



Newcastle Housing Needs and Local Character Evidence Report: Appendices

Prepared by City Plan Strategy & Development P/L
on behalf of the City of Newcastle

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Disclaimer

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FIGURES

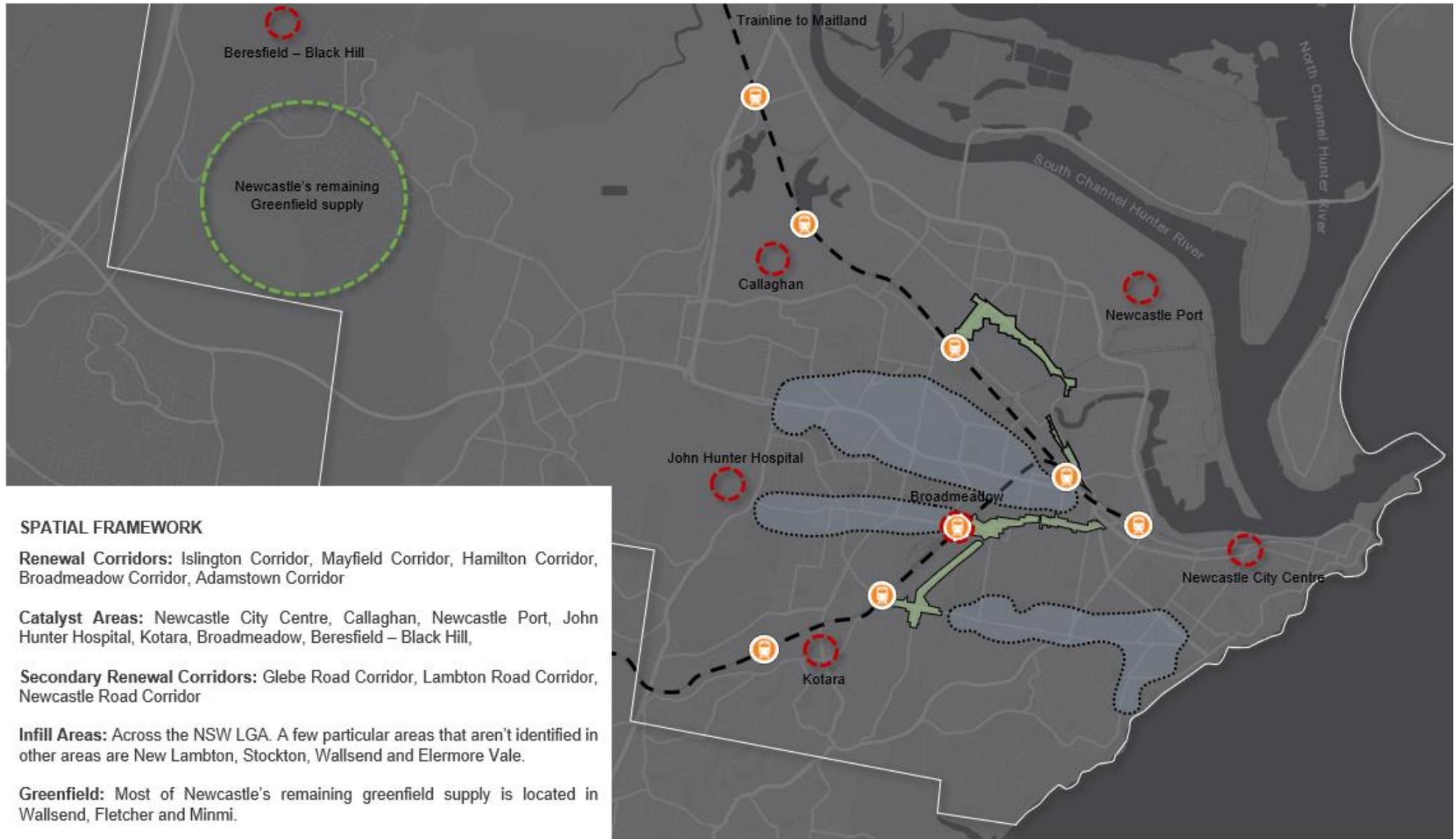
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APPENDIX 1: SPATIAL FRAMEWORK

Figure 1. Spatial framework to plan for housing in the Newcastle LGA



APPENDIX 2: STAGE 1 URBAN RENEWAL CORRIDORS

The Hunter Regional Plan, Greater Newcastle Metropolitan Plan (GNMP) and Newcastle Local Planning Strategy (LPS) all propose continued focus of significant additional housing in Newcastle's urban renewal corridors. These areas provide links between the major local centres of Islington, Mayfield, Hamilton, Broadmeadow and Adamstown and offer the highest level of public transport accessibility.

Medium dwelling prices in 2018 across the five corridors (PRD data 2019):

- Islington, dwellings \$665,000 and unit/townhouse \$608,750
- Mayfield \$600,000 and unit/townhouse \$472,000
- Hamilton \$786,000 and unit/townhouse \$461,000
- Broadmeadow \$612,500 and unit/townhouse \$585,000
- Adamstown \$720,000 and unit/townhouse \$583,750

The following are the 2018 average square metre land values for the five renewal corridors (PRD data 2019):

- Islington \$1,635
- Mayfield \$901
- Hamilton \$1,663
- Broadmeadow \$1,192
- Adamstown \$1,193

Based on an 400sqm average sized lot, which is typical for the Islington, Mayfield and Hamilton corridors, and the average square metre prices listed above, the price of buying a detached dwelling for infill redevelopment is roughly:

- Islington \$654,000
- Mayfield \$360,400
- Hamilton \$665,200

Due to historical settlement patterns, average lots sizes within Broadmeadow and Adamstown renewal corridors are generally closer to 500sqm, meaning the price of buying a detached dwelling for infill redevelopment is roughly:

- Broadmeadow \$596,000
- Adamstown \$596,500

From discussions with local property developers, it was indicated that part of the reason infill development hasn't seen significant take up rates is due to low land values. Specifically, based on Newcastle's current market factors, developers require the value of land to be over \$700,000, or to find specifically viable sites, to undertake medium density infill development.

The following pages show:

- 1) A snapshot of each corridor and current development currently occurring;
- 2) A constraints map showing the key opportunities and constraints for each renewal corridor; and
- 3) A table identifying the status of each precinct and details of how each is progressing

Figure 2. Stage 1 Urban Renewal Corridors in the Newcastle LGA

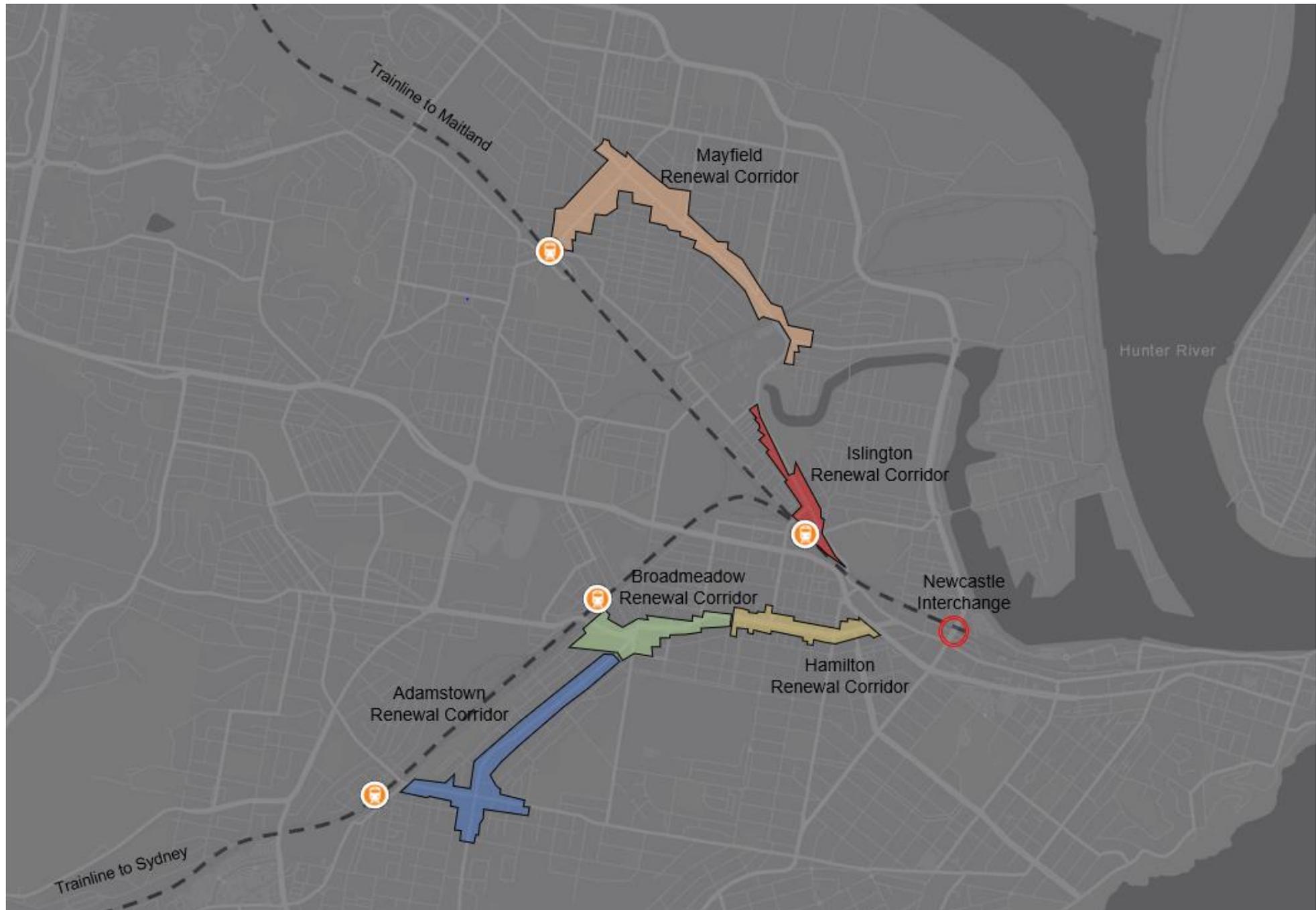


Figure 3. New housing supply (2016 - 2019) in the Islington Urban Renewal Corridor

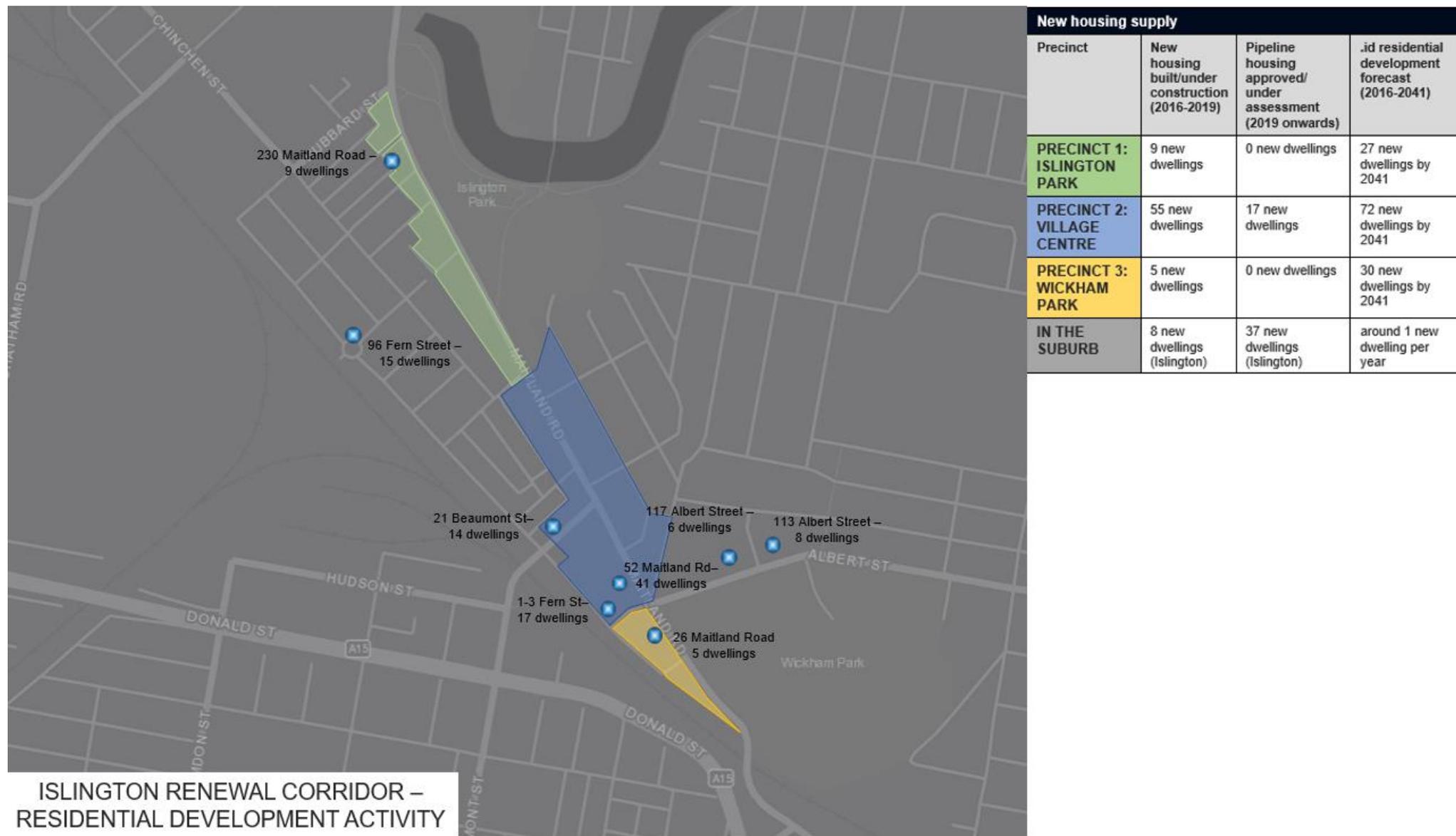


Figure 4. Opportunities and constraints of the Islington Urban Renewal Corridor

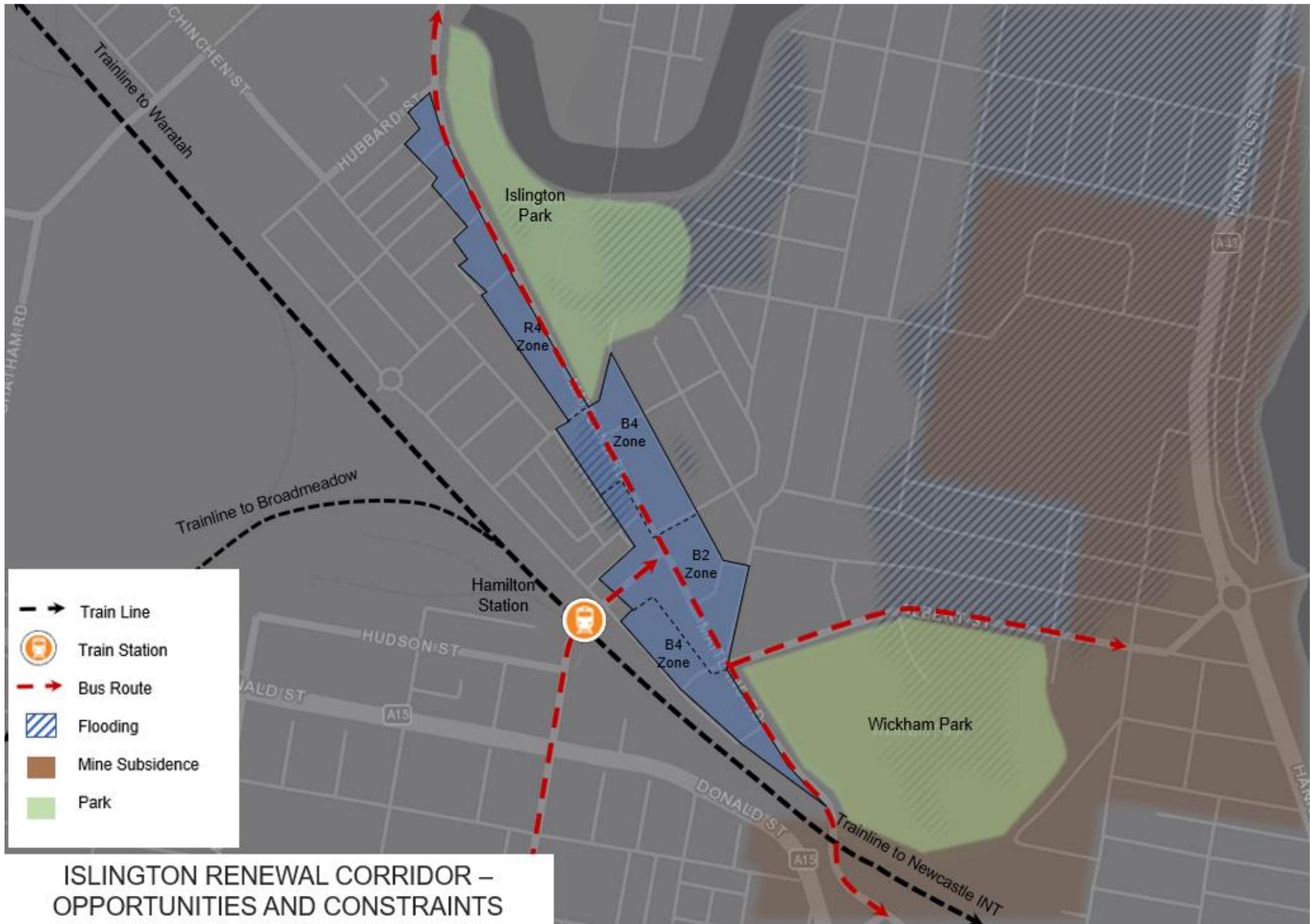
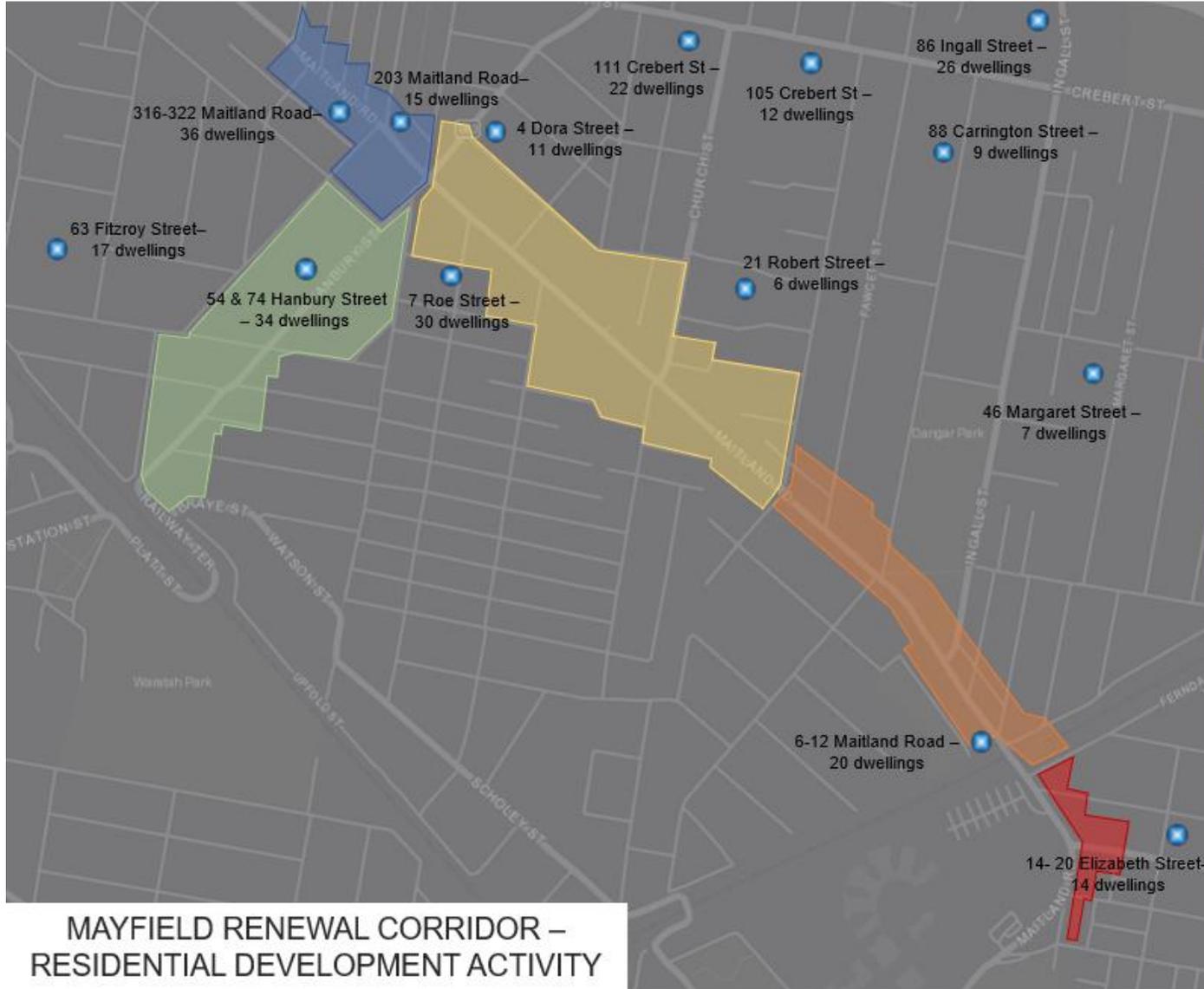


Table 1. Analysis of the Islington Urban Renewal Corridor

Precinct	Status	Development in pipeline	Forecasted development	Opportunities	Constraints	Controls
Islington Park (Precinct 1)	Existing land use is primarily commercial. Lots along Maitland Rd are large in nature. A number of sites are currently vacant.	9 new dwellings are currently under construction.	.id forecasts 27 dwellings to be built by 2041.	High degree of transport servicing and access to amenity at Islington Park. Large lot sizes present opportunity to accommodate higher density residential accommodation.	Several prime sites are occupied as industrial or service station. Remediation would be required for residential development. Several community uses exist (e.g. a church)	Existing development is well below the height and FSR controls.
Village Centre (Precinct 2)	Commercial is the predominant use. Most development is 1 -2 storeys. Small number of detached and shop top housing. Several residential flat buildings are occurring close to Hamilton Station. Existing buildings are relatively old.	Take up, with residential flat buildings, occurring in the southern part of the precinct. - 55 new dwellings have been built since 2016 or are currently under construction. - 17 additional new dwellings have been approved or are currently under assessment.	.id forecasts 72 dwellings to be built by 2041. The current dwellings in the pipeline will meet .id's forecast. The current number of new dwellings in the pipeline is 72, indicating that more residential development is occurring here than forecast.	High degree of transport servicing and amenity. The northern B4 zoned component of the precinct has opportunity for low-rise apartments.	B2 zoning limits residential development to shop top housing. Part of the precinct is Low Risk of flooding. Most larger lots are occupied by active commercial businesses.	Most of this precinct is zoned B2 to ensure shops and services are available to residents locally. The zoning is suitable for this precinct. Existing development is well below the height and FSR controls.
Wickham Park (Precinct 3)	Mix of residential and commercial buildings. Small total site area. Only 16 properties within this whole precinct.	5 new dwellings are currently under construction.	.id forecasts 30 dwellings to be built by 2041.	High degree of transport servicing and access to amenity at Wickham and Wickham Park.	Very small lot sizes. Due to location between a main road and train line, would require a design solution to overcome environmental impacts.	Existing development is well below the height and FSR controls.

Figure 5. New housing supply (2016 - 2019) in the Mayfield Urban Renewal Corridor



New housing supply			
Precinct	New housing built/under construction (2016-2019)	Pipeline housing approved/under assessment (2019 onwards)	Mid residential development forecast (2016-2041)
PRECINCT 1: TIGHES HILL	0 new dwellings	0 new dwellings	29 new dwellings by 2041
PRECINCT 2: DANGAR PARK	20 new dwellings	0 new dwellings	42 new dwellings by 2041
PRECINCT 3: MAYFIELD TOWN	0 new dwellings	0 new dwellings	328 new dwellings by 2041
PRECINCT 4: WEBB PARK	0 new dwellings	56 new dwellings	28 new dwellings to 2041
PRECINCT 5: HANBURY STREET	0 new dwellings	34 new dwellings	413 new dwellings
IN THE SUBURB	200 new dwellings (Mayfield – Mayfield East) 21 new dwellings (Tighes Hill)	122 new dwellings (Mayfield – Mayfield East) 27 new dwellings (Tighes Hill)	Around 10 - 13 new dwellings per year

MAYFIELD RENEWAL CORRIDOR – RESIDENTIAL DEVELOPMENT ACTIVITY

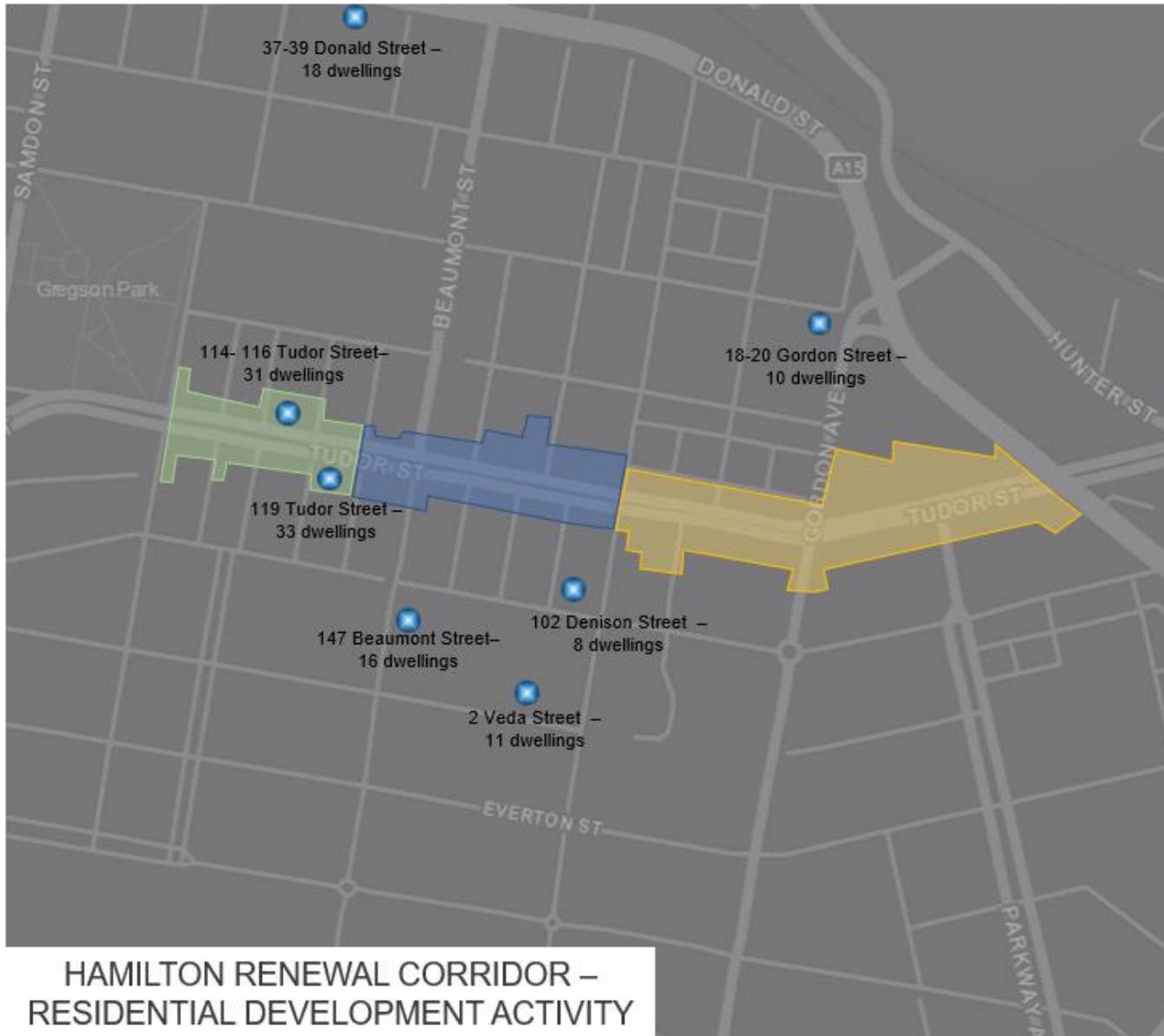
Figure 6. Opportunities and constraints of the Mayfield Urban Renewal Corridor



Table 2. Analysis of the Mayfield Urban Renewal Corridor

Precinct	Status	Development in pipeline	Forecasted development	Opportunities	Constraints	Controls
Tighes Hill (Precinct 1)	Mix of land uses from medium density housing and commercial buildings along Maitland Rd. Predominantly detached dwellings off the main road. Medium density residential development occurring.	No development assessment applications for dwellings currently in the pipeline.	.id forecasts 29 dwellings to be built by 2041.	Limited opportunity for residential development, however lot sizes in the area are quite large, presenting opportunity for low-rise medium density development.	The precinct has significant flooding constraints. Not much opportunity for larger scale residential development along Maitland Rd due to the existing uses (e.g registered clubs, boarding houses)	The B1 zoning is accurate for the precinct. The height and FSR controls allow significant uplift to occur, pending feasibility.
Dangar Park (Precinct 2)	Primarily single story industrial development fronting Maitland Rd. Several detached dwellings and townhouses.	20 new dwellings have been built since 2016 or are currently under construction.	.id forecasted 42 dwellings to be built by 2041. Opportunity to deliver more dwellings than forecasted by .id within this precinct.	Most buildings are single storey and well below the 11m building height. Building in the area are quite old and there is opportunity for renewal. High degree of transport servicing and amenity.	The precinct has significant flooding and mine subsidence constraints. Industrial lots are narrow.	The 11m building height for the R4 zoned area is quite low. The 11m height control provides limited opportunity to achieve the high density zoning objectives.
Mayfield Town Centre (Precinct 3)	Predominantly low rise retail premises fronting Maitland Rd. Several supermarkets and supermarket car parking take up largest parcels within the precinct.	There have been a number of non-residential developments occurring within this corridor. No development assessment applications for dwellings currently in the pipeline.	.id forecasts 328 dwellings within Precinct 3 to be built by 2041. With the number of competing large scale commercial land uses, this forecast will be difficult to achieve.	A number of vacant former vehicle sales premises provide opportunity for residential flat buildings. Some opportunity for amalgamation and redevelopment of smaller lots containing stand-alone dwellings that are not adjoining Maitland Rd.	Limited opportunity due to well established existing commercial operations. Unlikely to see the commercial buildings transition into residential opportunity. The supermarket operations require large car parking spaces to support patronage.	Controls allow development at a much higher and denser rate than what exists. Constraints are limiting development occurring near the control limits. Due to the constraints, it is unlikely the Profile ID forecasted dwelling numbers for the precinct will be delivered.
Webb Park (Precinct 4)	Mostly commercial development with a few townhouses, detached dwellings and open space.	There has been no recent residential development activity, however 56 new dwellings have been approved or are currently under assessment.	.id only forecasted 42 new dwellings to be built by 2041. Opportunity to deliver more dwellings than forecasted by .id within this precinct.	Limited opportunity as commercial premises are well established.	Limited opportunity due to well established existing commercial operations. Unlikely to see the commercial buildings transition into residential opportunity.	Controls allow development at a much higher and denser rate than what exists. Constraints are limiting development occurring near the control limits.
Hanbury Street (Precinct 5)	Primarily single story detached dwellings, Mayfield Ex-Services Club and carpark, and a few medium density attached dwellings.	There has been no recent residential development activity, however 34 new dwellings have been approved or are currently under assessment.	.id forecasts 413 dwellings within Precinct 5 to be built by 2041. The rate of new development in this precinct is occurring slower than forecast.	Area with the most opportunity within the Mayfield Renewal Corridor. Amalgamation of a few lots could allow redeveloped for residential flat buildings.	Corridor is partly constrained by flooding.	Existing development is well below controls. Controls do not appear to be restricting development opportunity.

Figure 7. New housing supply (2016 - 2019) in the Hamilton Urban Renewal Corridor



New housing supply			
Precinct	New housing built/under construction (2016-2019)	Pipeline housing approved/under assessment (2019 onwards)	.id residential development forecast (2016-2041)
PRECINCT 1: TUDOR STREET WEST	64 new dwellings	0 new dwellings	16 new dwellings by 2041
PRECINCT 2: BEAUMONT STREET	0 new dwellings	0 new dwellings	27 new dwellings by 2041
PRECINCT 3: TUDOR STREET EAST	0 new dwellings	0 new dwellings	75 new dwellings by 2041
IN THE SUBURB	39 new dwellings (Hamilton) 6 new dwellings (Hamilton South)	84 new dwellings (Hamilton) 7 new dwellings (Hamilton South)	around 6 -12 new dwellings per year (Hamilton) around 5-10 new dwellings per year (Hamilton South-Hamilton East)

Figure 8. Opportunities and constraints of the Hamilton Urban Renewal Corridor



Table 3. Analysis of the Hamilton Urban Renewal Corridor

Precinct	Status	Development in pipeline	Forecasted development	Opportunities	Constraints	Controls
Tudor Street West (Precinct 1)	<p>Predominantly low (1-2 storey) commercial premises. A few residential flat buildings.</p> <p>Commercial buildings mostly occupied.</p>	64 new dwellings have been built since 2016 or are currently under construction.	<p>.id forecasts 16 dwellings within Precinct 1 to be built by 2041.</p> <p>The number of new dwellings built recently have exceeded .id's forecast. Opportunity to deliver more dwellings within this precinct.</p>	Close to open space at Gregson Park and entertainment along Beaumont St. Walking distance to Newcastle Interchange and fronts a bus routes along Tudor Street.	<p>Very few lots that could accommodate residential development.</p> <p>Precinct is subject to mine subsidence and flooding.</p>	Controls allow development at a much higher and denser rate that what is exists.
Beaumont Street (Precinct 2)	<p>Mix of residential flat buildings and commercial development.</p> <p>Commercial buildings mostly occupied.</p>	No development assessment applications for dwellings currently in the pipeline.	.id forecasts 27 dwellings within Precinct 2 to be built by 2041.	Close to open space at Gregson Park and entertainment along Beaumont St. Walking distance to Newcastle Interchange and fronts a bus routes along Tudor Street.	<p>Very few lots within this precinct that do not serve a cultural purpose or have not been subject to a DA within the last 10-15 years.</p> <p>Precinct is subject to the Hamilton Business Centre Heritage Conservation Area and mine subsidence.</p>	The precinct has a B2 zoning which provides for shops, services and shop top housing. The zoning aligns with local character and heritage provisions.
Tudor Street East (Precinct 3)	Majority of this precinct is comprised of operational Vehicle Sales or Hire Premises.	No development assessment applications for dwellings currently in the pipeline.	.id forecasts 75 dwellings within Precinct 3 to be built by 2041.	<p>Close to open space at Gregson Park and entertainment along Beaumont St. Walking distance to Newcastle Interchange and fronts a bus routes along Tudor Street.</p> <p>The Vehicle Sales or Hire Premises are located on lots with a large area.</p>	<p>There are a number of successful Vehicle Sales or Hire Premises located on land suitable for residential development.</p> <p>Incompatible land uses (a DA for a petrol station) have occurred due to the flexibility of the B4 zoning.</p> <p>Precinct is subject to mine subsidence and flooding.</p>	<p>Controls allow development at a much higher and denser rate that what is exists.</p> <p>Over time, additional height may be appropriate in the B4 component of the Precinct as development progresses on the eastern side of Donald/Parry St.</p>

Figure 9. New housing supply (2016 - 2019) in the Broadmeadow Urban Renewal Corridor

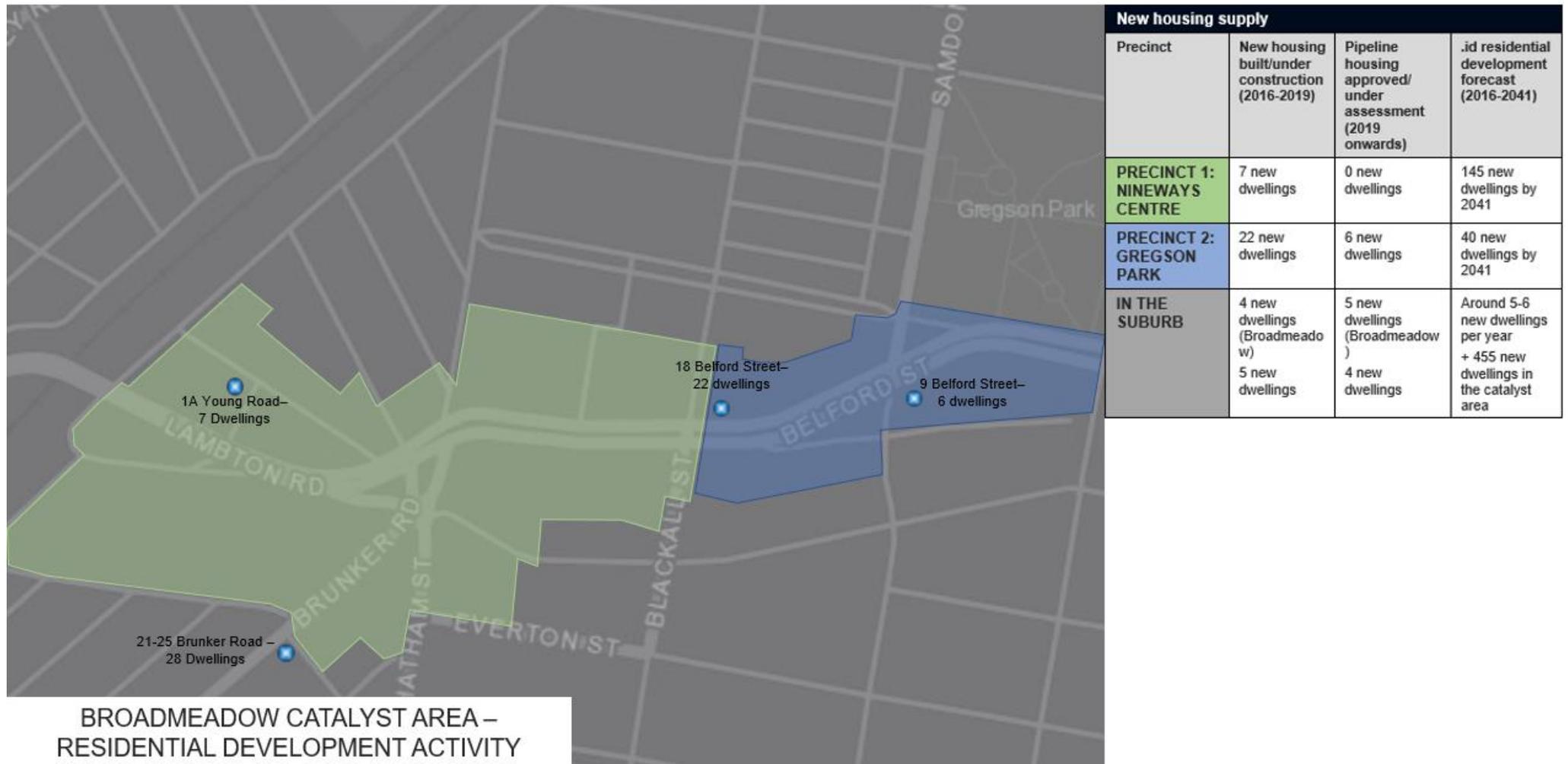


Figure 10. Opportunities and constraints of the Broadmeadow Urban Renewal Corridor

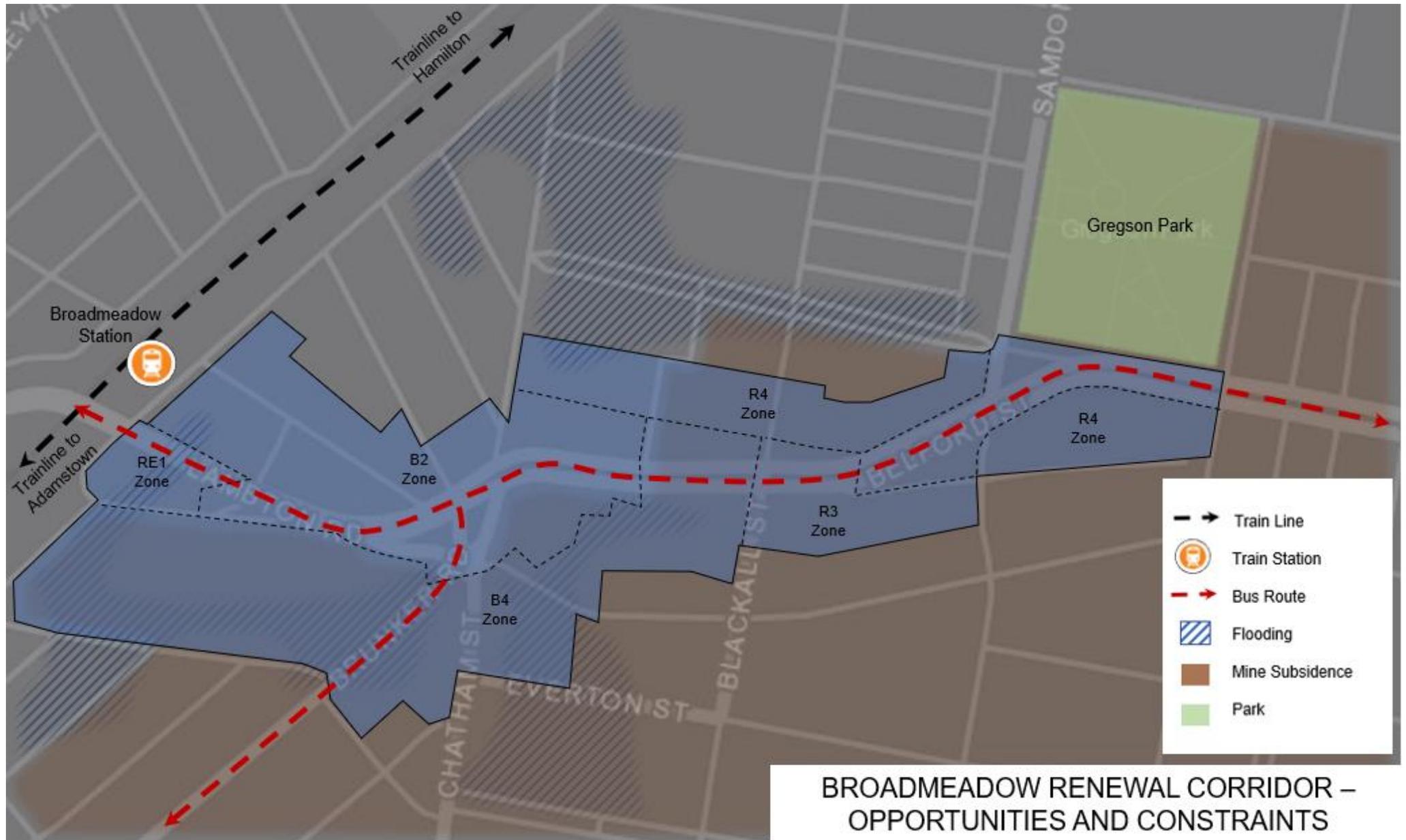


Table 4. Analysis of the Broadmeadow Urban Renewal Corridor

Precinct	Status	Development in pipeline	Forecasted development	Opportunities	Constraints	Controls
Nineways Centre (Precinct 1)	<p>Covers a large area and a large range of uses. This ranges from open spaces, detached dwellings, smaller commercial operations, bulky goods premises, pubs, petrol stations.</p> <p>The primary land use present within the precinct is higher density residential development.</p> <p>A few vacant buildings along Lambton Rd, mostly tenanted.</p>	<p>7 new dwellings have been built since 2016 or are currently under construction.</p>	<p>.id forecasts 145 dwellings within Precinct 1 to be built by 2041.</p> <p>Substantial new residential development will need to occur to meet the .id forecast.</p>	<p>Highly serviced by rail at Broadmeadow Station and buses along Lambton Rd and Brunner Rd to Newcastle CBD.</p>	<p>The land between Lambton Road and Broadmeadow station is zoned B2, which restricts new residential development to shop top housing.</p> <p>Precinct is subject to mine subsidence and flooding.</p>	<p>Much of this precinct is zoned B2 to allow for shops and services with a local centre. The zoning is appropriate for the precinct.</p> <p>Increased height or FSR controls may be appropriate to encourage density close to Broadmeadow Station.</p>
Gregson Park (Precinct 2)	<p>A mix of detached dwellings, commercial premises and Hamilton Public School.</p> <p>Many of the detached dwellings contain heritage features.</p>	<p>22 new dwellings have been built since 2016 or are currently under construction.</p> <p>An additional 6 dwellings have been approved or are currently under assessment.</p>	<p>.id forecasts 30 dwellings within Precinct 2 to be built by 2041.</p> <p>.id predicts very little growth within Precinct 2.</p>	<p>Highly serviced buses along Lambton Rd to Newcastle CBD.</p> <p>Close to open space at Gregson Park and entertainment along Beaumont St.</p>	<p>Precinct is subject to mine subsidence and flooding.</p>	<p>The controls only support minimal height and density above what exists. Current controls unlikely to see much uplift or redevelopment.</p>

Figure 11. New housing supply (2016 - 2019) in the Adamstown Urban Renewal Corridor

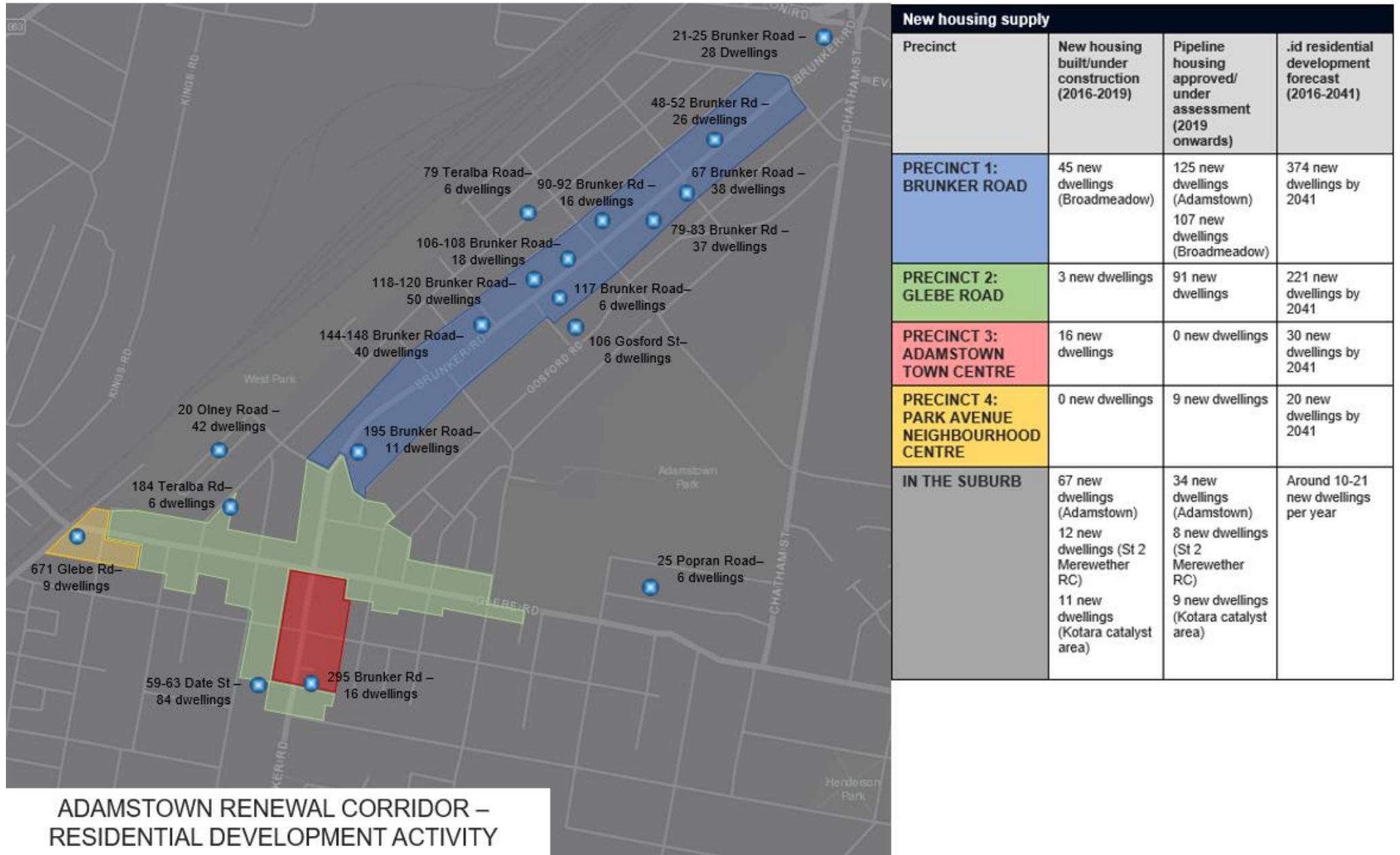


Figure 12. Opportunities and constraints of the Adamstown Urban Renewal Corridor

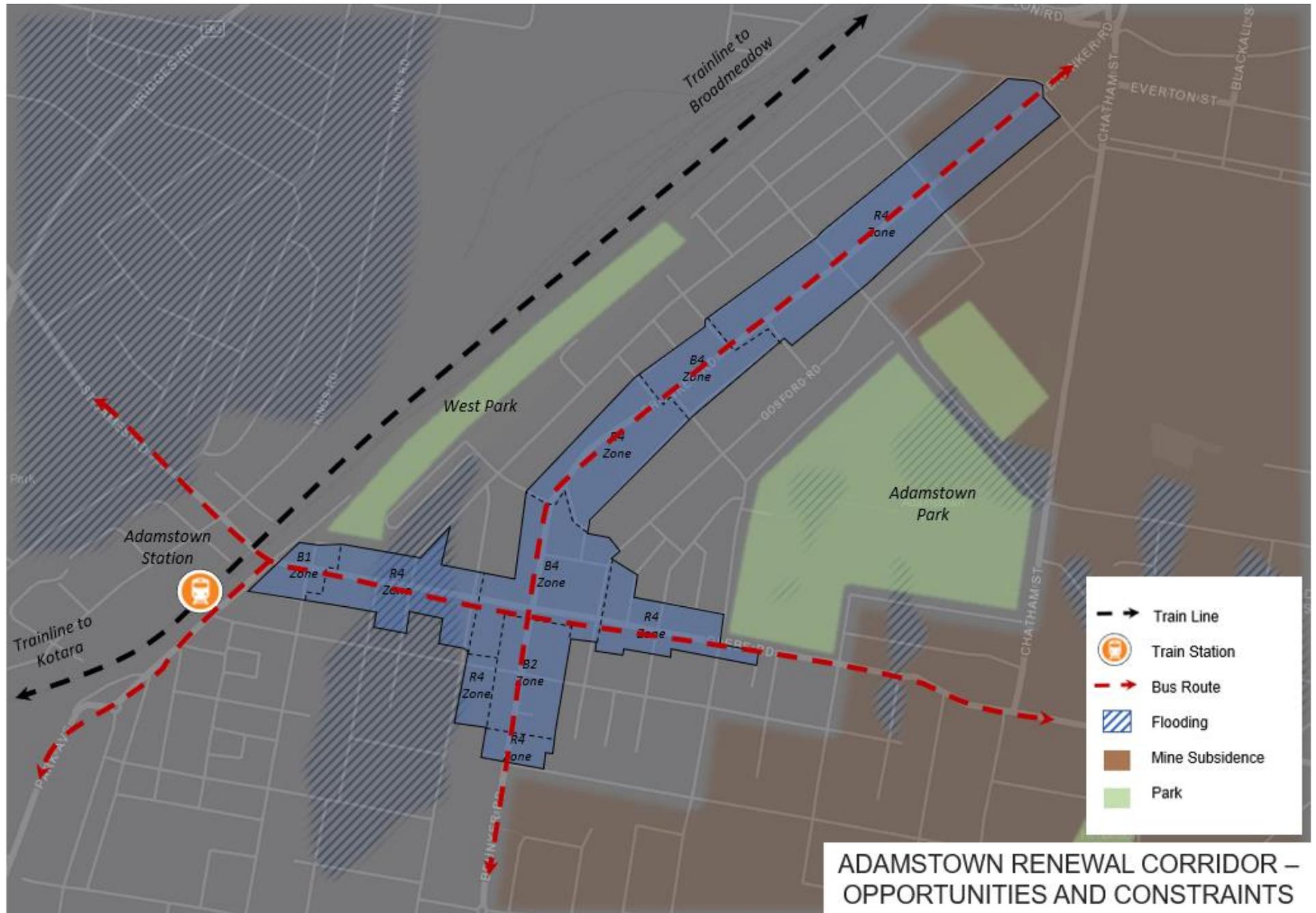


Table 5. Analysis of the Adamstown Urban Renewal Corridor

Precinct	Status	Development in pipeline	Forecasted development	Opportunities	Constraints	Controls
Brunker Road (Precinct 1)	<p>A lot of variety in the precinct, ranging from detached dwellings to residential flat buildings, and small shop fronts to larger commercial operations.</p> <p>Several new residential flat buildings have been built over the past few years towards the northern end of the precinct.</p>	<p>There is substantial new development activity in the pipeline, making this Precinct one of the most successful precincts in all of the Urban Renewal Corridors.</p> <p>45 new dwellings have been built since 2016 or are currently under construction.</p> <p>An additional 232 dwellings have been approved or are currently under assessment.</p>	<p>.id forecasts 374 dwellings within Precinct 1 to be built by 2041.</p> <p>Based on the current rate of development activity, it is likely .id's forecast will be met, and most likely exceeded.</p>	<p>A number of residential flat buildings have already been built within the corridor. Infrastructure services (such as bus routes) have already been established.</p> <p>Many of the detached dwellings are prime candidates for amalgamation and more concentrated land uses.</p>	<p>Northern portion of the precinct is subject to mine subsidence.</p> <p>Due to the number of residential flat buildings and shop top houses coming online, there may be limited opportunity to find appropriate sites.</p>	<p>The R4 zoning, FSR and Height controls appear to be facilitating substantial development. No changes to the controls are necessary.</p>
Glebe Road (Precinct 2)	<p>The most common land use is detached residential dwellings on small to mid-sized lots. Also has several community facilities (post office and church) and a school.</p> <p>Several attached dwellings and small scale residential flat buildings have been built west of the Adamstown Town Centre.</p>	<p>3 new dwellings have been built since 2016, or are currently under construction.</p> <p>An additional 91 new dwellings have been approved.</p>	<p>.id forecasts 221 dwellings within Precinct 2 to be built by 2041.</p> <p>There is opportunity for additional new dwellings .id's forecasts as development progresses along Brunker Rd over the long term.</p>	<p>There is opportunity for the detached dwellings along Glebe Road to amalgamate and transition into medium density housing. Streets set back from Glebe Rd (e.g. Victoria St) have been subject to medium density development.</p>	<p>A western component of the precinct is flood prone.</p>	<p>Glebe road has potential to accommodate higher density development. The controls (and market) do not appear to be facilitating redevelopment. After Brunker Rd is nears saturation, similar height controls could be applied to Precinct 2 to encourage redevelopment.</p>
Adamstown Town Centre (Precinct 3)	<p>Primarily small scale shop front commercial activities with a few community facilities. Very few vacancies.</p>	<p>16 new dwellings have been built since 2016 or are currently under construction.</p> <p>There are no additional new dwellings in the pipeline.</p>	<p>.id forecasts 30 new dwellings within Precinct 3 to be built by 2041.</p>	<p>Limited opportunities for shop top housing due to small scale shop fronts.</p>	<p>The controls provide limited opportunity for redevelopment for shop top housing.</p>	<p>The B2 zoning provides opportunity for shop top housing, however the 11m height limit provides limited opportunity to develop much beyond the existing built form.</p>
Park Avenue Neighbourhood Centre (Precinct 4)	<p>Predominantly smaller commercial shop front businesses and a pub. Several of the commercial shop fronts are vacant.</p>	<p>There has been no recent residential development activity, however 9 new dwellings have been approved or are currently under assessment.</p>	<p>.id forecasts 20 dwellings within Precinct 3 to be built by 2041.</p>	<p>Adamstown Station upgrades (completed) and the upcoming Glebe/Park Road upgrades will improve vehicle and pedestrian movements.</p>	<p>Limited number of sites within this corridor and a large component of this precinct is the pub which is a long-standing establishment.</p>	<p>There is limited opportunity to alter controls to deliver addition dwellings due to the size of this precinct. Controls appear sufficient.</p>

APPENDIX 3: CATALYST AREAS

The Greater Newcastle Metropolitan Plan identified several Catalyst Areas. The Catalyse Areas will underpin new job opportunities, including 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. There are seven catalyst areas located within the Newcastle local government area. The Newcastle City Centre, Callaghan, Kotara and Broadmeadow catalyst areas will play a role in delivering Newcastle's housing.

1. Newcastle City Centre

- Targeted to deliver 4,000 dwellings by 2036 with its 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.

Newcastle City Centre catalyst area's role for housing delivery

- In Newcastle – Newcastle East – Newcastle West 96% of the current 2,913 dwelling stock is medium or high density.
- In Maryville – Wickham, 50% of the current 1,358 dwelling stock is medium or high density.
- Within the catalyst area there is currently 4,271 dwellings (Source: Adapted from ID Profile 2018)
- From Council DA tracker and the Department of Planning, Industry and Environment's Development and Planning Register, there is currently 4,019 dwellings in the pipeline.
- Although not all of the 4,019 dwellings will be built, it is an indication that the Newcastle City Centre catalyst area is capable of achieving the 4,000 dwelling target established in the Greater Newcastle Metropolitan Plan. Furthermore, the Department of Planning, Industry and Environment and Council may wish to consider increasing the dwelling target to encourage additional development in Newcastle's primary employment hub and most serviced precinct.

2. Callaghan

- Targeted to deliver 750 dwellings by 2036 with its 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 surround areas and centres.

Opportunities and role in delivering housing

- It is noted that with the growth of Newcastle's City Centre campus, future dwellings/student accommodation provided by the university is likely to occur in the Newcastle City Centre rather than at the Callaghan campus. The Student Accommodation Precinct contains a large volume of dwellings, however there has been no indication by the university to building additional dwelling accommodation within this precinct for the short-medium future.
- The suburb of Jesmond, within the Callaghan Catalyst area is already experiencing renewal with 3 approved development applications accounting for 10% of the 2036 dwelling target (77 dwellings).
- Within the Waratah precinct, development applications are in the pipeline for a boarding house for 29 dwellings and an aged care facility for 47 dwellings.
- There is currently no substantial dwelling applications within the pipeline for the Warabrook precinct.
- When discounting areas within the catalyst area covered by the university and employment lands, the main precinct likely to see dwelling growth is the Jesmond, Warabrook and Waratah Centres precinct. It is likely that the 750 dwelling target identified in the Greater Newcastle Metropolitan Plan will be incrementally delivered over time through mid-sized redevelopments. It is unlikely that intervention is needed to meet the dwelling target.
- It is recognised that future dwelling within this precinct, particular Jesmond, need to be supportive of the future dwelling needs of students as this catalyst area is a key area for student accommodation.

3. Kotara

- Targeted to deliver 400 dwellings by 2036 with its desired role in Greater Newcastle:
- Diverse employment centre with mixed-use and high density; residential connected to frequent public transport services.

Opportunities and role in delivering housing

- Above 90% of the current housing stock within the Kotara area are detached dwellings.
- From Council's DA tracker, Kotara currently isn't seeing a significant volume of infill occurring. Most development within the pipeline is in the form of dual occupancy development or small scale multi dwelling housing.
- Kotara's current dwelling pipeline trajectory is unlikely to deliver the targeted 400 dwellings by 2036 without significant intervention.
- The Greater Newcastle Metropolitan Plan identifies the current home maker centre as the future Town Centre Precinct. It identifies that realignment of local plans and masterplanning will also need to occur to support the redevelopment of the large format retail to a mixed-use town centre. The shop top housing within the town centre will be a key component to deliver the catalyst area dwelling targets.
- Due to its location to employment and transport serviceability, it is recommended that Council explore additional GFA provisions to encourage the delivery of affordable and social housing within the new town centre Kotara precinct and also the Kotara Residential Precinct. These provisions could work similarly to those currently in place within the Wickam Master Plan (once the Wickham Master Plan provisions have successfully been introduced and evaluated).
- Should delivery of the Town Centre precinct see delays, Council will need to explore how medium density housing can be encouraged within the Kotara Residential Precinct to meet the dwelling targets.

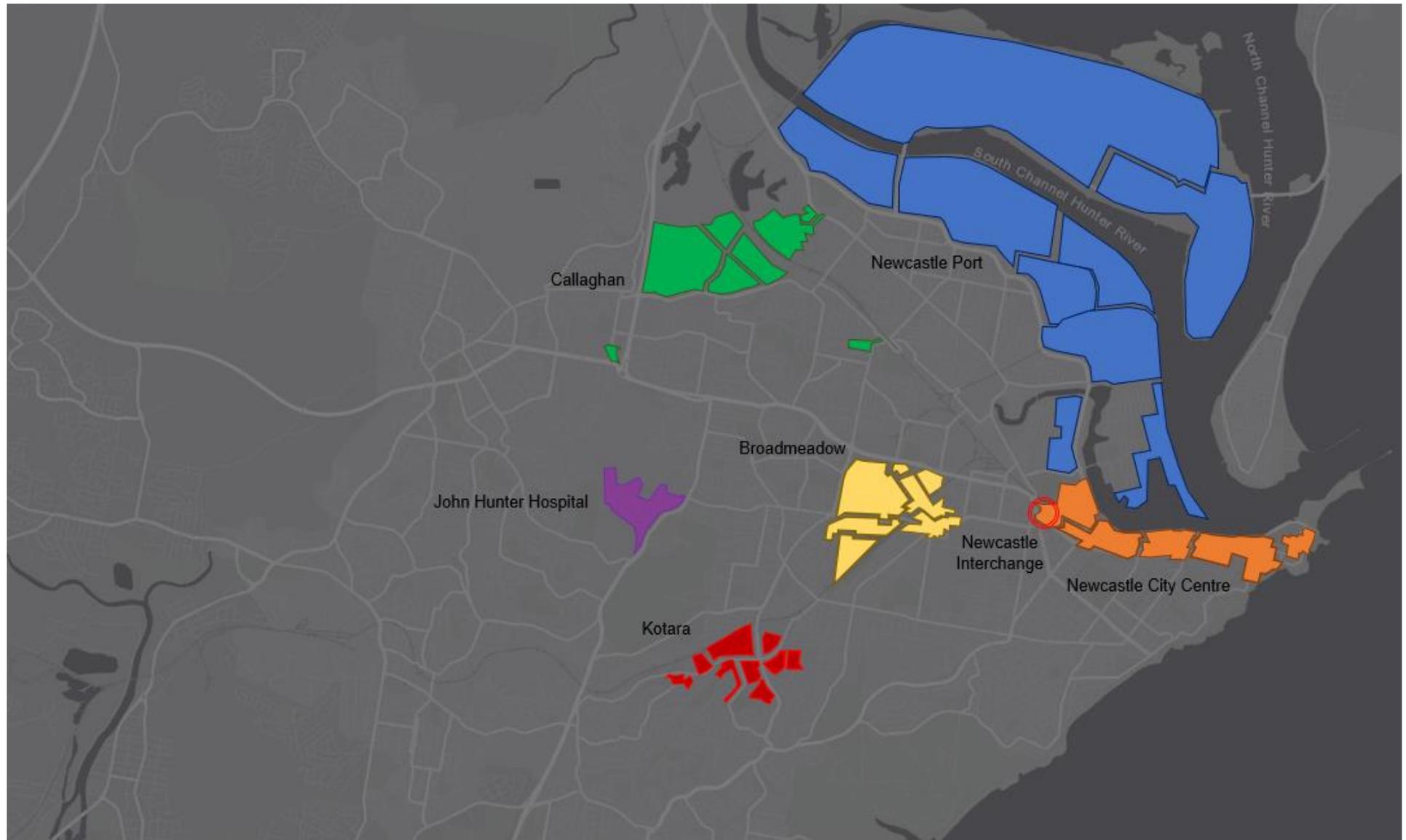
4. Broadmeadow

- Targeted to deliver 1,500 dwellings by 2036 with its desired role in Greater Newcastle:
- Nationally significant sport and entertainment precinct; and
- Providing a mix of uses that facilitates growth and change in surrounding centres and residential areas.

Opportunities and role in delivering housing

- Outside of the Newcastle City Centre, the Broadmeadow catalyst area has been identified for the largest dwelling increasing out of all the catalyst areas and renewal corridors. With access to bus and train transport options and close proximity to the city centre, Broadmeadow presents itself as one of Newcastle's most appropriate areas for higher residential developments.
- The Greater Newcastle Metropolitan Plan highlights the need to facilitate medium to higher density housing within the Nineways, Lambton Road, Broadmeadow Station, Broadmeadow Road and Locomotive Depot Precincts.
- At present, much of the redevelopment within the wider Broadmeadow area has been along the Bruncker Road, outside of the Broadmeadow catalyst area. At present there are very few development applications for development within the Broadmeadow catalyst area, none of which contain substantial volumes of dwelling delivery. Amongst the development industry, there hasn't been notable interest to undertake infill development within the Broadmeadow catalyst area.
- To deliver the 1,500 dwellings target, as part of the actions identified within the Greater Newcastle Metropolitan Plan, Council will need to master plan the Broadmeadow precinct. This master planning process will also need to evaluate the feasibility of medium to high density development and consider if adjustments to the planning controls are required to deliver the dwelling targets.
- Similar to the Kotara catalyst area, the provision of future housing within the Broadmeadow area provides Council with an opportunity to deliver affordable and social housing to meet shortfalls within the Newcastle LGA.

Figure 13. Residential Catalyst Areas in the Newcastle LGA



APPENDIX 4: STAGE 2 URBAN RENEWAL CORRIDORS

The Greater Newcastle Metropolitan Plan (GNMP) identified three Stage 2 Urban Renewal Corridors within the Newcastle LGA. Action 16.3 within the GNMP identifies that Council will undertake an investigation of renewal potential and ensure proposals do not prevent future redevelopment opportunities.

The three Stage 2 Urban Renewal Corridors are:

- **Newcastle Rd – Griffiths Rd – Donald St Corridor.** This corridor plays a role in providing entertainment (the showground, Harness Racing Club and McDonald Jones Stadium), employment (primarily light industrial) and residential (detached dwellings). There has been very little residential renewal over the past few years within this corridor. This corridor is also Newcastle's primary East-West road link between Newcastle CBD and the M1 Motorway and future opportunities within the corridor will need to consider traffic impacts.
- **Lambton Rd – Russell Rd Corridor.** This corridor will be a westerly extension of the Hamilton and Broadmeadow Urban Renewal Corridors. The eastern component of this corridor is comprises primarily light industrial and commercial land uses. The middle component of the corridor is predominantly residential transitioning into small scale commercial activities at New Lambton shops. The corridor has not seen much intense residential development and future uses within the corridor will need to be sympathetic with the local character of the area.
- **Glebe Road – Watkins St Corridor.** This corridor is largely comprised of residential detached dwelling land uses with a few medium density residential uses and smaller commercial operations. This corridor is located close to employment opportunities within the CBD. Future activation of the corridor will need to ensure transport and infrastructure are aligned to ensure additional residents within this corridor can be adequately serviced.

Once the Stage 2 Urban Renewal Corridors have been defined, Council can further consider how these corridors can contribute to the delivery of Newcastle dwelling requirements and play a role in delivering housing supply.

Figure 14. Stage 2 Urban Renewal Corridors in the Newcastle LGA



APPENDIX 5: GREENFIELD AREAS

The Greater Newcastle Metropolitan Plan identifies that for Greater Newcastle, in 2017, 50% of new dwellings will be delivered through greenfield development. This will transition to 40% of new dwellings being delivered as greenfield development in 2036.

Due to the interaction between the existing urban boundary, the LGA boundary and environmental constraints, Newcastle has little remaining opportunity to deliver substantial volumes of development through greenfield development. Due to Newcastle's historical growth patterns, within the urban boundary Fletcher-Minmi area is one of the last opportunities for greenfield development for Newcastle LGA.

When considering urban zoned greenfield pipeline development for Fletcher-Minmi, that being, residential zoned subdivision lots under assessment (1,186), approved subdivision lots (616), vacant lots (110), lots with dwelling construction (58), multi-dwelling lots (71), there is potential for the delivery of almost 2,000 dwellings through zoned land (this is inclusive of the 144 Woodford Street, Minmi application that is currently under assessment for 962 additional lots).

If all of the 2,000 greenfield pipeline dwellings were developed over the next 25 years to 2041, they would only contribute 9.7% of Newcastle's dwelling delivery.

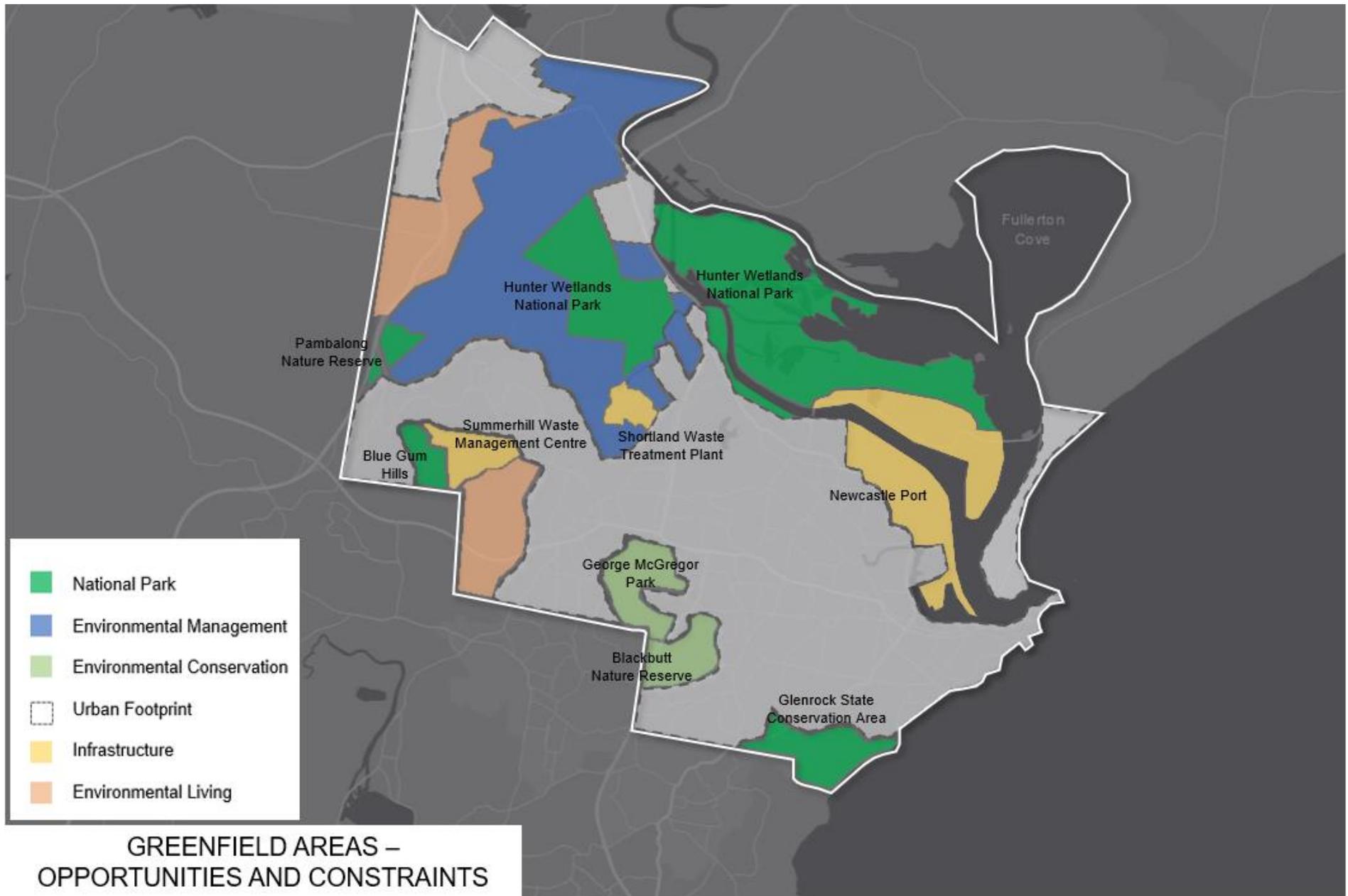
Further to the zoned lots within the subdivision pipeline, there is only a few possible opportunities remaining within the Newcastle LGA for rezoning to

accommodate large scale additional greenfield development. Once urban zoned land, National Parks and Environmental Management areas are discounted, there are only the two notable areas that could accommodate additional dwelling capacity, that being the land currently zoned E4 Environmental Living at Minmi and Black Hill.

The Minmi environmental living area is one of the largest bushland areas in proximity of Newcastle City. Any future development will be highly constrained by the site's bushfire and biodiversity environmental impacts. When considering the future of the site, Council will need to think about the future importance of the trees in mitigating Newcastle's future heat island impacts and if the land is important as a biodiversity corridor.

The Black Hill environmental living area is divided by the M1 Pacific Motorway. Land to the east of the M1 has been subject to larger lot settlement patterns and large lot residential development. There is currently limited opportunity to accommodate greater residential densities east of the M1 due to servicing constraints. Land to the west of the M1 is currently utilised for agricultural purposes or otherwise vacant. This area forms part of the 'emerging Black Hill precinct' within the Black Hill Catalyst Area and is expected to be subject to Council-led masterplanning initiative (jointly with Cessnock Council). Council should consider the suitability of land west of the M1 for rural residential subdivision through the preparation of its Local Housing Strategy to inform any future masterplanning initiatives.

Figure 15. Opportunities and constraints for greenfield areas in the Newcastle LGA



APPENDIX 6: INFILL AREAS

Although Council and the State Government have established centres for growth through the Urban Renewal Corridors and Catalyst Areas, smaller scale infill will also occur organically throughout the existing urban footprint. General infill development outside of the existing Urban Renewal Corridors and Catalyst Areas will play an important role in contributing to Newcastle's dwelling requirements.

The infill development map identifies several established centres that have not been identified as Urban Renewal Corridors or Catalyst Areas but are still likely to experience considerable infill development under current controls. Since August 2016, Wallsend, New Lambton, Merewether, Cooks Hill and Stockton have seen considerable interest in infill development:

- Wallsend received 98 development applications in the pipeline for 330 dwellings;
- New Lambton received 46 applications in the pipeline for 129 dwellings;
- Merewether received 61 applications in the pipeline for 114 dwellings;
- Cooks Hill received 14 applications for 101 dwellings;
- Lambton received 25 applications in the pipeline for 66 dwellings; and
- Stockton received 43 applications in the pipeline for 55 dwellings.

The demand for infill residential development within these areas has generally been driven by a mixture of large lot sizes, infrastructure, serviceability and a desirable local character. Cooks Hill is an exception with smaller lot sizes and heritage constraints, however, most new dwelling activity is proposed as mixed-use and shop top housing along Darby Street where there are larger lot sizes and fewer heritage constraints.

Existing suburbs that have experienced little infill development and will continue to be low or no growth areas due to heritage and other constraints include Carrington, Hamilton South-Hamilton East and The Hill. The exception is the former NBN site at The Hill which is zoned for substantial redevelopment with a current application for 172 dwellings.

The infill development map on the following page also reinforces the need for Council and the State Government to align and clarify the spatial framework for residential growth. Overlaying the Stage 1 Urban Renewal Corridors, Catalyst Areas and Stage 2 Urban Renewal Corridors comprises about 1/3 of Newcastle's urban footprint and currently provides little certainty to the community as to the focus of future residential growth.

Figure 16. Additional areas for infill development within the Newcastle LGA

