulk fuels to the Mayfield Port Precinct and investigate renewal opportunities including creative industries and potential medium density housing in the former woolsheds and surrounding sites</td>
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<td></td>
<td>• protect and expand the recreational reserve along the Throsby Creek foreshore.</td>
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PURPOSE

This report seeks Council endorsement of the draft submission on the Draft Greater Newcastle Metropolitan Plan (draft Plan).

RECOMMENDATION

1 Council endorses the draft submission at Attachment A on the Draft Greater Newcastle Metropolitan Plan for lodgment with the Department of Planning and Environment.

KEY ISSUES

2 The Department of Planning and Environment has prepared the draft Plan for community consultation. The draft Plan aims to capitalise on investment and sets out strategies and actions to drive sustainable growth across Cessnock City, Lake Macquarie City, Maitland City, Newcastle City and Port Stephens communities.

3 The draft Plan includes a vision and four long term outcomes for the metropolitan area, as well as, seven catalyst areas for Newcastle, which act as the short term focus for housing, employment and infrastructure investment. These catalyst areas are Newcastle City Centre, Beresfield-Black Hill, Broadmeadow, Callaghan, John Hunter Hospital, Kotara and Newcastle Port. A detailed review of the vision, outcomes and catalyst areas and Council's recommendations are included in Attachment A.

4 The draft Plan also includes 141 actions for Council; a review of these actions has been undertaken and is provided as Attachment A.

5 Overall the draft Plan is generally consistent with Council's Community Strategic Plan. The final Greater Newcastle Metropolitan Plan (final Plan) will trigger a review of Council's Local Planning Strategy, Local Environmental Plan and Development Control Plan; to ensure consistency between the documents.

FINANCIAL IMPACT

6 The submission on this initial discussion document does not raise any financial impacts.

COMMUNITY STRATEGIC PLAN ALIGNMENT
7 The draft Plan aligns with the seven strategic directions within the Community Strategic Plan.

IMPLEMENTATION PLAN/IMPLICATIONS

8 Implementation implications for Council have been outlined in Council's submission.

RISK ASSESSMENT AND MITIGATION

9 No risks have been identified in the draft Plan.

RELATED PREVIOUS DECISIONS

10 At the Ordinary Council Meeting held on 12 December 2017, Council resolved through a Lord Mayoral Minute to note the release of the draft Greater Newcastle Metropolitan Plan 2036 and prepare a draft submission for endorsement at the February 2018 Ordinary Council Meeting.

CONSULTATION

11 The consultation of the draft Plan is being run by the Department of Planning and Environment. This submission has been prepared after internal consultation with relevant business units within Council. The consultation period closes on 28 February 2018.

OPTIONS

Option 1

12 The recommendation as at Paragraph 1. This is the recommended option.

Option 2

13 Council does not endorse the submission and Council's views on this matter are not placed on record. This is not the recommended option.

BACKGROUND

14 The Hunter Regional Plan 2036 (October 2016) set the vision for the Hunter to be the leading regional economy in Australia with a vibrant new metropolitan city at its heart. The delivery of the final Plan is an action of the Hunter Regional Plan.

15 The draft Plan includes the following four outcomes:

i) create a workforce skilled and ready for the new economy

ii) enhance environment, amenity and resilience for quality of life

iii) deliver housing close to jobs and services
iv) improve connections, services and recreation.

16 These outcomes are delivered through specific strategies and actions to be completed by State Agencies and Local Government. The draft plan also contains site specific actions that will be achieved through amendment of Council’s planning documents and strategies.

ATTACHMENTS

Attachment A: Submission on the Draft Greater Newcastle Metropolitan Plan
Attachment A
Attachment A - CCL 27/02/18 - Submission on draft Greater Newcastle Me...
Acknowledgment

Newcastle City Council acknowledges the traditional country of the Awabakal and Worimi peoples. We recognise and respect their cultural heritage, beliefs and continuing relationship with the land, and that they are the proud survivors of more than two hundred years of dispossession. Council reiterates its commitment to addressing disadvantages and attaining justice for Aboriginal and Torres Strait Islander peoples of this community.

Enquiries

For information about the Community Strategic Plan, contact:
Community Planner
Newcastle City Council
newcastle2030@ncc.nsw.gov.au

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Newcastle’s transformation into a smart, liveable and sustainable global city is underpinned by our community values.

Lord Mayor Nuatali Nelmes

Message from the Lord Mayor, Nuatali Nelmes

Welcome to Newcastle 2030 - our shared vision to help us thrive and prosper as we transition through a period of amazing change, innovation and renewal.

The next decade is set to be an exciting and rewarding time for all of us as Newcastle grows from a great regional centre to an emerging global city.

This plan encomasses our role as an emerging global city underpinned by our commitment to the United Nations Sustainable Development Goals. Our seven key strategic directions reflect the aspirations that matter most to us as a progressive community.

Protecting our environment, providing accessible transport and creating an inclusive community where everyone is equally embraced are among the goals towards which we are committed.

They also highlight our greatest strengths as a city: our resilient people, our idyllic location and our enviable lifestyle.

I invite you to dream big and join us to make this city a better place for everyone.

Nuatali Nelmes
Lord Mayor of Newcastle

Message from the Chief Executive Officer, Jeremy Bath

This Community Strategic Plan represents the highest level of planning we undertake at local government level.

It is a shared community vision that will inform our policies and actions for the next 10 years and beyond.

We’ve undertaken exhaustive community engagement to make this happen, far beyond the paper surveys and other traditional measures of gauging public opinion.

We held workshops, created an online budget simulator, provided a website for people to get involved and engaged with hundreds of people from all walks of life at events and Council facilities throughout the local government area (LGA).

I would like to thank the thousands of people who had their say and made it clear to us what our strategic priorities should be.

This plan is the result of all that feedback. Let’s make the most of it!

Jeremy Bath
CEO
In 2030, Newcastle will be a smart, liveable and sustainable global city.

Our Vision

We will celebrate our cultural heritage and history, protect our natural environment and support our people to thrive and prosper. As an inclusive community, we will strive for equal rights and access for all. We will face challenges with integrity, innovation and creativity. Support business growth, education and employment opportunities. We will be a leading lifestyle city with vibrant public places and spaces, connected transport networks and unique urbanism. This will be achieved within a framework of open and collaborative leadership.

Vision Definitions

**Smart** - refers to a city that puts its community at its centre; enjoys smart and digitally connected public and urban infrastructure; and works to develop a thriving ecosystem to drive innovation and creativity.

**Liveable** - refers to the factors that influence our quality of life, including the built and natural environments, economic prosperity, social stability and equity, educational opportunity, and cultural, entertainment and recreation possibilities.

**Sustainable** - refers to both environmental and financial sustainability. Sustainability is about meeting the needs of the present generation without compromising the ability of future generations to meet their needs.

**Inclusive** - is used to reflect the community’s desire not just to be welcoming and open, but to actively recognise and embrace differences.

**Community** - refers to everyone; residents, workers, businesses, visitors and stakeholders.

**Newcastle Urbanism** - (refer to Local Planning Strategy) refers to a built environment that addresses public spaces, is scaled for pedestrians, and also respects culture, heritage and place. Urban form that encourages safe and activated places; promotes active and healthy communities and provides opportunities for social interaction.
Our Plan

The Newcastle 2030 Community Strategic Plan is based on the aspirations, knowledge and values of our community. The Community Strategic Plan (CSP) is a shared community vision to inform actions over the next 10 years. This plan is reviewed every four years to ensure it still meets our community’s needs.

The CSP represents the highest level of strategic planning undertaken by local councils. The Local Government Act 1993 requires Council to have a CSP that identifies the main priorities and aspirations of its community.

Newcastle City Council developed this Plan through consultation with the community and analysis of key economic, environmental and societal trends to ensure appropriate planning and service delivery. This Plan is prepared with regard to the social justice principles of equity, access, participation and rights, and addresses social, environmental, economic and governance matters.

Integrated Planning and Reporting Framework

The CSP is the cornerstone document of the NSW Government’s Integrated Planning and Reporting (IP&R) framework. The IP&R framework provides the structure from which all of Council’s strategic and operational documents are connected, including reporting and accountability.

Measuring Progress

The IP&R framework requires Councils to measure and report on progress in implementing this Plan using a set of community indicators. Our community indicators are listed in this Plan under each theme heading (Refer to pages 15-28).
Our Community

Who are we?

Languages and ethnicity
- 14% Born overseas
- 10% Over 14,600 residents speak a second language at home

Largest age groups
- 21,433 Babies to primary schoolers (0 to 11)
- 9,573 Secondary schoolers (12 to 17)
- 41,706 Tertiary education and young workforce (18 to 34)
- 29,936 Parents and homebuilders (36 to 49)
- 35,289 Over 50s (50 to 69)
- 17,485 Seniors (70+)

37 = Median age

How we live and work?

Employed population
- 92.6% Males
- 49.3% Females
- 50.7% Aboriginal and Torres Strait Islander population

Top 3 industry sectors of employment
- 18.5% Health Care and Social Services
- 10% Education and Training
- 9.5% Retail Trade

Our homes

- 35% Own outright
- 92.6% Mortgage
- 30% Rent

- 2.36 Average household size (persons per dwelling)

The population of the LGA will increase and we will play a stronger role as the capital of the region as its population grows to 1 million in 2036

Source:
Australian Bureau of Statistics 2016 as compiled by .id, the population experts.

For more information visit newcastle.nsw.gov.au/Community/Community-Services/Community-Profile
Our **Guiding Principles** underpin this Plan and all of Council’s decision making processes.

---

**Guiding Principles**

- Recognise diverse local community needs and interests
- Consider social justice principles of equity, access, participation and rights
- Consider long term and cumulative effects of actions on future generations
- Consider principles of ecologically sustainable development

---

**Our Values**

As a community we value:

- Community Spirit
- Resilience
- Active Lifestyle
- Engaged Citizens
- Creativity
- Leadership
- Innovation
- Inclusion
- Diversity
- Environmental Sustainability

What we value is important to the way we plan for our future. Values describe what is important to us and how we would like to live as a community.
Our Role

Newcastle City Council takes a lead role in the implementation of this Plan; however, responsibility for achieving our long-term goals rests with all levels of government, businesses, industry groups, community organisations and individuals.

Our community often asks Newcastle City Council to take more action in the areas of health, education, transport and environmental protection. Council is committed to advocating and facilitating change on behalf of the community in these priority areas, however, delivering on these priorities is largely the responsibility of the NSW Government.

Key to Council’s role is understanding our community’s desired level of service and demand for key facilities and programs. The desired level of service is the balance between the service provided; the level of service the community expect and what the community is prepared to pay for.

It is important our community’s desired level of service informs key strategies in this Plan and actions within subsequent plans, e.g. Council’s Delivery Program and Operational Plan. Council’s role in the delivery of services, facilities and programs is further detailed in a range of Council strategies and plans identified under each of the seven strategic directions.

Collaboration and partnerships are crucial to achieving our long-term goals

This Plan identifies some of our key partners in delivery, the list is not exhaustive and we always welcome new partners.

In the delivery of this Plan Newcastle City Council acts as:

Provider - We provide a range of infrastructure, services, facilities and programs that meet the needs of the community.

Leader - We identify key community issues and mobilise both local and external stakeholders to respond where appropriate. We plan and provide direction through policy and practices.

Collaborator - We support and partner with the community, private and government organisations to deliver tangible benefits to the community.

Planner - We use our professional expertise to undertake research, provide information, and in consultation with community stakeholders, develop and evaluate ways to resolve identified issues. We will undertake this work from a whole of community perspective.

Capacity Builder - We work with community groups and agencies to meet local needs. We mentor and/or assist community groups to obtain the necessary resources through partnerships with other agencies.

Advocate - We give a voice to the community by advocating to achieve benefits and best possible outcomes for Newcastle.
Aligning with Sustainable Development Goals and New Urban Agenda

In September 2015, Australia was one of 193 countries, to commit to the Sustainable Development Goals (SDGs). These goals were developed by the United Nations to provide a global roadmap for all countries to work toward a better world for current and future generations.

Newcastle is a United Nations City, with a CIFAL research institute at the University of Newcastle. Newcastle City Council has adopted the SDGs and New Urban Agenda as cornerstones for our planning. All stakeholders, including governments, civil society and the private sector, are expected to contribute to the realisation of these goals.
# Integrated and Accessible Transport

Transport networks and services will be well connected and convenient. Walking, cycling and public transport will be viable options for the majority of our trips.

## Related SDGs:

1. **Effective and integrated public transport**
   - **1.1** Support implementation of the regional transport strategy
     - Council's role: Collaborator
     - Advocate
     - Transport for NSW, Neighbouring Councils, Newcastle Transport
   - **1.1a** Advocate for public transport improvements including extension of the light rail network
     - Advocate
     - Community, Transport for NSW, Newcastle Transport
   - **1.1b** Plan and deliver accessible local infrastructure improvements for public transport
     - Provider
     - Planner
     - Advocate
     - Transport for NSW, Newcastle Transport
   - **1.2** Continue to upgrade, extend and promote cycle and pedestrian networks
     - Provider
     - Planner
     - Transport for NSW, Roads and Maritime Service, Hunter Development Corporation, Neighbouring Councils e.g. Richmond Vale Rail Trail, Newcastle Cycleways Movement

## Our supporting Strategies and Plans:

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<thead>
<tr>
<th>Community indicator</th>
<th>Measure</th>
<th>Source</th>
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<tbody>
<tr>
<td>Improved access to active transport options</td>
<td>The proportion of walking and cycling trips is increasing</td>
<td>NSW Bureau of Transport Statistics - Household Travel Survey</td>
</tr>
<tr>
<td>Satisfaction with provision of cycleways</td>
<td>Level of community satisfaction with provision of cycleways</td>
<td>Newcastle City Council Community Survey</td>
</tr>
<tr>
<td>Use of public transport in Newcastle (train, bus and ferry)</td>
<td>Percentage of journeys to work involving public transport</td>
<td>Australian Bureau of Statistics Census</td>
</tr>
<tr>
<td>Roads in Newcastle Council area are in a good condition</td>
<td>Level of community satisfaction with roads</td>
<td>Newcastle City Council Community Survey</td>
</tr>
<tr>
<td>Footpaths in Newcastle Council area are in good condition</td>
<td>Level of community satisfaction with footpaths</td>
<td>Newcastle City Council Community Survey</td>
</tr>
<tr>
<td>Reduced emissions due to use of electric vehicles in Newcastle (electric cars, buses and bikes)</td>
<td>Number of registered and recreational electric vehicles</td>
<td>Transport for NSW and Newcastle Transport, Roads and Maritime Service and BYKKO</td>
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### Parking which enables people to shop, work and access recreation activities
- **1.3** Ensure safe road networks through effective planning and maintenance
  - Provider
  - Planner
  - Transport NSW, Roads and Maritime Services
  - **1.3a** Ensure community and business needs for adequate and accessible parking are prioritised
    - Provider
    - Collaborator
    - Community, Business Associations, Hunter Business Chamber
  - **1.3b** Implement technology solutions to improve transport infrastructure and experiences, and encourage mobility innovation
    - Provider
    - Leader
    - Collaborator
    - Transport for NSW, Newcastle Transport and BYKKO

### Community indicator Measure Source

- **Improved access to active transport options**
  - The proportion of walking and cycling trips is increasing
  - NSW Bureau of Transport Statistics - Household Travel Survey
- **Satisfaction with provision of cycleways**
  - Level of community satisfaction with provision of cycleways
  - Newcastle City Council Community Survey
- **Use of public transport in Newcastle (train, bus and ferry)**
  - Percentage of journeys to work involving public transport
  - Australian Bureau of Statistics Census
- **Roads in Newcastle Council area are in a good condition**
  - Level of community satisfaction with roads
  - Newcastle City Council Community Survey
- **Footpaths in Newcastle Council area are in good condition**
  - Level of community satisfaction with footpaths
  - Newcastle City Council Community Survey
- **Reduced emissions due to use of electric vehicles in Newcastle (electric cars, buses and bikes)**
  - Number of registered and recreational electric vehicles
  - Transport for NSW and Newcastle Transport, Roads and Maritime Service and BYKKO
- **Parking which enables people to shop, work and access recreation activities**
  - Maintain occupancy levels between 50% - 75% in accordance with Council’s Parking Management Action Plan and Framework
  - Newcastle City Council

### Where do we want to be? How will we get there? Council's role Who are our partners?

- **1.1** Support implementation of the regional transport strategy
  - Council's role: Collaborator
  - Advocate
  - Transport for NSW, Neighbouring Councils, Newcastle Transport

- **1.1a** Advocate for public transport improvements including extension of the light rail network
  - Advocate
  - Community, Transport for NSW, Newcastle Transport

- **1.1b** Plan and deliver accessible local infrastructure improvements for public transport
  - Provider
  - Planner
  - Advocate
  - Transport for NSW, Newcastle Transport

- **1.2** Continue to upgrade, extend and promote cycle and pedestrian networks
  - Provider
  - Planner
  - Transport for NSW, Roads and Maritime Service, Hunter Development Corporation, Neighbouring Councils e.g. Richmond Vale Rail Trail, Newcastle Cycleways Movement

- **1.3** Ensure safe road networks through effective planning and maintenance
  - Provider
  - Planner
  - Transport NSW, Roads and Maritime Services

### Community indicator Measure Source

- **Improved access to active transport options**
  - The proportion of walking and cycling trips is increasing
  - NSW Bureau of Transport Statistics - Household Travel Survey

- **Satisfaction with provision of cycleways**
  - Level of community satisfaction with provision of cycleways
  - Newcastle City Council Community Survey

- **Use of public transport in Newcastle (train, bus and ferry)**
  - Percentage of journeys to work involving public transport
  - Australian Bureau of Statistics Census

- **Roads in Newcastle Council area are in a good condition**
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  - Maintain occupancy levels between 50% - 75% in accordance with Council’s Parking Management Action Plan and Framework
  - Newcastle City Council

### Community indicator Measure Source
Protected Environment

Our unique environment will be understood, maintained and protected.

Related SDGs:

<table>
<thead>
<tr>
<th>Community indicator</th>
<th>Measure</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Greenhouse gas emissions</td>
<td>Annual tonnes of carbon equivalent emissions</td>
<td>Annual carbon accounting reports to ICLEI Local Government for Sustainability. Annual city wide Green House Gas (GHG) reporting</td>
</tr>
<tr>
<td>Domestic waste diverted from landfill</td>
<td>Percentage of domestic waste diverted from landfill</td>
<td>Newcastle City Council</td>
</tr>
<tr>
<td>Recycling and green waste diverted from landfill</td>
<td>Tonnes of recycling and green waste diverted from landfill</td>
<td>Newcastle City Council</td>
</tr>
<tr>
<td>Household water usage</td>
<td>Annual household water usage</td>
<td>Hunter Water</td>
</tr>
<tr>
<td>Household electricity usage</td>
<td>Average daily household electricity consumption</td>
<td>Ausgrid</td>
</tr>
<tr>
<td>Air quality</td>
<td>Daily Regional Air Quality Index</td>
<td>NSW Office of Environment and Heritage</td>
</tr>
<tr>
<td>Coastal water quality</td>
<td>Water quality at coastal swimming locations</td>
<td>NSW Beachwatch</td>
</tr>
<tr>
<td>Area of community natural assets rehabilitated</td>
<td>Extent of natural area rehabilitation investment occurring annually</td>
<td>Newcastle City Council</td>
</tr>
<tr>
<td>Migratory shorebirds</td>
<td>Estimated number of species recorded at the Hunter Estuary</td>
<td>Hunter Bird Observers Club</td>
</tr>
</tbody>
</table>

Where do we want to be? How will we get there? Council's role Who are our partners?

2.1 Greater efficiency in the use of resources

2.1a Improve waste minimisation and recycling practices in homes, work places, development sites and public places

Provider: Leader
Collaborator: Planner, Capacity Builder
Advocate: Community, NSW Government, Neighbouring Councils

2.1b Investigate and implement renewable energy technologies

Provider: Leader
Collaborator: Planner

2.1c Encourage energy and resource efficiency initiatives

Provider: Leader
Collaborator: Planner

2.2 Our unique natural environment is maintained, enhanced and connected

2.2a Provide and advocate for protection and rehabilitation of natural areas

Provider: Advocate

2.2b Encourage and support active community participation in local environmental projects

Provider: Leader
Collaborator: Planner, Capacity Builder

2.3 Environment and climate change risks and impacts are understood and managed

2.3a Ensure decisions and policy response to climate change remains current and reflects community needs

Provider: Leader
Collaborator: Planner
Advocate: Community, NSW Government, Hunter Water, CSIRO, Neighbouring Councils

2.3b Support individuals and communities to prepare, respond and recover from emergency events

Provider: Leader
Collaborator: Advocate

Our supporting Strategies and Plans:

- Newcastle Environmental Management Strategy, 2013
- Smart City Strategy 2017 - 2021
- Throsby Creek Action Plan, 2017
- Urban Water Cycle Policy, 2017
- Hunter Estuary Coastal Zone Management Plan 2017
- draft Newcastle Coastal Zone Management Plan Stockton 2018

Our supporting Strategies and Plans:

- Newcastle Environmental Management Strategy, 2013
- Smart City Strategy 2017 - 2021
- Throsby Creek Action Plan, 2017
- Urban Water Cycle Policy, 2017
- Hunter Estuary Coastal Zone Management Plan 2017
- draft Newcastle Coastal Zone Management Plan Stockton 2018
Vibrant, Safe and Active Public Places

A city of great public places and neighbourhoods promoting people’s health, happiness and wellbeing.

Related SDGs:

<table>
<thead>
<tr>
<th>Community indicator</th>
<th>Measure</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Satisfaction with parks and recreational areas</td>
<td>Level of community satisfaction with parks and recreational areas</td>
<td>Newcastle City Council Community Survey</td>
</tr>
<tr>
<td>All residents have access to a park/recreation area within 400 metres from home</td>
<td>A network of recreation spaces within 400m of homes</td>
<td>Newcastle City Council Community Survey</td>
</tr>
<tr>
<td>Satisfaction with maintenance of beaches and beach facilities</td>
<td>Level of community satisfaction with maintenance of beaches and beach facilities</td>
<td>Newcastle City Council Community Survey</td>
</tr>
<tr>
<td>Satisfaction with local arts, entertainment and culture</td>
<td>Level of community satisfaction with the provision of arts, entertainment and culture</td>
<td>Newcastle City Council Community Survey</td>
</tr>
<tr>
<td>Cultural participation</td>
<td>Annual attendance and participation in cultural events at Council facilities</td>
<td>Newcastle City Council</td>
</tr>
<tr>
<td>Growth in the creative sector</td>
<td>Employment and economic output in the cultural and heritage sector is increasing</td>
<td>REMPLAN</td>
</tr>
<tr>
<td>Crime rates</td>
<td>BOCSAR outdoor/public places offences recorded</td>
<td>NSW Bureau of Crime Statistics and Research (BOCSAR)</td>
</tr>
</tbody>
</table>

Where do we want to be? How will we get there? Council’s role Who are our partners?

3.1 Public places that provide for diverse activity and strengthen our social connections

3.1a Provide quality parkland and recreation facilities that are diverse, accessible and responsive to changing needs

Provider

Community, Office of Sport, Neighbouring Councils, Venues NSW (Broadmeadow Precinct), Department of Planning

3.1b Enhance our beaches and coastal areas through upgraded facilities

Provider

Collaborator

Community, NSW Government, Surf Life Saving NSW, Surfing Australia

3.1c Support and deliver cultural and community programs, events and live music

Provider

Leader

Collaborator

Planner

Community, Australian Government, NSW Government, Cultural Sector, NSW Live Music Office

3.2 Culture, heritage and place are valued, shared and celebrated

3.2a Celebrate Newcastle’s cultural heritage and diversity

Leader

Collaborator

Advocate

Community, Awabakal, Worimi and Minderibba Aboriginal Land Councils, NSW Government, Cultural Sector

3.2b Celebrate Newcastle’s identity by sharing local stories, both historical and contemporary, through arts and cultural programs

Leader

Collaborator

Advocate

Community, Awabakal, Worimi and Minderibba Aboriginal Land Councils, Australian and NSW Government, Cultural Sector

3.3 Safe and activated places that are used by people day and night

3.3a Collaborate with local groups and services to address crime and safety issues

Collaborator

Community, NSW Government, Business Associations, Police, Peak Associations

3.3b Plan for a night-time economy, characterised by creativity, vibrancy and safety, that contributes to cultural and economic revitalisation

Leader

Collaborator

Community, NSW Government, Business Associations, Police, NSW Live Music Office, Residents Groups, Peak Associations

Newcastle City Council

19

Community Strategic Plan 20
Inclusive Community

A thriving community where diversity is embraced, everyone is valued and has the opportunity to contribute and belong.

Related SDGs:

Where do we want to be? How will we get there? Council’s role Who are our partners?

4.1 A welcoming community that cares and looks after each other
4.1a Acknowledge and respect First Nations peoples
Leader Collaborator
Community, Awabakal, Worimi and Minderibba Aboriginal Land Councils, Traditional Owners and Aboriginal Enterprises

4.1b Support initiatives and facilities that encourage social inclusion and community connections
Leader Collaborator Capacity Builder Advocate
Community, Australian Government, NSW Government, Human Services Sector

4.1c Improve, promote and facilitate equitable access to services and facilities
Provider Collaborator
Community, NSW Government, Human Services Sector, Businesses

4.2 Active and healthy communities with physical, mental and spiritual wellbeing
4.2a Ensure people of all abilities can enjoy our public places and spaces
Provider Collaborator
Community, NSW Government, Sporting Associations, Human Services Sector

4.2b Improve access to formal and informal lifelong learning opportunities, facilities and services
Collaborator Advocate
Education and Training Sector

4.2c Promote recreation, health and wellbeing programs
Provider Collaborator Advocate
Community, Australian and NSW Government, Sporting Associations, Volunteer Programs

Our supporting Strategies and Plans:
Social Strategy 2016 - 2019
Multicultural Plan 2016 - 2019
Disability Inclusion Action Plan 2016 - 2019
Aboriginal Employment Strategy 2016 - 2021

Community indicator Measure Source
Volunteer participation rates Volunteer participation rates remain stable or are increasing Australian Bureau of Statistics Census and Newcastle City Council
Wellbeing Index Community wellbeing continues to reflect the average Australian wellbeing score Regional Wellbeing Survey* and the Australian Unity Wellbeing Index
Equitable access to health, education, aged care and child care Community’s perception of their access to key services is increasing Regional Wellbeing Survey*
Equitable access to education and lifelong learning is supported Monitor improvements in the percentage of children on-track over time Australian Early Development Index
Growth in post school qualifications Percentage of community with post school qualifications Australian Bureau of Statistics Census
Equitable access for all members of the community to our local places and spaces The number of access audits conducted on public domain projects are increasing Newcastle City Council

*The Regional Wellbeing Survey currently covers the Hunter ex. Lake Macquarie and Mid-Coast LGAs.
Liveable Built Environment

An attractive city that is built around people and reflects our sense of identity.

Related SDGs:

<table>
<thead>
<tr>
<th>Community indicator</th>
<th>Measure</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Listed heritage items</td>
<td>Number of heritage items listed</td>
<td>Newcastle Local Environmental Plan, State Heritage Register</td>
</tr>
<tr>
<td>Satisfaction with heritage conservation</td>
<td>Percentage of residents satisfied with heritage conservation in Newcastle</td>
<td>Newcastle City Council Community Survey</td>
</tr>
<tr>
<td>Development Application Approvals</td>
<td>Total number of development applications approved</td>
<td>Newcastle City Council</td>
</tr>
<tr>
<td>Greater diversity of dwelling type</td>
<td>Increased diversity of dwelling type</td>
<td>Australian Bureau of Statistics Census</td>
</tr>
</tbody>
</table>

Where do we want to be? How will we get there? Council's role Who are our partners?

5.1 A built environment that maintains and enhances our sense of identity

- Protect and promote our unique built and cultural heritage
  
  - Leader
  - NSW Government, Development and Construction Sector

- Ensure our suburbs are preserved, enhanced and promoted, while also creating opportunities for growth
  
  - Planner
  - Advocate
  - Community, NSW Government, Business Associations, Development Sector

- Facilitate well designed and appropriate scale development that complements Newcastle’s unique character
  
  - Leader
  - Advocate
  - NSW Government, Development Sector

5.2 Mixed-use urban villages supported by integrated transport networks

- Plan for concentrated growth around transport and activity nodes
  
  - Collaborator
  - Advocate
  - NSW Government, Development Sector

- Plan for an urban environment that promotes active and healthy communities
  
  - Collaborator
  - Planner
  - Advocate
  - Community, NSW Government, Development Sector

5.3 Greater diversity of quality housing for current and future community needs

- Ensure sufficient housing diversity to meet community needs, including affordable living and adaptable housing options
  
  - Collaborator
  - Advocate
  - NSW Government, Development Sector, Community Housing Providers

5.4 Sustainable infrastructure to support a liveable environment

- Advocate for implementation of energy and resource efficiency in new developments
  
  - Collaborator
  - Planner
  - Advocate
  - Community, NSW Government, Development and Construction Sector

- Plan, provide and manage infrastructure that continues to meet community needs
  
  - Provider
  - Leader
  - Collaborator
  - Planner
  - NSW Government, Australian Government, Development and Construction Sector

Advocate to Australian and State governments for a minimum 10% affordable housing to be provided in appropriate scaled residential and mixed use developments.
## Smart and Innovative

A leader in smart innovations with a prosperous, diverse and resilient economy.

### Related SDGs:

<table>
<thead>
<tr>
<th>Community Indicator</th>
<th>Measure</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Growth in business tourism</td>
<td>Annual value spend in the region for confirmed bookings is increasing</td>
<td>Newcastle Convention Bureau</td>
</tr>
<tr>
<td>Growth in tourism and visitation</td>
<td>Number of visitors to Newcastle is increasing</td>
<td>Tourism Research Australia</td>
</tr>
<tr>
<td>Financial support provided by Council through the Events Sponsorship Program</td>
<td>Economic value of grants provided by the Events Sponsorship Program</td>
<td>Newcastle City Council</td>
</tr>
<tr>
<td>Commercial investment</td>
<td>Estimated value of approved commercial developments is increasing</td>
<td>Newcastle City Council</td>
</tr>
<tr>
<td>Unemployment rate</td>
<td>Overall unemployment rate is decreasing and the youth unemployment rate is decreasing (aged 15 - 24)</td>
<td>Australian Bureau of Statistics</td>
</tr>
<tr>
<td>Growth in small business</td>
<td>Number of registered small businesses</td>
<td>Australian Business Register Data (ABR)</td>
</tr>
</tbody>
</table>

### Where do we want to be? How will we get there? Council’s role Who are our partners?

<table>
<thead>
<tr>
<th>6.1 A vibrant, diverse and resilient economy built on educational excellence and research</th>
<th>How will we get there?</th>
<th>Council’s role</th>
<th>Who are our partners?</th>
</tr>
</thead>
<tbody>
<tr>
<td>6.1a Recognise and strengthen Newcastle’s role as a metropolitan capital and hub for education, health, tourism, creative, port and logistics industries</td>
<td>Collaborator</td>
<td>Australian and NSW Government, University of Newcastle, TAFE NSW, Hunter New England Health (HNEH), Newcastle Airport, Port of Newcastle, HunterNet, Newcastle Tourism Industry Group (NTIG), Hunter Business Chamber</td>
<td></td>
</tr>
<tr>
<td>6.1b Attract new business and employment opportunities</td>
<td>Collaborator Planner</td>
<td>Business Associations, HunterNet, Hunter Business Chamber, The Business Centre</td>
<td></td>
</tr>
<tr>
<td>6.2 A culture that supports and encourages innovation and creativity at all levels</td>
<td>How will we get there?</td>
<td>Council’s role</td>
<td>Who are our partners?</td>
</tr>
<tr>
<td>6.2a Support and advocate for innovation in business, research activities, education and creative industries</td>
<td>Provider Advocate</td>
<td>Australian and NSW Government, Business Associations, University of Newcastle, TAFE NSW, CSIRO, The Business Centre, Hunter Net, Hunter Workers, AusTrade, AI Group</td>
<td></td>
</tr>
<tr>
<td>6.2b Support and advocate for the small business sector</td>
<td>Provider Leader Collaborator Advocate</td>
<td>Business Associations, Hunter Business Chamber, The Business Centre</td>
<td></td>
</tr>
<tr>
<td>6.3 A thriving city that attracts people to live, work, invest and visit</td>
<td>How will we get there?</td>
<td>Council’s role</td>
<td>Who are our partners?</td>
</tr>
<tr>
<td>6.3a Facilitate events that attract visitors and support the local economy and the vibrancy of Newcastle</td>
<td>Provider Leader Collaborator Planner</td>
<td>Community, Australian and NSW Government, TAFE NSW, Business Associations</td>
<td></td>
</tr>
<tr>
<td>6.3b Work with the tourism sector to further develop Newcastle as a visitor and event destination</td>
<td>Provider Leader Collaborator Planner</td>
<td>Australian and NSW Government, Newcastle Tourism Industry Group (NTIG)</td>
<td></td>
</tr>
<tr>
<td>6.3c Work with businesses, planners and government at all levels to facilitate key infrastructure to support business growth</td>
<td>Collaborator</td>
<td>Australian and NSW Government</td>
<td></td>
</tr>
<tr>
<td>6.3d Foster a collaborative approach to continue city centre renewal</td>
<td>Collaborator</td>
<td>Community, Australian and NSW Government, Business Associations</td>
<td></td>
</tr>
</tbody>
</table>
Open and Collaborative Leadership

A strong local democracy with an actively engaged community and effective partnerships.

Related SDGs:

### Related SDGs:

<table>
<thead>
<tr>
<th>Where do we want to be?</th>
<th>How will we get there?</th>
<th>Council’s role</th>
<th>Who are our partners?</th>
</tr>
</thead>
<tbody>
<tr>
<td>7.1 Integrated, sustainable long-term planning for Newcastle and the Region</td>
<td>Encourage and support long term planning for Newcastle, including implementation, resourcing, monitoring and reporting</td>
<td>Leader</td>
<td>Australian and NSW Governments, Neighbouring Councils</td>
</tr>
<tr>
<td></td>
<td>Ensure long-term financial sustainability through short, medium and long-term financial planning</td>
<td>Provider Leader</td>
<td>Australian and NSW Governments, Neighbouring Councils</td>
</tr>
<tr>
<td>7.2 Considered decision-making based on collaborative, transparent and accountable leadership</td>
<td>Conduct Council business in an open, transparent and accountable manner</td>
<td>Provider Leader</td>
<td>Australian and NSW Governments, Neighbouring Councils</td>
</tr>
<tr>
<td></td>
<td>Provide timely and effective advocacy and leadership on key community issues</td>
<td>Provider Leader</td>
<td>Australian and NSW Governments, Neighbouring Councils</td>
</tr>
<tr>
<td></td>
<td>Establish collaborative relationships and advocate for local needs with all stakeholders</td>
<td>Provider Leader</td>
<td>Community, Stakeholders</td>
</tr>
<tr>
<td>7.3 Active citizen engagement in local planning and decision-making processes and a shared responsibility for achieving our goals</td>
<td>Provide opportunities for genuine engagement with the community to inform Council’s decision-making</td>
<td>Provider Leader</td>
<td>Community, Contracted Service Providers</td>
</tr>
<tr>
<td></td>
<td>Provide clear, consistent, accessible and relevant information to the community</td>
<td>Provider Leader</td>
<td>Community, Contracted Service Providers</td>
</tr>
<tr>
<td>7.4 A local government organisation of excellence</td>
<td>Continuous improvement in services delivery based on accountability, transparency and good governance</td>
<td>Leader</td>
<td>Australian and NSW Governments, Neighbouring Councils</td>
</tr>
<tr>
<td></td>
<td>Provide services that deliver on sustainable community service expectations</td>
<td>Leader</td>
<td>Community, Stakeholders, Australian and NSW Governments, Neighbouring Councils</td>
</tr>
<tr>
<td></td>
<td>Provide the community with responsive customer service</td>
<td>Leader</td>
<td>Community, Contracted Service Providers</td>
</tr>
<tr>
<td></td>
<td>Maintain a high quality workforce that is committed to delivering on our communities’ and Council’s vision and goals</td>
<td>Leader</td>
<td>Unions, Neighbouring Councils, Education and Training Sector</td>
</tr>
<tr>
<td></td>
<td>Support the community and the organisation through improved IT services that meet community needs</td>
<td>Leader</td>
<td>Community, Contracted Service Providers</td>
</tr>
</tbody>
</table>

### Our supporting Strategies and Plans:

- Open and Transparent Governance Strategy 2017
- Asset Management Strategy 2018 - 2027
- Community Engagement Framework 2015 - 2018
- Information and Communication Technology Strategic Plan 2018 - 2020 (ICT Strategic Plan)
- Aboriginal Employment Strategy 2013 - 2017

### Community indicator | Measure | Source
---|---|---
Additional support to achieve community outcomes by seeking targeted grant funding | Increasing number of community grants applied for by Council | Newcastle City Council Grant Register
Informing residents about Council activities | Increased satisfaction with informing residents about Council activities | Newcastle City Council Community Survey
Opportunities for genuine community engagement | Increased satisfaction with involvement in decision making | Newcastle City Council Community Survey
Quality of service provided to ratepayers | Increased satisfaction with standards of services provided to ratepayers | Newcastle City Council Community Survey
Effective and efficient IT services | Total number of completed IT Service Requests | Newcastle City Council
Overall Council performance | Increased satisfaction with Council’s overall performance | Newcastle City Council Community Survey
Editors Notes:
The estimated number of community members involved during engagement is 2700 people. It is not possible to ascertain the exact numbers of people that contributed to this project, as people may have contributed to multiple activities and for some activities (e.g. Ideas Walls) people may have contributed multiple times. Stakeholders for the purpose of this project were not limited to residents and ratepayers of Newcastle. Participation from people that lived outside the LGA was supported.

Appendix

Community Engagement

What we asked you

1. Has there been a change in the community’s awareness of the Newcastle 2030 Community Strategic Plan?
2. Are the core values in the existing CSP still relevant and do they represent the values of the Newcastle community?
3. Is the current Vision Statement appropriate or does it need to be modified?
4. What are the strengths of Newcastle and its people?
5. What does the community think are the challenges facing Newcastle?
6. Are the current strategic directions appropriate or do they need to be modified?
7. What does the community think are the opportunities for Newcastle?
8. What are the community’s priorities for services and projects?

How we engaged with you

Online
Engagement hub on Council’s website, Ideas Wall, Budget Simulator and surveys.

Face-to-face
At community workshops in Merewether, Wallsend, Jesmond and Newcastle.
Activities at Council displays at events including NAIDOC week, Hunter Homeless Connect Day, Wallsend Winter Fair, Tarro playground opening and YesFest.

On paper
Through hard copy surveys.
Competition cards at workshops and library information hubs across the LGA.

Better Together
Our 2030 plan

Your involvement statistics

Surveys completed 1,591

115 Attended 5 Community Workshops

Community events attended 5

799 Participated in Ideas Wall

319 Created a budget using “Budget Simulator” online

179 'Big Ideas' were posted online

209 Entries for competition cards

810 Got involved at libraries and events

Registrations for 2017 Stakeholder Workshops from community and government organisations 64
How to read our Plan

This diagram explains the key headings and terminology used in pages 15 - 28 of this Plan.

Strategic Direction
Our focus areas for achieving the 2030 vision; and provide structure for this Plan. The strategic directions have been developed in consultation with our community.

Sustainable Development Goals (SDGs)
The United Nations' SDGs are established global goals that provide a roadmap for all countries towards a better world for current and future generations. We aim to contribute to achieving the SDGs noted through delivery of the community objectives and strategies.

Community Objectives
These are the community’s long-term aspirations for Newcastle, and contribute to achieving the community’s vision for 2030.

Strategies
These are identified community and Council priorities to achieve the community objectives. Agencies like Council will put in place actions to deliver on these strategies.

Council’s Role
Council has a custodial role in working towards each community objective, however it is not wholly responsible for achieving them. Responsibility rests with everyone including other levels of government, businesses, industry groups, community organisations and individuals.

Partners
Collaboration and partnerships are crucial to achieving our long-term goals. This Plan identifies some of our key partners in delivery, however, the list is not exhaustive and we always welcome new partners.

Supporting Documents
Council has a range of documents that provide more detail in the delivery of each strategic direction. These documents have been informed by targeted community engagement undertaken during their development.

Community Indicators
These provide a framework to measure and report progress in implementation of this Plan. Indicators are based on a range of available data sets.
Our CSP must reflect the needs of our community and also support State and Regional planning goals.

How our community can get involved

We have been involving community in decision making, and providing effective communications to ensure we have an informed community for many years.

You can actively get involved, or see how your input has influenced our decision making by visiting our Have Your Say page newcastle.nsw.gov.au/YourSay

Stay connected
You can find out about our news and events through a variety of communication channels by visiting newcastle.nsw.gov.au or calling 02 4974 2000 for hard copy options.

State and Regional Plans

Our community has helped shape the future of Newcastle in the following areas:
- Arts, entertainment and culture
- Beaches, parks and recreation
- Budgets and rates
- Building and planning
- Environmental / water / waste
- Roads and traffic
- Tourism and economy

NSW 2021 State Plan Goals

<table>
<thead>
<tr>
<th>Rebuild the economy</th>
<th>Strengthen our local environment and communities</th>
<th>Return quality services</th>
<th>Renovate infrastructure</th>
<th>Restore accountability to government</th>
</tr>
</thead>
</table>

Hunter Regional Plan Priorities

<table>
<thead>
<tr>
<th>The leading economy in Australia</th>
<th>Biodiversity-rich natural environment</th>
<th>Thriving communities</th>
<th>Greater housing choice and jobs</th>
</tr>
</thead>
</table>

Draft Greater Newcastle Metropolitan Plan* Priorities

<table>
<thead>
<tr>
<th>Create a workforce skilled and ready for the new economy</th>
<th>Enhance environment, amenity and resilience for quality of life</th>
<th>Improve connections to jobs, services and recreation</th>
<th>Deliver housing close to jobs and services</th>
</tr>
</thead>
</table>

Newcastle 2030 Community Strategic Plan Objectives

<table>
<thead>
<tr>
<th>A vibrant diverse and resilient economy built on educational excellence and research</th>
<th>Greater efficiency in the use of resources</th>
<th>A welcoming community that cares and looks after each other</th>
<th>Greater diversity of quality housing for current and future community needs</th>
</tr>
</thead>
<tbody>
<tr>
<td>A culture that supports and encourages innovation and creativity at all levels</td>
<td>Our unique natural environment is maintained, enhanced and connected</td>
<td>Active and healthy communities with physical, mental and spiritual wellbeing</td>
<td>Mixed-use urban villages supported by integrated transport networks</td>
</tr>
<tr>
<td>A thriving city that attracts people to live, work, invest and visit</td>
<td>Environment and climate change risks and impacts are understood and managed</td>
<td>Public places that provide for diverse activity and strengthen our social connections</td>
<td>Effective and integrated public transport</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Linked networks of cycle and pedestrian paths</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>A transport network that encourages energy and resource efficiency</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>A built environment that maintains and enhances our sense of identity</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Best practice energy and water efficient buildings and infrastructure</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Integrated, sustainable, long-term planning for Newcastle and the Region</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Considered decision making based on collaborative, transparent and accountable leadership</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Active citizen engagement in local planning and decision-making processes and a shared responsibility for achieving our goals</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>A local government organisation of excellence</td>
</tr>
</tbody>
</table>

*The draft Greater Newcastle Metropolitan Plan has recently been on public exhibition.

Newcastle City Council

33 Community Strategic Plan

Community Strategic Plan
Community members who participated in community engagement processes, providing valuable input into the development of this Plan.

Callaghan College Wallsend Campus, San Clemente High School Mayfield and Hunter School of Performing Arts for enabling Council to engage with your students.

Councillors, Council staff and community members who attended and participated in Ward based workshops hosted during June and July 2017.


Councillors for their ongoing commitment to supporting the preparation of the Plan and to achieving the long-term objectives for Newcastle.
Draft Greater Newcastle Future Transport Plan
Supporting Plan
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SECTION 1 – Introduction

This section describes the purpose of this document, including its place in the suite of Draft Future Transport 2056 documents, outlines Greater Newcastle and its future as well as provides an overview of the Draft Regional NSW Services and Infrastructure Plan objectives and customer outcomes for transport in Regional NSW, specifying those particularly relevant to Greater Newcastle.

1. About the Draft Greater Newcastle Future Transport Plan

Figure 1: Overview of Draft Future Transport 2056

- The Draft Future Transport Strategy 2056 sets the vision, state-wide directions and headline initiatives that will deliver the six outcomes.
- The Draft Services and Infrastructure Plans set the customer outcomes and identify the networks and initiatives required to achieve these, including policy, service and infrastructure initiatives.
- The Supporting Plans are more detailed issues-based or place-based planning documents that will support the implementation of Future Transport 2056.
The Draft Greater Newcastle Future Transport Plan is a supporting plan that considers the Greater Newcastle area. It provides the overarching strategic transport network and vision that will guide future transport planning for the Greater Newcastle area.

1.1 Defining Greater Newcastle and its future

Global Gateway City

Greater Newcastle is a key Global Gateway City, with a catchment of over 1 million people. It has strong connections within NSW to Sydney, Central Coast, North Coast, New England North West and Central West and Orana. Greater Newcastle has growing national and international connections through its airport and port.

Greater Newcastle is currently undergoing transformation from its heavy industrial past to an urbanised, service-based economy. It is benefited by its access to international markets through the port and airport, strong health and education precincts and economic development opportunities through tourism, growth of specialised manufacturing and small-medium enterprises, defence facilities as well as a growing knowledge industry base.

There are further urban renewal opportunities to be realised. Transformative light rail and the introduction of frequent bus and ferry connections as well as opportunities to support and increase liveability through more sustainable travel behaviour are examples to ensure its success into the future.

Five local government areas

Greater Newcastle comprises of the local government areas (LGAs) of Newcastle, Lake Macquarie, Cessnock, Maitland and Port Stephens.

It is home to around 575,000 people and is expected to grow to around 760,000 people by 2056. This is larger than the state of Tasmania or the Australian Capital Territory. The majority of the population live within the Lake Macquarie (35%) and Newcastle (29%) LGAs.

The area’s greatest population density is within 5-10km of the Newcastle city centre at around 19 people per hectare. This area is expected to continue to grow and densify into the future. However, greenfield development and population increase is expected to occur along the New England Highway corridor around Branxton, Maitland and Thornton. Other growth areas are Cameron Park, Morisset, Nelson Bay, Raymond Terrace and around Williamtown-Medowie-Karuah.

Greater Newcastle currently has around 275,000 jobs. Most jobs are located in Newcastle (43%) and Lake Macquarie (27%) LGAs.

Newcastle city centre has the greatest employment density at over 57 jobs per hectare, which is more than double the next highest area of Hamilton/Broadmeadow at 22 jobs per hectare. Employment precincts are also located at Glendale and
Charlestown and a corridor of employment stretches along the New England Highway towards Maitland.

Employment growth is expected across Greater Newcastle, with the greatest growth occurring within the Newcastle city centre.

Figure 2: Greater Newcastle existing transport network schematic
1.2 Overview of transport objectives and customer outcomes for Greater Newcastle

Our customers are at the centre of everything we do. Within the Draft Regional NSW Services and Infrastructure Plan, we have identified transport objectives and customer outcomes that people can expect when travelling in Regional NSW – whether they are commuters, customers travelling for leisure or freight customers.

These transport objectives and customer outcomes are also relevant to Greater Newcastle. This Draft Greater Newcastle Future Transport Plan explores in detail six of these customer outcomes within the context of Greater Newcastle, making the outcomes more relevant to customers travelling within, to, from and through this important Global Gateway City.

<table>
<thead>
<tr>
<th>Regional NSW customer outcomes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. A safe transport system for every customer with zero deaths or serious injuries on the network by 2056</td>
</tr>
<tr>
<td>2. A transport system which is resilient to significant weather events including floods, fog, bush fires</td>
</tr>
<tr>
<td>3. Customers enjoy improved connectivity, integrated services and better use of capacity</td>
</tr>
<tr>
<td>4. The appropriate movement and place balance is established enabling people and goods to move efficiently through the network whilst ensuring local access and vibrant places</td>
</tr>
<tr>
<td>5. Increased accessibility to employment and services such as health, education, retail and cultural activities within Regional Cities and Centres</td>
</tr>
<tr>
<td>6. A transport system that adopts to and embraces new technology</td>
</tr>
<tr>
<td>7. Changes in land use, population and demand, including seasonal changes, are served by the transport system</td>
</tr>
<tr>
<td>8. Flexible services are an integral part of the transport system helping to deliver the most appropriate type of service for customer needs</td>
</tr>
<tr>
<td>9. Support the development of the Global Gateway Cities of Greater Newcastle and Canberra</td>
</tr>
<tr>
<td>10. Improved efficiency of the network to/from/within the two Satellite Cities of the Greater Sydney by 2056 – Gosford and Wollongong</td>
</tr>
</tbody>
</table>

Figure 3: The transport customer outcomes for Regional NSW specifically explored within the Draft Greater Newcastle Future Transport Plan
SECTION 2 – Service and Infrastructure Initiatives

This section summarises the policy, service and infrastructure initiatives to support the customer outcomes, and includes initiatives that the NSW Government has committed for delivery in the next 10 years. There are also initiatives identified for investigation in the next 10 and 20 years and visionary initiatives beyond 20 years that will be subject to strategic business cases.

2. Initiatives to support the customer outcomes

We will investigate a range of initiatives to support the customer outcomes extending across the 40 year timeframe of Future Transport, including both policy and service improvements as well as infrastructure improvements. These include initiatives that the NSW Government has committed to (over the next 10 years), initiatives for investigation for potential commitment or implementation in the 0-10 year and 10-20 year timeframes and visionary initiatives that may be investigated within the next 10 years but on preliminary evidence are likely to require implementation in the 20+ year timeframe. Further investigation of all initiatives will be undertaken within the next 10 years to ensure any major impacts in growth patterns or use are considered.

<table>
<thead>
<tr>
<th>Initiatives committed and initiatives for investigation</th>
<th>Initiatives for investigation</th>
<th>Visionary initiatives</th>
</tr>
</thead>
<tbody>
<tr>
<td>1) Initiatives to improve the attractiveness of centres and communities</td>
<td>2) Initiatives to make public transport in Regional NSW more equitable</td>
<td>3) Improve inter-region and regional city connectivity</td>
</tr>
<tr>
<td>4) Expanding the regional public transport network</td>
<td>5) Initiatives to harness future forms of mobility</td>
<td></td>
</tr>
<tr>
<td>6) Optimising the capacity and safety of existing infrastructure</td>
<td>7) Investing in east-west connectivity</td>
<td></td>
</tr>
<tr>
<td>8) Investing in new capacity with a focus on the right mode for the right journey</td>
<td>9) Initiatives to reduce first and last mile constraints</td>
<td></td>
</tr>
<tr>
<td>10) Smarter maintenance of our assets to optimise performance and reliability</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0</td>
<td>5</td>
<td>10</td>
</tr>
</tbody>
</table>

Typical implementation lead time for new initiatives (years)

Figure 4: Initiatives to support the customer outcomes
2.1 A flexible, agile investment approach

A strategic investment prioritisation evaluation was undertaken for each proposed initiative, considering:

- How initiatives would serve customer needs and place-based visions over 40 years;
- Multimodal corridor planning and the evolution of places, applying Movement and Place planning principles;
- How well initiatives would meet future customer needs, against a range of likely scenarios, including technological and other disruptive events;
- Benefits, alignment to the strategic objectives of the Regional plans, and their ability to deliver on service outcomes; and
- The (high level) timeframe for project need, linked to interdependencies with other initiatives.

Our investment approach is designed to be flexible, responding to change and uncertainty. The draft timeframes are indicative, based on preliminary evidence, of when potentially these initiatives may need to be implemented or committed.

Further investigation of all initiatives in the Draft Strategy and Plans will be undertaken within the next 10 years to ensure any major impacts in growth patterns or use are considered.

**Initiatives are listed in the following categories:**

**Committed initiatives (0-10yrs)** – initiatives that either have committed funding, are committed/contractually committed, are for immediate detailed planning, or are part of key maintenance, renewal or safety programs. Some initiatives are subject to final business case.

**Initiatives for investigation (0-10, 10-20yrs)** – intended to be investigated for potential commitment or implementation within the next 20 years. Those listed in 0-10 horizon will be prioritised for more detailed investigation to determine if they are required in the next decade.

**Visionary initiatives (20+ years)** – longer term initiatives that may be investigated within the next 10 years, but are unlikely to require implementation within 20 years.
2.2 State-wide initiatives for investigation relevant to Greater Newcastle

State-wide – Committed 0-10 years

- Fixing Country Roads Program*
- Fixing Country Rail Program*
- Timber Truss Bridge replacements and upgrades
- Bridges for the Bush*
- Road Safety Program*
- Road Freight Safety and Productivity
- New Intercity Fleet
- Regional Rail Fleet Program
- Transport Access Program
- Regional point to point booking system*
- Roll out Automatic Train Protection
- NSW Boating Now Program

State-wide – Initiatives for investigation 0-10 years

- Stations – DDA compliance program
- Roll out Demand Responsive Transport across all regions
- Walking programs
- Cycling programs
- Car share package integrated with OPAL to increase use of public transport
- Town bypasses – identification of future need
- Regional Parking Guidelines*
- Key Precinct Access Plan*
- Resilience Package*
- Sealing Country Roads program*
- Slopes and culverts condition program*
- Service centres along state highways*
- Last Mile Productivity Program*
- Heavy Vehicle rest areas*
- Regional Airports Program*
- Regional centre in town access improvement program*
• Regional Interchange Program*
• Rail Network Optimisation Program*
• Port Efficiency, Access and Integration Package*
• Programs to ensure CAV/AV readiness*
• Roadside facilities for CAV/AV
• Maritime Safety Program*

**State-wide – Initiatives for investigation 10-20 years**

• Outer metro roads program*

**State-wide – Initiatives for investigation 20+ years**

• Higher speed connections along east coast

*Indicates multi-period potential initiatives

### 2.3 Greater Newcastle Initiatives we plan to investigate

**Policy/Planning**

• Develop Key Precinct Access Plans for various key destinations across Greater Newcastle to improve travel choices. Destinations include transport interchange hubs, Newcastle Airport, Newcastle Hospital, University of Newcastle, Hunter Sports and Entertainment Precinct and key retail centres
• Work with key stakeholders to develop a Movement and Place framework for strategic centres and corridors across Greater Newcastle
• Regional Parking Guidelines – utilise guidelines to inform a car parking review to evaluate and prioritise car parking availability and use within centres and at key interchanges, including opportunities for car share
• Develop and support the implementation of travel demand management policies and tools such as Travel Plans to support behaviour change as well as support activities that generate demand at particular periods such as during events and holiday periods
• Work with relevant stakeholders to better use technology currently available within Greater Newcastle, while also recognising opportunities for technology changes into the future
• Corridor preservation for Higher Speed Connections
• The potential for the application of autonomous vehicle and active transport only areas and corridors within Greater Newcastle as technology availability and use intensifies.
Service

- Deliver Newcastle Light Rail to improve access and amenity in the Newcastle city centre^.
- Improvements to public transport service availability and frequencies in Greater Newcastle, including the development of an integrated public transport network hierarchy to enable frequent connections between centres and support urban renewal along key transport corridors.
- Reduce journey times for Intercity rail services between Greater Newcastle, Central Coast and Sydney.
- Investigate potential new servicing patterns and associated enabling infrastructure requirements with a focus on travel between Regional Cities and Centres to accompany new diesel fleet to enable better connections and day return opportunities for regional communities.
- Extensions to the Newcastle light rail and ferry network^.
- New suburban type rail service for Newcastle.
- Implement bus priority and bus head start programs on key corridors where growth is occurring such as along the New England Highway growth areas and within Inner Newcastle.
- The delivery of flexible transport services to increase accessibility across Greater Newcastle, including facilitating roll out of car sharing services to decrease car dependency and parking demands while increasing use of active and public transport.

Infrastructure

Public transport:

- Review opportunities for rail track upgrades or new infrastructure to support faster travel times and more frequent timetabling between Sydney and Greater Newcastle.
- Electrification of the Hunter Line (Wickham to Telarah).
- Improved interchange with rail/light rail/bus services and provision of car share at interchanges.
- Higher speed connections along the East Coast.
- New rail alignment of North Coast Line between Newcastle and Stroud Road – investigation corridor.

Active transport:

- Work with Councils and key stakeholders to develop and deliver walking and cycling infrastructure and end of trip facilities to encourage sustainable travel choices, including:
  - A region wide network of safe and connected cycling infrastructure; and
  - High quality walking infrastructure around key centres, interchanges and within Newcastle city centre.
Maritime:

- Newcastle Cruise Terminal*
- New ferry wharves.

Road:

- Address pinch points in the road network and inform the program of road network optimisation improvements
- M1 – Newcastle SMART Motorway
- M1 Pacific Motorway extension to Raymond Terrace
- Cormorant Road to Industrial Drive^
- Inner City Bypass extension - Rankin Park to Jesmond^
- Integration of New England and Golden Highways at Maitland^ (improve freight movements)
- Nelson Bay Rd improvements – Williamtown to Bobs Farm (support the visitor economy)
- Nelson Bay Rd improvements – Fern Bay to Williamtown (improve access to Newcastle Airport)
- Tomago Rd improvements – Pacific Highway to Williamtown (improve access to Newcastle Airport)
- The Lakes Way corridor improvements (support the visitor economy)
- Golden Highway improvements
- Cooperative Intelligent Transport Systems (CITS) to enable greater safety and optimisation of the management of pedestrian and vehicle traffic.

Freight:

- Support the efficient movement of freight through the region by ensuring freight connections along major highways, the Port of Newcastle and Newcastle Airport meet the existing and future demand, including the protection and development of the Lower Hunter Freight corridor
- Main Northern Line improvements to address freight pinch points
- Port Efficiency, Access and Integration Package.

* 2017/18 Budget commitments
^ indicates multi-period potential initiatives
Figure 5: Initiatives we plan to investigate in the Hunter region
SECTION 3 – Land Use and Transport Vision for 2056

An overview of the Greater Newcastle strategic land use and transport vision for 2056 that underpins our plans for services and infrastructure.

3. Matching transport services and infrastructure with demand

Integration between transport and land use

The Department of Planning and Environment’s *Hunter Regional Plan 2036* recognises key employment, educational, health, industrial and recreational hubs such as Newcastle city centre, Central Maitland, Hunter Sports and Entertainment Precinct (emerging), Kotara, Charlestown, Cardiff-Glendale (emerging), Newcastle Port, Newcastle Airport, John Hunter Hospital and the University of Newcastle. The *Hunter Regional Plan 2036* focuses on connecting these locations through a network to further strengthen the economy contained within them and support a growing population. To do this, it has identified locations where growth is expected to occur across Greater Newcastle. It is expected within its:

- 14 strategic centres – Broadmeadow (emerging), Central Maitland, Callaghan, Cessnock, Charlestown, East Maitland, Cardiff-Glendale (emerging), John Hunter Hospital, Kotara, Kurri Kurri, Morisset, Newcastle City Centre, Nelson Bay, Raymond Terrace, plus global gateway transport hubs of Newcastle Airport and Newcastle Port;
- Urban renewal corridors – including Charlestown to Belmont, Glendale to Cardiff, Newcastle City Centre to Broadmeadow, Kotara and Mayfield; and
- Growth areas – such as Newcastle–Lake Macquarie Western Corridor and Maitland Corridor.

Strategic centres are centres of activity and employment. They contain clusters of professional, retail, health and education services and are forecast to be major drivers of the economy into the future. Newcastle city centre is the heart of Greater Newcastle, the location of key headquarters, businesses and services.

Population and employment growth are anticipated in strategic centres, particularly within Newcastle city centre, Maitland East, Nelson Bay and Raymond Terrace. The *Hunter Regional Plan 2036*’s vision is for 95 percent of Greater Newcastle’s residents to live within 30 minutes of a strategic centre. To achieve this, sufficient transport connections are necessary.

Urban renewal corridors are precincts identified for a greater intensification of residential and commercial development and are generally along key transport corridors.

Growth areas are large areas that have been identified for new housing developments, supporting an increase in population into the future.
Supporting connections to, from and within strategic centres, urban renewal corridors and growth areas is important to make it easier for our customers to get to the places they need to travel to. This includes travelling for work and to undertake business, or to education sites like schools, TAFE and the University of Newcastle, key retail areas like Charlestown, health facilities such as John Hunter Hospital, sporting precincts and the airport.

To ensure the best value of money is spent on transport services and infrastructure, we need to make sure that the level of service we provide meets the demand for those connections. This means providing an appropriate level of transport services and infrastructure for the role of the centre and density of the urban renewal corridor and new housing developments. For example, the Newcastle city centre generates significant travel demand as a large number of people want to travel to and from it as well as within it. This is expected to continue with the increase in employment and population projected for the centre. We need to balance providing the high level of services and infrastructure required in Newcastle city centre and other strategic centres with the lower level of demand expected in other areas.

However, this does not mean other areas miss out. There is an opportunity to better use our resources and provide flexible, on demand services to connect customers to the places they want to go.

Additionally, as Greater Newcastle grows and people continue to primarily use their private vehicle to get around, there will be increased pressure on the road network. We need to work with stakeholders to develop travel demand strategies to re-balance travel demand (re-time, re-mode, re-route and reduce) to ensure that the expected increase in private vehicle trips does not lead to congestion and unacceptable journey times and reliabilities. We need to ensure that public and active transport (sustainable transport) are viable options for travelling to/from and within Greater Newcastle.
Figure 6: Greater Newcastle’s strategic centres, urban renewal corridors and growth areas
3.1 Building an evidence base – understanding travel behaviour

How and why people in Greater Newcastle travel

To provide appropriate transport services and infrastructure into the future, an understanding of how, where and why people travel to, from and within Greater Newcastle is needed.

Most people travel in Greater Newcastle by private vehicle (over 80 percent of all trips). Public transport use is low. However, there are strong rates of active transport, with more than 13 percent of all trips made by walking or cycling.

Most trips in Greater Newcastle are for discretionary purposes such as shopping, social and recreational trips. These are trips where people can choose the timing and/or destination for their travel. As these trips are generally shorter and within the region, there is an opportunity to support more sustainable travel options for these trips.

Commuting trips occur primarily in the AM and PM peaks. There is an opportunity for these to be provided by public or active transport, rather than private vehicle.

People tend to primarily make short journeys, between 0-5km in length. There is an opportunity for these shorter journeys to be taken by walking or cycling.

Figure 7: Mode of travel in Greater Newcastle
Where people in Greater Newcastle travel

The majority of trips occur within Greater Newcastle. Only 5 percent of all trips are to/from destinations outside Greater Newcastle. Of these trips, there is a strong pull to the south, towards the Central Coast (73 percent of trips made outside Greater Newcastle).

This reflects Greater Newcastle’s strong self-containment and strength as a Global Gateway City. This is especially clear when compared with the Central Coast where 15 percent of all trips are to/from outside the region and nearly a third of Central Coast workers leave it for work.
However, the polycentric nature of Greater Newcastle presents a challenge in providing transport services and infrastructure between the various destinations and centres. For example, strong travel demand exists between:

- Maitland and Metford, via East Maitland
- Broadmeadow and Newcastle city centre
- Charlestown and Newcastle city centre
- Kotara and Charlestown/Broadmeadow
- Newcastle Port and Newcastle city centre

To a lesser extent, demand to/from these centres also extends to other locations such as Raymond Terrace, Cessnock, Nelson Bay and Morisset.

We need to match the transport service and infrastructure with the level of demand generated. Clear, strong transport corridors should be provided between centres of high demand. There should be opportunities to connect to these corridors in areas where there is a lower level of demand.

These strong transport corridors will experience increased pressure into the future, especially as the majority of new housing and population growth will be located along the New England Highway corridor and within the Newcastle inner city area. Planning for travel options, such as effective public and active transport, is necessary to ensure efficient access for our customers.

Figure 10: Daily trip demand within Greater Newcastle across local government areas, 2016-2056
Figure 11: Daily trip demand between strategic centres in Greater Newcastle, 2016

Looking at road volumes in the AM peak, strongest demand for private car travel is along:

- Maitland Road and Newcastle Link Road, heading east into Newcastle;
- M1 Pacific Highway in both directions, people travelling north or south; and
- Hunter Expressway between Kurri Kurri and Newcastle in both directions.

Projections forecast volumes to significantly increase in the next 40 years during AM peak along sections of:

- M1 Pacific Highway in both directions;
- Newcastle Link Road, eastbound;
- Hunter Expressway;
- Pacific Highway, north of Hexham; and
- New England Highway, Charlestown Road, City Road/Pacific Highway and Main Road.
Public transport data reflects key places people travel to in Greater Newcastle using the public transport network. It only reflects the existing network. Despite this limitation, bus patronage data shows strong demand for travel to and from key destinations such as Charlestown Square shopping centre, University of Newcastle, Stockland Jesmond shopping centre, Stockland Glendale shopping centre as well as schools across the region.

Stations generating the most use are Hamilton (former temporary access point into Newcastle city centre), Morisset, Broadmeadow, Warabrook (University of Newcastle) and Cardiff.
Figure 13: Daily Greater Newcastle bus tap on/off counts

Figure 14: Daily Greater Newcastle train tap on/off counts
3.2 Greater Newcastle transport vision

Transport network hierarchy and vision for the next 40 years

What we need to do:

Public transport:

Public transport within Greater Newcastle is currently underutilised. Bus routes and service frequencies do not meet the community’s needs. Revised routes to support current and future travel demand and a clear hierarchy of public transport services is needed across the region. Measures to support public transport priority are also needed. Services should be integrated with the Central Coast and broader Hunter area. As demand increases on key bus corridors, light rail may be necessary to meet the demand. We will work towards:

- A single operator taking multi-modal responsibility across Greater Newcastle covering bus, light rail and ferry services
- Improved integration and interchange between modes/services to enable seamless customer experience
- Expanding 30 minute catchments for public transport
- Improved time of day coverage and service frequency, reduced journey times, and the deployment of on-demand, flexible services
- Rail corridor infrastructure investment programs allowing the new intercity fleet to operate to its operational capacity with significant travel time savings. Station upgrades and integration between the stations and surrounding land uses are needed to support increased public transport travel. Opportunities for park and ride at key stations should be implemented to reduce private vehicle travel for long distances
- Facilitating car sharing services that are integrated with public transport.

Active transport:

Capitalising on the strong active transport use within Greater Newcastle, there is an opportunity for trips within centres as well as trips less than 10km to be made by walking or cycling. We will support the development of cycling and pedestrian networks to support sustainable travel as a real travel choice.

Road:

With increasing population and strong private vehicle use, congestion on the road network will occur. With improvements to public and active transport, there is an opportunity to consider the role and function of roads across Greater Newcastle. We will work towards:

- Addressing pinch points in the road network and informing the program of road network optimisation improvements to support the maintenance of 30 minute catchments for car journeys
- Undertaking a car parking review to evaluation and prioritise car parking availability and use within centres and at key train stations
- Introducing travel demand management policies and transport optimisation programs (such as clearways and bus priority) to re-balance demand against service and infrastructure provision.

**Freight:**

Freight is crucial to Greater Newcastle’s economy and role as a Global Gateway City. We will protect freight through movements and reinforce key links to the Port and Airport that serve Greater Newcastle as well as reduce the volume of freight trains travelling through urban areas.

![Draft Greater Newcastle network hierarchy](image-url)
3.3 City centre transport networks

Supporting integrated transport within Greater Newcastle’s strategic centres

To support the efficient movement of people and goods and better places within Greater Newcastle’s strategic centres, an integrated transport network has been developed for Newcastle city centre and the key centres of Maitland and Maitland East.

These integrated transport networks aim to capitalise on the demand, role and function of the transport network as well as surrounding land uses to deliver the best transport solution for the precincts moving forward. These plans aim to support the liveability of places, while also encouraging greater economic activity.

It is anticipated that similar integrated transport networks will be developed for each strategic centre as part of our precinct planning process and in consideration of the Movement and Place framework.

Figure 16: Draft integrated transport network for Newcastle city centre
Figure 17: Draft integrated transport network for Telarah – Maitland – Maitland East
SECTION 4 – Customer Outcomes for Greater Newcastle

An overview of the outcomes that customers can expect when using transport in Greater Newcastle.

4. Customer Outcomes

Regional NSW Customer Outcomes explored within this Draft Greater Newcastle Future Transport Plan

Customer Outcome 3: Customers enjoy improved connectivity, integrated services and better use of capacity

Customer Outcome 4: The appropriate movement and place balance is established enabling people and goods to move efficiently through the network whilst ensuring local access and vibrant places

Customer Outcome 6: A transport system that adapts to and embraces new technology

Customer Outcome 7: Changes in land use, population and demand, including seasonal changes, are served by the transport system

Customer Outcome 8: Flexible services are an integral part of the transport system helping to deliver reliability and the most appropriate type of service for customer needs

Customer Outcome 9: Support the development of the Global Gateway Cities of Greater Newcastle and Canberra

4.1 Customer Outcome 3

“Customers enjoy improved connectivity, integrated services and better use of capacity”

An efficient and reliable network

We will plan for and build an efficient network in order to:

- Provide quality transport connections to/from and between strategic centres
- Provide a legible and frequent public transport network to service customers, with a clear hierarchy of service, providing customers with real travel choice
- Improve the interchanging between transport modes and services to facilitate a seamless travel experience.
Greater Newcastle development cycle opportunity

The predominant use of private vehicle in Greater Newcastle is a result of its strong road network, limited road traffic congestion outside peak periods, the ease and availability of parking and the lack of other suitable transport options.

As Greater Newcastle and its catchment grows in population and freight throughput, traffic congestion issues along key corridors will worsen. This will make it increasingly difficult to travel, reducing Greater Newcastle’s ability to function and grow as a vibrant Global Gateway City. Changes to how our customers travel are needed to ensure Greater Newcastle’s success into the future.

There is an opportunity to support Greater Newcastle’s development by “getting ahead of the curve” and supporting its transition into Stage 3 of the development cycle (see Figure 18), where there is a focus on efficient and sustainable modes of transport, rather than car use. This means it can avoid the consequences of strong car based movement such as severe congestion and long travel times, increased CO₂ emissions and poor urban amenity.

To do this, changes should be implemented to make public and active transport a viable option:

- Development of a strong public transport hierarchy, connecting where people live to where they want to travel to. Bus routes should reflect customer’s travel needs and desires, with priority given to buses on key corridors to provide comparable, if not quicker, journey times to people travelling in private vehicles. Service levels should match the travel demand, with turn up and go frequencies on key corridors

- Better integrating Greater Newcastle’s train stations with the surrounding land uses, including providing feeder transport services like on demand services, bike share, bike parking, footpaths as well as making sure development responds to the stations through good urban design

- Reviewing car parking provision across Greater Newcastle and limiting parking in centres where strong public transport exists and exploring opportunities for park and ride and car sharing services integrated with public transport

- Encouraging travel demand management policies (re-time, re-mode, re-route and reduce travel) and infrastructure such as promoting people working from home, travelling in off peak periods or reallocation of road space to reduce the number of single occupant vehicle trips

- Collaborating with local councils and key stakeholder groups to develop a safe and connected cycling network and creating more walkable places across Greater Newcastle.
Priority multi modal transport corridors

In 2019 Newcastle Light Rail will commence operation, providing a new way of moving through the Newcastle city centre. To support this investment, we need efficient transport connections that enable people to access the Newcastle Light Rail network and city centre.

Seventeen potential priority multi modal transport corridors have been investigated across Greater Newcastle and its strategic centres for development over the next 10 years. Corridors investigated included connections to the Newcastle Airport, University of Newcastle, John Hunter Hospital, Broadmeadow as well as other key destinations. All corridors investigated are located within Inner Newcastle due to their anticipated patronage growth and development, travel trends and opportunities to build upon the existing public transport network. Consideration of connections across Greater Newcastle such as between Inner Newcastle and Maitland will be considered into the future.

Six key corridors have been identified from a multi criteria assessment and sensitivity testing:

- Corridor O: Newcastle Interchange/City Centre – Wallsend
- Corridor Q: Newcastle Interchange/City Centre – Charlestown
- Corridors A, B, C and D: Newcastle Interchange/City Centre – Charlestown via Adamstown and Kotara
- Corridor H: Newcastle Interchange/City Centre – Mayfield
- Corridor A: Newcastle Interchange/City Centre – Broadmeadow
- Corridor E: Broadmeadow – John Hunter Hospital
These corridors connect Newcastle city centre with key strategic centres such as Charlestown, Kotara, Cardiff-Glendale (emerging), John Hunter Hospital, Broadmeadow (emerging) and the University of Newcastle. They radiate out from Newcastle city centre. This is consistent with a growing public transport network and the revitalisation occurring within the city centre. Cross regional priority corridors, providing north-south movement, will become more viable into the future as these east-west corridors develop.

The identification of these six corridors forms the basis for more detailed feasibility assessment to be undertaken to deliver transport improvements such as bus priority or light rail based on demand into the future.

Figure 19: Six potential key priority multi modal transport corridors

**Better ways to manage parking**

A strategic approach to the provision of car parking needs to be considered for Greater Newcastle. Previous parking policies have focused on providing parking to meet the demand. However, ease of parking results in traffic congestion, decreases the viability of public transport and detracts from the amenity of places as they focus on vehicle access and not access for people.

As sustainable transport becomes a more viable option in Greater Newcastle, there is an opportunity now to review how parking is provided. These policy positions should be considered:
Parking should support customer and business service needs;
Sustainability should drive parking supply, not demand:
  – Need for parking turnover
  – Reallocation of all day parking away from centres that are supported by strong public transport networks
Maximising value in parking spaces particularly in centres through:
  – Prioritisation of short stay, high turn-over spaces over long stay, low turn-over spaces
  – On street parking for short stay uses only
  – Reduction in time limits for on-street parking
Parking to support transport objectives through:
  – Progressive reduction of relative parking supply or pricing as a travel demand management tool to encourage mode shift to public and active transport.

Other opportunities are available, including:
• Using technology to better manage car parking through improved communication and wayfinding, parking enforcement and compliance and pricing based on demand
• Development controls setting a maximum for parking space requirements in new developments
• Shared use of car parking spaces with other businesses who only require car parking at certain periods
• Facilitating car sharing services to reduce car dependency (including parking needs) and support active and public transport usage
• Park and ride.

Park and ride
Potential park and ride locations within Greater Newcastle have been considered. They have been identified due to their strategic location in supporting increased accessibility to strong public transport spines for people living in areas that may not have access to frequent public transport routes. For example, a potential park and ride location in Maitland would enable people moving into new housing estates around Maitland, Kurri Kurri and Branxton to have access to the Hunter rail line and any potential high frequency buses in that area, reducing their need to travel long distances or into other strategic centres by private car.

The identification of these and other opportunities will be included as part of a review we will undertake of car parking across Greater Newcastle. We will use this review to develop a strategy that evaluates and prioritises where and how much car parking should be provided.
Active transport network

Walking and cycling provides a number of benefits for both people and places. Around the world, people’s health is negatively impacted by congestion and sedentary lifestyles. Walking and cycling for short, local trips helps to prevent the onset of chronic illnesses, reduces road congestion and lowers carbon emissions and air pollutants.

Places that have corridors where walking and cycling connects people to green spaces, shops, services, schools and entertainment are also attractive places. This is important for the wellbeing of the community and to attract skilled workers that facilitate globally competitive businesses and cities.

Walking and cycling infrastructure is also more cost effective in that it enables more people to move, at a lower cost.

Improvements to active transport infrastructure can be achieved through:

- Infrastructure and technology that prioritises walking and cycling through direct connections as well as in centres and interchanges
- Information and promotion to ensure customers are aware of the opportunities available and benefits of walking and cycling
- Policy and partnership to ensure it is a key focus of all transport projects, land use and urban design.
Figure 21: Infrastructure costs and number of customers moved per hour

Figure 22: Transport and healthy lifestyles
Policy, service and infrastructure initiatives for investigation

We will:

- Work to develop improvements to public transport service availability and frequencies in Greater Newcastle, including the development of an integrated public transport network hierarchy to enable frequent connections between centres. This includes:
  - Extensions to the Newcastle light rail and ferry network where demand is justified;
  - Rail service improvements including a new suburban type rail service and electrification of the Hunter Line (Newcastle Interchange to Telarah);
  - Improvements to interchanges; and
  - Facilitating car sharing services integrated with public transport to support increase the reach and usage of public transport.

- Develop Key Precinct Access Plans for various key destinations across Greater Newcastle to improve travel choices. Destinations include transport interchange hubs, Newcastle Airport, Newcastle Hospital, University of Newcastle, Hunter Sports and Entertainment Precinct and key retail centres

- Develop and support the implementation of travel demand management policies and tools to support behaviour change as well as support activities that generate demand at particular periods such as during events and holiday periods

- Implement bus priority and bus head start programs on key corridors where growth is occurring, such as along the New England Highway growth areas and within Inner Newcastle

- Work with Councils and key stakeholders to develop and deliver walking and cycling infrastructure and end of trip facilities to encourage sustainable travel choices, including:
  - A region wide network of safe and connected cycling infrastructure; and
  - High quality walking infrastructure around key centres, interchanges and within Newcastle city centre.

- Review opportunities for rail track upgrades or new infrastructure to support faster travel times and more frequent timetabling between Sydney and Greater Newcastle

- Address pinch points in the road network and inform the program of road network optimisation improvements. Examples of local road improvements include:
  - Inner city bypass – Rankin Park to Jesmond;
  - Nelson Bay Road; and
  - The Lakes Way corridor

- Undertake a car parking review to evaluate and prioritise car parking availability and use within centres and at key interchanges
• Support the efficient movement of freight through the region by ensuring freight connections along major highways, Newcastle port and airport meet the existing and future demand, including the protection and development of the Lower Hunter Freight corridor, improvements to the Main Northern Line to address freight pinch points and implementation of the Port Efficiency, Access and Integration Package.

4.2 Customer Outcome 4

“The appropriate movement and place balance is established enabling people and goods to move efficiently through the network whilst ensuring local access and vibrant places.”

Making better places for people

Roads form the majority of Greater Newcastle’s transport network. They help to move around thousands of our customers every day. However, they are also places. They are key parts of the urban fabric where people go for work, shop and meet people.

For example, the New England Highway supports the movement of people between Maitland and Newcastle, is home to a number of people as well as the location of major destinations such as Stockland Green Hills shopping centre, Maitland Private Hospital, Maitland TAFE and parks and open spaces.

Some of the most challenging decisions faced in managing the road network are balancing the needs of the different users.

The Movement and Place framework aims to balance these interests through the application of a model that looks at the road function. It looks at whether they are:

• Movement corridors - main vehicle connections;
• Vibrant streets - have a high demand for vehicle movements and high pedestrian activity;
• Places for people - have a high level of pedestrian activity and lower level of vehicle movements; and
• Local streets - the suburban neighbourhood environment.

The classification then determines the design principles that should be implemented to support its function.

The Movement and Place framework assists in supporting decisions for the management of road space to support the development of places.
Policy, service and infrastructure initiatives for investigation

We will:

- Work with key stakeholders to develop a movement and place framework for strategic centres and corridors across Greater Newcastle.
- Develop Key Precinct Access Plans for various key destinations across Greater Newcastle to improve travel choices. Destinations include transport interchange hubs, Newcastle Airport, Newcastle Hospital, University of Newcastle, Hunter Sports and Entertainment Precinct and key retail centres.
4.3 Customer Outcome 6

“A transport system that adapts to and embraces new technology”

**Adopting new technology**

Technology has the real potential to change how people in Greater Newcastle travel. We must take advantage of these opportunities to ensure the transport network provides the best level of service possible.

We will work with relevant stakeholders to use the technology available now to investigate and provide within Greater Newcastle:

- Dynamic, personalised, customer-centric services, including flexible, on demand services and real time information
- A seamless service offering - the customer interface will increasingly be the Mobility as a Service provider, not the operator. Transport services/options can be bundled and sold so that greater transport choice is provided
- Smart motorways that make best use of the smart technologies being developed in vehicles, including improving productivity and safety through freight technology advances e.g. supply chain efficiencies of platooning, reducing human interaction
- Personal mobility devices (e-bikes, segways, mobility scooters) enabling people to travel further than traditional active transport (walking, cycling)
- Improved security systems to increase passenger safety during journeys and at interchanges.

Over the next 40 years autonomous vehicles will become more prevalent and there is an opportunity to evaluate the role they will play in Greater Newcastle. They have the potential to reduce the amount of vehicle emitted noise in streets, the amount of greenhouse gas emissions put into the atmosphere and could be shared amongst people, resulting in fewer vehicles parked and travelling on roads. This has the potential to change the amenity and how places operate.

There is also potential for active and shared, autonomous vehicle only areas that have high levels of urban amenity. This level of amenity has associated benefits such as increased attractiveness for business investment, more life on the streets and personal health and wellbeing improvements.
Figure 25: Ways technology is likely to influence transport into the future

Policy, service and infrastructure initiatives for investigation

We will:

- Work with relevant stakeholders to better use technology currently available within Greater Newcastle, while also recognising opportunities for technology changes into the future
- Investigate the potential for the application of autonomous vehicle and active transport only areas and corridors within Greater Newcastle as technology availability and use intensifies
- M1 – Newcastle SMART Motorway investigations. This is intelligent traffic technologies such as ramp metering, lane use signs, variable speed limit signs, additional traffic sensors and CCTV cameras to support quicker and safer journeys.
4.4 Customer Outcome 7

“Changes in land use, population and demand, including seasonal changes, are served by the transport system.”

Changing transport demand

Over the next 40 years, Greater Newcastle’s population will primarily increase in greenfield development sites along the New England Highway corridor as well as in areas like Morisset-Cooranbong, Nelson Bay Peninsula, Raymond Terrace and Williumtown-Medowie-Karuah. Population within the Newcastle city centre will also increase.

Areas within 10km of the Newcastle city centre will increasingly densify. The urban renewal of the Newcastle city centre, including the University of Newcastle NewSpace campus and other corridors will generate additional demand that needs to be catered for.

We need to provide a transport network that supports these changing land uses, matching services, span of hours and frequencies to demand. Public and active transport infrastructure and service changes should be put in place before people move into new developments to support sustainable travel behaviour and provide viable transport choices.

We also need to support other activities that generate increased travel demand. These include:

- Recreational events such as sporting games, festivals and concerts that generate travel from within and outside Greater Newcastle. The Hunter Sports and Entertainment Precinct redevelopment will continue to see increased demand for travel.
- Tourism demand across Greater Newcastle, including the new Cruise Terminal.

This could mean the introduction of special event services, park and ride options or integrated public transport ticketing for events.

We also need to consider enhancing freight connections to cater for changing freight demand to enable improved market access.
Figure 26: Greater Newcastle population density, 2016 and 2056
<table>
<thead>
<tr>
<th>Area (ABS SA2)</th>
<th>Population increase (2016-2056)</th>
<th>Population density change (additional people per Ha, 2016-2056)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Branxton-Greta-Pokolbin</td>
<td>14,028</td>
<td>0.4</td>
</tr>
<tr>
<td>Maitland East</td>
<td>12,452</td>
<td>3.1</td>
</tr>
<tr>
<td>Newcastle-Cooks Hill</td>
<td>11,360</td>
<td>28.6</td>
</tr>
<tr>
<td>Morisset-Cooranbong</td>
<td>10,842</td>
<td>0.3</td>
</tr>
<tr>
<td>Thornton-Millers Forest</td>
<td>9,988</td>
<td>1.6</td>
</tr>
<tr>
<td>Maitland West</td>
<td>8,671</td>
<td>0.5</td>
</tr>
<tr>
<td>Maryland-Fletcher-Minmi</td>
<td>8,097</td>
<td>4.7</td>
</tr>
<tr>
<td>Nelson Bay Peninsula</td>
<td>7,231</td>
<td>0.7</td>
</tr>
<tr>
<td>Raymond Terrace</td>
<td>7,219</td>
<td>0.7</td>
</tr>
<tr>
<td>Williamtown-Medowie-Karuah</td>
<td>6,410</td>
<td>0.2</td>
</tr>
</tbody>
</table>

Blue shading represents primarily greenfield development

Figure 27: Population growth in top 10 areas (SA2s) in Greater Newcastle as well as density change, 2016-2056

Figure 28: Newcastle city centre car and public transport 30 minute catchments, 2016-2056
Policy, service and infrastructure initiatives for investigation

We will:

- Support the efficient movement of freight through the region by ensuring freight connections along major highways, Newcastle Port and Newcastle Airport meet the existing and future demand, including the protection and development of the Lower Hunter Freight corridor, improvements to the Main Northern Line to address freight pinch points and implementation of the Port Efficiency, Access and Integration Package

- Implement bus priority and bus head start programs on key corridors where growth is occurring, such as along the New England Highway growth areas and within Inner Newcastle

- Work with Councils and key stakeholders to develop and deliver walking and cycling infrastructure and end of trip facilities to encourage sustainable travel choices, including:
  - A region wide network of safe and connected cycling infrastructure; and
  - High quality walking infrastructure around key centres, interchanges and within Newcastle city centre

- Develop and support the implementation of travel demand management policies and tools to support behaviour change as well as support activities that generate demand at particular periods such as during events and holiday periods

- Develop Key Precinct Access Plans for various key destinations across Greater Newcastle to improve travel choices. Destinations include transport interchange hubs, Newcastle Airport, Newcastle Hospital, University of Newcastle, Hunter Sports and Entertainment Precinct and key retail centres

- Investigate the delivery of flexible transport services to increase accessibility across Greater Newcastle

- Address pinch points in the road network and inform the program of road network optimisation improvements.
4.5 Customer Outcome 8

“Flexible transport services are an integral part of the transport system helping to deliver the most appropriate type of service for customer needs.”

Flexible transport in Greater Newcastle

A large proportion of Greater Newcastle is rural, semi-rural or has low population and employment densities. These areas are often have very poor levels of public transport accessibility. We also expect areas of Greater Newcastle to age significantly, increasing their reliance on public transport.

In the development of the public transport network hierarchy proposed in Customer Outcome 3, rural or semi-rural areas as well as areas with low population and employment densities are likely to have lower levels of public transport services and frequencies due to their distance to centres and lower level of demand.

We also anticipate that areas within Greater Newcastle will be home to a large percentage of older people, particularly out towards Nelson Bay and around Lake Macquarie. Older people are often reliant on friends and family or public transport, including community transport, to travel around.

The provision of flexible transport services is an option for these areas. Flexible transport services enable customers to book personalised transport services to access services like key bus stops and stations as well as health services and shopping precincts when they need it.

This means that no one is left out. That people across Greater Newcastle will be able to travel by public transport to the places they need and want to go without having to rely on using a private vehicle.
Figure 29: Public transport accessibility across Greater Newcastle, 2015
Figure 30: Location of population age groups across Greater Newcastle - majority age group in SA2, 2016 and 2056
Policy, service and infrastructure initiatives for investigation

We will:

- Investigate the delivery of flexible transport services to increase accessibility across Greater Newcastle.

4.6 Customer Outcome 9

“Support the development of the Global Gateway Cities of Greater Newcastle and Canberra.”

Growing importance of Greater Newcastle as a Global Gateway City

The Draft Regional NSW Services and Infrastructure Plan recognises the role that Greater Newcastle will have over the next four decades as a Global Gateway City. This is due to its:

- Catchment of over 1 million people
- Access to international markets through the port and airport, strong health and education precincts, world class sporting facilities and economic development opportunities such as tourism, growth of specialised manufacturing and small-medium enterprises, defence facilities and a growing knowledge industry base;
- Urban renewal opportunities with transformative light rail and frequent public transport connections; and
- Its liveability, including opportunities for more sustainable travel behaviour.

Transport has an important part to play in supporting Greater Newcastle as a Global Gateway City to ensure its success and competitiveness into the future.

Connections to Greater Sydney

A key part of a successful Global Gateway City is its connections to other major cities.

The demand for travel between Sydney and Greater Newcastle will continue to grow. With recent significant investment in road infrastructure on these corridors, alternate public transport links such as rail have significant room for improvement in journey times to become competitive with car and air travel.

Emerging technologies for land based long distance travel are rapidly evolving, however, tested and proven methods of transport remain some time off and the previously Federally investigated (2012) mode of high speed rail (HSR) was not deemed to be feasible until the 20+ year timeframe.

Whilst the operation of emerging technologies are likely to be some way off, investigations into corridor preservation based upon the most constrained design criteria (HSR) should be investigated.
In the short term, it is recommended that the rail corridor infrastructure investment programs (faster rail) to the south east (Illawarra), north (Newcastle/Central Coast) and south west (Canberra) be prioritised to allow the new intercity fleet (NIF) to operate to its operational capacity for the benefit of both passenger and freight flows with significant travel time savings. This investment will be required independently of the introduction of higher speed connections which would appeal to different rail travel markets (i.e. less or no stops and potentially higher fares).
Policy, service and infrastructure initiatives for investigation

We will:

- Review opportunities for rail track upgrades or new infrastructure to support quicker travel times and more frequent timetabling between Sydney and Greater Newcastle, including new rail alignment of North Coast Line between Newcastle and Stroud Road – investigation corridor

- Investigate potential new servicing patterns and associated enabling infrastructure requirements with a focus on travel between Regional Cities and Centres to accompany new diesel fleet to enable better connections and day return opportunities for regional communities

- Corridor preservation for Higher Speed Connections

- Electrification of Hunter Line (Newcastle Interchange to Telarah)

- Address pinch points in the road network and inform the program of regional road network optimisation improvements. Examples of regional road improvements include:
  - Nelson Bay Road - Fern Bay to Williamtown
  - Tomago Road – Pacific Highway to Williamtown
  - M1 Pacific Motorway extension to Raymond Terrace
  - New England Highway improvements
  - Golden Highway improvements

- M1 – Newcastle SMART Motorway investigations. This is intelligent traffic technologies such as ramp metering, lane use signs, variable speed limit signs, additional traffic sensors and CCTV cameras to support quicker and safer journeys

- Support the efficient movement of freight through the region by ensuring freight connections along major highways, Newcastle port and airport meet the existing and future demand, including the protection and development of the Lower Hunter Freight corridor, improvements to the Main Northern Line to address freight pinch points and implementation of the Port Efficiency, Access and Integration Package.

Figure 32: Options for connecting Global Gateway Cities to Greater Sydney
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### 6. Glossary

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<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>30 Minute City</strong></td>
<td>A planning concept for a city in which citizens can easily access the places they need to visit on a daily basis within 30 minutes travel from where they live.</td>
</tr>
<tr>
<td><strong>Accessibility</strong></td>
<td>The ability for everyone, regardless of disability or special needs, to use and benefit from the transport system.</td>
</tr>
<tr>
<td><strong>Active transport</strong></td>
<td>Transport that is human-powered, such as walking or cycling.</td>
</tr>
<tr>
<td><strong>Active Transport (Walking and Cycling) Program</strong></td>
<td>Programs to improve walking and cycling connections within major centres and at public transport interchanges.</td>
</tr>
<tr>
<td><strong>Aerotropolis</strong></td>
<td>A metropolitan subregion where the layout, infrastructure, and economy are centred on an airport which serves as a multimodal &quot;airport city&quot; commercial core. It is similar in form to a traditional metropolis, which contains a central city commercial core and commuter-linked suburbs. The area around Western Sydney Airport (WSA) is envisaged to perform this role.</td>
</tr>
<tr>
<td><strong>Alternative fuels</strong></td>
<td>Fuels derived from sources other than petroleum. Examples include ethanol, electricity, biodiesel and natural gas.</td>
</tr>
<tr>
<td><strong>Amenity</strong></td>
<td>The extent to which a place, experience or service is pleasant, attractive or comfortable. Improved features, facilities or services may contribute to increased amenity.</td>
</tr>
<tr>
<td><strong>Arterial roads</strong></td>
<td>Main roads that carry high volumes and generally form the main freight routes.</td>
</tr>
<tr>
<td><strong>Assisted Mobility Devices</strong></td>
<td>Forms of transport that facilitate individual personal transportation. Examples include powered wheelchairs, scooters, segways, bicycles and unicycles. Although many such devices are used by people with activity or mobility restrictions, mobility aids can be employed generally such as for transportation in place of private vehicles.</td>
</tr>
<tr>
<td><strong>Automation</strong></td>
<td>Use of control systems, such as computers, robots or artificial intelligence to undertake processes previously done by humans. Transport technology may be fully or partially automated, with the latter involving some form of human input to or manage the technology.</td>
</tr>
<tr>
<td><strong>Better Use</strong></td>
<td>Optimising existing and new infrastructure to extract the maximum sustainable capacity from the network. Examples include re-allocating road space to vehicles that can carry more people in the same amount of space.</td>
</tr>
<tr>
<td><strong>Bridges for the Bush Program</strong></td>
<td>NSW Government investment in critical infrastructure to remove significant freight pinch points or bottlenecks on the state road network and to improve the safety and reliability of some old bridge structures.</td>
</tr>
<tr>
<td><strong>Bus Headstart</strong></td>
<td>New bus routes implemented in new growth areas.</td>
</tr>
<tr>
<td>Term</td>
<td>Definition</td>
</tr>
<tr>
<td>------</td>
<td>------------</td>
</tr>
<tr>
<td>Catchment</td>
<td>The area from which a location or service attracts people.</td>
</tr>
<tr>
<td>Central River City</td>
<td>One of the three cities of the Greater Sydney metropolis, anchored by Greater Parramatta in the Central City District.</td>
</tr>
<tr>
<td>Child Restrain Evaluation Program</td>
<td>Program to provide child restraint ratings to help inform parents about safety of child restraints prior to purchase.</td>
</tr>
<tr>
<td>Coastal geography</td>
<td>The area broadly represented as between the Great Dividing Range and the NSW coastline. It excludes Greater Sydney and the Outer Metropolitan area.</td>
</tr>
<tr>
<td>Committed initiatives (0-10 years)</td>
<td>Initiatives funded for construction or contractually committed as part of key maintenance, renewal or safety programs. Some are subject to final business cases.</td>
</tr>
<tr>
<td>Commuter car parks (CCPs)</td>
<td>A car park near an interchange where customers can leave their car and connect to a transport service such as a ferry, train or bus.</td>
</tr>
<tr>
<td>Congestion</td>
<td>When demand for a part of the transport network during a particular time nears its capacity, resulting in lower average speed, increased delay and unreliable journeys.</td>
</tr>
<tr>
<td>Connected and Autonomous Vehicles (CAVs)</td>
<td>A motor vehicle such as a car, truck or bus that uses technology to share data wirelessly with other vehicles, infrastructure, transport management systems and mobile devices (connected) and has one or more of the primary driving controls (steering, acceleration, braking) that are automated for a sustained period of time (automated). Levels of automation range from automated applications that assist the human driver with the driving task, through to fully and highly automated vehicles that can drive themselves.</td>
</tr>
<tr>
<td>Conurbation</td>
<td>The merging of separate cities generally through population growth and physical expansion to form an extended urban area.</td>
</tr>
<tr>
<td>Corridor</td>
<td>A broad, linear geographic area between centres or trip generators.</td>
</tr>
<tr>
<td>Customer</td>
<td>Everyone who uses transport services or infrastructure is a customer of the NSW transport system. Whenever a person drives, travels by train, bus or light rail, or walks or cycles they become a customer of the transport system. Our customers also use our transport networks for business purposes, to deliver goods and services, and to move freight across the State and beyond.</td>
</tr>
<tr>
<td>Customer outcomes</td>
<td>What customers can expect from the transport system.</td>
</tr>
<tr>
<td>Demand-responsive (or on-demand)</td>
<td>Transport services that are run based on the demands of individual customers, rather than a fixed timetable or route.</td>
</tr>
<tr>
<td>Disability Discrimination Act (1992)</td>
<td>A Commonwealth Act that makes it unlawful to discriminate against a person, in many areas of public life, including: employment, education, getting or using services, renting or buying</td>
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<td>a house or unit, and accessing public places, because of their disability.</td>
</tr>
<tr>
<td>Driver Licensing Access Program</td>
<td>Program that helps remove the barriers that prevent disadvantaged Aboriginal people and other disadvantaged communities in NSW from entering the licensing system.</td>
</tr>
<tr>
<td>Drones</td>
<td>An unmanned aerial vehicle (UAV) which may be remotely controlled or can fly autonomously.</td>
</tr>
<tr>
<td>Eastern Harbour City</td>
<td>One of the three cities of the Greater Sydney metropolis, spanning the North, Eastern City and South Districts, anchored by the Harbour CBD.</td>
</tr>
<tr>
<td>Enhanced Enforcement Program</td>
<td>Partnership with the NSW Police Force, including the expansion of Mobile Drug Testing.</td>
</tr>
<tr>
<td>First mile / last mile</td>
<td>A term applied to the first and final stage of a journey in which people or goods travel to a broad range of origins or destinations. An example of a last mile journey is the trip made between a train station and the final destination of a shopping centre or place of work.</td>
</tr>
<tr>
<td>Fixing Country Rail</td>
<td>NSW Government program that provides targeted funding for rail infrastructure enhancement projects that eliminate connectivity constraints on the NSW regional rail network.</td>
</tr>
<tr>
<td>Fixing Country Roads</td>
<td>NSW Government program that provides targeted funding to local councils to repair and upgrade Regional NSW roads.</td>
</tr>
<tr>
<td>Fleet</td>
<td>The collective vehicles of a transport company or service.</td>
</tr>
<tr>
<td>Flexible transport</td>
<td>The same definition as demand-responsive transport.</td>
</tr>
<tr>
<td>Freight</td>
<td>Goods or cargo transported by truck, rail, aircraft or ship.</td>
</tr>
<tr>
<td>Geographies</td>
<td>Used in the Draft Regional NSW Services and Infrastructure Plan to differentiate between the different areas of NSW. The geographies have different population densities and growth rates, which influences how transport is provided and transport networks are structured. They include the Remote, Inland, Coastal and Outer Metropolitan geographies.</td>
</tr>
<tr>
<td>Global city</td>
<td>Cities that service and support the complex and specialised economic activities of global markets.</td>
</tr>
<tr>
<td>Global gateway</td>
<td>Cities that provide state level services and facilities to support a broad population catchment while also having international connections through their airport and/or port. Canberra, Greater Sydney and Greater Newcastle are examples of global gateway cities.</td>
</tr>
<tr>
<td>Greater Newcastle</td>
<td>The area encompassed by the five local government areas of Cessnock, Lake Macquarie, Maitland, Newcastle and Port Stephens.</td>
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<tr>
<td>Greater Parramatta</td>
<td>The central business district of Parramatta includes Parramatta City, and the precincts of Westmead, Parramatta North, Rydalmere and Camellia.</td>
</tr>
<tr>
<td>GPOP</td>
<td>The Greater Parramatta and the Olympic Peninsula - a 4,000-hectare area in Greater Sydney. It spans 13 km east–west from Strathfield to Westmead, and 7 km north–south from Carlingford to Lidcombe and Granville. GPOP is the geographic and demographic centre of Greater Sydney.</td>
</tr>
<tr>
<td>Greater Sydney</td>
<td>The 33 local government areas of Bayside, Blacktown, Blue Mountains, Burwood, Camden, Campbelltown, Canada Bay, Canterbury-Bankstown, Cumberland, Fairfield, Georges River, Hawkesbury, Hornsby, Hunters Hill, Inner West, Ku-ring-gai, Lane Cove, Liverpool, Mosman, Northern Beaches, North Sydney, Parramatta, Penrith, Randwick, Ryde, Strathfield, Sutherland, The City of Sydney, The Hills, Waverley, Willoughby, Wollondilly and Woollahra.</td>
</tr>
<tr>
<td>Greater Sydney Commission (GSC)</td>
<td>An independent organisation funded by the NSW Government, responsible for coordinating and aligning the planning that will shape the future of Greater Sydney.</td>
</tr>
<tr>
<td>Greater Wollongong</td>
<td>The area encompassed by the two local government areas of Wollongong and Shellharbour.</td>
</tr>
<tr>
<td>‘Green On Green’ Pedestrian Protection Program</td>
<td>Program to better-protect pedestrians from turning vehicles at intersections by installing new traffic light infrastructure and changing the timing of lights to give pedestrians their own green light or more time to cross before traffic starts turning.</td>
</tr>
<tr>
<td>Hub and spoke</td>
<td>A transport network model that provides connections (spokes) to and from key centres (hubs). The spokes link to different hubs across an area, rather than focussing on one key hub.</td>
</tr>
<tr>
<td>Infrastructure NSW (iNSW)</td>
<td>An Independent statutory agency responsible for assisting the NSW Government with identifying and prioritising the delivery of critical public infrastructure for NSW.</td>
</tr>
<tr>
<td>Initiatives for investigation (0-10 years, 10-20 years)</td>
<td>Initiatives intended to be investigated for potential commitment or implementation within the next 20 years. Those listed in the 0-10 year horizon will be prioritised for more detailed investigation to determine if they are required in the next decade. They are prioritised based on their expected benefits or strategic importance. Initiatives proposed for investigation are unconstrained by affordability and will be subject to strategic business cases that consider a range of possible solutions.</td>
</tr>
<tr>
<td>Inland geography</td>
<td>The area broadly represented as between the Great Dividing Range and the Remote geography in NSW.</td>
</tr>
<tr>
<td>Inland rail</td>
<td>A proposed 1,700km freight rail link between Melbourne and Brisbane via regional Victoria, New South Wales and Queensland.</td>
</tr>
<tr>
<td>Intelligent Transport System (ITS)</td>
<td>Refers to embedding sensors and communication devices into transport infrastructure (e.g. roads, bridges, rail lines, trains,</td>
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<td>busses) that allows them to take measurements and provide information about usage, congestion, asset wear and tear, and possible maintenance issues.</td>
<td></td>
</tr>
<tr>
<td>Interchange</td>
<td>A facility to transfer from one mode of transport, or one transport service, to another. For example, major rail station, bus facility or park and ride.</td>
</tr>
<tr>
<td>Intermediate transit</td>
<td>Intermediate transit includes buses, ferries, light rail and point-to-point transport such as taxis and rideshare. It has a key role in providing access for customers to mass transit and serving customers on corridors where mass transit is not available.</td>
</tr>
<tr>
<td>Intermodal terminal</td>
<td>An intermodal terminal is an area of land used to transfer freight between at least two modes of transport. It is typically used to describe the transfer of international shipping containers from road to rail and vice versa.</td>
</tr>
<tr>
<td>Intersection Safety Infrastructure Program</td>
<td>Investment to accelerate treatment of high risk intersections.</td>
</tr>
<tr>
<td>Journey</td>
<td>For the purposes of this document, the term journey refers to the door-to-door movements of a customer through the transport system. A journey may include several sections, or legs, and may use more than one mode of transport.</td>
</tr>
<tr>
<td>Land use planning</td>
<td>The scientific, aesthetic, and orderly disposition of land, resources, facilities and services with a view to securing the physical, economic and social efficiency, health and well-being of urban and rural communities.</td>
</tr>
<tr>
<td>Landside access</td>
<td>Ability for people to travel to and from airport infrastructure.</td>
</tr>
<tr>
<td>Last Mile Productivity Program</td>
<td>Package of works that will focus on improving first and last mile connectivity and efficiency for the freight network.</td>
</tr>
<tr>
<td>Level Crossing Improvement Program</td>
<td>Funding for level crossing upgrades and initiatives to support safety awareness and police enforcement campaigns.</td>
</tr>
<tr>
<td>Light rail</td>
<td>An urban railway transportation system using vehicles that are capable of sharing streets with vehicular traffic and pedestrians, but may also be operating on an exclusive right-of-way such as a segregated rail corridor, tunnel or elevated structure.</td>
</tr>
<tr>
<td>Liveability</td>
<td>The term ‘liveability’ is used in land use planning to focus on the people who live in an area, the places they spend time in, their health and quality of life as well as overall community wellbeing.</td>
</tr>
<tr>
<td>Local Government Road Safety Program</td>
<td>A partnership between Transport for NSW, Roads and Maritime Services and partnering local councils of NSW to provide information and assistance on safe road use to all road users.</td>
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<tr>
<td>Mandatory Alcohol Interlock Program</td>
<td>Program to ensure drivers convicted of serious and repeat drink driving offences are restricted to driving vehicles with alcohol interlock devices for a period of time when they return to driving.</td>
</tr>
<tr>
<td>Maritime Safety Program</td>
<td>Delivery of the NSW Regional Boating Plans.</td>
</tr>
<tr>
<td>Mass transit</td>
<td>The transportation of large numbers of people by means of high capacity vehicles, especially within urban areas.</td>
</tr>
<tr>
<td>Metro</td>
<td>An urban railway transportation that is associated with high capacity, high frequencies (typically turn-up-and-go, rather than timetabled) and greater automation.</td>
</tr>
<tr>
<td>Metropolitan Centre</td>
<td>The central social and economic hubs of Greater Sydney's three cities, namely the Harbour CBD in the Eastern Harbour City, Greater Parramatta in the Central River City and an emerging Western Sydney Airport-Badgerys Creek Aerotropolis in the Western Parkland City.</td>
</tr>
<tr>
<td>Mobility</td>
<td>The ability to move or be moved easily and without constraint.</td>
</tr>
<tr>
<td>Mobility as a Service (MaaS)</td>
<td>A business model for customers to access transport services in which customers can use a single account and booking interface to access a broad range of transport modes, none of which the customer owns. Examples would be allowing a customer to access public transport, car sharing and bike sharing all using the same system.</td>
</tr>
<tr>
<td>Mode</td>
<td>The type of vehicle or method used for a trip. For example, train, bus, light rail, car, motorbike, bicycle, ferry or walking.</td>
</tr>
<tr>
<td>Mode Share</td>
<td>The proportion of overall trips that are taken on a particular mode.</td>
</tr>
<tr>
<td>Movement</td>
<td>The movement of people and goods on the transport network.</td>
</tr>
<tr>
<td>Movement and Place Framework</td>
<td>A suite of technical documents that provides the framework for road planning based on a ‘one road network’ approach, consisting of roads and streets that have supporting functions and considers:</td>
</tr>
<tr>
<td></td>
<td>• movement needs of all our customers and the modes they use to travel</td>
</tr>
<tr>
<td></td>
<td>• places where our customers are starting and finishing their journeys.</td>
</tr>
<tr>
<td>Net zero</td>
<td>The NSW Government has committed to an aspirational objective of achieving net-zero emissions by 2050. Net-zero emissions means NSW emissions will be balanced by carbon storage. The more emissions are reduced, the less sequestration is needed to achieve net-zero.</td>
</tr>
<tr>
<td>New Intercity Fleet</td>
<td>A new fleet of long distance, intercity trains from Sydney to the Central Coast, Newcastle, the Blue Mountains and the South Coast.</td>
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<tr>
<td>NSW Long Term Transport Master Plan</td>
<td>NSW's first integrated transport plan, which brought together planning for freight and passenger movements across all modes of transport. Future Transport builds upon the 2012 Long Term Transport Master Plan and the commitments it has delivered.</td>
</tr>
<tr>
<td>NSW Transport Cluster</td>
<td>A group of agencies consisting of Transport for NSW, the operating agencies of Roads and Maritime Services, Sydney Trains, NSW Trains, and the State Transit Authority, the state’s private transport operators, a number of project delivery offices for major transport projects, and the Port Authority of NSW.</td>
</tr>
<tr>
<td>Our Sydney 2056: Greater Sydney Commission’s Regional Plan</td>
<td>Greater Sydney Commission's long-term land use plan for Greater Sydney to sustain and enhance the city's productivity, liveability and sustainability.</td>
</tr>
<tr>
<td>Outer Metropolitan Area / geography</td>
<td>An area encompassing the local government areas of Shellharbour, Wollongong, Central Coast, Lake Macquarie, Cessnock, Maitland, Newcastle and Port Stephens.</td>
</tr>
<tr>
<td>Outer Metro Roads Program</td>
<td>Program to identify improvements needed for the road networks within the Outer Metropolitan Area.</td>
</tr>
<tr>
<td>Patronage</td>
<td>Number of customers using a transport service during a particular period.</td>
</tr>
<tr>
<td>Peak travel</td>
<td>Refers to travel taken during the periods of 6am-9am or 3pm-6pm on weekdays, excluding public holidays.</td>
</tr>
<tr>
<td>Pedestrian Safe Sydney Program</td>
<td>Package of road safety infrastructure measures to improve safety at key high risk pedestrian hot spots.</td>
</tr>
<tr>
<td>Personalised transport</td>
<td>An umbrella term used in this document to refer to a world in which technology is used to make transport services and the overall transport network responsive to the needs of customers. These customers may be individuals or companies, and they may be accessing the transport network as public transport users, road users, pedestrians, or for the movement of goods. Personalised transport means understanding the specific needs of each customer, and adapting the transport network and services it provides to suit those needs.</td>
</tr>
<tr>
<td>Place</td>
<td>Destinations in their own right where activities occur, supported by the adjacent land use. These places attract non-motorised customers (typically pedestrians) for a range of activities and may include shopping streets, transport interchanges and employment centres which play an important role in the economy.</td>
</tr>
<tr>
<td>Place-based</td>
<td>Thinking and decisions that respond and consider the different characteristics of places.</td>
</tr>
<tr>
<td>Place-making</td>
<td>Successful place-making either preserves or enhances the character of our public spaces, making them more accessible, attractive, comfortable and safe.</td>
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<tr>
<td>Point-to-point</td>
<td>Transport services that go directly from a passenger’s origin to their destination. Outside of the private car, taxis and ridesharing services (Uber, Lyft) are the most common point-to-point transport modes.</td>
</tr>
<tr>
<td>Port Efficiency, Access and Integration Package</td>
<td>Road and rail projects to improve port access, efficiency and integration.</td>
</tr>
<tr>
<td>Precinct</td>
<td>A geographical area with boundaries determined by land use. For example, an area where there is an agglomeration of warehouses may be termed a freight precinct.</td>
</tr>
<tr>
<td>Precinct Plan</td>
<td>Plan to deliver improved access to/from/within key precincts by all modes.</td>
</tr>
<tr>
<td>Private Vehicles</td>
<td>Passenger vehicles, motorcycles and trucks, owned and operated by those with a driving license and appropriate registration.</td>
</tr>
<tr>
<td>Rail Network Optimisation Program</td>
<td>Program that aims to improve efficiency in rail services.</td>
</tr>
<tr>
<td>Rapid bus package</td>
<td>Implementation of programs to prioritise access for buses over private vehicles.</td>
</tr>
<tr>
<td>Real-time information</td>
<td>Generally applied to either data or analytics in this document. Real time data is information about the status of the transport network and services that are completely live or have a lag of less than a minute or two. Real time analytics refers to analysis that is performed on real time data (generally automatically and without input from a human analyst) and is then used to make decisions or take action immediately.</td>
</tr>
<tr>
<td>Regional Airports Program</td>
<td>Landslide access improvements to increase the efficiency, accessibility, competition, commercial viability and sustainability of regional aviation in NSW.</td>
</tr>
<tr>
<td>Regional Centre In Town Access Improvement Program</td>
<td>Program to improve in town access and amenity in regional cities and centres.</td>
</tr>
<tr>
<td>Regional Interchange Program</td>
<td>Upgrades of major interchanges to encourage public transport use by providing accessible, easy to use, safe and secure interchanges between modes.</td>
</tr>
<tr>
<td>Regional NSW</td>
<td>The area of NSW outside Greater Sydney. It includes the nine regions of Central Coast, Hunter, North Coast, New England North West, Central West and Orana, Far West, Riverina Murray, South East and Tablelands and Illawarra-Shoalhaven.</td>
</tr>
<tr>
<td>Regional Parking Guidelines</td>
<td>Development of a strategy for the delivery of parking in Regional NSW.</td>
</tr>
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<tr>
<td>Regional Rail Fleet Program</td>
<td>Program to deliver a new regional rail fleet, including the replacement of the XPT, XPLORER and Endeavour trains.</td>
</tr>
<tr>
<td>Regional Transport Hubs</td>
<td>Regional cities that will perform a hub focus for transport into the future.</td>
</tr>
<tr>
<td>Remote geography</td>
<td>The area broadly represented as west of Dubbo and Griffith in NSW.</td>
</tr>
<tr>
<td>Resilience</td>
<td>The ability of infrastructure systems and services to withstand unexpected climate, weather and catastrophic events.</td>
</tr>
<tr>
<td>Resilience Package</td>
<td>Program to support immunity for flood prone regional roads.</td>
</tr>
<tr>
<td>Ridesharing</td>
<td>Business models similar to Uber and Lyft within which private citizens provide point-to-point transport services to other citizens.</td>
</tr>
<tr>
<td>Road hierarchy</td>
<td>A framework for categorising roads by function. Consistent with the Movement and Place Framework, the hierarchy consists of Motorways, Movement Corridors, Living Streets, Local Streets and Places for People. Each type of road has a different movement and place function.</td>
</tr>
<tr>
<td>Road Safety Communication Campaign Annual Program</td>
<td>Delivery of integrated suite of road safety communication campaigns across NSW to address a range of road safety issues including speeding, drink driving, drug driving, fatigue and illegal mobile phone use.</td>
</tr>
<tr>
<td>Road Safety School Education Program</td>
<td>Program to deliver mandatory road safety education in schools across NSW.</td>
</tr>
<tr>
<td>Roads and Maritime Services (RMS)</td>
<td>Agency of the New South Wales Government responsible for building and maintaining road infrastructure and managing the day-to-day compliance and safety for roads and waterways.</td>
</tr>
<tr>
<td>Rolling Stock</td>
<td>Refers to all vehicles that move on rail, including passenger carriages, powered (locomotives) and unpowered (wagons) rail vehicles.</td>
</tr>
<tr>
<td>Safer Drivers Course</td>
<td>Program to help drivers on their L-plates prepare for driving solo when they graduate to provisional licences by teaching them how to manage road risks.</td>
</tr>
<tr>
<td>Safer Roads Infrastructure Program</td>
<td>Program of road safety infrastructure projects to address key crash types across NSW.</td>
</tr>
<tr>
<td>Safe System Guidelines Framework</td>
<td>Development and implementation of a framework to identify safety measures known to reduce road trauma and based on Safe System design principles.</td>
</tr>
<tr>
<td>Satellite city</td>
<td>The cities that will form part of the conurbation of Greater Sydney.</td>
</tr>
<tr>
<td>Sealing Country Roads Program</td>
<td>Program of works to progressively seal unsealed roads in Regional NSW.</td>
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</tr>
<tr>
<td>Self-Drive Car Share Accessibility Package</td>
<td>Provide support for development of car share across Regional NSW.</td>
</tr>
<tr>
<td>Service (or transport service)</td>
<td>Service in this document refers to transport services, generally public transport services. Examples include trains, buses, light rail and ferries. Services might also include shuttle buses and a range of privately operated but publicly accessible transport types.</td>
</tr>
<tr>
<td>Slopes and Culverts Condition Program</td>
<td>Program of works to progressively improve the conditions of slopes and culverts in the transport network.</td>
</tr>
<tr>
<td>Slots</td>
<td>The right granted by an airport that allows an aircraft to land or depart during a specific time period.</td>
</tr>
<tr>
<td>Smart Motorway</td>
<td>Motorways that use embedded sensors, analytics and customer feedback tools to actively manage congestion and safety and respond to traffic incidents.</td>
</tr>
<tr>
<td>State Infrastructure Strategy</td>
<td>The State Infrastructure Strategy was developed by Infrastructure NSW to provide the NSW Government with independent advice on the infrastructure needs of the State over the next 20 years.</td>
</tr>
<tr>
<td>Sydney City</td>
<td>Located within the Eastern City, includes the contiguous areas of Sydney CBD, Barangaroo, Darling Harbour, Pyrmont, The Bays Precinct, Camperdown-Ulno Health and Education, Central to Eveleigh, Surry Hills and Sydney East.</td>
</tr>
<tr>
<td>Three cities</td>
<td>The three cities envisaged by the Greater Sydney Commission are the established Eastern Harbour City, the developing Central River City and emerging Western Parkland City in and around the new airport. Each of these three cities will have their own unique identity and each must be planned to maximise liveability, productivity and sustainability.</td>
</tr>
<tr>
<td>Trade Gateway</td>
<td>Trade gateways are locations with major ports or airports, and their surrounding precincts. They perform an essential and ongoing role to connect Sydney with locations across Australia and the world. Transport gateways are vital to Sydney’s prosperity and often support large concentrations of complementary business activity and employment.</td>
</tr>
<tr>
<td>Train</td>
<td>A mode of transport that carries people or goods on dedicated rail corridors. It may refer to suburban trains or metro-style trains.</td>
</tr>
<tr>
<td>Transport disadvantage</td>
<td>Where access to transport is unequally distributed, low income earners, the elderly and the unemployed can be disadvantaged with increased social isolation and reduced opportunities for employment, recreational and social activities.</td>
</tr>
<tr>
<td>Transport for NSW (TfNSW)</td>
<td>The statutory authority of the New South Wales Government, responsible for managing transport services in New South Wales.</td>
</tr>
<tr>
<td>Transport hub</td>
<td>Typically a public transport interchange, major bus stop or major train station. In terms of freight, typically a freight rail yard, intermodal terminal, seaport or truck terminal. Major airports are also considered transport hubs.</td>
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<tr>
<td><strong>Transport Taxi Subsidy Scheme (TTSS)</strong></td>
<td>Support for NSW residents who are unable to use public transport because of a disability.</td>
</tr>
<tr>
<td><strong>Trauma</strong></td>
<td>Physical or mental injuries which require medical attention.</td>
</tr>
<tr>
<td><strong>Travel Choices</strong></td>
<td>A Transport for NSW behavioural change initiative to help manage demand on the transport network in response to capacity constraints or disruption. It involves helping individuals and organisations prepare for and adapt to changes on the transport network, underpinned by the 4 Rs: Remode, Retime, Reroute and Reduce.</td>
</tr>
<tr>
<td><strong>Turn-up-and-go</strong></td>
<td>Services with frequency equal to or under 5 minutes, requiring little to no travel planning.</td>
</tr>
<tr>
<td><strong>Urban Renewal</strong></td>
<td>A planned approach to the improvement and rehabilitation of city areas with new infrastructure, improved services and renovation or reconstruction of housing and public works.</td>
</tr>
<tr>
<td><strong>Visionary initiatives (20+ years)</strong></td>
<td>Longer term initiatives that may be investigated within the next 10 years, but on preliminary evidence are unlikely to require implementation within 20 years. Initiatives planned for investigation in the 20+ years as the funding or benefits may be too uncertain at this stage. Initiatives proposed for investigation are unconstrained by affordability and will be subject to strategic business cases that consider a range of possible solutions.</td>
</tr>
<tr>
<td><strong>Western Parkland City</strong></td>
<td>The metropolis of three cities includes the emerging Western Parkland City focused on the proposed Western Sydney Airport. The Western Parkland City will encompass the West and South West Districts and include the strategic centres of Penrith, Liverpool, Campbelltown-Macarthur and Blacktown (also associated with Central River City).</td>
</tr>
<tr>
<td><strong>Western Sydney Airport (WSA)</strong></td>
<td>The designated name for the second Sydney airport, located within the suburb of Badgerys Creek.</td>
</tr>
<tr>
<td><strong>Whole-of-government</strong></td>
<td>Working in partnership with all government stakeholders including the different state government agencies and local government councils.</td>
</tr>
</tbody>
</table>
The City of Newcastle acknowledges the traditional country of the Awabakal and Worimi peoples.

We recognise and respect their cultural heritage, beliefs and continuing relationship with the land, and that they are the proud survivors of more than two hundred years of dispossession.

Council reiterates its commitment to addressing disadvantages and attaining justice for Aboriginal and Torres Strait Islander peoples of this community.

Enquiries
For information about the Economic Development Strategy, contact:
Economic Development Co-ordinator
Phone: 4974 2000

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ABOUT NEWCASTLE

The wider Newcastle metropolitan area is the largest regional centre in New South Wales and the second largest non-capital urban centre in Australia. Newcastle itself is recognised as the service and administrative centre for the Hunter Region.

The 2011 Census data has been used to analyse established and emerging trends and plan for the community of the future.

Key data includes:

- the population of Newcastle in 2011 was 154,883 persons. This represents an increase of 6,778 people from 2006.
- median age is 37
- median weekly household income is $1,165
- median weekly rent is $275
- 33% of households are renters
- 25% of the population is made up of couples with children
- lone person households are the main household type
- the three largest ancestries in the city of Newcastle are Australian, English, and Irish
- in 2014, the unemployment rate was 6.2%.
- gross Regional Product (’M): $13,586.932
- per capita gross regional product (’000): $91,474
- per worker gross regional product (’000): $155,299.
EXECUTIVE SUMMARY

Newcastle is at the centre of the Lower Hunter region and is both an industrial economy and a service economy. The city has undergone a major transformation over the last two decades, with strong growth in services, activity and employment. In particular, there has been growth in knowledge industries, with the expansion of health, higher education, research centres, defence industries and professional and technical services. These industries, along with the traditional energy and engineering sectors, are providing the foundation for future growth of Newcastle and the broader region. This Strategy establishes where the Newcastle City Council can value add to economic growth.

Council’s Role in Economic Development

Council’s economic development tools include: advocating for the community; ensuring appropriate and integrated strategic and statutory planning documents; working with other tiers of government to promote major infrastructure needs; taking a lead in the visitor economy including events attraction and sponsorship; facilitating access to business assistance programs of other tiers of government; assisting the business improvement associations; and providing information from statistics to approvals and licensing processes for business.

Advantage Newcastle

Newcastle has a number of strategic economic advantages that create opportunities for our continued transformation and ongoing growth.

Newcastle is the seventh largest City in Australia; it has the scale of a large city and is at the centre of a large and growing region as the primary provider of business, health, personal, education and professional services.

- Newcastle has a major international deep water port, which is a key component of the export coal chain and of logistics for major industries. The long term lease of the port by the NSW government in 2014 has scope to broaden its freight activities and the development of the vacant Mayfield site.
- Newcastle’s industrial base includes specialisations in heavy engineering, defence and aerospace.
- Newcastle has a creative culture that is being translated into business opportunities, through mentoring, venture capital programs and industry clusters.
- Newcastle offers high residential amenity with its coastal location and cultural, sporting and leisure facilities and is an attractive place to live and invest.

- Newcastle is accessible and linked to national markets through a major airport, road and rail.
- Newcastle has a growing local, national and international reputation as a destination and events city for leisure, business, sporting and cultural events.

The Economic Vision for Newcastle

The vision for economic development in Newcastle is defined in Newcastle 2030 – the Newcastle Community Strategic Plan.

“The future vision is for Newcastle as a smart, liveable and sustainable city. This city has a growing local economy with strong industries that are linked to national and international markets. Contained within a high quality urban environment, designed for future improvement, Newcastle is built upon vibrant and emerging businesses that thrive on innovation and creativity to generate a new sustainable community.”

The Community Strategic Plan (CSP) identifies three objectives for Newcastle as a ‘smart and innovative city’:

- a vibrant diverse and resilient green economy built on educational excellence and research;
- a culture that supports and encourages innovation and creativity at all levels; and
- a thriving city that attracts people to live, work, invest and visit.

This strategy is built around the vision and objectives of the CSP, industry and stakeholder consultation and data analysis, to identify Council’s role and responsibilities.

The strategy focuses on five key areas:

1. our role as the capital of the Hunter Region,
2. the development of key infrastructure,
3. supporting business growth and employment,
4. encouragement of innovation and creativity and
5. developing the visitor economy of Newcastle.

1 Newcastle 2030 , Newcastle Community Strategic Plan (Revised 2013), Newcastle City Council.
## SUMMARY: THEMES AND STRATEGY

### THEME 1

**Newcastle as the regional capital**

Recognise and strengthen Newcastle’s role as the regional capital and hub for industry, education, health, business, personal, tourism, port and logistics services.

<table>
<thead>
<tr>
<th>Opportunities</th>
<th>Strategies</th>
<th>Actions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Largest regional city in NSW</td>
<td>Promote the competitive lifestyle and cultural advantages of Newcastle as a place to work, invest and live, as part of our business attraction activities.</td>
<td>Develop an opportunities prospectus to promote Newcastle as the perfect business and lifestyle location nationally and internationally.</td>
</tr>
<tr>
<td>Attract new national and international business investment</td>
<td>Maintain the role as the regional centre for government services, as well as, business, health and personal services.</td>
<td>Maintain dialogue with government to ensure regional government service’s role is maintained and expanded.</td>
</tr>
<tr>
<td>Identify and capitalise on employment and investment generators</td>
<td>Strengthen relationships with government agencies and others involved in regional economic development, investment attraction and the delivery of business programs.</td>
<td>Partner with Industry NSW, Urban Growth NSW, GPT and other developers on business attraction activities targeting key value add sectors.</td>
</tr>
<tr>
<td></td>
<td>Share and exchange demographic, regional and industry information with businesses, investors and industry associations.</td>
<td>Monitor land use across the city in accordance with the Local Planning Strategy and ensure supply of appropriately zoned land for industry and commerce.</td>
</tr>
<tr>
<td></td>
<td>Ensure adequate supply of well located, zoned employment land.</td>
<td>Develop website resources to provide relevant information to existing and start-up businesses using REMPLAN and other data sources.</td>
</tr>
<tr>
<td></td>
<td>Targeted investment attraction with domestic and international strategies to encourage investment attraction and effective cooperation agreements with cities in countries such as China (e.g. The City of Yantai).</td>
<td>Develop a night time economy strategy for the city centre (review of the SAFE Newcastle Strategy) with a focus on diversity of activity and community safety.</td>
</tr>
</tbody>
</table>
## Facilitating key infrastructure

*Work with businesses, community and government to facilitate the development of key infrastructure to facilitate business performance.*

<table>
<thead>
<tr>
<th>Opportunities</th>
<th>Strategies</th>
<th>Actions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Excellent connection through Newcastle airport, rail and road links plus digital connection with the National Broadband Network (NBN)</td>
<td>Deliver the infrastructure component of the Newcastle Urban Renewal Strategy and Hunter Street Revitalisation Framework.</td>
<td>Continue to work with State government agencies to implement the Newcastle Renewal and Transport Program.</td>
</tr>
<tr>
<td>Ongoing development and enhancement of facilities including University of Newcastle (UON), John Hunter Hospital, Hunter Stadium, Port of Newcastle, TAFE</td>
<td>Work with our community, the business sector and government to identify and facilitate key infrastructure projects.</td>
<td>Use REMPLAN to model and assess new initiatives to determine economic impact. This data can then be used in grant applications and project prioritisation.</td>
</tr>
<tr>
<td>Excellent recreation and cultural facilities</td>
<td>Develop sound economic assessments and business cases for major strategic infrastructure projects, including catalyst projects to guide Council investment.</td>
<td>Participate in local and regional business and industry initiatives to identify and promote the infrastructure needs of the city including transport initiatives, digital connectivity and city-wide Wi-Fi capability.</td>
</tr>
<tr>
<td></td>
<td>Develop and maintain active partnerships and linkages with major businesses and industry groups.</td>
<td>Encourage local area improvement planning through the Business Improvement Associations.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Continue to support the development of Newcastle Airport (Council is a part owner).</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Develop a night time economy strategy for the city centre (review of the SAFE Newcastle Strategy) with a focus on diversity of activity and community safety.</td>
</tr>
</tbody>
</table>
THEME 3

Business growth and employment creation

Revitalise the city centre and local precincts through support of existing businesses and industries. Facilitate the generation of new sustainable job opportunities. Seek to maintain major regional industries that are linked to national and international markets.

<table>
<thead>
<tr>
<th>Opportunities</th>
<th>Strategies</th>
<th>Actions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revitalise the city centre</td>
<td>Continue to work with NSW government to promote revitalisation of the city centre and attract new investment, business and jobs.</td>
<td>Promote access to business development programs (Australian Government, NSW Government, UON and Hunter Business Chamber).</td>
</tr>
<tr>
<td>Maintain key industries</td>
<td>Continue to work with Business Improvement Associations to identify and act on local needs.</td>
<td>Participate actively in the Small Business Friendly Councils Program (SBFC) sponsored by the NSW Office of Small Business Commissioner.</td>
</tr>
<tr>
<td>Encourage new business and employment opportunities</td>
<td>Target business and investment attraction to value add domestic and international companies to encourage investment.</td>
<td>Work with Business Improvement Associations on development programs for small businesses and other initiatives to promote local level business growth.</td>
</tr>
<tr>
<td>Support and advocate for the small business sector</td>
<td>Support and encourage local business networks and industry clusters (e.g., HunterNet, Defence Cluster).</td>
<td>Work with government and business partners in regional and/or industry action plans to reduce impediments and accelerate growth in priority sectors.</td>
</tr>
<tr>
<td></td>
<td>Improve Council recognition of small business issues in the development and implementation of its policies through the SBFC program.</td>
<td>Continue Council’s Economic Development Sponsorship Grant Program to promote employment and new business growth.</td>
</tr>
<tr>
<td></td>
<td>Strengthen the existing commercial centres hierarchy as service and employment centres.</td>
<td>Gather and analyse economic and industry information to identify gaps and business opportunities through the use of REMPLAN.</td>
</tr>
</tbody>
</table>
## Opportunity Strategies Actions

<table>
<thead>
<tr>
<th>Opportunities</th>
<th>Strategies</th>
<th>Actions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Skills and knowledge growth</td>
<td>Concentrate smart specialisation programs through the development of innovative hubs and cooperatives.</td>
<td>Facilitate small business access to government innovation programs.</td>
</tr>
<tr>
<td>Promote a smart, creative and connected city</td>
<td>Support smart city services and applications.</td>
<td>Work with external networks to support creative business development through Renew Newcastle style initiatives to encourage start-up businesses.</td>
</tr>
<tr>
<td>Build on our existing creative and cultural profile</td>
<td>Promote the lifestyle and cultural profile of Newcastle as a place to work, invest and live in business attraction activities.</td>
<td>Maintain links with UON and major businesses in the city to encourage research clusters and business development programs.</td>
</tr>
<tr>
<td></td>
<td>Encourage the creative industries sector and encourage the development of new small businesses.</td>
<td>Develop a Digital Economy Strategy for the city.</td>
</tr>
<tr>
<td></td>
<td>Continue to build on and promote Newcastle’s advantages in education, health and energy research.</td>
<td>Develop website resources to provide relevant information to existing and start-up businesses using REMPLAN and other data sources.</td>
</tr>
<tr>
<td></td>
<td>Continue to define the cultural profile of Newcastle through innovative programs and exhibitions at the Newcastle Art Gallery, Newcastle Museum, regional library and Civic Theatre.</td>
<td>Continue to partner and provide business improvement skills through the Smart Arts and similar programs.</td>
</tr>
</tbody>
</table>

**Theme 4**

**Innovation and creativity**

Encourage innovation in business, research activities, education and creative industries.
## Developing the visitor economy

*Work with the tourism sector and industry associations to further develop Newcastle as a visitor and event destination.*

<table>
<thead>
<tr>
<th>Opportunities</th>
<th>Strategies</th>
<th>Actions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Grow the market and increase visitor nights (and expenditure)</td>
<td>Implement the Destination Management Plan.</td>
<td>Council to continue its leadership role in developing the visitor economy and partnering with Newcastle Tourism Industry Group (NTIG) and operators.</td>
</tr>
<tr>
<td>Improve the visitor experience with revitalised destinations</td>
<td>Continue to work on researching and promoting sector infrastructure issues, including accommodation, cruise ship facilities, and conference facilities.</td>
<td>Complete visitor website upgrade, as well as, print promotions such as maps and self-guided tours.</td>
</tr>
<tr>
<td>Connect the industry</td>
<td>Utilise economic and business information to track city and key industry trends.</td>
<td>Investigate and provide improved visitor services.</td>
</tr>
<tr>
<td>Invest in Newcastle as a visitor and event destination</td>
<td>Continue to identify signature events and experiences for the Newcastle community and our visitors.</td>
<td>Complete and implement the CBD Visitor Economy Vision with NTIG.</td>
</tr>
<tr>
<td>Create and maintain effective partnerships at local and regional level.</td>
<td>Through Council’s Newcastle Convention Bureau promote Newcastle as a destination for business and professional conferences (MICE – meetings, incentives, conferences and exhibitions).</td>
<td></td>
</tr>
<tr>
<td>Work with industry to develop skills and quality of product.</td>
<td>Engage public relations consultants to promote Newcastle as a destination, state wide and nationally.</td>
<td></td>
</tr>
<tr>
<td>Continue to work with organisations such as Destination NSW to promote Newcastle through initiatives such as Its On.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Continue to partner with regional bodies to promote the region and events (e.g. All Together Perfect and events such as Port to Port),</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Prepare a local events strategy, including the sporting events market.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Continue to provide the Events Sponsorship Grant Program to increase overnight visitation and promote Newcastle as destination.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
1.0 NEWCASTLE
AN OVERVIEW

Newcastle is at the centre of a large region and is both an industrial economy and a service economy. Recent growth in the Newcastle economy has been driven by a combination of a growing population and expansion of major industry sectors.

The city has undergone a major transformation over the last two decades, with strong growth in services activity and employment. In particular, there has been growth in knowledge industries, with the expansion of health, higher education, research centres, defence industries and professional and technical services. These industries, along with the traditional energy and engineering sectors, are providing the foundation for future growth of Newcastle and the broader region. This strategy establishes where Newcastle City Council can value add to economic growth.

This section of the document outlines population trends, and the major industries within Newcastle by output and employment. More detailed information can be found in the appendices at the rear of the document.

1.1 Population

1.1.1 Regional Population

Newcastle is at the centre of a large and growing region. The Hunter Region had a total population of 648,800 persons in 2011, with 545,700 in the Lower Hunter and 103,100 in the Upper Hunter Region.

The population of the Lower Hunter is growing. Between 2006 and 2011, the region’s population increased by 28,100 people, or 5.4%. Newcastle accounted for 22% of this population growth or 6,200 persons.
The Australian Bureau of Statistics divides Newcastle into three statistical local areas (SLAs). In 2011, the Inner City accounted for 34% of the population; Outer West 29%; and Throsby 36%. The population has been increasing in each of the SLAs. Medium and long term projections show stronger growth in the Inner City and Outer West.

Chart 2. Population Projections-Newcastle LGA / SLAs 2016-2031

Source: Newcastle Urban Renewal Study - Economic Assessment - March 2012 Hill PDA P 35
Population in the Inner City is projected to increase by 6,900 persons or 13% between 2011 and 2031; 7,700 (16%) in the Outer West; and 4,100 in Throsby (7%). The projected population growth is based on a number of factors including: new household formation; the movement in of young adults for tertiary education; and the growth in employment opportunities attracting new residents. The development of the UON new city campus and the increase in international students will boost the number of student residents in the Inner City area.

Chart3 – Population Projections (Planning NSW) – Lower Hunter Region to 2031

Looking at the region to 2031, strong growth is projected across the region. Appendix A provides more detailed information.

Population Outlook

Create an environment where people want to live

The population outlook is positive for Newcastle’s economic development.

Strong local and regional population growth will increase the size of the market and will drive demand for retail and services, including higher education and specialist health services.
### 1.2 Regional Role

Newcastle plays a central role in the Hunter Region and is the “regional capital”. It is the centre for critical infrastructure (including the port/logistics and support activities); it provides services to the region including health, higher education, financial services, professional services and government services; it has the headquarters of a number of major organisations and has a major concentration of manufacturing/engineering businesses that are servicing national and international markets.

<table>
<thead>
<tr>
<th>Regional Role</th>
<th>Services and facilities</th>
<th>Jobs in LGA</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Health Services</strong></td>
<td>Newcastle is a regional centre for health services. This comprises: John Hunter Hospital and the Calvary Mater Hospital and associated specialist medical services in general paediatrics, tertiary services, surgery and trauma, oncology and emergency facilities as well as a range of private hospital facilities and specialist services. There is also the Hunter Medical Research Institute (HMRI) with around 1500 researchers.</td>
<td>15,950 or 18% of jobs in the LGA</td>
</tr>
<tr>
<td><strong>Finance and Business Services</strong></td>
<td>Newcastle is the centre for an expanding finance and professional services sector, which is servicing broader regional markets.</td>
<td>15,903 or 18% of jobs in the LGA</td>
</tr>
<tr>
<td><strong>Manufacturing</strong></td>
<td>Newcastle is a centre for manufacturing, particularly for heavy engineering linked to mining and defence markets. HunterNet is involved in the development of new markets for engineering businesses and in education and training for the sector.</td>
<td>8,444 or 10% of jobs in the LGA</td>
</tr>
<tr>
<td><strong>Port of Newcastle (Logistics and wholesaling)</strong></td>
<td>The Port is the world’s largest coal port and a major international deep water port. Future development by the new commercial operators will expand the capacity for general cargo, bulk materials, bulk liquids, and container trade. The Port services a number of major industries in the region including chemicals and fertilisers. To underpin the development of the Port, the maintenance of road and rail access is critical for port users.</td>
<td>6,873 or 8% of jobs in the LGA</td>
</tr>
<tr>
<td><strong>Government Services</strong></td>
<td>Newcastle is the regional headquarters for a number of government agencies that service Hunter and Central Coast Regions.</td>
<td>5,515 or 6% of jobs in the LGA</td>
</tr>
<tr>
<td><strong>Tertiary Education</strong></td>
<td>Newcastle services a regional market for higher education (University of Newcastle) and vocational education and training (Hunter TAFE).</td>
<td>4,761 or 5% of jobs in the LGA</td>
</tr>
<tr>
<td><strong>Sports and Entertainment</strong></td>
<td>Newcastle is a centre for sports and entertainment with international standard facilities for football, rugby and hockey and a entertainment and exhibition centre. Hunter Venues comprise: • Hunter Sports Stadium – a rectangular, multi-purpose outdoor stadium with a capacity of 33,000; • Newcastle Hockey Centre (NIHC) with three internationally FIH accredited fields; • Newcastle Entertainment Centre with a capacity up to 7500 and suitable for concerts and exhibitions; • Newcastle Exhibition Centre with indoor space of 1650 m²; • Newcastle Showground - with an oval arena and seating for 3000; and • Newcastle Harness Racing Centre.</td>
<td>637 or 1% of jobs in the LGA</td>
</tr>
</tbody>
</table>
Newcastle’s regional role is also reflected in the industry structure of jobs in the LGA. Chart 5 shows there is a large share of jobs in:

- information media and telecommunications (64%),
- utilities – electricity, gas, water and waste services 63%,
- professional, scientific and technical services (59%),
- financial and insurance services (58%),
- health care and social assistance 54%,
- transport, postal and warehousing 54%.

1.3 Newcastle Industry and Employment

1.3.1 Industry Jobs

Table 1 indicates Newcastle’s employment by industry group and clearly shows the majority of jobs (47.9%) are involved in ‘In-person’ services which includes health services, retail trade and education and training, followed by goods producing (manufacturing, construction, utilities etc.). The table also shows there was little change in the industry groups between 2006 and 2011. By industry the greatest increase in the period was in health services and social assistance, followed by professional, technical and scientific services. The greatest loss in jobs occurred in the agriculture, forestry and fishing sector. Appendix A contains further information.

Knowledge based industries have become increasingly important in Newcastle and are focused in the university, health sector, CSIRO and professional services and business services.

- The University of Newcastle (UON) has research strengths in areas including health, biotechnology, mining and minerals processing and energy. UON is a partner (with Hunter New England Health) of the Hunter Medical Research Institute (HMRI) and has established the Newcastle Institute of Energy and Resources.
- UON and CSIRO have specialisations in nanotechnology, biotechnology, and clean technology (e.g. solar energy, wind management and optimisation, energy efficiency and energy storage).
- UON and Hunter TAFE are active in delivering tailored education and training programs to industry.

Table 1 Jobs by Industry - Newcastle LGA 2006 and 2011

<table>
<thead>
<tr>
<th>City of Newcastle</th>
<th>2011</th>
<th>2006</th>
<th>Change</th>
<th>% change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Good Producing</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Agriculture, Forestry and Fishing</td>
<td>192</td>
<td>0.2</td>
<td>566</td>
<td>0.7</td>
</tr>
<tr>
<td>Mining</td>
<td>625</td>
<td>0.7</td>
<td>241</td>
<td>0.3</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>8,444</td>
<td>9.6</td>
<td>8,177</td>
<td>10.1</td>
</tr>
<tr>
<td>Electricity, Gas, Water and Waste Services</td>
<td>2,146</td>
<td>2.4</td>
<td>1,730</td>
<td>2.1</td>
</tr>
<tr>
<td>Construction</td>
<td>4,721</td>
<td>5.4</td>
<td>4,076</td>
<td>5.0</td>
</tr>
<tr>
<td>Total Goods Producing</td>
<td>16,128</td>
<td>18.3</td>
<td>14,790</td>
<td>18.2</td>
</tr>
<tr>
<td>Goods Related Services</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wholesale Trade</td>
<td>3,115</td>
<td>3.5</td>
<td>3,270</td>
<td>4.0</td>
</tr>
<tr>
<td>Transport, Postal and Warehousing</td>
<td>4,570</td>
<td>5.2</td>
<td>3,987</td>
<td>4.9</td>
</tr>
<tr>
<td>Total Goods Related Services</td>
<td>7,685</td>
<td>8.7</td>
<td>7,257</td>
<td>8.9</td>
</tr>
<tr>
<td>Business and Professional Services</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Information Media and Telecommunications</td>
<td>1,248</td>
<td>1.4</td>
<td>1,546</td>
<td>1.9</td>
</tr>
<tr>
<td>Financial and Insurance Services</td>
<td>3,701</td>
<td>4.2</td>
<td>3,572</td>
<td>4.4</td>
</tr>
<tr>
<td>Rental, Hiring and Real Estate Services</td>
<td>1,361</td>
<td>1.5</td>
<td>1,370</td>
<td>1.7</td>
</tr>
<tr>
<td>Professional, Scientific and Technical Services</td>
<td>7,237</td>
<td>8.2</td>
<td>6,057</td>
<td>7.5</td>
</tr>
<tr>
<td>Administrative and Support Services</td>
<td>2,356</td>
<td>2.7</td>
<td>2,079</td>
<td>2.6</td>
</tr>
<tr>
<td>Total Business and Professional Services</td>
<td>15,903</td>
<td>18.0</td>
<td>14,624</td>
<td>18.0</td>
</tr>
<tr>
<td>Government Services</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Public Administration and Safety</td>
<td>5,515</td>
<td>6.3</td>
<td>5,365</td>
<td>6.6</td>
</tr>
<tr>
<td>Total Government Services</td>
<td>5,515</td>
<td>6.3</td>
<td>5,365</td>
<td>6.6</td>
</tr>
<tr>
<td>In-Person Services</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Retail Trade</td>
<td>8,271</td>
<td>9.4</td>
<td>8,337</td>
<td>10.3</td>
</tr>
<tr>
<td>Accommodation and Food Services</td>
<td>5,808</td>
<td>6.6</td>
<td>5,275</td>
<td>6.5</td>
</tr>
<tr>
<td>Education and Training</td>
<td>7,990</td>
<td>9.1</td>
<td>7,060</td>
<td>8.7</td>
</tr>
<tr>
<td>Health Care and Social Assistance</td>
<td>15,950</td>
<td>18.1</td>
<td>13,884</td>
<td>17.1</td>
</tr>
<tr>
<td>Arts and Recreation Services</td>
<td>989</td>
<td>1.1</td>
<td>874</td>
<td>1.1</td>
</tr>
<tr>
<td>Other Services</td>
<td>3,251</td>
<td>3.7</td>
<td>2,971</td>
<td>3.7</td>
</tr>
<tr>
<td>Total In Person Services</td>
<td>42,259</td>
<td>47.9</td>
<td>38,401</td>
<td>47.3</td>
</tr>
<tr>
<td>Industry not classified</td>
<td>689</td>
<td>0.8</td>
<td>701</td>
<td>0.9</td>
</tr>
<tr>
<td>Total Jobs</td>
<td>88,179</td>
<td>100.0</td>
<td>81,138</td>
<td>100.0</td>
</tr>
</tbody>
</table>

Source: ABS Census 2011, Working Population Data
1.3.2 Location of Jobs

Within Newcastle, jobs are distributed across the SLAs as follows:

- **Inner City which includes the CBD and port:** Between 60-70% of the government (Council, NSW Government, and Australian Government) and business and professional services jobs; and 50% of accommodation and food service jobs. It also has over 50% of the manufacturing jobs and 63% of the transport jobs. Overall this SLA accounted for 47% of jobs in the LGA (and 34% of the population).

- **Outer West:** 42% of education and training jobs (UON); and 61% of electricity, gas and water sector jobs; and 35% of wholesale jobs. Overall this SLA accounted for 20% of jobs in the LGA (30% of the population).

- **Throsby:** 60% of health care and social assistance jobs (John Hunter Hospital, Newcastle Private Hospital); 44% of retail jobs; and 45% of the arts and recreation services jobs. Overall this SLA accounted for 33% of jobs in the LGA (37% of the population).¹

1.3.3 Major Employers

Table 2 shows some of the major employers in Newcastle and the broader region by industry sector.

1 Based on 2006 data in Newcastle Urban Renewal Study – Economic Assessment Hill PDA 2012 P74

1.3.4 Employment Travel Patterns

Newcastle LGA is the centre of the regional labour market, and performs a major role in the provision of jobs for a wide area of the Lower Hunter and the Central Coast.

- In 2011 there were 70,255 employed residents and a total of 88,179 jobs located in the LGA. In all 62% of Newcastle residents (43,329) had their jobs in Newcastle LGA and around 38% (26,926) held jobs outside the area (mainly in adjacent LGAs).

- For these Newcastle residents holding jobs outside the region, the major job locations were in the adjoining LGAs of Lake Macquarie (9383 or 13% of employed residents); Maitland (2689 or 4%) and Port Stephens (3399 or 5%).

- Newcastle has around 50% employment containment, which means that 50% of the jobs in the LGA are held by Newcastle LGA residents.² A total of 44,850 persons (51%) from outside Newcastle LGA held jobs in the LGA, with 26,581 (30%) living in Lake Macquarie. Other sources of workers were Maitland 6645 (8%); Port Stephens 5310 (6%) and Wyong 1628 (2%).³

- The Newcastle City Centre is a net importer of workers, with most persons travelling from the outer suburbs, as well as the adjacent LGAs of Lake Macquarie and Port Stephens.

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Table 2 Major Businesses – Newcastle LGA and Region

<table>
<thead>
<tr>
<th>Sectors</th>
<th>Activities</th>
<th>Major Regional Businesses</th>
</tr>
</thead>
<tbody>
<tr>
<td>ICT</td>
<td>E-commerce, telecommunications, software development and systems support.</td>
<td>CSC, Computer Systems Australia, Telstra</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>Heavy engineering, steel products, chemicals, mining industry support</td>
<td>Downer EDI Limited, Arrium Limited (formerly OneSteel), Thales, Forgacs, Bradken (Global Corporate HQ), Orica</td>
</tr>
<tr>
<td>Services</td>
<td>Financial services, professional services</td>
<td>PricewaterhouseCoopers, NIB, Sparke Helmore; GHD, Banks, Newcastle Permanent Building Society, The Greater</td>
</tr>
<tr>
<td>Health</td>
<td>Hospitals and health services</td>
<td>Hunter New England Health – HQ and hospitals</td>
</tr>
<tr>
<td></td>
<td>Health and medical research</td>
<td>Hunter Medical Research Institute (HMRI);</td>
</tr>
<tr>
<td>Defence/Aerospace</td>
<td>Defence support and aerospace support</td>
<td>BAE Systems, Lockheed Martin; GE Aviation, Boeing, Raytheon, Thales, Varleys, L3-Communications, Forgacs, RAAF</td>
</tr>
<tr>
<td>Transport</td>
<td>Coal rail services, road freight</td>
<td>Pacific Rail, Toll, Port of Newcastle, Aurizon</td>
</tr>
<tr>
<td>Energy and Water</td>
<td>Electricity, water</td>
<td>Macquarie Generation, Hunter Water Corporation, Ausgrid, Energy Australia</td>
</tr>
<tr>
<td>Education</td>
<td>Higher education and vocational education</td>
<td>University of Newcastle, Hunter TAFE, WEA</td>
</tr>
<tr>
<td>Government</td>
<td>Government agencies</td>
<td>Australian Taxation Office, Centrelink</td>
</tr>
</tbody>
</table>

---

¹ Based on 2006 data in Newcastle Urban Renewal Study – Economic Assessment Hill PDA 2012 P74
³ See Appendix B for detailed tables on journey to work patterns.
1.4 Future Opportunities

1.4.1 Future Job Requirements
Some recent projections have been prepared of future job requirements that are associated with population growth in Newcastle LGA.

- The Newcastle Employment Lands Strategy (NELS) projects population growth of 18,500 residents to 2031 (for a total population 175,700). Based on the current average labour force participation rate for Newcastle LGA (61%), this population growth requires an additional 11,285 jobs for the resident labour force by 2031.
- The NELS has projected future jobs for Newcastle LGA (for the 2011-2031 period) using NSW Bureau of Transport Statistics (BTS) forecasts. These projections show growth in jobs in services, with most being higher skilled knowledge industry jobs.
- The sectors that are likely to see some contraction in jobs include manufacturing, wholesale trade, energy utilities, and administrative and support services. These are based on expected changes in demand levels; technology and workforce structures.

1.5 Industry output
Total industry output in the area is estimated at $28,831.076 million. Table 3 shows the major contributors to output.

1.6 Strategic Growth Sectors
Future growth in jobs will be driven by a number of factors and these include growth in industries servicing external markets; growth in activities linked to the port; internal market growth, generated by a larger regional population; and innovation and commercialisation of ideas. Knowledge-based activities will increase in importance for most sectors of the economy.

Newcastle LGA has a large, diverse economy, with a spectrum of industries and businesses servicing local, regional, national and international markets. These businesses and organisations employ around 88,000 persons.

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Opportunities and Jobs

KEY ISSUES:
The strong growth in services employment experienced over the last 10 years is likely to continue, with Newcastle continuing to develop as a major regional service hub. Newcastle LGA has the potential to reach the job targets that are linked projected population growth.

- Manufacturing will remain important for the region, but employment levels will be lower.
- Industries moving products through the port will remain important and there is potential to expand logistics activities.
- Knowledge based sectors will grow, particularly in higher education, research, medical and health sectors.
- Jobs will require qualifications and skills (higher education and trade and VET qualifications). The number of jobs that require no qualifications is continuing to decline.
- Newcastle due to its regional capital role will continue to provide jobs for persons in adjacent LGAs. This is particularly the case for knowledge sector jobs, for higher level services jobs and for government agencies.
Newcastle LGA has a number of key advantages including: population size and growth; accessibility to Sydney; a major international port with potential for substantial growth and diversification; a major airport with key domestic routes (and potential international flights); a leading university (which is expanding) and Hunter TAFE; a large health services sector (7.7% of the economy and expected to increasing to 8.4% in 2036); major research centres and a culture of innovation; an industrial base; an expanding knowledge based services sector. When combined with a large city centre, a coastal lifestyle and affordable housing there is a strong foundation for future growth.

Newcastle and the Hunter Region have shown a capacity to adjust to industry changes, and have an outlook of continued regional population growth. A recent study for RDA Hunter has projected long term economic growth to 2036 for the Hunter Region, which would see the region growing at around 2.4% per annum (above the growth rate for the rest of New South Wales).

Newcastle and the Hunter Region have strong long term economic prospects based around current strengths and new emerging opportunities. These opportunities include: development of defence/aerospace clusters at RAAF Williamtown and Newcastle Airport (associated with the Joint Strike Fighter); other defence manufacturing and support; port services and logistics; the coal chain and support activities; high value manufacturing/engineering; agribusiness; hospitals and specialist health services; health and medical research; ICT; higher education (domestic and international students) and research at UON; business and professional services; a growing visitor market; and emerging creative industries.

These opportunities are explored further in Section 2.

### Work

Provide opportunities for growing employment

Table 3 Major contributors to output – Newcastle LGA and Region

<table>
<thead>
<tr>
<th>Industry Sector</th>
<th>$million</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Manufacturing</td>
<td>$7,084,049</td>
<td>24.6%</td>
</tr>
<tr>
<td>Construction</td>
<td>$2,586,482</td>
<td>9.0%</td>
</tr>
<tr>
<td>Financial and insurance services</td>
<td>$2,151,989</td>
<td>7.5%</td>
</tr>
<tr>
<td>Other</td>
<td>$17,008,557</td>
<td>59.0%</td>
</tr>
<tr>
<td><strong>Total output</strong></td>
<td><strong>$28,831,076</strong></td>
<td>100.0%</td>
</tr>
</tbody>
</table>

![Output ($M) - Newcastle (C, Aug 2014)](image)
2.0 MAJOR OPPORTUNITIES

2.1 Overview

There are a number of key elements that will shape the future economic development of Newcastle LGA and these include:

- City centre revitalisation - regeneration of the city as a place to live, work, invest and visit.
- Port of Newcastle development is important to the future of Newcastle (including coal exports and expansion for other products).
- Development of the visitor economy.
- City university precinct - University of Newcastle city campus as a catalyst project.
- Digital connectivity in the smart city.
- Strengthening of local areas and precincts.
- Developing workforce skills for a knowledge-based future.

Newcastle City Council’s Economic Development Strategy needs to identify its role and responsibilities and facilitate action in each of these key areas.

Appendix D contains further information.

2.2 City Centre Revitalisation

Urban renewal of the city centre is fundamental to Newcastle’s long term future. A vibrant city centre is important from an economic and social perspective.

The NSW Government, in partnership with Newcastle City Council, is implementing an urban renewal strategy for the Newcastle city centre. A major focus of the 25 year Newcastle Urban Renewal Strategy, is on initiatives: to improve the city’s economy, access, connections and the quality and attractiveness of the public domain; and to encourage the development of retail, residential and commercial space in the city.¹

The strategy is based on a vision for Newcastle as a vibrant and growing city. A key input to the strategy was the Council’s Hunter Street Revitalisation Framework Strategy (2010).

Newcastle City Centre Vision:

Newcastle will continue to grow and evolve to strengthen its position as the Hunter region’s capital.

The city centre location and setting between the river and ocean make Newcastle a compact, people-friendly city with unique attributes.

Newcastle city centre will be a vibrant regional hub and attractive destination for businesses, residents and visitors, providing accessible and suitable employment opportunities, a choice of retail and other services, and local, national and international investment opportunities.

(Source: Newcastle Urban Renewal Strategy 2012, Department of Planning xviii)

2.2.1 Planning principles

Nine planning principles are recommended to guide redevelopment within the city centre. These are summarised below and the areas where the economic development strategy can assist are also identified.

Key initiatives for the city centre currently include:

- light rail and a new transport interchange at Wickham (linking the city and helping create a new business district at the west end);
- the UON city campus;
- revitalising Hunter Street Mall and east end of Newcastle into a distinct retail, entertainment, leisure and residential precinct;
- reshaping Hunter Street as a key city destination to promote activity, business opportunities, events and other uses;
- strengthening the civic precinct as the main civic, educational and cultural hub;
- attracting more residents into the city centre;
- providing additional connections across the rail corridor for pedestrians, cyclists and cars; and
- positioning the west end as the city’s future CBD.²

¹ Revitalisation funding of $460 million from the NSW Government, includes $340 million from the lease of Newcastle Port.

² Newcastle Urban Renewal Strategy 2012, Department of Planning NSW Pxvii
Table 4 Planning Principles for Newcastle City Centre

<table>
<thead>
<tr>
<th>Guiding Principles</th>
<th>Elements</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Providing opportunities to grow and expand</td>
<td>Provide adequately zoned land to ensure the ongoing economic sustainability of the city and to accommodate anticipated growth and trends</td>
</tr>
<tr>
<td>2. Economic viability with enhanced choice and</td>
<td>The city centre supports a diverse range of retail, commercial and residential uses</td>
</tr>
<tr>
<td>competition</td>
<td></td>
</tr>
<tr>
<td>3. A busy and vibrant city</td>
<td>The city develops its own character, which is reinforced through branding and marketing of the city</td>
</tr>
<tr>
<td>4. Integrity and viability</td>
<td>The growth and development of the city centre should support and reinforce the existing integrity and uniqueness of Newcastle, including its heritage</td>
</tr>
<tr>
<td>5. Investment, employment and business growth</td>
<td>Population growth in the city centre will increase demand for jobs and services and require additional investment. Support for existing and emerging business is vital for the long-term viability of the city centre. Targeted investment attraction and business development strategies are needed</td>
</tr>
<tr>
<td>6. Transport, access and connectivity</td>
<td>Accessibility and convenience of public transport to and within the city centre is important</td>
</tr>
<tr>
<td>7. Housing mix and affordability</td>
<td>More residential development in the city centre will enhance vibrancy and viability through increased day and night activity, and support for jobs and services. There is need to encourage a range of affordable housing types for a variety of markets, including student and seniors housing</td>
</tr>
<tr>
<td>8. Retail variety</td>
<td>Retail is important to the economic viability of the city centre. This includes supermarkets; other retail (eg. brand outlet), bulky goods retailing (city fringe); and reinforcing main street shopping experience</td>
</tr>
<tr>
<td>9. Provide for future employment growth</td>
<td>Promote a commercial core that provides for a range of employment-generating activities. Cluster shared resources and services to attract new business. Employment-zoned land that can accommodate relatively large floor plates should be preserved, so that the city centre is the primary location for commercial office, entertainment, civic and community uses</td>
</tr>
</tbody>
</table>

Source: Summarised from Newcastle Urban Renewal Strategy 2012, Department of Planning NSW
2.2.1 Property Market

Traditionally commercial office space has been located within city centres clustered with retail, civic and community facilities. However, a trend in cities has been the shift of some commercial and industrial businesses to business park developments and industrial zones. Newcastle has seen some of this type of development.

Newcastle city centre developed around the Honeysuckle Precinct, is considered the main location within the LGA, and regionally, for commercial and professional businesses. Including properties in the East Precinct the city centre accommodates businesses such as legal and accounting firms, consultants, financial institutions and government departments.

Some current issues in the city property market include: fragmented retail and lack of retail anchors; increasing escape spending to suburban centres; high vacancy rates - for retail shopfronts (particularly along Hunter Street and in the West End) and C Grade commercial space; and a limited take up of older commercial offices.

The key driver of demand for commercial and employment land is jobs growth. Hill PDA has forecast the demand for employment floor space in the City Centre to 2031. They estimate that there was demand for almost 647,000 sqm of employment floor space (including retail floor space) within the Newcastle City Centre in 2011, and this is forecast to increase to over 900,000 sqm by 2031. The majority of this demand will be for commercial floor space.

The projected demand to 2031 for additional gross floor area (GFA) by type is: retail - 40,000 sqm (GFA); accommodation and food services - 46,000 sqm (GFA); education, health and community services - 35,000 sqm (GFA); and other commercial space -133,000 sqm (GFA).

Creating this positive climate is an important element of this Council Economic Development Strategy.

As a first real step in the implementation of the Urban Renewal Strategy, UrbanGrowth NSW and GPT have lodged concept plans for a $400 million CBD development package, which includes residential, retail and commercial developments. The program includes 17 developments worth $360 million, with seven projects in the core CBD valued at around $120 million. These projects will be major catalysts for redeveloping the city centre.

The development proposal is broadly consistent with the NSW Government’s Newcastle Urban Renewal Strategy, and will contribute to meeting long term targets for 6,000 new homes and 10,000 jobs in the city centre Newcastle by 2036.

An active city marketing (live, invest, work) and business attraction strategy is required, with Newcastle City Council working in partnership with Industry NSW, UrbanGrowth NSW, RDA Hunter, GPT and other project developers.

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1 Newcastle Urban Renewal Study - Economic Assessment , Hill PDA 2012 P16
2.3 Port Development

The privatisation of the port (through a 99 year lease), will lead to the expansion and diversification of Newcastle Port. Port of Newcastle, the commercial managers of the port, manages 792 hectares of port land and the associated strategic infrastructure such as wharves, buildings, terminals and transport infrastructure. This includes around 200 hectares of currently vacant land which is available for development.

Port of Newcastle is a vital economic asset for the Hunter Region and beyond. Strategically positioned at the gateway to the state’s largest regional economy, with close proximity to Sydney, the port is the economic and trading centre for regional New South Wales.

While coal operations will continue to dominate the port’s activities, there is major potential to further extend general cargo operations and to develop multi-purpose facilities and logistics operations on the port land. The overall development potential of the port is significant. The Port of Newcastle has published a port development plan which will be updated every five years. It will be informed by:

Mayfield Concept Plan

The Mayfield Concept Plan covers a 90 hectare parcel of port-side land, located within the 152 hectare Mayfield Precinct, and is part of the former BHP Steelworks site.

Potential development includes bulk liquids, and a multi-purpose cargo facility focused around bulk materials, general cargo and containers.¹

The Mayfield Site Port Related Activities Concept Plan (Mayfield Concept Plan) was approved by the NSW Department for Planning and Infrastructure, in mid-2012 (with a modification in March 2014).² Further development of the bulk liquids precinct within the port’s Mayfield precinct, will meet the region’s increasing need for fuel imports.

² Port of Newcastle Letter to Minister – Mayfield Concept-Plan December 2013

The port’s excellent channel and berth access, available port land, and the region’s strong manufacturing base and skilled workforce will be an asset.
Terminal 4 development (T4)

The proposed Port Waratah Coal Services Terminal 4 development is currently undergoing planning assessment by the NSW Government, which would position the port and the region to meet the continued global demand for the region’s high-quality coal.

The port’s current coal terminal capacity is 211 million tonnes per annum. The port currently has three coal terminals (two are operated by Port Waratah Coal Services, and one is operated by the Newcastle Coal Infrastructure Group).

In terms of future capacity, if all stages of T4 are approved and developed, it would increase the port’s coal terminal capacity to approximately 280 million tonnes per annum. There is likely to be an expansion of the port for bulk products, general cargo, and containers.

Newcastle City Council will work with the Port of Newcastle to encourage appropriate port-based activities and other linked industry opportunities.

**Note:** The proceeds of the port lease are being invested in the NSW Government’s infrastructure fund, Restart NSW. The Government has assigned $340 million from the proceeds for the revitalisation of the Newcastle CBD, in addition to the $120 million the Government has already allocated to the project (which includes a new light rail service).1

1 Funds for Newcastle will be co-ordinated through the Hunter Infrastructure and Investment Fund, a capital pool that will have $690m.
2.4 Williamtown airport, defence and aerospace development

An $80 million extension to Newcastle Airport is completed to increase domestic capacity as well as developing secure customs and immigration facilities to accommodate future international flights.

The Newcastle Airport runway is shared with the RAAF Base Williamtown, which is a major operational base for fighter aircraft. Employment on the base is around 4,000 people, comprising 2500 permanent ADF personnel, 700 Australian Public Service (APS) personnel and approximately 500 Defence contractors. The operations inject more than $200 million annually into the Hunter Region economy.

Williamtown will be the RAAF’s command, operations and training base for the new F35 Joint Strike Fighter with a $950 million redevelopment proposed to accommodate the new activity. Redevelopment will generate around 700 construction jobs. It is expected that support activities will increase employment at Williamtown by up to 1000 persons in support activities.

The Williamtown Aerospace Centre (WAC) includes the Newcastle Airport Precinct and 120 hectares of industrial land adjacent to the RAAF Base. The industrial land is being developed as a defence, aerospace and aviation business park.

The WAC will comprise three precincts:

Commercial precinct
With the first stage including a Mercure Hotel and conference centre, plus commercial office space for lease and industrial lots. Potential uses include defence contractor offices, airport related services, transport services and logistics. Lockheed Martin Australia will be WAC’s first defence tenant, occupying a purpose built facility in this precinct.

Aerospace Precinct
Comprises sites (with access to the runway and apron) located near current aircraft servicing facilities.

Support Precinct
This will allow for a progressive relocation of up to 1000 civilian staff and contractors currently working on RAAF Base Williamtown.

Develop secure customs and immigration facilities to accommodate future international flights

Planned view of Williamtown Aerospace precinct
2.5 Developing the Visitor Economy

There is major potential for significant expansion of the visitor market including interstate visitors, the short stay market from Sydney, cruise ships and international visitors. Newcastle is a gateway to the Hunter Region and an emerging destination, with a growing number of visitors.

The Newcastle Destination Management Plan (2013) has set development priorities for the sector. The focus of the Plan is on emerging markets including: education, visiting friends and relatives (VFR), events, sports, cruise ships, medical and overnight short breaks.

Development of the market also requires investment in infrastructure, and this includes additional hotels and other accommodation facilities and the development of a conference centre. The Newcastle Tourism Industry Group, with Council support, is currently preparing a plan to identify additional infrastructure required.

Further support of the visitor economy is also provided through Council’s major events sponsorship program designed to provide events with assistance in becoming established in Newcastle and delivering the many economic benefits that flow from major events.

This funding mechanism has delivered significant achievements (in partnership with Destination NSW) such as securing four key games for the Asian Football Cup (AFC) in January 2015 and the establishment of the Its On! In Newcastle campaigns which provide broad based promotion of Newcastle to a very wide audience. The program includes both funding for specific events and an annual grants program.

Council’s success has been recognised with Newcastle being named as a Global City for Festivals and Events by the International Festivals and Events Association (IFEA) for the third time in 2015.

The support of business events, through Council’s Newcastle Convention Bureau is continuing to add significant economic boosts through the attraction of medium sized conferences and conventions to Newcastle. In 2014-15 this program was extended through the ‘Altogether Perfect’ campaign where Newcastle City Council has been working in partnership with neighbouring regions of Port Stephens and Hunter Valley Wine Country to promote the region to the ‘meetings, incentives, conventions and exhibition market (MICE).

Appendix E contains further information.

Newcastle Council needs to continue its lead role in visitor market development, events, and in developing the business case for new tourism infrastructure.
2.6 City Campus

The University of Newcastle is developing its CBD education precinct with an innovative 10 storey ‘vertical’ campus - NeW Space. Home to the Faculty of Business and Law, the building design supports a technology-rich and collaborative form of teaching and learning and will be completed in the 2017.

The UON’s expanded education precinct will bring additional students and staff into the city, and provide opportunities for greater research and engagement with industry, businesses and the community.

The NeW Space project is being jointly funded by the Australian Government’s Education Investment Fund, the NSW Government through the Hunter Infrastructure and Investment Fund, and the University of Newcastle.

The city campus is a catalyst project that will assist the activation of the CBD and generate demand for additional residential development.
2.7 Digital Connectivity

Connectivity is important for creativity, innovation and business development. Digital connectivity and broadband has changed the way businesses operate reduced barriers to entry in a number of sectors and changed the location equation for many types of businesses.

Digital connectivity underpins the development of Newcastle as a smart city. The Newcastle Smart City Initiative is actively working to establish an urban environment capable of collecting and processing data to improve the measurement of asset life-cycle and population behaviour, and to enhance resource allocation. Newcastle City Council is actively developing strategic partnerships and investment that will provide a smart city platform for enhancements in urban efficiency and safety, and the creative application of smart city services and interactive urban environments. The growth of Newcastle as a smart city is driving new collaborative relationships between stakeholders, and will be guided by the development of a digital economy strategy for the city.

Digital connectivity has also changed the way in which the community obtains information, conducts transactions and communicates with government and business. New enterprises and jobs have been created in ICT and in developing online applications for computers and hand held devices. Applications have also led to major improvements in business productivity.

As a major regional city, Newcastle has the opportunity to be the test bed for integrated city Wi-Fi and for high speed broadband. Digital technologies; creativity; business skills; and the UON can be harnessed to incubate new small businesses and to create new jobs.

Newcastle is home to an innovative project developing an integrated smart city platform. The Kaooma project is being led by the City Centre Business Improvement Association, Newcastle NOW, in partnership with Newcastle City Council and VIMOC technologies. This project was a finalist in a global innovation competition held by ICT networking giants Cisco.

Council, in partnership with key stakeholders is developing innovative applications including smart parking, wayfinding and lighting for safety and security.

This integrated smart platform will provide a digital economy environment to enable growth in a range of smart sectors and digital technologies.

2.8 Strengthening Local Areas

There is potential to further extend the role of BIAs in assisting with the delivery of small business improvement programs at a local level.

Newcastle’s local precincts are an important part of the economic fabric of Newcastle and of its local communities. Newcastle City Council has four Business Improvement Associations (BIAs) covering the four main commercial centres within the Newcastle LGA: Newcastle City Centre - (also managing the Darby Street precinct) - Newcastle Now; Hamilton BIA; Mayfield BIA; and Wallsend BIA. Further strengthening and establishment of local organisations has also occurred in The Junction, New Lambton and Throsby Basin areas; providing improved access for the support of small business in local areas throughout the LGA.

Following changes in 2011, the Business Improvement Associations are now independent incorporated associations and where agreed are funded through Council via a special benefit rate. Funds are passed on to the BIAs through a Funding and Service Agreement with each organisation. Council remains the overall manager of the operational framework for the local BIA network. This has included having each BIA constantly prepare and revise a business plan that links to the Newcastle Destination Management Plan and current economic development activity including this Strategy.

The plans and the programs developed by the BIAs have focused on localised marketing activity, public facility improvements, street beautification and special events.

2.9 Encouraging Small and Medium Size Enterprises (SMEs)

Small and medium size businesses are an important part of Newcastle’s economy and provide a large number of jobs in the LGA.

There is a need to develop a sustainable economic base through strengthening existing businesses and generating a culture that develops creative entrepreneurs and emerging businesses.

Newcastle has the foundations for this culture of innovation with some dynamic SMEs; the UON and its research activity and business links; the cultural and creative industries base; and programs like Slingshot (start-up accelerator) and Renew Newcastle.

Renew Newcastle was established in 2007 as a not for profit association as a response to find short and
medium term uses for buildings in Newcastle’s CBD that were vacant, disused, or awaiting redevelopment. Renew Newcastle aims to continue to find artists, cultural projects and community groups to use and maintain numerous buildings until they become commercially viable or are redeveloped.

It has its Creative Talks series, which presents successful creatives, who have taken their craft to a commercial level and has implemented a Creative Enterprise Incubation & Development (CEID) project - a professional development program for Renew Newcastle creative projects. Renew Newcastle has partnerships with Newcastle City Council, Hunter Development Corporation, the NSW Government and a range of commercial partners.

Slingshot is a high tech accelerator that provides seed funding, working space, and a mentoring program that nurtures business skills and relationships to enable entrepreneurs to build viable businesses. Slingshot founders have created strategic partnerships within Newcastle and provide numerous opportunities for start-up entrepreneurs predominantly in tech-oriented environments.

Newcastle City Council should continue to endorse these programs and have active partnerships with the UON programs, Renew Newcastle and Slingshot style projects to encourage startup businesses. This is consistent with the Hunter Street Revitalisation Strategy Framework and the Newcastle Urban Renewal Strategy.

2.10 Skills for the Future

The jobs in key sectors in Newcastle are high skill requiring university qualifications; trade qualifications; or other vocational training. Newcastle has the advantage of being the home of both the UON and Hunter TAFE - two leading institutions that have developed strong industry partnerships and community links.

They continue to provide education and training in all the fields that are required for Newcastle’s future (eg. health, business, built environment, engineering, skilled trades) with a consistent aim to adapt to existing stakeholder needs.

The University and TAFE provide the education and knowledge base for developing workforce skills for emerging industries and businesses and for improving the productivity of existing businesses.

Workforce skills and business skills are fundamental to Newcastle’s future. Newcastle has a major strategic advantage in that it is home to an innovative university and Australia’s largest regional vocational education and training provider.

Regional Development Australia (RDA) Hunter has focused on attracting young people into the manufacturing and engineering workforce, through the Advanced Manufacturing Industry Schools Pathways Program (ME Program).

ME is an industry led program that engages over 4000 high school students in targeted career based education. Since its inception in 2010, the Defence Materiel Organisation (DMO) funded program has helped to increase uptake in science, technology, engineering and mathematics (STEM) subjects, increase the quality and quantity of job applicants for manufacturers and provided industry visits for over 3,000 students.1

Due to the importance of workforce skills to Newcastle’s future, Newcastle City Council should assist partners (e.g. NSW Government, RDA Hunter, Hunter TAFE, and UON) in encouraging workforce plans for key sectors in the Newcastle and Lower Hunter economy.

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### 2.11 Summary of strategic growth sectors

Strategic growth sectors for Newcastle include:

#### Table 6: Strategic growth sectors for Newcastle

<table>
<thead>
<tr>
<th>Sector</th>
<th>Activities</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Defence and Aerospace Sector</strong></td>
<td></td>
</tr>
<tr>
<td>Newcastle Airport</td>
<td>A major $80 million expansion of the terminal to allow for increased domestic passenger numbers (a capacity of up to 5 million passenger movements) and infrastructure for international flights. Passenger numbers were 1.2 million in 2013.</td>
</tr>
<tr>
<td>RAAF Base Williamtown</td>
<td>A major $950 million redevelopment of the base will be undertaken to accommodate the new F35 Joint Strike Fighter and associated support activity. Redevelopment will generate around 700 construction jobs. It is expected that support activities will increase employment at Williamtown by up to 1000 persons in support activities. Williamtown has the potential to become the Asian regional support hub for the F35, and this would generate major business activity for defence support industries in the region.</td>
</tr>
<tr>
<td>Williamtown Aerospace Centre (WAC)</td>
<td>The Williamtown Aerospace Centre (WAC) includes the Newcastle Airport Precinct and 120 hectares of industrial land and is adjacent to the RAAF Base. The industrial land is being developed as a defence, aerospace and aviation business park. The centre comprises: a Commercial Precinct- hotel, offices, logistics; Aerospace Precinct with runway and apron access; and Support Precinct for civilian staff and contractors servicing the base.</td>
</tr>
<tr>
<td>Defence Industry Cluster</td>
<td>The Hunter Region has a large defence and aerospace sector including RAAF Base Williamtown and the Singleton Military Area. The sector comprises Defence Prime Contractors (covering aerospace, maritime, electronic systems and land management) including: BAE Systems, Boeing, Raytheon, Lockheed Martin, GE Aviation, Forgacs, Thales and Varley. These prime contractors are linked to a network of smaller suppliers. Hunter Defence is a cluster being supported by the University of Newcastle, Regional Development Australia, HunterNet, Hunter TAFE, Hunter Business Chamber, and the Australian Industry Group. It is working with government to build defence-related capacity in the Hunter Region. Expansion of Newcastle Airport operations and aircraft servicing.</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>Newcastle has a significant heavy engineering and advanced engineering sector that services the coal industry, civil construction, defence and the industrial sector (servicing local markets and some international markets). Newcastle is a major part of the coal supply chain, with port facilities and support industries (including construction contractors and service providers). While some businesses have been affected by the end of the mining investment boom, long term prospects of specialist engineering businesses that have diversified markets are seen as good. Growth based on engineering capability and opportunities in regional, national and international markets.</td>
</tr>
<tr>
<td>Engineering</td>
<td>The Port of Newcastle is the world’s largest export coal tonnage port and has bulk cargo and general cargo operations. As deep water port with large areas of available wharf-side industrial land, there is major potential for diversification and expansion of port operations. This will occur with the new operators of the port (Port of Newcastle Investments). Expansion of the Port of Newcastle and growth of associated logistics and distribution activities.</td>
</tr>
</tbody>
</table>
## Visitor Economy

**Visitor Market**

The visitor economy is a significant and growing market for Newcastle and offers prospects for continued growth. Visitor data indicates that it is a $722 million market for Newcastle LGA. This is based on a total of around 3.6 million visitors (2.6 million day visitors, 962,000 domestic overnight visitors, 75,300 international visitors) in 2012.

The *Newcastle Destination Management Plan* has set development priorities for the sector.

There are four strategic priorities: creating a unified voice for the businesses engaged in the Visitor Economy (formation of the industry group); getting the industry connected for major events; engaging the global social and community networks; and creating signature experiences in the city.

Identified opportunities are: attracting national and international sporting and cultural events through a focused and funded events attraction strategy; building new markets including those from Asia, through better air service connections to key hubs and the education sector; growing visiting friends and relatives (VFR) travel both from interstate and overseas; leveraging the growth of the airport to access new domestic markets; continuing to strengthen the destination as a cruise port, including the potential to regain base porting operations; and building the business and conference market to support a future investment in a Convention Centre.

Market expansion associated with development of the visitor market and with population growth.

## Health

### Health Services

Health is a major sector, with Hunter New England Health (HNE Health) servicing 25 local government areas. HNE Health’s major hospitals and research centres based in Newcastle. HNE Health is one of the largest employers in Newcastle LGA (employs 15,500 persons).

In Newcastle, HNE Health operates the John Hunter Hospital; John Hunter Children’s Hospital; and the Calvary Mater Newcastle Hospital and a number of other health services.

HNE Health is a partner with UON in the Hunter Medical Research Institute (HMRI).

The demand for health services is continuing to grow and jobs in the sector are increasing.

## Education

### University of Newcastle

The University of Newcastle is a research-intensive institution. UON operates at the Callaghan Campus (12kms from Newcastle CBD), and has two current sites in the city: School of Drama, Fine Art, and Music (incorporating the Conservatorium) and the Newcastle Legal Centre and the Newcastle Business School Postgraduate Program.

UON had an enrolment of 39,131 students (EFTS=26,195) with around 85% of student load at the Newcastle and Central Coast campuses.

The University is the second largest employer in the Hunter region with 2670 full-time equivalent staff in ongoing or fixed term employment in 2013.

The University of Newcastle is developing a $95 million CBD education precinct - NeW Space, which will be a 10 storey ‘vertical’ campus.

### Hunter TAFE

Hunter TAFE is Australia’s largest regional training organisation (RTO), delivering 450 job ready qualifications to about 60,000 annual enrolments.

It is also one of the Hunter Region’s largest businesses with an operational budget of over $190 million in 2013 and around 2000 employees located across its 15 campuses.

Hunter TAFE has regional campuses and specialist training centres located in the Lower Hunter, Upper Hunter and the Central Coast.

Operations in Newcastle LGA are the Hunter Street Campus and the main Tighes Hill Campus.

Delivery covers all of the key sectors in the region including: mining, manufacturing, construction, health services, children’s services, tourism, and emerging study areas in renewable energy.
### Sector Activities

<table>
<thead>
<tr>
<th>Sector</th>
<th>Activities</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Research and Innovation</strong></td>
<td>Newcastle has a strong research and innovation “eco-system” which comprises the University of Newcastle, HMRI and CSIRO. The region has specialisations in energy, health and medical research and the university has developed an active defence industries cluster</td>
</tr>
<tr>
<td><strong>University of Newcastle</strong></td>
<td>UON is an applied research focused university, with total research funding in 2011/12 of $85 million  &lt;br&gt; The major areas were in Health ($43 million); Engineering and Built Environment ($20 million); Science and Information Technology ($10 million); Education and Arts ($4 million); and other research ($6 million)  &lt;br&gt; UON’s major research facilities centres comprise: Hunter Medical Research Institute (HMRI); Newcastle Institute for Energy and Resources (NIER); Newcastle Innovation is the technology transfer company; Priority Research Centres  &lt;br&gt; The university hosts 15 centres of research across a wide range of disciplines; Research Clusters have been developed including an active Defence Research Cluster defence industries cluster</td>
</tr>
<tr>
<td><strong>Hunter Medical Research Institute (HMRI)</strong></td>
<td>HMRI is a major translational medical research institute and is a partnership between the University of Newcastle and Hunter New England Health (established in 1998)  &lt;br&gt; It has more than 1200 clinical and biomedical researchers and support staff employed across seven HMRI Research Programs</td>
</tr>
<tr>
<td><strong>Business Services</strong></td>
<td>Newcastle is a growing regional centre for business and professional services with a total of 11,591 jobs (excluding the Creative Industries) in 2011 (13% of jobs in the LGA), up by almost 2000 jobs on 2006  &lt;br&gt; The major sectors are: Architectural, Engineering and Technical Services (2888); Legal and Accounting Services (2175); Financial Services (1632); Health and General Insurance (1167); Employment Services (976); and Computer Systems Services (821)  &lt;br&gt; The major financial services and professional services businesses include: NIB, Newcastle Permanent Building Society, Major Banks, PricewaterhouseCoopers, Sparke Helmore and GHD  &lt;br&gt; All of these businesses are servicing broader regional markets and in some cases national markets, with Newcastle as their base  &lt;br&gt; Growth prospects are strong for the sector, which is driven by population and the increase in the number of businesses in the region. Newcastle is the base for some specialist consultants and advisors that are servicing the major regional industries, including the coal sector  &lt;br&gt; As part of the city revitalisation it will be important to maintain these services businesses and to attract other new businesses into commercial space in the city centre</td>
</tr>
<tr>
<td><strong>Finance and Business Services</strong></td>
<td>There have been major changes in the retail sector over the last 20 years with the introduction of new retail formats and changing consumer preferences, which have influenced the location of retail facilities  &lt;br&gt; There has been a loss in retail in the city centre as suburban centres and fringe retail facilities have been developed  &lt;br&gt; Total retail spending (including tourists and residents from other LGAs) in Newcastle was estimated at $2.4 billion  &lt;br&gt; By 2031 resident retail spending is projected to increase to $3 billion (in 2009 dollars) and total retail spending in Newcastle LGA (including tourists and shoppers from other LGAs) would be $3.5 billion  &lt;br&gt; Part of the revitalisation of Newcastle city centre will involve new retail space, and this is included in the GPT proposals  &lt;br&gt; Some growth in retail space will also occur in other precincts in the LGA  &lt;br&gt; Promotion of precincts has been undertaken by the Business Improvement Associations (including Newcastle Now) in order to attract visitors, shoppers and diners, and these activities need to continue</td>
</tr>
<tr>
<td><strong>Other Sectors</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Retail Sector</strong></td>
<td></td>
</tr>
<tr>
<td>Sector</td>
<td>Activities</td>
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</tbody>
</table>
| Creative Industries           | As a major city Newcastle has a creative tradition that has a contemporary expression in the visual and performing arts, a vibrant popular music scene, world class writers, a well-established media, a strong advertising and design culture and internationally competitive architectural firms  
   It is supported by organisations such as Newcastle Now and Renew Newcastle, which is incubating creative enterprises in vacant buildings  
   Analyses of data show that in total an estimated 4070 persons are directly involved in activities that can be classified as part of the creative industries  
   In addition, there are an estimated 3000 students undertaking courses at the University of Newcastle in fields that are classified as part of the creative economy  
   Creative industries are important for the city's culture and entertainment adding to an environment that stimulates ideas and innovation, which can be translated into new businesses and jobs. Most importantly they are crucial industries that are central to the new knowledge economy. This is why they are a key element in Newcastle's Economic Development Strategy  
   Growth associated with the creative economy, through the creative industries strategy and mentoring/business development programs |
| Sports Industry               | Newcastle has international standard sports facilities for football, rugby and hockey and teams in two national competitions (NRL and A League)  
   In 2011 there were a total of 637 sports jobs – 497 in sports and physical recreation activities and 134 in horse racing. These jobs include: the players and other staff of the Newcastle Jets and Newcastle Knights; persons employed in other sports; and gym staff and trainers  
   Sports are a major industry for Newcastle and are a key component of the visitor market  
   There is potential for further expansion of the Hunter Venues site  
   Development of sports sector – professional teams, community sport and venues |
| Construction                  | Growth associated with the housing market, port development and revitalisation of the city centre.                                                                                                                                                                                                                                                                                                                                                                               |
| Night-time Economy (NTE)      | The total value of the Newcastle NTE in 2013 was estimated as $1.13 Billion, accounting for 4.8% of the local economy  
   The NTE employed 10,965 people, or 12% of all employment in the LGA  
   Newcastle City Council is developing strategies to grow the economic capacity of safe, diverse and sustainable night-life precincts in the city and local centres.                                                                                                                                                                                                                       |

Further information on the strategic growth sectors is contained in Appendix E.
2.12 Key Issues Economic Development

Based on the analysis of information in section 1 and 2, the key issues for focus for Newcastle City Council in economic development are summarised below:

- **Business and investment attraction will be important for future economic growth and new jobs**

- **It is important to maintain the existing major employers in the region that are linked to national and international markets and those that currently utilise the port facilities**

- **An active economic development strategy is needed to support the revitalisation of Newcastle LGA and its city centre**

- **The strategy needs to be integrated with the planning framework for Newcastle, with an emphasis on place/precinct improvement and the strengthening of local businesses**

- **An emphasis is required on jobs of the future through innovation, emerging industries and start-up businesses**

- **Working with businesses, planners and government at all levels to facilitate key infrastructure development**

- **Tourism development and the visitor economy; and creative industries are recognised as opportunities and growth sectors within Newcastle**

- **Partnerships are important with Council working with industry associations, businesses, industry clusters, and government agencies on economic development issues**

- **Business Improvement Associations are important vehicles for local level economic development and will have a focused role**

- **Council needs an evidence based approach to economic development - using economic and industry information in investment attraction and business development. Data and information needs to be shared with businesses to support business cases and investment decisions**

- **Council’s economic development tools include: advocating for the community; ensuring appropriate and integrated strategic and statutory planning documents; working with other tiers of government to promote major infrastructure needs; taking a lead in the visitor economy including events attraction and sponsorship; facilitating access to business assistance programs of other tiers of government; assisting the business improvement associations; and providing information from statistics to approvals and licensing processes for business”**
3.0 ECONOMIC DEVELOPMENT STRATEGY

3.1 Vision
The vision for economic development in Newcastle is based on Newcastle 2030 – the Newcastle Community Strategic Plan.¹

The future vision is for Newcastle as a smart, liveable and sustainable city. In 2030 we will be a leader in smart innovations with a healthy, diverse and resilient economy.

Our community will witness a smart city with diverse industries that are linked to national and international markets. These industries will support a high quality urban environment, designed for the future; a vibrant Newcastle built upon businesses that thrive on innovation and creativity to generate a new sustainable community.”

The Community Strategic Plan (CSP) identifies three objectives for Newcastle as a ‘smart and innovative city’:

• A vibrant diverse and resilient green economy built on educational excellence and research;
• A culture that supports and encourages innovation and creativity at all levels; and
• A thriving city that attracts people to live, work, invest and visit.

The vision and objectives of the CSP are reflected in the themes of the Economic Development Strategy which focus on our role as the capital of the Hunter Region, the development of key infrastructure, supporting business growth and employment, encouragement of innovation and creativity and developing the visitor economy of Newcastle.

3.2 Council’s Role in Economic Development
Council has a strategic role to play in economic development in Newcastle LGA and in the city centre.

• Council represents the city and its communities and needs to be the lead advocate for Newcastle to ensure that it secures appropriate decisions and funding from the other tiers of government.

• Council is a point of contact for businesses and organisations implementing projects and developments in the city. Analysis and information sharing is an opportunity for Council to value add to economic growth.

• Council has a strategic role in ensuring land is appropriately zoned for commercial and industrial activity and that appropriate development controls apply.

• Council is a decision maker on many of the planning and environmental requirements for development and construction projects.

• Council takes a lead role in marketing Newcastle to the leisure and business visitor market. It also needs to be active with government and private sector partners in marketing the city as a place to live, work, invest and run a business.

• Council can improve local precincts through area improvements and through the activities of the Business Improvement Associations (BIAs).

• Council can partner with businesses, organisations and networks on major projects that will positively impact the Newcastle economy.

3.3 Overview Themes and Directions
The Economic Development Strategy is one of Newcastle City Council’s core strategies and has a key focus on Council’s role in supporting the future economic development of Newcastle. It provides an economic roadmap linking activities by Council and other partners.

A clear plan allows Newcastle City Council to concentrate its efforts where it can have maximum impact and allocate sufficient resources for economic development activities.

The strategy has five major themes that together provide a road map for economic development for Newcastle LGA and the city centre. The themes are:

1. Newcastle as the regional capital
2. Facilitating key infrastructure
3. Business growth and employment creation
4. Innovation and creativity
5. Developing the visitor economy

¹ Newcastle 2030 , Newcastle Community Strategic Plan (Revised 2013), Newcastle Council.
3.3.1 Newcastle as the Regional Capital

Newcastle is the regional capital of the Hunter Region and is NSW’s largest regional city.

This has a number of dimensions:

**Business Centre**
- Newcastle is a major centre for: financial and professional services; manufacturing industry and engineering services. It has the national and regional headquarters of a number of major home grown businesses.

**Logistics Centre**
- Newcastle is at the centre of regional logistics (and the coal chain) with the critical role of the Port of Newcastle and the planned diversification and expansion of the port.

**Government Centre**
- Newcastle has the regional offices of a number of government agencies.

**Health Centre**
- Health services are concentrated in Newcastle with the John Hunter Hospital and Calvary Mater Hospital and other specialist medical services.

**Education Centre**
- Newcastle is the centre for higher education, with the world ranked University of Newcastle; and for training with Hunter TAFE, the largest regional TAFE institute in Australia.

**Innovation Centre**
- Newcastle is a centre of innovation with major national research centres in health - Hunter Medical Research Institute (HMRI); and energy and resources (UON and CSIRO).
- The UON is a research intensive university, with research centres in fields including: health, science, engineering, built environment and creative industries.
- Through programs like Renew Newcastle and Slingshot emerging businesses are being developed.

**Coastal and residential amenity**
- Newcastle offers a desirable residential lifestyle with excellent recreation, education and cultural facilities.

**Cultural Centre**
- Newcastle is a major regional hub for arts, culture, events and entertainment.

**Sports Centre**
- Newcastle has strong sports culture; international standard sports facilities for football, rugby and hockey; and teams in two national competitions (NRL and A-League).
**THEME 1**

**Newcastle as the regional capital**

_Recognise and strengthen Newcastle’s role as the regional capital and hub for industry, education, health, business, personal, tourism, port and logistics services._

<table>
<thead>
<tr>
<th>Opportunities</th>
<th>Strategies</th>
<th>Actions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Largest regional city in NSW</td>
<td>Promote the competitive, lifestyle and cultural advantages of Newcastle as a place to work, invest and live, as part of our business attraction activities.</td>
<td>Develop an opportunities prospectus to promote Newcastle as the perfect business and lifestyle location nationally and internationally.</td>
</tr>
<tr>
<td>Attract new national and international business investment</td>
<td>Maintain the role as the regional centre for government services as well as business, health and personal services</td>
<td>Maintain dialogue with government to ensure regional government services role is maintained and expanded.</td>
</tr>
<tr>
<td>Identify and capitalise on employment and investment generators</td>
<td>Strengthen relationships with government agencies and others involved in regional economic development, investment attraction and the delivery of business programs.</td>
<td>Partner with Industry NSW, Urban Growth NSW, GPT and other developers on business attraction activities targeting key value add sectors.</td>
</tr>
<tr>
<td></td>
<td>Share and exchange demographic, regional and industry information with businesses, investors and industry associations</td>
<td>Monitor land use across the city in accordance with the Local Planning Strategy and ensure supply of appropriately zoned land for industry and commerce</td>
</tr>
<tr>
<td></td>
<td>Ensure adequate supply of well located, zoned employment land</td>
<td>Develop website resources to provide relevant information to existing and start-up businesses using REMPLAN and other data sources</td>
</tr>
<tr>
<td></td>
<td>Targeted investment attraction with domestic and international strategies to encourage investment attraction and effective cooperation agreements with cities in countries such as China (e.g. The City of Yantai).</td>
<td>Develop a night time economy strategy for the city centre (review of the SAFE Newcastle Strategy) with a focus on diversity of activity and community safety</td>
</tr>
</tbody>
</table>

**Partners**

UrbanGrowth NSW  
Industry NSW  
Department of Premier and Cabinet  
Planning NSW  
RDA Hunter  
Property Council  
Hunter Development Corporation  
UON  
Hunter Research Foundation  
Hunter TAFE  
Hunter Development Corporation  
Hunter Business Chamber
3.3.2 Facilitating Key Infrastructure

Council will work with businesses, investors, planners and government agencies to identify and facilitate the development of key urban infrastructure to revitalise the city centre and Newcastle’s local precincts. This may include built facilities such as a convention centre; improved access such as road links and public transport timetables; or utilities such as roll out of the NBN and Wi-Fi connectivity. Appropriate infrastructure will help consolidate and attract business investment.

Council is also an infrastructure enabler. Council is a part owner of the Newcastle Airport, identified as a key economic advantage and growth driver for Newcastle (see appendix E for further information). Council also plays an important role in providing and maintaining facilities vital for business and community success. Cultural facilities such as the Newcastle Art Gallery, Newcastle Museum and Civic Theatre attract day trippers and overnight visitors for exhibitions and events. Landscaping, place making and footpath projects can boost local areas to improve both economic performance and amenity.

Accurate information and analysis is important to decision making. In 2014-15, Council trialled REMPLAN, an economic modelling tool. The ongoing subscription to this service will enhance Council’s analysis capability. REMPLAN can:

- Add weight to funding and grant applications, media releases and feasibility studies
- Generate detailed local economic data and maps to promote the area for publications and Council’s website
- Analyse the economic impacts of potential developments or industry closures
- Identify the contribution of existing business and industries
- Understand the spatial distribution of industries across the area
- Identify opportunities for import replacement and value adding
- Generate economic profiles for sub regions, such as town centres and commercial hubs.

Council is currently working with a range of State government agencies on the implementation of the Newcastle Urban Renewal Strategy. Council will seek to ensure transport; other infrastructure and planning outcomes are consistent with the adopted Hunter Street Revitalisation Framework and deliver appropriate outcomes for Newcastle.
## THEME 2

### Facilitating key infrastructure

*Work with businesses, community and government to facilitate the development of key infrastructure to facilitate business performance.*

<table>
<thead>
<tr>
<th>Opportunities</th>
<th>Strategies</th>
<th>Actions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Excellent connection through Newcastle airport, rail and road links plus digital connection with the National Broadband Network (NBN)</td>
<td>Deliver the infrastructure component of the Newcastle Urban Renewal Strategy and Hunter Street Revitalisation Framework.</td>
<td>Continue to work with State government agencies to implement the Newcastle Renewal and Transport Program.</td>
</tr>
<tr>
<td>Ongoing development and enhancement of facilities including University of Newcastle (UON), John Hunter Hospital, Hunter Stadium, Port of Newcastle, TAFE</td>
<td>Work with our community, the business sector and government to identify and facilitate key infrastructure projects.</td>
<td>Use REMPLAN to model and assess new initiatives to determine economic impact. This data can then be used in grant applications and project prioritisation.</td>
</tr>
<tr>
<td>Excellent recreation and cultural facilities</td>
<td>Develop sound economic assessments and business cases for major strategic infrastructure projects, including catalyst projects to guide Council investment.</td>
<td>Participate in local and regional business and industry initiatives to identify and promote the infrastructure needs of the city including transport initiatives, digital connectivity and city-wide Wi-Fi capability.</td>
</tr>
<tr>
<td></td>
<td>Develop and maintain active partnerships and linkages with major businesses and industry groups.</td>
<td>Encourage local area improvement planning through the Business Improvement Association.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Continue to support the development of Newcastle Airport (Council is a part owner).</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Develop a night time economy strategy for the city centre (review of the SAFE Newcastle Strategy) with a focus on diversity of activity and community safety.</td>
</tr>
</tbody>
</table>

### Partners

- UrbanGrowth NSW
- Hunter Development Corporation
- Department of Planning
- Port of Newcastle
- Hunter Business Chamber
- Urban Development Institute of Australia
- Property Council
- Newcastle Tourism Industry Group
- REMPLAN
3.3.3 Business Growth and Employment Creation

Business growth and new businesses are important for the revitalisation of Newcastle. This growth needs to occur in the city centre as well as local retail and business precincts and industrial areas. Council's land use planning strategy encourages the provision of services at a local level to reduce the need for travel and enhance local sustainability.

A major focus of the Economic Development Strategy is on encouraging growth in existing industries; acting on obstacles to growth, and ensuring that small businesses are able to access business advice and other business development programs.

Newcastle has a number of organisations and networks that are involved in activities, which influence economic and business development in the city. These include: industry associations (eg. Hunter Business Chamber, Australian Industry Group, Property Council, Newcastle Tourism Industry Group); industry networks (eg. HunterNet); RDA Hunter; research clusters at UON; and organisations involved in innovation with new start-ups (eg. Renew Newcastle and Slingshot). Council has recently reshaped the local area Business Improvement Associations to broaden their role and to improve effectiveness.

There is a need for Newcastle City Council to develop stronger linkages and partnerships with key businesses, organisations and networks. This would cover industry development issues, investment attraction, constraint identification and the use of networks to leverage the delivery of business programs and precinct programs.

It is not necessarily Council's role to take the lead in these areas. Often it will involve Council endorsing representations being made by industry and other organisations on issues that will affect jobs in region (eg. the local manufacturing of trains and participating in trade missions).

Another mechanism for Council to assist economic growth is through the Economic Development Sponsorship Program (see also under 3.3.4).
### Business growth and employment creation

Revitalise the city centre and local precincts through support of existing businesses and industries. Facilitate the generation of new sustainable job opportunities. Seek to maintain major regional industries that are linked to national and international markets.

<table>
<thead>
<tr>
<th>Opportunities</th>
<th>Strategies</th>
<th>Actions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revitalise the city centre</td>
<td>Continue to work with NSW government to promote revitalisation of the city centre and attract new investment, business and jobs.</td>
<td>Promote access to business development programs (Australian Government, NSW Government, UON and Hunter Business Chamber).</td>
</tr>
<tr>
<td>Maintain key industries</td>
<td>Continue to work with Business Improvement Associations to identify and act on local needs.</td>
<td>Participate actively in the Small Business Friendly Councils Program (SBFC) sponsored by the NSW Office of Small Business Commissioner.</td>
</tr>
<tr>
<td>Encourage new business and employment opportunities</td>
<td>Target business and investment attraction to value add domestic and international companies to encourage investment.</td>
<td>Work with Business Improvement Associations on development programs for small businesses and other initiatives to promote local level business growth</td>
</tr>
<tr>
<td>Support and advocate for the small business sector</td>
<td>Support and encourage local business networks and industry clusters (eg. HunterNet, Defence Cluster).</td>
<td>Work with government and business partners in regional and/or industry action plans to reduce impediments and accelerate growth in priority sectors.</td>
</tr>
<tr>
<td></td>
<td>Improve Council recognition of small business issues in the development and implementation of its policies through the SBFC program.</td>
<td>Continue Council’s Economic Development Sponsorship Grant Program to promote employment and new business growth.</td>
</tr>
<tr>
<td></td>
<td>Strengthen the existing commercial centres hierarchy as service and employment centres.</td>
<td>Gather and analyse economic and industry information to identify gaps and business opportunities through the use of REMPLAN.</td>
</tr>
<tr>
<td></td>
<td>Ensure adequate supply of zoned employment land (industry and commercial).</td>
<td></td>
</tr>
</tbody>
</table>

### Partners

- Hunter Business Chamber
- RDA Hunter
- Industry NSW
- Hunter Business Centre
- NSW Office of Small Business Commissioner
- Business Improvement Associations
- UON
- Hunter Research Foundation
- Hunter TAFE
- Hunter Development Corporation
- UrbanGrowth NSW
- Property Council of Australia
3.3.4 Innovation and creativity

Newcastle has a base in innovation and creativity which is reflected in its major research centres (UON, HMRI and CSIRO) and in its creative industries activities (the arts, IT, the media and all forms of design). These knowledge based activities will continue to grow as existing research programs expand and new programs are developed. These research centres are also major locations for knowledge based professional employment.

The creative industries covers a wide range of sectors including performing arts, creative arts, media and communications, architecture and design and teaching in all these fields. At the current time, around 1.9% of Newcastle employment is in the creative economy. (Appendix D provides further information.)

Newcastle has opportunities to utilise its home grown programs to develop new ventures (eg. Slingshot, Renew Newcastle, UON innovation programs) and to facilitate better access to government programs that support research, innovation and commercialisation.

Council for many years has provided annual funding to the Hunter Research Foundation.

It is important that Council has an understanding of the drivers of small businesses and works with business associations and government agencies to strengthen the small business sector.

At a regional level, coordination and promotion of the Hunter as a location for filming has occurred through Screen Hunter which Council supports annually through Hunter Councils.

Council has also run for many years an economic development grant program. This program is administered under Council’s Economic Development Sponsorship Policy. The level of funding will be determined annually by Council. This in turn will determine if grants are offered in single grant round per year, or multiple.
**THEME 4**

**Innovation and creativity**

*Encourage innovation in business, research activities, education and creative industries.*

<table>
<thead>
<tr>
<th>Opportunities</th>
<th>Strategies</th>
<th>Actions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Skills and knowledge growth</td>
<td>Concentrate smart specialisation programs through the development of innovative hubs and cooperatives</td>
<td>Facilitate small business access to government innovation programs.</td>
</tr>
<tr>
<td>Promote a smart, creative and connected city</td>
<td>Support smart city services and applications</td>
<td>Work with external networks to support creative business development through Renew Newcastle style initiatives to encourage start-up businesses</td>
</tr>
<tr>
<td>Build on our existing creative and cultural profile</td>
<td>Promote the lifestyle and cultural profile of Newcastle as a place to work, invest and live in business attraction activities</td>
<td>Maintain links with UON and major businesses in the City to encourage research clusters and business development programs.</td>
</tr>
<tr>
<td></td>
<td>Encourage the creative industries sector and encourage the development of new small businesses</td>
<td>Develop a Digital Economy Strategy for the city</td>
</tr>
<tr>
<td></td>
<td>Continue to build on and promote Newcastle’s advantages in education, health and energy research</td>
<td>Develop website resources to provide relevant information to existing and start-up businesses using REMPLAN and other data sources</td>
</tr>
<tr>
<td></td>
<td>Continue to define the cultural profile of Newcastle through innovative programs and exhibitions at the Newcastle Art Gallery, Newcastle Museum, regional library and Civic Theatre</td>
<td>Continue to partner and provide business improvement skills through the Smart Arts and similar programs</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Continue Council’s Economic Development Sponsorship Program to promote employment and new business growth</td>
</tr>
</tbody>
</table>

**Partners**

- UON
- HMRI
- Renew Newcastle
- Slingshot
- Hunter Business Chamber
- AusIndustry
- Australian Industry Group
- HunterNet
- BIAS
3.3.5 Developing the Visitor Economy

Tourism is a key development priority for Newcastle. In 2012 visitors to Newcastle totalled 3.6 million (2.6 million day visitors, 962,000 domestic overnight visitors, and 75,300 international visitors). Overnight visitors accounted for a total of 3.9 million visitor nights. The value of the visitor economy in Newcastle was estimated at $722 million (2012).

The visitor market is growing and there is potential to expand the market covering interstate and international visitors; the short stay market from Sydney; business visitors (including conferences); cruise ships (including home porting); and events related travel.

(See appendix E for further information.)

Newcastle is seen as the gateway to the Hunter Region and has been recognised as an emerging destination for both leisure and business tourism. It has the advantage of air access through Newcastle Airport, good road and rail access from Sydney and is receiving cruise ships.

The key action for Council is to continue to implement and monitor Council’s Destination Management Plan (2013). This plan guides Council’s investment in events, the development of the visitor market and marketing of the city as a visitor destination.

With the importance of events to both the local community and the visitor economy, an events strategy is required to guide Council’s direct investment in funding events. This includes both existing (e.g. New Year’s Eve) and new events such as the Port to Port mountain biking series or one off opportunities such as 2015 AFC Asian Cup.

The strategy would also provide guidance on the focus of Council’s annual Event Sponsorship Program. Funding for this program is determined annually by Council and the program is administered consistent with the Events Sponsorship policy.
# THEME 5

## Developing the visitor economy

*Work with the tourism sector and industry associations to further develop Newcastle as a visitor and event destination.*

<table>
<thead>
<tr>
<th>Opportunities</th>
<th>Strategies</th>
<th>Actions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Grow the market and increase visitor nights (and expenditure)</td>
<td>Implement the Destination Management Plan.</td>
<td>Council to continue its leadership role in developing the visitor economy and partnering with Newcastle Tourism Industry Group (NTIG) and operators.</td>
</tr>
<tr>
<td>Improve the visitor experience with revitalised destinations</td>
<td>Continue to work on researching and promoting sector infrastructure issues, including accommodation, cruise ship facilities, and conference facilities.</td>
<td>Complete visitor website upgrade as well as print promotions such as maps and self-guided tours.</td>
</tr>
<tr>
<td>Connect the industry</td>
<td>Utilise economic and business information to track city and key industry trends.</td>
<td>Investigate and provide improved visitor services.</td>
</tr>
<tr>
<td>Invest in Newcastle as a visitor and event destination</td>
<td>Continue to identify signature events and experiences for the Newcastle community and out visitors.</td>
<td>Complete and implement the CBD Visitor Economy Vision with NTIG.</td>
</tr>
<tr>
<td></td>
<td>Create and maintain effective partnerships at local and regional level.</td>
<td>Through Council’s Newcastle Convention Bureau promote Newcastle as a destination for business and professional conferences (MICE – meetings, incentives, conferences and exhibitions).</td>
</tr>
<tr>
<td></td>
<td>Work with industry to develop skills and quality of product.</td>
<td>Engage public relations consultants to promote Newcastle as a destination state wide and nationally.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Continue to work with organisations such as Destination NSW to promote Newcastle through initiatives such as Its On.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Continue to partner with regional bodies to promote the region and events (e.g. All Together Perfect and events such as Port to Port).</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Prepare a local events strategy, including the sporting events market.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Continue to provide the Events Sponsorship Program to increase overnight visitation and promote Newcastle as destination.</td>
</tr>
</tbody>
</table>

## Partners

- Accommodation sector
- Tourism operators
- Newcastle Tourism Industry Group (NTIG)
- Destination NSW
- Visitor Economy Hunter
- Major event developers
- Cruise Hunter
- Tourism Australia
- ATEC
INVEST
A targeted approach to attract and support investment

LIVE
Create an environment where people want to live

NEWCASTLE ECONOMIC DEVELOPMENT

TRAVEL
Promote the city as an events and tourism destination

WORK
Provide opportunities for growing employment

Progress to success
4.0 TRACKING OUR PROGRESS

It is important that deliverables are defined and performance against each area of the Strategy is monitored and measured. The following are some KPIs for each area of the Economic Development Strategy and the ways in which they can be measured. A report will be prepared annually on the delivery of this strategy.

Table 7 KPI’s and indicator measures

<table>
<thead>
<tr>
<th>KPI</th>
<th>Indicator measure</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. The regional capital</td>
<td></td>
</tr>
<tr>
<td>Strengthening Newcastle as regional capital</td>
<td>Development of a prospectus to promote lifestyle and business advantages</td>
</tr>
<tr>
<td></td>
<td>Leads received and acted upon to attract new investment</td>
</tr>
<tr>
<td>2. Facilitating key infrastructure</td>
<td></td>
</tr>
<tr>
<td>Revitalisation the city centre</td>
<td>Value of planned investment in city centre</td>
</tr>
<tr>
<td></td>
<td>Average residential and commercial occupancy rates in the city</td>
</tr>
<tr>
<td></td>
<td>Number of new businesses in city centre</td>
</tr>
<tr>
<td>Refocusing the industrial economy</td>
<td>Growth of businesses in the industrial sector by value</td>
</tr>
<tr>
<td></td>
<td>Change in employment levels in industrial sector by EFT</td>
</tr>
<tr>
<td>An affordable housing market</td>
<td>Sales, auction clearance rates and median housing prices</td>
</tr>
<tr>
<td></td>
<td>Rental market – median rents, vacancy levels</td>
</tr>
<tr>
<td>3. Business Growth and employment creation</td>
<td></td>
</tr>
<tr>
<td>Developing skills and knowledge</td>
<td>Growth in student numbers, University of Newcastle and TAFE</td>
</tr>
<tr>
<td>Generating ideas - research and innovation</td>
<td>Number of major (funded) research projects through UON and HMRI</td>
</tr>
<tr>
<td>A creative city</td>
<td>Creative industries growth by employment and value add.</td>
</tr>
<tr>
<td></td>
<td>Change in visitor numbers at gallery, museums and identified attractions.</td>
</tr>
<tr>
<td></td>
<td>Development within 18 months of the Newcastle After Dark night-time economy strategy</td>
</tr>
<tr>
<td>Recognising small business</td>
<td>Change in trends of small business numbers</td>
</tr>
<tr>
<td>Facilitating program access</td>
<td>Numbers attending identified business seminars/meetings</td>
</tr>
<tr>
<td>Business Improvement Associations</td>
<td>Number of new associations established</td>
</tr>
<tr>
<td></td>
<td>Outcomes of combined coordinated activity</td>
</tr>
<tr>
<td>Creation of local employment opportunities</td>
<td>Changes in travel to work rates / data</td>
</tr>
<tr>
<td>4. Innovation and Creativity</td>
<td></td>
</tr>
<tr>
<td>Encouraging business growth</td>
<td>Change in the number of businesses by sector</td>
</tr>
<tr>
<td></td>
<td>Value add of new business start ups</td>
</tr>
<tr>
<td></td>
<td>Participation in supported business development programs</td>
</tr>
<tr>
<td>Increasing employment opportunities</td>
<td>Jobs created in key innovation sectors</td>
</tr>
<tr>
<td>5. Developing the Visitor Economy</td>
<td></td>
</tr>
<tr>
<td>Growing the market</td>
<td>Number of visitors to Newcastle</td>
</tr>
<tr>
<td>Improving occupancy</td>
<td>Number of rooms and occupancy</td>
</tr>
<tr>
<td>Developing the night time experience</td>
<td>Number of businesses participating and mix</td>
</tr>
<tr>
<td></td>
<td>Growth in the value of the night time economy</td>
</tr>
<tr>
<td>Event development</td>
<td>Number of supported / unsupported events by category</td>
</tr>
<tr>
<td></td>
<td>Economic value of events</td>
</tr>
<tr>
<td>Active industry involvement</td>
<td>Number of members of industry associations</td>
</tr>
</tbody>
</table>
REFERENCES


ABS Census 2011. Time Series Data


Addressing the Poor Performance of the Regional NSW Accommodation Sector: TAA (NSW) October 2014 (prepared by AEC group)


Community and Industry Report 2013, Hunter TAFE


Lower Hunter Regional Strategy, NSW Department of Planning


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Newcastle Destination Management Plan- Final Report June 2013 P6

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Newcastle Urban Renewal Strategy 2014, Department of Planning NSW

Newcastle Urban Renewal Study – Economic Assessment - March 2012, Hill PDA P 35

New South Wales State and Local Government Area Population Projections: 2013 (preliminary revision), Planning NSW.


Port of Newcastle, Strategic Development Plan 2013, Hunter Valley Research Foundation 2013


Renew Newcastle, http://renewnewcastle.org/

**Appendix A: Employment Change by Industry**

The following tables show changes in employment by industry sector for growth sectors and those experiencing a decline in employment.

Table A.1 Overview - Job Trends: Newcastle LGA 2006-2011

<table>
<thead>
<tr>
<th>Growth Sectors : Newcastle LGA - Jobs</th>
<th>Change 2006 to 2011</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Goods Producing</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Specialised Machinery and Equipment Manufacturing</td>
<td>+458</td>
<td>193.2</td>
</tr>
<tr>
<td>Electricity Distribution</td>
<td>+171</td>
<td>19.6</td>
</tr>
<tr>
<td>On Selling Electricity and Electricity Market Operation</td>
<td>+89</td>
<td>523.5</td>
</tr>
<tr>
<td>Non-Residential Building Construction</td>
<td>+204</td>
<td>73.4</td>
</tr>
<tr>
<td>Machinery and Equipment Repair and Maintenance</td>
<td>+200</td>
<td>43.0</td>
</tr>
<tr>
<td>Building Installation Services</td>
<td>+224</td>
<td>23.9</td>
</tr>
<tr>
<td><strong>Goods Related Services</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other Machinery and Equipment Wholesaling</td>
<td>+134</td>
<td>25.4</td>
</tr>
<tr>
<td>Rail Freight Transport</td>
<td>+289</td>
<td>50.3</td>
</tr>
<tr>
<td>Postal and Courier Pick-up and Delivery Services</td>
<td>+144</td>
<td>29.2</td>
</tr>
<tr>
<td>Water Transport Support Services</td>
<td>+152</td>
<td>28.3</td>
</tr>
<tr>
<td><strong>Business and Professional Services</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Depository Financial Intermediation</td>
<td>+166</td>
<td>11.3</td>
</tr>
<tr>
<td>Health and General Insurance</td>
<td>+190</td>
<td>19.4</td>
</tr>
<tr>
<td>Architectural, Engineering and Technical Services</td>
<td>+926</td>
<td>47.2</td>
</tr>
<tr>
<td>Computer System Design and Related Services</td>
<td>+152</td>
<td>22.7</td>
</tr>
<tr>
<td>Building Cleaning, Pest Control and Gardening Services</td>
<td>+136</td>
<td>21.7</td>
</tr>
<tr>
<td><strong>Government Services</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Central Government Administration</td>
<td>+126</td>
<td>10.0</td>
</tr>
<tr>
<td>State Government Administration</td>
<td>+161</td>
<td>11.5</td>
</tr>
<tr>
<td><strong>In Person Services</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Supermarket and Grocery Stores</td>
<td>+117</td>
<td>7.3</td>
</tr>
<tr>
<td>Clothing, Footwear and Personal Accessory Retailing</td>
<td>+294</td>
<td>34.5</td>
</tr>
<tr>
<td>Cafes, Restaurants and Takeaway Food Services</td>
<td>+675</td>
<td>22.5</td>
</tr>
<tr>
<td>Preschool and School Education, nfd</td>
<td>+141</td>
<td></td>
</tr>
<tr>
<td>Tertiary Education</td>
<td>+823</td>
<td>25.6</td>
</tr>
<tr>
<td>Hospitals</td>
<td>+254</td>
<td>4.3</td>
</tr>
<tr>
<td>Medical Services</td>
<td>+102</td>
<td>8.3</td>
</tr>
<tr>
<td>Allied Health Services</td>
<td>+339</td>
<td>36.5</td>
</tr>
<tr>
<td>Residential Care Services</td>
<td>+637</td>
<td>40.8</td>
</tr>
<tr>
<td>Child Care Services</td>
<td>+184</td>
<td>36.4</td>
</tr>
<tr>
<td>Other Social Assistance Services</td>
<td>+384</td>
<td>22.5</td>
</tr>
<tr>
<td>Health Care and Social Assistance, nfd</td>
<td>+507</td>
<td>134.1</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Contracting Sectors: Newcastle LGA - Jobs</th>
<th>Change 2006 to 2011</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Goods Producing</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Poultry Farming</td>
<td>-375</td>
<td>-79.1</td>
</tr>
<tr>
<td>Basic Ferrous Metal Product Manufacturing</td>
<td>-96</td>
<td>-27.4</td>
</tr>
<tr>
<td>Basic Non-Ferrous Metal Manufacturing</td>
<td>-53</td>
<td>-53.5</td>
</tr>
<tr>
<td>Iron and Steel Forging</td>
<td>-104</td>
<td>-83.9</td>
</tr>
<tr>
<td>Sheet Metal Product Manufacturing (except Metal Structural and Container Products)</td>
<td>-44</td>
<td>-47.3</td>
</tr>
<tr>
<td>Other Fabricated Metal Product Manufacturing</td>
<td>-116</td>
<td>-19.6</td>
</tr>
<tr>
<td><strong>Goods Related Services</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Grocery, Liquor and Tobacco Product Wholesaling</td>
<td>-153</td>
<td>-23.2</td>
</tr>
<tr>
<td>Wholesale Trade, nfd</td>
<td>-96</td>
<td>-38.2</td>
</tr>
<tr>
<td><strong>Business and Professional Services</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Newspaper, Periodical, Book and Directory Publishing</td>
<td>-60</td>
<td>-16.0</td>
</tr>
<tr>
<td>Telecommunications Services</td>
<td>-231</td>
<td>-31.0</td>
</tr>
<tr>
<td>Finance, nfd</td>
<td>-130</td>
<td>-60.5</td>
</tr>
<tr>
<td>Non-Depository Financing</td>
<td>-64</td>
<td>-78.0</td>
</tr>
<tr>
<td>Financial Asset Investing</td>
<td>-37</td>
<td>-63.8</td>
</tr>
<tr>
<td><strong>Government Services</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Public Order and Safety Services</td>
<td>-111</td>
<td>-8.4</td>
</tr>
<tr>
<td><strong>In Person Services</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Motor Vehicle Retailing</td>
<td>-148</td>
<td>-22.7</td>
</tr>
<tr>
<td>Food Retailing, nfd</td>
<td>-74</td>
<td>-78.7</td>
</tr>
<tr>
<td>Specialised Food Retailing</td>
<td>-77</td>
<td>-9.7</td>
</tr>
<tr>
<td>Recreational Goods Retailing</td>
<td>-112</td>
<td>-20.2</td>
</tr>
<tr>
<td>Pubs, Taverns and Bars</td>
<td>-175</td>
<td>-19.0</td>
</tr>
<tr>
<td>Medical and Other Health Care Services, nfd</td>
<td>-341</td>
<td>-57.4</td>
</tr>
<tr>
<td>Tertiary Education</td>
<td>+823</td>
<td>25.6</td>
</tr>
<tr>
<td>Hospitals</td>
<td>+254</td>
<td>4.3</td>
</tr>
<tr>
<td>Medical Services</td>
<td>+102</td>
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<tr>
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</tr>
<tr>
<td>Child Care Services</td>
<td>+184</td>
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</tr>
<tr>
<td>Other Social Assistance Services</td>
<td>+384</td>
<td>22.5</td>
</tr>
<tr>
<td>Health Care and Social Assistance, nfd</td>
<td>+507</td>
<td>134.1</td>
</tr>
</tbody>
</table>

Source: ABS Census 2006 and 2011, Working Population Data
## Growth Sectors: Newcastle LGA - Jobs 2006-2011

<table>
<thead>
<tr>
<th>Sector</th>
<th>2011 Number</th>
<th>Share %</th>
<th>2006 Number</th>
<th>Share %</th>
<th>Change 2006 to 2011</th>
<th>% change</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Goods Producing</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Meat and Meat Product Manufacturing</td>
<td>651</td>
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<td>469</td>
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</tr>
<tr>
<td>Beverage Manufacturing</td>
<td>61</td>
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<td>27</td>
<td>0.0</td>
<td>+34</td>
<td>125.9</td>
</tr>
<tr>
<td>Specialised Machinery and Equipment Manufacturing</td>
<td>695</td>
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<td>237</td>
<td>0.3</td>
<td>+458</td>
<td>193.2</td>
</tr>
<tr>
<td>Motor Vehicle and Motor Vehicle Part Manufacturing</td>
<td>221</td>
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<td>126</td>
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<td>+95</td>
<td>75.4</td>
</tr>
<tr>
<td>Electricity Distribution</td>
<td>1,044</td>
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<td>873</td>
<td>1.1</td>
<td>+171</td>
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<tr>
<td>On Selling Electricity and Electricity Market Operation</td>
<td>106</td>
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<td>17</td>
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<tr>
<td>Non-Residential Building Construction</td>
<td>482</td>
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<td>278</td>
<td>0.3</td>
<td>+204</td>
<td>73.4</td>
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<tr>
<td>Machinery and Equipment Repair and Maintenance</td>
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<td>465</td>
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<tr>
<td>Building Installation Services</td>
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<td>939</td>
<td>1.2</td>
<td>+224</td>
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<td>3,986</td>
<td>5</td>
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<td></td>
</tr>
<tr>
<td>Timber and Hardware Goods Wholesaling</td>
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<td>238</td>
<td>0.3</td>
<td>+80</td>
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<tr>
<td>Other Machinery and Equipment Wholesaling</td>
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<td>528</td>
<td>0.7</td>
<td>+134</td>
<td>25.4</td>
</tr>
<tr>
<td>Rail Freight Transport</td>
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<td>574</td>
<td>0.7</td>
<td>+289</td>
<td>50.3</td>
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<tr>
<td>Postal and Courier Pick-up and Delivery Services</td>
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<td>0.7</td>
<td>493</td>
<td>0.6</td>
<td>+144</td>
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<td>Water Transport Support Services</td>
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<td>537</td>
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<td>4</td>
<td>2,370</td>
<td>3</td>
<td>799</td>
<td>33.7</td>
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<td>Depository Financial Intermediation</td>
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<td>1,466</td>
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<td>977</td>
<td>1.2</td>
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<td>19.4</td>
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<td>+926</td>
<td>47.2</td>
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<td>Legal and Accounting Services</td>
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<td>2,100</td>
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<td>Management and Related Consulting Services</td>
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<td>418</td>
<td>0.5</td>
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<td>22.2</td>
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<tr>
<td>Veterinary Services</td>
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<td>87</td>
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<td>+52</td>
<td>59.8</td>
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<tr>
<td>Other Professional, Scientific and Technical Services</td>
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<td>66</td>
<td>0.1</td>
<td>+41</td>
<td>62.1</td>
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<tr>
<td>Computer System Design and Related Services</td>
<td>821</td>
<td>0.9</td>
<td>669</td>
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<td>+152</td>
<td>22.7</td>
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<tr>
<td>Employment Services</td>
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<td>927</td>
<td>1.1</td>
<td>+49</td>
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</tr>
<tr>
<td>Other Administrative Services</td>
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<td>324</td>
<td>0.4</td>
<td>+88</td>
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</tr>
<tr>
<td>Building Cleaning, Pest Control and Gardening Services</td>
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<td>0.9</td>
<td>627</td>
<td>0.8</td>
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<tr>
<td><strong>Total</strong></td>
<td>11,591</td>
<td>13</td>
<td>9,623</td>
<td>12</td>
<td>1,968</td>
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<td><strong>Government Services</strong></td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
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<tr>
<td>Central Government Administration</td>
<td>1,391</td>
<td>1.6</td>
<td>1,265</td>
<td>1.6</td>
<td>+126</td>
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<td>Local Government Administration</td>
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<td>927</td>
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<td>+27</td>
<td>2.9</td>
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<td>State Government Administration</td>
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<td>1.8</td>
<td>1,402</td>
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<td>+161</td>
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<td>4</td>
<td>3,594</td>
<td>4</td>
<td>314</td>
<td>8.7</td>
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<td><strong>In Person Services</strong></td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Supermarket and Grocery Stores</td>
<td>1,718</td>
<td>1.9</td>
<td>1,601</td>
<td>2.0</td>
<td>+117</td>
<td>7.3</td>
</tr>
<tr>
<td>Clothing, Footwear and Personal Accessory Retailing</td>
<td>1,147</td>
<td>1.3</td>
<td>853</td>
<td>1.1</td>
<td>+294</td>
<td>34.5</td>
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<tr>
<td>Cafes, Restaurants and Takeaway Food Services</td>
<td>3,674</td>
<td>4.2</td>
<td>2,999</td>
<td>3.7</td>
<td>+675</td>
<td>22.5</td>
</tr>
<tr>
<td>Preschool and School Education, rfd</td>
<td>141</td>
<td>0.2</td>
<td>0</td>
<td>0.0</td>
<td>+141</td>
<td></td>
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<tr>
<td>Tertiary Education</td>
<td>4,038</td>
<td>4.6</td>
<td>3,215</td>
<td>4.0</td>
<td>+823</td>
<td>25.6</td>
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<tr>
<td>Adult, Community and Other Education</td>
<td>539</td>
<td>0.6</td>
<td>480</td>
<td>0.6</td>
<td>+59</td>
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<td>Hospitals</td>
<td>6,118</td>
<td>6.9</td>
<td>5,864</td>
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<td>+254</td>
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<td>Medical Services</td>
<td>1,326</td>
<td>1.5</td>
<td>1,224</td>
<td>1.5</td>
<td>+102</td>
<td>8.3</td>
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<td>Allied Health Services</td>
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<td>929</td>
<td>1.1</td>
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<td>36.5</td>
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<td>Residential Care Services</td>
<td>2,200</td>
<td>2.5</td>
<td>1,563</td>
<td>1.9</td>
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<td>40.8</td>
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<td>Child Care Services</td>
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<td>0.8</td>
<td>506</td>
<td>0.6</td>
<td>+184</td>
<td>36.4</td>
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<td>Other Social Assistance Services</td>
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<td>2.4</td>
<td>1,707</td>
<td>2.1</td>
<td>+384</td>
<td>22.5</td>
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<tr>
<td>Health Care and Social Assistance, rfd</td>
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<td>378</td>
<td>0.5</td>
<td>+507</td>
<td>134.1</td>
</tr>
<tr>
<td>Creative and Performing Arts Activities</td>
<td>198</td>
<td>0.2</td>
<td>160</td>
<td>0.2</td>
<td>+38</td>
<td>23.8</td>
</tr>
<tr>
<td>Sports and Physical Recreation Activities</td>
<td>497</td>
<td>0.6</td>
<td>419</td>
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<td>+78</td>
<td>18.6</td>
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<tr>
<td><strong>Total</strong></td>
<td>26,530</td>
<td>30</td>
<td>21,898</td>
<td>27</td>
<td>4,632</td>
<td>21.2</td>
</tr>
<tr>
<td><strong>Total Growth Sectors</strong></td>
<td>51,344</td>
<td>58</td>
<td>41,471</td>
<td>51</td>
<td>9,873</td>
<td>23.8</td>
</tr>
</tbody>
</table>

Source: ABS Census 2006 and 2011, Working Population Data
Table A.3 Contracting Sectors Newcastle LGA: Jobs 2006-2011

<table>
<thead>
<tr>
<th>Declining Sectors: Newcastle LGA- Jobs</th>
<th>2011 Number</th>
<th>2006 Number</th>
<th>Share %</th>
<th>Change 2006 to 2011</th>
<th>% change</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Goods Producing</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Poultry Farming</td>
<td>99</td>
<td>474</td>
<td>0.1</td>
<td>-375</td>
<td>-79.1</td>
</tr>
<tr>
<td>Basic Ferrous Metal Product Manufacturing</td>
<td>254</td>
<td>350</td>
<td>0.3</td>
<td>-96</td>
<td>-37.4</td>
</tr>
<tr>
<td>Basic Non-Ferrous Metal Manufacturing</td>
<td>46</td>
<td>99</td>
<td>0.1</td>
<td>-53</td>
<td>-53.5</td>
</tr>
<tr>
<td>Iron and Steel Forging</td>
<td>20</td>
<td>124</td>
<td>0.0</td>
<td>-104</td>
<td>-83.9</td>
</tr>
<tr>
<td>Sheet Metal Product Manufacturing</td>
<td>49</td>
<td>93</td>
<td>0.1</td>
<td>-44</td>
<td>-47.3</td>
</tr>
<tr>
<td>Other Fabricated Metal Product Manufacturing</td>
<td>476</td>
<td>592</td>
<td>0.5</td>
<td>-116</td>
<td>-19.6</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>944</td>
<td>1,732</td>
<td>1</td>
<td>-788</td>
<td>-45.5</td>
</tr>
<tr>
<td><strong>Goods Related Services</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Grocery, Liquor and Tobacco Product Wholesaling</td>
<td>507</td>
<td>660</td>
<td>0.6</td>
<td>-153</td>
<td>-23.2</td>
</tr>
<tr>
<td>Wholesale Trade, nfd</td>
<td>155</td>
<td>251</td>
<td>0.2</td>
<td>-96</td>
<td>-38.2</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>662</td>
<td>911</td>
<td>1</td>
<td>-249</td>
<td>-27.3</td>
</tr>
<tr>
<td><strong>Business and Professional Services</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Newspaper, Periodical, Book and Directory Publishing</td>
<td>315</td>
<td>375</td>
<td>0.4</td>
<td>-60</td>
<td>-16.0</td>
</tr>
<tr>
<td>Telecommunications Services</td>
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<td>744</td>
<td>0.6</td>
<td>-231</td>
<td>-31.0</td>
</tr>
<tr>
<td>Finance, nfd</td>
<td>85</td>
<td>215</td>
<td>0.1</td>
<td>-130</td>
<td>-60.5</td>
</tr>
<tr>
<td>Non-Depository Financing</td>
<td>18</td>
<td>82</td>
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<td>-64</td>
<td>-78.0</td>
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<tr>
<td>Financial Asset Investing</td>
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<td>-37</td>
<td>-63.8</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>952</td>
<td>1,474</td>
<td>2</td>
<td>-522</td>
<td>-35.4</td>
</tr>
<tr>
<td><strong>Government Services</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Public Order and Safety Services</td>
<td>1,207</td>
<td>1,318</td>
<td>1.4</td>
<td>-111</td>
<td>-8.4</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>1,207</td>
<td>1,318</td>
<td>2</td>
<td>-111</td>
<td>-8.4</td>
</tr>
<tr>
<td><strong>In Person Services</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Motor Vehicle Retailing</td>
<td>505</td>
<td>653</td>
<td>0.6</td>
<td>-148</td>
<td>-22.7</td>
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<td>Food Retailing, nfd</td>
<td>20</td>
<td>94</td>
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<td>-78.7</td>
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<td>Specialised Food Retailing</td>
<td>720</td>
<td>797</td>
<td>0.8</td>
<td>-77</td>
<td>-9.7</td>
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<tr>
<td>Recreational Goods Retailing</td>
<td>442</td>
<td>554</td>
<td>0.5</td>
<td>-112</td>
<td>-20.2</td>
</tr>
<tr>
<td>Pubs, Taverns and Bars</td>
<td>745</td>
<td>920</td>
<td>0.8</td>
<td>-175</td>
<td>-19.0</td>
</tr>
<tr>
<td>Medical and Other Health Care Services, nfd</td>
<td>253</td>
<td>594</td>
<td>0.3</td>
<td>-341</td>
<td>-57.4</td>
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<td><strong>Total</strong></td>
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<td>3,612</td>
<td>3</td>
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<td>-25.7</td>
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<tr>
<td><strong>Total Declining Sectors</strong></td>
<td>+6,450</td>
<td>+9,047</td>
<td>+7</td>
<td>-2,597</td>
<td>-28.7</td>
</tr>
</tbody>
</table>

Source: ABS Census 2006 and 2011, Working Population Data

Newcastle’s regional role is also reflected in the industry structure of jobs in the LGA.

- Newcastle has a large share of the knowledge-based jobs in sectors including: professional services (59% of professional jobs in the Lower Hunter); information media (64%); financial services (58%); education and training (47%), driven by higher education and TAFE.
- As a port and freight hub Newcastle has a major share of Lower Hunter jobs in transport and logistics (53%); and wholesale trade (52%).
- Other sectors that mainly service a local market including retail (34% of retail jobs in the Lower Hunter); accommodation and food service (37%); and construction (36%) are broadly in line with Newcastle LGA’s share of the Lower Hunter Region population (29%).

**Regional Population**

Newcastle is at the centre of a large and growing region. The Hunter Region had a total population of 648,800 persons in 2011, with 545,700 in the Lower Hunter and 103,100 in the Upper Hunter Region. Newcastle has a concentration of services industries servicing this regional population including: health and medical; higher education; finance and business services; and government services.

The population of the Lower Hunter is growing, and between 2006 and 2011, the region’s population increased by 28,100 or 5.4%. Newcastle accounted for 22% of this population growth or 6200 persons.
Some more recent NSW Government projections at the LGA Level show much stronger growth over the period for Newcastle.

Chart 7: Population Projections - Lower Hunter Region 2011-2031

Source: Newcastle Urban Renewal Study – Economic Assessment - March 2012 Hill PDA P 35

Housing in Newcastle

Continued population growth and the changing demographics have implications for Newcastle’s housing stock and the mix of housing that will be required. This will involve apartments in the city centre; medium densities in existing areas; and the development of some green field sites.

Housing is a major component of Newcastle City Council’s Local Planning Strategy (LPS). Population growth will provide with opportunities for the construction sector in green field sites, infill development and some conversions in inner areas.

<table>
<thead>
<tr>
<th>Housing Type</th>
<th>No</th>
<th>Share %</th>
</tr>
</thead>
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<tr>
<td>Separate house</td>
<td>40573</td>
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</tr>
<tr>
<td>Medium density</td>
<td>13951</td>
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<tr>
<td>High density</td>
<td>4348</td>
<td>6.6</td>
</tr>
<tr>
<td>Other</td>
<td>416</td>
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</tr>
<tr>
<td><strong>Total (Private Dwellings)</strong></td>
<td><strong>65,768</strong></td>
<td><strong>100.0</strong></td>
</tr>
</tbody>
</table>


The following table shows projections of housing requirements to 2031 and indicates that an extra 10,000 dwellings would be required for the projected population.

<table>
<thead>
<tr>
<th>Newcastle LGA</th>
<th>2011</th>
<th>2016</th>
<th>2021</th>
<th>2026</th>
<th>2031</th>
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<tbody>
<tr>
<td>Population</td>
<td>154,883</td>
<td>159,731</td>
<td>164,277</td>
<td>169,205</td>
<td>174,605</td>
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<td>Change in population (5yrs)</td>
<td>--</td>
<td>4,848</td>
<td>4,546</td>
<td>4,928</td>
<td>5,400</td>
</tr>
<tr>
<td>Average annual change</td>
<td>--</td>
<td>0.62</td>
<td>0.56</td>
<td>0.59</td>
<td>0.63</td>
</tr>
<tr>
<td>Households</td>
<td>64,424</td>
<td>66,291</td>
<td>68,606</td>
<td>71,088</td>
<td>73,705</td>
</tr>
<tr>
<td>Average household size</td>
<td>2.35</td>
<td>2.34</td>
<td>2.32</td>
<td>2.31</td>
<td>2.3</td>
</tr>
<tr>
<td>Population in non-private dwellings</td>
<td>3681</td>
<td>4598</td>
<td>4798</td>
<td>4923</td>
<td>5048</td>
</tr>
<tr>
<td>Dwellings</td>
<td>66,575</td>
<td>68,634</td>
<td>71,166</td>
<td>73,838</td>
<td>76,611</td>
</tr>
<tr>
<td><strong>Increase 5 Years</strong></td>
<td>2,059</td>
<td>2,532</td>
<td>2,672</td>
<td>2,773</td>
<td></td>
</tr>
<tr>
<td><strong>Increase 10 Years (2021)&amp; 20 Years (2031)</strong></td>
<td><strong>4,591</strong></td>
<td><strong>10,036</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>


The recent NSW Government population projections have much higher population growth rates, and housing requirements would be significantly greater over the period to 2031. Modelling of the larger population implies an additional 17,152 dwellings would be required over the 20 year period to 2031.

1 Working Paper, Housing and Neighbourhoods, Newcastle City Council March 2014
2 Significant new ‘greenfield’ opportunities have been identified in Fletcher, Minmi, Elermore Vale and Wallsend. Inner city areas such as Newcastle, Newcastle West, Mayfield, Adamstown, New Lambton, Broadmeadow, Wickham and Islington are also expected to provide new dwelling opportunities.
Table F. Forecast Population and Housing Requirements 2011-2031

<table>
<thead>
<tr>
<th>Newcastle LGA</th>
<th>2011</th>
<th>2016</th>
<th>2021</th>
<th>2026</th>
<th>2031</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population</td>
<td>154,900</td>
<td>164,800</td>
<td>174,200</td>
<td>183,400</td>
<td>192,500</td>
</tr>
<tr>
<td>Change 5 years</td>
<td>9,900</td>
<td>9,400</td>
<td>9,200</td>
<td>9,100</td>
<td>9,100</td>
</tr>
<tr>
<td>Ave household</td>
<td>2.35</td>
<td>2.34</td>
<td>2.32</td>
<td>2.31</td>
<td>2.3 ID estimate</td>
</tr>
<tr>
<td>Households</td>
<td>65,915</td>
<td>70,427</td>
<td>75,086</td>
<td>79,394</td>
<td>83,696</td>
</tr>
<tr>
<td>Population in non-private dwellings</td>
<td>3,681</td>
<td>4,598</td>
<td>4,798</td>
<td>4,923</td>
<td>5,048 ID estimate</td>
</tr>
<tr>
<td>Private Dwellings Required</td>
<td>64,349</td>
<td>68,462</td>
<td>73,018</td>
<td>77,263</td>
<td>81,501</td>
</tr>
<tr>
<td>Increase 5 years</td>
<td>4,114</td>
<td>4,556</td>
<td>4,245</td>
<td>4,238</td>
<td></td>
</tr>
<tr>
<td>Increase 10 (2021) &amp; 20 years (2031)</td>
<td>8,670</td>
<td>17,152</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>


New dwellings for a growing population will need to be accommodated through an increase in densities and the provision of additional medium density and high-rise residential developments. A larger population in the inner areas of Newcastle will strengthen local precincts, and assist with the revitalisation agenda.

Table G. Population 2011-2006 - Lower Hunter LGAs

<table>
<thead>
<tr>
<th>Newcastle LGA</th>
<th>2003</th>
<th>2011</th>
<th>Change 2006-2011</th>
<th>Share of Regional Change %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cessnock</td>
<td>48,300</td>
<td>50,500</td>
<td>2200</td>
<td>7.8</td>
</tr>
<tr>
<td>Maitland</td>
<td>64,700</td>
<td>73,300</td>
<td>8600</td>
<td>30.6</td>
</tr>
<tr>
<td>Lake Macquarie</td>
<td>192,000</td>
<td>197,000</td>
<td>5000</td>
<td>17.8</td>
</tr>
<tr>
<td>Newcastle</td>
<td>149,300</td>
<td>155,500</td>
<td>6200</td>
<td>22.1</td>
</tr>
<tr>
<td>-Inner City (SLA)</td>
<td>51,000</td>
<td>53,300</td>
<td>2300</td>
<td>8.2</td>
</tr>
<tr>
<td>-Outer West (SLA)</td>
<td>44,200</td>
<td>46,700</td>
<td>2500</td>
<td>8.9</td>
</tr>
<tr>
<td>-Throsby (SLA)</td>
<td>54,100</td>
<td>55,500</td>
<td>1400</td>
<td>5.0</td>
</tr>
<tr>
<td>Port Stephens</td>
<td>63,300</td>
<td>69,400</td>
<td>6100</td>
<td>21.7</td>
</tr>
<tr>
<td>Total Lower Hunter</td>
<td>517,600</td>
<td>545,700</td>
<td>28,100</td>
<td>100.0</td>
</tr>
</tbody>
</table>


Projections show continued growth in the Lower Hunter, with the region’s population increasing to 652,800 in 2031 (an increase of 107,100 or 20%)
Appendix B: Journey to Work Patterns – Newcastle LGA

The following tables show information on journey to work patterns for Newcastle LGA.

### Table B.1
Resident Location of Persons Holding Jobs in Newcastle LGA 2011

<table>
<thead>
<tr>
<th>Newcastle LGA 2011</th>
<th>Number</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Newcastle (C) - Inner City</td>
<td>16,332</td>
<td>18.5</td>
</tr>
<tr>
<td>Newcastle (C) - Throsby</td>
<td>16,167</td>
<td>18.3</td>
</tr>
<tr>
<td>Newcastle (C) - Outer West</td>
<td>10,830</td>
<td>12.3</td>
</tr>
<tr>
<td><strong>Total Newcastle LGA</strong></td>
<td><strong>43,329</strong></td>
<td><strong>49.1</strong></td>
</tr>
<tr>
<td>Lake Macquarie (C) - North</td>
<td>14,718</td>
<td>16.7</td>
</tr>
<tr>
<td>Lake Macquarie (C) - East</td>
<td>8,180</td>
<td>9.3</td>
</tr>
<tr>
<td>Lake Macquarie (C) - West</td>
<td>3,683</td>
<td>4.2</td>
</tr>
<tr>
<td><strong>Total Lake Macquarie LGA</strong></td>
<td><strong>26,581</strong></td>
<td><strong>30.2</strong></td>
</tr>
<tr>
<td>Maitland (C)</td>
<td>6,645</td>
<td>7.5</td>
</tr>
<tr>
<td>Port Stephens (A)</td>
<td>5,310</td>
<td>6.0</td>
</tr>
<tr>
<td>Cessnock (C)</td>
<td>1,896</td>
<td>2.2</td>
</tr>
<tr>
<td>Wyong (A) - North-East</td>
<td>1,146</td>
<td>1.3</td>
</tr>
<tr>
<td>Wyong (A) - South and West</td>
<td>482</td>
<td>0.5</td>
</tr>
<tr>
<td><strong>Total Wyong</strong></td>
<td><strong>1,628</strong></td>
<td><strong>1.8</strong></td>
</tr>
<tr>
<td>Gosford (C) - West</td>
<td>366</td>
<td>0.4</td>
</tr>
<tr>
<td>Gosford (C) - East</td>
<td>253</td>
<td>0.3</td>
</tr>
<tr>
<td><strong>Total Gosford</strong></td>
<td><strong>619</strong></td>
<td><strong>0.7</strong></td>
</tr>
<tr>
<td>Dungog (A)</td>
<td>409</td>
<td>0.5</td>
</tr>
<tr>
<td>Great Lakes (A)</td>
<td>320</td>
<td>0.4</td>
</tr>
<tr>
<td>Singleton (A)</td>
<td>164</td>
<td>0.2</td>
</tr>
<tr>
<td>Muswellbrook (A)</td>
<td>31</td>
<td>0.0</td>
</tr>
<tr>
<td>No Usual Address (NSW)</td>
<td>82</td>
<td>0.1</td>
</tr>
<tr>
<td>Greater Taree (C)</td>
<td>53</td>
<td>0.1</td>
</tr>
<tr>
<td>Ku-ring-gai (A)</td>
<td>26</td>
<td>0.0</td>
</tr>
</tbody>
</table>
| **Source:** ABS Census 2011 (profile.id analysis). http://profile.id.com.au/newcastle/residents

### Table B.2
Employment Location of Newcastle LGA Residents 2011

<table>
<thead>
<tr>
<th>Newcastle LGA 2011</th>
<th>Number</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Newcastle (C) - Inner City</td>
<td>19,984</td>
<td>28.4</td>
</tr>
<tr>
<td>Newcastle (C) - Throsby</td>
<td>15,203</td>
<td>21.6</td>
</tr>
<tr>
<td>Newcastle (C) - Outer West</td>
<td>8,142</td>
<td>11.6</td>
</tr>
<tr>
<td><strong>Total Newcastle LGA</strong></td>
<td><strong>43,329</strong></td>
<td><strong>61.6</strong></td>
</tr>
<tr>
<td>Lake Macquarie (C) - North</td>
<td>6,595</td>
<td>9.4</td>
</tr>
<tr>
<td>Lake Macquarie (C) - East</td>
<td>1,766</td>
<td>2.5</td>
</tr>
<tr>
<td>Lake Macquarie (C) - West</td>
<td>1,022</td>
<td>1.5</td>
</tr>
<tr>
<td><strong>Total Lake Macquarie</strong></td>
<td><strong>9,383</strong></td>
<td><strong>13.4</strong></td>
</tr>
<tr>
<td>Maitland (C)</td>
<td>2,689</td>
<td>3.8</td>
</tr>
<tr>
<td>Port Stephens (A)</td>
<td>3,399</td>
<td>4.8</td>
</tr>
<tr>
<td>Cessnock (C)</td>
<td>939</td>
<td>1.3</td>
</tr>
<tr>
<td>Wyong (A) - South and West</td>
<td>185</td>
<td>0.3</td>
</tr>
<tr>
<td>Wyong (A) - North-East</td>
<td>183</td>
<td>0.3</td>
</tr>
<tr>
<td><strong>Total Wyong</strong></td>
<td><strong>368</strong></td>
<td><strong>0.6</strong></td>
</tr>
<tr>
<td>Gosford (C) - West</td>
<td>137</td>
<td>0.2</td>
</tr>
<tr>
<td>Great Lakes (A)</td>
<td>79</td>
<td>0.1</td>
</tr>
<tr>
<td>Singleton (A)</td>
<td>451</td>
<td>0.6</td>
</tr>
<tr>
<td>Muswellbrook (A)</td>
<td>105</td>
<td>0.1</td>
</tr>
<tr>
<td>POW State/Territory undefined (NSW)</td>
<td>5,997</td>
<td>5.7</td>
</tr>
<tr>
<td>POW No Fixed Address (NSW)</td>
<td>2,179</td>
<td>3.1</td>
</tr>
<tr>
<td>Sydney (C) - Inner</td>
<td>148</td>
<td>0.2</td>
</tr>
</tbody>
</table>
| **Source:** ABS Census 2011 (profile.id analysis). http://profile.id.com.au/newcastle/residents

### Table B.3 Summary - Journey to Work Newcastle LGA 2011

<table>
<thead>
<tr>
<th>Employment Location of Newcastle Residents</th>
<th>Number</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Live and work in Newcastle LGA</td>
<td>43,329</td>
<td>61.7</td>
</tr>
<tr>
<td>- Live and work in the same SLA</td>
<td>21,894</td>
<td>31.2</td>
</tr>
<tr>
<td>- Live in the area and work in different SLA</td>
<td>21,435</td>
<td>30.5</td>
</tr>
<tr>
<td>Live in Newcastle LGA, but work outside</td>
<td>19,276</td>
<td>27.4</td>
</tr>
<tr>
<td>Work location unknown</td>
<td>7,650</td>
<td>10.9</td>
</tr>
<tr>
<td><strong>Total Employed Residents</strong></td>
<td><strong>70,255</strong></td>
<td><strong>100.0</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Residential Location of Workers</th>
<th>Number</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Live and work in Newcastle LGA</td>
<td>43,329</td>
<td>49.1</td>
</tr>
<tr>
<td>- Live and work in the same SLA</td>
<td>21,894</td>
<td>24.8</td>
</tr>
<tr>
<td>- Live in the area and work in different SLA</td>
<td>21,435</td>
<td>24.3</td>
</tr>
<tr>
<td>Work in Newcastle LGA, but live outside</td>
<td>44,850</td>
<td>50.9</td>
</tr>
<tr>
<td><strong>Total Workers in Newcastle LGA</strong></td>
<td><strong>88,179</strong></td>
<td><strong>100.0</strong></td>
</tr>
</tbody>
</table>

| Source:** ABS Census 2011 (profile.id analysis).
## Appendix C: Jobs by Industry - Newcastle LGA

### Table C.1 Jobs by Industry - Newcastle LGA 2006 and 2011

<table>
<thead>
<tr>
<th>City of Newcastle Industry</th>
<th>2011 Number</th>
<th>Share %</th>
<th>2006 Number</th>
<th>Share %</th>
<th>Change 2006 to 2011</th>
<th>% change</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Good Producing</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Agriculture, Forestry and Fishing</td>
<td>192</td>
<td>0.2</td>
<td>566</td>
<td>0.7</td>
<td>-374</td>
<td>-66.1</td>
</tr>
<tr>
<td>Mining</td>
<td>625</td>
<td>0.7</td>
<td>241</td>
<td>0.3</td>
<td>+384</td>
<td>159.3</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>8,444</td>
<td>9.6</td>
<td>8,177</td>
<td>10.1</td>
<td>+267</td>
<td>3.3</td>
</tr>
<tr>
<td>Electricity, Gas, Water and Waste Services</td>
<td>2,146</td>
<td>2.4</td>
<td>1,730</td>
<td>2.1</td>
<td>+416</td>
<td>24.0</td>
</tr>
<tr>
<td>Construction</td>
<td>4,721</td>
<td>5.4</td>
<td>4,076</td>
<td>5.0</td>
<td>+645</td>
<td>15.8</td>
</tr>
<tr>
<td><strong>Total Goods Producing</strong></td>
<td>16,128</td>
<td>18.3</td>
<td>14,790</td>
<td>18.2</td>
<td>1,338</td>
<td>9.0</td>
</tr>
<tr>
<td><strong>Goods Related Services</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wholesale Trade</td>
<td>3115</td>
<td>3.5</td>
<td>3270</td>
<td>4.0</td>
<td>-155</td>
<td>-4.7</td>
</tr>
<tr>
<td>Transport, Postal and Warehousing</td>
<td>4,570</td>
<td>5.2</td>
<td>3,987</td>
<td>4.9</td>
<td>+583</td>
<td>14.6</td>
</tr>
<tr>
<td><strong>Total Goods Related Services</strong></td>
<td>7685</td>
<td>8.7</td>
<td>7257</td>
<td>8.9</td>
<td>428</td>
<td>5.9</td>
</tr>
<tr>
<td><strong>Business and Professional Services</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Information Media and Telecommunications</td>
<td>1,248</td>
<td>1.4</td>
<td>1,546</td>
<td>1.9</td>
<td>-298</td>
<td>-19.3</td>
</tr>
<tr>
<td>Financial and Insurance Services</td>
<td>3,701</td>
<td>4.2</td>
<td>3,572</td>
<td>4.4</td>
<td>+129</td>
<td>3.6</td>
</tr>
<tr>
<td>Rental, Hiring and Real Estate Services</td>
<td>1,361</td>
<td>1.5</td>
<td>1,370</td>
<td>1.7</td>
<td>-9</td>
<td>-0.7</td>
</tr>
<tr>
<td>Professional, Scientific and Technical Services</td>
<td>7,237</td>
<td>8.2</td>
<td>6,057</td>
<td>7.5</td>
<td>+1,180</td>
<td>19.5</td>
</tr>
<tr>
<td>Administrative and Support Services</td>
<td>2,356</td>
<td>2.7</td>
<td>2,079</td>
<td>2.6</td>
<td>+277</td>
<td>13.3</td>
</tr>
<tr>
<td><strong>Total Business and Professional Services</strong></td>
<td>15,903</td>
<td>18.0</td>
<td>14,624</td>
<td>18.0</td>
<td>1,279</td>
<td>8.7</td>
</tr>
<tr>
<td><strong>Government Services</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Public Administration and Safety</td>
<td>5,515</td>
<td>6.3</td>
<td>5,365</td>
<td>6.6</td>
<td>+150</td>
<td>2.8</td>
</tr>
<tr>
<td><strong>Total Government Services</strong></td>
<td>5515</td>
<td>6.3</td>
<td>5365</td>
<td>6.6</td>
<td>150</td>
<td>2.8</td>
</tr>
<tr>
<td><strong>In-Person Services</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Retail Trade</td>
<td>8,271</td>
<td>9.4</td>
<td>8,337</td>
<td>10.3</td>
<td>-66</td>
<td>-0.8</td>
</tr>
<tr>
<td>Accommodation and Food Services</td>
<td>5,808</td>
<td>6.6</td>
<td>5,275</td>
<td>6.5</td>
<td>+533</td>
<td>10.1</td>
</tr>
<tr>
<td>Education and Training</td>
<td>7,990</td>
<td>9.1</td>
<td>7,060</td>
<td>8.7</td>
<td>+930</td>
<td>13.2</td>
</tr>
<tr>
<td>Health Care and Social Assistance</td>
<td>15,950</td>
<td>18.1</td>
<td>13,884</td>
<td>17.1</td>
<td>+2,066</td>
<td>14.9</td>
</tr>
<tr>
<td>Arts and Recreation Services</td>
<td>989</td>
<td>1.1</td>
<td>874</td>
<td>1.1</td>
<td>+115</td>
<td>13.2</td>
</tr>
<tr>
<td>Other Services</td>
<td>3,251</td>
<td>3.7</td>
<td>2,971</td>
<td>3.7</td>
<td>+280</td>
<td>9.4</td>
</tr>
<tr>
<td><strong>Total In Person Services</strong></td>
<td>42259</td>
<td>47.9</td>
<td>38401</td>
<td>47.3</td>
<td>3858</td>
<td>10.0</td>
</tr>
<tr>
<td><strong>Industry not classified</strong></td>
<td>689</td>
<td>0.8</td>
<td>701</td>
<td>0.9</td>
<td>-12</td>
<td>0.0</td>
</tr>
<tr>
<td><strong>Total Jobs</strong></td>
<td>88,179</td>
<td>100.0</td>
<td>81,138</td>
<td>100.0</td>
<td>+7041</td>
<td>8.7</td>
</tr>
</tbody>
</table>

Source: ABS Census 2006 and 2011, Working Population Data

Chart 10: Jobs by Industry Group - Newcastle LGA 2011

Source: ABS Census 2011, Working Population Data
Distribution of Jobs

Jobs located in Newcastle are distributed across the three Statistical Local Areas (SLA).

- Inner City: which includes the CBD has between 60-70% of the government (Council, State Government, and Australian Government) and business and professional services jobs; and 50% of accommodation and food service jobs. It also has over 50% of the manufacturing jobs and 63% of the transport jobs. Overall this SLA accounted for 47% of jobs in the LGA.

- Outer West: has 42% of education and training jobs (University); and 61% of electricity, gas and water sector jobs; and 35% of wholesale jobs. Overall this SLA accounted for 20% of jobs in the LGA.

- Throsby: has 60% of health care and social assistance jobs (John Hunter Hospital, Newcastle Private Hospital); 44% of retail jobs; and 45% of the arts and recreation services jobs. Overall this SLA accounted for 33% of jobs in the LGA. ¹

Newcastle LGA is the centre of a major regional labour market, and performs a major role in the provision of jobs for a wide area of the Lower Hunter and the Central Coast.

- In 2011 there were 70,255 employed residents and a total of 88,179 jobs located in the LGA. In all 62% of Newcastle residents (43,329) had their jobs in Newcastle LGA and around 38% (26,926) held jobs outside the area (mainly in adjacent LGAs).

- For these Newcastle residents holding jobs outside the region, the major job locations were in the LGAs of Lake Macquarie (9383 or 13% of employed residents); Maitland (2689 or 4%) and Port Stephens (3399 or 5%).

- Newcastle has around 50% employment containment, which means that 50% of the jobs in the LGA are held by Newcastle LGA residents.² A total of 44,850 persons (51%) from outside Newcastle LGA held jobs in the LGA, with 26,581 (30%) living in Lake Macquarie. Other sources of workers were Maitland 6645(8%); Port Stephens 5310 (6%) and Wyong 1628(2%). ³

- The Newcastle City Centre is also a net importer of workers, with most persons travelling from the outer suburbs, as well as the adjacent LGAs of Lake Macquarie and Port Stephens.

¹ Based on 2006 data in Newcastle Urban Renewal Study – Economic Assessment Hill PDA 2012 P74
³ See Appendix B for detailed tables on journey to work patterns.

Chart 11: Number of Jobs by Industry Group - Newcastle LGA 2001-2011

(Source: ABS Census 2006 and 2011, Working Population Data)
Chart 12: Number of Jobs in In-Person Services - Newcastle LGA 2006 and 2011

(Source: ABS Census 2006 and 2011, Working Population Data)

Chart 13: Number of Jobs in Business & Professional Services - Newcastle LGA 2006 and 2011

(Source: ABS Census 2006 and 2011, Working Population Data)

Chart 14: Number of Jobs in Goods Producing Industries - Newcastle LGA 2006 and 2011

(Source: ABS Census 2006 and 2011, Working Population Data)
Appendix D: Creative Industries Newcastle LGA

The following provides employment estimates for creative industries in Newcastle LGA.

- The definition of creative industries includes a wide range of sectors such as: performing arts, creative arts and heritage; content development (newspapers, radio, and television); internet and digital publishing and services; architecture and design; and the teaching of programs in some of these fields. According to the ‘Valuing Australia’s Creative Industries’ 2013 report endorsed by the Federal Minister for Industry, Mr Ian MacFarlane, the creative industries include: writing, publishing and print media; design and visual arts; architecture; music and performing arts; film, television and radio; advertising and marketing; and software development and interactive content.

- Education and training in the above areas is an important part of the local creative economy in Newcastle and comprises programs at the University of Newcastle and at Hunter TAFE. Some estimates are provided below of jobs in education in the areas that are identified as part of creative industries and also of student numbers in these fields.

- It should be noted that the jobs data is from the ABS Census 2011 and is based on the industry of employment of Census respondents. It is recognised that some people are involved in creative activities (particularly in Arts Services - visual arts and performing arts) on a part-time basis/out of hours basis and may have reported another industry sector for their main job. Additionally, since the creative industries are typified by those who are specialist creative workers, those embedded in other sectors or are support workers, as Higgs and Cunningham identify, the data below may understate the number of people involved in creative industries activities in Newcastle.

The preliminary data shows that in total around 4070 persons are directly involved in activities that can be classified as part of the creative economy.

- Total creative economy jobs were estimated at 1570 or 1.8% of jobs in the LGA. These comprised: 241 arts services jobs; 853 information media jobs; and 476 other jobs (including 303 in education).

- There are an estimated 3000 students undertaking courses at the University of Newcastle in fields that are classified as part of the creative economy.

---


2 Student numbers only include UON courses and not Hunter TAFE or the Hunter School of Performing Arts.

3 ABS Census data at an LGA level reports total jobs by industry sector, but does not indicate whether they are part time or full time. Higgs, P. & Cunningham, S. (2008) ‘Creative Industries Mapping: Where Have we Come from and Where are We Going?’, Creative Industries Journal, V1, pp.7-30

4 Education jobs only include UON and not Hunter TAFE or the Hunter School of Performing Arts.

5 This covers students in creative arts courses and architecture and built environment courses at UON.
On a shares basis: Arts Services (241) accounted for 15% of creative jobs (creative and performing arts13%); the dominant group was Information Media (853) for 54% of jobs (newspapers/magazines 20%, television broadcasting11%, advertising 9%) and Other Services (1570) for 30% (education19%).

Table D.1 Estimated Jobs in Creative Industries – Newcastle LGA

<table>
<thead>
<tr>
<th>Newcastle LGA</th>
<th>2011</th>
<th>% Total LGA Jobs</th>
<th>2006</th>
<th>% Total LGA Jobs</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Creative Economy - Industry Sectors</td>
<td>Jobs</td>
<td>%</td>
<td>Jobs</td>
<td>%</td>
<td>Number</td>
</tr>
<tr>
<td>Arts Services</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Creative and Performing Arts Activities</td>
<td>198</td>
<td>0.2</td>
<td>160</td>
<td>0.2</td>
<td>38</td>
</tr>
<tr>
<td>Museum Operation</td>
<td>26</td>
<td>0.0</td>
<td>19</td>
<td>0.0</td>
<td>7</td>
</tr>
<tr>
<td>Arts Services, nfd</td>
<td>17</td>
<td>0.0</td>
<td>51</td>
<td>0.1</td>
<td>-34</td>
</tr>
<tr>
<td>Total Arts Services Jobs</td>
<td>241</td>
<td>0.3</td>
<td>230</td>
<td>0.3</td>
<td>11</td>
</tr>
<tr>
<td>Information Media</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Advertising Services</td>
<td>156</td>
<td>0.2</td>
<td>176</td>
<td>0.2</td>
<td>-20</td>
</tr>
<tr>
<td>Publishing (except Internet and Music Publishing), nfd</td>
<td>11</td>
<td>0.0</td>
<td>4</td>
<td>0.0</td>
<td>7</td>
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<tr>
<td>Newspaper, Periodical, Book and Directory Publishing</td>
<td>315</td>
<td>0.4</td>
<td>375</td>
<td>0.5</td>
<td>-60</td>
</tr>
<tr>
<td>Software Publishing</td>
<td>10</td>
<td>0.0</td>
<td>0</td>
<td>0.0</td>
<td>10</td>
</tr>
<tr>
<td>Motion Picture and Video Activities</td>
<td>42</td>
<td>0.0</td>
<td>63</td>
<td>0.1</td>
<td>-21</td>
</tr>
<tr>
<td>Sound Recording and Music Publishing</td>
<td>5</td>
<td>0.0</td>
<td>11</td>
<td>0.0</td>
<td>-6</td>
</tr>
<tr>
<td>Radio Broadcasting</td>
<td>56</td>
<td>0.1</td>
<td>69</td>
<td>0.1</td>
<td>-13</td>
</tr>
<tr>
<td>Internet Publishing and Broadcasting</td>
<td>6</td>
<td>0.0</td>
<td>7</td>
<td>0.0</td>
<td>-1</td>
</tr>
<tr>
<td>Television Broadcasting</td>
<td>179</td>
<td>0.2</td>
<td>188</td>
<td>0.2</td>
<td>-9</td>
</tr>
<tr>
<td>Internet Service Providers and Web Search Portals</td>
<td>50</td>
<td>0.1</td>
<td>48</td>
<td>0.1</td>
<td>2</td>
</tr>
<tr>
<td>Libraries and Archives</td>
<td>23</td>
<td>0.0</td>
<td>17</td>
<td>0.0</td>
<td>6</td>
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<tr>
<td>Total Information Media Jobs</td>
<td>853</td>
<td>1.0</td>
<td>958</td>
<td>1.2</td>
<td>-105</td>
</tr>
<tr>
<td>Other</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Architects (estimate)</td>
<td>173</td>
<td>0.2</td>
<td>118</td>
<td>0.1</td>
<td>56</td>
</tr>
<tr>
<td>Education (teaching &amp; support) - School of Creative Arts (UON)</td>
<td>177</td>
<td>0.2</td>
<td>177</td>
<td>0.2</td>
<td>0</td>
</tr>
<tr>
<td>Education (teaching &amp; support) - School of Architecture &amp; Built Environment (UON)</td>
<td>126</td>
<td>0.1</td>
<td>126</td>
<td>0.2</td>
<td>0</td>
</tr>
<tr>
<td>Total Other Jobs</td>
<td>476</td>
<td>0.5</td>
<td>421</td>
<td>0.5</td>
<td>56</td>
</tr>
<tr>
<td>Total Creative Economy Jobs</td>
<td>1570</td>
<td>1.8</td>
<td>1609</td>
<td>2.0</td>
<td>-38</td>
</tr>
<tr>
<td>Students (2014)</td>
<td>Students</td>
<td></td>
<td>Students</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Students - School of Creative Arts (UON)</td>
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<td></td>
<td>na</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Students - School of Architecture &amp; Built Environment (UON)</td>
<td>1200</td>
<td></td>
<td>na</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Students</td>
<td>2500</td>
<td></td>
<td>na</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Creative Economy (Persons)</td>
<td>4070</td>
<td></td>
<td>4109</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Jobs in LGA</td>
<td>88,179</td>
<td></td>
<td>81,138</td>
<td></td>
<td>7,041</td>
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</table>

Table D.1 Estimated Jobs in Creative Industries – Newcastle LGA

<table>
<thead>
<tr>
<th>Creative Economy – Newcastle LGA</th>
<th>2011</th>
<th>Share Creative Industry Jobs %</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Arts Services</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Creative and Performing Arts Activities</td>
<td>198</td>
<td>12.6</td>
</tr>
<tr>
<td>Museum Operation</td>
<td>26</td>
<td>1.7</td>
</tr>
<tr>
<td>Arts Services, nfd</td>
<td>17</td>
<td>1.1</td>
</tr>
<tr>
<td><strong>Total Arts Services</strong></td>
<td>241</td>
<td>15.3</td>
</tr>
<tr>
<td><strong>Information Media</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Advertising Services</td>
<td>156</td>
<td>9.9</td>
</tr>
<tr>
<td>Publishing (except Internet and Music Publishing), nfd</td>
<td>11</td>
<td>0.7</td>
</tr>
<tr>
<td>Newspaper, Periodical, Book and Directory Publishing</td>
<td>315</td>
<td>20.1</td>
</tr>
<tr>
<td>Software Publishing</td>
<td>10</td>
<td>0.6</td>
</tr>
<tr>
<td>Motion Picture and Video Activities</td>
<td>42</td>
<td>2.7</td>
</tr>
<tr>
<td>Sound Recording and Music Publishing</td>
<td>5</td>
<td>0.3</td>
</tr>
<tr>
<td>Radio Broadcasting</td>
<td>56</td>
<td>3.6</td>
</tr>
<tr>
<td>Internet Publishing and Broadcasting</td>
<td>6</td>
<td>0.4</td>
</tr>
<tr>
<td>Television Broadcasting</td>
<td>179</td>
<td>11.4</td>
</tr>
<tr>
<td>Internet Service Providers and Web Search Portals</td>
<td>50</td>
<td>3.2</td>
</tr>
<tr>
<td>Libraries and Archives</td>
<td>23</td>
<td>1.5</td>
</tr>
<tr>
<td><strong>Total Information Media</strong></td>
<td>853</td>
<td>54.3</td>
</tr>
<tr>
<td><strong>Other</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Architects (estimate)</td>
<td>173</td>
<td>11.0</td>
</tr>
<tr>
<td>Education (Creative Arts/Architecture etc. UON.)</td>
<td>303</td>
<td>19.3</td>
</tr>
<tr>
<td><strong>Total Other</strong></td>
<td>476</td>
<td>30.3</td>
</tr>
<tr>
<td><strong>Total Creative Economy Jobs</strong></td>
<td>1570</td>
<td>100.0</td>
</tr>
</tbody>
</table>


UON has established a Creative Industries Research and Innovation Cluster (CIRIC) takes a coordinated multidisciplinary and interdisciplinary approach and covers all areas of the creative industries include music, visual arts, design, architecture, performing arts, film and television, digital media, journalism and marketing.1

Appendix E: Strategic Sectors

Table H. Projected Labour Force and Job Requirements 2011-2031 by Precinct - Newcastle LGA

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Inner</td>
<td>53,700</td>
<td>62%</td>
<td>6,500</td>
<td>4,030</td>
</tr>
<tr>
<td>Central</td>
<td>56,000</td>
<td>61%</td>
<td>3,600</td>
<td>2,196</td>
</tr>
<tr>
<td>Outer</td>
<td>47,500</td>
<td>58%</td>
<td>8,400</td>
<td>4,872</td>
</tr>
<tr>
<td><strong>Newcastle LGA</strong></td>
<td><strong>157,200</strong></td>
<td><strong>61%</strong></td>
<td><strong>18,500</strong></td>
<td><strong>11,285</strong></td>
</tr>
</tbody>
</table>


Table I. Projected Growth in Service Sector Jobs 2011-2031– Newcastle LGA

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Professional, Scientific and Technical Services</td>
<td>3656</td>
<td>51%</td>
</tr>
<tr>
<td>Health Care and Social Assistance</td>
<td>7593</td>
<td>46%</td>
</tr>
<tr>
<td>Accommodation and Food Services</td>
<td>2969</td>
<td>46%</td>
</tr>
<tr>
<td>Retail Trade</td>
<td>3731</td>
<td>38%</td>
</tr>
<tr>
<td>Education and Training</td>
<td>2779</td>
<td>34%</td>
</tr>
</tbody>
</table>

Source: Newcastle Urban Renewal Study – Economic Assessment Hill PDA 2012 P75

E.1 Overview

Newcastle LGA has a large and diverse economy, with a spectrum of industries and businesses servicing local, regional, national and international markets. These businesses and organisations employ over 88,000 persons. Key industry sectors for Newcastle include: port and logistics; defence/aerospace; health; education; business services; manufacturing/engineering; visitor economy; retail; creative industries; and sports and recreation sector.

Several sectors are likely to experience significant growth including: defence/aerospace as a result of the Joint Strike Fighter project (and other defence projects) and the expansion of RAAF Williamtown; development of the Port of Newcastle; the future expansion of the visitor economy; and growth in health services and higher education.

E.2 Defence and Aerospace Sector

E.2.1 Newcastle Airport

Newcastle Airport (located in the adjacent LGA of Port Stephens) is a major strategic asset for Newcastle and the Hunter Region. It provides access to the major destinations along the east-coast and is contributing to domestic and international growth of business and tourism in the surrounding region. Currently Jetstar, Virgin Australia, QantasLink, Pelican Air and Regional Express operate flights to Sydney, Melbourne, Brisbane, Gold Coast and Canberra. Passenger numbers have increased from 214,000 in 2003 to almost 1.2 million in the 2013.

The airport has undergone major expansions, which will double the size of the terminal. This development will create capacity for up to 5 million passengers annually (from the current 2 million capacity), as well as provide infrastructure to allow for international flights. This investment will provide the infrastructure needed for Newcastle Airport to be an international hub and significant alternate gateway into New South Wales.

The airport has significant economic impacts on the region. The airport cluster includes businesses involved in aircraft maintenance, aircraft manufacturing, passenger and air freight transport, ground handling and refuelling, cafes and restaurants, retailing, security and cleaning. Direct employment of the cluster is 858 jobs. The direct and indirect contribution to regional gross product (value added) is estimated to be $354 million or around 1.2% of regional value added for the Hunter Region. There are also significant regional benefits from capital investment in the airport and precinct.

E.2.2 RAAF Base Williamtown

The Newcastle Airport runway is shared with the RAAF Base Williamtown, which is a major operational base for fighter aircraft. The base is the home of the Air Combat Group (ACG) and the Air Force’s Surveillance Response Group.

Employment on the base is around 4000, comprising 2500 permanent ADF personnel, 700 Australian Public Service (APS) personnel and approximately 500 Defence contractors. The operations inject more than $200 million annually into the Hunter Region.

RAAF Base Williamtown will be the RAAF’s command, operations and training base for the new F35 Joint Strike Fighter. Major upgrades are planned at Williamtown worth over $950 million. A major $950 million investment will develop a new airfield and airframe maintenance facility and the base will be the ACF’s primary support base for the F35 Joint Strike Fighter.
millon redevelopment of the base will be undertaken to accommodate the new F35 Joint Strike Fighter and associated support activity. Redevelopment will generate around 700 construction jobs.

It is expected that support activities will increase employment at Williamtown by up to 1000 persons in support activities.

Williamtown has the potential to become the Asian regional support hub for the F35, and this would generate major business activity for defence support industries in the region.

E.2.3 Williamtown Aerospace Centre (WAC)
The Williamtown Aerospace Centre (WAC) includes the Newcastle Airport Precinct and 120 hectares of industrial land and is adjacent to the RAAF Base. The industrial land is being developed as a defence, aerospace and aviation business park by Hunter Land. The WAC will facilitate the expansion of RAAF Base Williamtown capability to meet the changing requirements of the RAAF and its defence contractors. Three precincts are being developed: Commercial Precinct: with the first stage including a Mercure hotel and conference centre, commercial office space for lease and industrial lots. Potential uses include defence contractor offices, airport related services, transport services and logistics.

Aerospace Precinct: comprises sites (with access to the runway and apron) located near current aircraft servicing facilities.

Support Precinct: this will allow for a progressive relocation of 1000 civilian staff and contractors currently working on RAAF Base Williamtown. Lockheed Martin Australia will be WAC’s first defence tenant, occupying a purpose built facility in the support precinct.

E.2.4 Defence Industry Cluster - Hunter Region
The Hunter Region has a large defence and aerospace sector integrated with Defence establishments including RAAF Base Williamtown and the Singleton Military Area. At Williamtown, there is a growing aerospace sector, providing defence and civil services.

• Major Defence Prime Contractors (covering aerospace, maritime, electronic systems and land management) are located in the Hunter Region including: BAE Systems, Boeing, Raytheon, Lockheed Martin, GE Aviation, Forgacs, Thales and Varley. These prime contractors are linked to smaller suppliers.

• Regional business organisations are active in defence industries and include: the Hunter Business Chamber; and HunterNet (180 members); and a network of small and medium-sized manufacturing, engineering and consulting companies.

• Hunter Defence is a cluster being supported by the University of Newcastle, Regional Development Australia, HunterNet, Hunter TAFE, Hunter Business Chamber, and the Australian Industry Group. It is working with government to build defence-related capacity in the Hunter Region.

• The University of Newcastle has an active Defence Research Cluster.

E.3 Heavy Engineering Sector
Newcastle has a significant heavy engineering sector that services the coal industry, civil construction, defence and the industrial sector. The sector services local, interstate and some international markets.

Newcastle is a major part of the coal supply chain, with port facilities and support industries (including heavy engineering, construction contractors and service providers).

The end of the mine construction boom has impacted on some heavy engineering businesses that specialised in the mining sector. Many of these businesses are located in industrial areas in Newcastle LGA and there have been some recent reductions in employment. Long term prospects of specialist engineering businesses that have diversified markets are seen as good. Trends in the sector have implications for industrial land use in Newcastle and other parts of the Upper Hunter Region.

E.4 Port and Logistics

The Port of Newcastle is the world’s largest coal tonnage port and includes bulk cargo and general cargo. Further expansion and diversification is likely, with the acquisition of a lease by Port of Newcastle Investments.

About the port

• The Port of Newcastle is a vital economic driver for Newcastle and the Hunter Region. Strategically positioned at the gateway to the state’s largest regional economy the port is driven by materials required by the region’s industries. In close proximity to Sydney, the port is the economic and trading centre for New South Wales.

• The Port of Newcastle is the world’s largest coal export port and is one of Australia’s largest ports by throughput tonnage, handling more than 164 million tonnes of trade annually.

• The Port of Newcastle handles bulk, project and containerised freight servicing New South Wales.

• Port of Newcastle, the commercial manager of the port, manages 792 hectares of port land. Of this, 200 hectares is vacant and available for development.

2 http://www.newcastle.edu.au/research-and-innovation/innovation/clusters/defence/aboutThe University of Newcastle is a member of Hunter Defence, through the Hunter Business Chamber and HunterNet.

3 The Hunter region accounts for more than 32% of the State’s exports including coal, mining services, products and equipment, as well as fresh and processed food and wine. Coal is a $6 billion a year industry in the region, with 86 million tonnes exported annually comprising about 90% of the region’s total exports. About $8 billion in trade goes through the Port of Newcastle a year.
Since the Port of Newcastle's first commercial shipment in 1799, coal has been the port's major trade. Today, coal is 97% of the port's trade volume. Many of the port's non-coal trades have a direct link to the region's coal industry and exist to supply the industry.

**Port trade**

- The port's trade comprises more than 25 cargoes.
- Coal is the port's largest commodity, comprising 97% of trade throughput.
- Increasing demand for the region's premium thermal and coking coal was reflected in another record coal export year in 2014.
- In 2014 the port handled a record 164.3 million tonnes in trade, reflecting a 5.3% increase on the previous year's trade. 2014 trade included 159 million tonnes of coal exports, an increase of 6% from the previous year; and almost 5.3 million tonnes of non-coal trade (imports and exports).
- Growing commodities include coal, fuels, fertiliser, agricultural commodities, alumina, minerals and project cargo.

**Terminal 4 (T4)**

- The proposed Port Waratah Coal Services Terminal 4 development, currently undergoing planning assessment by the NSW Government, would position the port and the region to meet the continued global demand for the region's high quality coal.
- The port's current coal terminal capacity is 211 million tonnes per annum. The port currently has three coal terminals (two are operated by Port Waratah Coal Services, and one is operated by the Newcastle Coal Infrastructure Group). In terms of future capacity, if all stages of T4 are approved and developed, it would increase the port's coal terminal capacity to approximately 280 million tonnes per annum.
### 2014 Trade Statistics – Port of Newcastle

<table>
<thead>
<tr>
<th>Cargo</th>
<th>2013</th>
<th>2014</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alumina</td>
<td>1,048,636</td>
<td>1,062,453</td>
<td>1.3%</td>
</tr>
<tr>
<td>Aluminium</td>
<td>122,856</td>
<td>103,595</td>
<td>-15.7%</td>
</tr>
<tr>
<td>Coal</td>
<td>150,544,942</td>
<td>159,035,923</td>
<td>5.6%</td>
</tr>
<tr>
<td>Concentrates</td>
<td>442,734</td>
<td>479,514</td>
<td>8.3%</td>
</tr>
<tr>
<td>Fertiliser</td>
<td>353,309</td>
<td>444,224</td>
<td>25.7%</td>
</tr>
<tr>
<td>Fuels</td>
<td>649,974</td>
<td>1,171,700</td>
<td>80.3%</td>
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<tr>
<td>Tar and Pitch</td>
<td>253,802</td>
<td>272,592</td>
<td>7.4%</td>
</tr>
<tr>
<td>Meals &amp; Grains</td>
<td>389,826</td>
<td>192,655</td>
<td>-50.6%</td>
</tr>
<tr>
<td>Petroleum Coke</td>
<td>204,503</td>
<td>211,751</td>
<td>3.5%</td>
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<tr>
<td>Steel</td>
<td>260,866</td>
<td>255,817</td>
<td>-1.9%</td>
</tr>
<tr>
<td>Wheat</td>
<td>891,837</td>
<td>356,241</td>
<td>-60.1%</td>
</tr>
<tr>
<td>Other Trade</td>
<td>959,423</td>
<td>737,243</td>
<td>-23.2%</td>
</tr>
<tr>
<td>Newcastle LGA</td>
<td>157,200</td>
<td>61%</td>
<td>18,500</td>
</tr>
</tbody>
</table>

### Attracting new trade based activity

- It is expected that non-coal trade will increase steadily over the next 5 years through strong growth in fuel and wheat and modest growth in most other commodities.
- The Port of Newcastle and the Hunter region are ideally placed to provide a supply role in the continued growth and development of Sydney, to receive the associated economic benefits. The port’s excellent channel and berth access, available port land, and the region’s strong manufacturing base and skilled workforce will be an asset.
- Port of Newcastle aims to establish a marine services precinct within the port’s Carrington Precinct to service large marine craft, such as tugboats, yachts and cruisers.
- Further development of the Bulk Liquids Precinct within the port’s Mayfield Precinct, will meet the region’s increasing need for fuel imports.

While coal operations dominate the port’s activities, there is the potential to extend general cargo operations and to develop container facilities and other logistics operations on the port land. The former BHP Steelworks site has been identified as suitable for development for supporting cargo handling infrastructure. This would develop Newcastle as a major national logistics hub.

### Visitor Economy

“According to the Visitor Economy Taskforce, the term “visitor economy” takes into account “broader economic activity than what has been historically defined as tourism and events”. It encompasses the direct and indirect contributions to the economy resulting from a person (a ‘visitor’) travelling outside their usual environment for holiday, leisure and events and festivals, business, conventions and exhibitions, education, to visit friends and relatives and for employment in NSW.

This new focus forces a broad strategic focus beyond marketing to every facet of experience creation and capacity building that contributes to the creation and sustaining of a viable and growth oriented visitor experience. Foci such as transport infrastructure, place management, cultural development, information technology, broadband, sports, human resource availability and skills, are all brought into the mix and create challenges and opportunities that need to be addressed by a coalition of stakeholders.”


Visitor data indicates that it is a $722 million market for Newcastle LGA. This is based on a total of around 3.6 million visitors (2.6 million day visitors, 962,000 domestic overnight visitors, 75,300 international visitors) in 2012. These Newcastle visitors equate to 44% of domestic overnight, 49% of domestic daytrip and 66% of total international visitors to the greater Hunter Region in 2012.¹

¹ Newcastle Destination Management Plan - Final Report June 2013
Table J. Newcastle LGA Visitor Data 2012

<table>
<thead>
<tr>
<th>Newcastle Visitor Data Summary</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Visitors to Newcastle in 2012</td>
<td>1,048,636</td>
</tr>
<tr>
<td>&lt;2.6 million day visitors, 962,000 domestic overnight visitors, 75,300 international visitors&gt;</td>
<td>3.6 million</td>
</tr>
<tr>
<td>Total Number of Nights in Newcastle in 2012</td>
<td>3.9 million</td>
</tr>
<tr>
<td>Domestic Overnight Visitors - Average Length of Stay</td>
<td>2.6 nights</td>
</tr>
<tr>
<td>Value of the visitor economy to Newcastle</td>
<td>$722 million</td>
</tr>
<tr>
<td>Newcastle and the Hunter’s Rank in Australia’s Top 20 Tourism Regions</td>
<td>No. 12</td>
</tr>
</tbody>
</table>


Some recent estimates indicate that direct jobs servicing the visitor economy total almost 5800, with indirect the multiplier effects of these jobs contributing another 1450 jobs (for a total of 7250 visitor economy linked jobs).

Table K. Estimated Visitor Economy Jobs – Newcastle LGA 2011

<table>
<thead>
<tr>
<th>Sectors</th>
<th>Estimated Visitor Economy Direct Jobs 2011</th>
<th>Share of Total Jobs in the Industry</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accommodation</td>
<td>666</td>
<td>95%</td>
</tr>
<tr>
<td>Food Service</td>
<td>1276</td>
<td>25%</td>
</tr>
<tr>
<td>Transport (Passenger)</td>
<td>352</td>
<td>35% &lt;of passenger transport jobs&gt;</td>
</tr>
<tr>
<td>Travel &amp; Tour Operators</td>
<td>483</td>
<td>100%</td>
</tr>
<tr>
<td>Education &amp; Training</td>
<td>605</td>
<td>15% &lt;of tertiary education jobs&gt;</td>
</tr>
<tr>
<td>Retail Trade</td>
<td>1319</td>
<td>16%</td>
</tr>
<tr>
<td>Arts &amp; Recreation Services</td>
<td>399</td>
<td>40%</td>
</tr>
<tr>
<td>Other Industries</td>
<td>661</td>
<td>40%</td>
</tr>
<tr>
<td><strong>Total Visitor Economy Jobs</strong></td>
<td><strong>5761</strong></td>
<td></td>
</tr>
</tbody>
</table>

Some recent estimates based on ABS Census 2011 data and tourism sector information. Based on these estimates every $100,000 of visitor spending creates one FTE job.

The Newcastle Destination Management Plan has set development priorities for the sector. There are four strategic priorities: a unified voice for the businesses engaged in the Visitor Economy (formation of the industry group); getting the industry connected for major events; engage the global social and community networks; and create signature experiences in the city.

Newcastle Tourism Industry Group (NTIG) is Newcastle’s peak tourism industry body (NTIG is part funded by Newcastle City Council).

The focus of the new Destination Management Plan is on emerging markets including: international education, visiting friends and relatives (VFR), events, sports, cruise ships, medical and overnight short breaks.

Identified opportunities are: attracting national and international sporting and cultural events through a focussed and funded events attraction strategy; building new markets including those from Asia, through better air service connections to key hubs and the education sector; growing visiting friends and relatives (VFR) travel both from interstate and overseas; leveraging the growth of the airport to access new domestic markets; continuing to strengthen the destination as a cruise port, including the potential to regain base porting operations; and building the business and conference market to support a future investment in a convention centre.

Newcastle has a wide range of both active and passive experiences all of which contribute to its appeal as a destination. These experiences and activities include: nature-based, adventure, and water-based activities; sporting events; events and festivals; and culture and heritage. Newcastle has recently undergone a destination rebranding - See Change to capture the story of change from an industrial heritage to a vibrant city.

A major focus for Council is assisting the industry with

1 Newcastle Destination Management Plan- Final Report June 2013 P3
3 Newcastle Destination Management Plan- Final Report June 2013 P19
the implementation of the Destination Management Plan and providing ongoing support to the sector. Newcastle needs to continue to be a lead player in developing the visitor market.

### E.6 Health Sector

Health is a major sector, with Hunter New England Health (HNEH) and its major hospitals and research centres based in Newcastle. HNE Health is the largest employer in Newcastle LGA.

Hunter New England Health (HNE Health) provides a range of public health services to the Hunter, New England and Lower Mid North Coast Regions.

- A number of indicators show the scope of its operations: it provides services to around 850,000 people; employs 15,500 persons (10,646 full time equivalent staff) including 1500 medical officers; and covers 25 local government areas. HNE Health has an annual operations and capital budget of around $1.75 billion.
- The services comprise: 3 tertiary referral hospitals; 4 rural referral hospitals; 12 district hospitals; 10 community hospitals; 60 community health services; 3 mental health facilities and community mental health services; and 3 residential aged care facilities.
- In Newcastle HNE Health operates the John Hunter Hospital; John Hunter Children's Hospital; and the Calvary Mater Newcastle Hospital and a number of other health services. HNE Health is a partner with UON in the Hunter Medical Research Institute (HMRI).

### E.7 Tertiary Education

Newcastle has two major educational institutions based in Newcastle. Both have large student numbers, are major regional employers and have strong linkages with business and the community.

#### E.7.1 University of Newcastle

The University of Newcastle is a research-intensive institution and is ranked among the top 3% of the world's universities, according to both the Times Higher Education (THE) World University and QS World University Rankings. The University consistently ranks in the nation's top 10 for research, and is the only regional university to achieve this position. In May 2014 the University of Newcastle was ranked number 1 in Australia and number 28 in the world by the latest independent Times Higher Education's rankings of the world's top 100 universities under 50 years old.

In Newcastle, UON operates at the Callaghan Campus (12kms from Newcastle CBD), and has two current sites in the city: School of Drama, Fine Art, and Music (12kms from Newcastle CBD), and has two current sites in the city: School of Drama, Fine Art, and Music (incorporating the Conservatorium) and the Newcastle Legal Centre and the Newcastle Business School Postgraduate Program.

The University is the second largest employer in the Hunter region with 2444 full-time equivalent staff in ongoing or fixed term employment in 2011. Total income was around $600 million in 2012, and assets totalled $1.37 billion.

In its teaching, the university has a focus on fostering innovation and developing skills.

- UON has an enrolment of 35,998 students (EFTS=24,000) with around 24,500 enrolments at the Newcastle campuses. Work Integrated Learning is embedded into 90% of undergraduate programs, ensuring that graduates developed workforce relevant skills. Provision of educational opportunities to students from low socio-economic status (low SES) backgrounds is also a key strategic priority.
- The university has been through a growth period with student enrolments and EFTSL increasing by around 25-30% between 2007 and 2011 (from 19,000 to 24,000). Over this same period full time staff levels have increased from 2052 to 2444 (FTE). International students increased from around 3700 to 5000.
- Student enrolments comprise: Undergraduate (23,301); Postgraduate coursework (6706); Elicos (994); and Enabling (2,883). Enrolments by Faculty: Business & Law (6505); Education & Arts (8987); Engineering & Built Environment (3913); Health (6681); Science & Information Technology (5112); English Language & Foundation Studies (3877); and Non Award (884). In 2012 the university had almost 5000 on-shore international students (4,825 EFTSL).

Education is delivered in fields that are of strategic importance to the Newcastle and the Hunter Region including: Business and Law; Engineering and Built Environment-architecture and built environment - computer sciences; engineering; Education and Arts - drama, fine art and music, education , social sciences; Health-medicine, nursing, health sciences, biomedical sciences; Science and Information Technology - design, communication and IT, environmental and life sciences, mathematical and physical sciences, psychology.

The University of Newcastle is developing a $95 million CBD education precinct - NeW Space, which will be a 10 storey ‘vertical’ campus. The building (due to open in 2017) will provide facilities for all UON staff and students through digital library and information

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3. The 100 under 50 2014, Times Higher Education May 12014
4. Total direct staffing comprised 967 academics and 1477 general staff.
5. Callaghan Campus in Newcastle LGA; Newcastle City Campus (Conservatorium; engineering business studies and legal studies).
6. In 2011 26.6 per cent of domestic students were low SES compared with a national average of 15.6 per cent (2010)
services collaborative learning and research spaces; and will include the Faculty of Business and Law.¹

E.7.2 Hunter TAFE
Hunter TAFE is Australia’s largest Regional Training Organisation (RTO), delivering 450 job ready qualifications to about 60,000 annual enrolments.² It is also one of the Hunter Region’s largest businesses with an operational budget of over $190 million in 2013 and around 2000 employees located across its 15 campuses.

Hunter TAFE has regional campuses and specialist training centres located in the Lower Hunter, Upper Hunter and the Central Coast. Operations in Newcastle LGA are the Hunter Street Campus and the main Tighes Hill Campus. Delivery covers all of the key sectors in the region including: mining, manufacturing, construction, health services, children's services, tourism, and emerging study areas in renewable energy.

E.8 Research and Innovation
Newcastle has a strong research and innovation “ecosystem” which comprises the University of Newcastle, HMRI and CSIRO. The region has specialisations in energy and health and medical research and the university has developed an active defence industries cluster.

The expansion of research activities and the application of this knowledge via licensing and commercialisation in new ventures is an important part of Newcastle’s long term future.

E.8.1 University of Newcastle
UON is an applied research focused university, with total research funding in 2011/12 of $85 million. The major areas were in Health ($43 million); Engineering and Built Environment ($20 million); Science and Information Technology ($10 million); Education and Arts ($4 million); and other research ($6 million). It attracts funding from the NHMRC and from the ARC and has a major focus on partnerships and projects with industry. There are around 1400 enrolments in research higher degrees (RHD).

UON’s major research facilities centres comprise:

- Hunter Medical Research Institute (HMRI) and its new $90 million Clinical Research Building, which houses health and medical researchers from the University its research partner Hunter New England Health.
- Newcastle Institute for Energy and Resources (NIER) is involved in national and international research collaborations for the University across key areas including smart grid technology research.

- Newcastle Innovation is the technology transfer company of UON, which facilitates the transfer of knowledge, technology and scientific research from the University to commercial partners.
- Priority Research Centres - the university hosts 15 centres of research across a wide range of disciplines.
- Research clusters have been developed including an active Defence Research Cluster defence industries cluster.³

E.8.2 Hunter Medical Research Institute (HMRI)
HMRI is a major translational medical research institute and is a partnership between the University of Newcastle and Hunter New England Health (established in 1998)⁴.

HMRI facilitates collaborations between researchers translating research into better clinical care, commercial products and improved health care processes.

More than 1200 clinical and biomedical researchers and support staff are employed across seven HMRI Research Programs: Brain and Mental Health; Cancer; Cardiovascular Health; Information Based Medicine; Pregnancy and Reproduction; Public Health; and Viruses, Infections/Immunity, Vaccines and Asthma (VIVA).

HMRI’s researchers are from Hunter New England Health, the University of Newcastle and Calvary Mater Newcastle Hospital. Internationally-recognised research outcomes are being achieved in each of the research programs. Researchers are based at the new state-of-the-art HMRI Building.

E.8.3 Energy Research
Energy and resources research is a major specialisation in Newcastle.

- Newcastle Institute for Energy and Resources (NIER): The NIER is leading research in sustainable energy production. NIER’s priorities include clean energy production, energy efficiency, and the minimisation of carbon emissions. It was established in 2010 with funding from the Australian Government and NSW Government. The University of Newcastle’s clean coal research program has an emphasis on abatement of greenhouse gases, with scientific research underpinning technologies for carbon capture, such as oxyfuel, post-combustion

¹ Newcastle Urban Renewal Strategy 2012, Department of Planning NSW P95
capture, gasification and chemical looping.¹

- CSIRO Energy Centre: The CSIRO Energy Centre is a national centre for energy research in Australia, specialising in renewable energy, energy efficiency, low emission fossil fuel research, and carbon capture.²

It is the headquarters for both CSIRO Energy Technology and the Energy Transformed Flagship.

**E.9 Business Services Sector**

Newcastle is a growing regional centre for business and professional services with a total of 11,591 jobs in 2011 (13% of jobs in the LGA), up by almost 2000 jobs on 2006. The major sectors are Architectural, Engineering and Technical Services (2888); Legal and Accounting Services (2175); Financial Services (1632); Health and General Insurance (1167); Employment Services (976); and Computer Systems Services (821).

The major financial services and professional services businesses include: NIB, Newcastle Permanent Building Society, Major Banks, Pricewaterhouse Coopers, Sparke Helmore and GHD.

All of these businesses are servicing broader regional markets and in some cases national markets, with Newcastle as their base.

Growth prospects are strong for the sector, which is driven by population and the increase in the number of businesses in the region. Newcastle is the base for some specialist consultants and advisors that are servicing the major regional industries, including the coal sector.

As part of the city revitalisation it will be important to maintain these services businesses and to attract other new businesses into commercial space in the city centre.

<table>
<thead>
<tr>
<th>Table L. Business and Professional Services Jobs - Newcastle LGA - 2006-2011</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Growth Sectors : Newcastle LGA - Jobs</strong></td>
</tr>
<tr>
<td><strong>2011 Number</strong></td>
</tr>
<tr>
<td>-----------------</td>
</tr>
<tr>
<td>Business and Professional Services</td>
</tr>
<tr>
<td>Depository Financial Intermediation</td>
</tr>
<tr>
<td>Health and General Insurance</td>
</tr>
<tr>
<td>Architectural, Engineering and Technical Services</td>
</tr>
<tr>
<td>Legal and Accounting Services</td>
</tr>
<tr>
<td>Management and Related Consulting Services</td>
</tr>
<tr>
<td>Veterinary Services</td>
</tr>
<tr>
<td>Other Professional, Scientific and Technical Services</td>
</tr>
<tr>
<td>Computer System Design and Related Services</td>
</tr>
<tr>
<td>Employment Services</td>
</tr>
<tr>
<td>Other Administrative Services</td>
</tr>
<tr>
<td>Building Cleaning, Pest Control and Gardening Services</td>
</tr>
<tr>
<td><strong>Total</strong></td>
</tr>
</tbody>
</table>


E.10 Retail Sector

There have been major changes in the retail sector over the last 20 years with the introduction of new retail formats and changing consumer preferences, which have influenced the location of retail facilities.

For Newcastle major trends have been the development and expansion of out-of-centre or stand-alone retailing complexes such as the Westfield at Kotara and the adjacent homemaker centre; the development of discount department stores (Big W, Kmart and Target), and bulky goods retailers on the fringe of large shopping centres. New supermarkets such as ALDI are competing with the existing major supermarkets (Coles, IGA and Woolworths). Shoppers are also seeking a broader range of activities that provide both retail and options including cafes bars and cinemas.¹

These trends have impacted on the Newcastle CBD as a retail centre, as has the loss of David Jones². However at the same time some traditional smaller centres have reinvented themselves through theming, marketing and precinct improvement programs (eg. Darby Street ‘eat street’, Cooks Hill and Beaumont Street, Hamilton).

The retail market for Newcastle LGA (resident spending) is estimated at $2115 million (2011), with supermarkets and grocery stores comprising almost one third of this at $640 million. The tourist visitor market tourism is estimated to contribute an additional $240 million in food and drink food related expenditure; $240 million in accommodation expenditure and $73 million of shopping expenditure. Total retail spending (including tourists and residents from other LGAs) in Newcastle was estimated at $2.4 billion³. By 2031 resident retail spending is projected to increase to $3 billion (in 2009 dollars) and total retail spending in Newcastle LGA (including tourists and shoppers from other LGAs) would be $3.5 billion⁴.

Table M. Estimated Retail Expenditure by Store Type - Newcastle LGA 2011

<table>
<thead>
<tr>
<th>Store Type</th>
<th>$million</th>
</tr>
</thead>
<tbody>
<tr>
<td>Supermarkets and Grocery Stores</td>
<td>643.9</td>
</tr>
<tr>
<td>Specialty Food Stores</td>
<td>222.5</td>
</tr>
<tr>
<td>Fast-Food Stores</td>
<td>108.1</td>
</tr>
<tr>
<td>Restaurants, Hotels and Clubs*</td>
<td>138.4</td>
</tr>
<tr>
<td>Department Stores</td>
<td>188.5</td>
</tr>
<tr>
<td>Clothing Stores</td>
<td>115.2</td>
</tr>
<tr>
<td>Bulky Goods Stores</td>
<td>320.8</td>
</tr>
<tr>
<td>Other Personal and Household Goods Retailing</td>
<td>324.0</td>
</tr>
<tr>
<td>Selected Personal Services**</td>
<td>53.9</td>
</tr>
<tr>
<td>Total Retailing</td>
<td>2115.4</td>
</tr>
</tbody>
</table>


² Newcastle Urban Renewal Study – Economic Assessment Hill PDA 2012 P23
Table N. Table Growth in Household Demand for Retail Floor space: Newcastle LGA 2011 – 2031

<table>
<thead>
<tr>
<th>Year</th>
<th>Target Rate ($ per M2)</th>
<th>2011</th>
<th>2016</th>
<th>2020</th>
<th>2031</th>
<th>Net Change 2011-2031</th>
</tr>
</thead>
<tbody>
<tr>
<td>Supermarkets and Grocery Stores</td>
<td>9,500</td>
<td>67,779</td>
<td>74,640</td>
<td>81,404</td>
<td>96,185</td>
<td>+ 28,406</td>
</tr>
<tr>
<td>Specialty Food Stores</td>
<td>7,500</td>
<td>29,670</td>
<td>32,673</td>
<td>35,634</td>
<td>42,104</td>
<td>+ 12,435</td>
</tr>
<tr>
<td>Fast-Food Stores</td>
<td>7,500</td>
<td>14,412</td>
<td>15,870</td>
<td>17,309</td>
<td>20,451</td>
<td>+ 6,040</td>
</tr>
<tr>
<td>Restaurants, Hotels and Clubs</td>
<td>4,000</td>
<td>34,609</td>
<td>38,112</td>
<td>41,566</td>
<td>49,114</td>
<td>+ 14,505</td>
</tr>
<tr>
<td>Department Stores</td>
<td>3,500</td>
<td>53,857</td>
<td>59,308</td>
<td>64,683</td>
<td>76,428</td>
<td>+ 22,571</td>
</tr>
<tr>
<td>Clothing Stores</td>
<td>5,000</td>
<td>23,042</td>
<td>25,374</td>
<td>27,674</td>
<td>32,698</td>
<td>+ 9,657</td>
</tr>
<tr>
<td>Bulky Goods Stores</td>
<td>3,300</td>
<td>97,215</td>
<td>107,055</td>
<td>116,758</td>
<td>137,957</td>
<td>+ 40,743</td>
</tr>
<tr>
<td>Other Personal and Household Goods</td>
<td>5,000</td>
<td>64,802</td>
<td>71,362</td>
<td>77,829</td>
<td>91,961</td>
<td>+ 27,159</td>
</tr>
<tr>
<td>Selected Personal Services</td>
<td>2,800</td>
<td>19,250</td>
<td>21,199</td>
<td>23,120</td>
<td>27,318</td>
<td>+ 8,068</td>
</tr>
<tr>
<td><strong>Total Retailing</strong></td>
<td><strong>5,228</strong></td>
<td><strong>404,635</strong></td>
<td><strong>445,593</strong></td>
<td><strong>485,978</strong></td>
<td><strong>574,217</strong></td>
<td><strong>+ 169,582</strong></td>
</tr>
</tbody>
</table>


Part of the revitalisation of Newcastle city centre will involve new retail space, and this is included in the GPT proposals. Some growth in retail space will also occur in other precincts in the LGA.

Promotion of precincts has been undertaken by the Business Improvement Associations (including Newcastle Now) in order to attract visitors, shoppers and diners. These activities need to continue.

E.11 Sports Industry

Newcastle has international standard sports facilities for football, rugby and hockey and teams in two national competitions (NRL and A League).

- Hunter Venues comprise: Hunter Sports Stadium – a rectangular, multi-purpose outdoor stadium with a capacity of 33,000; Newcastle Hockey Centre (NIHC) with three internationally FIH accredited fields.

- In 2011 there were a total of 637 sports jobs – 497 in sports and physical recreation activities and 134 in horse racing. These jobs include: the players and other staff of the Newcastle Jets and Newcastle Knights; persons employed in other sports; and gym staff and trainers.

Table O. Jobs in Sports Industries Newcastle LGA 2011

<table>
<thead>
<tr>
<th>Industry</th>
<th>No.</th>
<th>Share %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sports and Recreation Activities, nfd</td>
<td>6</td>
<td>0.9</td>
</tr>
<tr>
<td>Sports and Physical Recreation Activities</td>
<td>497</td>
<td>78.0</td>
</tr>
<tr>
<td>Horse Racing Activities</td>
<td>134</td>
<td>21.0</td>
</tr>
<tr>
<td><strong>Total Sport Jobs</strong></td>
<td><strong>637</strong></td>
<td><strong>100.0</strong></td>
</tr>
</tbody>
</table>

Source: ABS Census 2011, Working Population Data
Newcastle has the Hunter Academy of Sports, which provides development for emerging players across a number of sports and the UON offers a course in Exercise and Sports Science (Bachelor of Exercise and Sport Science).¹ Hunter TAFE has established a High Performance Sports Hub at its Tighes Hill Campus, for the Newcastle Knights National Youth Cup team (16 to 20 years), which included Specialist Education Centre, training oval, study hub and lecture theatre².

As well as being an industry, sports are a major part of the visitor market, with people travelling into Newcastle for Newcastle Knights and Newcastle Jets home games. The destination management plan has sports events as part of its strategy to increase visitors to the city.

In 2015 Newcastle was showcased to domestic and international visitors and a global television audience, when it hosted four games of international football in AFC Asian Cup 2015 (as one of the five host Australian venues). Two qualifying games, a semi-final and the 3rd v 4th playoff game were held at Hunter Stadium³. Newcastle City Council is working with partners on maximising the benefits from the 2015 AFC Asian Cup.

With its venues Newcastle has the capacity of staging a range of future sports events.

Sports are a major industry for Newcastle and are a key component of the visitor market.

There is potential for further expansion of the Hunter Venues site.

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This report (including appendices) is based on estimates, assumptions and information sourced and referenced by MCa Consulting. These estimates, assumptions and projections are provided as a basis for the reader’s interpretation and analysis. In the case of projections, they are not presented as results that will actually be achieved.

The report has been prepared on the basis of information available at the time of writing. While all possible care has been taken by the authors in preparing the report, no responsibility can be undertaken for errors or inaccuracies that may be in the data used.
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Cover image: Goulburn
Deputy Premier’s Foreword

When people ask me what I want to achieve for regional NSW, the answer is fairly simple.

I want people living in regional NSW to have a great life. Moreover, I want people living outside of regional NSW to look to our regional towns and cities and think ‘I could also have a great life there’, because they know regional NSW is a great place to raise a family, start and grow a business, get a fulfilling job, participate in vibrant community activities, play sport at quality facilities, and access the quality health and education they deserve.

Since 2011, the NSW Government has been hard at work rebuilding NSW. I’m proud of what we’ve achieved to date, but the job is far from done. We now have the opportunity not just to improve regional living, but transform it.

Today, NSW’s economy has been restored to its proper position as the nation’s leading economy, with a first-class infrastructure pipeline that is creating jobs, skilling our young people and ensuring NSW has the infrastructure it needs to meet current and future demands.

Regional NSW is at the forefront of this.

People are sick of governments that are short-sighted - failing to plan properly, and in turn, giving priority to the city over the bush.

This government, however, is determined to ensure we are meeting the needs for today while also making sure we are better prepared for a stronger tomorrow.

We are not just futureproofing our regions (making them more resilient to change, so they thrive, not just survive) but also turbocharging visionary projects - so they don’t just sit on paper, but actually become reality.

Our 20-year vision will ensure regional NSW is poised to take advantage of future opportunities for growth.

Most importantly, this is a vision for regional people and businesses. Regional NSW is already a great place to live, raise a family, start a business or visit. We also need to support sustainable, thriving regional communities that have a strong local identity, attract younger generations and offer valued alternatives to city living.

Many of our regional centres have room to grow, draw in more investment and attract skilled workers, as well as provide job opportunities for our children. We want our communities to have access to sporting and cultural facilities, without compromising a sense of community and connectedness.

Through strategic investment we can address issues like skill shortages, the ageing workforce and digital disruption, while capitalising on emerging industries that align with a region’s local strengths.

Our vision is to accelerate economic growth in key sectors such as agribusiness, tertiary education and health care, taking full advantage of trade and tourism opportunities with Asia to ensure regional NSW continues to play a critical role in the Australian economy.

This work also brings together long-term planning and existing strategies like the Future Transport Strategy 2056, NSW State Infrastructure Strategy, and the regional plans.

I am personally determined to leave a lasting legacy of strong, sustainable and vibrant regional communities.

This vision will help outline how we will get there.
Regional NSW today
Regional NSW is Australia’s largest and most diverse regional economy. Rich with natural resources, it is home to a third of the state’s population, and produces one-fifth of NSW’s gross state product. Regional NSW has thriving agricultural, energy and resources industries and strong manufacturing, tourism and service sectors.
In this document, ‘regional NSW’ refers to all of the state except the metropolitan areas of Greater Sydney, Newcastle and Wollongong.

A state of many smaller economies

Regional NSW can be divided into five types of regional economy, based on their underlying geography, population and economic features. These are:

- Metro Satellite
- Growth Centre
- Coastal
- Inland
- Remote.

Look more closely, and you will see NSW is actually made up of many smaller local economies across these five categories. The NSW Government refers to these smaller economies as functional economic regions (FERs), each mapping out the regional communities that have strong economic links, mainly where people live and work.

In total, regional NSW can be categorised into 37 FERs, as outlined in the map below. Some of these cross state boundaries into Queensland, Victoria and the Australian Capital Territory (ACT). The FERs are colour coded, to indicate the five types of regional economy.

![Figure 1: The functional economic regions of regional NSW](image-url)

1 Centre for Economic and Regional Development (2017), *Regional Economic Growth Enablers Report*
2 Also by community input and economic measures
<table>
<thead>
<tr>
<th>FER</th>
<th>Included local government areas</th>
</tr>
</thead>
<tbody>
<tr>
<td>Abercrombie</td>
<td>Bathurst Regional, Oberon</td>
</tr>
<tr>
<td>Albury-Wodonga</td>
<td>Albury, Federation, Greater Hume Shire</td>
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<tr>
<td>Capital</td>
<td>Queanbeyan-Palerang Regional</td>
</tr>
<tr>
<td>Castlereagh</td>
<td>Gilgandra, Warrumbungle Shire</td>
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<tr>
<td>Central Coast and Lake Macquarie</td>
<td>Central Coast, Lake Macquarie</td>
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<tr>
<td>Central Orana</td>
<td>Narromine, Dubbo Regional</td>
</tr>
<tr>
<td>Clarence Valley</td>
<td>Clarence Valley</td>
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<tr>
<td>Coffs Coast</td>
<td>Bellingen, Coffs Harbour</td>
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<tr>
<td>Cowra</td>
<td>Cowra</td>
</tr>
<tr>
<td>Eastern Riverina</td>
<td>Coolamon, Junee, Lockhart, Wagga Wagga</td>
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<tr>
<td>Far South Coast</td>
<td>Bega Valley, Eurobodalla</td>
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<tr>
<td>Far West</td>
<td>Broken Hill, Central Darling, Unincorporated NSW</td>
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<tr>
<td>Hastings-Macleay</td>
<td>Kempsey, Port Macquarie-Hastings</td>
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<tr>
<td>Hunter</td>
<td>Cessnock, Dungog, Maitland, Muswellbrook, Port Stephens, Singleton, Upper Hunter Shire</td>
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<td>Kiama</td>
<td>Kiama</td>
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<tr>
<td>Lithgow</td>
<td>Lithgow</td>
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<tr>
<td>Lower North West</td>
<td>Gunnedah, Liverpool Plains, Tamworth Regional</td>
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<tr>
<td>Mid-Coast</td>
<td>Mid-Coast</td>
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<tr>
<td>Mid-Lachlan</td>
<td>Forbes, Lachlan, Parkes</td>
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<tr>
<td>Mid-Western</td>
<td>Mid-Western Regional</td>
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<tr>
<td>Murray</td>
<td>Berrigan, Edward River, Murray River</td>
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<tr>
<td>Nambucca</td>
<td>Nambucca</td>
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<tr>
<td>Northern New England High Country</td>
<td>Glen Innes Severn, Tenterfield</td>
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<tr>
<td>Northern Rivers</td>
<td>Ballina, Byron, Kyogle, Lismore, Richmond Valley</td>
</tr>
<tr>
<td>Orange, Blayney and Cabonne</td>
<td>Blayney, Cabonne, Orange</td>
</tr>
<tr>
<td>Shoalhaven</td>
<td>Shoalhaven</td>
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<tr>
<td>Snowy Monaro</td>
<td>Snowy Monaro Regional</td>
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<tr>
<td>Snowy Valleys</td>
<td>Snowy Valleys</td>
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<tr>
<td>South Western Slopes</td>
<td>Bland, Gundagai, Hilltops, Temora, Weddin</td>
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<tr>
<td>Southern New England High Country</td>
<td>Armidale Regional, Uralla, Walcha</td>
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<tr>
<td>Southern Tablelands</td>
<td>Goulburn-Mulwaree, Upper Lachlan, Yass Valley</td>
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<tr>
<td>Tweed</td>
<td>Tweed</td>
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<tr>
<td>Upper North West</td>
<td>Gwydir, Inverell, Moree Plains, Narrabri</td>
</tr>
<tr>
<td>Western Murray</td>
<td>Balranald, Hay, Wentworth</td>
</tr>
<tr>
<td>Western Plains</td>
<td>Bogan, Bourke, Brewarrina, Cobar, Coonamble, Walgett, Warren</td>
</tr>
<tr>
<td>Western Riverina</td>
<td>Carrathool, Griffith, Leeton, Murrumbidgee, Narrandra</td>
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<tr>
<td>Wingecarribee</td>
<td>Wingecarribee</td>
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</table>
Metro Satellites

Metro Satellites are relatively high-density communities on the outskirts of major centres of economic activity such as Sydney, Canberra, Newcastle, Wollongong and the Gold Coast. Metro Satellite FERs include towns such as Gosford, Queanbeyan, Maitland, Kiama, Lithgow and Tweed Heads. Metro Satellites are home to 53 per cent of regional NSW’s population and produce the highest economic output of the five broad categories.

Their higher populations reflect strong economic growth, which is based on traded clusters, concentrations of industries such as mining, tourism, food manufacturing and residential care, and bolstered by their proximity to growing major cities.

Growth Centres

These areas are hubs of growth in regional NSW. Populations are rapidly increasing as people migrate to regional cities such as Bathurst, Orange, Tamworth, Dubbo, Lismore, Wagga Wagga and Coffs Harbour, attracted by their lifestyles and employment industries. The hubs in Growth Centres typically provide sophisticated health, education and cultural services to surrounding Inland areas.
Coastal areas contain a smaller proportion of the overall population of regional NSW (7 per cent) but are growing. This growth is mainly driven by those aged 65 and over. Coastal areas have remained relatively stable in terms of employment, with pockets of employment clusters (such as health services, agribusiness and tourism) growing moderately.

**FERs**
- Clarence Valley
- Far South Coast
- Mid-Coast
- Nambucca

**Population**
- Key coastal areas contain 7.1% of the population of regional NSW.
- They are experiencing average population growth (0.7%, CAGR, 2006-2016), mainly driven by those aged 65+.

**Jobs**
- The coastal areas generate a total GVA of $7.6bn. In the past five years, the areas grew by 1.0% (CAGR, 2011-2016).
- Key industries include health (3,400 employees) and agribusiness (2,600 employees).
- A high unemployment rate of 8.5% in 2016, with minor decreases in unemployment over the past five years (-0.02% annually, CAGR, 2011-2016).

Inland areas radiate further from the metropolitan areas, lying beyond the Coastal and Metro Satellite areas between and around Growth Centres, and are more rural in character. They have relatively small, stable populations.

**FERs**
- Cowra
- Western Murray
- Mid-Lachlan
- Murray
- Northern New England High Country
- Snowy Monaro
- Snowy Valleys
- South Western Slopes
- Southern New England High Country
- Upper North West
- Western Riverina

**Population**
- The Inland regions contain 13.4% of the population of regional NSW.
- They are experiencing stable population growth (0.3%, CAGR, 2006-2016).

**Jobs**
- Economic decline of 1.2% annually (GVA, CAGR, 2011-2016). In 2016, the total GVA of the area was $21.5bn.
- Agribusiness is the largest industry in the Inland regions, with 27,700 employees.
- There was an unemployment rate of 1.8% in the last five years (CAGR, 2011-2016). Overall, the unemployment rate was 6.0% in 2016.

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3 Groups of related industries that serve markets beyond the region in which they are located, i.e. sell to other regions and nations
4 Note: Many of these are considered regional centres or regional cities in Transport for NSW’s Future Transport Strategy 2056, and NSW Department of Planning and Environment’s 2016 regional plans

A 20-YEAR ECONOMIC VISION FOR REGIONAL NSW
Remote

Remote areas continue to support a significant proportion of agricultural and mining activity in NSW, but are experiencing population decline.

- Castlereagh
- Far West
- Western Plains

FERs

- Remote areas of the state contain 1.5% of the population of regional NSW
- Their populations are shrinking (-0.8% CAGR, 2006–2016)

Population

- Stable output, with 0.01% growth per annum over the past five years (CAGR, 2011-2016). In 2016, the overall GVA of the region was $2.7bn
- Agribusiness is the most significant industry in the Remote regions, with 3,700 employees
- The highest growth in unemployment (2.6% CAGR, 2011-2016), and the second-highest unemployment rate (8.4% in 2016)

Jobs

The ‘engine’ industries driving our regions

Around the world, economies are narrowing and deepening, including in regional NSW. This means that a smaller number of key sectors are employing a larger share of the workforce.5

Key regional industries that are surviving or thriving are linked to economic endowments, or an area’s inherent or created strengths. For example, areas rich in minerals can sustain strong performance in mining, whereas an area not located between producers and their markets or distributors will likely yield low or unsustainable growth in transport logistics. These sectors and others that service markets beyond their local region are considered ‘traded clusters’.

Regions may also have economic endowments in service sectors such as health or residential care. For example, health services are available throughout NSW. However, a region with a health endowment may have a health-service specialisation that will draw people to relocate there – either as employees or patients.

Engine industries are those that employ a higher proportion of people in that region compared to other regions. They usually reflect the area’s competitive advantages. In any region, most of the workforce is employed in population-serving industries. However, engine industries are often a key reason why a town or region exists.

Figure 2 shows an illustration of regional NSW’s ‘engine industries’.

5 Centre for Economic and Regional Development (2017), *Regional Economic Growth Enablers Report*
Livestock and grain, horticulture, dairy, poultry, food and beverage manufacturing, forestry

Metal ore and coal mining

Accommodation, and food and beverage services

Tertiary education and vocational training services

Health and social care, including residential care

Freight, logistics and distribution services

Defence, aerospace and advanced materials

Agribusiness and forestry

NSW is a significant producer of agricultural commodities, using 75 per cent of NSW land and employing more than 60,000 people (6.7 per cent of all jobs in regional NSW). Key products include beef, poultry, wheat, rice, milk, cotton, wool and forestry products, as well as value-added food and beverages.

Resources and mining

For more than a century, regional NSW has been a significant source of resources. Our reserves of coal, gold, copper, zinc, lead, silver, nickel and cobalt are in high demand, while lithium and rare earth deposits may serve future industries. Regions with large-scale mining have had the highest jobs growth since 2005, with more than 23,000 jobs in mining in NSW today.

Tourism

Regional NSW’s hospitality and diverse natural beauty – including outback, country, alpine, coastal, island and subtropical landscapes – draw more visitors from Australia and overseas every year. Each year from 2012 to 2017, overnight visitor numbers to regional NSW grew by 5 per cent. Altogether, overnight visitors to regional NSW spent more than $12.4 billion in the year to December 2017. More than 81,000 regional jobs – 9 per cent – support tourism.

Tertiary education

The $1.9 billion education sector in regional NSW serves a growing domestic and international market for high-quality education. Leading research centres in agricultural technology have emerged in Orange, Armidale and Wagga Wagga, while renewable energy research centres have developed in the South East and Tablelands region. More than 82,000 regional jobs – 9 per cent – are in tertiary education and skills.

Health and residential care

Increasing life expectancy and population growth are driving demand for health and aged care facilities in regional NSW, particularly along the mid and north coast. There are almost 139,000 jobs – or 14.9 per cent of regional jobs – in this sector. Regional providers have a key cost advantage. In 2016, they had the lowest expenses per day on average.

Freight and logistics

Freight, logistics and distribution services are the backbone of regional NSW, providing more than 32,000 regional jobs in towns like Albury-Wodonga, Dubbo, Moree, Tamworth and Wagga Wagga. These towns – given they are near major roads and/or freight rail lines to large freight terminals – play a crucial role in connecting businesses to markets throughout Australia and across the world.

Defence

NSW is home to the most defence bases and facilities in Australia, with several in regional areas such as Wagga Wagga, Singleton, Bungendore and Nowra, and defence industry clusters in the Shoalhaven and the Hunter. Defence industry capabilities in NSW include systems integration, cybersecurity and advanced materials. Defence and related industries employ 40,000 people across regional NSW.

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6 NSW Regional Investment Prospectus: investregional.nsw.gov.au
8 NSW Regional Investment Prospectus: investregional.nsw.gov.au
9 Centre for Economic and Regional Development (2017), Regional Economic Growth Enablers Report
People moving to regional NSW

People are moving to regional NSW every year, with it attracting 12,000 more residents overall in the 2015–16 financial year. Close to 90,000 people moved into regional NSW, with many of these new residents coming from Greater Sydney. This continues a long-term trend of migration out of Sydney towards growing regional centres in NSW. Large proportions of new residents are also moving from Queensland and Victoria. While some people are also moving away from the regions, net migration to regional NSW is still positive.

Although overseas migration typically contributes less to growth in regional NSW than in Sydney, some international migrants and refugees are settling in regional areas.

Figure 3: Regional internal migration estimates by region of arrival and departure, 2015–16

TO GREATER SYDNEY: 26,000
TO OTHER STATES AND TERRITORIES: 52,000
FROM GREATER SYDNEY: 41,000
FROM OTHER STATES AND TERRITORIES: 49,000

REST OF NSW TOTAL IN: 90,000 OUT: 78,000

Note, the referenced data includes Wollongong and Newcastle in regional NSW, while this vision document excludes them.
02
Global forces shaping our regional economies
Since 2000, the global environment in which NSW competes has radically changed. With the pace of change likely to increase in coming years, we need to consider the implications of trends.

‘Megatrends’ represent major shifts in environmental, social and economic conditions that change the way people live. While megatrends are often big-picture changes occurring overseas, they influence us too. For example, ageing populations will affect our population’s lifestyles, the services they demand, and the structure of the labour force.

There are four key megatrends affecting regional NSW.

**The rise of Asia**
By 2030, four of the five largest economies will be in Asia: China, India, Japan and Indonesia. Economic power is shifting towards Asia, with China and India’s share of world GDP expected to increase to 20 per cent and 15 per cent by 2050, respectively.

**Rapid urbanisation**
1.5 million people are moving into the world’s cities every week. NSW is also undergoing rapid urbanisation, but unlike before, people are increasingly moving to urban centres other than Sydney.

**Demographic & social change**
Australia’s population is ageing, with the over-65s soon to be the fastest growing segment of the population.

**Digital disruption**
Digital technology has been progressing exponentially. The increasingly disruptive potential of data, connectivity and mobility will continue to drive and accelerate big change in the economy.

*Figure 4: Megatrends affecting regional NSW*

*Source: PwC analysis of open-source data, including megatrends considered by Transport for NSW, NSW Department of Planning and Environment, and CSIRO in their paper Our Future World*
Megatrend 1: The rise of Asia

A considerable economic shift is taking place, transitioning away from the traditional ‘West’ and towards Asia. By 2030, four of the five largest economies will be in Asia, with China already the largest economy in the world. Australia is strategically positioned to service these growing economies and their burgeoning middle class.

As incomes in Asia rise, the spending power of younger generations is rapidly increasing, creating a growing market for premium products and quality goods and services. NSW cannot feed all of Asia, but is well-positioned to be its delicatessens, producing and marketing value-added food products. The evolution of the social and consumption patterns of the new middle class will shape the export profile of regional NSW. This is also increasing spending on tourism and higher education, both of which could be significant for regional NSW, particularly with the deregulation of Chinese tourism and consequent growth in the number of independent travellers. Additionally, the advent of longer-distance non-stop international flights will open up more timely market access for regional businesses.

Megatrend 2: Rapid urbanisation

For the first time in 2015, more than half the world’s population lived in cities. Urban centres are drivers of productivity and growth (due to ‘agglomeration’), generating 85 per cent of global GDP. Mirroring global trends, regional NSW is also experiencing a movement away from its rural areas towards regional cities and towns. This is not to suggest everyone is moving to Sydney, as people choose where to live based on a wide variety of career, family, affordability and lifestyle considerations. Regional NSW offers a diversity of choice in terms of lifestyles, and the increasing importance of regional centres is reflected in the hub-and-spoke model underpinning the NSW Future Transport Strategy 2056.

The geographic constraints of Greater Sydney have seen nearby areas of NSW grow. Described in more detail in Section 1, these ‘Metro Satellites’ are a key destination for people moving out of the dense environment of Sydney. These regional areas have the potential to unlock and capitalise on urban productivity and innovation, but this must be balanced by providing infrastructure and developing cities that are smart and sustainable.

Megatrend 3: Demographic and social change

Developed countries are all experiencing ageing populations, and Australia is no different. This is driven by two factors: Australian families are, on average, having fewer children; and people are living longer. The result is that the fastest growing segment of the population will be the over-65s.

This has implications for regional NSW, as the younger generations move to cities and regional centres looking for education and employment opportunities. However, regional NSW has the potential and opportunity to provide the workforce to serve the older population. The rise in demand for aged care and health services and the changing economic and social patterns provide new opportunities for careers in health care and social assistance, with over 34,000 additional jobs forecast by 2022 in regional NSW.¹²

Megatrend 4: Digital disruption

Digital technology is driving big changes in the global economy. Increasingly, we are seeing the power and potential of data connectivity and mobility, enabled by technological progress. Australia is on a digital evolution to leverage the potential of technology in accelerating economic change, productivity and growth.

Advances in digital technologies and connectivity have also facilitated an ideal environment for entrepreneurship. Ranked fifth in the world for our favourable entrepreneurship environment\(^\text{13}\), Australia is a great place for entrepreneurs, start-ups and innovators. NSW has the greatest opportunity of all states and territories to increase small business income over the next decade, with the potential to unlock up to $16 billion of additional economic output if those businesses can fully leverage mobile and internet technologies.\(^\text{14}\)

For regional NSW, state-wide digital connectivity and disruptive technology have the potential to transform the future of farming, education, healthcare, local business and standards of living. This potential is described in more detail in the *NSW State Infrastructure Strategy*.

Whether they choose to work for established businesses or start their own, people will have choices about where to live and how this affects their work, as the need to live close to an office in a metropolitan city reduces. This may manifest in different ways, from people balancing part-week commuting with part-week working from home, to ‘digital nomads’ working from anywhere with an internet connection.

Regional NSW is well positioned to take advantage of the opportunities presented by these megatrends. It has the quality goods and services demanded by the Asian middle class, and an advanced agriculture and manufacturing base supported by some of the best research and development organisations in the world. Moreover, it has a favourable climate for agriculture with access to global markets; the beaches, parks and bush coveted by tourists and retirees; and the know-how to take advantage of new technologies in freight and logistics, and agricultural technology.

Capitalising on these megatrends will not be possible from a standing start. NSW needs to plan for the long term and give people and businesses the tools and environment they need to seize those opportunities when they arise.

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Rising to the challenge
What it will take

NSW is an economic powerhouse for Australia and an internationally competitive economy in its own right. For regional areas to further flourish, they depend upon these key points:

- Strong trade agreements and relationships – International trade and investment makes up a large proportion of the NSW economy. Relationships and trade agreements are central to driving regional growth in the long term, particularly trade with other Asia-Pacific nations.
- Migration and foreign investment – These will become more important as more skilled workers are demanded by regional businesses, accompanied by a shift in family-owned businesses such as farms being bought by international companies. An emphasis on younger migrants can also serve to balance ageing populations. With the right local support, migrants settling in regional NSW can play a role both in helping to fill immediate workforce shortages and to create new jobs.
- A strong and thriving Sydney – The success of regional NSW is tied to the continued success of Sydney, Australia’s largest city and most important global gateway.
- Governments working together – With Commonwealth and local governments working alongside the NSW Government, we can create a growth-friendly environment, from facilitating favourable terms of trade, to providing water connections and streamlined planning approvals.
- Governments and industry working together – Rising to the challenge will overwhelmingly benefit the private sector. We can create a business-friendly environment by ensuring regulatory settings protect the community while not hindering enterprise, and leveraging private-sector investment where benefits are largely private.
- Governments and communities working together – Engaging communities in government decision-making helps local economic development initiatives better address the needs of different community members, and forges a joint commitment to better outcomes.
- Aboriginal economic participation – Aboriginal economic activity is a vital and growing area that will build a stronger foundation for social, economic and cultural prosperity in NSW. Supporting greater participation and opportunities for Aboriginal people will create jobs and employment, lift education and skills, and activate regional economic potential.
- A focus on growth – Targeting investment in regional centres that are forecast to grow will prioritise efforts for the greatest and most sustainable growth, and cement those regional centres as hubs for their surrounding areas, in line with the Future Transport Strategy 2056 hub-and-spoke model.

Industries driving the economic future of regional NSW

The ‘engine industries’ that will drive regional NSW economies over the next 20 years include seven established sectors, and three emerging sectors that are gaining ground in their share of the regional economy.

![Figure 5: Future ‘engine industries’ in regional NSW](image)

Source: NSW Centre for Economic and Regional Development (2017), Regional Economic Growth Enablers Report; Australian Department of Employment (2017), Employment Outlook to May 2022
1. **Agribusiness and forestry**

Regional NSW will continue to be a significant producer of agricultural commodities. The shape of employment will change as primary producers move to value-added products and capitalise on the premium branding status of NSW produce. In addition to value-added food and beverages, key products will include meats, vegetables, grains, milk, cotton, wool and forestry products. Success is underpinned by productive farmland, diverse growing conditions, efficient technology use and a reputation for quality.

6. **Freight and logistics**

Freight, logistics and distribution services are already a backbone industry of regional NSW. Better freight connectivity with and along the east coast will enable more efficient and cost-effective logistics solutions, and could drive the development of distribution centres in Metro Satellite regions.

2. **Resources and mining**

Resources and mining will continue to be an economic specialisation in a small number of regions. Raw materials from this sector will continue to be in demand across a broader number of regions and in industries such as construction. Advances in automation and digitisation are expected to transform the future mining workforce, reducing total jobs in these industries and increasing the proportion of highly skilled and technical jobs.

7. **Defence**

Defence and supporting industries will capitalise on the Australian Government’s policy of having a locally developed and built defence supply chain, supported by the newly-created Defence NSW organisation and NSW Defence and Industry Strategy. Developing defence industry precincts and networks will focus on locally relevant projects that build on a region's comparative strengths. Each $1 billion in government operational spending on defence in NSW contributes $1.4 billion in Gross State Product and 10,000 jobs.

3. **Tourism and hospitality**

A growing international tourist market from Asia and beyond will visit NSW looking for different travel experiences. Regional NSW’s diverse and natural beauty will continue to draw domestic and overseas visitors, with opportunities growing for niche and personalised travel experiences championed by small and medium-sized businesses.

8. **Advanced manufacturing**

With state-of-the-art facilities and cutting-edge technology across regional NSW, advanced manufacturing is driving economic growth. Leading manufacturers are attracted to regional areas by skilled workforces, low-cost environments, and access to markets and leading research centres. High-tech design and development, innovative research, product customisation, and client-focused support and repair services are all future drawcards.

4. **Tertiary education and skills**

Both the domestic and international market for tertiary education will grow, boosted by increasing urbanisation and the rapid economic growth of Asia. Innovation in tertiary education, and vocational education and training will help ensure regional NSW adapts to increased automation in traditional industries while leveraging new opportunities offered by digital disruption.

9. **Renewable energy**

NSW has excellent renewable energy resources by international standards. Strategic infrastructure projects such as regional energy zones would capitalise on the state’s significant energy resources, and signal to the market new high-potential areas for renewable energy project development, to support a more secure, affordable and clean energy system for people and businesses in regional NSW.

5. **Health and residential care**

Australia’s population is not only projected to grow and age, but to have an increased life expectancy. Moreover, ageing will be more pronounced in regional NSW. By 2038, the health and residential care industry will employ almost 80,000 extra people, accounting for nearly 20 per cent of regional jobs. Advances in digital and telehealth may accelerate support for older Australians to ‘age in place’, enabling people to stay in their own home longer if they choose.

10. **Technology-enabled primary industries**

Agricultural technology – or ‘agtech’ – businesses have developed partnerships with research institutions to lead technology advances in regional NSW. Developing local innovations in agricultural practices including planting, fertilising, feeding, monitoring, pest control, harvesting and monitoring livestock movements could significantly grow this sector. Agtech could become an economic engine industry in its own right.
The role of government

Market forces and megatrends will continue to generate economic opportunities and challenges during the next two decades.

Government has the potential to help industries, businesses and communities to better harness those opportunities as they arise.

This means working more closely with regional economies and stakeholders, and better coordinating across government agencies. Fundamentally, each region of NSW is unique and decision-making should be tailored, rather than 'one size fits all'.

The NSW Government should identify and remove market failures that serve as obstacles to competition and regional growth. In doing so, it is important to avoid unsustainable industry assistance. However, where a market failure can be addressed through better coordination, regulatory improvements or efficient public investment, the government can and should act to promote sustainable growth.

The Regional Economic Growth Enablers Report, released in 2017, identified key economic enablers that government can most effectively use to encourage growth. These include:

- infrastructure
- skills
- advocacy and promotion
- providing a growth-conducive business environment.

The regional growth plans, NSW State Infrastructure Strategy and Future Transport Strategy 2056 provide a long-term road map of how the government will use its enablers of infrastructure and planning (which shape the business environment) to maximise long-term sustainable growth and amenity across the state.

A great example of where the government has been able to directly foster growth in regions is the health sector in Orange. This vibrant sector has grown from the foundations of basic service provision through government planning, including investment in a new base hospital. It has grown to become the largest employing industry in Orange15, encompassing not just government services but private industry, tertiary medical education and allied health, and providing services well beyond the local population.
Our government’s framework for regional economic development

Our 20-year vision is an extension of the Regional Development Framework, which launched three core objectives:

1. **Amenity**  
   Providing quality services and infrastructure in regional NSW

2. **Growth**  
   Aligning effort to support growing regional centres

3. **Potential**  
   Identifying and activating economic potential

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**Figure 6: Related NSW Government policies and strategies**
Principles for future investment

On top of the Regional Development Framework’s three core objectives, we are focused on seven key principles to guide us when making decisions on regional economic development. These principles are aligned with the economic enablers.16

**INFRASTRUCTURE**

1. **Improved travel between regional centres and from cities and international gateways**
   Better transport infrastructure and services enable increased business activity, a wider labour market and better lifestyles.

2. **Freight networks that will increase the competitiveness of key regional sectors**
   Efficient freight transportation underpins the viability and competitiveness of key and emerging sectors. High-performing freight networks are essential for regional NSW to compete in the global marketplace.

3. **Affordable, reliable and fast internet to support people and businesses**
   Fast, reliable connectivity supports business growth, helps rural communities thrive, improves health and wellbeing, and makes it easier for people to access online public services.

4. **Reliable accessible water and energy**
   Energy and water are vital to people and business. Securing climate-resilient water supply is particularly important for key industries, and digital advances will largely require reliable energy.

**SKILLS**

5. **A skilled labour force for current and future needs of the regions**
   Helping people reskill, upskill and reinvent careers is essential for regional workforces to exploit future opportunities. This includes investing in research and development for jobs of the future.

**ADVOCACY AND PROMOTION**

6. **Recognising each region’s strengths and underlying endowments**
   Each of regional NSW’s areas is distinct and claims its own natural, human or built endowments. This requires bespoke government decision-making.

**BUSINESS ENVIRONMENT**

7. **Regulation and planning to promote commercial opportunities**
   Planning and regulation settings must maximise employment and income-generating opportunities. Better coordination, joined-up governance and clear signals to attract industries to targeted locations will optimise local advantages.

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16 Note, this does not replace, supersede or negate the important role of business cases, cost-benefit analyses and other investment analyses to determine projects and funding; the principles are a higher-level guide to, for example, the types of project that should be prioritised for further examination. The most efficient funding mechanism would be considered – which may, but would not necessarily, include government spending.
04
An even brighter future
Our vision charts economic growth in key sectors, increased regional populations, and supporting infrastructure and services.

This 20-year plan focuses on economic growth that promotes wellbeing in regional communities. It maximises economies of scale in infrastructure and services, while minimising ‘big city’ characteristics of traffic congestion, pollution and affordability issues. Many regional centres have room to grow to a size that can bring benefits including greater cultural and leisure activities, knowledge economies, and more specialist goods and services, without compromising a sense of community and connectedness.

We envisage more employment opportunities in regional NSW, which in turn retains and attracts younger generations and creates sustainable, thriving regional cities and towns. We see our regions retaining their local identity, rather than becoming more like Sydney. Regional areas will offer valued alternatives to city living and connect via the hub-and-spoke model described in the Future Transport Strategy 2056.

Sustainable jobs growth will be supported by regions’ endowments, created or natural. Innovation in regional NSW will develop high-value service and commodity sectors to leverage cutting-edge technology. For example, NSW already has nascent industries working on generating and storing energy to meet our future needs. We also see opportunities for innovation on issues such as retaining experienced employees in the workforce for longer, and better connecting young regional people to the training, job exposure and mentorship that those experienced workers can provide.

How we are looking to the future

We modelled two economic and demographic scenarios to see the outcomes of our 20-year vision for regional NSW. These were:

1. Business as usual (BAU), based on current trajectories of economic growth
2. A scenario based on the NSW Government applying this vision’s principles to guide economic development decisions.

We looked at trends observed in recent years and forecast using well-regarded economic modelling methodologies and population projections. However, we do not suggest regional NSW’s future is constrained by what happened previously, nor can we predict events of the next 20 years. However, based on what we know, there is a wealth of opportunities for regional NSW. Forethought and evidence-based decisions are needed to realise these opportunities.

For example, scenarios that could drive this growth are:

- investing in transport infrastructure to enable faster and more affordable business links to global supply chains to open new high-value export opportunities
- providing programs for faster and more reliable digital connectivity to complement the Australian Government’s National Broadband Network (NBN) rollout. This could increase uptake of tech-assisted production in sectors like agriculture
- prioritising skills and support programs to target youth unemployment in key sectors
- improving regulatory settings to encourage productivity.

18 The ‘business as usual’ scenario forecast jobs increases to 2038, constrained by the Department of Planning and Environment’s NSW 2016 Population Projections. The ‘vision’ scenario shocked key sectors’ growth by different percentages in line with NSW regional investment commitments, and the results were cross-checked against previous instances of investment-induced growth. The ‘vision’ scenario population figures are not constrained by other population projections, and are based on the vision employment projections and assuming a participation rate derived from demographic projections. The baseline year for both scenarios was 2016, to align with population data and to reflect the impact of the Regional Development Framework and Regional Growth Funds from 2016. Note that employment figures are based on place of work while population figures are based on place of residence.
The future this vision can deliver

We believe that applying these principles will result in higher population and jobs growth. Regional NSW is already forecast to grow by 620,000 people by 2038. However, our visionary approach could boost this by more than 185,000 extra people, so that the regional NSW population grows by close to a million people.

**Biggest growth**

The Capital region is expected to be the fastest growing, adding more than 65 per cent more people, followed by Hunter, which will grow by close to 50 per cent. Across NSW, projected population growth is on average more than 29 per cent greater than BAU.

Areas forecast to add the most people are Central Coast and Lake Macquarie, and the Hunter, which are estimated to reach approximately 725,000 people and 405,000 people respectively.

**Significant growth**

The regions which include Albury, Maitland, Coffs Harbour, Wagga Wagga, Port Macquarie, Tamworth, Byron-Ballina-Kyogle, Shoalhaven and Tweed could reach populations of more than 100,000 people. The Mid-Coast area could exceed 90,000 people.

Regional NSW could add over 260,000 jobs between now and 2038. In total, that means almost 1.1 million jobs in the regions by 2038.
Metro Satellites

In the next two decades, Metro Satellites will transform from satellite areas of bigger cities, to become major hubs in their own right, attracting large numbers of families seeking new lifestyle and employment opportunities. Transport links are essential to existing and future Metro Satellites and nearby Growth Centres, to enable the flow of commuters, goods and services.

Most of these increases will be in Central Coast and Lake Macquarie, where populations will reach nearly 725,000, and Hunter, where numbers will reach nearly 406,000. The Capital region and Kiama will also see particularly strong population growth. In the coming 20 years, we forecast the population of Metro Satellites could grow by more than 426,000.

In 20 years there will be more than 110,000 new jobs in Metro Satellites, an increase of 34 per cent from today. There will more jobs in the construction, retail, accommodation and food service industries. As these areas become major hubs, their self-sufficiency will increase and employment sources will shift towards local industries that provide goods and services beyond the immediate region. Metro Satellites’ key employing industry will be healthcare and social assistance, which will have almost 25,000 more jobs between now and 2038. This will be particularly apparent in areas such as Tweed, the Hunter and the Central Coast, where growing populations of retirees will generate demand for health and lifestyle services.

Employment sectors in Metro Satellites are diverse, spanning health (particularly in the Central Coast and Lake Macquarie), mining (in the Hunter region), defence (near Singleton), and tourism (linked to the Gold Coast and Hunter Valley). While mining is a particularly large job cluster, future employment is hard to predict due to increasing automation and variable commodity prices. Mining in these areas will face significant competition from other states, and will need to improve productivity to remain competitive. Implementing our vision could see nearly 89,000 more people and 25,000 more jobs across all industries in Metro Satellites compared to BAU.

Growth Centres

Spread along the coast and across inland regional areas, Growth Centres have the potential to welcome more than 300,000 new residents in the next 20 years, and add almost 117,000 jobs. That is almost 90,000 extra people and 35,000 extra jobs compared to BAU. Supporting this anticipated growth will require long-term planning and additional investment to ensure there is adequate infrastructure, housing and services.
Over a third of the regions’ population growth and almost half of its jobs growth will be in Growth Centres. While all will grow, the largest growth rates will be in and around Wagga Wagga, Albury, Nowra-Bomaderry, Port Macquarie-Hastings, Tamworth and the Northern Rivers (including Lismore and Ballina). These places will particularly benefit from growth in population-serving sectors that will drive rises in living standards and contribute to more vibrant communities.

Almost 26,000 new jobs are expected to arise in health care and social assistance, with a further 20,000 in construction, 10,000 in accommodation and food services, and 10,000 in education and training. Other large employment sectors are expected to be retail (adding almost 5,000 jobs) and agriculture, forestry and commercial fishing (9,000 jobs).

Tertiary education will provide a range of jobs in Bathurst and Wagga Wagga; the defence sector will provide more roles in Shoalhaven and Wagga Wagga; while Orange is a centre of medical and health excellence. Agribusiness is also a key employer across regional NSW, and is well-positioned for opportunities presented by increasing international ‘food bowl’ demands. These areas will need to continue to attract a younger workforce to ensure they have the right skills to support growth.

**Coastal**

In 2038, we see the opportunity for Coastal regions to grow by more than 35,000 people, primarily in the Mid Coast and Far South Coast – in towns like Taree, Forster-Tuncurry, Myall Lakes, Hawks Nest, Batemans Bay, Moruya, Narooma, Bega and Eden. Together with Nambucca – and the towns of Macksville and Nambucca Heads – and the Clarence Valley towns of Grafton and Yamba, these regions have the opportunity to add more than 14,000 jobs to the NSW economy between now and 2038, with the retail, and health and social care industries being key local employers (adding almost 4,000 and 3,000 new jobs respectively). Other sectors leading jobs growth include administrative and support services (1,400 new jobs) and accommodation and food services (1,300).

The natural beauty of coastal areas should see further growth in tourism and continued migration from across NSW. A challenge will be to see how further expansion of a residential care market can drive ongoing employment opportunities while boosting related sectors such as construction and maintenance.
**Inland**

We expect more than 19,000 new jobs in Inland regions over the next two decades, with most of these in agriculture, forestry and commercial fishing (4,100), construction (2,500), healthcare and social assistance (2,400) and administrative and support services (2,400). Mining, which is a smaller employer in these regions, could add an extra 39 per cent to current job figures. Population growth in the Inland areas will be led by the Southern New England High Country area (which includes Armidale and Walcha), followed by Murray (containing Deniliquin and Moama), Western Riverina (Griffith, Leeton and Narrandera), Upper North West (containing Moree, Inverell and Narrabri), and South Western Slopes (Young).

Inland areas have specialisation in a number of traded clusters – including agribusiness – and are well positioned to take advantage of future export opportunities as well as growing demand in NSW. However overall economic output has declined in recent years, suggesting further specialisation and productivity improvements are required to build on existing strengths.

Underpinning this is the need for better transport connections, as Inland areas still suffer from relative remoteness and perceptions of distance. Improving connectivity to other regional centres and capital cities will help to boost business activity, deepen labour force pools and improve the overall pull of Inland regions as a destination for people and business. Population growth of almost 47,000 people is expected (almost 3,500 greater than BAU).

**Remote**

Remote areas continue to support a significant proportion of agricultural and mining activity in NSW, and are vital to maintaining supplies of beef, wool, raw commodities and minerals. Key challenges for remote areas are ongoing growth in these industries and the resilience of local businesses, against the backdrop of ongoing population decline. Regional centres such as Broken Hill will continue to play an important role servicing local communities.

Government will play an important role in ensuring those in remote areas are supported with services and infrastructure appropriate to their populations, supporting potential opportunities and offering pathways for transition into other industries and locations. The government is also committed to funding local innovation, and investing in emerging industries with growth potential.

**Life in 2038**

Our goal is for people living in our regions in 2038 to enjoy higher standards of living, greater cultural and community engagement, and healthier and happier lifestyles than today. This will be through better incomes, job opportunities, services, infrastructure, access to housing, and support from youth through to old age. People will have access to high-quality education. New technologies will provide engaging learning experiences. People will build skills through both face-to-face and virtual training, completing simulated and real projects with classmates and teachers from across the state. Education and training pathways will see young and lifelong learners achieve qualifications from well-respected institutions, applying their skills as they learn and gain workplace experience.

People in regions will use fast, reliable internet. They will travel easily to regional centres for work, services or amenities. There will be better access to a regional lifestyle’s benefits, yet greater connectivity to larger cities and what they offer. People will upskill more regularly through accessible future-oriented training as skill demands shift. There will be a wider choice of where to live, knowing that quality aged care services are widely available.

We see businesses in our regions in 2038 specialising in key sectors based on each region’s competitive advantages. They will employ a local and remotely skilled workforce in a business-friendly regulatory environment. Large amounts of data will be easily accessible to provide insights and real-time updates on multiple business facets. A growing customer base will easily find, order and enjoy boutique regional products. Our regions’ businesses will access efficient freight options and online opportunities to connect to ever-expanding markets through global gateways.
Priorities now for the NSW Government
To achieve this vision, the NSW Government will prioritise its focus in regional NSW by applying its principles for future investment and using the ‘enablers’ we know have the greatest likelihood of success.

These priorities will complement the initiatives already committed and recommended under other government strategies and long-term plans, such as the Future Transport Strategy 2056, NSW State Infrastructure Strategy and regional plans, which are already aligned with this vision. The government will also remain open to future opportunities not yet known or considered in this document, but which align with the pursuit of growth outlined in this vision.

The government expects that the initiatives below will benefit engine industries across the board.
# INFRASTRUCTURE

The government will:

## 1. Leverage existing infrastructure and other technologies

in Growth Centres for a digitally connected future.

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<thead>
<tr>
<th>Within 5 years we will investigate:</th>
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<tbody>
<tr>
<td>• improving digital connectivity across regional NSW beyond the NBN</td>
<td>• options to provide uninterrupted mobile phone and internet connectivity along major state and regional roads</td>
<td>• planning for and activating smart cities technologies in Metro Satellites and Growth Centres.</td>
</tr>
<tr>
<td>• technology-enabled regional public transport such as on-demand transport</td>
<td>• low-bandwidth infrastructure for agricultural areas for tech-enabled production and monitoring methods.</td>
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<tr>
<td>• innovative delivery methods for essential services in areas such as health, education and justice, to improve access and quality.</td>
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## 2. Make regional travel faster and easier

between and within regional centres, and to metropolitan areas.

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<td>• more day-return services to/from and between regional centres</td>
<td>• rail and road upgrades on lines between regional centres</td>
<td>• higher-speed rail links between Sydney and regional centres that have Metro Satellite or commuter hub potential.</td>
</tr>
<tr>
<td>• regional public transport to assist commuters to travel to Sydney and regional centres to access work opportunities</td>
<td>• seamless digital ticketing within NSW and across borders.</td>
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<tr>
<td>• options to improve public transport services to access regional centres from surrounding areas.</td>
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## 3. Improve freight networks

from regional NSW to global gateways, to increase exports.

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<tr>
<td>• inland intermodals near the production of agricultural products</td>
<td>• optimising or increasing container flows through ports</td>
<td>• more efficient east-west transport connections, including between inland NSW and Newcastle, Sydney and Wollongong</td>
</tr>
<tr>
<td>• more efficient transport between inland intermodals and global gateways.</td>
<td>• benefits that can be realised from Inland Rail.</td>
<td>• air freight potential in regional areas.</td>
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## 4. Manage vital energy and water resources sustainably

to ensure supply will meet long-term regional needs.

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<tbody>
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<td>• the potential for energy zones and transmission requirements</td>
<td>• focused energy projects relevant to engine industries</td>
<td>• ongoing infrastructure to provide safe and secure water to regional communities.</td>
</tr>
<tr>
<td>• research and development investment in energy and water security and resilience, particularly for engine industries.</td>
<td>• climate-resilient water infrastructure options.</td>
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### 5. Provide clear skills pathways to jobs in regions.

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<tbody>
<tr>
<td>• models for greater integration of students’ learning and work experience, prioritising growth industries in regional areas</td>
<td>• specialised vocational and technical high schools</td>
<td>• flexible models to acquire job-oriented skills and qualifications – which facilitate a shift from training and work as separate activities, to a more integrated simultaneous progression.</td>
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<tr>
<td>• training support to improve student success, including mentoring, accommodation and transport assistance</td>
<td>• innovative training delivery models that leverage online learning, mobile classrooms and hybrid learning models.</td>
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<tr>
<td>• targeted skills and work experience approaches for groups that are under-represented in regional economic participation, including Aboriginal people</td>
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<tr>
<td>• advocating the benefits and attractions of relocating to regional NSW, including campaigns and targeted initiatives for skilled workers.</td>
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### 6. Boost regional NSW’s knowledge economy and excellence in innovation, particularly in agricultural technology, aged care, energy, aerospace, logistics, advanced manufacturing, and other areas linked to the future of regions.

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<tbody>
<tr>
<td>• industry, government and university partnerships to tackle specific regional NSW issues such as economic and social challenges, or growth sector opportunities to become national leaders in niche fields.</td>
<td>• partnerships to elevate areas of strength from nationally recognised to internationally recognised.</td>
<td>• opportunities to foster industry clusters in sectors of future strength in regional NSW.</td>
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</table>
### Advocacy and promotion

#### 7. Draw in more domestic and international tourists in areas with tourism potential.

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<tbody>
<tr>
<td>• infrastructure and transport to support tourism to wine and produce regions – particularly where those goods are exported internationally and NSW’s brand is recognised overseas.</td>
<td>• increasing the efficiency of east-west transport connectivity including across the Blue Mountains</td>
<td>• the potential to sustain a new global gateway in what is currently regional NSW (air or sea) for both people and goods.</td>
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<td>• options to activate tourism potential based on regional endowments and cultural heritage</td>
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<td>• opportunities for underutilised public land and infrastructure to play a bigger role in tourism – for example, as rail trails.</td>
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#### 8. Attract more domestic and international students to regional NSW.

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<tbody>
<tr>
<td>• marketing and promotion to further raise the profile of regional NSW’s education, training and research strengths.</td>
<td>• dedicated campuses or precincts for international students to study in regional NSW.</td>
<td>• tertiary-accredited integrated work-study qualifications in sectors of strength in regional NSW.</td>
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</table>
### Business environment

**9. Provide an attractive environment for businesses** to establish and invest in regional NSW locations, consistent with regions’ economic endowments.

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<tbody>
<tr>
<td>• improving the customer experience of planning processes for business investment, set-up and expansion in regional NSW</td>
<td>• streamlining regulatory requirements to attract related and co-dependent businesses in engine industries</td>
<td>• cooperative business investment models with key trading partners.</td>
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<tr>
<td>• initiatives to attract skilled labour to regions, and increase the participation of women and older people in the regional labour force</td>
<td>• supporting engine industries through international trade advocacy, maintaining favourable trade relationships, and considering regulatory and other supports</td>
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</tr>
<tr>
<td>• potential growth areas (hubs) for targeted industries in specific locations</td>
<td>• building flexibility into Crown land use to better respond to economic opportunities while protecting environmental, cultural and other significance.</td>
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<tr>
<td>• options to encourage greater in-country value adding in engine industries such as agriculture and manufacturing.</td>
<td>• streamlining regulatory requirements to attract related and co-dependent businesses in engine industries</td>
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</table>

### 10. Grow vibrant places to live and work

to encourage business and population growth.

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<tr>
<td>• cultural infrastructure investment across regional NSW</td>
<td>• planning arrangements in all growing regional centres that ensure appropriate housing, utilities and transport to support growth, while maintaining liveability, sense of community and local identity</td>
<td>• management of coastal land to optimise accessibility and balance commercial and residential uses.</td>
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<tr>
<td>• investment models to improve recreational infrastructure in growing regional centres to enhance wellbeing and lifestyles.</td>
<td>• opportunities to activate regional town centres with growth potential, to support night-time economies.</td>
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</table>